Sunnyvale

DRAFT FINAL REPORT

SUNNYVALE CALTRAIN STATION

Bicycle and Pedestrian Access Study

October 2025

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ACKNOWLEDGEMENTS

City of Sunnyvale Advisory Bodies

- City Council
  - Mayor Larry Klein
  - Vice Mayor Linda Sell
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- Caltrans
- Caltrain & SamTrans
- Santa Clara Valley Transportation Authority (VTA)
- City of Sunnyvale Department of Public Works
- City of Sunnyvale Department of Public Safety
- City of Sunnyvale Community Development Department

Stakeholder Advisory Committee

- Sunnyvale Downtown Association
- Underrepresented Communities and Advocate Agencies
- Bicycling Advocates [i.e., Silicon Valley Bicycling Coalition (SVBC)]
- Local Affordable Housing and Community Service Groups [i.e., Sunnyvale Community Services, EAH Housing, Silicon Valley at Home (SV@Home)]
- Members from the Sunnyvale Bicycle and Pedestrian Advisory Commission (BPAC)
- Members from the Sunnyvale Advisory Committee on Accessibility
- Members from the Sunnyvale City Council

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EXECUTIVE SUMMARY

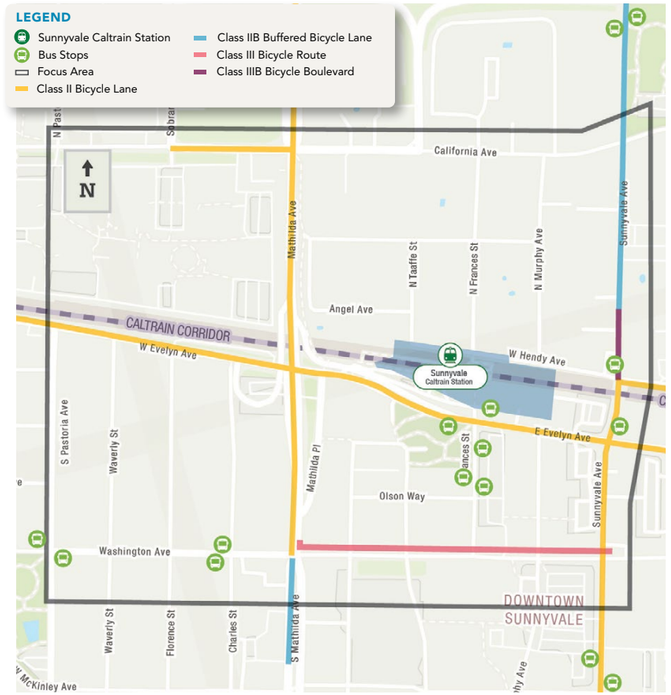
STUDY INTRODUCTION

The City of Sunnyvale conducted the Sunnyvale Caltrain Station Bicycle and Pedestrian Access Study (Study) to evaluate how to improve pedestrian and bicycle access to and from the Sunnyvale Caltrain Station. The Study involved identifying existing access challenges and developing proposed improvements to enhance walking and cycling connections, improve safety, and connect to Downtown Sunnyvale and the surrounding neighborhoods.

Study Tasks Performed

- Evaluated Existing Conditions
- Identified Corridor Needs and Challenges
- Conducted Two Rounds of Community Engagement
- Recommended Innovative and Context-Sensitive Multimodal Improvements
- Developed Conceptual Design and Cost Estimates

Figure ES-1: Study Focus Area



Study Need

The Sunnyvale Caltrain Station is a major transportation hub for the City, providing access to and from the Downtown Sunnyvale area and nearby residential neighborhoods to areas throughout the Peninsula. As Caltrain train service increased with the systemwide electrification that occurred in the fall of 2024, so did the need to provide safe and direct multimodal access to the station. This Study focused on identifying ways to improve access to help achieve the following overarching goals:

- Encourage sustainable modes of transportation
- Reduce greenhouse gas emissions
- Promote local businesses by providing better access to Downtown Sunnyvale
- Improve transportation signage
- Improve pedestrian and bicycle access to the Caltrain Station
- Include public artwork and green infrastructure
- Improve safety for bicyclists and pedestrians accessing the Caltrain Station

COMMUNITY ENGAGEMENT

The final set of recommended improvements was a result of key feedback shared by many voices during the community engagement process. The Study's Stakeholder Advisory Committee (SAC) and the Study's Technical Advisory Committee (TAC)—which were comprised of City staff, transit operators, bicycle advocates, and representatives of priority populations—reviewed draft materials and provided feedback throughout the project, including attending a walk audit. Additionally, the City's Bicycle and Pedestrian Advisory Commission and City Council were actively involved. Community outreach and engagement efforts spanned both virtual and in-person events.

Round One – *Fall 2024*

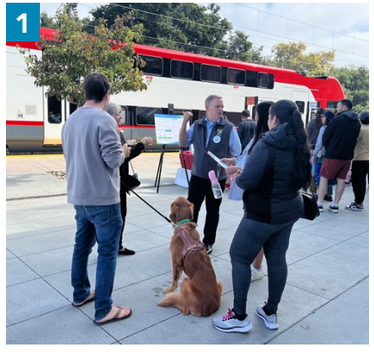
- Advisory Committee Walk Audit
- Online Community Survey
- Pop-Up Events
- Hybrid Community Meeting

Round Two – *Spring/Summer 2025*

- Online Community Survey
- Pop-Up Events
- Hybrid Community Meeting

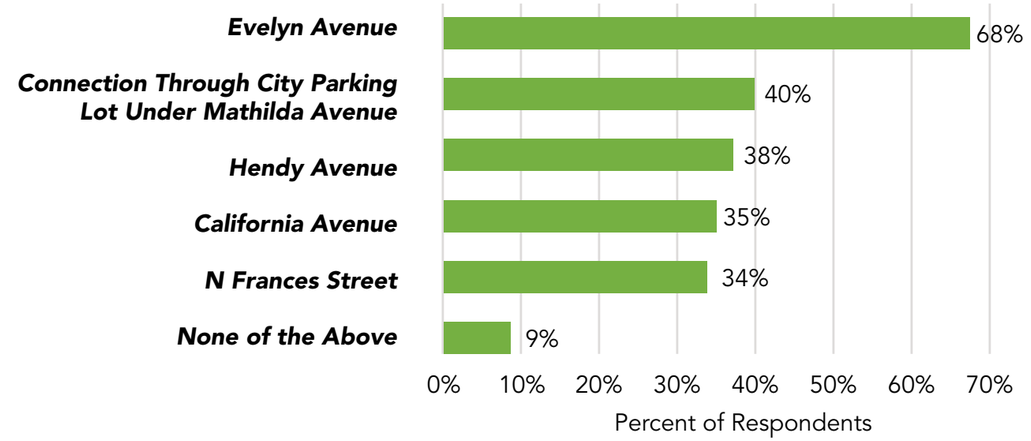
Pop-ups and Walk Audit

Study team and Mayor Klein engaged with community at the Caltrain Electrification Service Launch Event **(Image 1)**; Walk Audit participants traveled around the station area to observe existing walking and biking condition **(Image 2)**; Study team gathered valuable feedback on the improvements at the Sunnyvale Farmers' Market **(Image 3)**.



Round 2 Survey Feedback on Potential Improvements

The graph below highlights the corridors that the community would use to access the Sunnyvale Caltrain Station.



IF THE RECOMMENDED IMPROVEMENTS WERE MADE

64% of respondents would **continue** to walk or bike

32% would walk or bike **more** if the improvements were implemented

- **2** Online Surveys
- **2** Hybrid Community Meetings
- **Social Media** — Nextdoor, Facebook, Instagram
- **4** Pop-Ups
- **1** Walk Audit
- **E-Blast** — City Email List

TOTAL INTERACTIONS: 660+

RECOMMENDED IMPROVEMENTS

The Study identified a set of recommended improvements that would enhance access to the Sunnyvale Caltrain Station and create a safe and connected transportation network for all users, encouraging use of alternative transportation modes in Sunnyvale. Improvements are proposed along key corridors in the study area that provide direct access to the Sunnyvale Caltrain Station, shown in **Figure ES-2**.

California Avenue

- Continuous Class II bicycle lanes from N Pastoria Avenue to N Sunnyvale Avenue
- Traffic circle, Rectangular Rapid Flashing Beacon (RRFB), and high-visibility crosswalks at W California Avenue and N Frances Street
- Convert existing permissive left turns to protected left turns at E California Avenue and N Sunnyvale Avenue (concurrent City project)

W Hendy Avenue and N Frances Street

- Sidewalk-level Class I shared-use path on south side of Hendy Avenue
- Class IIIB bicycle boulevard along N Frances Street
- Raised intersection at W Hendy Avenue and N Frances Street
- Bulb-outs and crosswalks at Hendy Avenue and N Murphy Avenue
- New crosswalk and directional curb ramps at W Hendy Avenue and N Taaffe Street
- Traffic circles at two intersections: N Frances Street and Beemer Avenue, and N Frances Street and W California Avenue
- Relocated utility pole at southwest corner of E Hendy Avenue and N Sunnyvale Avenue

S Frances Avenue

- Class IIIB bicycle boulevard between W Evelyn Avenue and W Washington Avenue
- RRFB at midblock crossing between W Evelyn Avenue and Olson Way

Washington Avenue and S Pastoria Avenue

- Class III bicycle route on W Washington Avenue west of S Mathilda Avenue
- Adjusted westbound lane configuration at W Washington Avenue and S Mathilda Avenue (concurrent City project)
- Class III bicycle route on S Pastoria Avenue south of W Evelyn Avenue
- High-visibility crosswalk and RRFB across W Evelyn Avenue at S Pastoria Avenue (concurrent City project)

Study Area Wide Improvements

- Improved lighting
- Wayfinding signage

W Evelyn Avenue

- Class I shared-use path (Evelyn Multi-use Trail) west of Mathilda Place (concurrent City project)
- High-visibility crosswalk and RRFB at S Pastoria Avenue and W Evelyn Avenue to connect to recommended Class III bicycle route (concurrent City project)
- Class IV separated bikeway east of Mathilda Place and seamless connection to proposed Evelyn Multi-use Trail
- Improvements to make space under Mathilda Avenue overpass more inviting, such as lighting, clearly delineated paths of travel, and murals
- Pedestrian scramble and directional curb ramps at W Evelyn Avenue and S Frances Street
- Enhanced bus stop amenities at westbound W Evelyn Avenue and S Frances Street bus stop
- Raised element in center of roadway east of S Frances Street and W Evelyn Avenue to prevent vehicles making left turns out of parking lot
- Wider crosswalk and median refuge island at Evelyn Avenue and S Murphy Avenue
- Directional curb ramps at E Evelyn Avenue and S Sunnyvale Avenue

PROPOSED IMPROVEMENTS

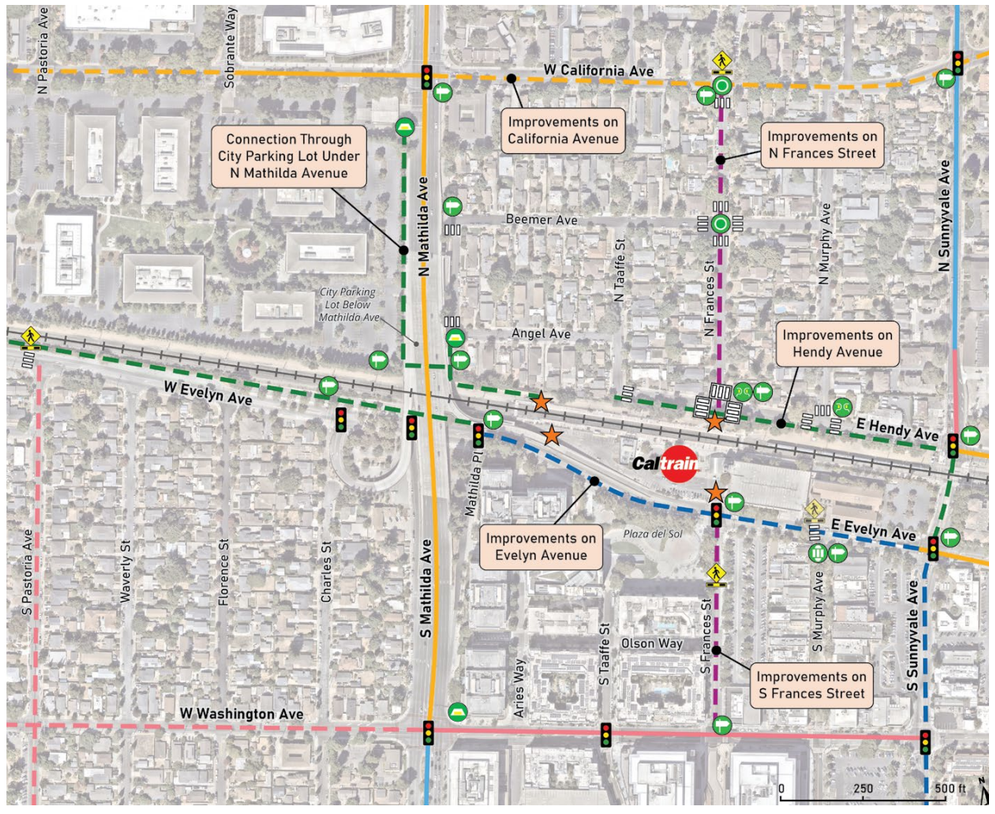
- Station Access Point
- Bus Stop
- Rectangular Rapid Flashing Beacon
- Existing Rectangular Rapid Flashing Beacon
- Standard or High-Visibility Crosswalk and ADA Ramps
- Raised High-Visibility Crosswalk
- Traffic Circle with ADA Ramps
- Curb Bulb-Outs and ADA Ramps
- Pedestrian Refuge Island
- Wayfinding Signage
- Directional Curb Ramp
- Existing Traffic Signal

Existing	Proposed	
		Class I Shared-Use Path
		Class II Bicycle Lane
		Class IIB Buffered Bicycle Lane
		Class III Bicycle Route
		Class IIIB Bicycle Boulevard
		Class IV Separated Bikeway

City Parking Lot Under N Mathilda Avenue

- Pave existing path between parking lot and Sunnyvale Caltrain Station
- Improvements to make space along path to Station and under Mathilda overpass more inviting, such as lighting, clearly delineated paths of travel, and murals
- New path on east side of parking lot with bike ramp at Angel Avenue
- Two new high-visibility crosswalks along Angel Avenue
- New Class I shared-use path on west side of Mathilda Avenue overpass between parking lot and California Avenue, with a bike ramp at fire station

Figure ES-2: Study Corridor Improvements



IMPROVEMENT BENEFITS

The recommended improvements directly address corridor needs and priorities shared by the community and City and use current industry best practices to improve the safety and mobility of all users. This study will collectively enhance the safety and comfort for all users of the corridor and expand multimodal options for both Sunnyvale residents and Caltrain riders accessing jobs and businesses in Sunnyvale.

These benefits include:

- Provide new and improved connections across Evelyn Avenue, better connecting transit riders to Downtown Sunnyvale
- Improve comfort and connectivity for pedestrians and cyclists traveling under Mathilda Avenue
- Improve protection along existing bicycle facilities and implement new bicycle facilities on streets without any today
- Reduce auto speeds along roadways around the Sunnyvale Caltrain Station to improve walking and biking comfort
- Provide accessibility for those using mobility devices or strollers
- Remove barriers to walking and biking
- Reduce risk of vehicle-cyclist conflicts
- Enhance safety for all users

Figure ES-3: Recommended Improvements on E Hendy Avenue

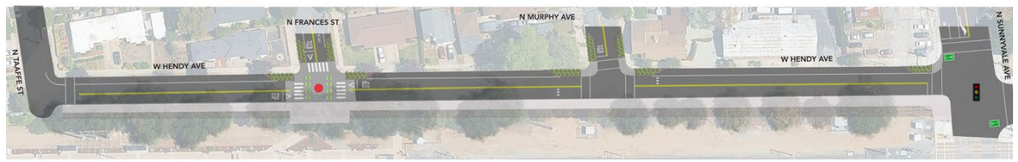
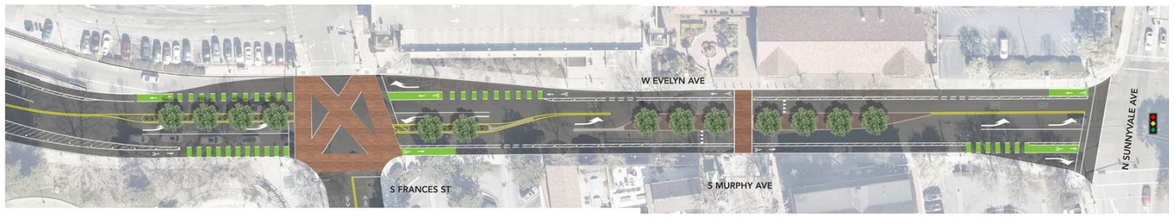


Figure ES-4: Recommended Improvements on W Evelyn Avenue



Improvement Costs

The total project cost for all recommended improvements within the public right-of-way, including project design phases and construction, is **$13.6 Million**. Cost estimates for improvements that are anticipated to occur within private right-of-way have not been determined at this time. Costs will be further refined in subsequent project phases as design progresses. No funding is currently available for future project phases.

Next Steps

Following Study completion, the City would need to pursue funding in order to advance future project phases. Immediate next steps would include advancing the design to preliminary engineering, followed by final design.

As part of these next phases of advancing the study recommendations, the City will coordinate internally, as well as with Caltrain and Santa Clara Valley Transportation Authority (VTA) to further refine the recommended study improvements. Specifically, the City will coordinate internally on the Evelyn Avenue Multi-Use Trail Project, which is currently in the final design phase, and will closely work with Caltrain during the Sunnyvale Avenue Bicycle and Pedestrian Undercrossing project, which is anticipated to begin preliminary design in 2027.

Future project phases would include additional engagement opportunities to allow for the community to continue to shape improvement design.

Other considerations include coordination with: 1) the City's Capital Improvements Program and maintenance projects that overlap with the recommended improvements and any City art installation opportunities, 2) VTA regarding the pedestrian scramble intersection design and signal timing at the Evelyn Avenue and S Frances Street intersection, as well as the Class IIIB bicycle boulevard on S Frances Street, 3) Caltrain on existing operations at the Sunnyvale Caltrain Station and implementation of the identified opportunities for improvements, and 4) Santa Clara County on the intersection and corridor improvements within their right-of-way.

INTRODUCTION

STUDY OVERVIEW

With the Sunnyvale Caltrain Station Bicycle and Pedestrian Access Study (Study), the City of Sunnyvale evaluated how to improve pedestrian and bicycle access to and from the Sunnyvale Caltrain Station. Through a detailed evaluation of current access challenges and multiple touchpoints with the community, the Study identified a suite of improvements to enhance multimodal access and encourage people to walk or bike to the Station.

Sunnyvale Caltrain Station has the fourth-highest ridership within Santa Clara County, providing convenient access to Downtown Sunnyvale and the thriving economic hub of Silicon Valley. The Station connects Sunnyvale residents to the greater transit network and commuters into Sunnyvale who work in Moffett Park, Downtown Sunnyvale, and the El Camino Real corridor.

While the Station is well-positioned to serve these destinations, **first-mile** and **last-mile** connectivity gaps may be preventing some riders from biking or walking to the Station and discouraging them from using transit.

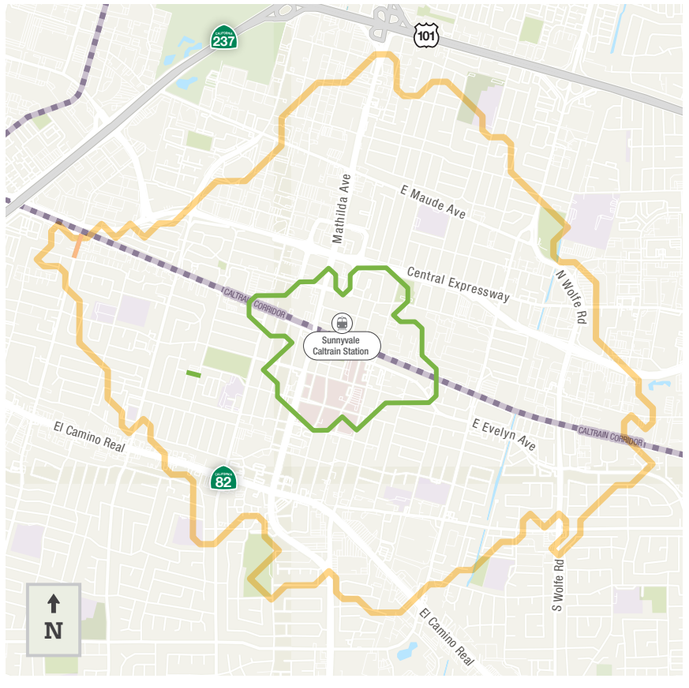
With 47% of Sunnyvale Caltrain Station riders accessing the Station from less than one mile away, there is a need for convenient and safe pedestrian and bicycle access to the Station.

The Study evaluated the area surrounding the Station that can be reached within a 10-minute walk (walkshed) or 10-minute bike (bikeshed) from the Station, as shown in **Figure 1**. The goal of the Study was to find ways to improve accessibility for pedestrians and bicyclists traveling to and from the Station. By focusing on improving access for these modes, more people would be encouraged to walk or bike to the Station instead of driving, leading to increased Caltrain ridership and improved safety.

10-minute Bike Ride

10-minute Walk Distance

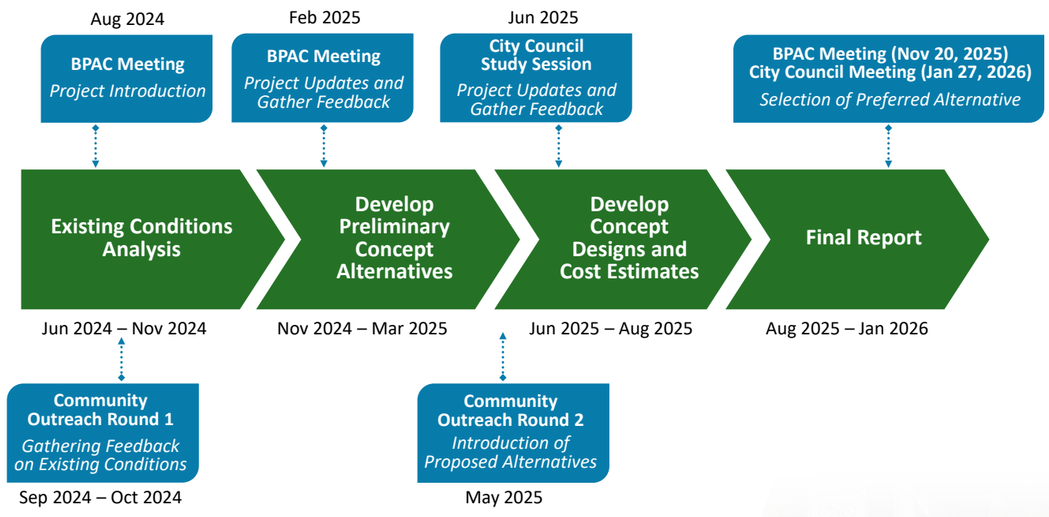
Figure 1: Walkshed and Bikeshed around Sunnyvale Caltrain Station

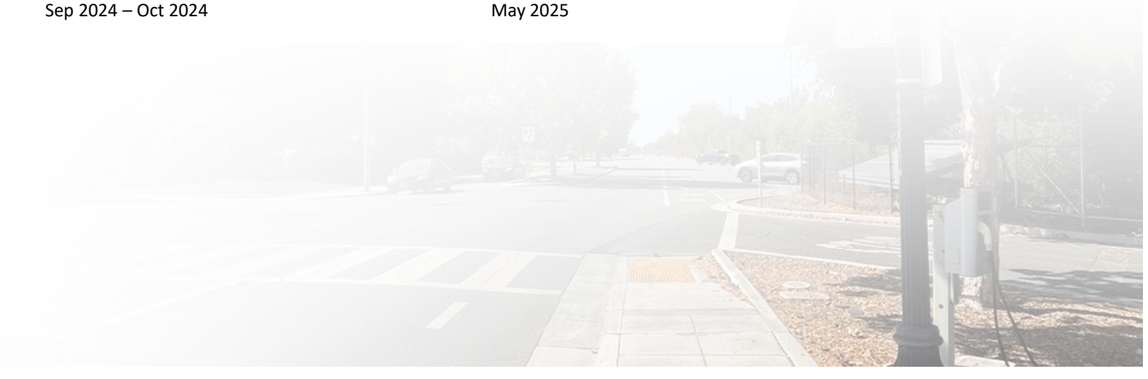


STUDY TIMELINE AND PROCESS

Beginning during the summer of 2024 and extending over the next 20 months, the Study efforts were broken into four key phases, as shown in **Figure 2** below. The initial analysis and first round of outreach centered on finding core improvement areas that would benefit Caltrain riders and Sunnyvale residents, which were used to develop an initial set of corridor improvement concepts. These concepts were improved based on received feedback and additional technical analysis and were then shared with the public during the second round of outreach. A conceptual design and the associated cost estimates were prepared and shared with the Stakeholder Advisory Committee and Technical Advisory Committee for their review. The Study team also presented to the City's Bicycle and Pedestrian Advisory Commission three times and at a City Council Study Session over the course of the project for their review and to gather feedback. Final concepts and cost estimates were prepared and are included in this Final Report.

Figure 2: Study Timeline





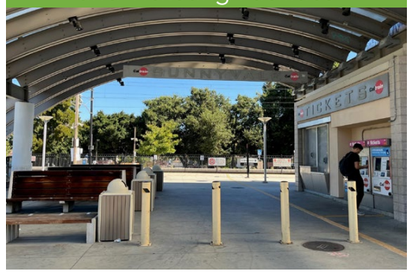
STUDY AREA

The Study's focus area is centered around the Sunnyvale Caltrain Station and is bounded by California Avenue to the north, Sunnyvale Avenue to the east, Washington Avenue to the south, and Pastoria Avenue to the west, as shown in **Figure 3**. Caltrain tracks run east-west through the center of the focus area. Mathilda Avenue runs north-south across the train tracks on an overpass with ramps that connect to Evelyn Avenue.

Directly south of the Station is Downtown Sunnyvale, which contains dense mixed-use developments and the Historic Murphy Avenue commercial corridor. Northwest of the Station is the Sunnyvale Business Park. The north and southwest sides of the Station include low- and medium-density residential neighborhoods.

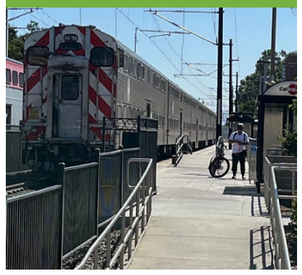
The Station contains two side platforms, one on each side of the tracks. The two platforms are connected by at-grade crossings on each end of the platforms. The south side of the Station features most of the existing amenities, including:

Covered Concourse with Seating and Ticketing Facilities



Bicycle Lockers

Passenger Loading Area



A Caltrain-Owned Five-Story Parking Structure

Transit connections to VTA bus service are located south of the Station along Evelyn Avenue and Frances Street. The City operates four surface parking lots near the Station that charge a daily flat rate: one northwest of the station underneath the Mathilda Ave overpass, and three southwest of the station along W Evelyn Avenue between Mathilda Place and Florence Street.

The needs identified by the community and through the existing conditions evaluation were centered around multimodal, pedestrian, and bicycle needs. According to Caltrain's 2022 Triennial Customer Survey, approximately 32% of Caltrain riders travel to the Station on foot and 29% leave the Station on foot, and approximately 34% travel to the Station on bicycle and 20% leave the Station on a bicycle.

There are some existing pedestrian and bicycle facilities around the station to support these users. Most roadways within the Station's vicinity include sidewalks, but, notably, two roadway segments—the south side of W Hendy Avenue between N Sunnyvale Avenue and N Taaffe Street and the north side of W Evelyn Avenue between S Frances Street and Mathilda Place—are missing sidewalks. Additionally, the access point from the northwest parking lot follows an unpaved trail, and there are no marked pedestrian facilities through the parking lot to connect with Angel Avenue. The major streets around the Station, such as Evelyn Avenue, Sunnyvale Avenue, and Mathilda Avenue, have either existing or planned Class II, Class IIB, or Class III facilities, but there are limited north-south connections directly from the Station's entrance. The full Existing Conditions report is included in **Appendix A**, and the full Needs Analysis and Recommendations Report is included in **Appendix B**.

Figure 3: Study Focus Area

CORRIDOR NEEDS AND AREAS FOR IMPROVEMENT

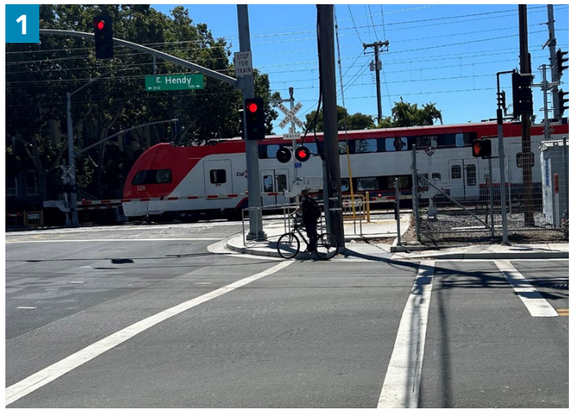
PEDESTRIAN-RELATED IMPROVEMENT NEEDS

Most streets within the focus area include sidewalks, but there are sidewalk gaps; one along the south side of W Hendy Avenue between N Taaffe Street and N Sunnyvale Avenue and another along the north side of W Evelyn Avenue between S Frances Street and Mathilda Place. The sidewalk gap along the north side of Evelyn Avenue does not directly affect station access as there are access points at Frances Street and at Mathilda Place. Constructing sidewalks to fill both gaps would provide a more comprehensive walking network. Additionally, there is not a clear pedestrian path of travel through the Sunnyvale Business Park through the City-owned parking lot northwest of the Station, but planned redevelopment of the Sunnyvale Business Park provides an opportunity for a multimodal facility.

Many community engagement respondents noted that existing crosswalks do not feel comfortable to use due to fast-moving vehicles that may not stop for pedestrians.

Many crosswalks also do not have directional curb ramps that are easily navigable for people with disabilities or strollers.

Most crosswalks within the residential neighborhoods to the north of the Station are unmarked.



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The following locations were identified through community engagement as needing pedestrian-related improvements:

- **California Avenue between N Mathilda Avenue and N Sunnyvale Avenue:** There are no marked crosswalks across California Avenue in this segment, which is a barrier to pedestrian connectivity.
- **E Hendy Avenue and S Sunnyvale Avenue:** The walk audit found that the southwest corner is tight to navigate due to a utility pole in the middle of the path of travel (**Image 1**).
- **W Evelyn Avenue and S Frances Street:** This is a station access point. The community indicated that turning vehicles do not always stop for pedestrians. The southwest and southeast corners do not have directional curb ramps. Many bus stops are located to the south along S Frances Street, making this an important intersection for transit connections (**Image 2**).
- **Evelyn Avenue and S Murphy Avenue:** This is a highly used crosswalk connecting the station to the Historic Murphy Avenue retail corridor. Though this crosswalk has an existing RRFB, the community indicated that cars still do not always stop for crossing pedestrians. It is of note that S Murphy Avenue between Evelyn Avenue and Washington Avenue was permanently closed to vehicles in 2023.
- **E Evelyn Avenue and S Sunnyvale Avenue:** Northeast and southwest corners do not have directional curb ramps.
- **Midblock on S Frances Street between W Evelyn Avenue and Olson Way:** A midblock crossing exists, but the view of crossing pedestrians may be blocked by parked buses along the east side of the corridor (**Image 3**).
- **W Washington Avenue and S Mathilda Avenue:** The community indicated that S Mathilda Avenue's width and fast vehicle speeds make it uncomfortable to cross. The northeast corner does not have directional curb ramps.
- **W Washington Avenue and S Frances Street:** The community indicated that vehicles do not always stop for crossing pedestrians. A recently constructed development project to the south of W Washington Avenue will likely increase foot traffic in this area.

A passenger loading zone exists within the main station surface parking lot on the south side of the platform, accessible to vehicles via the W Evelyn Avenue and S Frances Street station access point. No passenger loading zone exists on the north side of the Station along W Hendy Avenue, but passenger loading was observed there during the site visit and walk audit.

BICYCLE-RELATED IMPROVEMENT NEEDS

The existing bicycle network provides has discontinuous segments throughout the Study area and needs improvements to allow those facilities to be used by all ages and abilities. The following locations were identified through community engagement as needing bicycle-related improvements.

Locations identified as missing bicycle facilities include:

- California Avenue throughout study area to extend the existing Class II bicycle lanes that are provided on a short segment between Sobrante Way and N Mathilda Avenue
- N Frances Street between W California Avenue and W Hendy Avenue to provide direct Station access
- W Hendy Avenue between N Taaffe Street and N Sunnyvale Avenue to provide direct Station access (**Image 1**)
- A north-south facility in Downtown Sunnyvale (**Image 2**)
- A north-south facility west of S Mathilda Avenue

Locations identified where existing bicycle facilities can be improved include:

- Sunnyvale Avenue between E Evelyn Avenue and 300 feet north of E Hendy Avenue, through the Caltrain grade crossing, currently has a Class III bicycle route
- W Evelyn Avenue, throughout the entire focus area, currently has Class II bicycle lanes and Class IIB buffered bicycle lanes (**Image 3**)
- S Sunnyvale Avenue, south of E Evelyn Avenue, currently has Class II bicycle lanes

Intersections that are challenging to turn left comfortably on a bicycle:

- W Evelyn Avenue and Charles Street
- E Evelyn Avenue and S Sunnyvale Avenue
- S Mathilda Avenue and W Washington Avenue

1

2

MULTIMODAL IMPROVEMENT NEEDS

Community engagement respondents noted a need for additional lighting, including pedestrian-scale lighting, throughout the focus area. Areas that many noted needing additional lighting include Hendy Avenue, underneath the Mathilda Avenue overpass, the path between the Station and the City parking lot under Mathilda Avenue, and within the Station facilities.

Wayfinding signage to and from the station, bus connections, and major attractions was also noted as minimal, as shown in **Image 4**. Signage installations should align with the Metropolitan Transportation Commission (MTC) Regional Mapping and Wayfinding Project for consistency across the Bay Area.

At the station access point to the northwest of the station, an unpaved trail connects people walking and biking from the parking lot underneath Mathilda Avenue to the platforms, shown in **Image 5**. However, the path has some challenges since it may be uncomfortable for users and it ends abruptly in the parking lot without demarcation of a path of travel through the lot. A convenient bicycle connection to Angel Avenue is blocked by an obstructing planter and lack of curb ramps. A pedestrian connection to the sidewalks on Angel Avenue is provided, but it is far from the station access point and not clearly delineated. Feedback from the community also indicated that improvements should make this a more inviting space, such as improved lighting, wayfinding signage, and public art.

3

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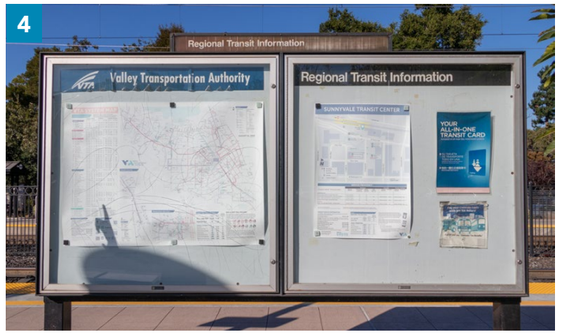


5

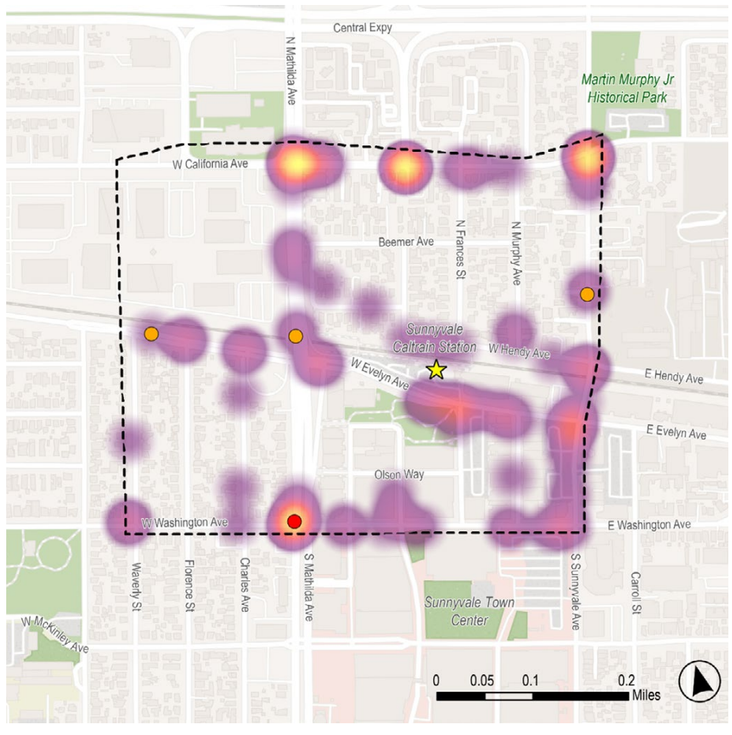
COLLISION AND TRAFFIC ANALYSIS

The City gathered data on collisions that occurred in the focus area during a five-year period between January 2019 to January 2024. Overall, there were a total of 131 collisions, 110 of which occurred at intersections and 21 of which occurred mid-block.

Of the 131 total collisions, one was a fatality involving a pedestrian at the intersection of Washington Avenue and Mathilda Avenue due to a vehicle right-of-way violation. Three of the collisions resulted in severe injuries, one of which involved a pedestrian that occurred mid-block along Sunnyvale Avenue, between Hendy Avenue and California Avenue, due to a pedestrian right-of-way violation. **Figure 4** shows a heatmap of where all the collisions occurred in the focus area and an overlay of the locations of the fatal and severe injury collisions. Most collisions occurred along the boundary of the focus area, namely on California Avenue, Sunnyvale Avenue, and Washington Avenue.

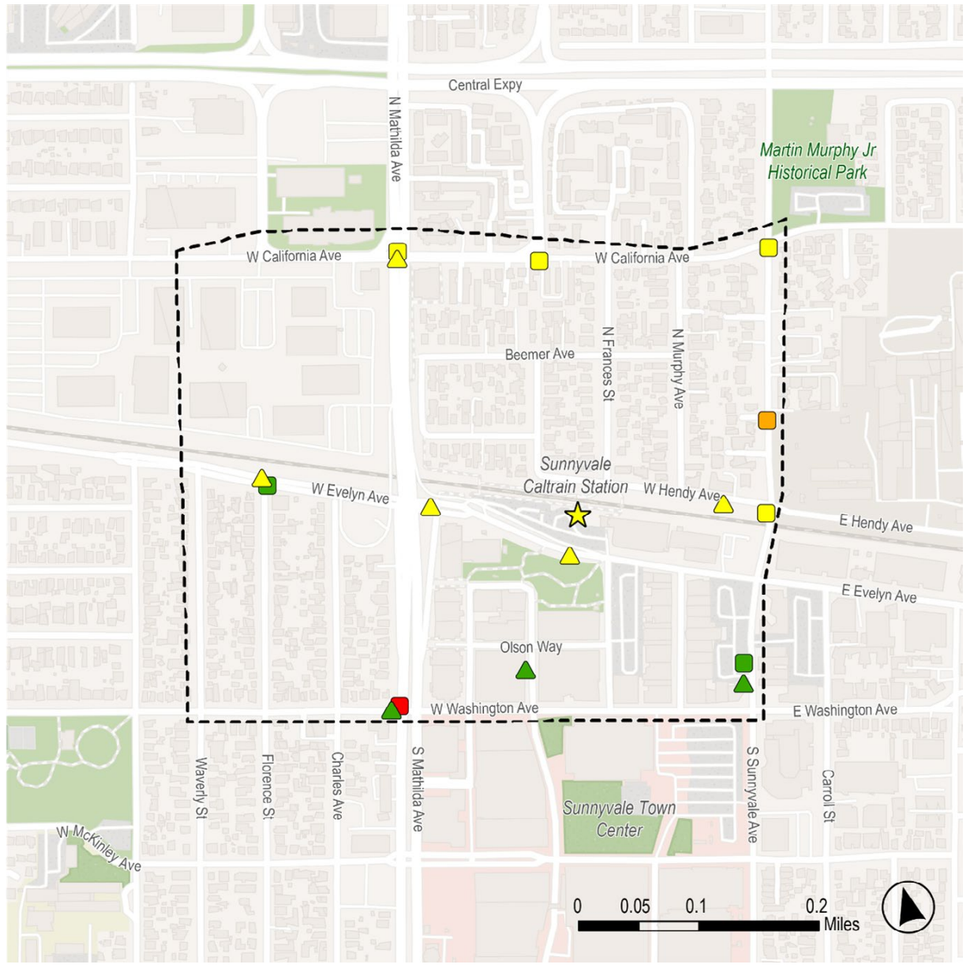
Figure 5 shows the locations of the eight collisions that involved pedestrians and the eight collisions that involved bicycles, as well as the injury severity of each. Similar to the vehicle collisions, many bicycle and pedestrian collisions occurred on California Avenue, Sunnyvale Avenue, and Washington Avenue. Several bicycle and pedestrian collisions occurred adjacent to the Sunnyvale Caltrain Station. Of the 10 collisions at the W Evelyn Avenue and S Frances Street intersection, nine involved just vehicles and one involved a vehicle and a bicycle, which resulted in a visible injury. More information on collisions is included in **Appendix A**.

Figure 4: Collision Heat Map



Source: 5-Year Sunnyvale Crossroads Database Collision Data (January 2024)

Figure 5: Pedestrian and Bicycle Collisions



Source: 5-Year Sunnyvale Crossroads Database Collision Data (January 2019 – January 2024)

PUBLIC OUTREACH AND ENGAGEMENT

The study team implemented two rounds of outreach over the course of the Study. The outreach process was designed to be inclusive and connected with the broad community through a variety of touch points and methods. It also employed techniques to encourage feedback and interaction, including interactive surveys, in-person community meetings, and question and answer (Q&A) sessions. Finally, the outreach process was also designed to build community ownership of the recommended solutions, with feedback loops to demonstrate how community input was incorporated into the ultimate recommendations. Community interest and response was strong, with nearly a hundred survey responses and several hundred touch points, including both virtual and in-person interaction. This chapter describes the outreach process, the tools and strategies used, and the feedback received.

The City formed a Technical Advisory Group (TAC), comprised of:

- Caltrans
- Caltrain and SamTrans
- VTA
- City of Sunnyvale Department of Public Works
- City of Sunnyvale Department of Public Safety
- City of Sunnyvale Community Development Department

The City also formed a Stakeholder Advisory Group (SAC), comprised of:

- Sunnyvale Downtown Association
- Underrepresented Communities and Advocate Agencies
- Bicycling Advocates [i.e., Silicon Valley Bicycling Coalition (SVBC)]
- Local Affordable Housing and Community Service Groups [i.e., Sunnyvale Community Services, EAH Housing, Silicon Valley at Home (SV@Home)]
- Members from the Sunnyvale Bicycle and Pedestrian Advisory Commission (BPAC)
- Members from the Sunnyvale Advisory Committee on Accessibility
- Members from the Sunnyvale City Council

Fall 2024—Round 1 Outreach

The first round of outreach occurred between September and November 2024 and consisted of four main components: a TAC and SAC walk audit, two pop-up events, a community meeting, and an online community survey.

In the first round of engagement with the TAC and SAC members, the study team conducted a walk audit of the study corridor on September 5, 2024 and October 4, 2024. Participants were given the option to take on the persona of different users with a prop (such as a wheelchair, baby stroller, walker, or bicycle) during the walk audit. Participants were asked to document their experience with the chosen perspective in mind by uploading photos to an online phone application and document their comments about both positive and negative pedestrian and bicycle access elements. Over 75 percent of photos and comments were related to things that make it challenging to walk and bike to the station, focused around "safety" and "comfort".

SAC and TAC members on the walk audit

Information on the Study was available on the City of Sunnyvale's Transportation Projects website and was updated throughout the Study. It included study information, links to access study documents and surveys, links to YouTube recordings of past meetings, and contact information to provide study input.

Two pop-up events were held to gather feedback from Station users. The first pop-up was held on September 22, 2024 during Caltrain's Electrification Service Launch event at the Sunnyvale Caltrain Station. The second pop-up was held on October 15, 2024 at Sunnyvale Caltrain Station during the morning commute period. The Study team used an overview board to explain the Study's objectives and distributed palm cards to advertise how the community could submit feedback at the upcoming community meeting and through the online survey.

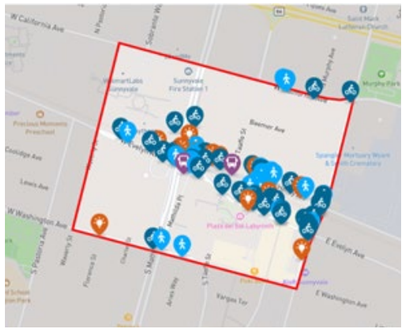
The City hosted a community meeting in October 3, 2024 at Sunnyvale's City Hall. The meeting was conducted in a hybrid in-person and virtual format with a presentation and interactive Q&A session. Participants attending in person were also able to have the meeting audio translated into an alternative language through the City's audio and visual technology capabilities.

During the Q&A session, in-person questions were raised about mental health messaging at the station, offering a bikeshare system, eliminating crosswalk buttons, adding marked crosswalks, and upgrade the bike lanes along Evelyn Avenue to be fully protected. Attendees were also able to share feedback on the types of walking and bicycling improvements they were interested in seeing through stickers and sticky notes on a meeting board.

An online community survey was initiated in September 2024 and distributed through the TAC, SAC, postcards, social media, and City networks to collect general input on community-identified transportation needs along the corridor. The first component of the online survey asked participants to place comments on an interactive map of the study corridor where they experience access challenges today **(Figure 6)**. The second component asked respondents to complete a questionnaire providing more detailed information regarding their feedback and relationship to the study corridor.

Community members and Councilmember Mehlinger at the Caltrain Electrification pop-up event

Figure 6: Round 1 Interactive Map Survey



Palmcards with project information in English and Spanish

The survey received 89 responses to the interactive map and 199 responses to the online survey. Additional information can be found in the Round 1 Study Outreach Summary Report, included with **Appendix C**.

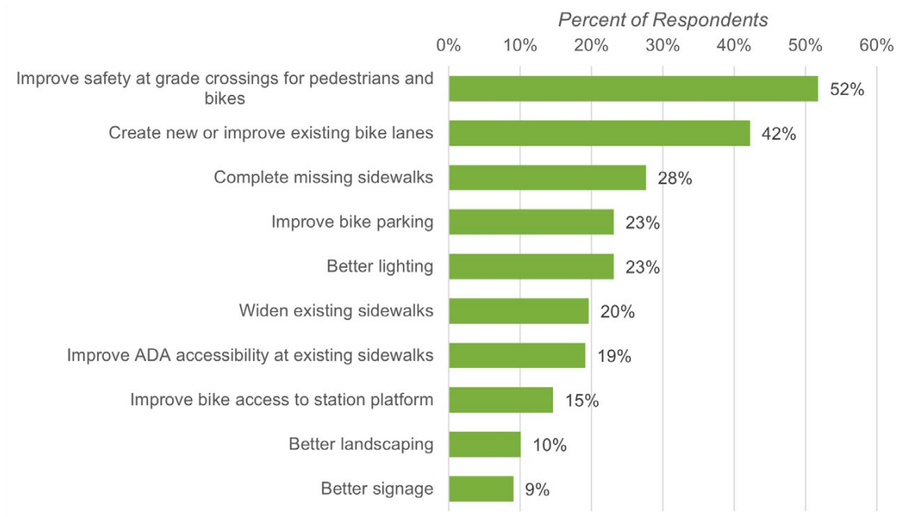
The survey findings were utilized to identify areas in need of improvement, determine the types of improvements that best meet community needs, and better understand opportunities to enhance multimodal access around the station (**Figure 7**). A summary of Round 1 outreach is included in the Existing Conditions Report in **Appendix C.**

Figure 7: Community's Perspective on how to Improve Walking and Rolling Access

52% of respondents desire grade crossing safety improvements

42% desire new or improved bicycle infrastructure

28% desire sidewalk connectivity improvements



Spring/Summer 2025 —Round 2 Outreach

The second round of outreach occurred from May to June 2025 and included the following activities: two pop-up events, hybrid community meeting, and an online survey. The goal of this round of engagement was to receive feedback on the set of improvements for each of the Study area corridors.

