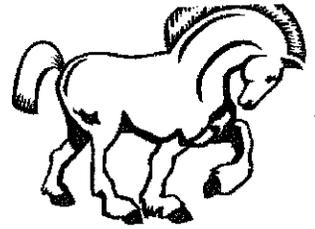


RECEIVED

OCT 25 2007

ATTACHMENT C

Cherry Chase
PTA[®]
everychild. one voice.®



www.cherrychaseschool.com

Jack Whitthaus
City Hall
P.O. Box 3707
Sunnyvale, CA 94088-3707

October 22, 2007

Dear Mr. Whitthaus:

I am writing to you on behalf of the Cherry Chase PTA to thank you for coming to the *Coffee with the Principal*, at Cherry Chase School, on Oct. 19 to present the Mary Ave extension project.

We appreciate that you took the time to help us in our efforts to keep the families of Cherry Chase School informed of community events and projects.

Sincerely,

A handwritten signature in cursive script that reads "Frances Acquistapace".

Frances Acquistapace
Corresponding Secretary
Cherry Chase PTA

PTA Federal ID No. EIN 94-6171785

[REDACTED]
[REDACTED]
19 Feb 2007

City of Sunnyvale
P.O. Box 3707
Sunnyvale CA 94088 3707

Dear Sir,

I am a Sunnyvale homeowner and I adamantly oppose linking Mary Avenue with Highway 101 (Hwy 101). The results of connecting Mary Avenue with Hwy 101 will destroy property values along Mary Avenue and surrounding areas. It will turn the residential area into hostile high speed traffic raceway that also goes by two schools.

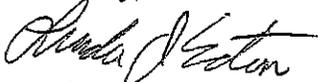
Sunnyvale already has three major North/South roads connecting to Highway 101 and/or Freeway 237. It is no coincidence that the property values along these roads are lower and have a high turnover rate. Pity the poor families that have children. They do not go out in their front yards for fear of getting run over. If you think this an exaggeration I suggest staff take a walk and try and cross the following three roads at 8:30 am on a weekday; Lawrence Expressway at Oakmead, Fair Oaks at Duane, and Mathilda at Maude.

I have lived in Sunnyvale for over 20 years and I find it unacceptable that the City continues to allow residential streets to become major raceways for people who do not live in the City. These "road improvements" do not bring in any revenue to the City. These "road improvements" are a double insult for the homeowner because the City has blighted your property and the City, by eminent Domain, has destroyed properties that were generating taxes to make room for these raceways.

The County spent millions of dollars to build light rail and the City insisted on circuitous route that would pass thru the Lockheed campus. If you increase the convenience of driving cars by connecting Mary Avenue to Hwy 101 then no one will use light rail. The Mary Avenue extension will sabotage the very system used to justify the full build out of the Lockheed campus.

In conclusion I oppose linking Mary Avenue with Hwy 101. Sunnyvale already has three North/South residential streets that connect with Hwy 101. Our children should be able to walk to residential schools and parks without having to dodge high speed traffic. The Lockheed Campus can be serviced with light rail and Mathilda Avenue. Just say NO to connecting Mary Avenue to Hwy 101. Thank you for your time on this matter.

Sincerely,



Linda Eaton

February 19, 2007

Jack Witthaus
Transportation and Traffic Manager
City of Sunnyvale
P. O. Box 3707
Sunnyvale, CA 94088-3707

Re: Mary Avenue Extension

Dear Mr. Witthaus:

As a resident of Mary Avenue since 1972 I am concerned about the extension of Mary Avenue to Highway 101.

I have grown more and more distressed about the traffic through our neighborhood over the last 30 years. I have witnessed multiple accidents at the corner where I live. Two of those accidents involved children. Thankfully, the injuries were "only" broken bones. I have witnessed 16 wheelers blow through the intersection on red lights. I witness first-time drivers in cars from dealers who have their vision impaired by "for sale" signs on the windshields.

I seldom witness our Public Safety Officers stopping speeding vehicles on Mary Avenue, but I do often witness speeding vehicles. If speeding traffic cannot be controlled now, how can it be controlled when an additional volume of traffic is added?

This is a residential neighborhood with children on bikes and pedestrians attempting safe crossing of the streets. If Mary Avenue is extended there will be a huge increase in traffic and the safety of our citizens will be imperiled.

Extending Mary Avenue is not a solution that will benefit the City of Sunnyvale or its residents.

Sincerely,



Diana Ross

[REDACTED] (City of Sunnyvale)
[REDACTED]
[REDACTED]

Mr. & Mrs. John Komas
[REDACTED]

AS RESIDENTS OF MARY AVENUE SINCE
"1965" WE SAY NO TO THE EXTENSION AND
EXPRESSWAYS THRU SUNNYVALE,

PLUS IT IS TIME TO CONSIDER THE
CONFIGURATION OF MARY FROM HOMESTEAD
AND FREMONT TO EL CAMINO

JOHN & DEE KOMAS

2-19-06

Mr. Jack Witthaus, Transportation and Traffic Manager
City Of Sunnyvale
P O Box 3707
Sunnyvale, CA 94088-3707

02-23-07

RECEIVED
FEB 26 2007

Re: Mary Avenue Extension

Dear Mr. Witthaus:

I have been a resident of Mary Avenue for 18 Years. During this time I have witnessed and testified in court to numerous multi injury auto accidents that took place at the intersection of Mary and Ticonderoga.

The main factor of these accidents was speeding and increased traffic flow. The convenience of the commuter on their way to Saratoga aside, Mary is a *residential* street with school children walking along Mary and a pseudo "bike" lane that is forced out of use by aggressive commuters. We don't need more volume we need less.

I don't understand why we are required to take the burden off Highways 85 and 237 which have become increasingly noisy due to lack of repair by the State and the increased auto volume. Does the City receive financial benefit for sacrificing our residential streets? I hope not!

My concern is also magnified by recent studies in Santa Cruz of health hazards that show air particulates well above accepted levels along roadways with heavy auto and truck traffic. Having a heart condition and knowing of several neighbors that are in marginal health what would be the "time cost savings" for loss of life or extended critical care?

With all of the above in mind there is, last but not least, the immediate 20% loss of property value by the preemptive decision to "re-classify" Mary Avenue into a Mathilda type road. Why don't you talk to your good friends in Mt. View? I am sure they will not have any objection to making Grant Road, a road that already connects directly to 287 and 101, into the main feeder street. They will be widening it to 4 lanes past El Camino Hospital. Let them pick up the cost, not Sunnyvale.

The price is too high: Public safety, Public Health, Financial Cost (City & Resident). There are other better alternatives. Extending Mary Avenue and making it a direct highway off-ramp, is not a solution that will benefit the City Of Sunnyvale nor its residents.

Sincerely,

Henry D'Arcy

[Redacted signature line]

[Redacted address line]

[Redacted phone number line]

Jack Witthaus - POLICY--Fwd: Re: No On Mary Avenue Expressway

From: Robert Paternoster
To: Rose, Marvin
Date: 2/20/2007 9:18 AM
Subject: POLICY--Fwd: Re: No On Mary Avenue Expressway

>>> Heidi Kirk 2/20/2007 9:09 AM >>>
Forwarding from Council AnswerPoint. -HK

Heidi Kirk
Executive Assistant
Office of the Mayor and City Council
City of Sunnyvale

www.ci.sunnyvale.ca.us
PH: (408) 730-7470
FAX: (408) 730-7699*

>>> Heidi Kirk 2/20/2007 9:07:42 AM >>>
Ms. Hallmark:

Thank you for your email. Your message deals with City policy and is being forwarded to the entire City Council and copied to key staff members. You may or may not receive a response from one or more Councilmembers.

If this policy issue is already on the Council's agenda for a public hearing, Council will accept any information you wish to provide in advance of that date (materials can be mailed to City Council at P.O. Box 3707, Sunnyvale, CA 94088-3707). However, individual Councilmembers will often refrain from meeting with community members on specific issues prior to a scheduled public hearing. This ensures that all Councilmembers hear the same information and all sides of an issue prior to taking a position or making a decision. For this reason, you are encouraged to attend the public hearing and share your thoughts with all Councilmembers.

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If you are unsure as to whether or not your issue is already on the City Council's agenda, you can access Council's Tentative Meeting Agenda Calendar via the website above, or contact the Office of the City Clerk at 730-7483.

Heidi Kirk
Executive Assistant
Office of the Mayor and City Council

City of Sunnyvale
hkirk@ci.sunnyvale.ca.us
www.ci.sunnyvale.ca.us
PH: (408) 730-7470
FAX: (408) 730-7699

>>> Romy Hallmark <[REDACTED]> 2/18/2007 4:04:45 PM >>>

Since I cannot attend the meeting on the 27th, I hope you will include this email as my vote against the proposed extension of Mary Avenue through to 101.

As a long time Sunnyvale resident (Sunnyvale High School class of 1964, mother born in Sunnyvale in 1922), and with no disrespect intended, I have seen the disastrous plan after disastrous plan made for this city, one failed attempt after another, from the destruction of the old City Hall and Library, to the Plaza, to the Mall. Planning seems to be down quickly and for immediate rather than long term gain.

Now it appears, someone believes that making Mary Avenue a throughfare for travellers and comuters from Cupertino, San Jose, Saratoga and Los Altos will benefit Sunnyvale. I for one fail to see how. It will only decrease property values for those living on Mary, decrease merchant revenues as potential buyers wave as they pass on by on their way to San Francisco or Palo Alto, and make the noise level on Mary constant rather than unbearable only at peak comute times.

Please, please, please do not do this.

City Planning has already taken the old and quaint out of this city and turned it into the land of the mini-strip mall, one after another.

Jack Witthaus - Mary Avenue Community Meeting feedback

From: [Redacted]
To: <jwitthaus@ci.sunnyvale.ca.us>
Date: 2/21/2007 2:18 PM
Subject: Mary Avenue Community Meeting feedback

Jack,

Thank you for listening to my concerns about the Mary Ave overpass at Almanor and Mary Ave.

These are my concerns:

Overall I do not see that having MORE cars on Mary Ave helps the community. Today, at morning commute (7-8:30am) it is difficult at best to get out of our driveway which is on Mary Ave.

Commuters should use existing hiways and not city arterial streets. I do not want to see Mary Ave become a Mathilda or Lawrence expressway.

Environmentally speaking:

1) More cars means more pollution - my garden suffers as it is from exhaust on my fruits and vegetables. More particulates in our air will result in our children having higher incidents of breathing diseases.

2) There are three elementary schools on or near this route. There is one middle school and one high school. The traffic congestion, the pollution, the accident potentials make it a very bad street for a major arterial (more than it already is).

3) It is already disruptive to Sunnyvale residents who live on Mary Ave to deal with the traffic problems of Sunnyvale workers who are NOT Sunnyvale residents. Why not utilize existing hiways (101, 237, 85) and expand their ability to handle the increase in traffic that is being created by opening Moffett Park to a hugely new population of employees.

4) With peak oil on our horizon the car as major transport will be a dinosaur in the near future. Sunnyvale is a City that prides itself on long range planning. We should be planning electric mass transit (and solar powered at that) for the near future instead of destroying neighborhoods by asking them to handle more auto traffic today.

Thank you,

Josh Salans
[Redacted]
[Redacted]

Check out the new AOL. Most comprehensive set of free safety and security tools, free access to millions of high-quality videos from across the web, free AOL Mail and more.

From: Thomas Mayer <[REDACTED]>
To: Jack Witthaus <jwitthaus@ci.sunnyvale.ca.us>
Date: 2/27/2007 6:33:02 PM
Subject: Re: [Advocates-svbc] Fwd: RBWG 12/14 Routine Accommodations Checklist

As it stands the project has nice bike-lanes and sidewalks from one end to the other.

However,

It is going to degrade bicycling on Mary from Maude south. This needs to be mitigated by full bike-lanes on all of Mary.

It needs direct bike-pedestrian access to the Moffett Park Light Rail station below it. This will provide realistic light rail access for the industrial south of 101 and the area between 101 and 237.

It needs direct bike-pedestrian access to the west end of Ross Drive. This will provide bike-pedestrian access for Orchard Park residents to the Moffett Park Light Rail station. The current access along West Moffett Park Drive is unwalkable and difficult to bike.

Thom Mayer

On Feb 27, 2007, at 4:08 PM, Paul Goldstein wrote:

> Thom, Kevin,
>
> I note that there is a project in Sunnyvale to extend Mary over 101
> and 237. I imagine you guys are on top of it, but would it be
> useful to have SVBC comment on the project? If so, I am afraid you
> will have to draft an appropriate letter for us, and I think
> comments are due in by March 1.
>
> -Paul

CC: [REDACTED]

CITY MANAGER TO MAYOR:

- No Action Required
- Suggest we discuss
- Letter in process for Mayor's signature
- Referred to _____
- Invitation
- Proclamation Request
- Other Comments to Mayor: _____

MAYOR'S DIRECTION / COMMENTS:

City Manager Comments to Staff:

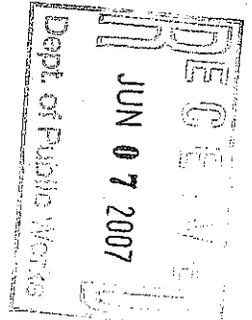
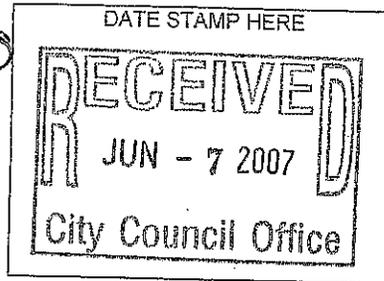
JW 6-7-07
Issue relates to pending Council action

(If no due date indicated, then response time in compliance with Council Policy Number: 7.3.13, Section G.)

INFORMATION FROM COUNCIL EXECUTIVE ASSISTANT:

- This information has been copied / mailed / faxed / delivered to Council
- This information has been copied to Council Files
- Other Distribution M. Rose

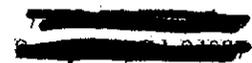
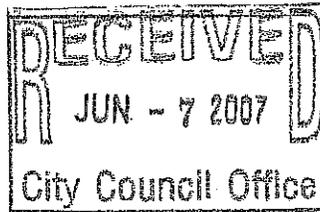
Additional Comments: _____



Jack
FWT
Marrin Rose
R.W.

cc: M. Rose

P.W.



City Hall
456 West Olive Ave
Sunnyvale, CA 94087

May 1, 2007

To The Honorable Sunnyvale City Council Members,

My entire eighteen years of existence has been lived out in Sunnyvale. I love it here, from the weather to the school systems, and learned at a young age to sleep through the all-night traffic sounds of Mary Avenue. The purpose of my letter is in regard to the planning of the bridge to be constructed from Mary Avenue to the Moffett Park towers. There are numerous reasons why the bridge is a horrible investment and I think that the entire Sunnyvale council should reconsider and reevaluate the project.

