Mobility Workshop

Today's Workshop

1. (6:00) Welcome/Roll Call
2. (6:15) Mobility Overview
3. (7:15) Round Table Discussion

CITY COUNCIL DISCUSSION

4. (7:45) Public Comment (1.5 min each)
5. (8:15) City Council Study Session
6. (9:00) Adjourn

The purpose of today's meeting is…

Provide an update on the Moffett Park Specific Plan process and schedule

Review vision and guiding principles for Moffett Park

Present **Mobility** overview and policy framework for Specific Plan

Answer questions about mobility and **receive feedback** on the proposed plan and policies

Previous CC Direction Review

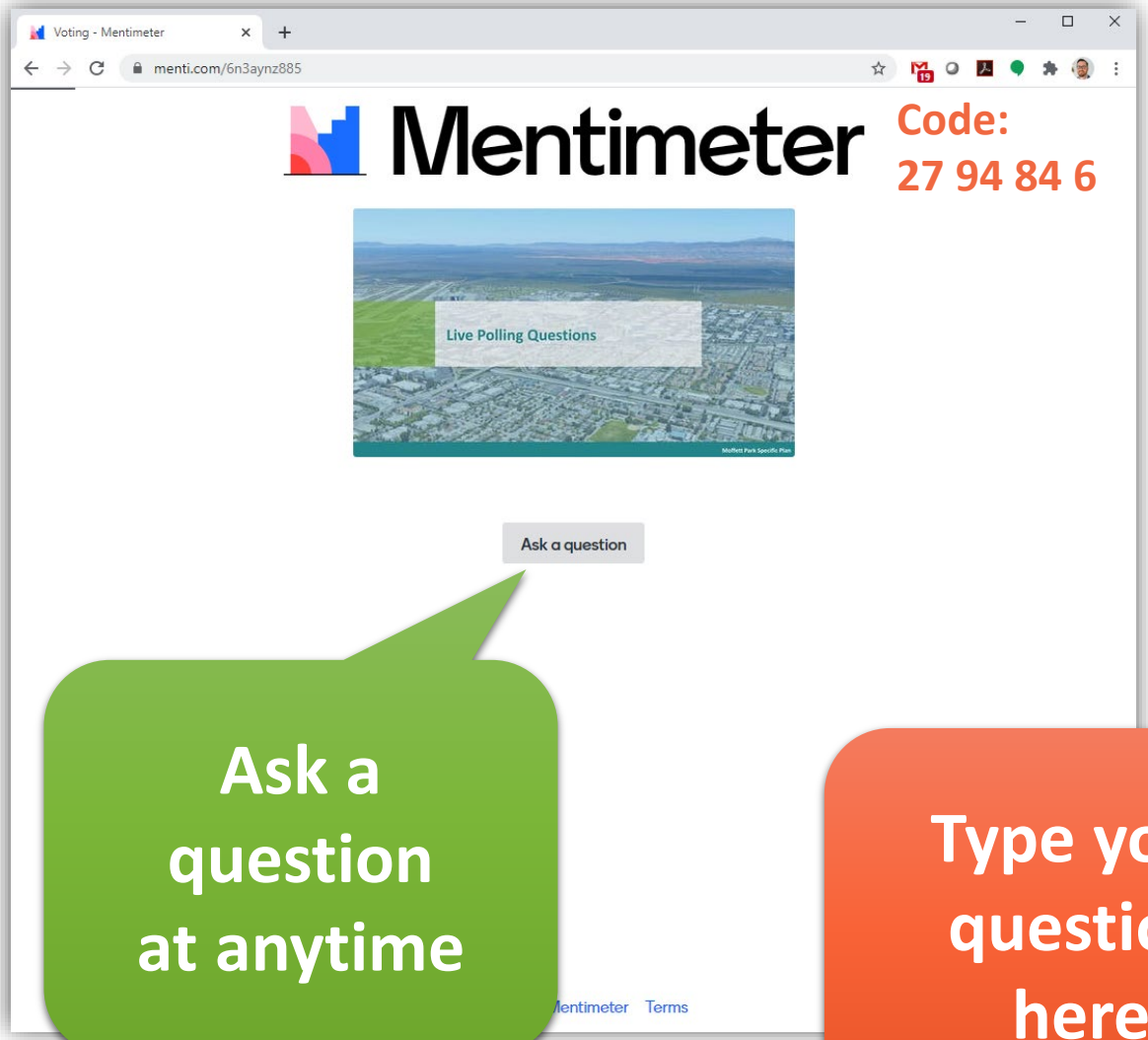
- How did we get to where we are today?
  - Studies
  - Working meetings
  - Collaborations
  - Surveys
  - Public input
  - Public hearings

Opportunities for Public Input

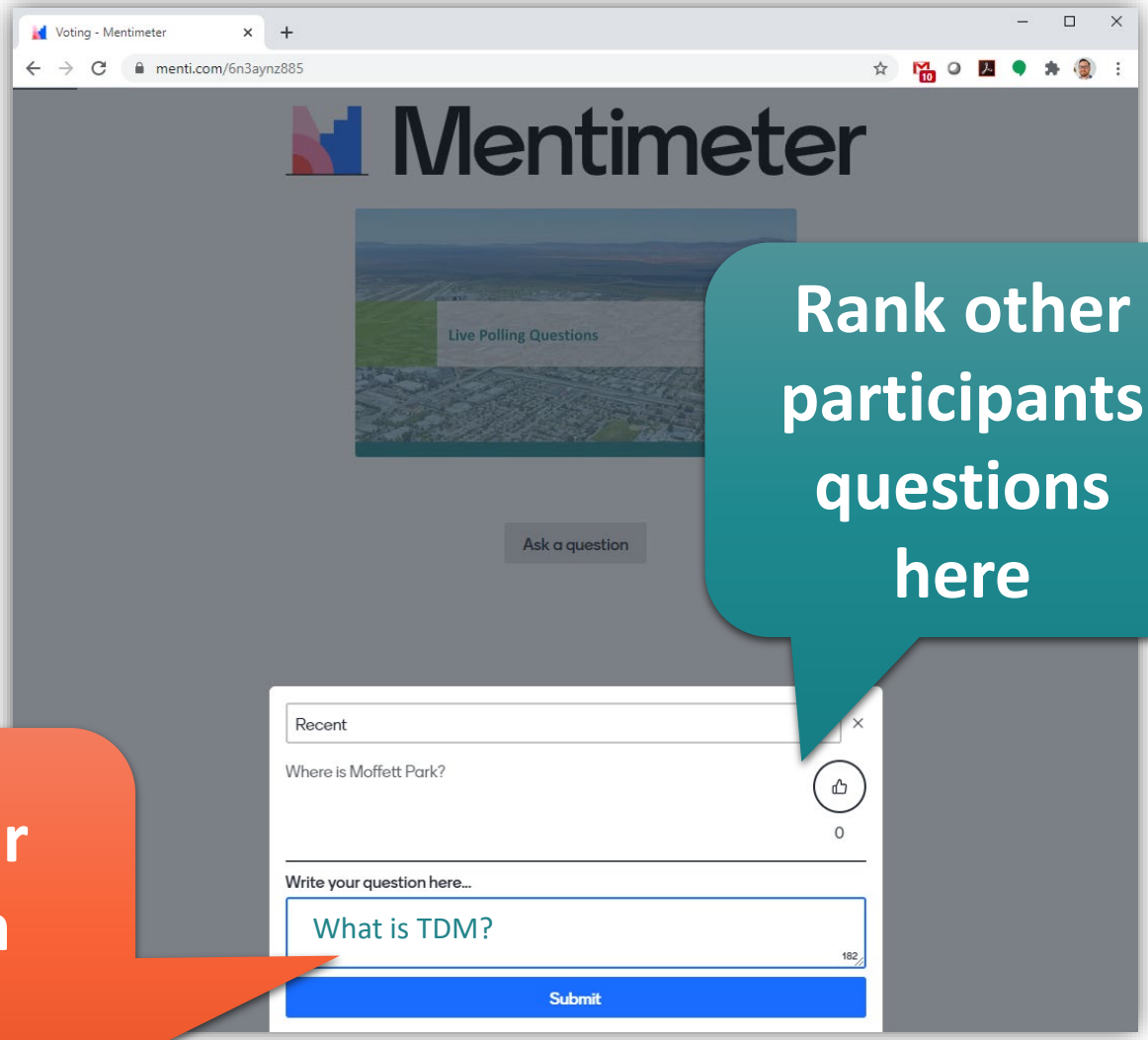
- Live Polling with Mentimeter
- Round Table Discussion
- Public Comment
- Office Hours, **Tuesday, October 4th, Noon**
- Upcoming Study Sessions and Public Hearings
- Website

  https://www.moffettparksp.com/

Please submit your questions at any time!



Ask a question at anytime

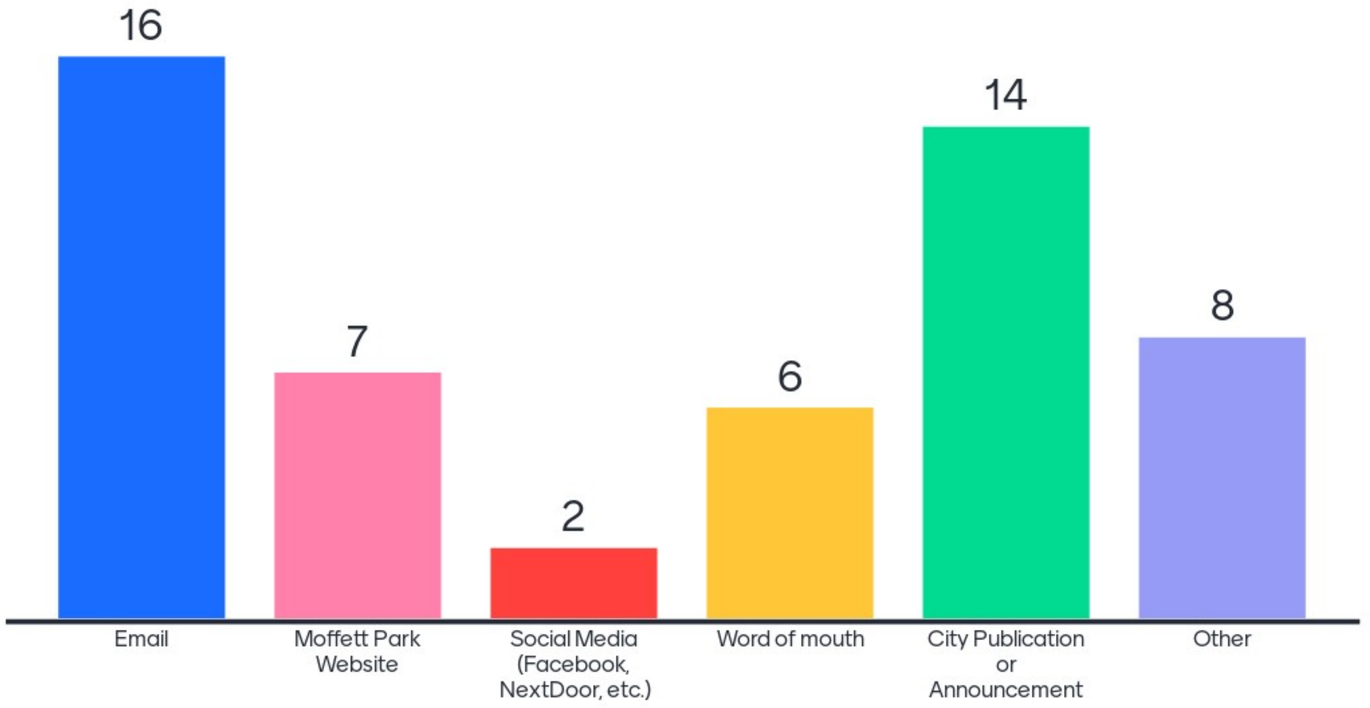


Rank other participants questions here

Type your question here

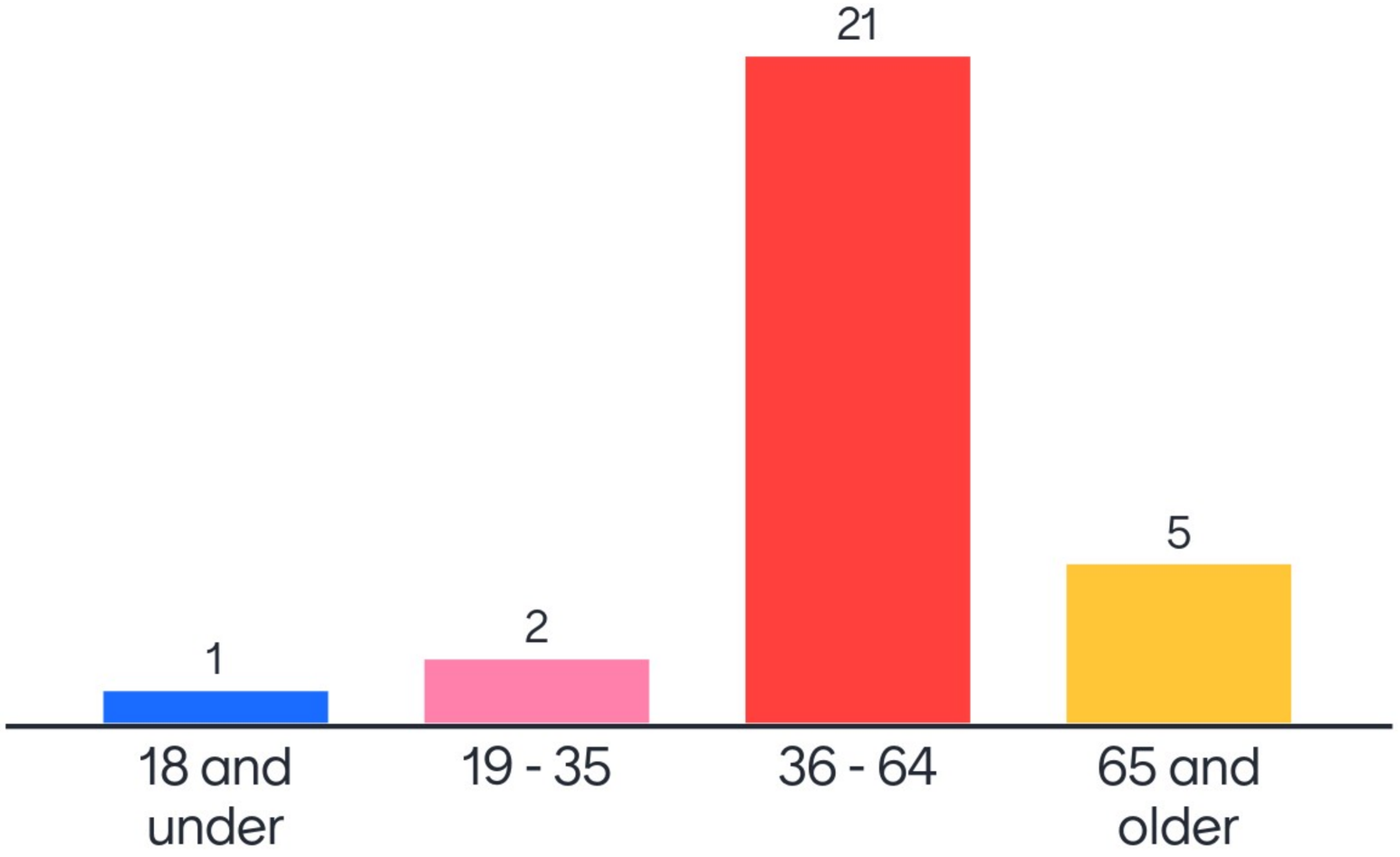

menti.com
Mentimeter
Please enter the code
27 94 84 6
Submit
The code is found on the screen in front of you

How did you hear about this event? Select all that apply



What is your age?

Mentimeter



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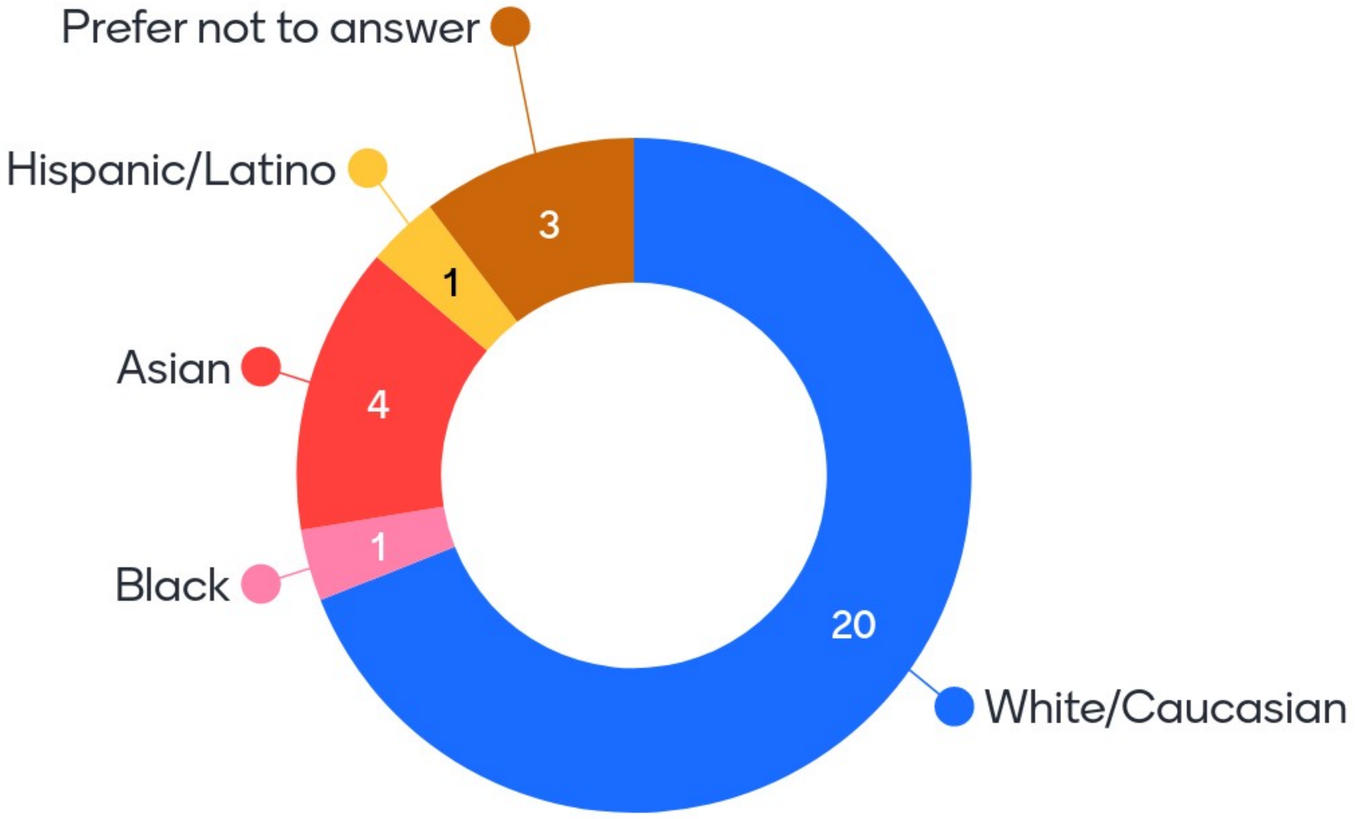
How would you describe yourself? (you can choose more than one)

Mentimeter



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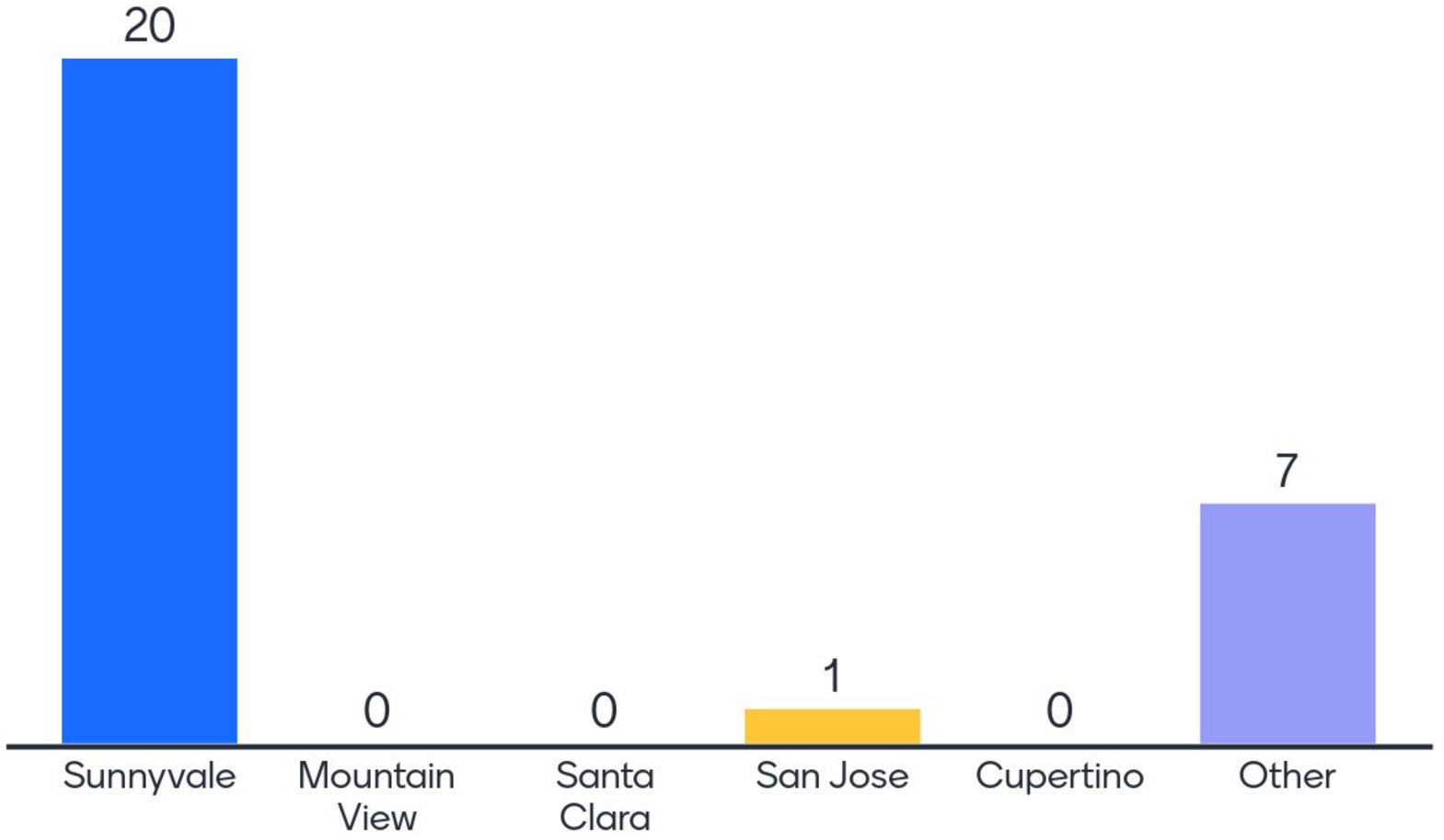
Do you live in Sunnyvale? If not, where?

