

**Council Meeting: February 12, 2008****SUBJECT: Mary Avenue Extension Project - Consideration of Alternatives for Completing the Environmental Review Process and Approval of Budget Modification No. 33****REPORT IN BRIEF**

The public comment period for the Mary Avenue Extension Draft Environmental Impact Report (DEIR) closed on November 12, 2007. A large number of comments were received on the document. Generally, the bulk of the comments suggest considering alternatives to the proposed project rather than questioning the adequacy of the environmental document. Because of the number and nature of the comments, staff believes that the City can consider alternative approaches to responding to the comments. Staff has identified four possible alternative approaches. Staff is recommending that the City provide an enhanced level of response to comments received on the DEIR, and an extended comment period on the Final Environmental Impact Report (FEIR). Staff is also recommending that Council approve a Budget Modification to provide additional funds to the Mary Avenue Extension Capital Project depending upon the alternative selected.

BACKGROUND

The Mary Avenue Extension project is a long-planned General Plan project to extend Mary Avenue from its current northern terminus at Almanor Avenue into the Moffett Industrial Park area. The project would bridge the U.S. 101 and S.R. 237 freeways with an overpass of four lanes, bike lanes, and sidewalks. The purpose of the project is to provide additional north-south roadway capacity into and out of the Moffett Industrial Park major employment area and to improve local circulation to and through the Park. Without the Extension, traffic on other north-south arterials that access the Park, namely Lawrence Expressway, Fair Oaks Avenue, and Mathilda Avenue, is forecast to become congested. This project has been in the City's General Plan since the early 1970's, and is identified as mitigation for the Moffett Park Specific Plan and several corporate campus developments approved for the Moffett Industrial Park. The Mary Avenue Extension project is one of several projects in the City's Transportation Strategic Program for providing adequate roadway capacity to serve forecasted traffic from regional and citywide growth as described in the General Plan. These projects are funded by an impact fee on traffic-generating land development. Additionally, the County of Santa Clara and the Santa Clara Valley Transportation Authority (VTA) have long range

plans for transportation improvements to the expressway and freeway systems in and around Sunnyvale.

Development activity in the Moffett Industrial Park has occurred steadily over the last 10 years. Job growth in the Park is resulting in steadily increasing traffic. In order to address forecasted traffic congestion, the City initiated an engineering and environmental analysis of the Mary Avenue Extension in 2006 to begin transitioning the project from a plan to a project approved for construction. The proposed project is a capital improvement of significant scale, complexity and community interest. Lead times for the City's decision making process, the California Department of Transportation's decision making process, and the Valley Transportation Agency as a major funding partner are anticipated to be lengthy. This assumption has borne out to be true as the engineering and environmental analysis has progressed.

The City completed and circulated a DEIR on the Mary Avenue Extension on August 24, 2007, for an 81-day public review period, 36 days longer than required by law. The DEIR identified the following significant impacts and potential mitigation associated with the project:

- Traffic congestion at Mary/Maude intersection- requires an additional southbound right turn lane to mitigate
- Potential disruption of cultural resources – proposes test excavations prior to project construction and determination of measures to resolve the effects of construction. Archeologist and Native American monitors to be present during construction.
- Potential for burrowing owls and nesting raptors to be present – pre-construction surveys, creating of construction buffers should owls be present, relocation of owls during non-breeding season, off site habitat compensation
- Tree removal – 62 significant trees. Replacement, relocation, or replanting per the Municipal Code
- Potential for liquefaction – detailed geotechnical study to determine appropriate foundation systems
- Potential to hit contaminated water, soil – monitoring, disposal per regulations
- Construction noise to nearby commercial, industrial properties – scheduling of noisy activities, use of quieter equipment and techniques, coordination with adjacent property occupants

Traffic impacts of the proposed project on Mary Avenue south of Central Expressway/Evelyn Avenue is a key issue for residents in the area. The DEIR identifies the forecast traffic growth in Sunnyvale, the impacts of that forecast traffic growth on the planned roadway system without the proposed project, and the effect of the proposed project on future traffic circulation.

The analysis found that the greatest effects of the Mary Avenue Extension on traffic circulation are concentrated primarily on segments of major north-south streets north of Central Expressway and in the Moffett Park area. Attachments A and B illustrate the relative increases and decreases in traffic on area streets with the Mary Avenue project.

