



Outlook

---

Hollenbeck Ave Bike Lane Study

---

From Scott Savage [REDACTED]

Date Sent 9/21/2024 10:29 AM

To Erik Trujillo [REDACTED]

WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents before responding, opening attachment or links.

Mr. Trujillo,

I live in the area that would be impacted if a bike lane was added to Hollenbeck Ave. In case I am unable to attend the public meeting planned for 9/26, I wanted to send over my input. I would strongly urge against a bike lane being installed in the proposed area for the following reasons:

- 1) Parking - There are multi-unit buildings and multi-family houses in the area and those residents must use the street for parking. Large swaths of the proposed area are narrow meaning the bike lane would remove all parking from the street. The result would be residents having to park on side street instead of their own homes which would of course impact the residents of those side streets.
- 2) Deliveries - Spend an hour on Hollenbeck Ave and you will notice large amounts of delivery trucks and food delivery drivers. Without parking these drivers will either a) double park in the street or b) pull into driveways and block the sidewalk and the bike lane.
- 3) Traffic congestion - During commute hours Hollenbeck is a congested 2-lane street. Inviting bicyclists to use the route will worsen the problem.

Mary and Mathilda are larger roads that can accommodate the large modern bike lanes you are proposing.

Thank you for considering,

Scott Savage



---

## Hollenbeck bike lanes

---

**From** Tim Oey [REDACTED]  
**Date** Thu 9/26/2024 12:12 AM  
**To** Erik Trujillo [REDACTED]

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

I cannot attend the Hollenbeck Bike Lane community meeting but this route is one of the most important routes in Sunnyvale to make safer for bicyclists because it is the best bike routes for many residents in the southwest quadrant of Sunnyvale to get to the library, city hall, the Sunnyvale Caltrain Station, and Washington Park. For residents in central Sunnyvale it is one of the best bike routes to get to Serra Park, Outdoor Supply, De Anza College, and Cupertino in general.

I live very near the corner of Hollenbeck and Fremont, just behind the Sunnyvale Presbyterian Church. I frequently ride all of Hollenbeck as I often go both toward and away from the bay from where I live. Mary is nice to ride but adds significant distance as does Sunnyvale-Saratoga (which is not nice to bike because of its high speed, high volume traffic -- removing a full lane of car traffic in both directions on Mathilda and Sunnyvale-Saratoga would be excellent and make it much safer to bike!).

We need a complete grid of complete streets that are safe to bike so bicyclists can get safely to all destinations in Sunnyvale. Hollenbeck with its intermittent parked cars is challenging for most bicyclists because they must frequently switch between biking near the curb to biking in the main traffic lane to get around parked cars that are spaced somewhat far apart.

Thanks!

Sincerely,  
Tim Oey

[REDACTED]  
"Knowledge is Power"



---

## Support for Hollenbeck bike lanes

---

From Peter Ludeman [REDACTED]  
Date Thu 9/26/2024 11:14 AM  
To Erik Trujillo [REDACTED]

**WARNING** - This email came from an **EXTERNAL** source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Dear Erik Trujillo:

Thank-you for working on the bike lanes proposal for Hollenbeck. It's a road that I'm forced to take for various errands (shopping, gym, etc) and I avoid the road as much as possible because it feels so unsafe (and I've been passed multiple times in an unsafe manner on that road). I hope that you'll be able to make the road safer for bikes by providing bike lanes and by traffic calming. (I'm also hoping that you can do more for Homestead, which is even more dangerous)

I know that people will complain about losing street parking - but street parking is one of the things that makes Hollenbeck so dangerous because bikes need to weave in and out of the parked cars to avoid making drivers angry by "taking the lane" everywhere. Street parking is a privilege, not a right, despite what people think; and it shouldn't take precedence over safety.

thanks,

- peter ludemann



---

## Hollenbeck Bike Lane Study-Why bike lanes are a bad idea

---

From Andrew H [REDACTED]  
Date Mon 11/4/2024 10:45 PM  
To Erik Trujillo [REDACTED]

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear Eric,

My name is Andrew Ho and I am a resident on Hollenbeck Ave.

I am deeply concerned about the idea of putting bike lanes on Hollenbeck Ave. I understand that we want to make roads safer for bicyclists, but I think the focus should be on how FAST and HOW MANY cars drive on Hollenbeck and that is what makes Hollenbeck dangerous. Cars use Hollenbeck like they use Mary Ave and Sunnyvale Saratoga for their commute, but Hollenbeck is much NARROWER than those streets. Putting a bike lane next to fast driving cars on a narrow street doesnt make the bicyclists any safer because there's not enough room to maneuver for both cars and bikes.

I would recommend putting in more stop signs on Hollenbeck such as at Harvard ave, Sheraton, Torrington and Conway to make Hollenbeck less of a thoroughfare. By slowing cars down, this will make it safer for bicyclists. This will also discourage cars from going through Hollenbeck and they will stay on the wider roads of Mary Ave and Sunnyvale-Saratoga. Or if not stop signs, I recommend speed bumps at regular intervals on Hollenbeck Ave. Stop signs and speed bumps would slow cars down, make the street safer for both pedestrians and bicyclists, and also you would not anger residents on Hollenbeck by taking away their parking spots.

Also, by taking street parking away, you make it difficult for families on Hollenbeck with multi-generations living in the same home who have multiple cars. In an area where there is a housing shortage, you discourage people from living together because there's not enough parking. Or for renters with multiple roommates who have multiple cars, this makes life difficult for them. Or for those who have built an ADU in their backyard to allow someone to live there, there will be less street parking for those people to park.

Also by taking away street parking, then contractors/delivery people, not to mention friends and family cannot park near your home. You are discouraging building a community by taking away street parking.

Please note that there are many cars parked on Danforth Ave, east of Hollenbeck due to people living in the apartments there. These people also park on Hollenbeck, just south of Danforth. They will not have a place to park if you take away parking on Hollenbeck.



This should not be a fight between bikers and Hollenbeck residents. I recommend instead, slow the speed down on Hollenbeck with stop signs, speed bumps, even lowering speed to 25mph, and this will make it safer for both pedestrians and bicyclists.

Sincerely,  
Andrew Ho



Outlook

---

## Hollenbeck Bike Lane Study

---

From Ann Lehman Harren [REDACTED]

Date Fri 10/4/2024 6:53 PM

To Erik Trujillo [REDACTED]

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Hi Erik -

I live at 1518 Hollenbeck (across from Serra Park), and I'm writing about the Hollenbeck bike lane study. First off, thanks so much for looking into this. I definitely have concerns about pedestrians and bikers on our street. Below are my concerns/feedback on the idea of adding bike lanes. Please reach out if anything is unclear or if you have any follow-up questions.

- We use street parking pretty heavily so I'm concerned about losing it.
  - We don't just use it for street parking but also to wait for traffic to pass so that we can back into our driveway. If we pull forward into our driveway, it can be nearly impossible to leave at peak times and definitely less safe in terms of visibility.
  - We often have people over to our house, and they would have to walk quite a ways if they couldn't park right outside our house. Assuming there was parking on The Dalles, that would require them to walk a long way or to cross without a light, which I don't find to be safe at that intersection.
- Serra Park heavily uses Hollenbeck for parking. On regular weekends, we'll often have people parked from Alberta up to near our house. On very busy weekends, people park past our house.
- I believe the following issues are what make Hollenbeck the most unsafe, and I'm not sure the bike lane will address these:
  - People speed, especially at non-peak times. Thanks for doing the speed study! Will those results be published at any point? I don't need them, but I'm curious as to what you'll find.
  - People unsafely zoom around to the right of cars that are waiting to turn left. This is true both for cars waiting to turn left onto Alberta and those waiting to turn left onto The Dalles. My middle schooler, who crosses Hollenbeck at Alberta to get to CMS, has shared with me that he feels it's safer when people are doing this because a few times he's observed people who wait and back up traffic. When this has happened, then 3-5 cars have gone through the red light after the lead car has managed to turn on yellow. I worry that adding a bike lane will be problematic with folks driving into the bike lane to avoid those waiting.
  - And somewhat related, people run the light at Alberta if it had changed recently and don't always check for pedestrians before turning.
  - Middle school and high school bikers turn left off of Cascade onto Hollenbeck in the morning. Some of these kids cut it much closer than others with no traffic lights to assist. Some kids are reasonably safe but don't account for how fast a speeding car may be going.

Again, thank you so much for collecting feedback and looking into making the street safer. Have a wonderful weekend,  
~Ann



---

## Hollenbeck Bike lane project feedback

---

**From** Archana Kannan [REDACTED] >  
**Date** Mon 10/14/2024 8:02 AM  
**To** Erik Trujillo [REDACTED]

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Hello

I am resident in Hollenbeck Ave(1457 between Cascade and Dalles Ave) and I recently heard about the bike lane study. I wanted to share some feedback as residents on the road. As a family we love to bike and it is good to hear the city considering this. However, I do think a few things need to be done to improve the experience for the residents on the road:

1. Parking is very common on Hollenbeck and there are many stretches where cross streets are not very close to many homes. I am not sure how other residents are feeling about lack of parking. One suggestion that could be a tradeoff is if we could consider a one side parking and both side bike lanes that exist in other areas (see below a view of South Blaney avenue between Stevens creek and Bollinger)
2. There are not very many safe cross walks in Hollenbeck. Even the stop sign on Hollenbeck at the Dalles intersection to Serra park is not very effective as cars often turn right without fully stopping. If you intend to limit parking because of the bike lane, we need to have safer pedestrian crossings on Hollenbeck from Cheyenne, Dalles etc.
3. Many people bike on the footpaths which could themselves use a renovation and not be so even which is hard for foot traffic and bikes.

I hope this is helpful as you evaluate the project.

Yellow is one sides car parking, green is bike lane and red is for cars.





Thanks

Archana Kannan



---

## Hollenbeck Bike Lane Study Comments

---

From Bruno Pop-Stefanov [REDACTED]

Date Thu 10/17/2024 2:20 PM

To Erik Trujill [REDACTED]

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear Mr. Trujillo,

I was not able to attend the Hollenbeck community meeting on September 26th, but recently learned about the proposal to add bike lanes to Hollenbeck Ave.

I live at 1116 Royal Ann Ct, which is right off Hollenbeck at Sheraton Dr, and commute to work in Cupertino by bike on most days. The most direct route takes me down Hollenbeck to Stelling. However, I have, for a little while now, changed my usual route to take Remington west to S Mary Ave instead, which are both wider and have bike lanes. I still occasionally travel up and down Hollenbeck if I am pressed by time, but I prefer alternative routes with bike lanes.

In its current form, biking on Hollenbeck means watching out for doors suddenly opening on parked cars while being mindful of cars passing me. Most cars speed over the 30 mph limit and cannot pass me without crossing the double yellow line, so they pass very close.

Painted bike lanes will not prevent a crash between cars and bikes, but making room for a dedicated bike lane will put some space between bikes and passing cars, reducing the chance of a collision. That would encourage me to bike on Hollenbeck more than I do now. (Dare I ask about *protected* bike lanes?)

Additionally, and perhaps more importantly than bike lanes, discouraging cars from speeding on Hollenbeck would do a lot to improve safety on the corridor. Challenger and Cumberland schools are right on Hollenbeck, but absolutely zero drivers respect school zones. I have a dog and two young children and often walk with them to Challenger after school hours to enjoy the park and playground. The street is narrow (comparatively to Remington or Mary) and with cars regularly doing 40+ mph, even walking on the sidewalk does not feel safe with a toddler. Moreover, there is no marked pedestrian crossing at Sheraton, despite the Fairbrae Swim and Racket Club being there. To walk to Sheraton on the other side of Hollenbeck we need to play chicken with cars.

I would encourage the city to also look at traffic calming solutions and adding more marked pedestrian crosswalks along Hollenbeck. Perhaps reducing the speed limit to 25, changing the double yellow line into a dashed yellow line, adding raised crosswalks or humps, narrowing the car lanes or others could be good solutions -- in addition to adding bike lanes.

Thank you for your consideration,

Bruno Pop-Stefanov



**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear BPAC Commissioners,

I am writing to express my support for the Hollenbeck Bike Lane Study, specifically to **only consider Alternative 1**.

Others have done an excellent job explaining why Alternative 1 is a good design. While none of the designs being considered truly follow international best practices, Alternative 1 is the only alternative that is not fundamentally flawed or unsafe.

Alternative 2 may appear to be a reasonable compromise—saving some parking while providing bike lanes. However, it's actually a lose-lose proposition. Most parking is still lost, not just half, as the transition zones create additional overhead and parking reduction. Are a handful of parking spots worth such a severe compromise? We lose substantial parking that homeowners feel entitled to, without gaining any real benefit. The proposed bike lanes would be too narrow, positioned in the door zone between parked and fast-moving cars, and the alternating parking pattern creates a slalom course where cyclists become human barriers. Chicanes, neckdowns, and traffic islands are all excellent traffic calming measures that should be implemented city-wide on non-arterial streets. However, these devices should be constructed from concrete, not the bodies of cyclists.

The numerous transition zones in Alternative 2 present significant safety hazards. When a car parks at the beginning of a parking zone, the bike lane falls behind the vehicle, preventing drivers or passengers from seeing approaching cyclists until the last moment. This dramatically increases the risk of "dooring" incidents—even higher than in standard door-zone bike lanes. Additionally, drivers naturally tend to park at the boundaries of designated zones, gradually encroaching on and eventually blocking the bike lane at transition points. This dangerous situation forces cyclists out of the bike lane precisely when they face the greatest danger. Furthermore, approaching a parking zone requires vehicles to deflect left to accommodate the lane shift. Inattentive or distracted drivers may miss this deflection and continue straight into the bike lane, or cut across it while attempting to stay in their lane. This design puts cyclists in danger from multiple directions simultaneously and cannot be reasonably modified to improve safety within the scope of this study. Therefore, Alternative 2 should be rejected.

Alternative 3 is essentially a "No-Build" scenario. Signs and striping alone cannot transform this street into a bicycle boulevard while maintaining current traffic volumes and speeds. If the street had speeds around 20mph and primarily served local destinations without through traffic, a dedicated bike lane might be unnecessary. However, improvements such as modal filters, traffic diverters, and effective traffic calming measures will not be considered within this study's scope. Therefore, Alternative 3 should also be disqualified from consideration.

Given the project scope, lack of willingness to implement innovative solutions, and the road's geometric constraints, **Alternative 1** remains as the only viable alternative and it should be the only alternative recommended to the City Council.

Respectfully,  
Daniel Karpelevitch

**From:** [AccessSunnyvale AP](#)  
**To:** [CRMCouncil](#)  
**Subject:** Contact Us Request Submitted: SR-00110420 CRM:000280291923  
**Date:** Tuesday, May 20, 2025 6:02:00 PM

---

The following SR has been submitted:

**Issue**

SR Number/Link: [SR-00110420](#)

Submitted On: 5/20/2025 6:01 PM

Response due by:

SR Type: Contact Us Request

Department: Council (including Mayor)

Description: Re: Parking on Hollenbeck.

Residents WANT to park in the street. They don't NEED to. Abundant off street parking is a defining feature of Sunnyvale residential real estate. All lots can park two or three cars off street. It is not uncommon for properties have enough off street parking for five cars. I have no sympathy for people who feel it is their right to park in the street.

With parking on Hollenbeck, when I bike it, which I do at least once a week, about half the time, for my own safety, I have to "take the lane." I often end up with a long line of cars behind me. Council can remove on street parking or continue to have lots of angry drivers. It's up to you.

**Contact Info**

First Name: Deborah

Last Name: Goldeen

Phone: (650) [REDACTED]

Email: [REDACTED]

Address 1: [REDACTED]

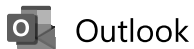
Address 2:

City: [REDACTED]

State: CA

Zip: [REDACTED]

Thank you,  
Access Sunnyvale



---

## Bike lane

---

**From** dominick tse [REDACTED]

**Date** Fri 9/27/2024 10:39 AM

**To** Erik Trujill [REDACTED]

WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.

My name is Dominik Tse . I lived on 811 Hollenbeck Avenue and recently we have this concern about setting up bike lanes for kids in Hollenbeck Ave. it's a good idea for safety reasons. Unfortunately that will eliminate curb side parking which is something that we will need not only for myself, but also for parents dropping off the kids to Cumberland elementary school and for pick up as well. It would become chaotic at the school area. Thanks.

---

**From:** Douglas Kunz [REDACTED]  
**Sent:** Wednesday, March 19, 2025 9:37 AM  
**To:** BPAC AP [REDACTED]  
**Subject:** Please support Buffered Bike Lanes (Alternative 1) on Hollenbeck Avenue

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Honorable BPAC Commissioners,

I am writing to ask that you recommend buffered bike lanes (Alternative 1) on Hollenbeck Avenue to the City Council.

I am well familiar with this street because I served as the Safe Routes to School chair for the Cumberland Elementary School PTA from 2016-2020. The lack of bike lanes on Hollenbeck south of Danforth Avenue was always a key gap in the route network for safely and conveniently getting to and from Cumberland Elementary, particularly for students who live in the neighborhoods south of the school. In addition, many teens who live in the neighborhoods south of Danforth would benefit from having a safe bike route to Homestead High School that is more direct than traveling via Mary Avenue. Improving the convenience and safety of biking is critical to reducing Sunnyvale's VMT and thus to achieving our city's GHG emission reduction goals. To do this, we need to prioritize transportation uses and safety on Hollenbeck over reserving space for non-transportation uses like parking. Only by removing parking on Hollenbeck can we assure that bikers are safe from bike/car door conflicts. This will also provide a buffer between bikes and moving cars that increases both actual and perceived safety for bikers, helping to encourage more biking.

Thank you for your service to Sunnyvale, and for your consideration.

Sincerely,  
Doug Kunz



Outlook

---

## OPPOSING Parking Removal on Hollenbeck – Support Option 3 (NO CHANGES)

---

From Grace Tu O'Brien [REDACTED]

Date Mon 3/31/2025 8:02 AM

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear Mayor, Councilmembers, and City Staff,

I am writing to strongly oppose Options 1 and 2 of the Hollenbeck Avenue Bike Lane Study. Removing or restricting parking along Hollenbeck Avenue — particularly between Alberta Ave and Danforth Dr — will have dangerous, far-reaching impacts on the safety, accessibility, and livability of our neighborhoods.

**Hollenbeck is a vital corridor for Challenger School, Cumberland Elementary, local parks, and youth sports programs.** Removing street parking:

- Severely limits **safe access** to schools, youth practices, and games
- Pushes overflow parking into surrounding neighborhoods and school zones
- **Increases traffic congestion** as families circle for parking or double-park
- Slows **emergency response times**
- Creates new safety hazards for pedestrians and drivers alike

This plan is also **deeply disruptive to the neighborhood itself**, which consists primarily of **single-family homes**. These residents rely on street parking for everyday needs — from guests and caregivers to deliveries, family events, and emergencies. Forcing cars onto narrow side streets or removing access entirely will reduce quality of life, create frustration, and divide the community.

The City's own survey data confirms what residents already know:

- **71.8% of residents primarily drive on Hollenbeck**, while only 22.7% use it for biking.
- **54.1% and 68.8% of respondents opposed the proposed alternatives** that remove or restrict parking.
- **"Safety for everyone"** and **"traffic moves smoothly"** ranked higher than "bike-friendly" as top priorities for this corridor.
- **Only 23.9% said they would bike more if the alternatives were built — while over 75% said they would not.**

**These findings clearly show that the overwhelming majority of Hollenbeck users depend on driving and parking — not biking — and oppose these changes.** Designing for a small percentage of bike riders while harming access for students, families, seniors, and emergency vehicles is not responsible city planning.

I urge you to make the decision that reflects the true needs of this community:

- ☒ **Vote YES on Option 3 – NO CHANGES**
- ☒ **Vote NO on Option 1 (Buffered Bike Lane)**
- ☒ **Vote NO on Option 2 (Parking on One Side Only)**

Please prioritize **safety for ALL** and preserve **parking at the destination** — where it's needed most by parents, schools, community members, and emergency services.

Sincerely,  
Grace Tu O'Brien  
Sunnyvale Resident

--

*ien, Esq*



---

**From:** Hans Bernhard [REDACTED]  
**Sent:** Tuesd [REDACTED] M  
**To:** BPAC A [REDACTED]; SVBC Bike Sunnyval [REDACTED]  
**Subject:** Support for Option 1 (Bike Lanes with Parking Removal) on Hollenbeck Road

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear Sunnyvale Bicycle and Pedestrian Advisory Commission,

I write to express strong support for **Option 1** in the Hollenbeck Road bicycling facility proposal, as presented in the community feedback survey

([https://communityfeedback.opengov.com/portals/sunnyvaleca/Issue\\_14313](https://communityfeedback.opengov.com/portals/sunnyvaleca/Issue_14313)). I urge the Commission to recommend Option 1 to the City Council.

I often bike on Hollenbeck to get to/from the Santa Cruz Mountains on my training rides. I also help create community bike rides for Bike Sunnyvale, whereby I ride repeatedly through residential areas and on major streets to determine safest routes. As an experienced cyclist, I cannot recommend Hollenbeck for children on bikes, or adults who are inexperienced cyclists.

In my opinion changes to Hollenbeck should aim for 100% safety by way of consistency down its entire length to make it a pedestrian and cyclist friendly road for all. With that said, Option 1 is the only choice that achieves these goals, with the additional benefit of slowing speeders down by way of a more consistent traffic flow.

I strongly oppose Options 2 and 3.

Option 2 creates immediate inconsistency as it requires cyclists and motorists to weave in and out and navigate each other.

As for Option 3 - I refer to "Sharrows" as "Scareroads" as they often invite motorists to tailgate cyclists, pass too fast and close, and beep the horn, startling cyclists. This is simply not safe, especially for any resident on a bike who is not an expert cyclist. Sharrows are often poorly implemented and simply become an invitation for increasingly bad relationships between motorists and cyclists.

In addition to safety by way of consistency, a goal should be improving the relationship between motorists, pedestrians, and cyclists. Though removing parking can initially be painful as motorists must adjust (and can, we always do as we live in a car centric infrastructure), the removed parking is outweighed by benefits of creating real time safe consistent thoroughfares for motorists, cyclists, and pedestrians. The benefit for motorists is less traffic that is more consistent and predictable. The benefit for all is increased safety. If the roads are consistent, many on the roads will treat the roads (and each other) consistently. This is similar to the notion that if a building is well maintained, the residents will tend to keep it that way, for each other.

Then there is the bigger picture: long term benefits to Sunnyvale include removing the number of what I will call "islands," areas where car traffic is so bad that it forces (traps) cyclists and pedestrians to stay in a single limited neighborhood (which can get old) , or to drive to find a safe place to bike and walk, which only exacerbates the problem of too many cars on the road. Long term planning should include a network of consistent safe thoroughfares throughout town so that biking and/or walking can be a first option without danger and fear. Hollenbeck Option 1 should be part of this.

I urge BPAC to prioritize the safety and well-being of all road users by recommending Option 1 for Hollenbeck Road.

Thank you for your service, time, and consideration.

Best Regards,



Hans Bernhardt  
25 year Sunnyvale Resident



Outlook

---

## Feedback on bike lane study

---

From ira maheshwar [REDACTED]

Date Sun 9/29/2024 9:28 AM

To Erik Trujillo [REDACTED]

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

I am a resident of sunnyval [REDACTED] and I am writing this letter to share my thoughts on bike lane proposal on hollenbeck.

If you are able to add the bike lane without removing parking then please by all means do it. But please do not do this at the cost of removing parking from our street.

Some things that stood out for me from the call last week:

- 1) You called out statewide collision rate and how hollenbeck is higher than that. You must account that hollenbeck is a much much busier street than the average suburban street. If hypothetically the traffic on this road is 10x of the average road, is it even fair to look at 1.5x of collision rate without other factors in consideration? For all other roads in CA that has similar collision rate, what other steps have been taken to address this ? I will find it hard to believe that a dedicated lane is the only solution to this.
- 2) Accidents - it was called out only one accident was severe - still not resulting in fatalities. I dont think it was called out if this accident was with a biker. If not, then please do not over index on this. These still seem very few in number to be of statistical significance.
- 3) What is the collision rate of other sunnyvale roads with dedicated bike lanes? Did it reduce the collision rate and fatalities? Did it slow down traffic?

When you remove parking and make people walk longer distances, including crossing a very busy road - how are you guaranteeing this will not result in increased accidents for pedestrians?

Its not like bikers cannot use this road at all. There is just a perceived notion that the road will be safer with a dedicated lane. And I found the argument by fellow people that absence of bikers on the road is not a good reason to not have bike lane (the argument of using swimmers to anticipate the use of bridge - it is simply not a good parallel).

If you install a helicopter launching pad in SVL - I am not going to buy a helicopter just because a launch pad exists. There has to be a need for it, and the viability.

Similarly I dont agree that a large number of people will start biking on the road, only because hollenbeck has a bike lane. I agree there will be an increase, but I think we are betting too much participation will be there simply by this change. If it was not inconvenencing others (no parking), then no objection to provide benefit for some 'potential' users. But when you are taking away

privileged of existing road users - then you better have very solid reasons to believe there will be more bikers.

Please also consider that biking is common in only some parts of the day, while parking is used 24 hours. If you find increased bike usage only in an hour or so (say school time), please weight it against the big part of the day the road will not be used by others.

Also, PLEASE do not count space inside garage in addition to driveway for potential parking spots. People either park their car inside, or outside. It is simply not practical to let someone park their car outside in driveway if you need to take your own car out. I cant even have my husband park in tandem and expect him to move the car every time I need to step out. If my husband cant find his keys - which happens so often, I am stuck. Please dont put unrealistic expectations on residents of hollenbeck to park inside the garage and outside, when its not something forced on other residents of sunnyvale. Also, I really dont think home owners park their cars on the road (its usually driveway or garage). Anyone who is parked on road is very less likely to live in the home. I am not going to let my visitors - friends, nanny, cleaner, gardener to park in my garage or my own privvacy and safety, so please do not assume all garage space is available parking space for those who park on the street. Its simply not.

Even when you count driveway spots - you are assuming anyone who is parking on the street is doing that when a driveway spot is free at the address they are visiting. Why will anyone do that?

My guests always park in my driveway (because I park in my garage), but neighbor always has his driveway full, and has his entire family live close by, and have guests every day. They use the drive way and then overflow on to the road.

Just because my driveway is free, doesnt mean my neighbor's guests can park in my driveway. I will simply not allow that. The rationale to consider driveway spots as parking spots for roadside parkers is relevant only if you can prove that those parking on the road are going to homes that have empty driveways. I am pretty sure driveways are already full when people resort to parking on the road.

Please also keep in mind the safety of pedestrians who will be forced to walk on the roads to get to their cars.

Do we have sufficient street lighting? If the light is broken, does the city of sunnyvale commit to fixing it at highest priority? At intersection of hollenbeck and knickerbocker, the city took at least 2 yrs to fix a broken street light. How can you force people to walk on dark roads at night without providing safety to them too?

My old mom has often tripped even on sidewalks because of uneven surface. We let her go out only when sun is out. Its not safe to let our guests walk in the dark to their cars. It is so much inconvenience when our delivery drivers have to walk long distances with packages. Or gardeners to haul their tools, and cleaners their vacuums and other supplies.

I really request you to also consider the pain you will cause to everyone who will be forced to park away . Please consider other alternatives. Mary St has dedicated bike lane - why can bikers not use such parallel roads or internal roads with much less traffic instead? Wouldnt it be easier for someone on a bike to bike a little extra and do a longer route , than to make everyone else walk extra.

Thanks for considering the problems that will be faced by the residents of hollenbeck.



Outlook

---

## Hollenbeck Bike Lane Study

---

From Jennifer Stonake [REDACTED]

Date Thu 9/26/2024 7:21 PM

To Erik Trujillo [REDACTED]

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Hello! I've been listening into the Community Meeting on Zoom, and I wanted to send my answers to the discussion questions. My family of 4 (spouse and I, 2 daughters, aged 7 and 11) live on Quince Ave, one street over from the Hollenbeck Ave by the Challenger School.

### **What is your utilization of on-street parking along the corridor and side-streets?**

We don't park along the corridor. We live on a side-street and park in our garage / carport. We occasionally park on the street if we are doing a project in the garage, or if we have multiple guests over, but this is rare.

### **What bicycle safety concerns do you have along the corridor?**

There is no bike lane and cars are intermittently parked along the shoulder along this entire stretch of road. This makes it extremely dangerous for cyclists. You either have to weave in and out of the cars — potentially putting you at risk of being hit when you move back into the lane — or be a confident cyclist who takes over the full lane — potentially angering drivers and having them pass you unsafely. Another concern is cars moving into the shoulder area, where bikes might be riding, to go around other cars turning left or to turn into one of the schools. Cars don't expect to see cyclists on this route (and so don't check their blind spots) because there are no bike lanes.

I am a long-time, confident bike commuter (over 13,000 commute miles on my bike in the last 5 years), and I often avoid riding this stretch of Hollenbeck because it is unsafe. I will go out of my way to bike on Mary or Sunnyvale-Saratoga so that I don't have to deal with cars passing me in unsafe ways. When I do, it is usually at off peak times, such as Saturday mornings to go to the farmers market when it first opens.

And, actually, part of the reason I didn't attend the meeting in person tonight is that I didn't want to have to bike home in the dark along this stretch of Hollenbeck! My bike is my main vehicle.

I would also love for my daughter to bike along Hollenbeck between Remington and Sheraton on her way home from Sunnyvale Middle School, but she prefers to go through the neighborhood (which is problematic in its own way) due to feeling unsafe on Hollenbeck. I wish more kids would bike to and from school, as it would greatly reduce the congestion around the middle school, and maybe if this route was safer then more would.

And if there was a bike lane along this stretch, then we'd definitely bike as a family to the library or downtown Sunnyvale, which we currently don't do as the route would be unsafe for my elementary and middle school aged kiddos. Perhaps this type of usage could be addressed in a survey.

**What other data should we collect?**

I agree with the Q&A feedback in the meeting, that expanding the hours of observation for the study and looking at side routes is a good idea. It sounds like many cyclists avoid this stretch of road but would use it if was safer.

My spouse also suggests using Strava to track current cyclists on Hollenbeck. It wouldn't catch all riders (I don't use it but my spouse does), but it would give you another metric that should be freely available.

**What else should we be aware of?**

Bike routes are NOT a substitute for dedicated bike lanes! And speed limits are often violated — we need to give bikes their own space!

I also worry (and I'm sure you've considered this) that if parking is one side of the street only, then more pedestrians will be jaywalking across Hollenbeck. I don't want to put pedestrians at risk to benefit cyclists, as pedestrians are the most vulnerable on the road. I'd love to see more crosswalks with flashing lights on Hollenbeck anyway (particularly at the intersection at Sheraton, I've written about that in the past), but we might need even more in mid-block locations if the one-sided parking is implemented.

I also agree with the comment about trashcans — they often block the bike lanes! That should be considered; the current system isn't great now.

Lastly, this is somewhat unrelated, but the new white poles on some street corners (such as Mary and Remington) might be better for pedestrians, but we've found them to be more unsafe for cyclists, as they push cars into the bike lanes. It would be nice to learn more about the goals behind this project, and hopefully to make a case for them not to be installed along Hollenbeck.

**What questions do you have?**

No questions! I've signed up for notifications about this project and look forward to the next meeting (and hopefully getting bike lanes installed)!

Thank you,  
Jennifer Stonaker



---

## Hollenbeck Bike Lane Study

---

From Jeremy Bloom [REDACTED]  
Date Mon 9/30/2024 5:23 PM  
To Erik Trujillo [REDACTED]  
Cc Roberta Bloom [REDACTED]

**WARNING** - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Hi Erik-

Sorry we couldn't attend the meeting last Thu [REDACTED] express my concerns about adding bike lanes on Hollenbeck Ave. I live on [REDACTED] (for over 30 years) and travel by car on Hollenbeck Avenue frequently, often several times a day. I am also a bicyclist, although I avoid city streets in favor of biking trails because of the dangers of vehicle collisions. I can see the need to create safe spaces for bikes, especially because we have many young riders who bike to school and to Serra park.

That said, I cannot see how Hollenbeck Avenue can accommodate bike lanes in the narrow space available. There are many times a day when it is difficult to turn onto or off Hollenbeck at The Dalles Avenue due to the heavy traffic on Hollenbeck. Also, traffic backs up at the light at Alberta Avenue as cars wait to turn left, as there is no dedicated left turn lane at that intersection. It's not hard to see that narrowing Hollenbeck to accommodate bike lanes would exacerbate these issues.

I'd also like to point out that Cupertino made bike lanes on McClellan Road west of De Anza Blvd, probably to accommodate riders to De Anza College and Monte Vista High School. Although I believe McClellan carries less traffic than Hollenbeck, narrowing McClellan has made it more congested.

In closing, I suggest that promoting bicycle traffic on Mary Avenue is a better alternative, especially south of Fremont, where the auto lanes were reduced to one in each direction to accommodate bicycles and parking. That would enable riders to reach Homestead High School and, with a short ride on relatively lightly used The Dalles Avenue, to reach Serra Park.

Thanks for your attention

Sincerely yours,.

[REDACTED]

---

**From:** Jerre Bowen <[jerrebowl@gmail.com](mailto:jerrebowl@gmail.com)>  
**Sent:** Sunday, May 25, 2025 1:47 PM  
**To:** Council AnswerPoint <[council@sunnyvale.ca.gov](mailto:council@sunnyvale.ca.gov)>  
**Cc:** Jerre Bowen <[jerrebowl@gmail.com](mailto:jerrebowl@gmail.com)>  
**Subject:** I support Hollenbeck buffered bike lanes (Alt 1)

To whom this may concern:

Please implement Alternative 1 of the Hollenbeck Bike Lanes Study: buffered bike lanes and removal of on-street parking. Hollenbeck is a crucial artery for cross-Sunnyvale transit, which means that bicycles must use it. Currently, we take our lives in our hands with moving cars on one side and parked cars—with the risk of suddenly-opening doors—on the other.

Although this will cost some parking places for residents, that loss will be offset by the greater safety backing out of driveways afforded by the absence of parked cars.

Sunnyvale is a very well-run city, with bicycle safety as a priority, so please implement this win-win proposal to make our city even more bicycle-friendly.

Thank you,

Jerre Bowen,  
Sunnyvale resident and bicycle commuter



---

## Hollenbeck resident says NO to eliminating street parking

---

**From** Emily sha [REDACTED]  
**Date** Sun 3/23/2025 5:31 PM  
**To** Linda Se [REDACTED]; Larry Klein [REDACTED]  
**Cc** Erik Trujillo [REDACTED]

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear Mayor Larry Klein Linda Sell,

I've been living on Hollenbeck since 2020. I have two young kids and enjoy the neighborhood. However the recent proposal to eliminate street parking raised my concern a lot. I talked to my neighbors and **ALL** of them raised similar concerns. We really urge the council to consider our concern and **KEEP Hollenbeck as it is**.

- 1) **Great SAFETY concern.** I have a 5 year old and a 1 year old. They both have playdates that come regularly to our house on evenings and weekends. It will cause very high risks if they need to park elsewhere and walk long distances on Hollenbeck to our house.
- 2) **No longer a residential neighborhood.** Great inconvenience will cause our neighborhood to no longer be a residential neighborhood. When purchasing the house, we know Hollenbeck is a busy street but we really enjoy the convenience. And it is a nice neighborhood. However, eliminating street parking will make it no longer a residential area. It's our neighborhood, and we want to protect it.
- 3) I want to point out that it's not fair to sacrifice the living quality of every single Hollenbeck resident's while creating just another optional bike lane for bikers. There are already good alternatives for bike lanes.

Thanks,  
Jiahui Shao





---

## Bike Lanes on Hollenbeck Avenue

---

**From** LISA COLLINS [REDACTED]

**Date** Fri 9/27/2024 1:45 PM

**To** Erik Trujillo [REDACTED]

WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Sir,

As a 54 year homeowner/resident [REDACTED], we are STRONGLY AGAINST adding a dedicated bike lane on Hollenbeck Avenue.

This addition would make street parking undoable and there are no alternative parking places available. Additional family members and guests would not be able to visit due to a lack of parking.

This would cause great hardship, as we are a multi-generational household, and have family members who rely on In-Home services whose caretakers would have no place to park.

It is unbelievable that Sunnyvale would think a dedicated bike lane on a two-lane street would be of the best benefit for the tax paying homeowners.

We OPPOSE THIS IDEA

Lisa Collins  
Bess Berger



---

**Bike lane**

---

**From** Lori Seymour [REDACTED] >

**Date** Sat 9/28/2024 9:02 PM

**To** Erik Trujillo [REDACTED]

WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Hello Mr. Trujillo,

I was unable to attend the meeting about the bike lane that may be put in on Hollenbeck. I have lived on Hollenbeck a very long time. For me having friends and family visit and being able to park in front of the house is an important quality of life issue. The area is already having parking issues from the condos and perhaps apartments not having enough parking. No longer having parking on Hollenbeck near Danforth will exasperate that problem and make even parking on Danforth more difficult pushing our guests further away.

Given that we have tried to open up regulations to ease the housing shortage with ADU's and the like I am surprised you are considering getting rid of street parking.

Also the slope and city tree's effect on my driveway has made it likely that people scratch their front end when they pull into my driveway. So many guests and the occasional roommate chooses to park on the street.

I must say it seems all of my neighbors are vehemently opposed to losing our street parking. It has really gotten everyone talking.

Thank you for your time,

Lori Seymour

Sent from my iPhone

---

**From:** louise saadati [REDACTED] >  
**Sent:** Wedne [REDACTED] 20 PM  
**To:** BPAC AP [REDACTED] >; Council AnswerPoin [REDACTED]  
**Subject:** Please choose Alternative 1 for safe protected buffered bike lanes on Hollenbeck (Alternative 1)

Dear Sunnyvale BPAC:

Please provide Protected Buffered Bike Lanes on Hollenbeck (Alternative 1).

I will be attending and speaking during the Sunnyvale BPAC 6:30 pm Meeting tomorrow on March 20.

Cupertino has protected buffered bike lanes on Stelling. It would be a wonderful safety feature if along Hollenbeck (the northward continuation of Stelling), Sunnyvale, BPAC would provide Alternative 1, the safe protected buffered bike lanes.