Mentimeter



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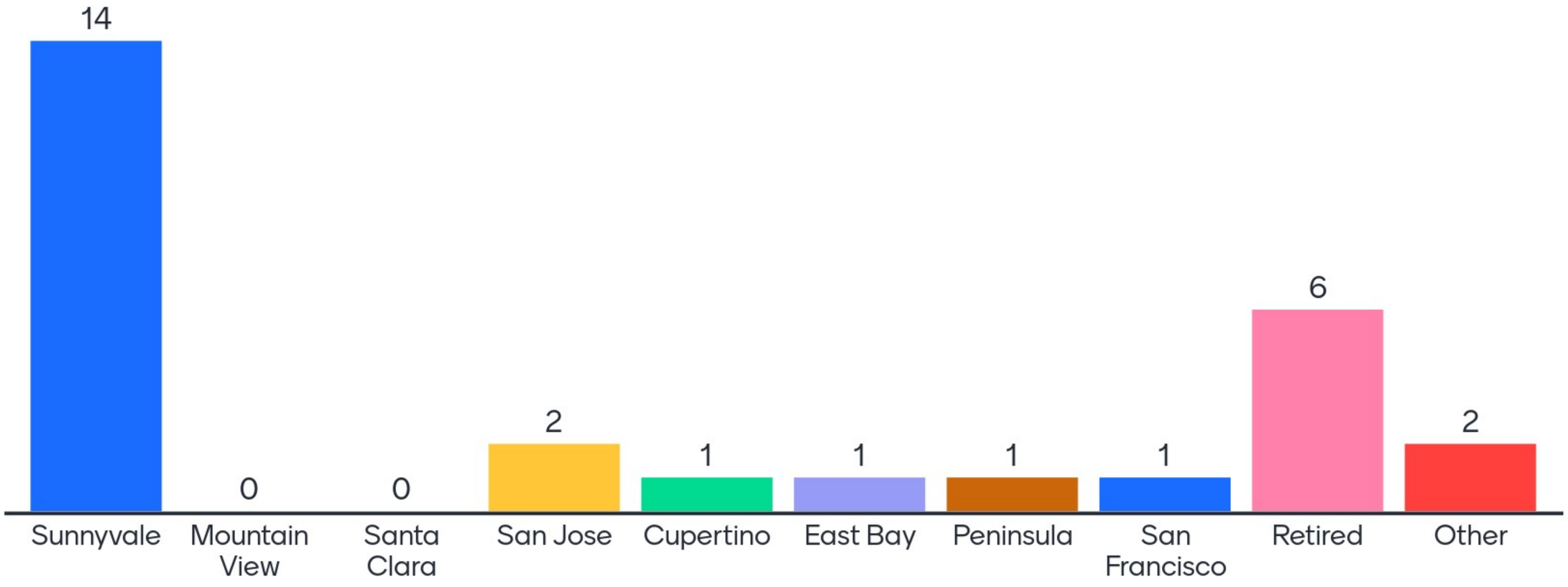
Where do you work?

Mentimeter



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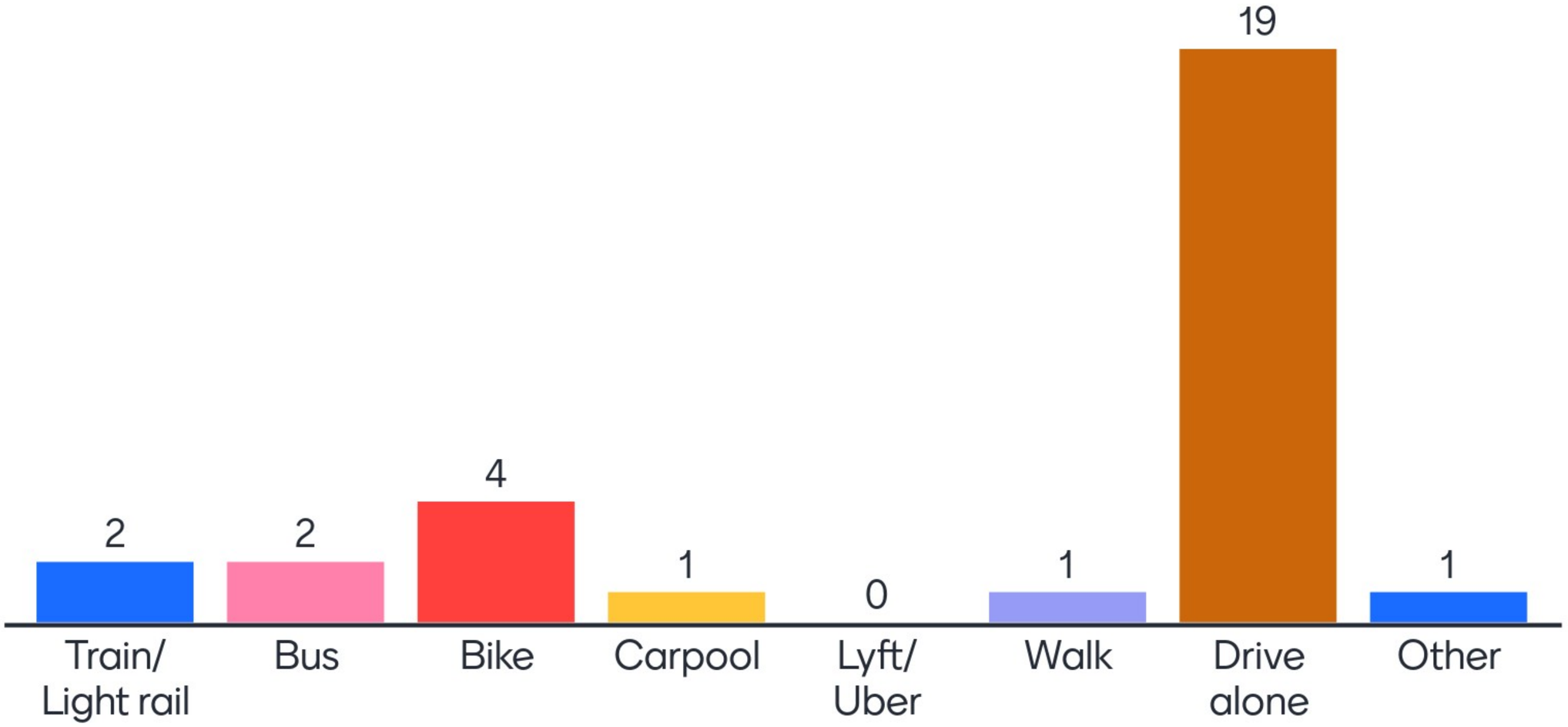
Mentimeter
Live Polling Questions

If you travel to work, how do you get there?

Mentimeter



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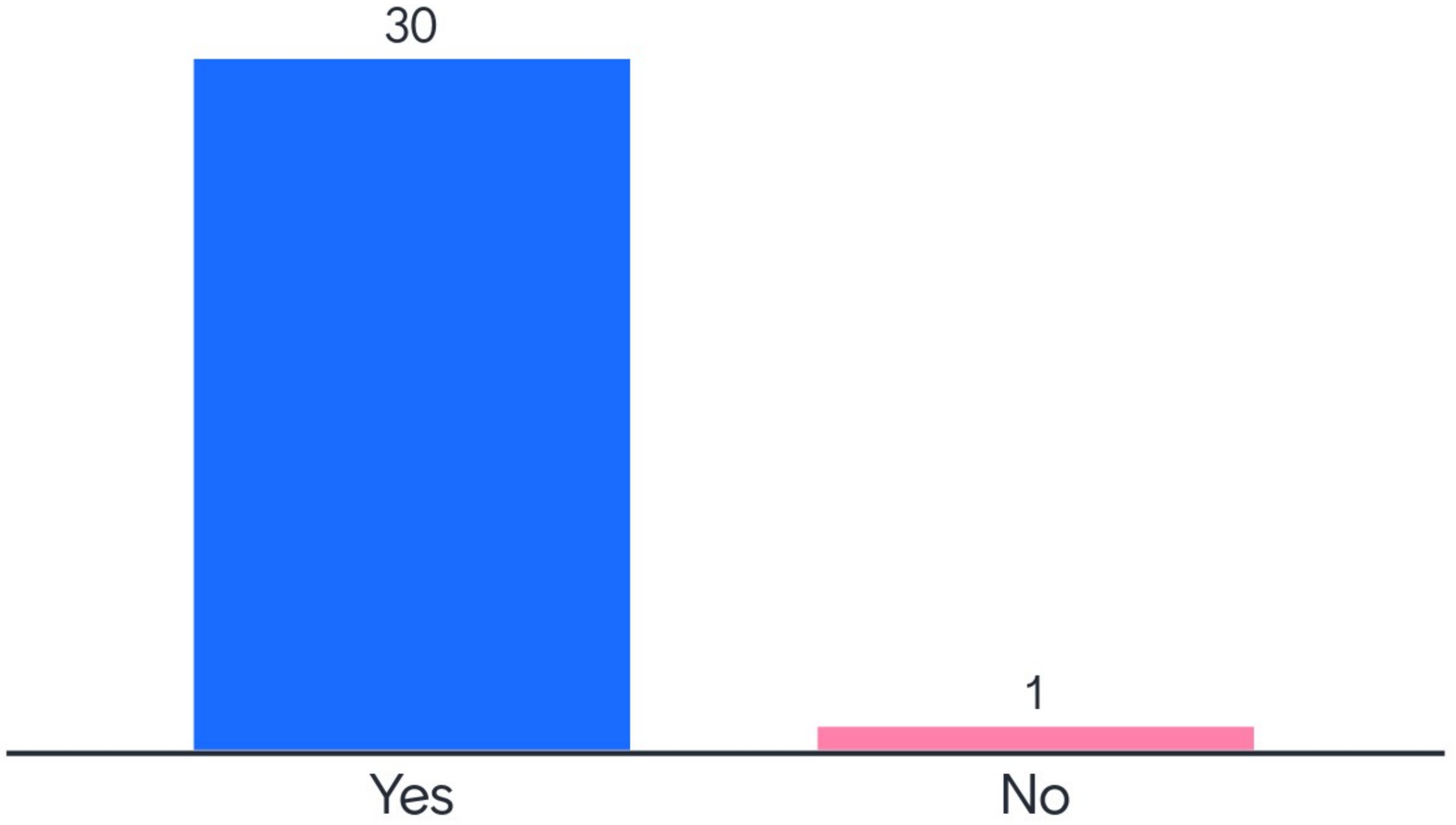
Have you used public transit in the Bay Area?

Mentimeter



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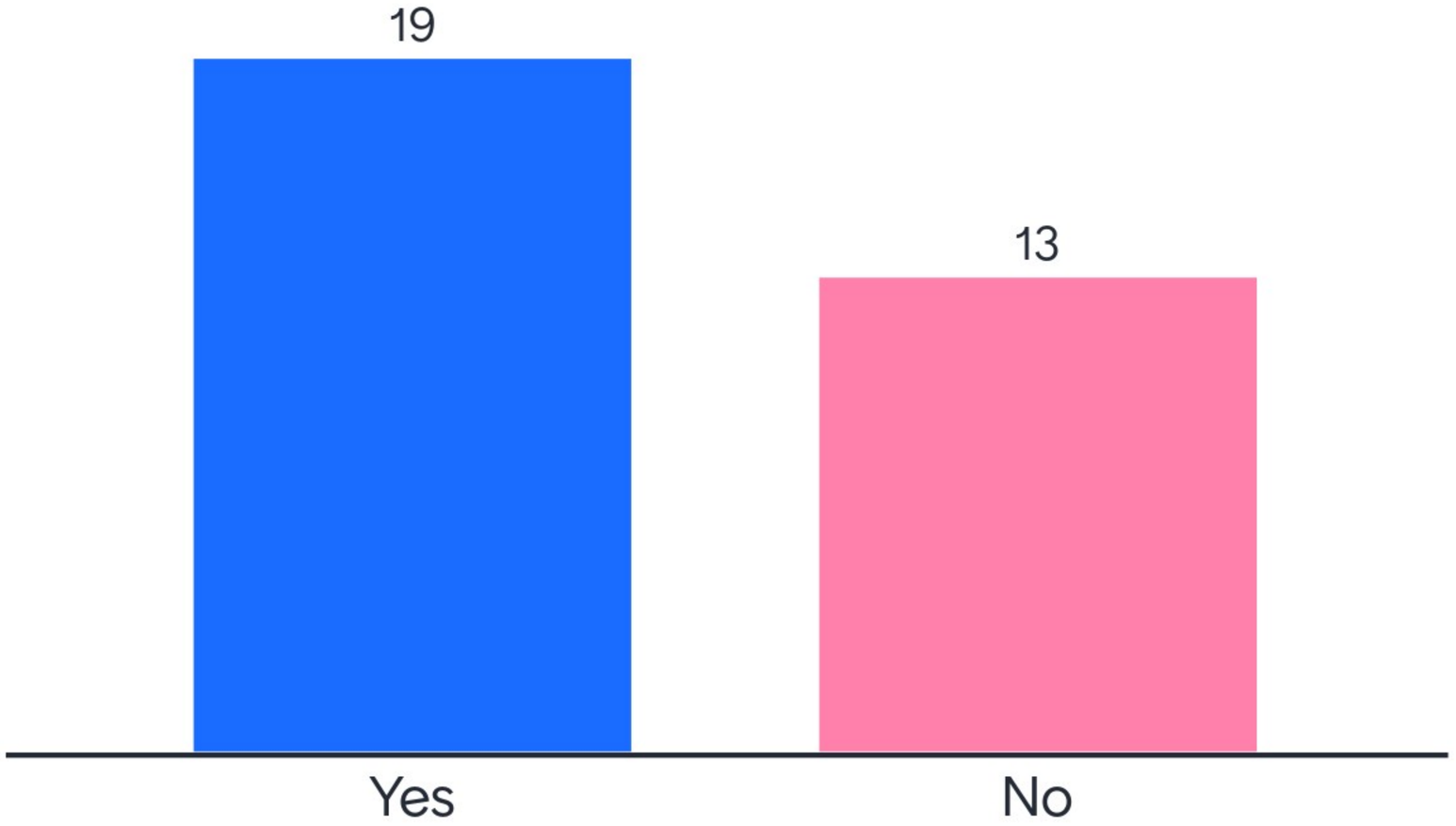
Do you ride your bike locally?

Mentimeter



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If you answered "Yes" to the previous questions, please specify where you ride your bike?

Mentimeter

I don't have a bike

downtown

Neighborhood

Redwood City and Palo alto

baylands

Recreation in my neighborhood

Shops close by less than 1 mile

Roads, bike paths

near home for fun and short errands

21

If you answered "Yes" to the previous questions, please specify where you ride your bike?

Mentimeter

Downtown businesses, dentist, restaurants

Around Moffett Park

Most places but not at night or in the rain

All around. To the grocery store, downtown, shopping, etc.

Stevens Creek Trail to Bayshore Trail (Sunnyvale, Mountain View, Palo Alto, Santa Clara)

Local errands (grocery store, pharmacy, etc)

To pick up my kids, get groceries, along El Camino, please make it safer :)

Appointments, exercise, store, downtown

Work, shopping, leisure

If you answered "Yes" to the previous questions, please specify where you ride your bike?

Mentimeter

When going to school or friends house

school, friend's houses, etc

Office campus

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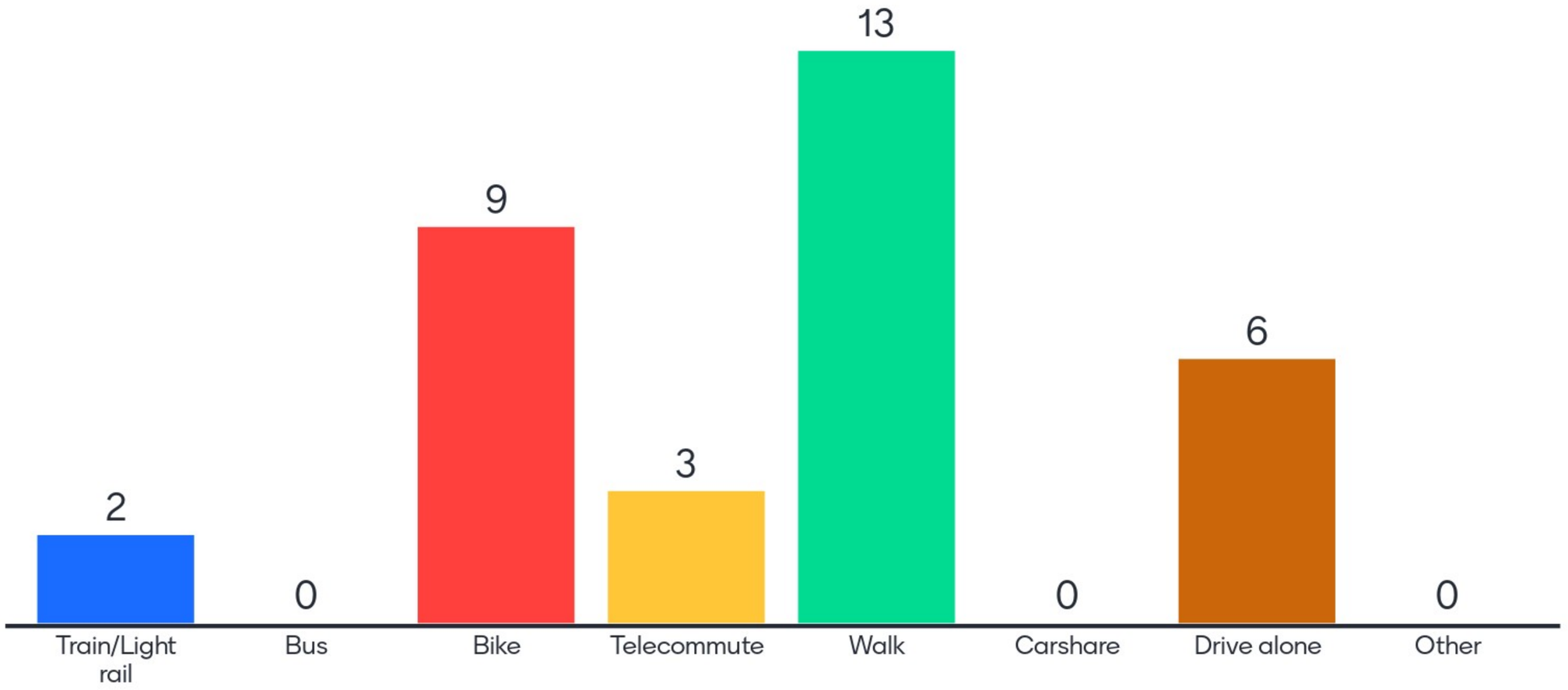
What would be your ideal commute?

