

THE MOFFETT BOULEVARD/WHISMAN ROAD NEIGHBORHOOD AREA MEETING REPORT

Responses to Issues Raised at the June 27, 2013
Council Neighborhood Committee Meeting

Presented below are the City's responses to various issues and concerns raised at the June 27, 2013 Council Neighborhood Committee meeting with the Moffett Boulevard/Whisman Road Neighborhood Area. If you have further questions about any of the following responses, please contact the responsible Department at the phone numbers noted below. General questions can be directed to Linda Lauzze, the City's Administrative and Neighborhood Services Manager, at (650) 903-6379.

CITY MANAGERS OFFICE – (650) 903-6301

- 1. Will the new website get rid of the stupid, obsolete, labor intensive fax-file system and move to HTML and/or PDF? If not, why not?*

City staff has begun to post content to the website and LaserFiche system in PDF format which can be accessed on all platforms. As part of this process, documents will be scanned with Optical Character Recognition (OCR) to provide the content in plain text format and will be available on the current LaserFiche platform. We are constantly reviewing our document posting processes to improve access to information and will continue to work with the individual meeting bodies and commissions to ensure a standardized approach to posting documents.

- 2. Are there plans in the near future for the City to take back the GISSV campus? If so, when? Are there properties/land that are either for sale/lease for a school in another part of the City? Moffett Field area perhaps?*

The City does not control the GISSV campus property. It is owned by the Mountain View-Whisman School District and it would be up to them to determine if it, or other school properties, used for a public school or continues to be leased out.

CITY ATTORNEY'S OFFICE – (650) 903-6303

- 1. Who takes care of the old couches, mattresses, furniture, junk put out on the sidewalk or in empty fields? Who to call? Who takes care of that? There is a pile on Leong Drive where the Denny's used to be?! Police, Fire, City workers drive by there daily.*

If the illegal dumping is on private property (for instance, Denny's) the property owner is responsible for having it removed. If the dumping occurs on the public sidewalk or street,

a City crew will remove it. You can call Code Enforcement at (650) 526-7713 and they will notify the responsible party.

COMMUNITY DEVELOPMENT DEPARTMENT – (650) 903-6306

1. *What is the status with the old Denny's on Leong Drive?*

The City has received an application for a three-story, 78-room hotel in June 2013. The City is currently processing the application. Public hearings for the project have not been scheduled.

2. *It would appear from the Environmental Planning Commission (EPC) action on the antenna farm site that the only thing it takes to change a "precise plan" is for a developer to ask for a change (not the 1st time I have seen this). Why bother with plans if the City is not going to stick to it.*

The City has a process for considering changes to zoning districts or precise plans. The Council has to authorize such requests in advance, before they move forward. Therefore, only the requests that Council determines has some merit end up moving forward.

3. *The Environmental Impact (EI) studies I understand are done for each development and one was done for the General Plan but do we look at the cumulative EI in a particular neighborhood like North Whisman? Why or why not? (Are the traffic impact studies done during the school year?)*

All environmental studies include analysis of cumulative conditions, that include the specific proposal, other proposals that have been approved but not built, and also other proposals that are in the pipeline. Traffic reports may end up being completed when school is out, but the traffic counts of existing roadways and intersections are done during the school year, and normally on a week that does not have a holiday on a mid-week day.

4. *Any hope for a neighborhood school? Children are all bused to other schools. This does not develop strong neighborhoods.*

The School District makes the decision whether to open new schools or reopen closed schools.

5. *How reasonable/easy are the bloated heads within Google to work with? Is the workability trend-line improving, same-same or degrading? Thank you!*

City staff has an open line of communication with Google staff.

6. *Residents would like to see mixed use in proposed housing developments, with coffee shops, restaurants, bakery etc. on ground floor. Why has no such development been approved? What blocks developers from including previous small businesses into the new design?*

Our General Plan encourages mixed-use development in locations such as El Camino Real and Moffett Blvd. The City considers mixed-use development on a project-by-project basis and requests a developer incorporate retail space for developments located in areas underserved by retail.

