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Mary Avenue Overcrossing

City Council
April 20, 2021

Agenda

- Background
- Options
- Projected Traffic Data
- Scope Amendments
- Feedback
- Next Steps

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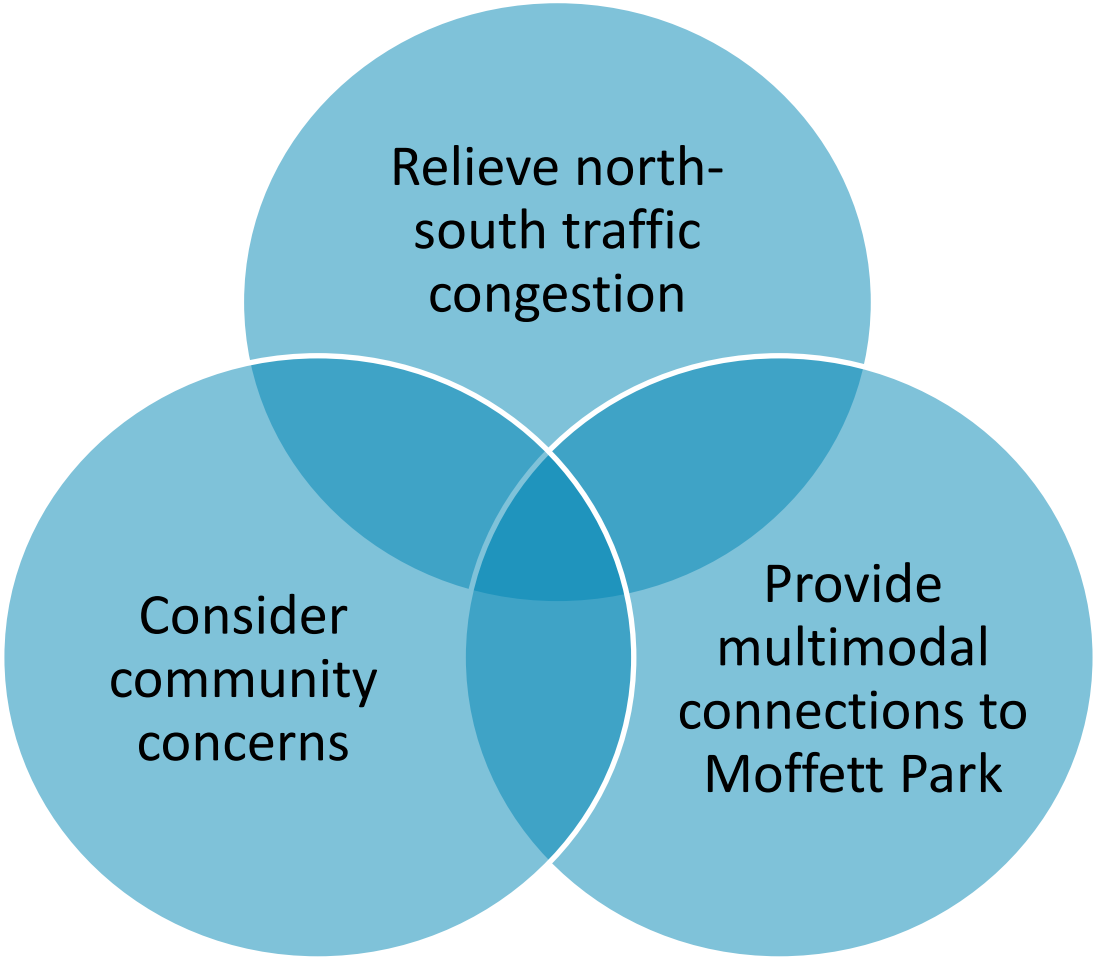
Background