Mentimeter



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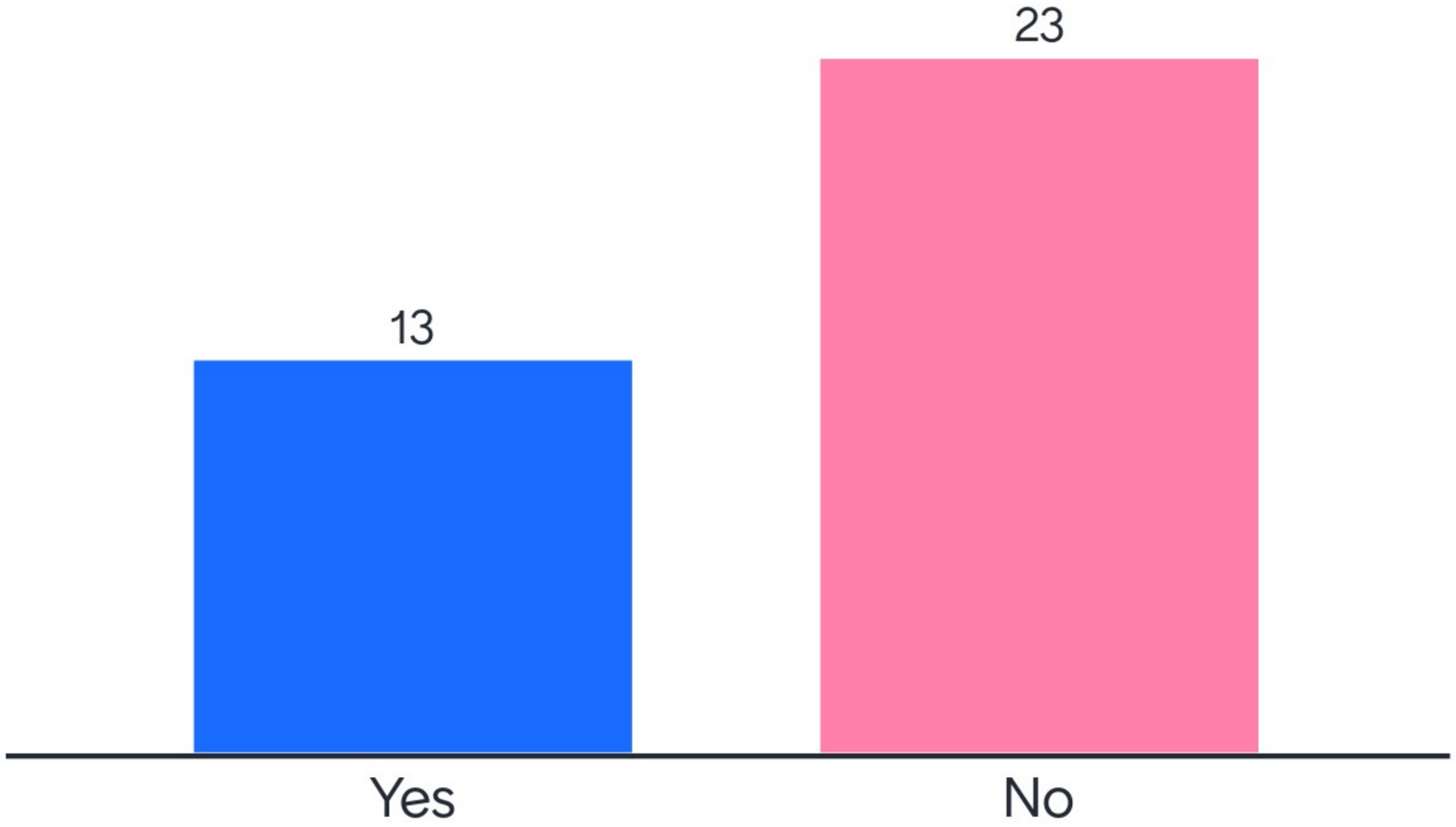
Do you own an electric car?

Mentimeter



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Vision and Principles

Vision Statement

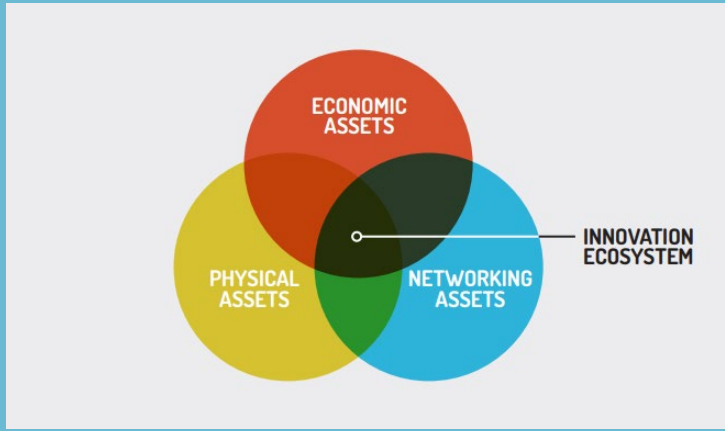
Redefine the Moffett Park Specific Plan as an "**Ecological and Innovation District**"

Moffett Park is an integral part of Sunnyvale and is a well-connected ecological innovation district with a diverse mix of uses that serves as a model of resilience, climate protection, equity and economic opportunity.

INNOVATION DISTRICT

"geographic areas where **leading-edge anchor institutions and companies** cluster and connect with **start-ups, business incubators**, and accelerators. They are also **physically compact, transit-accessible**, and technically-wired and offer **mixed-use housing, office, and retail**." *"The Rise of Innovation Districts""*

- *Brookings Institute Metropolitan Policy*



ECO-DISTRICT

- "The Eco-Districts approach is a comprehensive strategy to accelerate **sustainable development at the neighborhood scale** by integrating **building and infrastructure** projects with **community and individual** action."
- *-EcoDistricts Protocol*

- "Maintaining functioning **urban ecosystems can significantly improve human health and well-being**...and help **contribute to climate-change mitigation and adaptation**."
  - Cities and Biodiversity Outlook (Secretariat of the Convention on Biological Diversity)

Guiding Principles

moffettparksp.com/vision-1
for more info on the Guiding Principles

Vibrant and inclusive

Improve connectivity

Highly resilient community

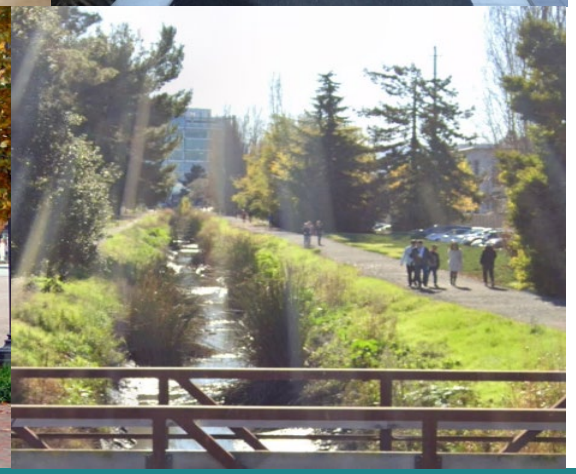
Diverse economic engine

Use of innovative and emerging technology

Dynamic and connected public realm

Healthy and biodiverse environment

Create a connected, accessible district that **prioritizes the movement of people over vehicles** to reduce climate pollution and to support a healthy community.

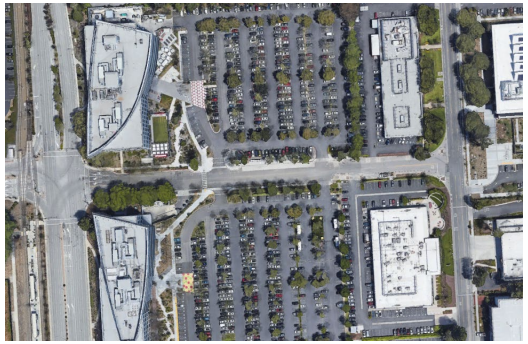


Connected + Accessible

- **new and improved connections to, from, and within the district**.
- **support high-quality transit**.
- **reduce the district's climate impact**.
- **safe, comfortable, and accessible pedestrian and bicycle facilities**
- **equitable mobility network for all**

Transforming Moffett Park: The Big Lift





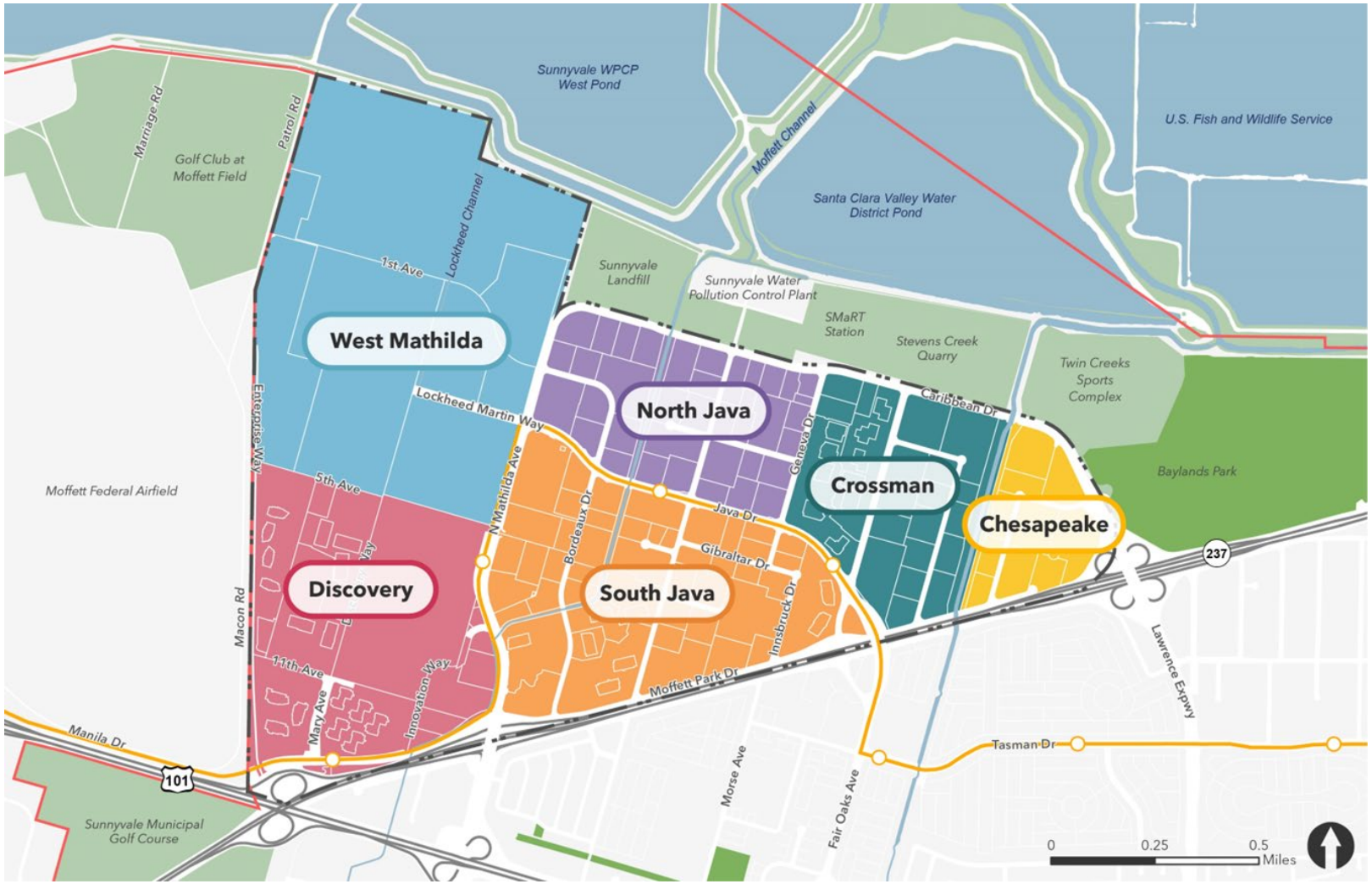

From a suburban office park




To a place for people, opportunity and nature

Creating a Series of Complete Neighborhoods

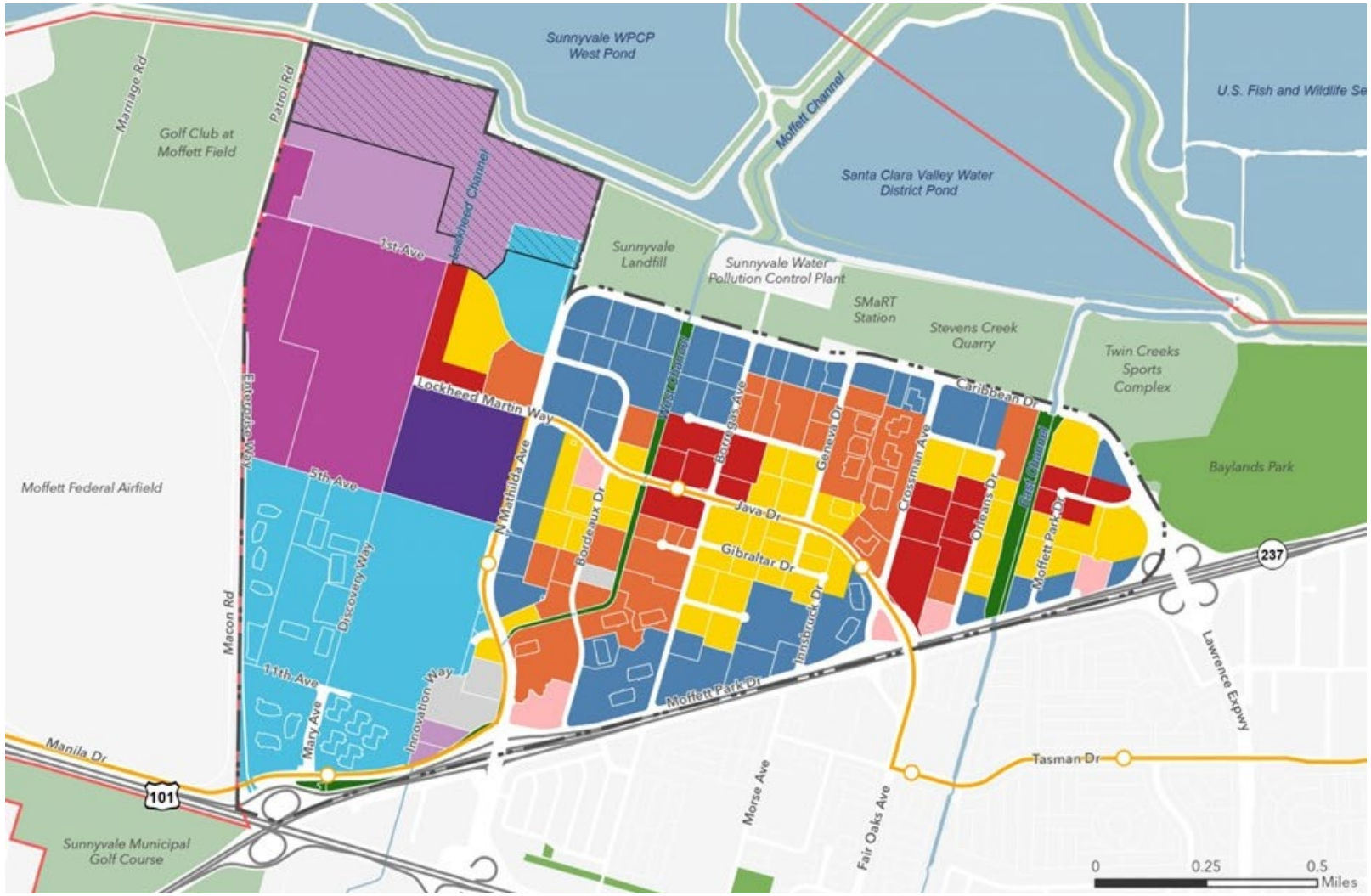
- 15-minute City
- Mix of uses
- Walkable



Create a Walkable Urban Core

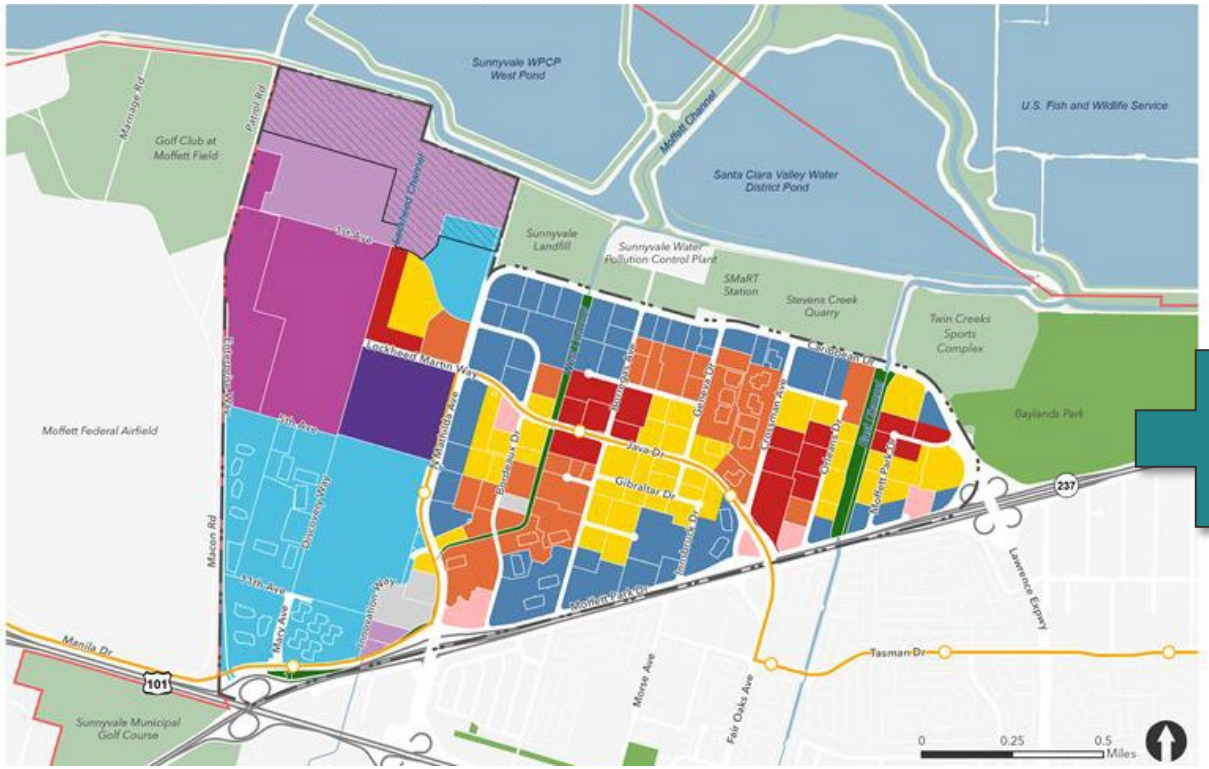
- Establish a **"Fine Grain Core"**
- Develop special design standards to emphasize walkability, urban sized block structure, and mix of uses/services