7. *Is there development going on at Moffett Boulevard close to Central Avenue and Middlefield Road where there was a bar that has been vacant about seven-plus years?*

The vacant bar at the corner of Moffett and Central Avenue has an approved permit to build a two-story medical office building. The City does not know if the property owner has the financing to build the project.

8. *Who sets the architectural standard in Mountain View? I haven't heard any resident of Mountain View say anything nice about the San Antonio development. Los Altos seems to do a much better job.*

The City's architectural review process starts with the City's Development Review Committee (DRC). The DRC is composed of two architects and the Deputy Zoning Administrator. The duties and responsibilities of the DRC are to review the architecture and site design of new development and improvements and provide design comments and recommendations. The DRC makes recommendations to either the Zoning Administrator or the EPC. The Zoning Administrator and the EPC consider the DRC recommendation when they make their decision. If the Council is final decision maker, then the Council considers the recommendation of the DRC and either the Zoning Administrator or EPC prior to making the final decision on a project.

9. *What is the vision for the East Whisman change area?*

The vision for the East Whisman Change Area is a sustainable, transit oriented employment center with increased diversity of land uses. It is an active area with pedestrian and bicyclist connections to light rail, services, and employers. Commercial buildings should be designed to respond to scale and adjacent residential neighbors.

10. *Please talk a bit about Stierlin Road closing.*

The closing is connected to the proposed residential project at 100 Moffett Blvd (see below, question 13). In June 2013, Council directed the project design to include a dedicated right-turn lane on Moffett Boulevard at Central Expressway and to close the vehicular ramp from Stierlin Road to Central Expressway. Additional review by the Bicycle Pedestrian Advisory Committee (BPAC) and EPC will be scheduled before a final Council hearing at the end of 2013.

11. *Are you going to talk about how many new places to build that Association of Bay Area Governments (ABAG) is dictating to Palo Alto and Mountain View? We did not elect ABAG officials.*

See response to Question #12 below.

12. *Some cities take issue with ABAG housing targets. Does Mountain View agree with ABAG numbers?*

The City's General Plan and ABAG housing targets (Plan Bay Area) align where new development will occur in the future. The General Plan estimates an increase of 7,856 units between 2010-30, while ABAG estimates 5,790 units between 2010-2030. In addition, ABAG estimates the City needs to accommodate 2,926 units between the years 2014-2022. Based on the General Plan, the City will be able to accommodate the projected numbers.

13. *Moffett Boulevard Apartment Project*

- *Is Moffett Boulevard going to be further developed? There are a lot of blighted buildings. What is happening with the development at Moffett Field? Why is the City allowing the developer to overbuild on the Central Expressway/Moffett Boulevard when there is a major problem on Moffett Boulevard during rush hour. Why is the city selling property to the developer? The present ramp could be used by both bikes and cars. What is going to be done about the traffic during rush hours on Moffett Boulevard?*
- *With the congestion problem at Moffett Boulevard and Central Avenue – why did the City Council approve 200 apartments at the intersection? Why make that the starting point of the cycle track? Bad planning period!*

There is currently one proposed project in the Moffett Boulevard corridor located at 100 Moffett Boulevard. There are two smaller commercial projects approved at the vacant bar and the burned down restaurant. For 100 Moffett, in December 2011, Council authorized a Gatekeeper request by Prometheus to study rezoning 2.9 acres for 190 apartments at the 100 Moffett Boulevard site. The project has not been approved by the City Council. The City Council is considering closing the Stierlin Road onramp and selling unneeded portions of the right-of-way at market value. A pedestrian and bicycle connection would remain between the Central Expressway/Moffett intersection and Stierlin Road. The City is currently analyzing the project and finalizing the environmental document, which includes analysis of potential traffic impacts. The project and the environmental document will be considered by the EPC and Council in the Fall/Winter of 2013.

14. *Any plans for additional low-income housing in our area?*

There are no specific proposals for low-income housing in the Moffett-Whisman area at this time.

15. *Can you talk more about what is being done to reduce congestion in downtown? Any chance for paid parking?*

In 2011, City staff completed a Downtown Parking Study and City Council authorized staff to develop and implement a Downtown Parking Work Plan to address short-, mid- and long- term parking management strategies for the Downtown. Staff is currently working on several short- and mid-term parking strategies. These include a car sharing pilot program, analysis of the existing Downtown Parking Permit Program and an evaluation of parking technologies to help shift the downtown public parking demand from over utilized parking lots to underutilized parking lots. Paid parking was included as a long-term strategy in the Work Plan and would only be considered an option after all the previous parking management strategies have proved unsuccessful.

