

# MARY AVENUE OVERCROSSING PROJECT

## Community Public Outreach – Frequently Asked Questions (FAQ)

*Compiled September 2020*

### 1. Where is the proposed Mary Avenue Overcrossing located?

The Mary Avenue Overcrossing is an extension of the Mary Avenue to the north to connect Mary Avenue to the Moffett Park area in the northeastern area of Sunnyvale. The overcrossing would extend over the US Highway 101 and State Route 237 freeways and connect to 11<sup>th</sup> Avenue at Discovery Way in the Moffett Park Specific Plan Area.

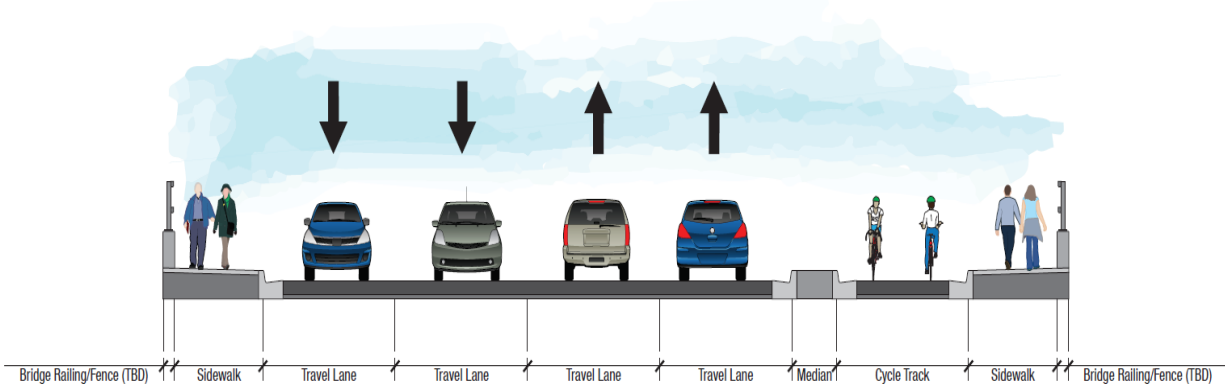


### 2. What is the proposed Mary Avenue Overcrossing?

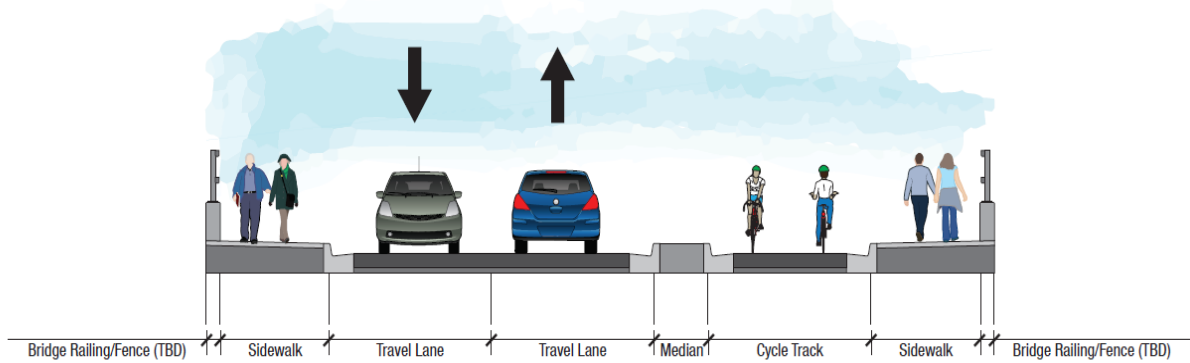
The Mary Avenue Overcrossing is a proposed multi-modal connection that would extend Mary Avenue from its current northern terminus at Almanor Avenue over the US Highway 101 and State Route 237 freeways and connect to 11<sup>th</sup> Avenue at Discovery Way in the Moffett Park Specific Plan Area. The City is currently studying five different alternatives:

- 4-lane roadway with protected cycle track and sidewalks
- 2-lane roadway with protected cycle track and sidewalks
- 2 high-occupancy vehicle (HOV)/bus/shuttle lanes with protected cycle track and sidewalks
- Pedestrian/bike only bridge
- No Project (Remove the project from the City's General Plan)

