

**VTA Presentation on the BRT Project**

BPAC members expressed interest in seeking information and providing input on the ongoing Bus Rapid Transit (BRT) project planned for establishment along with the Grand Boulevard initiative on El Camino Real. BPAC members are particularly interested in improving safety conditions for pedestrians and cyclists using this major corridor, and on the provision of continued bike lanes that travel through Sunnyvale as well as neighboring cities.

VTA staff accepted presenting the project and discussing its elements with the Sunnyvale BPAC. The BRT project is expected to be completed by year 2016, and is still currently in its preliminary planning and conceptual design stages. Thus, this presentation is intended to provide general information on the project and seek early feedback.

**Closing Murphy Avenue – Study Issue DPW 11-06  
Draft RTC**

Study Issue DPW 11-06 was ranked by Council for review in 2011. This Study Issue was initially proposed by Vice Mayor Griffith and co-sponsored by Council Member Moylan. Enclosed is the staff's draft report to Council including findings of the staff's review, summary notes of the public meeting held on April 14<sup>th</sup>, and received public comments.

The BPAC members are provided with a number of alternatives that allow them to recommend closure of Murphy Avenue to automobile traffic, conduct additional planning and research, or not pursue the street closure.



**Draft for Bicycle and Pedestrian Advisory  
Commission review on May 19, 2011**

**Council Meeting: June 14, 2011**

**SUBJECT: Closing Murphy Avenue to Automobile Traffic – STUDY ISSUE**

**BACKGROUND**

This study examines, logistics, costs and community issues associated with closing Murphy Avenue from Evelyn Avenue to Washington Avenue to vehicular traffic at certain hours on weekdays or weekends. During these hours, the presumption is that Murphy Avenue would function as a pedestrian mall, and cyclists would need to walk their bicycles. The study also considers the need for design changes, the need for additional bicycle parking, and maintenance issues. The study included outreach to the Downtown Association, Murphy Avenue businesses, and property owners. Impact to delivery drop-off and postal services was also considered.

This study was proposed by Vice-Mayor Griffith and co-sponsored by Council Member Moylan and ranked for study in 2011 (Attachment A: Study Issue DPW 11-06).

**EXISTING POLICY**

Land Use and Transportation Element C3, Attain a transportation system that is effective, safe, pleasant and convenient.

Land Use and Transportation Element C4.3, Consider the needs of business as well as residents when making land use and transportation decisions.

Land Use and Transportation Element N1.10, Provide appropriate site access to commercial and office uses while preserving available road capacity.

Land Use and Transportation C1.2.1 Encourage nodes of interest and activity, such as parks, public open spaces, well planned development, mixed use project, and other desirable uses, locations and physical attractions.

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

Land Use and Transportation Element N1.13.5, Provide pedestrian and bicycling opportunities to neighborhood commercial services.

### Process to Implement Street Closure

Closing a public street is subject to state law, which generally provides that a local agency may adopt an ordinance to close a street if one of six limited criteria are met. (California Vehicle Code (CVC) section 21101). The City has typically performed street closures for special events under a criteria allowing temporary closure under the delegated staff authority (CVC 21101(e)). For a more permanent or regular closure, one of the criteria allows street closure for the implementation of the circulation element of the general plan. (CVC 21101(f)). Policies from the general plan and/or the Downtown Specific Plan that could support closure to achieve circulation element include:

- Land Use and Transportation C1.2.1 Encourage nodes of interest and activity, such as parks, public open spaces, well planned development, mixed use project, and other desirable uses, locations and physical attractions.
- Land Use and Transportation Element C3.5.4, Maximize the provision of bicycle and pedestrian facilities.
- Land Use and Transportation Element N1.13.5, Provide pedestrian and bicycling opportunities to neighborhood commercial services.
- Downtown Specific Plan C.2, Encourage strong pedestrian and bicycle linkages through the downtown.

Another option is for the City to adopt by resolution an amendment to the general plan. If the Council wishes to pursue a regular permanent street closure not associated with special events, then Council should direct staff to draft an ordinance as required by state law.