The Study team went out into the community again and held two pop-up events at and around the station. The first pop-up was held on May 10, 2025 at the Sunnyvale Farmers' Market on Murphy Avenue. The second pop-up was held on May 13, 2025 at Sunnyvale Caltrain Station during the evening commute period to connect with different people than in Round 1. The Study team used large boards to show the proposed improvements and gather feedback, as well as distributed palmcards to advertise how the community could submit feedback at the upcoming community meeting and through the online survey.

The City hosted a community meeting on May 12, 2025 at Sunnyvale's City Hall. Similar to Round 1, the meeting was conducted in a hybrid in-person and virtual format with a presentation and interactive Q&A session.

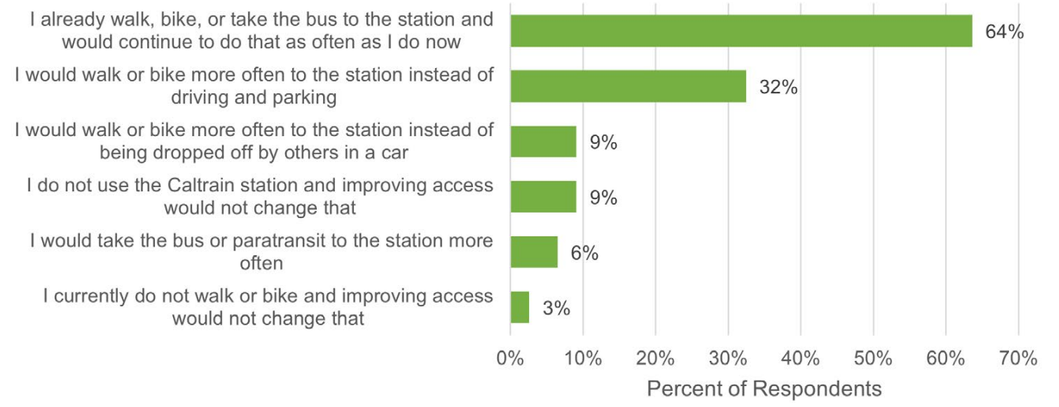
The goal of the meeting was to provide more detailed information on the preliminary improvements being considered for the study corridors, address community questions, and receive community input on the alternatives.

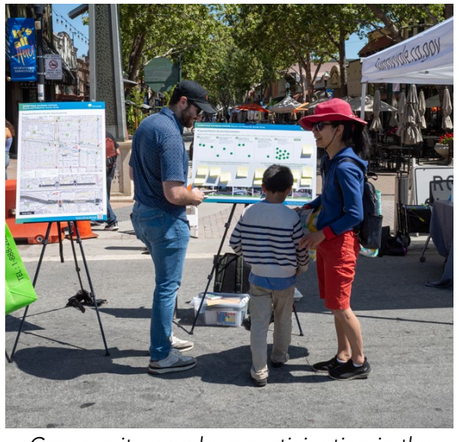
An online survey was developed to collect public opinion on the draft improvement concept alternatives and was publicized at the pop-up events and community meeting, as well as through the City's social media accounts and email networks. The survey included a questionnaire asking respondents about the corridors that they use the most, what changes or other improvements they'd like to see, and general relationship to the study corridor. 94 participants responded to the questionnaire. Feedback received from the second and final round of outreach was used to further refine and the corridor improvements **(Figure 8)**. A summary of Round 2 outreach is included as **Appendix D**.

Figure 8: How Community's Travel Decisions would Change if Proposed Improvements were Implemented

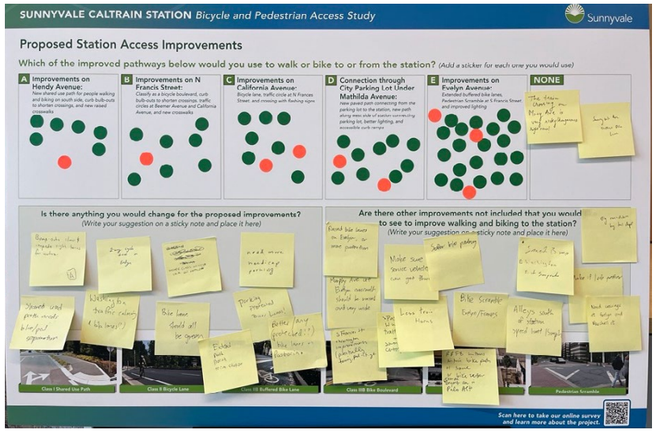
64% of respondents would **continue** to walk or bike

32% would walk or bike **more** if the improvements were implemented.





Community members participating in the Farmers' Market pop-up event



Community feedback gathered through in-person events

RECOMMENDED CORRIDOR IMPROVEMENTS

ACCESS IMPROVEMENT TOOLBOX

The Access Improvement Toolbox is the range of improvement strategies that were considered to improve station access safety and comfort. These are strategies that reflect current industry best practices to improve the safety and mobility of communities, and can be applied to address needs identified in earlier stages of this Study. This Study also recommended enhancements not listed below to address needs unique to the local context.

Multimodal Improvements:

- New or improved Class I shared-use paths
- Improved lighting on pedestrian and bicycle pathways
- Wayfinding signage directing people to the Caltrain station and other points of interest in Sunnyvale
- Placemaking via murals and public art

Pedestrian Improvements:

- New or improved sidewalks
- Curb bulb-outs to reduce pedestrian crossing distance
- ADA-compliant directional curb ramps
- RRFBs
- High-visibility crosswalks
- Raised crosswalks or intersections
- Pedestrian scrambles at intersections with high pedestrian volumes

Bicycle Improvements:

- New or improved bicycle facilities, including Class IV separated bikeway , Class IIB buffered bicycle lanes, Class II bicycle lanes, Class IIIB bicycle boulevards
- Traffic calming as part of Class IIIB bicycle boulevards on low volume streets

Figure 9 shows the all recommended improvements within the Study's focus area. Improvements on key corridors that connect to Sunnyvale Caltrain Station are described in detail in the following sections. Conceptual concept plans of the corridors in the study area are included in **Appendix E**.

Figure 9: Study Corridor Improvements

PROPOSED IMPROVEMENTS

- Station Access Point
- Bus Stop
- Rectangular Rapid Flashing Beacon
- Existing Rectangular Rapid Flashing Beacon
- Standard or High-Visibility Crosswalk and ADA Ramps
- Raised, High-Visibility Crosswalk
- Traffic Circle with ADA Ramps
- Curb Bulb-Outs and ADA Ramps
- Pedestrian Refuge Island
- Wayfinding Signage
- Directional Curb Ramp
- Existing Traffic Signal

Existing	Proposed	
		Class I Shared-Use Path
		Class II Bicycle Lane
		Class IIB Buffered Bicycle Lane
		Class III Bicycle Route
		Class IIIB Bicycle Boulevard
		Class IV Separated Bikeway

CALIFORNIA AVENUE CORRIDOR IMPROVEMENT RECOMMENDATIONS

California Avenue serves as a key east-west connection north of the Caltrain station, but it does not currently have bicycle facilities within the focus area except for a short Class II bicycle lane segment between Sobrante Way and N Mathilda Avenue. Therefore, the Study recommended Class II bicycle lanes throughout the focus area, which extends between N Pastoria Avenue and N Sunnyvale Avenue. The City's 2020 Active Transportation Plan proposes Class II bicycle lanes for a longer segment between N Mary Avenue and Fair Oaks Avenue. Due to the constrained curb-to-curb width, this change will require the removal of all on-street parking on the corridor, which is located along the north side between N Pastoria Avenue and Sobrante Way, the south side between N Mathilda Avenue and San Anselmo Way, and the south side between N Frances Street and N Murphy Avenue. For future consideration, the Sunnyvale Business Park property is working with the City on a planning application to shift the curb along their California Avenue frontage to the south by 3 feet to widen the street. This will allow for a wider bicycle facility during a future development project.

A future parking study would be required to determine the feasibility of removing on-street parking along this corridor. Therefore, implementation of this corridor should be completed in two segments: Corridor 1A from Pastoria Avenue to Mathilda Avenue (parking study is not needed), and Corridor 1B from Mathilda Avenue to Sunnyvale Avenue (parking study is needed). In addition, a segment of California Avenue (between Sobrante Way and San Anselmo Way) is within the County of Santa Clara's right-of-way. Any changes within this segment would require approval by the County of Santa Clara Board of Supervisors.

Santa Clara County maintains California Avenue from Sobrante Way to San Anselmo Way as well as the segments of those streets between California Avenue and the Central Expressway. As a result, coordination with the County would be needed to implement these improvements in the future.

From a pedestrian perspective, California Avenue between N Mathilda Avenue and N Sunnyvale Avenue is a station access barrier for people north of the corridor due to the lack of a marked crosswalk and fast moving vehicles. Therefore, this study recommended a traffic circle to be installed at the W California Avenue and N Frances Street intersection to calm traffic. A high-visibility crosswalk with an RRFB was recommended at either the east or west leg of the intersection to make crossing pedestrians more visible as shown in **Figure 10**. The specific location of the crossing is to be identified during project design. A high-visibility crosswalk was also recommended a the south leg of the intersection.

The City has a concurrent project at E California Avenue and N Sunnyvale Avenue to convert the existing permissive left turns to protected left turns. This change will reduce conflicts between turning vehicles and crossing pedestrians.

Summary of improvements on California Avenue:

- Continuous Class II bicycle lane between N Pastoria Avenue and N Sunnyvale Avenue with the removal of on-street parking
- Traffic circle, RRFB, and high-visibility crosswalks at W California Avenue and N Frances Street
- Convert existing permissive left turns to protected left turns at E California Avenue and N Sunnyvale Avenue (concurrent City project)
- Wayfinding signage

Figure 10: California Avenue Corridor Improvements from San Anselmo Way to N Frances Street

Typical cross-section of California Avenue, looking east

HENDY AVENUE AND N FRANCES STREET CORRIDOR IMPROVEMENT RECOMMENDATIONS

Hendy Avenue provides direct access to the northern entrance of the station, yet it only has sidewalks on the north side and has no existing bicycle facilities. A new, sidewalk-level Class I shared-use path is recommended on the south side of Hendy Avenue between N Taaffe Street and N Sunnyvale Avenue to provide a separated bicycle facility and fill a gap in the pedestrian facility network. This change will require the removal of all parking spaces on the south side of Hendy Avenue due to right-of-way constraints. A future parking study will be needed to determine the feasibility of removing on-street parking. At the W Hendy Avenue and N Frances Street intersection, a raised intersection with high-visibility crosswalks is recommended to slow vehicles and encourage them to yield to crossing pedestrians at the station access point. At the N Murphy Avenue intersection, bulb-outs and high-visibility crosswalks are recommended to shorten the crossing distance and increase pedestrian visibility to vehicles. A new high visibility crosswalk with directional curb ramps is proposed for the north-south crossing on W Hendy Avenue as it meets N Taaffe Street at the end of the proposed shared-use path. A utility pole at the southwest corner of the E Hendy Avenue and N Sunnyvale Avenue intersection should be relocated to improve accessibility and not obstruct pedestrian movements. Improved lighting is also recommended on this corridor. **Figure 11** shows the recommended improvements along Hendy Avenue.

The new shared-use path adjacent to the station entrance provides an opportunity for additional amenities, such as improved lighting, bench seating, informational and wayfinding signage, and/or ticketing facilities as space is available. These improvements would serve to make the access point more easily identifiable, easier to navigate through, and more comfortable for users.

A Class IIIB bicycle boulevard is proposed on N Frances Street to connect the Station to planned bicycle facilities on California Avenue. Treatments on the bicycle boulevards include bicycle striping (sharrows), striped shoulder/parking lanes, bicycle signage, and improved lighting. Traffic circles with high-visibility crosswalks are proposed at the N Frances Street's intersections with Beemer Avenue and W California Avenue to slow vehicles and make the intersection more comfortable for cyclists and pedestrians. Since space for bulb-outs is limited with the traffic circle, there is the opportunity to provide floating islands that are mountable to allow for emergency vehicle access. A RRFB is recommended at the latter intersection for the crosswalk across W California Avenue to bring further awareness of crossing pedestrians to drivers.

The installation of a shared-use path adjacent to Hendy Ave triggers the need for C.3 compliance regarding stormwater infrastructure requirements due to its potential environmental impacts with the replacement of greater than 5,000 square-feet of impervious area per the Santa Clara Valley Urban Runoff Pollution Prevention Program. This path may alter existing land cover and replace impervious surfaces, therefore impacting local hydrology. To address these concerns, the project would need to include a treatment area in accordance with the C.3 guidance. The suggested Low Impact Design (LID) treatment method is a bioretention area, which will effectively manage stormwater by providing infiltration, filtration, and onsite stormwater storage.

Summary of improvements on Hendy Avenue and N Frances Street:

- Sidewalk-level Class I shared-use path on south side of Hendy Avenue
- Class IIIB bicycle boulevard along N Frances Street
- Raised intersection at W Hendy Avenue and N Frances Street
- Bulb-outs and crosswalks at Hendy Avenue and N Murphy Avenue
- New crosswalk and directional curb ramps at W Hendy Avenue and N Taaffe Street
- Traffic circles at two intersections: N Frances Street and Beemer Avenue, and N Frances Street and W California Avenue
- Relocated utility pole at southwest corner of E Hendy Avenue and N Sunnyvale Avenue
- Improved lighting
- Wayfinding signage

Typical cross-section of N Frances Avenue, looking north

Typical cross-section of W Hendy Avenue, looking east

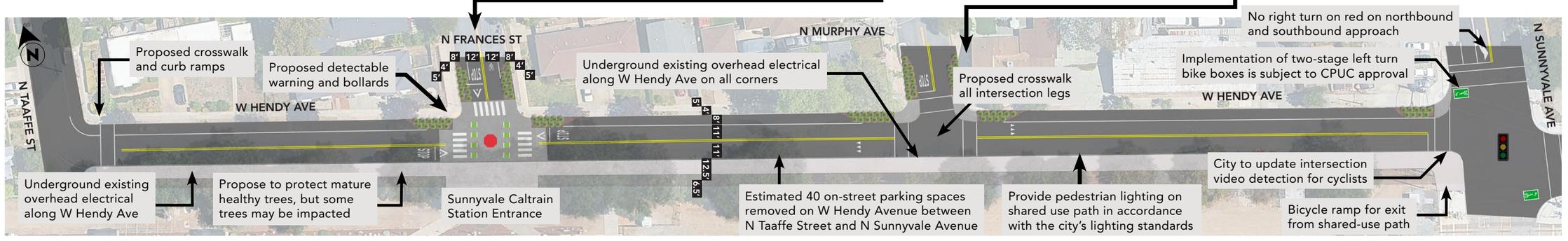


Figure 11: W Hendy Avenue Corridor Improvements

EVELYN AVENUE CORRIDOR IMPROVEMENT RECOMMENDATIONS

Evelyn Avenue is a major east-west corridor that parallels the Caltrain tracks and contains two station access points, one at the S Frances Street intersection and another near the Mathilda Place intersection. Evelyn Avenue and the Caltrain corridor is identified by the VTA Countywide Bicycle Plan (May 2018) as one of ten bicycle superhighways in Santa Clara County that should accommodate high bicycle volumes and serve long-distance bicycle trips. Within the focus area, Evelyn Avenue currently has Class II bicycle lanes and Class IIB buffered bicycle lanes.

The Study recommends upgrading the existing Class II bicycle lanes to Class IV separated bikeway by reducing the vehicle travel lane widths. This recommendation differs from the City's 2020 Active Transportation Plan, which describes Class IIB buffered bicycle lanes on the corridor; Class IV separated bikeway provide greater protection and comfort for cyclists, which is important in Downtown areas where both vehicle and bicycle volumes are higher. The enhancement can be made within the existing curb-to-curb width. Some on-street parking spaces would need to be removed, and a future parking study will be needed to determine the feasibility of removing that parking. **Figure 12** shows recommended improvements along Evelyn Avenue east of Mathilda Place.

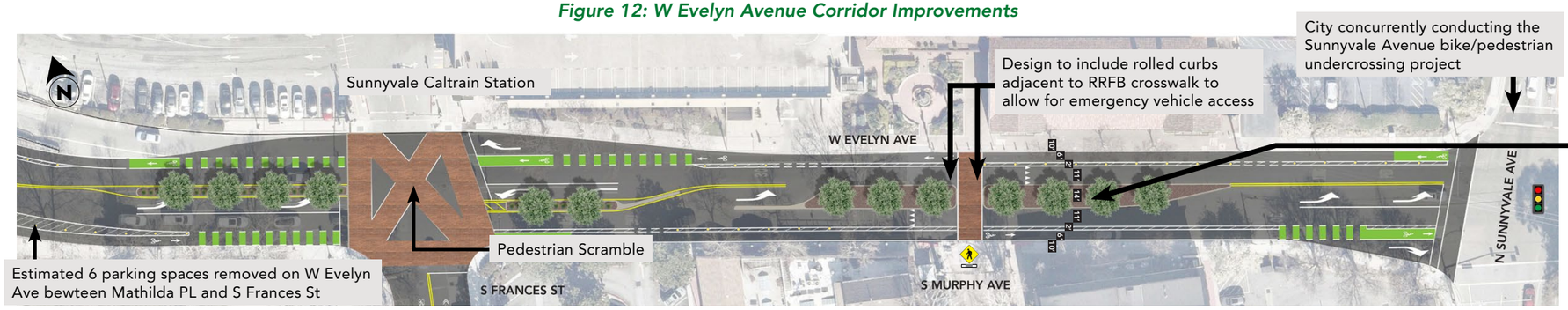
West of Mathilda Place, the City of Sunnyvale is currently planning the Evelyn Multi-use Trail, a shared-use path that follows the north side of W Evelyn Avenue to the City border with Mountain View. The trail would improve bicycle and pedestrian access to the station by separating bicycles from vehicle traffic and adding a pedestrian facility on the north side of W Evelyn Avenue, which does not currently exist west of Florence Street. At Mathilda Place, the Trail is recommended to connect seamlessly to the station access point and bicycle facilities further east on Evelyn Avenue. The space underneath the Mathilda Avenue overpass, including the City-owned parking lot and the pedestrian overpass ramp, is recommended to be made more inviting with improved lighting, clearly delineated paths of travel, and murals. At S Pastoria Avenue, a new high-visibility crosswalk and an RRFB will be provided by the City's concurrent project and will improve the visibility of crossing bicycles and pedestrians, which connects to the Class III bicycle route along S Pastoria Avenue recommended in this Study.

At the S Frances Street intersection, a pedestrian scramble and directional curb ramps are recommended to eliminate pedestrian conflicts with cars and provide a more convenient crossing experience at the station access point, which experiences high pedestrian volumes. Additional bus stop amenities at the northwest corner of this intersection may be considered to improve the waiting experience. A raised element on the east leg of this intersection may be considered to prevent left turns out of the City surface parking lot located to the southeast of the intersection, which may benefit pedestrian and bicyclist safety. At the S Murphy Avenue intersection, the westbound left turn pocket should be removed as the S Murphy Avenue closure makes it obsolete. In its place, a raised crosswalk and median refuge island should be installed across Evelyn Avenue that encourages vehicles to slow for crossing pedestrians. At the S Sunnyvale Avenue intersection, directional curb ramps should be installed where feasible.

Summary of improvements on Evelyn Avenue:

- Class I shared-use path (Evelyn Multi-use Trail) west of Mathilda Place (concurrent City project)
- High-visibility crosswalk and RRFB at S Pastoria Avenue and W Evelyn Avenue to connect to recommended Class III bicycle route (concurrent City project)
- Class IV separated bikeway east of Mathilda Place and seamless connection to proposed Evelyn Multi-use Trail
- Improvements to make space under Mathilda Avenue overpass more inviting, such as lighting, clearly delineated paths of travel, and murals
- Pedestrian scramble and directional curb ramps at W Evelyn Avenue and S Frances Street
- Enhanced bus stop amenities at westbound W Evelyn Avenue and S Frances Street bus stop
- Raised element in center of roadway east of S Frances Street and W Evelyn Avenue to prevent vehicles making left turns out of parking lot
- Wider mid-block crosswalk with RRFB median refuge island at Evelyn Avenue and S Murphy Avenue
- Directional curb ramps at E Evelyn Avenue and S Sunnyvale Avenue
- Wayfinding signage

Figure 12: W Evelyn Avenue Corridor Improvements



Typical cross-section of W Evelyn Avenue, looking west

CITY PARKING LOT UNDER N MATHILDA AVENUE IMPROVEMENT RECOMMENDATIONS

The northwest access point to the station is provide by the unpaved path connecting to the City owned parking lot under N Mathilda Avenue. The path between the Station platforms and the parking lot is recommended to be paved with non-slip materials to improve the comfort of pedestrians and bicyclists using this access point. Pedestrian-scale lighting, wayfinding signage, and murals along the fence can make this space even more inviting for users. The fence and lighting should preserve the privacy and minimize light pollution for the homes adjacent to the path.

The Study recommends creating a curb-level path on the east side of the parking lot between the station access point and existing sidewalks on Angel Avenue, creating a clearly delineated pedestrian and bicycle path of travel, as shown in **Figure 13**. A bicycle ramp at the north end of this path allows bicycles traveling north to smoothly transition onto the road surface. Other recommendations to make the parking lot feel more welcoming include marked pedestrian paths, distinctive lighting at the pillars, and murals.

At Angel Avenue, two new high-visibility crosswalks near 350 Angel Avenue and the Beemer Avenue intersection are recommended to improve visibility of crossing pedestrians. Features along Angel Avenue include improved lighting, and wayfinding signage towards San Andreas Court to connect to destinations to the north.

The Sunnyvale Business Park west of the parking lot is in the Peery Park Specific Plan (PPSP) area. The City is working on the PPSP Amendment, which may consider the opportunity for a shared-use path through the existing private parking lot to connect the City parking lot and station area to the existing sidewalk on Mathilda Avenue in front of Fire Station #1. At the fire station, the path would connect to existing sidewalks, and a bicycle ramp can be provided to transition from the existing Class II bicycle lanes on N Mathilda Avenue.

The installation of a shared-use path below the Mathilda Avenue overpass triggers the need for C.3 compliance regarding stormwater infrastructure requirements due to the installation of greater than 5,000 square feet of impervious area per the Santa Clara Valley Urban Runoff Pollution Prevention Program. The proposed pathway will alter existing land cover and increase impervious surfaces, therefore impacting local hydrology. To address these concerns, the project would need to include a treatment area in accordance with the C.3 guidance. The suggested Low Impact Design (LID) treatment method is a bioretention area, which will effectively manage stormwater by providing infiltration, filtration, and onsite stormwater storage.

Summary of improvements near the City parking lot under N Mathilda Avenue:

- Pave existing path between parking lot and station
- Improvements to make space along path to Station and under Mathilda overpass more inviting, such as lighting, clearly delineated paths of travel, and murals
- New path on east side of parking lot with bike ramp at Angel Avenue
- Two new high-visibility crosswalks along Angel Avenue
- New Class I shared-use path on west side of Mathilda overpass between parking lot and California Avenue, with a bike ramp at fire station
- Wayfinding signage

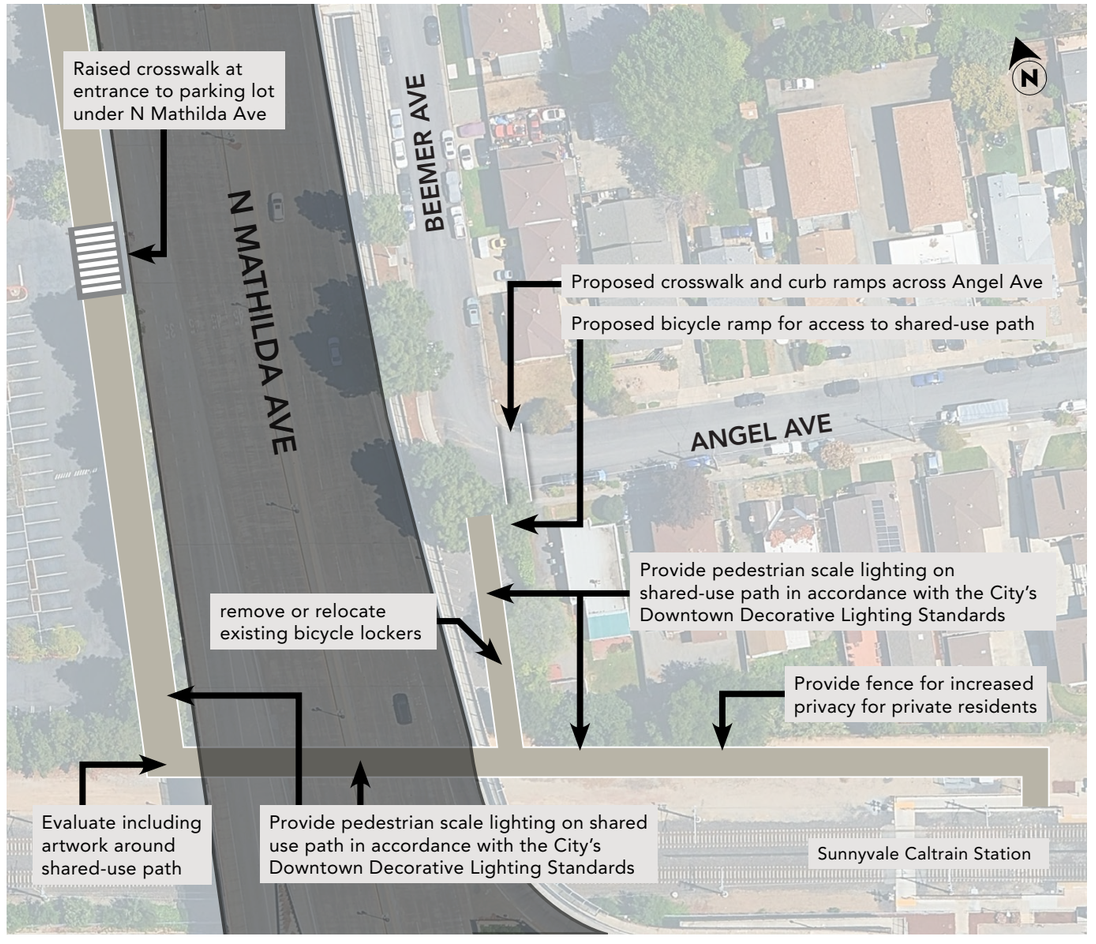


Figure 13: Connection to City Parking Lot Under Mathilda Avenue Improvements

S FRANCES STREET CORRIDOR IMPROVEMENT RECOMMENDATIONS

A Class IIIB bicycle boulevard is recommended on S Frances Street between W Evelyn Avenue and W Washington Avenue to provide a north-south bicycle facility within Downtown Sunnyvale, which does not currently exist. This recommendation differs from the City's 2020 Active Transportation Plan, which does not propose a bicycle facility on S Frances Street, but identifies a Class III bicycle route on the parallel S Taaffe Street instead. S Frances Street is preferred by this Study as it provides direct access to the Station, rather than having bicyclists dismount from their bikes and walk across Plaza del Sol to connect to S Taaffe Street.

At the W Evelyn Avenue intersection, a pedestrian scramble and directional curb ramps are recommended to eliminate pedestrian conflicts with cars and provide a more convenient crossing experience at the station access point, which experiences high pedestrian volumes. An RRFB is recommended at the midblock pedestrian crossing between W Evelyn Avenue and Olson Way since parked buses at the bus stops may obstruct vehicles' view of pedestrians, as shown in **Figure 14**.

Summary of improvements on S Frances Street:

- Class IIIB bicycle boulevard between W Evelyn Avenue and W Washington Avenue
- RRFB at midblock crossing between W Evelyn Avenue and Olson Way
- Wayfinding signage

WASHINGTON AVENUE AND S PASTORIA AVENUE CORRIDOR IMPROVEMENT RECOMMENDATIONS

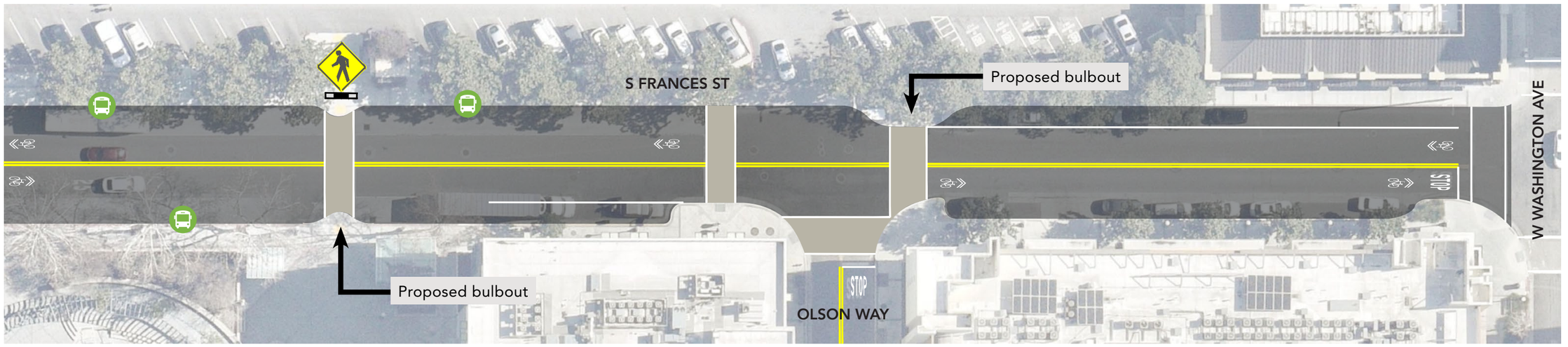
Washington Avenue between S Mathilda Avenue and S Sunnyvale Avenue is currently designated as a Class III bicycle route. This study recommends extending the existing bicycle route west to S Pastoria Avenue. This is consistent with the City's 2020 Active Transportation Plan, which describes it extending to S Bernardo Avenue. A concurrent City project may adjust the westbound lane configuration at the S Mathilda Avenue intersection.

A north-south bicycle facility west of S Mathilda Avenue does not exist within the focus area. This Study recommends a Class III bicycle route along S Pastoria Avenue south of W Evelyn Avenue. This is consistent with the City's 2020 Active Transportation Plan, which identifies the bicycle route further south to W Olive Avenue. This corridor may serve as a low-traffic alternative to S Mathilda Avenue and connects to destinations such as Washington Park and Sunnyvale City Hall. At the W Evelyn Avenue intersection, a new high-visibility crosswalk and an RRFB will be provided as a part of the Evelyn Multi-use Trail project to improve the visibility of crossing bicycles and pedestrians.

Summary of improvements on Washington Avenue and S Pastoria Avenue:

- Class III bicycle route on W Washington Avenue west of S Mathilda Avenue
- Adjusted westbound lane configuration at W Washington Avenue and S Mathilda Avenue (concurrent City project) and provide directional curb ramps at northeastern corner
- Class III bicycle route on S Pastoria Avenue south of W Evelyn Avenue
- High-visibility crosswalk and RRFB across W Evelyn Avenue at S Pastoria Avenue (concurrent City project)
- Wayfinding signage

Figure 14: S Frances Street Improvements



SUNNYVALE CALTRAIN STATION IMPROVEMENT NEEDS

During the Study's outreach activities, the community shared their challenges and desire for other amenities within the Sunnyvale Caltrain Station. Since circulation and access within the Caltrain Station is outside the City's jurisdiction, the following improvements and recommendations are provided for Caltrain's consideration if and when they make improvements to the station.

A new sidewalk is proposed on the south side of the Caltrain surface parking lot between S Frances Street and Mathilda Place, which fills a sidewalk gap along the north side of W Evelyn Avenue. The additional sidewalk width near the S Frances Street intersection allows for enhanced bus stop amenities. The proposed sidewalk may impact the available parking within the parking lot. Bulb-outs and a median refuge island are recommended for the main north-south pedestrian crossing within the surface parking lot to shorten crossing distances and improve visibility for pedestrians; these changes also provide an opportunity for further vehicle channelization in the parking lot. The parking structure vehicle entrance has a crosswalk with low visibility of pedestrians; potential vehicle conflicts can be reduced with warning devices to alert pedestrians of exiting vehicles and improved lighting. Pedestrians' visibility, path of travel, and wayfinding may also be improved at the parking structure's pedestrian access points. On the west end of the parking lot, the two existing driveways may be consolidated into one to improve sight distance for exiting vehicles. The space underneath the Mathilda Avenue overpass, including the overpass pedestrian ramp, is recommended to be made more inviting with improved lighting, clearly delineated paths of travel, and murals.

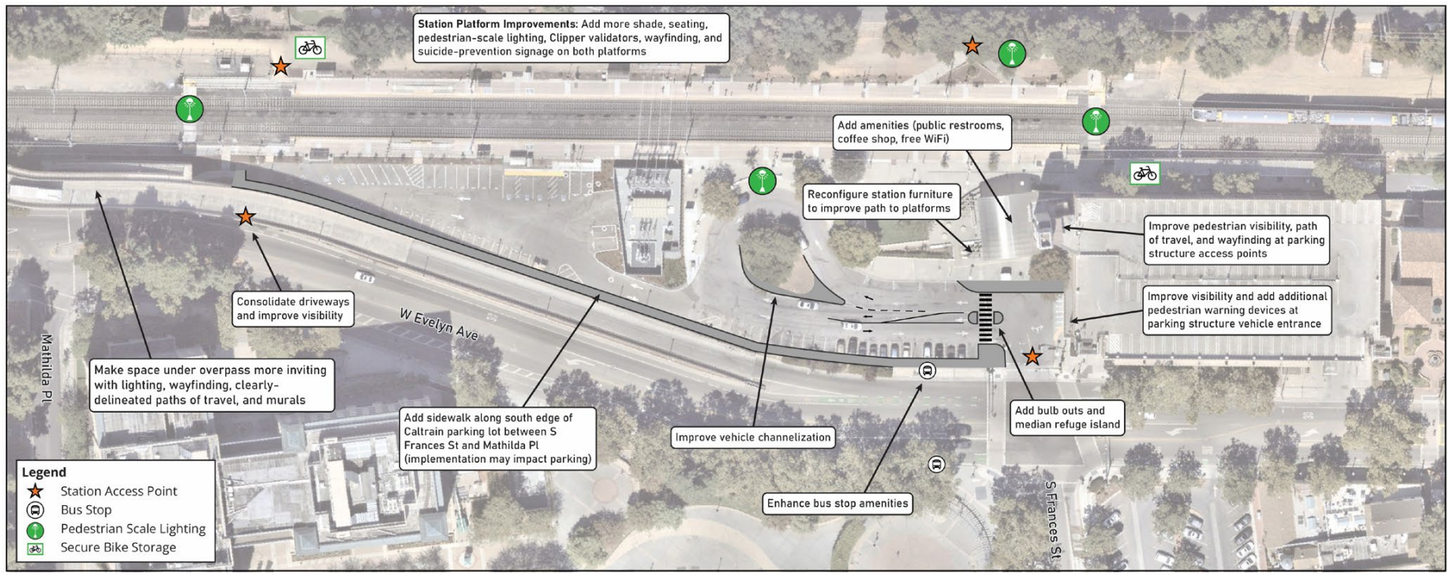


Figure 15: Recommended Improvements Within Sunnyvale Caltrain Station

In the station concourse, community engagement respondents requested additional amenities such as secure bicycle parking, public restrooms, a coffee shop, and free Wi-Fi. Station furniture may be reconfigured to improve the path of travel from W Evelyn Avenue to the platforms. Bicycle parking may be provided by the parking structure and at the northwest parking lot station access points. At the platforms, respondents requested more shade, more seating, pedestrian-scale lighting, more Clipper validators, wayfinding signage, and suicide-prevention signage. Enhanced lighting is recommended where currently inadequate, notably at the two rail crossings between platforms, the Hendy Avenue station access point, and the passenger loading area.

Figure 15 shows the recommended improvements within the station area. These recommendations require coordination with Caltrain to be implemented within their right-of-way.

Summary of improvements within Sunnyvale Caltrain Station:

- Sidewalk on south edge of parking lot to fill sidewalk gap
- Enhanced bus stop amenities at westbound W Evelyn Avenue and S Frances Street bus stop using new sidewalk
- Bulb-outs and median refuge island at crossing within parking lot
- Improved vehicle channelization within station
- Improved visibility and warning devices for pedestrians at parking structure vehicle entrance
- Improved visibility, path of travel, and wayfinding at parking structure pedestrian access points
- Consolidated driveways at west side of parking lot
- Improvements to make space under Mathilda Avenue overpass more inviting, such as lighting, wayfinding, clearly delineated paths of travel, and murals
- Improved pedestrian path-of-travel through station concourse
- Station concourse amenities such as bicycle parking, public restrooms, coffee shop, and free Wi-Fi
- Platform amenities such as shade, seating pedestrian-scale lighting, Clipper validators, and suicide prevention

RECOMMENDED IMPROVEMENT BENEFIT AND NEXT STEPS

BENEFITS OF PROPOSED IMPROVEMENTS

The recommended improvements identified along the key study area corridors enhanced mobility options for both Sunnyvale residents and people traveling along the Caltrain corridor to Sunnyvale. These improvements were based on addressing specific needs identified by community members in initial outreach phases and vetted through multiple rounds of engagement with those residents as the Study advanced. These benefits include:

Developing a protected and continuous bikeway on key corridors both north and south of the station provides a more comfortable experience for cyclists with a wide range of cycling abilities. This will be particularly beneficial in encouraging use by those who currently take Caltrain but do not feel comfortable to walk or bike to the station today. Protected bike lanes offer a more comfortable facility for bicyclists of all ages and abilities. As noted earlier, more than half of respondents would continue to walk or bike, and a third would walk or bike more if the improvements were implemented. A shift away from auto access to walk/bike access to Caltrain and Downtown Sunnyvale will additionally reduce existing vehicle trips in and around that area.

A complete sidewalk network provides similar benefits. Wide, continuous, and paved sidewalks protect pedestrians from vehicular traffic and provide a safe, comfortable experience for users. New mid-block crossings will be added and existing mid-block crossings improved to make it easier and safer to cross wide and busy corridors, such as W California Avenue, W Evelyn Avenue, and S Frances Street to access the station, neighborhoods, and other community destinations. Ramp modifications to align with ADA standards ensure that pedestrians with disabilities or parents with small children have equal access to public areas and can traverse the corridor safely.

Increasing walking and biking activity provides a number of benefits to the community, including improving community connectivity, improving health, and reducing greenhouse gas emissions/air and noise pollution.

Improvements that reduce auto speeds, such medians, bulb-outs, and raised crosswalks/ intersections will help discourage auto cut-through trips along the corridor. This will improve safety for all users, particularly the most vulnerable users, cyclists and pedestrians. These speed reduction improvements are focused along the key corridors that will connect cyclists and pedestrians to the station, including W Hendy Avenue and W Evelyn Avenue. These measures will be particularly valuable in areas where separated bicycle facilities are not feasible, including along N Frances Street and S Frances Street, where lower auto speeds will make bicycle use more comfortable.

IMPROVEMENT COSTS AND PHASING

The design and construction cost for the full suite of recommended improvements along all of the corridors is $13.6 million. Cost estimates for improvements that are anticipated to occur within private right-of-way have not been determined at this time. Costs will be further refined in subsequent project phases as design progresses. Cost breakdowns by segment and City are as shown in **Table 1**. Detailed backup is provided in **Appendix F**.

Table 1 – Estimated Project Implementation Cost

CORRIDOR SEGMENT	EXTENTS	CONCEPT LEVEL COST ESTIMATE
California Avenue (west)	N Pastoria Ave to N Mathilda Ave	$1,000,000
California Avenue (east)	N Mathilda Ave to N Sunnyvale Ave	$2,500,000
N Frances Street	California Ave to W Hendy Ave	$1,000,000
W Hendy Avenue	N Taaffe St to N Sunnyvale Ave	$2,500,000
N Mathilda Avenue	W California Ave to Angel Ave (Excludes Private ROW)	$2,000,000
W Evelyn Avenue	Mathilda Pl to N Sunnyvale Ave	$3,500,000
S Frances Street	W Evelyn Ave to W Washington Ave	$1,000,000
W Washington Avenue	S Mathilda Ave to S Pastoria Ave	$50,000
S Pastoria Avenue	W Washington Ave to W Evelyn Ave	$50,000
TOTAL		**$13,600,000**

NEXT STEPS AND OTHER CONSIDERATIONS

The Study included extensive community engagement to define the study need and develop a set of community-supported improvement recommendations. It included concept design and cost estimates. Engagement with the community found both widespread support for upgraded bicycle facilities and new shared-use paths around the station, providing more ways for people to travel to, from, and through the Sunnyvale Caltrain Station using sustainable modes. No funding is currently available for future project phases. The City would need to identify funding opportunities for future project phases. These funding opportunities could include local or state grant programs that are focused around improving active transportation and access to transit. Within the Bay Area, the Metropolitan Transportation Commission facilitates the One Bay Area Grant (OBAG) Program, the Active Transportation Program, and Regional Measure 3.

Potential immediate next steps would include advancing the design to preliminary engineering, followed by final design. This would include collecting topographic and right-of-way survey of the corridor to further define design of identified improvements. Once preliminary engineering design drawings are prepared, further engagement is recommended with emergency services to confirm compatibility. Following completion of the survey work, some refinement of the recommended improvements may be necessary once precise right-of-way and curb-to-curb information is obtained. Additionally, further investigation of tree locations and health relative to the proposed improvements is recommended to minimize tree impacts. Finally, further coordination with key stakeholders is recommended regarding specific elements of the design. This would include VTA regarding on bus operations at the W Evelyn Avenue and S Frances Street intersection; Caltrain for any improvements that abut their right-of-way or tie into the station entry points; Santa Clara County regarding any improvements within their right-of-way along California Avenue, Sobrante Way, and San Anselmo Way (which connect to Central Expressway); and the Sunnyvale Business Park developer for the implementation of the shared-use path along the eastern edge of their property.

No additional right-of-way is anticipated to be needed to implement all of the corridors, with the exception of the Sunnyvale Business Park developer shared-use path which is partially on private property. Following completion of the design and securing of project funding, construction could commence on a corridor by corridor basis.

A few recommended improvements should be further considered in subsequent project phases when more information is available on the project budget and detailed survey information has been collected. These include:

Investigating the incorporation of Green Stormwater Infrastructure along the W Hendy Avenue shared-use path and the Peery Park shared-use path. The two proposed shared-use paths trigger the Municipal Regional Permit Stormwater C.3 requirements since the new facilities each have an area that is greater than the 5,000 sq. ft. threshold. As a result, stormwater treatment facilities that meet the C.3 requirements would need to be included in subsequent design phases. Opportunities to include this could involve using the curb extensions on the north side of Hendy Avenue as treatment space. The Mathilda Avenue shared-use path could meet the C.3 requirements by including new treatment areas in the redevelopment of the site.

Investigating the feasibility of implementing an all-way-stop at the intersection of S Frances Street and W Washington Avenue. This study collected intersection counts in July 2025 to determine if an all-way-stop was warranted at that location. The vehicle, pedestrian, and bicycle counts did not meet the thresholds at the time, but it is recommended to continue to monitor the intersection to identify if there are changes in travel behavior due to the newer development located south of W Washington Avenue.

Analyzing the specific connection to the eastern limits of the City's currently planned Evelyn Avenue Multi-use Trail. The trail is planning to extend along W Evelyn Avenue to Mathilda Place. The recommendations identified through this Study should be evaluated based on the final design of the trail and revised as needed to provide a seamless transition to and from the trail.

Coordinating with Caltrain on the advancement of the Sunnyvale Avenue Bicycle and Pedestrian Undercrossing project as it relates to this Study's recommendations along W Evelyn Avenue. The Caltrain undercrossing project is proposing to remove vehicle access across the Caltrain tracks at Sunnyvale Avenue between Hendy Avenue and Evelyn Avenue and construct a bicycle and pedestrian undercrossing in its place. It is anticipated that Caltrain's project will advance ahead of future design and construction work related to this Study's recommended Hendy Avenue shared-use path. However, the recommendations through this Study, including connections to the shared-use path on W Hendy Avenue and the protected bicycle lanes on W Evelyn Avenue, should be incorporated into Caltrain's project to allow for continuity between the two projects. The elimination of vehicle access may also lead to the removal of turning lanes on surrounding streets, and this additional right-of-way should be reallocated to provide safer and more comfortable facilities for pedestrians and cyclists.

Further coordination is recommended with VTA regarding the configuration of the pedestrian scramble intersection at W Evelyn Avenue and S Frances Street, which connects directly to the Sunnyvale Transit Center bus bays on S Frances St. The subsequent design of the intersection should be reviewed by VTA to confirm that their vehicles can maneuver through the intersection, and changes to the signal operations, including restricting right-turns on red during the pedestrian only phase, should be compatible with VTA operations.

Further coordination is recommended with Santa Clara County regarding the intersection design at California Avenue and San Anselmo Way, which is a ramp connecting to Central Expressway The existing southbound free-right turn lane allows vehicles to turn on to California Avenue, making it more challenging for people walking or biking through the intersection. An intersection analysis and coordination with the County would be needed to determine if the existing southbound right turn lane and left turn lane could be consolidated into one lane, or if a roundabout could be implemented at that intersection.

The improvements recommended reflect current industry best practices to improve the safety and mobility of communities, while also reflecting the unique context and needs associated with each of the corridors. Project improvements will collectively enhance the safety, comfort, and access opportunities of all users of the corridor. The corridor improvements will expand multimodal options available to residents of Sunnyvale and Caltrain commuters and result in mode shift from single occupancy vehicles to transit, walking, and biking. The improvements directly address corridor needs and priorities stated by the community and reflect the feedback and support of the community received through the extensive and multifaceted engagement process.

APPENDIX A – EXISTING CONDITIONS REPORT

Sunnyvale

Existing Condition Report
January 2025

SUNNYVALE CALTRAIN
Bicycle and Pedestrian Access Study

TABLE OF CONTENTS

STUDY OVERVIEW

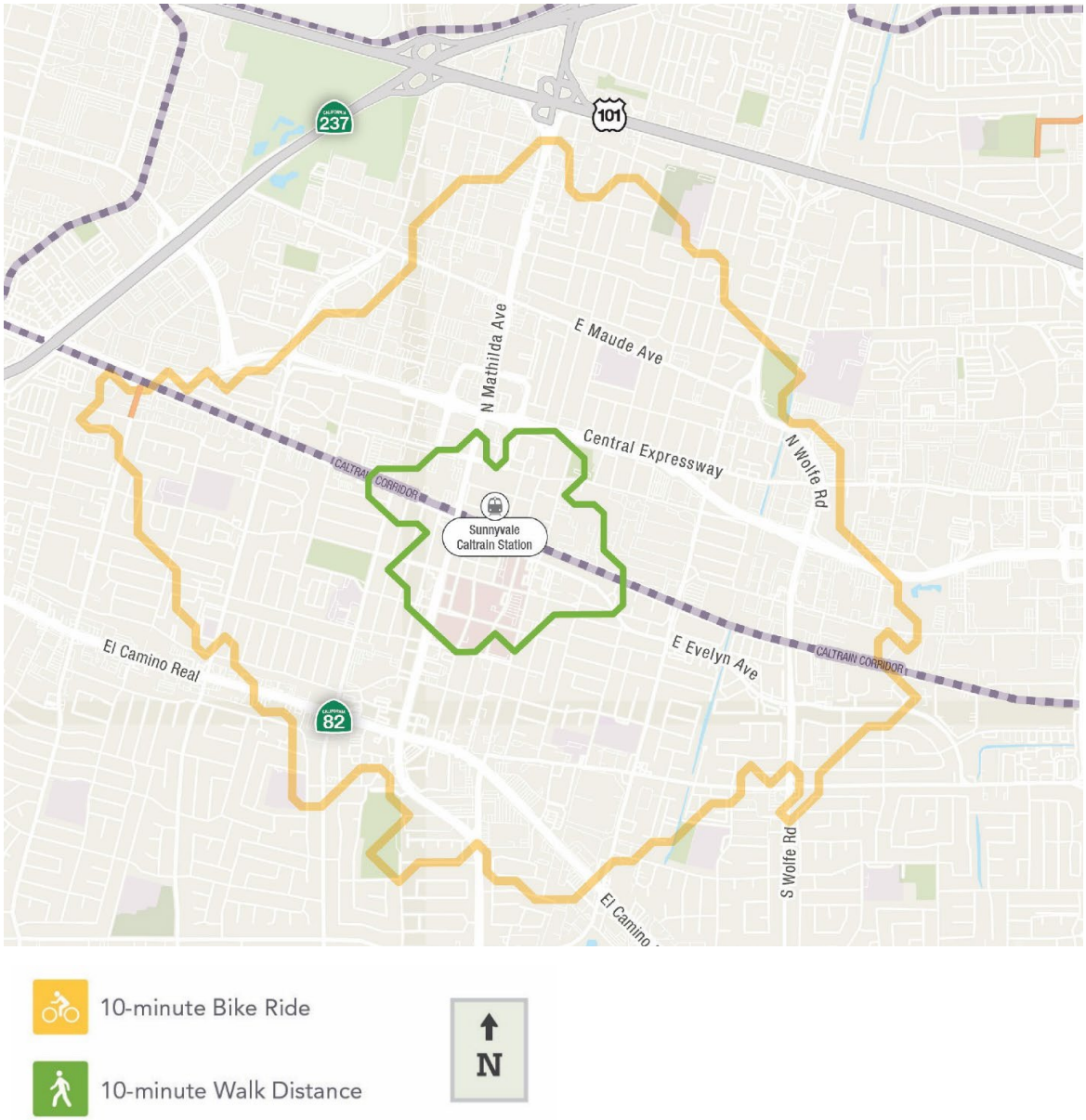
With the Sunnyvale Caltrain Station Bicycle and Pedestrian Access Study (Study), the City of Sunnyvale is evaluating how to improve pedestrian and bicycle access to and from the Sunnyvale Caltrain Station. This document describes existing conditions within the Study focus area to help inform Study recommendations.

