

**Remington Drive Street Space Allocation Study
Draft RTC**

A segment of Remington Drive from Mary Avenue to Tilton Drive is scheduled for repaving in spring 2011. This section of the road currently provides two vehicular travel lanes in each direction, parking on both sides of the street, and sidewalks. This road segment currently presents a gap in the bike lanes network, and the re-paving and associated replacement of pavement markings provide an opportunity for establishment of bike lanes.

Staff prepared four options of street re-configuration based a review of the roadway geometry, parking supply and demand, motor vehicle speeds, collision history, and motor vehicle volumes relative to the roadway capacity. These options covering the pavement width are listed below:

- Option 1: One travel lane in each direction, center two-way left turn lane, bike lanes, and street parking.
- Option 2: Two travel lanes in each direction, bike lanes, on-street parking on one side of the street in an alternating pattern.
- Option 3: One travel lane in each direction, a two-way left turn lane, bike lanes, on-street parking on one side of the street in an alternating pattern.
- Option 4: Two travel lanes in each direction, bike lanes, no on-street parking.

Staff then surveyed property owners and posted an on-line survey to seek feedback on the aforementioned options. Results of both surveys showed that majority of respondents are in favor of "Option 1" the provision of one vehicular travel lane per direction, two-way left turn lane, bike lanes, and street parking.

Enclosed is a Draft RTC for BPAC review prior to Council consideration. Staff recommends accepting the community's preferred option and directing staff to allocate street space on Remington Drive between Mary Avenue and Tilton Drive in order to provide one travel lane in each direction, center two-way left turn lane, bike lanes, and on-street parking. The BPAC members are provided with a number of alternatives that allow them to accept, revise, or not take an action with regard to the staff recommendation.



**DRAFT for Bicycle and Pedestrian
Advisory Commission Review August 19, 2010**

DRAFT

Council Meeting: TBD, 2010

SUBJECT: Consideration of Remington Drive Street Space Allocation Study

BACKGROUND

A segment of Remington Drive from Mary Avenue to Tilton Drive (location map, Attachment A) is scheduled for re-paving in Spring, 2011. This section of the road currently features two travel lanes in each direction, parking on both sides of the street, and sidewalks. Adjacent land use is single family residential. Remington Drive is planned for consideration of bike lanes as part of the City's Bicycle Capital Improvement Program. Adjacent segments of the roadway currently feature bike lanes; the segment in question is a gap in the bike lane network. The pending re-paving and associated replacement of roadway striping provides an opportunity for installation of bike lanes. Consistent with the City's street space allocation policies, staff has conducted a technical analysis of options to meet minimum design standards for motor vehicles, bicycles and pedestrians. Staff has also conducted public outreach. Staff is presenting this information to Council in order for Council to consider whether to change the existing accommodations as part of the pending paving project.

DISCUSSION

In 2009, the City of Sunnyvale adopted a Policy on the Allocation of Street Space. The Policy for Allocation of Street Space was initiated by the City's Bicycle and Pedestrian Advisory Commission (BPAC) and approved by the City Council on April 28, 2009 (RTC 09-085). The goal was to provide direction on how to consider all modes of transportation when allocating roadway space, particularly in situations that could require the removal of travel lanes, on-street parking, or other roadway reconfigurations, or because of right-of-way constraints. Consideration of bike lanes was a particular intent of the street space allocation policy.

Remington Drive currently does not feature facilities for bicycles. Providing bike lanes on the segment of Remington Drive in question within the existing curb-to-curb width would require elimination of travel lanes or some or all on-street parking. There is not sufficient right-of-way behind the existing curb to widen the road for bike lanes. Staff has identified and studied four options for providing bike lanes.

Staff evaluated roadway geometry, parking supply and demand, motor vehicle speeds, collision history, and motor vehicle volume and roadway capacity. A summary of findings is included as Attachment B. As a result of the evaluation, staff recommends that as part of replacement striping associated with the pending re-paving project, that one travel lane in each direction be removed and replaced with a two way left turn lane and bike lanes. Volume studies show that volumes are well below the level necessitating multiple travel lanes, and that signalized intersection capacity would not be negatively affected by removal of a travel lane. Speed surveys show that travel speeds are generally in the 32 to 41 miles per hour range, which is below traffic engineering recommended guidance for installation of two way left turn lanes. A review of the collision history for the roadway shows that rear end collisions do not occur with any frequency on the roadway segment in question, but two way left turn installation can reduce the chances of rear end collisions and is considered a safety enhancement.