Mary Avenue is already an extremely busy street, especially during the early morning when kids are hurrying to school and adults are flying off to work. Creating a bridge at the end of May Avenue would just increase the number of cars on Mary, blocking traffic and making it harder and more dangerous to leave the house. Because there are more people dashing to get to work, there will be more reckless drivers on Mary and more annoyed commuters. Not to mention it will become much more dangerous for those kids who walk or bike to school. There are four elementary schools that branch off of Mary Avenue; Cumberland via Bernardo, Heatherstone and Knickerbocker; Cherry Chase via Bernardo, Heatherstone, Knickerbocker and Remington; Vargas via Washington and Carson; and Challenger via Knickerbocker, Remington, and Fremont. Sunnyvale Middle School is directly on Mary Avenue and Cupertino Middle is accessible by turning off of Mary. Mary Avenue is used by high schoolers to get to Fremont High and Homestead High. Everyday when I leave my house I see kids walking and riding their bikes to school. If this bridge is built, how long will it be till one of our young Sunnyvale citizens is seriously injured because the amount of cars that will clog Mary avenue? People already race to get to work-- reckless driving would simply increase with the new bridge and put numerous pedestrians on Mary Avenue in danger.

There are already two freeways accessible for people to take to get to Moffett Park and the light rail goes directly to the towers. We are living in one of the most liberal and high priced suburban neighborhoods and gas prices are almost at four dollars a gallon. By the time the bridge is actually built, gas will have risen to at least six dollars a gallon if not more by 2010. If the bridge takes a year to build and it starts construction this summer, it will not be until late 2008, early 2009, that the bridge starts being used. It is a poor investment for the future of Sunnyvale.

Sunnyvale should not be encouraging commuters from out of town. The city should focus on the huge number of people already living in Sunnyvale and encourage the citizens to work within the city so that they are not driving an hour away to get to work and instead have the option of taking public, affordable transportation. There may have been a place for this bridge twenty years ago but it is simply inconvenient now. I know that you are all shaking your heads at this letter because it sounds idealistic, but that is because you are focused on how to expand our economy and how to expand the city of Sunnyvale. But that is the wrong mid set. With the environment in the horrible condition it is in, I believe it is time to step up and rebuild Sunnyvale. It is time to remember our orchard roots and rebuild our city and showcase ourselves as what the future should be. This bridge will not move Sunnyvale forward; it will dig us into a deeper hole that we will be clawing to get out of ten years from now.

Do not let this bridge be built on Mary Avenue. Expand your minds to alternative ideas, get creative and listen to your community. If more people knew about the bridge, they would flat out say nay to it. Because the people who do know about it loathe the idea and it is your job as council members to listen and act to your public. Please open your minds and vote against this bridge. It will be more of hazard in the future than it may seem now.

Thank you very much for your time
Sincerely,

A handwritten signature in black ink, appearing to read "Jessica Salans".

Jessica Salans

6-7-07

Dear Ms. Salans:

Thank you for your attached letter. Your message deals with City policy and has been forwarded to the entire City Council and copied to key staff members. You may or may not receive a response from one or more Councilmembers.

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Heidi Kirk
Executive Assistant
Office of the Mayor and City Council
456 West Olive Avenue
Sunnyvale, CA 94088
(408) 730-7470



Winifred Volosky

[Redacted address line]

[Redacted address line]

SAN FRANCISCO CA 941

10 JUL 2007 PM 8 L

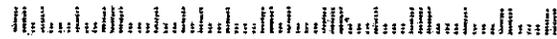


Transportation and Traffic
City of Sunnyvale
P.O. Box 3707
Sunnyvale, CA 94088-3707

RECEIVED

JUL 11 2007

94088+3707



Jack Witthaus - POLICY--Fwd: Re: Mary Avenue Extension Project in Sunnyvale

From: Marvin Rose
To: Witthaus, Jack
Date: 7/2/2007 2:10 PM
Subject: POLICY--Fwd: Re: Mary Avenue Extension Project in Sunnyvale
CC: Uribe, Christina

FYI.

Marvin

On 7/2/2007 at 2:09 PM, Heidi Kirk <Heidi Kirk@ci.sunnyvale.ca.us> wrote:
Forwarding from Council AnswerPoint. -HK

>>> On 7/2/2007 at 2:07 PM, Heidi Kirk <Heidi Kirk@ci.sunnyvale.ca.us> wrote:

Dear Dave:

Thank you for copying the Council AnswerPoint in your email to the Silicon Valley Bicycle Coalition. Your message deals with City policy and is being forwarded to the entire City Council and copied to key staff members. You may or may not receive a response from one or more Councilmembers.

If this policy issue is already on the Council's agenda for a public hearing, Council will accept any information you wish to provide in advance of that date (materials can be mailed to City Council at P.O. Box 3707, Sunnyvale, CA 94088-3707). However, individual Councilmembers will often refrain from meeting with community members on specific issues prior to a scheduled public hearing. This ensures that all Councilmembers hear the same information and all sides of an issue prior to taking a position or making a decision. For this reason, you are encouraged to attend the public hearing and share your thoughts with all Councilmembers.

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Heidi Kirk
Executive Assistant

Office of the Mayor and City Council
City of Sunnyvale
hkirk@ci.sunnyvale.ca.us
www.ci.sunnyvale.ca.us
PH: (408) 730-7470
FAX: (408) 730-7699

>>> On 7/1/2007 at 12:15 AM, "Guerrieris" <guerrieris@hotmail.com> wrote:

Dear Fellow Cyclists of the Silicon Valley Bicycle Coalition:

I would like to make you aware of the SunnyvaleWest Neighborhood Association (SWNA) that has formed recently to promote a Safe, Green Sunnyvale. The association is currently very concerned with the City of Sunnyvale's plan to change Mary Avenue from a residential street to a regional thoroughfare by building a bridge at Mary's north end at Almanor to cross over 237 and 101 to the Moffett Park area. Although now is not the time to confuse the issue with alternatives other than saying "NO BRIDGE", I thought your organization might like to follow our Yahoo Group's discussions so we might be able to ask for your support when needed.

Once the current project is stopped, I would eventually like to propose that a bike/pedestrian bridge be suggested over highway 237/101 with the 3 auto lane + bike lanes + parking configuration south of Evelyn. We are beginning to see this in many places all over the city and I believe it would make Mary Avenue a great safe cycling route from De Anza College over Highway 280 all the way to Moffett Park. It would also smooth traffic flow due to left turns not blocking through traffic, and easier right turns because traffic is not blocked by stopped cars in the right lane.

It appears that most SWNA members would support this, however, they are concerned that proposing it now might dilute their efforts to stop the current project. I agree that this is a valid concern. However, I do believe such an outcome would be a great step forward for the region and a nice legacy for the Sunnyvale City Council to be remembered by.

Please visit <http://groups.yahoo.com/group/SunnyvaleWest/> for more information.

Sincerely,

Dave (a fellow bike-to-work fan)

RECEIVED

March 25, 2007

MAR 28 2007

To: Jack Witthaus, City of Sunnyvale, Traffic Engineering

Jack,

Whoever thought of erecting a bridge across Mary Avenue to connect Hwy 101 and 237 must not live on Mary Avenue! What an horrible idea!

Already I can hardly back out of my driveway on South Mary because the traffic is so heavy! Good thing I don't have to fight during commute hours any more since I've retired. But my roommate has to struggle against it.

If there were not a light at Washington Avenue, my car would be parked permanently in my driveway.

Let the Highway commuters use Hwy 85 if they need to crisscross between 101 and 237 or whatever. May is already a highway without speed privileges!

Besides, Mathilda Avenue is just 2 blocks away from Mary. Why build a bridge or connecting highway arm for a 2 block shortcut? And in the other direction, Hwy 85 is just a few blocks from Mathilda. What's the big hurry to waste taxpayers' money?

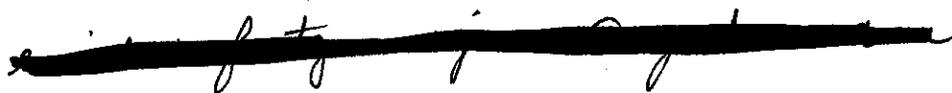
I most vehemently object to this project. Down with the MARY BRIDGE project at the 101/237 connecting ramps. A resounding NO!

Sincerely,



Janette L. Boehm
Sunnyvale Resident since 1980

I'd prefer to see our fair city contribute towards the 49ers stadium (if it gets approval because the stadium to be erected in Great America's parking lot will also benefit Sunnyvale (hotels, restaurants, etc.).





Ms. Janette Boehm

[Redacted address]

SAN FRANCISCO CA 941

26 MAR 2007 PM 9 T



RECEIVED

MAR 28 2007

Jack Witthaus
City of Sunnyvale
4506 W. Olive Ave.
Sunnyvale, CA 94086

Atten: Dept of Transp & Traffic



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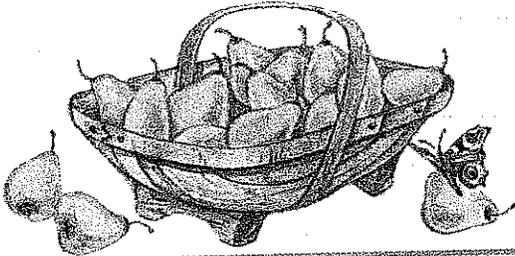
Frederick A. Hayes

July 11, 2007

Dear City of Sunnyvale,

I live with my elderly father on South Mary Ave. between El Camino and Central Expressway. We own 2 vehicles, and I park mine on the street while he parks his on the driveway. We don't have a lot of visitors but occasionally someone comes by and needs to park his or her car.

If we lose the on-street parking to a bicycle lane it would create a real hardship for us and our visitors. I have observed the traffic, cars and bicycles, over the years (my



Frederick A. Hayes

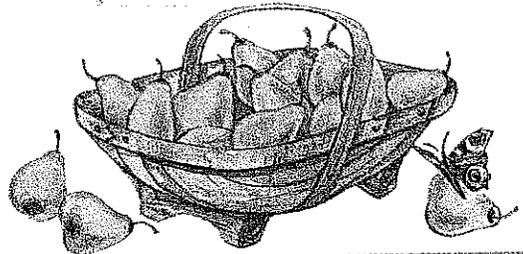
father has lived here since 1970 and I came here to live in 2000). The cars on Mary Ave. travel much too fast, the volume has increased noticeably, but while there are some bicycle riders, I don't believe the number of them justifies the loss of my on-street parking spot.

Kindly take these concerns into account during your planning and discussions about the future of South Mary Ave. Thank you for taking the time to read my letter.

Sincerely,

Frederick A. Hayes

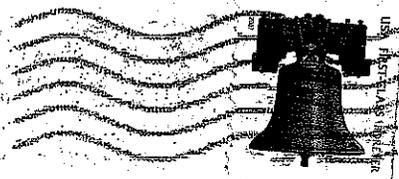
7-11-07



Frederick A. Hayes

SAN FRANCISCO CA 941

14 JUN 2007 PM 9 L



Transportation and Traffic

City of Sunnyvale

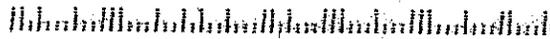
P.O. Box 3707

Sunnyvale, CA 94088-3707

RECEIVED

JUL 12 2007

64088+3707



mirrored text from the reverse side of the envelope, appearing upside down and faintly.

12 JUN 2007

Jack,

7-24-07

I would like to submit an alternative to the Mary avenue extension. I fear that by using Mary avenue as a thoroughfare, commuter's Will take all the back road's through Sunnyvale West neighborhood's to avoid traffic jam's .When school is back in session,Particularly Sunnyvale Middle School and Cherry Chase Grammar , you can imagine how much of safety issue this will create. There will be children walking to and from school, not to mention the parent's that are dropping off and picking up their children. Right now there already are traffic jams at intersection's near these school's,to add more vehicle's not to mention noise and air pollution to this neighborhood ,just creates a stressful situation which is not in the best interest of the Sunnyvale West's resident's.

I think the alternative solution, would be to build the overpass at the Mary avenue location into Moffett Park, but will only be accessible from Highway 237. Also build an off ramp from 237 into Moffett Park so a commuter coming from the San Jose area will have easier access without having to use Mathilda Avenue offramp,which will lighten the traffic jam at that location. Also reconfigure Mathilda 237 interchange to help balance the Traffic load with the new off ramp.This would also help shopper's Access the new shopping Mall downtown.The off ramp from Highway 85 to 237 should also be improved ,this is crucial to ease the transition To the new overpass and beyond.

I hope you consider my proposal,I believe we can all work together And make it a win win situation.

Regards,

Gary Vercellino

[REDACTED]

[REDACTED]

[REDACTED]

City of Sunnyvale
Community Development Department

27 April 2007

TO: Surachita Bose
Re: Please enter into record; and into Draft Environmental Impact Report concerning opening Mary Ave. to Towers Project at Moffett Field.

Dear Surachita, Comm. Dev. Dept., and City Council. I am a past member of the American Cancer Society Board and a health professional. Here is data I just received from our National Organization that would argue that Mary Avenue NOT be expanded or cut through to Moffett. In fact, for the HEALTH of our citizens and children and older adults especially, the City should consider REDUCING traffic in residential areas.

By my count there are at least six schools and three nursing or retirement facilities that would be adversely affected by your expansion plan. You plan to increase traffic by between ten thousand to forty-thousand cars, trucks, buses, and work vehicles DAILY. These are UNPRECEDENTED and UNACCEPTABLE levels of toxin spewing vehicles.

The American Cancer Society and other research Groups have shown that gasoline and diesel fumes and soot CAUSE CANCER and changes in DNA. As you know, certain diseases caused by specific DNA changes can be passed on to a persons children and to their childrens children. The Health Effects Institute associates cancer of the lung, larynx, pancreas, bladder, and kidney with exhaust fumes.

It is dose related: more traffic means more death and disability. The effects are not small--perhaps being over 200% INCREASES in some instances.

Exhaust may also play a role in air pollution, eye irritation, headaches, asthma, lung, heart diseases and immune system problems. Be aware that the cancer society guidelines advise that people with ANY contact with tobacco smoke--even second hand smoke--should NOT be exposed to diesel exhaust. There are thousands of people in the West Sunnyvale area in this classification, children included.

As concerned citizens and voters we urge you to STOP THE EXPANSION. We will set up monitoring groups to report increased disease to the CDC, EPA and Environmental Law Firms. We will introduce a self perpetuating curriculum in the schools so the students will learn to continue the monitoring groups and teach their children to do so. They will be taught to place themselves on health registries for lifetime monitoring. The city, Setton Company, and other developers, will be liable for tens of millions in health claims and health care over the next fifty years. Be aware that in only ONE toxics case alone in California a precedent was set by the awarding of over 300 million dollars to plaintiffs who sued P.G.E. in the Hinkley case.

Why would Sunnyvale and the developers want to contribute to pollution and face similar awards that will bankrupt them? Citizens are now in the process of contacting Law firms in preparation for any necessary future litigation necessary to halt or learn how to obtain compensation for themselves and their children and grandchildren if this project is not halted. Please kindly inform the developers and other interests working with the city of their liability. Please review the attached research sources on the toxicity of exhausts.

Sincerely,

William Mathews
Resident Sunnyvale West

Bhatia R, Lopipero P, Smith AH. Diesel exhaust and lung cancer. *Epidemiology* 1998;9:84-91.

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Heinrich U, Muhle H, Takenaka S, et al. Chronic effects on the respiratory tract of hamsters, mice, and rats after long-term inhalation of high concentrations of filtered and unfiltered diesel engine emissions. *J Appl Toxicol*. 1986;6:383-395.

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Lipsett M, Campleman S. Occupational exposure to diesel exhaust and lung cancer: A meta-analysis. *Am J Public Health*. 1999;89:1009-1017.

Mauderly JL, Jones RK, Griffith WC, et al. Diesel exhaust is a pulmonary carcinogen in rats exposed chronically by inhalation. *Fundam Appl Toxicol*. 1987;9:208-221.