Improvements to circulation were found on Lawrence Expressway/Caribbean Drive, Fair Oaks Avenue, Mathilda Avenue, Middlefield Road/Ellis Street, Tasman Drive, and Moffett Park Drive. Traffic increases were concentrated on Mary Avenue north of Central Expressway, Central Expressway east of Mary Avenue, and Wolfe Road north of Central Expressway. Changes to traffic patterns on the City street system south of Central Expressway due to the Mary Avenue Extension were found to be negligible.

This conclusion is counterintuitive to many, but in fact, most users of a Mary Avenue Extension will be employees in the Moffett Industrial Park that are commuting from areas southeast and east of the City. Because Mary Avenue is primarily an intra-city roadway serving land uses in the southwest portion of the City, and it does not connect to the roadway network south of State Route 280, South Mary Avenue does not present a faster route to and from Moffett Industrial Park than the roadways that connect to Cupertino, West San Jose, Santa Clara, State Route 280 and other points south and east. Also, the barrier to traffic capacity into and out of the Park is at U.S. 101 and State Route 237, so the improvement in roadway capacity provided by the Mary Avenue Extension and any consequent diversion of traffic is mostly localized in that area to the north. Therefore, it can be anticipated that diversion to South Mary Avenue south of Central Expressway will be negligible.

The DEIR also looked at a set of alternatives to the proposed project. Alternatives are typically investigated to determine if there is an environmentally superior alternative to the proposed project that reduces identified impacts of the project. For this DEIR, some alternatives examined were requested by the public during a series of seven community forums and a scoping meeting that the City held.

The alternatives investigated are as follows:

- No project
- Project plus a reduction of the number of travel lanes on Mary Avenue south of Evelyn Avenue from four lanes to two lanes
- Project with two travel lanes instead of four travel lanes
- Terminating the extension of Mary Avenue at H Street instead of 11th Avenue
- Widening of other north-south roadways such as Mathilda Avenue, Fair Oaks Avenue, or Wolfe Road instead of constructing the project
- Widening Route 85 instead of constructing the project

The DEIR found no environmentally superior alternative to the proposed project.

As previously stated, the Mary Avenue Extension Project is integral to mitigating the traffic impact of planned and current development in the Moffett Industrial Park. Should the City elect not to proceed with the project, there would be significant implications on the environmental analysis of the City's current land use plan as well as specific previously approved development projects.

The schedule for completion of the EIR and the engineering analysis and preparation of Caltrans documentation has been extended. Currently, the City has completed two submittals of Caltrans documentation required for State sign off of a Project Study Report/Project Report. The City also has completed and circulated for public comment a Draft Environmental Impact Report. The initial project schedule called for completion of the current analysis in August, 2007, but this was extended to February, 2008 due to significant analysis and process requirements by Caltrans, and to allow for an extended public outreach process prior to and during release of the Draft Environmental Impact Report. At this time, a substantial number of comments have been received on the Draft Environmental Impact Report which will require an unanticipated level of effort to respond. Depending upon the level of effort desired by the City Council, completion of the Final Environmental Impact Report will take an estimated five to 15 months.

Staff is seeking direction from the City Council on how to proceed with responding to comments.

EXISTING POLICY

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

Land Use and Transportation Element R1.6 — Preserve the option of extending Mary Avenue to the industrial areas north of U.S. Highway 101.

DISCUSSION

A summary of the topics of project alternative-related comments received on the DEIR is included as Attachment C. Given the general topics of the comments, the response to comments can involve differing levels of effort. The California Environmental Quality Act (CEQA) requires only that responses address comments asserting inaccuracies in the DEIR analysis or new information on environmental impacts. However, given the quantity of comments and the substantial interest in information on alternatives to the proposed project, the City may want to consider an “enhanced” response to address all comments, regardless of relevance to CEQA. The level of effort and new information that would be involved in providing “enhanced” responses could necessitate differing processes for circulating and certifying the FEIR. Depending on the path chosen, there will be differing schedules, time, and cost implications. The four options identified and generalized implications of each are as follows:

1) “Standard” Responses (meet CEQA basic requirements), Standard Process. This would take about five months to complete and present an FEIR to the Council for review and certification. A standard 10-day public review would be offered. Most of the responses, since they ask for alternatives to the project but do not question the quality of the environmental analysis, would receive basic responses such as “Does not meet purpose and need for the project.” Additional analysis or research would be involved due to the number of comments received, requiring additional work scope in the amount of \$11,000.