Staff does not recommend elimination of on street parking. While parking demand is relatively low and there is significant available off-street parking supply, provision of bike lanes while retaining two travel lanes in each direction would at a minimum require elimination of on-street parking on one side of the street. Residents and/or visitors using on-street parking to access homes on the side of the street with no on-street parking may attempt to cross a relatively wide street in mid-block areas with no positive traffic controls for protection. There are very limited opportunities to provide effective protected pedestrian crossings. The street features long stretches between intersecting streets, and an "S" curve east of Hollenbeck Drive, which hampers the ability to locate safe pedestrian crossings (installation of a lighted crosswalk system at Remington and Spinosa is scheduled in the next few months). Staff believes that increasing the number of citizens to cross the street to access homes could reduce pedestrian safety. On-street parking could be alternated from side to side, which would provide some parking supply on both sides of the street, but staff believes there still may be a tendency to park as close to a destination as possible rather than parking and walking to reach a destination.

Property owners were surveyed to provide input on proposed reconfiguration alternatives. One hundred thirty-three surveys were mailed, with 76 returned, a response rate of 57%. Of the returned surveys as of July 30, 88% favored one travel lane in each direction and two way left turn installation. Two respondents favored maintaining two travel lanes and eliminating parking on one side of the street, and three respondents favored one travel lane in each direction with a two way left turn lane and parking on one side of the street. While not offered as a formal option, seven respondents indicated that they desired the choice of no changes from the current configuration. Comments returned with surveys are included as Attachment C.

Staff also posted an on-line survey on the City's web site. Invitations to take the survey were mailed to 29 community groups, and an email announcement mailed to 69 community activists. Of 135 responses received, the on-line survey found 67% of respondents to be in favor of one lane in each direction with a two way left turn lane and on street parking. Support for the other three options was fairly evenly divided, with no other option receiving greater than 14% support.

The Sunnyvale Bicycle and Pedestrian Advisory Commission considered this item at its August XX, 2010 meeting and (TO BE COMPLETED FOLLOWING BPAC MEETING)

EXISTING POLICY

Land Use and Transportation Element C3.5.4 Maximize the provision of bicycle and pedestrian facilities.

Land Use and Transportation Element Street Space Policies:

Appropriate accommodations for motor vehicles, bicycles, and pedestrians shall be determined for City streets to increase the use of bicycles for transportation and to enhance the safety and efficiency of the overall street network for bicyclists, pedestrians, and motor vehicles.

All modes of transportation shall have safe access to City streets.
The City should consider enhancing standards for pedestrian facilities.

City streets are public space dedicated to the movement of vehicles, bicycles and pedestrians. Providing safe accommodation for all transportation modes takes priority over non-transport uses. Facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.

Parking is the storage of transportation vehicles and shall not be considered a transport use.

Historical precedence for street space dedicated for parking shall be a lesser consideration than providing street space for transportation uses when determining the appropriate future use of street space.

Parking requirements for private development shall apply to off-street parking only.

When decisions on the configuration of roadway space are made, staff shall present options, including at a minimum an option that meets minimum safety-related design standards for motor vehicles, bicycles and pedestrians.

Bike retrofit projects shall be evaluated based on the merits of each project in the context of engineering and planning criteria.

The City Council shall make the final decisions on roadway space reconfiguration when roadway reconfiguration will result in changes to existing accommodations.

Public input on roadway space reconfiguration shall be encouraged and presented independently of technical engineering and planning analyses. If street configurations do not meet minimum design and safety standards for all users, than standardization for all users shall be priority.

Safety considerations of all modes shall take priority over capacity considerations of any one mode.

FISCAL IMPACT

There are sufficient funds in the operating budget to install striping, signs and legends to re-stripe the road within the existing right of way and to modify vehicle detection at the Remington/Hollenbeck intersection to accommodate lane geometry changes.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's Web site.

In addition, two surveys were administered to property owners along the affected stretch of Remington Drive and to community groups and the public in general. Also, the Bicycle and Pedestrian Advisory Commission held a public hearing on a draft Report to Council at its August ____, 2010 meeting.