McClellan, RO. Health effects of diesel exhaust: A case study in risk assessment. *Am Ind Hyg Assoc J*. 1986;47:1-13.

Jack Witthaus - POLICY--Fwd: Re: More on Proposed Mary Avenue Changes

From: Heidi Kirk
To: COUNCIL
Date: 4/4/2007 10:27 AM
Subject: POLICY--Fwd: Re: More on Proposed Mary Avenue Changes
CC: Chan, Amy; Kahn, David; Rose, Marvin; Uribe, Christina; Walker, Robert

Forwarding from Council AnswerPoint. -HK

Heidi Kirk
Executive Assistant
Office of the Mayor and City Council
City of Sunnyvale
hkirk@ci.sunnyvale.ca.us
www.ci.sunnyvale.ca.us
PH: (408) 730-7470
FAX: (408) 730-7699

>>> Heidi Kirk 4/4/2007 10:25:43 AM >>>

Ms. Hallmark:
Thank you for your email. Your message deals with City policy and is being forwarded to the entire City Council and copied to key staff members. You may or may not receive a response from one or more Councilmembers.

If this policy issue is already on the Council's agenda for a public hearing, Council will accept any information you wish to provide in advance of that date (materials can be mailed to City Council at P.O. Box 3707, Sunnyvale, CA 94088-3707). However, individual Councilmembers will often refrain from meeting with community members on specific issues prior to a scheduled public hearing. This ensures that all Councilmembers hear the same information and all sides of an issue prior to taking a position or making a decision. For this reason, you are encouraged to attend the public hearing and share your thoughts with all Councilmembers.

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If you are unsure as to whether or not your issue is already on the City Council's agenda, you can access Council's Tentative Meeting Agenda Calendar via the website above, or contact the Office of the City Clerk at 730-7483.

Heidi Kirk
Executive Assistant
Office of the Mayor and City Council
City of Sunnyvale
hkirk@ci.sunnyvale.ca.us
www.ci.sunnyvale.ca.us
PH: (408) 730-7470
FAX: (408) 730-7699

>>> romy <[REDACTED]> 4/4/2007 9:55:37 AM >>>
Gentlemen and women of the Sunnyvale City Council:

The more I think about the proposed changes to Mary Avenue the greater my concerns.

Has the City thought about:

1) The increase in the speed of traffic along Mary if proposal is passed?

2) The fact that there are schools along Mary?

3) That children, especially younger children, walk up and down Mary on their way to special events, like the Washington Park?

4) That school children walk daily up and down Mary on their way to and from school.

5) The health consequences to these children due to increased carbons and other traffic associated toxins. Is the City prepared for an increase in asthma, cancers?

6) The escalating consequence of intersection upgrades? If you fix one intersection, will you not have to include work on additional intersections due to increased traffic caused by each "improvement?" And have the costs associated with what will be domino affect of intersection improvements been included in the overall cost analysis?

7) The increased cost of road repair? Maintaining the major arteries - 237, 85, Mathilda, Lawrence, is costly, but adding the wear and tear due to increased traffic on Mary will require additional maintenance costs?

8) Would you turn a residential neighborhood into a traffic jam with terrible consequences (health, pollution, noise, reduced property values) to the residents?

9) What about Bike Lanes? Where is the plan for Bike Lanes?

10) What about some forward-thinking? With the ever escalating cost of fuel and global warming, what about planning for better mass transit?

This proposal seems poorly considered and short-sighted, and as a long time resident of Sunnyvale, I am against it.

I also respectfully request that my concerns be brought to the attention of the Environmental Impact group I trust is reviewing this proposal.

Thank you,

romy

Romy Hallmark

[Redacted contact information]

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"Three things in human life are important. The first is to be kind. The second is to be kind. And the third is to be kind." Henry James

Jack Witthaus - Mary Ave bridge connector to Moffett Field

From: "Gopalkishan Patangay" <[REDACTED]>
To: <JWitthaus@ci.sunnyvale.ca.us>
Date: 4/4/2007 4:37 PM
Subject: Mary Ave bridge connector to Moffett Field

Hi Jack,

I'm a resident of Mary Avenue.

I was surprised to learn about the proposed project to connect Mary Ave to Highways 101 and 237 by constructing a bridge on Mary Ave.

As it is Mary Ave is a very congested street.

There are elementary schools adjacent to this street, and daily children cross this street going to and from the schools.

This project will have a huge environmental impact on the residents of Mary Avenue.

Mary Avenue is a residential street and will not be able to sustain another 10,000 cars on it without losing on-street parking and making it impossible for the residents to get out of the driveways during commute hours.

Please study the environmental impact before going ahead with this project.

Thank you for your time.

Yours sincerely,
- Gopal Patangay

[REDACTED]

[REDACTED]

[REDACTED] (408) [REDACTED]

Jack Witthaus - A Concerned Resident

From: "Geeta Patangay" <[REDACTED]>
To: <JWitthaus@ci.sunnyvale.ca.us>
Date: 4/4/2007 12:27 PM
Subject: A Concerned Resident

Dear Jack,

As a resident of Mary Avenue in Sunnyvale, I am really concerned about the overpass building for access to 101 and 237. Please consider the impact that it will have on the residents living on Mary Ave. As it is Mary Ave is an artery of Sunnyvale and we don't want to see it as a regional one in the future. It is dangerous for pedestrians, who are mainly kids going to schools and also for a number of bikers.

Thank you for your time and attention.

Geeta.

Geeta Patangay

[REDACTED]
Sunnyvale, CA 95086
408-287-1071

Jack Witthaus - Mary Avenue Bridge

From: Ahmed Chenna <[REDACTED]>
To: <jwitthaus@ci.sunnyvale.ca.us>
Date: 3/28/2007 8:26 AM
Subject: Mary Avenue Bridge

Dear Jack Witthaus:

I just learned about the possibility of a new bridge HWY 101 and 237. I live in Mary Ave., and I have small kids. I am strongly against this project for the following reasons

Safety of our kids
Noise
Pollution
Pedestrian safety
More cars
The value of our houses will be reduced.

Best regards

Ahmed

Ahmed Chenna, Ph.D.
Resident of Mary Ave.,
Sunnyvale

Jack Witthaus - Mary Avenue may bridge highways 101 and 237

From: Charlie Zhu <[REDACTED]>
To: <jwitthaus@ci.sunnyvale.ca.us>
Date: 3/26/2007 1:51 PM
Subject: Mary Avenue may bridge highways 101 and 237

Hello Jack,

As a Sunnyvale resident living directly on Mary Ave for the last 2+ years, I am strongly **OPPOSED** to any additional noise, pollution, and cars using Mary Ave as a gateway for the daily commute. My wife and I are daily commuters and we have enough hassles backing out of our garage during morning traffic in the current environment. Coming home after work to get back into our driveway is another daunting task. I urge you to please re-consider this proposal and help maintain the quality of life for current Sunnyvale residents as it stands today.

Regards,
Charlie Zhu
IBM Tivoli Netcool

[REDACTED]

[REDACTED]

[REDACTED]

Jack Witthaus - Mary Ave

From: Kristy Dawson <[REDACTED]>
To: <jwitthaus@ci.sunnyvale.ca.us>
Date: 3/24/2007 9:50 PM
Subject: Mary Ave

Hi Jack,

I saw your flier on my doorstep with the article from the sun. I felt bad as I had not read it, I can barely keep up with things lately. I am a single mom. We are renting this house on Mary. I grew up in the bay area and my husband did too. We wanted to continue to live here as we felt safe. I do not feel safe anymore. He passed away when my son was 17 months. We were in Guatemala visiting our soon to be daughter. After, I refiled on my own, brought her home, and eventually sold our townhouse and moved here. I love the house. Love the backyard as my 4 and 5 year olds love to run around! But as much as I teach them about the danger of cars, they can only understand so much. My son follows every rule, is easy going, and rarely does anything wrong! My daughter is the opposite but an angel at the same time. My son got out of our car yesterday and dropped his bouncy ball which went right to the street. He started to chase it instantly and the only good thing was I was on his side of the car not his sisters. He would have gone right in the street at 5:30pm if I had not grabbed him. He felt horrible and that was not what I wanted either. Just for him to understand. I can not lose either one of them. Pedestrian safety is huge to me, It is already horribly busy and I can not imagine 10,000 more cars a day. My room is so noisy at night and I can not leave the windows open on my own. If it were my home I know I could get different windows. I am not sure I would ever even consider buying a home on such a busy street though. Thank you for working on these issues. Sincerely, Kristy

From: romy [REDACTED]
To: Jack Witthaus <JWitthaus@ci.sunnyvale.ca.us>
Date: 4/5/2007 9:40:14 AM
Subject: Re: Mary Ave. Extension

Yes, please do put me on your mailing list.

I hope that no one loses sight of the impact making these changes would make on the entire residential area, not just Mary, as increased traffic during commute times especially would self-divert to the lesser used streets in the area. Mad, rushed commuters and neighborhood children are not a good mix.

Maybe rethinking Whisman and co-paying with Mountain View would be a better choice for future planning.

My mailing address is:

[REDACTED]
[REDACTED]

Thanks for listening and responding.

-r

Jack Witthaus wrote:

> Thanks very much for your email. The Mary Avenue Extension project has
> been in the City's plans since 1972. Due to planned growth in the north
> end of the City, the need for access to the Moffet Park area is
> increasing. Therefore, the City is currently preparing a
> project-specific environmental impact report and preparing detailed
> roadway engineering studies to evaluate the project's feasibility and
> need.

>
> If I can get your mailing address, I'll put you on our list for
> notification of public meetings and availability of the environmental
> impact report. The environmental impact report will provide information
> to the community and the City Council on the impacts (positive and
> negative) of the proposed project. This report, combined with public
> input on the report, will inform the Council as they make decisions on
> whether or not to move forward with the project. The environmental
> impact reporting process is the best opportunity to let your opinions be
> heard by the decision makers. If you're on the mailing list, you can be
> assured that you'll be notified when the draft report is released and
> the formal public comment period is open. That is the best time to
> voice an opinion so that the decision makers know how you feel.

-
Romy Hallmark
Program Manager

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Jack Witthaus - [BULK] EIR for overpass

From: <[REDACTED]>
To: <jwitthaus@ci.sunnyvale.ca.us>
Date: 4/7/2007 7:51 PM
Subject: [BULK] EIR for overpass

Dear Jack,

What is the date of the completion of the draft for the Mary Avenue EIR? Also, what is involved in the process of the EIR and the Act that the EIR is addressing, the SEQA (state environmental quality act)?

The residents of Sunnyvale West (from Mary Avenue) are very much concerned about this date and process and how we can be involved in this effort. Please email me at fortyninerjan@yahoo.com the date of the completion of the draft for the EIR for the Mary Avenue Bridge connector.

I have written to you previously about my feelings concerning turning Mary Avenue from a main neighborhood arterial into a main thruway arterial at the time tied in so closely with the development of Moffett Park.

I really cannot understand how the property owners of Mary Avenue have not had any say if their street is to become a thruway. Already we can hardly back out of our driveways during commute hours!

I think that what would be more appropriate is to expand Grant Road so that Hwy 237 can continue across El Camino, since it is the residents of Cupertino and Los Gatos who are most interested in being connected to Moffett Park, and that street is really closer to those cities than Mary Avenue. Furthermore, it is more commercially zoned than Mary Ave.

What about the decades of children attending the local schools who may be stricken with asthma and cancer

from the added pollution in their playground and walking area? Is our fair city prepared for an onslaught of lawsuits on behalf of those children? Talk about environmental impact!

I await the information from you to share it with the rest of the group from Sunnyvale West. Will you come to one of our meetings to speak to our group?

Respectfully,
Janette L. Boehm
Sunnyvale West resident (27 years)

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to one of our meetings to speak to our group?

Respectfully,
Janette L. Boehm
Sunnyvale West resident (27 years)

AOL now offers free email to everyone. Find out more about what's free from AOL at **AOL.com**.

4-19-07

Mr Jack Waters
Organization of Traffic Mgr
456 W Olive Ave
Seemysale, Calif 94086

Dear Mr. Waters

I'm writing this letter in
regard to community meeting
Monday April 23 at Washington
Park to discuss Hwy Ave. 101
& 237 overpass.

We bought our home in
Oct 1953 & moved in on Jan
26, 1954 & at that time we asked
about the street. We were told
it would never be a wide
street & it would be a normal
City street. We were misled
& misinterpreted.

I'm deeply against it as we
have several schools, church
& shopping centers on Hwy Ave
& its hazardous to the Public
& opposing my opinion & its
hard for me to go to evening
meeting. I'm 88 years old. You
may read this at the meeting
& will find several people will

agree with me. (2)

There are other streets that
some of the traffic can be
diverted to. Many are end streets
Homestead High School plus
elementary schools & Middle School
on Mary Ave & Kensington. I do
agree with putting more traffic
on Maryland.

Consider the public & the
residence

David Lee
Virginia Edwards

~~_____~~

~~_____~~
~~_____~~

~~_____~~



Virginia B. Edwards

~~4000~~
~~9000~~

SAN FRANCISCO

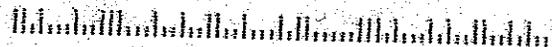
20 APR 2007 PM 3 T



Mr Jack Wathams
Transportation of Trappie Ingr
456 W Olive Ave
Sunnyvale
Calif 94086

RECEIVED
APR 23 2007

84086+7815 0006



From: Thomas Mayer <[REDACTED]>
To: Jack Witthaus <jwitthaus@ci.sunnyvale.ca.us>
Date: 2/27/2007 6:33:02 PM
Subject: Re: [Advocates-svbc] Fwd: RBWG 12/14 Routine Accommodations Checklist

As it stands the project has nice bike-lanes and sidewalks from one end to the other.

However,

it is going to degrade bicycling on Mary from Maude south. This needs to be mitigated by full bike-lanes on all of Mary

It needs direct bike-pedestrian access to the Moffett Park Light Rail station below it. This will provide realistic light rail access for the industrial south of 101 and the area between 101 and 237.

It needs direct bike-pedestrian access to the west end of Ross Drive. This will provide bike-pedestrian access for Orchard Park residents to the Moffett Park Light Rail station. The current access along West Moffett Park Drive is unwalkable and difficult to bike.

Thom Mayer

On Feb 27, 2007, at 4:08 PM, Paul Goldstein wrote:

> Thom, Kevin,
>
> I note that there is a project in Sunnyvale to extend Mary over 101
> and 237. I imagine you guys are on top of it, but would it be
> useful to have SVBC comment on the project? If so, I am afraid you
> will have to draft an appropriate letter for us, and I think
> comments are due in by March 1.
>
> -Paul

CC: Kevin Jackson <kjackson@ci.sunnyvale.ca.us>, Paul Goldstein <[REDACTED]>

Jack Witthaus - Mary Avenue Community Meeting feedback

From: [REDACTED]
To: <jwitthaus@ci.sunnyvale.ca.us>
Date: 2/21/2007 2:18 PM
Subject: Mary Avenue Community Meeting feedback

Jack,

Thank you for listening to my concerns about the Mary Ave overpass at Almanor and Mary Ave.

These are my concerns:

Overall I do not see that having MORE cars on Mary Ave helps the community. Today, at morning commute (7-8:30am) it is difficult at best to get out of our driveway which is on Mary Ave.