The Sunnyvale Caltrain Station has the fourth highest ridership within Santa Clara County, providing convenient access to Downtown Sunnyvale and the thriving economic hub of Silicon Valley. The Station connects Sunnyvale residents to the greater transit network and commuters into Sunnyvale who work in Moffett Park, Downtown Sunnyvale, and the El Camino Real corridor. While the Station is well-positioned to serve these destinations, first-mile and last-mile connectivity gaps may be preventing some riders from biking or walking to the Station and discouraging them from using transit. With 47% of Sunnyvale Caltrain Station riders accessing the Station from less than one mile away[1], there is a need for convenient and safe pedestrian and bicycle access to the Station.

The Study is evaluating the area surrounding the Station that can be reached within a 10-minute walk (walkshed) or 10-minute bike (bikeshed) from the Station, as shown in **Figure 1**. The goal of the Study is to find ways to improve accessibility for pedestrians and bicyclists traveling to and from the Station. This will encourage more people to walk or bike to the Station instead of driving, leading to increased Caltrain ridership and improved safety.

[1] *Caltrain Business Plan: A Long-Range Vision for Caltrain; City of Sunnyvale Booklet; Caltrain*

Figure 1: Walkshed and Bikeshed around the Sunnyvale Caltrain Station



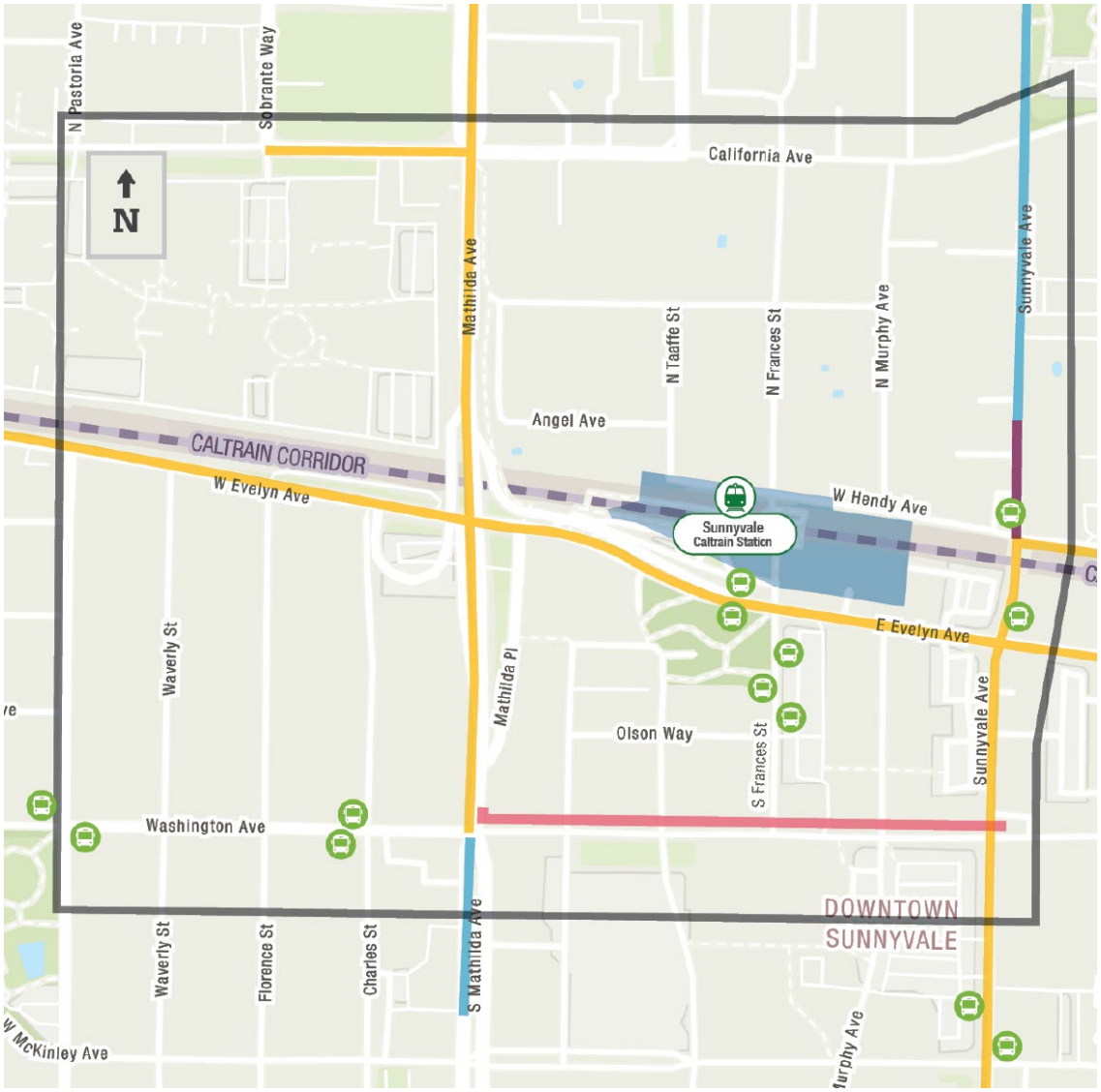
STUDY FOCUS AREA

The Study's focus area is centered around the Sunnyvale Caltrain Station and is bounded by California Avenue to the north, Sunnyvale Avenue to the east, Washington Avenue to the south, and Pastoria Avenue to the west, as shown in **Figure 2**. Caltrain tracks run east-west through the center of the focus area. Mathilda Avenue runs north-south across the train tracks on an overpass with ramps that connect to Evelyn Avenue.

Directly south of the Station is Downtown Sunnyvale, which contains dense mixed-use developments and the Historic Murphy Avenue commercial corridor. Northwest of the Station is Peery Park, a large office park. The north and southwest sides of the Station include low and medium density residential neighborhoods.

The Station contains two side platforms, one on each side of the tracks. The two platforms are connected by at-grade crossings on each end of the platforms. The south side of the Station features most of the existing amenities, including a covered concourse with seating and ticketing facilities, a Caltrain-owned five-story parking structure, a passenger loading area, and bicycle lockers. Transit connections to Santa Clara Valley Transportation Authority (VTA) bus service are located south of the Station along Evelyn Avenue and Frances Street. The City operates four surface parking lots near the Station that charge a daily flat rate: one northwest of the station underneath the Mathilda Ave overpass, and three southwest of the station along W Evelyn Avenue between Mathilda Place and Florence Street.

Figure 2: Study Focus Area



LEGEND

- Sunnyvale Caltrain Station
- Bus Stops
- Focus Area
- Class II Bicycle Lane
- Class IIB Buffered Bikeway
- Class III Bicycle Route
- Class IIIB Bicycle Boulevard

EXISTING PLANS REVIEW

To align this study with existing goals and objectives already described by the City and transit agencies, a comprehensive plan review was conducted. Information from the plans relevant to this study are described below, organized by agency.

Caltrain

Caltrain Business Plan, Long-Range Service Vision, and Electrified Service

The 2020 *Caltrain Business Plan* was a multidisciplinary planning effort that culminated in the development of the rail operator's *Long-Range Service Vision*. The plan highlighted how Caltrain has the potential to serve a market of over 200,000 daily riders, and ridership is highest during peak weekday commuting periods when US-101 and other regional corridors are experiencing high congestion. The plan also describes how Sunnyvale Station is one of the top eight stations by ridership in the system and is expected to be a moderate activity center with close to 25,000 residents and employees within ½ miles of the Station.

In September 2024, Caltrain officially launched its electrified service. As stated in the September 2024 *Electrified Service Plan: City of Sunnyvale*, Caltrain new electrified service increased the number of stops per weekday at Sunnyvale Station from 92 to 104. The number of stops during weekday peak hours increased from 3 to 4 per hour per direction, and the number of stops during weekends increased from 1 to 2 per hour per direction. The number stops during weekday off-peak hours remained the same at 2 per hour per direction. With the electrified service, the travel time from Sunnyvale Station to San Francisco Station is now 49 minutes, which is 10 minutes faster than before electrification.

Caltrain Station Access Policy

The *Caltrain Station Access Policy* was adopted in September 2024 and outlines Caltrain's goals to enhance station access for all modes and support the railroad's ridership growth. The Policy's goals include providing safe and comfortable paths of access to stations. Universal design principles that ensure ease of use for all users, regardless of ability, should be considered when implementing improvements to station access. The Policy highlights the need to partner with local jurisdictions, other transit agencies, and community members to integrate improvements with the local perspective. To help weigh tradeoffs in identifying improvements, the Policy creates an "access hierarchy" that emphasizes walking as the most important mode to consider, followed by biking and share mobility, public transit and shuttles, drop offs and rideshare, and parking facilities.

Caltrain's Access Hierarchy

Following the Policy update, Caltrain will update its Design Guidelines and Criteria and will develop a Parking and Curbside Management Strategy, as well as a station access Database.

Santa Clara Valley Transportation Authority

VTA Countywide Bicycle Plan

VTA's 2019 *Countywide Bicycle Plan* describes a vision of a safe and convenient countywide bicycle network that is usable by people of all abilities. Within the focus area, Evelyn Avenue is identified as priority cross-county bicycle corridor where VTA may have a role in leading, goes beyond minimum design standards if feasible, and may receive funding priority from VTA. Additionally, the Evelyn Avenue and Caltrain corridor is identified as one of ten bicycle superhighways that provide continuous bicycle path of travel and serves as a backbone for the County's bicycle network. Potential features of bicycle superhighways include using the lowest stress bicycle facility appropriate, a consistent cycling experience throughout, grade separation from major barriers, minimized bicycle delay at intersections, separation of bicycles and pedestrians, wayfinding signage, wayside amenities, branding, etc.

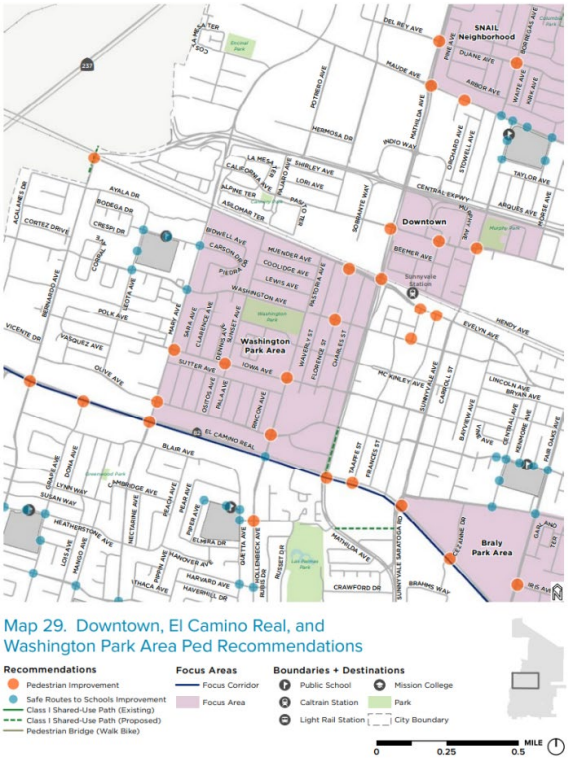
VTA Pedestrian Access to Transit Plan

The 2017 *Pedestrian Access to Transit Plan* illustrates how accessibility, diverse land use, density, urban design, and quality pedestrian experience contributes to a better walking experience. The Plan identifies focus areas for improvements, but the Sunnyvale Caltrain Station is not one of the areas.

City of Sunnyvale

City of Sunnyvale Active Transportation Plan

The 2020 *City of Sunnyvale Active Transportation Plan* (ATP) outlines the City's plan to create a "safe, connected, and efficient Citywide walking and bicycling network".



Intersections with Pedestrian Improvement Recommendations

Sunnyvale residents and visitors identified the intersections near the Sunnyvale Caltrain Station as having the highest level of pedestrian barriers with challenging crossings, missing sidewalks, and uncomfortable roadways. The ATP identified the areas surrounding the Station as the focus area for pedestrian improvements to cultivate four components of walkability: safety, equity, destination accessibility, and publicly identified. The Frances Street & Evelyn Avenue intersection is identified for signal improvement and as medium priority for pedestrian crossing improvements. The intersections of Mathilda Avenue & Evelyn Avenue, Murphy Avenue & Evelyn Avenue, and Mathilda Avenue & California Avenue were also identified as medium priority for pedestrian crossing improvements. The intersections of Frances Street & California Avenue, Frances Street & Washington Avenue, and Sunnyvale Avenue & California Avenue were identified as low priority for pedestrian crossing improvements.

Evelyn Avenue features Class II bike lanes and serves as a major east-west connection for bicyclists. This corridor is rated at Level 2 (comfortable for average adult) of the Bicycle Level of Traffic Stress scale. The ATP identified Evelyn Avenue for future upgrades to a Class IV separated bikeway west of Mathilda Avenue and Class IIB buffered bike lane east of Mathilda Avenue. Other bike crossing improvements are identified for the Sunnyvale Avenue & Evelyn Avenue intersection. Improvements were recommended to reduce vehicle speeds at intersections, enhance the visibility of bicyclists, and protect bicyclists from automobiles as they move or turn through an intersection.

City of Sunnyvale General Plan

The 2022 update to the *City's General Plan* utilizes mixed-use, transit-oriented development to support the City's goals for carbon reduction. The plan includes a Complete Streets Policy to design safe and sustainable improvements to City streets that serve all users and transportation modes.

City of Sunnyvale Climate Action Playbook

The 2024 *Climate Action Playbook* outlines the City's vision to reduce carbon emissions by 2050. The City set a goal of a 56% reduction in greenhouse gas by 2030, a 16% higher goal than that set by the state, and targets being carbon neutral by 2045. Decarbonizing transportation and sustainable land use is described in Strategy 3 of the Playbook. The Playbook calls for the implementation of first-mile and last-mile strategies to transit, including Caltrain, and implement the improvements in the ATP. Other strategies mentioned include transportation demand management (TDM) and shuttle, shared bicycle, and shared scooter pilot programs that target a reduction on vehicle miles per person.

City of Sunnyvale Vision Zero Plan

The 2019 *Vision Zero Plan* aims to eliminate traffic fatalities and injuries. Within the focus area, Mathilda Avenue and Evelyn Avenue (east of Mathilda Avenue) are listed in the High Injury Network, which have the highest levels of collisions.

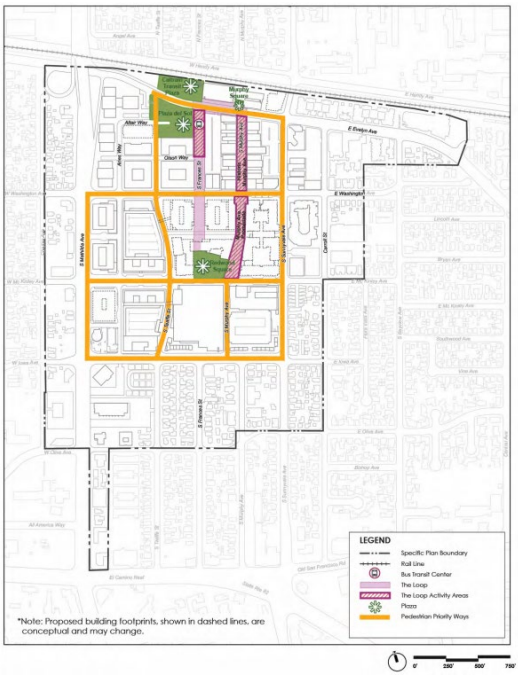
City of Sunnyvale Roadway Safety Plan

The 2020 *Roadway Safety Plan* further analyzed collisions within the City and proposes a Safety Countermeasures Toolbox, which include a variety of strategies to reduce collisions, including crossing improvements, signal upgrades, dedicated pedestrian and bicycle facilities, streetscape changes, etc. The plan identifies two locations within the focus area for intersection improvements and potential funding from the state's Local Highway Safety Improvement (HSIP) Program: the intersection of Evelyn Avenue and Pastoria Avenue, and the intersections of Evelyn Avenue and Murphy Avenue.

City of Sunnyvale Downtown Specific Plan

The *Downtown Specific Plan 2020 Amendment is* a long-term planning document that outlines the City's vision of supporting future growth in Downtown Sunnyvale through a range of strategies, including promoting high-density mixed-use developments, creating vibrant commercial corridors and public spaces, and promoting a range of sustainable transportation modes. The Plan identifies the Sunnyvale Caltrain Station and nearby VTA bus stops on S Frances Street (known as Sunnyvale Transit Center) as the

gateway into the downtown area. The Plan also presented opportunities to provide orientation to and highlight the services offered Downtown.



Downtown Pedestrian Priority Ways

To create a pedestrian-friendly environment downtown, emphasis is placed on improved walking experience on select corridors through wider sidewalks, landscaping, and comfortable furniture. The Plan specifically names S Frances Street in front of the Caltrain Station as a key pedestrian connection for station access. The plan also references the ATP to promotes bicycling by designating additional bike routes. New or upgraded bicycle facilities described in the plan are located on Taaffe Street, Washington Avenue, and Sunnyvale Avenue. Based on these goals, configurations, such as number of travel lanes, bike lanes, curb parking, sidewalks, center medians, etc, was proposed for each street within the Specific Plan area.

Plaza del Sol is a public park directly south of the Caltrain Station, with 1.6 acres in size for small amphitheater surrounding a permanent raised performance stage at the center. This park offers an opportunity to provide a formal gathering space, create both active and passive spaces for residents, nearby businesses and their employees, and visitors to the Downtown area.

City of Sunnyvale Peery Park Specific Plan

The 2016 *Peery Park Specific Plan* guides the development of Peery Park, an approximately 450-acre office and industrial district northwest of the Station, to support public and private investment. The plan describes support for alternative transportation usage by requiring TDM for new developments. TDM plans set trip reduction goals that can be met through providing alternative transportation services (buses, carpool, bikeshare, etc.), offering transit passes, or other programs.

The plan proposes several new bicycle facilities, including one along California Avenue and another connecting to the Station directly through parking lots to the Station's northwest entrance. Additionally, the plan proposes several VTA bus route realignments.

EXISTING SITE CONDITIONS

Existing Station Access Infrastructure

Pedestrian Conditions

Sunnyvale Caltrain Station is located at the northern edge of Downtown Sunnyvale, which has high levels of pedestrian activity. According to Caltrain's 2022 Triennial Customer Survey, approximately 32% of Caltrain riders travel to the Station on foot and 29% leave the Station on foot.

Figure 3 shows Station access points, intersection traffic controls, and sidewalks gaps within the focus area. The Station has four pedestrian access points, including:

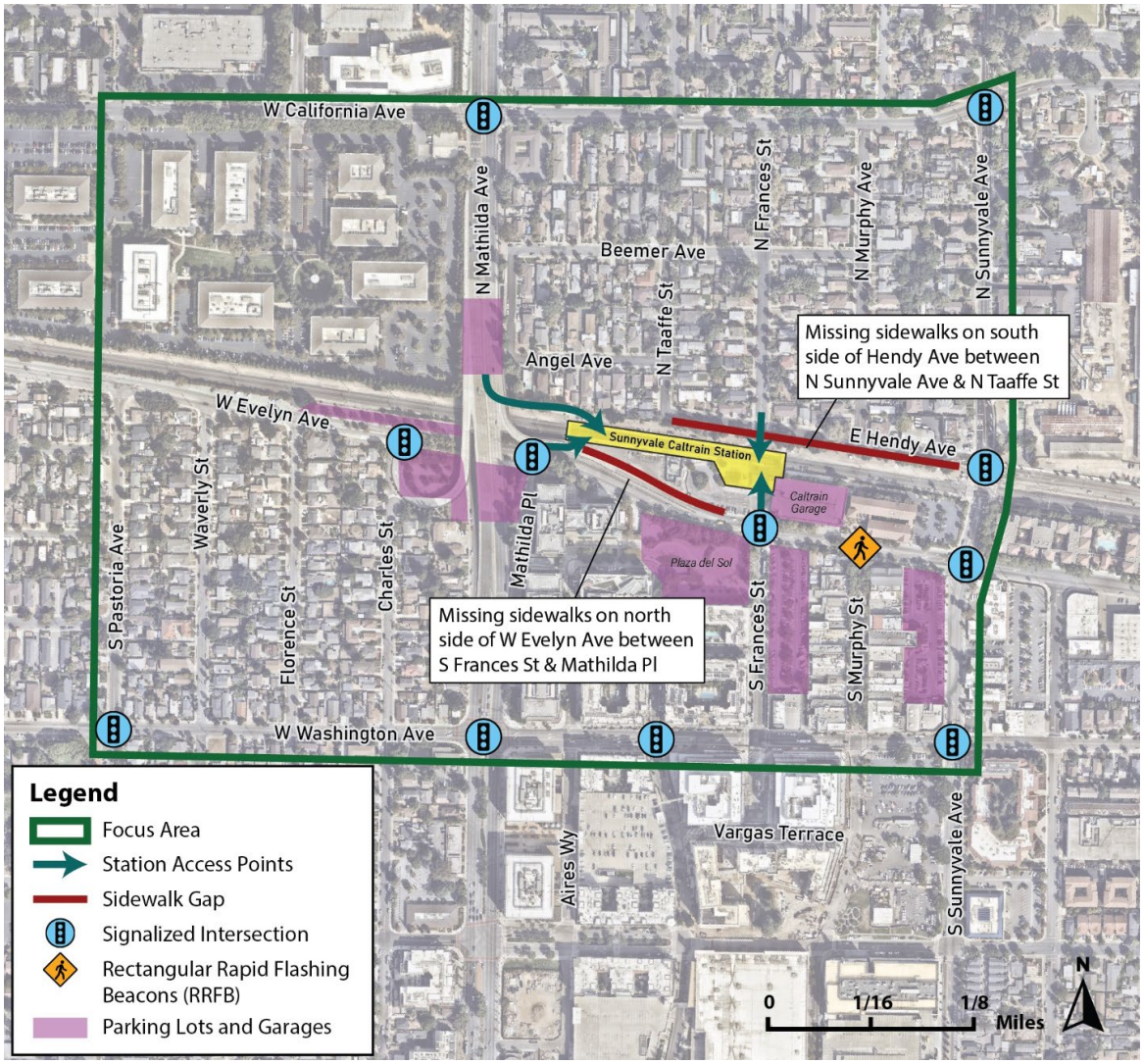
- Intersection of W Evelyn Avenue & S Frances Street
- W Evelyn Avenue east of Mathilda Place
- Intersection of W Hendy Avenue & N Frances Street
- City-owned parking lot northwest of Station underneath N Mathilda Avenue overpass

The W Evelyn Avenue & S Frances Street intersection is a signalized intersection, while the W Hendy Avenue access point is an all-way stop.

Most roadways within the Station's vicinity include sidewalks. Two notable roadway segments that are missing sidewalks are the south side of W Hendy Avenue between N Sunnyvale Avenue and N Taaffe Street, and the north side of W Evelyn Avenue between S Frances Street and Mathilda Place. The access point from the northwest parking lot follows an unpaved trail, and there are no marked pedestrian facilities through the parking lot to connect with Angel Avenue. Additional challenges to pedestrian access include faded striping, lack of wayfinding signage, non-ADA compliant curb ramps, missing curb ramps, and obstructions such as poles and leaves in the sidewalks.

The two pedestrian at-grade crossings within the Station are not only used by Caltrain riders, but also provides a pedestrian connection to the areas on either side of the Caltrain tracks. Outside of the Station limits, pedestrians can cross the Caltrain tracks at either the Sunnyvale Avenue at-grade crossing or the Mathilda Avenue overpass.

Figure 3: Station Access Paths of Travel, Intersection Controls, and Sidewalk Gaps

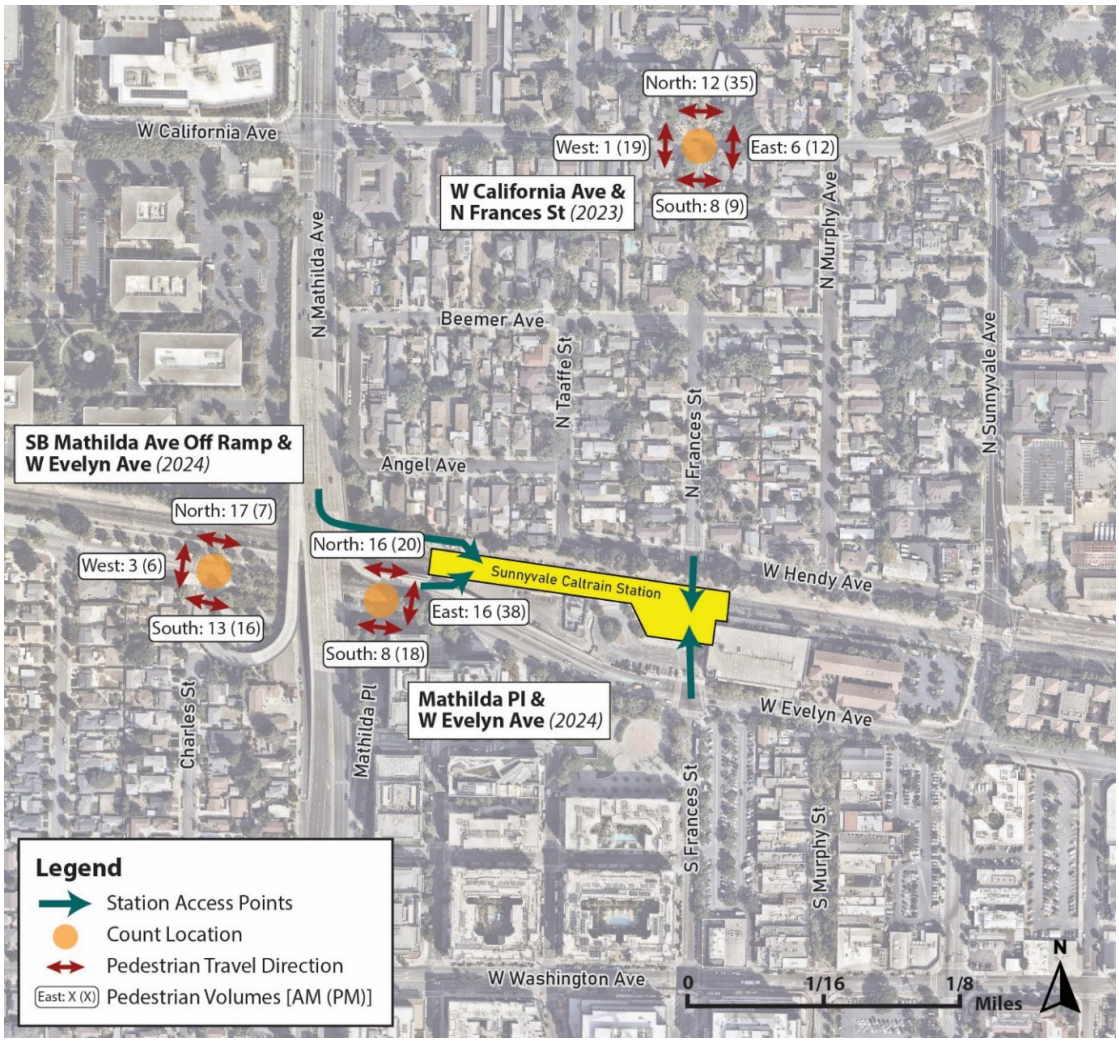


Pedestrian counts were collected at intersections near the Station at the following locations:

- W Evelyn Avenue and Mathilda Place – Collected May 15, 2024
- W Evelyn Avenue and Southbound Mathilda Avenue Off Ramp – Collected May 23, 2024
- W California Avenue and N Frances St – Collected October 17, 2023

As seen in **Figure 4**, the pedestrian volumes are significantly higher in the PM peak hour than the AM peak hour.

Figure 4: Pedestrian Peak Hour Volumes



Source: City of Sunnyvale intersection counts from October 2023 and May 2024.

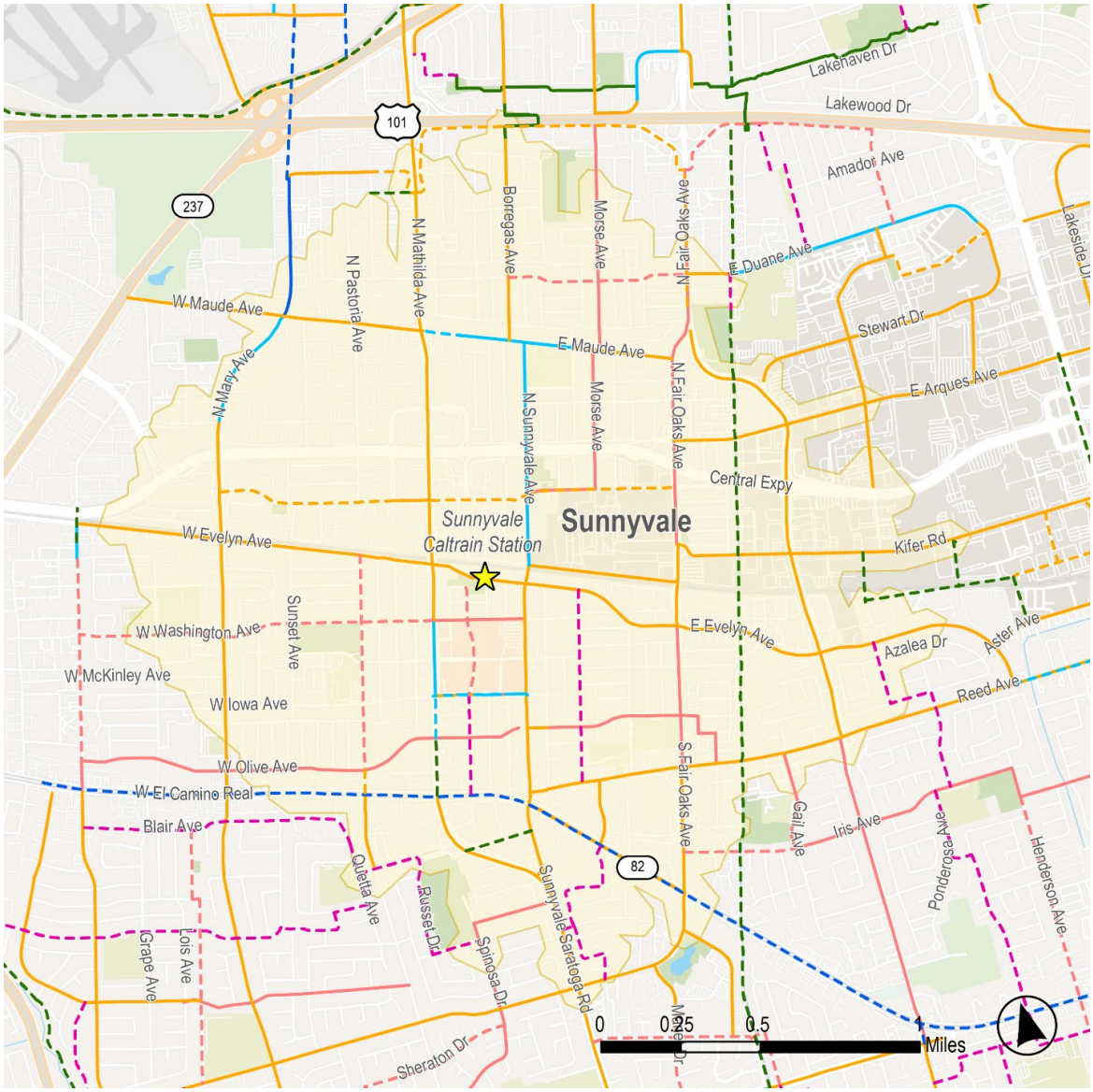
Bicycle Conditions

According to Caltrain's 2022 Triennial Customer Survey, approximately 34% of Caltrain riders travel to the Station on bicycle and 20% leave the Station on a bicycle. The major streets around the Station have either existing or planned Class II, Class IIB, or Class III facilities, as shown in **Figure 5**. In the east-west direction, there are Class II bike lanes along W Evelyn Avenue running through the focus area that provides direct access to the Station. In the north-south direction, bicycle facilities are located on Sunnyvale Avenue, with Class II bike lanes to the south of the Caltrain tracks and Class IIB buffered bike lanes to the north. Class II bike lanes are also located on Mathilda Avenue but are not easily connected to the Station due to the overpass. Additional bicycle facilities include a Class II bike lane on E Hendy Avenue east of N Sunnyvale Avenue and Class III bike boulevards along Washington Avenue, and multiple bicycle facilities are planned to expand the bicycle network around the Station. There are no existing bicycle facilities providing direct access north from the Station along N Frances Avenue or east along W Hendy Avenue.

There are no turn boxes or conflict markings guiding bicycles at the Station's access points. Station access may be particularly challenging towards the southwest, where there is no clear bicycle path of travel between the Station and the intersection of W Evelyn Avenue and Mathilda Place.

Bird operates a scootershare service within the City, with a small number of scooters in operation.

Figure 5: Existing and Planned Bicycle Facilities



Legend

Bike Shed (1.5 Mile)

EXISTING	PROPOSED
	Class I Shared-Use Path
	Class II Bike Lane
	Class IIB Buffered Bike Lane
	Class III Bicycle Route
	Class IIIB Bicycle Route
	Class IV Separated Bikeway

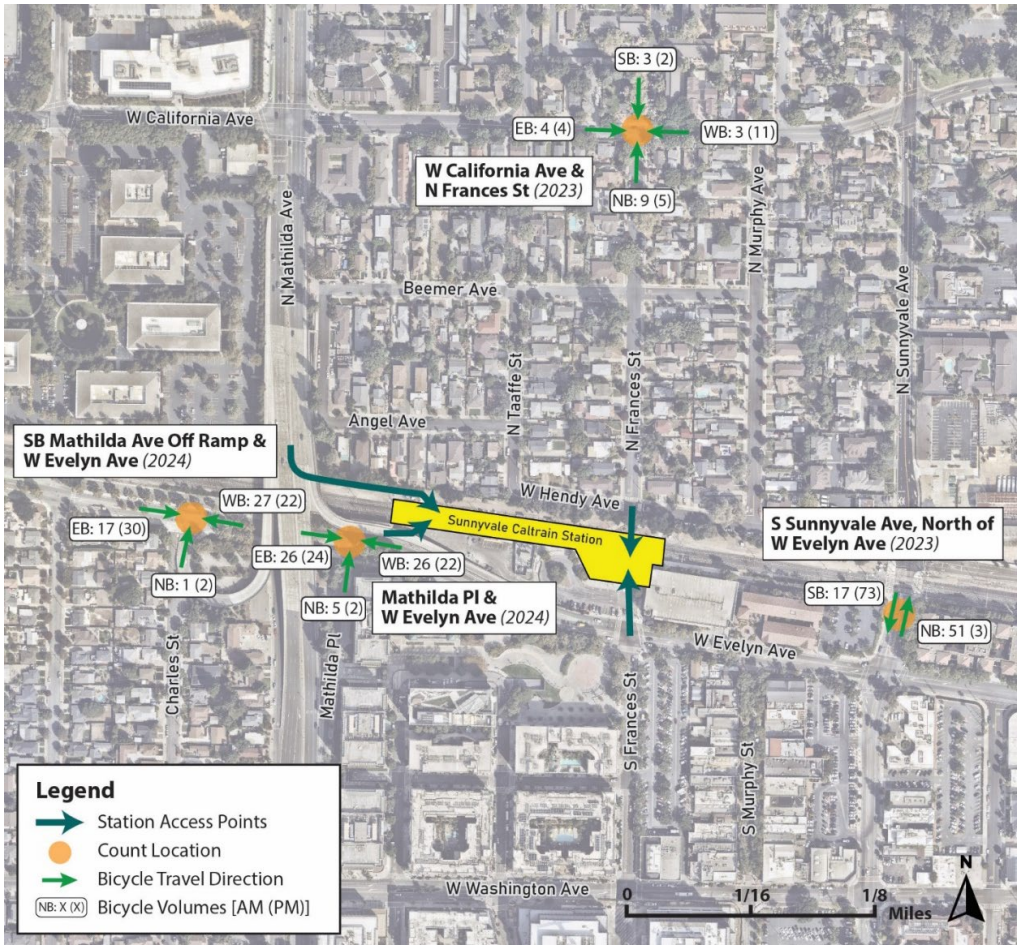
Source: City of Sunnyvale Active Transportation Plan 2020

Historical bicycle counts were collected from intersections near the Station at the following locations:

- W Evelyn Avenue and Mathilda Place – Collected May 15, 2024
- W Evelyn Avenue and Southbound Mathilda Avenue Off Ramp – Collected May 23, 2024
- W California Avenue and N Frances St – Collected October 17, 2023
- S Sunnyvale Avenue north of E Evelyn Avenue – Collected September 14, 2023

As seen in **Figure 6**, Sunnyvale Avenue is a highly used north-south bicycle connection, with 51 bicyclists in the AM peak hour and over 70 in the PM peak hour. W Evelyn Avenue west of the Station is also well used, with between 20 and 30 bicyclists in the AM and PM peak hours.

Figure 6: Bicycle Peak Hour Volumes

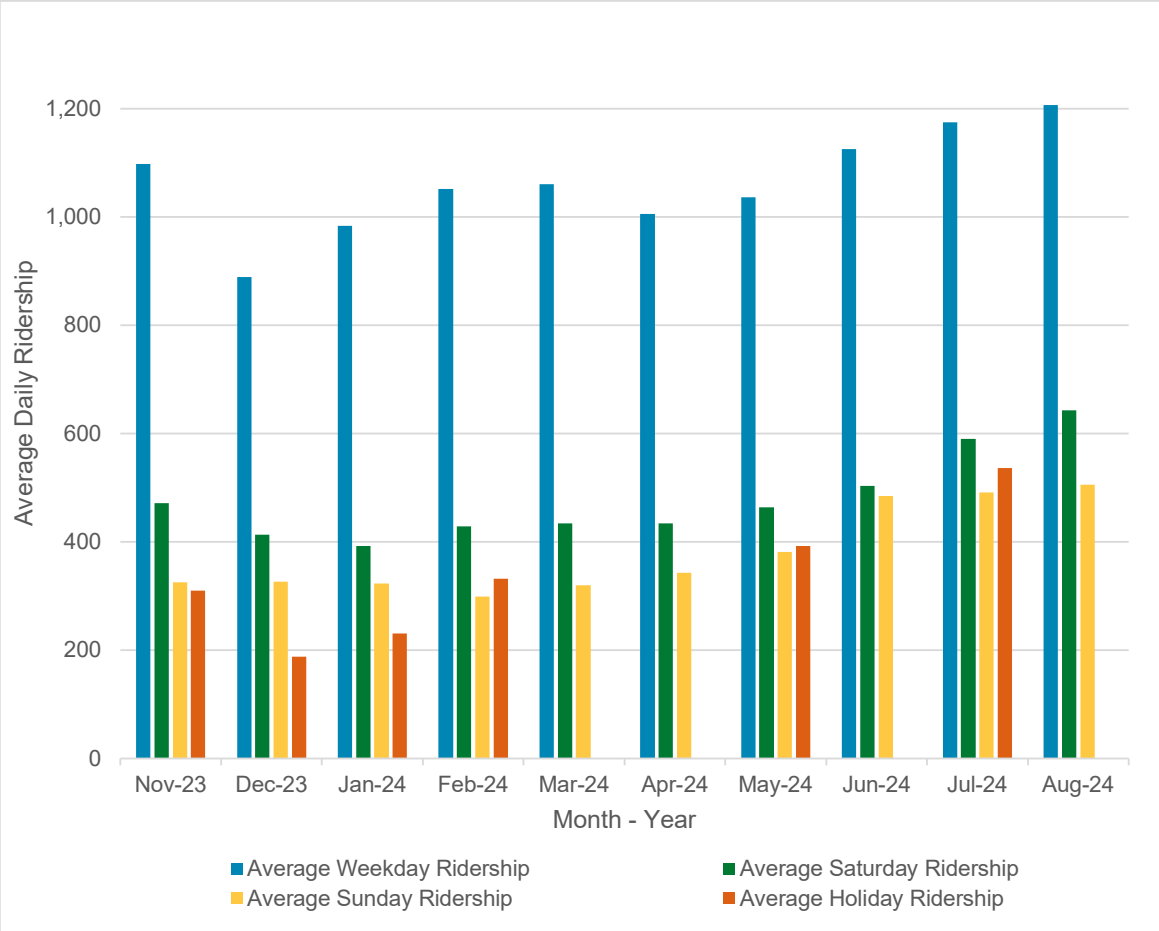


Source: City of Sunnyvale intersection counts from September 2023, October 2023, and May 2024.

Transit Conditions

Sunnyvale Station is currently the 4th busiest Station in the Caltrain system in Santa Clara County, behind Palo Alto, Mountain View, and San Jose Diridon. As shown in **Figure 7**, weekday ridership has been steadily increasing since April 2024, and in August 2024 reached 1,200 daily weekday riders.

Figure 7: Average Daily Ridership at Sunnyvale Station by Month



Source: Caltrain Average Ridership Estimates – Origin Station Details November 2023 to August 2024

VTA provides fixed bus services around the Station and connects the Station to regional destinations and job centers, such as Sunnyvale City Hall, Moffett Park, De Anza College. **Table 1** lists the bus stops in the focus area, the lines that serve them, and average daily boardings in October 2023. **Figure 8** shows the locations of existing VTA transit stops in the focus area and the average daily boardings by stop.

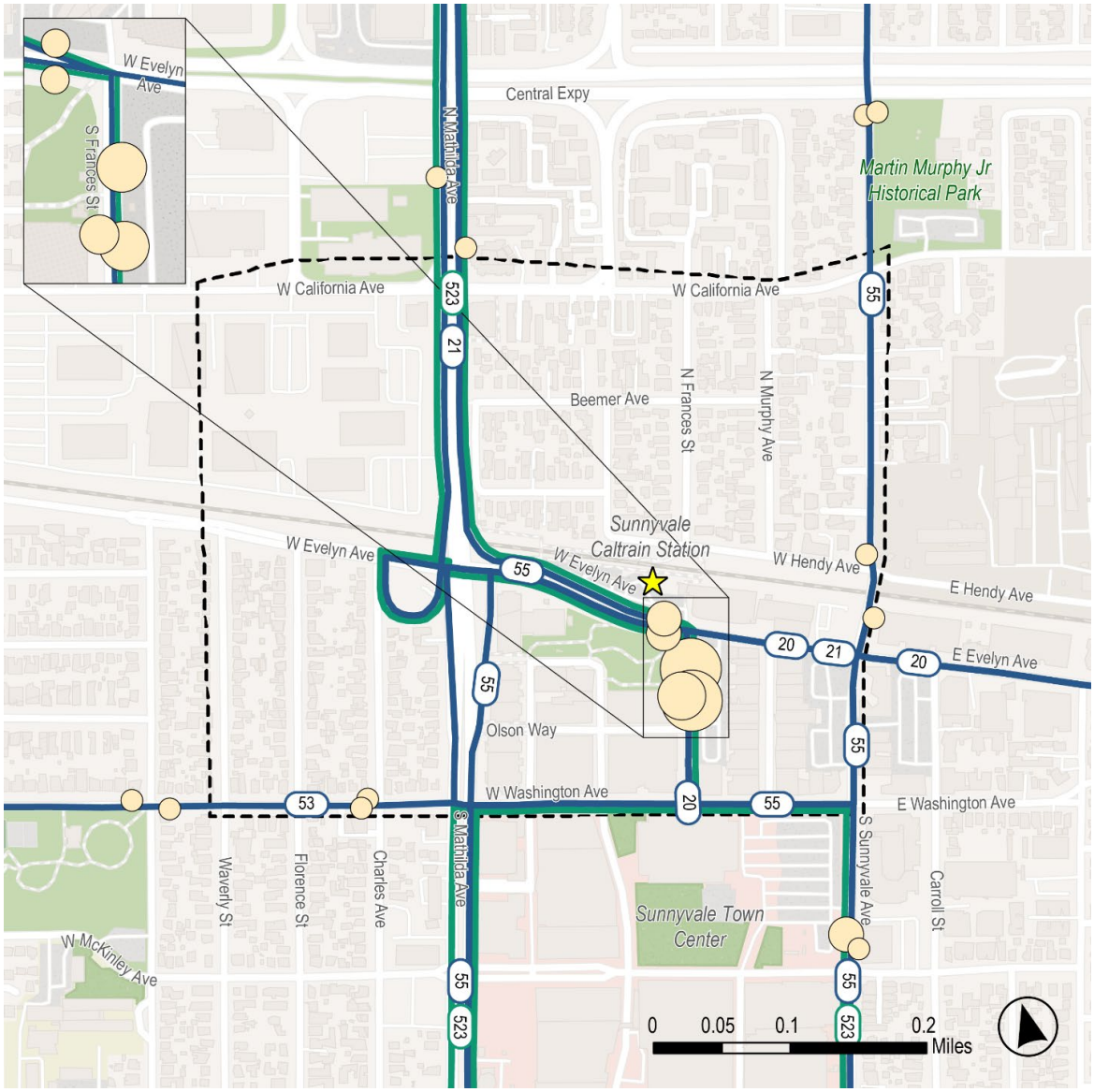
VTA's Sunnyvale Transit Center is located on S Frances Street, directly south of the Sunnyvale Caltrain Station, and it includes stops for the following lines: 20, 53, 55, and Rapid 523. VTA also has bus stops along W Evelyn Avenue, Sunnyvale Avenue, W Washington Avenue, and Mathilda Avenue. The local bus lines 20, 53, and 55 as well as the Rapid 523 line have a frequency of 30 to 60 minutes. During AM and PM peak periods, the Rapid 523 has a higher frequency of 20 minutes. VTA buses offer connections to the Orange Line light rail at Moffett Park Station via Rapid 523 line. The bus stops at the Sunnyvale Transit Center have daily boardings ranging from 26 to 200 people per day. Moving farther away from the Station, stops have lower daily boardings, ranging from 0 to 25 people per day.

