



Mary Avenue Overcrossing

City Council Study Session
February 2, 2021



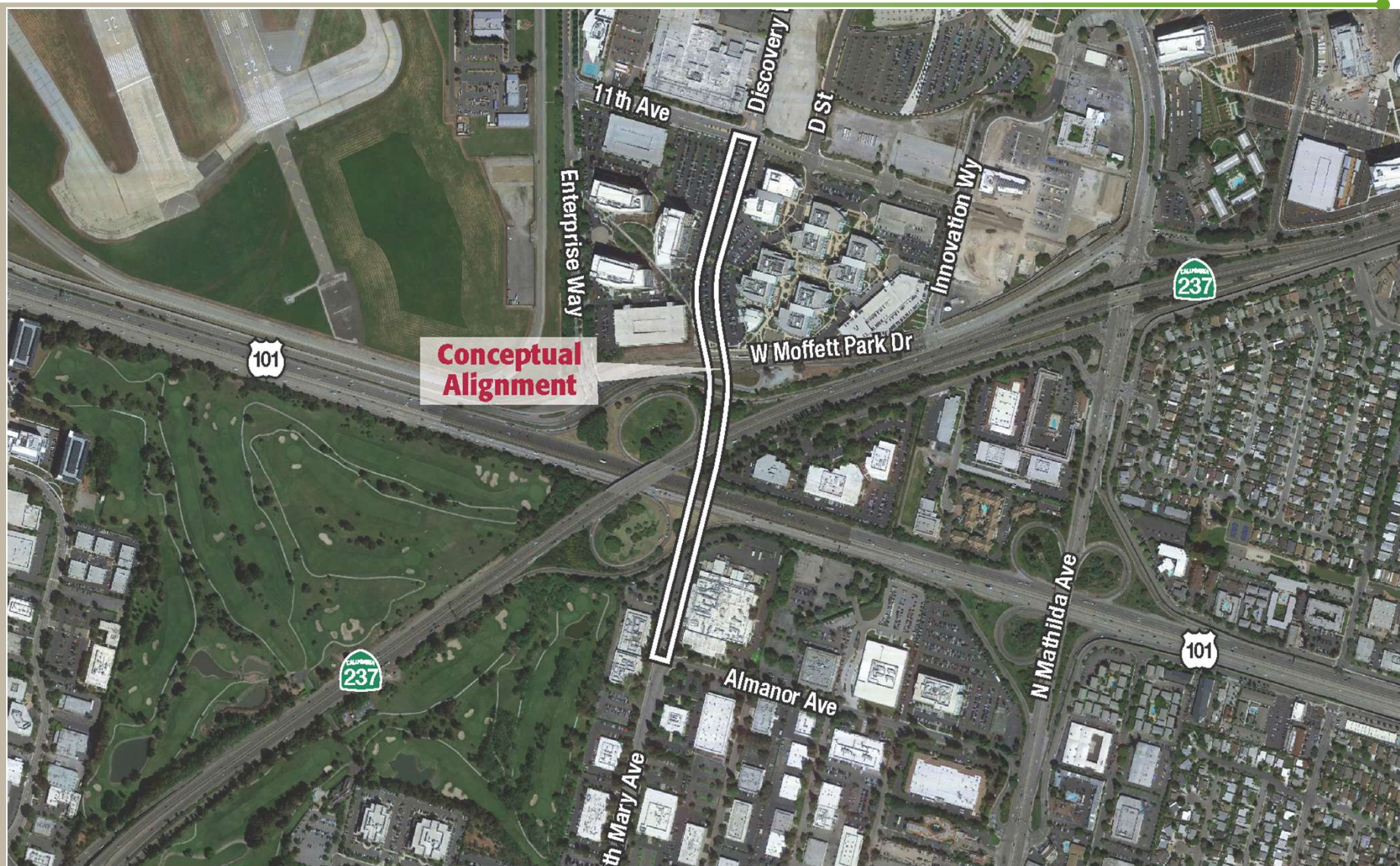
Agenda

- Background
- Alternatives
- Public Outreach
- Next Steps



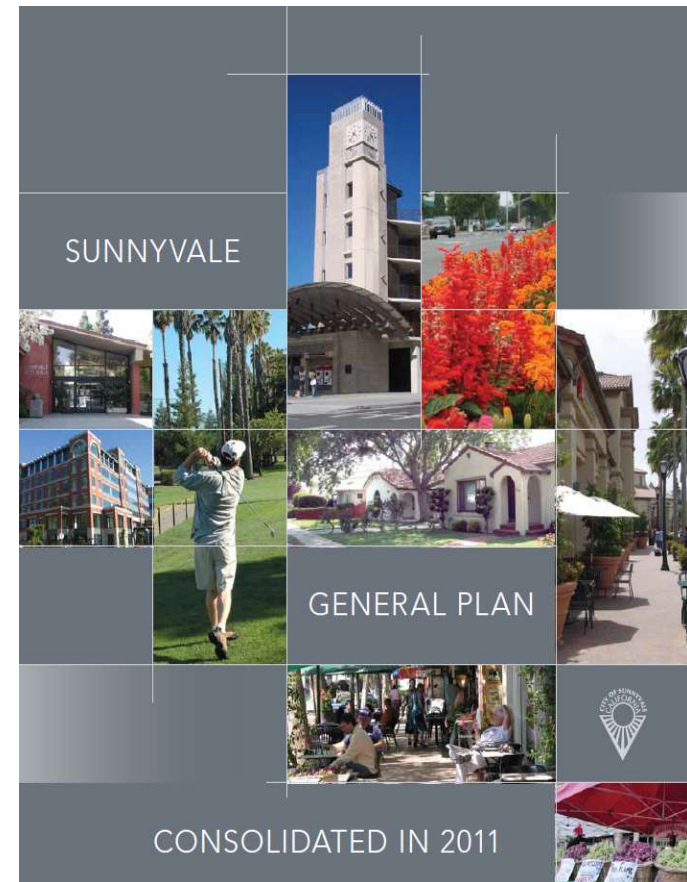
Background

Background – Mary Avenue Overcrossing



Background – Planning and Policy History

- General Plan 1981, 2011
- Land Use and Transportation Element 1981, 1997, 2017
- Moffett Park Specific Plan 2004, 2013, Current Update
- Peery Park Specific Plan 2016
- Transportation Impact Fee 2017