ALTERNATIVES

1. Direct staff to allocate street space on Remington Drive between Mary Avenue and Tilton Drive in order to provide one travel lane in each direction, center two way left turn lane, bike lanes, and on-street parking
2. Direct staff to allocate street space on Remington Drive between Mary Avenue and Tilton Drive in an alternative configuration as determined by Council.
3. Direct staff to make no changes from the existing configuration and do not provide minimum bicycle accommodation.

DRAFT

RECOMMENDATION

Staff recommends Alternative No. 1: Direct staff to allocate street space on Remington Drive between Mary Avenue and Tilton Drive in order to provide one travel lane in each direction, center two way left turn lane, bike lanes, and on-street parking

Alternative 1 provides bike lanes and sufficient roadway capacity to meet motor vehicle travel demand. Exercising this alternative will result in a roadway cross section that accommodates all modes of travel.

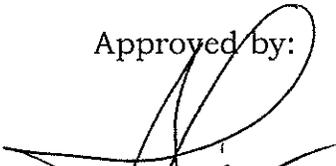
Reviewed by:



Marvin A. Rose, Director, Public Works

Prepared by: Jack Witthaus, Transportation and Traffic Manager

Approved by:

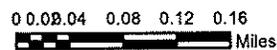
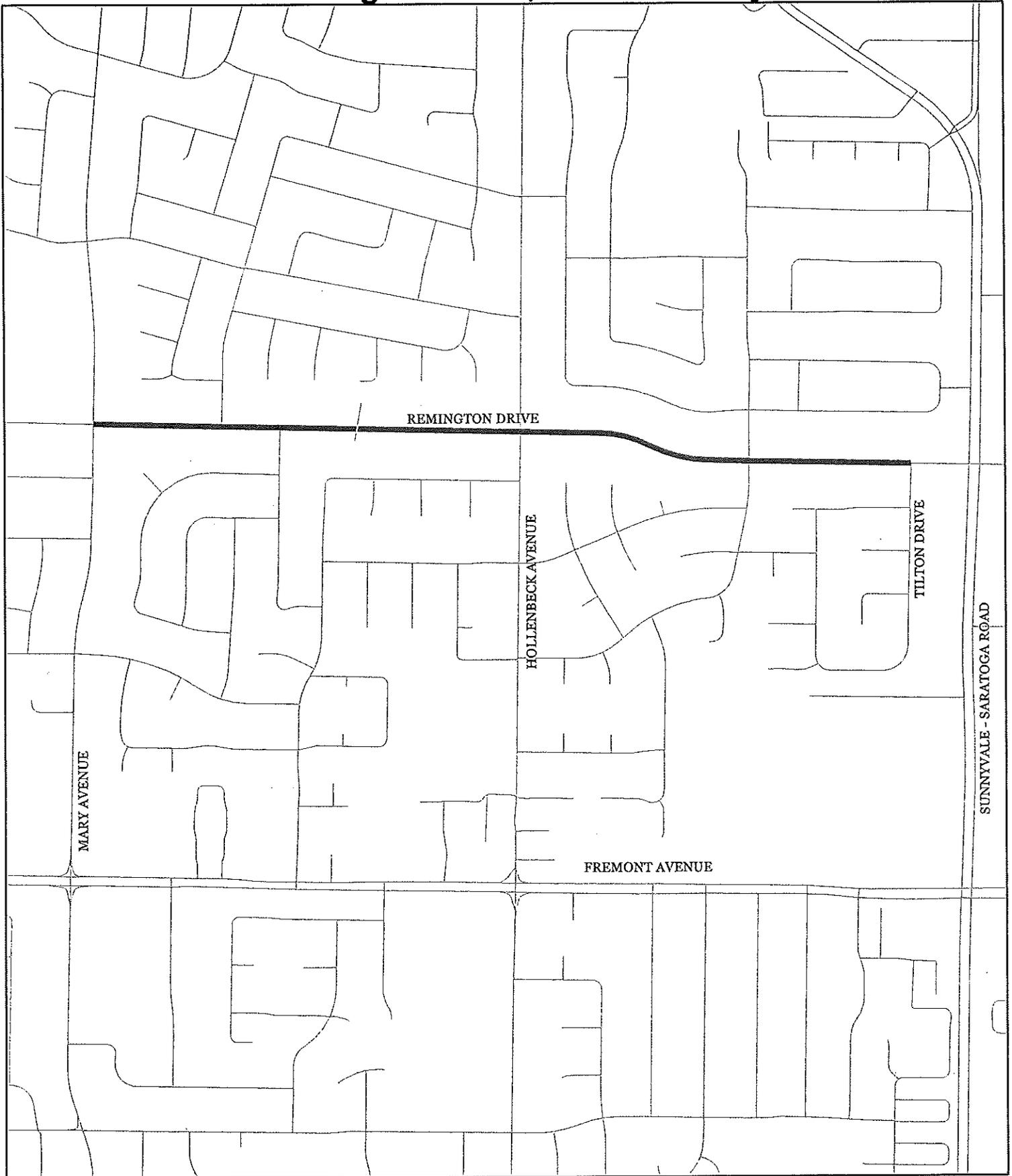