Alternative 2 is very dangerous and not adequate in its safety measures. It causes cars to weave into the bike lane. The distance between cars, their doors and the bicyclists are inadequate.

Alternative 3 is totally dangerous to the point where it will probably be outlawed in the near future. With parking on both sides of the street, it causes the bicyclists to weave in and out of cars, which is extremely dangerous.

Please select Alternative 1 - which is the only safe option with protected buffered 4 ft bike lanes.

The concerns of the neighbors are primarily emotional myths. Exceptions can be made for people with a certified qualifying handicap with parking accommodation.

Children bike on Hollenbeck to go to their schools. Please prevent needless deaths and injuries.

Please allow residents to safely use their bikes instead of cars for climate control and for their health.

Please protect our biking community which includes many children.

Sincerely,

A solid black rectangular box used to redact the signature of the sender.

Sent from my iPhone



---

## About the Hollenbeck bike lane project

---

From Man [REDACTED]  
Date Sat 3/22/2025 10:26 PM  
To Erik Trujillo [REDACTED]

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Hello Erik,

(A version of this email was also sent to our district representative, Linda Sell)

I live on Hollenbeck Avenue and while some of us have been able to participate in previous meetings, many of my neighbors were not aware of this project even to this day. I fear that this would result in only one side of the argument being heard in the council meetings on this study. It's not clear whether any additional meetings will be held for public feedback but it looks like many of the residents have missed out on voicing their opinion.

Besides the scheduling and lack of communication to the public about this meeting, I also have serious concerns if the option to take away street parking from Hollenbeck Avenue is being considered as the dominant choice based on the skewed feedback the commission has received so far. Some of the points I would like to highlight include:

1. Parking on the street, unlike the perception being built in the commission meetings, is just not a matter of where the residents park their cars.
2. The street parking is used by the utilities, service personnel, gardeners, cleaners, delivery drivers and mail delivery personnel.
3. The fact that Hollenbeck Avenue passes through a residential neighborhood appears to be completely overlooked. A thriving neighborhood will also have guests visiting the residents of the neighborhood to be able to park their cars.
4. Forcing all of these folks to park elsewhere on side streets and walk down to the houses is an ill-advised recommendation. The utilities and service providers will not be willing to lug around their equipment to service the houses on our streets.
5. Having the residents, service personnel and guests park in side lanes and cross the streets exponentially increases the risk to pedestrians that appears to be completely overlooked in the study.
6. An argument is also being made by some for safe routes to schools. I would argue that such routes already exist through the side streets in the neighborhood that our kids have already been using for a long time.

I would love to have additional options to have safer biking on Hollenbeck Avenue. My personal

opinion is that other alternatives, especially option #3 that can share the street, should be considered without imposing Option #1 from the study that takes away the option of street parking from (emphasis that's it's from and not just for) the residents who are not even aware that this decision is being made on their behalf.

Sincerely  
Manoj Panicker

---

**From:** Mark Hlady [REDACTED]  
**Sent:** Wednesday, March 19, 2025 10:24 PM  
**To:** BPAC AP [REDACTED]  
**Subject:** In support of Hollenbeck bike lanes

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Hi BPAC -

I've been riding and driving around Sunnyvale for over 25 years and I've been very happy to watch various improvements roll out over the years, very notably the Mary Ave road diet and bike lanes that I use as part of my bike commute. I would love to see dedicated bike lanes on Hollenbeck and I strongly support Alternative 1 for a safe riding experience for all. Hollenbeck is a great connector to a variety of destinations including all of downtown Sunnyvale via Pastoria.

--Mark Hlady [REDACTED]

---

**From:** Michael Yadlowsky <[myadlowsky@gmail.com](mailto:myadlowsky@gmail.com)>  
**Sent:** Friday, May 16, 2025 11:20 AM  
**To:** Council AnswerPoint <[council@sunnyvale.ca.gov](mailto:council@sunnyvale.ca.gov)>  
**Subject:** Please support buffered bike lanes on Hollenbeck

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear Sunnyvale City Council,

I am a Sunnyvale resident and frequent cyclist in Sunnyvale. I am writing to ask that you support bike lanes with a buffer on Hollenbeck.

This would be the only safe option for kids and commuters biking on this route. While the loss of parking is a real cost of this approach, my understanding is that most residents of the area have off-street parking.

On-street parking not only takes up space, pushing bike riders into traffic, it also creates a potentially larger risk of doors opening into the bike lane. People in a hurry can easily forget to look carefully before opening their door and cyclists can be seriously injured if they collide with a door opened in their path.

There is too much traffic on Hollenbeck and it is moving too fast to allow cars and bikes to mix.

Please support buffered bike lanes on Hollenbeck.

Regards,  
Michael Yadlowsky [REDACTED]  
[REDACTED] Sunnyvale



---

**From:** Mike Serron [REDACTED]  
**Sent:** Monday, June 2, 2015  
**To:** Council AnswerPoint [REDACTED]  
**Subject:** Hollenbeck Bike Lanes

TO: Mayor Klein, Vice-Mayor  
Sell and City Council Members  
RE:  
Hollenbeck Bike Lanes  
FROM:  
Mike Serrone (on my own behalf)

Some  
comments related to the ongoing Hollenbeck Bike Lane Study Issue:

- 1.
- 2.
3. Public comments did

4. not give appropriate consideration to people with limited mobility, although Councilmembers did acknowledge this as an issue. About 12% of the population has limited mobility. The most optimistic numbers I can find for people commuting to school and work on
5. bikes is less than 5%. Many of the people giving public comments may find themselves with mobility issues sooner than they think.
- 6.

2.

3.

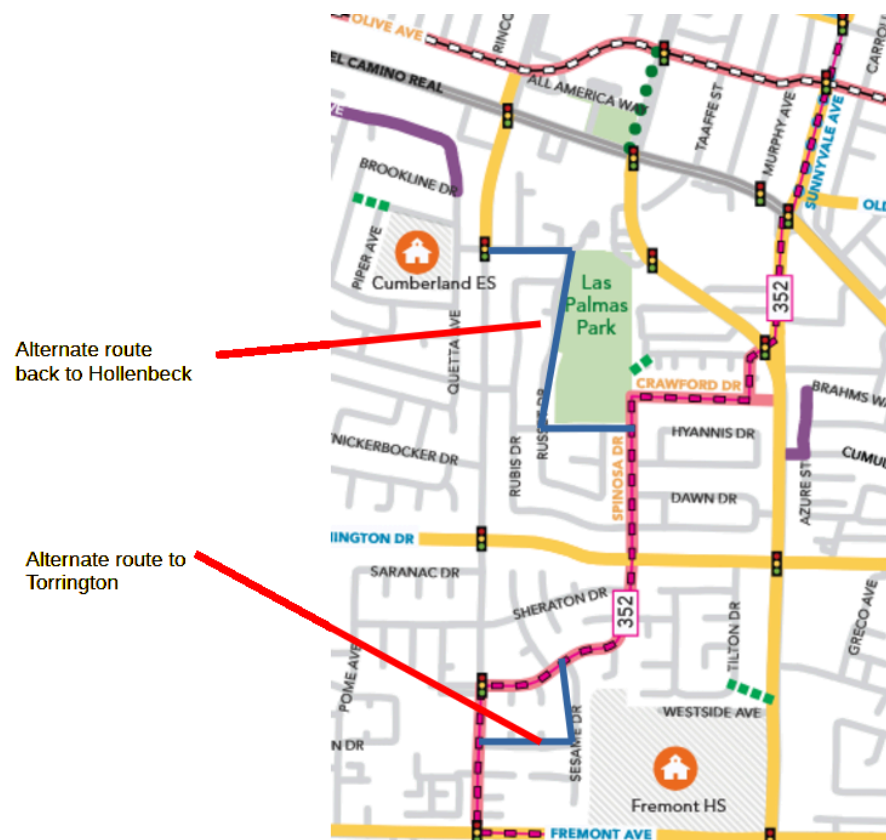
4. City Staff and Council

5. should consider an alternative bike route that parallels Hollenbeck from Fremont Ave. to El Camino Real. As shown below, the route follows Bike Path 352 along Torrington Drive, just North of Fremont Avenue, or Vanderbilt Drive to Sesame Drive to Torrington,
6. which turns into Spinosa crossing W. Remington Drive. At Hyde Park Drive, turn right on Russet Drive North, then left at Danforth Drive, which intersects Hollenbeck at an intersection that has crossing guards for Cumberland School during school hours. This
7. week, lines for bike lanes are being drawn on Russet Drive.
- 8.

I frequently walk this

route. It is a very pleasant walk with relatively little traffic and would add minimal travel time on a bike. This would avoid many of the expensive infrastructure changes on Hollenbeck. If safety is our main concern, this is clearly a safer route. The only

changes I would recommend would be adding signage for navigation and upgrading the HAWK signal crossing Remington, which is not very safe currently. Drivers turning East onto Remington cannot see the flashing lights.



Alternate route  
back to Hollenbeck

Alternate route to  
Torrington

Respectfully,  
Mike  
Serrone

---

**From:** Nick Brosnahan [REDACTED]  
**Sent:** Friday, Apr [REDACTED]  
**To:** Timothy Oe [REDACTED]  
**Cc:** Council AnswerPoint [REDACTED] >  
**Subject:** Re: Dangerously close car pass on Hollenbeck...

**WARNING** - This email came from an **EXTERNAL** source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Hello All,

Sorry to hear about your experience Tim. Sadly, I'm not surprised at all.

I'm gonna pile on here a bit. This morning, I had a little ride to go get my hair cut. It was a beautiful morning and I decided to ride instead of drive. Crazy, right? I was northbound on Hollenbeck Ave and the normal behavior of drivers was on full display.

In this small video clip, the first two drivers broke the law by crossing the double-yellow line. Like it wasn't even there. The city's contention that double-yellow lines keep drivers from crossing into oncoming traffic is not borne out by the evidence.

The third driver opted to blow by me in an uncomfortably close pass. They were perhaps technically outside of the 3-foot limit, but since I was riding at 20 mph, and the speed delta was large, it felt like a surprise, as you might notice from my reaction.



[2025-04-04 Close Passing on Hollenbeck Ave](#)  
[youtu.be](#)

If anyone cares, it was a Silicon Valley Hopper vehicle, license [REDACTED], and this happened at 11:07am on Friday April 4. I'm sure that's enough information to identify the driver.

Drivers simply do not want to wait for cyclists. They do not want to be forced to "share" the road with cyclists.

They seemingly cannot abide even a small delay as they drive.

They also do not respond very well to cyclists riding directly in the middle of the drive lane.

I have, in the past, ridden quite far left in the lane, only to have a driver choose to pass me on the right (between me and the parked cars).

It really doesn't matter where I ride to "take the lane", drivers will still choose to do dumb things.

This is why we need separated and protected infrastructure for cyclists on Hollenbeck Ave (and really everywhere in Sunnyvale).

I'll point out that this sort of thing happens no matter where I ride in the Bay Area. It's not just Sunnyvale.

It's a rare occasion that I take a long ride and return home free from some pointless driver aggression or casual reckless endangerment.

Y'all know what should be done. Please choose safety over the status quo.

Thanks for listening,  
Nick

On Apr 4, 2025, at 13:38, Tim Oey [REDACTED] wrote:

Honorable City Council,

Drivers on Hollenbeck are too dangerous. We need buffered bike lanes on Hollenbeck.

Here is a video from yesterday afternoon at 4:54pm as I bicycled to attend a City of Sunnyvale Charter Review Committee meeting:

[https://youtu.be/5VnSx\\_tlrvg](https://youtu.be/5VnSx_tlrvg)

This car and driver in a Black VW Sedan California License Plat [REDACTED] passed me far too closely as I was bicycling past parked cars and bicyclists on Hollenbeck Ave in Sunnyvale. This car was just inches from my bike when the car should have been in the opposite lane to do a safe pass and leave 3' between the car and my bike. The driver also crossed a double yellow line so violated two laws. While we need to better educate drivers, that is a gargantuan task.

Putting buffered bike lanes on Hollenbeck would avoid this situation and allow bicyclists to ride on Hollenbeck without needing to use the full lane to stay safely away from parked cars and the parked car door zone (which extends about 5' from the side of a parked car). This is well within your power to accomplish.

Buffered bike lanes on Hollenbeck accomplish a lot all at the same time:

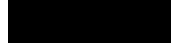
- improve safety for bicyclists and drivers
- improve sight lines (no parked cars blocking vision)
- reduce pollution
- reduce climate change
- encourage healthier lifestyles (we have diabetes & mental health epidemics)
- encourage a reduction in vehicle miles traveled

I hope you all will vote in favor of safety and all the other benefits I listed.

Thanks!



Zero Waste Engine



League of American Bicyclists Cycling Instructor #6033



---

**From:** Nick Brosnahan [REDACTED]  
**Sent:** Thursday, March 20, 2025 2:36 PM  
**To:** BPAC AP [REDACTED], Bike Sunnyvale Google Group [REDACTED]  
**Subject:** Hollenbeck Bike Lane Study

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Hello BPAC members,

I am writing today in support of bike lanes on Hollenbeck Ave. Of the options presented, I wholeheartedly support Alternative 1, Buffered Bike Lanes and the complete removal of street parking.

This morning, I did a count. From Alberta to Danforth, I counted 22 vehicles parked on the east side and 25 vehicles parked on the west side of Hollenbeck. The majority of vehicles are parked north of Remington and several were parked to support construction at Fremont Ave. I will also point out that most of the vehicles parked in the street can be assumed to be parked in front of the vehicle owner's house and that in almost all cases, the owner's driveway could have easily accommodated the vehicle.

I don't know how many parking spots the city has calculated for this street, but the extremely low usage of these empty parking spots dedicated to nonmoving, private vehicles is simply unreasonable. Because there is no monetary cost for drivers to use these parking spots, each of these spots is instead paid for with risk to the lives of cyclists who are trying to move about the city safely.

I've ridden this section of Hollenbeck Ave on my bicycle many times. In fact, if I had been able to attend this evening's BPAC meeting, I would have ridden on it both ways. My experience with drivers on this street is regularly unpleasant. Even riding on an e-bike at 18 mph, taking the vehicle lane as I have a right to do, drivers simply do not wait patiently for cyclists. They either follow too closely and sometimes honk or otherwise attempt to intimidate cyclists into moving into the parking lane to let them pass, or they choose to pass illegally by crossing the double-yellow line into oncoming traffic. It is the rare driver that chooses to follow respectfully at a reasonable distance.

This is not currently a safe cycling route and the city cannot expect less confident cyclists to use it as presently designed. The city of Sunnyvale has explicit transportation policies that favor building of infrastructure for moving people over that of storing private vehicles. There is no reason that we need to continue to uphold the massive giveaway of public space for private vehicle parking.

Sunnyvale DPW still remains stubbornly concerned over the concerns of drivers. For those car supremacists who might actually show up at tonight's BPAC meeting, they will whine about impacts to delivery trucks, or having to walk half a block, or bring up concerns about where their contractors might park. None of them have the slightest care about the safety of others. They are purely there to defend their undeserved privilege. They will try to convince you that bike lanes aren't needed and that the no-build alternative is the right one.

Tell them no. Build the bike lanes. Save lives. Recommend to city council that they be built all over the city as fast as possible.

Thank you,  
Nick Brosnahan



---

## Hollenbeck bike lanes

---

From Owen O'Malley [REDACTED]

Date Thu 9/26/2024 7:14 PM

To Erik Trujill [REDACTED]

**WARNING** - This email came from an **EXTERNAL** source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Hi,

I live in Sunnyvale on Remington and would love to have bike lanes along more of Hollenbeck. I currently try to minimize my time on Hollenbeck, because it doesn't feel safe. I love the work that Sunnyvale has done to make Remington and Mary safer, but Hollenbeck would be great.

Thanks,

Owen O'Malley



**From:** [Pat Grant](#)  
**To:** [Council AnswerPoint](#)  
**Subject:** I support Hollenbeck buffered bike lanes (Alt 1). I also been struck on Hollenbeck  
**Date:** Friday, May 30, 2025 7:28:08 AM  
**Attachments:** [291695415-3a8b3a732d99c92f512107cc0268c12c003c19c170932c017f2362c007d-d.webp](#)

---

**WARNING** - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Honorable Council

I support alternative 1.

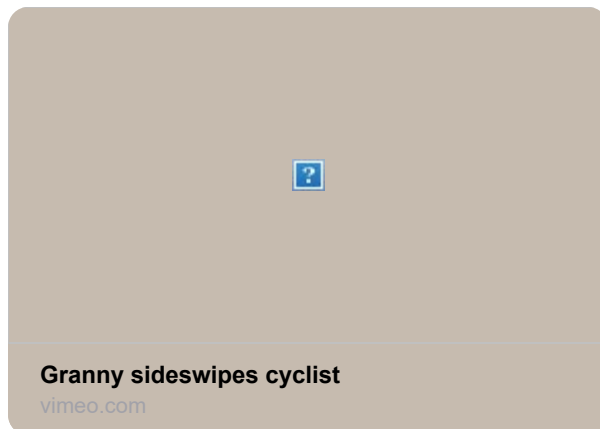
I was struck on Hollenbeck few years ago. (Police refused to cite driver despite solid video evidence and stated I must have a death wish). Fortunately the old lady who refused to wait few seconds or pass the yellow line only slightly clipped my elbow, hurt a hour but ok.

Since that time I had a stroke, never regained strength fully, and with all the drivers on cell phones at over 70 years old just cannot risk such that.

Please look at record of Wolfe bike lanes. It's mistake of a design and almost no one uses it because cars all the time swerve into the bike lanes.

Cupertino took even busier McClellan and made it fully protected!

The video is at



Regards  
Pat Grant

Sent from my iPhone



---

**From:** Paul Besser [REDACTED]  
**Sent:** Tuesday, March 18, 2025 10:25 AM  
**To:** BPAC AP [REDACTED]  
**Subject:** Strong Support for Option 1 on Hollenbeck.

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear Sunnyvale Bicycle and Pedestrian Advisory Commission,

I am writing to express strong support for Option 1 in the Hollenbeck Road bicycling facility proposal, as presented in the community feedback survey. **I urge the Commission to recommend Option 1 to the City Council.**

My wife and I commute by bike to Downtown Sunnyvale several times a week and choose Hollenbeck over Bernardo, Mary and Sunnyvale Saratoga. While Mary is attractive due to its bike lane, vehicle speeds are too high for inexperienced riders. Sunnyvale Saratoga is an option, but vehicles travel even faster. Hollenbeck is perfect for us to bike from Fremont Ave to downtown. As an experienced cyclist, however, I cannot recommend Hollenbeck for children on bikes, or adults who are inexperienced cyclists.

In my opinion changes to Hollenbeck should aim for 100% safety by way of consistency down its entire length to make it a pedestrian and cyclist friendly road for all. Bike lanes for the entire length will slow vehicles and make it safer, and Option 1 is the only choice that slows vehicles by way of a more consistent traffic flow.

I strongly oppose Options 2 and 3.

Option 2 creates immediate inconsistency as it requires cyclists and motorists to weave in and out and navigate each other.

Option 3 includes the uniquely Sunnyvale "Class 3B" bike lanes and "Sharrows". These lanes are simply not safe, especially for any resident on a bike who is not an expert cyclist.

In addition to safety by way of consistency, a goal should be improving the relationship between motorists, pedestrians, and cyclists. Though removing parking can initially be painful as motorists must adjust, the removed parking is outweighed by benefits of creating real time, safe and consistent thoroughfares for motorists, cyclists, and pedestrians alike. The benefit for motorists is less traffic that is more consistent and predictable. The benefit for all is increased safety. .

Then there is the bigger picture detailed in Sunnyvale's Vision Zero. Long-term planning should include a network of consistent and safe thoroughfares throughout town so that biking and/or walking can be a first option without danger and fear. Hollenbeck Option 1 is the best option for this.

I urge BPAC to prioritize the safety and well-being of all road users by recommending Option 1 for Hollenbeck Road.

Thank you for your service and consideration.

Best Regards,

Paul Besser  
28 year Sunnyvale Resident



---

**Upcoming bike lane on Hollenbeck Ave.**

---

**From** Pierre Lerman [REDACTED]

**Date** Tue 10/8/2024 7:19 PM

**To** sharleneli [REDACTED] Erik Trujill [REDACTED]

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Hello Sharlene, Erik,

I am a 25-year Sunnyvale resident and I read with great interest your recent article about a possible [new bike lane on Hollenbeck](#), as I often ride my bike on Hollenbeck from Fremont ave to my house on Olive/Purisima.

I am reaching out not only to voice my support to this project, but also to make you aware of a project I have been developing for the past few years aiming at promoting bicycling by keeping our city bike lanes clear of debris.

Our goal at [bikelanesweeper.com](http://bikelanesweeper.com) is to have municipalities engage with local communities to provide an economical, ecological (and fun!) way to keep bike lanes free of debris to promote their usage. The Napa Valley Bicycle coalition recently acquired a device and their experience was featured in the [San Jose Mercury News](#).

If you feel this could be interesting for Sunnyvale let me know and I'd be happy to share more information about it.

Best,

Pierre Lermant,

Long t [REDACTED] t,

Owne [REDACTED]

---

**From:** Prahlad Fogla [REDACTED]  
**Sent:** Wednesday, May 7, 2014  
**To:** Council AnswerPoint [REDACTED]  
**Subject:** I support Hollenbeck buffered bike lanes (Alt 1)

Hello,

Please implement the Alt 1 to add buffered bike lanes on Hollenbeck avenue.

We live in Cumberland South and my kid goes to Cumberland elementary. We regularly bike in the evening around the neighborhood. We currently avoid Hollenbeck avenue because it is not safe to bike on. Adding buffered bike lanes will make it safe for us to use Hollenbeck.

Thank you!

Prahlad

---

**From:** R C [REDACTED] >  
**Sent:** Thursday, May 15, [REDACTED]  
**To:** Council AnswerPoin [REDACTED]  
**Subject:** Concerns Regarding Hollenbeck Avenue Bike Lane Proposal – Opposition to Alternative 1, Support for Alternative 3

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear Councilmembers,

As a resident of Hollenbeck Avenue, I am writing to express serious concerns regarding the proposed bike lane alternatives under the Hollenbeck Avenue Bike Lane Study. While I fully support the goal of improving safety for cyclists, safety for all community members — including children, seniors, pedestrians, and drivers — must remain the highest priority.

I strongly oppose Alternative 1 (Buffered Bike Lanes), which removes all on-street parking along Hollenbeck. While it may appear to offer maximum protection for cyclists, this alternative introduces significant new risks:

**Pedestrian Safety at Risk:** With all parking removed, residents, children walking to school, the elderly, and visitors will be forced to cross Hollenbeck from side streets or distant parking locations. This will drastically increase pedestrian crossings on a street with a history of speed-related collisions — 23% of all crashes on Hollenbeck were speed-related, according to the City’s own analysis.

**Increased Vehicle Speeds:** Although lane narrowing is cited as a calming strategy, removing parking has the unintended effect of widening driver sightlines and eliminating natural friction from parked cars. This can often result in increased speeds, not reduced, especially on straight residential collector roads like Hollenbeck.

**Safety Near Schools:** Hollenbeck services multiple schools, parks, and churches. Removing parking will significantly increase drop-off/pick-up congestion, forcing parents and children to cross the street more frequently and from greater distances. This is not a theoretical risk — this is a daily pattern we already witness, and Alternative 1 will worsen it.

**Emergency and Utility Access:** With no parking buffer, there’s less margin for error for service vehicles or emergency stops, which can block a travel lane or compromise cyclist safety even further.

**Impact on Businesses and Employees:** Local businesses and service providers — including in-home care, landscaping, maintenance, and delivery workers — rely on on-street parking for quick, frequent access. Forcing them to park blocks away is not only inefficient, it can be dangerous as they cross midblock or make frequent stops on a now busier, faster corridor.

In contrast, Alternative 3 (maintaining current parking with upgrades to a Class III Bike Route) strikes the right balance. By designating the street as a shared road with proper signage and pavement markings, it:

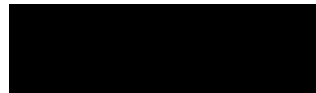
- Maintains curbside access and safe pedestrian mobility.
- Encourages cyclists to ride in a visible, predictable manner.
- Uses signage and striping to alert drivers, effectively increasing cyclist visibility and promoting caution.
- Keeps implementation costs low while avoiding the unintended dangers of over-engineered solutions.
- Preserves essential on-street parking for residents and businesses.

Importantly, Alternative 3 also enables us to monitor, iterate, and evolve the bike network over time with real-world feedback — instead of committing prematurely to a plan that displaces long-standing community access and safety norms.

As a resident who sees these safety dynamics daily, I urge you to reject Alternative 1 and adopt Alternative 3 as the most balanced, data-supported, and community-conscious choice.

Thank you for your attention and your commitment to public safety.

Sincerely,

A solid black rectangular box used to redact a signature.





Outlook

---

response to Hollenbeck Bike Lane Study from 849 Hollenbeck Ave, homeowner

---

From [REDACTED] rubenreye [REDACTED] <[REDACTED]>

Date Wed 5/21/2025 2:04 PM

To Erik Trujillo <[REDACTED]>

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Hello,

Here is my feedback in absence of the meeting on May 20th.

I did not have a chance to speak, but here are my suggestions:

I gather there are two camps: drivers and cyclists.

Right now the drivers are okay with what we have, but cyclist want a change, I understand.

For cyclist to have a change, safety is paramount. I have seen fatal accidents on S. Mary coming from Homestead high, they were both young people.

I have been in Sunnyvale on Hollenbeck near Danforth and never agreed with letting my kids, now adults, on bicycle to and from highschool. I was plain to see, dangerous.

On Hollenbeck, a narrow street compare to others, makes no sense to me as a practicing engineer for 25 years.

If we insist, then we can do the same thing New York City does, alternate side of the street parking, one side are bicycle and the other side parking, taking option one with a change.

or timed parking/bicycle lanes

SIDEWALK

---

MON - FRI, 8 am - 5pm Bicycle

MON - FRI after 5pm, Parking

SAT - SUN Parking

---

Auto

---

---

Auto

---

MON - FRI 8 am - 5pm Bicycle

MON - FRI After 5pm Parking

SAT - SUN Parking

---

SIDEWALK

Regards,  
Ruben Reyes

Begin forwarded message:

From [REDACTED]  
Subject: response to Hollenbeck Bike Lane Study from 849 Hollenbeck Ave, homeowner  
Da [REDACTED] PDT  
To [REDACTED]

Hello,

We live o [REDACTED] and we don't see how a bicycle lanes can be implemented.

Concerns

- on a rainy day, the drainage is poor and create a danger for cyclist
- \$4M can be save if nothing is done, one group will be happy
- drive out/in to the drive ways, dangerous to cyclist

Possible solution

- Alternate side p [REDACTED] to park on the side while having two side for cyclists and two in the middle
- one way stree [REDACTED]

My vote

Keep the existing layout

[REDACTED]  
Ruben Reyes and Ying Li



Outlook

---

## Questions and inputs for the Hollenbeck Bike Lane Study

---

From [REDACTED] rubenreye [REDACTED]

Date Tue 3/4/2025 7:58 PM

To Erik Trujillo [REDACTED]

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

My input and question for the bike lane on Hollenbeck.

Anonymous attendee 6:54 PM

where do I park my two cars if option 1 is chosen?

Anonymous attendee 7:00 PM

Can you guarantee my safety, I ride a bicycle and find it unsafe to ride on the street, I know of a homestead cyclist killed coming from Homestead High on S. Mary

Anonymous attendee 7:03 PM

Are we cleaning the streets more often to prevent accidentally getting hit between the car and cyclist to avoid street debris.

Anonymous attendee 7:04 PM

Are we going to use physical barriers to seperate the two lanes?

Anonymous attendee 7:15 PM

Our family is 4 adults and the garage built in 1965 can only fit one car, so we need to park the other three cars outside, one car needs the street parking, what can I do about this and stay safe at night coming back home?

Anonymous attendee 7:26 PM

I own a house on Hollenbeck and pay taxes to have a parking lane, how much taxes do the cyclist pay ?

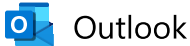
Anonymous attendee 7:51 PM

Input: I never received a notice from the City except a piece of paper stuck underneath the front door carpet

Regards,

i

[REDACTED]



---

Hollenbeck Bike Lane Study --- from [REDACTED] home owner

---

From [REDACTED]

Date Mon 3/3/2025 3:49 PM

To Erik Trujillo [REDACTED]

WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.

To Whom it may concern;

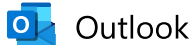
We have four members in our family and the adult children live with us and have their own modest car (one fits in the garage, two on the driveway and one on the street), besides parking in the front of the house, parking away from the house is not save at night for our daughter. The streets are dark, shaded by medium trees with lots of foliage, limiting the lighting on the sidewalk and we fear for her safety. When the street was closed for re-pavement, recently, we had to find the closest legal parking and as a result the car was targeted by vandals with eggs. I realized moving our car to other neighbor's streets created a crowded situation for them. This was unexpected for them and us losing the ability to park in front of our house. To understand our situation and the idea of losing our parking space, I decided to see the impact myself. I mentally noted seeing a few cyclist compared to many people parking on the street, while standing in front of the house.

Based on this, I do not agree with removing/eliminating the street parking on Hollenbeck.

Regards,  
Ruben Reyes

[REDACTED]

[REDACTED]  
Sunnyvale, CA 94087



---

## Speed calming for Hollenbeck Ave Sunnyvale

---

From [REDACTED]  
Date Thu 3/6/2025 9:30 PM  
To Erik Trujillo [REDACTED]

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Hi Eric,

I am a resident on Hollenbeck Avenue and had been attending the bike lane study meetings so far. Like almost every attendee in the meetings, I am also super concerned about the speed at which vehicles especially cars race through this residential street. I am afraid a bike lane will just increase the number of accidents if we do nothing with the speed but encourage bikers to ride. I live here and am freaked out several times every day at the speed at which I find cars racing through showing minimal respect for the residents.

I earnestly request you to please initiate a speeding calming process or do something about this for us.

Thank you

Rupa

**From:** [Sandhya Panicker](#)  
**To:** [Larry Klein](#); [Linda Sell](#); [Alysa Cisneros](#); [Richard Mehlinger](#); [Murali Srinivasan](#); [Charlsie Chang](#); [Eileen Le](#)  
**Cc:** [Council AnswerPoint](#)  
**Subject:** Request to Council to reconsider Parking Removal Fully on Hollenbeck – Prioritize Safety for All - Bikers, Pedestrians, Residents and Drivers  
**Date:** Saturday, May 17, 2025 8:44:15 PM

---

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear Council Members,

I hope you are well.

I am a resident of Hollenbeck Street, **a bicyclist, and the parent of a child who bikes** to school along this road everyday. And yet, I understand that removing all parking will endanger hundreds of others, including kids who will now have to constantly cross the street to access schools, parks and residences. I strongly urge the Council to reconsider the proposal to eliminate all parking on Hollenbeck Street, which I believe will unintentionally create **new and significant safety risks—especially for pedestrians, children, and working families.**

We need to work towards **safety for all**. There are so many better solutions out there that can be implemented to improve safety for all. I request this council to do due diligence before making any decisions. I ask that you pause and consider the full consequences of this plan, and allow space for deeper community engagement and alternative solutions.

By removing all parking on Hollenbeck, **the number of pedestrians using the street will increase dramatically:**

- **Parents with Children & Park Visitors:** Hollenbeck is lined with parks frequently used by families. Without street parking, parents with strollers, toddlers, or multiple kids will have to park farther away and walk along or across a now wider, faster road, often with little to no protection. This increases the risk of accidents involving both cars and bikes.
- **Elderly and Disabled Residents or Visitors:** Many elderly individuals rely on curbside parking to maintain mobility. Without it, they may be forced to walk farther—sometimes with walkers, canes, or assistance—putting them directly in harm's way.
- **Service Workers and Deliveries:** Gardeners, housekeepers, caregivers, and

maintenance/utility personnel will be forced to cross the street carrying heavy tools or equipment—a safety risk in itself. These workers often walk back and forth to their vehicles, placing them in great danger.

- **Food and Package Delivery Drivers:** From Amazon to DoorDash, delivery drivers will have no safe or legal place to stop, leading to increased double parking, unpredictable stops, and more people stepping into traffic or bike lanes to make or receive deliveries.
- **Rideshare and Carpool Users:** Children being dropped off for school, elderly residents attending appointments, or anyone without a personal car will need to exit vehicles directly into traffic or walk in the street, again increasing foot traffic in active lanes.
- **Emergency Situations:** In an emergency, families may need to evacuate quickly or receive urgent medical assistance. Emergency services will be affected.
- **Driveway Damage and Liability:** Large deliveries of furniture, construction materials, or appliances will be forced into narrow private driveways not designed for heavy trucks. This not only risks property damage but may also shift liability unfairly to homeowners.

The biggest issue on Hollenbeck is **speeding and erratic drivers**. That is what needs to be addressed first, if the intention is to ensure safety for all.

### **Alternative, Safer Solutions Exist**

There are already existing bike lanes on nearby parallel streets—Remington, Sunnyvale-Saratoga, and Mary Avenue—that are wider and safer for riders and still allow for parking. A more thoughtful, balanced plan could include:

- Installation of **speed bumps, signage, or traffic-calming measures** to slow drivers.
- Targeted improvements to bike infrastructure without total parking removal.
- **Limit parking in certain zones during school hours in the morning and afternoon** to discourage long-term storage of vehicles but preserve access.



### **Request for Additional Meeting and Community Input**

We are aware of the study meeting on May 20th, but I think we will only get **1 minute** to express our concerns. I strongly request an **additional public meeting** to ensure meaningful community input, fuller data review, and collaborative brainstorming of safer, more inclusive alternatives.

Sincerely,

**Sandhya Panicker**

Bicyclist and Resident, Hollenbeck Street



Outlook

---

## Request to Council on the Hollenbeck Transportation Project

---

**From** Sandhya Panicke [REDACTED]  
**Date** Mon 3/31/2025 5:46 PM  
**To** Chip Taylo [REDACTED]; Melanie DeLaCerd [REDACTED]; Council  
AnswerPoint [REDACTED]  
**Cc** Linda Se [REDACTED]; Erik Trujill [REDACTED]

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Subject: Concerns Regarding the Removal of All Parking on Hollenbeck

Dear Council Member,

I hope you are doing well. I am an avid biker and bike on Hollenbeck regularly. My child bikes to school everyday on this road. I am also a resident of Hollenbeck Street and I am writing to express serious concerns regarding the proposed plan to remove all parking on this street. While I appreciate the council's efforts to promote alternative transportation options like biking, I believe the complete removal of parking altogether could lead to significant challenges and potential dangers for the entire community.

Here are several key concerns I would like to bring to your attention:

1. **Support Vehicles:** Professionals such as **gardeners** and **cleaners** who rely on having a place to park near residences will find it much more difficult to carry their equipment over long distances or across busy streets. Their safety is just as important as any cyclist or driver.
2. **Rideshare Services and car pools:** Families, especially those with elderly members, often rely on rideshare services for appointments and other important needs. Removing parking spaces will create difficulties for these services to drop off and pick up passengers.
3. **Deliveries:** Similarly, essential delivery services like UPS, FedEx, Amazon, DoorDash, and food delivery drivers will experience delays, disrupting daily life for many residents. Local businesses may refuse to
4. **Service Personnel Impact:** Many service personnel, including utility workers (PG&E, plumbers, etc.), county services, and garbage collectors, rely on street parking to park close to their work sites.
5. **Visitor and Resident Impact:** Visitors, including elderly and disabled guests, often depend on street parking, and removing it will make it more difficult for them to visit residences.
6. **Traffic Congestion and Speeding:** In addition, the removal of parking could unintentionally lead to drivers speeding, as the road may appear wider, encouraging faster driving. This could also cause frustration among drivers, who may drive more aggressively or try to bypass cyclists.
7. **Damage to Driveway :** Forcing **big truck deliveries** like furniture and construction materials into our driveways could result in damage to our driveways. Our driveways are not designed for this. Who will be liable if this occurs?

8. **Emergency Vehicle Access:** Removing parking could severely hinder emergency vehicles' ability to respond quickly in urgent situations endangering lives.
9. **Local businesses** that rely on customers parking nearby may see a reduction. Additionally, local businesses dependent on frequent deliveries or pickups may face significant challenges in meeting operational needs.
10. **Parks:** There are multiple parks along this stretch. If parking is taken away, people with kids will constantly park far away and walk across the road often, endangering everyone and hindering traffic flow.
11. **Equity and Alternatives:** While safety improvements are essential, removing all parking seems like an overly drastic measure that inconveniences many residents, elderly, pedestrians and service providers. I believe a more balanced approach—such as implementing residential speed limits, using speed bumps, timed parking limitations or improving existing bike lanes on nearby streets—could achieve safety goals without such a broad impact.
12. **Existing Bike Lanes:** It's important to note that there are already bike lanes on nearby streets such as Remington, Mary Avenue, and Sunnyvale-Saratoga, two of which run parallel to Hollenbeck. These bike lanes are wider and can accommodate cyclists while still allowing parking, which is why they are successful.
13. **Side streets like Knickerbocker** also have speeding issues that endanger pedestrians and bikes on the road. Before making such a sweeping change like removing all parking and adding bike lanes, I wonder if it might be worth focusing first on addressing speeding and traffic safety concerns first.

In conclusion, I respectfully urge you and the council to look into alternative solutions that can balance the needs of all community members. Please give us another opportunity to speak and work with us to address solutions to all concerns. I am also requesting an additional meeting for this. Most residents were unaware of the meeting on Mar 20th, and many received the email on 19th. The data collected also seems incomplete. Roads are for transportation and for smoother flow of traffic, but taking away all parking and addressing needs of only one group and as a result triggering safety concerns and inconvenience for all other members of the community, will not ensure that. I am a member of both groups, so I understand the issue here, and I believe with further discussion and interactive problem solving, we can arrive at a solution that benefits everyone.

Respectfully,  
Mrs. Panicker

**From:** [Sanvi Bharadwaj](#)  
**To:** [Council AnswerPoint](#)  
**Subject:** Please support Alternative 1 for buffered bike lanes on Hollenbeck  
**Date:** Monday, May 19, 2025 8:37:51 AM

---

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear Mayor Klein, Vice Mayor Sell, and council members,

I am Sanvi Bharadwaj, a 9th grader at Homestead High School. I am writing to express strong support toward Alternative 1 for buffered bike lanes on Hollenbeck.