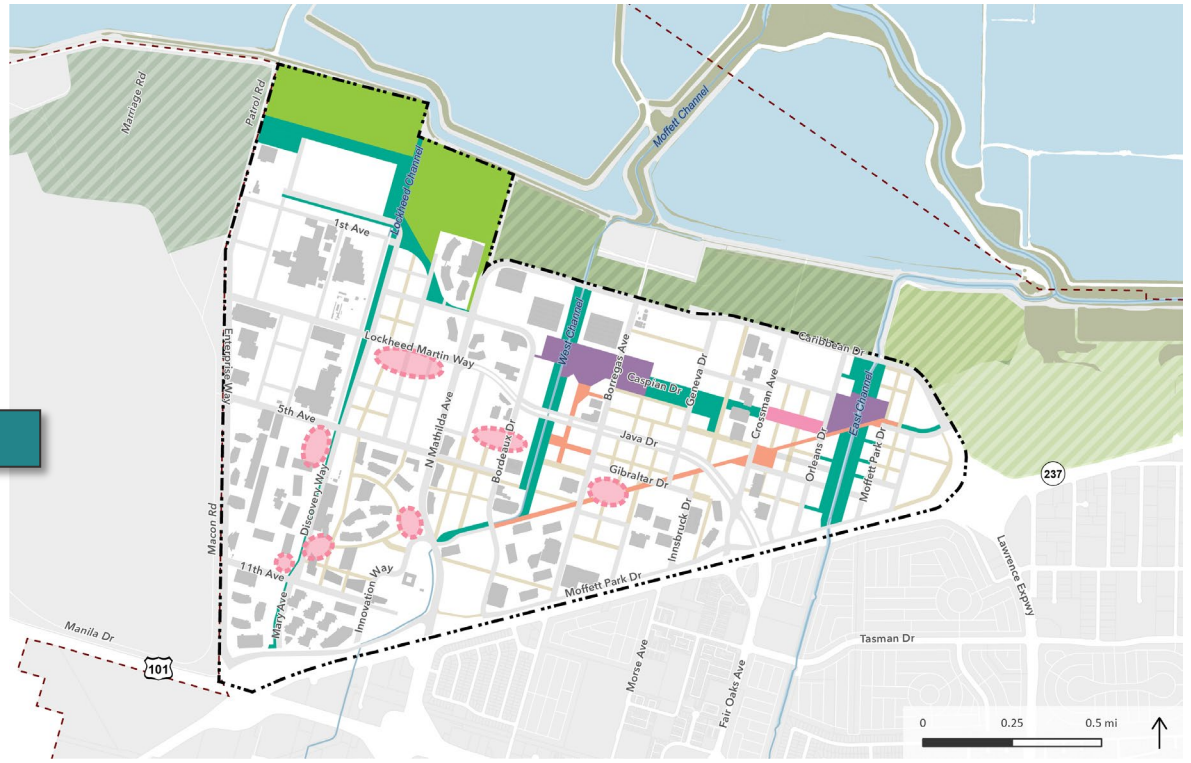
Draft Land Use Map



- MP-AC: Activity Center 1
- MP-MU: Mixed Use 1
- MP-H: Hospitality 1
- MP-R: Residential 1
- MP-O1: Office 1
- MP-O2: Office 2
- MP-E1: Mixed Employment 1
- MP-E2: Mixed Employment 2
- MP-E3: Mixed Employment 3
- MP-P: Public 1
- MP-I: Institutional 1
- Ecological Combining Zoning District

Integrating Mobility, Urban Ecology, and Open Space





- MP-O1: Office 1
- MP-O2: Office 2
- MP-E1: Mixed Employment 1
- MP-E2: Mixed Employment 2
- MP-E3: Mixed Employment 3
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- MP-MU: Mixed Use 1
- MP-H: Hospitality 1
- MP-R: Residential 1
- MP-P: Public 1
- MP-I: Institutional 1
- Ecological Combining Zoning District

Existing Open Spaces

- Special Use Area
- Baylands Park
- Private Recreational Open Space
- Golf Course

Open Space Types

- Greenway - Campus / Corridor
- Natural Areas
- District/Community Parks
- Neighborhood Parks
- Mini-Parks and Plazas
- Laneways

Mobility

Mobility Goals

Circulation

A transportation system that adjusts to changing transportation demands, accommodates future growth, and provides transportation options.

A bicycle and pedestrian network that is safe, connected, and comfortable for all travelers regardless of age or ability.

A public transit network that is convenient and connected.

Transit, bicycle, and pedestrian person capacity at district gateways is increased.

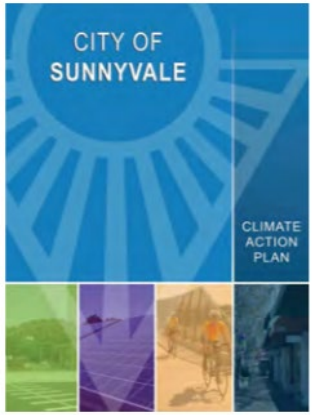
A transportation system that facilitates the transportation needs of existing users but can flexibly grow and change as transportation demand evolves.

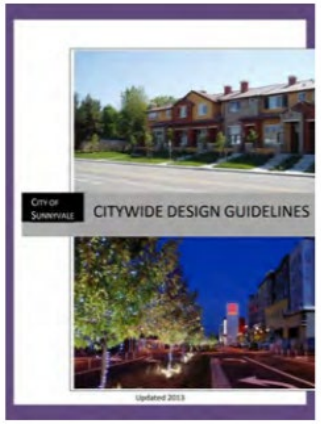
Transportation Demand Management & Parking

Right-sized and flexible parking systems support park-once access.

Moffett Park manages travel demand by reducing single-occupancy vehicle (SOV) trips and incentivizing multi-modal trips.

City policy and planning efforts

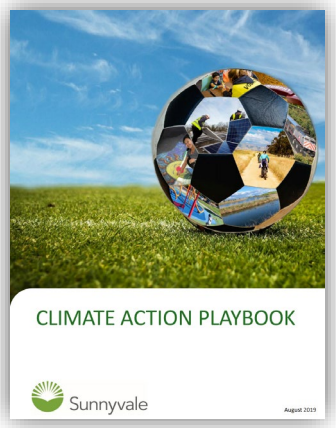




- Active Transportation Plan (2020)
- General Plan Land Use and Transportation Element (2017)
- Complete Streets Policy (2018)
- Climate Action Playbook (2017)
- Vision Zero policies (2019)

Climate Action Playbook

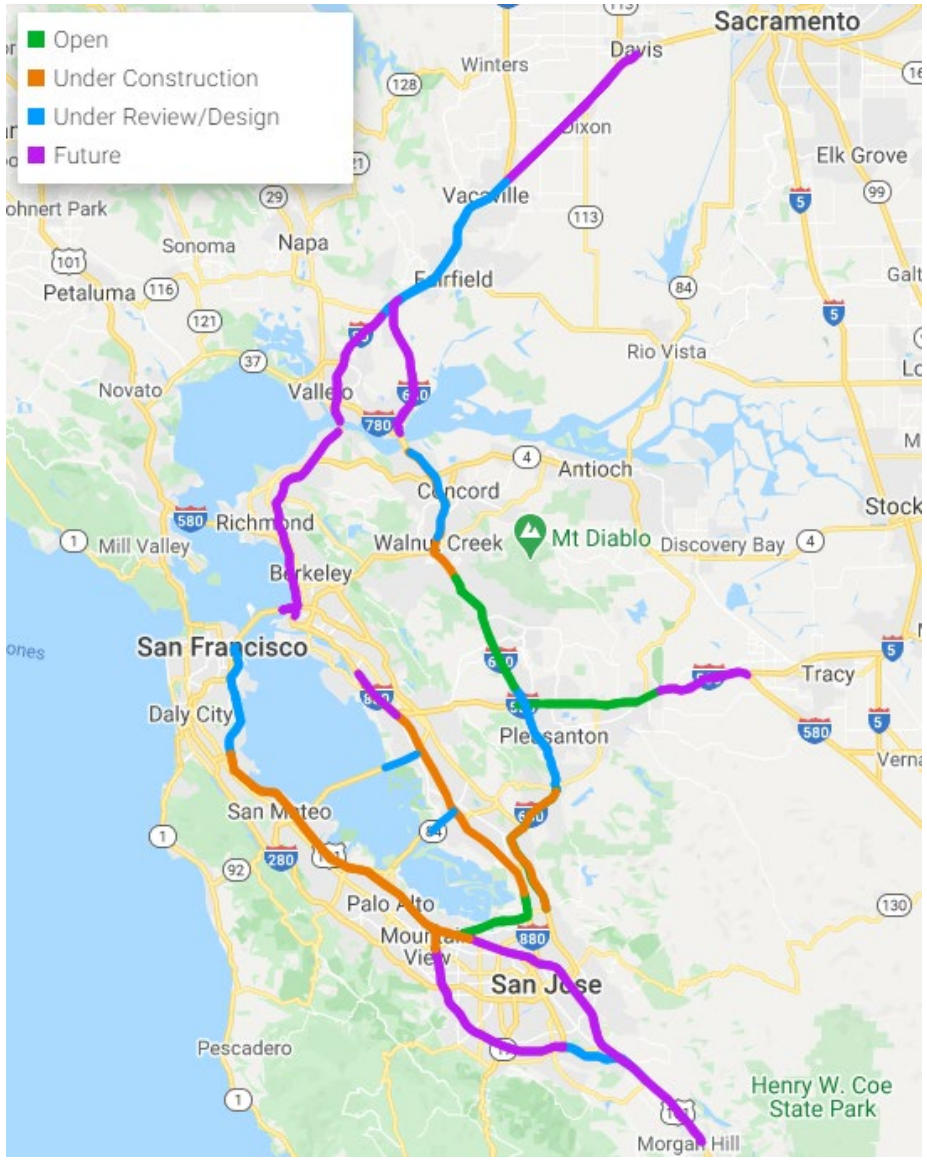
Targets	
2030:	20% reduction in vehicle miles per person
2050:	25% reduction in vehicle miles per person
2030:	20% of all vehicles on road are zero-emission vehicles
2050:	75% of all vehicles on road are zero-emission vehicles



Path to 2050 Targets

- Comfortable, safe, convenient, and complete pedestrian and bicycle networks
- Transit access on arterial streets within a 10-minute walk from home or work
- Diverse housing choices with a range of affordability
- Village Centers with enhanced neighborhood services

Regional policy and planning efforts



- **VTA's service** to and from Moffett Park and **Downtown Sunnyvale Caltrain** Station
- **Regional Express Lanes**
- MTC is considering a **Regional Express Transit Network (ReX)**
- **South Bay Interchange Charrette** (2020)
- **VTA Bicycle** Superhighway (2021)

Mobility Improvements and Studies Underway

- **CITY**
  - Java Road Diet Improvements
  - Mary Avenue Overcrossing
  - Caribbean Bikeway Improvements
  - East Channel Trail Study
- **VTA**
  - SR 237 Corridor Study
  - Ellis Project Initiation Study
  - SR 237/Lawrence Expressway Interchange Study
- **Google**
  - Green Link Improvements
  - Manila Ave Bikeway Improvements

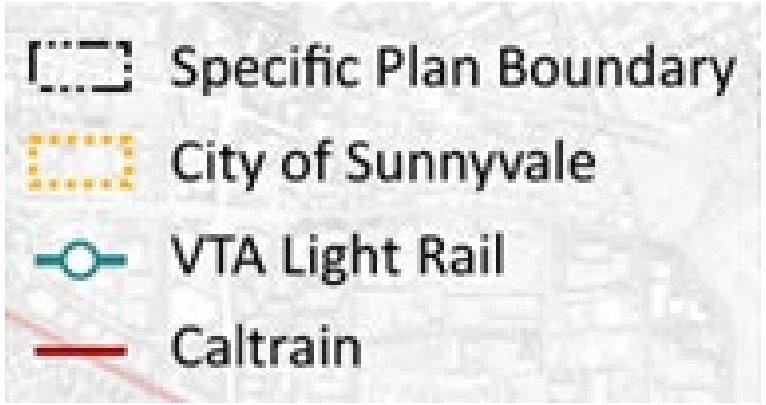
Key Considerations for City Council

- **Prioritize movement of people** over movement of SOV
  - A. **Congestion at major gateway intersections before Plan buildout**
- Develop a **Complete Street Network + Block Structure**
  - B. **More types of streets, including additional public rights-of-way**
- Implement **Transportation Demand Management** (TDM) Strategy
  - C. **Requires steep commitment from employers (new type of TMA); City oversight**
- Use **Parking Strategy** to support multimodal access
  - D. **Parking in plan area will be reduced, shared and priced**

Circulation

Goal: A transportation system that adjusts to changing transportation demands, accommodates future growth, and provides transportation options.

Mary Avenue Overcrossing



Lawrence Expressway + Measure B Projects

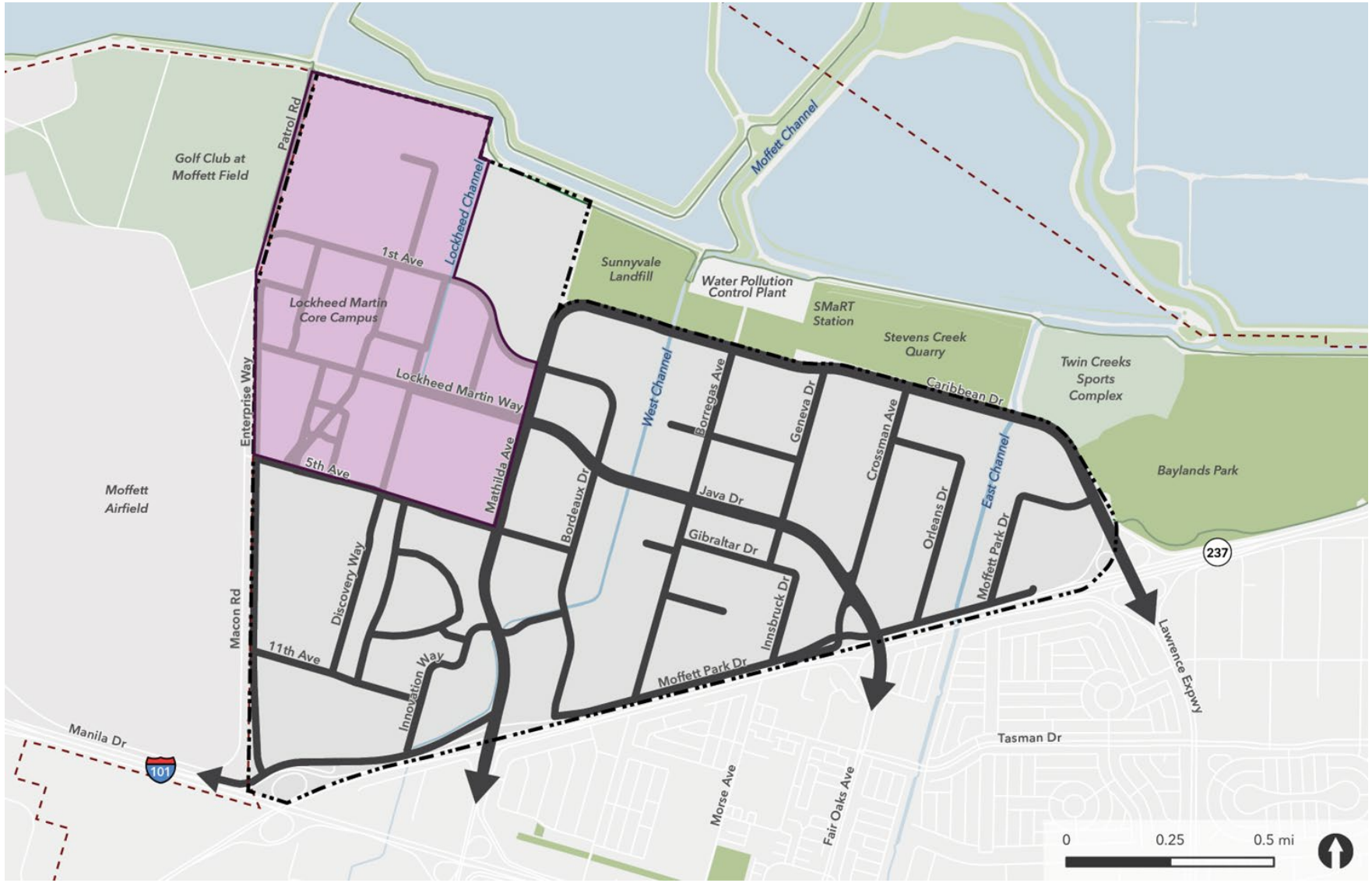
Measure B Funded Projects that will support Moffett Park:

- Bicycle and Pedestrian Improvements
- Caltrain Corridor Capacity
- Caltrain Grade Separation
- County Expressways Improvements
- Highway Interchanges
- Local Streets and Roads
- Transit Operations

Enhance connections to downtown Sunnyvale

- **VTA's** recent service changes and recently implemented new **Rapid Bus** between Moffett Park and Downtown Sunnyvale.
- **Regional Express Lanes** higher occupancy modes of travel will benefit Moffett Park via **SR 237 and US 101.**
- **MTC** is considering a **Regional Express Transit Network (ReX)** could include express bus connections from Moffett Park to Regional Transit Hubs

Existing Street Network



Existing Streets

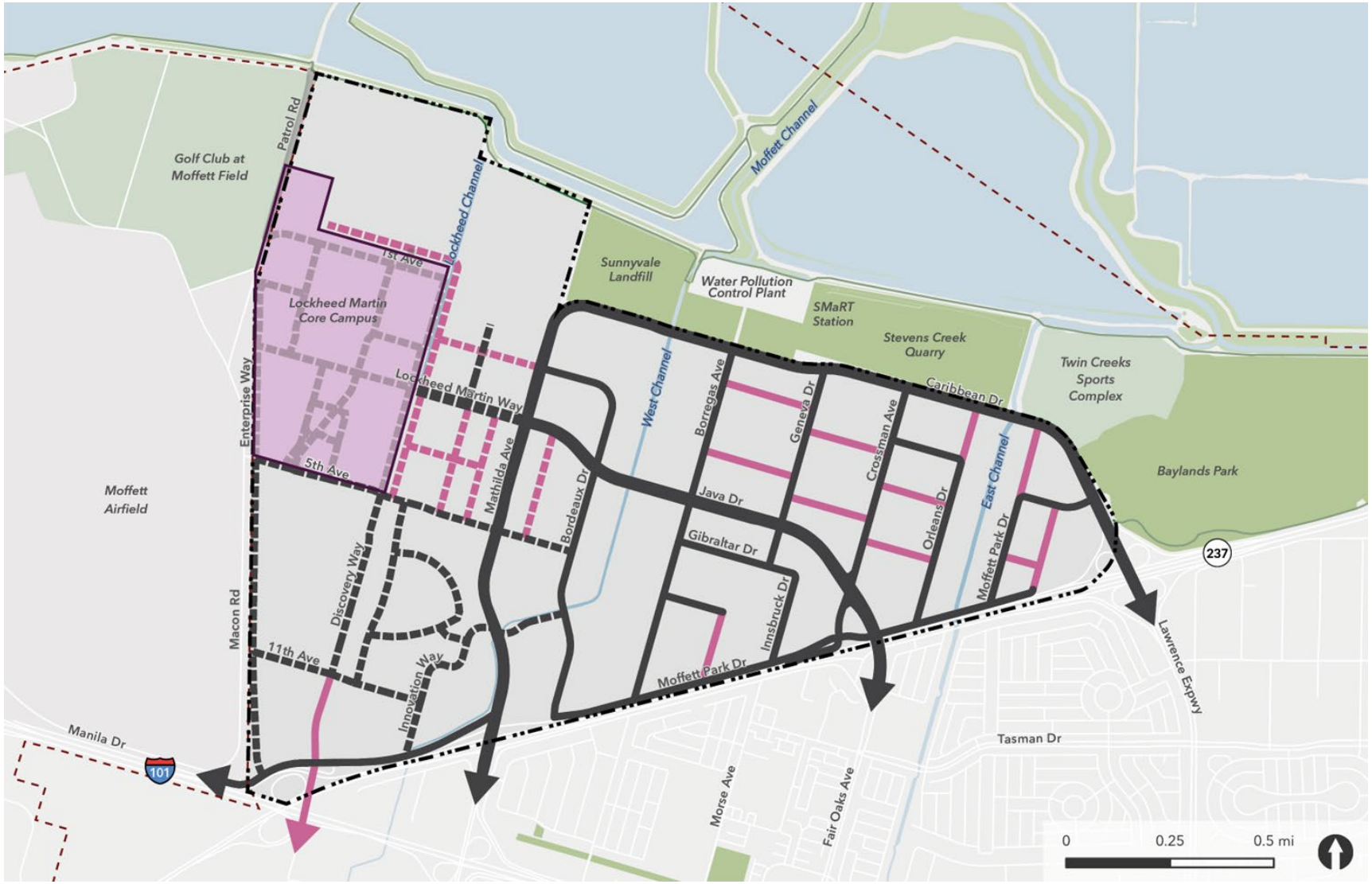
Existing Streets
(Not Publicly Accessible)

Specific Plan Boundary

City of Sunnyvale Limit

Data Sources: City of Sunnyvale (2020); County of Santa Clara (2021); ESRI (2020)