COMMUNITY SERVICES DEPARTMENT – (650) 903-6331

1. *The Slater neighborhood area from Middlefield Road to Whisman Road to Central Expressway to Highway 85, has only one very small park, Creekside Park, for over 1,000 dwelling units. When can we get more park space in our neighborhood?*

There are four additional park sites in close proximity to the neighborhood. Portions of Slater School (the turf field, play equipment by the portables and basketball) are available for public use on weekends and after school during the week. Whisman Park, an 8.6 acre park on Easy Street, adjacent to your neighborhood is easily accessible from the Stevens Creek Trail. Magnolia and Chetwood Parks are within a short walking distance as well. Staff is also evaluating a proposed project to add a 3-acre park as part of a new development project located between Ferguson Drive and the Light Rail tracks. If approved, staff anticipates the design phase will begin in 2014. The Whisman planning area still needs additional public open space and the City of Mountain View continues to look for opportunities for expansion.

2. *How can we get written official information from the City on, a) which part of the vegetation along roadways the City will trim; b) what the guidelines are for this trimming; c) which part of the land between sidewalk and property does the city consider to belong to the City; and d) whether and to what extent can residents trim City owned plants?*

The following information is provided in the City Code, Chapter 32, Trees, Shrubs and Plants, Article 1:

The City maintains all median landscaping in the center of the roadway. Private property owners own the land between the curb and the back of sidewalk but the City has easement rights on the property. This allows for the installation and maintenance of street signs, fire hydrants, street lights, street trees, water meters, etc. Property owners are responsible for the maintenance of plant material in the parking strip between the curb and sidewalk. Street trees are maintained by the City and may not be pruned by the property owner without written permission from the Community Services Department.

Please contact the Parks Division at (650) 903-6326 if you have additional questions regarding street trees or the public right-of-way.

3. *What are the plans to increase the park space in our neighborhoods?*

Staff is currently evaluating a proposed project to add a 3-acre park as part of a new development project located between Ferguson Drive and the Light Rail tracks. If approved, staff anticipates the design phase will begin in 2014. The Whisman planning area still needs additional public open space and the City of Mountain View continues to look for opportunities for expansion.

POLICE DEPARTMENT – (650) 903-6350

1. *We have a barking dog ordinance but not noise in general. We have few neighbors who have very loud parties going well into the wee hours. What recourse is there if there is no ordinance to enforce?*

While we may not have a noise ordinance, officers who are called out to a loud party, for example, can use Section 415 of the Penal Code to enforce a shutdown. Additionally, the City requires permits for certain types of parties, which also assist us in regulating noise: http://www.mountainview.gov/city_hall/police/business_concerns/permits_n_licenses.asp.

2. *What is the reason behind the massive increase in burglaries and robberies in Mountain View compared to last year? What are we doing about it? Neighborhood Watch?*

Property crimes have increased in the past several months in Mountain View, as well as across Bay Area Counties. While there are several factors attributed to the spike, we have been working to combat this issue in three ways:

- **Increased presence.** We have escalated our presence in certain neighborhoods targeted by burglars in both marked and unmarked vehicles. And we continue to share information with

surrounding agencies on suspect information and other pertinent details related to these types of crimes.

- **Better communication.** Not only are we exposing more of these criminals/crimes via social media, but we are also using this platform to raise community awareness. We have pushed the “See something, say something” campaign and as a result have had solid arrests of burglars thanks to the community’s involvement. Technology assists us in staying connected with and in receiving great info and intelligence from the public. Take a look at a recent SMS tool we released [here](http://mountainviewpoliceblog.com/2013/07/18/how-to-text-mvpcd-good-intel-anonymously/) <link <http://mountainviewpoliceblog.com/2013/07/18/how-to-text-mvpcd-good-intel-anonymously/>>.
- **Community education.** Requests for our presence at community meetings have increased, and we are happy to accommodate these requests. Neighborhoods who work in tandem with law enforcement assist us greatly when it comes to combatting crime and apprehending criminals. Here are some examples of such cases: <http://mountainviewpoliceblog.com/category/crime-prevention/>. As part of our education efforts, we also talk about ways to improve residential and vehicle safety an example of which can be found here: <http://mountainviewpoliceblog.com/2013/06/04/burglaries-how-you-can-help-your-community-mvpcd/>.