### **DISCUSSION**

Staff has evaluated traffic, parking, operations, maintenance, and public safety impacts of closing Murphy Avenue. An outreach meeting was also held to gather input from downtown businesses and property owners. The study yielded the following results:

#### Traffic and Parking

Transportation and Traffic staff studied traffic and parking characteristics to provide information on the potential diversion of traffic and parking demand. Staff believes diverted traffic flow can be accommodated by the existing street system, but that diverted parking demand may impact circulation and demand in nearby parking areas, particularly during lunch and evening hours.

Traffic volumes are moderate to low on Murphy Avenue, averaging around 2,500 vehicles per day during the week and peaking on Saturdays with about 3,200 vehicles. Peak traffic flow hours are during the lunch and dinner hours, averaging about 175 midday peak hour vehicles and 320 evening peak hour

vehicles. Typical volumes are around 50 to 200 vehicles an hour. This demand would be easily absorbed by the surrounding street system if Murphy Avenue were to be closed. Traffic on Murphy Avenue is highly localized, and diverted traffic would remain localized in the historic downtown area, rather than diverting to a street carrying more through traffic.

Parking on Murphy Avenue is currently time limited to one hour between 8 AM and 6 PM, with no parking allowed between 3 AM and 5 AM. There are 24 available spaces. Observation of parking demand found the following typical demand:

- Weekday midday – 100% demand
- Weekday afternoon – 10-15%
- Weekday evening – 100%
- Weekend morning – 60% (pre-Farmer's Market relocation)
- Weekend midday – 100%
- Weekend afternoon – 50%
- Weekend evening – 100%

Parking demand in the overall historic downtown area can become impacted at peak times. Diversion of the parking demand for Murphy Avenue during the lunch and evening hours when demand equals/exceeds supply will exacerbate impacted parking areas during these times.

#### Operations and Maintenance

Staff estimates that raising and lowering of bollards for a closure would be accommodated with some effect on work flow, but would have a relatively minor impact. Assuming that raising and lowering of bollards could occur within regular 6 AM to 2:30 PM weekend work shifts, a weekend closure could be accomplished with current staffing levels. An evening or nighttime only closure could potentially be serviced within regular shift hours which end at 4:30 PM. Some issues might arise in working out the details of operating procedures, but staff believes a closure scheme could likely be accommodated with minimal operating impacts.

Murphy Avenue is swept and cleaned three times a week. Sweeping and cleaning crews service the street. Crews would need to provide temporary barricades of some sort, such as cones, when sweeping was occurring, but this is a minor procedure.

It is likely that some arrangement would need to be made for delivery vehicles, moving vehicles, etc. to service properties. Responsibility for providing access would likely fall to the City, particularly if public right-of-way were retained. It is unknown what the demand for vehicular access to private property would be.

The United States Postal Service was contacted to inquire upon effects on postal delivery. The Postal Service indicated that regular mail service would not be affected, but pick up or drop-off of large parcels by mail, Fed Ex, or other delivery services would need to be done remotely. They suggested the reservation of a nearby parking area for delivery vehicles.

Maintenance and durability of bollards was considered. The type of bollard that was installed is designed to be durable, and will likely operate fine with more frequent use without the need for additional maintenance or for any changes to the roadway design.

### Public Safety

The Department of Public Safety reviewed access requirements. The Department believes that any closure should keep the bollards in place, and no permanent closure structure should be provided. This area of Murphy requires emergency vehicle access for various types of calls: medical, fire, and police. Permanently closing the street to emergency vehicles would create serious safety concerns. With the bollards in place, providing pedestrian access in the street section is okay as long as the center area is kept clear of any obstructions for fire apparatus in the event it is needed to drive down the street. From the center of the street, a total of 18 feet of space (9 feet in each direction, from the middle of the street) would need to be maintained in order to set up the outriggers for a truck. This area has some of the City's most vulnerable buildings (old, basements, most non-sprinklered, public assemblies with kitchens, etc.) so fire access is critical.