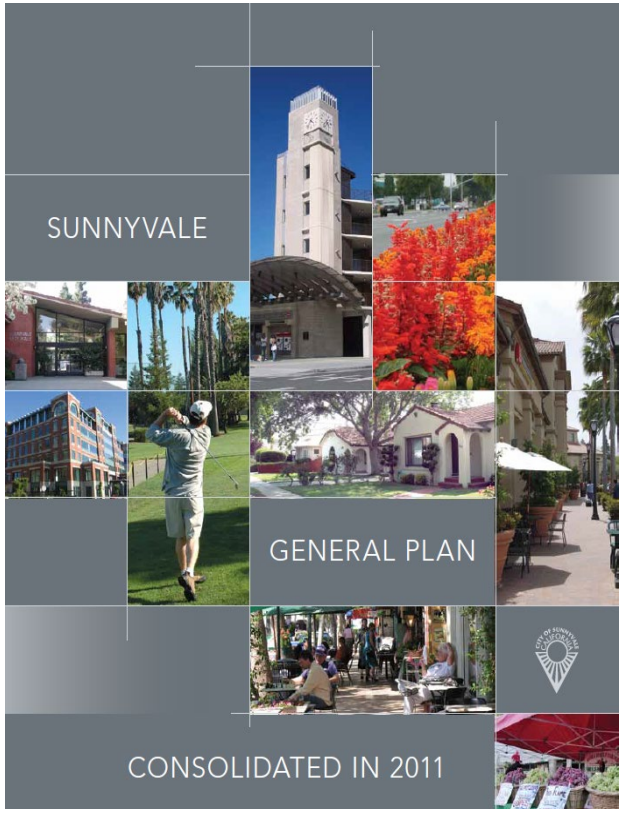
Background – Mary Avenue Overcrossing

Goals for Mary Avenue Overcrossing Project



Background – Project History

- Planning and policy history
- 2007 EIR – community concerns
- 2016 – new EIR scope
- EIR process started
  - Notice of Preparation Issued
  - Traffic analyses began
- Multi-project EIR case law
  - Select a project for the purposes of the EIR



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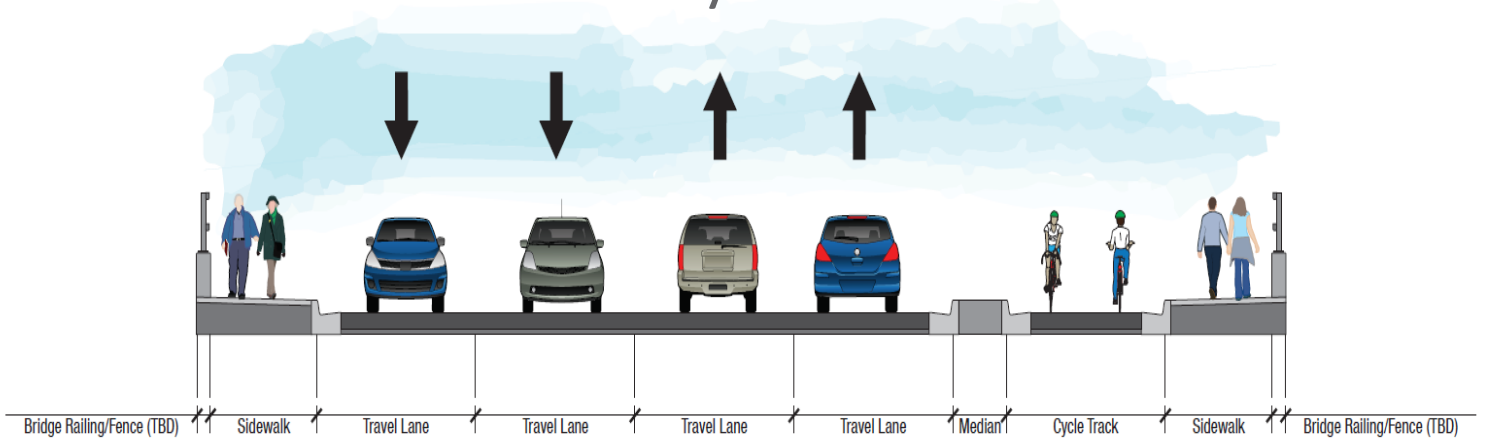
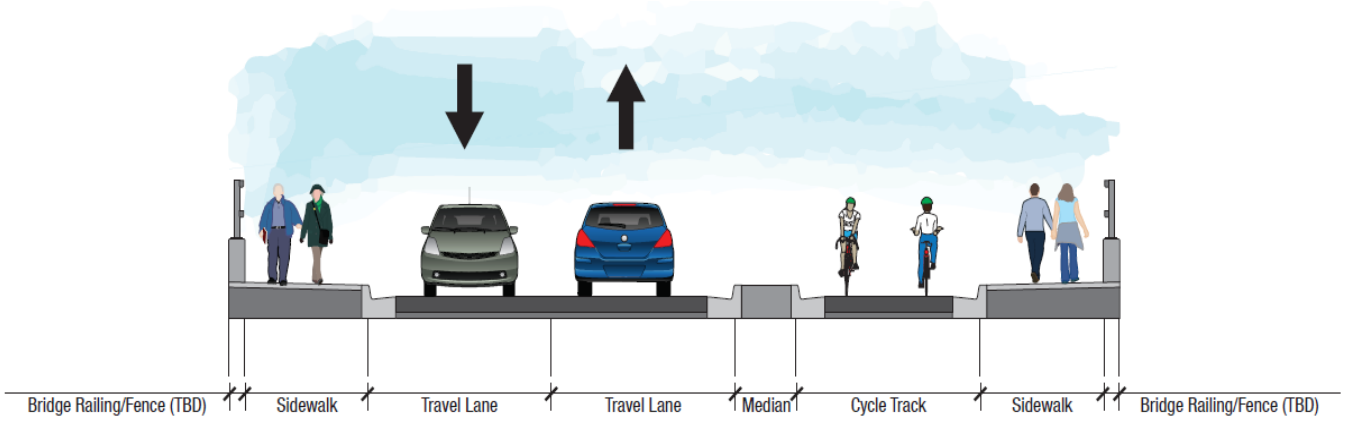
Options