Table 1: Bus Stop Routes and Ridership

Stop Name	Direction	Routes	Average Daily Boardings
California & Mathilda	NB	21, 523	6
California & Mathilda	SB	21, 523	4
Evelyn & Bayview	EB	20, 21, 56	25
Evelyn & Frances	WB	21	29
Evelyn & Frances	EB	21	40
Evelyn & Sunnyvale	NB	55	15
Sunnyvale Transit Center	NB	55, 56, 523	130
	NB	20, 53	177
	SB	55, 56, 523	93
Sunnyvale & Central	NB	55	3
Sunnyvale & Central	SB	55	11
Sunnyvale & Hendy	SB	55	7
Sunnyvale & McKinley	NB	55	20
Sunnyvale & McKinley	SB	55	33
Washington & Charles	EB	53	1
Washington & Charles	WB	53	11
Washington & Pastoria	WB	53	2
Washington & Pastoria	EB	53	19

Source: VTA October 2023 Ridership.

Figure 8: Average Daily Boardings at VTA Bus Stops



Source: VTA August 2024 Service Change

Traffic Safety

The City gathered data on collisions that occurred in the focus area between January 24, 2019 to January 24, 2024. Overall, there were a total of 110 intersection collisions and 21 mid-block collisions, as seen in **Table 2** and **Table 3**, for a total of 131 collisions. Collisions were categorized as mid-block if they were over 150 feet away from an intersection.

Of the 131 collisions, one was a fatality involving a pedestrian at the intersection of Washington Avenue and Mathilda Avenue due to a vehicle right-of-way violation. Three of the collisions experienced severe injuries, one of which involved a pedestrian mid-block along Sunnyvale Avenue, between Hendy Avenue and California Avenue, due to a pedestrian right-of-way violation. **Figure 9** shows a heatmap of where all the collisions occurred in the focus area and an overlay of the locations of the fatal and severe injury collisions. Most collisions occurred along the boundary of the focus area, namely on California Avenue, Sunnyvale Avenue, and Washington Avenue.

Figure 10 shows the locations of the eight collisions that involved pedestrians and the eight collisions that involved bicycles, as well as the injury severity of each. Similar to the vehicle collisions, many bicycle and pedestrian collisions occurred on California Avenue, Sunnyvale Avenue, and Washington Avenue. Several bicycle and pedestrian collisions occurred adjacent to the Sunnyvale Caltrain Station.

Table 2: Count of Collisions by Intersection

Intersection	Total Collisions	Pedestrian-Involved Collisions	Bicycle-Involved Collisions	Severe Injuries or Fatalities
Anchor Bay Te and Sunnyvale Ave	1	0	0	0
Aries Way and Washington Ave	2	0	0	0
California Ave and Frances St	3	0	0	0
California Ave and Mathilda Ave	14	1	1	0
California Ave and Murphy Ave	1	0	0	0
California Ave and San Anselmo Way	11	1	0	0
California Ave and Sunnyvale Ave	11	1	0	0
Charles St and Washington Ave	1	0	0	0
Evelyn Ave and Florence St	3	1	1	0
Evelyn Ave and Frances St	8	0	1	0
Evelyn Ave and Mathilda Ofr	3	0	0	0
Evelyn Ave and Mathilda Onr	2	0	0	0
Evelyn Ave and Mathilda Pl	4	0	1	0
Evelyn Ave and Murphy Ave	4	0	0	0
Evelyn Ave and Sunnyvale Ave	8	0	0	0
Evelyn Ave and Waverly St	1	0	0	1
Frances St and Hendy Ave	2	0	0	0
Hendy Ave and Murphy Ave	1	0	0	0
Hendy Ave and Sunnyvale Ave	4	1	0	0
Hendy Ave and Taaffe St	1	0	0	0
Mathilda Ave and Mathilda Ofr	1	0	0	0
Mathilda Ave and Washington Ave	11	1	1	1
Murphy Ave and Washington Ave	2	0	0	0
Sunnyvale Ave and Washington Ave	5	0	1	0
Taaffe St and Washington Ave	3	0	0	0
Washington Ave and Waverly St	3	0	0	0
	110	**6**	**6**	**2**

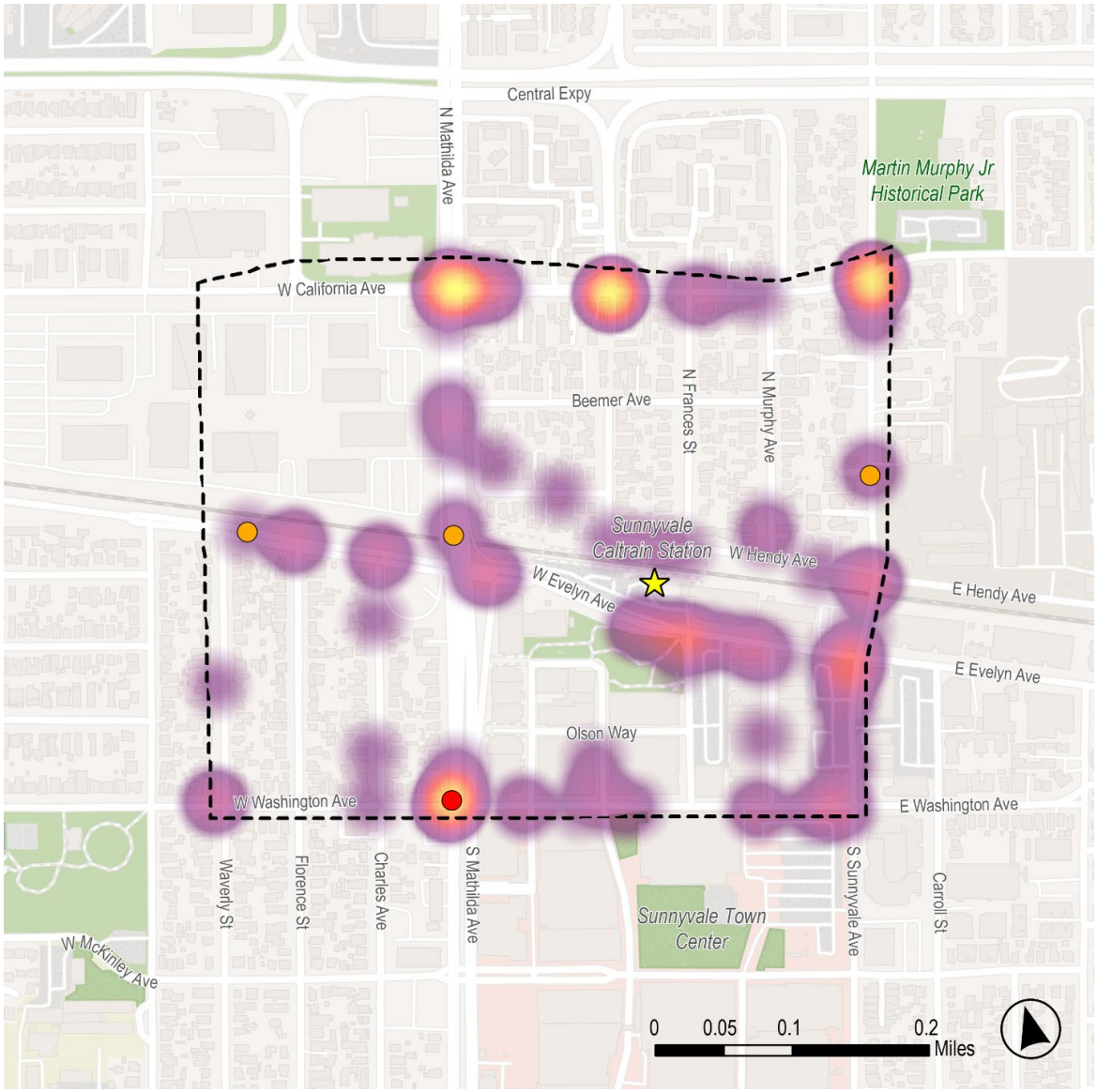
Source: SWITRS Collision Data January 2019 – January 2024

Table 3: Mid-Block Collisions

Location	Total Collisions	Pedestrian-Involved Collisions	Bicycle-Involved Collisions	Severe Injuries or Fatalities
Angel Ave (south of Beemer Ave)	1	0	0	0
Angel Ave (west of Taaffe St)	1	0	0	0
California Ave (between Mathilda Ave and Frances St)	2	0	0	0
Charles St (between Evelyn Ave and Washington Ave)	2	0	0	0
Hendy Ave (between Murphy Ave and Sunnyvale Ave)	1	0	1	0
Mathilda Ave (between California Ave and Evelyn Ave)	4	0	0	1
Mathilda Ave (between Evelyn Ave and Washington Ave)	1	0	0	0
Murphy Ave (between California Ave and Hendy Ave)	1	0	0	0
Murphy Ave (between Evelyn Ave and Washington Ave)	1	0	0	0
Sunnyvale Ave (between California Ave and Hendy Ave)	2	1	0	1
Sunnyvale Ave (between Evelyn Ave and Washington Ave)	2	1	0	0
Taaffe St (between Olson Way and Washington Ave)	1	0	1	0
Washington Ave (between Taaffe St and Frances St)	1	0	0	0
Waverly St (between Evelyn Ave and Washington Ave)	1	0	0	0
	21	**2**	**2**	**2**

Source: SWITRS Collision Data January 2019 – January 2024

Figure 9: Vehicle Collisions within Focus Area by Severity



Legend

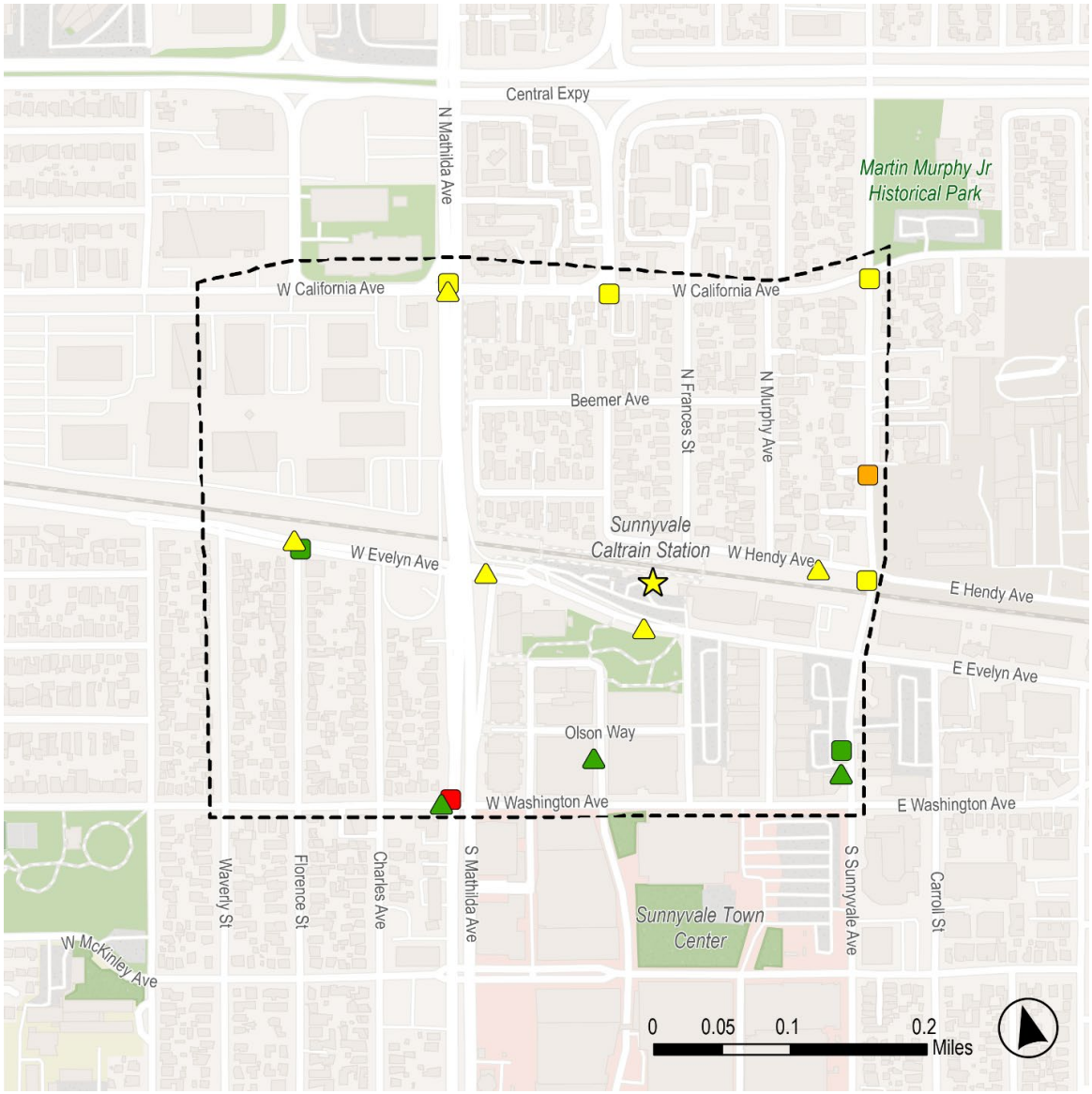
Focus Area

Density of Collisions of All Severities
Sparse
Dense

Location of Severe Injury or Fatal Collision
Severe Injury
Fatal

Source: 5-Year SWITRS Collision Data (January 2019 - January 2024)

Figure 10: Pedestrian and Bicycle Collisions Within Focus Area by Severity



Legend

- Focus Area
- Bicycle Collision
- Pedestrian Collision

Collision Injury Severity

- Fatal
- Severe Injury
- Other Visible Injury
- Complaint of Pain

Source: 5-Year SWITRS Collision Data (January 2019 - January 2024)

Land Use and Zoning

The City's *2022 General Plan* includes details on existing land uses within the City, as shown in **Figure 11**. The south side of the Station is a dense mixed-use district with a range of commercial, office, and residential land uses. The Historic Murphy Avenue commercial corridor located southeast of the Station is a pedestrian mall closed to automobiles and is a major regional destination. There is ongoing construction of mixed-use buildings on the block bounded by W Washington Avenue, W McKinley Avenue, S Murphy Avenue, and S Taaffe Street that will further increase trip activity in the area. The north side of the Station contains low-density residential neighborhoods and industrial land uses, and there are office uses north of Central Expressway.

The future land uses documented in the City's *2022 General Plan* is shown in **Figure 12**. The City conducted more detailed planning of the Downtown area through the 2020 *Downtown Specific Plan* (DSP) and separated the area into distinct districts, shown in **Figure 13**. The Caltrain Station is located within the North of Washington District. The DSP highlighted that this District "provides opportunities for increased density residential and employment opportunities," and the other Districts had similar opportunities. Station access needs would only be increased with the residential, commercial, and office uses that are planned to come into Downtown Sunnyvale.

Figure 11: Existing Land Use

Legend

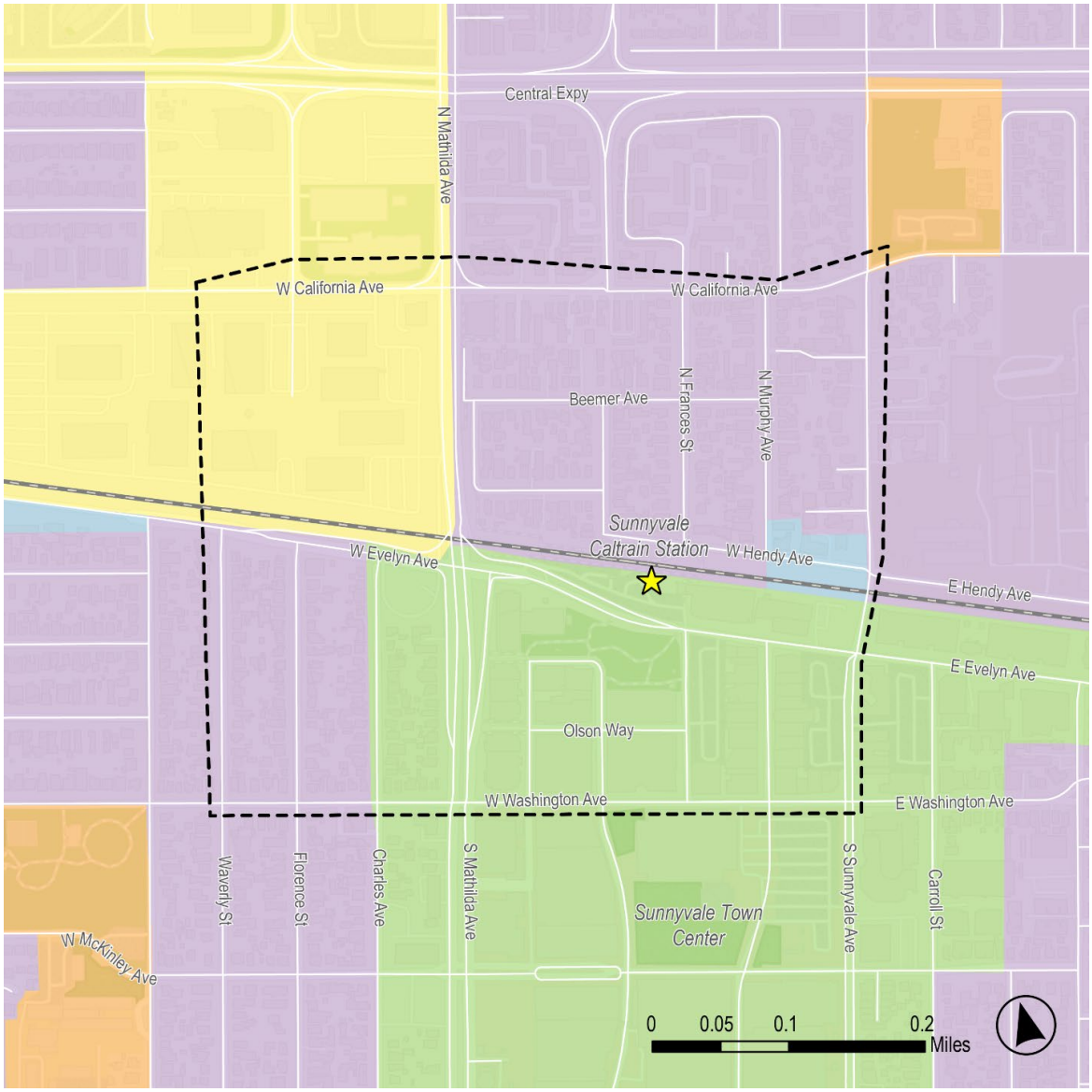
Focus Area

Existing Land Use

- Low to Medium and High Density Residential
- Commercial
- Industrial
- Office
- Parks
- Parking Lot
- Public
- Religious Institutions
- Mixed-Use
- Vacant
- Unknown

Source: City of Sunnyvale General Plan

Figure 12: Future Land Use



Legend

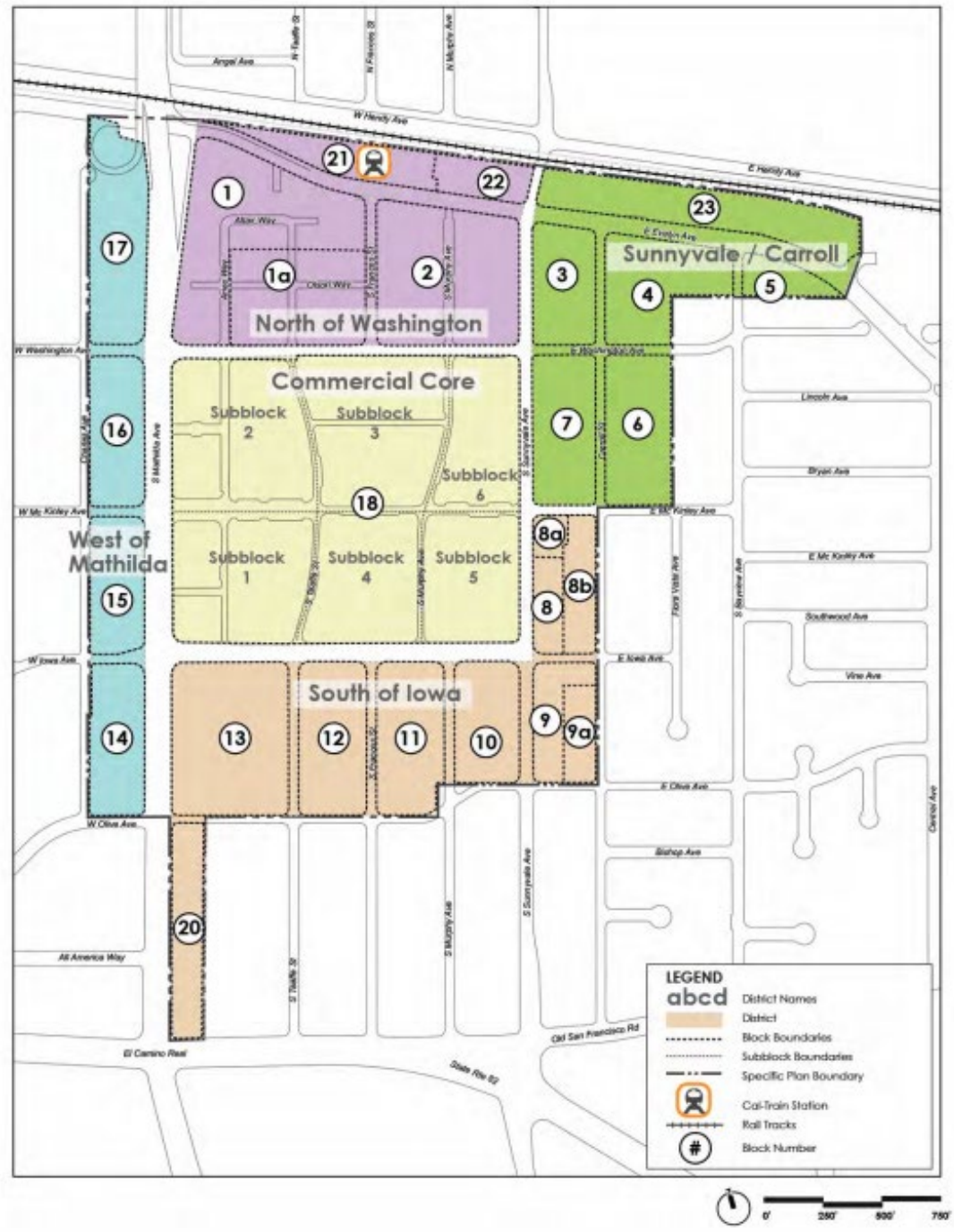
Focus Area

General Plan Land Use

- Commercial
- Office
- Residential
- Mixed Use
- Public
- Specific Plan

Source: City of Sunnyval General Plan

Figure 13: Downtown Specific Plan Districts



Source: City of Sunnyvale Downtown Specific Plan, 2020

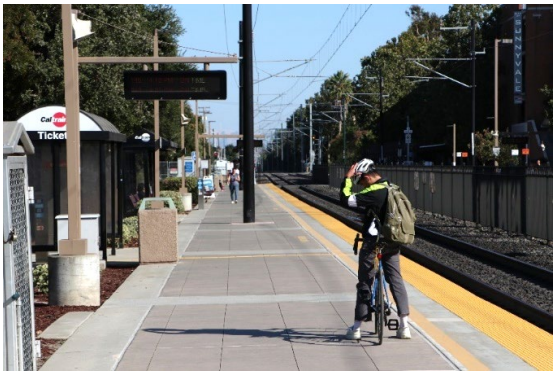
Site Visit Summary

A site visit was conducted on the afternoon of September 24, 2024, to observe pedestrian and bicycle experiences during a busy commute period and identify opportunities for improvements in the surrounding area. Additionally, the Station was visited at night to note lighting conditions at and around the Station. **Figure 16** includes photos from the site visit.

Observations during the site visit include:

- The southern access point at W Evelyn Avenue and S Frances Street was the most utilized Station access point, followed by the northern access point at W Hendy Avenue and N Frances Street.
- High bicycle and electric scooter usage was observed, with approximately 1 out of 4 Caltrain passengers using a bicycle or electric scooter at the time of the site visit.
- Passenger loading and unloading was observed along W Hendy Avenue even though there is no marked loading zone there.
- Many pedestrians were observed to pass through the Station without riding Caltrain, suggesting that the Station also serves as a major pedestrian connection across the Caltrain tracks.
- There is very little shade on the Station platforms.
- Wayfinding signage to Station access points, transit connections, and downtown destinations is limited.
- The platforms were partially illuminated at night; several locations were dark.
- The access point to W Hendy Avenue and N Frances Street had no lighting at night. The passenger loading zone to the south of the Station and the two grade crossings were not well lit.

Figure 14: Examples of Site Visit Observations



A cyclist waits on the platform with no shade.

Multiple riders, including one with an electric scooter, board the train during the afternoon peak.

A rider connects from a train to a VTA bus with a bicycle.

About half of the platform was illuminated at night.

CONCLUSION AND NEXT STEPS

While some pedestrian and bicycle facilities exist around the Sunnyvale Caltrain Station, there are opportunities to improve access to the Station, Downtown Sunnyvale, and the surrounding neighborhoods. Improvements to Station access will benefit both Caltrain riders and the wider Sunnyvale community by providing safer and more comfortable biking and walking facilities, while also aligning with regional and the City's goals of promoting sustainable modes of transportation.

The findings of the plan review and existing site conditions will inform the development of strategies to improve access for all users. Next steps on this Study will focus on enhancing access pathways to the Station to close gaps (such as missing or deficient pedestrian and bicycle facilities), new or upgraded traffic controls, additional wayfinding signage, pedestrian-scale lighting, and other amenities. These recommended improvements will be refined through community engagement and will be shared with City Council for approval.

APPENDIX B – NEEDS ANALYSIS AND RECOMMENDATIONS REPORT

Sunnyvale

Needs Analysis and Recommendations
April 2025

SUNNYVALE CALTRAIN
Bicycle and Pedestrian Access Study

TABLE OF CONTENTS

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INTRODUCTION

The Sunnyvale Caltrain Station Bicycle and Pedestrian Access Study (Study) is evaluating how to improve pedestrian and bicycle access to and from the Sunnyvale Caltrain Station. Improvements will encourage more people to walk or bike to the Station instead of driving, leading to improved safety and increased Caltrain ridership.

The Study's focus area is centered around the Sunnyvale Caltrain Station and is bounded by California Avenue to the north, Sunnyvale Avenue to the east, Washington Avenue to the south, and Pastoria Avenue to the west. **Figure 1** shows station access points, intersection traffic controls, and sidewalks gaps within the focus area. The station has four pedestrian and bicycle access points, including:

- North of the Station:
  - Intersection of W Hendy Avenue & N Frances Street
  - City Parking Lot Under N Mathilda Avenue
- South of the Station:
  - Intersection of W Evelyn Avenue & S Frances Street
  - W Evelyn Avenue east of Mathilda Place

Between January 2019 and January 2024, eight collisions involved pedestrians and eight collisions involved bicycles in the focus area, shown in **Figure 2**. Most of these collisions occurred on major roadways in the focus area, including Sunnyvale Avenue, Mathilda Avenue, California Avenue, and Evelyn Avenue, highlighting the need for safe bicycle facilities and pedestrian crossing infrastructure along these corridors

The project team completed the first round of community engagement for the Study in Fall 2024, which included a walk audit with City staff and key stakeholders, pop-up engagement activities at the station, a community meeting, and an online survey. The engagement process collected feedback on where station access is challenging.

This Needs Assessment and Recommendations Report uses the findings from the *Existing Conditions Report* (January 2025) and the first round of community engagement to identify locations with the greatest need for improvement.

Figure 1: Study Focus Area

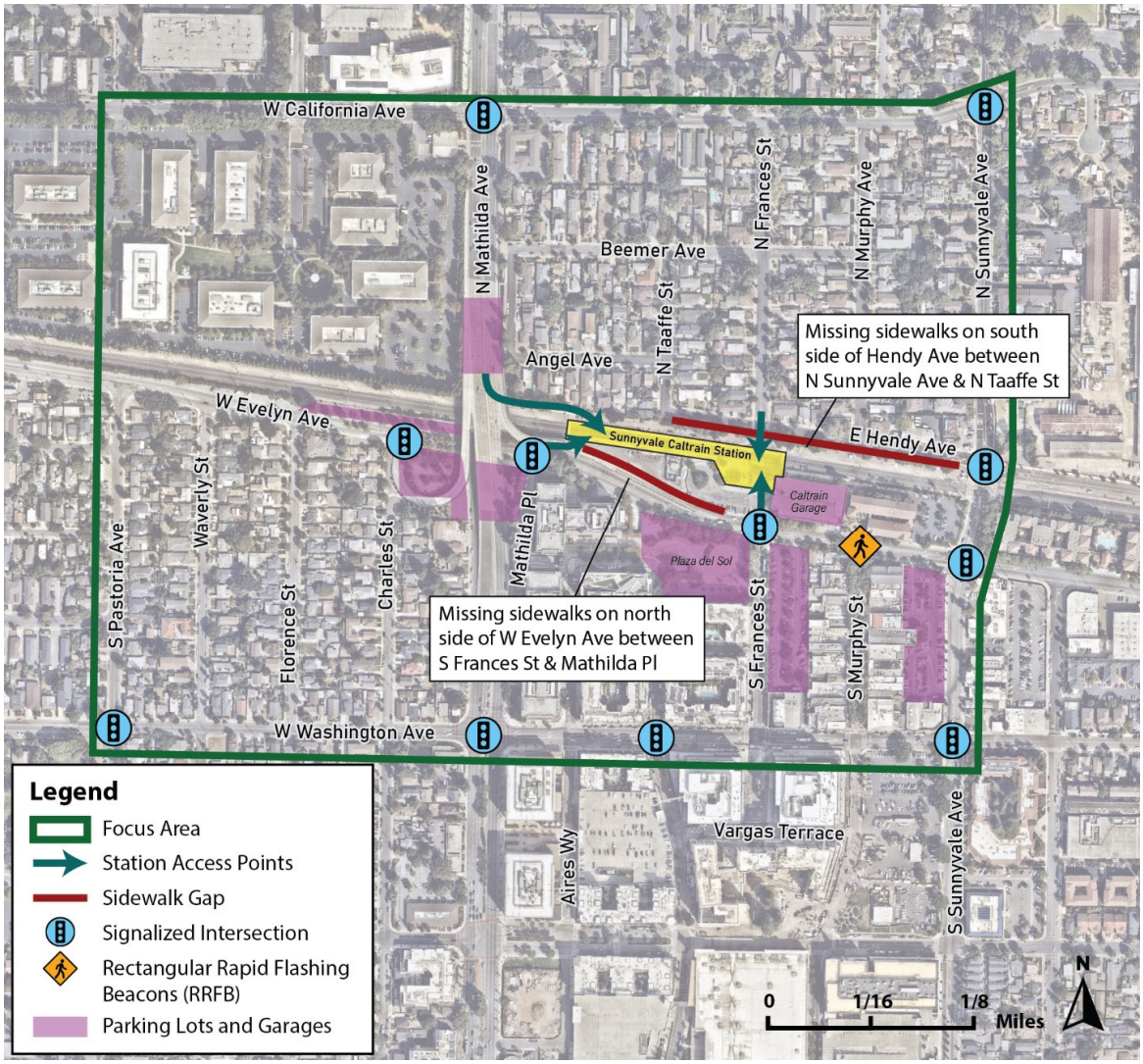
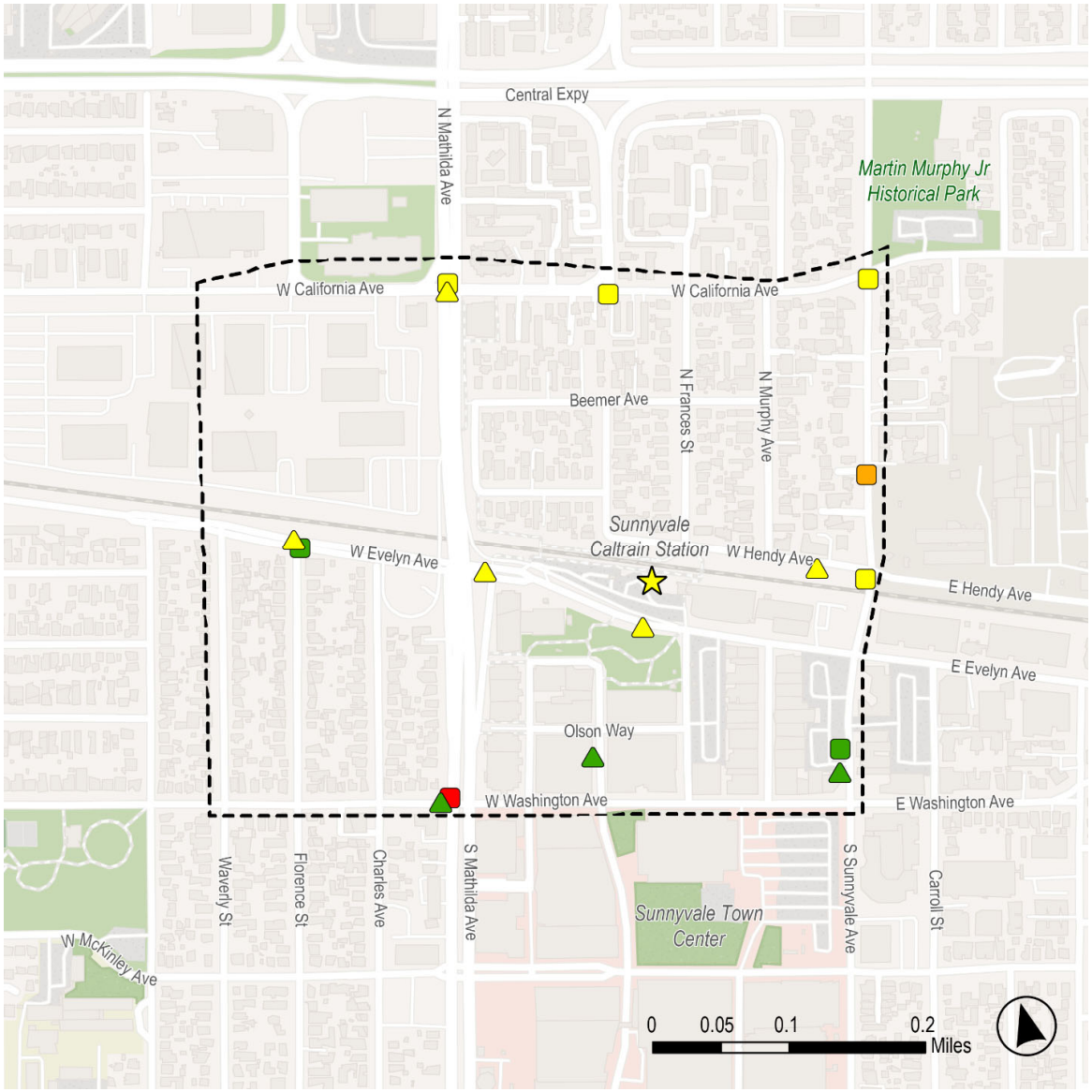


Figure 2: Pedestrian and Bicycle Collisions Within Focus Area by Severity



Legend

- Focus Area
- Bicycle Collision
- Pedestrian Collision

Collision Injury Severity

- Fatal
- Severe Injury
- Other Visible Injury
- Complaint of Pain

Source: 5-Year SWITRS Collision Data (January 2019 - January 2024)

NEEDS ASSESSMENT

The needs identified by the community and through the existing conditions evaluation were centered around multimodal, pedestrian, and bicycle needs.

Multimodal Needs

Community engagement respondents noted a need for additional lighting, including pedestrian-scale lighting, throughout the focus area. Areas that many noted needing additional lighting include Hendy Avenue, underneath the Mathilda Avenue overpass, the path between the Station and the City parking lot under Mathilda Avenue, and within the Station facilities.

Wayfinding signage to and from the station, bus connections, and major attractions is also missing. Signage installations should align with the Metropolitan Transportation Commission (MTC) Regional Mapping and Wayfinding Project for consistency across the Bay Area.

At the station access point to the northwest of the station, an unpaved trail connects the parking lot underneath Mathilda Avenue to the platforms. This path may be uncomfortable for users, especially when muddy after rain. At its western end, the path ends abruptly in the parking lot without demarcation of a path of travel through the lot. A convenient bicycle connection to Angel Avenue is blocked by an obstructing planter and lack of curb ramps. A pedestrian connection to the sidewalks on Angel Avenue is provided, but it is far from the station access point and not clearly delineated. Feedback from the community also indicated that improvements should make this a more inviting space, such as improved lighting, wayfinding signage, and public art.

In a separate project, the City is planning a shared-use path along W Evelyn Avenue between the Station and the Mountain View border. At the time of writing, the City has not completed final design, but the community desires the path to provide a seamless connection to the station access point.

Pedestrian Needs

Most streets within the focus area include sidewalks, but there is one major sidewalk gap along the south side of Hendy Avenue between N Taaffe Street and N Sunnyvale Avenue that affects Station access. Another sidewalk gap along the north side of W Evelyn Avenue between S Frances Street and Mathilda Place does not affect station access but is detrimental to the connectivity of the pedestrian network. The Study recommends constructing sidewalks to fill both gaps to provide a more comprehensive walking network. Additionally, there is not a clear pedestrian path of travel through the

Peery Park office complex to the Station, but planned redevelopment of the site provides an opportunity for a multimodal facility.

Many community engagement respondents noted that existing crosswalks do not feel comfortable to use due to fast-moving vehicles that may not stop for pedestrians. Many crosswalks also do not have directional curb ramps that are easily navigable for people with disabilities or strollers. Most crosswalks to the north of the station are unmarked. The following crossing locations were identified for improvement:

- **California Avenue between N Mathilda Avenue and N Sunnyvale Avenue**: All crosswalks across California Avenue in this segment are unmarked.
- **E Hendy Avenue and S Sunnyvale Avenue**: The walk audit found that the southwest corner is tight to navigate due to a utility pole in the middle of the path of travel.
- **W Evelyn Avenue and S Frances Street**: This is a station access point. The community indicated that turning vehicles don't always stop for pedestrians. The southwest and southeast corners do not have directional curb ramps. Many bus stops are located to the south along S Frances Street, making this an important intersection for transit connections.
- **Evelyn Avenue and S Murphy Avenue**: This is a highly used crosswalk connecting the station to the Historic Murphy Avenue retail corridor. Though this crosswalk has an existing Rectangular Rapid Flashing Beacon (RRFB), the community indicated that cars still do not always stop for crossing pedestrians. It is of note that S Murphy Avenue between Evelyn Avenue and Washington Avenue was permanently closed to vehicles in 2023.
- **E Evelyn Avenue and S Sunnyvale Avenue**: Northeast and southwest corners do not have directional curb ramps.
- **Midblock on S Frances Street between W Evelyn Avenue and Olson Way**: a midblock crossing exists, but the view of crossing pedestrians may be blocked by parked buses along the east side of the corridor.
- **W Washington Avenue and S Mathilda Avenue**: The community indicated that S Mathilda Avenue's width and fast vehicle speeds make it uncomfortable to cross. The northeast corner does not have directional curb ramps.
- **W Washington Avenue and S Frances Street**: The community indicated that vehicles do not always stop for crossing pedestrians. A recently constructed development project to the south will likely increase foot traffic in this area.

A passenger loading zone exists within the main station surface parking lot on the south side of the platform, accessible to vehicles via the W Evelyn Avenue and S Frances Street station access point. No passenger loading zone exists on the north side of the Station along W Hendy Avenue, but passenger loading was observed there during the site visit and walk audit, indicating a need for an additional loading zone.

Community engagement respondents noted sidewalks in bad condition, impacted by tree roots, or with other trip hazards that impact walk access, especially for those with mobility needs. They also noted that some pedestrian push buttons may not be working and are not ADA-accessible.

Bicycle Needs

Several gaps in the all ages and abilities bicycle network were identified by the community and walk audit participants.

Locations identified as missing bicycle facilities include:

- California Avenue throughout focus area; Class II bike lanes exist on a short segment between Sobrante Way and N Mathilda Avenue
- N Frances Street between W California Avenue and W Hendy Avenue
- W Hendy Avenue between N Taaffe Street and N Sunnyvale Avenue
- A north-south facility in Downtown Sunnyvale
- A north-south facility west of S Mathilda Avenue

Locations identified where existing bicycle facilities can be improved include:

- Sunnyvale Avenue between E Evelyn Avenue and 300 feet north of E Hendy Avenue, through the Caltrain grade crossing, currently has Class III bicycle route
- W Evelyn Avenue, throughout the entire focus area, currently has Class II bike lanes and Class IIB buffered bike lanes
- S Sunnyvale Avenue, south of E Evelyn Avenue, currently has Class II bike lanes

Respondents also identified the following intersections as being challenging to turn left comfortably on a bicycle:

- W Evelyn Avenue and Charles Street
- E Evelyn Avenue and S Sunnyvale Avenue
- S Mathilda Avenue and W Washington Avenue

Figure 3 and **Table 1** describe the needs identified in this study.

Figure 3: Map of Station Access Needs Identified

Table 1: Table of Station Access Needs Identified

ID	Need
Multimodal Needs	
M1	Desire line for connection from businesses and residents north of the tracks to station and downtown via City surface lot beneath Mathilda Ave. No marked path of travel and uncomfortable walking conditions (lighting, aesthetics, etc). Lack of direct accessible path and bike ramp from Angel Ave.
M2	Unpaved path at Northwest Parking access point is uncomfortable and difficult to use, especially for those with mobility needs
M3	Insufficient lighting along Northwest Parking access point unpaved path
M4	W Hendy Ave & N Frances St access point is narrow, has low visibility, lacks lighting and wayfinding signage, and feels unwelcoming
M5	Lack of wayfinding signage around station
Pedestrian Needs	
P1	Long gap in marked pedestrian crossings across California Ave between N Mathilda Ave and N Sunnyvale Ave
P2	Sidewalk gap along south side of Hendy Ave between N Taaffe St and N Sunnyvale Ave
P3	Sidewalk gap along north side of W Evelyn Ave between S Frances St and Mathilda Pl
P4	Crosswalk across Evelyn Ave at S Murphy Ave does not feel comfortable to use for all ages and abilities
P5	Crosswalks at W Evelyn Ave & S Frances St intersection does not feel comfortable to use for all ages and abilities
P6	Crosswalks across S Mathilda Ave at W Washington Ave does not feel comfortable to use for all ages and abilities
P7	Crosswalk across W Washington Ave at S Frances St does not feel comfortable to use for all ages and abilities
P8	Utility pole on southwest corner of E Hendy Ave and N Sunnyvale Ave is obstructing sidewalk
P9	Sidewalks are in bad condition or have trip hazards
P10	Space underneath Mathilda Ave overpass on W Evelyn Ave lacks lighting and does not feel inviting
P11	Curb ramps at E Evelyn Ave & S Sunnyvale Ave intersection is difficult to navigate for those with mobility needs
P12	Pedestrian push buttons are not working throughout the focus area causing long waiting times at crosswalks
P13	Vehicles' view of pedestrians using crosswalk across S Frances St midblock between W Evelyn Ave and Olson Way may be obstructed by buses
P14	No passenger loading zone exists at W Hendy Ave & N Frances St access point

ID	Need
Bicycle Needs	
B1	Gap in all ages and abilities bicycle connection along W Evelyn Ave west of Station
B2	Gap in all ages and abilities bicycle connection along Evelyn Ave east of Mathilda Pl; existing Class II and IIB bicycle lanes may be obstructed by parked cars
B3	Lack of bike station connection from W Hendy Ave & N Frances St access point northward along N Frances St
B4	Lack of bike station connection from W Hendy Ave & N Frances St access point eastward along W Hendy Ave
B5	Gap in bicycle facilities on Sunnyvale Ave between E Evelyn Ave to approximately 300ft north of E Hendy Ave intersection through at-grade crossing
B6	Lack of dedicated facilities for left turning bicycles at S Sunnyvale Ave & E Evelyn Ave intersection does not feel comfortable for all ages and abilities
B7	Lack of dedicated facilities for left turning bicycles at S Mathilda Ave & W Washington Ave intersection does not feel comfortable for all ages and abilities
B8	Lack of dedicated bicycle left turn facilities for westbound W Evelyn Ave onto Charles St does not feel comfortable for all ages and abilities
B9	Lack of continuous east-west bike connection between Caltrain tracks and Central Expy
B10	Lack of north-south bike facilities in Downtown Sunnyvale that connect directly to Station
B11	Lack of north-south bike connections in the station area west of S Mathilda Ave
B12	Gap in all ages and abilities bicycle connection along S Sunnyvale Ave south of E Evelyn Ave
B13	No bicycle facilities exist between Northwest Parking access point and San Andreas Ct, which connects to N Mathilda Ave & W California Ave intersection

ACCESS IMPROVEMENT TOOLBOX

The Access Improvement Toolbox is the range of improvement strategies that were considered to improve station access safety and comfort. This study also recommends enhancements not listed below to address needs unique to the local context.

Multimodal Improvements:

- New or improved Class I shared-use path
- Improved lighting on pedestrian and bicycle pathways
- Wayfinding signage directing people to the Caltrain station and other points of interest in Sunnyvale
- Placemaking via murals and public art

Pedestrian Improvements:

- New or improved sidewalk
- Curb bulb-outs to reduce pedestrian crossing distance
- ADA-compliant directional curb ramps
- Rapid Rectangular Flashing Beacon (RRFB)
- High-visibility crosswalk
- Raised crosswalk or intersection
- Pedestrian scrambles at intersections with high pedestrian volumes

Bicycle Improvements:

- Class II bicycle lane or Class IIB buffered bicycle lane
- Traffic calming as part of Class IIIB bicycle boulevards on low volume streets

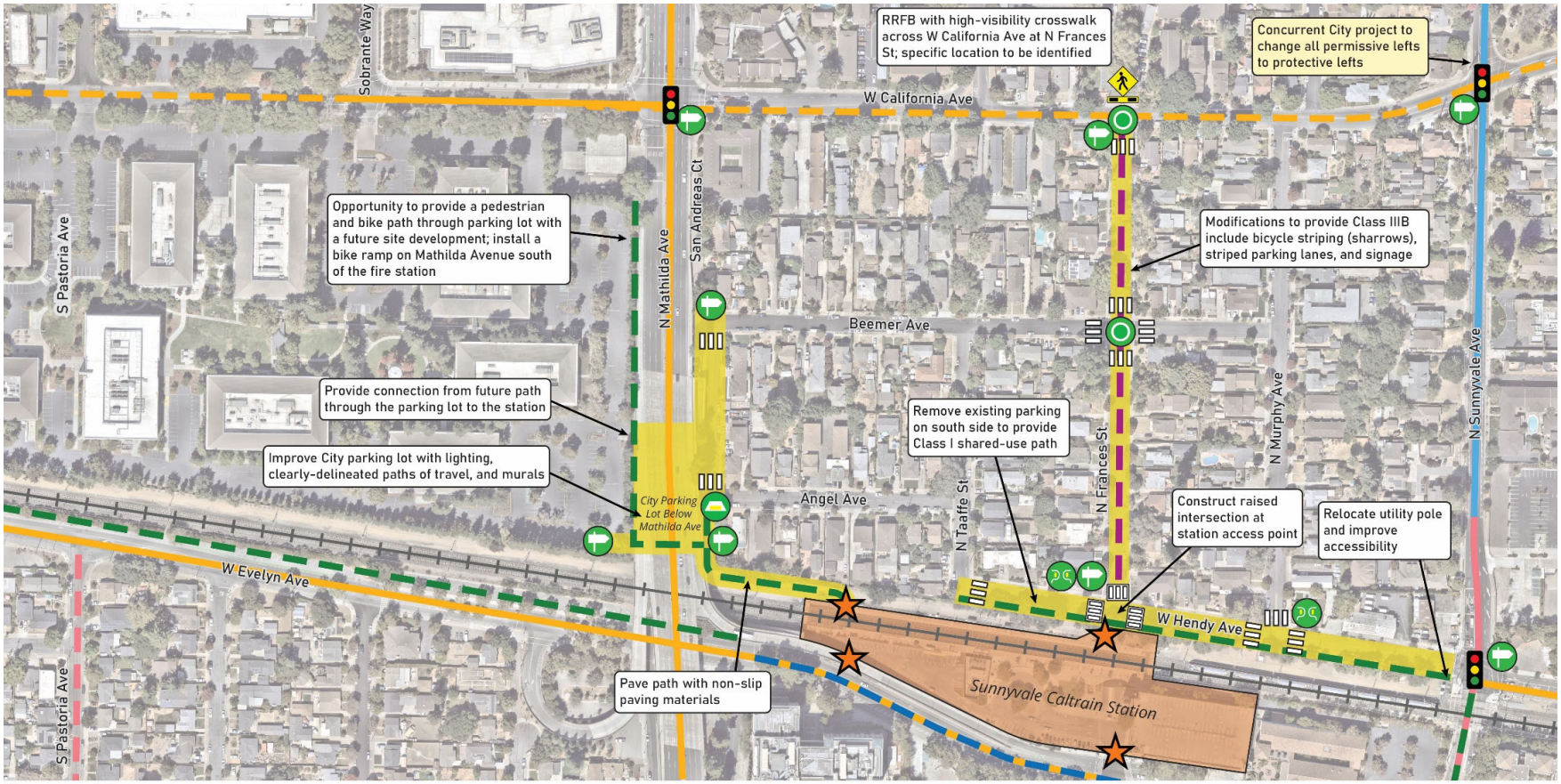
RECOMMENDATIONS

Using the Access Improvement Toolbox, specific improvements were identified throughout the Study area. The following sections detail the Study's recommended pedestrian, bicycle, and transit improvements, organized by the location of the improvements.