From a patrol/law enforcement perspective, there will be impacts; however there are multiple alternate means and methods to deal with access issues. The Department could do some testing and training with regards to the time it takes to drop the bollards and/or gain access from the rear of businesses. As far as foot patrol goes, the Department is familiar with deploying on Murphy Avenue on foot. Staffing models may need to be addressed as events and crowd levels become more defined.

### Bicycle Parking

Bicycle parking was provided as part of the recent Murphy Avenue Streetscape Project. Staff believes that bicycle parking quantities are sufficient, and space is constrained in the area to provide additional bicycle parking. There are times when high demand, high turnover businesses attract more bicyclists, and bicycles may be parked or left not at a bike rack. However, staff has not received any complaints regarding current use patterns.

## **FISCAL IMPACT**

Closure of Murphy Avenue to automobiles would have a minor impact on operations and maintenance procedures. These impacts cannot be precisely quantified until closure is implemented and the demand for access is known. It is not believed that street closure would have a significant impact on City resources.

### Public Input

Staff conducted a public outreach meeting to Murphy Avenue businesses, property owners, and the Downtown Association on April 14, 2011. Meeting minutes are presented in Attachment B and written comments received are presented in Attachment C. Input received generally reflected a number of concerns of impact to business. Permanent, full time closure did not appear to have support, while some interest was indicated for a trial closure, possibly focused on the weekend, or on weekend evenings following the Farmer's Market. Several speakers were not in favor of any closure, citing negative economic impacts of the recent closure for reconstruction of the street as well as similar experience when the street is closed for special events.

There was support indicated for a more detailed analysis of any closure proposal, especially an economic analysis, a survey of Murphy Street customers and property owners, and investigation of case studies at other locales. It was expressed that presenting information on traffic and City operational impacts only, was not sufficient to understand the potential impact on businesses and what conditions would need to be present to achieve a successful street closure that benefits a broader spectrum of business, customers, property owners and the public. Economic analysis and customer/property owner surveys were not considered as part of the scope of this study, and have not been performed. Staff did conduct some investigation into the availability of case studies and was not able to find data pertinent or useful to the Murphy Avenue situation.

Staff notes that this issue was studied or contemplated during the Murphy Ave Streetscape Revitalization project in 2005. Permanent or regular closure was considered with the Murphy Ave business owners stakeholder committee for the project. Ultimately the project did not recommend in favor of closure since most business owners did not like the idea and the project design consultant recommended against it based on their knowledge of the effects of street closures and the characteristics of Murphy Avenue. However, the consensus was to design the streetscape to have part time closures during event times, which is the current practice. The at grade street and installation of the removable bollards on Washington and Evelyn were design features incorporated to accommodate closure for special events. The City Council did consider the issue when the Murphy Ave Streetscape Revitalization project was approved.

Joel Wyrick, president of the Downtown Association, indicated at the meeting that the Downtown Association would not be taking a position on closure of the street.

### Mayor's Survey

Staff understands that a survey of downtown merchants was conducted by the Downtown Association at the behest of Mayor Hamilton. Staff was not involved in conducting this survey. The survey results appear to capture a set of downtown merchants, although staff does not know what the survey distribution was. Staff notes that the results obtained appear to contain multiple copies of some ballots. Joel Wyrick of the Downtown Association and administrator of the survey indicates that the survey was conducted in strict confidence, and should present an objective assessment of business owner positions on the issue. Staff is presenting a copy of the survey and its results as additional information for Council (see Attachment D).

The survey questions focus on positions on a temporary, trial closure on weekends, either Friday/Saturday/Sunday or just Saturday/Sunday. There appears to be majority support for some sort of trial closure. Five to seven respondents do not support closure, depending upon whether apparently duplicate ballots are accounted for.

