

CITY OF SUNNYVALE

MAUDE AVENUE ROADWAY ALLOCATION STUDY

PROJECT MEETING

Summary of Community Meeting

Tuesday March 8, 2016

The City of Sunnyvale hosted a community meeting on March 8th, from 6:30-8:00 p.m. to present and discuss options to provide bicycle facilities along Maude Avenue between North Mathilda Avenue and North Fair Oaks Avenue. The meeting was held at Bishop Elementary School – 450 North Sunnyvale Avenue in Sunnyvale. Approximately one hundred community members attended the meeting.

City staff Manuel Pineda (Public Works Director), Shahid Abbas (City Transportation and Traffic Manager), Liz Racca-Johnson (City Project Manager), and Humza Javed (City Senior Engineer) attended the meeting. Adam Dankberg (Kimley-Horn Project Manager), Daniel Carley and Jake Hermle (Kimley-Horn Project Engineers); and Eileen Goodwin (Apex Strategies, Community Outreach Lead) represented the project team.

This was the first meeting with the community regarding this project. The purpose of the community meeting was to get input from the community on the project improvement alternatives and on issues related to bicycle accommodation and on-street parking.

Meeting Summary

The meeting started at approximately 6:30 p.m. In addition to the personnel there to answer questions and present information, approximately one hundred (100) members of the public attended. Eighty percent (80%) of those at the meeting indicated they received the mailed meeting notice. Additional noticing efforts mentioned included the S.N.A.I.L. neighborhood group e-mail address and NextDoor. Word of mouth was acknowledged by approximately 10% of the attendees as the means they found out about the meeting. Eighty-five percent (85%) indicated they were neighbors to the project with about 15% of the attendees indicating they were bicyclists in the area and one self-identified commute driver along Maude Avenue.

After a brief introduction by the City's Project Manager, the Kimley-Horn project manager delivered a power point presentation. The presentation was given to orient the attendees to the purpose of the project, existing conditions, and explain the three proposed improvement alternatives for the corridor. Two of the alternatives included a bike lane; one alternative did not. In addition to the three proposed alternatives, Kimley-Horn also introduced an option for an additional westbound lane west of Borregas Avenue. This option could be applied to any of the three alternatives.

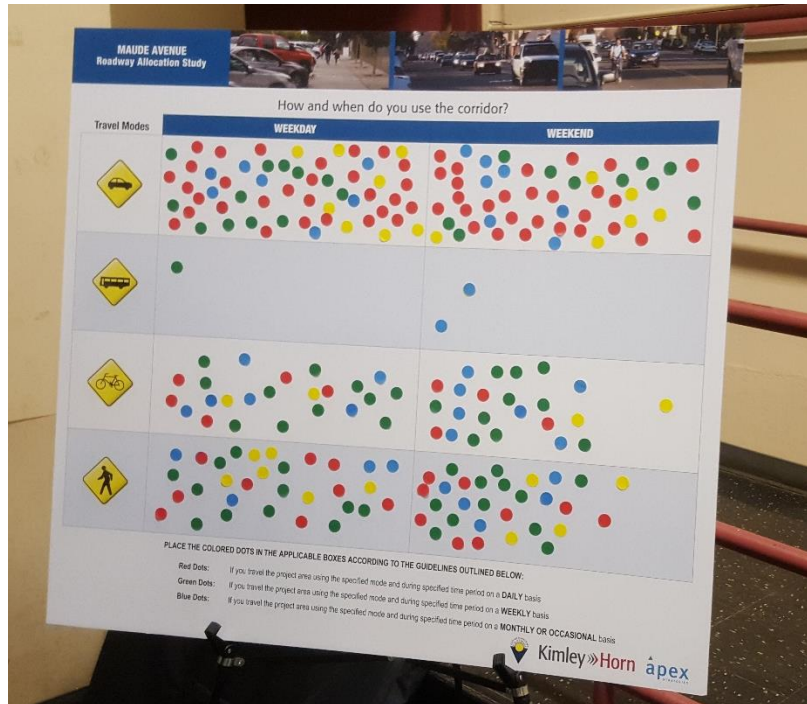
To close the presentation, the Kimley-Horn Project Manager presented a schedule of next steps. During and after the presentation many questions, suggestions and opinions were offered to the staff and project team. The comments and responses offered during the meeting are captured in an appendix to this summary.