North of Caltrain

Figure 4 shows an overview of the recommended access improvements north of the Caltrain station.

Figure 4: Overview of Recommendations, North of Caltrain



California Avenue

California Avenue serves as a key east-west connection north of the Caltrain station, but it does not currently have bicycle facilities within the focus area except for a short Class II bicycle lane segment between Sobrante Way and N Mathilda Avenue. Therefore, the Study recommends a Class II bicycle facility throughout the focus area, which extends between N Pastoria Avenue and N Sunnyvale Avenue. The City's 2020 *Active Transportation Plan* proposes a Class II bicycle facility for a longer segment between N Mary Avenue and Fair Oaks Avenue. Due to the constrained curb-to-curb width, this change will require the removal of all on-street parking on the corridor, which is located along the north side between N Pastoria Avenue and Sobrante Way, the south side between N Mathilda Avenue and San Anselmo Way, and the south side between N Frances Way and N Murphy Avenue.

From a pedestrian perspective, California Avenue between N Mathilda Avenue and N Sunnyvale Avenue is a barrier for people north of the corridor to access the Station due to the lack of a marked crosswalk and high vehicle speeds. Therefore, this study recommends a traffic circle to be installed at the W California Avenue and N Frances Street intersection to calm traffic. A high visibility crosswalk with an RRFB is recommended at either the east or west leg of the intersection to make crossing pedestrians more visible; the specific location of the crossing is to be identified during project design. The south leg of the intersection is also recommended for a high visibility crosswalk.

The City has a concurrent project at E California Avenue and N Sunnyvale Avenue to convert the existing permissive left turns to protected left turns. This change will reduce conflicts between turning vehicles and crossing pedestrians.

Summary of improvements on California Avenue:

- Continuous Class II bicycle lane throughout focus area
- Traffic circle, RRFB, and high-visibility crosswalks at W California Avenue and N Frances Street
- Convert existing permissive left turns to protected left turns at E California Avenue and N Sunnyvale Avenue (concurrent City project)
- Wayfinding signage

Hendy Avenue and N Frances Street

Figure 5 shows the recommended improvements along Hendy Avenue. A new, sidewalk-level Class I shared-use path is recommended on the south side of Hendy Avenue between N Taaffe Street and N Sunnyvale Avenue to provide a separated bicycle facility and fill a gap in the pedestrian facility network. This change will require the removal of all parking spaces on the south side of Hendy Avenue due to right-of-way constraints. At the W Hendy Avenue and N Frances Street intersection, a raised intersection with high-visibility crosswalks is recommended to slow vehicles and encourage them to yield to crossing pedestrians at the station access point. At the N Murphy Avenue intersection, bulb outs and high-visibility crosswalks are recommended to shorten the crossing distance and increase pedestrian visibility to vehicles. A new high visibility crosswalk with directional curb ramps is proposed for the north-south crossing on W Hendy Avenue as it meets N Taaffe Street. A utility pole at the southwest corner of the E Hendy Avenue and N Sunnyvale Avenue intersection should be relocated to improve accessibility and not obstruct pedestrian movements. Improved lighting is also recommended on this corridor.

The new shared-use path adjacent to the station entrance provides an opportunity for additional amenities, such as improved lighting, bench seating, informational and wayfinding signage, and/or ticketing facilities, as space is available. These improvements would serve to make the access point more easily identifiable, easier to navigate through, and more comfortable for users.

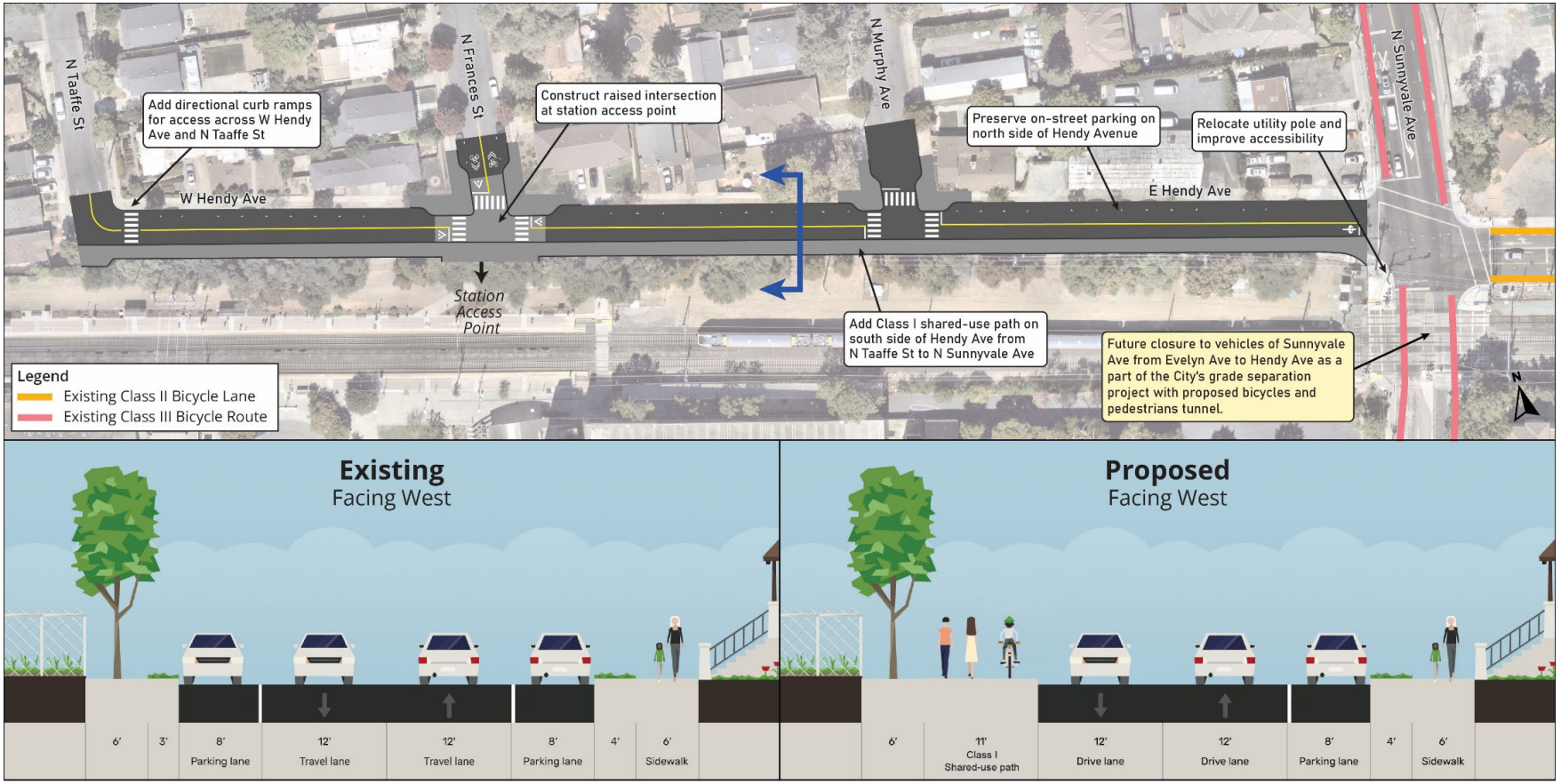
A Class IIIB bicycle boulevard is proposed on N Frances Street to connect the Station to planned bicycle facilities on California Avenue. Treatments on the bicycle boulevards include bicycle striping (sharrows), striped shoulder/parking lanes, bicycle signage, and improved lighting. Traffic circles with high-visibility crosswalks are proposed at the N Frances Street's intersections with Beemer Avenue and W California Avenue to slow vehicles and make the intersection more comfortable for cyclists and pedestrians. Since space for blubouts is limited with the traffic circle, there is the opportunity to provide floating islands that are mountable to allow for emergency vehicle access. A RRFB is recommended at the latter intersection for the crosswalk across W California Avenue to bring further awareness of crossing pedestrians to drivers.

Summary of improvements on Hendy Avenue and N Frances Street:

- Sidewalk-level Class I shared-use path on south side of Hendy Avenue
- Class IIIB bicycle boulevard along N Frances Street
- Raised intersection at W Hendy Avenue and N Frances Street
- Bulb outs and high-visibility crosswalk at Hendy Avenue and N Murphy Avenue

- New high-visibility crosswalk and directional curb ramps at W Hendy Avenue and N Taaffe Street
- Traffic circles at two intersections: N Frances Street and Beemer Avenue, and N Frances Street and W California Avenue
- RRFB across W California Avenue at N Frances Street
- Relocated utility pole at southwest corner of E Hendy Avenue and N Sunnyvale Avenue
- Improved lighting
- Wayfinding signage

Figure 5: Recommended Improvements Along Hendy Avenue



City Parking Lot Under N Mathilda Avenue

The path between the Station platforms and the parking lot is recommended to be paved with non-slip materials to improve the comfort of pedestrians and bicyclists using this access point. Pedestrian-scale lighting, wayfinding signage, and murals along the fence can make this space even more inviting for users. The fence and lighting should preserve the privacy and minimize light pollution for the homes adjacent to the path.

The Study recommends creating a curb-level path on the east side of the parking lot between the station access point and existing sidewalks on Angel Avenue, creating a clearly delineated pedestrian and bicycle path of travel. A bicycle ramp at the north end of this path allows bicycles traveling north to smoothly transition onto the road surface. Other recommendations to make the parking lot feel more welcoming include marked pedestrian paths, distinctive lighting at the pillars, and murals.

At Angel Avenue, two new high-visibility crosswalks near 350 Angel Avenue and the Beemer Avenue intersection are recommended to improve visibility of crossing pedestrians. Features along Angel Avenue include improved lighting, and wayfinding signage towards San Andreas Court to connect to destinations to the north.

The Peery Park office park site west of the parking lot is planned for future redevelopment, which provides an opportunity for an additional shared-use path that follows the west edge of the overpass to connect the station access point with Sunnyvale Fire Station #1. At the fire station, the path would connect to existing sidewalks, and a bicycle ramp can be provided to transition from the existing Class II bike lanes on N Mathilda Avenue.

Summary of improvements near the City parking lot under N Mathilda Avenue:

- Pave existing path between parking lot and station
- Improvements to make space along path to Station and under Mathilda overpass more inviting, such as lighting, clearly delineated paths of travel, and murals
- New path on east side of parking lot with bike ramp at Angel Avenue
- Two new high-visibility crosswalks at 350 Angel Avenue, and Angel Avenue and Beemer Avenue intersection, with improved lighting along Angel Avenue
- New path on west side of Mathilda overpass between parking lot and Sunnyvale Fire Station #1, with a bike ramp at fire station
- Wayfinding signage

South of Caltrain

Figure 6 shows an overview of the recommended access improvements south of the Caltrain station.

Sunnyvale Avenue

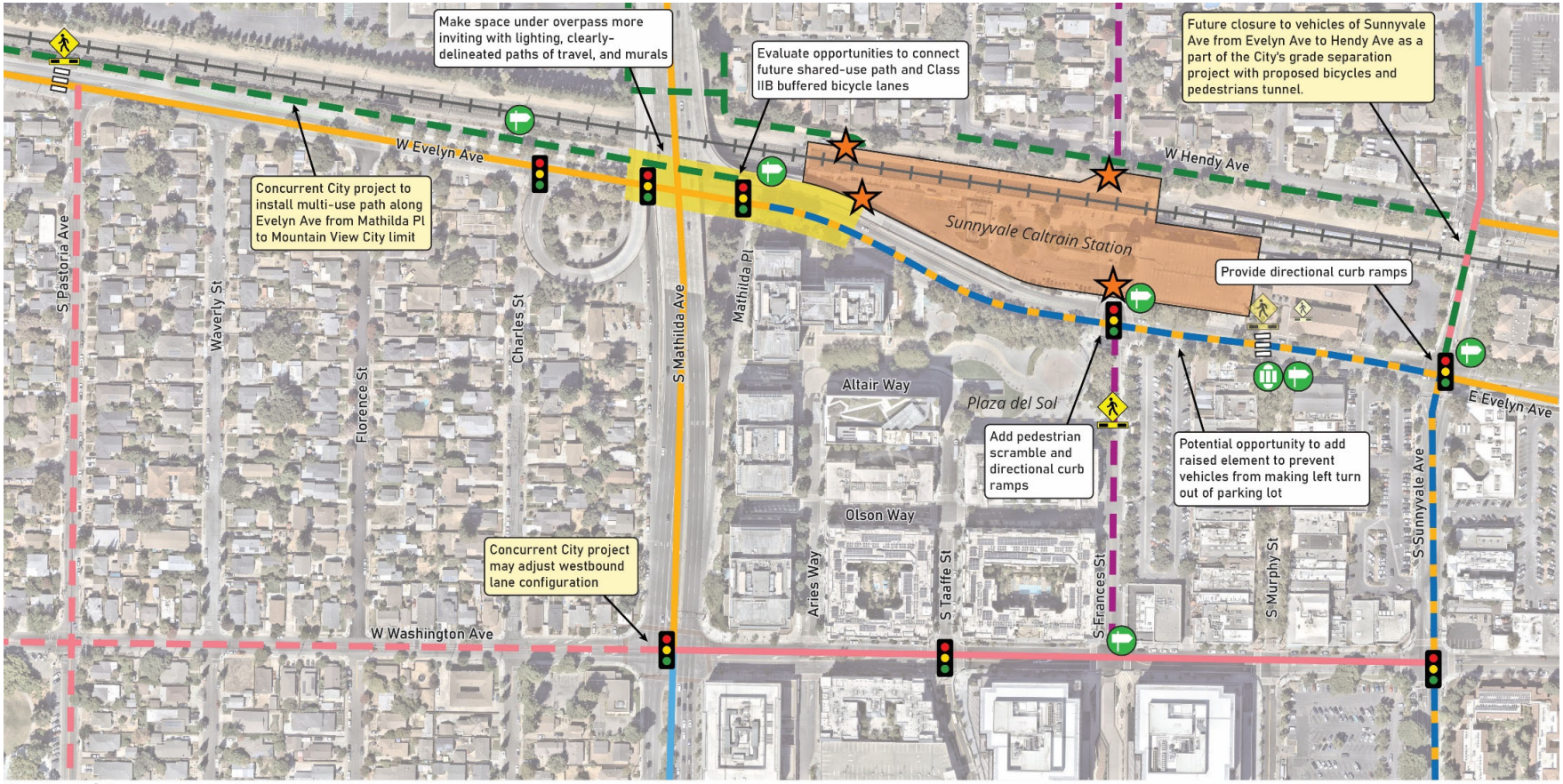
Within the focus area, existing bicycle facilities on Sunnyvale Avenue include Class IIB buffered bicycle lanes from E California Avenue to approximately 300 feet north of E Hendy Avenue, a Class III bicycle route through the Caltrain grade crossing to E Evelyn Avenue, and Class II bicycle lanes to E Washington Avenue. The City is currently studying closing Sunnyvale Avenue to vehicles between E Hendy Avenue and E Evelyn Avenue and constructing a pedestrian and bicycle tunnel beneath the Caltrain tracks. The grade-separation project eliminates pedestrian and bicycle conflicts with vehicles and removes potential tripping hazards at the train tracks. South of the grade crossing, this Study proposes Class IV protected bicycle lanes from E Evelyn Avenue to Washington Avenue. This is consistent with the City's 2020 *Active Transportation Plan*,. At the E Evelyn Avenue intersection, directional curb ramps should be installed where feasible.

The City has a concurrent project at E California Avenue and N Sunnyvale Avenue to convert the existing permissive left turns to protected left turns. This change will reduce conflicts between turning vehicles and crossing pedestrians.

Summary of improvements on Sunnyvale Avenue:

- Closure of vehicles at grade crossing and construct bicycle and pedestrian tunnel (concurrent City project)
- Class IIB buffered bicycle lanes between E Evelyn Avenue and E Washington Avenue
- Directional curb ramps at S Sunnyvale Avenue and E Evelyn Avenue
- Convert existing permissive left turns to protected left turns at E California Avenue and N Sunnyvale Avenue (concurrent City project)
- Wayfinding signage

Figure 6: Overview of Recommendations, South of Caltrain



Evelyn Avenue

The Evelyn Avenue and Caltrain corridor is identified by the *VTA Countywide Bicycle Plan* (May 2018) as one of ten bicycle superhighways in Santa Clara County that should accommodate high bicycle volumes and serve long-distance bicycle trips. Bicycle superhighways are described in the Plan as corridors with the lowest stress bicycle facility appropriate, a consistent cycling experience throughout, grade separation from major barriers, minimized bicycle delay at intersections, wayfinding signage, wayside amenities, branding, etc. Within the focus area, Evelyn Avenue currently has Class II bike lanes or Class IIB buffered bike lanes.

West of Mathilda Place, the City of Sunnyvale is currently planning the Evelyn Trail, a shared-use path that follows the north side of W Evelyn Avenue to the City border with Mountain View. The trail would improve bicycle and pedestrian access to the station by separating bicycles from vehicle traffic and adding a pedestrian facility on the north side of W Evelyn Avenue, which does not currently exist west of Florence Street. At Mathilda Place, the Trail is recommended to connect seamlessly to the station access point and bicycle facilities further east on Evelyn Avenue. The space underneath the Mathilda Avenue overpass, including the City-owned parking lot and the pedestrian ramp, is recommended to be made more inviting with improved lighting, clearly delineated paths of travel, and murals. At S Pastoria Avenue, a new high-visibility crosswalk and an RRFB will be provided by the City's concurrent project and will improve the visibility of crossing bicycles and pedestrians, which connects to the Class III bicycle routes along S Pastoria Avenue recommended in this Study.

Figure 7 shows recommended improvements along Evelyn Avenue east of Mathilda Place. The Study recommends upgrading the existing Class II bicycle lanes to Class IV protected bicycle lanes by reducing the vehicle travel lane widths. This recommendation differs from the City's *2020 Active Transportation Plan*, which describes Class IIB buffered bicycle lanes on the corridor; Class IV protected bicycle lanes provide greater protection and comfort for cyclists. The enhancement can be made within the existing curb-to-curb width.

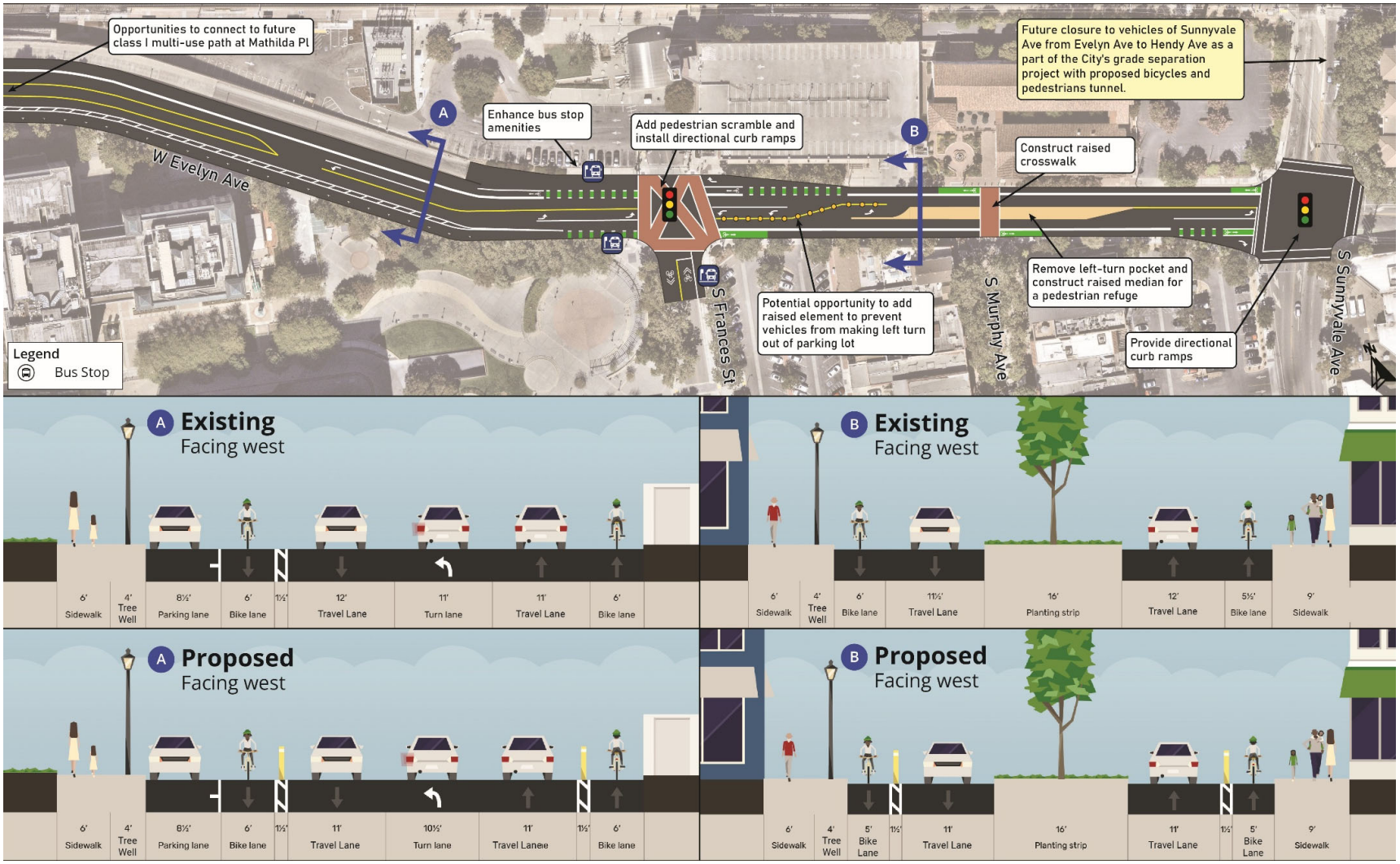
At the S Frances Street intersection, a pedestrian scramble and directional curb ramps are recommended to eliminate pedestrian conflicts with cars and provide a more convenient crossing experience at the station access point. Additional bus stop amenities at the northwest corner of this intersection may be considered to improve the waiting experience. A raised element on the east leg of this intersection may be considered to prevent left turns out of the City surface parking lot located to the southeast of the intersection, which may benefit pedestrian and bicyclist safety. At the S

Murphy Avenue intersection, the westbound left turn pocket should be removed as the S Murphy Avenue closure makes it obsolete. In its place, a raised crosswalk and median refuge island should be installed across Evelyn Avenue that encourages vehicles to slow for crossing pedestrians. At the S Sunnyvale Avenue intersection, directional curb ramps should be installed where feasible.

Summary of improvements on Evelyn Avenue:

- Class I shared-use path (Evelyn Trail) west of Mathilda Place (concurrent City project)
- High-visibility crosswalk and RRFB at S Pastoria Avenue to connect to recommended Class III bicycle route (concurrent City project)
- Class IV protected bicycle lanes east of Mathilda Place
- Seamless transition between proposed Evelyn Trail and Class IV protected bicycle lanes
- Improvements to make space under Mathilda Avenue overpass more inviting, such as lighting, clearly delineated paths of travel, and murals
- Pedestrian scramble and directional curb ramps at W Evelyn Avenue and S Frances Street
- Enhanced bus stop amenities at westbound W Evelyn Avenue and S Frances Street bus stop
- Raised element in center of roadway east of S Frances Street to prevent vehicles making left turns out of parking lot
- Raised crosswalk and median refuge island at Evelyn Avenue and S Murphy Avenue in place of obsolete westbound left turn lane
- Directional curb ramps at E Evelyn Avenue and S Sunnyvale Avenue
- Wayfinding signage

Figure 7: Recommended Improvements on Evelyn Avenue East of Mathilda Place



S Frances Street

A Class IIIB bicycle boulevard is recommended on S Frances Street between W Evelyn Avenue and W Washington Avenue to provide a north-south bicycle facility within Downtown Sunnyvale, which does not currently exist. This recommendation differs from the City's 2020 *Active Transportation Plan*, which identifies S Taaffe Street for a Class III bicycle route. S Frances Street is preferred by this Study as it provides direct access to the Station, rather than having bicyclists dismount from their bikes and walk across Plaza del Sol to connect to S Taaffe Street.

At the W Evelyn Avenue intersection, a pedestrian scramble and directional curb ramps are recommended to eliminate pedestrian conflicts with cars and provide a more convenient crossing experience at the station access point. An RRFB is recommended at the midblock pedestrian crossing between W Evelyn Avenue and Olson Way since parked buses at the bus stops may obstruct vehicles' view of pedestrians.

Summary of improvements on S Frances Street:

- Class IIIB bicycle boulevard between W Evelyn Avenue and W Washington Avenue
- Pedestrian scramble and directional curb ramps at W Evelyn Avenue and S Frances Street
- RRFB at midblock crossing between W Evelyn Avenue and Olson Way
- Wayfinding Signage

Washington Avenue and S Pastoria Avenue

Washington Avenue between S Mathilda Avenue and S Sunnyvale Avenue is currently designated as a Class III bicycle route. This study recommends extending the existing bicycle route west to S Pastoria Avenue. This is consistent with the City's 2020 *Active Transportation Plan*, which describes it extending to S Bernardo Avenue. A concurrent City project may adjust the westbound lane configuration at the S Mathilda Avenue intersection.

A north-south bicycle facility west of S Mathilda Avenue does not exist within the focus area. This Study recommends a Class III bicycle route along S Pastoria Avenue south of W Evelyn Avenue. This is consistent with the City's 2020 *Active Transportation Plan*, which identifies the bicycle route further south to W Olive Avenue. This corridor may serve as a low-traffic alternative to S Mathilda Avenue and connects to destinations such as Washington Park and Sunnyvale City Hall. At the W Evelyn Avenue intersection, a new high-visibility crosswalk and an RRFB will be provided as a part of the Evelyn Trail project to improve the visibility of crossing bicycles and pedestrians.

Summary of improvements on Washington Avenue and S Pastoria Avenue:

- Class III bicycle route on W Washington Avenue west of S Mathilda Avenue
- Adjusted westbound lane configuration at W Washington Avenue and S Mathilda Avenue (concurrent City project)
- Class III bicycle route on S Pastoria Avenue south of W Evelyn Avenue
- High-visibility crosswalk and RRFB across W Evelyn Avenue at S Pastoria Avenue (concurrent City project)

Within Caltrain Station

Figure 8 shows the recommended improvements within the station area. These recommendations require coordination with Caltrain to be implemented within their right-of-way.

A new sidewalk is proposed on the south side of the Caltrain surface parking lot between S Frances Street and Mathilda Place, which fills a sidewalk gap along the north side of W Evelyn Avenue. The additional sidewalk width near the S Frances Street intersection allows for enhanced bus stop amenities. The proposed sidewalk may impact the available parking within the parking lot. Bulb outs and a median refuge island are recommended for the main north-south pedestrian crossing within the surface parking lot to shorten crossing distances and improve visibility for pedestrians; these changes also provide an opportunity for further vehicle channelization in the parking lot. The parking structure vehicle entrance has a crosswalk with low visibility of pedestrians; potential vehicle conflicts can be reduced with warning devices to alert pedestrians of exiting vehicles and improved lighting. Pedestrians' visibility, path of travel, and wayfinding may also be improved at pedestrian parking structure access points. On the west end of the parking lot, the two existing driveways may be consolidated into one to improve sight distance for exiting vehicles. The space underneath the Mathilda Avenue overpass, including the pedestrian ramp, is recommended to be made more inviting with improved lighting, clearly delineated paths of travel, and murals.

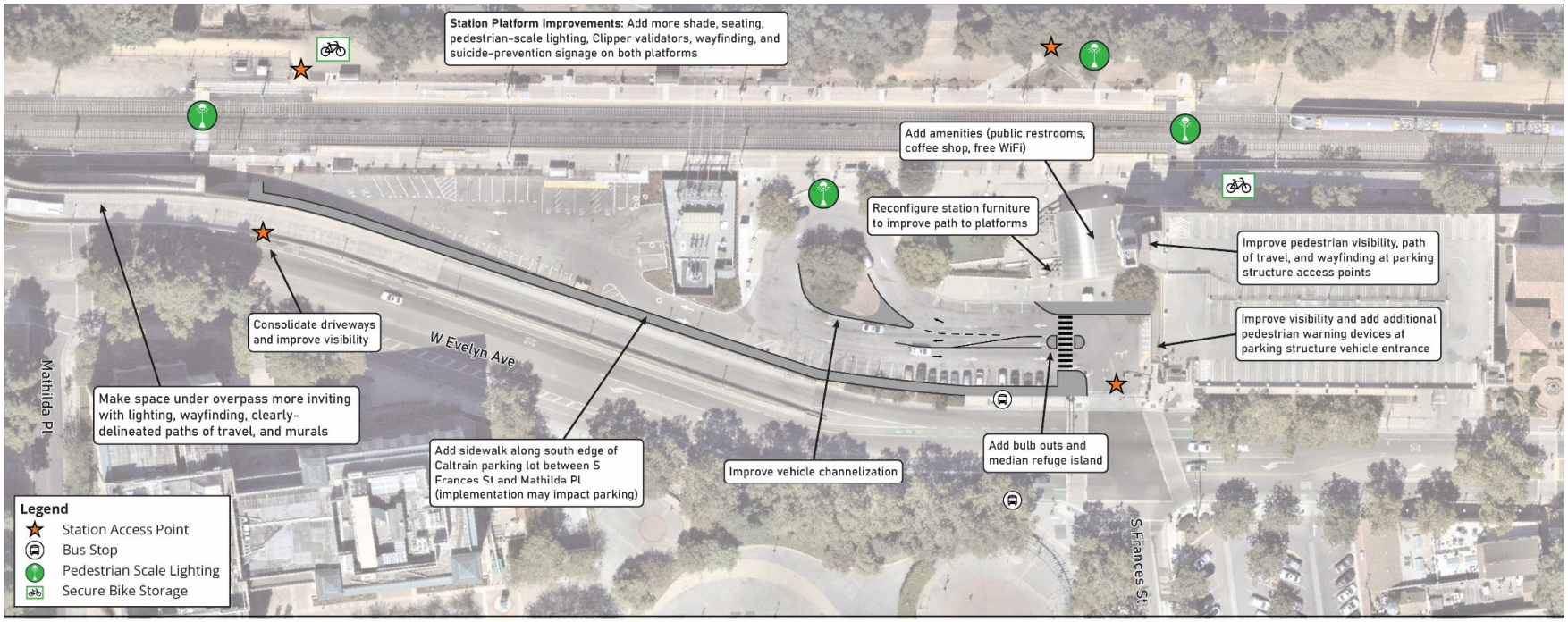
In the station concourse, community engagement respondents requested additional amenities such as secure bicycle parking, public restrooms, a coffee shop, and free Wi-Fi. Station furniture may be reconfigured to improve the path of travel from W Evelyn Avenue to the platforms. Bicycle parking may be provided by the parking structure and at the northwest parking lot station access points. At the platforms, respondents requested more shade, more seating, pedestrian-scale lighting, more Clipper validators, wayfinding signage, and suicide-prevention signage. Enhanced lighting is recommended where currently inadequate, notably at the two rail crossings between platforms, the Hendy Avenue station access point, and the passenger loading area.

Summary of improvements within Caltrain station:

- Sidewalk on south edge of parking lot to fill sidewalk gap
- Enhanced bus stop amenities at westbound W Evelyn Avenue and S Frances Street bus stop using new sidewalk
- Bulb outs and median refuge island at crossing within parking lot
- Improved vehicle channelization within station
- Improved visibility and warning devices for pedestrians at parking structure vehicle entrance

- Improved visibility, path of travel, and wayfinding at parking structure pedestrian access points
- Consolidated driveways at west side of parking lot
- Improvements to make space under Mathilda Avenue overpass more inviting, such as lighting, wayfinding, clearly delineated paths of travel, and murals
- Improved pedestrian path-of-travel through station concourse
- Station concourse amenities such as bicycle parking, public restrooms, coffee shop, and free Wi-Fi
- Platform amenities such as shade, seating pedestrian-scale lighting, Clipper validators, and suicide-prevention signage
- Improved lighting

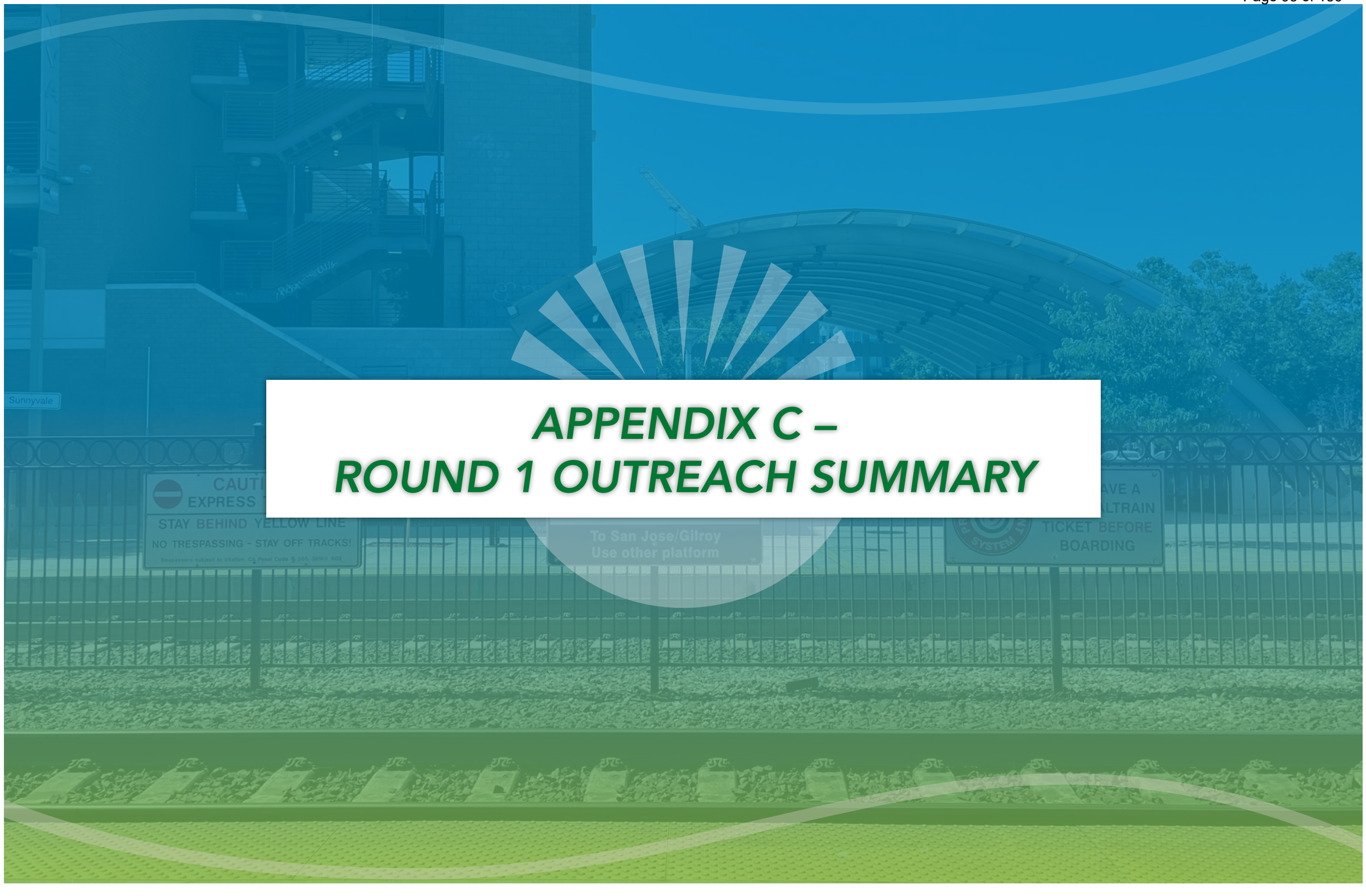
Figure 8: Recommended Improvements Within Station



NEXT STEPS

While some pedestrian and bicycle facilities exist in the focus area, this Study's Needs Assessment, guided by the existing conditions analysis and the first round of public engagement, revealed that further improvements would benefit circulation and access. Major themes highlighted during the needs assessment include missing sidewalks, safer pedestrian crossings, lack of all ages and abilities bicycle facilities, improved lighting, wayfinding signage, and public art. The proposed multimodal, pedestrian, and bicycle improvements aim to address these needs, ensuring that the station access experience is safer and more comfortable for all users.

The improvements identified by this Study will be shared with the community during the second round of engagement efforts in Spring 2025. The feedback gathered there, as well as the feedback provided by the Bicycle and Pedestrian Advisory Commission (BPAC), will help further refine the proposed improvements into the final recommendations.



APPENDIX C – ROUND 1 OUTREACH SUMMARY

Sunnyvale

Outreach Round 1
Community Engagement Summary
January 2025

SUNNYVALE CALTRAIN

Bicycle and Pedestrian Access Study

TABLE OF CONTENTS

APPENDICES

INTRODUCTION

The City of Sunnyvale's Sunnyvale Caltrain Station Bicycle and Pedestrian Access Study (Study) is evaluating opportunities to improve pedestrian and bicycle access to and from the Sunnyvale Caltrain Station (Station). The Study includes an extensive outreach process to inform and build consensus around project understanding and recommendations. This document summarizes the findings from the first round of public outreach and stakeholder engagement activities.

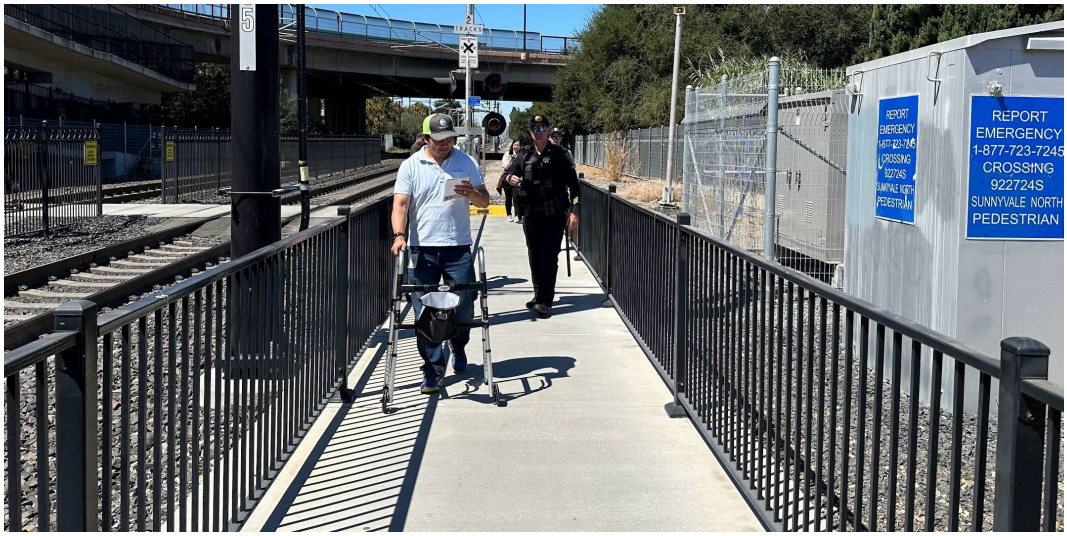
The first round of outreach occurred between September and November 2024 and consisted of the following engagement activities:

1. **Walk Audit**: guided walk around the Station and discussion with City staff, consultant team, and key stakeholders.
2. **Pop-Ups**: engagement activities at the Station
3. **Community Meeting**: hybrid (in-person and virtual) meeting with a presentation and Q&A session
4. **Online Survey**: website composed of an interactive map tool and questionnaire to collect public feedback

WALK AUDIT

To assess existing challenges and opportunities for improving pedestrian and bicycle mobility within the Station and to its access points, a walk audit was conducted with City staff, Technical Advisory Committee (TAC) members, and Stakeholder Advisory Committee (SAC) members on September 5, 2024. Sixteen TAC and SAC members participated in the walk audit. An additional walk audit was held on October 4, 2024 with two Councilmembers.

Participants were given the option to take on the persona of different users with a prop (such as a wheelchair, baby stroller, walker, or bicycle) during the walk audit. Participants were asked to document their experience with the chosen perspective in mind. Participants use the Gehl Eye Level City application, an online phone application, to take geo-located photos and document their comments about both positive and negative pedestrian and bicycle access elements.



Walk Audit Participant Using a Walker

Walk Audit Findings

Participants made 286 observations, with 76% tagged as a “negative” experience, 19% as “positive”, and 5% as “neutral”. “Safety” was the most used tag, followed by “comfort”. The following page shows some photo examples of observations documented during the walk audit. Additional details on the findings are provided in **Appendix A: Walk Audit Report.**

Discontinuous sidewalks on Evelyn Avenue

Uncomfortable left turns around Station without bike boxes and bike crossings

Stroller wheels getting stuck in the tracks at the grade crossings

Unpaved path between Station and parking lot to northwest

Lack of shade on the Station platform

Maps and wayfinding signage is missing or needs updating

Examples of Walk Audit Observations

POP-UP EVENTS

Pop-up outreach events were held to gather feedback from Station users. The Study team used an overview board to explain the Study's objectives and distributed palm cards to advertise how the community could submit feedback at the upcoming community meeting and through the online survey.

Two pop-up events here held on the following dates:

- September 22, 2024 during Caltrain's Electrification Service Launch event at the Station. The project team engaged with approximately 65 individuals who showed support of the Study. Elected officials and other community advocates that were in attendance included Mayor Larry Klein, Councilmember Richard Mehlinger, former Mayor Julia Miller, and Bicycle Pedestrian Advisory Commissioners Bryce Beagle and Arwen Davè.
- October 15, 2024 during the AM commute period at the Station. The project team engaged with approximately 50 individuals. The community members shared positive feedback about the Study and were excited to see the results.

Pop-Up Meeting at Caltrain Electrification Service Launch Event

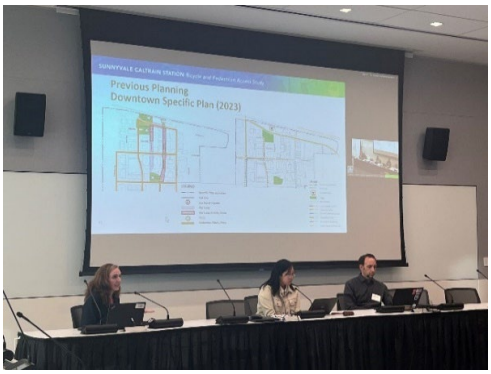
COMMUNITY MEETING

The City hosted a community meeting on October 3, 2024 at Sunnyvale's City Hall. The meeting was conducted in a hybrid in-person and virtual format with a presentation and interactive Q&A session. Eight community members attended the meeting in-person, including Mayor Larry Klein, and there were no virtual participants. The meeting was advertised on the City's Facebook page, on Nextdoor, and through a direct postcard mailer that was sent to addresses within 2,000 feet of the station. A copy of the online advertisement and postcard are included in **Appendix B: Community Meeting Materials.**

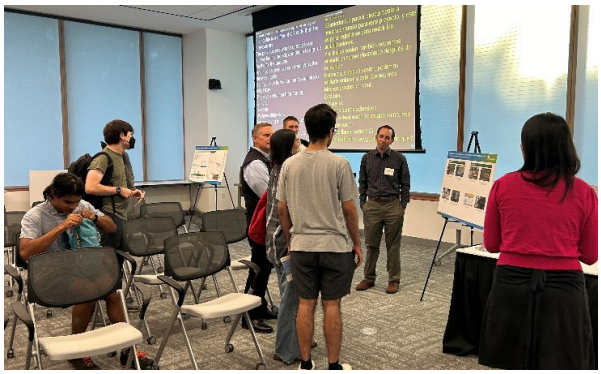
The presentation communicated the Study's objectives, existing Station conditions, and potential types of pedestrian and bicycle improvements the Study could recommend. The presentation then discussed additional ways that the community could provide feedback through the online survey beyond the Q&A session.

During the Q&A session, in-person questions were raised about mental health messaging at the station, offering a bikeshare system, eliminating crosswalk buttons, adding marked crosswalks, and upgrade the bike lanes along Evelyn Avenue to be fully protected. A copy of the questions is included in Appendix B: Community Meeting Materials.

Attendees were also able to share feedback on the types of walking and bicycling improvements they were interested in seeing through stickers and sticky notes on a meeting board. Improvements that the community identified include buffered or protected bike lanes, pedestrian plaza, accessible pedestrian push buttons, and improved wayfinding. Additional issues and improvements proposed include weather protection on platforms, wider sidewalks, modified pedestrian crossing timings, fixing broken elevators, cleanliness, and electric vehicle chargers.



Community meeting presentation;

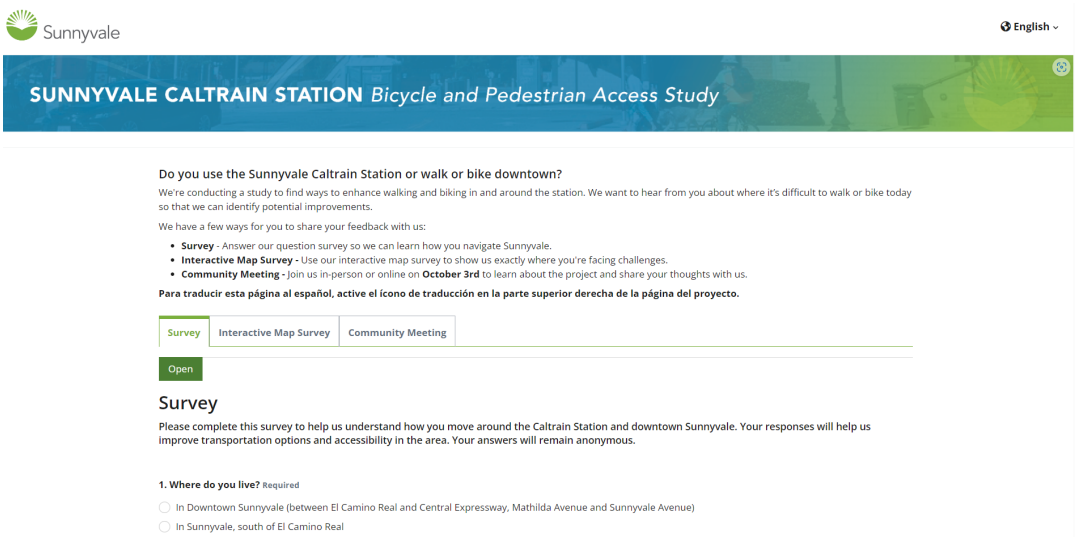


Engagement after the formal presentation

ONLINE SURVEY

The Study team gathered public input through an online survey website hosted on the Social Pinpoint platform. The website was open to the public between September 21 and November 4, 2024 and collected feedback through two components: an interactive map tool that facilitated location-based input, and a questionnaire that seeks to understand how and why people are traveling in the Station area. The website also contained details about the time and location of the Community Meeting.