Conceptual Vehicle Street Network

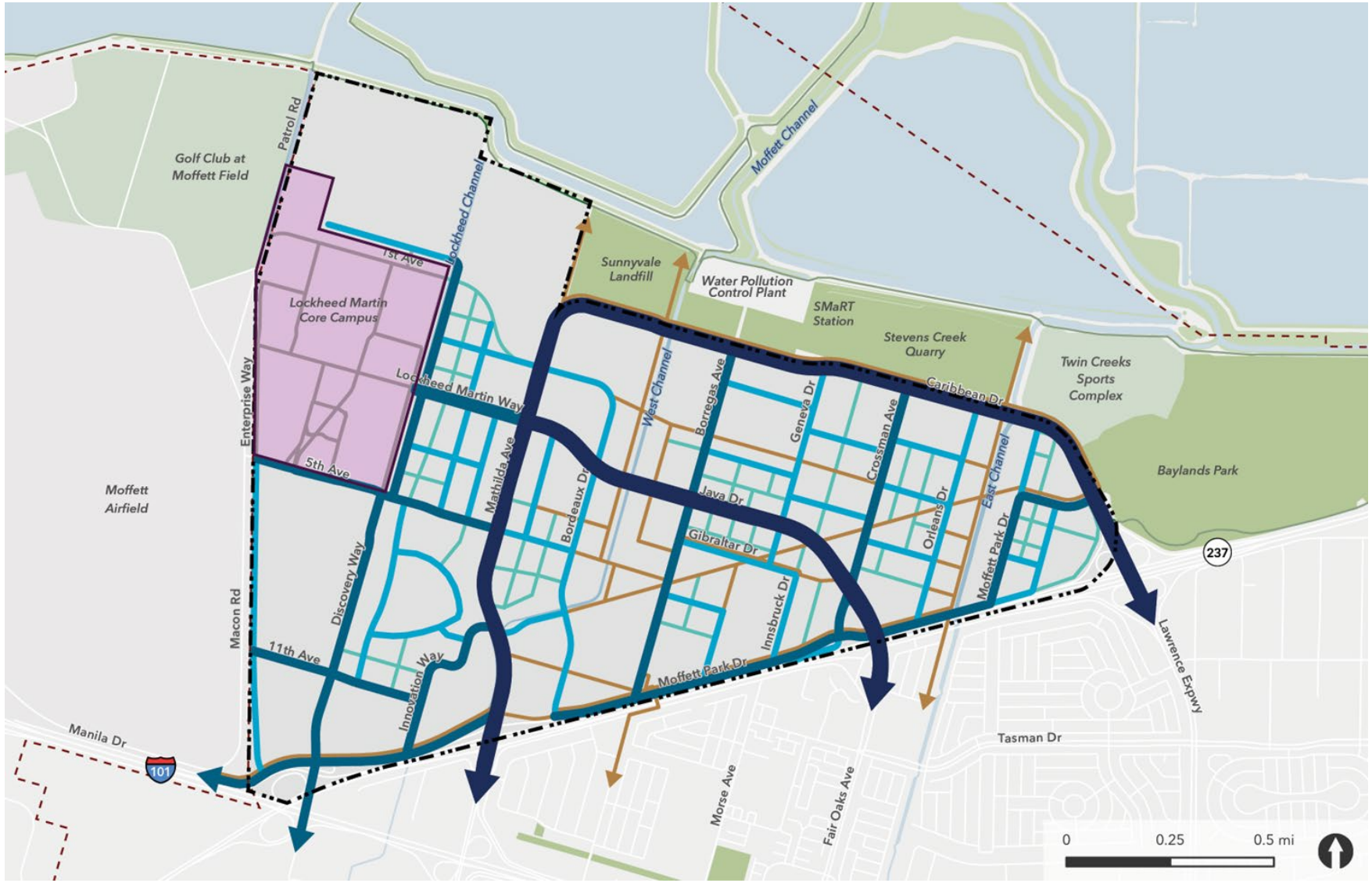


- New Vehicular Streets
- New Vehicular Streets (Private)
- Existing Vehicular Streets
- Existing Vehicular Streets (Private)
- Existing Private Vehicular Streets (Not Publicly Accessible)

- Specific Plan Boundary
- City of Sunnyvale Limit

Data Sources: City of Sunnyvale (2020); County of Santa Clara (2021); ESRI (2020)

Complete Conceptual Street Network



- Anchor Streets
- Crosstown Connectors
- Neighborhood Streets
- Laneways (Locations Flexible)
- Multi-Use Off-Street Paths or Pedestrian/ Bicycle Plazas
- Existing Streets (Not Publicly Accessible)

Specific Plan Boundary

City of Sunnyvale Limit

Data Sources: City of Sunnyvale (2020); County of Santa Clara (2021); ESRI (2020)

Anchor Streets

- **Purpose:** Move people using all modes in/out and across the district
- **Street design:** Varies, depending on nearby land uses and PTDM strategies
- **Modal priority:** Transit, vehicles, trucks
- **Cross-sections**: Each is unique

JAVA DR

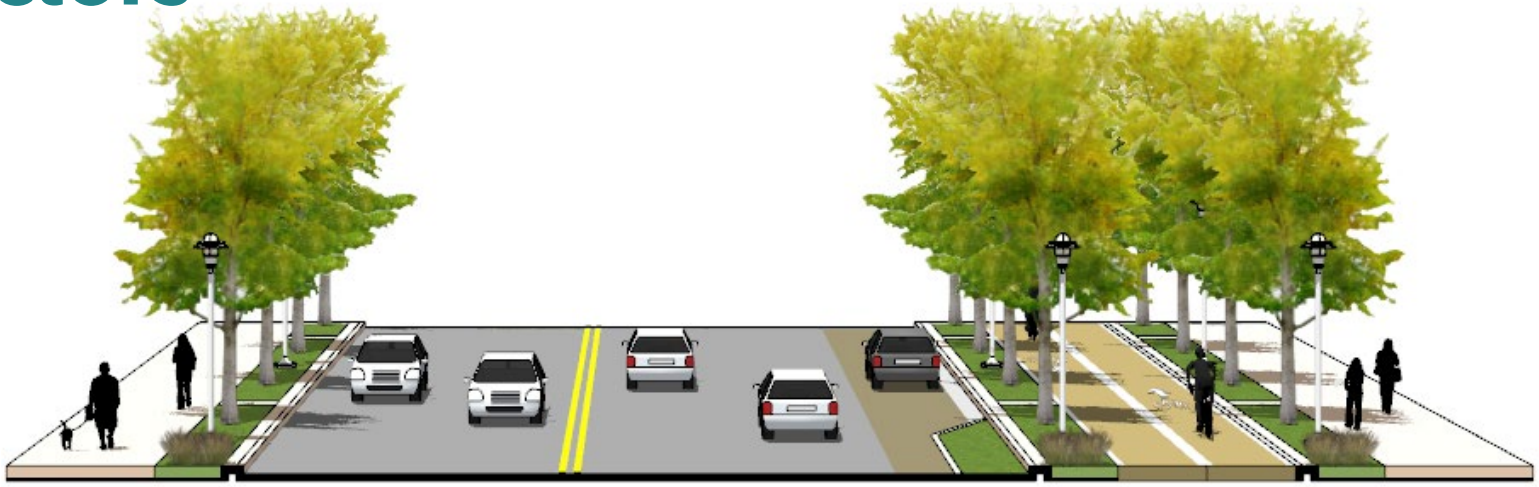
MATHILDA AVE

CARIBBEAN AVE

MOFFETT PARK DR

Crosstown Connectors

- **Purpose:** Move people across the district
- **Street design:**
  - Protected bicycle facilities
  - May include flex lanes
- **Modal priority:** Vehicles, bicyclists, pedestrians



Four-lane Configuration (Crossman Ave)

Two-lane Configuration

Neighborhood Streets

- **Purpose:** Move people within district neighborhoods
- **Street design:**
  - 1 Vehicle lane only
  - May include protected bicycle facilities
- **Modal priority:** Vehicles and pedestrians

Without Bike Facilities

With Bike Facilities

Laneways

- **Purpose:** Move people who walk and bike safely and comfortably
- **Street Design:** Shared street or Pedestrian/bike only
- **Modal priority:** Pedestrians and bicyclists and scooters

Ped/Bike Path + EVA

A Comprehensive Approach

These strategies will work together to carry more people:

- Transit priority for light rail and busses
- Multimodal improvements
- Transportation Demand Management (TDM)
- Connection to other local and regional mobility improvements
- Relies on mix-use, complete community environment

Goal: A bicycle and pedestrian network that is safe, connected, and comfortable for all travelers regardless of age or ability.

Build on the Active Transportation Plan

- All proposed bicycle facilities are included in the Complete Bicycle Network
- In the long-term, Java Drive will be transit-focused

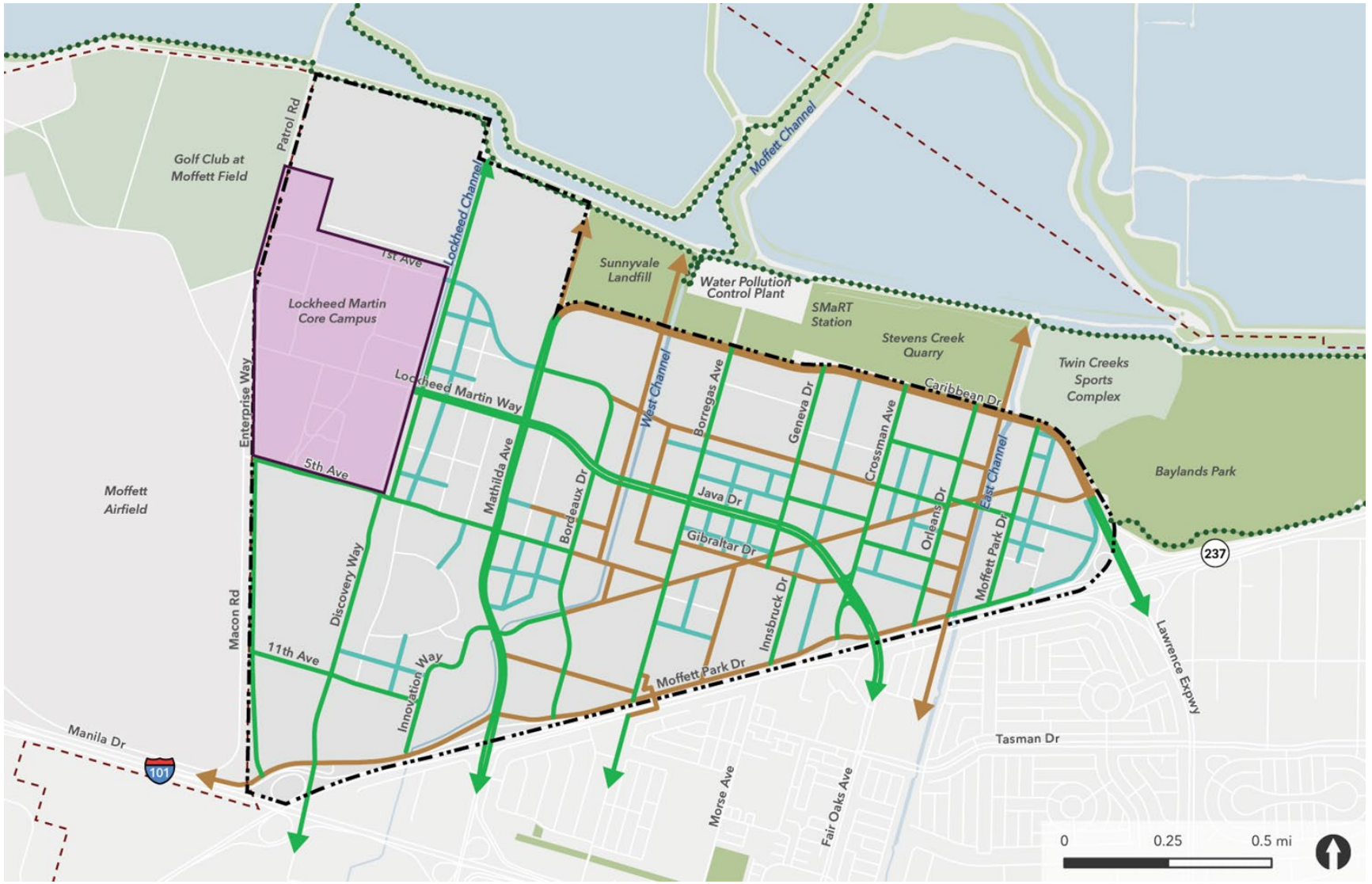
Designate space for people who walk, bike, scoot, etc.

Multi-use Off-Street Path

Protected Bicycle Lane

Shared Street

Complete Bicycle Network

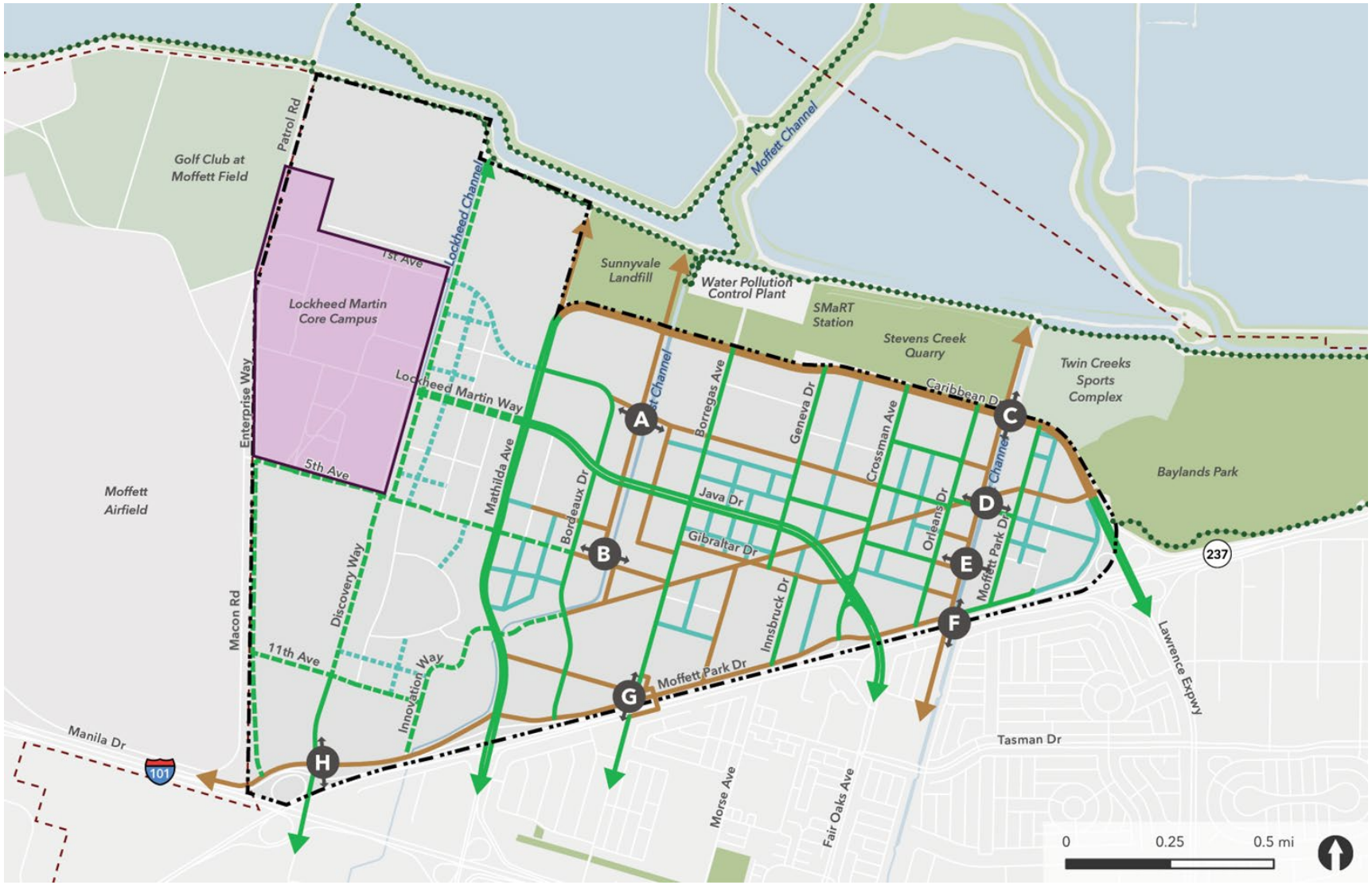


- Bicycle Lanes
- Laneways
- Multi-Use Off-Street Paths or Pedestrian/Bicycle Plazas
- Bay Trail

- Specific Plan Boundary
- City of Sunnyvale Limit

Data Sources: City of Sunnyvale (2020); County of Santa Clara (2021); ESRI (2020)

Bicycle Network Enhancements



A: West Channel at Caspian

B: West Channel at 5th Avenue

C: Caribbean at East Channel to connect to Bay Trail

D/E: East Channel [locations flexible]

F: Highway 237 at East Channel

G: Highway 237 at Borregas

H: U.S. 101 and Highway 237 at Mary Avenue

- Bicycle Lanes
- Bicycle Lanes (Private)
- Laneways
- Laneways (Private)
- Multi-Use Off-Street Paths or Pedestrian/Bicycle Plazas
- Bay Trail
- Pedestrian/Bicycle Bridge or Underpass

Specific Plan Boundary
City of Sunnyvale Limit

Data Sources: City of Sunnyvale (2020); County of Santa Clara (2021); ESRI (2020)

Goal: A transportation system that facilitates the transportation needs of existing users but can flexibly grow and change as transportation demand evolves.

Goal: A public transit network that is convenient and connected.

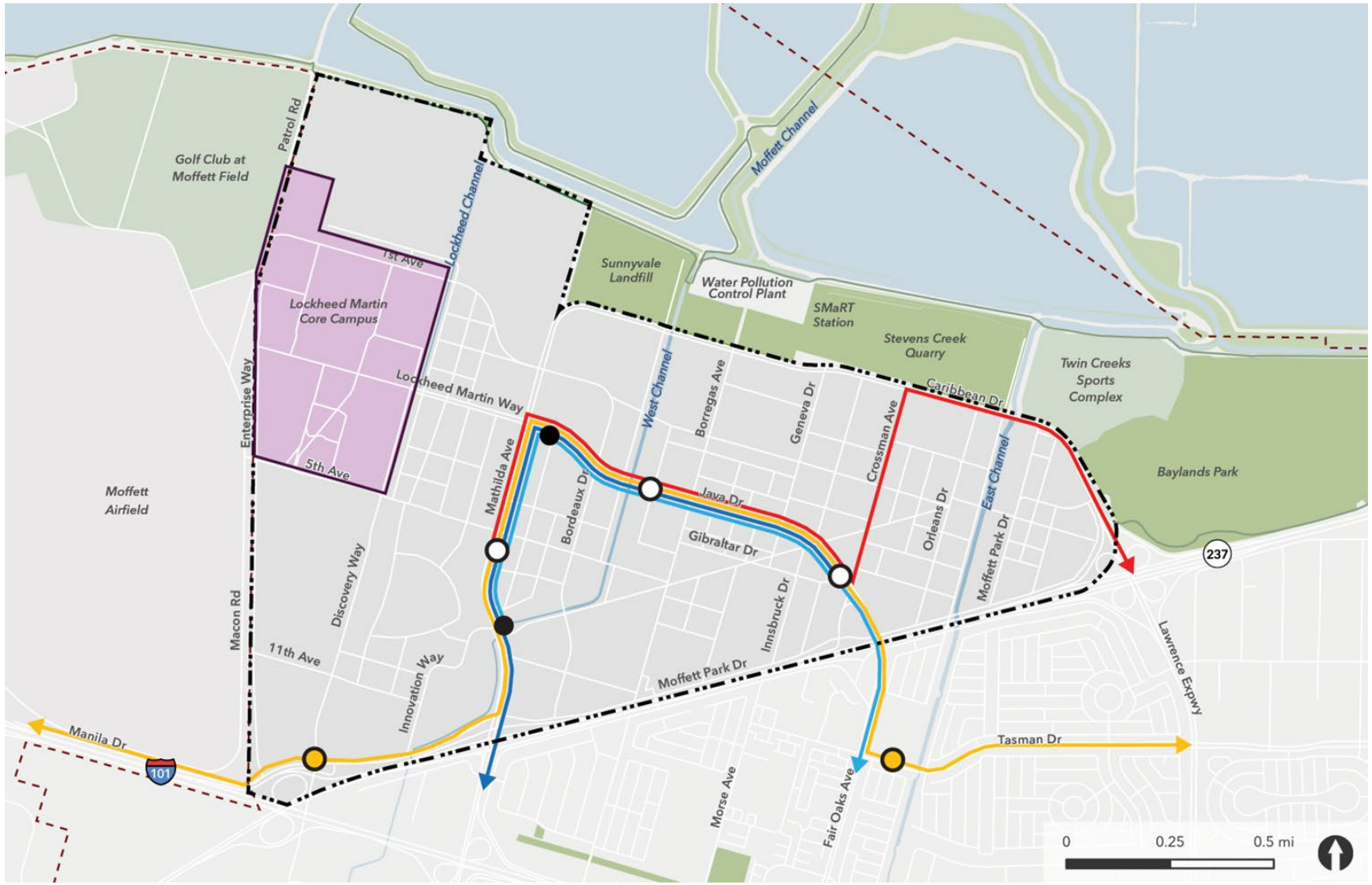
Connect people, place, and services at mobility hubs