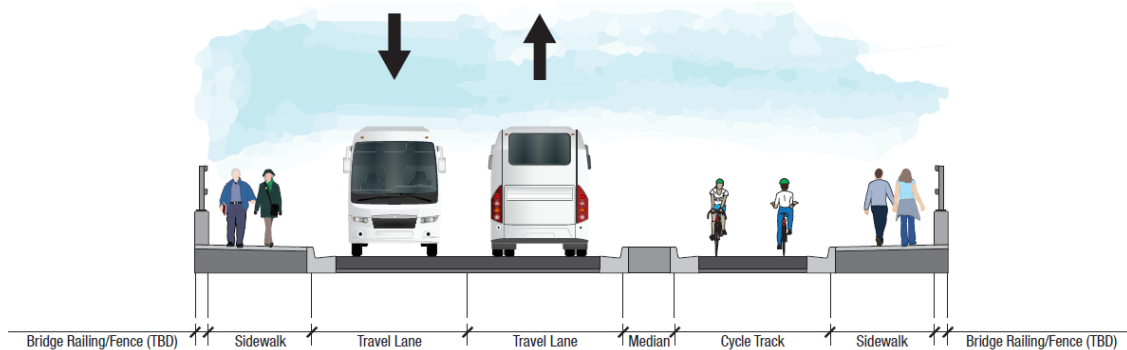
### Alternative 1 – Four-Lane Roadway with Protected Cycle Track and Sidewalks



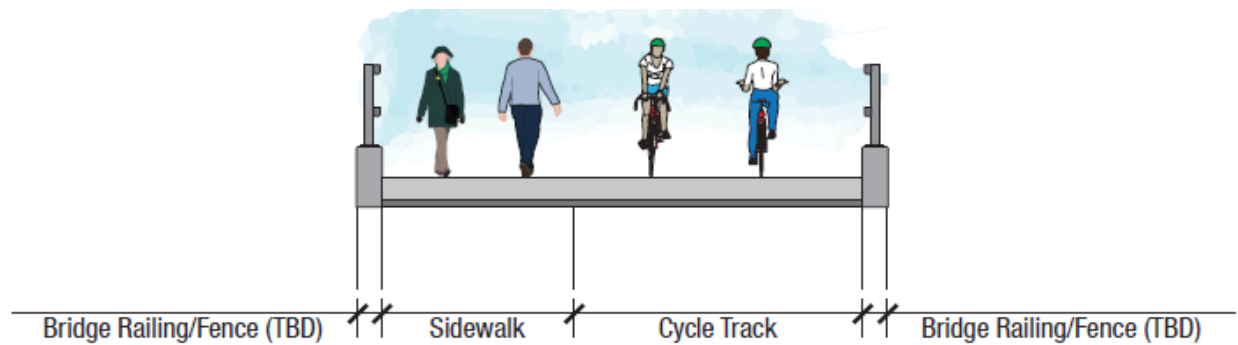
### Alternative 2 – Two-Lane with Protected Cycle Track and Sidewalks



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



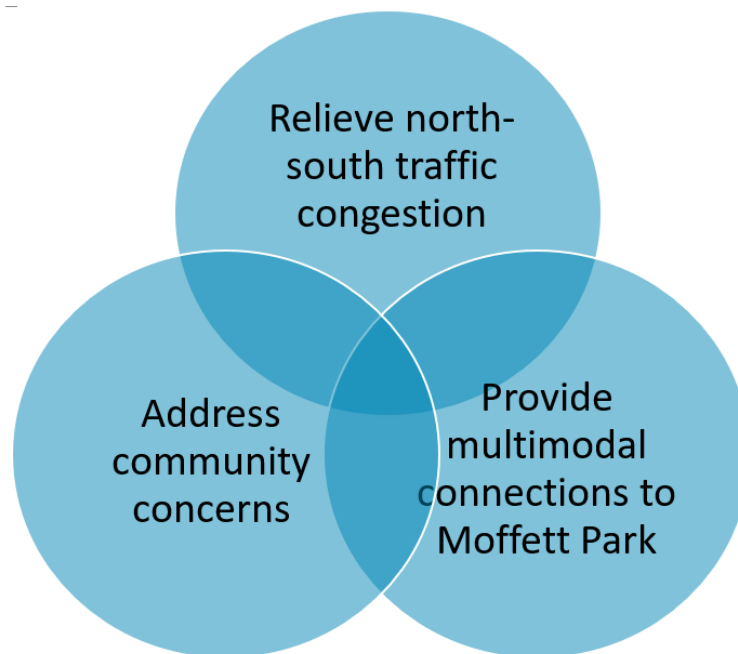
### Alternative 4 – Bicycle/Pedestrian Only Overcrossing Bridge



#### Alternative 5 – No Project

- Remove from the City’s General Plan
- Existing roadway configurations would remain

### 3. What are the goals for the Mary Avenue Overcrossing Project?



### 4. What are the next steps for the proposed Mary Avenue Overcrossing?

The City staff from the Public Works Department conducted public outreach events in September 2020. City staff is evaluating the comments and feedback provided during those outreach events and is preparing to present the information to the Sunnyvale City Council. A study session is anticipated to happen in February 2021. Subsequently, the City Council will consider the information and choose a project alternative for evaluation in an Environmental Impact Report (EIR).