Options

Option 1 – Four Lanes with Cycle Track and Sidewalks

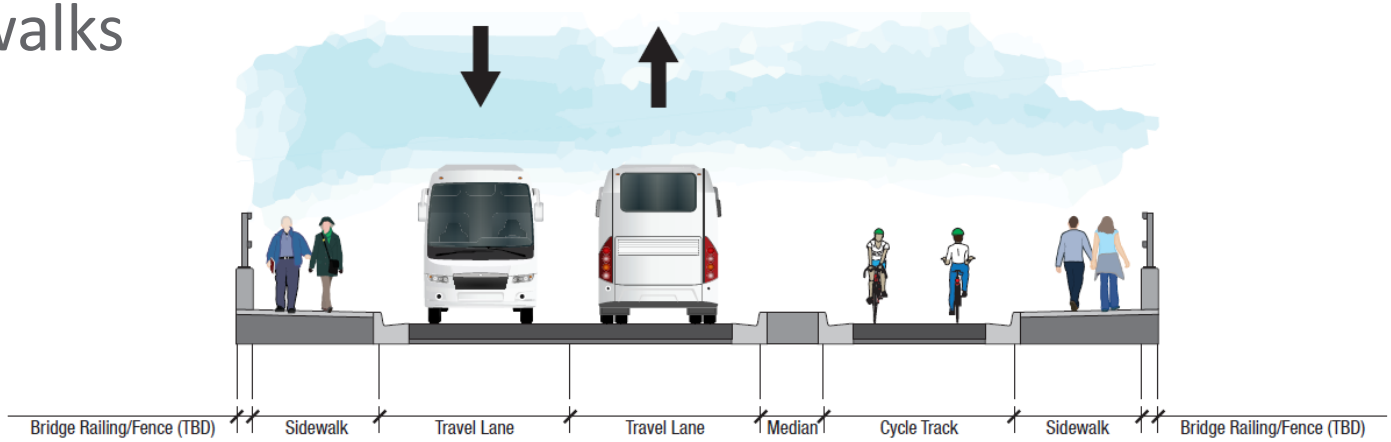


Option 2 – Two Lanes with Cycle Track and Sidewalks

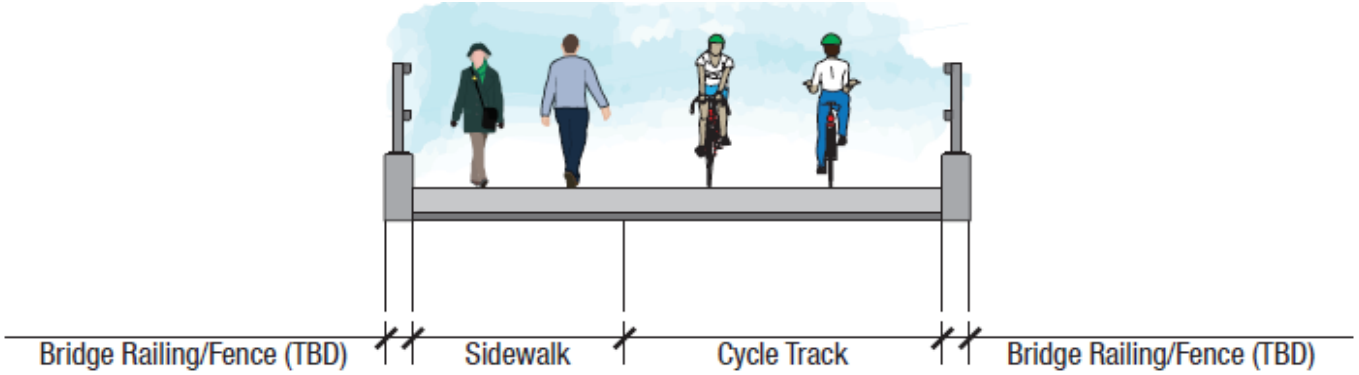


Options

Option 3 – HOV/Transit/Shuttle with Cycle Track and Sidewalks



Option 4 – Bike/Pedestrian Only Overcrossing



Options

Option 5 – No Project

- Remove from the City's General Plan
- Existing conditions would remain

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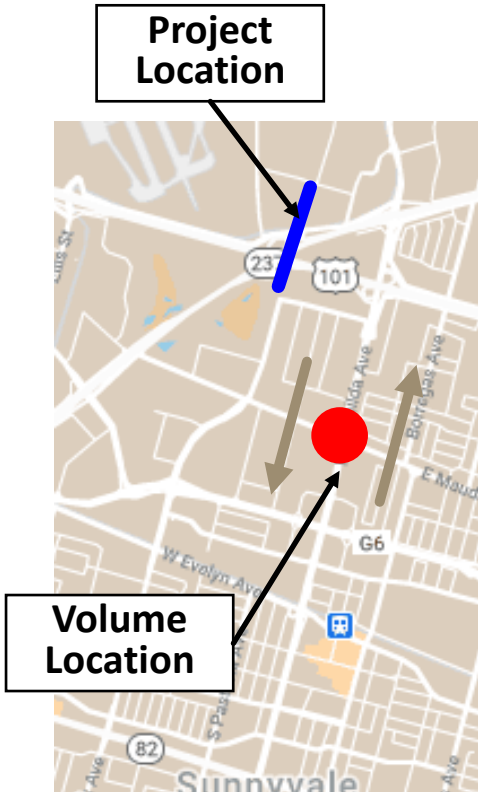
Projected Traffic Data