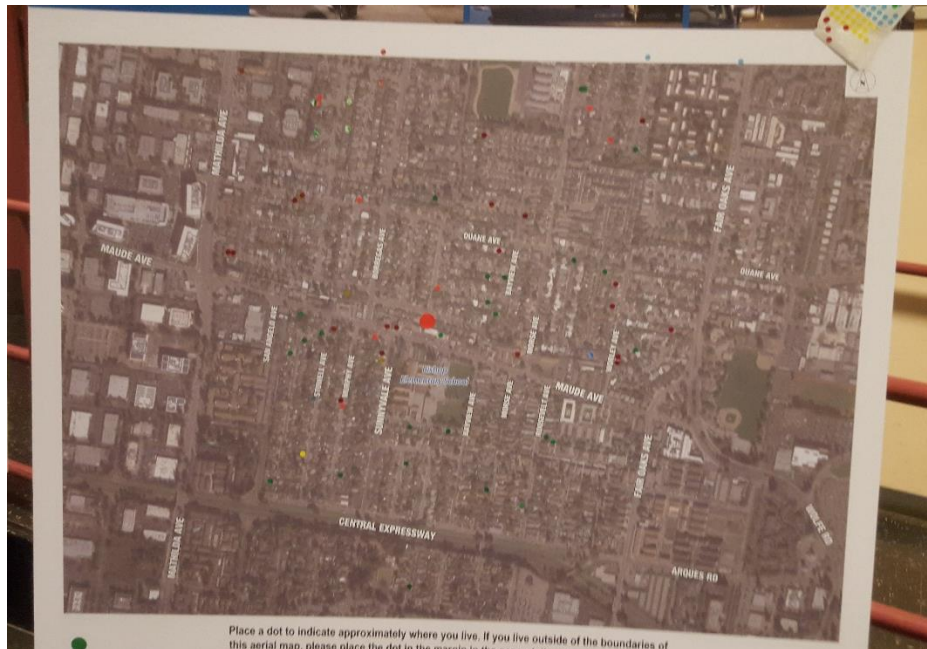
The meeting format also included thirty (30) minutes of time for attendees to give additional input at three separate stations. That input has been captured in photos and text at the end of this meeting summary. One station solicited information about how, when and in what mode the attendees use Maude Avenue in the study area as well as generally where the attendees lived. Another station answered questions and took input regarding the three alternatives and variations, and other areas in need of improvement. A final station included a dot exercise to rank alternatives and the community's preference for the corridor. At the end of the meeting, each station team member gave a brief report out of the themes of the input from the meeting so the attendees can hear the themes the project team is seeing and hearing. That brief report out is captured below.

Feedback received at the individual stations

Station # 1 - Existing Conditions, Where Do You Live and How Do You Use Maude Avenue?

This station included three boards. Two were interactive boards that allowed attendees to indicate where they lived and how they use the corridor. A third board showed existing parking supply and occupancy, crash history, and turning movement volumes.





Responses on the interactive “How and when do you use the corridor?” board showed that by far the most used travel mode for the corridor of those in attendance was driving. Of those in attendance, walking and biking had similar levels of use but were less predominate than driving. Very few respondents indicated they use transit along the corridor.

Responses on the “Where do you live?” board showed that most attendees lived within the area bounded by Central Expressway, Mathilda Avenue, Fair Oaks Avenue, and US-101. Most attendees resided on side streets that connect to Maude Avenue, with a few attendees living on Maude Avenue.

Multiple attendees commented that parking demand is spilling over into the side streets. Some commented that the occupancy data collected did not appear high along the corridor because drivers prefer to park on side streets rather than a busier road such as Maude Avenue.

The difficulty of turning from sides streets was a concern raised by some attendees. One attendee noted that when approaching the corridor on southbound Bayview Ave, the line of sight to eastbound traffic on Maude Ave is sometimes blocked by parked cars. Another resident indicated that turning out of Murphy Avenue onto Maude Avenue in the AM peak period is difficult due to high traffic volume.

Concerns were raised about traffic counts not being high enough, particularly due to recent nearby developments such as Apple and LinkedIn increasing traffic

volumes through the corridor. Some of the attendees raising this concern also indicated that they would like to see future traffic volumes included in the study.

One resident noted that people park across the street from Bishop Elementary School, then jaywalk across Maude Avenue to reach the school.

Station # 2 – Alternatives

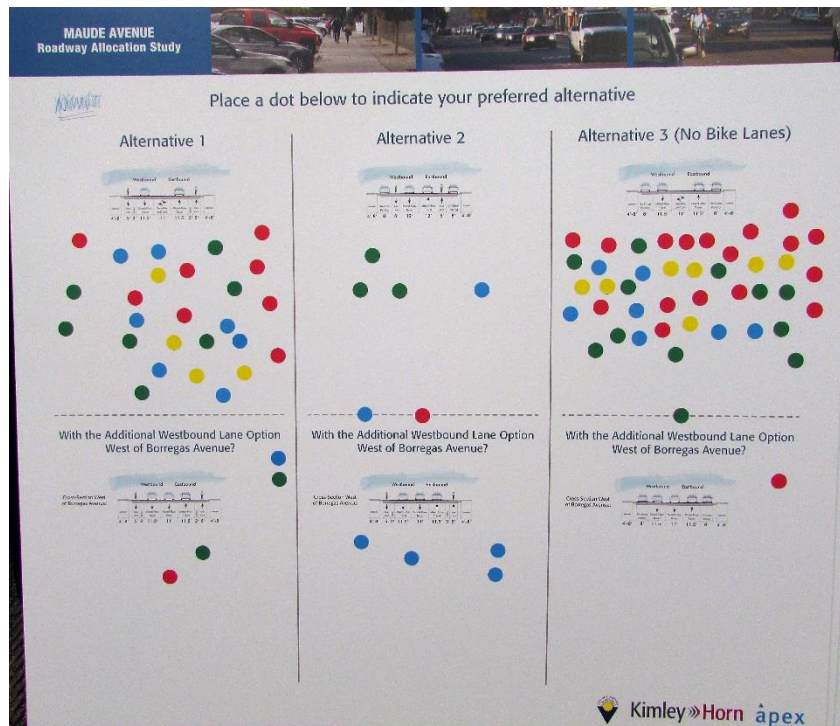
This station included a large-scale roll plot of the geometrics of each alternative shown over an aerial of existing conditions. At this station, staff was primarily engaged in answering questions about the configuration and effects of the various alternatives.