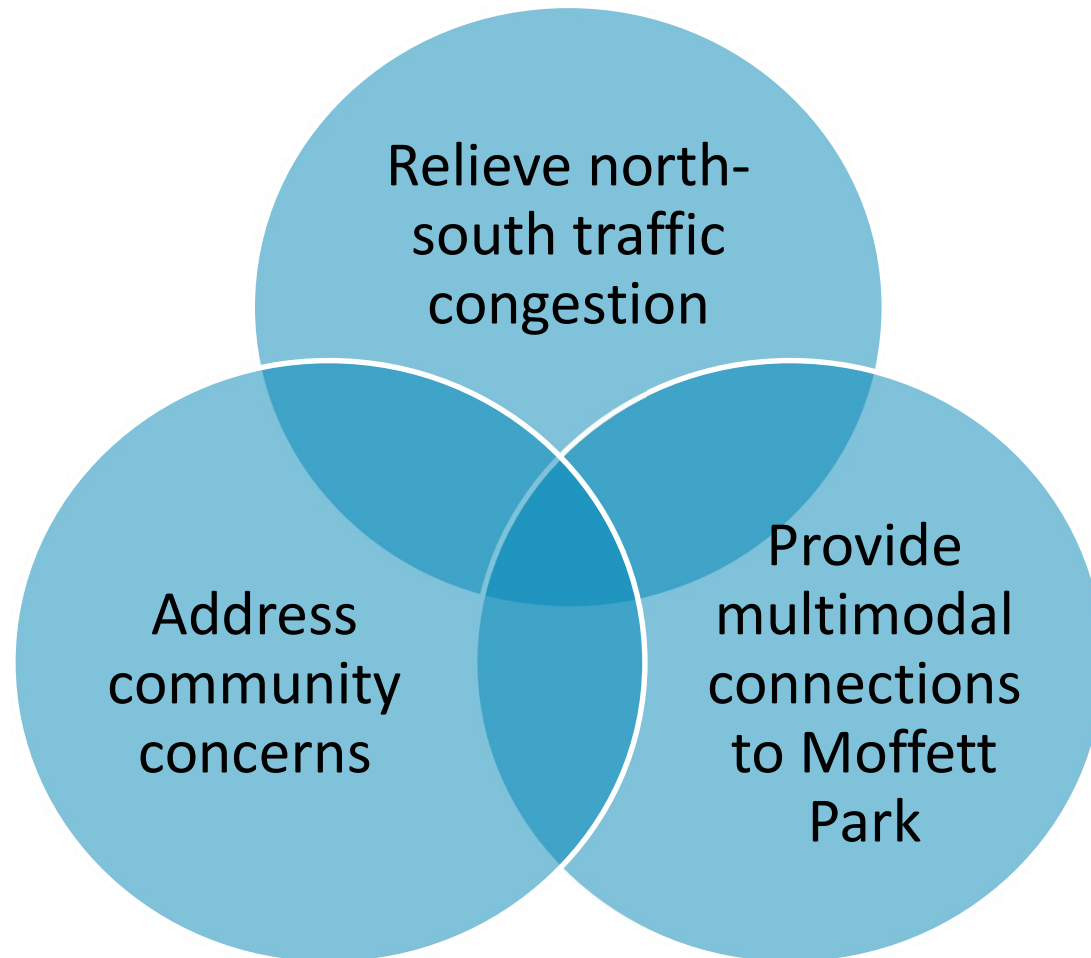
Background – Project History

- 2007 EIR – community concerns
- Mary Avenue Road Diet
- Increased development
- Increase in multi-modal commuting
- 2016 – new EIR scope
 - ◆ Five alternatives
 - ◆ Focus on outreach

Background – 2016 to today

- EIR process started
- Notice of Preparation (NOP) issued
- Outreach to community and stakeholders
- Project alternative for purposes of the EIR
- Refinement of alternatives
- Establishing existing baseline volumes
- Travel Demand Model revisions (General Plan)