Commuters should use existing hiways and not city arterial streets. I do not want to see Mary Ave become a Mathilda or Lawrence expressway.

Environmentally speaking:

1) More cars means more pollution - my garden suffers as it is from exhaust on my fruits and vegetables. More particulates in our air will result in our children having higher incidents of breathing diseases.

2) There are three elementary schools on or near this route. There is one middle school and one high school. The traffic congestion, the pollution, the accident potentials make it a very bad street for a major arterial (more than it already is).

3) It is already disruptive to Sunnyvale residents who live on Mary Ave to deal with the traffic problems of Sunnyvale workers who are NOT Sunnyvale residents. Why not utilize existing hiways (101, 237, 85) and expand their ability to handle the increase in traffic that is being created by opening Moffett Park to a hugely new population of employees.

4) With peak oil on our horizon the car as major transport will be a dinosaur in the near future. Sunnyvale is a City that prides itself on long range planning. We should be planning electric mass transit (and solar powered at that) for the near future instead of destroying neighborhoods by asking them to handle more auto traffic today.

Thank you,

Josh Salans
[REDACTED]
[REDACTED]

Check out the new AOL. Most comprehensive set of free safety and security tools, free access to millions of high-quality videos from across the web, free AOL Mail and more.

Jack Witthaus - POLICY--Fwd: Re: No On Mary Avenue Expressway

From: Robert Paternoster *
To: Rose, Marvin
Date: 2/20/2007 9:18 AM
Subject: POLICY--Fwd: Re: No On Mary Avenue Expressway

>>> Heidi Kirk 2/20/2007 9:09 AM >>>
Forwarding from Council AnswerPoint. -HK

Heidi Kirk
Executive Assistant
Office of the Mayor and City Council
City of Sunnyvale
hkirk@ci.sunnyvale.ca.us
www.ci.sunnyvale.ca.us

PH: (408) 730-7470
FAX: (408) 730-7699*
>>> Heidi Kirk 2/20/2007 9:07:42 AM >>>

Ms. Hallmark:
Thank you for your email. Your message deals with City policy and is being forwarded to the entire City Council and copied to key staff members. You may or may not receive a response from one or more Councilmembers.

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Heidi Kirk
Executive Assistant
Office of the Mayor and City Council

City of Sunnyvale
hkirk@ci.sunnyvale.ca.us
www.ci.sunnyvale.ca.us
PH: (408) 730-7470
FAX: (408) 730-7699

>>> Romy Hallmark <~~Romy Hallmark~~> 2/18/2007 4:04:45 PM >>>

Since I cannot attend the meeting on the 27th, I hope you will include this email as my vote against the proposed extension of Mary Avenue through to 101.

As a long time Sunnyvale resident (Sunnyvale High School class of 1964, mother born in Sunnyvale in 1922), and with no disrespect intended, I have seen the disastrous plan after disastrous plan made for this city, one failed attempt after another, from the destruction of the old City Hall and Library, to the Plaza, to the Mall. Planning seems to be down quickly and for immediate rather than long term gain.

Now it appears, someone believes that making Mary Avenue a throughfare for travellers and comuters from Cupertino, San Jose, Saratoga and Los Altos will benefit Sunnyvale. I for one fail to see how. It will only decrease property values for those living on Mary, decrease merchant revenues as potential buyers wave as they pass on by on their way to San Francisco or Palo Alto, and make the noise level on Mary constant rather than unbearable only at peak comute times.

Please, please, please do not do this.

City Planning has already taken the old and quaint out of this city and turned it into the land of the mini-strip mall, one after another.

Mr. Jack Witthaus, Transportation and Traffic Manager
City Of Sunnyvale
P O Box 3707
Sunnyvale, CA 94088-3707

02-23-07

RECEIVED

FEB 26 2007

Re: Mary Avenue Extension

Dear Mr. Witthaus:

I have been a resident of Mary Avenue for 18 Years. During this time I have witnessed and testified in court to numerous multi injury auto accidents that took place at the intersection of Mary and Ticonderoga.

The main factor of these accidents was speeding and increased traffic flow. The convenience of the commuter on their way to Saratoga aside, Mary is a *residential* street with school children walking along Mary and a pseudo "bike" lane that is forced out of use by aggressive commuters. We don't need more volume we need less.

I don't understand why we are required to take the burden off Highways 85 and 237 which have become increasingly noisy due to lack of repair by the State and the increased auto volume. Does the City receive financial benefit for sacrificing our residential streets? I hope not!

My concern is also magnified by recent studies in Santa Cruz of health hazards that show air particulates well above accepted levels along roadways with heavy auto and truck traffic. Having a heart condition and knowing of several neighbors that are in marginal health what would be the "time cost savings" for loss of life or extended critical care?

With all of the above in mind there is, last but not least, the immediate 20% loss of property value by the preemptive decision to "re-classify" Mary Avenue into a Mathilda type road. Why don't you talk to your good friends in Mt. View? I am sure they will not have any objection to making Grant Road, a road that already connects directly to 287 and 101, into the main feeder street. They will be widening it to 4 lanes past El Camino Hospital. Let them pick up the cost, not Sunnyvale.

The price is too high: Public safety, Public Health, Financial Cost (City & Resident). There are other better alternatives. Extending Mary Avenue and making it a direct highway off-ramp, is not a solution that will benefit the City Of Sunnyvale nor its residents.

Sincerely,

Henry D'Arcy

[Redacted signature and address block]

February 19, 2007

Jack Witthaus
Transportation and Traffic Manager
City of Sunnyvale
P. O. Box 3707
Sunnyvale, CA 94088-3707

Re: Mary Avenue Extension

Dear Mr. Witthaus:

As a resident of Mary Avenue since 1972 I am concerned about the extension of Mary Avenue to Highway 101.

I have grown more and more distressed about the traffic through our neighborhood over the last 30 years. I have witnessed multiple accidents at the corner where I live. Two of those accidents involved children. Thankfully, the injuries were "only" broken bones. I have witnessed 16 wheelers blow through the intersection on red lights. I witness first-time drivers in cars from dealers who have their vision impaired by "for sale" signs on the windshields.

I seldom witness our Public Safety Officers stopping speeding vehicles on Mary Avenue, but I do often witness speeding vehicles. If speeding traffic cannot be controlled now, how can it be controlled when an additional volume of traffic is added?

This is a residential neighborhood with children on bikes and pedestrians attempting safe crossing of the streets. If Mary Avenue is extended there will be a huge increase in traffic and the safety of our citizens will be imperiled.

Extending Mary Avenue is not a solution that will benefit the City of Sunnyvale or its residents.

Sincerely,

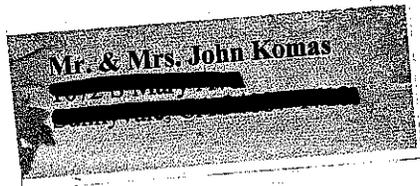


Diana Ross

1191 S. Mary Ave. (Corner of Thousand Oaks)

Sunnyvale, CA 94088

408-748-2502



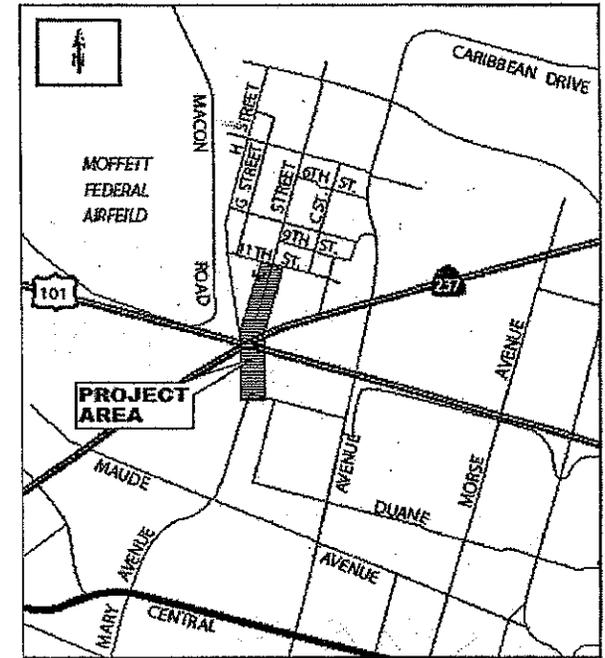
AS RESIDENTS OF MARY AVENUE SINCE
"1965" WE SAY NO TO THE EXTENSION AND
EXPRESSWAYS THRU SUNNYVALE

PLUS IT IS TIME TO CONSIDER THE
CONFIGURATION OF MARY FROM HOMESTEAD
AND FREMONT TO EL CAMINO

JOHN & DEE KOMAS

2-19-06

STOP EXPRESSWAY MARY !



SAY *NO* TO THE EXTENSION OVER 101

Say ***NO*** to the development of an expressway through residential neighborhoods, and a highly traveled pedestrian and bicycle route.

Say ***NO*** to increased traffic, congestion and danger to students at Sunnyvale Middle School, Homestead High School and local residents.

Say ***NO*** to another expressway across Sunnyvale and the next shortcut for Highway 237 and 85 commuters.

**Public Hearing: Wednesday February 21st, 7:00 PM,
Sunnyvale Community Center, 550 East Remington Drive**

The Valley Transportation Authority and the California Department of Transportation, will hold a public meeting February 21, 2007, at 7:00 p.m. At the Sunnyvale Community Center, 550 E. Remington Drive. The purpose of the meeting is to gather community input on potential environmental issues to be considered in developing the scope for an Environmental Impact Report for the extension of Mary Avenue from Almanor Avenue to the Moffett Industrial Park.

If you are unable to attend, Send comments to the City at PO Box 3707, Sunnyvale, CA 94088-3707, or contact Jack Witthaus, Transportation and Traffic Manager at (408)730-7415.

ATTACHMENT D

**Responses to Comments and Questions
That were Received by the City
Subsequent to the Release of the
Final EIR
for the
Mary Avenue Extension Project**

**ORAL TESTIMONY FROM BICYCLE & PEDESTRIAN ADVISORY COMMITTEE
(BPAC) MEETING OF SEPTEMBER 18, 2008 AND PLANNING COMMISSION
MEETING OF SEPTEMBER 22, 2008**

COMMENT #1: In terms of the land use, which this is not, is the area to be served built out or will we expect additional growth as allowed in the General Plan?

RESPONSE #1: There is a fairly considerable amount of additional growth is allowed in the General Plan. The City's plan for the Moffett Park area is to encourage class A office space more of the type of developments like the Yahoo campus, campus style developments. The Moffett Park Specific Plan focused on the area around the Light Rail Corridor. It allows for considerably higher floor area ratios than in the rest of the City.

COMMENT #2: You don't foresee any General plan changes and this traffic road is based on build-out of the existing General Plan?

RESPONSE #2: Correct.

COMMENT #3: On page 31 on section 2.1.2.1 one of the thresholds of significance is induced substantial population growth, for example through extension of roads or other infrastructure. Since this is our road extension, could you explain how that threshold of significance is not met?

RESPONSE #3: The intent of this question is to determine whether or not a project will lead to unplanned growth. A classic example is where a new road is planned that will open up an area to future unplanned development. Another example is where a water line is proposed that would have the capacity to serve far more development than is currently contemplated in an approved land use plan. In the case of the Mary Avenue Extension, the only growth that would be facilitated is that which is already planned for, as identified in the City's approved General Plan.

COMMENT #4: Are any of the existing approved projects, is their approval contingent upon construction of this extension.

RESPONSE #4: Yes, there are a number of projects that have been approved, where the Mary Avenue extension and other transportation projects that are planned in the

future, are environmental mitigation. The need was not there at the time these were approved. However, when we do development approvals, we do look out into the future, so there are several projects in the area where the need for the Mary Avenue extension was recognized, and in fact those projects were conditioned to contribute financially to completing transportation improvements, including Mary Avenue extension.

COMMENT #5: The project has no impact on land use because land use won't change, population won't change and build out will just be the general plan, however, the projects approval are contingent upon this project.

RESPONSE #5: The project will not result in a change of existing or *planned* land uses.

COMMENT #6: The build-out cannot occur without the road being put in place, yet the road being put in place has no affect on build out?

RESPONSE #6: The following text, which is a copy of Response #20.8 in the Final EIR, describes what would happen and the choices the City would need to make if the City Council decides to not go forward with the Mary Avenue Extension:

The City collects traffic impact fees from any new development that adds new vehicle trips to the roadway system. These fees will be used to complete a set of projects that have been identified to mitigate the growth in vehicle traffic due to buildout of the City's land use plan. The Mary Avenue Extension project is one of these projects. In addition, the Mary Avenue Extension has been identified in EIRs as mitigation for development projects that have been approved by the City, including development in Moffett Park. The City Council's approval of this development has been based, in part, on the assumption that the Mary Avenue Extension will be constructed when funding is obtained.

If the City Council decides to remove the Mary Avenue Extension from the General Plan, then all future traffic studies and CEQA documents would no longer include this facility. Future EIRs would be required to describe alternate mitigation measures for the significant traffic impacts that would otherwise have been mitigated by the Extension. If alternate measures are unavailable, the City would have three choices: 1) not approve the development, 2) approve the development without mitigating the traffic impact and live with the consequences, or 3) amend the General Plan to allow more congestion to occur by lowering the City's level of service standard.

Removal of the Mary Avenue Extension from the General Plan will also invalidate those CEQA documents for not-yet-constructed phases of approved projects that relied on the traffic capacity provided by the Extension. As future phases of such approved projects come forward for permits, the absence of the Mary Avenue Extension will mean those documents are no longer valid and updates will need to be prepared.

COMMENT #7: In terms of traffic routing, this is a very complicated project obviously in terms of distribution of traffic and much more complicated than most. Can you give a little background on what was the basis of traffic redistribution, or the assumptions that were put into that?

RESPONSE #7: We use a computer model to model the roadway system, so essentially we build a mathematical model that lays out the roadway geometry, the

number of lanes, the type of street - is it a major arterial or a residential street. The computer model is calibrated against real live on the street conditions and then used to forecast out into the future once that calibration occurs. So, really in terms of assumptions built into the model of traffic distribution, we don't really incorporate any into the model. The model tells us how the traffic is going to redistribute based on the available roadway capacity and travel times.

COMMENT #8: In existing traffic volumes?

RESPONSE #8: Yes, the model is calibrated based on existing volumes and traffic patterns.

COMMENT #9: So you take count and you assume that looking at the future, it would be fair to say a person who is taking a longer trip now, and now a new road is built, that trip is now a shorter distance, or shorter travel time between two points. You would assume that people would use that instead, or that traffic would preferentially flow in that direction.

RESPONSE #9: Yes, travel times are definitely a major factor in how the model redistributes trips. If it is a shorter trip, or if there is congestion on another route that is going to affect travel time, then the model would redistribute that traffic to the most efficient route.

COMMENT #10: Essentially you assume that motorists are rationale beings and they want to get to where they are going as quickly as possible, so what ever is the easiest way.

RESPONSE #10: Essentially. It is a mathematical model that utilizes mathematics to predict human behavior. There are all kinds of calculations for predicting driver behavior that are also part of the basis for the transportation model and the way traffic would behave.

COMMENT #11: Question on Table 2.0-6, page 45 (DEIR), it shows that there is obviously a considerable increase of traffic on Mary up to Maude, which is obviously predictable with the connection, and then once you get south of Maude and especially south of Central Expressway, the south of Central traffic volume, compared to no project situation, it decreases south of Central, then it increases north of El Camino, then it decreases south of El Camino, then it increases north of Fremont and I'm at a loss how building a bridge over Mary could make those changes. I mean, where are those people going there going to get on and off Mary?