Year 2035 Volumes – Peak Direction

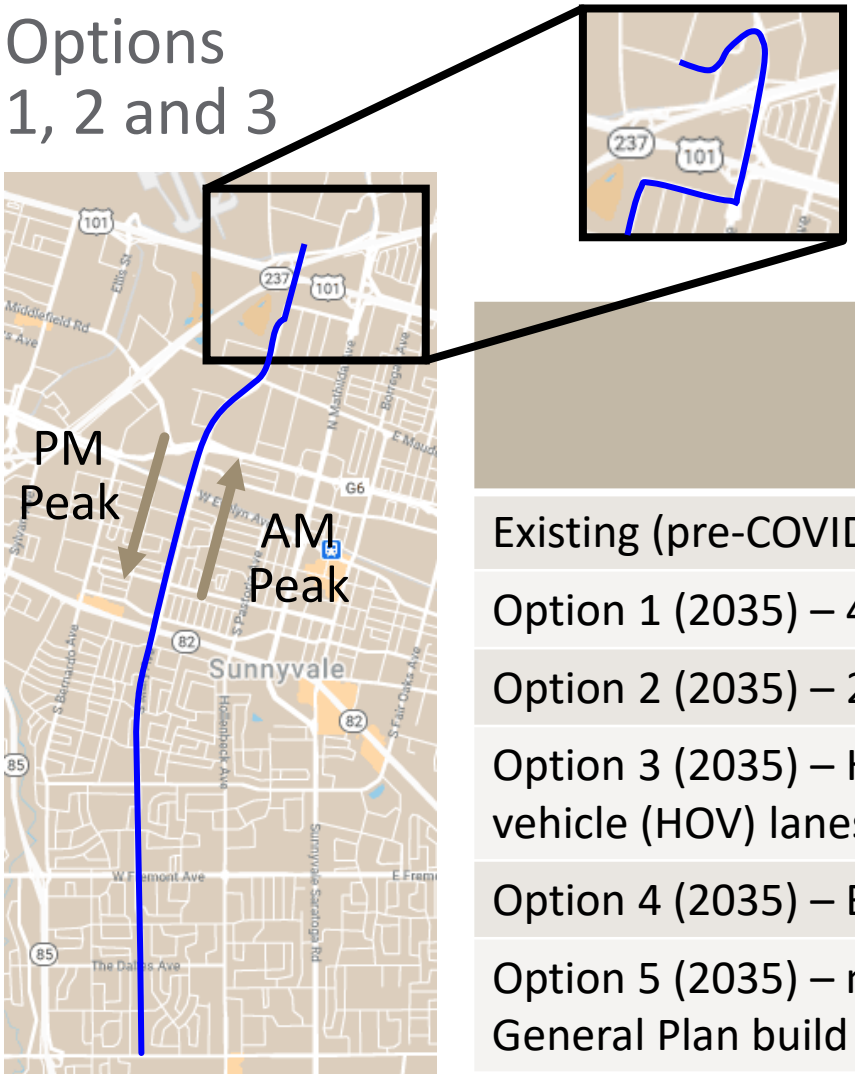
Mathilda Avenue north of Maude Avenue



	AM Peak Northbound (vehicles per hour)	PM Peak Southbound (vehicles per hour)
Existing (pre-COVID 19)	2,424	2,465
Option 1 (2035) – 4 vehicular lanes	2,675	2,811
Option 2 (2035) – 2 vehicular lanes	2,724	2,978
Option 3 (2035) – High occupancy vehicle (HOV) lanes only	2,861	3,201
Option 4 (2035) – Bike/ped only	2,866	3,358
Option 5 (2035) – no project and General Plan build out	2,866	3,358