3. *What is being done to focus on increased crime in this area?*

See Question #2 above.

4. *Could Police address the barking dog ordinance in Mountain View, please? Sitting in one’s home, trying to have peace and quiet, I feel like I am living in a kennel.*

We encourage the public to contact us if there is a barking dog. When we respond to these types of calls, we will generally wait and listen for the offending animal. Additionally, we look at call history for the address of the offending animal. There are some cases, however, when a dog can be heard, but cannot be located by either us or the reporting party. If necessary, we will cite the owner of the offending animal.

5. *I am concerned about all of the people going door to door selling “charity” stuff. Some recent burglaries may be scouted by such activity. Are there any ways to limit door-to-door soliciting? Pass ordinance to ban solicitors?*

The City of Mountain View requires all door-to-door sales people to purchase a license. Here’s an article we posted about the permit process for solicitors: <http://mountainviewpoliceblog.com/2013/03/26/solicitors-knocking-on-your-door/>. If you choose to engage with the solicitor, you can ask for their license and identification; the names on both should match. Just because a solicitor comes to your front door does not mean you have to communicate with them. You can further deter them by posting a sign on your front door that says “No Solicitors”, or by simply saying through your door “no thank you.” If the solicitor persists, we suggest contacting us at 650-903-6395 and provide the solicitor’s physical description and last known direction of travel.

6. *Do you have advice how to prevent mail theft?*

Residential mailboxes are often vandalized and mail is occasionally stolen from mailboxes (including from those that lock) whether they are individual mail boxes or group mailboxes in apartment or condominium complexes. Mailboxes are considered federal property and federal law makes it a crime to vandalize them or steal mail from inside. Violators can be fined up to \$250,000, or imprisoned for up to three years for each act of vandalism. Read more here: <http://mountainviewpoliceblog.com/2013/04/18/mailbox-theft-and-vandalism-steps-to-protect-your-mail/>.

7. *Federal government gave permission for Police Departments to use drones... To what extent are they being used now at this time?*

Mountain View Police Department does not use drones.

8. *Can an 18-wheeler vehicle be parked in residential? There is one on Lynwood Avenue.*

It depends on the weight and/or size of the vehicle. You can certainly give us a call at 650-903-6395 and we will send someone out to inspect it.

9. *Does the City have any jurisdiction over condominium complexes – e.g. complaints re: noise from adjacent complexes, parking violations in regard to “fire lanes”, etc? Thank you.*

We handle calls for service, such as noise complaints or similar, irrespective of where they occur. If it is an on-going issue working with your HOA is going to be considerably more effective as they can take steps we cannot (e.g. eviction). When it comes to parking, if the posted signs are from the City of Mountain View (e.g. red zone or handicap parking) then we can do something about those complaints. Please call us at 650-903-6395 to report them. If, however, the parking issue is related to the way someone parks (e.g. they crossed the white line into another spot) then that is something you will have to take up with your HOA.

10. *The buses operated by Google and other employers in the East Whisman area have changed the character of the area. They are too large to navigate some streets, block access, park in left hand turn lanes (yes-park!), drive thru residential areas, etc. Can they be restricted to roads east of Whisman Road and take Ellis Street and Highway 101 not Whisman Road, Middlefield Road and Fairchild Drive?*

No, these buses cannot be restricted to the roads/routes you identified. As a City, we are constantly in communication with the employers who operate shuttles and their practices and impact on residents and commuters. This open communication often helps in resolving “bumps in the road” as we try to find the best practices for the shuttles. We celebrate the diversity of our workforce and residents and their ideas on how to improve traffic flow and reduce the amount of traffic on our roadways. One innovative measure from local employers is to provide shuttles to and from park and ride stops and other

mass transportation hubs. These shuttles do help reduce the amount of cars on the roadway and have a positive impact on improving traffic on our roadways.