RESPONSE #11: Not all those trips are going to the same place. Some trips are terminating on those sections of roadway, some are originating. People are going in all different directions, so you can see varying traffic volumes on different sections of the roadway.

COMMENT #12: This is just a project compared to no project, this is simply a change from no project to building a bridge. Can you give a reason why for instance, south of

EL Camino traffic volumes would decrease when you build a bridge over Mary, compared to no project? I can not come up with any rational explanation, maybe it's just within the noise level of the model, other than that I could not come up with any.

RESPONSE #12: Yes, models do have quote "some noise level considerations", however, the thing to remember, is that not all those trips on Mary, south of El Camino are wanting to go to the Moffett Industrial Park. The model models the entire City; it's not just focused on project trips. There are other things that can be happening in the model. It is not necessarily a linear relationship when you look at model alternatives on different roadway segments. In the model, there are productions and attractions of trips happening over a large area.

COMMENT #13: It is going to take a lot of concrete trucks to build this bridge and I did not see any analysis of construction period traffic. How would that affect the local roadways? I heard each truck takes up to an equivalent of four cars. I think it will take quite a few trucks to do this. Where will they be stacked up, what roads will they be using. I think this project is big enough and there will be enough trucks that it would have an impact.

RESPONSE #13: Environmental impacts associated with construction traffic typically occur when:

- Residential streets will be used as access routes, which can create safety and noise impacts,
- On-street parking by construction equipment results in a shortage of parking in residential or commercial areas,
- Street closures and/or detours over extended periods of time result in significant congestion along alternate routes.

For the Mary Avenue Extension, the project site and the surrounding area are industrial. Construction traffic will access the site via SR 237 and U.S. 101, as well as local roadways such as Mathilda Avenue, Almanor Avenue, Moffett Park Drive, and 11th Avenue. None of these roadways are residential streets.

There are sufficient off-street locations available in the area for the parking and staging of construction equipment. Such locations include the footprint of the SR 237/U.S. 101 interchange and existing surface parking lots.

No major or extended roadway closures will be needed in order to construct the project. There may be several occasions when the freeways are closed to erect or remove bridge falsework, but these will not occur for extended periods of time and are typically scheduled when traffic volumes are low (e.g., midnight to 5 a.m.). Local roadway closures will be avoided.

Based on the above facts, construction-related traffic will not result in any significant environmental impacts.

COMMENT #14: Table 2.0-7 on page 51, shows that with the project a number of intersections in the area, including Moffett Park - Innovation way, E Street - Mary Avenue - 11th Ave, H Street - 11th Avenue they would all get worse with the project as it compared to no project. Wasn't that the objective to improve the traffic flow in those areas? Some intersections get better and some get worse, overall does it really improve the situation as much as the objective would imply?

RESPONSE #14: Where you are seeing a decline in level of service, of course that is because there is new traffic on those streets because there is now new access. The City sets thresholds for traffic congestion and that is what the whole level of service measure is meant to do. So, you may see a decrease in level of service but these locations still meet the City's threshold for adequate traffic flow. Using for example H Street and 11th Avenue, that is one block over from the project. The project is going to be providing new access and traffic coming from a different direction to access the land development in that area. So you will see a decrease in level of service to D+ in the morning and C in the evening. The City's threshold for that street (it is actually a private street but we will assume for purposes of this discussion that it is a public street), is level of service "D". If it fell to E, then we would say yes, this project is creating a significant impact there. However, because it is not violating that level of service threshold which is City policy, then it is not considered a significant impact.

The one location where we did have a significant impact - as you can see looking at that table - was at Mary and Maude, where we have an intersection that decreases from C to E. Our policy is that intersection should be a D or better. The mitigation for that is to add a lane to that intersection and bring that level of service back up. That is why you are seeing changes in level of service, because there is traffic being redistributed on these roadways where traffic is not as heavy, or it is coming at the intersection from perhaps a different direction and the project redistributes traffic, say to a left turn lane where it was using a through lane and left turn lanes always have less capacity.

COMMENT #15: Looking at this in terms of improvements that would result from the project, the benefits, I see Moffett Park Drive/Manila/H Street would go from F to E+, project compared to no project. I see no other, actually there is improvement on Mathilda/Almanor goes from F to E also, and one other Mathilda/US 101 it would go from E to D. Are those the improvements that would result from the project?

RESPONSE #15: This table (2.0-7) is talking about intersection level of service. These intersections will see an improvement in level of service. The interchange at Mathilda/237 really does not lend itself very well to level of service analysis because a level of service analysis assumes that the intersection is stand alone that there is infinite queuing capacity, there's not a lot of merging or weaving. At Mathilda/237 you have four closely spaced intersections, and you can't queue up all the cars particularly of the three downstream ones to really get an accurate level of service readings, it's misleading, so we use a micro simulation model and the City wide model to look at that interchange. We really see in essence looking at the volumes rather than looking at level of service and looking at traffic flow, the interchange at Mathilda/237 effectively would stay where it is at into the future and Mary Avenue would absorb the future traffic demand. That's the practical effect at Mathilda/237.

COMMENT #16: OK, how about the Mathilda and 101, would those improve, or, it looks like there is a decrease in traffic on Mathilda?

RESPONSE #16: For Mathilda/101, there is another project in that area to reconfigure the geometry and also reconfigure the ramps at 101. We end up with a new traffic signal in the future and that has been accounted for in this analysis. If you went out there today, there is no traffic signal there because it is not built yet. It would be built in the future. It would see an improvement in level of service from no project to project.

COMMENT #17: Under the first section, going all the way to page 7 of 15 (of the RTC), as it talks about some of the specific issues, the first line says "A complete list of planned improvements in and around the City is included as Attachment B", the previous paragraph basically says that this is part of an overall plan to improve the traffic flow throughout the city. This is only part of it. We're talking about the Mary Avenue Extension, there is a much larger plan that this is just a part of. There is currently no interchange at the overpass of 237 where Fair Oaks becomes Java and goes directly into the industrial area for persons coming from the east to get off, or going back to the east, to get on. You must come down to this specific intersection at 237/Mathilda to get off to go into the park and to get back on, you can take an alternate route which is essentially one of the side routes to get back on to 237 going eastbound, essentially towards Milpitas. I am wondering why there is no consideration what so ever of putting an interchange at that overpass which already exist to allow people coming from the Milpitas direction on 237 to get off before they get to the Mathilda/237 interchange and to have an option coming down Java to get back on to 237 there when they hit that existing bridge.

RESPONSE #17: The 237 Corridor Study looked at a number of potential freeway improvements with the purpose of improving access to the Moffett Park Industrial Park. Improving this location causes issues with geometry and the property takes that would be required. You would have to take a number of homes from the Mobile Home Park. It's on the south and you would probably have to take a building on the northeast side, so it was not recommended as part of that study and there is no plan to improve that interchange.

COMMENT #18: Now, another item that was rejected under section 8 of the RTC, alternative 4 which had to do with changes on Hwy 85. Whether or not widening 85, which is the specific statement of alternative 4 is necessary, may not be as important as improvement of the interchanges in that area to allow better access between 85 and the 237/101 arteries.

RESPONSE #18: There are actually a whole series of projects that are planned including several improvements to Hwy 85/237 interchange. An extension of the carpool lanes on 237 down to Moffett Park, and in fact the VTA and Caltrans are in early design phase for a number of those improvements. Some of those improvements may actually occur in the near term.

COMMENT #19: The DEIR was done in August 2007. Obviously you have not done another one since then. In your sense that all these factors on the table are still valid and have not changed significantly?

RESPONSE #19: Yes, because we were looking at a forecast condition in the year 2020 condition. The assumptions are still valid. We used a growth forecast numbers which are approved by ABAG and VTA. Because it is a forecast year, we are on the continuum of growth and development out to the year 2020 and beyond, we're still within the realm of that continuum.

COMMENT #20: The cost of the study was funded, the cost of construction is not, and just wondered is that money coming out of City coffers? I know there is a certain amount that the City has set from Transportation impact fees, and that is money that is going to be coming from where?

RESPONSE #20: The traffic impact fee is a fee on new development that creates new vehicle trips, so it's a per trip fee. So if a project comes in, say someone is going to add a "Granny unit" behind their house, and they are going to add one trip more than what was there before, then they pay a fee that goes in to the impact fee pot. If a big campus comes in, they have a lot trips and they generate a lot of money. Our impact fee applies to any development project in the city that creates new trips, so the amount of revenue we are anticipating is based on the planned growth. The amount of revenue we anticipate to get from the fee from buildout of the General Plan is calibrated into the amount of the development that we're planning on occurring.

COMMENT #21: The construction can be completed within 5 -10 years, that is a big spread. I can see people putting up with it for five years but 10 years is a pretty long time. I was just wondering if there are any more specifics?

RESPONSE #21: We're not going to construct the project for 10 years; however, we might have a completed project in 10 years. The duration of construction for this project would be approximately one and one-half (1.5) to two (2) years.

COMMENT #22: About Mary Avenue, south of El Camino Real, do you anticipate some of the traffic that might come from Hwy 85 to get onto Mary Avenue that might dodge it now, if there is other mitigation placed on Mary, south of El Camino and it is a much more of a free flow, that you get back on Mary as a better access route?

RESPONSE #22: Modeling did not show a lot of diversion from Hwy 85 onto Mary. Mary is a local street and it has a lot of traffic signals, whereas a freeway, even though it may have congestion, it doesn't have traffic signals, with the planned improvements put into place, the model tells us that 85 is a faster way to go than getting off on Mary.

Here is what we anticipate would happen if there were changes made to the traffic capacity of Mary Avenue or if some sort of diverter was put in so that Mary was no longer a thru street:

- First, Mary Avenue would experience pretty significant congestion at four intersections, that's if you took away a travel lane in each direction, which is one of the alternatives we studied at the request of the residents.
- Second, if you do something to divert traffic on Mary Avenue, the traffic is still going to be there, still going to be on the roadway system and is going to divert to the nearest parallel pathway like Bernardo and Hollenbeck, Pastoria and Mathilda to some extent. It is important to remember that Mary Avenue terminates at Homestead so it is not carrying regional traffic necessarily. There is a lot of traffic that uses Mary Avenue that is trying to get to that neighborhood in the south.

COMMENT #23: One thing that seems to have gotten the short shift, is the Bicycle/Pedestrian access to the existing Light Rail. Access to the light rail and it might be something that is put in or not put in. I would like staff to try and bump that in as a priority some how getting from the bridge to the light rail to ease the route for pedestrians/cyclist that are taking that form of transportation. Once this bridge goes in if there is nothing there, it is going to be really difficult to get that stationed.

RESPONSE #23: The EIR document does take that type of improvement into account and we'll consider that improvement cleared from a CEQA perspective once this document is certified. We are actually taking a significant step towards providing that by producing this document and including the notion of that improvement.

COMMENT #24: This project also includes bike lanes all the way from 11th Avenue to Almanor on Mary. Would bike lanes also run from Maude up towards El Camino? I know there are bike lanes from Almanor to Maude, there is one short gap that has bike lanes and then they disappear into a three lane road and then things get funny on the other side of Central Expressway. If you have ever tried biking on either way on Mary its can be exciting, especially during rush hour traffic.

RESPONSE #24: It is not something that is part of this project. It is something that is in our bicycle plan and so it will be considered at some point in time.

COMMENT #25: What about mitigation or other things that have to be done for cement/construction trucks for the care of pedestrians and bicyclist at the interchanges of 11th/Mary during construction. Sometimes pedestrians/bicyclists seem to be shorted when these construction things go in and they take those away, they leave plenty of room for automotive traffic. Another area would be Almanor/Mathilda. Whatever impacts go in there and construction traffic rolling around probably would fit under impacts if the project was approved.

RESPONSE #25: The City has adopted Standard Operating Procedures to follow during construction, including requiring pedestrian detour plans and also signage and other things targeted at bicyclists to warn motorists that bicyclists and/or pedestrians may be on the roadway.

COMMENT #26: On the north end, where it lands on 11th street, it goes from two lanes to three lanes as you head northbound, and the bike lane goes from six feet to four feet

and the plan shows that you will have two lanes: a bike lane that becomes four feet wide and then a 12 foot lane to make the right turn onto 11th. Is that a standard procedure to tighten up the bike lanes or for these types of cars going by on both sides?

RESPONSE #26: That is a standard dimension for a bike lane that's to the left of a right turn lane.

COMMENT #27: Since Mary Avenue is in fact a designated regional bike route and the proposed extension would remove the last real bottleneck to that, would that cause a re-evaluation of the project and the bike plan to make this more important to get the rest of the improvements done so that it is actually real good bike route for the whole length of Mary Avenue?

RESPONSE #27: At this time, there is no plan to revisit the bike plan priorities.

COMMENT #28: Page 20, one paragraph up from the bottom, states that "building planned roadways and improvements does not reduce overall traffic demands and volumes, rather these actions simply divert the traffic that would otherwise have used the subject roadway to alternate streets. Another thing that might happen is that people might change modes.

RESPONSE #28: Correct. At some point if congestion got bad enough, some people might change modes. That assumes, of course, that there are attractive transit alternatives and that those alternatives would save time and money.

COMMENT #29: Page 7 of the RTC, the bullet point one up from the bottom, traffic congestion at Mary/Maude an additional southbound right turn lane is the mitigation there. That happens to be one of the places where we did a right hook study quite a while ago. For those who do not know, a right hook is when a cyclist is going straight and a motorist comes from behind passes them and then immediately turns right, that was one of the locations where that was considered particular problem and adding another right turn lane there could very well make it worse. I just want to make sure that when we look at mitigating the car congestion problems that we don't also create more problems for cyclist.

RESPONSE #29: Agreed. Any changes to this intersection will need to utilize a design that is safe for all users of the roadways.

COMMENT #30: There is a flaw in the CEQA analysis. The EIR does not address cumulative impacts properly. The cumulative impact analysis must include identification of all impacts from future environmental changes, not just impacts from the proposed project.

RESPONSE #30: The City disagrees. The cumulative analyses do account for all planned growth. For example, the traffic and noise analyses describe traffic and traffic-noise conditions as they will exist with both future growth and the project.

COMMENT #31: What the current project cost?

RESPONSE #31: The current estimate is \$55 million.

COMMENT #32: Page 13 of the staff report, what projects would be included in the \$46 million for additional projects, which excludes the Mary Avenue Extension?

RESPONSE #32: The \$46 million is the balance of an improvement program to be funded from the Transportation Impact Fees (TIF).

COMMENT #33: Is the Mathilda/237 intersection area handled by Caltrans or the City?

RESPONSE #33: The City operates the traffic signals at this location.

COMMENT #34: Why are traffic calming options not listed in the EIR?

RESPONSE #34: Traffic calming measures on busier streets could cause significant noise, traffic safety and emergency response issues. Other measures could be used such as lighted crosswalks, speed feedback signs, and striping. These measures are considered on day-to-day operational basis and are not listed in the EIR. The EIR does not disclose any impacts that would warrant the consideration of traffic calming measures. Nonetheless, there is a project coming up to install speed radar feedback signs on Mary, as well as a lighted crosswalk.

COMMENT #35: How much additional development is planned for the Moffett Park area?