This is a matter of public safety. There have been accidents that have occurred in the past due to bikers sharing the road with cars. Adding bike lanes would give people who bike a safer space and help prevent future crashes. Some people even take longer routes, just to avoid biking on Hollenbeck as it feels unsafe.

Additionally, the number one cause of greenhouse gas emissions in Sunnyvale is through transportation. With the current state without bike lanes, residents are discouraged to bike and drive by car to their destinations that are within a mile. This adds an unnecessary amount of carbon dioxide in our atmosphere each day. By adding bike lanes, people that need to go on Hollenbeck for everyday transportation will be encouraged to bike to school, parks, and other locations along the road. In addition, we will be lowering our carbon emissions through car transportation.

Ultimately, Alternative 1 is the most sustainable and safe option for our environment and residents.

Thank you,  
Sanvi Bharadwaj

---

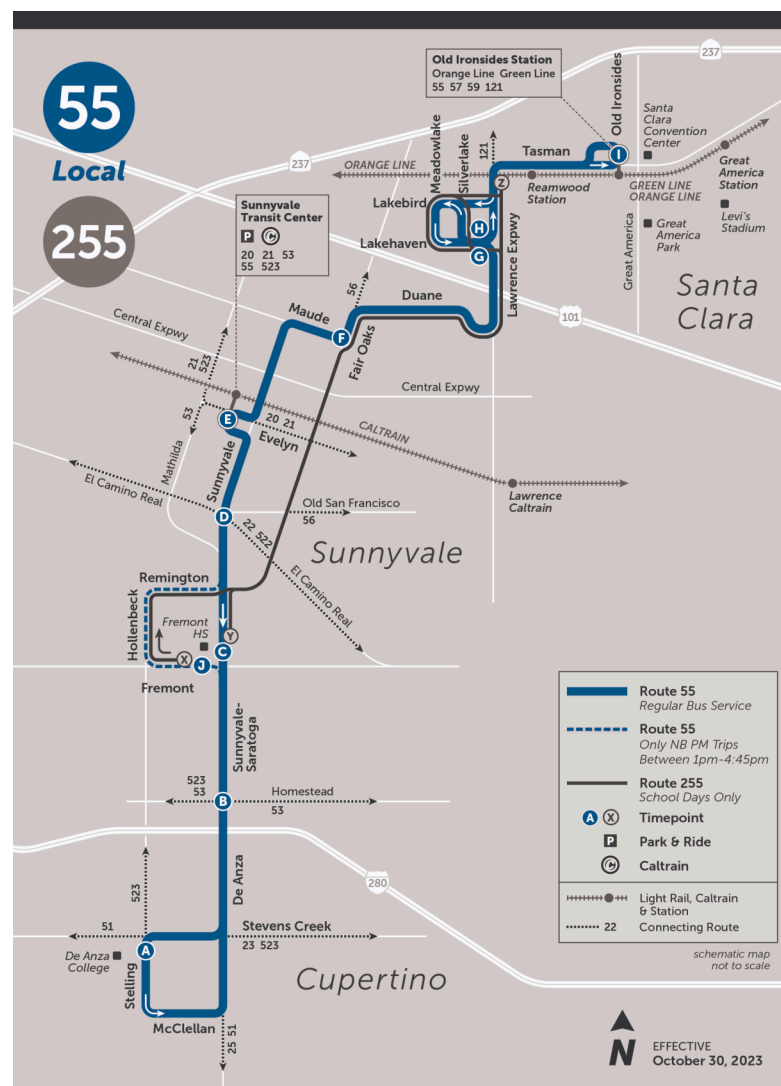
**From:** Sharlene Liu [REDACTED]  
**Sent:** Wednesday, May 2, 2018  
**To:** Council AnswerPoint [REDACTED]  
**Cc:** Daniel Karpelevitch [REDACTED]  
**Subject:** Hollenbeck Study: VTA bus frequency; bike lane widths












Dear Council and Ms Obeso,

At the Hollenbeck Study Session this week, Council asked Staff two questions, for which we would like to provide some answers: (1) VTA bus frequency, and (2) bike lane widths on other roads.

**(1). VTA bus frequency from Fremont to Remington**

Council asked staff about the volume of bus traffic on Hollenbeck. While Staff was correct in saying that the only section of Hollenbeck that receives any bus traffic is the northbound direction of Hollenbeck from Fremont to Remington, Staff was mistaken on the frequency and quantity of buses. A few select buses per day take Hollenbeck, specifically in the afternoon to better serve students. That is a total of **11 buses per day**. Please see the images below showing the route, including the "Only NB trips between 1pm - 4:45pm" detour. The stop schedule shown is for the bus stop at Remington and Fremont.



 55	Old Ironsides Station	1:17 PM
 55	Old Ironsides Station	1:47 PM
 55	Old Ironsides Station	2:17 PM
 55	Old Ironsides Station	2:47 PM
 School 255	Lawrence & Tasman	3:11 PM
 School 255	Lawrence & Tasman	3:14 PM
 55	Lawrence & Tasman	3:16 PM
 55	Old Ironsides Station	3:17 PM
 55	Old Ironsides Station	3:42 PM
 55	Old Ironsides Station	4:07 PM
 55	Old Ironsides Station	4:32 PM

Here are the links to the 55 and school tripper pages on the VTA site, both have links to the map and schedule for each bus:

<https://www.vta.org/go/routes/55>

<https://www.vta.org/school-trippers>

Given that buses don't run often or very far on Hollenbeck, we would like to ask that the 11' **driving lane width be reduced to 10'**. The reason we think this would work fine is that the bike buffer in Alt 1 could be used to meet VTA's requirements. A supplementary lane line could even be painted within the buffer for buses to use, without needlessly widening lanes for all the other vehicles. This is practical because buses run only 11x/day on one block in one direction of Hollenbeck. At a minimum, please reduce the width to 10' north of Remington and south of Fremont, where buses don't run.

## **(2). Bike lane widths on other roads**

Council asked Staff what the lane widths are, on existing streets using the Alt 2 design of parking next to bike lane. Examples of such roads: Sunnyvale Ave, Mary Ave, Wolfe Rd. Staff said these lane widths are similar to Hollenbeck. However, we want to point out that the lane widths of these other roads can be **1'-2' different from Hollenbeck, which makes a big difference for cyclists**. For example, we measured lane widths on Mary Ave south of Cascade and found them to be wider than Hollenbeck Alt 2. The bike lane is 6', buffer is 4', and parking lane is 8', and the car lane is >> 12'. In Hollenbeck Alt 2, bike lane is 5'-6', no buffer, parking is 8', no buffer, car lane is 11'. Mary bike lanes feel a lot roomier than the bike lane north of Danforth, because they are.

Sharlene Liu

Daniel Karpelevitch

---

**From:** Sharlene Li [REDACTED]  
**Sent:** Wedne [REDACTED] P.M.  
**To:** BPAC AP [REDACTED]  
**Subject:** input on Hollenbeck bike lanes study (agenda #A)

**WARNING** - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Dear BPAC,

Sunnyvale Safe Streets would like to provide our input on the Hollenbeck bike lanes study coming before you at this week's BPAC meeting. This smiley face scale summarizes our opinion of the alternatives, with Alternative #1 being the best, Alternative #2 being dangerous, and Alternative #3 even more dangerous.



**Alternative #1 is safe and best**



Of the 3 alternatives presented by the Staff, the only safe alternative is Alternative #1, buffered bike lanes with no parking. It meets the VTA Bicycle Technical Guidelines (VTA BTG) best practice of 4' bike lane clear pavement (which appropriately does not count the 2' gutter). The 3' buffer provides much needed separation between bikes and fast moving cars. The buffer also allows the possibility of turning these bike lanes into a protected bike lane in the future. Notably, there is no door zone because parking is removed.

### **Alternative #2 is dangerous**

Alternative #2, unbuffered bike lanes next to a parking lane, is dangerous. The door zone, which extends across the bike lane, is extremely hazardous. Experienced cyclists will ride in the car lane to avoid the door zone, rendering the bike lane unusable. Inexperienced cyclists may ride in the door zone, putting themselves at risk of serious injury, as this photo illustrates:



The lack of a buffer means no separation between bikes and moving cars. It also precludes protected bike lanes in the future. The zigzagging parking lane has parking zone transitions which tends to cause parked cars oozing into the bike lane at transitions (see photo below). This happens a lot on Wolfe, where parking zones start and end. Cyclists then have to dangerously veer around the parked cars into car traffic.



The bike lane clear pavement is reduced to 3' in some segments, which does not meet the VTA BTG guideline of 4'.

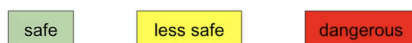
### **Alternative #3 is the most dangerous**

Alternative #3, current conditions with no bike lane, is the most dangerous. With street parking on both sides, cyclists have to weave around parked cars into car traffic, like a rat scurrying from hiding spot to hiding spot. Alternative #3 proposes Class 3 bikeways, which are likely to be outlawed in the future for streets over 20 mph (see [state bill](#) last year to outlaw them). It's a waste of money to implement bikeways that are likely to be outlawed and are unsafe. Better to not do anything at all if you're considering Alt 3, and save money.

### **Comparison of the alternatives**

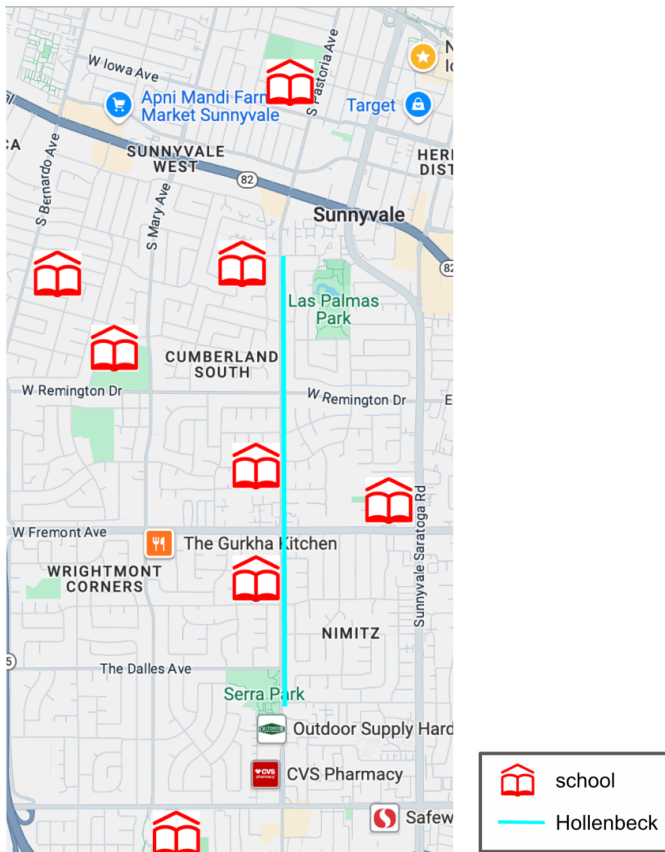
Here is a side-by-side comparison of the 3 alternatives based on safety considerations. Alt 1 has all the desirable safety features, Alt 2 has almost no safety features, and Alt 3 has no safety features.

Safety consideration	Alt 1	Alt 2	Alt 3
bike lane clear pavement	4'	3'-6'	none
bike lane buffer	3'	none	none
door zone	no	dangerous	dangerous
parking protruding into bike lane	no	yes	N/A
future protected bike lanes	possible	impossible	impossible



### **School children would bike on Hollenbeck**

Hollenbeck serves 8 schools. Children would bike on Hollenbeck if it were safe. Currently, they either don't bike or they take alternative routes. A few brave children already do bike on Hollenbeck, but at their peril. Here's a map of the 8 schools with Hollenbeck either bisecting or bordering the school attendance areas.



## **Myth Busters**

Residents on Hollenbeck have concerns over not having street parking in front of their house. Understandably, they are concerned about change and the potential inconvenience of not having street parking in front of their house. Their concerns are largely myths. Here are our responses to these myths.

- Myth: Delivery trucks will not be able to deliver packages to my house.
  - Bust: Delivery trucks can momentarily stop in the street to make their deliveries, like they do on other streets with no parking. No parking does not mean no stopping.
- Myth: Construction and repair crews will not be able to do work at my house.
  - Bust: Construction and repair trucks can park in the driveway. Residents can park their private cars on a side street to make room on their driveway. For longer-term projects like a house remodel, contractors can apply for a city permit to park on the street. The MUTCD requires contractors to provide alternative bike + car routes in this case. Big rigs, like moving vans, can park anywhere as they're governed by a different set of rules.
- Myth: I am handicapped. The lack of street parking will prevent me from using my car.
  - Bust: Vehicles for handicapped people can park on the driveway. Make room on the driveway by moving other cars to side streets. If this is a frequent inconvenience, you can apply for handicapped street parking. With handicapped parking, the bike lanes would follow Alt 2 design, but only at this house. Handicapped parking should be an exception and should not be used as a reason to allow street parking on all of Hollenbeck.
- Myth: Cyclists can bike on parallel streets -- Mary or Sunnyvale-Saratoga -- instead of Hollenbeck.
  - Bust: Mary and S-S are each 1 mile roundtrip out of the way. With cars going 3x as fast as bikes, that's like asking a driver to go 3 miles out of their way. That's an unreasonable

suggestion, especially for people who use Hollenbeck daily. People would simply either not bike at all, or they would risk their lives on Hollenbeck. (I am the latter).

- Myth: Nobody bikes on Hollenbeck. This isn't a school route.
  - Bust: Today, there are school children biking on Hollenbeck to get to school because their parents can't drive them to school. At Community Meeting #1, such a parent gave public comment. I bike on Hollenbeck. Many cyclists I know bike on Hollenbeck. Cupertino residents bike on Hollenbeck as it's a direct route to get to Caltrain and downtown Sunnyvale. The fact that there are people biking on Hollenbeck, even though it's unsafe, means we are preventing many more people from biking on Hollenbeck.

Thanks for your service to making our City safe for all road users.

Sincerely,  
Sharlene Liu  
Chair, Sunnyvale Safe Streets

**From:** [Sharlene Liu](#)  
**To:** [Council AnswerPoint](#)  
**Cc:** [Jon B](#); [Tim Oey](#); [Daniel Karpelevitch](#); [kjbiker@netzero.net](#); [Stephen Meier](#); [Alon Golan](#); [Richard Mehlinger](#); [Murali Srinivasan](#); [Alysa Cisneros](#); [Charlesie Chang](#); [Eileen Le](#); [Larry Klein](#)  
**Subject:** Hollenbeck: Sunnyvale Safe Streets supports Alternative 1, buffered bike lanes  
**Date:** Monday, May 19, 2025 6:00:08 PM  
**Attachments:** [Screenshot of Council AnswerPoint 5:28 PM.png](#)  
[Screenshot of Council AnswerPoint 5:46 PM.png](#)  
[Screenshot of Council AnswerPoint 5:12 PM.png](#)

---

**WARNING** - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Dear Sunnyvale Council,

We strongly support Alternative 1: buffered bike lanes and the removal of street parking. We strongly oppose Alternative 2 (unbuffered bike lanes with parking lane on one side) and Alternative 3 (current conditions with the addition of paint and signage to indicate bikes are to share a lane with cars). The [SSS Hollenbeck webpage](#) explains why Alt 1 is safe but Alts 2+3 are not. I will not repeat that info here. Instead, I would like to focus on 2 other topics:

1. [Caltrans Complete Streets Guidance \(DIB-94\)](#)
2. Street parking

**Caltrans Complete Streets Guidance supports Alt 1, but not Alts 2+3**

Alt 1 satisfies Caltrans Complete Streets Guidance (DIB-94). DIB-94 says bike lane width exclusive of gutter is to be 4'-7' (DIB-94, p. 27). Alt 1 has 4', which is minimally acceptable. DIB-94 says buffered bike lanes are suitable for streets up to 35 mph (DIB-94, p. 23); Hollenbeck is 30 mph.

**Alt 1**

safety feature	Caltrains Guidance	Alt 1
bike lane width, next to buffer, exclusive of gutter	4'-7'	4'
buffered bike lane max mph	35 mph	30 mph

Alt 2 does not meet Caltrans Guidance. A bike lane next to a parking lane, exclusive of gutter, is supposed to have 5'-7' width (DIB-94, p. 27), but Alt 2 provides only 3'-4'. DIB-94 says there should be a 2'-4' door zone buffer (DIB-94, p. 28), but Alt 2 has 0'. DIB-94 says there should be a 2'-4' buffer between the car lane and bike lane (p. 27), but Alt 2 has 0'. DIB-94 says unbuffered bike lanes are suitable for streets up to 25 mph, but Hollenbeck is 30 mph (DIB-94, p. 23).

**Alt 2**

safety feature	Caltrains Guidance	Alt 2
----------------	--------------------	-------

bike lane width, next to parking, exclusive of gutter	5'-7'	3'-4'
door zone buffer	2'-4'	0'
bike lane buffer	2'-4'	0'
unbuffered bike lane max mph	25 mph	30 mph

Alt 3 does not meet Caltrans Guidance. A shared lane should be used on streets that are 20 mph or lower (DIB-94, p. 23). But Hollenbeck is 30 mph.

### Alt 3

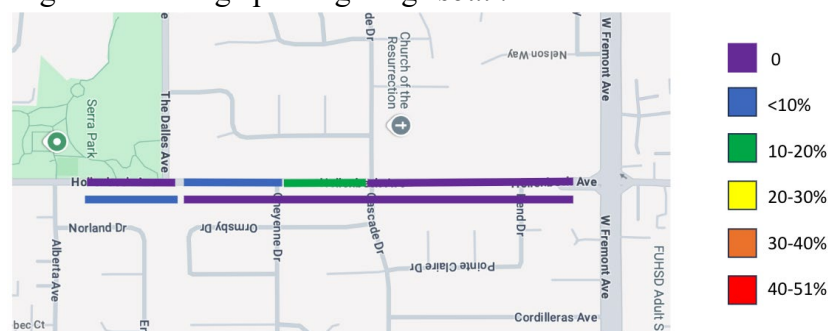
safety feature	Caltrains Guidance	Alt 3
shared lane max mph	20 mph	30 mph

## Street Parking

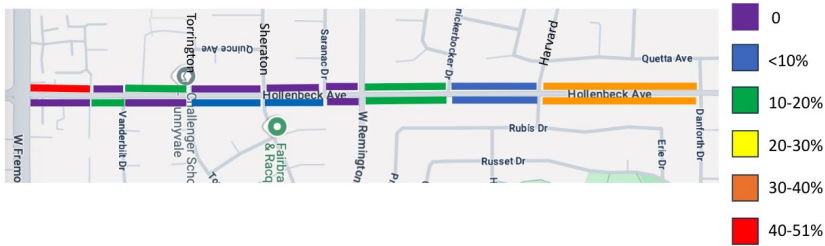
In Staff's study of street parking, they report maximum parking usage across the whole day. Since most of the concern over street parking is from residents who live on Hollenbeck, we focused on nighttime usage in order to isolate residents' parking patterns. We acquired staff's raw data and calculated statistics based on only the nighttime counts. We calculated averages instead of maxima, as averages are more representative of, well, the average. But we found that the maxima were not much higher than the average (i.e. small standard deviation). Here's what we found.

At night, street parking usage is very low for most of Hollenbeck (mostly 0%-20%). The block with the most usage is the northern most block between Danforth and Harvard (30%-40%). The short segment between Conway and Fremont on the west side has high usage (40%-51%) but it's a short segment (9 spaces) with 4.6 parked cars. See our findings in graphical form:

Nighttime average parking usage *south* of Fremont Ave.



Nighttime average parking usage *north* of Fremont Ave.



We also examined side street parking availability to see if side streets offer enough space to absorb Hollenbeck parked cars. The answer is: Yes. Below are the counts of parked cars on Hollenbeck (35) and available side street space (224). Even in the highest usage block, Danforth-Harvard, there is enough available side street space to accommodate the 22 cars being parked on Hollenbeck.

Parked cars **35** versus available spaces **224**



Finally, we gathered our own counts, riding out on 2 nights along Hollenbeck to count driveway space, garage space, driveway usage, and street parking usage. Our street parking usage is consistent with staff's. Since staff didn't report the on-property space and usage, we offer it here:

- 75% of houses have at least 1 empty driveway space.
- In the Danforth-Harvard block, 90% of houses have at least 1 empty driveway space.
- Houses have minimally 2 garage spaces and 2 driveway spaces, with few exceptions. On average, houses have 2 garage spaces and 3 driveway spaces.

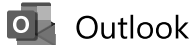
From the above discussion on parking, we conclude the following:

- Most residents park on their own property; they don't use street parking.
- Of the ones who use street parking, some could've parked on their driveway instead.
- People who use street parking can instead park on a side street adjacent to their block.

It is of utmost importance that the City adhere to the latest Caltrans Complete Streets Guidance when designing new bike infrastructure. Please stop compromising safety for the convenience of a few.

Sincerely,

Sharlene Liu  
Chair, Sunnyvale Safe Streets



---

## Input for Hollenbeck bike lane project

---

From Sharlene Liu [REDACTED]  
Date Thu 9/26/2024 10:52 PM  
To Erik Trujillo [REDACTED]

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Hi Erik,

I spoke to you at tonight's community meeting on Hollenbeck bike lanes. I'm emailing you as well so that you have my input in writing. I'm a resident who lives near Hollenbeck and I regularly bike and infrequently drive on Hollenbeck.

I bike on Hollenbeck because it's the most efficient road for me to get to important destinations: the library, city hall, downtown, Caltrain, and Cupertino shops. Going on Mary is 1 mile out of my way round trip, and that is impractical. Sunnyvale-Saratoga is even more dangerous than Hollenbeck to bike on because of the 50 mph cars on that road. Asking cyclists to use alternative routes is not a viable solution.

It is dangerous to bike on Hollenbeck. I swerve around parked cars about 15 times each way (that's how many cars are in my way), having to ride in front of car traffic. Drivers regularly honk their horn at me if I stay in the travel lane too long, and that is very stressful; I feel like in a moment of insanity they might decide to run over me.

My children and I had to ride on the Hollenbeck sidewalk all throughout their childhood to get to the library and Caltrain. Riding on the sidewalk also comes with its hazards, but I deemed those hazards to be less dangerous than riding in the car lane. We had to pause at every driveway where we didn't have line of sight and make sure there were no cars backing out before proceeding. This makes sidewalk riding very slow.

It's so important to make streets safe for children to bike to school on. Children are our most vulnerable population. We need to make our streets safe so that they can get places on their own, not in a car. This independence is important for their physical and mental health, and it's important to give them a non-polluting way to get to school. Please contact the schools whose attendance areas encompass Hollenbeck. Talk to the PTAs. Get into their school bulletins and parent communications to tell them about the bike lanes. Ask them, if safe bike lanes were installed, would they consider allowing their children to bike on Hollenbeck to get to school? The schools to contact are: Cumberland Elementary, Sunnyvale Middle School, Fremont High School, and Homestead High School.

Please make the bike lanes continuous and safe, especially across intersections. Please don't prioritize street parking over bike lanes especially when there's a squeeze. A couple of Hollenbeck residents



expressed the scarcity of parking next to Serra Park. I would like to caution that, despite this scarcity of parking, we still need continuous, safe (wide) bike facilities. Do not compromise the bike lane widths in favor of parking.

Please consider making the car lanes 10' wide instead of 11' wide. I believe buses need 11', and there aren't any buses on Hollenbeck except the segment from Remington to Fremont Ave. So the rest of Hollenbeck can be 10'. The benefits of reducing car lane widths: (1) Cars slow down, making streets safer for everyone and more peaceful for those who live on Hollenbeck; (2) You now have 2' extra to allot to better bike facilities, like bike lane buffers.

Please make the bike lanes at least 5' wide, counting from the gutter seam, as recommended by the VTA Bicycle Technical Guidelines. In addition, please put in a 3' bike lane buffer, to make the bike lanes safe enough for children to bike on.

Please count garage parking capacity of each house. As a separate number, count driveway parking capacity of each house. You should find on average 2 garage spaces and 2 driveway spaces.

To answer one of the residents' question about what other residential streets don't have street parking and has instead bike lanes, there are several examples I can think of: Maude Ave., Sunnyvale Ave., Homestead Rd., Stelling Rd in Cupertino. This last one, Stelling, is a good example because it is the same street as Hollenbeck except in Cupertino. Stelling has residences all along it, with NO parking and has bike lanes on both sides.

I heard one resident ask for part-time bike lanes, turning into parking lanes at night. I am categorically opposed to part-time bike lanes. The Homestead Road full-time bike lane study found that people park in the bike lane during the day illegally and during the night legally; either way, cyclists have to swerve around the parked cars, which is very dangerous for them. Please do not repeat that same mistake on Hollenbeck.

Thanks for taking my input.

Sharlene Liu

---

**From:** Sharlene Li [REDACTED]  
**Sent:** Thursd [REDACTED] :38 AM  
**To:** BPAC AP [REDACTED]  
**Subject:** input on Hollenbeck and Homestead bike lanes

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear BPAC,

I would like to raise a concern about the future Hollenbeck bike lanes. Being an optimist, I am jumping to the conclusion that there will be bike lanes on Hollenbeck. But, I'm concerned that the bike lanes will have sub-standard width, compromising cyclist safety.

We have seen in the recent past of severely sub-standard width bike lanes painted on Homestead Road. These bike lanes were newly painted recently as part of the Cal Water Project. The bike lanes between Mary and Wright are only 26" on the south side and 33" on the north side. My bike has a standard handlebar width of 25"; these bike lanes are so narrow that my bike can barely fit into the bike lanes. The [VTA Bicycle Technical Guidelines](#) (Chapter 7), which Sunnyvale is supposed to follow, specifies that on a road such as Homestead Road with a posted speed limit of 35 mph, the bike lane width should be 60" of rideable width (does not include the gutter).

Another example of sub-standard width bike lanes is on Hollenbeck between Danforth and El Camino Real, where there are already bike lanes. That bike lane width is only 36". The VTA Guidelines say on a 30 mph road such as Hollenbeck, the bike lane width should be 48" (does not include the gutter).

It's not too early to specify desired widths for the bike lane + buffer. These widths need to be specified now so that the alternatives that are eventually presented will have safe bike facilities. Based on the measurements staff has presented, in order to have the 4' width for the bike lane, an additional 2' for

the gutter, and an additional 3' for the buffer, and if we are to keep an 8' parking lane on one side, the car lane will have to be reduced from 12' to 11'.

If the design can be brought to BPAC before being finalized, that would avoid these poor bike facility implementations. BPAC was not consulted on the Homestead bike lane design, and that ended in unsafe facilities. I'm afraid the same will happen for Hollenbeck bike lanes.

Sincerely,

Sharlene Liu  
Sunnyvale resident

**From:** [Sruthi E](#)  
**To:** [Council AnswerPoint](#)  
**Subject:** Please Support Alternative One to Buffer Hollenbeck Bike Lanes  
**Date:** Monday, May 19, 2025 6:00:40 AM

---

**WARNING** - This email came from an **EXTERNAL** source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Dear Mayor Klein, Vice Mayor Sell, and council members,

My name is Sruthi Eyunni, and I am a 9th grader at Homestead High School. I am writing to you to express my support for Alternative One's proposal to add bike lanes to Hollenbeck.

I first began biking to school daily in 8th grade. My parents were getting busier in the mornings, so I decided to bike so they would not have to give me a ride every day. After I started biking, I asked one of my friends if they would want to bike with me to school. She told me it sounded fun, but her parents would not let them since they thought it was too dangerous. This made me realize that many kids at my school may be interested in biking but avoid it due to the risk.

Adding bike lanes to Hollenbeck would make people feel safer using bikes, rather than cars, as a method of transportation. If more people biked, there would be fewer greenhouse gas emissions from vehicles. This is especially important in Sunnyvale, where transportation is the primary reason for greenhouse gas emissions. Overall, I believe Alternative One would be the best option for our city.

Best,  
Sruthi Eyunni

**From:** [Kou, Stanley](#)  
**To:** [Council AnswerPoint](#)  
**Subject:** Support for Alternative 1: Buffered Bike Lanes on Hollenbeck  
**Date:** Sunday, May 18, 2025 11:45:37 PM

---

WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Dear Honorable Sunnyvale City Council,

My name is Stanley Kou, and I serve as a Trustee of the Fremont Union High School District. I am writing on behalf of myself to express strong support for Alternative 1: buffered bike lanes and the removal of street parking on Hollenbeck Avenue.

Students at both Homestead High School and Fremont High School rely on Hollenbeck as a primary route to and from campus. Buffered bike lanes would significantly improve the physical safety of these students. Many already bike along Hollenbeck under current conditions, making these safety improvements both urgent and necessary.

Beyond physical safety, safe and accessible bikeways also support students' mental well-being and independence. They deserve the freedom to move around safely—whether to school, the library, or their friends' homes—without depending on others for transportation.

As a cyclist myself, I find Alternatives 2 and 3 inadequate for student safety. Alternative 2 places cyclists in the “door zone” of parked cars, increasing the risk of serious collisions. Alternative 3 preserves the status quo, which we already know is unsafe. We must not compromise student safety for the convenience of a small number of street parking spaces.

I respectfully urge you to support Alternative 1—a bold and necessary step toward making our streets safer for all.

Thank you for your time and thoughtful consideration.

Sincerely,  
Stanley Kou  
Trustee, [REDACTED] (writing as an individual)  
Cell: [REDACTED]

---

**From:** Stephen Meier [REDACTED]  
**Sent:** Wednesday, March 19, 2025 7:38 AM  
**To:** BPAC AP [REDACTED]  
**Subject:** Please Support Alternative 2 Hollenbeck Bike Lanes

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear BPAC Commissioners:

I am a resident of Fairbrae neighborhood and I frequently ride my bike. If I travel to the south and west I am forced to utilize Hollenbeck Ave to travel from my home. I frequently encounter dangerous situations caused by parked cars forcing me to share the travel lane with vehicles and the drivers are aggressive and disrespectful to my safety.

I am writing to encourage you to support Alternative 1 in the Hollenbeck bike lane alternatives. It is the only alternative which improves safety for cyclists and pedestrians.

Alternative 2 has many dangerous situations which have the cyclist riding in the door zone. By switching sides of the roadway it makes the door problem even worse and drivers cannot view cyclists approaching.

Alternative 3 is a non-alternative as paint and/or Class III marking provide no protection so essential it is the same as a no project alternative.

Lastly I am very concerned regarding the two intersections which are deemed already decided to not have protection for cyclists. There is ample room at these intersections to provide protection for bicycles and pedestrians. Adding more room for vehicles will only induce more congestion and conflicts onto our roadways.

Thanks for your attention,  
Steve

Steve Meier - All of my emails have this signature, beware of phishing scams

Cell: [REDACTED]

Email [stevemeier853@gmail.com](mailto:stevemeier853@gmail.com)

**Subject: Intersection at Remington x Hollenbeck Ave Needs Protection**

Dear Mayor Klein and Sunnyvale City Council:

**Exec Summary:**

Please direct staff to consider a buffered bike lane at the intersection of Remington and Hollenbeck as part of Alternative 1 in the Hollenbeck bike lane study ( DPW 21-01 ).

**Background:**

I am a resident of the Fairbrae neighborhood and I frequently ride my bicycle. If I travel to the south and west I am forced to utilize Hollenbeck for Ave to travel from my home. I frequently encounter dangerous situations caused by parked cars forcing me to share the travel lane with vehicles and the drivers who are aggressive and disrespectful to my safety. I also frequently utilize the intersection at Remington x Hollenbeck and have experienced a number of close encounters with vehicles as I navigate this intersection.

**No Protection for Remington x Hollenbeck Intersection**

Recently Sunnyvale staff have updated the community and BPAC regarding the study issue (DPW 21-01) to consider adding a bike lane to Hollenbeck Ave. In their presentation, staff declared that the intersection at Remington x Hollenbeck has already been decided by Council in that it is listed in the [Downtown Specific Plan](#) which was approved by a former Council in 2020.

That plan prescribes a dedicated left turn lane which staff claim blocks any type of protection for cyclists and pedestrians. This decision is outdated and inconsistent with city policies and strategic directions and inconsistent with the stated scope of the study issue. The planned intersection is not scheduled in the current work plans. Given the city's priority is to fund ATP and grade separations there is no current plan to build out the left turn lanes.

Nowhere in the study issue DPW 21-01 description of scope did Council direct staff to not consider revisiting prior decisions, in fact it states specifically "re-analysis".

*The Study will also include a re-analysis of the Active Transportation Plan (ATP), which does not contemplate Class II bicycle facilities on the corridor, and the General Plan as part of the need determination. Furthermore, the Study will evaluate the most appropriate bicycle facility, if feasible, for this segment of Hollenbeck Avenue based on existing roadway widths. Vehicle travel lanes may only be narrowed to no less than 11 feet. This task will require a road survey of the Study Segment to obtain accurate roadway widths and for the development of conceptual implementation plans.*

In fact the study issue says “most appropriate bicycle facility, if feasible” and “re-analysis”. In my reading this text directs staff to bring a full treatment and not omit the intersection.

**Existing Conditions:**

The current conditions at this intersection are not congested and there is no urgency to have a dedicated left turn lane. I made a site visit to investigate and this [video](#) shows that during afternoon commute time there is mostly north/south traffic and very few left turns. Note that this is predictable based on typical commute directions and demands and traffic circulation.

**Request for Council Action:**

I would like to request that THIS Council act quickly to direct staff to consider a buffered bike lane at this intersection. When and if the Council wants to implement the planned left turn lane the existence of paint should not preclude or block any type of further improvements. The additional cost of painting bike lanes in this area is small compared to the rest of the project cost in totality.

Implementing bike lanes now does not change the projected implementation of left turns lanes. It should be considered an interim solution until the ultimate intersection plan is implemented. During BPAC meeting staff indicated that having bike lanes would change the Downtown Specific Plan and would require an update to the EIR. Please challenge this logic as it does not make sense. A bit of bike lane paint does not change future implementation of the plan.

**Future Consideration and Design Alternatives:**

If and when there is congestion for left turners then the city can implement an alternating signalling scheme with left turn arrows. Also if and when there is congestion there are design alternatives which can provide for both vehicles and protection of cyclists. Please see Protected Intersection [WIKI](#) and Caltrans [DESIGN INFORMATION BULLETIN NUMBER 89-02](#).

**Regarding Study Issue Process:**

This situation is a good example of problems with the study issue process which I term “open loop”. There is far too much time and effort spent by Sunnyvale staff before they bring items back to the Council for direction. With an earlier review and check-in Council could save time and money and get better outcomes with less time and cost. At the first point staff recognized a potential conflict between study issue and prior decisions, they should be flagged back to Council for consideration and direction. This should be part of the study issue on study issues.

**Staff Proposing Unsafe Alternatives:**



Additionally, I would like to point out that two of the alternatives presented ( Alternative 2 and Alternative 3) provide unsafe conditions for cyclists and are contrary to the stated scope of the study issue, the cities policies and priorities approved by Council.

Alternative 2 has the risk of park cars door opening risk referred to as "dooring".

Alternative 3 is basically do nothing but try to convince Council and public that some sharrows and paint provides protection which it definitely does not. Personally I find the proposal of Alternative 3 to be offensive and in clear contradiction of Sunnyvale Council policies.

I encourage y'all to view the study session at the March 20th BPAC meeting and pay particular attention to the summary comments by BPAC commissioners.

Mayor and Council, please take action to redirect this outdated decision and give staff feedback on how you want to be more involved with the study issue process. I love your promotion of Tim Kirby as city manager and I fully embrace his "just do it" attitude.

Please "just do it".

Best Regards,  
Steve Meier



Outlook

---

**Re: Hollenbeck Bike Lane Study**

---

From Steve Scandal [REDACTED]

Date Fri 3/21/2025 4:59 PM

To Erik Trujill [REDACTED]

Cc [REDACTED]

 1 attachment (89 KB)

Request 34299 Hollenbeck Ave is turning into a virtual 4lane road.pdf;

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Adding Eileen Le, the council liaison to BPAC.

=====

Hi Erik,

Please also forward to the other primary staff member engaged with this study and BPAC, I don't recall her name.

As offered earlier, I would be happy to meet with you personally to discuss in additional detail.

Thanks for indulging with me last night during the break in the BPAC meeting to discuss in finer detail my input and opinion that the Hollenbeck Bike Lane Study has been mis-scoped since the beginning that the alternatives developed so far and the public outreach analysis has not addressed anything about the long standing and ongoing issues on Hollenbeck Ave. from W. Fremont Ave to Homestead (mainly to Alberta Ave). Yourself and the BPAC are also hearing this from others via public comment and the survey underway. i urge yourself and the city to add to the scope of the Hollenbeck Bike Lane Study so that these primary issues are addressed in further analysis and alternatives development.

Specifically see my response in the survey and the replay of my two comment periods at the 3/20/25 BPAC study session and BPAC meeting. Issues include Hollenbeck Ave. has turned into a virtual 4-lane road, overspeeding, crossing double-yellow lines to pass at full speed+ and diving towards curbs around cars who are waiting to turn at intersections. These have been brought to Sunnyvale Public Safety before. See my earlier email below.

Contrary to comments made now three times, in each of the first two community meetings, and again at last night's study session: addressing these primary Hollenbeck Ave situations \*does\* need to be in the scope of the project study as the primary existing traffic flow and safety needs must be considered simultaneous with any additional changes.

Regards,  
Steve Scandalis

On Mar 5, 2025, at 5:00 PM, Steve Scandalis [REDACTED] wrote:

Hello Erik,

Thank you for holding the Hollenbeck Bike Lane Study community meeting last night. I live within 1,000' feet of the southern Hollenbeck Ave section from Fremont Ave to Homestead Road. I've attended both the Sept'24 and March 4, 2025 Hollenbeck Bike Lane meetings online, as I was not able to attend either in person.

The analysis of lane configurations and three initial alternatives did a good job of visually framing options to discuss. I was also happy to see more residents who live along Hollenbeck join this meeting than in September. The residents along Hollenbeck are the primary stakeholders due to the considerable effects changes would have on the use of their properties, with those of us within the adjacent neighborhoods being next level stakeholders due to our frequent use, often multiple time per day, of Hollenbeck Ave in it's intended use as a residential collector.