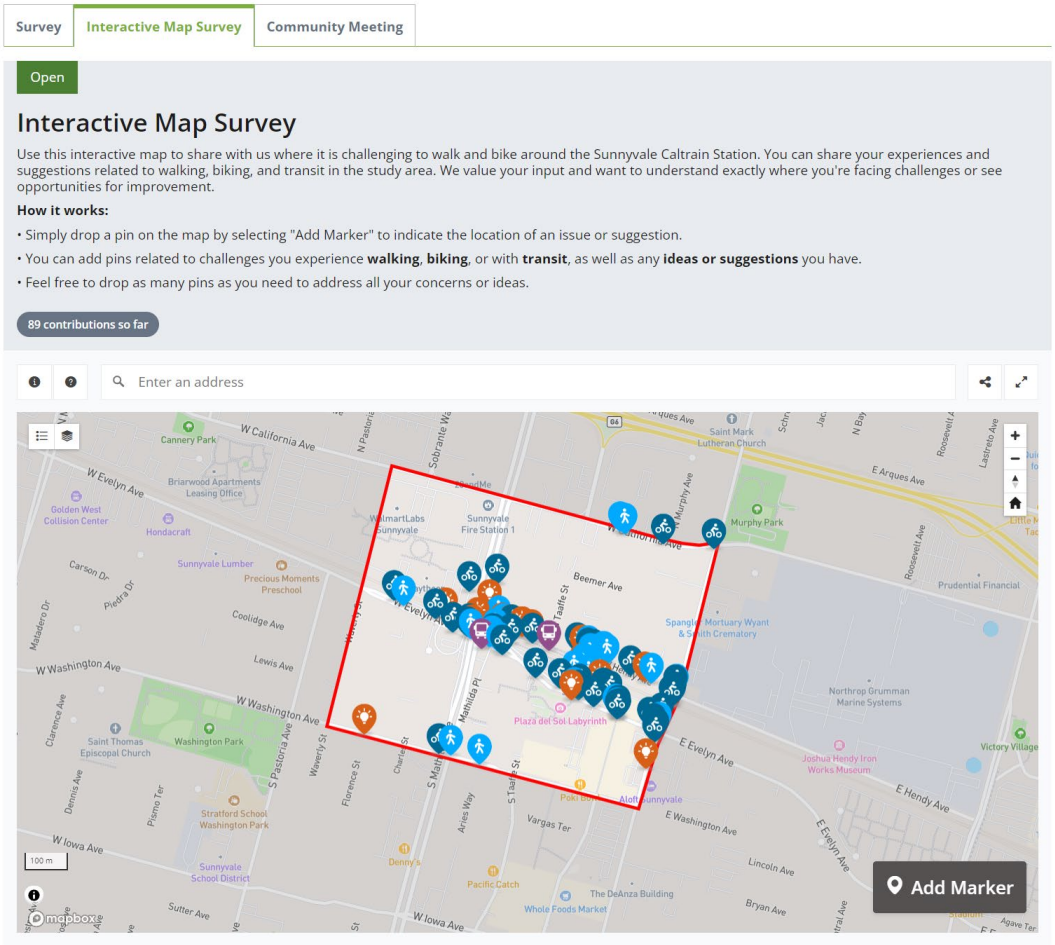
The online survey was advertised through the City's website, during the community meeting, with palm cards distributed during the pop-up meeting, and during the City's Bicycle and Pedestrian Advisory Commission meeting. The Social Pinpoint site received 529 total visits from 386 unique visitors.



Screenshot of Social Pinpoint Website

Interactive Map

The interactive map tool allowed respondents to place pins on a map of the Study focus area to provide location-specific feedback. Four types of pin categories were provided: walking issues, biking issues, transit issues, and ideas and suggestions. Each pin type provided an open-response text box to leave a comment; the walking, biking, and transit issues pin types also provided several categories to further classify the response. All pins were publicly visible, and viewers of the site could upvote others' comments if they agreed with the content. The interactive map received 89 total pins. A copy of the interactive map responses is included in **Appendix C: Online Interactive Map Survey** Responses**.**



Screenshot of Interactive Map Interface

Figure 1 shows the distribution of comments by pin type. Biking issues received 44% of the total pins, followed by walking issues at 36%.

Figure 1: Interactive Comments by Pin Type

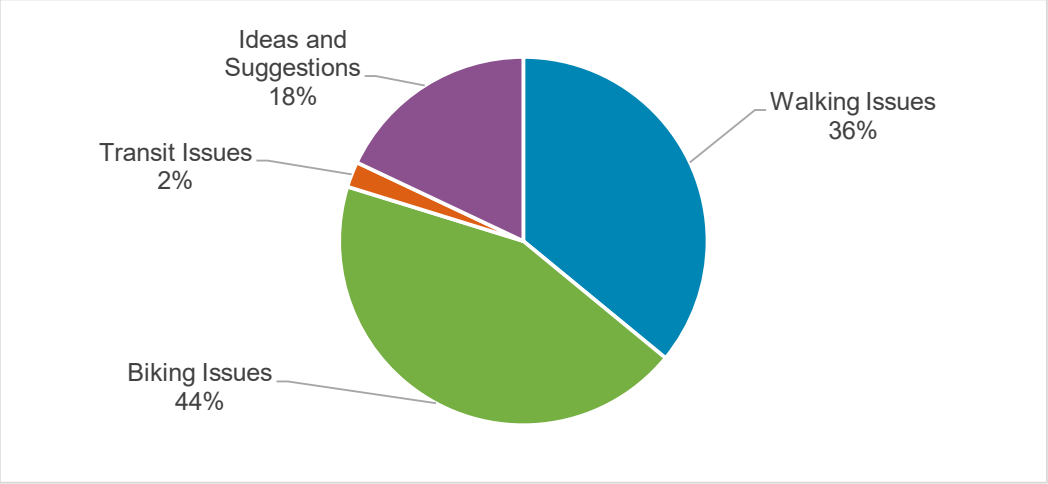


Figure 2 shows the distribution of comments by location and **Figure 3** maps areas of high concentration of comments. 20% out of all comments were located within the Station and 48% of comments were located at an access point. The Sunnyvale Avenue at-grade crossing also received a significant number of comments at 15%.

Figure 2: Interactive Map Comments by Location

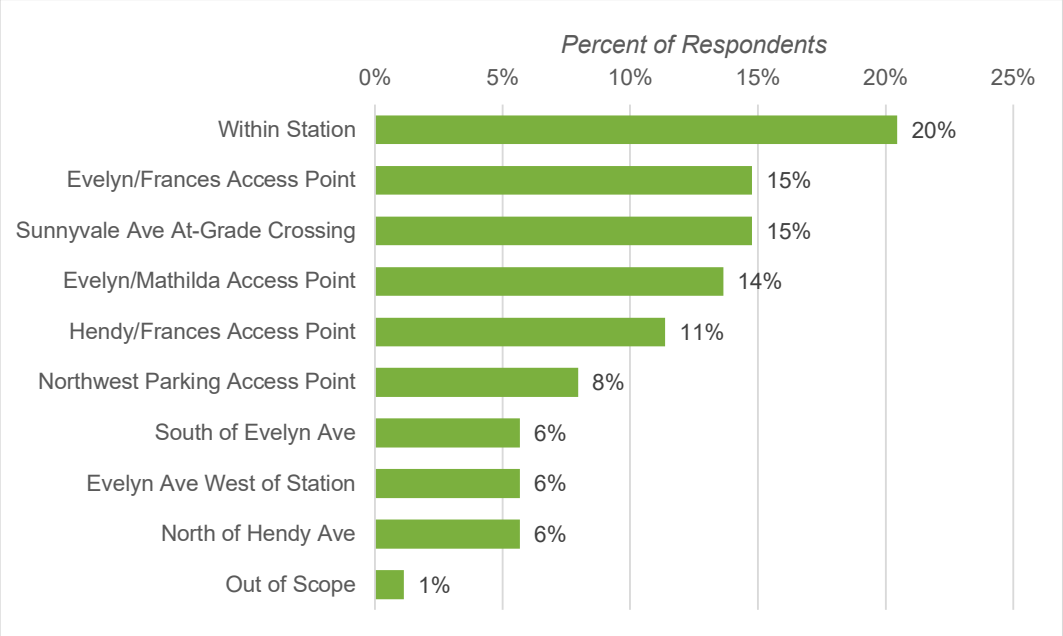


Figure 3: Heatmap of Interactive Map Comment Locations

Legend

Focus Area

Concentration of Interactive Map Comments

Sparse

Dense

Table 1 lists the count and upvotes of comments by location and pin type. There were approximately the same number of walking and biking comments except at the Sunnyvale Avenue at-grade crossing, where there were significantly more biking comments. Most ideas and suggestions comments are within the Station.

Table 1: Interactive Comments and Upvotes by Location and Pin Type

	Total Comments	Total Upvotes
Within Station	**18**	**19**
Walking Issue	6	16
Biking Issue	4	0
Transit Issue	1	2
Ideas and Suggestions	7	1
Evelyn/Frances Access Point	**13**	**7**
Walking Issue	5	7
Biking Issue	8	0
Sunnyvale Ave At-Grade Crossing	**13**	**8**
Walking Issue	2	3
Biking Issue	10	4
Ideas and Suggestions	1	1
Evelyn/Mathilda Access Point	**12**	**8**
Walking Issue	5	8
Biking Issue	5	0
Transit Issue	1	0
Ideas and Suggestions	1	0
Hendy/Frances Access Point	**10**	**6**
Walking Issue	4	2
Biking Issue	4	3
Ideas and Suggestions	2	1
Northwest Parking Access Point	**7**	**3**
Walking Issue	3	2
Biking Issue	2	1
Ideas and Suggestions	2	0
Evelyn Ave West of Station	**5**	**0**
Walking Issue	1	0
Biking Issue	3	0
Ideas and Suggestions	1	0
South of Evelyn Ave	**5**	**12**
Walking Issue	2	11
Biking Issue	1	0
Ideas and Suggestions	2	1
North of Hendy Ave	**4**	**4**
Walking Issue	2	2
Biking Issue	2	2
Out of Scope	**1**	**0**
Grand Total	**88**	**67**

Subcategories within each pin type are summarized in **Figure 4** to **Figure 6** below. For walking issues, the top three categories received roughly the same number of comments: “no road crossing or unsafe crossing” (21%), “unattractive walking route” (20%), and “poor lighting” (20%). For biking issues, “conflict with autos or bikes seems unsafe” received the most comments (42%), followed by “no bicycle facilities” (22%) and “unsafe bicycle facilities” (18%). There were only two transit issue comments, which discussed “lack of shade in the waiting area” and “parking lot issues”.

Figure 4: Walking Issue Comments by Subcategory

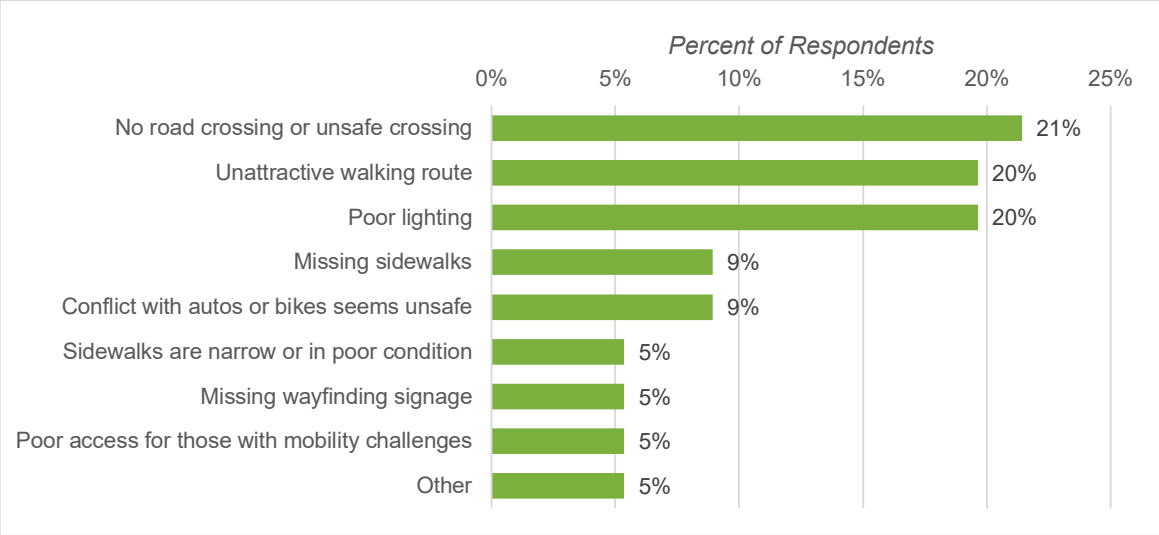


Figure 5: Biking Issue Comments by Subcategory

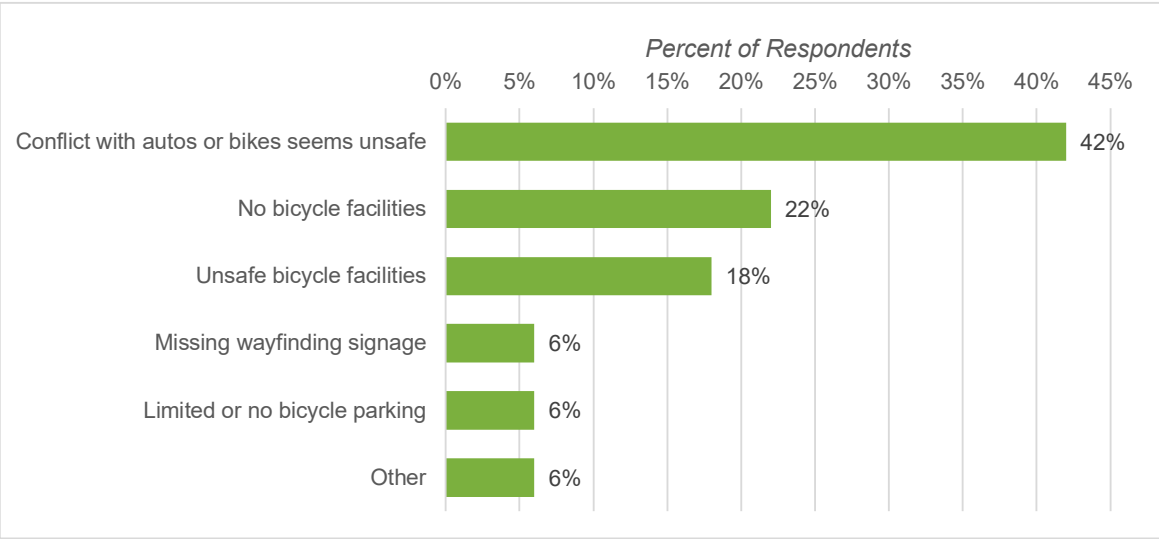
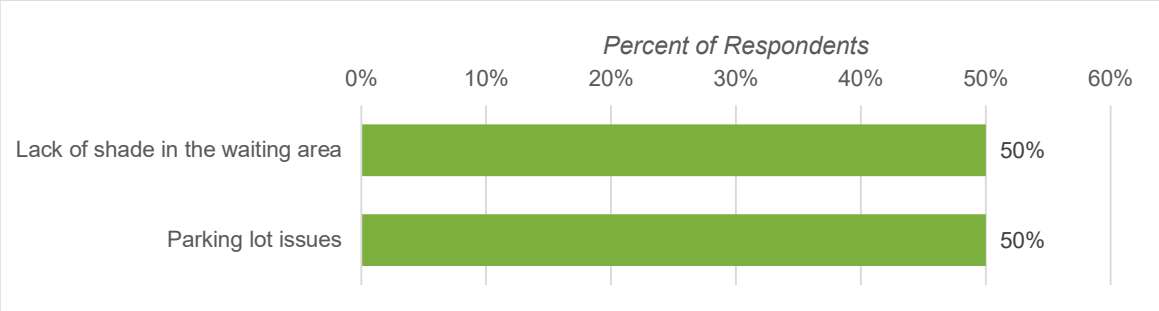


Figure 6: Transit Issue Comments by Subcategory



Optionally, respondents could provide written comments with their pin. The common themes among comments left on the interactive map included the following:

Comments Within the Station

- Lack of shade, especially on the northbound platforms.
- Comfort and perception of safety issues, such as the unhoused population at the Station and cleanliness of the facilities.
- Replace the two current at-grade crossings with a pedestrian and bicycle tunnel under the tracks.
- Requesting additional amenities such as public restrooms, bike parking, bikeshare stations, and a coffee shop.

Comments at Station Access Points

- The unpaved path northwest of the station connecting to the parking lot can get muddy and is difficult to use for those with mobility needs.
- Lack of a dedicated pedestrian and bicycle facility between the northwest parking lot station access point and the N Mathilda Avenue/W California Avenue intersection.
- Lighting is inadequate at the W Hendy Avenue and N Frances Street access point, which feels unsafe and may be a tripping hazard.
- Add marked parking spaces along the south side of Hendy Avenue.
- Add wayfinding signage to Downtown.

Walk Comments Outside Station

- New pedestrian crossings were requested in several places that are currently unmarked or do not exist, including:
    - Across W California Avenue at Frances Street
    - The west leg of the W Evelyn Avenue and Mathilda Pl intersection
    - Across W Washington Avenue at Aries Way
    - Across W Washington Avenue at Florence Street
    - Midblock across S Sunnyvale Avenue between Evelyn Avenue and Washington Avenue
- A rectangular rapid flashing beacon (RRFB) was requested at the marked crosswalk at W Evelyn Avenue and Florence Street

- At the Evelyn Avenue and S Murphy Avenue crossing, vehicles do not always stop for crossing pedestrians. There is also a plastic barrier on the south end of the crossing obstructing the pedestrian path.
- Maintenance issues such as cracked sidewalks and bird droppings
- Make all intersections in Downtown Sunnyvale no right turn on red to prevent pedestrian collisions
- Add wayfinding signage to the Station and Downtown

Bike Comments Outside Station

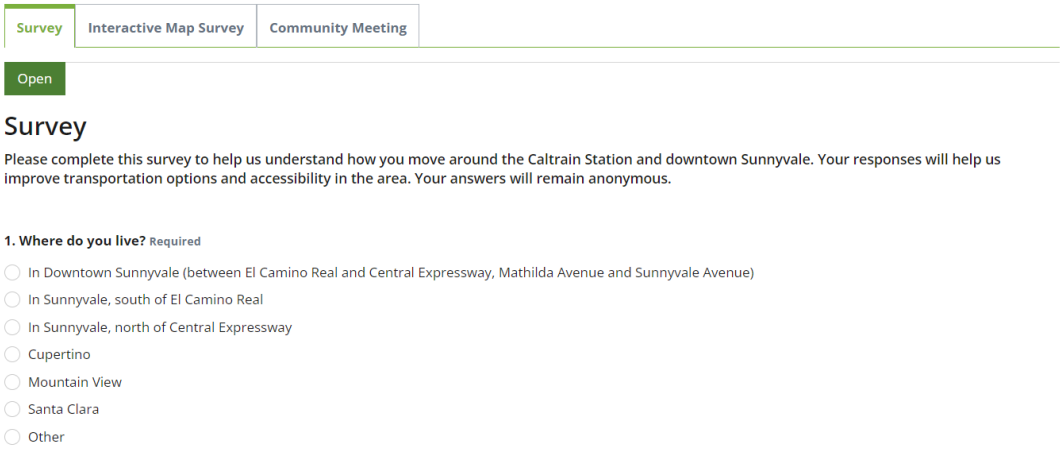
- Missing bike facilities identified at the Sunnyvale Avenue at-grade crossing and along Hendy Avenue near the station access point
- Protected bike facilities were requested along Evelyn Avenue to separate bikes from vehicles and prevent illegal parking within bike lane
- Bicycle and vehicle mixing zones, such as approaching intersections and at the W Evelyn Avenue westbound off-ramp to northbound Mathilda Avenue, are scary to navigate
- Maintenance issues such as cracked pavement and bird droppings

Transit and Other Comments

- Lower the cost to park at Caltrain lots to entice more riders
- Train horns are too loud

Questionnaire

The questionnaire contained ten questions that seek to understand respondents' relationship with the Station, travel behavior, and priorities. The questionnaire survey gathered 199 responses. A copy of the survey responses is included in **Appendix D: Online Questionnaire Survey Responses**.

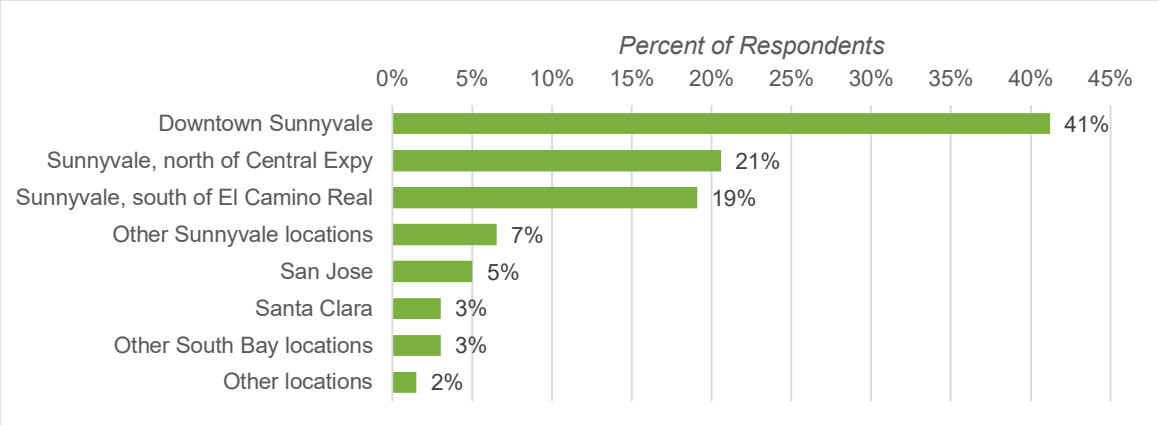


Screenshot of Questionnaire

Q1: Where do you live?

Respondents were presented with areas within Sunnyvale and other nearby cities and asked to pick one option where they reside. The results are shown in **Figure 7**. 87% of respondents live in Sunnyvale, with approximately half of those within Downtown Sunnyvale, defined by this survey as between El Camino Real, Central Expressway, Mathilda Avenue, and Sunnyvale Avenue.

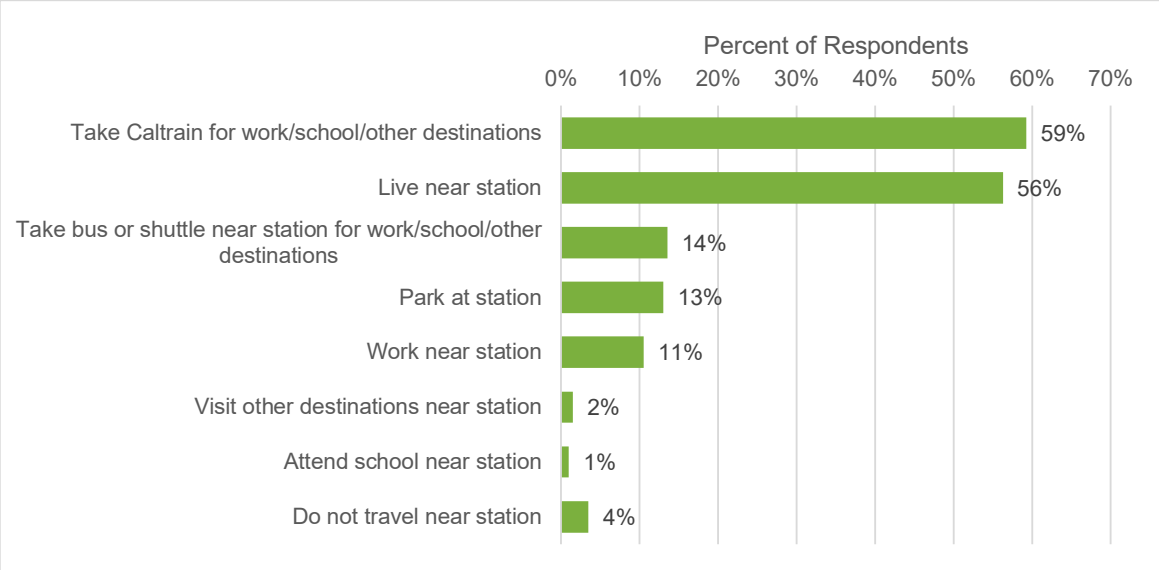
Figure 7: Where do you live?



Q2: What is your relationship to the Sunnyvale Caltrain Station?

This question sought to understand the respondents' purpose of traveling to or near the Station. Respondents were presented with eight options and an open response "other" field and were able to select all that apply. The results are shown in **Figure 8**. Most respondents (59%) answered that they take Caltrain to go to work, school or reach other destinations, followed by those that live near the station (56%).

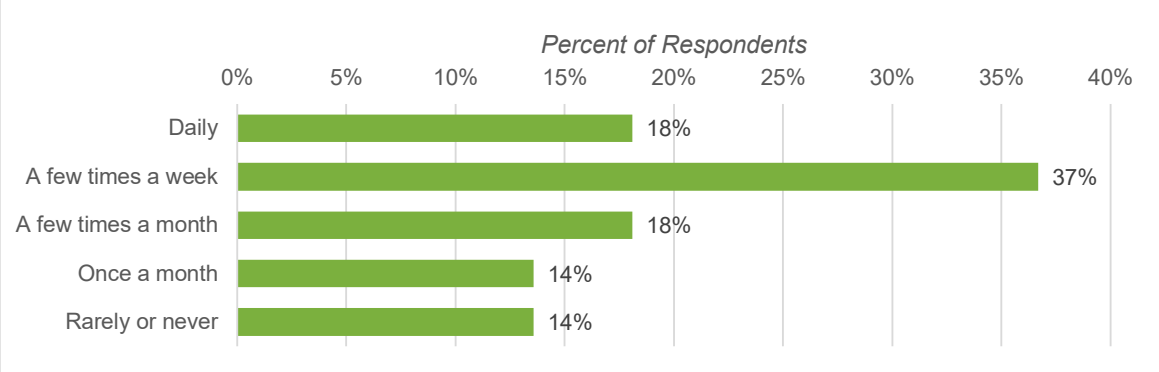
Figure 8: Which best describes your relationship to the Sunnyvale Caltrain Station? Select all that apply.



Q3: How often do you typically travel to the Sunnyvale Caltrain Station?

The results of this question are shown in **Figure 9**. 55% of respondents reported traveling to the Station at least once a week, and 86% of respondents reported traveling to the Station at least once a month.

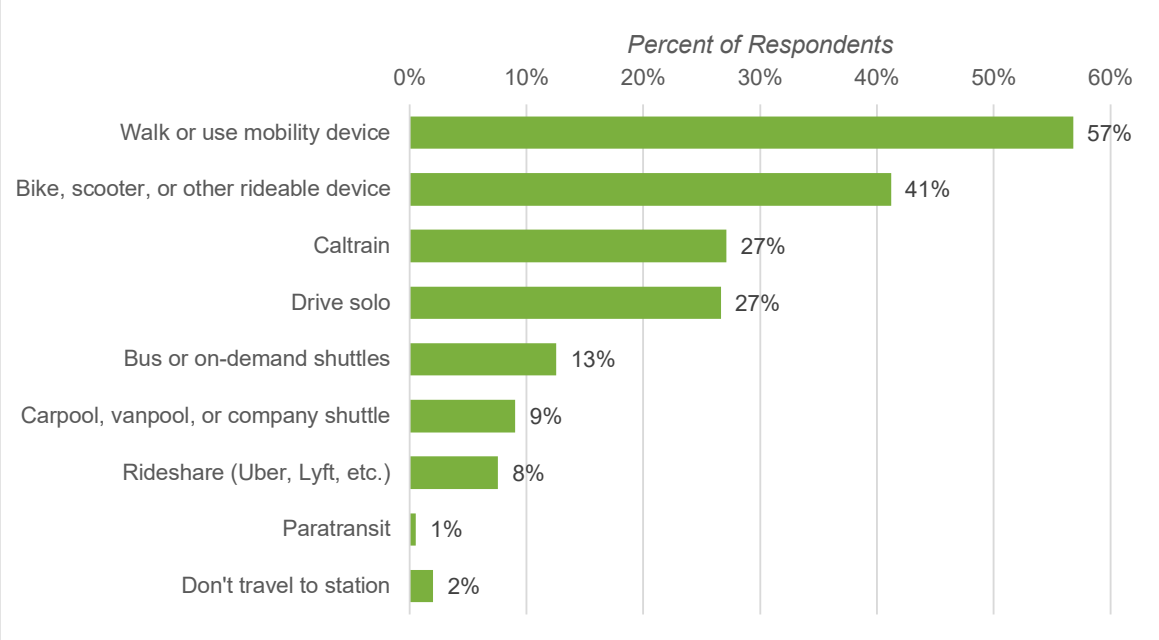
Figure 9: How often do you typically travel to the Sunnyvale Caltrain Station?



Q4: When traveling to or from the Sunnyvale Caltrain Station, which transportation option do you usually use?

Community members were able to select all the transportation options that they usually use to travel to or from the Station. As shown in **Figure 10**, active transportation modes are most popular among respondents, with 57% walking or using a mobility device to the station and 41% using a bike, scooter, or another rideable device. Access by car is comparatively less popular, with 27% of respondents driving solo, 9% carpooling, and 8% using a rideshare service such as Uber or Lyft. 13% of respondents report using public transit.

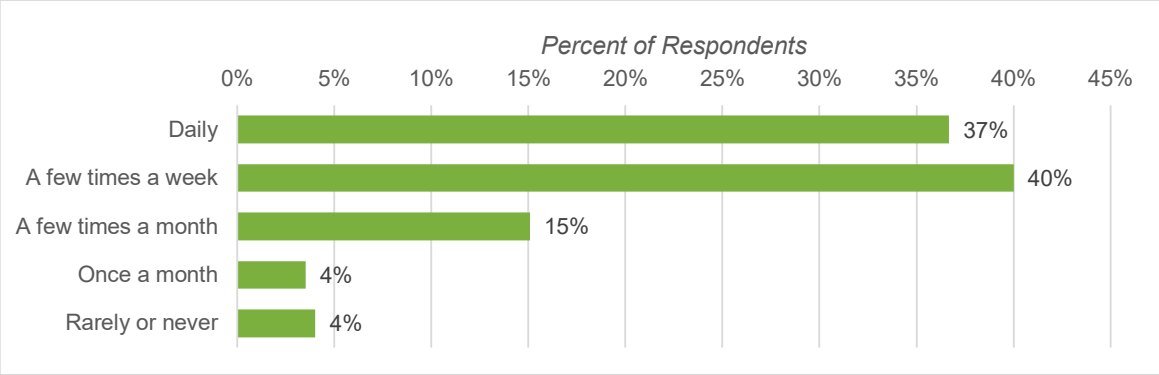
Figure 10: When traveling to or from the Sunnyvale Caltrain Station, which transportation option do you usually use? Select all that apply.



Q5: How often do you usually travel to or pass through Downtown Sunnyvale?

The results of this question are shown in **Figure 11**. 77% of respondents report traveling in Downtown Sunnyvale at least once a week. This aligns with the findings from Question 1 that most respondents live in Sunnyvale.

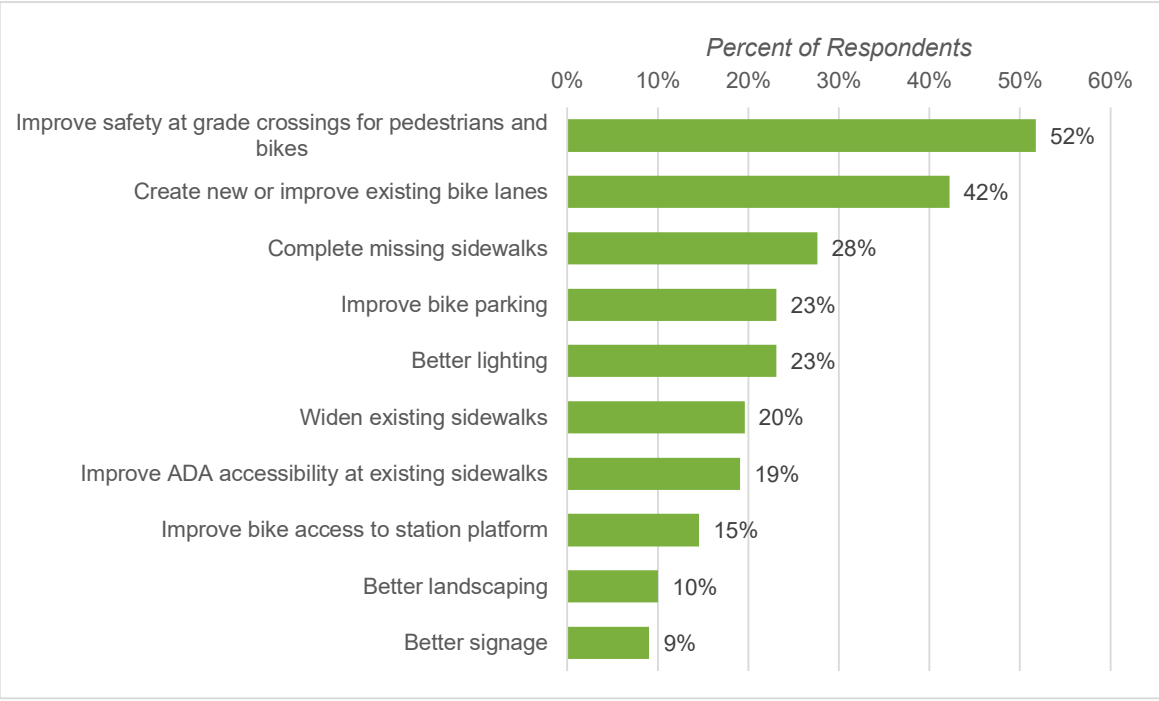
Figure 11: How often do you usually travel to or pass through Downtown Sunnyvale?



Q6: How could conditions be better for people walking or rolling to the station?

This question presented ten areas of improvement and asked respondents to pick up to three priorities. The results are shown in **Figure 12**. The highest area of improvement identified is safety at grade crossings for pedestrians and bikes (52%), followed by creating new or improve existing bike lanes (42%) and complete missing sidewalks (28%).

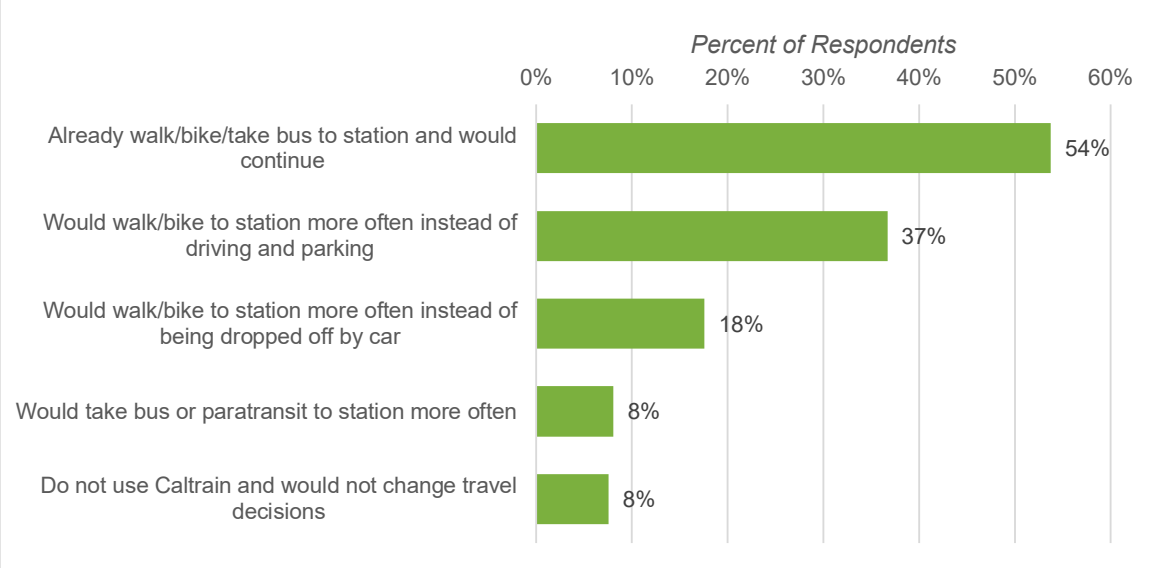
Figure 12: How could conditions be better for people walking or rolling to the station? Select up to three issues.



Q7: How might your travel decisions change if bike and pedestrian access to the Sunnyvale Caltrain Station is improved?

This question sought to understand if respondents would change their travel behavior if improvements to Station access were implemented. The results are shown in **Figure 13**. While the majority of respondents reported that they would not change their behavior since they already walk, bike, or take transit and would continue to do so, 37% reported that they would walk or bike more instead of parking at the station, 18% reported that they would walk or bike more instead of being dropped off by car, and 8% reported that they would take transit more often to the Station.

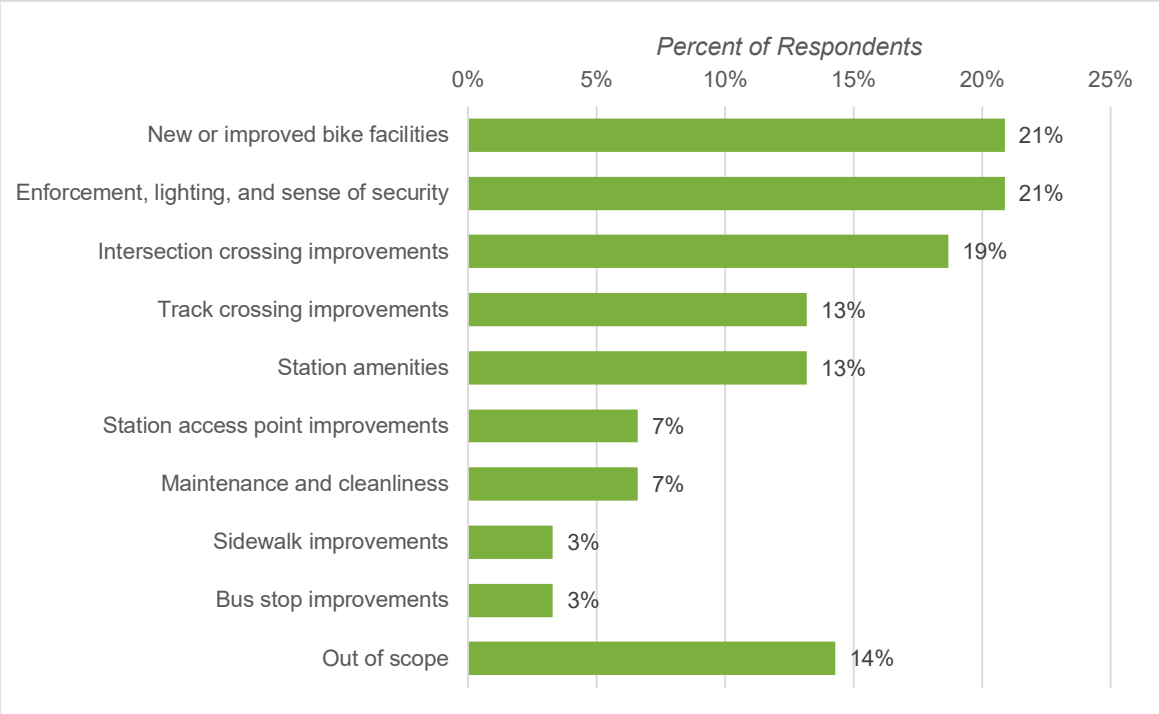
Figure 13: How might your travel decisions change if bike and pedestrian access to the Sunnyvale Caltrain Station is improved? Choose all that apply.



Q8: Is there anything else you would like to share about your experience walking, rolling, or biking around the station?

This question was open-ended and allowed respondents to share additional feedback about their experience traveling to and from the station. 91 comments were received and tagged with one or more categories to further understand common themes. Some comments were tagged with “out of scope” if they describe issues outside of the focus area or are not within the scope of this Study. The results are shown in **Figure 14**, and each comment category is discussed in detail below.

Figure 14: Is there anything else you would like to share about your experience walking, rolling, or biking around the station?



New or Improved Bike Facilities

- Current bicycle facilities do not feel safe due to fast-moving vehicles and worry about potential collisions with fast-moving or turning cars, especially along Mathilda Avenue and Evelyn Avenue
- Lack of bicycle facilities at the Sunnyvale Avenue grade-crossing
- Bicycle and car mixing zones near intersections do not feel safe
- Propose adding protected bike lanes with vertical separation for safety and to prevent vehicles from stopping within the bike lanes.

Enforcement and Sense of Security

- Lack of lighting leads to less perceived safety, both within and outside of Station
- Safety concern about the unhoused population at the station and unsanitary conditions near encampments
- Witnessed drug use, harassment, and vandalism at the station

Intersection Crossing Improvements

- Turning vehicles not giving pedestrians right-of-way leads to many near misses
- Vehicles do not always stop when the rectangular rapid flashing beacon (RRFB) at Evelyn Avenue and S Murphy Avenue is active
- Add midblock crosswalk across California Avenue between Mathilda Avenue and Sunnyvale Avenue
- Pedestrian push buttons and bicycle detection may not be working

Track Crossing Improvements

- Propose a tunnel underneath the tracks that improves safety and allows pedestrians and bicycles to cross while trains are approaching or within the station.
- Mathilda Avenue overpass is tedious to travel on as a pedestrian

Station Amenities

- Lack of shade, especially on the northbound platform.
- Add wayfinding signage to station exits and Downtown Sunnyvale
- Other station amenities requested include bike parking, free Wi-Fi, public restrooms, accommodations to board trains with strollers, and food options

Station Access Point Improvements

- Unpaved trail connecting to the northwest parking lot can get muddy and is not accessible for those with mobility needs
- At the Evelyn Avenue and Mathilda Place access point, bicyclists comment on difficulty when traveling eastbound on Evelyn Avenue to turn into station because there are no bicycle turn boxes and dedicated facilities to Station access point

Maintenance and Cleanliness

- Bird droppings, tree sap, leaves, and garbage within Station, in bike lanes, and on sidewalk

Sidewalk Improvements

- Sidewalks impacted by tree roots
- Missing sidewalks

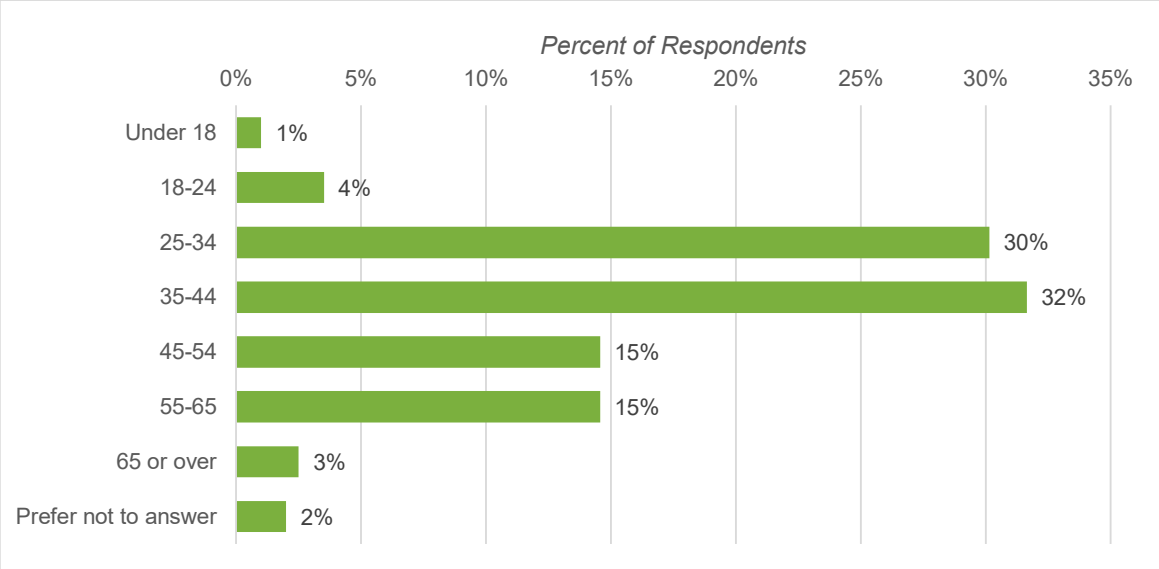
Bus improvements

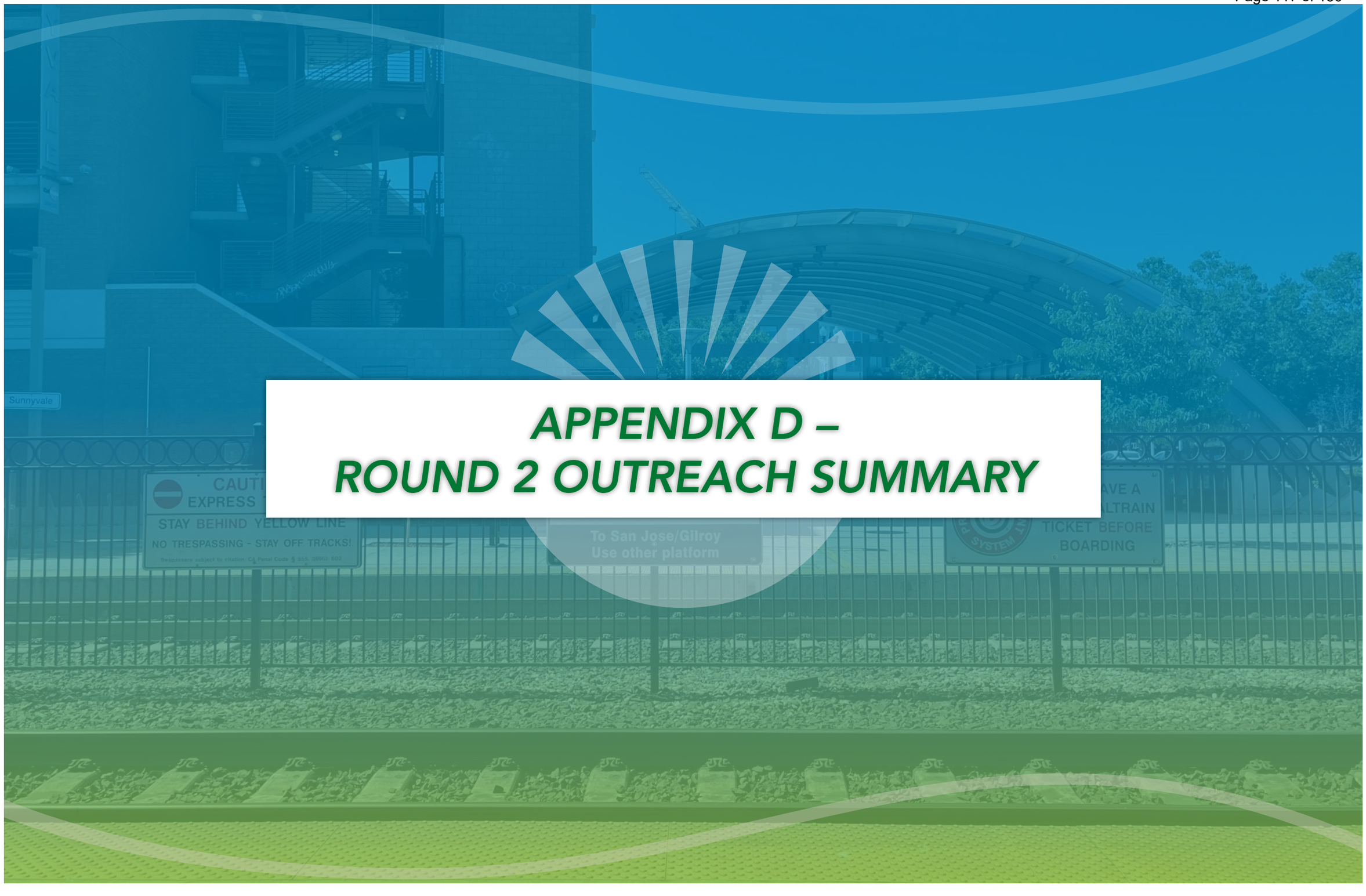
- Transfers from bus stops to Caltrain is difficult with long walk distances and lack of signage
- Sunnyvale & Hendy and Sunnyvale & Evelyn bus stops do not seem safe

Q9: What is your age?

The results of this question are shown in **Figure 15**. 62% of respondents are between 25 and 44 years old.

Figure 15: What is your age?