### Bicycle and Pedestrian Advisory Commission Review

This issue was also reviewed by the Bicycle and Pedestrian Advisory Commission at its May 19, 2011 meeting. Meeting minutes are included as Attachment E. The Bicycle and Pedestrian Advisory Commission \_\_\_\_\_

### **PUBLIC CONTACT**

Public contact was made by posting the Council agenda on the City's official-notice bulletin boards outside City Hall, in the Council Chambers lobby, the City Clerk's office, at the Library, Senior Center, Community Center, and Department of Public Safety; posting the agenda and report on the City's Web site; and making the report available at the Library and Office of the City Clerk. A public meeting was held on April 14, 2011 to gather community input, and the Bicycle and Pedestrian Advisory Commission held a public hearing at its April 28, 2011 meeting.

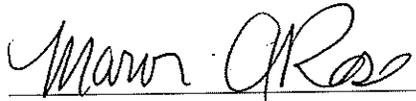
### **ALTERNATIVES**

1. Direct staff to prepare a specific proposal to close Murphy Avenue to automobile traffic at a time period designated by the City Council.
2. Consider additional planning and research into economic impacts, case studies and broader community viewpoints, including Murphy Avenue customers and property owners.
3. Do not pursue closure of Murphy Avenue to automobiles.

**RECOMMENDATION**

Staff recommends Alternative No. : . Staff believes that

Reviewed by:



Marvin A. Rose, Director of Public Works

Prepared by: Jack Witthaus, Transportation and Traffic Manager

Reviewed by:



Don Johnson, Director of Public Safety

Approved by:



Gary M. Luebbers, City Manager

**ATTACHMENTS**

- A. Study Issue paper DPW 11-06 Closing Murphy Avenue to Automobile Traffic
- B. April 14, 2011 Meeting Minutes: Public outreach meeting to Murphy Avenue businesses, property owners, and the Downtown Association
- C. Written comments received by the City.
- D. Copy of survey distributed by the Mayor and summary of results
- E. Bicycle and Pedestrian Advisory Commission Meeting Minutes



**ATTACHMENT A**

2011 Council Study Issue

**DPW 11-06 Closing Murphy Avenue to Automobile Traffic**

Lead Department Public Works

History 1 year ago None 2 years ago None

**1. What are the key elements of the issue? What precipitated it?**

The study would examine the logistics and costs of closing Murphy Avenue to vehicular traffic during certain hours of weekdays and/or on weekends. During these periods, Murphy Avenue would serve as a pedestrian mall with cyclists having to walk their bicycles. BPAC members believe that the study issue should also review the need for design changes, provision of additional bicycle parking, and maintenance accommodations. This study would require a comprehensive public consultation process including the Sunnyvale Downtown Association and Chamber of Commerce and the merchants along Murphy Avenue.

This study was proposed by Councilmember Griffith and co-sponsored by Vice Mayor Moylan at the council meeting of August 31, 2010.

**2. How does this relate to the General Plan or existing City Policy?**

Land use and Transportation Element C3.5 – Support a variety of transportation modes

**3. Origin of issue**

Council Member(s) Griffith and Moylan

**4. Staff effort required to conduct study** Minor**5. Multiple Year Project?** No **Planned Completion Year** 2011**6. Expected participation involved in the study issue process?**

Does Council need to approve a work plan?	No
Does this issue require review by a Board/Commission?	Yes
If so, which?	Bicycle and Pedestrian Advisory Committee
Is a Council Study Session anticipated?	No

**7. Briefly explain cost of study, including consultant hours, impacted budget program, required budget modifications, etc. and amounts if known.**

A review of traffic circulation patterns within the area, and the effect of street closure of one of the network links would need to be investigated. This would have a minor impact on the Division of Transportation and Traffic, and emergency responders of the Department of Public Safety.

**8. Briefly explain potential fiscal impact of implementing study results (consider capital and operating costs, as well as potential revenue).**

Infrastructure is in place to allow closure.

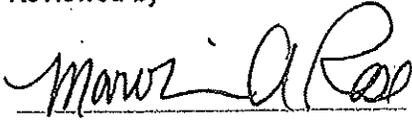
**9. Staff Recommendation**

Staff Recommendation None

**If 'For Study' or 'Against Study', explain**

Staff believes the City should defer to the Sunnyvale Downtown Association to make a determination of whether a Murphy Avenue closure is supported by merchants and property owners.