Unfortunately, the shuttle service is not perfect and at times it may result in some level of inconvenience to other drivers. In the event of traffic violations or parking issues, we suggest you contact the Police Department non-emergency line at 650-903-6344 to report the problem and request an officer to respond to mitigate the issue.

PUBLIC WORKS DEPARTMENT – (650) 903-6311

1. *I live at 173 Sherland Avenue and when I come to turn left from Sherland Avenue onto Whisman Road, it is often difficult to see traffic coming up Whisman Road because cars are parked too close to the corner and it makes it very hard to see cars coming.*

About 35 feet of red curb was added on North Whisman Road north of Sherland Avenue on August 1, 2013.

2. *The townhouse development next to my home has no guest parking (there is a sign “resident parking only” in front of their spots). Most days, a social worker visits a resident and parks in front of my house (Leslie Court). Is this legal? Is it moral?*

The use of on-street parking by the public is legal, provided they follow the posted signs announcing parking restrictions (if any) and they move their vehicle within the 72-hour limit. Townhomes and apartments are required to provide on-site guest or visitors' parking spaces.

3. *Can someone adjust the traffic light on Middlefield Road and Highway 237? It is difficult to tell if the signal light is green or red.*

This signal is owned and maintained by the State of California Department of Transportation (Caltrans). We have informed Caltrans engineers about your concern. Traffic signals at this location are spaced very close to each other. In order to eliminate any confusion by motorists, one of the signals has visors that limit the visibility of red and green from the other signal.

4. *Who sets the timers at intersections? As a cyclist I can barely cross the street before the light changes – Central Avenue at Moffett Boulevard – Sierra Vista Avenue at Rengstorff Avenue.*

The City Traffic Engineer sets signal timing at intersections. We have checked the signal timing at both locations to verify that the minimum green time is long enough to make sure cyclists can cross the intersection safely. The intersection of Central Avenue and Moffett Boulevard has enough time for bicycle to cross. We made adjustments at Sierra Vista Avenue and Middlefield Road. Sierra Vista Avenue does not cross Rengstorff Avenue.

5. *I am concerned about the speed of traffic on Easy Street between Middlefield Road and the SR 85 access as well as the SR 85 access approach speed from Central Expressway. How might the City propose to moderate this traffic, particularly in the morning and evening? Thank you!*

The City has a Neighborhood Traffic Management Program (NTMP) to address speeding on residential streets. Please contact Lorenzo Lopez, Senior Traffic Engineer, at 650-903-6311 or via email at Lorenzo.lopez@mountainview.gov to explain the NTMP process.

6. *We need a white line down the middle of Cypress Point Drive to divide the traffic.*

The center line marking is a dashed yellow line or double solid yellow line for no passing. Generally, a center line marking is not recommended on a low volume residential street as it creates a tunnel and clear path for drivers and may cause increased speeding.

7. *Too much overnight parking of motorhomes and trailers. Can the City install no overnight parking signs? (San Leandro Avenue)*

We have installed a number of no overnight parking signs (No Parking from 2 a.m. to 6 a.m.) on streets in industrial areas where motor homes park for extended periods of time. We are in the process of installing more signs and will add San Leandro Avenue to our list. There is a process to get property owner consensus, so we will send letters to start the process.

8. *Street parking is a problem in my neighborhood; there are far too many cars! This interferes with street cleaning, trash collection, and poses a traffic hazard. Is there any chance Mountain View could adopt ordinances to limit street parking to a manageable level?*

The City generally only restricts on-street parking in residential areas if there is a specific safety concern or if there is neighborhood support because people from outside the neighborhood are parking on the street. Absent these circumstances, there is generally little or no neighborhood support to limit parking.

9. *Can you update us on the City's planning/discussion of residential permit park? I live in the neighborhood behind the Adobe building and we are plagued with commuters who use Willowgate Street and the surrounding streets as a park and ride. The only streets marked with five-hour parking are where residents park and we are the ones being ticketed – not the commuters. Might it be possible to use our neighborhood as a pilot neighborhood for residential permit parking?*

We are in the process of studying residential permit parking programs. The study will be presented to the Council Transportation Committee (CTC) for review. This study will be developed for the downtown area but could be applicable to other neighborhoods if

approved by the CTC and the City Council. The process of developing a program may take a couple of years.