It is important to note, that the City Council's selection of a project alternative does not commit the City to constructing that alternative nor does it constitute a project approval. The selection of a project alternative is for the purposes of completing the EIR. The EIR will evaluate the other alternatives in the same manner as well to provide the City Council with the flexibility to select any one of the alternatives based on the information from the EIR.

**5. The project was previously presented to the public in early 2017; what has happened since then?**

The City started to prepare an environmental study for the project. Due to a recent court case decision, the Environmental Impact Report (EIR) process had to be restarted for the selection of a project alternative.

**6. What public outreach events were held for this project?**

The City conducted recent public outreach in September 2020, along with an online community survey to gather public feedback. The PowerPoint Presentation and a video of the presentation can be viewed on the City's website at [Sunnyvale.ca.gov](http://Sunnyvale.ca.gov) and searching for **Mary Avenue Overcrossing**

**7. What opportunities are there for public input?**

Questions regarding the proposed project can be sent to Lillian Tsang: [LTsang@sunnyvale.ca.gov](mailto:LTsang@sunnyvale.ca.gov)

Comments can be provided throughout the entire Environmental Impact Report (EIR) process.

**8. What is the Environmental Impact Report process?**

The Environmental Impact Report (EIR), which is required under the California Environmental Quality Act (CEQA; Public Resources Code Section 21000 and following), will serve as an informational document to disclose to the public and City Council the potential environmental effects associated with the proposed Mary Avenue Overcrossing project. The EIR will provide an analysis of potential impacts on the physical environment related to such topics as transportation, air quality, greenhouse gas emissions, noise, and biological resources, among others.

The public will be invited to participate in the EIR process during specific public comment periods as well as at City Council hearings. The EIR and all of the supporting technical studies will be made available for public review prior to going to the City Council. The EIR process is expected to begin in the first quarter of 2021 after the project goes to the City Council for the selection of a project alternative. The EIR process is expected to conclude in late 2021 or early 2022.

**9. How will the EIR, Traffic Study, and traffic impacts be evaluated with traditional traffic patterns disrupted by the COVID-19 pandemic? Will they take into account changing trends in the use of office space, including disruptions created by COVID-19?**

The City will take into account current traffic data and compare to historical traffic volumes and conditions to determine the most appropriate method for traffic analysis. Consistent with current requirements under the California Environmental Quality Act, the traffic analysis will evaluate total Vehicle Miles Traveled (VMT) which evaluates the amount of travel for all vehicles within a geographic region. The traffic analysis will be made available for public review at the same time the Environmental Impact Report is distributed for public review.

**10. How much will the project cost and how will it be paid for?**

The total cost of the project is unknown at this time because the cost of the project will vary depending on the which alternative will be selected. The project is included within the City's Capital Improvement Program (CIP). The City has some CIP funds set aside for the project and will look to apply for grants to fund the project as well. The City also collects traffic impact fees from new developments, including new developments within the Moffett Park Specific Plan area, for the construction of the Mary Avenue Overcrossing.

**11. How does the project incorporate multi-modal transportation options?**

Each of the overcrossing alternatives includes pedestrian sidewalks and a protected cycle track for bicyclists that are physically separated from the vehicle travel lanes. A cycle track is a dedicated bike lane separated from the vehicle travel lane by a physical barrier.

This design increases safety for non-motorized users and provides a safe crossing over two freeways to connect Mary Avenue and Moffett Park. The overcrossing would also provide improved access to the Bayshore Bike trail from this area of the City. While not part of the Mary Avenue Overcrossing project, the overcrossing could facilitate future improvements that would connect to the Moffett Park light rail station.

**12. How would the traffic be restricted to give preferences to High Occupancy/Transit/Shuttle Vehicles?**

No specific method has been selected at this time. Possible methods could be a combination of traffic enforcement and technology.

**13. Will the project be taking over private roadway networks in the Moffett Park area?**

The City does not anticipate taking over private roadways in the Moffett Park area. The City will consider what access may be needed in the Moffett Park area, and will work with the private owners on the private roadways to coordinate access if necessary.