2) Enhanced Response, Standard Review Times. This would be a heightened level of analysis and research. Staff has identified 13 general areas which would address themes of comments (for example, we received a lot of comments along the theme of "improve the freeways"). Staff can provide a lot of information on the analyses and plans that have been completed and are in place to improve the freeways, and how they relate to the Mary Avenue project. The City could choose to provide much more substantial responses to address these themes. Staff estimates that three new transportation computer model runs and one specialized traffic analysis would be necessary in order to comprehensively respond. This would be in addition to answering stand alone comments. An additional \$77,000 and eight months would be required to complete this process. The document would be a standard FEIR, with a 10-day public review period.

3) Enhanced Response, Public Recirculation. This would involve a 45 day public review. Ten months would be necessary to complete the process, plus some additional costs to compile and summarize a second round of comments for a total work scope change amounting to \$79,500.

4) DEIR Recirculated Utilizing Comments Received as a "Scope" for Revised DEIR. This would require approximately 15 months for public circulation, preparation of a Final DEIR, and circulation of that document. Technical analysis, document preparation, and response to comments would require an additional \$107,000 in contract costs. The primary reason for potential recirculation would be because of the potential to introduce substantial new information and impacts. Staff does not believe that the comments received and any potential response to those comments would introduce substantial new information or impacts, as most comments pertain to information on alternatives, not corrections of flawed or missing analysis. However, recirculation of a DEIR would be a conservative approach to the environmental process.

Peer Review of the Environmental Document

Because of recent litigation on the environmental analyses for a number of projects in Santa Clara County (including one in Sunnyvale) and heightened scrutiny by the courts of the content and substance of environmental reports, staff believes it is prudent for the City to commission an independent review of any environmental document that is produced for the Mary Avenue project. This independent review would be intended to provide an objective appraisal of the environmental analysis as a means to support the information used in subsequent decision making, or, in the case that the City is sued over the environmental analysis, to support the substance and quality of the analysis. Staff is recommending that the City Council approve a peer review of the administrative draft of any Final Environmental Impact Report that is prepared for the Mary Avenue Extension project by a CEQA expert. Staff will seek to retain the professional services of an educator or trainer in CEQA practices or an environmental consultant from outside the Santa Clara County market. Staff estimates the cost of this peer review to be \$8,000. This would be in addition to the previously identified analysis costs.

Implications of the Mary Avenue Extension Project on the City's Land Use and Transportation Plan

As previously stated, the Mary Avenue Extension Project is an integral part of the City's transportation capacity improvement plan, and the primary transportation mitigation for approved and forecast General Plan growth in the Moffett Industrial Park. As such, the environmental documentation that supports the City's decisions to approve land use plans and several previously

approved projects assumes the project will be built. Should the City Council decide not to move forward with the Mary Avenue Extension project, which is a potential option at this time, the City's land use and transportation plan would need to be revisited. Deciding not to pursue the Project would mean a change to the General Plan Land Use and Transportation map. Environmental impact reports would need to be prepared that would allow Council to either make a finding of overriding (social or economic) considerations or provide information to modify land use intensities to reduce or eliminate the significant transportation impact that the Mary Avenue Extension is intended to address. Densities in the Moffett Park and other industrial areas would need to be re-examined.

The City Council has previously approved a study issue update to the Land Use and Transportation Element of the General Plan. This effort is currently being deferred until the Mary Avenue Extension Project and EIR is considered by Council.

FISCAL IMPACT

For FY 2007/2008, *Project 825630 — Mary Avenue Extension Engineering/Environmental Analysis* has an approved budget of \$31,959. These funds are fully committed to the project's current scope of work. The fiscal effect of approving Budget Modification No. 33 to finance finalizing the Mary Avenue Extension EIR would range from \$11,000 to \$115,000, contingent upon Council's action. Each alternative presents a different level of designing and implementing the methodology for responding to public comments made on the Mary Avenue Extension DEIR. The following table presents the alternatives and each individual effect on *Project 825630 — Mary Avenue Extension Engineering/Environmental Analysis*:

Alternative	Time Requirement	Cost	Project 825630		
			Current Budget	Additional Dollars Needed	New Budget
1. Standard Response	5 months	\$11,000	\$31,959	\$11,000	\$42,959
2. Standard Response with Peer Review	5 months	\$19,000	\$31,959	\$19,000	\$50,959
3. Enhanced Response—Standard Review	8 months	\$77,000	\$31,959	\$77,000	\$108,959
4. Enhanced Response—Standard Review with Peer Review	8 months	\$85,000	\$31,959	\$85,000	\$116,959