Gary M. Luebbers
City Manager

Attachments

- A. Project Location Map
- B. Street Space Allocation Study Summary
- C. Resident/Property Owner Surveys.

Remington Drive, Tilton to Mary



81

ATTACHMENT B

Operational Feature	Minimum Standard or Criterion	Existing	3 lanes +parking + bike lanes	4 lanes , bike lane, parking one side	3 lanes, bike lanes, parking one side	4 lanes, bike lane, no on-street parking
Vehicle travel lane width	10' travel	12'5" inside 11'6" outside	13' TWLTL 12.5' travel lanes	11'5"	14.4'	13"
Parking lane width	8' parking	8' parking	8' parking	8' parking	9' parking	
Bike lane width	3' asphalt, 4' total		5'	5'	6'	6'
AM Peak Hour Intersection level of service	LOS "D" or above	C	C	C	C	C
PM peak hour Intersection level of service	LOS "D" or above	C	C	C	C	C
Roadway capacity	10,000 vpd/per lane	EB – 1870/1530 WB - 2375/2115	EB - 3740/3060 WB – 4750/4230	EB – 1870/1530 WB - 2375/2115	EB - 3740/3060 WB – 4750/4230	EB – 1870/1530 WB - 2375/2115
Sidewalks		yes	yes	yes	yes	yes
Crash reduction potential	High = high incidence of bike collisions, pedestrian collisions, rear end collisions related to left turns		Low	Low	Low	Low
Crosswalk installation potential	Low travel speeds, volumes	@Hollenbeck, Mary	candidate	candidate	candidate	candidate
Speed compatibility and speed reduction potential	Speed limit < 45 mph, 85 th percentile more than 5MPH of posted speed	35 MPH posted speed, 42 MPH 85 th percentile		Slight increase in side friction could reduce speeds	Wide lanes could contribute to higher speeds	

DAY/DATE Thurs 3/25
 TIME 9:30 PM
 WEATHER partly cloudy/rain

Street Segment	On Street Parking Capacity	On street Parking Demand	Off Street Parking Capacity	Off Street Parking Demand
WESTBOUND				
Tilton to Spinosa 0%	19	0	29	10
Spinosa to Hollenbeck 21% 21%	34	7	48	18
Hollenbeck to Persimmon 21%	41	9	66	33
Persimmon to Mary 22%	15	4	23	10
EASTBOUND				
Mary to Plum 22%	32	7	28	15
Plum to Hollenbeck 33%	45	15	43	13
Hollenbeck to Spinosa	36	15	41	13
Spinosa to Tilton	22	1	27	8

DAY/DATE 3/4 ~~1/4~~ Thursday

TIME 11:30 AM

WEATHER mostly sunny

Street Segment	On Street Parking Capacity	On street Parking Demand	Off Street Parking Capacity	Off Street Parking Demand
WESTBOUND				
Tilton to Spinosa	19	0	29	7
Spinosa to Hollenbeck	34	5	48	11
Hollenbeck to Persimmon	41	5	66	18
Persimmon to Mary	15	3	23	6
EASTBOUND				
Mary to Plum	32	6	28	12
Plum to Hollenbeck	45	10	43	8
Hollenbeck to Spinosa	36	1	41	7
Spinosa to Tilton	22	1	27	4

Rev. / Plum. - 63'9" #19.6 - 12.5 - 12.5 - 19.6

DAY/DATE Tues 3/2

TIME 11:5 AM

WEATHER rain

Street Segment	On Street Parking Capacity	On street Parking Demand	Off Street Parking Capacity	Off Street Parking Demand
WESTBOUND				
Tilton to Spinosa	19	1	29	5
Spinosa to Hollenbeck	34	4	48	16
Hollenbeck to Persimmon	41	7	66	17
Persimmon to Mary	15	2	23	8
EASTBOUND				
Mary to Plum	32	4	28	10
Plum to Hollenbeck	41 45	8	43	12
Hollenbeck to Spinosa	36	1	41	5
Spinosa to Tilton	22	1	27	6

DAY/DATE 3/6 Sat.