Potential mobility hub locations :

- VTA light rail stops
- District parking
- Along circulator route
- Mixed use activity centers

Source: MTC Mobility Hub Playbook; graphic created by Nelson\Nygaard

Work with transit operators to maintain high frequency, high-capacity transit services



VTA Orange Line

VTA Bus Lines

ACE Red Shuttle

VTA Bus Stop Only

VTA Bus Stop and VTA Orange Line Station

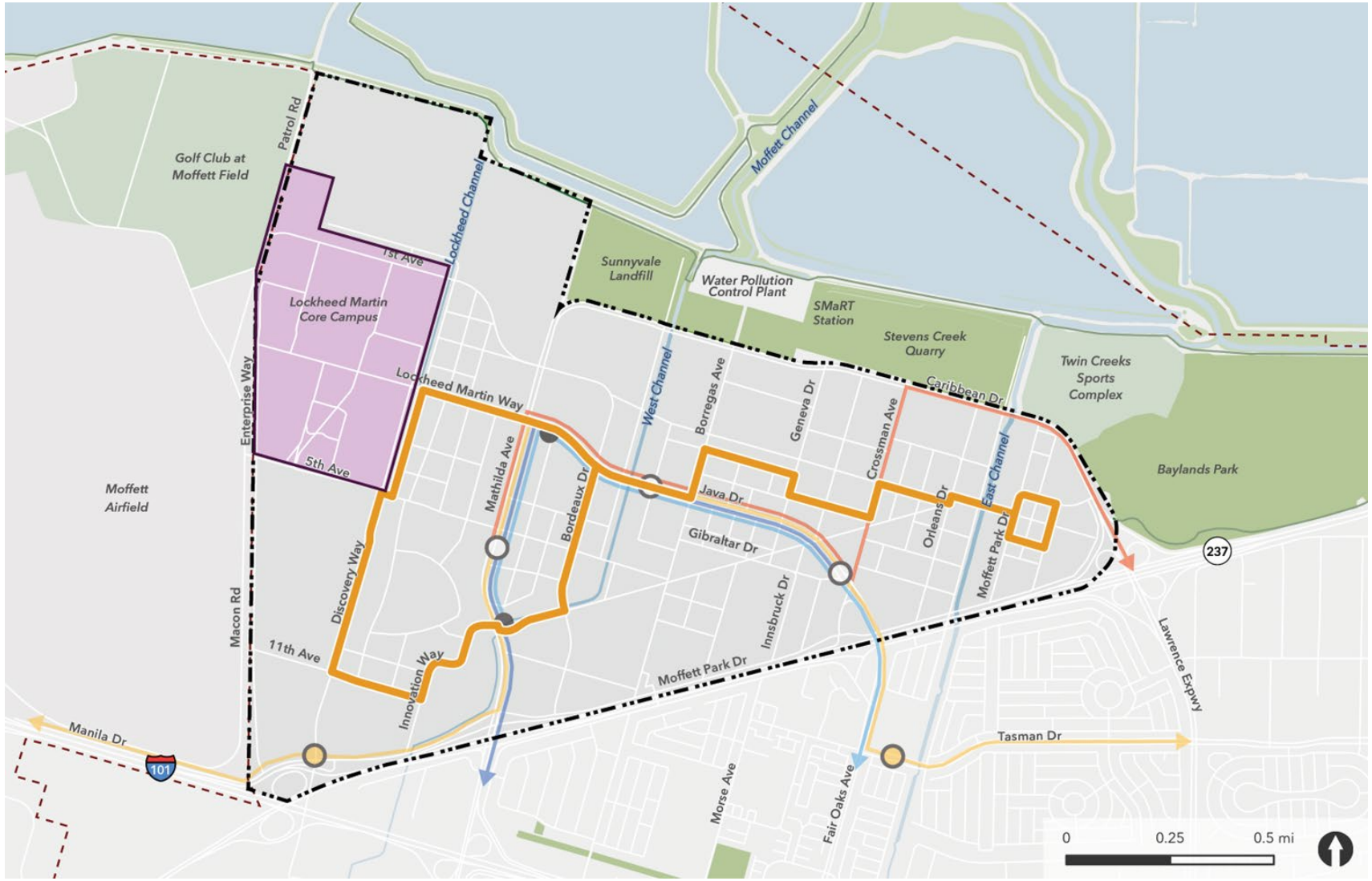
VTA Orange Line Station Only

Specific Plan Boundary

City of Sunnyvale Limit

Data Sources: City of Sunnyvale (2020); County of Santa Clara (2021); ESRI (2020)

Conceptual Circulator Route



- Potential Circulator Route
- VTA Orange Line
- VTA Bus Lines
- ACE Red Shuttle
- VTA Bus Stop Only
- VTA Bus Stop and VTA Orange Line Station
- VTA Orange Line Station Only

- Specific Plan Boundary
- City of Sunnyvale Limit

Data Sources: City of Sunnyvale (2020); County of Santa Clara (2021); ESRI (2020)

Parking & Transportation Demand Management (PTDM)

Goal: Manage travel demand by reducing single-occupancy vehicle (SOV) trips and incentivizing multi-modal trips.

A coordinated approach to parking policy and management, combined with the right TDM incentives, is essential to supporting growth, minimizing congestion, promoting travel options, and fostering equity in MPSP.

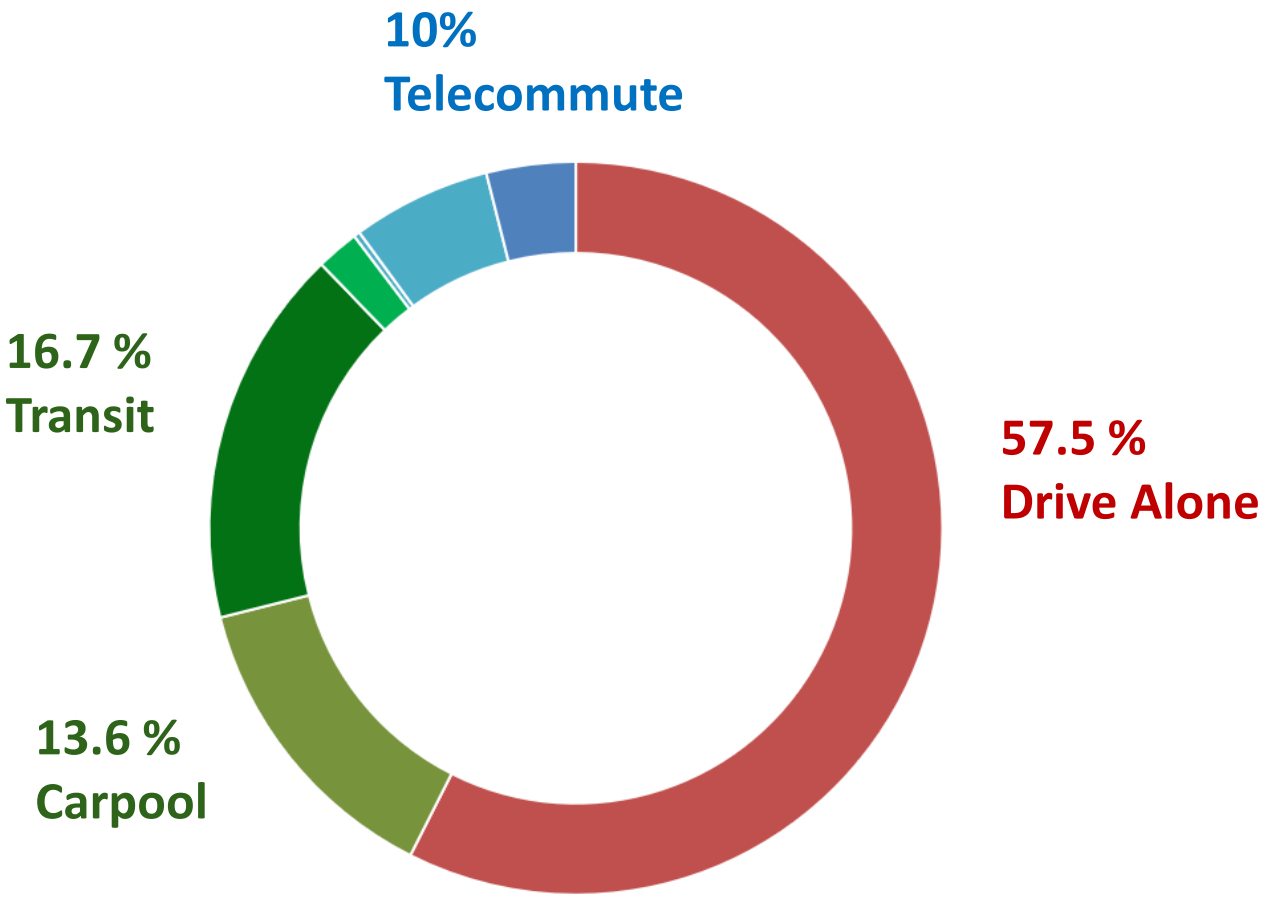
PARKING STRATEGY

Right-size the parking supply to avoid building excess parking spaces and incentivizing driving over alternatives

TDM STRATEGIES

Manage demand for parking by providing incentives and high-quality alternatives to driving, such as walking, biking, and transit

What is already happening in Moffett Park?

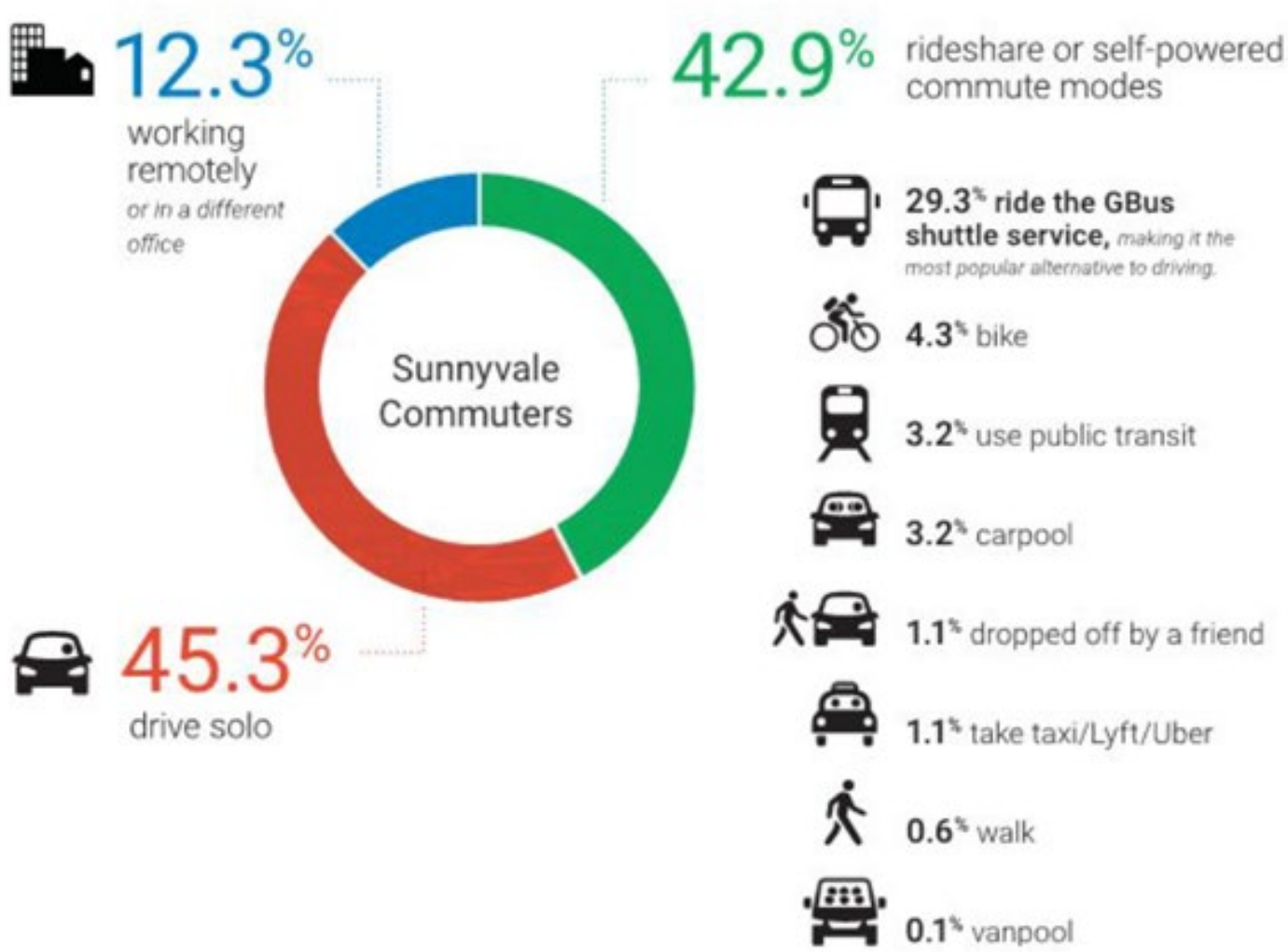


Data from Moffett Park Business Group surveys

Commute Mode Share (2019)

VS. Santa Clara County drive alone rate: 75%

What is already happening with Google in Moffett Park?



Google Sunnyvale Employee Data (2019)

Moffett Park Commute Origin and Mode Share

What is Transportation Demand Management?

Increasing mix of uses

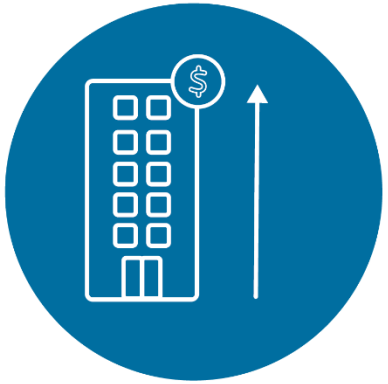
Improving multimodal network

Transit passes or other incentives

Priced parking

Last mile shuttle

Transit improvements



Increasing affordable housing

Commute trip reduction program

Establish a Moffett Park Transportation Management Association (TMA)

- **Role of TMA**
  - Oversee mobility improvements and programs
  - Coordinate mobility efforts
  - Manage a district-wide TDM strategy and support parking management
- **How to establish a TMA?**
  - Specific Plan sets the TMA policy, not the TMA workplan
  - TMAs are typically non-profits and will require substantial planning after Specific Plan adoption
  - Prioritize formation of TMA as condition of first phase project

Require TDM and participation in TMA as a condition of development

- Builds on existing Sunnyvale TDM requirements
- Aggressive Single Occupancy Vehicle Goal of 50% (max.) at build out of the plan
- TMA will manage members and review the TDM plans as a comprehensive approach
- Report progress to staff and City Council
- Will include steep penalties for missed goals
- Relies on robust mobility improvements
- Will require private investment in transit

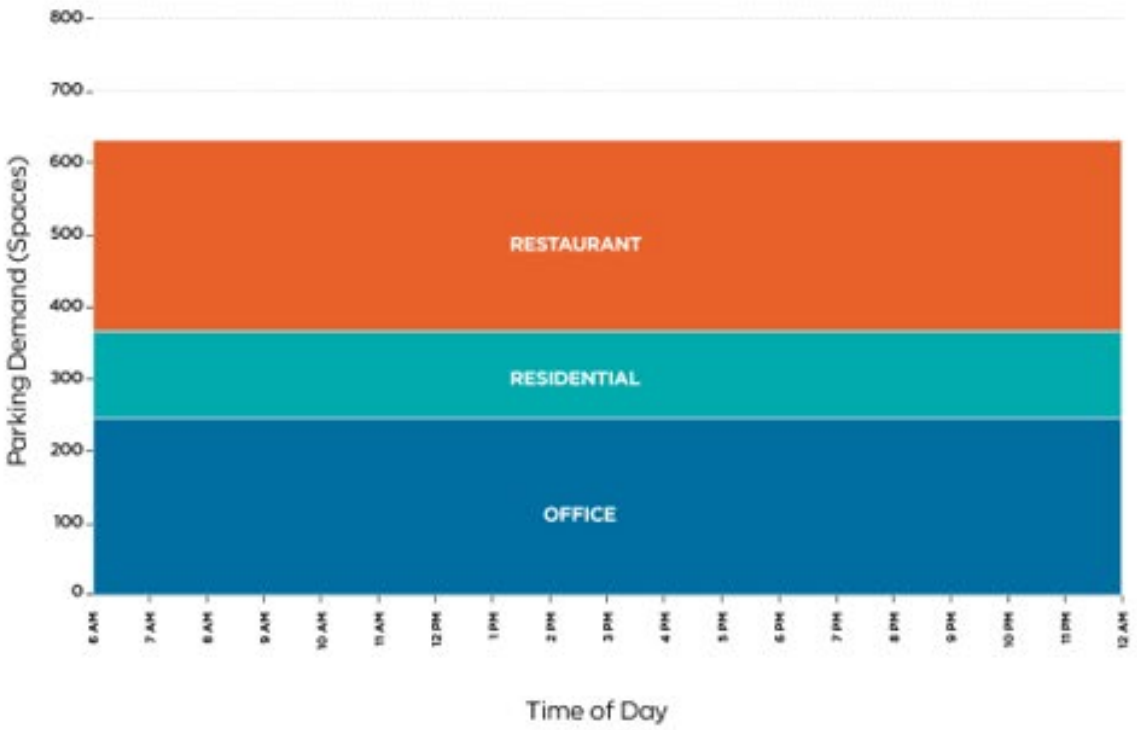
Set clear TDM goals and metrics

- Monitor and adjust goals and metrics over time
  - Example Goals:
    - Right-sized parking systems support park-once access
    - Reduce peak hour vehicle trips
    - Incentivize multimodal trips
  - Example Metric:
    - Utilization rate of parking facilities
- **TDM is a "living" process will need to adapt with changing travel options and improvements**

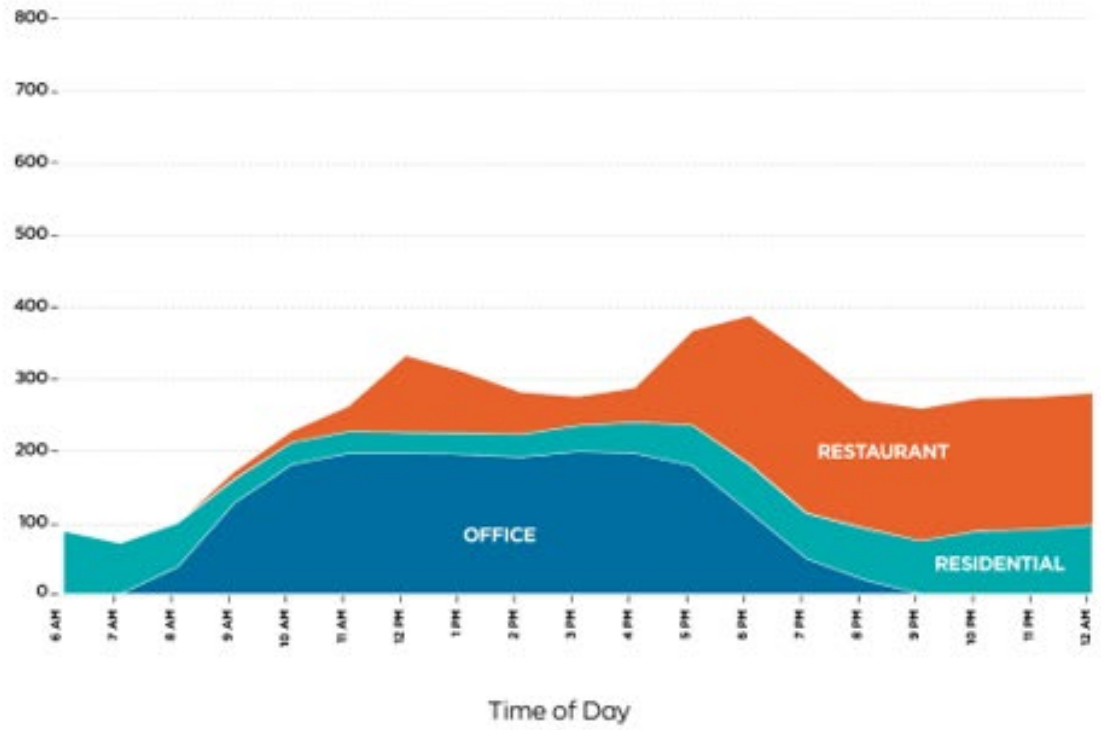
Goal: Right-sized and flexible parking systems supports park-once access.