5. Enhanced Response– Public Recirculation of DEIR as Updated with Comments	10 months	\$79,500	\$31,959	\$79,500	\$111,459
6. Enhanced Response– Public Recirculation of DEIR as Updated with Comments, and with Peer Review	10 months	\$87,500	\$31,959	\$87,500	\$119,459
7. Enhanced Response– Public Recirculation of DEIR as Updated with Comments and Public Circulation of FEIR	15 months	\$107,000	\$31,959	\$107,000	\$138,959
8. Enhanced Response– Public Recirculation of DEIR as Updated with Comments, Public Circulation of FEIR, and with Peer Review	15 months	\$115,000	\$31,959	\$115,000	\$146,959

Extension of Mary Avenue is a capital project included in the city’s Transportation Strategic Program (TSP). The TSP is funded by Traffic Impact Fees on traffic generating land development. Funds are available in the Traffic Impact Fee Fund Reserve to support any of the alternatives listed above.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City’s official-notice bulletin board outside City Hall, in the Council Chambers lobby, in the Office of the City Clerk, at the Library, Senior Center, Community Center, and Department of Public Safety; posting the agenda and report on the City’s Web site; and making the report available at the Library and the Office of the City Clerk. In addition, notification was mailed to approximately 2,400 citizens and businesses with a potential interest in the project. Also, a notice was posted to the Community E-News list maintained by the Communications Division in the Office of the City Manager.

The City has undertaken a significant outreach effort for the Draft Environmental Impact Report. A scoping meeting was held on February 21, 2007. Seven public information forums were held to provide background on the project, broader planning issues, and the environmental review process.

These meetings occurred on June 26, 2007, June 28, 2007 , July 5, 2007, July 10, 2007, July 12, 2007 and July 17, 2007. Two public meetings were held to provide information on the Draft Environmental Impact Report and to take public testimony on October 3, 2007 and October 10, 2007. The City has developed a mailing list for notification of project events that currently contains approximately 2,400 names. Advertisement of public forums and the availability of the environmental document was done via the City's website, in The Sun, on KSUN, and emailed to the Community E-news list.

ALTERNATIVES

1. Direct staff to provide responses to comments on the Mary Avenue Extension DEIR that meet CEQA minimum requirements, and execute Budget Modification No. 33 in the amount of \$11,000.
2. Direct staff to provide responses to comments on the Mary Avenue Extension DEIR that meet CEQA minimum requirements, include a peer review, and execute Budget Modification No. 33 in the amount of \$19,000.
3. Direct staff to provide "enhanced" responses to comments on the Mary Avenue Extension DEIR that comprehensively address comments, provide a 10-day public review period prior to Council consideration of document certification, and execute Budget Modification No. 33 in the amount of \$ 77,000.
4. Direct staff to provide "enhanced "responses to comments on the Mary Avenue Extension DEIR that comprehensively address comments, provide a 10-day public review period prior to Council consideration of document certification, include a peer review, and execute Budget Modification No. 33 in the amount of \$85,000.
5. Direct staff to provide responses to comments on the Mary Avenue Extension DEIR that comprehensively address comments, provide a 45-day public review period and responses to additional comments prior to Council consideration of document certification, and execute Budget Modification No. 33 in the amount of \$79,500.
6. Direct staff to provide responses to comments on the Mary Avenue Extension DEIR that comprehensively address comments, provide a 45-day public review period and responses to additional comments prior to Council consideration of document certification, include a peer review, and execute Budget Modification No. 33 in the amount of \$87,500.
7. Direct staff to prepare and recirculate a Mary Avenue Extension DEIR with a scope consistent with and addressing comments received on the

initial DEIR and execute Budget Modification No. 33 in the amount of \$107,000.

8. Direct staff to prepare and recirculate a Mary Avenue Extension DEIR with a scope consistent with and addressing comments received on the initial DEIR, include a peer review, and execute Budget Modification No. 33 in the amount of \$115,000.
9. Do not give direction on finalizing the Mary Avenue Extension Environmental Impact Report, eliminate the project from the General Plan, and direct staff to initiate work to reconsider the General Plan Land Use and Transportation Map.
10. Other action as directed by Council.