Year 2035 Arterial Travel Times - Mary Avenue

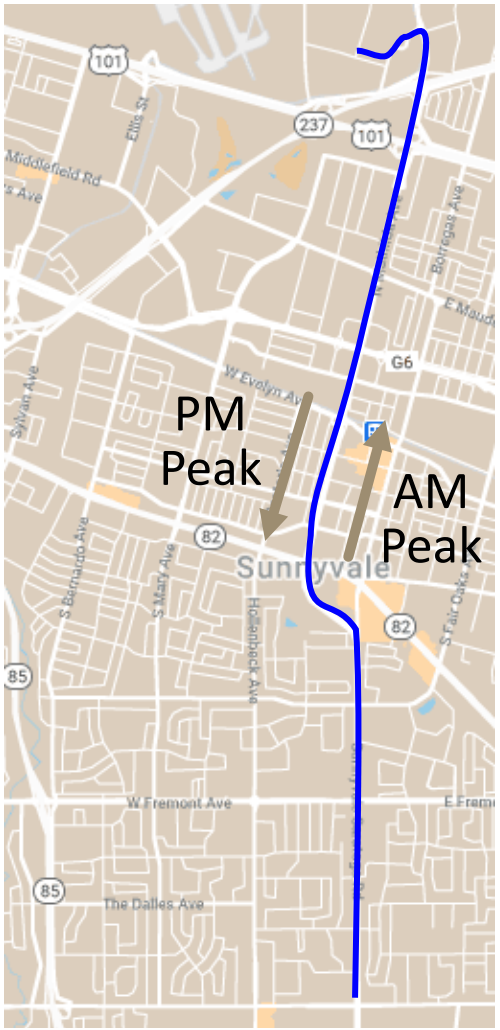
Options
1, 2 and 3



Existing and
Options 4 and 5

	AM Peak Northbound (minutes)	PM Peak Southbound (minutes)
Existing (pre-COVID 19)	23.8	26.2
Option 1 (2035) – 4 vehicular lanes	19.4	24.5
Option 2 (2035) – 2 vehicular lanes	19.7	25.5
Option 3 (2035) – High occupancy vehicle (HOV) lanes only	19.2	24.0
Option 4 (2035) – Bike/ped only	26.6	33.6
Option 5 (2035) – no project and General Plan build out	26.6	33.6

Year 2035 Arterial Travel Times – Mathilda Avenue



	AM Peak Northbound (minutes)	PM Peak Southbound (minutes)
Existing (pre-COVID 19)	20.0	20.2
Option 1 (2035) – 4 vehicular lanes	23.4	25.9
Option 2 (2035) – 2 vehicular lanes	23.5	26.3
Option 3 (2035) – High occupancy vehicle (HOV) lanes only	23.9	27.3