APPENDIX D – ROUND 2 OUTREACH SUMMARY

Sunnyvale

Outreach Round 2
Community Engagement Summary
September 2025

SUNNYVALE CALTRAIN

Bicycle and Pedestrian Access Study

TABLE OF CONTENTS

APPENDICES

INTRODUCTION

The City of Sunnyvale's Sunnyvale Caltrain Station Bicycle and Pedestrian Access Study (Study) is evaluating opportunities to improve pedestrian and bicycle access to and from the Sunnyvale Caltrain Station (Station). The Study includes an extensive outreach process to inform and build consensus around project understanding and recommendations. This document summarizes the findings from the second round of public outreach and stakeholder engagement activities.

This second round of outreach occurred between May and June 2025 and consisted of the following engagement activities:

1. **Two Pop-Ups Events**
    a. Saturday, May 10 at the Sunnyvale Farmer's Market on Murphy Ave
    b. Tuesday, May 13 at the Caltrain Station during the PM peak commute period
2. **One Hybrid Community Meeting:** May 12 between 5:30 to 6:30pm, virtually via Zoom and in-person at Sunnyvale's City Hall - Redwood Conference Center
3. **Online Survey**: Available between April 29 and May 25, 2025, to collect public feedback on proposed improvements
4. **Online Advertising**:
    a. Promotions on Nextdoor, Facebook, and Instagram
    b. Email Blast through the City's email system

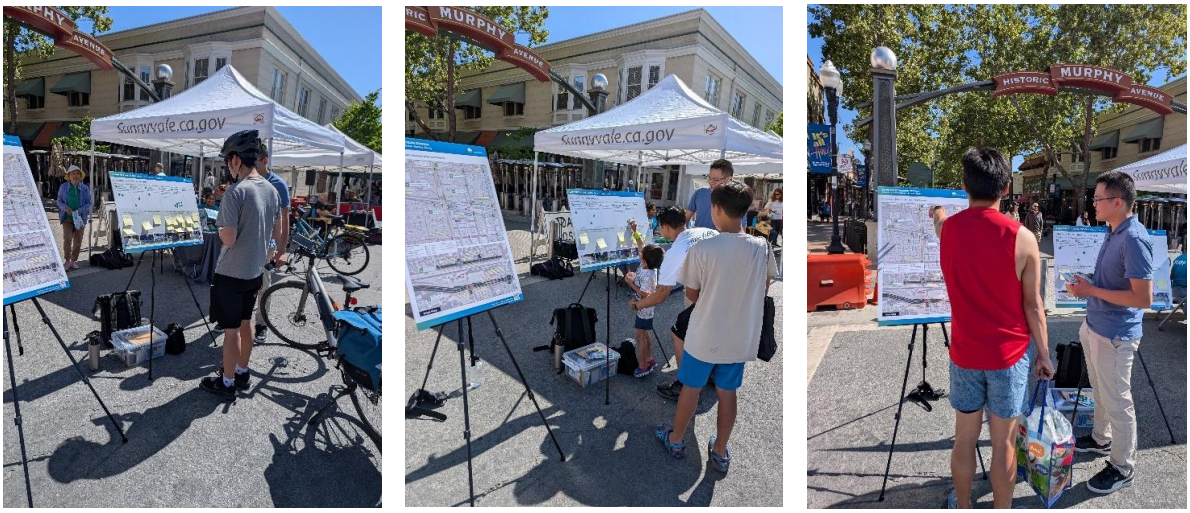
POP-UP EVENTS

The City hosted two pop-up events to directly engage residents and gather feedback for the project. These outreach events were designed to meet station users "where they are," making it easier for the community to get involved. The Study team used an overview board to explain the project's objectives and distributed palm cards that outlined how the community could submit feedback at the upcoming community meeting and through an online survey. The events were staffed by consultant team members along with City staff, encouraging participation and input from a wide range of residents.

Two pop-up events here held on the following dates:

- **Saturday, May 10, 2025 at the Sunnyvale Farmer's Market on Murphy Avenue**: This event reached a diverse crowd of weekend shoppers, providing an opportunity to connect with the local community in a relaxed, informal setting. The team engaged with 173 members of the public.
- **Tuesday, May 13, 2025 at the Caltrain Station during the PM Peak Commute Period**: The second event targeted commuters during the busy evening rush, reaching individuals on their way home from work.

These pop-ups proved to be an effective strategy for increasing community participation. Attendees were invited to interact with a station area access improvements board, where they could add stickers and comments to indicate which project corridors they would most like to use for walking and biking. This direct, hands-on approach helped gather valuable input from a broader section of the community, enriching the overall feedback and ensuring a more representative response to the project. The information board and community input board presented at the pop-up events are shown in **Appendix A.**



Public Interactions at the Farmer's Market Pop-up Event

COMMUNITY MEETING

The City hosted a community meeting on May 12, 2025 at Sunnyvale's City Hall. The meeting was conducted in a hybrid in-person and virtual format with a presentation and interactive Q&A session. 3 community members attended the meeting in-person, and there were no virtual participants. A recording of the meeting was posted to YouTube and had 44 views.

The presentation communicated the Study's purpose, schedule update, public engagement Round 1 findings, improvement recommendations, and reinstating public input opportunities. The presentation then discussed additional ways that the community could provide feedback through the online survey beyond the Q&A session.

In addition to the presentation, a handout that includes project information, in-person involvement opportunities, online survey, and project website were available to attendees.

Attendees were also able to share feedback on proposed station access improvement at each station through stickers and sticky notes on a meeting board. Sticky notes were direct responses to two questions regarding changes to the improvements that they would like to see and if there are other improvements not included but should be considered.

The meeting was advertised on the City's Facebook page, Instagram page, and on Nextdoor. A copy of the boards, online advertisement, and postcard are included in **Appendix B: Community Meeting Materials.** The YouTube URL is included here: https://www.youtube.com/watch?v=sbO7TvBlJig.

Community Input Board Results

Input from the two pop-up events and the community meeting were combined in the one input board. Participants were able to share feedback on proposed station access improvement at each station through stickers and sticky notes on a meeting board. Sticky notes were direct responses to two questions regarding changes to the improvements that they would like to see and if there are other improvements not included but should be considered.

For the questions of which of the improved pathways below would participants use to walk or bike to or from the stations, under each corridor received the following votes:

- Improvements on Evelyn Avenue with 23 votes
- Connection through City Parking Lot Under Mathilda Avenue with 11 votes
- Improvements on California Avenue with 9 votes
- Improvements on N Francis Street with 8 votes
- Improvements on Hendy Avenue with 7 votes

- Within the “None” option, community members wrote the following:
    a. The train crossing on Mary Ave is very risky/dangerous right now!
    b. Sunnyvale Ave official bike lane

For the question if there is anything participant would change for the proposed improvements, the responses included:

- For Hendy Avenue, bulbouts slow and impede right turns
- Shared use path needs bike/ped separation
- Two-way cycle track
- Washington traffic calming for bike lanes
- Bicycle lanes on Mathilda Ave
- Bike lanes should all be green
- Need more handicap parking
- Parking protected bike lanes
- Better/any protected bike lanes on Pastoria

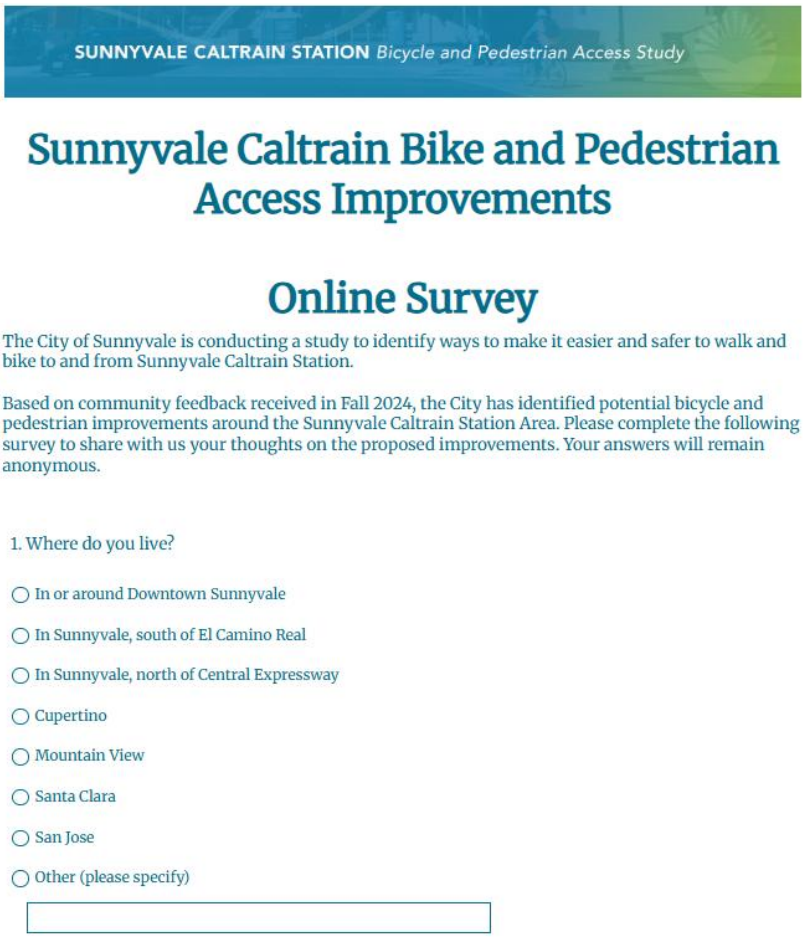
For the question of if there are additional improvements not included but participants would like to see to improve walking and biking to station, the responses included:

- Raised bike lanes on Evelyn or more protection
- Murphy Ave at Evelyn crosswalk should be raised and very wide
- S Frances St and Washington improvements (potentially adding a ped refuge)
- Make sure service vehicles can get through
- Less train horns
- Safer bike parking
- Bike scramble at Evelyn/Frances
- RRFB buttons within bike path of travel or bike sensor (example of Bryant Ave in Palo Alto)
- Speed bumps at E Washington
- Alleys south of station speed limit 15 mph
- Make it look prettier
- Need crossing at Evelyn and Marshall St

ONLINE SURVEY

The Study team gathered public input through an online survey website hosted on the Survey Monkey platform. The website was open to the public between April 29 and May 25 and collected feedback through a questionnaire that seeks to understand how and why people are traveling in the Station area, and their priority station for walk and bike improvements.

The online survey was advertised through the City's website, during the community meeting via handout, and at the pop-up events through palm cards. In total, the survey received 94 responses.



Screenshot of Survey Monkey Website

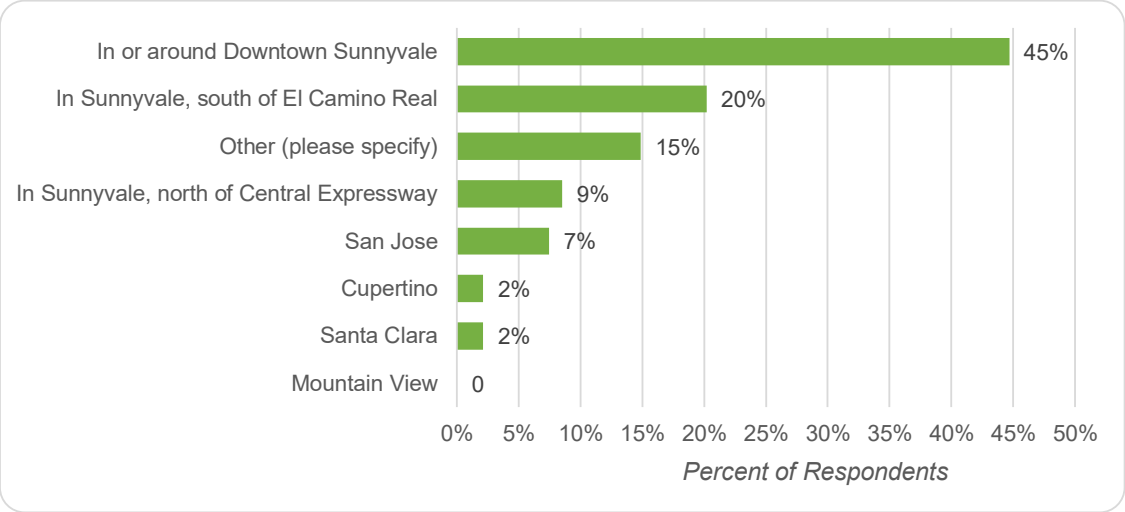
Survey

The survey contained nine questions to understand respondents' relationship with the Station, travel behavior, and priorities. The questionnaire survey gathered 94 responses. A copy of the open ended survey responses is included in Appendix C: Open Ended Survey Responses.

Q1: Where do you live?

Respondents were heavily presented with areas in the City of Sunnyvale, south of El Camino Real, and Central Expressway. The results are shown in **Figure 1**. 74% of respondents live in Sunnyvale, with a majority of those within Downtown Sunnyvale, defined by this survey as between El Camino Real, Central Expressway, Mathilda Avenue, and Sunnyvale Avenue.

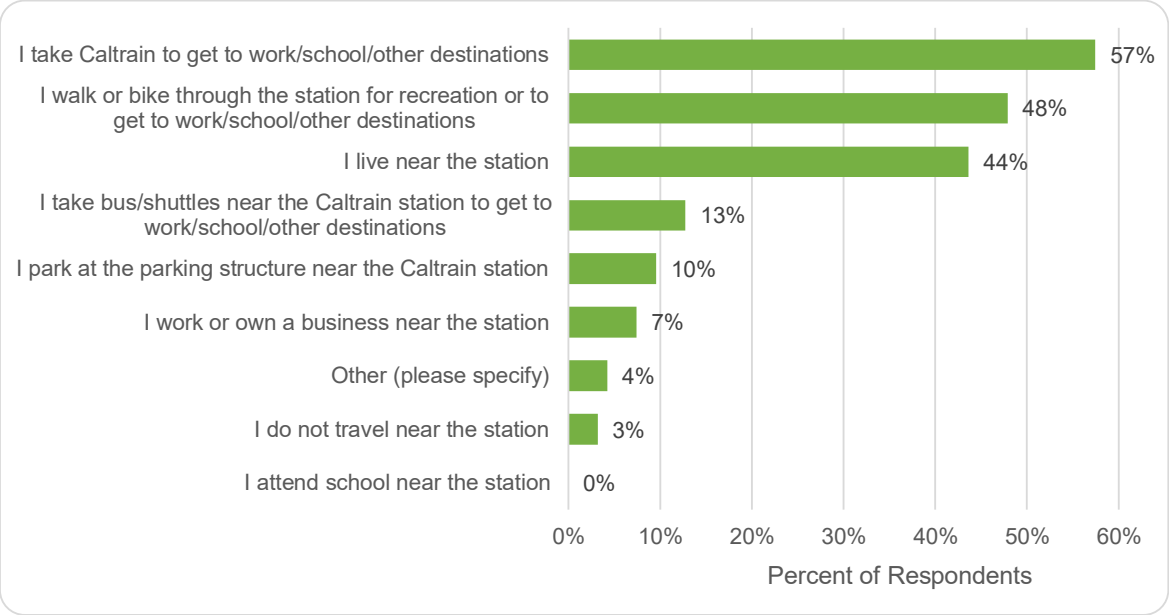
Figure 1: Where do you live?



Q2: Which describes your relationship to the Sunnyvale Caltrain Station? (Choose all that apply)

This question sought to understand the respondents' purpose of traveling to or near the Station. Respondents were presented with eight options and an open response "other" field and were able to select all that apply. The results are shown in **Figure 2**. Most respondents (57%) answered that they take Caltrain to go to work, school or reach other destinations, followed by those that walk or bike through the station for recreation or to get to work/school/other destinations (48%).

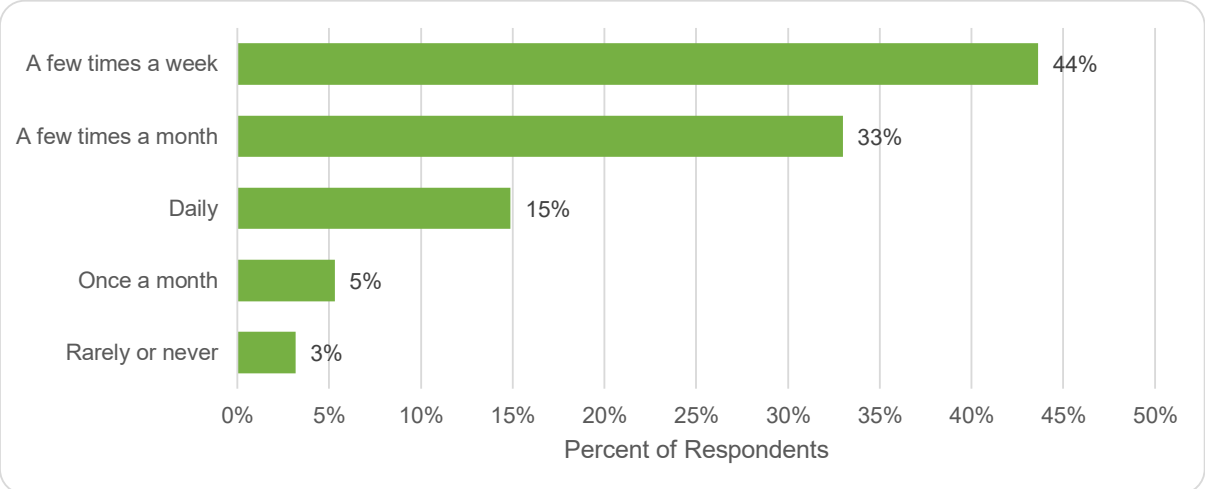
Figure 2: Which describes your relationship to the Sunnyvale Caltrain Station? Choose all that apply.



Q3: How often do you typically travel to or pass through the Sunnyvale Caltrain Station or Downtown Sunnyvale?

The results of this question are shown in **Figure 3**. 44% of respondents reported traveling to the Station a few times a week, and 33% of respondents reported traveling to the Station a few times a month. 15% of respondents reported traveling to the Station daily.

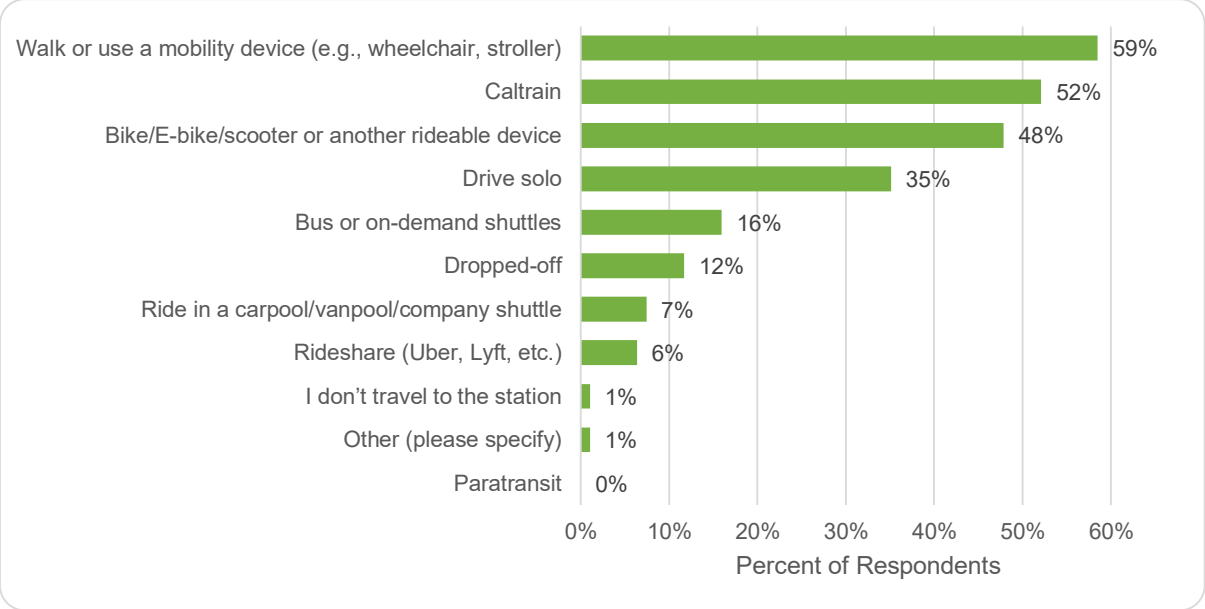
Figure 3: How often do you typically travel to the Sunnyvale Caltrain Station?



Q4: When traveling to or from the Sunnyvale Caltrain Station, which transportation options do you use? (Choose all that apply)

Community members were able to select all the transportation options that they usually use to travel to or from the Station. As shown in **Figure 4**, walking and using mobility devices are the most popular among respondents, with 59%. Access by Caltrain is comparatively popular, with 52%. People using a bike/E-bike, scooter, or another rideable device accounted for 48%. Driving solo was selected by 35% of responders, 16% for bus or on-demand shuttles, and 12% for getting dropped off.

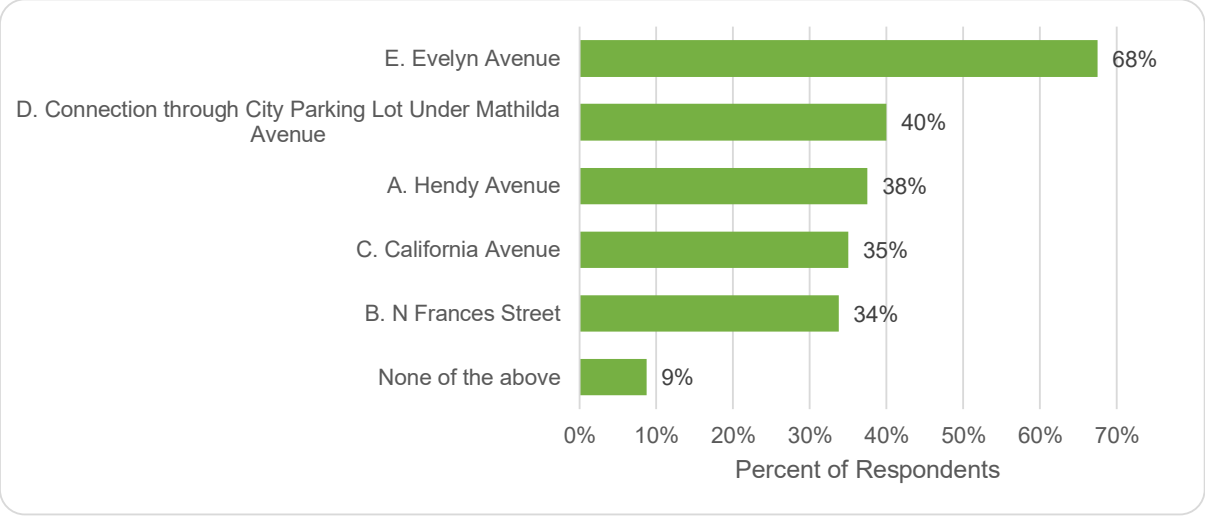
Figure 4: When traveling to or from the Sunnyvale Caltrain Station, which transportation options do you use? (Choose all that apply)



Q5: Which of the improved pathways would you use to walk or bike to or from the station? (select all that apply)

The results of this question are shown in **Figure 5**. 68% of respondents selected Evelyn Avenue as the improved pathways that they likely will use to walk or bike to or from the station. The connection through City Parking Lot under Mathilda Avenue and Hendy Avenue corridors were closely selected by respondents, with 40% and 38% respectively. California Avenue and N Frances Street were neck to neck with 35% and 34% respectively.

Figure 5: Which of the improved pathways would you use to walk or bike to or from the station? (select all that apply)



Q6: Is there anything you would change for the proposed improvements?

This question was designed to elicit open-ended comments and allowed respondents to share in details what they want to change about the proposed improvements. The full list of all 30 written responses is provided in **Appendix C**. Below is a summary of the key topics and overall themes from the responses.

- **Design Concerns & Suggested Modifications:**
  - Traffic Circles: Mixed feedback. Multiple respondents opposed traffic circles, especially on California Ave, citing concerns over traffic flow, safety, and space constraints (#2, #9, #11, #17, #27, #29). Some suggested eliminating or relocating them.
  - Bulb-outs: Several commenters opposed bulb-outs, especially near intersections, arguing they interfere with right turns (#2, #17, #28).
  - Lighting & Visibility: Requests for increased lighting, especially in dark areas like California Ave/ N Frances St, to improve pedestrian safety (#9, #27).
  - Parking Impacts: Concerns over parking removal, particularly near train stations, which may affect commuters' ability to use transit (#8, #27).
  - Some expressed confusion about the design choices (e.g., how California Ave traffic changes would impact flow, visibility, safety at intersections) (#9, #11, #29).
- **Bike & Pedestrian Infrastructure Feedback**
  - More Protected Bike Lanes: Strong support for Class 4 (protected) bike lanes over buffered or unprotected ones (#3, #10, #18, #19, #27).

  - Separation of Modes: Multiple requests to separate bikes and pedestrians on shared-use paths to improve safety (#14, #21, #25).
  - Skepticism Toward Sharrows: Sharrows and bike boulevards seen as ineffective for protecting cyclists (#20, #21).
  - Bike Infrastructure Enhancements: Support for additional safety measures like flex-posts, raised crossings, and traffic calming elements (#14, #18, #19, #28).
  - Access from Unsafe Corridors: Concern about lack of safe bike access south of El Camino, especially along Wolfe Road (#24).
- **Accessibility & ADA Compliance**
  - ADA Improvements Needed: Detailed comment advocating for ADA-compliant access from the north (Angel Ave→ N Taaffe St→ Hendy Ave) with curb cuts, sidewalks, and crossings (#13).
  - Sidewalk Gaps & Safety Hazards: Concerns over pedestrians walking in the street due to missing sidewalks or narrow paths, especially on Hendy Ave (#13, #14).
- **Other Concerns**
  - Preserve Trees: Requests to avoid harming mature oak trees when adding pavement or sidewalks (#15).
  - Beautification Ideas: Suggestions to include public art (e.g., in traffic circles) instead of using plain materials (#5).
  - Homeowner Protections: One comment called for respect toward homeowners, especially elderly residents, when planning changes (#26).
  - Mobility Options: Suggestions to integrate micromobility options like scooters and bike-share systems (#7).

Q7: Are there other improvements not included that you would like to see to improve walking and biking to the station?

This question was designed to elicit open-ended comments. The full list of all 35 written responses is provided in **Appendix C**. Below is a summary of the key topics and overall themes from the responses.

Pedestrian Safety and Comfort

- Better Crossings & Lighting: Multiple requests for improved crosswalks, especially:
  - At Evelyn Ave & Florence St (flashing lights) (#13)
  - Mathilda Ave on/off-ramps (#34)
  - Evelyn Ave/Murphy Ave(wider or scramble crossing) (#5)

- Raised Crosswalks (#28) and pedestrian bridges over tracks to avoid train barricades (#2)
- More shade, lighting, and wayfinding signs near station and along routes (#4, #11, #22, #34)
- Sidewalk maintenance and trip hazard removal, especially on Frances St on Caltrain Property and throughout the area (#5, #14, #33)

Bike Access, Safety, and Infrastructure

- Protected or Separated Bikeways: Strong desire for protected bike lanes on:
    - Mathilda Ave (#4, #16, #31)
    - Sunnyvale Ave intersections (#21)
    - Wolfe Road (#31)
- Bike Lane Conflicts with Vehicles: Concerns about:
    - Uber/delivery vehicles blocking bike lanes on Evelyn Ave(#19)
    - Dangerous turns and sightlines (e.g., Waverly St & Evelyn Ave) (#29)
- Improved bike crossings and connections, e.g., safer left turns into station from Evelyn Ave (#1), and connections on Charles Ave (#30)
- Bike parking: Desire for more bike racks throughout downtown (#6)

Infrastructure Gaps & General Maintenance

- Deferred maintenance issues:
    - Overgrown landscaping, trash accumulation, and clogged storm drains near Hendy/Station (#14)
    - Uprooted sidewalks and broken trash cans (#14, #33)
- Intersection redesigns: Suggestions for better turning visibility and traffic flow (e.g., Central Expressway to California Ave, Kiefer Rd & Wolfe Rd) (#7, #35)

Transit Integration & Accessibility

- More transit options and better connections:
    - Expanded on-demand Peery shuttle coverage (#8)
    - More buses, better bus stop coordination with VTA (#26, #34)
- Improved wayfinding to the train station and direct paths through or around the station (#11, #20)

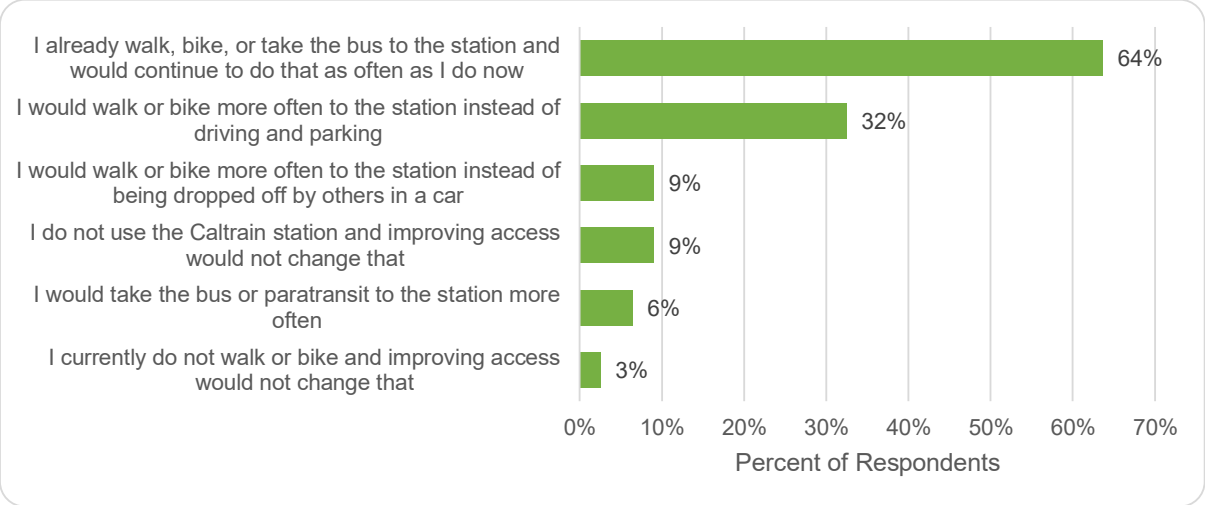
Equity, Behavior, and Policy Comments

- Driver vs. cyclist balance: Concern about overemphasis on bike infrastructure vs. needs of pedestrians and drivers (#25)
- Enforcement: Call for bike rider behavior enforcement, such as running red lights (#33)
- "Share the road" culture emphasized in a couple of responses (#12)

Q8: How might your travel decisions change if the proposed improvements were implemented? (Choose all that apply)

The results of this question show that while a majority of respondents (64%) would continue traveling as they currently do, a significant portion (32%) indicated they would walk or bike more often if the proposed improvements were implemented.

Figure 6: How might your travel decisions change if the proposed improvements were implemented? (Choose all that apply)



Q9: Please include anything else you would like to share about the proposed improvements or the project.

This question was designed to elicit open-ended comments and allowed respondents to share in details what additional improvements they want to see. The full list of all 22 written responses is provided in **Appendix C**. Below is a summary of the key topics and overall themes from the responses.

Public Space Enhancements

- Art & Aesthetics: Requests to add public art at the Caltrain station (#1) and beautify areas like Hendy Ave with plants and trees (#9).
- Benches & Shelter: Suggestions for more benches, including covered ones for rainy days, on both sides of the station (#4).
- Cleanliness & Maintenance: Repeated calls for better road and area cleaning, especially along bike lanes and near the Caltrain fence (#2, #9).

Walking & Biking Infrastructure

- Pedestrian Prioritization: Several commenters emphasized a need to focus more on walking improvements over biking, especially in high-traffic areas (#6, #15).
- Low-cost pedestrian safety ideas: One detailed suggestion included striping a pedestrian lane along Hendy Ave for wheelchairs and walkers where no sidewalk exists (#8).
- Bike Safety & Support: Positive feedback on existing and proposed bike infrastructure, including roundabouts, multiuse paths, and scramble crossings (#10, #13, #14, #18, #21).

Traffic & Vehicle Concerns

- Traffic Flow Impacts: Concerns about how street changes, especially closing Sunnyvale Ave or adding traffic circles on California Ave, might increase congestion and speeding (#5, #15).
- Parking Protection: Emphasis on protecting resident parking, particularly near homes on Hendy Ave(#8).

Environmental & Infrastructure Considerations

- Stormwater & Runoff: One commenter highlighted the importance of rainwater runoff management and preserving the local water table (#11).

Community Attitudes & Trust

- Appreciation & Positivity: Many shared support and gratitude for the planning process and opportunities for public input (#4, #10, #12, #13, #14, #17, #18, #21, #22).

- Equity & Engagement Challenges: One strong comment voiced frustration from homeowners, perceiving anti-homeowner attitudes among bike advocates and city staff. It reflects underlying tension around how different community interests are represented and heard (#20).

Implementation Priorities

- Phasing Improvements: One commenter suggested the City should prioritize upgrades at the station first if the project is phased (#17).
- Clarity of Vision: Another noted difficulty in visualizing the “big picture” and how the improvements will tie together citywide (#16).

APPENDIX A: COMMUNITY INPUT BOARD

APPENDIX B: COMMUNITY MEETING MATERIALS

APPENDIX C: OPEN ENDED SURVEY RESPONSES

Question 6 Open-ended Responses

1. No
2. No bulb outs. They don't help anything and get in the way of right turns.
3. The Class 2B buffered bike lanes should be Class 4 separated bike lanes.
4. no
5. Add art to the center of the Traffic Circle on California and not just ugly decomposed granite.
6. The changes on Hendry Ave, Franches will not improve cyclist safety. These roads are not busy with cars.
7. Deploy Lime or Bird Scooters, add Lyft bikes at the station
8. Please do not remove the parking on the tracks side of Hendy. My work hours do not allow me to park on the side with the 2 hour limit and I would no longer be able to use the train station if I could not leave my car when I take the train to work.
9. I am curious as to how a roundabout on California will effect the flow of traffic especially once traffic on Sunnyvale Ave no longer goes through at the train tracks. It seems like traffic on California will increase a lot for it be diverted to Mathilda? I do worry about pedestrians crossing California at Frances so I think something needs to be done. It is also VERY dark there at night. Increased lighting should be a priority as well.
10. No traffic circle on California, Frances. - No median island on Evelyn - No pedestrian scramble - this is really not needed
11. More Class 11B buffered bike lanes. I wish they all could be Class 11B buffered.
12. I do not like the traffic circle on California Ave. Once Sunnyvale Ave does not go through to down town, traffic on California Avenue is going to increase. Living in the area it is already difficult at times to turn off of North Murphy Ave on to California. It is turning into a speedway at times, and I don’t think there is enough room at that intersection for a traffic circle.
13. Share the road
14. I make some specific suggestions below relating to bringing the route Angel->Taaffe->Hendy into ADA compliance --- That said I am very glad the City is looking into improving access to the Station from the north side. The route from

Angel to N. Taaffe to Hendy to the Station Access is not presently ADA compliant, resulting in wheelchair use in the street. Public Safety stopped one wheelchair user and asked them to stop riding in the street; she is now essentially confined at home, needing a vehicle to transport her. One cannot be proud of this state of affairs for a high-use public transit station. Improvements that resolve this should be a high priority. Two improved and one new curb cut, together with pavement markings could make this heavily used route ADA compliant. (locations: Angel-N. Taaffe intersection, N. Taaffe-Hendy corner/intersection). On a longer time-scale, it is great that South side of Hendy to Station Access is getting attention. It could benefit from: a sidewalk on the south side of Hendy and a safe connection to that sidewalk. Presently there is heavy foot traffic during commute periods and lunch. People walk in the street. Wheelchair users use the street. One fellow wheels along at a pretty high speed. Cars come around the corner from Hendy to Taaffe--- and most slow down --- but I don't think most consider that they might encounter a wheelchair in the street immediately around the blind corner. Addressing conflicts/safety at this corner should be a priority. Note if capital budget were not an issue, a bike-pedestrian undercrossing at the Station would be ideal as presently wheelchairs can get stuck on the tracks at the at-grade crossings. Slope requirements imply a length of land needed, e.g. for 20 feet vertically, and 1:12 slope, one needs 240 feet (1:20 -> 400 feet) of run - on both sides. On the south side, this kind of length is available oriented parallel to the tracks on the 270' length of south-side Hendy from Taaffe to Frances. A really great feature of the present project proposal, if I understand it: Improved access at the Mathilda crossing that avoids crossing of Mathilda. I believe this would be used heavily as it would avoid having to walk in the shrubbery by the fire station, avoid having to wait at the light to cross Mathilda, and would be the shortest distance to either the station or the downtown from California Ave.

15. Class 1 shared path on Evelyn rather than bike lanes, potentially wide enough path for pedestrian and bike sections. Road diet on Frances with more traffic furniture to reduce speeds and make the road more comfortable for bike users.
16. On Hendy: Please be careful of our beautiful oak trees when making improvements. I fear if there is pavement on both sides, they will die
17. C
18. Eliminate circle at Beemer. Not needed that far away from station. Low vehicle traffic area. Keep bump outs on Hendy at Francis, but eliminate at N Murphy: facilitates easier right turns for autos.

19. Unprotected bike lanes are dangerous. Either the street should be shared with traffic calming and clear signage giving cyclists priority (modal filters etc) or a buffered and protected bike lane.
20. Flex-posts or other bike lane protection would help on the faster/wider streets. Raised crossings over Evelyn would help pedestrian access.
21. Bike boulevard sharrows do nothing to protect cyclists from car traffic
22. If the aim is to increase bicycle traffic, combining it with pedestrians on one path would be a bad idea. Having N Francess as a dedicated bike blvd seems like a misalignment with a bike underpass at Sunnyvale.
23. No.
24. NA
25. Access from south of El Camino is the main issue. Wolfe Road is completely unsafe for cyclists, which limits options to reach Evelyn.
26. Separate walking from biking in any sidewalk and multi use path
27. Protect home owners who live in this area. Stop going after home owners who are often elderly
28. The traffic circle could be confusing to motorists and bike riders. The "improved lighting" would take up precious space on the side walk and restrict pedestrian and bike flow. On Evelyn how will there be enough space for buffered bike lanes? I bike a lot and like buffered bike lanes. Will parking be removed? I'm ok with street parking being removed to provide better biking paths.
29. Addition of bulb-outs or other speed reducing measures on California Avenue. Since this is the main roadway connection to Central Expressway, it feels very unsafe to use as a bike/ped.
30. On C. California Ave, modify intersection of Central Expressway exit to California. Considered a 3-way stop or traffic circle. Currently, especially when the hedge on the north east side has grown, it is incredibly difficult to turn left from the exit. It is hard to manage the turn with cyclists and pedestrians crossing there, too.

Question 7 Open-ended Responses

1. I approach the station coming eastbound along Evelyn (coming from Mary) so making it faster and safer to left turn into the station at the west end would be great for times when I am cutting it close trying to catch a northbound train
2. Pedestrian bridge over the trains to safely cross to the other platform while trains are approaching and the barricade is down.
3. no
4. More shade and bike lanes on Mathilda.
5. Need to improve east sidewalk crosswalk going along Frances on Caltrain property. Tripping hazard. Should make the Evelyn/Murphy Crosswalk EXTRA wide (no reason to limit it to the sidewalk alignment of Murphy, but extend it, since often many people crossing N/S simultaneously. Should consider making whole intersection into a Scramble Since some people head to Caltrain Station from Murphy, but some go EAST (and often Jaywalk East of that crosswalk, because it's out of the way).
6. A places for people to lock up their bikes all around the downtown in general.
7. Kiefer & Wolfe intersection can be improved for left turns from Kiefer to Wolfe.
8. increase sunnyvale on demand peavy shuttle to more areas
9. Deploy Lime or Bird Scooters, add Lyft bikes at the station
10. No
11. Pedestrian directional signs to the train station
12. Share the road
13. Flashing crosswalk light at Evelyn and Florence where the current crosswalk exists. Cars speed and do not yield to pedestrians
14. Attendant to a capital improvement plan there should be a maintenance plan... On an immediate time scale, south side of Hendy could use: thorough tree maintenance (lots of dead branches), soil& trash removal/grading (east of Station Access) where soil and detritus is coming over the curb into the gutters/storm drain system. The area is used as a dumping ground from time to time and a trash pickup could help. Neighbors have done this on a volunteer bases west of the Station Access. We could mount a volunteer effort for the east end, but the volume of trash will require coordination of some kind for pickup. The storm drain at the Access could use some maintenance as it appears to have collected debris. The trash can at the Access is helpful; it is looking a bit broken and sad, but still, good to have. (Methods of discouraging dumping and shopping cart parking would be welcome, but I don't have any great new ideas...there used to be a sign announcing a big fine...it didn't work...)
15. I think only minor upgrades are needed.
16. Separated bikeway along Matilda to enable north-south movement entirely grade-separated from the roadway.
17. None, these are wonderful
18. Nope
19. Murphy walking section receives a lot of deliveries and uber drivers on Evelyn. These drivers provide a service to the area, but park in the bike lane and force me to take the lane frequently. Making a dedicated plan for these drivers, like a

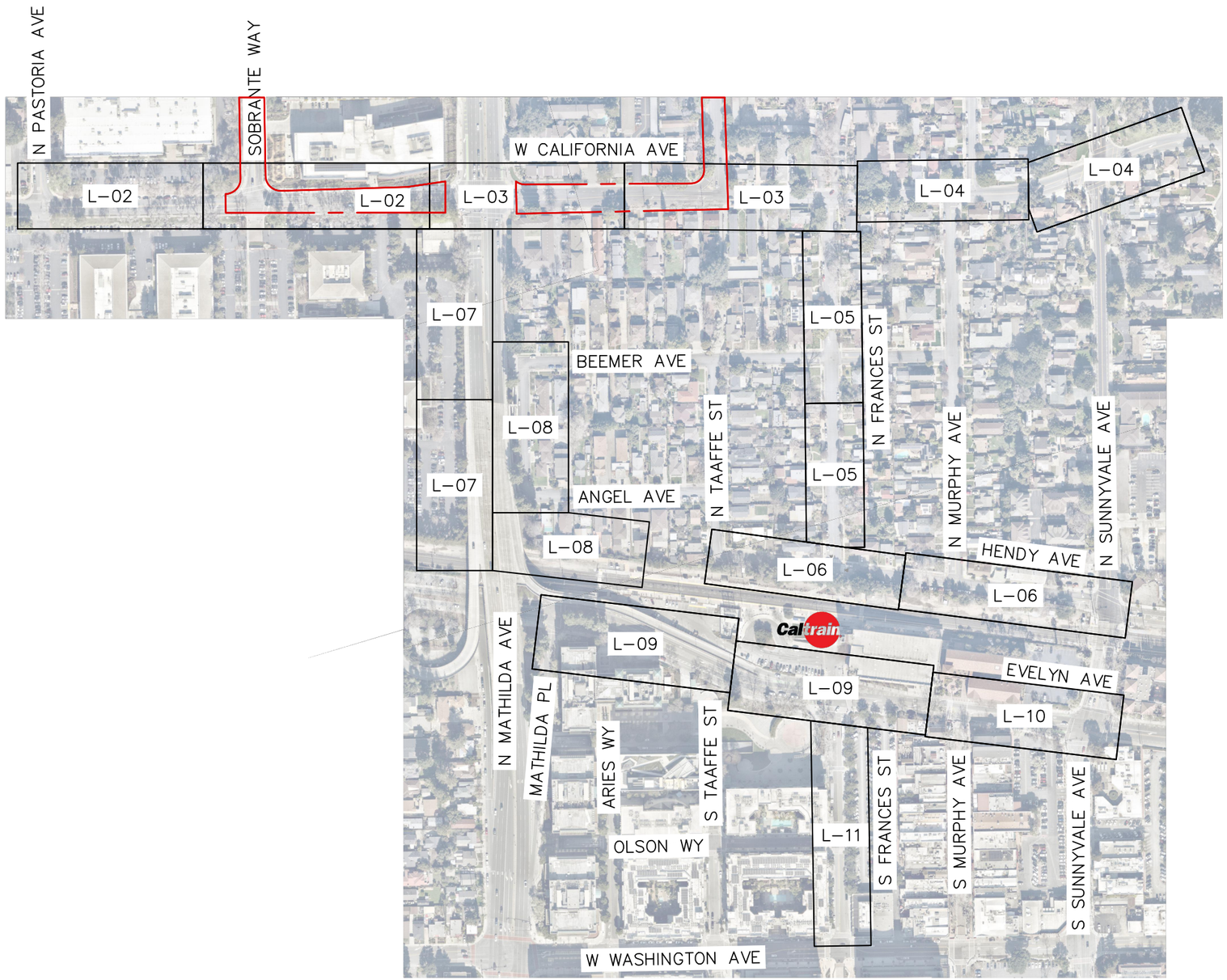
loading zone pull out, would improve my safety when biking. It is already illegal, but it is done dozens of time per day.
20. I would like to have a path from the lot under Mathilda directly to Evelyn rather than having to go into the station and then back out.
21. On sunnyvale ave there should be a bike lane through the intersections with California Ave and Hendy Ave instead of needing to share the lane with cars
22. More improved lighting near the station and a nicer path to historic Murphy Ave, mid-block crossing over Evelyn between Mathilda and Frances
23. Fair Oaks is the problem for bike access to caltrain from north Sunnyvale
24. There should be a stop sign or something on Washington and Frances because buses come from both sides, don't stop and there are more pedestrians now than before
25. Dont overexaggerate your ideas to take away space from vehicle traffic just to increase the buffer for the bike lane. Cars and pedestrians out number the amount of bikes on a daily basis and some cities like Cupertino have taken measures to protect the bike lane, but in turn, they made it more unsafe for pedestrians vs cars.
26. More buses
27. TBH for me access to Caltrain is fine as a SB pedestrian. My issue is with crossing the railroad on a bike. Sunnyvale/ Evelyn is a disaster, while walking the bike through the station is inconvenient.
28. Raised crosswalks if there are opportunity for them.
29. As a driver, Waverly Street's deep curve makes it hard to see oncoming eastbound traffic or bicycles without obstructing drivers/cyclists turning left from westbound Evelyn onto Waverly. Adjusting the lane shift before Waverly could help with this and keep oncoming traffic more visible. Also red-marking the curb at the southwest corner of Waverly/Evelyn can keep vehicles from blocking line of sight.
30. I take Evelyn to Charles Ave to get to City Hall. It'd be nice to have safer crossing for bicyclists or scooter riders on Charles Ave.
31. Road diet for Wolfe Road. Protected bike lanes running from the Apple campus at Pruneridge through Evelyn. Push traffic to Lawrence or DeAnze
32. Add bollards to Evelyn Ave
33. Fix thd sidewalks!!! It is too hard to walk with so many uprooted sidewalks! Fine bike riders who run red lights
34. Increased lighting at the Evelyn/Mathilda on/off-ramps to improve site line for cars and for pedestrian safety. Additional pedestrian crossing at the western leg of the Mathilda/Evelyn off-ramp intersection or an added pedestrian crossing at the eastern leg of the Mathilda/Evelyn on-ramp intersection. This will provide pedestrians an additional opportunity to cross Evelyn, especially as an intermediate improvement before the westbound Evelyn sidewalks are gone. Work with VTA to consolidate bus stops on Evelyn and Frances. The pedestrian scramble will help with accessing the station, but as a transit center, it needs to be better organized.
35. See above—modifying the exit from Central Expressway to California Avenue.