Goals for Mary Avenue Overcrossing Project

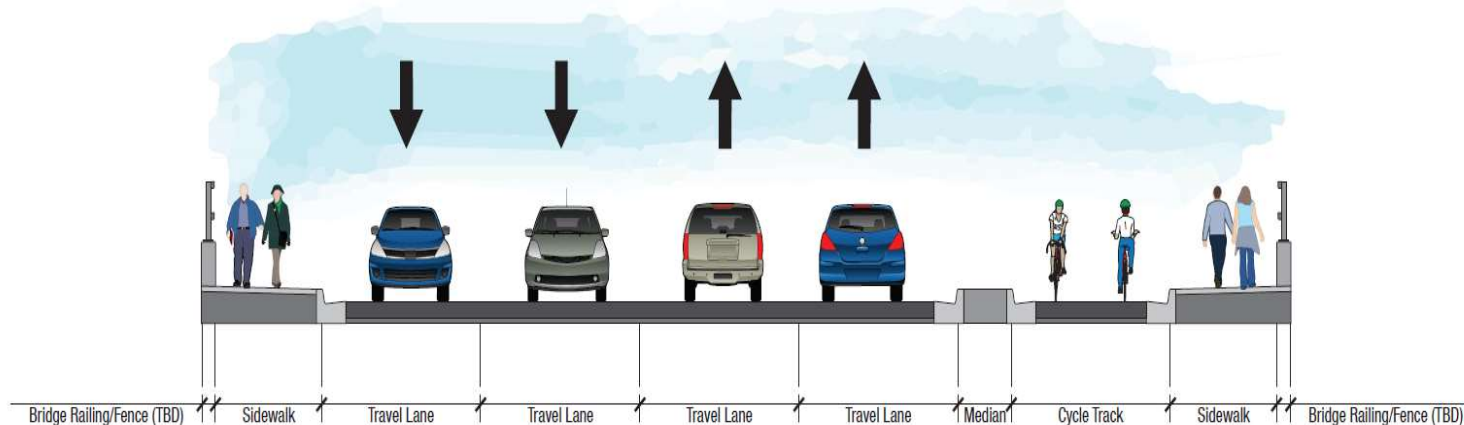




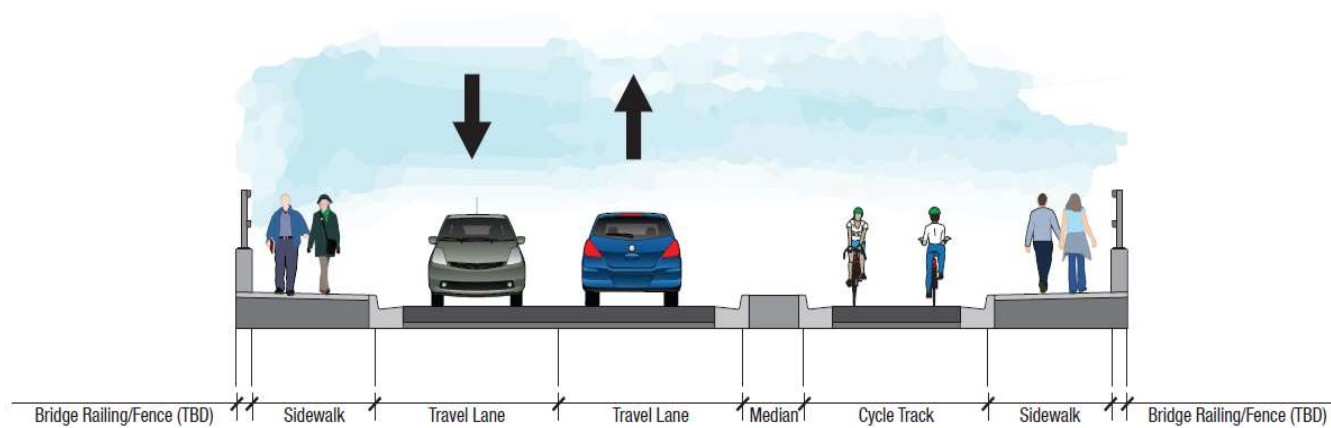
Alternatives

Alternatives

Alternative 1 – Four Lanes with Cycle Track and Sidewalks

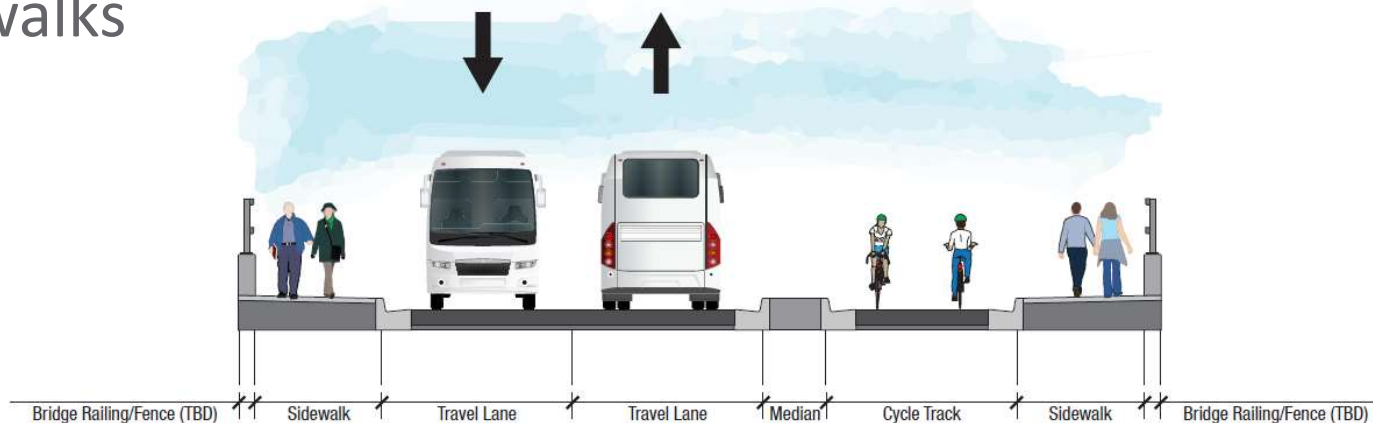


Alternative 2 – Two Lanes with Cycle Track and Sidewalks

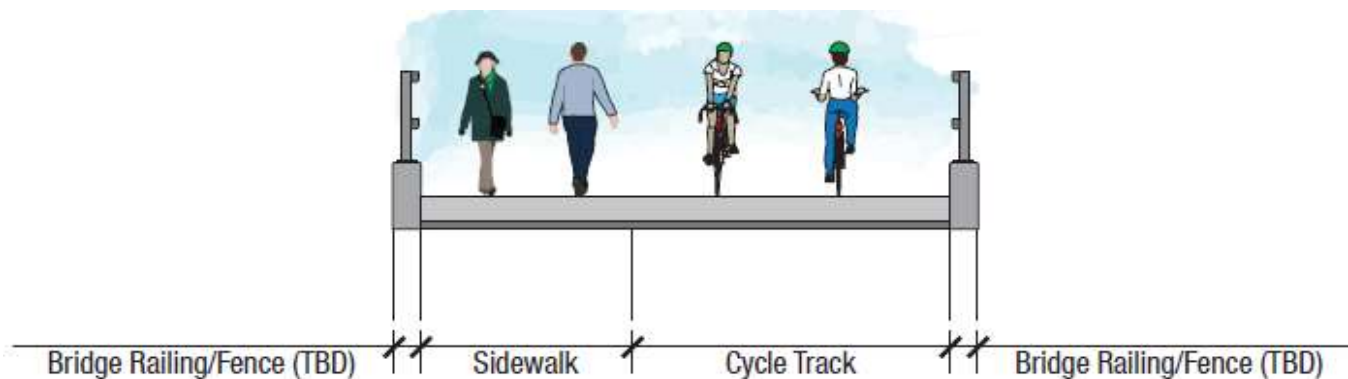


Alternatives

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



Alternative 4 – Bike/Pedestrian Only Overcrossing



Alternatives

Alternative 5 – No Project

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



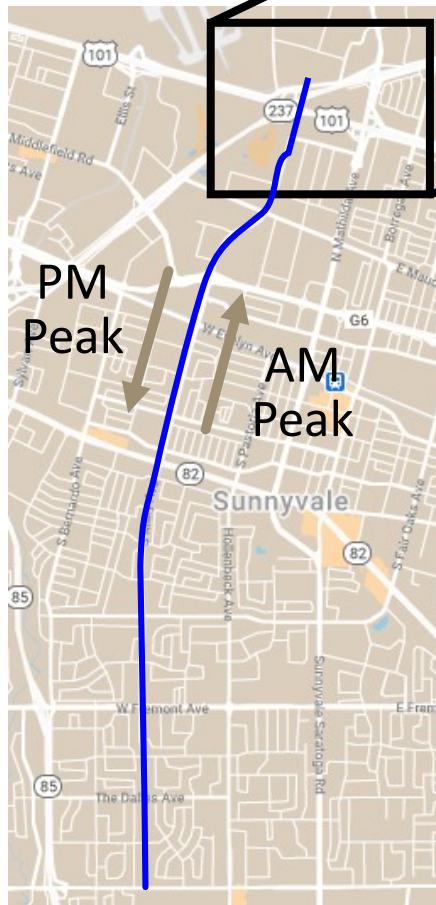


Travel Times

Year 2035 Arterial Travel Times - Mary Avenue

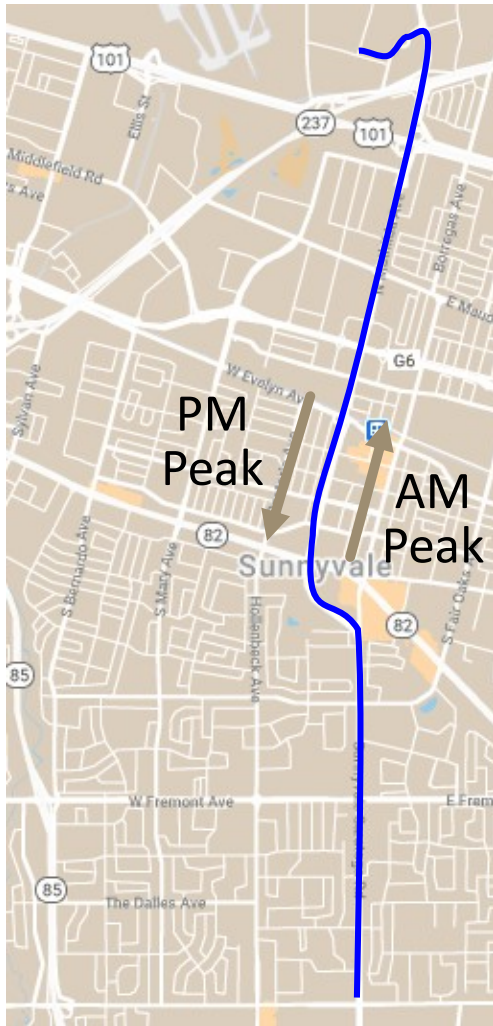
Alternatives
1, 2 and 3

Existing and
Alternatives 4 and 5



| | AM Peak Northbound (minutes) | PM Peak Southbound (minutes) |