RESPONSE #35: In 2002, when the Moffett Park Specific Plan was being developed, there was 15.6 million square feet of development. The Moffett Park Specific Plan allows for a total of 24.4 million square feet, for a delta of 8.8 million square feet of additional development.

COMMENT #36: What basis is used to determine the number of employees per square feet?

RESPONSE #36: These estimates are based on surveys of existing land uses. Data are collected and then aggregated to produce factors that are used to estimate future employees that will work within a facility of a given size. For the Moffett Park Specific Plan, the City used an average of 1 job per 340 square feet.

COMMENT #37: How many employees were there in Moffett Park in the past and how many are there now? How many employees are planned in the Moffett Park area in the future?

RESPONSE #37: Information from Lockheed from 1994 shows that their campus accommodated 11, 700 employees. Additional employees worked at other facilities in

the area, but information from this time period is not available. Utilizing the Moffett Park Specific Plan assumptions for jobs/square feet, it is estimated that the Park can accommodate 71,800 employees.

COMMENT #38: If the Mary Avenue overpass is built, would the Fair Oaks overpass be underutilized?

RESPONSE #38: Fair Oaks would not be underutilized. Roads will be at capacity on the north/south arterials with the completion of the improvement plans and the buildout of the MPSP.

COMMENT #39: On page 65 of the Draft EIR, the report indicates that the project would have some short-term construction related air impacts and that the project would result in long-term positive air quality impacts that would result in less carbon monoxide. Commissioner Hungerford asked staff if there would be less carbon dioxide.

RESPONSE #39: Carbon dioxide is important with regard to the issue of global warming. The State is currently developing thresholds and guidelines that will be used in future analyses to determine if a project-caused increase in emissions of carbon dioxide will result in a significant global warming impact.

Carbon dioxide is emitted by most motor vehicles. Therefore, the relevant question for the Mary Avenue Extension project is whether the project will increase the number of vehicle trips and/or the length of vehicle trips, thereby emitting more carbon dioxide. The answer to the first question is “no” because the project will have no effect on overall traffic demand. Unlike a standard development project that constructs a new land use (residences, industrial buildings, etc.) and thereby increases traffic demand, this project will not generate additional traffic. As discussed in Master Response #11 of the Final EIR, the function of this project is to improve capacity to accommodate demand, such demand that will occur with or without the project. While the project will cause traffic volumes on certain roadways to increase, the increase will be from traffic redistribution and not from “new” vehicle trips.

The answer to the second question is also “no”; vehicle trip lengths will not be increased by the project. In fact, some trip lengths will decrease due to the shorter travel route to/from the Moffett Park area that will be provided by the Mary Avenue Extension project.

To conclude, the project will not result in increased emissions of carbon dioxide.

COMMENT #40: Why is Mary Avenue four lanes when most roads are two?

RESPONSE #40: When the City laid out the street network, Mary Avenue was classified as an arterial street and was intended to be wider and carry more traffic.

COMMENT #41: Will there be a loss of on-street parking due to the bike lanes?

RESPONSE #41: There are no proposals to remove any on-street parking.

COMMENT #42: Some concern has been expressed about residents being able to pull out of their driveways.

RESPONSE #42: Currently there are large enough gaps in traffic for residents to pull out of their driveways. There is also a signal interconnect system installed, but not activated, along Mary Avenue. If people have difficulty pulling out of their driveways in the future, then the interconnect system can be activated.

COMMENT #43: What about the safety of children crossing the streets to go to school?

RESPONSE #43: There are signalized intersections along Mary Avenue. There will be a new lighted crosswalk installed at the intersection of Mary and Helena. In addition, as stated in Response 9.10 of the Final EIR, the project will not increase traffic in the vicinity of the six schools that are located closest to the project. These six schools and their locations are as follows:

- Sunnyvale Middle School – 1080 Mango Ave. (near Remington & Mary)
- Cherry Chase – 1138 Heatherstone Way (several blocks west of Mary Avenue)
- Cumberland – 824 Cumberland Drive (several blocks east of Mary Avenue)
- Vargas – 1054 Carson Drive (1.5 blocks west of Mary Avenue)
- St. Cyprian – 1133 Washington Avenue (several blocks west of Mary Avenue)
- Homestead High – 21370 Homestead Rd. (near Homestead & Mary)

COMMENT #44: In the Draft EIR, Appendix H, Table 1, where do the numbers come from?

RESPONSE #44: The numbers in this table were based on output from the City's traffic demand model. The traffic model was run for each of the 2020 scenarios that are identified in that table.

ELEANOR HANSEN (LETTER OF OCTOBER 6, 2008)

COMMENT #45: The City of Sunnyvale should have a traffic model prepared showing the effect of all development except for the Moffett Park Specific Plan and the collected and to be collected Transportation Impact Fees should be used to first mitigate the traffic impacts discernable by a careful comparison of that model to the 2020-No project model (which does include the effects of the Moffett Park Specific Plan). No money should be allowed to be spent on anything as relatively useless as the Mary Avenue

Extension until all meaningful impacts of the Moffett Park Specific Plan on residential neighborhoods.

RESPONSE #45: There is no reason for the effects of the Moffett Park Specific Plan to be analyzed separately from other planned growth. To do so as part of the analysis for the Mary Avenue Extension would be contrary to CEQA, which requires a Lead Agency to account for all reasonable growth, not just some growth. The current decision-making process regarding the Mary Avenue Extension is not about re-opening the 2003 conditions of approval (including use of collected Transportation Impact Fees) for the Moffett Park Specific Plan. Rather, it is a decision as to whether or not the City should go forward with the project in terms of how to provide long-term north-south roadway capacity and how to provide levels of service that comply with adopted City policies.

JAN BOEHM (E-MAIL OF SEPTEMBER 23, 2008)

COMMENT #46: (synopsis) If you are going to build the Mary Avenue Extension, then the least you can do is downgrade Mary Avenue to three lanes (one in each direction plus a middle turning lane). This will make life safer and healthier for residents living along Mary Avenue.

RESPONSE #46: This suggestion is one of the alternatives addressed in the EIR. The commentor's support for this alternative is noted for the record.

JAN BOEHM (E-MAIL OF OCTOBER 2, 2008)

COMMENT #47: (synopsis) The City's contention that the project does not generate traffic is illogical. Building the extension provides a "new target", namely Moffett Park.

RESPONSE #47: This comment is confusing the concept of traffic redistribution with that of traffic generation. The Final EIR contains Master Response #11, which addresses these concepts in detail.

MR. & MRS. JOHN KOMAS (LETTER OF SEPTEMBER 24, 2008)

COMMENT #48: We are on record - No on Mary Avenue Extension since this project was instituted.

RESPONSE #48: Opinion in opposition to the project is noted for the record.

GENE NERI (LETTER OF SEPTEMBER 24, 2008)

COMMENT #49: The section of Mary Avenue from Central Expressway to Fremont Avenue should be converted to two traffic lanes with bike lanes and a middle lane for turns such as the section from Fremont Avenue to Homestead Avenue is now.

RESPONSE #49: This suggestion is one of the alternatives addressed in the EIR. The commentor's support for this alternative is noted for the record.

COMMENT #50: Lower the speed limit on Mary Avenue between Homestead Avenue and Central Expressway from 35 mph to 30 mph.

RESPONSE #50: The issue of speed limits is addressed by Master Response #7 of the Final EIR.

COMMENT #51: Any benefit of a Mary Avenue overpass over Highways 101 and 237 to tenants and employees of the Moffett Park office complex is greatly reduced by the lack of surface roads along 101 due to the location of the Sunnyvale Municipal Golf Course. If the Golf Course were to donate a strip of land, then Fairchild Drive could be continued as a frontage road along the south side of 101 into Sunnyvale and link up with Ahwahnee Avenue to allow access to 101, 237, and Mathilda.

RESPONSE #51: This alternative would not meet the project objectives of providing additional north-south roadway capacity in Sunnyvale.

COMMENT #52: The costs of any modifications to Mary Avenue north of the Caltrain tracks should be borne by the developer and not the citizens of Sunnyvale.

RESPONSE #52: This opinion is noted for the record.

WILLIAM MATHEWS (LETTER OF SEPTEMBER 25, 2008)

COMMENT #53: (synopsis) Instead of the current proposal for Mary Avenue, utilize H Street with easily built connections to existing ramps to/from 101 and 237. It will avoid the need for a costly new bridge over the freeways. It will avoid the collapse of a new bridge during an earthquake or if hit by a gasoline tanker truck.

RESPONSE #53: The suggested alternative would not meet the objective of increasing north-south capacity in Sunnyvale. Without a bridge over the 101 and 237 freeways, north-south access would not be improved. See also Master Response #5 in the Final EIR, which summarizes numerous alternatives that have been studied in this area over the past 25+ years.

COMMENT #54: (synopsis) The proposed bridge will be a hazard to pilots landing at Moffett Federal Airfield.

RESPONSE #54: The proposed bridge has been reviewed by the FAA, which issued a "Determination of No Hazard to Air Navigation". See page 32 of the Draft EIR.

PATRICK GRANT (E-MAIL OF OCTOBER 1, 2008)

COMMENT #55: (synopsis) The recent enactment of AB 1358 requires that all future street projects accommodate all users. This is relevant because no accommodation has been made for non-motorized traffic along Mary Avenue, such traffic that will be impacted by the substantial increase in vehicular traffic resulting from the proposed extension. Continuous bike lanes on Mary Avenue, at least from Washington Avenue northward, must be made a part of this project.

RESPONSE #55: This legislation applies to how the circulation elements of General Plans will be prepared. The law does not take effect until January 1, 2009 at the earliest. It does not require that future street projects accommodate all users, but rather requires that circulation elements take into account a range of transportation modes, and requires that the State develop best practices on how to accommodate a range of transportation modes for inclusion in the State's guidelines for General Plan preparation. The legislation does not apply to a Mary Avenue project. Regardless, within the project limits, the project includes both sidewalks and bike lanes and improves access to transit.

As an aside, the City notes there are bike lanes on the southern end of Mary Avenue between The Dalles and Homestead Road. As a separate project, the City is currently constructing bike lanes on Mary Avenue between The Dalles and Cascade Drive. The section of Mary Avenue between Cascade Drive and Maude Avenue meets the State's criteria for designation as a Class III bicycle route, and has been so designated by the City.

JAMES & PAULA LATUSKY (LETTER OF SEPTEMBER 21, 2008)

COMMENT #56: The traffic on Mary Avenue is bad enough now. We have trouble getting out of our driveway. Mary Avenue is a residential area, Mathilda is a business street. Before building new buildings fill up all the empty ones. Keep Mary as it is; a residential section. We don't need more cars on our street. Your idea is very bad. All you want to do is satisfy the construction of industry and forget about the citizens. Quit pushing it every six months. Residents on Mary Avenue don't want it, you want it.

RESPONSE #56: This opinion in opposition to the project is noted for the record.

HEZI AND SHIRI SAAR (E-MAIL OF OCTOBER 13, 2008)

COMMENT #57: We are very concerned that the suggested changes will cause the residential areas we live in to serve as alternative highway. We have small children and the excess traffic will cause pollution, noise and will make living in the Sunnyvale West neighborhood unbearable and unsafe for families. This step will adversely impact the city and our neighborhood and we encourage you to vote NO.

RESPONSE #57: This opinion in opposition to the project is noted for the record.

DAN ANDKER & LINDA LLOYD (E-MAIL OF OCTOBER 13, 2008)

COMMENT #58: (synopsis) Finances: \$55M for bridge seems like a lowball figure. In what year was the estimate made? Who's going to pay for the improvements to get on Central Expressway and Evelyn Avenue, which are not included in the above \$55M funds?

RESPONSE #58: The estimate was made in 2008. No improvements at Central and Evelyn are part of this project, nor are they required by this project.

COMMENT #59: It's been estimated that 50-75% of the traffic for the new developments would come from Sunnyvale residents. Where do these projections come from? They seem unrealistic; more likely no more than 25% would be actual

Sunnyvale residents. Why is Sunnyvale expected to pay for this project when it is a regional one, not local?

RESPONSE #59: For a discussion of the origin and destination of traffic on Mary Avenue, please see Master Response #1 in the Final EIR. These projections are based on the land uses identified in the approved general plans of Sunnyvale and the surrounding cities. The data are compiled and published by the Association of Bay Area Governments. Project funding has not yet been secured. As stated in Master Response #9 in the Final EIR, potential funding could include federal, state, and/or regional sources.

COMMENT #60: (synopsis) Why is the removal of on-street parking on Mary Avenue to provide for bike lanes being put forth as an option?

RESPONSE #60: Removal of on-street parking is not being considered.

COMMENT #61: (synopsis) The existing 35 mph speed limit is routinely abused.

RESPONSE #61: The issue of speed limits and enforcement is addressed in Master Response #7 in the Final EIR.

MELISSA BLEIER(E-MAIL OF OCTOBER 14, 2008)

COMMENT #62: (synopsis) Why is the City considering adding more traffic to Mary Avenue when the existing traffic is already way beyond capacity? Why is the removal of on-street parking being proposed? This project cannot be good for Sunnyvale.

RESPONSE #62: This opinion in opposition to the project is noted for the record. Removal of on-street parking is not part of the project and is not being considered.

COMMENT #63: (synopsis) The commentor attached to the e-mail a copy of a paper she authored as a graduate student. The paper provides an overview of the history of Sunnyvale and the development of its neighborhoods. The paper focuses on the residential neighborhoods along Mary Avenue south of El Camino Real and, in particular, the home at 710 South Mary Avenue that has been occupied by the author's family for over 50 years.

RESPONSE #63: Receipt of this attachment is acknowledged and is made part of the record. The paper describes an existing home along South Mary Avenue, south of El Camino Real. The Mary Avenue Extension is not located in the vicinity of this home. Further, the traffic data shown on page 45 the Draft EIR indicate that the project will not result in an increase in traffic at this location.

ATTACHMENT E



DRAFT

SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMISSION Meeting Minutes – September 18, 2008

The Bicycle and Pedestrian Advisory Commission met at 6:35 p.m. on September 18, 2008 with Commission Chair Kevin Jackson presiding. The meeting was held in the Council Chambers, City Hall, 456 West Olive Avenue, Sunnyvale.

ROLL CALL/CONSIDERATION OF ABSENCES

Members Present: Kevin Jackson
Andrea Stawitcke
Michael Reece
Richard Warner
James Manidakos
Ralph Durham

Members Absent: Patrick Walz

Staff Present: Jack Witthaus, Transportation and Traffic Manager
Heba El-Guendy, Senior Transportation Planner
Christina Uribe, Administrative Aide (Recorder)
Mark Rogge, Assistant Director of Public Work

Commissioner Walz reported by e-mail to the Commission Chair and staff liaison that he would be on a business trip and would not be able to attend the September BPAC meeting. There was no objection to the member's absence, and his absence was excused.

Visitors: David Whittum, City Council member
Donna Mirenda, member of the public
Henry (last name unknown), member of the public
Todd Meyers, member of the public
Arthur Schwartz, member of the public
Eleanor Hanson, member of the public

SCHEDULED PRESENTATION

No scheduled presentations given. Ms. El-Guendy, staff liaison, noted that Lieutenant Donald Discher could not attend the meeting due to his presence in Pasadena to attend the CTCDC (California Traffic Control Devices Committee) meeting.

PUBLIC ANNOUNCEMENTS

Chair Jackson acknowledged that today is the one year anniversary of the Borregas Bridge being approved by Council and commended staff for doing a good job. He looks forward to the opening of the bridge in seven to eight months.