Questions, feedback and comments regarding last night's meeting are below. A few of these I inserted into the online Q&A, however only #1 was very briefly noted. As I recall there were no verbal questions or comments taken from online people, but many from people in the meeting room.

There is a lot of history about why the traffic has grown so much, with resulting safety concerns, on Hollenbeck Ave from Fremont Ave. to Homestead Road. I would be happy to meet with you to discuss,

It would also be very helpful for future community meetings to share verbal question and comment time for both in-person and online attendees.

Regards,  
Steve Scandalis

Hollenbeck Bike Lane Survey  
[https://communityfeedback.opengov.com/portals/sunnyvaleca/Issue\\_14313](https://communityfeedback.opengov.com/portals/sunnyvaleca/Issue_14313)

## Questions, Feedback and Comments

**1) The public outreach analysis does not show anything about the 10+ year ongoing issues on Hollenbeck Ave. from W. Fremont Ave to Homestead (mainly to Alberta Ave),** where Hollenbeck Ave. is turning into a virtual 4-lane road. These have been brought to Sunnyvale Public Safety before. Contrary to comments made by yourself and/or the moderator in the March 4th meeting, addressing this situation \*does\* need to be in the scope of the project study as traffic flow and safety need to be considered with any changes.

Q) Which of the current Alternatives could best address the traffic flow and safety situations below?

**Main Issue: 2-Lane residential portions of Hollenbeck Ave. are turning into "Virtual 4-lane roads".**

- 1) Cars PASSING other moving cars doing speed limit in the 2-lane residential portions by crossing the double-yellow lines to pass.
- 2) Traffic speed routinely +10 MPH over the speed limit.
- 3) Cars veering right towards sidewalks or left over the double-yellow lines to go around cars waiting to turn left or right onto intersecting streets and driveways, especially when cars are pausing for oncoming traffic or pedestrians.
- 4) Auto accidents at Cascade and at Alberta intersections (due to the above behaviors?) and even a car crash and rollover inbetween those intersections.

Also reference the attached pdf file from my 2014 **Re: Request #34299 - Hollenbeck Ave. is turning into a virtual 4-lane road** traffic safety request. I have made more than one contact with Public Safety about this ongoing problem, and I believe others have too.

Last September I was nearly T-Boned at the intersection of Hollenbeck and Cascade when a large vehicles CROSSED INTO THE OPPOSING LANE and passed me on the LEFT at the intersection as i was preparing to turn LEFT myself from Hollenbeck onto Cascade.

**2) Keep the minimum drive lane no narrower than 11'.** *A 10" drive lane is much too narrow.* Busses, Fire Trucks, RV's, construction vehicles, trailers and many other larger vehicles frequently travel Hollenbeck, especially from Fremont to Homestead Road.

**3) Porkchops at Fremont and Hollenbeck are critical for our neighborhood, these need to be retained.** The porkchop turns at Fremont and Hollenbeck are very heavily utilized and they moderate the traffic backup load on Fremont Ave, especially when turning Fremont-East to Hollenbeck-South at the corner where the Funeral Home is. Note that the porkchops when turning from Fremont on Hollenbeck both South and North have their own separate merging lanes, which aid tremendously with traffic flow and safety. The porkchops are a critical feature of the Fremont and Hollenbeck intersection for our neighborhood.

**4) Crossing Hollenbeck from one side to the other would be very dangerous to reach** zig-zag or single-side parking without installing multiple flashing lighted extra crosswalks (such as those at Fremont High School and at Lohmen's Plaza between Alberta and Homestead Road).

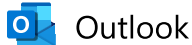
**5) The section of Hollenbeck from Fremont to Alberta is a much different traffic situation than from Fremont to El Camino Real (see my first comment).**

- Hollenbeck Ave. from Fremont to Homestead experiences much different traffic flow and safety situations than the section from Fremont to El Camino Real.
- A casual drive or bicycle trip along this route is not adequate to experience the differences.
- Be sure to listen to the residents who frequent this route multiple times per day and per week.

**6) Please alternate between in-room and online questions in the future please.**

- I brought this to the City Clerk's attention after the September meeting.
- As I understand, the Redwood meeting room is equipped to have audio comment from remote participants.
- Unfortunately online people and questions have not been included very well in the meetings so far.
- Almost all the time both in September and March was given to in-room people.

<Request 34299 Hollenbeck Ave is turning into a virtual 4lane road.pdf>



Outlook

---

Re: Hollenbeck Bike Lane Study

---

From Ann Lehman Harre [REDACTED]

Date Sat 3/29/2025 12:26 PM

To Erik Trujillo [REDACTED]

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Erik -

Let me start by sending a huge, "thank you!" The new signal pattern at Hollenbeck and Alberta is making it so much safer for pedestrians. The delay in the green light on Alberta while pedestrians are able to start crossing has been really effective at forcing cars to be aware of pedestrians and let them cross. I am so appreciative of your work on this!

I'm not sure if it's helpful to have, but a neighbor suggested that it might be worthwhile to share photos and videos with you of issues I see on our street. In some cases, this is related to the Hollenbeck bike lane study. I want to emphasize that I took these all in one day. There was nothing special about that day. It's just a usual morning on

Hollenbeck: <https://docs.google.com/presentation/d/1xsdBshNG6W03kT8FW9vADOF11zqark-rgq65CTcec5E/edit?usp=sharing>

Please reach out if you have any follow-up questions, or if you have any issue accessing the embedded videos. Many of us are concerned that the consultants haven't captured the day-to-day realities and that, therefore, the proposed bike lanes would actually make everyone **less** safe. I have neighbors who back out onto the street in the morning (as opposed to backing into their driveways so they can pull out forward), and it's terrifying to watch. One person nearly backed over my son when he was on his way to Nimitz Elementary about 10 years ago because she was so focused on finding a break in traffic that she wasn't also tracking pedestrians. It wasn't a one time event, and it's not just that house. Eliminating my ability to park on the street while I wait for a gap in traffic so I can back into my driveway is a real safety concern. Hopefully you can see from the videos why it's so much safer to pull out forward from a driveway on Hollenbeck in the morning.

Again, thank you so much for all the work you're doing on the safety of our street and others. I can't even imagine needing to work with the public in the way you do. I'm sure others will write you about additional and valid concerns including parking for guests (which I estimate would be up to 0.5 miles from our house on summer Saturdays or whenever there's a big event at Serra Park), parking for service providers, garbage bins needing to be placed, etc, but I really do want to emphasize the ways in which I'm concerned that the changes would actually make our street less safe. As a side note, I spend hours every day walking our dog. If you have any follow-up questions about the area south of Fremont, I'm more than happy to share my observations.

Thank you again, and all the best!

[REDACTED]

On Mon, Oct 21, 2024 at 8:50 AM Ann Lehman Harren [REDACTED] > wrote:

Hi Erik -

I just wanted to follow-up and let you know that two high schoolers and I were almost hit by a car this morning running a red light going south on Hollenbeck at Alberta. As usual, cars were backed up to turn left, and this car zoomed around on the right but (maybe) hadn't noticed that the light was red. Luckily, nobody was hurt, but the high schoolers were already in the intersection approaching the car's path, and I was about to step into the intersection in front of the car. I don't know what could be done about this, but I do worry that just adding markings for a bike lane won't change the behavior of drivers there.

Thanks!

~Ann

On Fri, Oct 4, 2024 at 6:52 PM Ann Lehman Harren [REDACTED] > wrote:

Hi Erik -

I live at 1518 Hollenbeck (across from Serra Park), and I'm writing about the Hollenbeck bike lane study. First off, thanks so much for looking into this. I definitely have concerns about pedestrians and bikers on our street. Below are my concerns/feedback on the idea of adding bike lanes. Please reach out if anything is unclear or if you have any follow-up questions.

- We use street parking pretty heavily so I'm concerned about losing it.
  - We don't just use it for street parking but also to wait for traffic to pass so that we can back into our driveway. If we pull forward into our driveway, it can be nearly impossible to leave at peak times and definitely less safe in terms of visibility.
  - We often have people over to our house, and they would have to walk quite a ways if they couldn't park right outside our house. Assuming there was parking on The Dalles, that would require them to walk a long way or to cross without a light, which I don't find to be safe at that intersection.
- Serra Park heavily uses Hollenbeck for parking. On regular weekends, we'll often have people parked from Alberta up to near our house. On very busy weekends, people park past our house.
- I believe the following issues are what make Hollenbeck the most unsafe, and I'm not sure the bike lane will address these:
  - People speed, especially at non-peak times. Thanks for doing the speed study! Will those results be published at any point? I don't need them, but I'm curious as to what you'll find.
  - People unsafely zoom around to the right of cars that are waiting to turn left. This is true both for cars waiting to turn left onto Alberta and those waiting to turn left onto The Dalles. My middle schooler, who crosses Hollenbeck at Alberta to get to CMS, has shared with me that he feels it's safer when people are doing this because a few times he's observed people who wait and back up traffic. When this has happened, then 3-5 cars have gone through the red light after the lead car has managed to turn on yellow. I worry that adding a bike lane will be problematic with folks driving into the bike lane to avoid those waiting.

- And somewhat related, people run the light at Alberta if it had changed recently and don't always check for pedestrians before turning.
- Middle school and high school bikers turn left off of Cascade onto Hollenbeck in the morning. Some of these kids cut it much closer than others with no traffic lights to assist. Some kids are reasonably safe but don't account for how fast a speeding car may be going.

Again, thank you so much for collecting feedback and looking into making the street safer. Have a wonderful weekend,

~Ann





Outlook

---

## Hollenbeck Bike Lane Study

---

**From** Steve Scandal [REDACTED]  
**Date** Wed 3/5/2025 5:01 PM  
**To** Erik Trujillo [REDACTED]  
**Cc** Stev [REDACTED]; Murali Srinivasa [REDACTED]; Linda  
**Sel** [REDACTED]

1 attachment (89 KB)

Request 34299 Hollenbeck Ave is turning into a virtual 4lane road.pdf;

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Hello Erik,

Thank you for holding the Hollenbeck Bike Lane Study community meeting last night. I live within 1,000' feet of the southern Hollenbeck Ave section from Fremont Ave to Homestead Road. I've attended both the Sept'24 and March 4, 2025 Hollenbeck Bike Lane meetings online, as I was not able to attend either in person.

The analysis of lane configurations and three initial alternatives did a good job of visually framing options to discuss. I was also happy to see more residents who live along Hollenbeck join this meeting than in September. The residents along Hollenbeck are the primary stakeholders due to the considerable effects changes would have on the use of their properties, with those of us within the adjacent neighborhoods being next level stakeholders due to our frequent use, often multiple time per day, of Hollenbeck Ave in it's intended use as a residential collector.

Questions, feedback and comments regarding last night's meeting are below. A few of these I inserted into the online Q&A, however only #1 was very briefly noted. As I recall there were no verbal questions or comments taken from online people, but many from people in the meeting room.

There is a lot of history about why the traffic has grown so much, with resulting safety concerns, on Hollenbeck Ave from Fremont Ave. to Homestead Road. I would be happy to meet with you to discuss,

It would also be very helpful for future community meetings to share verbal question and comment time for both in-person and online attendees.

Regards,  
Steve Scandalis

Hollenbeck Bike Lane Survey

[https://communityfeedback.opengov.com/portals/sunnyvaleca/Issue\\_14313](https://communityfeedback.opengov.com/portals/sunnyvaleca/Issue_14313)

**Questions, Feedback and Comments**

**1) The public outreach analysis does not show anything about the 10+ year ongoing issues on Hollenbeck Ave. from W. Fremont Ave to Homestead (mainly to Alberta Ave),** where Hollenbeck Ave. is turning into a virtual 4-lane road. These have been brought to Sunnyvale Public Safety before. Contrary to comments made by yourself and/or the moderator in the March 4th meeting, addressing this situation *\*does\** need to be in the scope of the project study as traffic flow and safety need to be considered with any changes.

Q) Which of the current Alternatives could best address the traffic flow and safety situations below?

**Main Issue: 2-Lane residential portions of Hollenbeck Ave. are turning into "Virtual 4-lane roads".**

- 1) Cars PASSING other moving cars doing speed limit in the 2-lane residential portions by crossing the double-yellow lines to pass.
- 2) Traffic speed routinely +10 MPH over the speed limit.
- 3) Cars veering right towards sidewalks or left over the double-yellow lines to go around cars waiting to turn left or right onto intersecting streets and driveways, especially when cars are pausing for oncoming traffic or pedestrians.
- 4) Auto accidents at Cascade and at Alberta intersections (due to the above behaviors?) and even a car crash and rollover inbetween those intersections.

Also reference the attached pdf file from my 2014 **Re: Request #34299 - Hollenbeck Ave. is turning into a virtual 4-lane road** traffic safety request. I have made more than one contact with Public Safety about this ongoing problem, and I believe others have too.

Last September I was nearly T-Boned at the intersection of Hollenbeck and Cascade when a large vehicles **CROSSED INTO THE OPPOSING LANE** and passed me on the **LEFT** at the intersection as i was preparing to turn **LEFT** myself from Hollenbeck onto Cascade.

**2) Keep the minimum drive lane no narrower than 11'. A 10" drive lane is much too narrow.** Busses, Fire Trucks, RV's, construction vehicles, trailers and many other larger vehicles frequently travel Hollenbeck, especially from Fremont to Homestead Road.

**3) Porkchops at Fremont and Hollenbeck are critical for our neighborhood, these need to be retained.** The porkchop turns at Fremont and Hollenbeck are very heavily utilized and they moderate the traffic backup load on Fremont Ave, especially when turning Fremont-East to Hollenbeck-South at the corner where the Funeral Home is. Note that the porkchops when turning from Fremont on Hollenbeck both South and North have their own separate merging lanes, which aid tremendously with traffic flow and safety. The porkchops are a critical feature of the Fremont and Hollenbeck intersection for our neighborhood.

**4) Crossing Hollenbeck from one side to the other would be very dangerous to reach** zig-zag or single-side parking without installing multiple flashing lighted extra crosswalks (such as those at Fremont High School and at Lohmen's Plaza between Alberta and Homestead Road).

**5) The section of Hollenbeck from Fremont to Alberta is a much different traffic situation than from Fremont to El Camino Real (see my first comment).**

- Hollenbeck Ave. from Fremont to Homestead experiences much different traffic flow and safety situations than the section from Fremont to El Camino Real.
- A casual drive or bicycle trip along this route is not adequate to experience the differences.
- Be sure to listen to the residents who frequent this route multiple times per day and per week.

**6) Please alternate between in-room and online questions in the future please.**

- I brought this to the City Clerk's attention after the September meeting.
- As I understand, the Redwood meeting room is equipped to have audio comment from remote participants.
- Unfortunately online people and questions have not been included very well in the meetings so far.
- Almost all the time both in September and March was given to in-room people.

**From:** [Albert Tang](#)  
**To:** [Council AnswerPoint](#)  
**Subject:** Please Keep Hollenbeck Avenue Safe and Accessible for Our Families  
**Date:** Tuesday, May 20, 2025 8:49:09 PM

---

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear City Council Members,

I'm writing as a resident of Sunnyvale and someone who regularly drives and parks along Hollenbeck Avenue to urge you to keep the street as it is—a functional and essential part of our residential community.

Hollenbeck serves multiple schools, churches, and the Fairbrae Swim & Racquet Club, and is lined with single-family homes. It's an active street with lots of local traffic, including families, seniors, and service providers. The proposal to add bike lanes and remove parking would make it harder for those of us who rely on access for school drop-offs, caregiving, community events, and daily life.

I recently learned that the project is now estimated to cost between \$2 million and \$4 million—for just half a mile of changes. That's a staggering use of public funds for a plan that the majority of residents don't support.

Even more concerning, research and real-world examples show that installing bike lanes in residential areas with lots of driveways and intersections can actually increase safety risks. Hollenbeck has many driveways and a high level of turning and cross-traffic. Adding bike lanes here would likely make things less safe—not more—for cyclists, drivers, and pedestrians alike.

The city's own survey showed:

- **Over 80% of residents use street parking daily or weekly**
- **Only 12% listed bike lanes as a top priority**
- **A majority opposed removing parking**

Please don't spend millions on a plan that increases risk and takes away what already works. Consider lower-cost safety improvements that help everyone instead.

I was on the zoom and wanted to write my thoughts on this..

thanks

Albert

**From:** [Aleksandra Jovic](#)  
**To:** [Council AnswerPoint](#)  
**Subject:** Hollenbeck Avenue bike lanes  
**Date:** Tuesday, May 20, 2025 11:52:19 AM

---

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Removing all parking from Hollenbeck Avenue would create significant challenges for individuals with mobility issues. For people who have difficulty walking or rely on assistive devices like walkers or wheelchairs, being able to park close to their destination is essential. Without any available parking along the street, these individuals may be forced to park far away and walk longer distances, which could be painful, exhausting, or even impossible for them.

In many cases, those visiting Hollenbeck Avenue may be elderly or have temporary or chronic conditions that limit their ability to move easily. If there is no nearby parking, family members, friends, or caregivers with physical limitations might be discouraged from visiting altogether. This lack of access can contribute to isolation and reduce opportunities for social interaction and support, particularly for residents who already may be homebound or limited in their mobility.

Furthermore, public transportation or ride services are not always feasible alternatives for people with mobility impairments. Buses may not stop close enough, and ride services often still require walking from the drop-off point to the door. Accessible parking near residences ensures a degree of independence and dignity for all visitors. Taking away all the parking on Hollenbeck Avenue overlooks the real needs of these individuals and would make the neighborhood less inclusive and accommodating for everyone.

Thank you,

Aleksandra Jovic

**From:** [Allison](#)  
**To:** [Council AnswerPoint](#)  
**Subject:** Please Support Alt 1 for Bike Lanes on Hollenbeck Rd.  
**Date:** Monday, May 19, 2025 8:02:01 AM

---

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear Mayor Klein, Vice Mayor Sell, and councilmembers,  
My name is Allison Chuang, and I'm a sophomore at Homestead High School. I am writing in support of Alternative 1 for buffered bike lanes on Hollenbeck.

By choosing Alternative 1, our city would both increase road safety and decrease the amount of car traffic. This not only is beneficial to our immediate health and convenience, but it will also reduce emissions from vehicles, the biggest source of greenhouse gas emissions and pollution in our city.

I have biked on Hollenbeck to go to the Sunnyvale Library multiple times, and each time I try to bike on Hollenbeck for as little time as possible, taking side streets because it feels unsafe. Ultimately, I end up preferring to drive because of how inconvenient it is. If there were buffered bike lanes, I would feel a lot better about biking, and I know other people would feel the same.

Overall, Alternative 1 is the better option for connecting our city in a safe and sustainable way.

Thank you,  
Allison Chuang

**From:** [Sufee Kathane](#)  
**To:** [Council AnswerPoint](#)  
**Subject:** Support Bike Lanes on Hollenbeck Avenue  
**Date:** Tuesday, May 20, 2025 8:10:39 AM

---

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

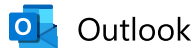
Dear Mayor Klein, Vice Mayor Sell, and councilmembers,  
I am Sufee Kathane, a sophomore at Homestead High School. I would like to express my support of Alternative 1, placing buffered bike lanes on Hollenbeck road.

Hollenbeck road is a key connector between various neighborhoods like Cumberland and Cherry Chase, where I live, to Fremont and Homestead High School, where I go to school. For both myself and many of my friends, taking Hollenbeck would be the most direct path to school.

Unfortunately, in its current state, none of us find it possible to use that pathway. Instead, we have to reroute ourself through Mary Avenue; using Mary Avenue add at least an extra mile to our commute daily versus going through Hollenbeck. That's around a third of what the total commute, and for some, having to bike the additional distance at 7:30 in the morning is a deal breaker.

However, we continue to use Mary Avenue over Hollenbeck solely because of the fact that Mary Avenue has bike lanes. The implementation of bike lanes along Mary Avenue has definitely made it safer for us to commute to school. Today, I ask you to do the same by adding bike lanes along Hollenbeck.

Thank you for your time and consideration.  
Sufee Kathane



---

Request for Street Calming Study on Hollenbeck Ave (reference: Project Bike Lane Project on Hollenbeck Avenue)

---

From Alok Ban [REDACTED]  
Date Thu 5/15/2025 9:03 AM  
To Larry Klein [REDACTED] a Se [REDACTED]; Richard [REDACTED]  
[REDACTED]; Charlsie Chang [REDACTED]  
Cc Erik Trujillo <[REDACTED]>; Gou [REDACTED]  
[REDACTED] Eileen L [REDACTED]

**WARNING** - This email came from an **EXTERNAL** source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Dear Sunnyvale City Mayor and Council Members,

As a resident of Hollenbeck Avenue, I am writing to express serious concerns regarding the proposed bike lane alternatives under the Hollenbeck Avenue Bike Lane Study. While I fully support the goal of improving safety for cyclists, the safety of *all* community members — including children, seniors, pedestrians, and drivers — must remain the highest priority.

**Before making any decisions regarding this project, I strongly urge the City to first conduct a comprehensive street calming study.** We need a data-driven approach that examines how best to reduce speeds and improve safety for *all* users of the road — not just cyclists — especially in the context of school zones and residential traffic patterns.

I strongly oppose **Alternative 1 (Buffered Bike Lanes)**, which removes all on-street parking along Hollenbeck. While this may appear to offer maximum protection for cyclists, it introduces significant new risks:

- **Pedestrian Safety at Risk:** With all parking removed, residents, children walking to school, seniors, and visitors will be forced to cross Hollenbeck from side streets or distant parking locations. This will drastically increase pedestrian crossings on a street with a history of speed-related collisions — 23% of crashes on Hollenbeck were speed-related, according to the City's own data.
- **Increased Vehicle Speeds:** Although lane narrowing is cited as a calming measure, removing parking may unintentionally widen driver sightlines and eliminate the natural friction created by parked cars. On straight residential collector roads like Hollenbeck, this can lead to increased, not decreased, vehicle speeds.



- **Safety Near Schools:** Hollenbeck serves multiple schools, parks, and churches. Removing parking will significantly increase drop-off and pick-up congestion, forcing parents and children to cross the street more often and from greater distances. This is not a hypothetical risk — it's a daily reality, and Alternative 1 will only exacerbate the problem.
- **Emergency and Utility Access:** Without a parking buffer, there's less margin for error when service or emergency vehicles need to stop, potentially blocking travel lanes or creating hazards for cyclists.
- **Impact on Businesses and Workers:** Local businesses and service providers — such as in-home care workers, landscapers, maintenance staff, and delivery drivers — rely on convenient on-street parking. Forcing them to park farther away is not only inefficient, but potentially dangerous, as they cross a busier corridor or make frequent stops under unsafe conditions.

In contrast, **Alternative 3** (maintaining current parking with upgrades to a Class III Bike Route) offers a much more balanced solution. By designating the street as a shared roadway, with appropriate signage and pavement markings, it:

- Preserves essential on-street parking for residents and local services.
- Maintains curbside access and pedestrian safety.
- Encourages cyclists to ride in a visible, predictable manner.
- Uses signage and striping to alert drivers, improving awareness and caution.
- Keeps implementation costs low while avoiding the unintended consequences of over-engineered solutions.

Alternative 3 also enables flexibility — allowing the City to monitor, iterate, and evolve based on real-world feedback, instead of locking into a solution that compromises long-standing safety norms and community access.

Additionally, I'd like to note that the **initial data collection appears flawed**, as it does not account for the **heavy traffic patterns during school drop-off and pick-up times** — a key safety concern along this corridor.

Finally, several **senior citizens and veterans who live on Hollenbeck** have expressed concerns about parking removal and overall safety. Unfortunately, many are not tech-savvy enough to respond to online surveys, nor are they in good health to attend public town hall meetings. Their concerns deserve to be included and considered in the final decision.

As a resident who experiences these dynamics daily, I respectfully urge the Council to **reject Alternative 1** and move forward with **Alternative 3**, which best reflects the needs and safety of the broader community.

Thank you for your time and continued commitment to our city.

Thanks

Alok Band



---

**From:** AccessSunnyvale AP <[AccessSunnyvale@sunnyvale.ca.gov](mailto:AccessSunnyvale@sunnyvale.ca.gov)>  
**Sent:** Tuesday, May 13, 2025 7:13 AM  
**To:** SR-00109892 <[bandalok@gmail.com](mailto:bandalok@gmail.com)>  
**Subject:** Follow up to your Access Sunnyvale service request: SR-00109892 CRM:001810001192

Hello Alok,

Thank you for your message. I am forwarding your comment to City Council, copying key City staff for review. Your request will be closed in the Access Sunnyvale system, and you will receive notice it was closed. If you have any questions or further concerns, please don't hesitate to contact us.

Thank you,  
Victoria

**VICTORIA KETELL**  
**Executive Assistant – Mayor & Council**  
Office of the City Manager  
City of Sunnyvale  
Phone (Direct): 408-730-7913  
Phone (Mayor & Council): 408-730-7473

---

Service Request details:

Service Request Number: [REDACTED]  
Submitted On: 5/12/2025 9:09 PM

Request Type: Contact Us Request

Description: Dear Mayor and Council Members,

I hope this message finds you well.

I am writing to express my concerns regarding the proposed installation of dedicated bike lanes on Hollenbeck Avenue. While I deeply support efforts that promote safer and more sustainable modes of transportation, I urge the Council to reconsider the proposal of implementation of dedicated lane options on this specific corridor.

Hollenbeck Avenue is already a busy and relatively narrow street, and it experiences significant congestion—particularly during school drop-off and pick-up hours in the mornings and evenings. It appears that the initial data collected to support this proposal did not fully account for these peak traffic periods. As a result, the data may not accurately reflect the true impact that such a change would have on daily traffic flow and safety.

Installing dedicated bike lanes could further reduce the usable roadway for vehicles, exacerbating congestion, increasing commute times, and possibly hindering emergency response access.

Instead, I respectfully propose an alternative approach: implementing traffic-calming measures such as reduced speed limits, improved signage, and a “share the road” model. This approach promotes safety for cyclists without eliminating vital road capacity. It provides a balanced solution that serves the needs of drivers, cyclists, and pedestrians alike.

Thank you for your attention to this matter and for considering thoughtful community input. I would appreciate the opportunity to discuss this further and to engage in upcoming discussions as this proposal moves forward.

Thanks

Alok Band

[REDACTED]

[REDACTED]

Initial Response Complete: No

Name

Ema

Phone

[REDACTED]

---

**From:** Alon Gola [REDACTED]  
**Sent:** Monday, March 17, 2025 6:15 PM  
**To:** BPAC AP <BPAC@sunnyvale.  
**Cc:** SVBC Santa Clara Local Team [REDACTED]  
**Subject:** Strong Support for Option 1 (Bike Lanes with Parking Removal) on Hollenbeck Road

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

To the Sunnyvale Bicycle and Pedestrian Advisory Commission,

I am writing to express my strong support for **Option 1** in the Hollenbeck Road bicycling facility proposal, as presented in the community feedback survey

([https://communityfeedback.opengov.com/portals/sunnyvaleca/Issue\\_14313](https://communityfeedback.opengov.com/portals/sunnyvaleca/Issue_14313)). I urge the Commission to recommend Option 1 to the City Council.

Option 1, which proposes a 6-inch bike lane with the removal of street parking, is the only option that provides a safe and effective solution for cyclists on Hollenbeck Road. A dedicated, consistently-sized bike lane is crucial for encouraging bicycle use and ensuring the safety of all road users. This is the accepted best practice for bicycle infrastructure design.

I strongly oppose Options 2 and 3.

- **Option 2**, with its weaving and varying-width bike lane, is demonstrably dangerous. Forcing cyclists to constantly merge in and out of traffic around parked cars creates unpredictable movements and significantly increases the risk of collisions. This design is not only unsafe but also discourages cycling by making it a stressful and unpleasant experience. *We have a local example of how disastrous this type of design is: the stretch of **Wolfe Road** between Homestead and El Camino Real. The weaving bike lane implemented there is so unsafe that even I, as an experienced and confident cyclist, refuse to use it.*
- **Option 3**, which simply adds markings to the existing roadway, offers no tangible improvement to cyclist safety. "Sharrows" or similar markings without physical separation are ineffective and provide a false sense of security. They do not protect or even separate cyclists from moving traffic.

I understand that the removal of street parking (as proposed in Option 1) is often a point of contention. I recognize that some residents will be inconvenienced by the loss of street parking. However, the city of Sunnyvale had agreed that travel trumps storage when it comes to road use design within the city. Only when we prioritize safety can we ever achieve the promotion of sustainable transportation. The long-term benefits of a safer, more accessible Hollenbeck Road for cyclists far outweigh the inconvenience of reduced on-street parking.

It is important to consider the following:

- **Safety First:** Option 1 is the only option that prioritizes road safety.
- **Encouraging Cycling:** A safe and comfortable bike lane will encourage more people to choose cycling for commuting, reducing traffic congestion and promoting a healthier community.
- **Future-Proofing:** Investing in proper bicycle infrastructure now is an investment in the future of Sunnyvale. As our city grows, the need for safe and efficient alternative transportation options will only increase. This is even more emphasized with the increase in use of various alternatives to car travel, such as scooters and e-bikes.
- **Regional Connectivity:** *Hollenbeck Road is a crucial link in a larger regional bicycle network. It directly connects to **Stelling Road** in Cupertino, which already has a well-established and continuous bike lane extending all the way through Cupertino and onto Prospect Rd into Saratoga. Implementing Option 1 on Hollenbeck would seamlessly extend this valuable bike route, greatly increasing its reach and usefulness for bike travel between Sunnyvale, Cupertino, and beyond.*
- **Alternatives to Street Parking:** Neighborhood side streets have ample free street parking.
- **Avoiding Dangerous Alternatives:** *The parallel bicycle through route, **Sunnyvale-Saratoga Road**, is characterized by high traffic volume and speed, making it extremely dangerous and uncomfortable to bike on. Providing a safe alternative on Hollenbeck Road is essential.*

I urge BPAC to prioritize the safety and well-being of all road users by recommending **Option 1** for Hollenbeck Road. This is the only option that will provide local Sunnyvale residents with a true alternative to car use for daily short trips.

Thank you for your time and consideration.

Sincerely,

Alon Golan

-----Original Message-----

From: Austin Kropp [kropp@me.com](mailto:kropp@me.com)  
Sent: Thursday, May 8, 2025 8:11 PM  
To: Council AnswerPoint [council@sunnyvale.ca.gov](mailto:council@sunnyvale.ca.gov)  
Subject: I support Hollenbeck buffered bike lanes (Alt 1)

Dear Sunnyvale City Council,

I'm writing to express my strong support for Alternative 1 of the Hollenbeck Bike Lanes Study: implementing buffered bike lanes and removing on-street parking. This is an important and necessary step to improve safety and accessibility for all road users—especially our children.

As a Sunnyvale resident and parent, I regularly travel along Hollenbeck Ave. My two daughters attend nearby schools, and we often bike to parks, the library, and friends' homes. But Hollenbeck, in its current state, is not safe for biking. The existing conditions force cyclists—especially young ones—into a narrow lane too close to fast-moving cars. We've had several close calls, including one instance where a car swerved too close while we were biking as a family. It's terrifying and disheartening, especially when we're just trying to get around safely and sustainably.

If buffered bike lanes were added, we would absolutely use them for regular commutes—school drop-offs, weekend errands, and simply getting fresh air together. A safe bike route on Hollenbeck would open up real freedom for our kids to move independently and confidently in our own neighborhood.

Buffered bike lanes support a cleaner environment, better public health, and safer communities. They also promote equity by giving children and residents without cars a safe and dignified way to travel.

Please take bold action and implement Alternative 1. It's time we prioritize safety and sustainability over the convenience of on-street parking.

Thank you for your time and service.

Sincerely,  
Austin Kropp  
Sunnyvale Resident and Parent



-----Original Message-----

From: Barbara Fukumoto [barbara.fukumoto@gmail.com](mailto:barbara.fukumoto@gmail.com)

Sent: Tuesday, May 20, 2025 4:28 PM

To: Council AnswerPoint [council@sunnyvale.ca.gov](mailto:council@sunnyvale.ca.gov)

Subject: Hollenbeck safety for all users

Mayor Klein, Vice Mayor Sell, and Councilmembers:

Comments from someone who has ridden on Hollenbeck countless times since this is my route to City Hall, the Library, and downtown:

1. I feel very unsafe when I am forced into car traffic to pass parked cars on Hollenbeck.
2. I see no reference in the slides to our policy that transportation takes precedence over car storage. It seems like this is a directly relevant policy.
3. I believe the presentation should also reference the context in which this decision is made: climate disruption and the urgent need to drastically reduce greenhouse gas pollution. The Climate Action Plan's call to reduce VMT is a key reason for a change in the status quo on Hollenbeck. We need to make our roads safer for users of sustainable transportation so that more folks will choose the pleasures of riding. (I'm amazed that over a hundred riders per day brave the dangers of riding on Hollenbeck, under current conditions.)

I would like to see the City stand behind its policies of reducing VMT and prioritizing the use of our public streets for transportation, rather than car storage. I would also like to see the safety of vulnerable users highly valued—especially since by choice or necessity, cyclists are using sustainable transportation. And I would like to see the City and Council to communicate more about the reasons we need change on our public streets to make them safer for all users.

Please provide safe accommodations for cyclists on Hollenbeck and elsewhere. We can't address climate chaos if we are unwilling to change.

Sincerely,  
Barbara Fukumoto  
Resident

P.S. Please do not prioritize cars by adding left turn lanes at the expense of bike lanes. Wrong direction, wrong time.

**From:** [Brenna Hall](#)  
**To:** [Council AnswerPoint](#)  
**Subject:** Bike Lanes on Hollenbeck - Support for Alternative 1  
**Date:** Monday, May 19, 2025 4:44:16 PM

---

**WARNING** - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Hello,

I will not be able to attend tomorrow's city council meeting, but I wanted to share my thoughts in support of Alternative 1 for Hollenbeck bike lanes.

I have lived on Taaffe St. for the past 10 years, and I want to first express my thanks to the city council members who have worked hard to create and improve Sunnyvale's bike infrastructure. I love how walkable and bike-able our city has become!

My husband and I have two kids, 8 and 10, and we try to do almost all our in-town errands on our cargo e-bikes. We're also both road and gravel cyclists in our free time. Hollenbeck is a road we use as cyclists multiple times a week, whether to get to De Anza College, Rancho San Antonio or other bike trails, or to our dentist's office. Next year, my daughter will be at Sunnyvale Middle School, and when she bikes to school, she'll ride on Hollenbeck for at least a brief stretch before turning onto residential streets.

Given how many cyclists use Hollenbeck, I've always been surprised by the lack of bike lanes. A road like Hollenbeck in particular creates a unique challenge: there is enough traffic that I am often inconveniencing a car if I take the lane to keep myself safe from cars pulling out. But it's quiet enough that cars will often start to pull into the road without carefully checking for bikes. Having an unbuffered bike lane directly next to parked cars doesn't solve this conundrum—since it still puts me as a low visibility single rider next to cars that could pull into the bike lane at any point. I would feel MUCH better about my middle schooler riding to school if there were fully buffered bike lanes and no cars parked on the side of the road, as shown in Alternative 1.

Any impact from the parking loss of Alternative 1 to the few dozen people who park along Hollenbeck is dwarfed by the benefits to the few hundred people who drive and ride there each day.

I hope that the city council will consider Alternative 1 to create the safest route for cyclists, and reduce traffic congestion for drivers.

Thank you,  
Brenna Hall

---

**From:** David Wessel [REDACTED]  
**Sent:** Thursday, March 20, 2025 11:32 AM  
**To:** BPAC AP <BPAC@sunnyvale.ca.gov>; SVBC Sunnyvale Team [REDACTED]  
**Subject:** Hollenbeck Bike Lanes

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear Commissioners,

I support buffered bike lanes on both sides of Hollenbeck for the reasons set out in Sharlene Liu's excellent article, "Ask for Safe Bike Lanes on Hollenbeck."

--

David Wessel

**From:** [Andrea Yee](#)  
**To:** [Council AnswerPoint](#)  
**Subject:** Bike lanes on Hollenbeck  
**Date:** Tuesday, May 20, 2025 6:40:40 AM

---

**WARNING** - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Dear Sunnyvale City Council,

I'm a Sunnyvale resident who commutes daily by bike to work at Homestead High School. I'm writing in support of Alternative 1 of the Hollenbeck Bike Lanes Study. Having dedicated bike lanes there would greatly increase my safety, along with the many other cyclists who bike to school or work. Currently, I take a circuitous route so I can stay on residential streets. Hollenbeck is a major transportation corridor that I would love to be able to take advantage of AND feel safe doing so.

Although I am already committed to cycling daily, I've spoken with many of my students and community members in Sunnyvale who have said they would be more likely to cycle to school or work if it were safer to do so. Adding more bike lanes, especially on major corridors like Hollenbeck, would be a great first step to encouraging more cycling and reducing traffic congestion which has reached levels that have greatly impacted the quality of life in Sunnyvale. I have lived in Sunnyvale since 1986 and have seen it grow from a sleepy bedroom community to a bustling urban/suburban city. I want Sunnyvale to continue to be a place where families can thrive.

Sincerely,  
Andrea Yee Educator, parent, and bike commuter

[Read less](#)

---

**From:** Scott A [REDACTED]  
**Sent:** Monday, May 5, 2020  
**To:** Council AnswerPoint [REDACTED]  
**Subject:** I support Hollenbeck buffered bike lanes (Alt 1)

Dear Sunnyvale City Council,

Please implement Alternative 1 of the Hollenbeck Bike Lanes Study. My children and I bicycle to Cumberland Elementary and it would be nice if there were bike lanes for more than a block of it. The intersection of Pastoria, Hollenbeck, and El Camino Real could be made safer.

Sincerely,

Elizabeth Lasky

Sent from [Mail](#) for Windows

**From:** [James Hendricks](#)  
**To:** [Council AnswerPoint](#)  
**Subject:** Hollenbeck Avenue Bike Lane Study  
**Date:** Sunday, May 18, 2025 6:52:33 PM

---

**WARNING** - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.

To whom it may concern:

Though I spend a lot more time biking than parking near Challenger, I think the community is better served by ensuring parking and access to the field at Challenger School.

1. Hollenbeck is narrow and cars drive quickly. The sections without on-street parking remain narrow and fast, and a bike won't suffice to change this.
2. Challenger is a busy and valuable multi-sport field. There is limited parking at Torrington/Quince. Because Hollenbeck is narrow and fast, parking near the field is particularly valuable (crossing Hollenbeck with kids and sports equipment is tough).