Option 4 (2035) – Bike/ped only	23.8	29.7
Option 5 (2035) – no project and General Plan build out	23.8	29.7

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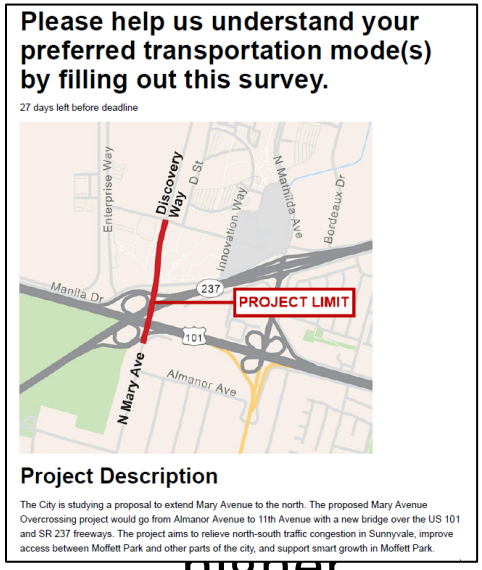
Feedback

Feedback Summary

- Stakeholders
  - Interest in HOV flexibility
  - Businesses prefer more vehicular lanes
  - Residents prefer bicycle/pedestrian only
- Online survey
  - Options 1 and 2, some mode shifts
  - Options 3 and 4, higher mode shifts, use of parallel routes/avoid Moffett Park
- City Council Study Session, February 2, 2021
  - Option 2, encourage most public engagement
  - Also interest in Options 1 and 3
  - Interest in cost comparisons



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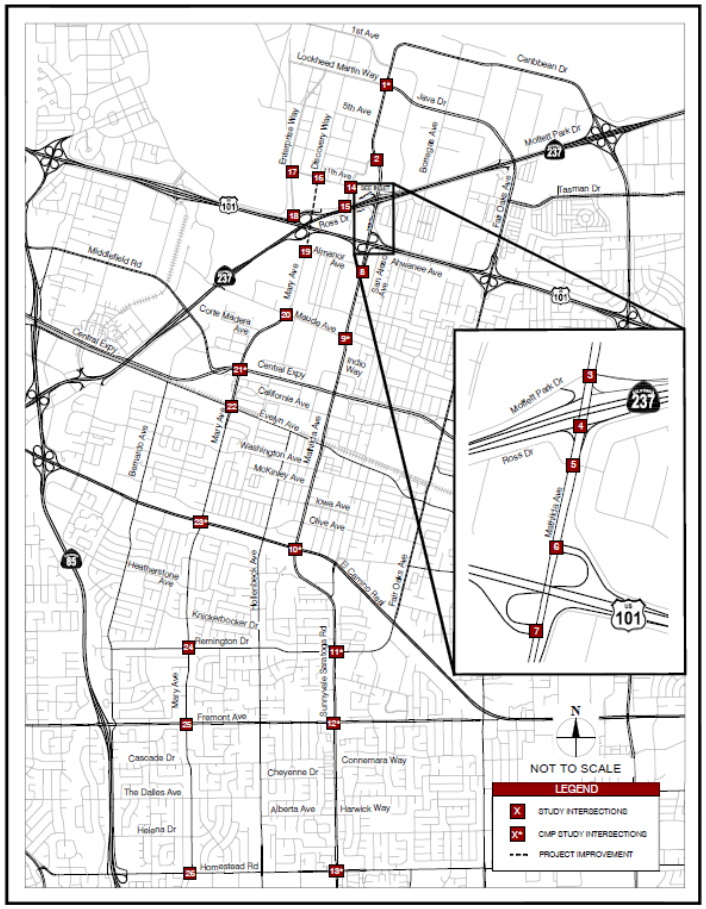
Scope Amendments