RECOMMENDATION

Staff recommends Alternative 6: Direct staff to provide responses to comments on the Mary Avenue Extension DEIR that comprehensively addresses comments, provides a 45-day public review period, includes a peer review, responds to additional comments prior to Council consideration of document certification, and execute Budget Modification No. 33 in the amount of \$87,500.

Staff believes that a comprehensive response to comments received from the community, as well as a prolonged comment period, provides a singular and significant opportunity to gather community input and address community concerns. This will enhance the decision making process on the Mary Avenue Extension project. The approach will require an additional 10 months to complete the environmental review process. The Mary Avenue Extension project is garnering much community interest, and it is of crucial importance to the City's transportation and land use plan. Staff believes a comprehensive and deliberate approach to decision making is warranted.

Reviewed by:

Marvin Rose, Director, Public Works

Prepared by: Jack Witthaus, Transportation and Traffic Manager

Reviewed by:

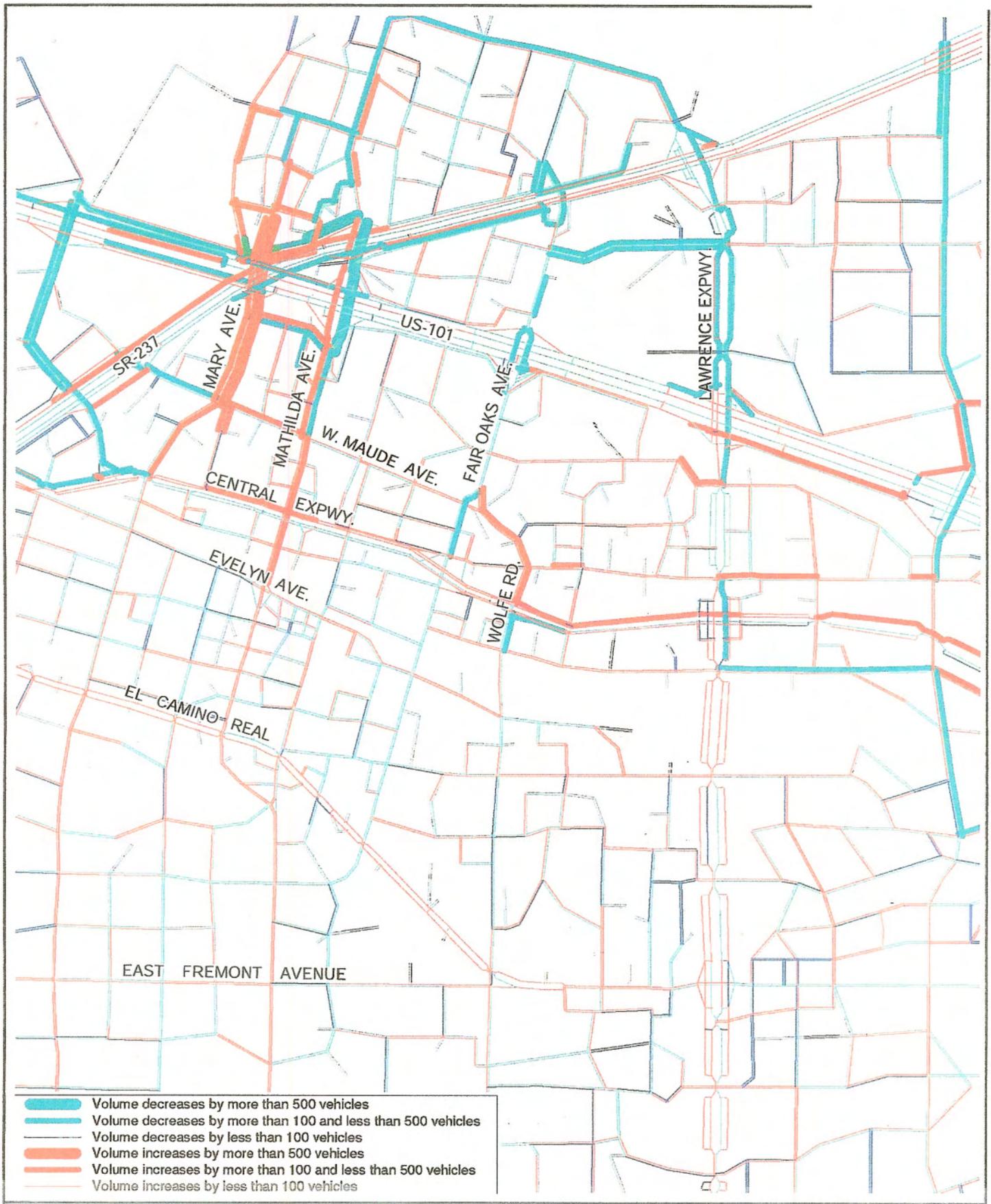
Mary J. Bradley, Director of Finance

Approved by:

Amy Chan
City Manager

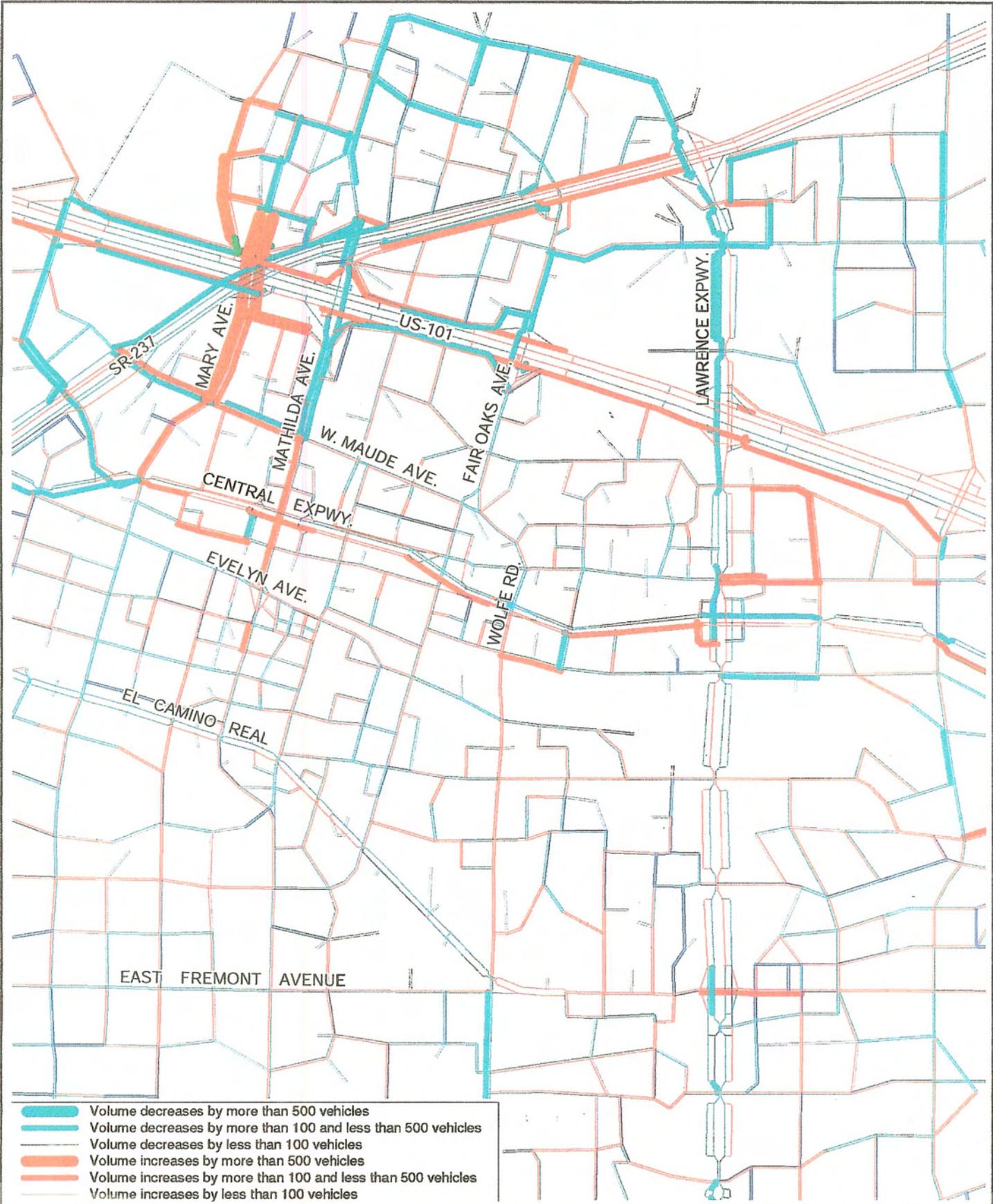
Attachments

- A) Difference Plot, Project Vs. No Project Traffic, AM Peak Hour 2020
- B) Difference Plot, Project Vs. No Project Traffic, PM Peak Hour 2020
- C) DEIR Comment Summary Matrix