TIME 9:50 PM

WEATHER clear

Street Segment	On Street Parking Capacity	On street Parking Demand	Off Street Parking Capacity	Off Street Parking Demand
WESTBOUND				
Tilton to Spinosa 570	19	1	29	11
Spinosa to Hollenbeck 1590	34	5	48	18
Hollenbeck to Persimmon 2270	41	9	66	29
Persimmon to Mary 2070	15	3	23	9
EASTBOUND				
Mary to Plum 1670	32	5	28	18
Plum to Hollenbeck 3170	45	14	43	19
Hollenbeck to Spinosa	36	4	41	9
Spinosa to Tilton 370	22	1	27	11

DAY/DATE Sat 3/6
 TIME 9:45 AM
 WEATHER overcast



Street Segment	On Street Parking Capacity	On street Parking Demand	Off Street Parking Capacity	Off Street Parking Demand
WESTBOUND				
Tilton to Spinosa 070	19	0	29	10
Spinosa to Hollenbeck 389	34	13	48	18
Hollenbeck to Persimmon 159	41	6	66	29
Persimmon to Mary 270	15	4	23	12
EASTBOUND				
Mary to Plum	32	7	28	17
Plum to Hollenbeck 220	45	10	43	21
Hollenbeck to Spinosa	36	6	41	10
Spinosa to Tilton	22	0	27	11

JUN 02 2010



May 25, 2010

TO RESIDENTS AND PROPERTY OWNERS FRONTING ON REMINGTON DRIVE
BETWEEN MARY AVENUE AND TILTON DRIVE IN THE CITY OF SUNNYVALE

SUBJECT: TRAVEL LANE REMOVAL OR ON-STREET PUBLIC PARKING
MODIFICATION FOR BIKE LANE CONSTRUCTION

The City of Sunnyvale is considering the modification of roadway travel lanes or on-street public parking on Remington Drive between Mary Avenue and Tilton Drive. This is being considered as part of an upcoming pavement rehabilitation project. The purpose of considering changes to the roadway configuration is to fulfill the City's plans to provide bike lanes on all major streets in Sunnyvale, of which Remington Drive is one.

According to City records, you are a property owner of record or a resident in this area. The City is interested in your feedback. The City will be considering four potential options. One option would remove one travel lane and replace the current four lane configuration with two travel lanes, a center two way left turn lane, bike lanes, and parking on both sides of the road. Another option would retain four travel lanes but remove parking on one side of the street in an alternating pattern in order to provide bike lanes. A third option would provide one travel lane in each direction, a two way left turn lane and bike lanes, and remove parking on one side of the street in an alternating pattern. A fourth option would involve removing all on-street parking to accommodate four travel lanes and bike lanes. The options being considered are illustrated in the attached drawings.

Surveys of traffic volume show that traffic volumes are sufficiently low that they can be accommodated with one travel lane in each direction without increasing traffic congestion. Surveys of on- and off-street parking in the area show that on-street parking demand on a block by block basis is low to moderate, ranging from 0% to 38% utilization, during differing periods of the day, night and week. There is an excess of underutilized off-street parking supply, although off-street parking (driveway parking, not counting garages and carports) is fairly well occupied at night (up to 30%-50%).

Please indicate your preference for the roadway configuration:

OPTION 1 One travel lane in each direction, center two way left turn lane, bike lanes, on-street parking

OPTION 2 Two travel lanes in each direction, bike lanes, on-street parking on one side of the street in an alternating pattern

OPTION 3 One travel lane in each direction, a two way left turn lane, bike lanes, on-street parking on one side of the street in an alternating pattern.

OPTION 4 Two travel lanes in each direction, bike lanes, no on-street parking.

Please return this survey in the enclosed stamped, self-addressed envelope NO LATER THAN June 18, 2010. Please contact Jack Witthaus, the City's Transportation and Traffic Manager, at (408) 730-7330 with any questions or comments.