|---------------------------------------------------------|------------------------------------|------------------------------------|
| Existing (pre-COVID 19) | 23.8 | 26.2 |
| General Plan build out (2035) and Alt 5 – no project | 26.6 | 33.6 |
| Alt 1 – 4 vehicular lanes | 19.4 | 24.5 |
| Alt 2 – 2 vehicular lanes | 19.7 | 25.5 |
| Alt 3 – Commuter lanes only | 19.2 | 24.0 |
| Alt 4 – Bike/ped only | 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 |
| General Plan build out (2035) and Alt 5 – no project | 23.8 | 29.7 |
| Alt 1 – 4 vehicular lanes | 23.4 | 25.9 |
| Alt 2 – 2 vehicular lanes | 23.5 | 26.3 |
| Alt 3 – Commuter lanes only | 23.9 | 27.3 |
| Alt 4 – Bike/ped only | 23.8 | 29.7 |



Public Outreach

Community Outreach Feedback


- Moffett Park Business Group
 - ◆ Concerns over transit/shuttle usage (COVID 19)
 - ◆ Alternative 1 – Four-Lane option with flexibility to convert one lane each way to HOV
- Stakeholder Meeting
 - ◆ Private Roadways – Public Access and Maintenance
 - ◆ Interest in HOV flexibility
- Neighborhood Community Meeting
 - ◆ Alternative 4 – Bike/Ped Only Option

Online Survey

- Ran September 24, 2020 to October 15, 2020
- Outreach
- 330 Responses
- Mode preferences for existing and all alternatives

Please help us understand your preferred transportation mode(s) by filling out this survey.

27 days left before deadline



Project Description

The City is studying a proposal to extend the Mary Avenue Overcrossing project would go from Almanor Ave and SR 237 freeways. The project aims to improve access between Moffett Park and other areas.

QUESTION 1
1. Have you traveled to Moffett Park?
No response

QUESTION 2
1A. What did you travel to Moffett Park for? (Pick all that apply)
No response

QUESTION 3
1B. What mode(s) of transportation did you use? (Pick all that apply)
No response

QUESTION 4
2. If you were to travel to Moffett Park using Alternative 1 (see figure below), what mode(s) of transportation would you use? (Pick all that apply)
No response

QUESTION 5
3. If you were to travel to Moffett Park using Alternative 2 (see figure below), what mode(s) of transportation would you use? (Pick all that apply)
No response

Online Survey Results Summary

| | Existing | Alt. 1 | Alt. 2 | Alt. 3 | Alt. 4 |
|----------------------------------|----------|---------------|---------------|---------------|---------------|
| Walk | 6% | 13% (+7%) | 17% (+11%) | 18% (+12%) | 21% (+15%) |
| Bike/other | 40% | 56% (+16%) | 59% (+19%) | 62% (+22%) | 65% (+25%) |
| Bus/shuttle | 15% | 16% (+1%) | 16% (+1%) | 23% (+8%) | N/A |
| Carpool/ vanpool | 20% | 17% (3%) | 16% (4%) | 14% (6%) | N/A |
| Drive alone | 75% | 63% (-12%) | 59% (-16%) | N/A | N/A |
| Would take alternate route | - | 9% | 11% | 39% | 37% |
| Would not travel to Moffett Park | - | 6% | 6% | 7% | 8% |