TRAFFIC VOLUME DIFFERENCE BETWEEN NO PROJECT AND PROJECT IN THE YEAR 2020 (PM PEAK HOUR)

FIGURE 2.0-3



TRAFFIC VOLUME DIFFERENCE BETWEEN NO PROJECT AND PROJECT IN THE YEAR 2020 (PM PEAK HOUR)

FIGURE 2.0-3

Alternative Description	Meet Need and Purpose? (Y or N)
Light Rail (Spur-Line) within Moffett Park Area.	N
Mass Transit Busses (in Moffett Park Area).	N
Alternative transportation modes, TDM (i.e., local connection to Caltrain, bike lanes along Mary, priority for light rail, carpool lots and trolleys).	N
237/101 overcrossing for Bikes Only or for Bicycles, Pedestrians, and Emergency vehicles (p. 26)).	N
Provide safe bike lanes between Mary and Central Expressway and Mary and Maude intersections.	
Bridge for bicycles, pedestrians, and emergency vehicles (p. 26).	
Two-lane bridge for HOVs and Busses only. (p.36).	
Bridge for bicycles and peds only.	
No through traffic on N/S Mary at Central Expressway; plus above or below grade crossing for bicycles crossing Evelyn and CalTrain tracks; reduce South Mary's lanes to three lanes; adding HOV lanes, light rail, and bus rapid transit on Mathilda.	N
Install light rail on Mathilda connecting Shoreline Park to NASA Ames and Research Park to the existing service at Ohlone Station.	N
Alleviate traffic on Mathilda by providing light rail (alongside or beneath Mathilda) to the downtown.	
Provide mass transit facility from Moffett field area to downtown Sunnyvale (p.32).	
Direct ramps to and from 101 and/or 237 into Moffett Park.	
Redesign (or Improve) 237/101 and 237/Mathilda intersections.	N
Improve access from 237, 101, 85, and Central Expressway to Moffett Towers and neighboring business areas.	
Build on and off ramps at 237/Fair Oaks Interchange and Widen Overcrossing.	N
Consider alternative alignments.	
Improve access from Ellis Street and US 101.	
Improvements to 85/237/82 Interchange.	
237/Moffett Park Interchange.	
Alternative that allows a direct connector from SB 101 to EB 237.	
Connection to 85, other highways, or Central Expressway (p. 18).	
Highway 85 improvement (Including "Address Bottleneck at 85/El Camino and 237 Off-Ramp" and/or "widen.").	
Widen 85 and downgrade Mary, and widen bicycle lanes.	
Ramp metering on 85 through Los Altos, Sunnyvale and Mountain View.	
Consider alternative alignments.	
Lawrence Expressway Modifications (Including Carribbean and 237).	N
Provide a dedicated Mathilda Avenue overcrossing (over 101 and 237) to connect north and south .	
Extend the Moffett South Perimeter Road in both directions to make a direct 101 frontage road connection to the Shoreline business area.	
Extend and improve Moffett Park Drive to make a direct 237 frontage road connection between Moffett Park Area/Mathilda Ave, Caribbean Drive/Lawrence and Great America Parkway/Lafayette.	

Mary Avenue Extension Project
Draft EIR Transportation Comment Summary and
Project Alternative Matrix