Question 9 Open-ended Responses

1. Please add artwork to Caltrain Station.
2. Road cleaning will be a great improvement. Even roads and bike lanes are in good condition things like broken glass or car accident remnants remain on bike lanes for long time. Example: Arques west bound, Hendry near Home Depot, Kiefer.
3. Deploy Lime or Bird Scooters, add Lyft bikes at the station
4. More benches on both northbound and southbound side. Some benches with roofs for rainy day. Thank you we love downtown and Caltrain both.
5. When Sunnyvale Ave is closed to through traffic going downtown, California Ave is going to have increased traffic as you will have to go out to Mathilda (or Fair Oaks) to get to that part of town, or anywhere in that direction. Traffic is going to increase and a traffic circle on California Ave is a bad idea!! Those of us living in the neighborhood can already be challenged with people speeding down California Ave.
6. Keep in mind that most of the residents do not ride bikes
7. Thank you
8. Noting that a problem to be solved is: people walk, wheelchair in the street from Angel to Taaffe to Hendy to the Access, I want to mention a low-budget interim idea - For Hendy from N. Taaffe to N. Frances try to use striping to accomplish a safe space for pedestrians and wheelchairs on the south side of Hendy. One possible way to do this is to mark on the street a pedestrian lane next to the south-side curb (where there is no sidewalk), in the street, and then stripe in parking for the commuters to protect this lane. Traffic engineers could consider whether narrowing the street in this way would be beneficial to safety or not. [One could have less narrowing by making it diagonal parking - and increase then the number of parking spaces] Perhaps one could generate revenue using a QR code based system with no installed hardware required. This revenue might support maintenance for the 270' strip of south-side Hendy that is not presently maintained. (recommend do not touch resident street parking by their homes north side of Hendy as these homes do not have elsewhere to park; paid parking could include an exception for those with resident parking permits)
9. How about cleaner areas in Hendy along the caltrain fence! More plants and trees. I dont think we need better walkways!
10. This all looks great! Especially the traffic circles, improved lighting, multiuse paths, and pedestrian scramble! Thanks!
11. Please think about rainwater runoff and help preserve the local water table
12. I really appreciate that the City asks the people of Sunnyvale for input. I also would like to give kudos to the City for bike improvements over the last few years. Proud to live in Sunnyvale!
13. I think this is a great start to improving ped and bike conditions in Sunnyvale!

14. This is every exciting to see, especially the small, residential roundabouts and shared Bike/Walk path.
15. Walking should be more focused in your proposals than biking. And you guys need to take in to account the car volumes that pass through these streets and don't take their space in order to give more buffers for biking.
16. The ideas sound good but I have a hard time seeing the big picture for making downtown and El Camino shopping bike-able destinations.
17. If the project needs to phased, please do the improvements at the station first.
18. These are overall really neat, I especially love the scramble at Evelyn/S. Francis and the roundabout at California/N. Frances.
19. NA
20. The people who bike are known throughout Sunnyvale as hating homeowners. How do I know? One of your officers told me directly that, and I quote “there are more of us (bike riders) then you (home owners)”. Do you really, Really, REALLY think home owners are supportive of people on this committee that HATE home owners?!?!! We are pissed at this attitude and remember what you did to the home owners on Maude and Sunnyvale avenue. Some of these people have lived in Sunnyvale 50, 60, 70 years and paid for the taxes that the bike riders use. You don’t seem to understand this or more importantly DON’T CARE as that large male on your committee said to me. The issue is we home owners talk to each other. You have a problem you need to fix as home owners VOTE! For example look at the last library vote. I will NEVER vote for anything the bike committee wants!!!
21. I enjoy riding my bike along Evelyn and would appreciate any changes that would make that ride safer.
22. Thank You!

APPENDIX E – RECOMMENDED IMPROVEMENT CONCEPT DESIGN



LEGEND

SANTA CLARA COUNTY ROW

NORTH

GRAPHIC SCALE IN FEET
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September 2025

Kimley»Horn

Draft

Key Map Layout | Sheet 1 of 11
Sunnyvale Caltrain Station
Bicycle and Pedestrian Access Study

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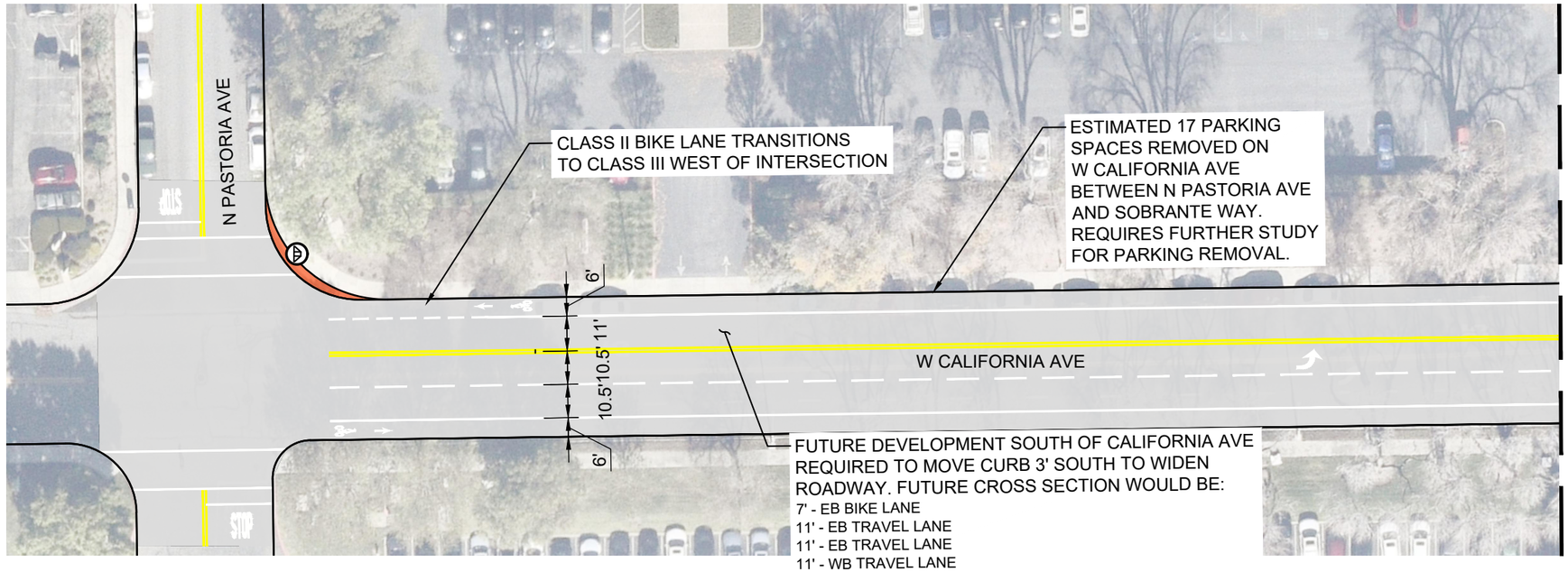
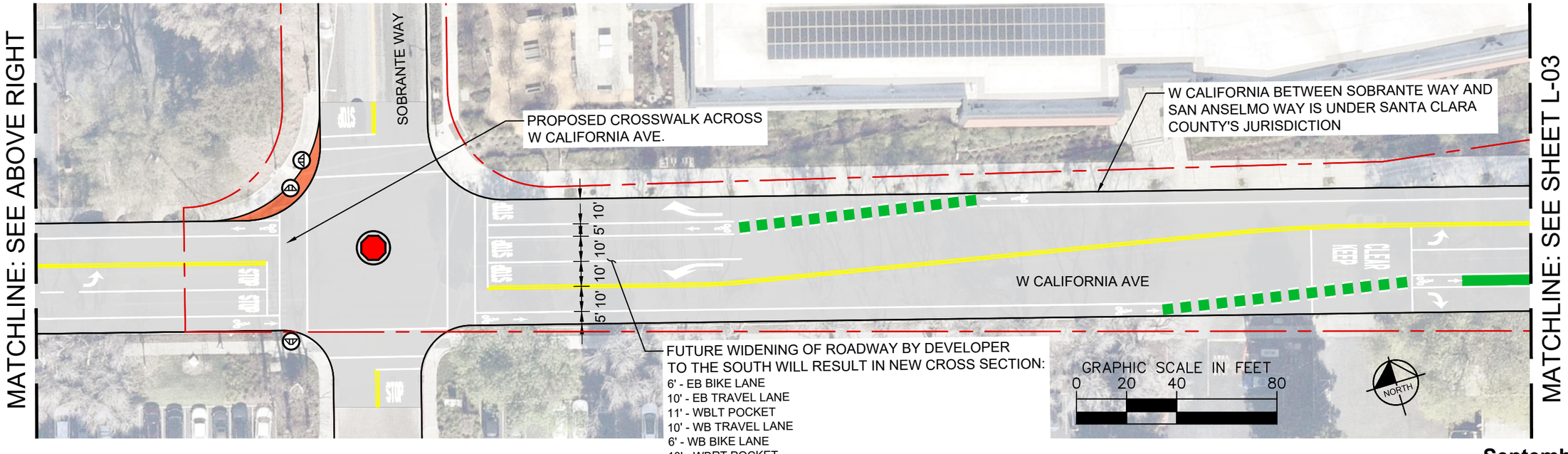


LEGEND

- CLASS I SHARED USE PATH
- RAISED INTERSECTION
- MOUNTABLE CURB
- LANDSCAPE AREA
- DECORATIVE CROSSWALK
- CONCRETE CURB EXTENSION / MEDIAN
- CLASS IV PROTECTED BIKE LANE (FLEX POST OR PARKING PROTECTED)
- RECTANGULAR RAPID-FLASHING BEACON
- SIGNALIZED INTERSECTION
- ALL WAY STOP CONTROL
- CURB RAMP
- SANTA CLARA COUNTY ROW



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W California Avenue (Class II) | Sheet 2 of 11
Sunnyvale Caltrain Station
Bicycle and Pedestrian Access Study

MATCHLINE: SEE SHEET L-02

MATCHLINE: SEE BELOW LEFT

W CALIFORNIA BETWEEN SOBRANTE WAY AND SAN ANSELMO WAY IS UNDER SANTA CLARA COUNTY'S JURISDICTION

W CALIFORNIA AVE

OPPORTUNITY TO IMPLEMENT SHARED USE PATH IN FUTURE DEVELOPMENT

SUNNYVALE FIRE STATION #1

N MATHILDA AVE

ESTIMATED 15 PARKING SPACES REMOVED ON W CALIFORNIA AVE BETWEEN N MATHILDA AVE AND SAN ANSELMO WAY. REQUIRES FURTHER STUDY FOR PARKING REMOVAL.

MATCHLINE: SEE SHEET L-07

LEGEND

- CLASS I SHARED USE PATH
- RAISED INTERSECTION
- MOUNTABLE CURB
- LANDSCAPE AREA
- DECORATIVE CROSSWALK
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- RECTANGULAR RAPID-FLASHING BEACON
- SIGNALIZED INTERSECTION
- ALL WAY STOP CONTROL
- CURB RAMP
- SANTA CLARA COUNTY ROW

MATCHLINE: SEE ABOVE RIGHT

SAN ANSELMO WAY FROM W CALIFORNIA AVE TO CENTRAL EXPRESSWAY IS UNDER SANTA CLARA COUNTY'S JURISDICTION

SAN ANSELMO WAY

PROTECT TREES WHERE FEASIBLE. UP TO ONE (1) TREE IMPACTED BY CONSTRUCTION.

PROPOSED CROSSWALKS

W CALIFORNIA AVE

N FRANCES ST

ESTIMATED 15 PARKING SPACES REMOVED ON W CALIFORNIA AVE BETWEEN N MATHILDA AVE AND SAN ANSELMO WAY. REQUIRES FURTHER STUDY FOR PARKING REMOVAL.

GRAPHIC SCALE IN FEET
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NORTH

MATCHLINE: SEE SHEET L-04

MATCHLINE: SEE SHEET L-05

September 2025

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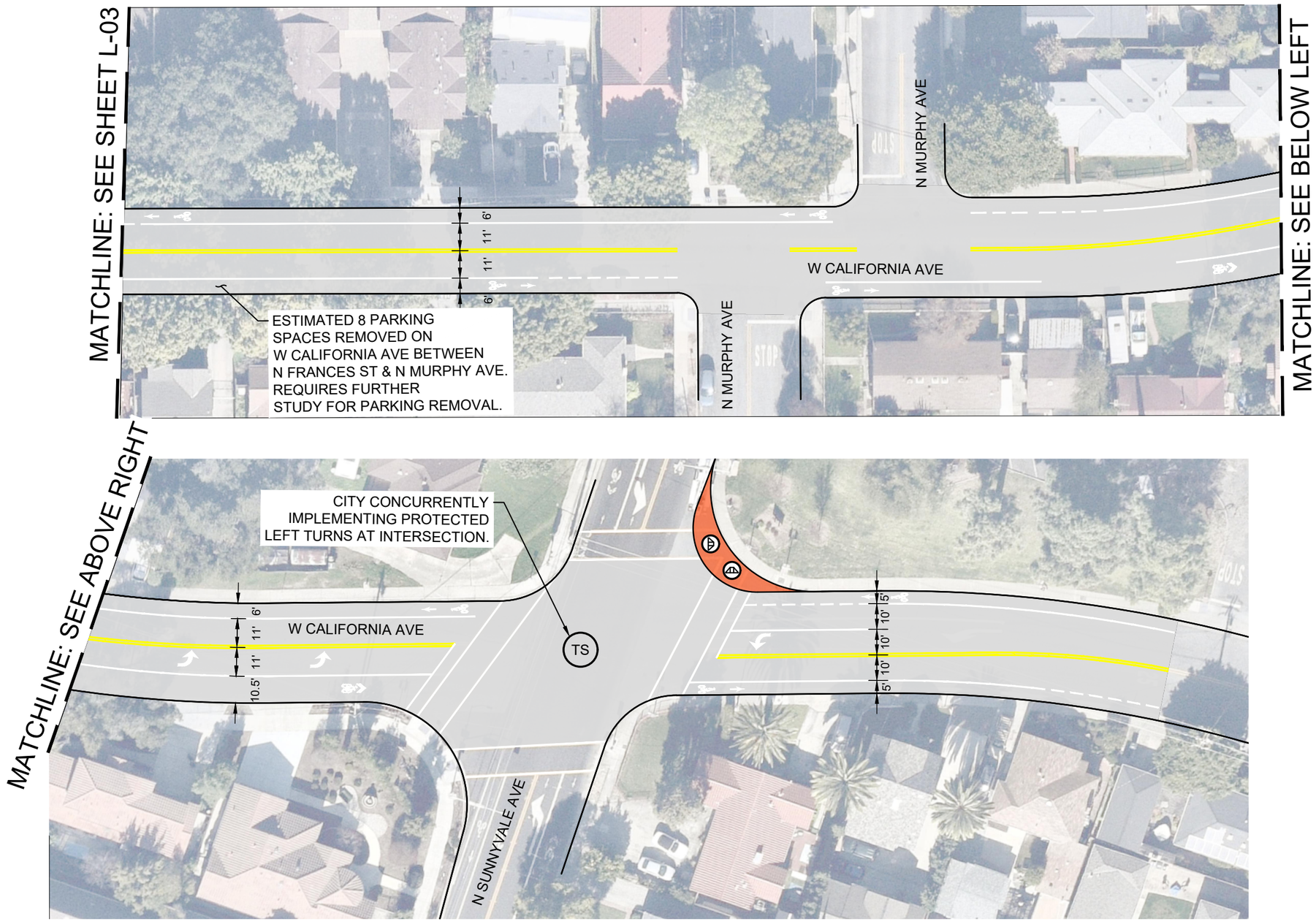

LEGEND

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- CURB RAMP
- SANTA CLARA COUNTY ROW

NORTH

GRAPHIC SCALE IN FEET
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September 2025

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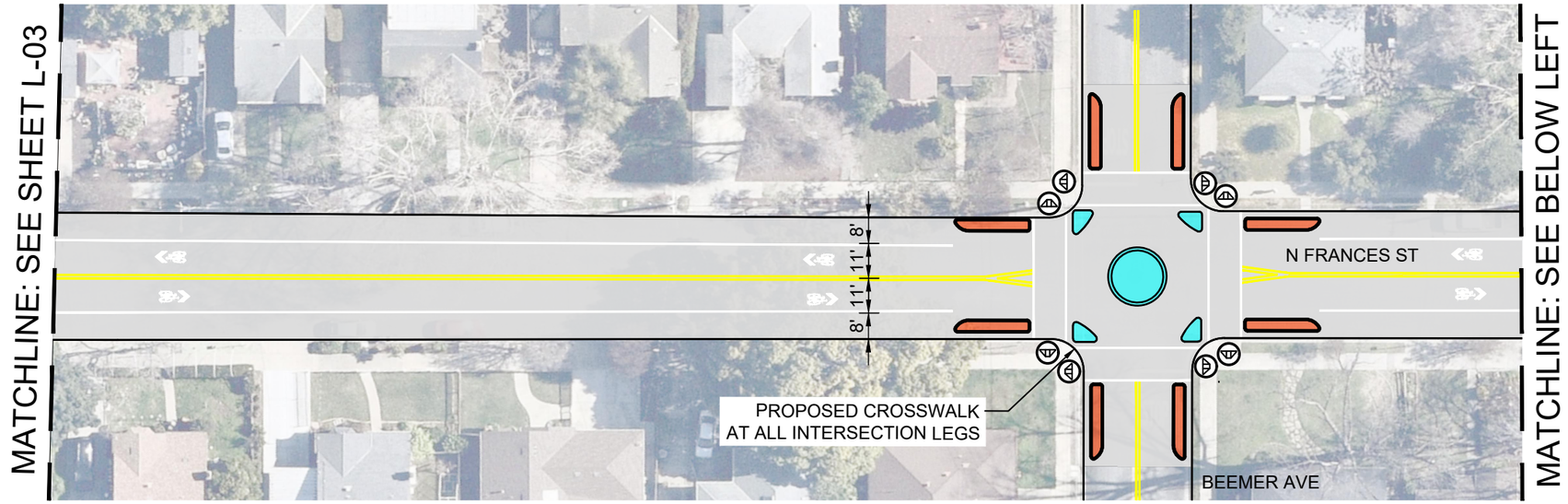
W California Avenue (Class II) | Sheet 4 of 11
Sunnyvale Caltrain Station
Bicycle and Pedestrian Access Study



LEGEND

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- TS — SIGNALIZED INTERSECTION
- ALL WAY STOP CONTROL
- CURB RAMP
- SANTA CLARA COUNTY ROW

NORTH

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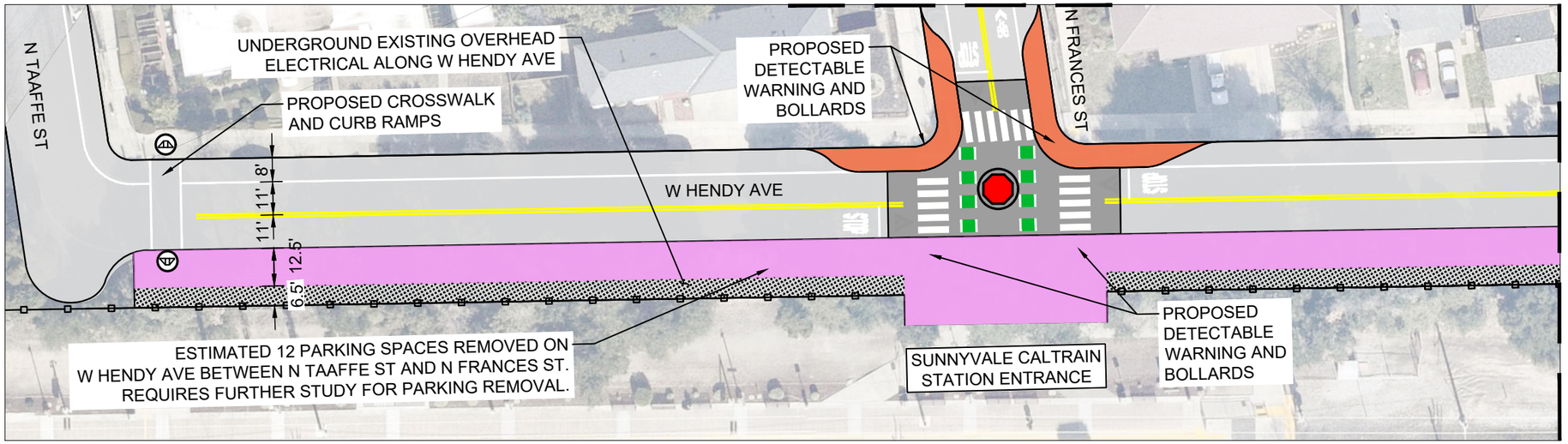
MATCHLINE: SEE SHEET L-05



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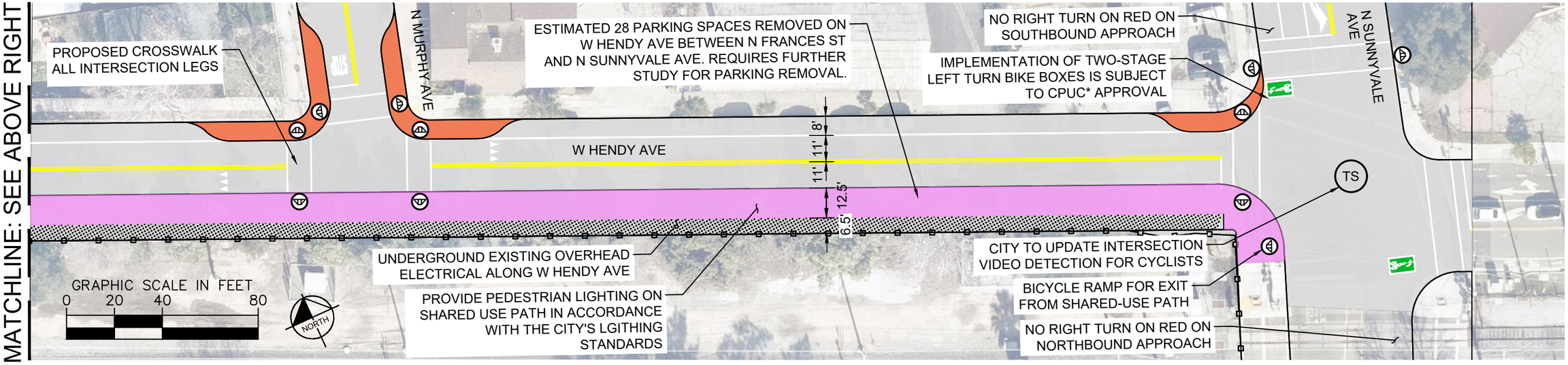

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- CURB RAMP
- SANTA CLARA COUNTY ROW

*CALIFORNIA PUBLIC UTILITIES COMMISSION

September 2025

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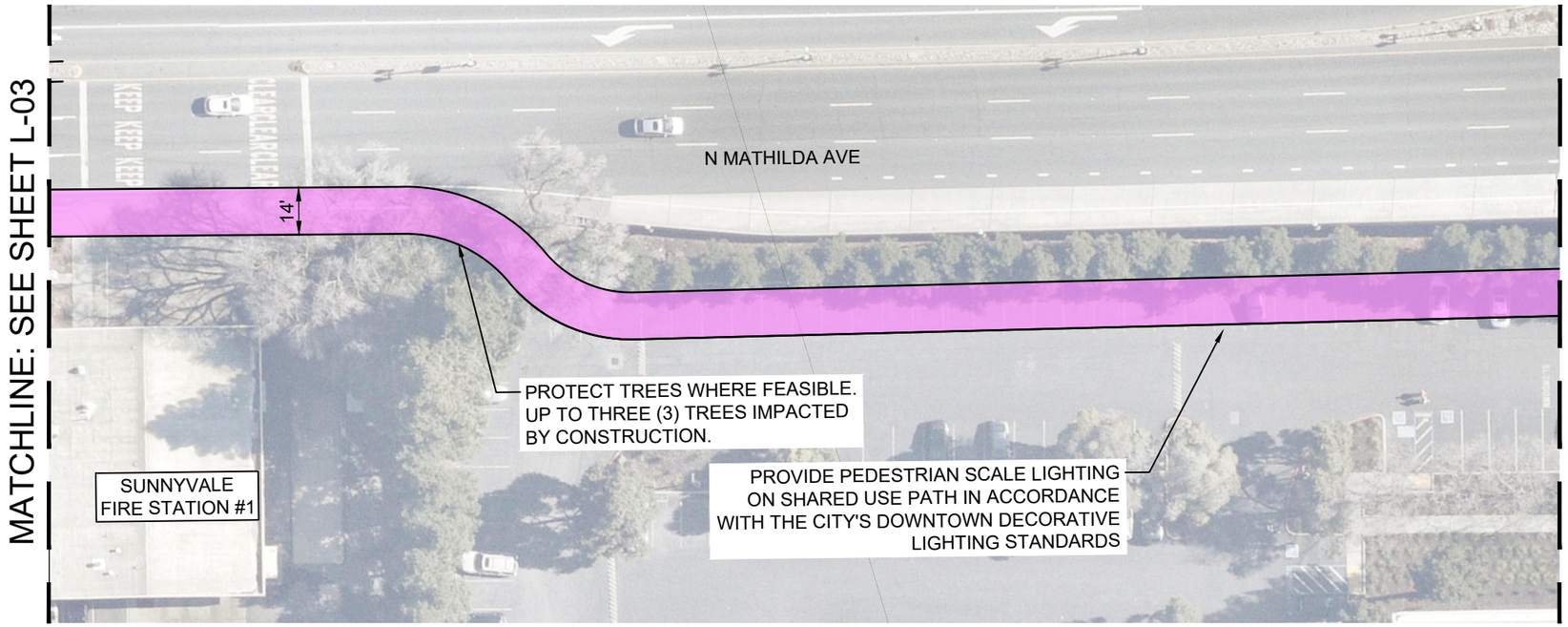

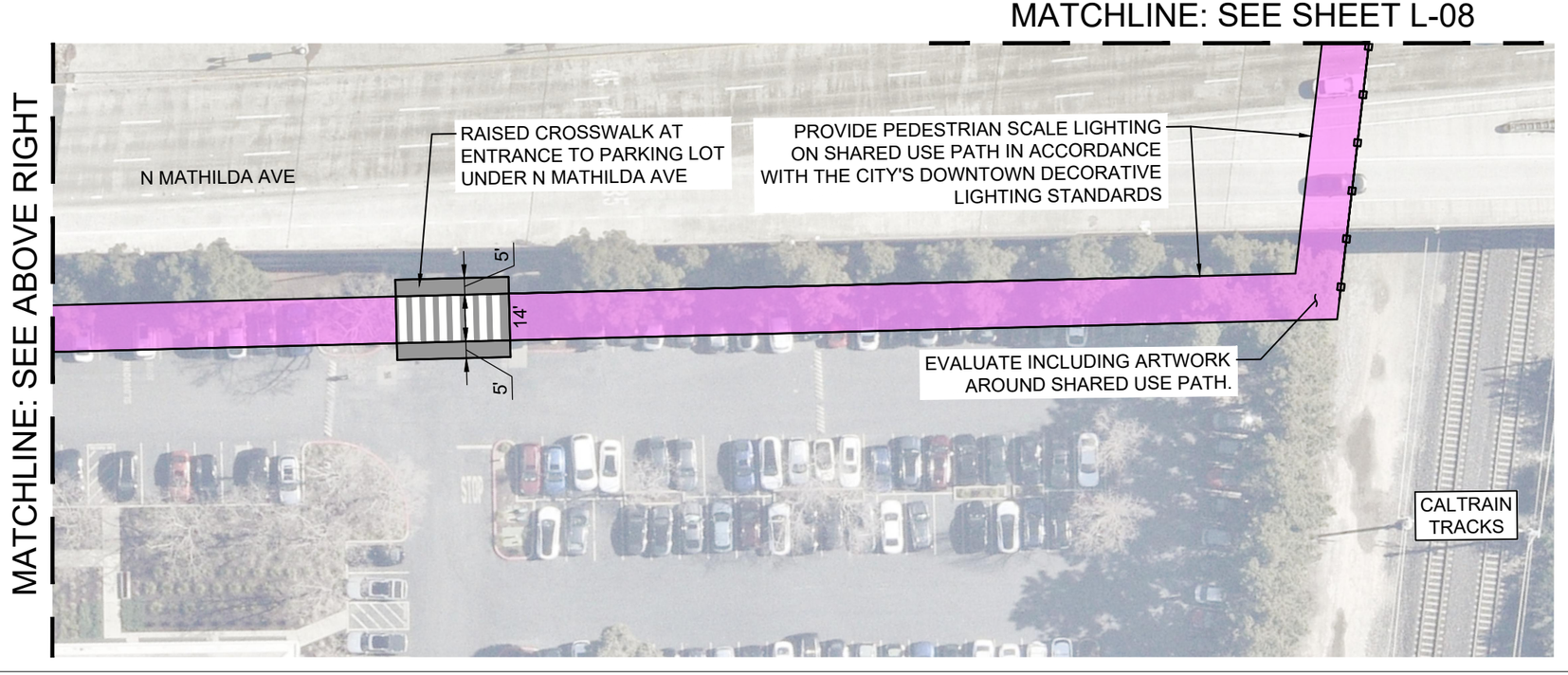

LEGEND

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- SANTA CLARA COUNTY ROW

NORTH

GRAPHIC SCALE IN FEET
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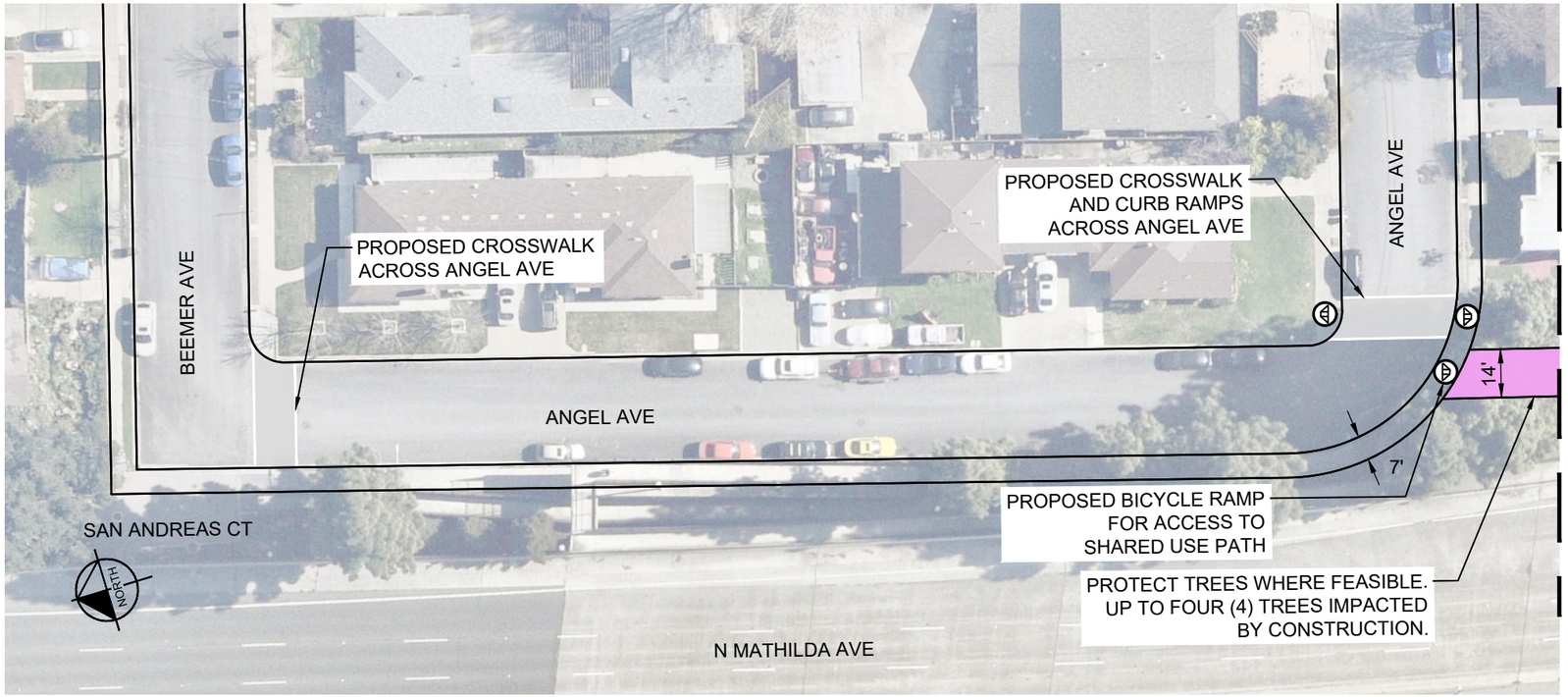
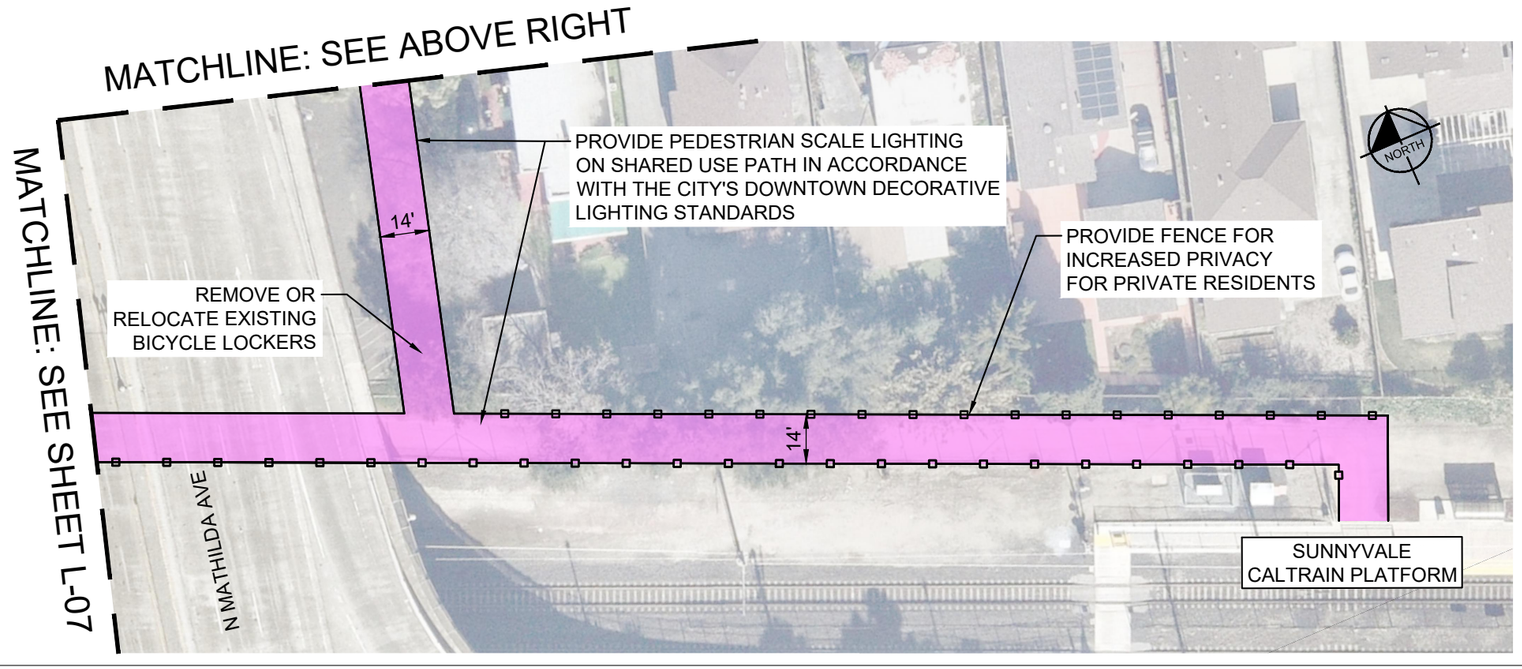
September 2025

Kimley»Horn

Draft

N Mathilda Avenue (Class I) | Sheet 7 of 11
Sunnyvale Caltrain Station
Bicycle and Pedestrian Access Study





LEGEND

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GRAPHIC SCALE IN FEET
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September 2025

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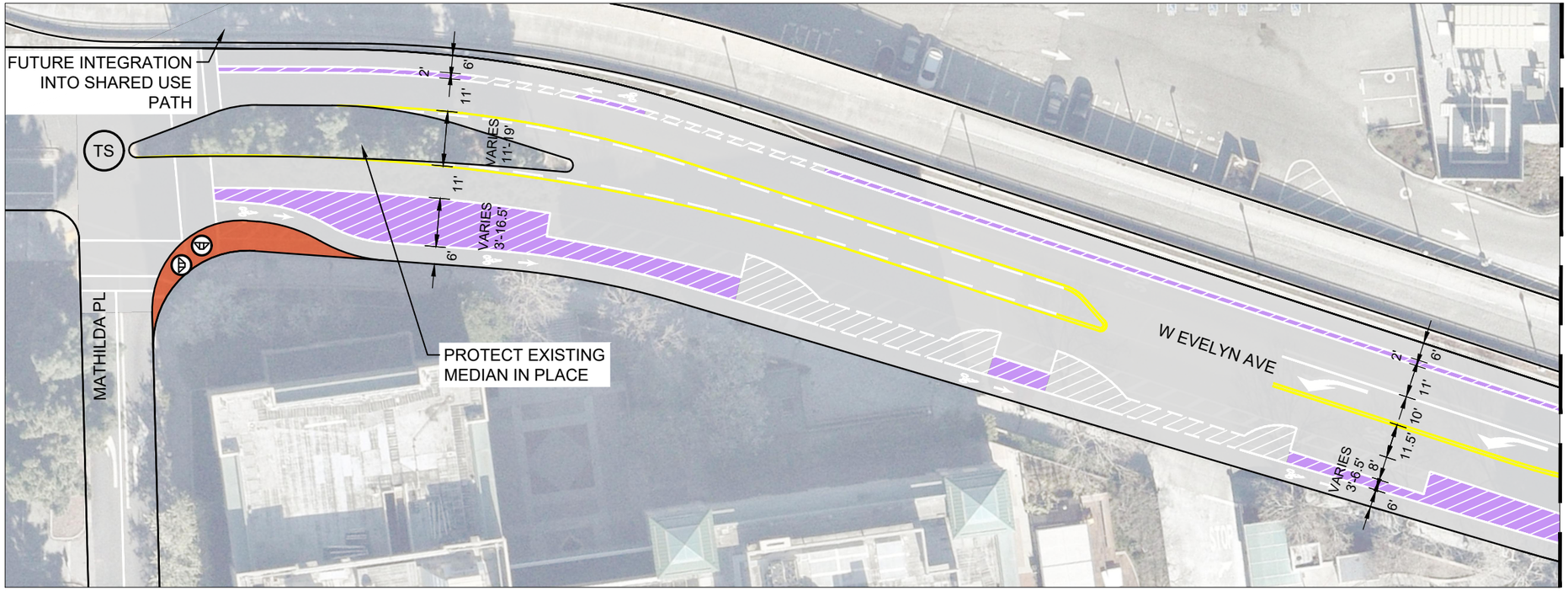

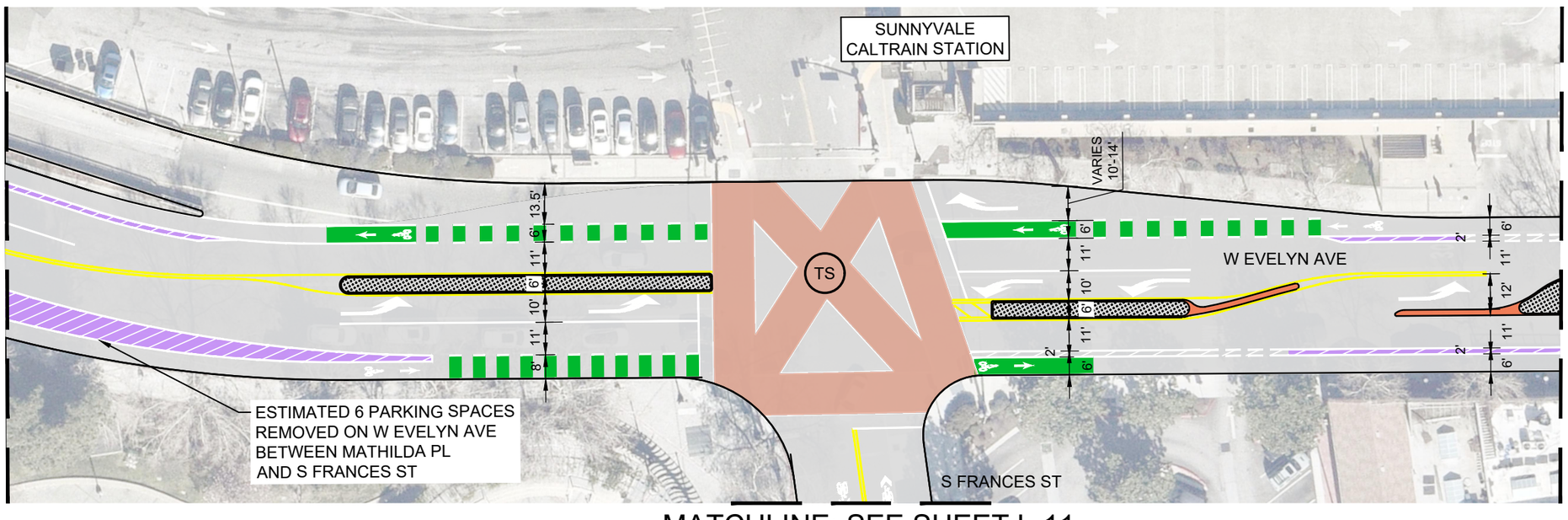

LEGEND

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- SANTA CLARA COUNTY ROW

NORTH

GRAPHIC SCALE IN FEET
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MATCHLINE: SEE SHEET L-11

September 2025

Kimley»Horn

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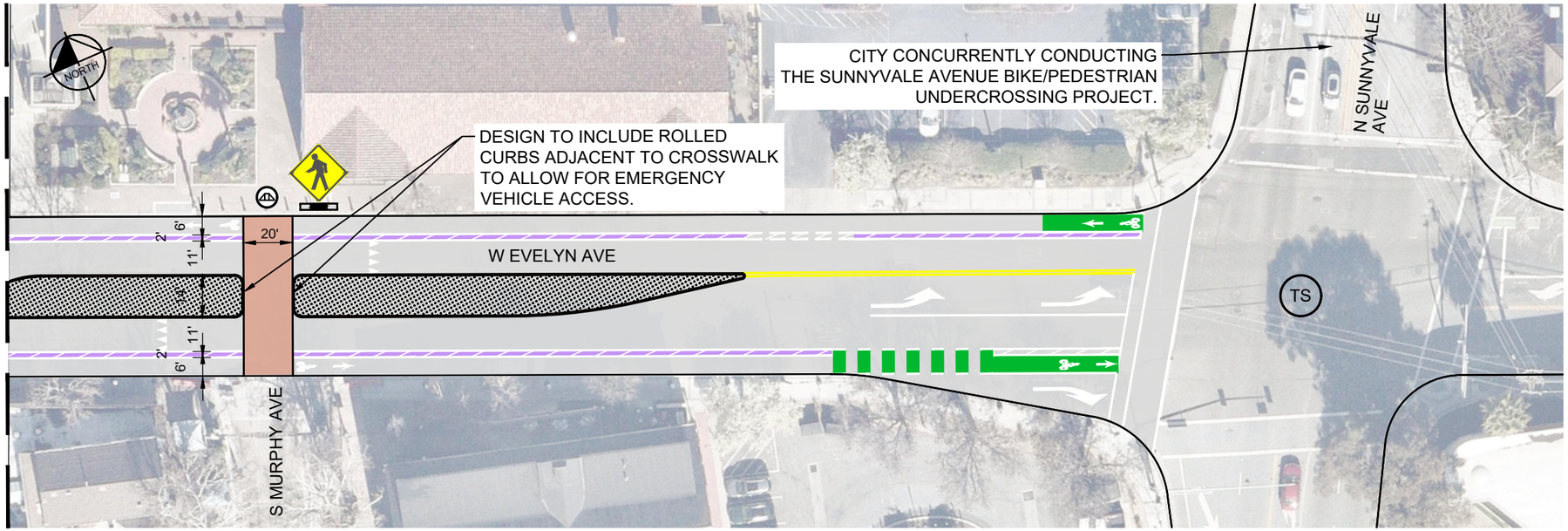
W Evelyn Avenue (Class IV) | Sheet 9 of 11
Sunnyvale Caltrain Station
Bicycle and Pedestrian Access Study



LEGEND

- CLASS I SHARED USE PATH
- RAISED INTERSECTION
- MOUNTABLE CURB
- LANDSCAPE AREA
- DECORATIVE CROSSWALK
- CONCRETE CURB EXTENSION / MEDIAN
- CLASS IV PROTECTED BIKE LANE (FLEX POST OR PARKING PROTECTED)
- RECTANGULAR RAPID-FLASHING BEACON
- TS — SIGNALIZED INTERSECTION
- ALL WAY STOP CONTROL
- CURB RAMP
- SANTA CLARA COUNTY ROW

GRAPHIC SCALE IN FEET
0 20 40 80

September 2025

Kimley»Horn

Draft

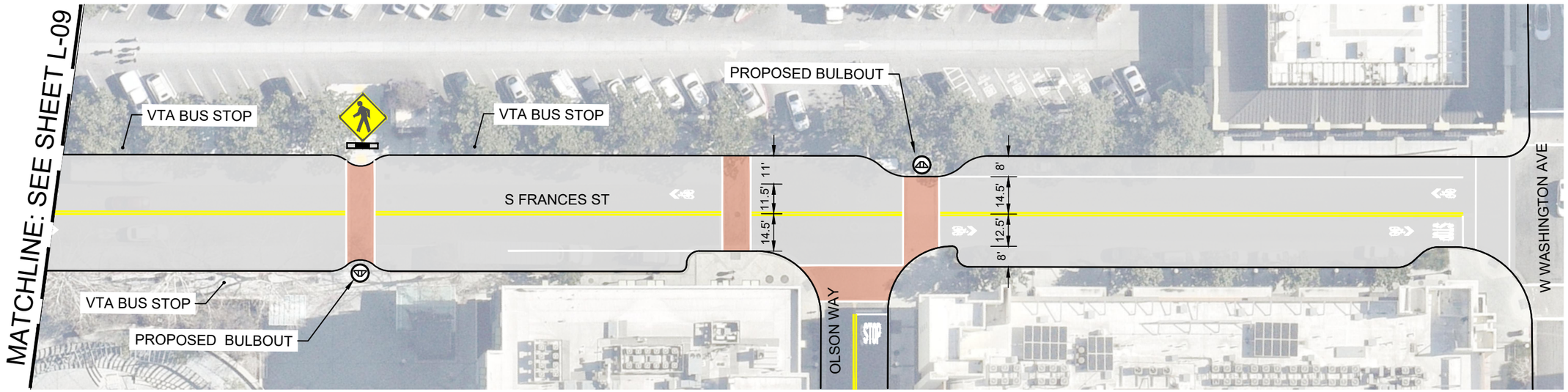
W Evelyn Avenue (Class IV) | Sheet 10 of 11
Sunnyvale Caltrain Station
Bicycle and Pedestrian Access Study

LEGEND

- CLASS I SHARED USE PATH
- RAISED INTERSECTION
- MOUNTABLE CURB
- LANDSCAPE AREA
- DECORATIVE CROSSWALK
- CONCRETE CURB EXTENSION / MEDIAN
- CLASS IV PROTECTED BIKE LANE (FLEX POST OR PARKING PROTECTED)
- RECTANGULAR RAPID-FLASHING BEACON
- SIGNALIZED INTERSECTION
- ALL WAY STOP CONTROL
- CURB RAMP
- SANTA CLARA COUNTY ROW

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80



September 2025

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APPENDIX F – COST ESTIMATES

OPINION OF PROBABLE COST Kimley»Horn

City of Sunnyvale

Sunnyvale Caltrain Station Bicycle and Pedestrian Access Study

Summary of Project Cost

Conceptual Rough Order of Magnitude (ROM) Cost Estimate

Corridor Segment	Extents	Concept Level Cost Estimate
California Ave (A)	N Pastoria Ave to N Mathilda Ave	$1,000,000
California Ave (B)	N Mathilda Ave to N Sunnyvale Ave	$2,500,000
N Frances St	California Ave to W Hendy Ave	$1,000,000
W Hendy Ave	N Taffee St to N Sunnyvale Ave	$2,500,000
N Mathilda Ave	W California Ave to Angel Ave (Excludes Private ROW)	$2,000,000
W Evelyn Ave	Mathilda Pl to N Sunnyvale Ave	$3,500,000
S Frances St	W Evelyn Ave to W Washinton Ave	$1,000,000
W Washington Ave	S Mathilda Ave to S Pastoria Ave	$50,000
S Pastoria Ave	W Washington Ave to W Evelyn Ave	$50,000
TOTAL CAPITAL OUTLAY COSTS		**$13,600,000**

NOTES:

1. These estimates reflect the proposed improvements identified in the concept drawings dated September 2025.