CONSENT CALENDAR

1. A) Approval of Draft Minutes of the August 21st BPAC Meeting
- 1.B) Approval of the September 18th Meeting Agenda
- 1.C) Approval of the 2008 BPAC Calendar Update

Consent calendar items 1.B and 1.C were approved 6-0.

Item 1A: Approval of Draft Minutes of the August 21st BPAC Meeting

Chair Jackson stated that Mather Smith was also in attendance at the August meeting. Also, on page 10 of the minutes, third paragraph from the bottom, where it states "*Chair Jackson – Noted that the City should follow the VTA Bicycle Technical Guidelines which recommends a six-foot bike lane ...*" Chair Jackson noted that actually it's also a five-foot bike lane, same as Caltrans but it says four feet of pavement instead of three feet. If you have a two foot gutter pan, then it would have to be six-feet.

Commissioner Reece pointed out that on page 2 of 12, the first paragraph describing Lieutenant Discher's comment "...a total of 144 cell phone related tickets were issued... in Sunnyvale alone, *This exceeds the number of violation tickets that have been issued in neighboring cities and resulted in the current high compliance rate within Sunnyvale*" seems to be conflicting. In addition, requested revising the second paragraph on page 12 of the minutes to reflect the fact that he also mentioned a heavily used park when describing North Fair Oaks Avenue to the north of the Fair Oaks-Wolfe split. The Commissioner's concern is that there are six lanes of traffic now and that he would like that to be a study to perhaps reduce that to a five lane road and adding bike lanes which can also act as a buffer zone between vehicular and pedestrian traffic. Having this information on the record may help build support to encourage the study for these changes.

Ms. El-Guendy clarified that Lieutenant Discher's comment was intended to indicate that the high enforcement level helped increase compliance rate, and added that this observation may have been made in light of a declining number of tickets over time. Also pointed out that North Fair Oaks Avenue to the north of the Fair Oaks-Wolfe split is not scheduled for resurfacing for the next five years.

Consent calendar item 1.A was approved 6-0 as amended.

STAFF RESPONSE TO PRIOR PUBLIC COMMENTS

Ms. El-Guendy provided feedback on the following:

- Circulated a list of the 2008 road resurfacing projects which was an information item in the January BPAC meeting. Ms. E-Guendy reported out on her findings of road resurfacing for North Fair Oaks Avenue north of Wolfe Road.
- Regarding the uneven pavement surface fronting 767 Homestead Road, this area was checked by Public Works staff and found not to be related to the pavement work done there. It is a maintenance issue that is being corrected to the extent possible.
- Staff is working on the list of bike detection issues and one has been completed at Mary and The Dalles for the east and west bound directions; the loops have been fixed, as well as, the bike detectors.
- With regard to a couple of misleading signs at Evelyn and Mathilda, the work order will be issued next week
- Concerning the construction debris fronting 1026 Yorktown, this has been inspected by staff in the Building division and Public Works. The debris was related to a landscaping work, so a permit was not required. However, the inspectors have dealt with the issue and the debris was removed from the bicyclists' space.
- The Walk and Bike to School Week is scheduled for October 6 – 10, 2008. Ms. El-Guendy will provide promotional materials next week to interested schools that will participate in the event (Cumberland, Cherry Chase, Fairwood and Vargas)

Chair Jackson - Offered his assistance with the event.

PUBLIC COMMENTS

No comments

PUBLIC HEARINGS/GENERAL BUSINESS

2. ACTION: Mary Avenue Extension Project Final EIR – Draft RTC

Chair Jackson - Provided information to the public on the process for addressing a Public Hearing item, including the need to complete a speaker card.

Jack Witthaus - Gave the staff presentation. Informed the BPAC that Council consideration is scheduled for October 28, 2008. Staff recommendation, tonight is that the BPAC recommend the City Council certify the EIR and that the Council approve the Mary Avenue Extension Project. .

Commissioners Comments/Questions:

Chair Jackson - Commented on staff's diligence in addressing issues and that this is far beyond what the BPAC is used to addressing.

Commissioner Manitakos – inquired about planned land use and development in the Moffett Park area and the City. Inquired about of the thresholds of significance regarding inducing substantial population growth. Asked whether any of the existing approved projects, is their approval contingent upon construction of this extension. Asked about calibration and operation of the traffic model. Asked about traffic volumes and distribution forecasted for Mary Avenue. Asked about concrete trucks to build this bridge and analysis of construction period traffic. Asked about changes in roadway level of service in the Moffett Park area in the project condition.

Commissioner Reece – Indicated he was satisfied with the contents of the EIR. Inquired about the feasibility of an interchange at the overpass of 237 where Fair Oaks becomes Java. Asked about improvements to Highway 85. Encouraged consideration of identifying measures to address traffic concerns in the residential areas of Mary Avenue, regardless of the Mary Avenue Extension project.

Commissioner Stawitcke – Inquired whether the length of time taken to prepare the EIR affected the facts presented in the document. Asked about transportation impact fees and project funding. Asked about the timeline for project construction. Stated that taking the concerns of the citizens into consideration is really important t.

Commissioner Durham – Asked whether the study anticipates some of the traffic might come from Hwy 85 to get on to Mary. Inquired about bicycle and pedestrian access from the project to the Moffett Park light rail station. Asked whether the project would include bike lanes also run from Maude up towards El Camino. Urged consideration of bicycles and pedestrians in construction zones. Asked about a bike lane that becomes four feet wide and then a 12 foot lane to make the right turn onto 11th,

Commissioner Warner – Stated that the project would have positive effects on the Mathilda/237 interchange, Echoed about making sure there is Light Rail access.

Chair Jackson – Supported additional improvements to Mary Avenue for bicycles, should this project move forward. Noted that the project may have an effect on mode

choice if bicycle and pedestrian access is provided. Stated that the RTC calls only roadway capacity improvements, which is an auto centric view point. Requested that addition of a turn lane at Mary and Maude might make right turn conflicts between bicycles and motor vehicles increase. Stated that monitoring of traffic to assure that traffic volumes do not increase significantly due to the project is a potential means to address resident concerns. Stated that he would like companies to invest more in Transportation Demand Management (TDM) not to impact the street system. Requiring 10% and 20% trip reduction is not enough. He also indicated support for getting access to Ross Drive from the project.

Commissioner Stawitcke – Inquired when is the Planning Commission going to review the EIR?

Public Comments

Todd Meyers – Stated that the project solves the traffic issue for the Moffett Park businesses and worsens the situation for residents. Stated that this project is going to increase traffic on Mary Avenue, and results of the traffic model are questionable.

Art Schwartz Stated that there is a flaw on the premise on the CEQA related to cumulative impacts. Expressed concern regarding a four foot bike lane.

Eleanor Hanson – two questions, are paper copies available at City Hall. Second question about the Cupertino bike/pedestrian bridge.

Chair Jackson closed the public hearing.

Chair Jackson made a motion as follows: BPAC does not take a position regarding the concerns expressed by residents about increased traffic on Mary Avenue. For the purposes of Bike/pedestrian issues exclusively, we go along with staff recommendation 1a and 1 b, and add four recommendations:

Commissioner Reece seconded the motion.

The four recommendations:

- 1) Emphasize and increase to the extent possible the TDM program goals of companies within Moffett Park;
- 2) Strongly encourage a bike and pedestrian connection between the extension bridge and the light rail service;
- 3) Recommend Council direct staff to establish a monitoring and reporting program for traffic conditions in the residential areas on Mary Avenue to the south of Central Expressway; and,
- 4) Should the project be approved, provide BPAC with multiple chances to review and comment on the project.

Commissioner Reece – Asked for clarification on #3

Mr. Witthaus – Corrected a previous statement about TDM % for most businesses in the Moffett Park to 30% during the peak hours and 25% of overall daily project trips.

Commissioner Stawitcke – Asked for clarification on #2

Commissioner Durham – Inquired about TDM program that Stanford has?

Motion passes 6-0.

3. DISCUSSION: Study and Budget Issues Finalization

Chair Jackson – Inquired if it is possible to add study and budget issues. Indicated he wanted to add the Cyclovia as a study issue. This is where they close down the street for one day for example on a Sunday and limit it to bicycle and pedestrian traffic only.

Staff indicated that this has already been added by Council during their most recent meeting.

Staff described the process including the new regulation to drop any items that have been deferred by Council for two consecutive years. Any issues that fell below the line last year will automatically be added to this year's study issue process.

Following a discussion of the different study and budget issues, the Commission members decided the following:

Retaining the following for the 2009 Study Issue Process:

Study Issues:

1. Evaluate and consider implementation of the Stevens Creek Trail extension currently proposed by the City of Los Altos.
2. Investigate how to encourage people to own fewer cars in order to avoid/minimize the negative impacts on non-motorists. Also review of such programs and experiences in other parts of the Country.
3. Coordinate between the newly approved policy on street space allocation with the implementation of the Bicycle Plan, capital improvement projects and road maintenance/resurfacing projects.
4. Evaluate the concept of developing multi-media DVDs and CDs containing educational and safety information which can be handed out at fairs and other events. Also assess the possibility of utilizing the City of Sunnyvale local channel to promote traffic safety. This study issue would later translate into a budget issue for implementation and production.
5. Conduct a Plan Line Study to increase bike space.

6. Update/Review of the Corner Vision Triangle Municipal Code Ordinance.
7. Review of the Homestead Road bike lane hours of operation.
7. Review suitable bicycle parking schemes for office and retail developments.
8. Evaluate impacts of traffic calming devices on bicyclists.

Budget Issues:

1. Construct pathways to connect the John Christian bicycle and pedestrian trail with the bicycle parking facilities at Lakewood and Fairwood Elementary Schools.
2. Create a task for Bike to Work Day budget at a yearly funding level of \$5,000.
3. Provide of bike racks at major community events such as the Farmer's Market and the 4th of July celebration.
4. Establish a traffic enforcement campaign of bicycle and pedestrian related violations such as cycling in the wrong way, jaywalking, and violation of the vehicular right-of-way.

Dropping the following study and budget issues:

Study Issues:

1. Review the feasibility of better spreading the potential replacement of BPAC members over the four-year term. BPAC currently has a potential replacement of three members after the first two-years, followed by a potential replacement of four members after the second two years of the four-year term, which could subject BPAC to losing the majority of its experienced members. The study issue is to consider a different arrangement such as possible replacement of two members per year for each of the first three years, followed by one member in the fourth year.
2. Improve signage in order to direct cyclists to transit stations and other key destinations. This also includes a review of similar experiences in other cities.
3. Review the resources needed for performing regular bicycle counts as part of the City's yearly data collection program.
4. Review the feasibility of reducing the speed limit on the right-hand/curb-side lanes.
5. Review of design standards for bike lanes adjacent to on-street parking.
6. Revise intersection Level of Service (LOS) policy to incorporate bicycle and pedestrian safety.
7. Review Transportation Demand Management (TDM) opportunities for schools.
8. Consider addition of residential collector streets in the City's Traffic Calming Policy for the purpose of speed control (vs. traffic volume control).
9. Establish an education campaign or a policy regarding safe construction zone and associated traffic control for bicyclists and pedestrians.

Budget Issues:

1. Improve the markings and operation of the bicycle detectors (cyclists have to be very close to trigger the detectors).
2. Create a task for bicycle locker maintenance at City facilities, and provide associated resources.
3. Develop a computerized system for on-line issuance of bicycle licenses, and for tracking of lost and recovered bicycles.

4. Develop a marketing campaign including preparation and distribution of promotional materials in order to encourage bicycling as an alternative form of transportation.

NON-AGENDA ITEMS AND COMMENTS

- BPAC ORAL COMMENTS

Cupertino dedicating a plaque in honor of the two bicyclists killed.

Chair Jackson VTA wants bicycle counts for Borregas Bridges. Noted an event scheduled for next Wednesday for safe routes to school, Gunn High School is having a successful program with giving out prizes for bike to school.

- STAFF ORAL COMMENTS

None.

INFORMATION ONLY ITEMS

4. BPAC E-mail Messages

The e-mail messages were included as part of the meeting Agenda packet. Staff of the Transportation and Traffic Division, including the BPAC staff liaison, regularly follow-up on the phone and e-mail requests.

5. Active Items List

ADJOURNMENT

The meeting was adjourned at 10:00 p.m.

Respectfully submitted by:

Jack Witthaus

ATTACHMENT F

PLANNING COMMISSION MINUTES OF SEPTEMBER 22, 2008**Mary Avenue Extension Project** Environmental Impact Report Certification and Project Approval, Recommendation to City Council JW

Chair Rowe asked for clarification of the staff recommendation to the Planning Commission. **Jack Witthaus**, Transportation and Traffic Manager with the Department of Public Works and Project Manager for the Mary Avenue Extension Project, said staff is recommending that the Planning Commission recommend Council certification of the Mary Avenue Extension Project Final EIR (Environmental Impact Report) and formal approval of the project.

Mr. Witthaus presented the staff report providing a history of the project and the current phase of the project. He said Caltrans is a major partner in the process and that this phase includes the preparation of many technical studies that are required by the State before Caltrans will consider signing off on the plans. He said Caltrans will not sign off on the project until the environmental document is approved, commenting that it appears the City has answered all Caltrans' technical questions. He said the Planning Commission has received a copy of the Draft and Final EIRs and discussed the types of public outreach effort provided. He said, due to the large amount of public interest in this project, the City Council directed that the outreach be enhanced. He said that staff has tried to address all public comments which are included in the Final EIR. He summarized the findings of the EIR. Mr. Witthaus said the remaining steps include the Boards and Commissions reviews, and more public outreach with the document available for public review. He said City Council will consider the item in a public hearing on October 28, 2008. He commented about the Commissions providing input and said that the Bicycle and Pedestrian Advisory Commission (BPAC) recommended that the Council direct staff to monitor traffic on South Mary Avenue and to consider measures to address traffic growth if a problem occurs. He said staff's recommendation to the Planning Commission is to recommend City Council certify the EIR and approve the Mary Avenue Extension project.

Comm. Klein thanked staff for the complex reports and commended staff for putting this information all together. Comm. Klein asked what the current project cost is. Mr. Witthaus said the current estimate is \$55 million. Comm. Klein suggested that page 18 of the Final EIR be corrected to reflect the \$55 million amount. Comm. Klein referred to page 13 of the staff report and asked what projects would be included in the \$46 million for additional projects, which

excludes the Mary Avenue Extension. Mr. Witthaus said the \$46 million is the balance of an improvement program to be funded from the Transportation Impact Fees (TIF) explaining some of the improvements that might be funded by it. Mr. Witthaus said the TIFs would pay 50% of the costs of the Mary Avenue Extension and another \$46 million to other various roadway improvements. Comm. Klein discussed with staff the triangle intersection area and whether the area is handled by Caltrans or the City. Mr. Witthaus said that the City operates the traffic signals. Mr. Witthaus discussed previous projects in the Mathilda/237 area. Comm. Klein commented that he likes what the BPAC recommended regarding the monitoring of traffic on South Mary Avenue. Comm. Klein asked why traffic calming options are not listed in the EIR. Mr. Witthaus discussed traffic calming measures use and said some of the measures would not be affective on busier streets. Mr. Witthaus commented that some of the measures used could be lighted cross walks, speed feedback signs, and striping. He said these measures are used on day-to-day operational basis and are not listed in the EIR. He said there is a project coming up to install speed radar feedback signs on Mary and a lighted cross walk. Mr. Witthaus said that when they looked at speeds on Mary Avenue that they did not find a significant speeding problem. He said that enforcement is the most affective way of dealing with speeding.