The city could consider a more extreme solution (e.g. traffic calming near Challenger school; compare that even with parking and without bike lanes, Pome is great street on which to bike). Rather than trading off youth sports for cycling, why aren't we trading off driving?

Why I'm qualified to comment -- my four areas of relevant experience:

- I bike to work three days a week
- I bike frequently for recreation with my kids
- I live one street down from Hollenbeck
- I coach two youth soccer teams, that sometimes practice at Challenger

Thank you,  
James



---

Re: Hollenbeck resident says NO to eliminating street parking

---

From Emily shao <[REDACTED]>

Date Sun 5/18/2025 10:23 PM

To Larry Klei [REDACTED] Trujill [REDACTED]; Richard [REDACTED] ang [REDACTED]  
[REDACTED] Eileen L [REDACTED]; Linda Se [REDACTED]

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear Sunnyvale Council Members,

I am a resident of Hollenbeck, and I have lived here with my two young kids and families since 2020. I value this neighborhood, but the recent proposal to eliminate street parking raises big concern. My neighbors share this alarm. We demand that the council heed our collective voice and preserve Hollenbeck street parking.

As parents with young kids, we have playdates to visit us regularly twice a week. We also have a carpool buddy every week. As working parents, we also rely heavily on Amazon delivery/Uber eats for groceries. We have a great neighborhood, and really enjoy the convenience living here in the neighborhood. We can participate in other methods to help bikers, but please keep street parking for us as it really impacts our lives so much!

Sincerely,  
Jiahui Shao & families

On Thu, Apr 3, 2025 at 9:30AM Larry Klein [REDACTED] > wrote:

Hi Emily,

Thanks for your e-mail regarding our concerns about the Hollenbeck Bike Lanes Study.

Council will have a Study Session on the community feedback received so far on May 20<sup>th</sup> at 5PM.

Regards,

-Larry

**Larry Klein**

**Sunnyvale Mayor**

**Reserve a spot at my office hours, most Fridays at Bean Scene [REDACTED], SVL)**

**See my calendar and learn more a [REDACTED]!**

**Join me on [Facebook](#) – [Instagram](#)**

---

**From:** Emily shao [REDACTED]

**Date:** Sunday

**To:** Linda Sel [REDACTED] Larry Klein [REDACTED]

**Cc:** Erik Trujillo [REDACTED]

**Subject:** Hollenbeck resident says NO to eliminating street parking



**WARNING** - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Dear Mayor Larry Klein Linda Sell,

I've been living on Hollenbeck since 2020. I have two young kids and enjoy the neighborhood. However the recent proposal to eliminate street parking raised my concern a lot. I talked to my neighbors and **ALL** of them raised similar concerns. We really urge the council to consider our concern and **KEEP Hollenbeck as it is**.

1) **Great SAFETY concern**. I have a 5 year old and a 1 year old. They both have playdates that come regularly to our house on evenings and weekends. It will cause very high risks if they need to park elsewhere and walk long distances on Hollenbeck to our house.

2) **No longer a residential neighborhood**. Great inconvenience will cause our neighborhood to no longer be a residential neighborhood. When purchasing the house, we know Hollenbeck is a busy street but we really enjoy the convenience. And it is a nice neighborhood. However, eliminating street parking will make it no longer a residential area. It's our neighborhood, and we want to protect it.

3) I want to point out that it's not fair to sacrifice the living quality of every single Hollenbeck resident's while creating just another optional bike lane for bikers. There are already good alternatives for bike lanes.

Thanks,

Jiahui Shao

---

**From:** Fred Stahl [REDACTED]  
**Sent:** Tuesday, May 20, 2020  
**To:** Council AnswerPoint [REDACTED]  
**Subject:** Observations on the Hollenbeck Parking Evaluation

Hello Council Members,

My name is Fred Stahl. My wife, Karen, and I have been living at 1192 Hollenbeck Avenue (across the street from Challenger Elementary) for the past 35 years. I am writing you to express our concern about possibly losing our street parking which we regularly depend on.

We rely upon street parking as we have frequent family members and guests visiting who are well into their 80's and struggle with walking. Our parents also watch our home while my wife travels for work. In these cases, they pull up to our house and walk inside with their walker and wheelchair. Being asked to walk 100 yards to the nearest side street and further would be very difficult. We also work out of our home with three adult children who live locally and visit weekly. The frequency of our schedules and activities lead us to constant departures and arrivals at our home. Our driveway is frequently full with no room for another car. Removing the much needed parking spaces in front of our house would be painful to us, our parents, and elder friends who often stop by. Removing the parking would make it difficult for some of our older friends to even stop by to visit.

I realize that it may be possible to leave one side of the street available for parking on other sections of Hollenbeck. However, our specific section of the street would suffer under this model. Across the street is Challenger Elementary School. Parents regularly wait in line at drop off and pick up times to safely get their children to school (Several years ago, the Sunnyvale City Council reviewed and approved a plan to reduce traffic congestion by having parents drive South and pull onto the school playground to drop off and pick up their children. The plan was contentious at the time but I believe is well established and much safer for the children and drivers moving up and down Hollenbeck Ave). This model has been working well for several years now.

That being said, if cars are allowed to only park across the street, then these vehicles would create significant traffic congestion in the mornings and afternoons for parents trying to drop off or pick up their children while others are simply trying to drive along Hollenbeck. Parents would be obstructed by the parked cars while others would be trying get around the parents who are waiting in line. Oncoming traffic in the Northbound direction would also be negatively affected by Southbound drivers swerving to avoid the parents and their slow cadence into the school playground. It would likely be a mess and we would lose our street parking.

Please consider leaving the traffic "as is" with the exception of placing speed detection signs to remind drivers to slow down. This would benefit the largest number of travelers along Hollenbeck while providing the residents along the street much needed parking space.

Thank you again.

Sincerely,

[REDACTED]

Sunnyvale, CA

**From:** [Gabi Dobrescu](#)  
**To:** [Council AnswerPoint](#)  
**Cc:** [Ionut Constandache](#)  
**Subject:** Opposition to Hollenbeck Avenue Bike Lanes Project  
**Date:** Tuesday, May 20, 2025 2:22:41 PM

---

**WARNING** - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Dear Sunnyvale council members,

My husband and I are residents of Hollenbeck Avenue, and we are writing to express our strong opposition to the proposed bike lanes project on our street.

Hollenbeck is already a very busy road, with a high volume of fast-moving traffic. It is often difficult and unsafe for us to enter or exit our driveway. Adding bike lanes to this narrow street would increase the risk for both drivers and cyclists.

The proposed bike plan does not seem feasible given the street's width. If the road were wide enough to safely accommodate both vehicles and bicycles, we would fully support it. However, as it stands, the project raises serious safety concerns for our neighborhood.

We respectfully urge you to reconsider this proposal. Thank you for your attention.

Sincerely,

Gabi & Ionut

**From:** [Jenny Tu](#)  
**To:** [Council AnswerPoint](#)  
**Subject:** Re: Please Reconsider Costly and Risky Changes to Hollenbeck  
**Date:** Wednesday, May 21, 2025 11:33:46 AM

---

**WARNING** - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.

**Subject:** Please Reconsider Costly and Risky Changes to Hollenbeck

Dear Sunnyvale City Council,

My name is Jenny Tu, and while I don't live on Hollenbeck, I visit often—for family, caregiving, and community activities. I was shocked to learn that the City's plan to redesign this stretch of road is estimated to cost between \$2 million and \$4 million for only half a mile.

Hollenbeck is a busy residential corridor made up of single-family homes, schools like Challenger and Cumberland, churches, and the Fairbrae Swim Club. It's used daily by families, kids, grandparents, and caregivers. Removing parking and forcing in bike lanes doesn't just reduce access—it creates new safety problems.

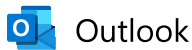
Bike lanes in this kind of setting—with narrow lanes, high driveway counts, and turning traffic—increase conflict points between drivers and cyclists. They can actually make riding more dangerous, especially for young or less experienced riders. Everyone is less safe when bike lanes are installed where the street can't support them properly.

Let's invest in solutions that actually work for everyone: raised crosswalks, better lighting, safer signage, and speed control. These are more effective, less expensive, and don't strip the community of the access it needs.

Please rethink this project before we spend millions of dollars and make things worse.

Sincerely,

Jenny Tu



---

## Hollenbeck bike lane vs street parking

---

From Gen [REDACTED]

Date Sun 5/11/2025 1:47 PM

To Erik Trujillo [REDACTED]

**WARNING** - This email came from an **EXTERNAL** source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Eugene Grundstrom

1044 Hollenbeck Ave Sunnyvale Ca.

I have been a resident at this address since 1993 and am the second owner. My Wife's parents purchased this property in 1965 as a brand new home.

At the time and the reason for their purchase and my moving into the property was, Hollenbeck was designed as a minimal traffic and supported a public transportation (VTA #54).

The original plan for Sunnyvale's interface with the new, to be built highway 280 was to have an overpass continuing from Mary and Homestead into Cupertino. But Homestead High School was built on the end of Mary which nullified the use of a Mary crossing, which was built as a four lane street. Instead, the overpass was constructed on Hollenbeck which was designed and built as a two lane road.

I have one question. What day of the week and what intersection did you conduct your bike count on Hollenbeck Ave? I have never seen that many bikes on Hollenbeck in one day since I have lived here. Neither has my wife who overlooks the street several hours a day.

Street parking is absolutely necessary on Hollenbeck, the personal vehicle of residents and their families and any vendors who service the properties. Any suggestion of having everyone park in their garage and or driveways is ludicrous.

The VTA discontinue the #54 line from Stevens Creek to Lockheed at the beginning of covid and has no plans to reinstate the line. I am not sure how many seniors live in the area you are planning on cutting out street parking and need their vehicles to get away but I know I am not the only one. The use of public transportation is virtually an impossible as it is from 1/2 to 3/4 of a mile to the nearest bus stop and the use of UBAR or Taxis is no option to cost.

We move here because of our cars and we sometimes need to use the public streets to park them with out having to walk ¼ mile just to get home.

Was this project initiated by bike rider clubs in Sunnyvale or adjacent cities who do not live on Hollenbeck an don't care how inconvenient it makes the permanent residents just for their pleasure.

YOU HAVE A NO VOTE FROM MY WIFE and I

Alternative 3 No Change

**From:** [Jignesh Shah](#)  
**Subject:** Biking and Parking on Hollenbeck  
**Date:** Saturday, May 17, 2025 8:45:13 PM

---

**WARNING** - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Hello,

My family and I have been living at [REDACTED] for 20+ years. I occasionally bike on weekdays and weekends.

I understand both sides of the argument.

- Parking on Hollenbeck is needed for all the visitors and service crew
- Bicyclists should feel safer as they ride along cars

I have a suggestion that can tackle both concerns.

- Reduce speed limit on Hollenbeck to 30 mph
- Do not allow overnight parking or maximum 4 hour parking

Most of the cars parked on Hollenbeck are residents cars. And the above rule will force residents to park their cars on their driveway/garage. Limiting the time of parking will be enough for the service crews as well. This should work for most of the residents.

Having significantly fewer cars parked on Hollenbeck, and reducing the speed limit will make the bicyclists feel safe as they will not have to weave around too many parked cars.

Thank you for all your hard work as you sort through this and all other issues so patiently in making Sunnyvale an amazing city.

Regards,  
Jignesh Shah

[REDACTED]



**From:** [Carrie Levin](#)  
**To:** [Council AnswerPoint](#)  
**Subject:** Support Alt 1 Safer Hollenbeck Bike Lanes  
**Date:** Monday, May 19, 2025 10:05:05 PM

---

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Greetings Council Members-

I urge you to vote for alternative 1 for the Hollenbeck Avenue bikeway design. It's the safest option. I urge you to NOT consider options 2 and 3 as they are more dangerous. These bike lanes serve our community that includes K-12 students, commuters and recreational users.

Keep Sunnyvale bike lanes safe and vote for Alternative 1.

thanks for your considerations,

Carrie Levin

**From:** [Jonathan Blum](#)  
**To:** [Council AnswerPoint](#)  
**Subject:** Hollenbeck bike lanes  
**Date:** Monday, May 19, 2025 12:57:58 PM  
**Attachments:** [Hollenbeck parking slides.pptx](#)

---

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear Councilmembers,

I am writing regarding the upcoming discussion of bike lanes on Hollenbeck Road. The current situation is unsafe, and I have avoided riding on it whenever possible. Sunnyvale-Saratoga is a poor alternative; Mary is better, but it is still a half-mile out of the way in each direction, and neither of those roads provide access to the schools and other destinations on Hollenbeck.

I have attached a graphical summary of my analysis of the parking data from the consultants' report. Time permitting, I hope to present this on Tuesday. The short answer is that there is sufficient unused parking at night on side streets to easily absorb all the cars currently parked on Hollenbeck at night.

I support alternative 1, but my greatest concern is avoiding alternative 3 (sharrows and signage). It has polled well among residents of Hollenbeck, but from listening to their comments, I am confident that its popularity is due to the preservation of parking, rather than the addition of sharrows. The other objections to bike lanes have pretty straightforward solutions. Since compared to doing nothing, it is more expensive, less safe, and may increase congestion, doing nothing would be preferable to alternative 3.

Alternative 1 is unquestionably the safest for cyclists. Alternative 2 preserves considerably more parking than is currently used, but unfortunately much of the bike lanes would be in the dangerous door zone, and it doesn't conform to the latest Caltrans guidance. The zigzag traffic pattern resembles the design of Wolf Road, which is generally avoided by cyclists.

Thank you in advance for your careful consideration of these issues.

Sincerely,  
Jonathan Blum  
Sunnyvale, CA

**From:** [Kasane Utsumi](#)  
**To:** [Council AnswerPoint](#)  
**Subject:** Please made Bike lane on Hollenbeck  
**Date:** Monday, May 19, 2025 10:35:26 PM

---

WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Hi Council members,  
there are many schools on Hollenbeck and many kids ride bike in it, my sms student included. Please make bike lane on Hollenbeck for students' safety.

Thank you!

**From:** [Kevin Wang](#)  
**To:** [Council AnswerPoint](#)  
**Subject:** I support Hollenbeck buffered bike lanes (Alt 1)  
**Date:** Friday, May 30, 2025 7:39:43 AM

---

**WARNING** - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Please implement Alternative 1 of the Hollenbeck Bike Lanes Study.

**From:** [Lakshmi Sivani](#)  
**To:** [Larry Klein](#); [Linda Sell](#); [Alysa Cisneros](#); [Richard Mehlinger](#); [Murali Srinivasan](#); [Charlsie Chang](#); [Eileen Le](#); [Council AnswerPoint](#)  
**Subject:** Strongly Oppose Removal of Residential Street Parking on Hollenbeck  
**Date:** Sunday, May 18, 2025 9:07:29 PM

---

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear Sunnyvale Council members.

As a resident of Hollenbeck, I am firmly opposed to the proposed elimination of street parking. This change would have serious negative consequences for our neighborhood:

#### Safety Concerns

- Eliminating street parking would force residents-including families with elderly members and young children-as well as visitors, to walk much farther to reach their cars, particularly at night or during bad weather. This increases the risk of accidents and personal safety incidents every single day.
- With parking shifted to side streets, more people will be crossing Hollenbeck Avenue on foot, raising pedestrian safety concerns. What measures will the city implement to address increased pedestrian crossings and manage traffic speed and flow?
- Cyclists often travel at high speeds, and neighbors have reported near-misses when fast-moving bikes cross driveways unexpectedly. This is a real safety concern for drivers and pedestrians alike.
- The core safety issue is speeding, not parked cars. Speeding is directly tied to safety risks and should not be considered separately from this discussion. If safety is the main reason for this proposal, why is the focus on removing parking rather than addressing speed? Even the project team's own study cites speed as a major factor.
- Service workers-such as delivery drivers, gardeners, and home health aides-will have to park farther away, increasing the risk of injury as they carry heavy items across busy streets.

#### Loss of Essential Resident Parking

- On-street parking is vital for our neighborhood. Many households have multiple vehicles, limited driveway space, and frequent visitors.
- Due to high housing costs, many families have adult children living at home, further increasing the need for street parking. If this change is made, the impact will be permanent.
- Our own analysis estimates that eliminating street parking will affect approximately 250,000 parking stops per year, with overflow impacting surrounding residential areas.

#### Impact on Service Providers

- Service providers-including delivery services, contractors, and caregivers, both for elders and nanny's for kids-will find it much harder to park near homes, leading to delays, increased costs, and operational challenges that hurt both workers and residents.

#### Reduced Property Values

- The loss of convenient on-street parking can reduce property values, as prospective buyers are discouraged by limited parking options, making homes harder to sell.
- The idea that residents in a single-family neighborhood cannot park in front of their own homes is deeply disappointing for current and future residents.

#### Unfair Burden on Residents

- This proposal places an undue burden on those who rely on on-street parking, prioritizing the needs of cyclists over those of the residents who live and contribute to the community.

#### Flaws in the Study Data

- The decision to remove parking is based on a study that covered only 16% of the hours in a single week-just 0.05% of the total time in a year-yet the impact on residents would be constant, year-round.
- The study overlooked high-risk situations, such as walking home after sunset or carrying heavy packages in the dark, as well as peak demand for parking near schools.

Prioritizing new bike lanes on Hollenbeck while leaving existing safety issues on nearby roads like Mary Avenue and Sunnyvale-Saratoga Road unaddressed is not an effective approach. Creating new problems without solving current ones does not serve the community well. There are proven alternatives that can enhance bike safety without eliminating essential resident parking:

- Improve the design and maintenance of existing bike lanes on nearby streets, making them safer and more attractive for cyclists.
- Implement better signage and wayfinding to alert both drivers and cyclists to shared road use and potential hazards.
- Adopt traffic calming measures-such as speed humps, chicanes, traffic circles, lane narrowing, and medians-to effectively reduce vehicle speeds and improve safety for all users without removing parking.
- Optimize traffic signal timing and install pedestrian crossings to manage speed and protect vulnerable road users.

These strategies can address safety concerns directly, benefiting both cyclists and residents, without sacrificing the parking that so many households rely on.

The proposed removal of street parking on Hollenbeck Avenue will negatively affect safety, daily convenience, property values, and the quality of life for all residents. The city should consider these significant impacts and address the real safety issues-such as speeding-without sacrificing essential parking that so many families depend on.

The city should reconsider this proposal and instead pursue alternative solutions that improve bike safety while preserving the essential parking needs of the neighborhood.

Thanks,  
Lakshmi R

**From:** [Grace Tu O'Brien](#)  
**To:** [Council AnswerPoint](#)  
**Subject:** Please Keep Hollenbeck Avenue As-Is  
**Date:** Tuesday, May 20, 2025 1:01:13 PM

---

**WARNING** - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Dear Sunnyvale City Council Members,

My name is Grace O'Brien, and I live on Hollenbeck Avenue with my family—including two young kids. I'm writing to urge the City to keep Hollenbeck Avenue as-is between Alberta and Danforth—no removal of parking, no added bike lanes.

The recent City-led survey already made the community's position clear:

Over 80% of residents surveyed use street parking daily or weekly

Only 12% of respondents identified bike lanes as a top priority

A majority of participants opposed any plan that would remove parking.

The data reflects the reality we live every day: street parking is essential for residents, guests, caregivers, school drop-offs, deliveries, and more. On weekends and school days, this block is already very active. Removing parking would only increase congestion, create new safety hazards, and burden residents.

Equity matters, too—not everyone is able to bike. Seniors, families with young kids, people with disabilities, and service workers depend on their vehicles. Removing access doesn't solve a problem—it creates one.

Hollenbeck is a typical two-way residential street. It cannot safely support the removal of parking or addition of bike lanes without serious trade-offs. And with multiple alternative routes nearby, we can support cycling without disrupting the lives of so many in our community.

Please keep the street as it is. The neighborhood has already spoken—and what we need is balance, not disruption.

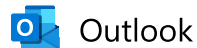
Thank you for your time and consideration,

Grace O'Brien

[REDACTED]

[REDACTED]

facebook  
linkedin  
instagram



Outlook

---

## Hollenbeck

---

From Hugo de Groo [REDACTED]  
Date Wed 5/21/2025 8:20 AM  
To Erik Trujillo [REDACTED]

**WARNING** - This email came from an **EXTERNAL** source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Hi Erik,

I attended the Hollenbeck meeting via Zoom last evening. Thank you for drafting the proposal.

I support Alternative 1. If the parking concerns are deemed insurmountable, then Alternative 3 should be considered. At no cost, Alternative 2!

Related, I support reducing the max speed at Hollenbeck to 25 mph.

Last but not least: please consider installing **roundabouts**! For example, the intersection of Hollenbeck and Remington would be an ideal candidate. Roundabouts improve traffic flow and, by design, prevent dangerous collisions. In the Netherlands, where I'm from, pedestrians and bikers often have the right of way at roundabouts. It's great!

Thank you for listening!

Best regards,

---H

[REDACTED]  
Sunnyvale, CA 94087  
[hdegroot@gmail.com](mailto:hdegroot@gmail.com)



**From:** [Idit Kosti](#)  
**To:** [Council AnswerPoint](#)  
**Subject:** Support for Alternative 1 on Hollenbeck Avenue – Buffered Bike Lanes  
**Date:** Monday, May 19, 2025 12:21:45 AM

---

**WARNING** - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Dear Sunnyvale City Council,

I am writing to express my strong support for **Alternative 1**, which proposes buffered bike lanes and the removal of street parking on Hollenbeck Avenue. I unfortunately can't attend the meeting on Tuesday, but wanted to express my opinion by email.

As a parent of two young children (ages 6 and 9) living in the Cherry Chase neighborhood, I would love to be able to bike with my kids to the library and downtown. Unfortunately, our one attempt to bike there ended with the decision not to try again — the section of Hollenbeck near El Camino feels far too dangerous, even for me as an experienced rider.

Hollenbeck is the most direct and practical route for accessing key destinations in Sunnyvale. Right now, however, we're avoiding biking entirely because it simply doesn't feel safe for families.

I appreciate your consideration of Alternative 1. I believe the other alternatives will not provide enough safety for young kids riding on Hollenbeck. We truly hope to see safer infrastructure that will allow us—and many other families—to bike more and drive less while enjoying everything Sunnyvale has to offer.

Sincerely,

Idit Kosti



---

**From:** Susan Selna [REDACTED] >  
**Sent:** Thursday, May 15, [REDACTED]  
**To:** Council AnswerPoint [REDACTED]; susan seln [REDACTED] >  
**Subject:** Comments for the Hollenbeck Ave Bicycle Study Session

**WARNING** - This email came from an **EXTERNAL** source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Dear Council,

Attached is the Hollenbeck Avenue I know.

I live at the intersection of Hollenbeck and Harvard. There is at least 1 major accident in this intersection each year. Over the years, I occasionally took a photo of the accidents. This is the Hollenbeck Ave. I know.

This original farm road was never intended to be the last western thoroughfare from Sunnyvale to Cupertino/Steven Creek Boulevard. After Hollenbeck, traffic needs to travel to Foothill expressway to cross HWY 280. The result is a high volume, relatively high speed road.

This road does not need more cyclists.

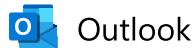
I speak from experience. Look at the small sample of the Hollenbeck Avenue that I know. I call 911. I comfort the accident participants. I sweep the street of debris. I direct traffic around the accidents.

I do not want to call 911 more with more people lying in the street. A buffered bike lane will not change the drivers behaviors. The cars are causing physical damage to residential structures already.

Before anything else happens, traffic remediation needs to happen first.

Best regards,





---

Public Comment for Hollenbeck Bike Lane (May 20th meeting)

---

From Ann Lehman Harre [REDACTED]  
Date Wed 5/14/2025 10:47 PM  
To Larry Klein [REDACTED] a Sel [REDACTED]; Richard [REDACTED]  
[REDACTED]; Charlsie Chang  
[REDACTED]; Eileen Le [REDACTED]  
Cc Erik Trujill [REDACTED]

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Sunnyvale City Council Members,

Unfortunately, I have a personal conflict related to my child's band concert this Tuesday. I'm hoping that you're willing to review my brief comments regarding the Hollenbeck bike lane study below.

- **Residents care about safety.** Although I have heard suggestions that residents only care about parking, as someone who lives on Hollenbeck and who has two kids who bike to school, please believe me when I say that we care deeply about safety on our street.
- **The bike lane will not address the major safety issues of speed and high traffic volume on Hollenbeck and may worsen them.** The top safety concerns I see every day while walking on Hollenbeck are related to the high automobile volume at peak times and the occasional cars that speed down the street leading to safety concerns.
  - Pedestrians: Already someone has been hit crossing The Dalles along Hollenbeck. Adding more people jay-walking to get to their cars parked on side-streets will increase the interactions and risks between pedestrians and cars.
  - Student bikers darting left off of Cheyenne and onto Hollenbeck in the morning: This intersection needs a crosswalk. Because of high speeds from some but not all drivers, I've seen some very close calls with students assuming a uniform traffic speed. Adding bike traffic to Hollenbeck without reducing automobile traffic will only make the morning commute more unsafe for these students.
  - Parked cars act as a traffic calming measure. Have the traffic engineers considered the implications of leaving a wide-open street? I expect the average speed will increase.
  - I'm in favor of exploring creative solutions that decrease traffic such as making the road one-way while still having bike lanes and parking (even if this inconveniences me as a resident), but please, let's make sure any changes are actually addressing the

top safety issues.

Of course residents have additional concerns around this, but I'm hoping you will keep sight of the fact that **we care deeply about the safety of bicyclists and pedestrians on Hollenbeck**, and **option 1 will not make the street safer and may make it less safe**. Thank you for giving this issue the careful consideration it deserves, and thank you for your time serving the city.

~Ann Harren

---

**From:** Sylvia Leon [REDACTED]  
**Sent:** Thursday, May 15,  
**To:** Council AnswerPoint [REDACTED]  
**Subject:** Support Hollenbeck buffered bike lanes (Alt 1)

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear esteemed Sunnyvale Councilmembers:

As a school board member for the Cupertino Union School District, I care deeply about the safety of students commuting to and from school. Representing myself only, I am writing to express my strong support for installing buffered bike lanes on Hollenbeck Road (Alternative 1) to make this possible. I am especially concerned with the safety of students who bike on Hollenbeck daily.

The CUSD school children who would benefit from safe bikeways on Hollenbeck attend Cupertino Middle School, West Valley Elementary School, and Nimitz Elementary School. In addition to school, another popular destination that's reliant on safe bike lanes on Hollenbeck is the Sunnyvale library.

Buffered bike lanes provide a necessary separation between cyclists and moving traffic, significantly improving safety and comfort. This is especially critical for students who may be less experienced riders. A street design that includes buffered bike lanes will encourage more families and young riders to use bicycles for commuting to school, which also helps reduce traffic congestion during school hours.

This is a deeply personal issue for me. In CUSD, we have had too many tragic incidents where students have gotten in accidents, been injured and even lost their lives to traffic accidents. One student who lost his life while biking to school was the older brother of my son's friend and classmate. Having to journey with his family as they navigated through their unfathomable grief will stay with me always. He would be 25 now if he had lived. While losing parking is a challenge, the inconvenience is simply not worth the potential loss of life.

You have a unique opportunity to redesign Hollenbeck in a way that prioritizes safety over convenience. Please consider the well-being of our students as you consider all the options. Please act with courage and vision to implement buffered bike lanes and create a safer, more connected street for everyone.

Thank you for your attention and leadership on this important issue.

Sincerely,

Sylvia Leong  
Board Member  
Cupertino Union School District  
*(for identification purposes only)*

--

-----Original Message-----

From: Taghi Saadati <[tsaadati@sbcglobal.net](mailto:tsaadati@sbcglobal.net)>

Sent: Wednesday, March 19, 2025 6:33 PM

To: BPAC AP <[BPAC@sunnyvale.ca.gov](mailto:BPAC@sunnyvale.ca.gov)> Council AnswerPoint <[council@sunnyvale.ca.gov](mailto:council@sunnyvale.ca.gov)>

Subject: Hollenbeck Bike Lane

Hello, I live in Cupertino & bike at least 4 days a week on Hollenbeck to go to 24 Hour Fitness in Sunnyvale & Our Daily Bread (as a volunteer) on Sunset across from the Washington Park. I urge you to approve a dedicated bike lane , alternative 1, in order to make it safe.

for bikers.

Thank you

Taghi Saadati

Sent from my iPhone



---

**From:** Tiffany H <[REDACTED]>  
**Sent:** Wednesday, March 19, 2025 10:40 PM  
**To:** BPAC AP <[REDACTED]>  
**Subject:** Hollenbeck Bike Lane Study - Support for Option 1, suggestions for Option 2

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear BPAC Commissioners,

I am writing to support Alternative 1 for the Hollenbeck bike lane study. For cycling, alternative 1 is the safest option. Alternative 2 does not preserve much street parking, and the switch in sides every few blocks is confusing for both motorists and cyclists. Alternative 3 does not lead to traffic calming, and therefore will not encourage cycling. It simply keeps the status quo.

For Alternative 2, the only way I could see this working is 1) if the parking area did not switch sides, 2) if the parking lane was next to the driving cars, and acted as a buffer between motorists and cyclists, along with 3) offset intersections to prevent collisions from right turns. I have ridden in these types of lanes before when living in Boston and Cambridge. Examples of such lanes can be found [here](#) (first and fourth photos).

If Sunnyvale wants to make active transportation a priority, many streets must be redesigned for pedestrian safety, micro-mobility (such as e-scooters, bikes), and mass transit (buses). Rather than continuing to make cars a priority and continuing our car dependency, Sunnyvale can make it easier for individuals to reduce vehicle miles per person. I urge BPAC to recommend Option 1.

Thank you for your consideration,  
Tiffany Hsu

---

**From:** Tim Oe [REDACTED]  
**Sent:** Wedn [REDACTED] 7 AM  
**To:** BPAC A [REDACTED]  
**Cc:** SVBC Sunnyvale Team [REDACTED]  
**Subject:** Hollenbeck Bike Lane Study - Alternative 1 is best

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear BPAC Commissioners,

I support Alternative 1 -- buffered bike lanes on both sides of Hollenbeck -- as the best choice for the Hollenbeck Bike Lane Study.

Safety and lives matter

Kids matter

Our elderly matter

Climate change matters

Mental and Physical health matters

Reducing pollution matters

The City of Sunnyvale Policy that prioritizes transportation uses on city streets over vehicle storage matters

A network of complete streets that all ages can use matters

Convenience of parking comes well after all of the above.

Motor vehicles kill 40,000+ people every year in the US -- that is thirteen 9/11s of death every year or 312 9/11s since the original 9/11. Why are more people not outraged???!! We must do much more to stop this death and destruction.

People seem to easily discount or ignore all those lives lost if they might have to walk a few extra feet to get to their car. That is very, very, very sad but not a good reason to choose a different alternative.

Door zone bike lanes are a very bad engineering design and should no longer be implemented.

Bicyclists should always ride at least 5 feet away from the sides of parked cars to avoid the door zone. If this puts them part way into the regular travel lane, then they should center themselves in the travel lane for safety. This is taught by all the leading bicycling curriculums in the United States including those from the League of American Bicyclists and the American Bicycling Education Association.

To successfully turn the tide against climate change we need to do far, far more than this relatively easy change to Hollenbeck but yet this choice is a key step to make Sunnyvale safer and do our part to reduce climate change, improve health, and more. If we cannot make this pretty easy change, there is little hope for our kids that we will turn the tides of climate change and leave them a beautiful and livable world.

Take a bold stand against motor vehicle convenience and instead prioritize safety, kids, elderly, environment, and health.

Support Alternative 1 - buffered bike lanes on Hollenbeck.

Thank you!

Tim Oey

Zero Waste Engineer, [ZeroW.org](http://ZeroW.org)



---

**From:** Tim Oe [REDACTED]  
**Sent:** Friday, April 4, 2020  
**To:** Council AnswerPoint [REDACTED]  
**Subject:** Dangerously close car pass on Hollenbeck...

**WARNING** - This email came from an **EXTERNAL** source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Honorable City Council,

Drivers on Hollenbeck are too dangerous. We need buffered bike lanes on Hollenbeck.

Here is a video from yesterday afternoon at 4:54pm as I bicycled to attend a City of Sunnyvale Charter Review Committee meeting:

[https://youtu.be/5VnSx\\_tlrvg](https://youtu.be/5VnSx_tlrvg)

This car and driver in a Black VW Sedan California License Plate 7MHA104 passed me far too closely as I was bicycling past parked cars and bicyclists on Hollenbeck Ave in Sunnyvale. This car was just inches from my bike when the car should have been in the opposite lane to do a safe pass and leave 3' between the car and my bike. The driver also crossed a double yellow line so violated two laws. While we need to better educate drivers, that is a gargantuan task.

Putting buffered bike lanes on Hollenbeck would avoid this situation and allow bicyclists to ride on Hollenbeck without needing to use the full lane to stay safely away from parked cars and the parked car door zone (which extends about 5' from the side of a parked car). This is well within your power to accomplish.

Buffered bike lanes on Hollenbeck accomplish a lot all at the same time:

- improve safety for bicyclists and drivers
- improve sight lines (no parked cars blocking vision)
- reduce pollution
- reduce climate change
- encourage healthier lifestyles (we have diabetes & mental health epidemics)
- encourage a reduction in vehicle miles traveled

I hope you all will vote in favor of safety and all the other benefits I listed.

Thanks!



Tim Oey  
Zero Waste Engineer, [ZeroW.org](http://ZeroW.org)

[REDACTED]  
Cell [REDACTED]  
[REDACTED]



---

**From:** Tina Chang [REDACTED]  
**Sent:** Monday, May 12, [REDACTED]  
**To:** Council AnswerPoint [REDACTED]  
**Subject:** Comment on Hollenbeck Bike Lanes

Dear Sunnyvale City Council,

My name is Tina Chang, and I'm a Sunnyvale resident and homeowner. I support Alternative 1, buffered bike lanes and the removal of on-street parking for Hollenbeck Avenue.

I'm a mom to three kids at Ellis Elementary. Currently, I bike with all of them to and from school.

However, my oldest son will attend Sunnyvale Middle School this fall. Because of the competing bell schedule (8:15 at Ellis and 8:25 at SMS), he will need to bike to SMS on his own because I still need to accompany my two younger children to Ellis.

As a parent, it's frightening to think of sending my kid to bike on the streets in the middle of car traffic. The current conditions require my son to weave into car traffic when passing parked cars. It is terrifying to think that he'll be subjected to that much danger, especially when cars speed down the street, trying to get to their destination as fast as possible and not always noticing bicyclists sharing the roadways.

I'm here to ask you to please adopt **Alternative 1**: buffered bike lanes and removal of on-street parking on both sides of Hollenbeck Avenue to make it safe for all bicyclists and in particular, so our youngest riders can get to and from school.

Thank you,  
Tina

--





**Erik Trujillo**

---

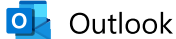
**From:** Tricia Yin [triciayin33@gmail.com](mailto:triciayin33@gmail.com)  
**Sent:** Thursday, May 8, 2025 3:32 PM  
**To:** Council AnswerPoint [council@sunnyvale.ca.gov](mailto:council@sunnyvale.ca.gov)  
**Subject:** Hollenbeck Bike Lanes Study

Dear Sunnyvale City Council,

Please DO NOT implement Alternative 1 of the Hollenbeck Bike Lanes Study. There are other available arteries nearby with dedicated bike lanes (Mary Ave) that my high schoolers have successfully used for years to get to and from Homestead High School. In the videos I've seen posted on NextDoor in favor of Alternative 1, the biker rode in the middle of the street on numerous occasions and then expressed outrage that drivers around them were frustrated and trying to get around him. Bikers and drivers both need to operate their respective modes of transportation safely and in compliance with the law.

Removing street parking for residents is unacceptable and has the potential to increase auto burglaries (which are already an issue) and would lead residents to having to walk blocks in some cases to get to their parked car. We need to find a balance for drivers, bikers, and homeowners that is not simply adjusting every street for bikers at the cost of homeowners' parking options and a reasonable flow of traffic.

Sincerely,  
Tricia Yin  
Resident and HHS parent



---

Re: Community Meeting for Hollenbeck Bike Lane Study

---

From Victor Dorsey [REDACTED]  
Date Mon 3/31/2025 7:47 PM  
To Erik Trujillo [REDACTED]  
Cc [REDACTED]; Larry Klei [REDACTED]; romanbachlegal

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Hello Mr. Trujillo,

My name is Victor Dorsey and I am a long time resident of Hollenbeck Ave, living between [REDACTED] and [REDACTED]. My wife and family have lived on Hollenbeck since September 1994. We moved to the Bay Area in 1989 from the east coast. We first lived in Mountain View, then Campbell, before finally choosing Sunnyvale. We chose this particular neighborhood because of its pristine appearance, quiet and regal character and ambiance. At the time, we could only find a house on Hollenbeck, and even though Hollenbeck was a busy street compared to others, its activity wasn't nearly as disruptive and intrusive as it has become of late. We raised three kids in our home on Hollenbeck. I did give my opinion in the survey and have not been able to attend the meetings. I am vehemently opposed to adding bike lanes on Hollenbeck and taking away street parking for the homeowners and residents of the street, and I'm quite sure most of the residents on Hollenbeck feel the same way. What is deeply troubling is that the city planners don't appear to care what the residents of Hollenbeck think about this decision, and are intent on adding the bike lanes and taking away parking no matter what.

The experience of living on Hollenbeck as a homeowner and resident is distinctly different than that of non residents of Hollenbeck. Hollenbeck has a severe speeding problem in both directions all day and all night. The posted speed limit is 30 mph. When we first moved to the street, the drivers pretty much adhered to the limit, which is why the busy traffic was not so disruptive as it is today. Today, drivers are far more rude and far more likely to violate the traffic laws as a matter of course. Vehicles routinely travel 40-45 mph on Hollenbeck in both directions, all day and all night. Quite frequently, when the traffic allows, some speed racers travel in excess of 60-65 mph on the street. Many times these drag racers have extremely loud modified engines whose noise vibrates through the house, This can occur late at night (11:30pm), after midnight (2:30am), early morning (5:00am), after morning rush hour (11:30am) or before evening rush hour (2:30pm). There is NO enforcement! I have personally requested enforcement through the Sunnyvale city website using Access Sunnyvale ten (10) times over the last six months, and there has been nothing done by the city of Sunnyvale to curtail this severe problem. It is quite frustrating and unsettling for the residents and homeowners on Hollenbeck, and frankly it appears as if the city doesn't give a damn about the concerns of the homeowners on Hollenbeck. It's as if none of the Sunnyvale city leaders, planners, and council members live on Hollenbeck and therefore are indifferent to the unique concerns and experiences of the homeowners and residents who live on this thoroughfare.