Reviewed by



Department Director

11/1/2010

Date

Approved by



City Manager

11/2/10

Date





**PUBLIC MEETING  
OF  
MURPHY AVENUE CLOSING TO AUTOMOBILE TRAFFIC STUDY**

April 14, 2011, 10:00AM  
Rok Bistro 124 S. Murphy Ave, Sunnyvale

**IN ATTENDANCE (Name, Affiliation)**

**City Staff:**

Jack Witthaus, Transportation & Traffic Manager  
Connie Verceles, Sr. Management Analyst  
Jerard Madrigal, Traffic Engineering Assistant II

**Public:**

Don Eagleston, Council of Chambers  
Aidan Mackey, Lilly Macs  
Annie, Sakura  
Bob Kiehl, Murphy's Law  
Joe Antuzzi, Il Postale  
Joel Wyrick, Sunnyvale Downtown Association  
Seema Shah, Tutti Frutti  
Sue Bull, Resident  
Steve Graham, Rok Bistro  
Sue Kue, Murphy Street Smoke  
Susan Walker, Brandon's  
Susan Woo, Tao Tao

**COMMENTS MADE BY ATTENDEES:**

**Susan Woo** of Tao Tao Café expressed concerns over the effectiveness of this closure and whether the objective of promoting more pedestrian activity would actually work.

She noted that parking along Murphy Ave is very limited and eliminating parking spaces would make parking worse which could discourage some clientele. She further explains that although there is available parking near the new downtown area, she has noticed that it is under utilized. Ms. Woo also likes the convenience of having Murphy Ave as an open street for delivery trucks and it allows passenger drop off.

Pedestrian safety was also another concern of Ms. Woo. If a closure were to occur, she does not feel comfortable with her staff and customers having to walk to a parking structure that is one or two blocks away. She then added that it would be an inconvenience especially for senior citizens with limited mobility since front-store parking will be unavailable.

Ms. Woo also noted that she is aware of other street closures in other cities which have worked but feel the right conditions have to be met in order for the closure to be successful. She goes on to say, street closures that were successful were typically shopping districts - Murphy Ave, in comparison, is a dining/restaurant district. Ms. Woo also fears that with the new Silicon Valley shopping mall, competition for customers is very tough and any change will have a major impact. Ms. Woo therefore believes that the City needs to conduct more planning before a closure is considered. She would like the City to provide the public with outlined marketing strategies, surveys, and present case studies of other street closures in other cities. She then asked the question what will be the City's responsibilities for marketing, conducting traffic studies and surveys, mitigating parking, etc.



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*"No closure except during Farmer's market on Saturdays."*

*"Parking displacement will hurt business. There should be a survey done on customers using the area."*

**Sue Bull**, a physically challenged resident, feels that a road closure would make Murphy Ave a safer place for pedestrians; especially, those that are wheelchair bound or have physical disabilities. Sue mentioned that she has had several incidents on Murphy Ave where she was almost hit by a car. She has also noticed that even in this short stretch of road, on Murphy Ave, people tend to drive too fast.

*"Don't close the street permanently, it would hurt the businesses."*

*"Close Murphy Street part time, or direct traffic so that wheel chair access can cross the street or put the speed limit sign in."*

**Aidan Mackey** of Lily Macs Irish Bar and Restaurant believes that vehicle traffic is a major part in bringing in clientele. Mr. Mackey made reference to how his business was affected by the previous closure to Murphy Ave. According to Mr. Mackey, during the road closure he saw his sales decrease. When the closure was removed he saw his sales increase. Mr. Mackey further explains that vehicle access gives businesses direct exposure to their clientele which allows people to drive in, view the area, and help draw-in customers. Mr. Mackey also expressed concerns over the effect on potential customers who might confuse the road closure as a closing to businesses. He then posed the question on how this will be mitigated and what efforts will be made towards public awareness.