Conventional Parking vs. Shared Demand Example

Total Unshared Supply = 625 spaces

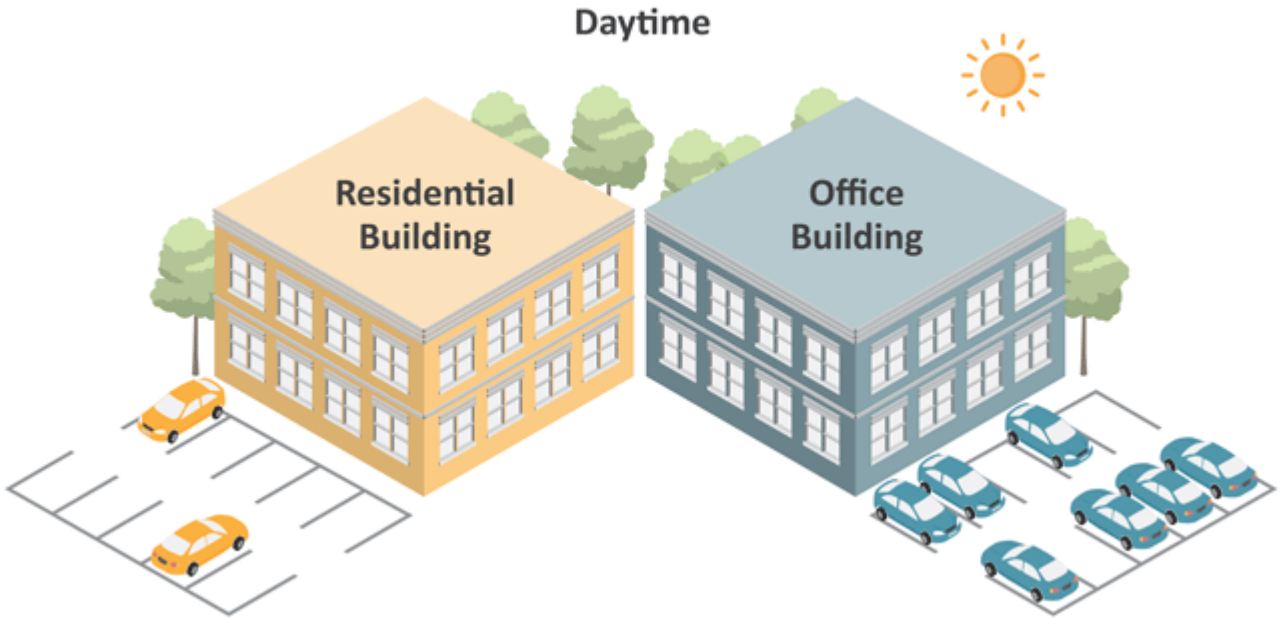


Peak Shared Demand = 400 spaces

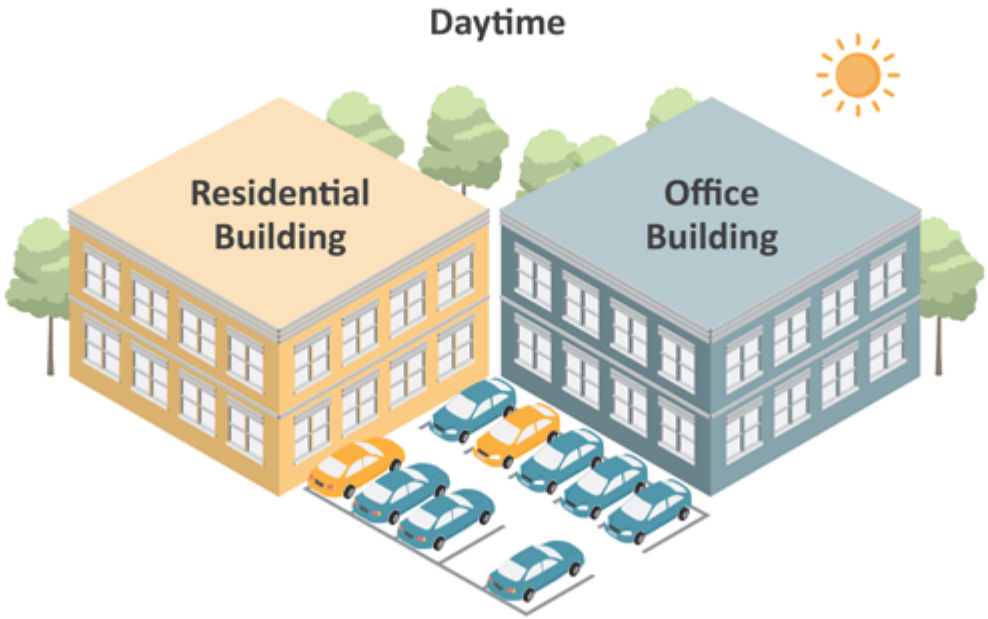


Data Source: Nelson\Nygaard Parking Demand Model, illustrative example applying data from ITE with time of day factors

Create shared parking through proactive policy and management



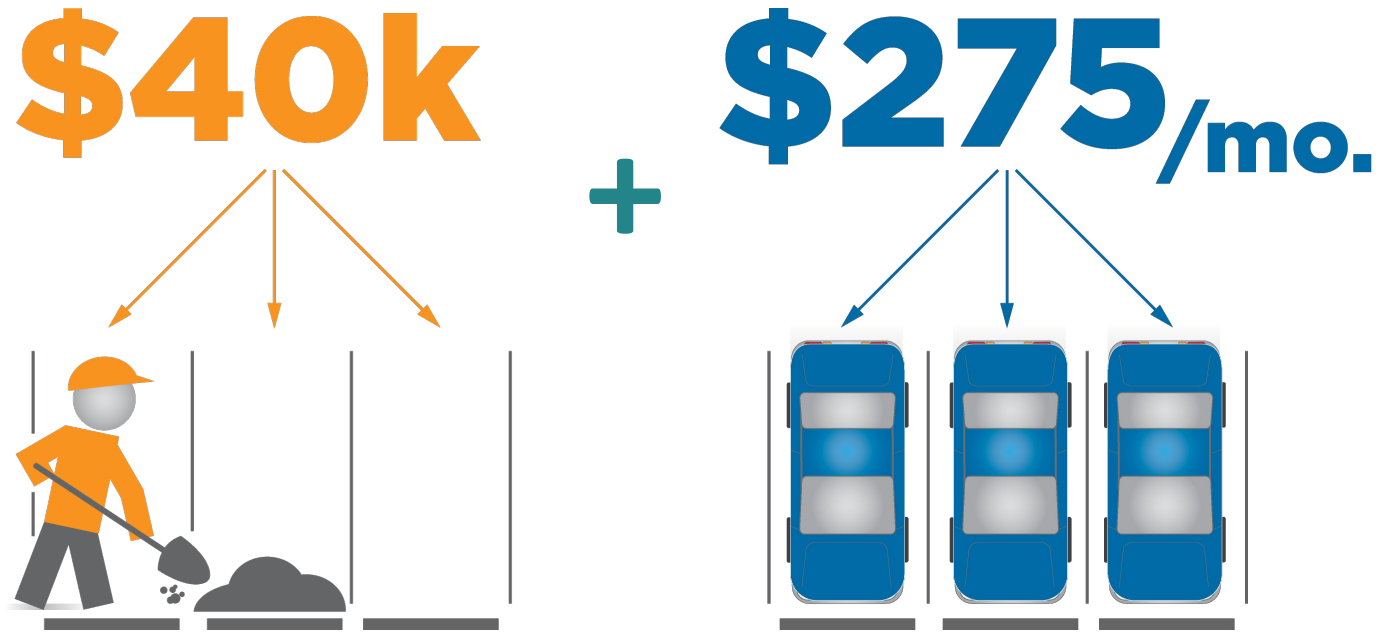
Unshared: Business as Usual



Shared: Right-sized Parking

Right-size new parking build

Be strategic with new parking – parking will cost a lot to build and maintain and make it harder to reduce congestion



Source: Nelson Nygaard 2019 Parking Construction and monthly maintenance costs

Right-size parking requirements

- Very low parking minimums - phase down requirements over time
- Adopt parking maximums that gradually decrease over time (overall target: 1.0 space per 1,000 sf)
- Total parking cap in the plan area and each neighborhood
- Incentivize and encourage parking structures near gateways and anchor streets

Right-size parking requirements

Recommended Parking Minimums and Maximums

Land Use	Existing Minimums	Existing Maximums	Future Minimums/Maximums		
			At Plan Adoption	Mid-term	At Full Build Out
Office (per 1,000 sf)	2	4	1 min - 2 max	0.5 min - 1 max	0.25 min - 0.75 max
Residential (per unit)	1.5-2.0	None	0.5 min - 1 max	0.25 min - 0.75 max	0.25 min - 0.75 max
Retail/Commercial (per 1,000 sf)	2.0	None	0.5 min - 1.25 max	0.25 min - 1.25 max	0.25 min - 1.25 max

KSF = 1,000 square feet du = dwelling unit

Unbundle parking from the cost to rent or own property

BUNDLED

Cost of parking "bundled" into price of other goods and services

1 Cost of parking is hidden in goods and services

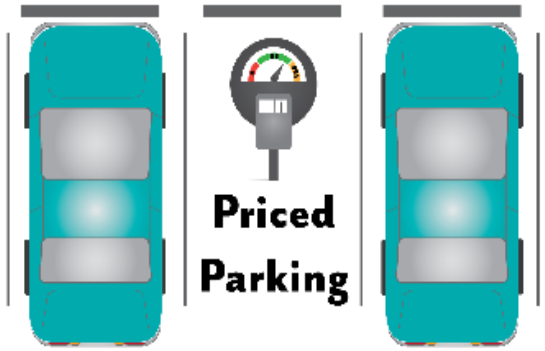
2 Parking appears free, resulting in higher parking demand

3 More parking must be funded and built

VS

UNBUNDLED

Cost of parking "unbundled" into price of other goods and services



1 Cost of parking is revealed to the user

2 Consumers can save money by using less parking, resulting in lower parking demand

3 Less parking needs to be funded and built

Source: Nelson\Nygaard

Provide high-quality bike parking

On-Street Inverted U

Source: Bicycle Security Advisors

Bike Lockers

Source: San Jose Public Library

Secure Bike Room

Source: Joseph Rose via OregonLive

Proactively manage shared parking

- Will require partnership with TMA & private stakeholders
- Management tools, systems, policies may include:
  - Permits
  - Pricing
  - Time limits
  - Technology
- Will create a balanced supply and demand for parking

Post-Specific Plan adoption parking & TDM milestones

- Integrate PTDM recommendations into development process and checklists
- Establish a TMA (by-laws, funding, staffing)
- Launch TDM programs
- Develop a parking management plan
- Implement parking management
- Monitor, adjust, revise (via the Specific Plan metrics)

Transportation Studies

What did we study and why?

- Vehicles Miles Traveled
  - Required for CEQA Analysis
- Local Transportation Analysis
  - Level of Service at Intersections and freeways
  - Required per City Policy and to understand future needed intersection improvements
- Congestion Management Plan Regional Study
  - Required as part of the City's participation in regional transportation planning

Vehicles Miles Traveled (VMT) Modeling and Purpose

- On June 30, 2020, the City adopted a new policy establishing **Vehicle Miles Traveled** as the methodology for evaluating potential transportation impacts to comply with CEQA

- For residential and employment land use projects, Council Policy 1.2.8 established the Countywide Average VMT as the City's baseline with a VMT reduction threshold set at 15% below the baseline to identify potential transportation impacts.

VMT Analysis Results – Residential and Office

Scenario	Residential VMT per Capita	Employment VMT per Employee
2020 Existing Countywide VMT	12.98	18.49
VMT Impact Threshold	11.03	15.72
MPSP	9.47	14.14
VMT Impact?	**NO**	**NO**

Notes:

[1] Residential VMT = Home-Based Trip Productions * Distance

[2] Residential VMT per Capita = Residential VMT / Population

[3] Employment VMT = Home-Based Work Trip Attactions * Distance

[4] Employment VMT per Employee = Employment VMT / Jobs

[5] Council Policy 1.2.8 indicates that the project VMT impact threshold to be 15% less than the Year 2020 Existing Countywide VMT average.

VMT Analysis Results – All Other Uses in the Plan

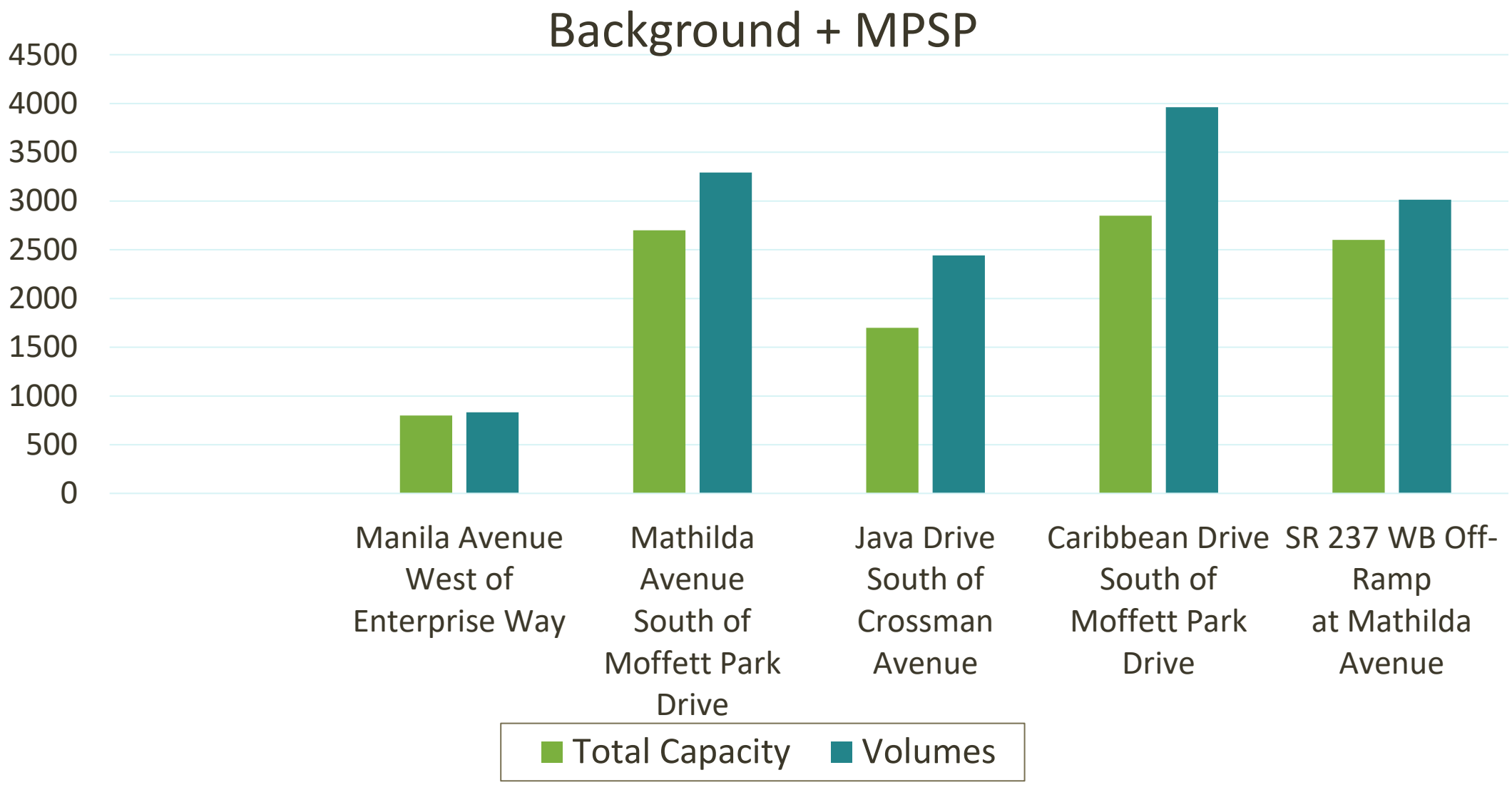
- **Hotel** – No VMT Impact
  - Serving mostly Moffett Park businesses
- **Retail** – No VMT Impact
  - Locally serving Moffett Park residents and employees
- **School** – No VMT Impact
  - Future schools would primarily serve the Moffett Park residents

Local Transportation Analysis (LTA)

- **Local Transportation Analysis** (LTA) evaluates the effects of a project on transportation, traffic operations, access, circulation, and related safety elements in the project vicinity. LTA's look at:

  - Changes to intersection level of service (LOS)
    - Delays for vehicles
    - Delays for all other modes (bikes, peds, transit)
  - Changes in capacity at intersections
  - Number of trips generated by single or mix of land uses

Gateway Capacity Background Modeling Results

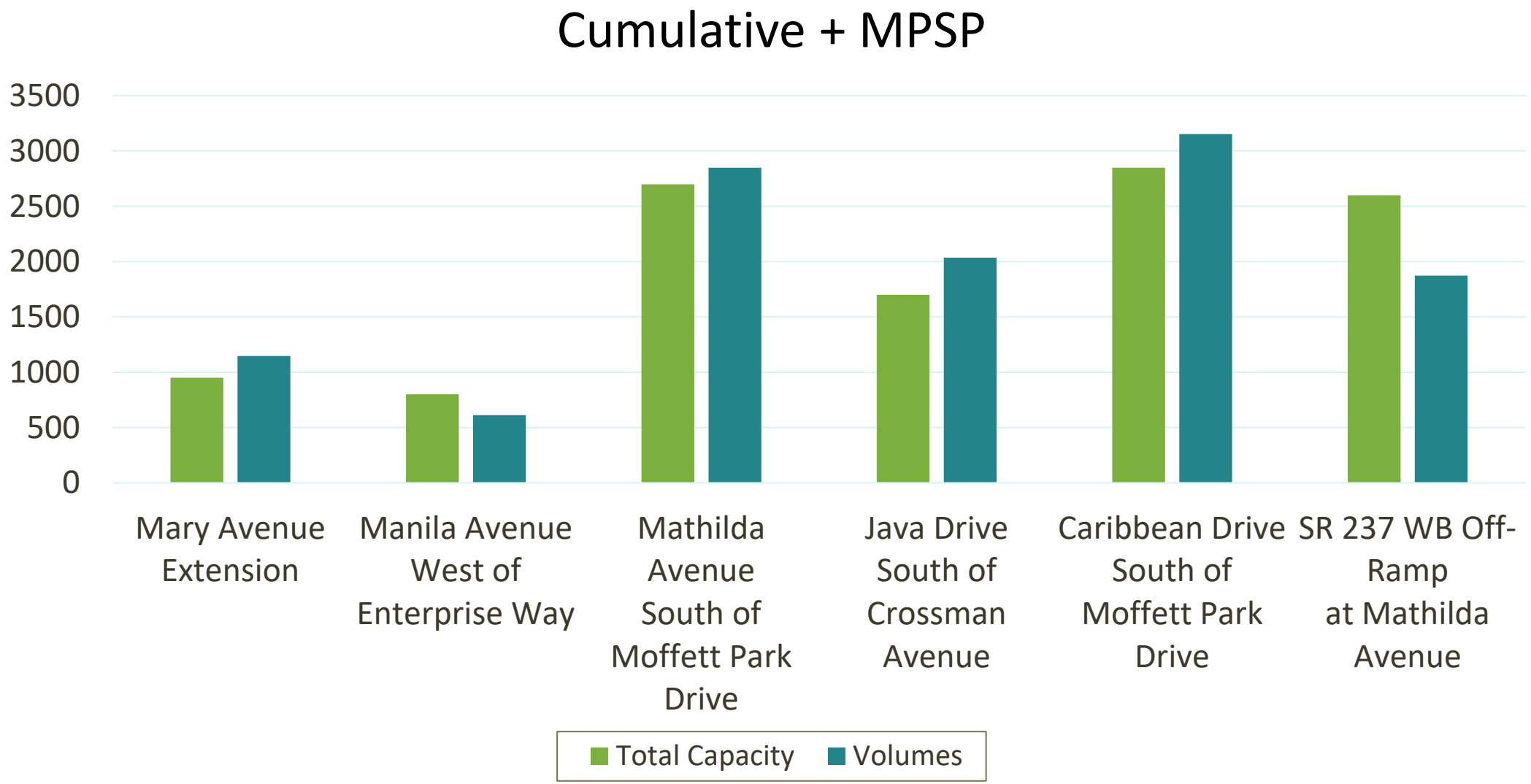


Gateway Capacity Background Modeling Results

Background + MPSP	Total Capacity	Volumes	Difference (Capac.-Vol) %
Manila Avenue West of Enterprise Way	800	833	**33** **104%**
Mathilda Avenue South of Moffett Park Drive	2,700	3,293	**593** **122%**
Java Drive South of Crossman Avenue	1,700	2,441	**741** **144%**
Caribbean Drive South of Moffett Park Drive	2,850	3,961	**1,111** **139%**
SR 237 WB Off-Ramp at Mathilda Avenue	2,600	3014	**414** **116%**