10. *What do we need to do to start residential composting with weekly trash pick-up? The County does this and it is great. (I don't think you can put compost in the yard trimmings bin). And what can be done about recycling thieves?*

Residential composting is not currently planned, as the cost to process yard trimmings with food scraps is significantly higher than to do so without, and the estimated diversion from such a program is fairly low. A pilot to test methods of collecting food scraps from residents separate from the yard trimmings is currently being designed to take place in 2014. A pilot neighborhood has not yet been chosen. The results of the pilot will determine whether the program is offered to all residents. In addition, the City is evaluating methods to increase existing recovery of compostable food and paper at the SMaRT Station®, where all Mountain View waste is processed prior to being taken to a landfill.

Here are some tips to help with the problem of recycling theft:

- Report scavenging to Police each time it occurs by calling the Mountain View Police Department non-emergency dispatcher at (650) 903-6395. Please try to note the date and time of the occurrence, a description of the person, and the method of collection (bag, shopping cart, or vehicle with make/model and license number if easily available). If the scavenging occurs on a regular basis, please let the dispatcher know. A police officer will try and be present at that time to warn or cite the scavenger. Do not approach the scavenger on your own. Please keep reporting scavenging each time it occurs so that the Police can establish a track record of areas that might need special enforcement.
- Set out your containers the morning before trash collection (no later than 7 a.m.) rather than the night before.
 - If you prefer to set out your container the night before, keep bottles and cans with redemption value separate and place in the cart the next morning before collection.

11. *Garbage Company: 1) items stacked higher than fence; 2) trash blows down San Leandro Avenue; 3) parking is a problem and the space in front of the fire hydrant curb is not painted; 4) VA Associates park large trucks and trailers on road. (San Leandro Avenue)*

- 1) Recology is in the process of moving some of the stored containers off the site. Every effort will be made to keep the remaining container stacks away from the fence most visible from the street, but it is not always possible to keep them below the fence line.

2) Recology is regularly walking the street near the recycling center to collect litter. If the resident believes too much litter is still left on San Leandro, please contact Recology directly and ask to speak with the General Manager.

3 & 4) For parking issues, please see the response to question #9.

12. *With the increase of businesses in the area are there any plans for additional traffic lights.*

Currently there are no plans to add traffic signals in the area. Traffic signal lights are added at intersections as needs arises due to increased traffic volume, increase in conflicts between pedestrian/bicycles, and vehicles or safety becomes an issue at a particular intersection.

13. *Regarding the City-owned land at Moffett Boulevard and Highway 101 (near the substation). Did it test high for TCE and has it been treated. What are the plans for this land and have the City staff done a traffic impact study based on any plans? Thank you*

The City has retained the services of an environmental consulting firm to conduct a comprehensive environmental site investigation of the Moffett Gateway property. While it is known that a portion of the property has TCE in the groundwater and in soil vapors, at various levels throughout the area of the plume, the site has not yet been fully characterized and the levels of TCE and the threat to human health and the environment are unknown at this time. The source of the TCE plume is unknown at this time, but there is no evidence it originated on-site. A draft of the investigative report will be submitted to the Regional Water Quality Control Board (RWQCB) in mid-August and the City hopes to have a decision from the RWQCB by October on what protective measures, if any, need to be taken in the future development of the property.

The land use designation for the Moffett Gateway property in the General Plan 2030 is Mixed-Use Corridor, which allows for a range of uses including multi-family residential, office, commercial and lodging. It is the intent of the City to lease or sell the property at some point in the future for development consistent with the General Plan 2030 and to generate revenues to the City from the proceeds of leasing or selling and from taxes generated from the development. A traffic impact study will be conducted for any proposed development.

14. *What is the City of Mountain View position on the Valley Transportation Authority (VTA) proposal to destroy El Camino Real as a major automotive arterial?*

The City Council reviewed the Valley Transportation Authority's (VTA's) proposed Bus Rapid Transit (BRT) project along El Camino Real in June 2011 and January 2012. While taking no formal action at either of these meetings, the City Council expressed interest in

having the buses share the travel lanes along El Camino Real with other vehicles in a mixed-flow configuration.