With increased congestion comes increased rude, impatient driver behavior. Vehicle traffic on Hollenbeck has increasingly become more congested, and will certainly get much worse with the city's plans to allow development of high density housing on Mary and Fremont. Congested traffic routinely traveling at high speeds is not only hazardous, extremely disruptive and annoying for the homeowners on Hollenbeck, but also very loud. Hollenbeck homeowners are subjected to unbelievable noise that non-residents and non-homeowners of the street know nothing about. It's not only the unenforced speeding and loud traffic that shatters the peace and tranquility of the residents who live on Hollenbeck, it's the enormously rude drivers as well. We homeowners on

Hollenbeck frequently hear drivers blowing their horns, some blowing them for quite a long time, in response to their frustration that the vehicle in front of them is not traveling fast enough. Many young drivers on Hollenbeck routinely pull into the opposite-direction lane to pass on this two lane, two-way narrow corridor. It is also common for residents of Hollenbeck to be subjected to horn blowing simply because we slow down to pull into our driveways or back out of our driveways onto Hollenbeck. There are also many schools near Hollenbeck and kids frequently and routinely travel this route. One would think there would be a heightened effort at speed enforcement, traffic calming, or even create alternative routes for stressed out commuters. But again, no action has been taken. Again, more evidence that city leaders and planners don't give a damn about the concerns of the homeowners on Hollenbeck. What do the Sunnyvale city planners have against the homeowners on Hollenbeck? Why are we given the least consideration? Why are our requests for speed enforcement ignored? Why does it appear that the goal is to add bike lanes on Hollenbeck no matter what the homeowners who live on Hollenbeck think, even if this uncontrolled, severe speeding and congestion problem on this narrow Hollenbeck corridor suggests a heightened hazard for bikers?

Listening to this community meeting on YouTube, I am struck by how the Sunnyvale planners appear to have already made up their minds that adding bike lanes on Hollenbeck is necessary, even if it means taking away front parking from the homeowners on Hollenbeck. To hell with what the homeowners on Hollenbeck think. It's as if some entity behind this effort is telling the homeowners on Hollenbeck to go to hell. A resident of Hollenbeck at the community meeting expressed concerns about the severe, unenforced speeding problem in both directions on Hollenbeck. That concern was ignored. Other residents of Hollenbeck expressed concerns about street parking being taken away. Those concerns were ignored. A comment was made about the far more suitable Mary Ave being used instead. That concern was ignored. Mary is very close to Hollenbeck. It's much wider, much more suitable for bike traffic. But, who cares? The city planners want to jam bike lanes onto a much narrower, much busier, much more hazardous speeding traffic on Hollenbeck, and take away front parking from the homeowners on Hollenbeck. It's just so damn absurd and makes no sense! What about the property values for the homeowners on Hollenbeck? Do any of you city planners give a damn that this could negatively impact those values? You want to stick those bike lanes on this narrow Hollenbeck corridor, giving the highest priority to the bikers and the least priority to the homeowners on Hollenbeck. It really is quite infuriating to every homeowner who lives on Hollenbeck, even those you have not heard from!

To support this prior intent to put bike lanes on Hollenbeck, telling the homeowners on the street to go to hell by taking away front parking, the survey asks for the opinions and votes of those who DON'T live on Hollenbeck, as a means to override the overwhelming sentiment by the homeowners on Hollenbeck that no bikes be put on Hollenbeck, taking away parking to do so.. As mentioned, those who don't live on Hollenbeck don't have the same experience with Hollenbeck as those who are residents of the street. They don't experience the aforementioned problems that residents of Hollenbeck experience, and consequently, they are far more likely to have a more favorable opinion about adding bike lanes on Hollenbeck. Their property values are not going to be negatively impacted. They never have to endure the loud speeding traffic that Hollenbeck residents have to, or frustrated rude driver blowing horns at bikers. They have no clue how many bikers use Hollenbeck. They haven't been in a position to observe bike traffic demand of the last year, 5 years, 10 years, 20 years. They don't face having their street parking taken away, so their guests, gardeners, construction workers, invitees are inconvenienced. They in essence are more likely to skew survey results in favor of supporting what city planners have intended all along: add bike lanes to Hollenbeck, even if it means taking away front parking from homeowners on Hollenbeck. I find this to be so offensive and unfair to us homeowners on Hollenbeck.

One final point. I've lived on Hollenbeck for 30 years, and only recently have I seen bikers attempting to use Hollenbeck. It's as if bikers were told to begin using Hollenbeck in support of the study rather than the demand for bike lane resulting from the increased need or attempt by bikers to use Hollenbeck. Prior to this study, it was RARE to see bikers on Hollenbeck. I've been a biker for over 45 years, and I have always avoided Hollenbeck because it was too narrow and too busy.

So I am opposed to bike lanes on Hollenbeck and extremely disappointed that the homeowners on Hollenbeck are given the least consideration. Drivers who use Hollenbeck and routinely violate Sunnyvale's traffic laws are

given more consideration than the homeowners on Hollenbeck. Bikers who until recently never used Hollenbeck are given more consideration than the homeowners on Hollenbeck. It's quite disgusting, and I'm sure that most if not all of the homeowners on Hollenbeck agree.

Regards,

Victor Dorsey

---

----- Forwarded m

From: **Vivek Bhalgat** [REDACTED]

Date: Sun, May 18, 2025 at 7:32 PM

Sub: [REDACTED] beck Ave Bike Study

To: [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Hi Sunnyvale City Council,

I am one of the residents of th [REDACTED] and here is my feedback on the Hollenbeck Ave Bike Study.

Summary:

1. Everyone cares about bikers and pedestrians and differently abled safety(elders, etc), Option 1 takes a very narrow view of safety for bikers while increasing walk for pedestrians or JWalking on the street.
2. Street calming passed in Sunnyvale earlier this year. I would strongly recommend implementing it for resident collector streets like Hollenbeck. Also, the residents of the hollenbeck street have self organized and collected over 125-150 signatures to kick start the

process. This will make the street safer for everyone: Bikers, Pedestrians, etc

3. Based on the results of street calming, revisit the hollenbeck bike study with fresh eyes.

#### Option 1 Feedback:

1. At a face value, option 1 is being sold as a safe option for bikes but it is not the safest of the three options. It puts a more vulnerable segment of the population at higher risk as they need to walk more and cross streets: Kids and Senior citizens. This option will add 4-7 min of walk for this population and they may not be physically able to walk that much. The option increases the number of people that need to cross the street and potentially JWalk, making the street more risky. Please factor in their safety too and come up with a holistically safe option for everyone that uses the street.
2. Safety for bikers: Based on the statistics shared during the meeting, there were 5 accidents on hollenbeck ave over the last 5 years. In none of those accidents, a car was at fault. In 2-3 accidents, the biker was at fault. It would be good to double verify these stats and check if cars are indeed at fault for the accidents. A couple of options that can help make the street safer for bikes is: (a) Street Calming: add more speed breakers, roundabouts, (b) Potentially reduce speed limit for street from 30mph to 25 mph.
3. Hollenbeck is a relatively small street with only 40 feet width. The parallel streets like Mary and Sunnyvale-Saratoga have similar bike lanes as option 1 and are much much wider streets. Mary used to be 2X2 street and was changed to 1X1 with a middle lane in order to make space for bike lanes.
4. With option 1, there would be no parking on the street. There is no good alternative suggested for garbage day where everyone would put out garbage bins that would potentially cover the bike lanes and the garbage pickup truck would block the street.
5. Drop off trucks of Amazon, Fedex, UPS, USPS, etc would now be forced to park on the street instead of curb side blocking the street.
6. The proposal would also reduce the width of the street by 2 feet which would make it more dangerous to cross the garbage truck or drop off trucks
7. Mornings are particularly busy on hollenbeck street due to all the school traffic as well as folks using the street to get to offices in Cupertino(Apple) and south bay.
8. Bike usage of hollenbeck: The survey checked bikelane usage at an intersection and not for the entire street. Also, only a few hr period was used to collect data in the month of September which is a relatively pleasant weather. Oct to March gets a bit chilly and rainy and I, who live on hollenbeck street, hardly see anyone biking on the street.
9. Financial liability for residents of hollenbeck: If there is no parking on the street, any handyman or construction worker or gardener would need to carry heavy machinery to get to site. First hand conversation with a few contractors suggests that they would not be willing to take such projects. This would mean the residents of the street would need to pay more for any ongoing maintenance or renovation projects. Also, Cleaners, Nanny, etc would need to walk for 7 min X 2 = ~15 min for each visit. The residents would need to bear this cost indirectly.

#### Option 2 Feedback:

1. I have explained by arguments of risk for senior citizens and kids crossing the street, it does not make it safer for this segment of population.
2. The option is not safe for bikers either as they need to alternate between different sides.
3. This would increase the JWalking on the street and make the street more risky for accidents.

Option 3 Feedback:

I would recommend a few things for this option

1. As a part of the street calming, add speed breaker, roundabouts at the intersections to the street to slow down the traffic. We can use special speed breakers that slow down traffic for civilians but not for emergency vehicles like Police, Ambulance.
2. The speed limit of the street can be reduced from 30mph to 25mph to make it safer for bikers.
3. The street can have prominent signs that the street is shared by bikes and cars

--

-vivekb

--

-vivekb

March 5 18:28



Hello Linda, Erik, Melanie and Chip,

I'm writing to seek your response on the following safety issues, should City decide to move forward with dedicated Bike Lanes on Hollenbeck Ave (Option 1 and 2)

I'm a long time resident of Hollenbeck (an extremely busy and narrow street) and have captured some video and pictures (with Time stamps) of Traffic back-ups and Parking challenges i regularly encounter due to events at Resurrection Church, Resurrection School, Serra park, Challenger School, and Challenger Grounds.

1. Challenger Ground: There are about 100+ kids (5-12 Yr old) attending Soccer training at Challenger Ground, including my son. The roadside parking and in-campus parking at Challenger is almost always full, as parents drop/pick and lot of them stay for the entire duration of training. If street parking is eliminated, where do you expect us to park?? Struggle to find parking In side streets and Jay-walk across busy Hollenbeck while our Kids have their cleats on. Truly a recipe for disaster!



**From:** [Weber Tu](#)  
**To:** [Council AnswerPoint](#)  
**Subject:** Opposing the \$2–4 Million Bike Lane Project on Hollenbeck  
**Date:** Tuesday, May 20, 2025 8:45:17 PM

---

**WARNING** - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Dear Councilmembers,

I'm writing to express my strong opposition to the proposed bike lane changes on Hollenbeck Avenue.

The project is now estimated to cost between \$2 million and \$4 million—for less than a mile of redesign on a narrow residential street. That's an alarming amount of public spending, especially given the results of the City's own survey:

Over 80% of residents rely on street parking  
Only 12% prioritized bike lanes

Hollenbeck is not a major thoroughfare. It's a two-lane community street lined with single-family homes, schools like Challenger and Cumberland, churches, and the Fairbrae Swim Club. It already serves many daily needs—and it's already heavily used.

On top of the cost, it's important to point out that adding bike lanes in tight residential settings often creates more safety conflicts, not fewer. Cyclists are most vulnerable when riding through areas with lots of driveways, parked cars, and intersections—exactly the conditions present on Hollenbeck. This kind of infrastructure can lead to increased accidents, confusion, and frustration for all users.

We can make our streets safer for all without spending millions to create more issues or removing what our neighborhoods rely on. Please reconsider.

---

**From:** Whitne [REDACTED]  
**Sent:** Monday, March 31, 2025 10:20 AM  
**Subject:** Please Support Option 3 – Keep Parking on Hollenbeck

Dear Sunnyvale City Council,

Although I don't live in Sunnyvale, I'm writing to support my friends and family who do — and who are deeply concerned about the proposal to remove parking on Hollenbeck Avenue.

Please vote **YES on Option 3 (NO CHANGES)** and **NO on Options 1 and 2**.

Removing parking will make it harder and less safe for families to get to schools, parks, and community sports events. Everyone deserves **parking at their destination**, especially near schools and homes.

Most people in your own study rely on driving, not biking — and the majority do **not** support these changes.

Please do what's right for the community. Keep Hollenbeck accessible and safe.

Sent from the heart... and my smartphone.

---

**From:** Allison [REDACTED]  
**Sent:** Monday, [REDACTED] M  
**To:** BPAC AP [REDACTED]  
**Subject:** Support Alternative 1 for Buffered Bike Lanes on Hollenbeck

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear BPAC Members,

My name is Allison Chuang and I'm a junior at Homestead High School, as well as a member of the Sunnyvale team of Silicon Valley Youth Climate Action. I live a few streets away from Hollenbeck and use it frequently to go to the Sunnyvale Public Library. I'd like to express my support for Alternative 1 to bring buffered bike lanes to the street.

Although I travel on Hollenbeck a lot, I always prefer to drive and only bike if I have no other option because of how unsafe it feels. Without any buffer, biking on Hollenbeck feels extremely exposed, like you're being squeezed into the sidewalk by cars. Therefore, even though I love biking and want to bike more for both environmental and health reasons, I almost feel forced to drive because biking is too dangerous.

However, not everyone has that option. Kids, elderly, and many disadvantaged other groups don't always have access to cars, but still deserve to be able to get around safely.

Additionally, Alternative 1 will also improve traffic flow. Removing parked cars increases visibility, and adding bike lanes helps reduce the number of cars on the road. This is important as it will make traveling on Hollenbeck smoother and faster, as well as bring environmental benefits through mitigating the impact from cars.

Overall, the changes brought by Alternative 1 will benefit the broader community in numerous ways. Hollenbeck is a public corridor that should serve everyone, not just the people who want to leave cars on it. Our priority should be making the street a safe, effective, and accessible place for everyone to travel, and adopting Alternative 1 is the best way to do that.

Thank you,  
Allison Chuang



Outlook

---

## Hollenbeck lane bike proposal

---

From Andrew Ho [REDACTED]

Date Wed 10/29/2025 11:23 PM

To Erik Trujill [REDACTED]; Angela Obes [REDACTED]

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Hi Angela and Erik,

I am a homeowner on Hollenbeck and very concerned about the bike lane proposal. I know the bike coalition special interest group is very strong and its likely the council will approve of bike lanes.

But I would ask that if bike lanes are being recommended as part of proposal 2b, that there be consideration for restricted bike lane hours that Los Altos and Palo Alto have used in their cities. I believe on Homestead Ave, there are also restricted bike lane hours where from 7am-7pm there is no parking and then parking after 7pm. I would ask that the city of Sunnyvale consider this option and at least give the council this option of restricted bike lane hours. It is a compromise that allows homeowners to be able to park overnight and allows for bicyclists to safely move through the city during the majority of the day.

Also when we have overnight guests, we can have guests park their cars on the street. Or have no parking between hours of 7am-10am and 5pm-7pm during rush hours. This seems like a compromise.

Please consider this option. Thank you.

Andrew Ho



---

**From:** Ann Lehman Harren [REDACTED]  
**Sent:** Monday, S  
**To:** Erik Trujillo [REDACTED]  
**Subject:** Hollenbeck Bike Lane: Traffic Data showing broadside collisions are the biggest accident type for bikes on street

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Hi Erik -

First of all, thanks for all the work you're doing for Sunnyvale! I can't imagine working in a public-facing role, and dealing with all of the feedback! :)

I'm reaching out after really digging into the traffic data from [tims.berkeley.edu](https://tims.berkeley.edu), which seems to show that bike lanes will not solve the safety issues for bikers on Hollenbeck and may worsen safety. Most bike accidents on Hollenbeck (dataset since 2013) have been broadside accidents. My understanding is that those involve bikes crossing traffic, and are not addressed by bike lanes. My concern is that removing parked cars, which have been documented to act as traffic calming measures, will increase the speed of cars and therefore the frequency and severity of these broadside crashes. You're obviously the expert here so I'm wondering if I'm misunderstanding anything here, or if you agree with my assessment.

My concern around this is around my kids who cross Hollenbeck each day to get to CMS and Homestead and the many other kids I see crossing as well. There are a disturbing number of close calls during crossings, and we are at risk of making it worse. As full disclosure, I reside on Hollenbeck Ave. Of course, I would prefer to have parking in front of my house for convenience, BUT I would absolutely support measures that prevent injuries and save lives. As I understand the data, it does not support adding bike lanes for the safety issues seen on Hollenbeck. Note: If we address the speed on Hollenbeck, maybe the calculus here changes. But we need a proven speed reduction first, before we inadvertently increase speed on this frequently crossed street.

I've put together the 3 slides below showing the data I referenced. Also, I have the dataset, so if you have any questions about pedestrians or other details, I'm happy to try to hunt those down.

I think everyone's heart is in the right place here, but I want to make sure that any changes are data-driven and actually increase safety. Thank you for taking the time to consider this, and I really would appreciate your feedback.

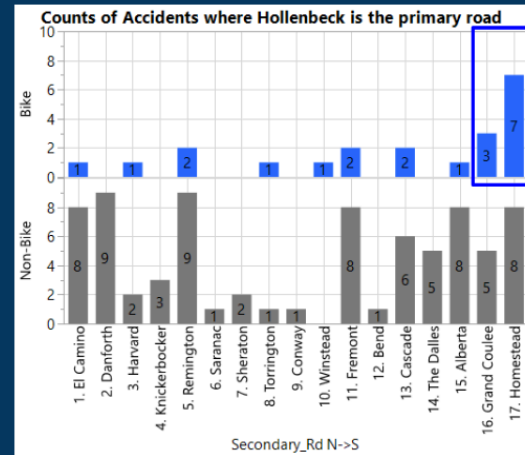
## Hollenbeck Safety Concerns

- Speed is the major safety factor
  - Evidenced by broadside collision of bikes
  - Personal observation: high variability between cars
- Removing parking (traffic calming) before dealing with speed will only increase safety issues for pedestrians and bikes
  - Majority of bike accidents on Hollenbeck: **broadside**
  - Majority of bike accidents on Hollenbeck: located where there are already bike lanes
- Data on next slides

Request: Deal with speed issue **before** adding bike lanes.

## Hollenbeck Ave Accidents by Intersection

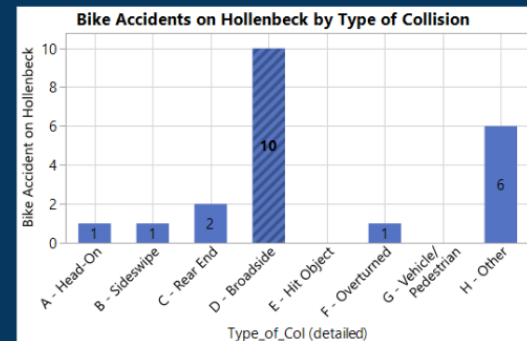
- Highest count of accidents involving bikes at intersections already having bike lanes
- How will bike lanes affect traffic safety for pedestrians and drivers at intersections with high non-bike accident counts?
- Do we need bike lanes, or **safer crossings and traffic calming on Hollenbeck?**



Source: 2013-Q1 2025 data tims.berkeley.edu

## Bike Accidents on Hollenbeck by Type

- Most accidents: broadside
  - Bicycles crossing vehicular traffic
  - Open question: How do bike lanes help prevent this type of accident?
- Broadside accidents will be happening with faster cars if street parking (traffic calming) is removed
  - Safety risk for bikers including kids crossing Hollenbeck
  - Deal with speed FIRST!



Source: 2013-Q1 2025 data tims.berkeley.edu

---

**From:** Ann Yadlowsk [REDACTED] >  
**Sent:** Friday, November [REDACTED]  
**To:** Council AnswerPoint [REDACTED]  
**Subject:** Please support Option 1 for Hollenbeck bike lanes

Dear Sunnyvale City Council,

As a cyclist living in Cherry Hill neighborhood, I strongly urge you to **adopt Option 1**: buffered bike lanes and removal of on-street parking on both sides of Hollenbeck Avenue and **reject** Options 2A and 2B (unbuffered bike lanes next to parking) **because they are dangerous.**

I support Option 1 because it will:

Make Hollenbeck safe for cycling.

Dedicated buffered bike lanes will allow children and adults to safely and comfortably bike on Hollenbeck. The buffers provide much-needed separation from cars and allow future vertical barriers to be placed between the bike lane and car lane. Removing on-street parking will eliminate the risk of parked car doors crashing into passing cyclists. No parked cars also allows clear sight lines for all road users to see each other.

Improve safety for drivers on Hollenbeck.



Option 1 will improve safety for drivers. Without parked cars blocking their view, Hollenbeck residents will have clear sight lines of approaching traffic, allowing them to back out of their driveway safely. All drivers will have clear sight lines of cross traffic at intersections, improving intersection safety. Currently, cyclists are forced to ride in the middle of the travel lane, slowing down cars to 10 mph. Some drivers will risk swerving around cyclists into oncoming traffic to pass cyclists. A dedicated bicycle lane would eliminate the need for such risky driver behavior and improve traffic flow.

Complete a critical link in Sunnyvale's bicycle network.

Hollenbeck is an essential north-south corridor. It connects to 8 schools, 3 parks, 4 churches, City Hall, the library, and commercial centers. School children should have the option to bike to school safely. With buffered bike lanes, Hollenbeck would become the safest north-south bicycle corridor in south Sunnyvale.

Sustain future population growth.

Building bike lanes on Hollenbeck Avenue will support Sunnyvale's future growth by providing a sustainable alternative to driving. With increasing population and two village centers planned nearby, bike lanes will help reduce traffic congestion, make Hollenbeck peaceful as more people choose to bike instead of drive, and protect the environment.

Support City goals.

Hollenbeck bike lanes will help the City achieve our climate, safety, and active transportation goals, all while supporting existing City policies.

Reject Options 2A and 2B because:

They have a dangerous door zone next to a parking lane.

They do not provide a buffer between the bike lane and the car lane on the left, or between the bike lane and the parking lane on the right. Without these buffers, the possibility of cars crashing into cyclists is significantly elevated.

They are too narrow, only 3' in some segments.

They do not satisfy Caltrans Complete Streets Guidance.

They will not substantially increase bike ridership.

I respectfully request the City Council to:

1. Approve the full implementation of Option 1: buffered bike lanes and removal of parking on both sides of Hollenbeck Avenue.
2. Reject Options 2A and 2B: unbuffered, narrow, door-zone bike lanes.
3. Direct staff to not add new left turn lanes at Remington.
4. Extend bike lane demarcation up to and through all intersections.

With these actions, Hollenbeck Avenue will become safe for bicycling. I greatly appreciate your consideration.

Sincerely,  
Ann Yadlowsky

---

**From:** Ari Feinsmith [REDACTED]  
**Sent:** Thursday, October [REDACTED]  
**To:** Council AnswerPoint [REDACTED]  
**Subject:** Option 1 is the best for future traffic calming on Hollenbeck

Dear Mayor Larry Klein and City Council,

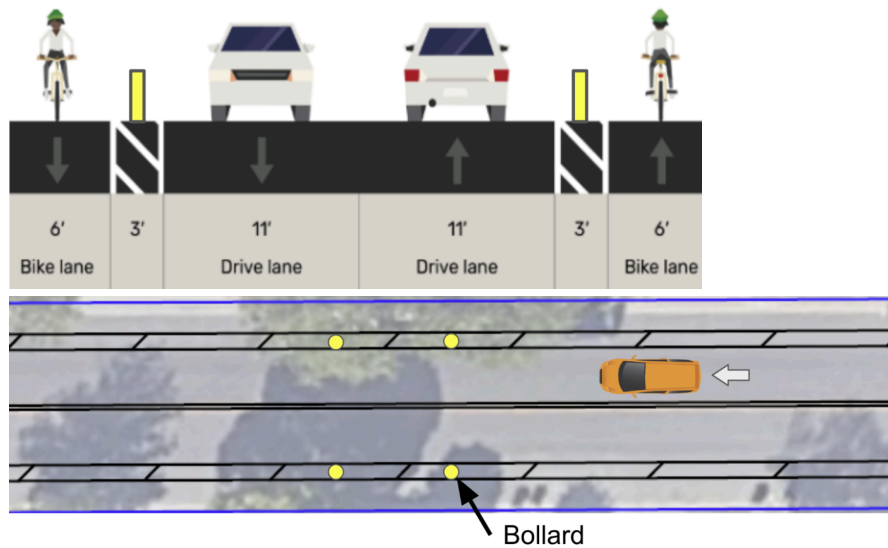
On Tuesday night during public comment I presented on how Option 1 (buffered bike lanes) on Hollenbeck is not only the best for bicyclist safety, but it is also the best option for future traffic calming measures. In this email, I will elaborate on this.

According to Sunnyvale's draft [Traffic Calming Toolkit](#), collectors like Hollenbeck are eligible for Traffic Circles, Curb Extensions, Chicanes, and Chokers as part of Stage 2 treatments. While all of these are generally effective, Curb Extensions placed at midblock stand out as the most appropriate for Hollenbeck. (Sidenote: At the City Council meeting, I mistakenly referred to Midblock Curb Extensions as Chokers. I apologize for the confusion.)

Midblock Curb Extensions briefly narrow the roadway with vertical elements such as curbs, bollards, or delineators placed just beyond the edges of the driving lanes. Here is an example on Duane Ave where the curb was moved.



Bulb outs can also be designed with delineators or bollards, which is considerably cheaper. Below are some conceptual designs of what this could look like on Hollenbeck with Option 1.



Midblock Curb Extensions are by far the most effective choice for Hollenbeck. Here are the benefits:

1. **Low cost:** Each Curb Extension can be set up with just a couple of delineators and signs.
2. **Small footprint:** A Curb Extension only requires approximately 10-20 feet of roadway length, allowing for easier installation.
3. **Feasibility along all of Hollenbeck:** The draft Traffic Calming Toolbox document prohibits traffic calming devices from being installed within 25 feet of driveways, manholes, and utility access points. However, due to a Curb Extension's small footprint, there are still plenty of eligible locations. **I have identified 12 potential locations for Curb Extension along Hollenbeck that meet these criteria.** You can [see the locations here](#). All of the locations are at least 30 feet long, which is plenty of space to install Curb Extensions (see point 2).

The other 3 eligible traffic calming measures (Traffic Circles, Chicanes, and Chokers) do not share these benefits and are generally less feasible. Midblock Curb Extensions are the primary traffic calming solution for Hollenbeck.

However, **Midblock Curb Extensions are only feasible with Option 1.** They can be placed in the proposed buffer of the bike lanes in Option 1. But in Options 2A, 2B, or 3, there is no extra width in the roadway for their installation.

One of the most common issues raised by residents along Hollenbeck is the issue of speeding. **Option 1 plus Curb Extensions will reduce speeding more than any other Option.** This is a win for residents on Hollenbeck and a win for the greater Sunnyvale community.

Furthermore, Option 1 creates the opportunity to upgrade the buffered bike lanes to protected bike lanes in a separate project. This would lead to an even greater traffic calming effect.

Ultimately, our number 1 priority on Hollenbeck is safety. Option 1 is the only way we get there.

Please reach out to me if you have any questions. I'd be happy to discuss this further.

Ari Feinsmith

---

**From:** Bruno Pop-Stefanov [REDACTED]  
**Sent:** Tuesday, 4 AM  
**To:** BPAC AP [REDACTED]  
**Subject:** Hollenbeck Buffered Bike Lanes (Alternative 1)

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Hello,

I live at 1116 Royal Ann Ct, which is right off Hollenbeck Ave at Sheraton. I commute to work by bike and take my children to Cumberland Elementary every day. They ride in a Burley trailer I pull behind my bike.

**I'm asking that you consider Option 1, which is buffered bike lanes and no parking on Hollenbeck.**

Every single morning, I have to dodge parked cars while a long line of impatient drivers pass me too close and too fast. To keep a safe distance from parked cars out of the door zone, I have to move in front of drivers, temporarily blocking them. Many drivers don't like that and get impatient and aggressive. Just last week, I was on my way back from Cumberland riding South on Hollenbeck just before Remington, with my youngest son in the trailer behind me. I moved left to overtake a parked car when a woman passed me so close she almost touched the left wheel of my trailer. She was going fast given the conditions, too. As is always the case, there was a long line of cars waiting at the red light at Remington, so she immediately had to stop after passing me. When I caught up to her car, I looked inside and saw she was texting with both hands and eyes down while her car was still slowing down. I yelled at her, "Eyes on the road! Get off the phone!" and she reacted by aggressively honking at me. This is the kind of drivers we get on Hollenbeck and who make riding a bike dangerous. With parked cars to dodge and without a buffer to keep drivers at a distance, I don't feel biking is safe for my children or for me. I've actually been considering not taking my children to school by bike anymore. When I ride my bike to work alone, I already try to spend as little time on Hollenbeck as possible, going out of my way to ride on Mary via Remington. I feel safer on Mary, but this adds an extra mile to my commute, and I still have to ride partly on Hollenbeck.

Thank you for your attention,

Bruno Pop-Stefanov

---

**From:** CJ WagnerHarrington [REDACTED] >  
**Sent:** Thursday, October 16, 2025 2:14 PM  
**To:** BPAC AP <BPAC@ [REDACTED]>  
**Cc:** Geeta Gollakota [REDACTED]  
**Subject:** Fwd: Hollenbeck bike lane study- comments to consider in support of ADA

**WARNING** - This email came from an **EXTERNAL** source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Greeta had asked our ADA committee to participate today.

I'm an advocate for ADA in our community and am happy to see this project happening in our Sunnyvale community; my notes are below,

Carrie

Sent from my iPhone

On Thu, Oct 16, 2025 at 1:04 PM CJ WagnerHarrington [REDACTED] > wrote:

Hi Greeta,

I just looked at this proposal and then I took a look at the city laws around people like me with disabilities that use walking devices or wheelchairs when we travel around our community.

The only comment I would have is that once the street parking is removed- how will the city make sure people who live in and around the area don't park their vehicles on the sidewalk that will block the path of a wheelchair or walker?

I am thinking that people will cram as many cars into their space, not having access to the street and blocking sidewalks in some cases - maybe for 30 minutes etc, briefly but when blocked the disabled individuals will need to move into the bike lane to get around... how do we make it safe as disabled individuals are very slow and need clear space to move safely... bikes are faster as they wiz by...also what type of signage will be displayed in these areas so it is always able to be seen/heard by our ADA community?

Understanding how we fit in when we can is essential for people like me that don't always get to fit into community programs or events.

I hope this helps and I have another commitment tonight so I won't be able to attend.

Thank you Greeta for everything you do to help our ADA community,

Carrie

Sent from my iPhone

On Oct 16, 2025, at 10:00 AM, Geeta Gollakota [REDACTED] > wrote:

Hello Fellow ACA members,

Tonight, there is an important item in front of BPAC, of which I am a commissioner as well. But I am here writing to you as an ACA member.

The Hollenback Bike lane study is an agenda item 2(<https://sunnyvaleca.legistar.com/LegislationDetail.aspx?ID=7700759&GUID=35C3A989-820F-431C-8B85-18E2D0717FAE>) and I would urge you all to take a look into the agenda item, and to please chime in, either in-person-which could be more effective, or via zoom.

I would like the commission to have the perspective of the members of this committee on this item.

---

**From:** cynthia l [REDACTED]  
**Sent:** Wedne [REDACTED]:25 PM  
**To:** BPAC A [REDACTED]  
**Subject:** Support buffered bike lanes and removal of parking on Hollenbeck

**WARNING** - This email came from an **EXTERNAL** source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Dear Members of BPAC,

My name is Cynthia Li. I am a Sophomore at Homestead High School, and the Sunnyvale Action Team Co-lead for Silicon Valley Youth Climate Action. I urge you to **SUPPORT Alternative 1** to add *buffered bike lanes and the removal of street parking*.

The street belongs to everyone, and it should benefit the community who rely on it for safe transportation. I *love* biking around Sunnyvale, and I think it is one of the cleanest, healthiest, and most efficient ways to see our vibrant community. However, the current bike lanes in our city very clearly deprioritize my safety, and is the biggest roadblock to me and many others to bike as a form of transportation.

As a student at Homestead High School, a lot of my friends have no choice but to use Hollenbeck to get to school every morning. With that, the general consensus about biking there is dangerous and terrifying.

The reason I say my friends and not me who bike to school, is because my dad forbids me to bike on unbuffered bike lanes. This is because when I was a kid, my dad got into a **violent bike-car crash** which resulted in his entire knee being demolished in a bloody mess. For the next 3 months, my dad had to shower with a plastic wrap and tape contraption covering his knee, and he never forgot how painful the experience was.



I am asking you to please **SUPPORT Alternative 1** and **REJECT Alternative 2**. Alternative 2 is dangerous, the lack of buffers and the narrow bike lanes increase collisions between cars and people on bikes. Opening doors of parked cars will cause collisions with cyclists, known to kill and severely injure cyclists. (just like my dad). Parked cars also block visibility of all road users, falling short of safety guidelines issued by Caltrans and NACTO. Despite having Alternative 2 style bike lanes (narrow, unbuffered, in door zone), Mary and Sunnyvale-Saratoga have had many crashes over the last 10 years: 25 on Mary and 23 on Sunnyvale-Saratoga. Proving that we need **BUFFERED bike lanes** to protect our bikers from injury and death.

**Kids like me deserve the freedom to bike around safely.**

Buffers separating bike lanes from cars are *essential* for safety as they provide a margin for human error for both drivers and cyclists.

This buffer means the *difference between life or death* for my family, friends, and I. So please **SUPPORT Alternative 1**, and make the decision to protect the safety of your community.

Thank you for your time,  
Cynthia Li

---

**From:** Danny Cho [REDACTED]  
**Sent:** Monday, [REDACTED] 11/1/2016  
**To:** BPAC AP [REDACTED]  
**Subject:** Support for Alternative 1 – Hollenbeck Bike Lanes

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear BPAC Members,

I'm writing on my own behalf, and not in my capacity as an FUHSD trustee.

I support Alternative 1: buffered bike lanes with removal of parking on Hollenbeck.

As both a trustee and someone who has biked this corridor, I've seen how critical safety improvements are—especially for students who rely on biking as transportation.

Alternative 1 is the only option that meets modern safety standards. Buffers give drivers and cyclists a margin for error and are especially important for children. Removing parking makes room for those buffers and restores visibility at intersections and driveways.

Alternative 2 is unsafe. Narrow, unbuffered, door-zone bike lanes put cyclists directly in harm's way. Streets with similar designs—Mary Ave and Sunnyvale–Saratoga—have seen 25 and 23 crashes in the past decade (SWITRS). We should not repeat this design.

There are no safe or practical detours. Other routes are over a mile out of the way and already have high crash rates.

Buffered lanes mean safer travel for students, families, and all road users. I urge you to recommend Alternative 1 to Council.

Thank you for your work and consideration.

Warmly,

[REDACTED]  
[fuhsd.org](http://fuhsd.org)

---

**From:** Haidang Li [REDACTED]  
**Sent:** Sunday, 10/1/2017 3:35 PM  
**To:** BPAC AP [REDACTED]  
**Subject:** Hollenbeck bike lanes

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Hello BPAC,

Please adopt alternative 1: buffered bike lanes and removal of street parking on both sides of Hollenbeck.

I live near the Sunnyvale library. I drive down Hollenbeck every weekday morning. I would love to bike instead. But Hollenbeck has a lot of car traffic in the mornings. I see cyclists using Hollenbeck everyday, and I get stressed for them weaving around parked cars and being so close to so much car traffic. Someone even has a large RV permanently parked on the street. Please help to make it safer for bicycles by adding buffered bike lanes and removing parked vehicles.

Haidang Lin

---

**From:** Idit Kos [REDACTED]  
**Sent:** Tuesday, [REDACTED] M  
**To:** BPAC AP [REDACTED]  
**Subject:** Support for Alternative 1 on Hollenbeck Avenue – Buffered Bike Lanes

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear Bicycle Pedestrian Advisory Commission,

I am writing to express my strong support for **Alternative 1**, which proposes buffered bike lanes and the removal of street parking on Hollenbeck Avenue. I unfortunately can't attend the meeting on Oct 16, but wanted to express my opinion by email.

As a parent of two young children (ages 6 and 9) living in the Cherry Chase neighborhood, I would love to be able to bike with my kids to the library and downtown. Unfortunately, our one attempt to bike there ended with the decision not to try again — the section of Hollenbeck near El Camino feels far too dangerous, even for me as an experienced rider.

Hollenbeck is the most direct and practical route for accessing key destinations in Sunnyvale. Right now, however, we're avoiding biking entirely because it simply doesn't feel safe for families.

I appreciate your consideration of Alternative 1. I believe the other alternatives will not provide enough safety for young kids riding on Hollenbeck. We truly hope to see safer infrastructure that will allow us—and many other families—to bike more and drive less while enjoying everything Sunnyvale has to offer.

Sincerely,

Idit Kosti  
[REDACTED]

---

**From:** Jay Zimmerma [REDACTED]  
**Sent:** Saturda [REDACTED] AM  
**To:** BPAC AP [REDACTED]  
**Subject:** Approve Alternative 1 for Hollenbeck Bike Lane

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Please approve-recommend the dedicated bike line under option 1 because:

- A. Improve safety for people & pedestrians.
- B. Reduces traffic congestion.
- C. Promotes non-car bike ridership.

I ride Hollenbeck from my home on Ticonderoga to downtown/Trader Joes, on average every week. I will attend the BPAC hearing on 10/16.

Regards,

[REDACTED]

[Sent from Yahoo Mail for iPad](#)

---

**From:** Jonathan Blum [REDACTED]  
**Sent:** Tuesday, [REDACTED] M  
**To:** BPAC AP [REDACTED]  
**Subject:** Hollenbeck bike lanes

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear BPAC Commissioners,

I am writing regarding the Hollenbeck bike lanes project. We have already met to discuss this, and Sunnyvale Safe Streets will be presenting on Thursday evening. However, there is one issue which we probably will not have time to address, and I would like to present a few facts.