Feedback themes from the station centered on the desire for a traffic signal at Bayview and Maude, the impact of development on traffic and parking, and the desire for additional crosswalks in the project area.

Some attendees commented that the relocated bus stop on Sunnyvale Avenue should be combined with existing stop at Hazelton Avenue.

Station # 3 – Identify Preferences

This station included an evaluation matrix prepared by Kimley-Horn for the three alternatives and space for attendees to indicate which of the three alternatives they preferred, and whether or not they preferred to include the additional westbound lane option on their preferred alternative.



84 dots were placed on the preference board. Some confusion and debate regarding the placing of the dots likely resulted in the board not reflecting exactly one preference for each person in attendance. As indicated in the picture above, Alternatives 1 and 3 were most positively viewed by those in attendance. The additional westbound lane option did not garner significant support. Alternative 1 received approximately 35 percent of the dots, Alternative 2 received approximately 15 percent, and Alternative 3 received approximately 50 percent. Thus, attendees were approximately split 50-50 regarding the desire to implement bike lanes along this corridor.

Some attendees at the station indicated a desire to preserve on-street parking as the reason for their support for Alternative 3. Others indicated strong support for bicycle safety and encouraging active modes of transportation as the reason for their support for Alternative 1. There were additional concerns about the removal of the center turn lane increasing traffic congestion along the corridor that led many to dislike Alternative 2.

Feedback received via e-mail

In addition to the comment cards and feedback received at the meeting, attendees and those not in attendance were encouraged to provide further feedback via e-mail to City staff. Staff received 13 e-mails regarding this project. The list below summarizes the topics covered in the feedback received via e-mail. The specific comments provided are included in the comments section of the table in the Appendix.

- Support for an alternative with a bike lane **(8 comments)**
- Concern about removal of on-street parking and the resulting spillover **(7 comments)**
- Concern about Maude being high-volume and high-speed/support for traffic calming **(4 comments)**
- Concern about pedestrian safety/support for pedestrian safety improvements **(4 comments)**
- Support for the removal of on-street parking **(3 comments)**
- Concern about traffic congestion **(3 comments)**
- Concern about vehicle crash safety **(2 comments)**
- Support for an alternative without a bike lane **(1 comment)**
- Concern about bicycle safety along the corridor **(1 comment)**
- Concern about driveway access on Maude **(1 comment)**

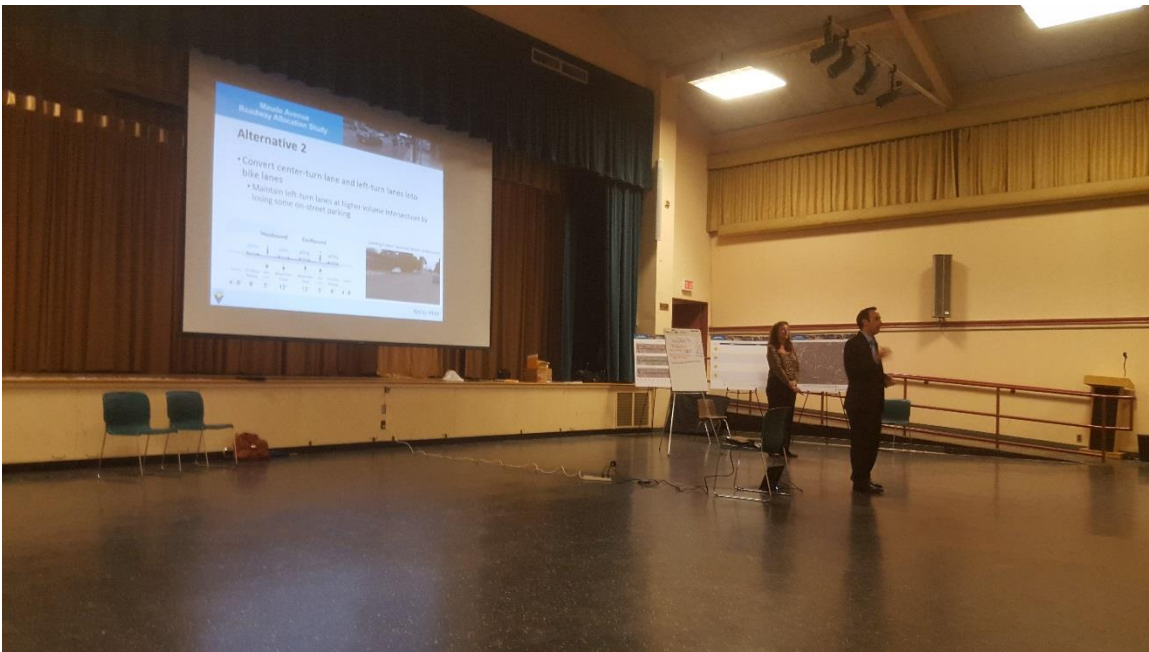
Meeting Summary

The community meeting on the Maude Avenue Roadway Allocation project was well attended, with approximately 100 residents in attendance. Several of those in attendance expressed the desire for a broader distribution of the meeting notification to the greater community as a whole.