Senate Bill (SB) 743

- Signed into law 2013, implemented July 1, 2020
- Vehicle Miles Traveled (VMT) as CEQA metric
- Level of Service (LOS) no longer CEQA metric
- City Council Policy 1.2.8: Transportation Analysis Policy adopted June 30, 2020
  - Established VMT as CEQA metric and threshold
  - Established LOS as local metric for intersections
- Analyze both LOS and VMT

Traffic Analysis Refinement

- Pandemic restrictions changed traffic
  - Standard practice for collecting data no longer valid
- Revise traffic projections
  - Pre-pandemic collected counts
  - Consistent with General Plan



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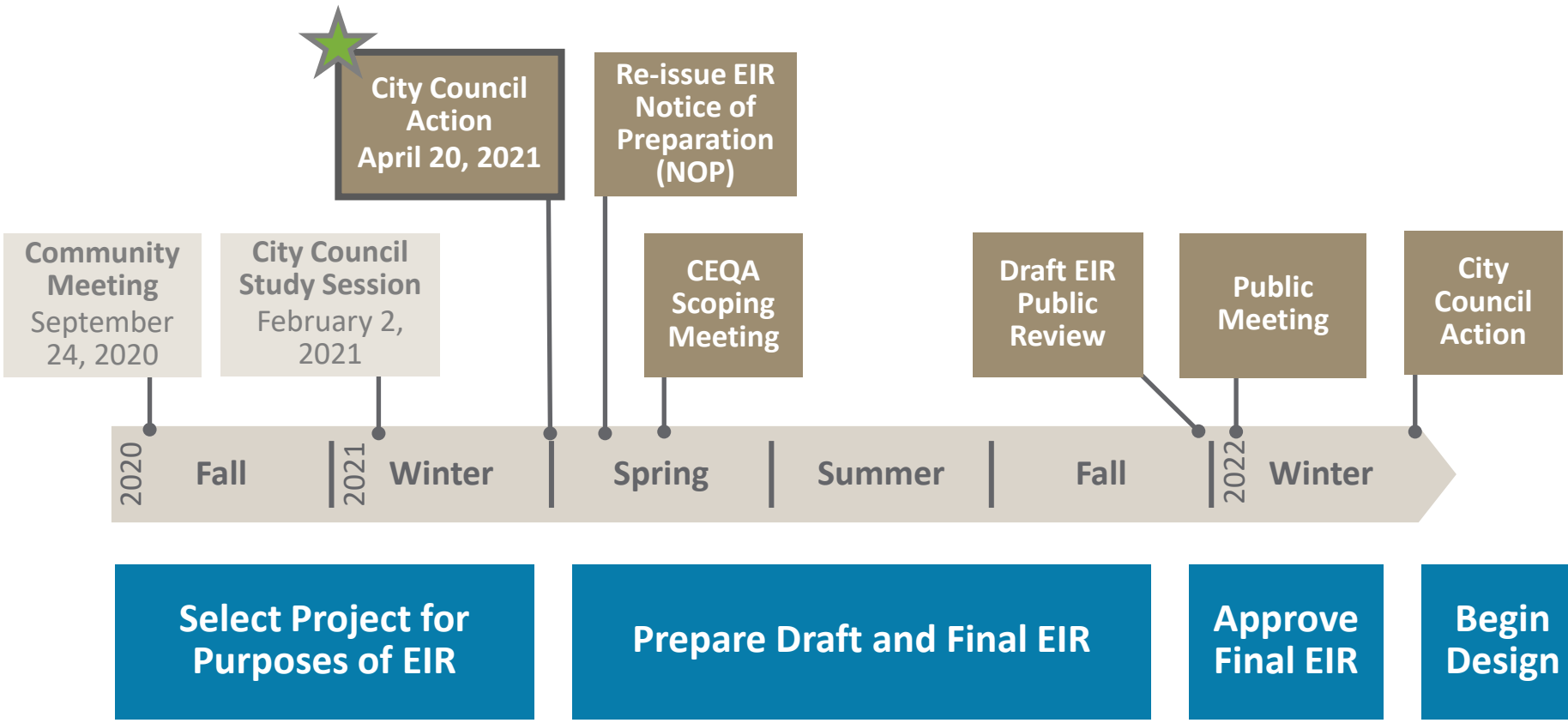
Next Steps