The staff report contains a map showing parking utilization rates in the project area. There are several problems with that analysis that I would like to bring to your attention. Specifically, I want to explain why the staff report shows much higher parking utilization than the numbers I showed you, even though I used the same data set they used. I stand by my analysis, and suggest that the report creates an incorrect impression.

First, they used percent occupancy as their metric. This number is not very informative, as what really matters to someone seeking a parking space is the number of spaces available, not the % of spaces occupied. That is why my analysis focused on the absolute number of spaces.

Second, the numbers they present are the maximum numbers for each block. They made 59-69 measurements at each location, and the number presented is the highest one. The averages I calculated from their data are much lower, and generally speaking, parking policy should not be based on the very highest numbers, which are often transient. For example, the block in front of Challenger School and the adjacent side street (Torrington) are both shown as having very high occupancy, but these occur at different times. That is why I performed an analysis stratified by time. Using maxima creates an incorrect impression of much more parking congestion than actually exists.

The maxima were summed to produce a "maximum average" parking rate that is 2-3 times the average parking rate. Summing maxima to create an average is not mathematically valid, and again creates an impression of much more parking utilization that is actually present.

Third, the analysis of off-street (driveway) parking is based on an assumption of two spaces per driveway. The report acknowledges that this assumption is incorrect, and notes that it resulted in driveways with 3 cars in them being scored as >100%

utilization, which is incorrect. The average number of spaces is about 3, so driveway parking utilization is overstated by about 33%.

Please forgive me for the rather technical nature of this discussion, but it is very relevant to the parking impact of the project. Feel free to let me know if you have any questions.

Jon Blum

---

**From:** Katherine Par [REDACTED] >  
**Sent:** Monda [REDACTED] AM  
**To:** BPAC A [REDACTED]  
**Subject:** Hollenbeck Bike Lanes Alternative 1 - Support

**WARNING** - This email came from an **EXTERNAL** source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Dear members of BPAC,

My name is Katherine Park, a senior at Fremont High and a member of the SVYCA Sunnyvale team, and I am writing in strong support of Alternative 1 of adding buffered lanes on Hollenbeck.

While meeting friends at Serra Park during my Freshman year, I witnessed an accident where a biker was hit by a car and rushed into an ambulance on Hollenbeck due to the unsafe conditions for bikers.

Because of accidents like these, I, along with most middle schoolers, always avoided Hollenbeck while biking to Cupertino Middle School by cutting through Serra Park. That way, we didn't have to worry about being hit by cars.

However, for many, Hollenbeck may be unavoidable, leaving many to not bike at all. With transportation being the largest emitter of GHG in our city, increasing our bikeability is a must to promote greener alternatives to cars.

Thus, I strongly support adding buffered bike lanes on Hollenbeck. Thank you for your leadership on this matter.

Best,  
Katherine Park



---

**From:** Kevin Wang [kjw@leftsock.com](mailto:kjw@leftsock.com)  
**Sent:** Friday, November 21, 2025 1:07 PM  
**To:** Council AnswerPoint [council@sunnyvale.ca.gov](mailto:council@sunnyvale.ca.gov)  
**Subject:** Hollenbeck: Option 1: Buffered bike lanes

I support Hollenbeck: Option 1: Buffered bike lanes

I bike through sunnyvale 5 days a week to my job right on the border of mountain view and sunnyvale. Cycling is risky at best, and I'm forced to take long detours to avoid cars.

Safety should be prioritized over convenience.

- Kevin

---

**From:** manish [REDACTED]  
**Sent:** Saturd [REDACTED] PM  
**To:** BPAC A [REDACTED]  
**Subject:** Support buffered bike lanes and removal of parking on

**WARNING** - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.

My name is Manish Mittal. I live close to Hollenbeck ave and use it to travel bike to and from work.

It is not easy on hollenbeck ave due to lack of bike lane and space for bicycles. I am constantly weaving in and out of car's ways and keep from hitting parked cars. Cars sometimes get impatient and honk and pass dangerously close to my bike. Specially dangerous in dark hours

I would like to express my support for Alternative 1, which is buffered bike lanes and the removal of parking.

thanks a lot  
Manish Mittal

Service Request details:

Service Request Number: SR-00121113

Submitted On: 11/19/2025 9:58 AM

Request Type: Contact Us Request

Description: Hello

Hollenbeck Bike Lanes I support Alternative 3 with the upgrades

From my house near Fremont and Mary I used to ride my bike to and from work at 505 W. Olive. My husband worked in the same office center and he also road his bike to work.

We only used the neighborhood streets until we came to Danforth and Hollenbeck where we crossed the street. We never used Hollenbeck

If I lived on Hollenbeck, I would not like 'No Parking" in front of my house--my friends would either have to find a side street, then walk 2-4 minutes, the study says.

In some cases 6-7 minutes.

What about delivery trucks, gardeners, handymen? Park across the street and dodge cars to cross Hollenbeck?

Question: Does "No Parking" in front of my house decrease the homes value?

Homestead High students use Mary in big groups. That is a safer more practica alternative.

Initial Response Complete: No

Name: Margaret Lawson

Email: [yogapearl@comcast.net](mailto:yogapearl@comcast.net)

Phone: [REDACTED]

---

**From:** Matthew Crowley <[REDACTED]>  
**Sent:** Saturday, November 15, 2025 10:06 AM  
**To:** Council AnswerPoint [REDACTED]  
**Cc:** Annika Matta [REDACTED]  
**Subject:** Hollenbeck redesign

Dear City Council Members,

I'm writing to express strong support for Option 1 for the Hollenbeck redesign. The buffered bike lanes—and the removal of on-street parking that makes room for them—are the only configuration that would make the street feel genuinely safe and usable for people on bikes.

Hollenbeck is part of my regular travel pattern. I use it to reach the library, schools, and nearby parks, and I would rely on it even more if the street felt safer. At the moment, I often avoid biking there because the conditions are stressful, and I don't feel comfortable bringing my children with me. Wide, buffered lanes would completely change that. With real separation from moving traffic, I would bike these trips far more frequently and would feel comfortable letting my kids bike as well.

I do not support the narrower bike-lane alternatives. Streets in the area that use similar layouts see frequent crashes—Mary Avenue and Sunnyvale–Saratoga Road are examples—which

makes it clear that this design does not offer enough protection. Riding in lanes that narrow is uncomfortable and unpredictable, especially when pavement seams sit exactly where a bicycle tire needs to run. Passing cars feel extremely close, and with the prevalence of distracted driving, that proximity is unnerving.

Allowing parked cars along the street also creates visibility issues. When cars are lined up along the edge, it becomes difficult for people walking or biking to see approaching traffic without edging dangerously far into the roadway.

Option 1 is the only design that meaningfully improves safety and comfort for everyone, including children. A properly buffered lane would make Hollenbeck a route I could use daily and would reduce my need to rely on driving for short local trips.

Thank you for considering this request and for prioritizing a safer Hollenbeck.

Matthew and Annika Crowley



---

**From:** Michael Kwa [REDACTED]  
**Sent:** Thursd [REDACTED] PM  
**To:** BPAC A [REDACTED]  
**Subject:** Support Option 1 for Hollenbeck bike lanes (agenda item #2)

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear BPAC:

I strongly support Option 1 (buffered bike lanes with the removal of all parking) for Hollenbeck. It is the only option that is safe for children, who need to bike to school, the library, and parks. Option 2 is unsafe for children who aren't able to make quick life and death decisions.

I am a father of 2 daughters and we live close to Hollenbeck. Our only way to bike to the library, Caltrain, and downtown is to ride on Hollenbeck. When my children were young, we had to bike on the sidewalk if we wanted to stay safe. Even if Option 2 were available back then, I would not have let my children bike in the bike lanes; we would've still biked on the sidewalk. It's just too dangerous with cars going by and drivers often distracted on their phone. Some driver could easily side swipe us. Some driver could easily open a car door into my daughters' faces and push them into the road and another car could run them over. Those are all valid concerns for any parent.

I understand there are parallel routes like Mary, but if we had to go out of our way to bike on Mary, we would simply not have gone to City Center. Getting in a car and driving to local destinations is not something we want to do.

If the City installs Option 1, then I would let my children, who are older now, ride on Hollenbeck. I feel that the buffer and wider bike lanes make Option 1 viable. Ideally, I'd like to see protected bike lanes on Hollenbeck, but I understand that's not up for consideration at this time. In the meantime, I strongly support Option 1 as a very good intermediate step.

Thank you for your consideration.

Michael Kwan  
Sunnyvale resident who lives close to Hollenbeck  
Father of 2 daughters

---

**From:** Michael Lohman [mslohman66@gmail.com](mailto:mslohman66@gmail.com)  
**Sent:** Friday, October 31, 2025 5:31 PM  
**To:** Council AnswerPoint [council@sunnyvale.ca.gov](mailto:council@sunnyvale.ca.gov)  
**Subject:** buffered bike lanes on Hollenbeck

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear Council,

Please install the proposed bike lanes on Hollenbeck. Many students bike along Hollenbeck, as well as commuters riding scooters. During rush hour I worry about someone getting hurt.

Please keep in mind that many inexperienced drivers (Junior and Seniors) are driving cars down this road, while other students are biking. Its an accident waiting to happen.

Michael Lohman

[REDACTED]  
Sunnyvale

---

**From:** Mike Serron [REDACTED]  
**Sent:** Wedne [REDACTED] 09 PM  
**To:** BPAC AP [REDACTED]  
**Cc:** Council AnswerPoin [REDACTED]  
**Subject:** Hollenbeck bike lanes

**WARNING** - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.

TO: Sunnyvale Bicycle and Pedestrian Commission  
CC: Mayor Klein, Vice-Mayor Sell and City Council Members  
RE: Hollenbeck Bike Lanes  
FROM: Mike Serrone (on my own behalf)

Some comments related to the ongoing Hollenbeck Bike Lane Study Issue:

1. Instead of struggling with the difficult tradeoffs associated with adding bike lanes on a narrow, very busy street, BPAC, City Staff and Council should consider an alternative bike route that parallels Hollenbeck from Fremont Ave. to El Camino Real. As shown below, the route follows Bike Path 352 along Vanderbilt Drive, just North of Fremont Avenue, to Sesame Drive, right on Torrington/Spinosa, crossing W. Remington Drive. Then go around or through Las Palmas Park to Danforth Drive, which intersects Hollenbeck at an intersection with crossing guards for Cumberland School during school hours. Bike Path 352 also connects to shopping on El Camino and downtown.

I frequently walk this route. It is a very pleasant walk with relatively little traffic and would add minimal travel time on a bike. This would avoid many of the expensive infrastructure changes on Hollenbeck. If safety is our main concern, this is clearly a safer route. The only changes I recommend would be adding signage for navigation and upgrading the HAWK signal crossing Remington (now in progress).





2. Public comments at previous meetings did not give appropriate consideration to people with limited mobility, although Councilmembers did acknowledge this as an issue. About 12% of the population has limited mobility. Many others may experience limited mobility after an injury or joint-replacement surgery. The 6 or 7 minute walk time from side-street parking to a home on Hollenbeck assumes an able-bodied person not carrying groceries or anything heavy.
3. “Visitability” is a design method that incorporates simple basic accessibility features into housing so that nondisabled people can accommodate friends and relatives, who need basic accessibility, visiting their homes. Eliminating all parking along this stretch of Hollenbeck will make it impossible for some individuals to visit these homes.
4. How are delivery vans handled? Do they just block the bike lanes?
5. The most optimistic numbers I can find for people commuting to school and work on bikes is less than 5%. Many of the people giving public comments may find themselves with mobility issues sooner than they think.

Please consider other alternatives that may be safer for everyone.

Respectfully,  
Mike Serrone

---

**From:** Paul Besse [REDACTED] >  
**Sent:** Tuesd [REDACTED] PM  
**To:** BPAC A [REDACTED] uncil AnswerPoi [REDACTED] [REDACTED] Larryklei [REDACTED]  
**Cc:** Dane Besse [REDACTED] Kathryn Besse [REDACTED]  
**Subject:** My input on the Hollenbeck Bike Lane study

**WARNING** - This email came from an **EXTERNAL** source. Confirm the sender and its contents are safe before responding, opening attachment or links.

14 October 2025

Dear Honorable City of Sunnyvale BPAC Commissioners and City Council Members,

This letter concerns the Hollenbeck Bike Lane study. Unfortunately, I cannot attend the BPAC meeting this week in person, due to business travel, so I am offering my input by email.

Hollenbeck is the primary route my family and I take to get to the train station, library, city meetings and Sunnyvale downtown. We prefer it over Mary Ave and Sunnyvale-Saratoga Rd, due to high vehicle speeds on those roads. I also take it the other direction, to Hollenbeck and Homestead for dining and shopping, and as a gateway to Cupertino and San Jose. I wish I could show you a Strava heatmap so you can appreciate how often I ride this road. It is a critical part of my bike life.

In order to improve bicycle and Pedestrian safety along this critical route, I strongly urge the Sunnyvale BPAC and City Council to adopt Alternative 1: buffered bike lanes and removal of on-street parking on both sides of Hollenbeck Avenue.

I support Alternative 1 because it will:

- A. Make Hollenbeck safe for cycling. Dedicated buffered bike lanes will allow children and adults to safely and comfortably bike on Hollenbeck. The buffers provide much-needed separation from cars. Removing on-street parking will eliminate the risk of parked car doors crashing into passing cyclists. No parked cars also allow clear sight lines for all road users to see each other.
- B. Improve safety for drivers on Hollenbeck. Alternative 1 will improve safety for drivers. Without parked cars blocking their view, Hollenbeck residents will have clear sight lines of approaching traffic, allowing them to back out of their driveway safely, and all drivers will have clear sight lines of cross traffic at intersections. Currently, cyclists are forced to ride in the middle of the travel lane, slowing down cars to 10 mph, and often drivers swerve around cyclists into oncoming traffic to pass. A dedicated bike lane eliminates the need for risky driver behavior and improves traffic flow.
- C. Complete a critical link in Sunnyvale's bicycle network. Hollenbeck is an essential north-south corridor, connecting to 8 schools, 3 parks, 4 churches, City Hall, the library and commercial centers. With buffered bike lanes, Hollenbeck would become the safest north-south bicycle corridor in south Sunnyvale.
- D. Sustain future population growth. Building bike lanes on Hollenbeck Avenue will support Sunnyvale's future growth by providing a sustainable alternative to driving. With increasing population and two village centers planned nearby, bike lanes can help reduce traffic congestion and make Hollenbeck peaceful as more people choose to bike instead of drive.
- E. Support City goals. Hollenbeck bike lanes will help my City achieve our climate, safety, and active transportation goals, all while supporting existing City policies.

Please adopt Alternative 1 and reject Alternative 2 (unbuffered bike lanes next to parking). Alternative 2 has a dangerous door zone next to a parking lane and does not provide a buffer between the bike lane and the car lane or between the bike lane and the parking lane. Without buffers, the possibility of cars crashing into cyclists is significantly elevated.

I respectfully request my City representatives to


1. Approve the full implementation of Alternative 1: buffered bike lanes and removal of parking on both sides of Hollenbeck Avenue.

2. Reject Alternative 2: unbuffered bike lanes next to parking.
3. Extend bike lane demarcation up to and through all intersections.

With these actions, Hollenbeck Avenue will become safe for bicycling. I appreciate your consideration and thank you for your service to our City.

Sincerely yours,

Paul

 Sunnyvale, California  
Sunnyvale resident for 31 yrs

---

**From:** Peri Plantenber [REDACTED] >  
**Sent:** Monday, [REDACTED] M  
**To:** BPAC A [REDACTED]  
**Subject:** Hollenbeck Bike Lanes: Alternative 1

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear BPAC Members,

My name is Peri Plantenberg, I'm a student at UC Berkeley and I grew up in Sunnyvale. I'm an advisor of the Sunnyvale Team of Silicon Valley Youth Climate Action.

I support Alternative 1, adding buffered bike lanes on Hollenbeck.

Students use Hollenbeck to go to school and return home, and need a street where they can feel and be safe.

One key point I want to make is that emergency vehicles will still be able to travel through, because cars in front of them can check to their right to make sure there are no bicycles, then temporarily go into the bike lane to let the emergency vehicle pass.

Also, I want to emphasize that there will still be two lanes of traffic.

Thank you so much for your time!

Best,  
Peri Plantenberg  
Advisor, Sunnyvale Team of SVYCA

---

**From:** Sara Mohsi [REDACTED]  
**Sent:** Tuesday, [REDACTED]  
**To:** BPAC AP [REDACTED]  
**Cc:** info@sunnyvalesarestreets.org [REDACTED]  
**Subject:** Support buffered bike lanes and removal of parking on Hollenbeck

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

- Hi, my name is Sara Mohsin and I am a student at Homestead High School, and live very close to Hollenbeck Avenue. I support Alternative 1, which is buffered bike lanes and the removal of parking. I use Hollenbeck bike lanes to go to the library, go to cafes, visit friends, and even commute to school. Hollenbeck is crammed, with dangerous traffic and not enough attention towards bikers. I feel unsafe every time I ride my bike on Hollenbeck, and would feel more safe if they had protected bike lanes.
- Reject Alternative 2 because it is dangerous. The lack of buffers and the narrow bike lanes increase collisions between cars and people on bikes. Opening doors of parked cars will cause collisions with cyclists, which is known to kill cyclists and cause them severe injuries. Parked cars also block visibility of all road users. Alternative 2 falls far short of safety guidelines issued by Caltrans and NACTO. Despite having Alternative 2 style bike lanes (unbuffered, in door zone), Mary and Sunnyvale-Saratoga have had many crashes over the last 10 years: 25 on Mary and 23 on Sunnyvale-Saratoga.
- 
- Hollenbeck is an essential north-south corridor. It connects to 8 schools, 2 parks, 4 churches, City Hall, the library, and shops. Children should be able to bike to these destinations safely.
- Buffers separating bike lanes from cars are essential for safety. They provide a margin for human error for both drivers and cyclists. This buffer is especially important for children and the elderly.
- Removal of street parking is essential for safety. It makes space for buffers to be installed. It also improves visibility for all road users because there would be no parked cars to block the line of sight. Pedestrians would be able to cross the street more safely.

- There are no safe alternate routes for bicyclists. Mary Ave and Sunnyvale-Saratoga Rd are each 1 mile out of the way so are impractical. They are unsafe, as the above crash statistics show.

**I really hope you consider Alternative 1, for the safety of children, adults, and high school students like me. The city's job is to create a safer environment for all and take care of its citizens, so I hope you choose Alternative 1 in order to do so.**

Thank you,  
Sara Mohsin

---

**From:** Sharlene Liu [REDACTED]  
**Sent:** Wednesday, November 14, 2018  
**To:** Council Answer [REDACTED]  
**Cc:** Ari Feinsmith [REDACTED]  
**Subject:** Hollenbeck solution: Option 1 trial and protected bike lanes

Dear Council:

Following our presentation at this week's Council meeting, we're emailing you our compromise solution for Hollenbeck so that you have it in writing. We hope you will carefully consider this solution and follow up with the City Manager for implementation logistics.

### **Background**

Sunnyvale Safe Streets strongly supports Option 1 with buffered bike lanes and the complete removal of on-street parking because it is the only safe solution for our children. However, some residents are concerned about Option 1 because of 2 main reasons: the removal of on-street parking and the speeding of cars. We presented two proposals to address these concerns.

### **Addressing concern about parking removal**



To address the first concern about parking removal, we proposed that Option 1 be implemented on a **6-month trial basis**. The trial will allow time for everyone, including Hollenbeck residents, to try out Option 1. The trial will make the unknown known, without yet committing to change.

During the trial, staff would record bike ridership on Hollenbeck, side street parking utilization, and vehicle speeds. At the end of the trial, City Council would reconvene to evaluate the results and decide whether to make Option 1 permanent, or replace it with a different design. Funding could be allocated upfront for the possible removal of Option 1. If Council decides to remove Option 1, then Option 2A, Option 2B, Option 3, or a combination would be chosen instead.

We are confident that Option 1 on Hollenbeck will work well for everyone. But, we are genuine that, if there is any serious problem that arises due to Option 1 bike lanes, we will accept the removal of the bike lanes.

Doing Option 1 as a trial makes a lot of sense. In fact, several years ago, the Sunnyvale City Council did a very similar trial on Maude Avenue. The City replaced on-street parking with bike lanes in 2020 as part of a 6-month trial. After seeing the data, they were confident in making the bike lanes permanent in 2021.

The design Council chooses for Hollenbeck will stay for decades. But on December 2nd, you are being asked to make a decision on a project where there are still a lot of unknowns. How many more people will bike with Option 1? How well would residents on Hollenbeck adapt to the removal of street parking? Will car speeds increase? We can answer all of these questions with data collected by the trial run. That way, you can make an informed decision for this important street.

### **Addressing concern about cars speeding**

The other concern about Option 1 is that car speeds may increase due to the removal of parking. On the other hand, car speeds may decrease instead due to the narrowing of car lanes with Option 1. Whether Option 1 increases speeds or not, the fact is parked cars are not a good traffic calming device. They are not reliably present, they are not effectively placed when they are present, and they create blind spots for all road users. There are more effective methods for reducing car speeds that don't have these downsides.

We have a solution that addresses the concern of cars speeding and makes the street safe for biking. We propose installing Option 1, and have the city actively monitor vehicle speeds. If the new 85th percentile speed is greater than its pre-build speed, it would trigger the city to automatically install delineators in the buffer, which will slow car speeds. Note that delineators can be installed wherever cars are currently allowed to park without impeding driveway access, which means they could be placed along almost the entire corridor. Equally significant, these delineated bike lanes would become safer, as they would become Class 4 protected bike lanes. As such, they will satisfy the NACTO All Ages & Abilities Guidance and the Caltrans Complete Streets Guidance. These guidances certify that the vast majority of people will be safe and feel comfortable biking in these bike lanes, and thus our bike ridership will increase. This is a win-win-win situation: we address the concern of speeding cars, we increase the safety and comfort for cyclists, and we make progress toward our city's climate action and active transportation goals.

Cities work best when they are flexible, adaptable, and responsive to real world data. With the 6-month trial and the possibility of installing Class 4 bike lanes, we are confident that the vast majority of residents will be happy. This presentation is meant to be a conversation starter. We hope you discuss these options with City Staff, and we look forward to meeting with you individually to discuss them with you further.

Thank you. Sincerely,

Sharlene Liu  
Ari Feinsmith

For Sunnyvale Safe Streets

---

**From:** Sharlene Li [REDACTED]  
**Sent:** Wedne [REDACTED] 7:50 PM  
**To:** BPAC AP [REDACTED]; SustainabilityCommission AP [REDACTED]  
**Subject:** Input for 10/23 joint meeting: track VMT and bike ridership, support Hollenbeck Option 1

**WARNING** - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Dear BPAC and Sustainability Commission,

I am providing input for today's joint BPAC-Sustainability Commission Meeting. My hope is that my input will help inform your discussion.

I am particularly concerned about Strategy 3: Decarbonizing Transportation. From staff's presentation, I see that we are not making any progress with transportation emissions; in fact, we are regressing. Transportation emissions have not gone down over the years, and in fact, have gone up by 17%, from ~375 MTCO<sub>2</sub>e in 2008 to ~425 MTCO<sub>2</sub>e in 2024. This is the case despite the fact that we have had an increase in e-vehicle adoption. It appears that, not only has VMT increased, but VMT emissions overpower any reduction from e-vehicle adoption.

E-vehicles alone cannot decarbonize transportation. In fact, after a certain point, e-vehicles will work against sustainable transportation. By encouraging e-vehicles, you are making it harder for people to switch to cycling. Roads become increasingly unsafe for cyclists with an increasing number of cars on the road. Roads increasingly accommodate car transportation at the expense of bike transportation, causing bike lanes to be increasingly difficult to install. E-vehicles can't be the solution for everybody due to their high cost of purchase, maintenance, and storage. We need to make the roads safe for bicycling so that *everybody* can switch to sustainable transportation. There are many more benefits to biking beyond CO2 reduction: human physical + mental health, friendlier community, reduced noise pollution, and improved quality of life.

I have 4 recommendations for Move 3.1 (reducing VMT/person):

- (1). We need to track VMT/person every year. VMT/person was not presented in the slides, so I'm assuming it has not been tracked. Without tracking, we can't say what effect the active transportation infrastructure has.
- (2). Similarly, please report Play 3.1 (VMT/person) and Play 3.2 (adoption of e-vehicles) separately. Do not combine them like was done in today's presentation. We need to isolate the VMT/person metric in order to see how we're really doing and what we need to do differently.
- (3). We also need to track bike ridership. Bike ridership is a direct measure of how well our bike infrastructure is working and how much more we have to construct. Technological advances have made tracking bike ridership feasible and low cost.
- (4). Speak at the Council meeting on Dec 2, when Council will be making a final decision on Hollenbeck bike lanes. To reduce transportation emissions, we need to support buffered bike lanes and the removal of ALL parking on Hollenbeck Ave (Option 1). Hollenbeck is a major north-south corridor and would become the safest bike corridor traversing south Sunnyvale if Option 1 is approved. Option 1 is a necessary step to increasing bike ridership. Reject Option 2; it is unsafe and will not increase bike ridership, therefore won't reduce VMT. See the [Sunnyvale Safe Streets Hollenbeck page](#) and the [City's transportation project page](#) (click on "Hollenbeck Bike Lane Study") for additional info.

I hope you will take action.

Sincerely,  
Sharlene Liu  
Chair, [Sunnyvale Safe Streets](#)

---

**From:** Tammy Quall [REDACTED]  
**Sent:** Friday, [REDACTED]  
**To:** BPAC A [REDACTED]  
**Subject:** Hollenbeck Bike Lanes

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Hi- I strongly urge BPAC to select Hollenbeck Bike Lanes Alt. 1 Buffered bike lanes with the removal of street parking. Alternative 2 does not protect bikes. I have one student at Homestead High School and a younger child who will also attend next year. I am really concerned with their safety when biking to school, especially because the other alternative--Mary Ave--is NOT safe at all.

Thank you,

[REDACTED]

--

[REDACTED]

---

**From:** Thomas Mattappallil [tmattappallil@yahoo.com](mailto:tmattappallil@yahoo.com)  
**Sent:** Thursday, November 6, 2025 5:44 PM  
**To:** Council AnswerPoint [council@sunnyvale.ca.gov](mailto:council@sunnyvale.ca.gov)  
**Subject:** Hollenbeck Ave Bike lane proposal

Dear Officers of Sunnyvale City Council,

My name is Thomas Mattappallil. We live on Hollenbeck , address is 866 Hollenbeck Av, Sunnyvale.  
We wanted to send a note to this council that we oppose having bike lane along Hollenbeck and further limiting our parking options.

I would also propose to consider these due to several accidents that have recently occurred on Hollenbeck and the rash driving -

- 1) adding traffic light at intersection of Hollenbeck and Harvard ave
- 2) Additional speed checks , speed enforcing cameras and ticketing along Hollenbeck.

Thank you for listening to the residents perspective.

Thomas.

-----Original Message-----

From: Tristan Lawrence <tristanlawrence@gmail.com>  
Sent: Sunday, November 16, 2025 2:29 PM  
To: Council AnswerPoint <council@sunnyvale.ca.gov>  
Subject: Choose buffered bike lanes (Option 1) on Hollenbeck

I have two children who bicycle every day from our house to Cumberland school. They are forced to go through a hazardous intersection (at Remington and Spinoso) due solely to the on-street parking on Hollenbeck, which creates an extremely dangerous situation for bicyclists. There tend to be relatively few cars parked on the street on Hollenbeck, but each one forces bicyclists to move left into automobile traffic. As an experienced cyclist I find this maneuver stressful and it is particularly perilous for younger riders, who have trouble maintaining situational awareness, gauging speeds, planning ahead, can make mistakes under pressure, and are prone to uncertain behavior that does not clearly set expectations with other road users.

I am not generally a big believer in buffered bike lanes but they seem appropriate in this situation to discourage higher speeds.

Alternatives such as chicanes or speed bumps would also work.

Tristan Lawrence



## FREMONT UNION HIGH SCHOOL DISTRICT

Cupertino High School | Fremont High School | Homestead High School | Lynbrook High School | Monta Vista High School | Adult School

June 10, 2025

SENT VIA EMAIL

Dear Honorable Members of Sunnyvale City Council,

RE: Buffered Bike Lanes on Hollenbeck Avenue

On behalf of the Fremont Union High School District (FUHSD) Board of Trustees, I would like to express our support for buffered bike lanes on Hollenbeck Avenue from Danforth Drive to Alberta Avenue to connect to existing bike lanes and for removing parking. There is sufficient parking in driveways, garages and nearby side streets. Convenience should not take precedence over saving lives.

Hollenbeck is a key north-south corridor in Sunnyvale and serves many important destinations such as the library, City Hall, downtown Sunnyvale and many schools and destinations in Cupertino. It is especially important for students attending Cumberland Elementary School as it is a primary corridor for them to get to school. Requiring kids riding bikes to merge into the travel lane with cars going 30-40 mph is too dangerous for those novices. Putting a dedicated buffered bike lane on both sides will significantly improve safety.

Buffered bike lanes on Hollenbeck will:

- significantly improve safety for all road users, especially school children
- reduce greenhouse gases (50% of local emissions are from transportation)
- reduce air pollution
- reduce the cost of road maintenance, since cars put much more wear and tear on roads than pedestrians and cyclists
- increase equity
- increase physical and mental health
- promote community with people meeting each other. People walking and biking often greet one another whereas those driving usually do not.

Sunnyvale needs a fully connected network of safe, green, complete streets across the entire city so residents and visitors can get to wherever they need to go without needing to drive a motor vehicle. Please support buffered bike lanes on Hollenbeck and the removal of street parking.

Sincerely,

Naomi Nakano-Matsumoto  
Board President





21370 Homestead Rd.  
Cupertino, CA 95014  
Phone: 408 522-2500  
Fax: 408 522-2518

[www.hhs.fuhssd.org](http://www.hhs.fuhssd.org)

**Denae Nurnberg**  
—Principal

# HOMESTEAD HIGH SCHOOL

October 10, 2025

Dear Sunnyvale City Council and Members of the Bicycle and Pedestrian Advisory Commission,

As the Dean of Students at Homestead High School, I am writing to express my strong support for **Alternative 1: Buffered Bike Lanes along Hollenbeck Avenue**, to be discussed at the upcoming public meetings on the Hollenbeck Bike Lane Study.

Hollenbeck Avenue is a key route for many of our students traveling to and from school, as well as to community destinations such as the Sunnyvale Public Library. Every day, students travel this corridor on foot, by bike, or by car. Unfortunately, the current conditions create unnecessary safety risks for student cyclists—particularly due to the lack of dedicated space and the proximity of moving vehicles and parked cars.

Our priority as educators and community partners is to ensure that students can travel safely to and from school. Buffered bike lanes would not only reduce the risk of injury but would also encourage more students to choose environmentally friendly and healthy transportation options. These design improvements would align with the City's broader goals of promoting active transportation and community safety.

In contrast, options that maintain unbuffered lanes or rely primarily on signage do not go far enough to address the existing hazards. Students, especially younger riders who are still developing their judgment and cycling skills, need clear, protected pathways to navigate safely and confidently.

I respectfully urge the Council and Commission to approve **Alternative 1: Buffered Bike Lanes** on Hollenbeck Avenue and to continue prioritizing student and community safety in all future transportation planning decisions.

Thank you for your consideration and for your ongoing partnership in creating safe routes for our students.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mel B', written in a cursive, flowing style.

**Melanie Biddle**  
Dean of Students, Homestead High School

**From:** [Jeff Perry](#)  
**To:** [Council AnswerPoint](#)  
**Subject:** Buffered bike lanes (Option 1) for Hollenbeck  
**Date:** Sunday, November 23, 2025 8:04:53 PM

---

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear Council members,

I am writing in favor of Option 1 - fully buffered bike lanes - for Hollenbeck road.

I take Hollenbeck to get from my home (near Fremont and Hollenbeck) to downtown for things like the Farmer's market, Caltrain, Target, Whole Foods, Murphy street dining. It's flat out scary at times. There is really no safe space to bike along this road between the real risk of being 'doored' by a parked car and the traffic. Some cars are very good about allowing at 3 feet before passing, but many (many) are not. I'd estimate about half the time I ride it, someone passes closer than that buffer. In fact, I try to avoid riding it by not making trips downtown during peak driving times in the morning and afternoon.

Thank you for your consideration of this option for how we can all safely share our city's infrastructure.

Best  
Jeff Perry

**From:** [Larry Moser](#)  
**To:** [Council AnswerPoint](#)  
**Subject:** I support option 1 for Hollenbeck bike lanes  
**Date:** Sunday, November 23, 2025 8:40:19 AM

---

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

I live a few blocks from Hollenbeck near Las Palmas Park. I use Hollenbeck and Stelling as a North South bike route because there are no freeway interchanges and the road continues all the way to Saratoga.

There is not enough room for biking, driving, and parking along Hollenbeck.

The most expensive change, according to city staff at a previous council meeting, is removing the pork chops at the Fremont Hollenbeck intersection. Leaving the pork chops in place seems OK to me, though I agree it is not ideal.

The most dangerous aspect of Hollenbeck is speeding and reckless driving. My worst experience on Hollenbeck is one speeding automobile illegally passing another probably speeding automobile coming head on in my lane while I was biking next to a parked car with nowhere to go.

I often walk across Hollenbeck at the Harvard pedestrian crossing. When tall vehicles are parked along the street, I cannot see or be seen by oncoming traffic until I'm in the street. I'd prefer that tall vehicles not park near crosswalks.

Thanks for your consideration.

Larry Moser

**From:** [manish](#)  
**To:** [Council AnswerPoint](#)  
**Subject:** Support for bile lane on Hollenbeck ave (option 1)  
**Date:** Sunday, November 23, 2025 6:47:27 AM

---

**WARNING** - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.

My name is Manish Mittal. I live close to Hollenbeck ave and use it to travel bike to and from work. It is not easy on hollenbeck ave due to lack of bike lane and space for bicycles. I am constantly weaving in and out of car's ways and keep from hitting parked cars. Cars sometimes get impatient and honk and pass dangerously close to my bike. Specially dangerous in dark hours .

I would like to express my support for Alternative 1, which is buffered bike lanes and the removal of parking.

thanks a lot  
Manish Mittal

**From:** [James Ford](#)  
**To:** [Council AnswerPoint](#)  
**Subject:** Choose buffered bike lanes (Option 1) on Hollenbeck  
**Date:** Saturday, November 22, 2025 6:46:17 PM

---

**WARNING** - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Dear Sunnyvale City Council,

I would love a safe option to bike with my family between the Sunnyvale Public Library and Washington Park and Homestead road.

While I recently moved to Mountain View and my kids have changed from West Valley Elementary School on Belleville Way to Covington Elementary School in Los Altos, we still often find ourselves visiting with friends and former neighbors in the Homestead High School area. Right now there are no good options to bike with kids towards the downtown area. Shared lanes and unbuffered bike lanes do not inspire confidence when so many drivers are distracted by electronics or so high up in their SUVs and lifted trucks they probably can't even see my 9 year old on her bike. Please don't be put off by the loud voices worried about parking that have so far prevented these needed infrastructure improvements.

Thank you for your consideration,

James Ford  
Mountain View 94040  
Formerly Sunnyvale 94087 and Cupertino 95014

**From:** [Jo Chuang](#)  
**To:** [Council AnswerPoint](#)  
**Subject:** Choose buffered bike lanes (Option 1) on Hollenbeck  
**Date:** Saturday, November 22, 2025 11:35:56 AM

---

**WARNING** - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.

To City Council:

I am writing in support of Option 1 on Hollenbeck. While I typically drive, a reason that I do not bike from my home on Alberta street is that nothing protects me from the cars. Alberta x Hollenbeck is also a weird intersection with its hanging left turn, and as a cyclist it's definitely not fun to go through that.

Option 2 is inadequate, and we shouldn't be reserving an additional row of parking if utilization really is that low (and I typically don't see many parked cars when I drive past Hollenbeck)

Option 1 provides me peace of mind even as a driver - we have many students and children in the area and we should protect their mobility options. I myself will also be more inclined to bike if we had the infrastructure in place.

Best,  
Jo Chuang

**From:** [Ionut Constandache](#)  
**To:** [Larry Klein](#); [Council AnswerPoint](#)  
**Subject:** Please Oppose Removal of Parking for Bike Lanes on Hollenbeck Avenue  
**Date:** Monday, November 24, 2025 9:48:58 AM

---

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear Mayor and Councilmembers,

I am writing to ask you **NOT to support removing parking on Hollenbeck Avenue** to install new bike lanes. This proposal creates significant access and equity concerns for the residents who live and rely on this street every day. Please support Option 3, preserve Hollenbeck as is.

My family has been living on Hollenbeck for 13 years, we never park on Hollenbeck, and we know well the reality of this street. We want to bring to your attention several aspects to consider in the decision you will be making soon.

### **1. Misunderstanding About Who Uses Street Parking**

There is a false assumption that the cars parked on Hollenbeck belong to residents using public spaces for free. In reality, **most daytime parking is short (10s of minutes to couple of hours) and from service providers** who support households on Hollenbeck:

- Gardeners, cleaners, tutors, plumbers, technicians, pest masters - mom and pop businesses.
- Contractors fixing properties, a recurring situation given the age of houses on Hollenbeck.
- Utility vehicles: Comcast, AT&T, PG&E, etc. They need access to properties' **backyards**, many times for fixes that impact the broader neighborhood (wires, power transformers, tree maintenance, safety inspections).
- USPS/UPS/Fedex, Amazon - any form of (at times heavy) package delivery.
- Grocery and food delivery drivers and rideshare services, needed especially for residents with mobility challenges.

Many of these providers drive large trucks or vans that **cannot fit into residential driveways** without blocking access. Eliminating curbside parking would make their work extremely difficult or impossible. Many of them carry heavy equipment. This will create delays, increase costs, and reduce access to essential services to residents and potential loss of business for providers.

Lastly, our children have disabilities and get mobility and orientation services at home. These

providers need an easy, close-by place to park. Their time is precious and expensive, easy access to our house is crucial for our children to get the help and develop the skills they need.