The City Council also noted several concerns about the potential impacts a proposed dedicated lane configuration could have on the community, including:

- Accommodating existing unsignalized left turns on/along El Camino Real.
- Providing for safe pedestrian crossings of El Camino Real.
- Minimizing the potential for increased traffic congestion on El Camino Real.
- Diversion of traffic from El Camino Real to neighborhood streets.
- Impacts to the City's significant investment in landscaped medians along El Camino Real.
- Impacts to on-street parking.
- Safely accommodating bicyclists on El Camino Real.

The VTA is currently conducting an environmental analysis for several alternatives for the BRT project. A draft environmental impact report (DEIR) is scheduled for public release in the spring/summer of 2014. At that time, City staff will review the DEIR for its potential impacts to the City of Mountain View and present comments on the DEIR to the City Council for review and approval. Look for updates on the City's website to learn when the DEIR will be discussed by the City Council and how you can provide your thoughts and comments to staff and the City Council.

Once a preferred project alternative is selected by the VTA Board of Directors, design work will begin in late 2014 and should be completed by fall 2016. Construction is scheduled to run from early 2017 to fall 2018, at which time service will begin.

Additional information regarding the VTA's BRT project is available on the VTA's website at <http://www.vta.org/brt/ecr/>.

15. *Can the median be closed in terms of the left hand turn lane that exists between Evandale Avenue and Devonshire Avenue since it is not needed? The proposed development that drove the creation was not built so it is not needed.*

The median opening was constructed in anticipation of a new development that was in the works, and the proposed location of the new driveway. Since the development did not proceed, the median opening is not currently used. Absent a specific safety concern, the City will likely not close the left turn lane. Traffic Engineering staff will evaluate the situation and take appropriate measures.

16. *Does Mountain View have a membership affiliation with International Council for Local Environmental Initiatives (ICLEI) Group?*

The City was a member ICLEI for several years, but discontinued the membership in favor of joining another organization, Climate Communities. Staff recommended shifting memberships after determining the benefits derived from a membership in Climate Communities would be of more direct value to staff (e.g., content of sustainability webinars and other information provided) than continuing the membership in ICLEI. Despite not being an ICLEI member, the City still receives e-mails/updates from ICLEI and can access much of the same information it could when it was a member.

17. *Google buses go up and down Whisman Road all day and park on Whisman. Still happening even after contacting Google.*

We have contacted Google and they have agreed to stage their buses on site and to not park on Whisman Road.

18. *What is the threshold number of resident participation to stimulate a traffic study and/or installation of speed bumps (on Easy Street)? Thank you!*

Please contact Lorenzo Lopez, Senior Traffic Engineer, to obtain a petition for the Neighborhood Traffic Management Program (NTMP). The original petition for the NTMP only needs to be signed by 10 to 20 percent of residents to start the process. After the speed and volume survey, if the street qualifies for the NTMP, the residents need to agree on a traffic calming device to be implemented. At this stage, a two-thirds majority of the residents responding to a postcard survey is required. Please contact Lorenzo Lopez at 650-903-6311 or Lorenzo.lopez@mountainview.gov if you have any questions about the NTMP process.

19. *Please consider adding another signal light between Whisman Road and Easy Street.*

A traffic signal is designed to provide orderly movement of traffic through an intersection. There are a number of criteria that must be met before a signal can be installed. These criteria include the number of vehicles and pedestrians using an intersection, accident history, and proximity to other traffic signals and road geometry. There are no plans for a signal at Tyrella/E. Middlefield at this time.

20. *What is being done to head off traffic problems that will come with the increased development that is planned and underway? We don't need a replay of the traffic problems in North Shoreline Boulevard.*

All new projects are required to address the environmental impacts caused by the project under the California Environmental Quality Act (CEQA). As part of the CEQA process, projects are required to address potential impacts of the project on traffic and circulation and mitigate the impacts if needed. CEQA requires the aggregate impacts of all approved, but not constructed, projects to be considered. The City is also looking at Transportation Demand Management (TDM) for large construction projects. TDM measures are intended to encourage the use of alternative modes of transportation such as walking, biking, public transit, and telecommuting.