Themes heard at the meeting included discussion regarding the desire to improve bicycle safety, concern about parking impact, and concern about traffic congestion and traffic growth. The community was approximately evenly split between the desire to provide safe bicycle facilities and the corresponding concern about the resulting parking impacts. This was reflected in both the feedback provided at the meeting and via e-mail to City staff. Those in support of the bicycle lanes cited the desire to improve safety, improve the citywide bike network, balance facilities between the various modes, improve sight distance, and encourage bicycle activity. Those opposed to the bicycle lanes primarily cited impacts to other neighborhood streets from a shift in on-street parking and inconvenience or difficulty in access for land uses along Maude Avenue. Attendees did not support the alternative that removed of the center turn lane. Alternative 1 received approximately 35 percent of the dots, Alternative 2 received approximately 15 percent, and Alternative 3 received approximately 50 percent.

Many of those in attendance and providing feedback via e-mail reacted favorably to the pedestrian improvements included in the plan. There were no concerns raised regarding those improvements. Many residents expressed concerns about increases in traffic in this area.

Appendix - Photos from the Meeting







Appendix – Questions and Answers Provided and Comment Cards Received

Below is a table of the comments/questions received during the question and answer portion of the presentation.

Comment/Question	Response
The neighborhood notification should have gone to the whole neighborhood not just along Maude for a 1,000 feet radius. The proposed changes will impact the full neighborhood.	Comment noted.
The area from Ahwanee to Central should have been in the notification because they will be affected as well.	Comment noted.
For Alternative 2 will left turns be allowed to get into the commercial areas?	Yes, but with the removal of the median area there would no longer be a protected area for left turns to wait, they would stay in the one lane and they would likely have some traffic stack behind them as they wait to safely turn.
Elimination of the 176 on street parking places will mean more cars will park in the neighborhood.	Yes. Cars will either park on side streets or on driveways.
Will the pork chop at Borregas be eliminated?	Yes.
Did traffic analysis take into account future growth already planned for?	Traffic analysis was performed on existing traffic counts only.
Do any of the three options look at issues on Morse Ave?	No that is not included in the study area.
From Sunnyvale Avenue to go right on Maude without a special dedicated right turn lane is a problem, that design will cause problems with traffic flow.	The alternatives include a dedicated right-turn lane there, but remove the pork-chop that allows a free movement without stopping.
Is motor home storage on the street included in the parking utilization? Motor homes don't fit on driveways.	The parking utilization count quantified the number of vehicles parking along the roadway at the time. Comment

	noted.
For Option 2 did you consider using the parked cars as the buffer for the bikes? Thank you for doing all of this work.	Yes, we looked at that however the roadway width is too tight. While such a configuration is often desirable, in this case no “door zone” buffer could be provided, making it unsafe for the bicyclists.
Is there a plan to add more cross walks?	Not currently, although such improvements can be considered.
Could there be signage for Option 1 to allow for parking in the buffer zones at night only?	Time-of-day restrictions are challenging to implement and enforce but that can be considered.
The parking utilization at 64% does not tell the full picture. The neighborhood is already impacted. There is spill over from the apartments already parking in the neighborhoods.	Comment noted.
Prefer a new alternative that would remove only one lane of parking but would have the bike lane on both sides.	Comment noted
It is not good for bikes to be near gutters that is where the trash collects and is unsafe.	Comment noted
The traffic is heaviest at southbound Bayview and can't see Eastbound Maude traffic. It is dangerous.	Comment noted
Thank you for putting safety as a priority. What is the date of this traffic count? That is before Apple and LinkedIn went in. Are the proposed changes to Bishop Elementary taken into account in this work?	The City has performed several traffic analyses of this corridor dating back to May 2015. There are also counts from October/November 2015. Yes, the City and the team are aware of the proposed changes and have incorporated them into the alternatives.

<p>Concerned about loss of business for the stores.</p> <p>Prefer to have two-way bike lanes as an option on one side.</p> <p>Concerned about developments coming in, specifically the impact of the new townhouses. That they will overflow to neighborhood.</p>	<p>Comment noted.</p> <p>Comment noted</p> <p>Comment noted.</p>
<p>The City does require new development to provide off street parking and follow the rules.</p> <p>If the bike volumes are coming from Stratta they may be undercounting actual bicyclists using the street.</p> <p>This will make the street safer—will it attract more bicyclists?</p>	<p>Comment noted.</p> <p>Bike volumes were manually counted in the field.</p> <p>Yes, research has shown that bike lanes, particularly buffered bike lanes, increases bicycle activity.</p>
<p>I like the idea of a permit. Borregas and Ahwanee should be parking by permit.</p>	<p>Comment noted.</p>
<p>Object to the use of the term “corridor.” This is a local street not a throughway. This subject matter doesn’t make sense.</p>	<p>Comment noted.</p>
<p>Increasing traffic is a real concern. What is the motivation behind this?</p>	<p>Safety is the motivation for this allocation study.</p>
<p>Parking should be limited in certain hours. The parking utilization study should count parking utilization during the window of midnight to 4 a.m. to get a true picture. The apartment and house overflow parking is most evident then.</p>	<p>Comment noted.</p>

This meeting summary also includes a transcript of the thirty-one (31) meeting comment cards that were handed in at the meeting and e-mails subsequently received by City staff. They are listed in the table below:

Comment Cards and E-mails to City Staff
No parking on Maude Avenue will cause people to park in the neighborhood which would degrade the neighborhood.
Bikes are the future!
<ol style="list-style-type: none"> 1) It seems that it will be quite difficult to turn into Lucky's if you are driving west on Maude. 2) Will you guarantee a removal of the "pork chop" at Borregas and Maude? 3) Please consider adding crosswalks between Borregas and Mathilda. There is a lot of jaywalking.
Use 6' bike lane with 2' buffer. A 5' bike lane puts gutter seam dangerously close to center of the lane.
Please add more pedestrian crosswalks.
No removal of parking. Keep Option 3. I wouldn't feel safe having cars park on my street who don't live there. I want to feel that I can park in front of my own house.
Need more time/feel rushed. Plan needs to reflect the increased number of traffic from Perry Park and New Apple Campus.
I support bicycle and pedestrian safety, so Alternative #1 is by far the best. It is time to give more to bicyclists so cars "suffer" a bit. The streets off of Maude <u>can</u> handle people parking cars in front of other's homes. Those streets are designed for cars to park. It is time to actually encourage bicyclists and give more road space to bikes.
<p>Please consider redoing a traffic study which includes the upcoming construction at Maude and Morse.</p> <p>Also, please change the traffic light timing of left hand turn from Maude to Borregas—the timing is off.</p>
The removal of parking spaces seems to have no solution as to where the folks will park. Disregard this option. This will effect side streets
Make bike lanes 7 a.m. to 7 p.m. Parking 7 p.m. to 7 a.m. or stop building commercial buildings.
Concerned about traffic at drop off and pick up at Bishop Elementary. Did you

<p>measure traffic at 2:10 p.m. pick up?</p> <p>Concerned more people will cut down Bayview/Hazelton Avenue to avoid light at Sunnyvale/Maude. Was this considered?</p>
<ol style="list-style-type: none"> 1) Need to look at overnight parking. 2) Need to focus on not losing parking east of Borregas. 3) Need to look at parking utilization of retail/restaurants. No parking at lunchtime/dinnertime on private lots.
<p>There are many new large buildings in the Moffet Park area that will dump 10k plus more cars to the area. Please consider that before you build anything. The congestion in the local area is oppressive.</p>
<p>Concern over parking proposals not including new apartment buildings.</p> <p>Request new traffic study!</p>
<p>I like the idea of allowing parking after 7:30 p.m. or in the p.m. on Maude for those who live there. You can distribute permits to park in the p.m. for those residents affected on Maude (but would have to be distributed to specific addresses and allow a maximum per house, so they're not getting permits for those who want to park in the area).</p>
<p>Please consider lowering the speed limit around Bishop School and enforcing it. The slowing of the traffic would deter the "not local" traffic.</p>
<p>The parking utilization rates between Fair Oaks and Bayview do not capture the significant Maude parking overflow that already spills onto Bayview/Arbor/Balsam. Many apartment residents on Maude already park in the neighborhood. Removing more Maude parking will only exacerbate the problem. Improving commuters for 40+ bikers/hour will make life difficult for SNAIL residents 24/7. Please don't make changes. Vote Option #3.</p>
<p>Suggestion was made previously to put bike lanes on Arques. It runs through into Santa Clara. No need to ride onto Fair Oaks. Maude dead ends at Wolfe. There are no driveways on one side of Arques between Fair Oaks and Orchard.</p>
<ol style="list-style-type: none"> 1) The 1,000-foot notification is very inadequate. This was strongly emphasized with Perry Park meetings and City implied that greater notification would happen for future projects. 2) Reality is that there are more than two cars per household. New developments, especially multifamily, should have greater off street parking requirements.

3) Consider permit parking for the 1,000-foot corridor.
<p>Option B slows traffic. I think this would improve ped/bike safety and discourage through traffic, which would please NIMBYs.</p> <p>Please, please, please more crosswalks.</p> <p>Also, can you extend bike lane to Wolfe?</p>
Route the bicycle corridor on a parallel, less busy, side street (Duane or Taylor) so cycling will be safer without backing up traffic.
Route traffic from Mathilda to Ahwanee to Fair Oaks, less car traffic and near 101.
<p>I hope the community prioritizes safety for the students who use the corridor.</p> <p>I hope the community prioritizes the use of our limited roadway for moving cars and bikes, rather than stationary/parked cars.</p> <p>Making the roadway safer for bikes would encourage more people to ride.</p> <p>I agree that, especially near schools, curbs should be painted red so folks don't park near the corner. I helped with a SRTS survey and saw that parking near the curb created a dangerous situation for pedestrians and even cars.</p>
Do nothing. Don't clog it up.
None of the three options is acceptable. They were brought to the community for a <u>choice of one of the three</u> . They were prepared before the meeting and there was <u>no community input</u> into these options. There should be further meetings with some of the changes suggested by community members.
The impact on neighborhood parking at the same time (you) city officials are not taking into consideration the real impact to us! Please look into this. This is a true farce in my opinion!
<ol style="list-style-type: none"> 1) Much larger notification than 1,000 feet. 2) If one left turn is eliminated westbound on Maude, there will be a longer que to turn left on Mathilda. How will cars turn into Lucky's westbound? 3) There is already a bus stop at Sunnyvale Avenue at Hazelton. For riders coming from west of Borregas, they would have to cross two streets with lights instead of one. High school students. 4) Do not like the new bus stop.

None of the proposed options sufficiently address the parking situation except the “do nothing” alternative. Parking is a serious issue for residents who do not have the option to garage their vehicles. I counted 104 parked cars on Maude on a Sunday night. Where are people supposed to go? Into our neighborhoods?