Next Steps Timeline



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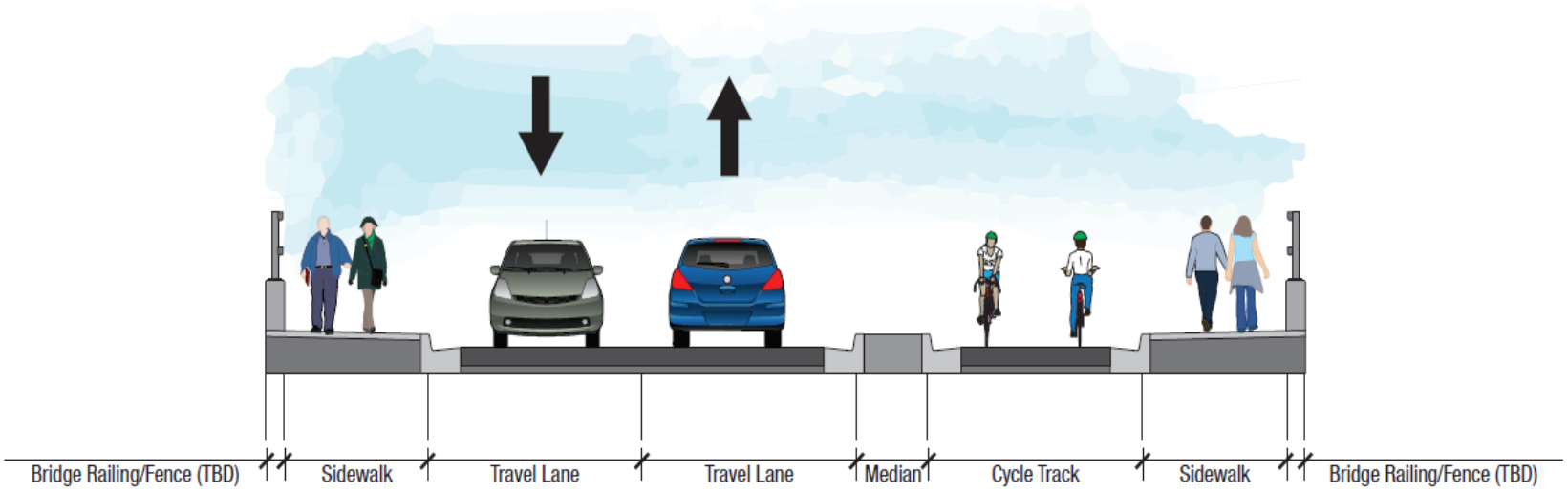
Staff Recommendations

Staff Recommendations for City Council

- Identify Project Purposes of the Environmental Impact Report (EIR)
  - Option 2 – Two Lanes with Cycle Track and Sidewalks



Staff Recommendation for City Council

- Authorize Budget Modification
  - Increase consultant contract
  - Transportation Analysis
    - New CEQA Requirement – Vehicle Miles Traveled (VMT) Analysis
    - Revise traffic projections
  - Update Other Chapters in EIR

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Thank you!