Notes: 1. Capacity based on the Sunnyvale Travel Demand Forecasting Model (STDFM)
2. Existing volumes were obtained from existing counts, and all future volumes were obtained from the STDFM
3. Assumes a 50% SOV
4. Does not include Mary Avenue. If added as mixed –flow would add 950 cars overall to gateway capacity

Gateway Capacity Cumulative Modeling Results

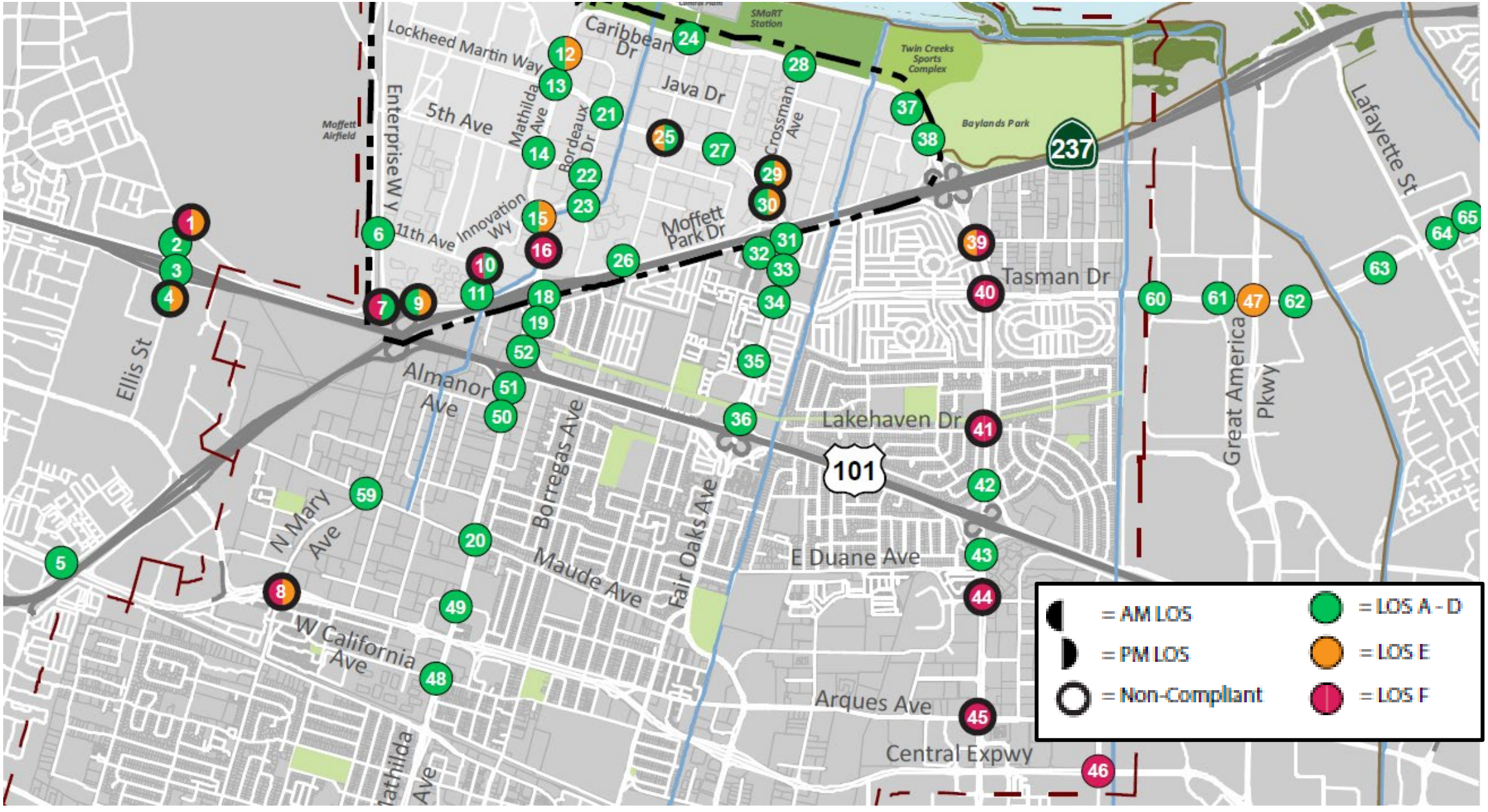


Gateway Capacity Cumulative Modeling Results

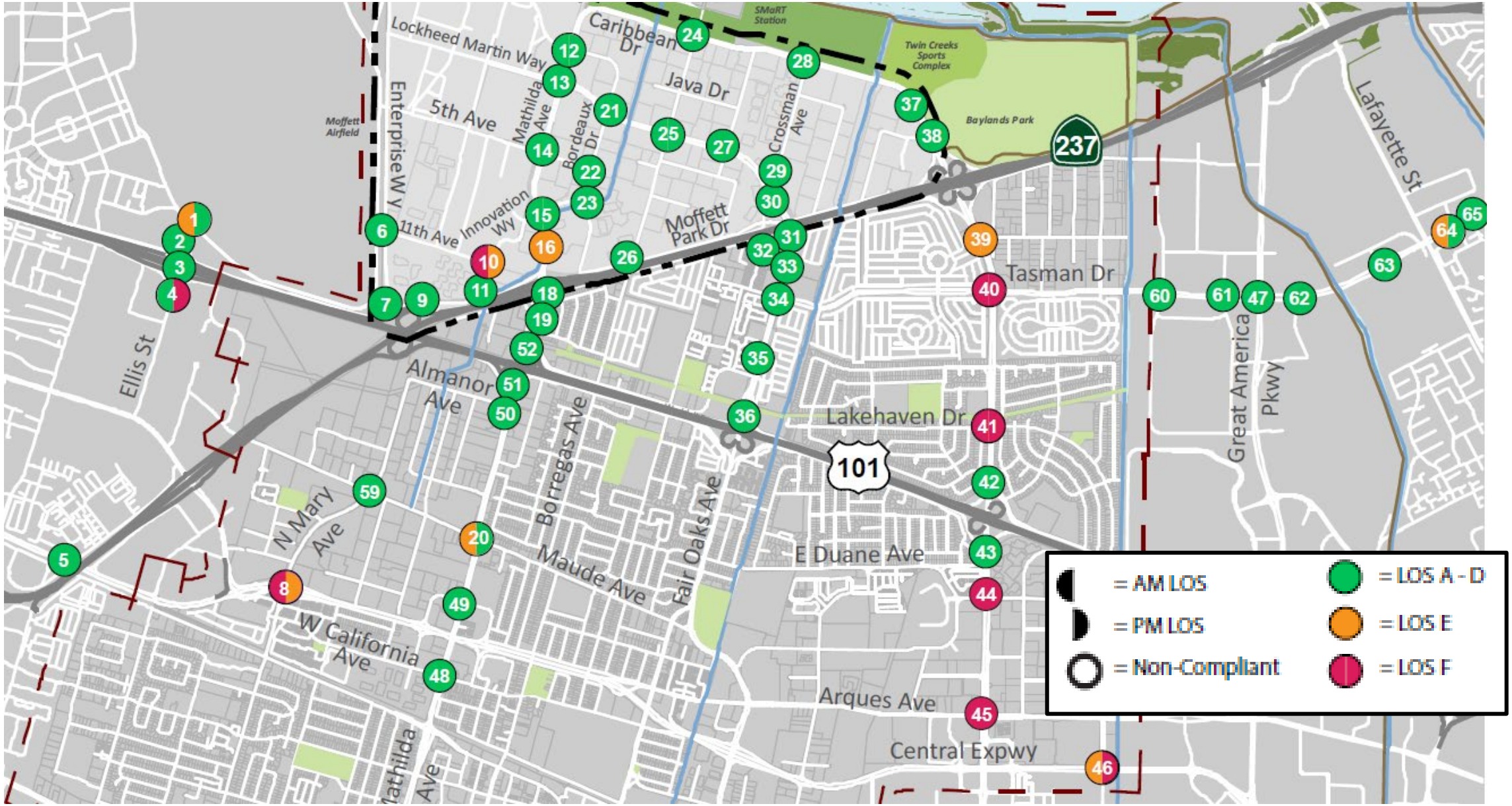
Cumulative + MPSP	Total Capacity	Volumes	Difference (Capac-Vol) %
Mary Avenue Extension - HOV ONLY	950	1,147	**197** **121%**
Manila Avenue West of Enterprise Way	800	613	**-187** **77%**
Mathilda Avenue South of Moffett Park Drive	2,700	2,850	**150** **106%**
Java Drive South of Crossman Avenue	1,700	2,035	**335** **120%**
Caribbean Drive South of Moffett Park Drive	2,850	3,154	**304** **111%**
SR 237 WB Off-Ramp at Mathilda Avenue	2,600	1,874	**-726** **72%**

Notes:
1. Capacity based on the Sunnyvale Travel Demand Forecasting Model (STDFM)
2. Existing volumes were obtained from existing counts; all future volumes were obtained from the STDFM
3. Assumes a 50% SOV rate

Level of Service – Background + MPSP



Level of Service – Cumulative + MPSP



Level of Service (LOS) Intersection Average Delay

Gateway Intersections	Background + Project Intersection Average Delay In Seconds		Cumulative + Project Intersection Average Delay In Seconds	
	AM	PM	AM	PM
Ellis/Macon	120+	38.6	78.1	26.8
Enterprise/Manila	85.3	28.4	23.8	13.7
US 101 NB On-Ramp/Moffett Park	5.0	76.4	5.0	22.2
Mathilda/Moffett Park	120+	87.9	120+	64.4
Crossman/Moffett Park	28.5	60.5	16.2	31.7
Java/Crossman	22.4	58.7	21.5	50.6
Caribbean/Moffett Park	19.5	45.7	53.9	46.9

Based on LOS results, Mary Avenue is not included.

Level of Service (LOS) Modeling Results Summary

- Greater Level of Service reductions during the “mid-term” of the development of the plan (Background + MPSP)

- Cumulative + MPSP reflects fully developed mix of uses and longer-term improvements that result in lesser vehicle trips and service reductions

Mentimeter Feedback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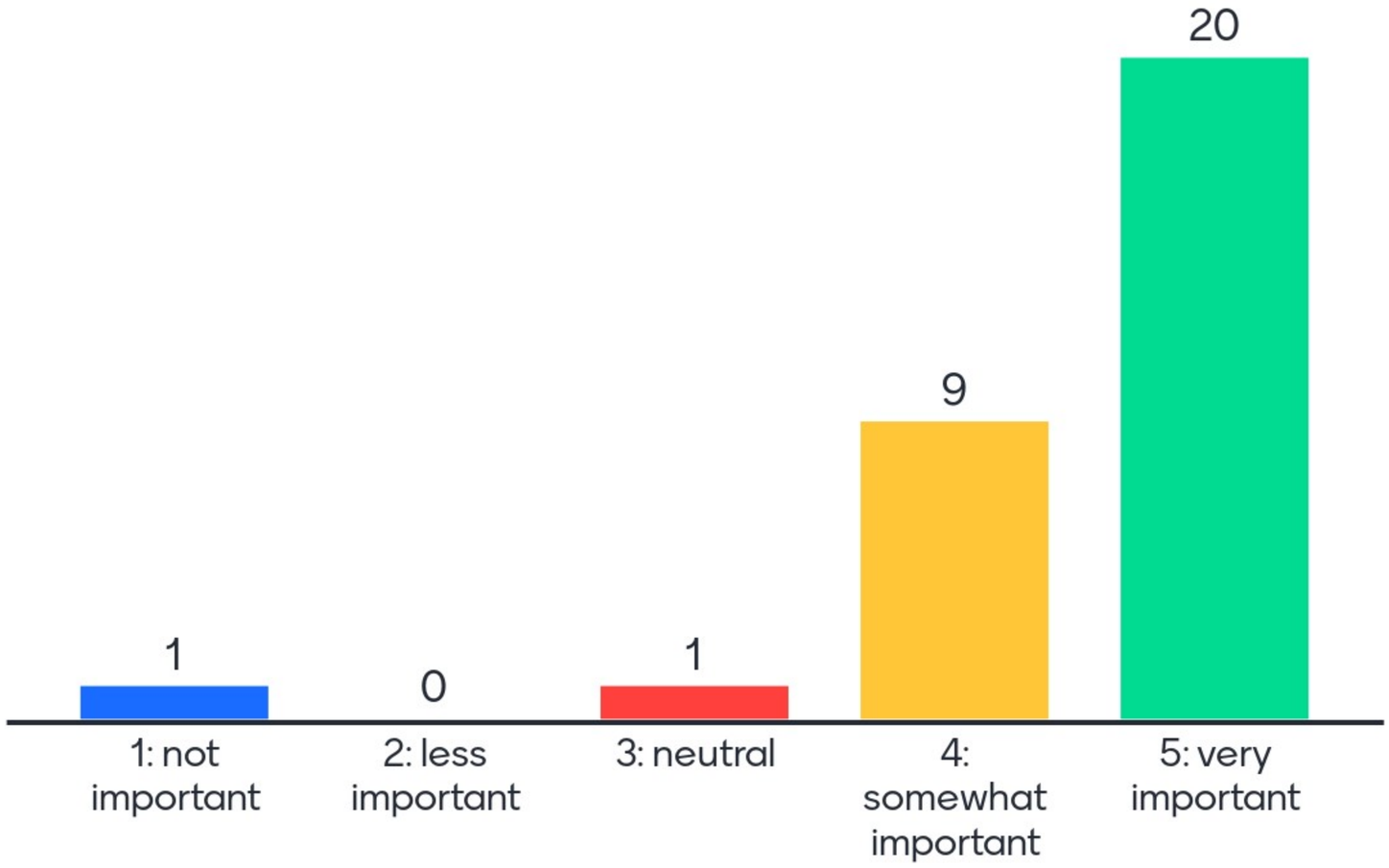
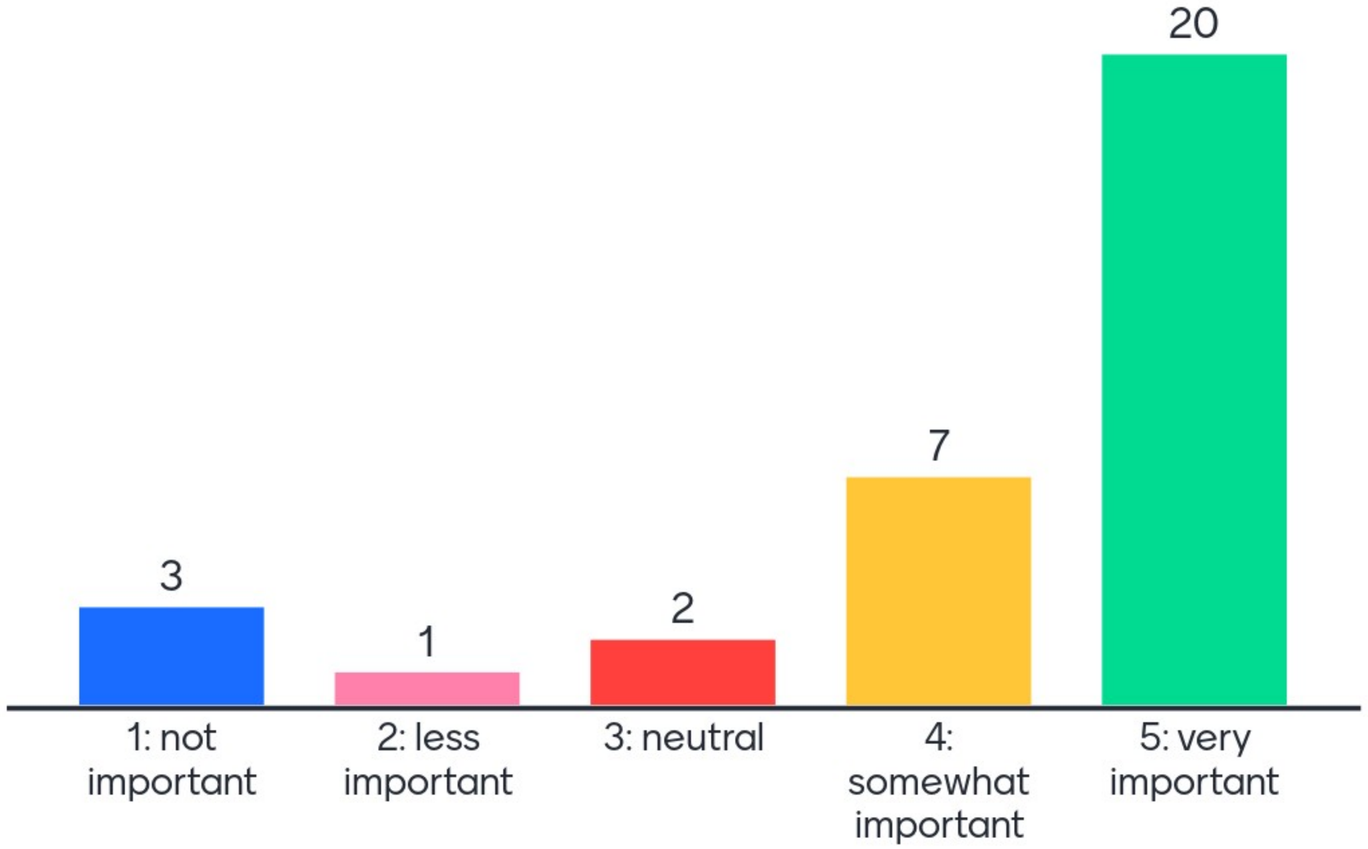
Importance of prioritizing people (walking, biking or transit) over single occupancy vehicles?

Mentimeter



How important is parking management including paid parking?



What kind of connections not discussed you would like to see between north and south Sunnyvale?

Mentimeter

26

Process Overview

Policy Discussions

- Mobility
- Community Benefits and Affordable Housing

EIR Underway

- Final Background Reports
- Modeling Completed

Draft Plan Release and EIR Public Review November 2022

- Other Commissions
  - Winter 2022-23
- Planning Commission
  - March 2023
- City Council
  - April 2023

Today's Workshop

1. (6:00) Welcome/Roll Call
2. (6:05) Facilitation Protocol
3. (6:15) Mobility Overview
4. (7:00) Round Table Discussion

CITY COUNCIL DISCUSSION

5. (7:45) Public Comment (1.5 min each)
6. (8:15) City Council Study Session
7. (9:00) Adjourn

OPPORTUNITIES FOR COMMUNITY INPUT:

1. **Live Polling**
2. **Round Table Discussion**
   - Ask and rank questions on Menti.com
   - Moderator will choose questions
3. **Public Comment**
   - 90 sec per speaker
4. **Office Hours**
   - October 4, 2022, Noon
5. **Website/Email**

MoffettparkSP.com
moffettpark@sunnyvale.ca.gov

Round Table Discussion

Round Table Discussion Panel - Mobility

City of Sunnyvale

- Trudi Ryan, Director, Community Development
- Chip Taylor, Director of Public Works
- Dennis Ng, Transportation and Traffic Manager
- Connie Verceles, Deputy City Manager
- Michelle King, Principal Planner

VTA

- Brent Pearse, Transportation Planner

Raimi + Associates

Chris Sensenig, Senior Associate

Nelson Nygaard

Meghan Weir, Principal

Emily Roach, Senior Associate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City Council Study Session

Key Considerations for City Council

- **Prioritize movement of people** over movement of SOV
  - A. **Congestion at major gateway intersections before Plan buildout**
- Develop a **Complete Street Network + Block Structure**
  - B. **More types of streets, including additional public rights-of-way**
- Implement **Transportation Demand Management** (TDM) Strategy
  - C. **Requires steep commitment from employers (new type of TMA); City oversight**
- Use **Parking Strategy** to support multimodal access
  - D. **Parking in plan area will be reduced, shared and priced**