## **2. Real Impacts on Residents, Guests, and on Families with Disabilities**

If parking is removed, residents, services, guests, will all compete for the driveway space. In practice, this space is limited and it will accommodate only one car. Those parking in an unknown driveway will find it hard to leave space for another vehicle to squeeze in or leave room for cars to come out of the garage. It will create contention and drivers will end up circling the neighborhood searching for parking, creating more traffic, and safety risks as they divide their attention to find parking on the side streets. This further reduces quality of life - people will spend **10–15 minutes each time** parking and walking home or for service providers getting to the property.

**Families with disabilities are especially impacted.** The driveway can accommodate at most one ADA-compliant parking spot. Friends and community members who rely on accessible parking will have nowhere close to park and will simply stop visiting. **10-15 minutes-away parking** is simply not an option.

## **3. Lack of Inclusive Outreach**

Many neighbors were **not aware** of surveys or community meetings. We only got to know about these outreaches several months back. Important voices - including families with disabilities - have not been heard.

The **Cumberland Elementary School community** also relies heavily on parking on Hollenbeck for pickup and drop-offs. This is easy to check, parents' cars get parked along Hollenbeck, from Danforth to Harvard, during mornings and afternoons. Removing parking will worsen an already challenging situation, and parents do not support this change.

## **4. BPAC Is Not Representative of Residents**

BPAC's decision was not reflective of our community:

- The commission is not representative.
- In the BPAC meeting on this subject, city staff's own analysis was simply dismissed. Except 1 member, the BPAC committee was more preoccupied to scold residents for raising concerns and to preach biking benefits than to listen to the community concerns. Their vote for Option 1 was obviously predetermined before even engaging in discussions with both city staff or residents. Simply watching the meeting recording makes this abundantly obvious.



Hollenbeck residents need their elected officials – **you** – to prioritize the needs of Sunnyvale residents, not outside special-interest groups. Survey results show that **residents on and around Hollenbeck do not want parking removed**. Please hear their voices! This is the only true reflection of support, not an overly organized BPAC bike community that shows up at all public meetings. The real Sunnyvale community has responsibilities, work, children to take to activities, elders to care for and so on. We don't have the time or luxury to show up, organize, and spend hours in meetings. Please weigh your decision accordingly and do not take noise for signal!

Policy choices about eliminating parking or prioritizing bike lanes over other modes of transportation should not be pushed through a commission or small meetings. **Sunnyvale voters** should ultimately decide major changes that reshape residential streets.

Lastly, the city council needs to be aware that many of the loudest advocates for the bike lane project **do not live in Sunnyvale**, but in Los Altos or other cities.

## 5. Safety Concerns Are Mischaracterized

Supporters for bike lanes argue that they “feel unsafe,” but Hollenbeck is already **safer than comparable/similar streets** according to the city's own data. Speeding—not the absence of painted lanes—is the real safety issue, and parking removal will not address it.

Additionally, there are already **parallel bike routes on Sunnyvale-Saratoga and Mary**. Adding another bike lane in between, on Hollenbeck, at the expense of residents' access is unnecessary and duplicative. Before adding new bike lanes, the city should provide data on how safety and bike ridership have changed on **Mary and Sunnyvale-Saratoga after the bike lanes were added**. Without such supporting data, expanding bike lanes further is premature, especially, when it is so impactful to the community living in the area.

## 6. Harmful Precedent for Sunnyvale

Hollenbeck would become the first small residential street—with single-family homes on both sides—to have **all parking removed** and consequently, property access severely limited.

This will:

- Restrict access to homes.
- Create parking inequalities between different single-family home neighborhoods in Sunnyvale.
- Set a precedent that could reshape many Sunnyvale residential streets in ways residents do not support.

Comparisons to streets like Maude (between Fair Oaks and Mathilda) are misleading, as Maude is substantially different from Hollenbeck. On Maude, there are only a handful of single family houses on one side of the street, while the other side has businesses and apartment buildings with dedicated parking. There is no other street in Sunnyvale, in a residential, single-family home neighborhood, which is as tight as Hollenbeck, which had parking fully removed over such a long stretch of road.

### **Please Support a Better, More Inclusive Approach**

We ask the City Council to:

1. Reject parking removal on Hollenbeck.
2. Provide data showing ridership and safety improvements for Mary and Sunnyvale-Saratoga after bike lane additions. Data should support additional, parallel bike lanes are necessary on Hollenbeck before considering such an option.
3. Prioritize the needs of Sunnyvale residents and schools over the loud voices of nonresidents and bike supporters that won't accept anything but their own maximalist views.
4. Ensure meaningful outreach to families, school communities, service providers, and disability communities.
5. Consider the alternative bike routes on Mary and Sunnyvale-Saratoga already deemed safe and built with the full endorsement of BPAC.
6. Address speeding on Hollenbeck — which is the actual safety problem— without eliminating parking.

Thank you for your time and for considering the real impacts on our neighborhood. I respectfully urge you to vote against removing parking on Hollenbeck.

Sincerely,

Ionut Constandache on behalf of a family of four,

Hollenbeck Resident

**From:** [John Brazil](#)  
**To:** [Council AnswerPoint](#)  
**Subject:** Dec 2 Council Agenda: Support Hollenbeck Ave buffered bike lanes (Option 1)  
**Date:** Monday, November 24, 2025 12:37:09 PM

---

**WARNING** - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.

Honorable Mayor & City Councilmembers:

At your December 2, 2025 meeting, regarding the Hollenbeck Avenue project, please select Option 1 buffered bike lanes.

This option will improve safety for all road users without creating delays. Staff analysis shows there is more than adequate parking to address demand after parking removal. Options 2A and 2B (narrow unbuffered bike lanes) do not provide safe environments to bike, particularly for young or inexperienced cyclists.

Thank you for your public service.

John Brazil

**From:** [Pat Oey](#)  
**To:** [Council AnswerPoint](#)  
**Subject:** Fwd: Buffered bike lanes and removal of parking from Hollenback  
**Date:** Monday, November 24, 2025 11:38:14 AM

---

**WARNING** - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.

----- Forwarded message -----

From: **Pat Oey** <[patocy@gmail.com](mailto:patocy@gmail.com)>  
Date: Mon, Nov 24, 2025 at 11:34 AM  
Subject: Buffered bike lanes and removal of parking from Hollenback  
To: <[council@sunnyvale.ca.gov](mailto:council@sunnyvale.ca.gov)>

I just signed the petition for this because I would love for Holland back to be safer for cyclists and drivers.

Angela Wong  
Transportation Engineer  
Department of Public Works

---

**From:** Sharlene Liu [REDACTED]  
**Sent:** Sunday, October 12, 2025 10:33 PM  
**To:** BPAC AP <BPAC@sunnyvale.ca.gov>  
**Subject:** PETITION: 580 People Support Alternative 1 on Hollenbeck

**WARNING - This email came from an EXTERNAL source. Confirm the sender and its contents are safe before responding, opening attachment or links.**

Dear BPAC:

We, the undersigned individuals, strongly urge you to support **Alternative 1**: buffered bike lanes and removal of on-street parking on both sides of Hollenbeck Avenue. Reject Alternative 2 (unbuffered bike lanes next to parking) because it is dangerous.

**We support Alternative 1 because it will:**

**Make Hollenbeck safe for cycling.**

Dedicated buffered bike lanes will allow children and adults to safely and comfortably bike on Hollenbeck. The buffers provide much-needed separation from cars and allow future vertical barriers to be placed between the bike lane and car lane. Removing on-street parking will eliminate the risk of parked car doors crashing into passing cyclists. No parked cars also allows clear sight lines for all road users to see each other.

**Improve safety for drivers on Hollenbeck.**

Alternative 1 will improve safety for drivers. Without parked cars blocking their view, Hollenbeck residents will have clear sight lines of approaching traffic, allowing them to back out of their driveway safely. All drivers will have clear sight lines of cross traffic at intersections, improving intersection safety. Currently, cyclists are forced to ride in the middle of the travel lane, slowing down cars to 10 mph. Some drivers will risk swerving around cyclists into oncoming traffic to pass cyclists. A dedicated bicycle lane would eliminate the need for such risky driver behavior and improve traffic flow.

**Complete a critical link in Sunnyvale's bicycle network.**

Hollenbeck is an essential north-south corridor. It connects to 8 schools, 3 parks, 4 churches, City Hall, the library, and commercial centers. School children should have the option to bike to school safely. With buffered bike lanes, Hollenbeck would become the safest north-south bicycle corridor in south Sunnyvale.

**Sustain future population growth.**

Building bike lanes on Hollenbeck Avenue will support Sunnyvale's future growth by providing a sustainable alternative to driving. With

increasing population and two village centers planned nearby, bike lanes will help reduce traffic congestion, make Hollenbeck peaceful as more people choose to bike instead of drive, and protect the environment.

**Support City goals.**

Hollenbeck bike lanes will help the City achieve our climate, safety, and active transportation goals, all while supporting existing City policies.

**Reject Alternative 2 because:**

- It has a dangerous door zone next to a parking lane.
- It does not provide a buffer between the bike lane and the car lane on the left, or between the bike lane and the parking lane on the right. Without these buffers, the possibility of cars crashing into cyclists is significantly elevated.
- It does not satisfy Caltrans Complete Streets Guidance.
- It will not substantially increase bike ridership.
- The bike lanes are too narrow, down to only 3'.

**We respectfully request the City Council to:**

1. Approve the full implementation of **Alternative 1**: buffered bike lanes and removal of parking on both sides of Hollenbeck Avenue.
2. **Reject** Alternative 2: unbuffered bike lanes next to parking.
3. Direct staff to **not** add new left turn lanes at Remington.
4. Extend bike lane demarcation up to and through all intersections.

With these actions, Hollenbeck Avenue will become safe for bicycling. We greatly appreciate your consideration.

Sincerely,

**Residents who live ON Hollenbeck (46):**

Advait Ghosh, student at Homestead

Ajay Vaddadi, Resident/Bicyclist, I regularly use bike and i feel unsafe on hollenbeck

Anirudh Jayakumar, Parent at cumberland, Child bike to school and I bike to work.

Anura Yarabandara

Arcus Foo, Homestead student

Bin Dai

Cameron South, I am a student, I ride my bike to work everyday

Carlos Juarez

Chaea Veetilvalappil Chandran, Plan to commute from Fair oaks south to SMS current elementary

Darlene Valladares

Dip Khatiwad

Ethan Koenig, Cyclist  
Evalyn Duran  
Gericho Brooks  
Igal Ginzburg  
jiezhi zhang  
Kaliprasad Tanikella  
Kasane Utsumi  
Ketav Korke, Student who has to bike and doesn't end well  
Kristen Evans  
Kushal Lahoti  
Lalima Khadka  
Linda Rico  
Marisha Tutianova  
Matteo Vallarino, Cyclist, Yes  
Melanie Walick, Parent, child bikes to school on Hollenbeck  
Melissa Flores, "Student Bicyclist, parent of student"  
Nadeem Menou  
Olga Lubenets  
Patrick Burell  
Praneel Sharma  
Rashmi Baheti  
Rebecca Benson  
Rodney Moy, Commuter, It is very dangerous being side swiped is not cool  
Rosa Montano, School, My kids will bike to School  
Ruhi Shahane  
Shai Segev, Parent at CMS school, My child bikes there  
Shubham S  
Subodh Jamindar, Commuter and CMS student  
Tammie Ridder  
Tien Nguyen, Parent at Cumberland, Please make Hollenbeck safe for kids and students  
Vanessa Gorda  
Vitaliy Solomakha  
Wren Brandt  
Xia Wang  
Yasmin Banacy

**Residents within 1/2 mile of Hollenbeck (316):**

Aanya Dua, Student at Homestead High  
Aaron D'sa, Bicyclist  
Aaron Tom, "bicyclist, commuter  
Abhijeet Doeere  
Addie Chen-Lee, student at homestead high school  
Aditi Rairkar, Student who bikes  
Aditya Dodda, "Bicyclist, commuter"  
Adrian Kari, Bicyclist, .  
Adrienne Gaudette, Bicyclist  
Agnes Nemeth, Commuter, I bike to work and also transport my toddler to daycare in a bike trailer. I have to go out of my way to avoid Hollenbeck on my route because it's not safe for me and my kid currently  
Akshay Jagadeesh, Bicyclist, I bike in the area everyday as part of my daily commute  
Alberto VILLARREAL, Commuter  
Aleksandra Karwasiecka, parent FHS senior, Alexandra would like city to help with expanding driveway space.  
Alex Chen  
Alex Williamson  
Alex ulitsky  
Amanda Estes  
Amit Shaham  
Andrea Stawitcke  
Andrew Cosand, "Bike commuter, parent with students at Cumberland and Sunnyvale Middle School "  
Andrew Munn, "Cyclist, parent"  
Ann Yadowsky, bike commuter, This would be so much better than the bike lane on Mary where I had to swerve into the traffic lane to avoid being hit by a suddenly opened door. Luckily there wasn't a car coming or I might not be alive to write this.  
Anne Colen, Commuter  
Annie Yu  
Antti Piira  
Anya Klingner, Bicyclist at homestead high school who also uses hollenbeck to get to both of 2 jobs and tutoring  
Aravinde Kidambi  
Ariana Pol, Soon to be parent, "If all goes to plan  
Ariela Chai  
Arjun Surendra, Student at Homestead High School, "Used to bike to school on Hollenbeck  
Audrick Cheang, Student  
Austin Kropp  
Aya Yamauchi, "Parents at homestead, CMS  
Banu Muthukumar, Parent at cumberland, Child bikes to school



Barry Conrad, Bicyclist and parent of three kids that rides bikes

Ben Hokmabadi, Bicyclist, My child bikes on hollenbeck

Brandon Pang, HHS student

Brian Poon

Brian Rice, "Bicyclist, parent at Cumberland"

Cao Gao

Carol Weiss, Neighborhood walker

Carrie Levin, "concerned citizen, recreational bicyclist and community advocate"

Cedric Amaya, "cyclist, Sunnyvale native"

Chantal Eberhardt, "Parent at Cumberland, Cyclist "

Chen Shaham, Parent at homestead high school

Chi Yuan, The residents on Alberts Avenue and kids need to get on to the Alberta first before joining Hollenback Avenue., Also need to apply to the avenues around Hollenbeck. It's useless if the scope is only applied to Hollenback.

Chloe Dahl, HHS student who bikes to school

Christina Dinwoodie

Christine Pepin

Christine Weisner, Parent

Chung Lee

Chungta Lee

Cynthia Li, student at homestead high school, A bunch of my friends bike on hollenbeck and I don't want them to die

Cynthia Rupp, bicyclist

Dalay Lawrence, "Bicyclist, parents at Cumberland"

Dale Hutchison

Darnel Gobby, Cyclist

David Hammel, "parent, entire family bikes"

David Hirsch

David Oldiges, Dog walker

David Wessel, Cyclist

Debbie Merritt

Desong Bian

Diane McCrillis

Dianne Ball

Dirk Schmelzer, Bicyclist and SMS/Homestead parent

Dominic Sun, Mom of student at Homestead High School, My child bikes and Hollenbeck to get to school

Donald Hanle, parent at Cumberland, My 2 kids bike on Hollenbeck to get to Cumberland

Donna Beres

Donna Chiu

Dung Truong, Parent  
ED SUMMERFIELD, bicyclist, "Since there's not much foot traffic on the sidewalks  
ELIZABETH LASKY, Parent at Cumberland Elementary, "My children and I use the bike lane between Hollenbeck and ECR  
Ebrahim Songhori, Occasional bicyclist  
Eden Kung, "Parent at Ellis and SMS, bicyclist  
Edward Gao  
Einat Saban  
Elin Vik  
Elizabeth McCracken, "1110 Sage Ct, parent and teacher"  
Ellen Drascher  
Elsa Núñez, Parent  
Emilee Wilhelm-Leen, Cyclist, I often bike down Hollenbeck to church and the public library  
Emilie Danna, Bicyclist family and Cumberland parent  
Eric Heiff  
Eric Peterson  
Eric Zhao  
Eyal Barzilay  
Fadi Saibi, Bicyclist, "Our family bikes on Hollenbeck to get to Downtown Sunnyvale and the library  
Fareena Syed  
Farzana Hai, Parent at HHS, Please put in buffered bike lanes ASAP.  
Felipe Barbosa, "Parent, cyclist  
Francois-Olivier Grisel, "Cyclist, triathlete  
Frank Levy, Parent, My kids bike on Hollenbeck to get to school  
Frazer Kirkman, Parent at ellis  
GILI SEGEV, Parent, My child bikes on hollenbeck to get to a friend  
Gail Miluso  
Gareth Yeo  
Garima Lupas  
Gergely Nemeth, commuter, "Taking my son to daycare would take me on Hollenbeck  
Gloria Walker  
Gwendolyne Wagner  
Gwynne MacKay, Biker  
Haidang Lin, "Our 3 children attend Cumberland and Sunnyvale Middle, and we all bike on Hollenbeck regularly."  
Haixia Shi  
Hans Wasmus, "Bicyclist, parent and commuter"  
Haomin Wu  
Heather Birchall, Bicycle commuter, I commute down Hollenbeck by bike to the Caltrain station three times a week.

Helen Han  
Herzel Ashkenazi, Bicyclist, I ride on Hollenbeck 2-3 times per week  
Hien Shields  
Hongyu Zhang  
Ilana Belitskaya-Levy, My children bike on Hollenbeck to school  
Ilya Firman, Sunnyvale bicyclist and commuter, I ride my bicycle on Hollenbeck Ave almost every week.  
Imaan Syed  
Isaac Mills, Daily Commuter to school on Hollenbeck  
Ivaan Kawade, Student homestead  
JOHN LOGAN  
Jacqueline Zoucha, Bicyclist, Commute to work via bike  
Jaison Porinchukutty, Parent, My child starts to use bike to school  
Jaiyoung Park, Parent  
James Brenner  
James Lee, "Bicyclist, parent of bicyclists"  
James Pottberg  
Jan Thiele  
Jasmine Su, Parent, We bike down Hollenbeck to get to the Sunnyvale library and downtown events  
Jasneet Sharma  
Jason Xu  
Jay Zimmerman  
Jeff Loi, Bicyclist  
Jeff Perry, Cyclist  
Jeff Rossel, Bike commuter, Important for school children's safety  
Jeffrey Shields  
Jenelle Bray  
Jennifer Stonaker, "Bicyclist, parent at Cherry Chase and Sunnyvale Middle School"  
Jerre Bowen  
Jerry Colen, Bicyclist  
Jett Garkusha, Student at Homestead High School  
Jing Zhang  
Joanie Ballog  
John Ellison  
John H. Wehner  
John Kaufmann  
John Leflar  
John MacKay, Biker

Joseph Seymour, Bicyclist & parent at all 3 schools depending on year. And a commuter., "Our kids & fam use Hollenbeck all the time! It's a major street to our schools

Julia Liu, senior citizen bicyclist and wife of frequent bicyclist, Our son-in-law will be biking to work on Hollenbeck soon.

KIRAN KRISHNAPUR, Bicyclist

Kai Virdone, bicyclist

Kalpana Malik

Kanika Mahajan

Karthik S Ram, Commuter, I take this road often and I would like a bicycle lane

Kartik Reddy, "parent, 1127 N Sage Court"

Karyn savage

Kasi Manikumar, Bicyclist, Bike to work

Katherine Philip, Parent of homestead and DeAnza students

Kathie Lee, bicyclist, It is the most direct route to Caltrain and the library/city services so good to have more space for the cyclists.

Kathy Amirazizi

Kay Shelar

Kay Weaver, Retired, Use car for errands and social engagements.

Kedar Haldar, bicyclist

Kendra Seymour, Bicyclist and parent at all 3 local schools depending on year., "We could bike to and from church or school safer and more comfortably and often if there was an actual bike line. Many are forced to use the sidewalk or weave in and out around cars

Kevin Merritt

Kevin Wang, bicyclist

Keyur Malawax

Kimberly Tanouye, Bicyclist, Hollenbeck is dangerous because it is so narrow with no bike lane!

Klara Kim, parent at Cumberland school, "our whole family walks and bikes on Hollenbeck regularly to get to the library

Kris Rausch, Resident

Kristie Olah, "583 Utica Ct., senior driver"

Kyla Kwan-Liu

Lakshmi Sk

Larry Kenyon, "bicyclist, pedestrian

Larry Moser, Sunnyvale resident, I often bike on Hollenbeck because it is only a couple of blocks from my home and connects to Stelling and Prospect which already have bike lanes.

Li Zhu

Lilach Noimark

Linda Vik, "bicyclist, parent at Homestead High"

Linlin Yang

Lizzie Warren, Bicyclist, I would like more bike lanes everywhere not have to worry about weaving around park cars and trash cans

Loris Perronne, Parent at Homestead High School

Lu Li, Parent at Homestead, My child wants to bike on Hollenbeck but it is too dangerous for her  
Luigi Celano  
Mani Arumugam  
Manish Mittal, "bicyclist, parent"  
Marc Schaub, Parent bicyclist commuter  
Marina Peregrino  
Marisol Chang, Parent/bucyclist, My child bikes on Hollenbeck to get to school  
Martha Vanegas  
Mary Moore  
Mary Ye  
Mateo Ernst, Bicyclist  
Matilda Weber  
Medha Umarji, Parent at CMS, My child bikes on Hollenbeck to get to shops  
Melissa Lee  
Merav Bercovich  
Mi Jiang, parent at homestead high school  
Michael Crocker  
Michael Kwan, bicyclist  
Michael Wallerius, Commuter  
Michele Pett, Parent in the neighborhood, I would bike regularly if hollenbeck were to be made safer  
Michelle Yeo, Parent of future Cupertino middle and HHS students  
Mike Stasio  
Mike Wagner  
Mila Gorodetsky, Bicyclist  
Mingchen Ye  
Misun Kim  
Muthukumar Rama handran, Grandparent at Cumberland, Grandkid bikes to school  
Namrita Yuhanna  
Nancy Keil  
Nancy Nuti  
Natalia Planella  
Neboja Rajovic  
Nick Todd  
Nicole Wood, Parent of SMS student  
Nicolle Sidovar  
Nikhil P  
Ning Wang, Parent at Cumberland, I bike with my child to Cumberland whenever we can

Odin Bruyere  
Ofer Levi, Parent at Fremont high school  
Ohad Meitav  
Olaf Karwasiecki, Bicyclist, I bike there.  
Paf Higdon  
Parnika Kotamsetti, bicyclist and student at homestead high  
Pascal Bruyere, Parent at HHS school, I and my child would like to bike on Hollenbeck. Currently it's too dangerous: we drive often due to that fact.  
Patrick Grant, Bicyclist till stroke, Was struck by granny's mirror driving by years ago. It was video recorded and on Vimeo still. Police refused to cite the driver. I was lucky barely caught by sleeve.  
Paul Beckmann, Bicyclist  
Paul Kavanagh, Bicyclist, I bike recreationally from my house.  
Pauline Wang, former parent at HHS  
Pavithra Ramesh  
Peter Gaudette, Bicyclist  
Prahlad Fogla, Parent at Cumberland School, I often bike with my kid around in the neighborhood and to school. Bike lanes on Hollenbeck will make it safe for me and my kid.  
Prasad Jayaraman  
Preetham Raj, Commuter  
Priti Wirasinghe, "Parent of HHS student, WVE"  
Priyang Rathod, Parent at CMS  
Puja Pnaik  
Qi Wang, Parent at Homestead, My child and husband like to bike  
Radu Kopetz, bicyclist  
Ragnhild Bruynooghe, bicyclist  
Richard Levin, Bicyclist  
Richard Tasker, Cyclist, I ride on Hollenbeck multiple times a week  
Ricky Juco  
Rishika Khare  
Robbie Elman  
Robert Anglim  
Robert Martin, "Retired, cyclist "  
Ronald Teens, Bicyclist  
Ronny Suwignjo  
Ryan Chow, former parent at HHS  
Samuel Graham, "My child would like to bike to school  
Sana Yamaushi, HHS Student

Sandra Spires, "Parent, Community Organizer 1105 Sage Ct"

Sang Hee Soon, Parent homestead high, My child does not bike on Hollenbeck because it's not safe

Sangeeta Ramani, Parent at Homestead High

Sankara Mangalam, Work commuter with bike

Sara Mohsin, "bicyclist, student at Homestead High School"

Sarah Salas, "Cyclist, parent at sms and homestead"

Sastri Koda

Scott Lanterman, "parent, swimmer 1117 N. Sage Court"

Shaila Almaula

Shanthi Muthukumar, Grandparent at Cumberland

Sharlene Liu, Bicyclist, parent

Sharon Fan

Sharon Zolezzi

Sheila Luskin, Commuter, I have been hit by a driver cycling on a road in Chico and I have lifelong physical problems because of that. I am in FULL support of putting in bike lanes to make roads safer for cyclists and drivers.

Siddhesh Dindorkar, Parent at CMS, We often bike on Hollenbeck to go to school / Serra park

Simran Soni

Sivan Lirne, "Parent, SMS 588 Utica Ct"

Sonja Outila, "Bicyclist, parent at Stratford De Anza"

Sophie Enders

Sophie Xing, Student at Homestead High School

Spencer Diep, Student at Homestead High School, I bike to school with almost all of the trip being on Hollenbeck

Srinivasaragavan A R, bicyclist

Stefan Walker

Stephanie Tikkanen, Parent at WVE

Steve Meier, bicyclist

Steven Shimizu, parent at Ellis Elementary and commuter

Subhamoy Das, parent at west valley elementary

Sue Serrone, Grandparent

Surya Ayyagari, Homestead high parent

Suzie Hsu

Swati Khemka, Parent at SMS,

Tamara Serrato, Concerned parent, Want kids and adults to bike safely to school and the library

Tanny Toll

Theodore Hong, Parent at Sunnyvale Middle School and Fremont High School, We bike on Hollenbeck to get to the library and to downtown Sunnyvale

Thomas Ducheneaut, Bicyclist

Tianrui Chen  
Tim Oey  
Tim Philip, "Commuter, bicyclist  
Tina Chang, "Bicyclist, parent at Ellis currently and SMS next year"  
Tom Oswold  
Tonni Lebaron  
Tony Zhang  
Tracy Colwell, Bicyclist, Ride this street daily  
Trevor Lee, Commuter  
Tristan Lawrence, parent at Cumberland school, Parked cars are very hazardous for bicyclists  
Tyler Thornblade, I bike daily to work on Hollenbeck  
Urs Ramel, Bicyclist  
Vamsi Ghorakavi, Bike Commuter  
Venny Johnson, "bicyclist, and parent of student commuting to school"  
Virginia Ford, Bicyclist, I ride on Hollenbeck  
Walter Frey  
Wei Wang  
Wenjia Zhang, "Parent at Cupertino Middle School, m"  
Wenxiao He  
William Brannon, Bicyclist  
Xiaofeng Wu  
Xuejing Xu  
Yael Bendersky  
Yair Koren  
Yi Wei, In future we may bike on Hollenbeck if it's safe.  
Yoonjin Park, Parents at the Cumberland elementary, My child wants to ride a bike but it's too dangerous to let him.  
Yue Yu  
Z K, bicyclist  
Zachary Anderson  
chok pang  
chuck untulis  
parnita rustagi  
pierre lermant, I ride Hollenbeck all the time as it's my main corridor to downtown and cupertino.

**Other Sunnyvale residents (136):**



Adam Moua, Commuter  
Adrian Lang, student at Homestead  
Akash Iyer, Student at Sunnyvale Middle School  
Alexandria Molina, parent  
Alyssa Miyai, HHS Student  
Ananya Bhai  
Andrea Yee, "Teacher at Homestead High School, daily commuter by bike from "  
Anirudh M, Bicyclist, "I primarily commute by bike. I would like dedicated bike roads  
Anne Rosset  
Archana keerthi Boominathan, Bicyclist and parent at ellis school  
Ari Feinsmith, "Bicyclist, Licensed Engineer In Training"  
Atul Mehta, Parent at Ellis Elementary School  
Betsy Ortega, Ellis  
Bob Cooper, young person, "this actually goes along where i'll be working starting this summer  
Bob Day, Bicycle commuter  
Brandon Cieniewicz, Bicycle commuter, Bike safety and safe routes are important to support more bikers.  
Brendan Dwyer, Bicyclist lives in 94087  
Brian Gin, Parent of child at Homestead High School  
Bryne Jocson  
Carlos Torres  
Charlotte Grisel  
Chelsea Dahl, HHS Student  
Christopher Sarabia, Bike commuter  
Colleen Vandevoorde, Bicyclist, "I wholeheartedly support this plan and wish it had been implemented long ago. Hollenbeck is unsafe for cyclists  
Conny Marx  
Craig Thompson, Parent  
Dan Rickhoff, "retired, ex-cyclist"  
Danielle Barrundia  
Darren Randall, Bicyclists  
Dianne Wood  
Diksha Mehta, Parent at Ellis Elementary School  
Easton Kirschner, Commuter  
Elana Feinsmith, "Walker, biker  
Elena-Lucille Wilton  
Elisa Coyle, HHS Student  
Emily Boone

Emily Zhu, HHS Student

Fawaz Tirmizi, I rely on my bike to commute to work and run my errands.

Fnu Ashwin Srinivas Murthy, Parentbat cumberland elementary, My child bikes on hollenbeck

Gypsie De La Cruz

Hans Bernhardt, Bicyclists who uses Hollenbeck to get to Cupertino, "Hollenbeck should be consistent with bike lanes along its entire length

Hiroshi Tanaka, Parent at Cupertino Middle School, My child bikes on Hollenbeck to get to school

Ido Halevy, Bicyclist and former Homestead High Student, Make Hollenbeck safe please!

Ishaan Sinha, HHS Student

JEREMY MEIGS, "Ellis parent, bicyclist

Jackie Hopkins, Dog walker

Jamela Anderson

James Van Pernis

James Dressman

Jasmine Mithani, Commuter

Jasmine Lopez, Post-grad commuter, I bike on Hollenbeck to get to and from work!

Jason Feinsmith, Bicyclist

Jean Tang, Parent at Ellis elementary

Jeff Slaney

Jeongseok Son, Bicyclist

Jessica Perrie, Bicyclist

Jessica Tom, Commuter, My husband and I bike on Hollenbeck and feel it is dangerous. Many drivers yell at us because we try to use the road to bike even though we are following the law because they are impatient. It would be really much more safe and less stressful if there was a dedicated bike lane or poles to make Sunnyvale feel safer to live in.

Jim ren, Bicyclist

Joanna Levasseur

Jody Schneider, Adult bicyclist/commuter (I do not own a car), I often bike on Hollenbeck on my way to work. It's a nightmare in its current state.

Jonathan Blum, Disabled cyclist

Jorge Campos

Joy Tanaka, Parent of child at CMS, My child bikes on Hollenbeck to get to/from school

Ju Fu

Julia Geofferey, HHS Student

Juliet Bond, HHS Student

Kaia McNeill, HHS Student

Karen Platt

Karen Rubio

Katherine Sue  
Kathleen Qin  
Kaushik Mukunda  
Kenny Tse  
Kristel Fallon  
Kristine Chelakkat  
Kwonwoo Lee  
Laura Robichek, caring resident  
Leigh Trautman, parent  
Leticia Palacios  
Liehann Loots, "bicyclist, parent"  
Madison Blomquist  
Maggie DeLoach, Bicyclist and wife/mother of daily cyclists, Removing parking on Hollenbeck would ease the job of waste management. There are a couple of houses between Danforth and Remington that have 5 or 6 cars. The fellow who is running a parking lot in front of Cumberland Elementary also parks some cars on Hollenbeck. Please clean up that fellow and remove the boondocks RV that has been parked for over a year.  
Maiann Delmendo, Parent that my child will be attending Sunnyvale Middle School in the two years  
Maksym Sloyko, Bicyclist  
Margaret Lawson  
Mayank Agrawal  
Megan O'Dell, HHS Student  
Mike Rowell, Parent at Fremont high, Sunnyvale is so far behind every neighboring city!!!  
Ming-Shian Tsai  
Moon Hyung Kim, commuter, I would love a full bike/pedestrian trail somewhere.  
Muhan Yang, Student at Homestead, My friends bike to school and I want them to live for a longer time  
Mumgup Parnmasian  
Nancy Boyle  
Nancy Hoang  
Naoki Otani, Commuter  
Neil Verma, HHS Student  
Nhan Vu  
Nikil Ranganathan  
Nirupama Kumar  
Norbert Kappel, bicyclist  
Ondrej Kucera, "Bicyclist, parent"  
Oren Yakir  
PUSHPANJALI PATRO, Parent of ellis 5th grader

Paul Besser, "Biker, parent"  
Paul Kenney  
Peter Ashton, Commuter  
Peyton Carpenter, Bicyclist, I like not dying bc cars are dangerously passing me  
Rajat Gupta, Commuter, Commuter  
Randi Proescholdt  
Reva Karri, bicyclist  
Riley Blair, Commuter, I ride daily to and from work.  
Rosa Medina, Parents at Ellis elementary and Sunnyvale middle school, "We must make the streets safe for our students  
Roshan Baliga, Bicyclist  
Rox Bliss, Resident  
Russell Hull, resident and bicyclist  
Sam Sakata  
Sanjeev Roka  
Santosh Tatke, Parent  
Scott Kreider, "bicyclist, long time Sunnyvale resident"  
Scott Walker  
Shannon Kunz, Student  
Simon Spencer, Bicyclist, "I cycle down Sunnyvale Saratoga to commute  
Sofia Tedesco, HHS Student  
Stan Huang  
Stephanie Ponce  
Stephen Lazarus, Dog walker  
Steven Pandula, Bicycle commuter  
Susun Hardel, Parent at CMS  
Tiffany Hsu, Cycling commuter  
Tom Kuhn, Parent at SMS and Ellis, "we really would like our kids to bike to school more  
Tristan Sayre, Commuter  
Udaya Kiran Chintala, Parent at Ellis school  
Vibha V  
Vivian Kim, HHS Student  
William Jow  
Yue Chen

**Cupertino (23):**

Anne Fernando, Parent at De Anza/MVHS, My son bikes on Hollenbeck to get to the bay  
Aurel Foglein, Cyclist, DeAnza College  
Charles Tzou  
Chester Cho, Commuter  
Chris Feng, Bicyclist, Hoping to see a safe bike path connected south bay in my lifetime.  
David Brown, Bicyclist  
David Schorow, Recreational bicyclist  
Fedor Gunstvin, "pedestrian frequenting the area, aspiring cyclist"  
Jennifer Shearin, Daily cyclist, "I avoid Hollenbeck right now  
Kavya Iyer-Srinivasan  
Melisa Clarke, "bicyclist, student at homestead high school"  
Mona Schorow, Bike commuter on Hollenbeck, Bicycle safety important to reducing traffic through-out the Silicon Valley  
Mychael Luu, "bicyclist, parent at Monta Vista High School"  
Nick Abalos  
Noah Ruderman, Student at De Anza College, I've used Hollenbeck to bike to Stevens Creek trail multiple times before  
Noel Murillo  
Paarth Gupta, student at Kennedy Middle School, I think adding bike lanes to a road which is around 5+ schools is very important. I bike to school everyday and bike lanes help me feel safe.  
Phone Tun, Commuter  
Siva Annamalai, regular bicycle commuter to work, "I commute to work regularly from Cupertino to my office on Sunnyvale and currently use Mary avenue  
Tom Pochylski, Bicyclist, We need another (reasonably) safe route to get around this area. Thank you!  
Xiuli Gu  
Yana Astarjjeva, HHS Student  
hyewon kim

**Other city (59):**

Amanda R  
Amari Sims  
Andrea Schoenfelder, Cyclist  
Anirudha Srikanth, Commuter, I take Hollenbeck to get to the Caltrain station!  
Benedict Chant, Administrator at Helios School, Our students should be able to ride to school in safety  
Bob Stoll, bike commuter, "Hollenbeck is an invaluable connector route  
Caleb Fowler, bicyclist  
Camille Weng  
Carissa Hobbs

Celine Sims

Chloe Chiang, Bike commuter, I'd come to Sunnyvale with my bike on VTA more if there were safer bike lanes

Cindy Asrir, "I'm a cyclist who lives in a nearby town but am concerned for the safety of all cyclists on Hallenbeck Road

Curt Relick, cyclist

Eliza Waters, Commuter, "I live in Santa Clara

Evangeline Park, Student at Homestead High School

Fernando Rieken, Sunnyvale commuter

Ferry Tanu

Gary Maxey

Gayathri Srinivasan

Gerardo Garcia, Work and ride in Sunnyvale

Girija G, Parent

Howard Shafer, bicyclist, I avoid Hollenbeck but would like to cycle on it.

Imraan Mohammed

Isa Martin, Bicyclist and Homestead student

James Ganner

Jenny Warila, Local cyclist from South Los Altos

Jeremiah Dir, "cyclist, commuter"

Kalea Chau, HHS Student

Karla Moran, I babysit a baby in Sunnyvale.

Kevin Tang, Bicyclist

Kevin Wang, Commute through Sunnyvale, Commute to work

Kin Lam

Laker Sparks, Bicyclist

Leo Amarillas

Lily Ivmark

Lois Wong

Mahuaaloimata Taufalele

Martin Gothberg, Bicyclist commuter, I ride Hollenbeck often to get to where I need to be.

Michelle Mien

Nathan Lam, student at Cupertino High School

Peilun Fang

Penelope Cheng, HHS Student

Perennial Ong, Student at Homestead High School, "I bike on Hollenbeck to go to Cumberland Elementary School for their garden event

Peter Ludemann, Live near Sunnyvale. Retired. Prefer biking to driving but often forced to drive due to poor infrastructure, I often bike through Sunnyvale when going to stores ... I would spend more money in Sunnyvale if I felt safe on my bike ... right now there are many streets that feel unsafe and I often go out of my way to avoid streets such as Hollenbeck and Homestead.

Piaw Na, Cyclist, I lived on Hollenbeck for many years. It's a key cycling throughfare and many people commute to work on it (myself included)

Ricardo Mivroz

Richard Wang, I travel by bike for work and errands.

Royce Li, Student at San Jose State University

Ryan Murphy, Expert bike mechanic

Sarah Tanase

Sean Tessone [REDACTED]

Serena Richardson, Cyclist commuter

Shivendra Sharma

Soren Spies, I bike to work and worship in Sunnyvale., I regularly wish Hollenbeck had high-quality bike lanes.

Srinivas Thirunagari, Bicyclist, I bike

Tali Ball, Mountain View resident

Vittorio Perera, Bike commuter

Yin Yeung

Yuliy Belitskiy, Grandparent