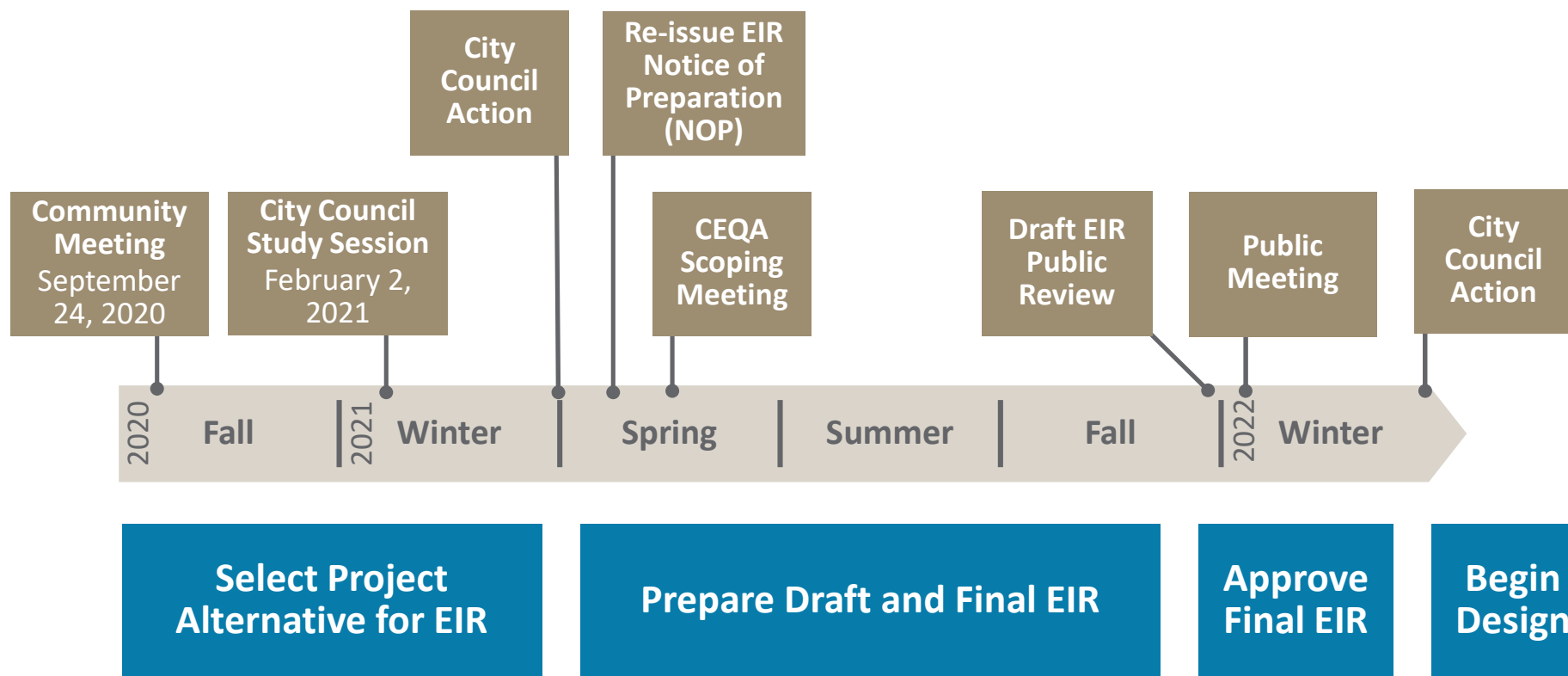


Next Steps

Next Steps

- City Council select Project Alternative for the EIR
- Re-issue Notice of Preparation (NOP)
- Scoping meeting
- Prepare/update Environmental Impact Report (EIR)
 - ◆ **All 5 proposed alternatives will be fully studied in the EIR**
 - ◆ Draft EIR and public comment period
 - ◆ Final EIR
- Public Meeting
- City Council approve the EIR, select a Preferred Alternative
- Begin Detailed Design for the Preferred Alternative
- On-going coordination with Caltrans

Next Steps Timeline





Discussion and Q&A



Thank you!