1. Biased in favor of bike lanes
2. On-street parking would win any vote
3. Hollenbeck and Many both have on-street parking, so why would you take it away from Remington, this is bureaucracy out of control and at Remington neither has bike lanes
4. In Sunnyvale, bikes can use sidewalks
5. Leave things like they are now and don't waste the money to "make work"

Please indicate your preference for the roadway configuration:

- OPTION 1 One travel lane in each direction, center two way left turn lane, bike lanes, on-street parking
- OPTION 2 Two travel lanes in each direction, bike lanes, on-street parking on one side of the street in an alternating pattern
- OPTION 3 One travel lane in each direction, a two way left turn lane, bike lanes, on-street parking on one side of the street in an alternating pattern.
- OPTION 4 Two travel lanes in each direction, bike lanes, no on-street parking.

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All this for 4 bikes a day???

We are soon adding teen drivers soon so will be adding cars. So I vote No change

Very few bikes go up Remington.

But if I have to choose one of the latter ideas you're presented, then option 1 is the only one that makes sense, though traffic will be terrible.

Can't believe you're wasting tax money on this!

If you remove street parking, people will pave over their yards/land seeping with concrete so their cars will be safe. See Wolff Rd or Stelling south of Homestead. That's what I'd do. Great idea, Sunnyvale. Create more concrete. Less grass

To: Jack Witthaus/City of Sunnyvale

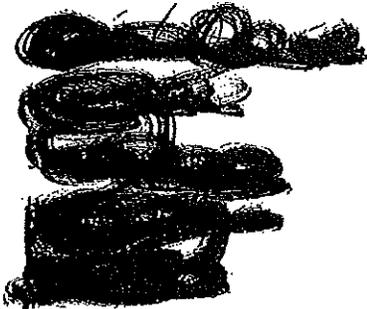
Subject: Creation of bike lanes on W. Remington Drive between Mary and Tilton

Date: 29 May 2010

Regarding your notice on the above subject, I am in favor of Option 1, the creation of one travel lane in each direction with parking on both sides. It would be great to combine this with a 30 MPH speed limit. Our family has lived at our current address for 23 years, and my parents were the original owners of 559 W. Remington Drive, where I lived while I attended Fremont High School. So I am quite familiar with traffic on Remington Drive. Remington Drive is often a speedway, and the addition of an electronic speed sign hasn't change that very much. It seems clear that oftentimes one car will speed up to pass a slower speed-limit abiding driver in the next lane. Reducing the flow of traffic down to one lane in either direction would eliminate this option without restricting the flow of traffic, as you noted yourself. Furthermore, the left turn lane would make turning into our driveway far safer. My wife was rear-ended while waiting for oncoming traffic in order to make the turn, and I once personally witnessed the same thing happen to a neighbor across the street. Whenever I make the left turn to my driveway, I concentrate more on what is behind me than what is in front. Some people just don't slow down.

The elimination of parking in front of my house would be an inconvenience, although I would happily accept the inconvenience if it meant a slower, safer Remington Drive, so Option 3 would be my second choice. However, I see little need for the wider lanes, which I think would just increase the speed of the traffic. Also, I don't want my guests or my neighbor's guests to be dodging cars while crossing the street. Thus, Option 1 is a very strong first choice. In my opinion, Options 2 and 4 would do nothing to slow down traffic while disallowing the parking in front of one's own house. If you can add bike lanes while improving the quality of life in the neighborhood, we all win.

Thank you,



Please indicate your preference for the roadway configuration:

- OPTION 1 One travel lane in each direction, center two way left turn lane, bike lanes, on-street parking
- OPTION 2 Two travel lanes in each direction, bike lanes, on-street parking on one side of the street in an alternating pattern
- OPTION 3 One travel lane in each direction, a two way left turn lane, bike lanes, on-street parking on one side of the street in an alternating pattern.
- OPTION 4 Two travel lanes in each direction, bike lanes, no on-street parking.

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NOTE: PLEASE DO NOT REMOVE STREET PARKING.
MOST OF REMINGTON DR. IS RESIDENTIAL, AND THE
CITY SHOULD NOT BE MAKING VISITING FRIENDS AND
FAMILY HAVE A HARD TIME.