21. *What are the plans for the railroad crossing at Castro Street/Moffett Boulevard when the high-speed rail is being built?*

The City Council reviewed various rail grade separation alternatives (aerial, at-grade and below-grade) in a May 2010 Study Session. While taking no formal action at the Study Session, a majority of the Council expressed a preference for the grade separation alternative that would place high-speed rail and Caltrain tracks in a below-ground trench, citing concerns about the potentially significant impacts the aerial and at-grade alternatives could have on the community, particularly the downtown. These scenarios envisioned separate tracks and systems for Caltrain and high-speed rail operations.

That thinking has now changed and current plans for rail operations along the Peninsula corridor call for Caltrain to enhance its passenger rail infrastructure (through electrification and other upgrades) to improve its own service and eventually accommodate future high-speed rail service under a blended system operating structure.

Caltrain is currently conducting an environmental analysis for the proposed electrification of its service between San Francisco and San Jose with the goal of completing its electrification project by 2019. A draft environmental impact report (DEIR) is scheduled for public release later this calendar year or in early 2014. At that time, City staff will review the DEIR for its potential impacts of electrification to the City of Mountain View (including impacts to the Moffett/Castro crossing) and present comments on the DEIR to the City Council for review and approval. Look for updates on the City's website to learn when the DEIR will be discussed by the City Council and how you can provide your thoughts and comments to staff and the City Council.

There is no date/schedule currently set for the California High-Speed Rail Authority to begin its separate environmental review process for adding high-speed rail service to the Peninsula corridor.

22. *Is there going to be any improvement at the signal light at Moffett Boulevard and Central Expressway? With the train schedule, I have waited up to ten minutes to cross the tracks to Castro Street.*

Yes, there is a signal modification project at this intersection by the Peninsula Joint Powers Board (JPB) to improve train preemption and railroad crossing at this intersection. This project will also include modifying the signal phasing that will help reduce delays at this intersection. Construction is scheduled to start in early September 2013.

23. *When was the last time a traffic engineer checked the timing at Central Expressway and Moffett Boulevard. As a pedestrian I've been stuck there between 5-10 minutes waiting to cross. The timing encourages jaywalking.*

Please see the response to question #22. The changes in signal phasing as mentioned above will help to reduce pedestrian wait time to a certain degree.

24. *Need speed bumps in Slater neighborhood due to increased speeding traffic (more traffic in general) – our streets are not set up for the crowded parking and speeding, etc.*

Please see the responses to question #5 and #18.

GENERAL COMMENTS

1. *Dear Council Members: Below is a comment posted to an article in the Friday, June 14th Voice: "I am very concerned about the traffic in the (Slater) neighborhood. As more and more people work and move into this general area (of Mountain View), our neighborhood streets are being used as pass-throughs. The streets in this neighborhood are not large enough for the traffic now using them (partially due to all the vehicles parking on both sides of the streets because there isn't enough parking for the current residents). This will only worsen. Much of the housing here is rental housing. This neighborhood needs speed bumps installed to slow traffic down and to discourage misuse on streets such as Gladys Avenue and Tyrella Avenue. There definitely needs to be special attention paid to the area of Easy Street between Central Expressway and the on-ramp to Highway 85. Drivers come off an expressway with a 45 mph speed-limit onto a street with a 25 mph speed-limit, yet treat the street like a long on-ramp to a freeway with a 65 mph speed-limit. With the new homes coming in and new businesses going in further down Middlefield Road, this is the perfect time to address our traffic mitigation needs."*

I was unable to attend Tuesday's meeting where the new housing development was discussed, but feel that the above issues definitely need to be addressed. Your consideration is appreciated.

2. *I am a resident in this neighborhood for 29 years. It is here we walked our children to school. They are now grown-ups and educated and successful. It is only now that I am now a grandmother that I feel we lost the most important aspect of a neighborhood – the presence of an elementary school. We lost our character as a good neighborhood. You do not see children happily walking to school and elderly volunteers helping the children cross the roads.*

3. *Yorba Linda in southern California built an above grade over-crossing approximately 10 years ago in a lower speed freight/commuter train crossing at Yorba Linda Boulevard and Esperanza Boulevard.*