Please hold further outreach meetings. Presentation did not allow for community input at all. Can choose nothing changed but want some changes just not allowed to say what. Appreciate your work though.

Thanks for making Sunnyvale safer for children, bikers, etc. (Not all of us are “cranky”)

Issue going west on Maude into Lucky. Can't U-turn @ Mathilda/Maude, and can't stop in longer left turn lane to turn into entrance next to KFC.

1) Protected Bike Lanes -- move the car parking away from the curb and run the bike lane to the right of parked cars. This provides bicyclists with a very substantial buffer from street traffic, reduces risk of dooring, and reduces the width of traffic lanes, causing drivers to slow down and drive more conscientiously. I haven't seen this technology yet in Sunnyvale, so I thought I'd share a few links: <https://momentummag.com/the-rise-of-the-north-american-protected-bike-lane/> has a very nice picture and a bunch of stats at <http://www.peopleforbikes.org/green-lane-project/pages/inventory-of-protected-bike-lanes>. I've also attached a PDF from an advocacy org claiming they are good for business. I would absolutely love to see such an amenity running along Sunnyvale Ave between downtown and at least the 101 crossing.

2) Intersection "Bulb Outs" -- again, I have not seen any in Sunnyvale but I reckon you must be acquainted with this idea. At intersections, the sidewalk expands and the street constricts, giving pedestrians and cars better visibility with each other, and forcing drivers to slow, and reducing the street distance that pedestrians must cover. This would likely remove parking directly adjacent to the intersection. As a bonus, I think this would make left-hand turns easier to execute. (I turn left onto Maude most mornings, and the speed and visibility can make this sufficiently difficult that sometimes I just turn right and go the long way. If I had less speed and better visibility because of bulb-outs ... driving becomes more effective. San Francisco has a really extensive treatment here: http://www.sf-planning.org/ftp/betterstreets/docs/Draft_BSP_for_Adoption_5_Street_Designs.pdf

When I heard about the Maude project I was shocked by the idea that streetside parking will be eliminated.

While bike lanes would be great I'm not sure if it would be worth inconveniencing 104 cars owned by working class people. Yes 104 cars.

Tonight on Monday February 29, 2016 my friend counted the cars on one side and I walked on the other side counting each and every car.

We excluded cars which parked at the elementary school, excluded the burrito truck and other extraneous vehicles belonging to customers.

Most of the cars belonged to residences and we even saw people unloading their laundry and groceries. The Maude project would directly impact people who live in apartments on Maude. If you aren't familiar with the demographics of the area the residents here let me state that they are not tech hipsters. They are lower middle-class Hispanic people who work as painters, plumbers or as construction day laborers. Were the flyers distributed bilingual? It would be helpful to our Spanish speaking neighbors.

How do I know this? I used to walk down Maude every morning to work at Plug and Play and most of the men would be carrying coolers and dressed for that line of work. If you stroll down Maude and just count how many flatbed trucks loaded with equipment you'll be able to make the same conclusion as well.

I ask that the City Council do a thorough and careful study before making any decisions.

Please place a priority on people who already live and work here and not be over accommodating with Apple.

Overall, I support option 2 since it will be the best solution for pedestrians and bicycles.

Does option 2 remove parking along all of Maude or only between Mathilda and Sunnyvale Rd? It is not clear from the title or the details.

Taking away the channelized right turn lane and associated island/pork chops will make both intersections safer for everyone.

A suggestion. Maude is very challenging when school lets out as dozens of parents arrive to pick up children. Can the city work with the school to design an implement better student drop-off and pickup? Use the existing angled parking as Drop-off/pickup lane instead of parking area during morning and PM drop-off periods? Or on the Bayview side?

There is a lot of concern about removing one of the left turn lanes onto Mathilda. Has there been traffic study on this yet?

There are concerns that eliminating all the parking along Maude will add a lot more cars parking on the residential streets near Maude. Has a parking study been completed to have an estimate of how many more cars will have to find another place to park if parking is no longer allowed on Maude.

I am a community member living blocks away from Maude Avenue between Mathilda and Fair Oaks. I am unable to attend the community meeting this evening, so I wanted to send a message with my concerns. I am a parent of four children - three of who attend Bishop Elementary School (one will be going to Columbia Middle School next year, and my youngest will start school in a year at Bishop). Every single family in this area who has children must cross Maude to get their children to either Bishop or Columbia. My greatest concern is the safety of school children crossing Maude to get to and from school.

Maude needs to be a safe and pedestrian friendly neighborhood road. Maude should not be a thorough-way through the neighborhood with increased traffic and speeds - it needs the opposite. We need reduced speed on Maude in order to keep our school children safe. I support the idea of removing street parking. I feel it is imperative to create dedicated bike lanes on Maude. I would also like to see clearly well-marked pedestrian crossing both at Maude and Sunnyvale and Maude and Bayview with signage, flashing light cross walks, and clear road marking. I would like to see the green street scape painting on the bike lanes and pedestrian cross walks. Drivers need a VERY clear and bright reminder of pedestrians and bikers.

Currently, Maude is a very dangerous road to cross as a pedestrian. Crossing guards are not reliable, and do not always show up. People drive way too fast and do not pay attention, particularly right by an elementary school. As it is now, I feel that I cannot allow my daughter to walk to Columbia Middle School because of the very real danger crossing Maude Avenue.