*"Please keep street open, street closed Sept 2009 to June 2010 did not help with our new business. Since street was finished in June 2010 business has increased 50%, plus traffic going through Murphy Ave is a great exposure for business with outside tables."*

**Bob Kiehl** of Murphy's Law

*"I support a trial closure of Friday and Saturday nights, an extension of the Farmer's Market closure."*

*"What happened to the survey that went to the Mayor?"*

**Sue Kue** of Murphy Street Smoke Shop believes a street closure to vehicle traffic would deter traffic and hurt businesses. She believes that a closure will mislead potential customers into thinking that businesses on Murphy Ave are closed and ultimately drive away traffic. Ms. Kue feels by having a permanent or part-time closure creates too much confusion for customers to be aware of closing hours or when vehicle access is permitted. Ms. Kue, however, is in favor of street closures during the farmers market or other street events.

**Susan Walker** of Brandon Wines is not in favor of the road closure for several reasons. Firstly, she believes road closures are favorable to shopping areas and Murphy Ave is more of a dining district. She noted through her research cities which have seen a positive return from a road closure from areas with surrounding shopping businesses. She adds if we are to follow this model, she is afraid that a closure will not work and



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April 14, 2011, 10:00AM  
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create a "ghost town". Ms. Walker also believes vehicle access has advantages to both businesses and customers because it gives immediate exposure of businesses and restaurants on Murphy Ave to cars passing through. Ms. Walker further explains that during the previous closure her business was negatively affected which shows that a closure would deter traffic and business.

**An** attendee would like the City to consider a trial closure. The citizen, however, noted that currently there are no parking issues. If there were a closure, he fears a closure might bring new problems.

**Joe Antuzzi** of Il Postale Italian restaurant does not approve of a full-time road closure because he believes that it will not encourage more pedestrian traffic. He believes that closing Murphy Ave would confuse customers to the same degree as he has seen with the City of Campbell changing the direction of travel on some of their local streets. He fears this type of confusion will not promote more traffic into Murphy Ave. Mr. Antuzzi added that a street closure to vehicle traffic does not promote drivers from leaving their cars since typically people like to drive into their destinations. He fears that once the new downtown area is fully developed people would rather drive there than into Murphy Ave. Mr. Antuzzi also mentions that since the new downtown area is still under construction he believes people would not prefer to walk through construction to get to parking.

**Steve Graham** of Rok Bistro would like the City to outline a marketing strategy before any closure is put in place. Mr. Graham made reference to the Santana Row development which included a marketing strategy to promote businesses by allowing drivers to drive-thru parts of Santana Row.

**Seema Shah** of Tutti Frutti Frozen Yogurt is in favor of a part-time closure in order to create a more family-oriented environment. Ms. Shah believes that by improving pedestrian safety it will encourage more families to come to Murphy Ave and promote business growth.

*"I would like to try closure of Murphy Avenue over Fri-Sat-Sun and see how it affects the pedestrian traffic and for people to feel comfortable bringing their families and feeling safe. It will increase business and will help economic development of the City."*

**Joel Wyrick** of Sunnyvale Downtown Association would like to know what will be presented to council before a decision will be made. Mr. Witthaus replied recommendations from the Bicycle and Pedestrian Advisory Commission and Staff, and acknowledgement of public output will be submitted to council.

Mr. Wyrick is requesting the City to provide case studies of road closures in other cities which he suggests be used as a model for justifying the Murphy Ave closure. He believes more planning is needed to examine the conditions that will make the road closure successful. This will ultimately help business owners and residents better understand the reasons for a closure. Mr. Wyrick would also like to have available the results of the recent survey that was sent to the Mayor.





# Closing Murphy Avenue to Automobiles Study

Thursday, April 14, 2011

## COMMENT FORM

Comments must be received no later than 5:00 p.m. on April 29, 2011 in order to consider your feedback as we finalize the study.

Name: Aidan Mackey Date: 4/14/2011

Affiliation (if applicable): LILLY MACS

Address: 187 SOUTH MURPHY AVE

Comment forms may be deposited in the comment box today or mailed/e-mailed to:

City of Sunnyvale  
Public Works Department  
Attention: Jack Witthaus, Transportation & Traffic Manager  
P.O. Box 3707  
Sunnyvale, CA 94088-3707  
E-mail: jwitthaus@ci.sunnyvale.ca.us

Please provide general questions/comments: \_\_\_\_\_

Please provide specific feedback on your desired options for Murphy Avenue access:

Please <sup>street</sup> keep open, street closed Sept 2009 to June 2010. did not help with our new business, since street was finished in June 2010 business has increased 50%, plus traffic going through Murphy Ave is a great exposure for businesses with outside tables.