Please indicate your preference for the roadway configuration:

OPTION 1 One travel lane in each direction, center two way left turn lane, bike lanes, on-street parking

OPTION 2 Two travel lanes in each direction, bike lanes, on-street parking on one side of the street in an alternating pattern

OPTION 3 One travel lane in each direction, a two way left turn lane, bike lanes, on-street parking on one side of the street in an alternating pattern.

OPTION 4 Two travel lanes in each direction, bike lanes, no on-street parking.

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This would be a wonderful change to the street and I WANT onstreet parking for both directions for ^{my} guests. There are times we wait 5 minutes for clear spot for left hand turns, this should help Plus shouldn't this slow down the traffic speed? People are driving much faster than when I moved in 20+ years ago.

Please indicate your preference for the roadway configuration:

- OPTION 1 One travel lane in each direction, center two way left turn lane, bike lanes, on-street parking
- OPTION 2 Two travel lanes in each direction, bike lanes, on-street parking on one side of the street in an alternating pattern
- OPTION 3 One travel lane in each direction, a two way left turn lane, bike lanes, on-street parking on one side of the street in an alternating pattern.
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We want parking in front of our home .

We bought our home because it was very convenient for friends + family to visit us and park on the street .

Our driveway is sloped and narrow so the street allows for older, handicapped relatives to get out of the car to see us .

A lot of the newer developments do not have convenient guest parking and that's why we didn't buy a home there .

Please indicate your preference for the roadway configuration:

OPTION 1 One travel lane in each direction, center two way left turn lane, bike lanes, on-street parking

unacceptable

OPTION 2 Two travel lanes in each direction, bike lanes, on-street parking on one side of the street in an alternating pattern

unacceptable

OPTION 3 One travel lane in each direction, a two way left turn lane, bike lanes, on-street parking on one side of the street in an alternating pattern.

unacceptable

OPTION 4 Two travel lanes in each direction, bike lanes, no on-street parking.

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I need street parking!

17 June 2010

Mr. Jack Witthaus
Sunnyvale City Transportation and Traffic Manager
Sunnyvale, California

Hello Mr. Witthaus:

Thank you for including me in the West Remington Drive redesign preference survey. I have several statements I'd like to make concerning this effort. First, I believe there should be a 5th option on this survey which reads, "Leave the traffic lane layout of the road as it is." There are far too many speeders, drag racers, and otherwise unsafe drivers that drive into the intersection of West Remington Drive and South Mary.

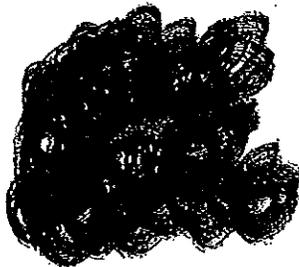
Secondly, it's been my observation that most of the cyclists that use West Remington Drive are students traveling to and from Sunnyvale Middle School. It is my opinion these students should be encouraged to use the sidewalks to avoid the dangers created by the unlawful drivers described above.

Thirdly, your write-up describes the statistics around number of cars on the street at various times of the day and week, the number of parked cars on the street and in driveways at various times of the day and week, but there are no numbers describing the number of cyclists currently using, and expected to use, the street. I have not really observed very many other cyclists using West Remington Drive, and I'm curious what number of cyclists have been tallied using this street currently, and what the projected number is.

Finally, I think having a bicycle lane, and two lanes for automobile traffic (Option #1 – my reluctant choice) would make egress from driveways more difficult when wanting to travel in the opposite lane to the side one's house is located.

Thank you for allowing my state my opinion in this matter and I hope some compromise can be met, and Sunnyvale does not force the issue of bicycle lanes on its citizens.

Sincerely,



Please indicate your preference for the roadway configuration:

- OPTION 1 One travel lane in each direction, center two way left turn lane, bike lanes, on-street parking *Just like the one on Mary Ave*
- OPTION 2 Two travel lanes in each direction, bike lanes, on-street parking on one side of the street in an alternating pattern
- OPTION 3 One travel lane in each direction, a two way left turn lane, bike lanes, on-street parking on one side of the street in an alternating pattern.
- OPTION 4 Two travel lanes in each direction, bike lanes, no on-street parking.