Comm. McKenna said there is mention in the staff report of an independent consultant and asked if staff received a report back from the consultant. Mr. Witthaus said yes and that the report is considered a confidential document. **Kathryn Berry**, Senior Assistant City Attorney, said staff has Attorney/Client privilege documents and some of the consultants comments were taken into account. She said the document was revised accordingly. Ms. Berry said that some of the public comments received indicate that some citizens do not understand that putting in a project can result in a reduction of impacts to the environment. She said this project is actually a mitigation measure for regional traffic impacts, so environmental impacts can be reduced because traffic is being redistributed. She said that staff tried to create responses that would help the public understand how this project is in some ways a mitigation measure. Some of the consultants comments were her thoughts about what the City might do, what measures we might take, more studies we might do, more money we might spend and things that did not make sense in terms of this long term study. Comm. McKenna said she would have preferred to have seen the report and had staff's comments about how they felt about the report. Comm. McKenna said in the EIR it says that the Moffett Park Plan is for 24.3 million square feet of development and asked how much of that square footage is currently built. **Gerri Caruso**, Principal Planner, said she does not have that information, but when the Moffett Park Specific Plan (MPSP) was approved that the 24.3 million square

feet was 8.7 million square feet above what was already the existing condition in Moffett Park. Comm. McKenna said she asked because the staff report explains that this is a land use issue and not a transportation issue and she feels that if it is a land use issue that there should be indication in the EIR about the current land use situation in Moffett Park. Comm. McKenna asked staff what basis is used to determine the number of employees per square feet. Mr. Witthaus said that staff uses trip generation information that is published from the Institute of Transportation Engineers that is an adopted standard for traffic studies in Santa Clara County. Comm. McKenna asked what staff's projection would be for the number of employees and number of trips to Moffett Park per day. Mr. Witthaus said that the MPSP should contain that information. Mr. Witthaus said staff uses square footage as it relates to number of trips. Comm. McKenna and Mr. Witthaus further discussed Moffett Park with staff advising that they do not have the number of employees from the past or present. Mr. Witthaus said Moffett Park is bigger and forecasted to get bigger than it was in the 1980s. Mr. Witthaus said, in general, the level of development in the park now as compared to the 1980s is greater. Comm. McKenna said how many employees is staff planning on having in the Moffett Park area. Mr. Witthaus said that information would be available through the Planning Division and that staff does not have it available this evening. Comm. McKenna said staff received a comment from someone asking for Ellis Street to be looked at and the response was that no formal comments were received from the City of Mountain View, which she feels is not an adequate comment. Mr. Witthaus said that there is another area in the EIR that addresses Ellis Street, specifically, which indicates that currently the Ellis Street/101 area is not scheduled for improvements at this time and the most recent study on this area did not show a need for improvements. He said with respect to this area as an alternative to the Mary Avenue Extension that this area would not meet the purpose and need for the project as it does not serve the north/south roadway corridors. He further discussed Ellis Street and constraints for this area. Comm. McKenna said that she felt there were too many comments that were responses that were dismissive and she cringed when she read them. Comm. McKenna asked staff where the greatest number of employees would be coming from to get to Moffett Park. Mr. Witthaus said that many people would come from the south and east of Sunnyvale into the Moffett Park area. Comm. McKenna and Mr. Witthaus discussed the traffic flows, what the traffic models show, the predicted traffic flows into the Moffett Park area, and the areas where traffic that would be alleviated due to the Mary Avenue Extension.

Vice Chair Chang referred to the Final EIR traffic simulations and volumes and said if the Mary Avenue overpass is built that it looks like the Fair Oaks overpass would be underutilized and asked staff to comment. Mr. Witthaus said it would

not be underutilized, explaining that the studies and analysis seem to indicate that the roads will be at capacity on the north/south arterials with the completion of the improvement plans and the build out of the MPSP. Vice Chair Chang discussed with staff Mathilda Avenue going to Moffett Park and the current condition of traffic at Mathilda and 237.

Comm. Hungerford referred to page 65 of the Draft EIR, and said the report indicates that the project would have some short term construction related air impacts and that the project would result in long term positive air quality impacts that would result in less carbon monoxide. Comm. Hungerford asked staff if there would be less carbon dioxide. Mr. Witthaus said he does not know the answer and whether carbon dioxide has to be addressed. Ms. Berry said that her understanding is the Bay Area Air Quality Board sets the standards for our area and that this issue was addressed in the Final EIR as an additional comment. Ms. Berry said in our area there are no standards for carbon dioxide but we do have concerns for particulates as we exceed the thresholds for the larger particles from diesel. She said the levels of particulates are going down and within 5 years that the City should reach a level where the particulates are no longer in excess with staff referring to page 19 of the Final EIR where this information can be found.

Chair Rowe asked why Mary Avenue is four lanes when most roads are two. Mr. Witthaus said that a long time ago when the City laid out the street networking that Mary Avenue was classified as an arterial street and was intended to be wider and carry more traffic. Chair Rowe said there have been additional concerns expressed since the Final EIR was completed, with one of the concerns being the loss of on-street parking due to the bike lanes. Mr. Witthaus said there are no proposals to remove any on-street parking. Chair Rowe said some concern has been expressed about residents being able to pull out of their drive ways. Mr. Witthaus said that currently there are significant enough gaps for residents to pull out of their driveways and that there is a interconnect system installed and not activated along Mary Avenue. He said there will be a monitoring system so people have difficulty pulling out of their driveways the interconnect system can be activated. Chair Rowe discussed with staff about the safety of children crossing the streets to go to school with staff saying that there are several lighted intersections, and there would be a new lighted crosswalk installed at Mary and Helena.

Chair Rowe opened the public hearing.

Eleanor Hansen, a Sunnyvale resident, commented that she has some uneasiness about where some of the numbers come from in the EIRs. She

referred to the Draft EIR, Appendix H, Table 1 specifically and asked where the numbers come from. She referred to the Final EIR, page 7, Master Response #1 paragraph 3, which addresses the projected increase of the population and jobs in Sunnyvale by the year 2020 commenting that the population is to grow about .7 percent and the jobs by 1.8 percent. She said with these projected figures that the job growth is expected to be close to 3 times the population growth rate. She discussed the numbers in Appendix H, Table 1 stating she is concerned about the percentage increase in traffic to some of the residential neighborhoods. She requested the Planning Commission recommend City Council do something like the BPAC did and recommend Council direct staff to monitor traffic in the affected residential neighborhoods.

Tammy Salans, a Sunnyvale resident, said what she does not understand is why people are not considered part of the environment. She said if the health and safety of the people living on Mary Avenue and the surrounding neighborhoods are not part of the EIR, where in the process are people considered. She said the Transportation Division does not think drivers will exit Highway 85 at Fremont Avenue and go down Mary Avenue to the Moffett Park area. She said she feels this statement is disingenuous. She said this report does not study other places that would be affected by this expansion. She said if the traffic is projected to increase on Mary Avenue, with or without the expansion, the City has to provide mitigation due to the number of schools, pedestrians, bicyclists, and homeowners. She said she resents that alternatives had to be brought up by the citizens of Sunnyvale. She said that the City never presented an alternative. She said while citizens were suggesting alternatives, one was given away by the City Council to the developer when they gave away the right-of-way on H Street. She said she does not understand why a 35 year old project is being presented to answer transportation questions. She said alternative transportation is encouraged yet Sunnyvale wants to spend a lot of money to move single occupancy vehicles mostly from other cities, to and from the towers. She said Sunnyvale needs leadership and vision to address 21st century problems with 21st century answers.

Eunice Chan, a Sunnyvale resident, said she lives near Mary Avenue and will be impacted by this project. She said that during certain times of the day Mary Avenue, between El Camino Real and Washington Avenue is like a parking lot. She said a lot of the data in the reports is from 2004 and a lot has changed since then including higher density housing, a large increase in number of students, and more parents driving their kids to school because it is not safe for them to walk and cross the street. She said regarding the projection for population and land use, that she does not see the full capacity projection in the EIR.

Graham Murphy, a Sunnyvale resident, said he lives close to Mary Avenue. He said he was impressed when Comm. McKenna discussed the number of potential employees that could work in the Moffett Park area could be around 96,000 employees. Comm. McKenna offered clarification about her earlier question and said that she asked staff about the number of potential employees for this 24.3 million square feet development. She said she did not know what numbers staff would use for their calculation and was asking staff for clarification. She said she just wants it clear that the number she gave is not the actual number and that the report is not clear about how many people could actually work out there. Mr. Murphy asked whether we want that many people potentially working in our City. He asked why the City is even considering this project with the large public outcry. He commented that he also thinks there will be a lot of people who will get off of Highway 85 and use Mary Avenue to get through the City and this issue did not come up in the reports. He said he is also concerned about his daughter having to cross Mary Avenue to get to Sunnyvale Middle School.

William Mathew, a Sunnyvale resident, said he was going to speak about major CEQA (California Environmental Quality Act) errors that he feels are in the report and due to the lateness of the hour he will instead address Chair Rowe's question as to why citizens are concerned about parking removal. He said in the EIR it indicates that bikeways will be created at expense of parking removal from Mary Avenue.

Gopal Patangay, a Sunnyvale resident, said he has been involved in the outreach meetings and talked to staff many times and feels like it does not change anything. He said the residents have submitted many letters and provided many comments, and it seems like their comments get white washed, that the citizen input is a waste of time, and that the City is not listening to the residents. He said he lives on Mary Avenue and already has a difficult time getting out of his driveway during peak traffic hours and Mary Avenue is congested. He said he would like to see people discouraged from using cars, and he would like to see those going to Moffett Towers use public transit from some other location in Sunnyvale so the traffic would be less on the residential streets. He said he would like to see traffic for Mary Avenue be geared towards residential and school traffic as there are many schools near Mary that require students cross this street to get to school.

Chair Rowe thanked the residents for their patience in staying late this evening to speak.

Chair Rowe closed the public hearing.

Chair Rowe asked staff about some of the concerns brought up by the speakers this evening. She asked about the number of schools that are impacted and why are some of the schools not going to have lights at Mary Avenue for crossing. Mr. Witthaus said there are schools that already have traffic signals and there will be a new traffic light installed at Mary and Helena.

Comm. Klein moved to recommend to City Council the certification of the final EIR of the Mary Avenue Extension Project and formally approve the project with suggestions to staff, much like the BPAC, **to monitor traffic growth on the South Mary corridor looking at traffic issues in the neighborhoods; to continue to investigate traffic calming opportunities on Mary south of Central** i.e. lights at cross walks near schools. **Comm. Travis seconded the motion.**

Comm. Klein said this project has been a long process and has been in the Sunnyvale vision for the corridor going north and south for a long time. He said from a project standpoint he sees pluses and minuses and the Planning Commission can only go base their recommendation on the information they have been provided. He said he hopes having staff monitor the issues with Mary Avenue traffic might help alleviate some of the issues that exist today. He said that this will affect Mary and there will be traffic growth. He said from a Planning Commission standpoint that they have to make a decision based on the data presented, hopefully staff has done the appropriate investigation and outreach to the neighborhoods and agencies, and what the Commission receives is a culmination of that. He said he has some reservations regarding the need and the final implications of the project that definitely what we have here is a project that tries to suffice and improve the existing issues within the City as well as going into the future.

Comm. Travis said he completely agrees with Comm. Klein and that it is a difficult position to make decisions on a project like this with all the facets to it. He said he lives at Mary and Washington and will be affected by this project. He said considering it from a planning perspective with the potential growth of the City and the City and the Planning Division encouraging development in Moffett Park, that the challenge is to balance between the residential areas and access to the developing areas. He said he does not envy the City Council having to make this decision, and feels, based on what is in front of the Planning Commission, that this project is something the Commission should pass along to Council, and that the Commission can support and help the Council make their decision. He said he would be supporting the motion.

Vice Chair Chang said that he would be supporting the motion. He said Sunnyvale is experiencing growing pains. He said that this is a good growing pain and that Moffett Park is doing what it is supposed to be doing and creating

jobs. He said people will want to come to Sunnyvale to work which will affect all of us one way or another. He said this plan has been three decades in the making and it is in the general plan's interest to build the extension.

Comm. McKenna said she would not be supporting the motion. She said when she first heard about the project that she thought it made sense. She said after she read the EIR a number of things came to mind. She said in response to one of the questions the report says the traffic demand is generated by land use not roadways. She said later she read the City is looking at 24.3 million square footage of development out there. She said in the early 1980's when Lockheed wanted to build 1 million square feet in this area, the City had an industrial moratorium to look at roadways, sewage, schools, and other things that would be necessary to support the 1 million square foot project. She said at the same time, the whole County was looking at a proposal of living within our limits, and the whole job housing imbalance. She said she thinks that this is more than an issue about Mary Avenue, and more about how the community should be developed. She said she thinks it is time for Council to pause and think whether they want 24.3 million square feet of additional space out there. She said she would like to ask the Council to take a look at the number of employees that were in this area when Lockheed was at its peak and look at the number of employees that may be generated in the future. She said from a historical perspective to where we are now that she does not see this type of growth as always being good. She said people say this is inevitable, and she said it is not. Comm. McKenna said she cannot support the type of growth that is going on in the Moffett Park area.

Chair Rowe said she shares Comm. McKenna's concern about what kind of growth the City should have and knows this subject has come up before. She said she does not have the answer right now about what kind of growth the City should have, so she will go with what has been put before the Commission. She said that multiple alternatives have been considered, the project has been reviewed by the City, County, State and Federal governments and that this project has been in the making for over 30 years. She said some say this project is out of date and should no longer be planned. She said long term planning is like the budget where the City tries to anticipate the needs of the City. She said of the multiple alternatives, this seems to be the best though some would say the best of the worst. She said she is concerned when a citizen points out a problem indicating that biking and parking will be affected and the report says it will not and asked staff if this discrepancy could be looked at. Comm. Klein said that as far as biking that this project adds bike lanes and the removal of parking would have nothing to do with the residential area. She mentioned something she had read about land use and the bottom line was if you affect one you are probably going to affect another somewhere and that is what is happening here. She said the City is trying to solve our traffic problem and it is developing a problem in a neighborhood. Chair Rowe said that the Commission can only hope the advice that has been given by staff is good advice, and that the statistics are supportive of the advice given and correct in the assumptions.

Comm. Hungerford said he found this project difficult to grapple with and ultimately is going to support the motion. He said that this project has been in the general plan since the 1970's and has been a common element of many other City plans that have come before the Planning Commission. He said the multiple plans have been premised on the fact of this project going forward. He said he reluctantly feels he needs to go along with the plan. He said he likes the suggestion that the traffic be monitored along South Mary and that the City will be able to consider the monitoring data as the project date gets closer.

ACTION: Comm. Klein made a motion to recommend to City Council the certification of the final EIR of the Mary Avenue Extension Project and formally approve the project with suggestions; that staff monitor traffic growth on the South Mary corridor looking at traffic issues in the neighborhoods; and that staff continue to investigate traffic calming opportunities on Mary Avenue south of Central. Comm. Travis seconded. Motion carried, 6-1, Comm. McKenna dissenting,

APPEAL OPTIONS: This recommendation will be forwarded to City Council for consideration at the October 28, 2008 City Council meeting.