Please put the safety of school children first as you make improvements to Maude. This area of Sunnyvale needs to maintain a neighborhood feel with priority to children and schools. Commuters should have to slow down!

Unfortunately, we were unable to attend last night's meeting regarding the three options on Maude Ave, that end up getting rid/modifying street parking, in order to put in a bike lane. First of all, the City of Sunnyvale, gave a very short notice about this meeting, and since we are in the tax business, we could not stand up and voice our opinion on this very important proposal.

We have the following questions regarding this proposal:

1. We have a small parking lot behind our building. Due to the lack of parking in the area, people are constantly parking their vehicles in front of fire hydrants and parking right next to our driveway, making it difficult/ sometimes impossible to get into our parking lot.

What measures will the City of Sunnyvale take to make sure that we can access our parking lot at all times?

2. Also, since there will be substantially less parking (no parking on Maude Ave,

forcing more congestion on the side streets), what additional steps will the City of Sunnyvale take in monitoring and making sure that unauthorized vehicles aren't parking in our lot? Also, where will the tenants of large apartment complex's located on this street park?

3. As the City of Sunnyvale is aware of, there are a lot of car accidents on Maude Ave, due to people exiting their apartment parking lots and merging onto Maude Ave. What safety measures is the City of Sunnyvale going to take, to make sure these cars don't hit bicyclists?

4. With the developments at the end of Maude Avenue, near Mathilda, traffic in this area has increased significantly. Removing a turn lane on Maude will likely add to the problem, as tenants will have to make U turns where allowed, which combined with increased traffic will likely lead to more traffic accidents. What is the solution to this problem?

In conclusion, as a business located on Maude Avenue we believe your proposal will only make a bad situation even worse. Thus we are opposed to your planned changes.

I received the notice of improvements for Maude Avenue. I am in favor of any improvement that:

- Makes biking safer & easier
- Makes walking safer & easier
- Slows traffic on Maude
- Improves curb appear along Maude
- Does not encroach onto private property
- Limits parking on Maude Avenue (if needed) in favor of a more bike & pedestrian friendly street

I now frequently bike to work. I would like to see all street parking removed at all hours. I would like to see a bike lane. I would like to see a light on Morse to discourage through traffic.

I am a Sunnyvale resident, and am writing in strong support of Alternative 1 for the Maude Avenue roadway allocation study. This is an important corridor for bicycle commuters such as myself, and the establishment of a buffered lane would improve safety and encourage more people to get out of their cars and use active transportation.

Thanks for the opportunity to provide input on the referenced project. I attended the community meeting at Bishop School and have reviewed the three alternatives online.

Regarding my background, I've been living on Maude Avenue since 1998 and we own our home, so we are very interested in this project. I also drive, bike, or walk on Maude daily. We also have a young child who will likely be attending Bishop

School in a couple years by walking or biking.

I strongly feel that striped bike lanes with or without buffers will be a great benefit to the area for a couple reasons. I've informally observed that while commute car traffic has increased significantly on Maude in recent years, bike commute traffic has too. More bicyclists means fewer cars and shorter queues. Based on my experience as a part-time bike commuter and the cyclists I've talked to, people are much more likely to travel a route when there is a bike lane, so this will directly increase bikes and decrease cars. In addition, this part of Maude Ave is a gap in the bike infrastructure, as there are striped lanes on Wolfe, Borregas, and on Maude west of Mathilda, and most recently on Mathilda. We have hoped for many years that Maude would be upgraded to better accommodate bikes as we've watched the surrounding streets be upgraded with the addition of bike lanes over the years.

Based on what we all heard at the Bishop School meeting, a large fraction of (or all of?) the opposition to the project (the supporters of alternative 3) are worried about the current Maude parking spots shifting to and cluttering side streets where they live. In fact, we too would be inconvenienced by a reduction/elimination of parking, as our visitors would need to park on side streets and walk to our house (we have a 1-car garage which contains bikes, and we park in our 1 car driveway- I believe we could widen it to 2 car-width maximum based on front yard paving ordinance). That is generally why I've supported Alternative 2 over the others, because it seems to split the difference in impact. It provides improvement for bikes with only a reduction in parking, rather than eliminating parking, which seems the most realistic. If the city has other ideas as to how to mitigate the parking issue, I'm certainly interested. However, if you move forward with alternative 1 elimination of parking, I'm willing to sacrifice my street parking for striped bike lanes, as long as there is some provision for allowing our guests to park on side streets (I say this because at the meeting, some neighborhood residents requested a permitting system, implying that people who live on Maude wouldn't be given a permit to park on side streets).

I think it would be a good idea to look at a combination of alternatives 1 and 2. Maybe one of the alternatives is better on the eastern part, and another on the western part. For example, alternative 1 may make more sense on the western part where we live, because your study showed less parking needed there (plus there is probably parking available on San Angelo Ave), and the vehicle load is almost double so keeping the 2-way left turn lane will help keep it flowing, but alternative 2 may be better on the eastern part where more parking is utilized and the vehicle load is not as high so interruptions due to lack of 2-way turn lane won't have as high an impact.

On a side note, I wouldn't mind seeing the speed limit reduced to 25 and increased enforcement regarding driving in the 2-way left turn lane for hundreds of feet to pass traffic backups or slow drivers. But those are subjects for Dept of

Public Safety, not for this project.