Alternative Description	Meet Need and Purpose? (Y or N)
Improve connections to Central Expressway at Fair Oaks, Moffett Boulevard/85, 85, and Ellis Street. Create access from Ellis to Moffett (via Manila).	N
Widen Ellis Street, Central Expressway, Moffett Park Drive, Java and Crossman Avenue. Modifications to San Anselmo onramp to Central Expressway.	
Reduce speed limits on north-south streets running through residential areas to 25 mph, and add HOV lanes. Downgrade Mary to one lane in each direction, bike lanes on both sides, retention of on-street parking, and reduce speed limit.	Y
Downgrade Mary from four to three lanes (p. 19) and convert to a bicycle system and/or make two-way-left-turn-lane (TWLTL) with bike lanes and parking at posted 25 mph (from 35 mph).	
No through traffic on N/S Mary at Central Expressway.	
No through traffic on N/S Mary at Central Expressway; plus above or below grade crossing for bicycles crossing Evelyn and CalTrain tracks; reduce South Mary's lanes to three lanes; adding HOV lanes, light rail, and bus rapid transit on Mathilda.	N
In addition to project, redesignate South Mary as "residential", cancel any planned increases in capacity of South Mary (i.e., two lane turn lane from Fremont Avenue), reduce to one lane in each direction from Fremont to Homestead, bicycle lanes on both sides of Mary.	
Widen 85 and downgrade Mary, and widen bicycle lanes. Downgrade Mary to one lane in each direction, bike lanes on both sides, retention of on-street parking, and reduce speed limit.	
Downgrade Mary from four to three lanes (p. 19) and convert to a bicycle system and/or make two-way-left-turn-lane (TWLTL) with bike lanes and parking at posted 25 mph (from 35 mph).	
Two-lane Mary South of El Camino Real with flanking bike paths.	
Consider alternative that both downgrades Mary with a two Lane Mary Avenue Extension. Improve connection between Mathilda and Central Expressway (in addition to project).	Y
Developing residential uses within Moffett Park area to reduce traffic (the idea of living where you work).	N
Project plus charge a toll.	Y
Eliminate left turn to Ahwanee for traffic exiting southbound 101 to Mathilda.	
Eliminate access from Ross Drive to Mathilda.	
Modify 237/El Camino Real/Grant Road and/or Widen Grant Road to 4 lanes through Los Altos to Foothill Expressway.	
Widen Fremont Road to 4 lanes through Los Altos to Foothill Expressway.	
Widen Stelling Lane to 4 lanes from 280 to Stevens Creek Blvd. Two Lane Mary Avenue Extension with dedicated 10-12' bike only lanes.	
Improve Mathilda intersections (p.26).	
Rethink Whisman. Sunnyvale should not be promoting more vehicles instead should be promoting public transportation.	

Mary Avenue Extension Project
 Draft EIR Transportation Comment Summary and
 Project Alternative Matrix

Alternative Description	Meet Need and Purpose? (Y or N)
Region south of Evelyn needs extra mitigation for bicycle and pedestrian safety.	
Reduce speed limit on Mary from 35 to 25 mph.	
Convert Mary between Evelyn and Homestead to residential. (p.28).	
Reduce speed limit on Mary from 35 to 25 mph.	
Convert Mary between Evelyn and Homestead to residential. (p.28).	
Considerable study needs to be made (traffic engineering/analysis) for Options C&D (downgrade Mary and 2-lane Mary extension) of intersections that may need extra lanes to help queuing at lights.	
Select link analysis, Mary Ave, Mathilda Ave.	
EIR Page 45 Table 2.0-6	
Traffic increase on Mary between North and South of El Camino Real when there are no major housing developments. (p.33).	
RIE - Traffic is increasing even without the bridge, so why the bridge is being built. (p.30).	
Provide economic and population growth information for General Plan 2020.	
What is source of traffic along Mary Ave?	
Mary/California/Central/RR tracks queuing, with/without project.	
DEIR does not address Evelyn/Mary intersection, Caltrain tracks and Mary p. 34).	
Provide economic and population growth information for General Plan 2020.	
EIR does not address safety. Several schools in the neighborhood (p.27).	
Accommodations for Parkinson's Foundation at Almanor.	
Hard to understand colored diagrams of the DEIR. Plots show volumes over 500 cars more in an hour.	
Suggests to show what % capacity the streets are at. (p.37).	
Lack of easy access to previous traffic studies.	
No Build and Alternative A should be run using the VTP 2025 Model.	
Provide intersection volumes for all alternatives.	
Provide intersection volumes for Mary Ave at Homestead, S. Bernado and Fremont.	
Charge Toll .	
Expand ananalysis of mitigation for Mary Ave/Maude Ave intersection.	
"Traffic light study on Mary north of Remington."	

Alternative Description

**Meet Need and
Purpose? (Y or N)**

Master Alternatives for Analysis

Moffett Business Park Segment

General Transit

LRT/Mass Transit Along Mathilda (Transit Corridor)

Regional Improvements

Hwy 85 Modeling & Outcome

North - South Corridor Study

East-West Capacity

Speed Enforcement Requirements

Closure of Mary Ave. at Central

Downgrade Mary Avenue - Clarify what was studied in DEIR

Mary Ave (2-Lanes)

Select Link

Mary/Caltrain Crossing Analysis

Stand Alone Comments