A. Mackey 4/14/2011  
Please continue on back if necessary



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Comments must be received no later than 5:00 p.m. on April 29, 2011 in order to consider your feedback as we finalize the study.

Name: Bob Kiehl Date: 4/14/11

Affiliation (if applicable): Murphy's Law Business & Property owner

Address: 135 South Murphy Ave

Comment forms may be deposited in the comment box today or mailed/e-mailed to:

City of Sunnyvale  
Public Works Department  
Attention: Jack Witthaus, Transportation & Traffic Manager  
P.O. Box 3707  
Sunnyvale, CA 94088-3707  
E-mail: jwitthaus@ci.sunnyvale.ca.us

Please provide general questions/comments: I support a trial  
closure of Friday and Saturday ~~evening~~ nights.  
An extension of the Farmer's Market closure

Please provide specific feedback on your desired options for Murphy Avenue access:

What happened to the survey that  
went to the Mayor ???

Bob E Kiehl

Please continue on back if necessary



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Comments must be received no later than 5:00 p.m. on April 29, 2011 in order to consider your feedback as we finalize the study.

Name: SUSAN BULL Date: 4/14/11

Affiliation (if applicable): 1320 ANGELO AVE Sunnyvale

Address: STUDENT

Comment forms may be deposited in the comment box today or mailed/e-mailed to:

City of Sunnyvale  
Public Works Department  
Attention: Jack Witthaus, Transportation & Traffic Manager  
P.O. Box 3707  
Sunnyvale, CA 94088-3707  
E-mail: jwitthaus@ci.sunnyvale.ca.us

Please provide general questions/comments: CLOSE MURPHY STREET

PART TIME, OR DIRECT TRAFFIC SO THAT  
WHEEL CHAIR CAN CROSS THE STREET  
OR PUT SPEED LIMIT SIGN IN

Please provide specific feedback on your desired options for Murphy Avenue access:

DONT CLOSE THE STREET PERMANENTLY  
IT WOULD HURT THE BUSINESSES

Please continue on back if necessary



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Name: Susan Wood Date: 4/14/11

Affiliation (if applicable): TAO TAO

Address: 175 S. Murphy Ave, Sunnyvale CA 94086

Comment forms may be deposited in the comment box today or mailed/e-mailed to:

City of Sunnyvale  
Public Works Department  
Attention: Jack Witthaus, Transportation & Traffic Manager  
P.O. Box 3707  
Sunnyvale, CA 94088-3707  
E-mail: [jwitthaus@ci.sunnyvale.ca.us](mailto:jwitthaus@ci.sunnyvale.ca.us)

Please provide general questions/comments: Parking displacement will hurt  
business. There should be a survey done on customers  
using the area.

Please provide specific feedback on your desired options for Murphy Avenue access:

No closure except during Farmers market on Saturdays.

*Please continue on back if necessary*



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**COMMENT FORM**

Comments must be received no later than 5:00 p.m. on April 29, 2011 in order to consider your feedback as we finalize the study.

Name: Seema Shah Date: 4/14/11

Affiliation (if applicable): Tutti Fritti Frozen Yogurt

Address: 127 S. Murphy Ave, Sunnyvale, CA

Comment forms may be deposited in the comment box today or mailed/e-mailed to:

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Public Works Department  
Attention: Jack Witthaus, Transportation & Traffic Manager  
P.O. Box 3707  
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Please provide specific feedback on your desired options for Murphy Avenue access:  
the pedestrian traffic and for  
people to feel comfortable  
bringing their families and feeling  
safe. ~~It~~ It will increase business,  
and will help economic development of  
the city. Thanks - Seema

*Please continue on back if necessary*