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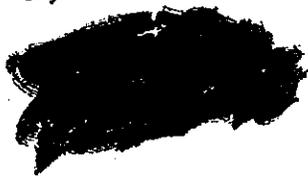
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June 13, 2010

My number one preference is for you to do nothing to Remington Dr.. Leave Remington the way it is. If I have to choose from the above options, I prefer OPTION 1. Under no circumstances should you remove parking from Remington Dr.

I think your traffic volume surveys and parking surveys are inaccurate. I can tell you that from 7:30 am to 8:30 am, west bound Remington can barely handle the traffic coming from Sunnyvale-Saratoga. There can be 20 cars stopped at Hollenbeck. I believe this is mostly school traffic.

On some evening (especially Friday and Saturday), the parking is 100% occupied in front of some houses. When I have a party, the parking is 100% occupied. I bought my house on Remington so that I would have a ton of on-street parking for my guests. Please don't decrease my market value by removing parking. The off-street parking is not underutilized.



Please indicate your preference for the roadway configuration:

Really prefer NONE

OPTION 1 One travel lane in each direction, center two way left turn lane, bike lanes, on-street parking

OPTION 2 Two travel lanes in each direction, bike lanes, on-street parking on one side of the street in an alternating pattern

OPTION 3 One travel lane in each direction, a two way left turn lane, bike lanes, on-street parking on one side of the street in an alternating pattern.

OPTION 4 Two travel lanes in each direction, bike lanes, no on-street parking.

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Sorry I have been on an extensive South American trip so late
in responding
But - As a resident on an already busy, noisy and
at times dangerous street (which was formerly a
dead-end on Cherry Orchard property). I think
adding bike lanes will exacerbate this acute
problem. I hope this considered project will
not be approved. I intend to telephone Mr. Witthaus
to discuss my observations.

[REDACTED]

Please indicate your preference for the roadway configuration:

- OPTION 1 One travel lane in each direction, center two way left turn lane, bike lanes, on-street parking
- OPTION 2 Two travel lanes in each direction, bike lanes, on-street parking on one side of the street in an alternating pattern
- OPTION 3 One travel lane in each direction, a two way left turn lane, bike lanes, on-street parking on one side of the street in an alternating pattern.
- OPTION 4 Two travel lanes in each direction, bike lanes, no on-street parking.

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I would prefer no changes to the current road. I believe that this bike lane initiative has gone too far. Putting bike lanes on Wolfe Road between El Camino & Homestead Road is utter madness. When are bike lanes going to appear on Matilda?

Thanks for listening.



Please indicate your preference for the roadway configuration:

- OPTION 1 One travel lane in each direction, center two way left turn lane, bike lanes, on-street parking
- OPTION 2 Two travel lanes in each direction, bike lanes, on-street parking on one side of the street in an alternating pattern
- OPTION 3 One travel lane in each direction, a two way left turn lane, bike lanes, on-street parking on one side of the street in an alternating pattern.
- OPTION 4 Two travel lanes in each direction, bike lanes, no on-street parking.

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None of the above!

*I do not remember voting on the
".. City's plans to provide bike lanes..."
and refuse to expend tax dollars on some
inane, feel good, CRAP.*

*You have your bridge over 280 and the
brass quail (the Public Safety officers did
find them?) NO MORE!*



Please indicate your preference for the roadway configuration:

- OPTION 1 One travel lane in each direction, center two way left turn lane, bike lanes, on-street parking
- OPTION 2 Two travel lanes in each direction, bike lanes, on-street parking on one side of the street in an alternating pattern
- OPTION 3 One travel lane in each direction, a two way left turn lane, bike lanes, on-street parking on one side of the street in an alternating pattern.
- OPTION 4 Two travel lanes in each direction, bike lanes, no on-street parking.

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* My 1st choice is to do nothing at all... no changes to the road!!
bike lanes are not needed, or wanted.

• If work is to proceed, then option #1 is the only acceptable remaining choice.

• my address is 538 W. Remington Dr, this is the house on the end closest to the Saratoga/Sunnyvale Rd intersection. Traffic is already backed up past my house at peak times during red lights...

I am concerned just how much worse this would get if there was only 1 lane, and not the current 2.

• I am also concerned about the negative impact this could have on my property value!!!

• Also... asking folks to park across the street from their own house is crazy. Having folks crossing such a wide, fast moving street will lead to hit pedestrians. I know for a fact that a current homeowner on W. Remington lost their mother years ago to such an accident. She actually was struck, and died directly in front of my property.