Thanks again for the opportunity to provide input. I hope to see bike lanes on Maude.

Thank you for allowing public input regarding the Maude Avenue Bikeway and Streetscape Improvement. I attended the March 8 community meeting and hope to attend the next public meeting.

I support any alternative that includes striped bike lanes. I understand the need for street parking too, so Alternative 2 seems like a good compromise and the best choice.

I've lived at 172 W Maude Avenue for over 17 years and have seen many bicycle improvements nearby, like the Borregas Bike Bridges and striped bike lanes on Maude west of Mathilda, but none on Maude between Mathilda and Fair Oaks. I bicycle commute to work every day and ride on the weekends for fun and to run errands. Striped bike lanes will increase safety for all cyclists and encourage more people to ride.

Please consider Alternative 2 as the best choice for improving Maude Avenue.

I am not clear about all the implications. However, option three with the two shared lanes in each direction between Murphy and Mathilda doesn't really improve the bike safety in that area which is already difficult with the four lanes of high-speed traffic.

I am impressed with the redesign results when Evelyn was reconstructed, reducing traffic to one lane in each direction and improving the bike lane widths and separations. This area is much safer than ever before. I suggest that Maude be developed with the same criteria, assuming that the traffic needs and volumes may be comparable, and that the improved bicycle and pedestrian safety is definitely needed along Maude.

Thanks for the opportunity to provide input. I appreciate your consideration and efforts to improve city street safety for all users.

I attended March 8th town hall meeting at Bishop Elementary School. It became apparent to me that the city of Sunnyvale is listening and catering to big corporations (Apple, LinkedIn, and Juniper). I noted a few things from the meeting.

1) I observed on the sign in sheets and noted that a few attendees were from Palo Alto and beyond. The city failed to notify the majority of local community but invited the employees from Apple and LinkedIn. The city representative was not even aware of the existence of the SNAIL community association when asked "why wasn't SNAIL notified of this town meeting?."

2) When asked to address the elimination of 174 parking spaces, and the negative impact to the residents, businesses on Maude and the congestion in the neighboring community the question was never answered adequately. (Proposing Duane Ave. or Arques Ave. as viable alternatives bike lane streets.).

3) Only Stripping and changes of lane were noted as choices. Widening of Maude was never brought to the forefront, and was considered a very costly alternative. Which really means the traffic congestion is not a real issue. But in fact it really is.

4) They noted safety was a concern especially at Maude Ave. and Bayview Ave. intersection, but unfortunately no solution was proposed (a four way stop sign would really help prevent accidents).

Please keep me in your email notices and information regarding this project, because it is important to me and to my neighbors.

I am writing to express my very deep concern about the Maude Avenue Roadway Allocation Study (MARAS) and the plans to create bike lanes on Maude Avenue. I am particularly troubled that the MARAS PowerPoint describes the objectives of the project as providing bike lanes and supporting cyclist and pedestrian safety (MARAS p. 5) but says nothing about preserving, let alone enhancing, the quality of life in the SNAIL neighborhood. I outline my principal concerns below.

1) A Blow to Quality of Life in the SNAIL Neighborhood

According to the study, the elimination of parking on Maude will result in the loss of up to 174 parking spaces and at least 111 cars spilling over onto side-streets on a daily basis (MARAS p. 10). This, alone, would create an extraordinary burden for a neighborhood with already congested streets. As the study notes, under some alternatives "demand would exceed supply" of spaces (MARAS II, p. 1). However, these numbers do not begin to capture the true extent of the problem. The on-street parking utilization figures do not account for the number of Maude residents and restaurant patrons already parking on side-streets in the SNAIL neighborhood. It is routine to see residents of apartments on Maude seeking out easier and safer parking on Bayview, Arbor, and Balsam among others. Bike lanes will only make this problem much worse.

2) Insufficient Data to Support Increased Cyclist Safety

The study states that bike lanes are proven to reduce injuries to cyclists (MARAS p. 14). Although this may be true, one cannot infer from the data presented in the study that bike lanes on Maude are needed for cyclist safety. The study notes 34 incidents on Maude over the period 2012-2014 but only one of these incidents involved a cyclist (MARAS p. 11). No data is provided to suggest parked cars increase safety concerns for pedestrians. The conclusion that bike lanes on

Maude are justified by safety concerns is simply not supported by your own data.

3) Alternative 3 is the Only Viable Option

I certainly support the relocation of the VTA Bus Stop and the proposed pedestrian safety improvements at the intersection of Maude and Sunnyvale Avenues. However, I strongly oppose both plans that seek to create bike lanes on Maude. Alternative 1 would make it even harder for residents to park on their own streets. Alternative 2 would create unnecessary congestion with the opening of Peery Park. This leaves only Alternative 3. The SNAIL neighborhood already bears significant private costs for the public good. We sit under the landing path of the 129th Rescue Wing of the California ANG based at Moffett Field. And we will bear the brunt of the traffic created by the Peery Park development that will generate considerable tax revenue for the City. Now we are being asked to accept more than 100 additional cars on our already congested side-streets, a change that will make streets less attractive and make parking more difficult every single day. And we are being asked to do this for the convenience of cyclists passing through the neighborhood-the number of whom now reaches only 40 per hour at the peak of the evening commute. That seems like a bad trade-off to me. How would you vote if you lived on my street?