



Sunnyvale Caltrain Station Pedestrian-Bicycle Access Study

City Council
February 3, 2026



Agenda

1. Project Overview
2. Concept Recommendations
3. BPAC Recommendation to City Council
4. Staff Recommendation to City Council



Sunnyvale

Project Overview

Purpose of the Project

- Study Issue DPW 20-02
- Evaluate existing pedestrian and bicycle access to/from Sunnyvale Caltrain Station
- Identify potential improvements within City right-of-way



Background

- **Study Issue DPW 20-02**
 - ◆ Sponsored by Bicycle and Pedestrian Advisory Commission (BPAC)
 - ◆ Ranked #1 DPW study issue by City Council at 2020 Study Issues and Budget Workshop

- **Grant Funded**
 - ◆ Caltrans Sustainable Communities Planning Grant
 - Awarded in 2022 - \$383,423



Engagement Activities

Station Area Walk Audit

- 16 TAC and SAC members attended
- 286 total observations
- 76% were “negative” experiences
- “Safety” and “comfort” were most used tags



Four Pop-up Events

- Caltrain’s Electrification Service Launch
- Sunnyvale Farmers Market
- AM and PM commute periods at Station
- 200+ people engaged



Engagement Activities Continued

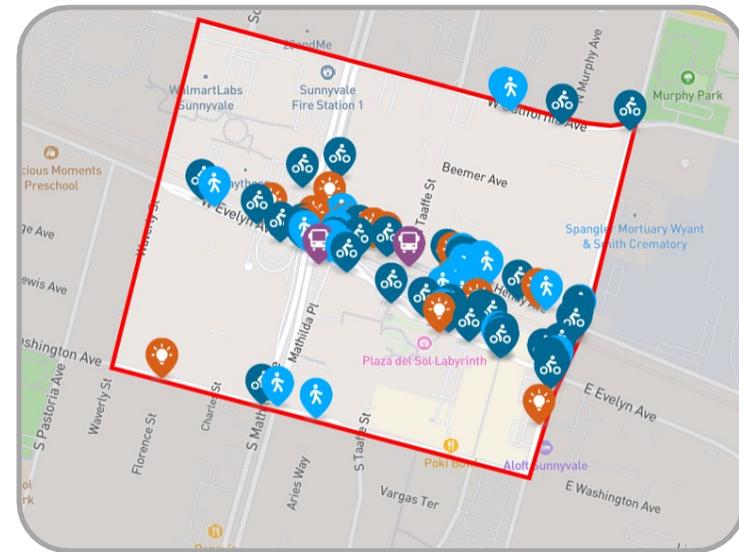
Two Community Meetings

- Hybrid meeting format
- Multilingual presentation options
- Physical presentation boards
- 13 attendees



Two Online Surveys

- 220+ survey responses
- 80+ interactive map comments
- Multilingual options



Project Timeline

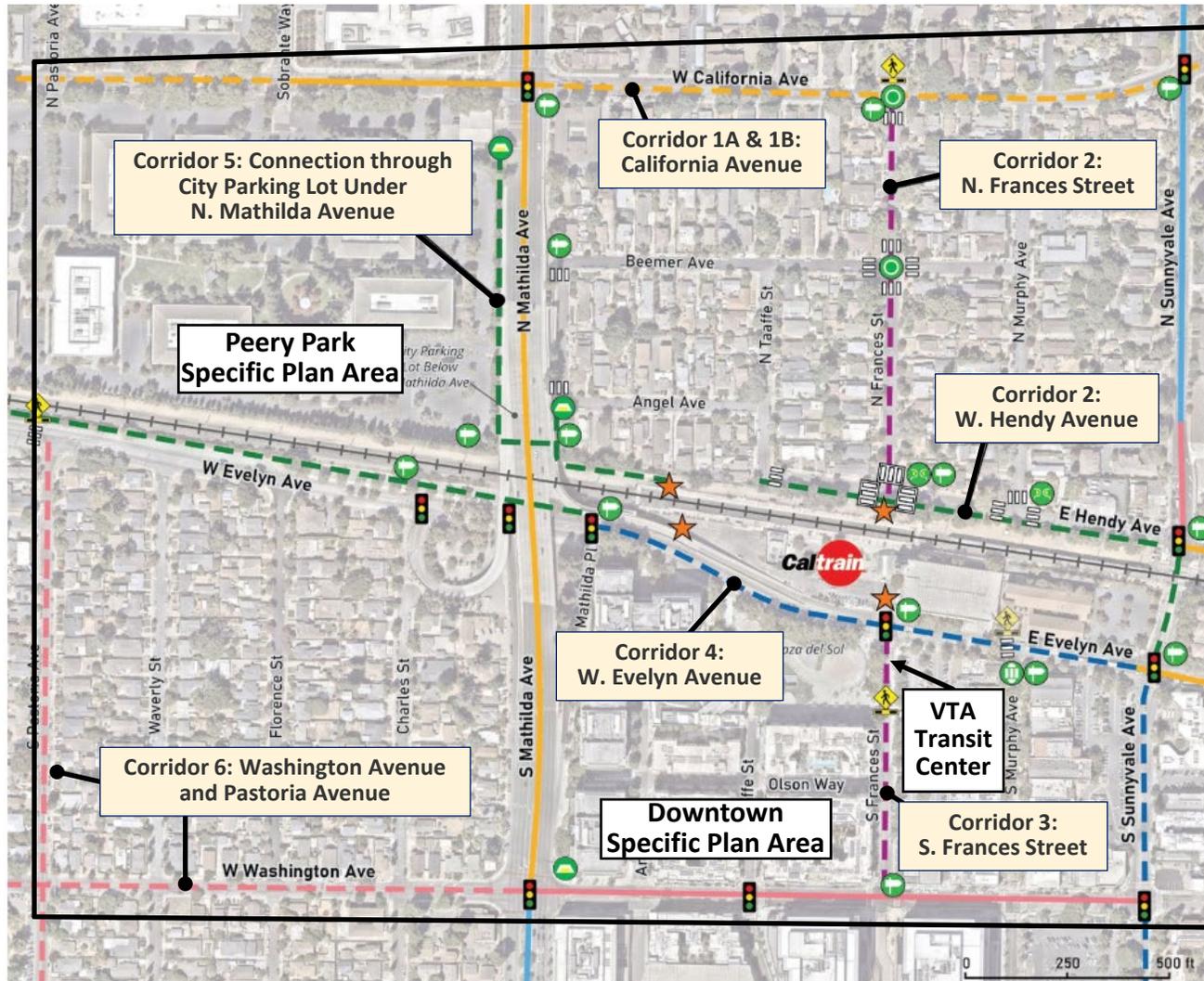




Sunnyvale

Concept Recommendations

Improvement Corridors & Recommended Improvements



Existing

-  Station Access Point
-  Traffic Signal
-  Rectangular Rapid Flashing Beacon (RRFB)
-  Project Limits
-  Class II Bicycle Lane
-  Class IIB Buffered Bicycle Lane
-  Class III Bicycle Route

Proposed

-  Rectangular Rapid Flashing Beacon (RRFB)
-  Class I Shared-Use Path
-  Class II Bicycle Lane
-  Class III Bicycle Route
-  Class IIIB Bicycle Boulevard
-  Class IV Protected Bicycle Lane
-  Raised, High-Visibility Crosswalk or Standard Crosswalk
-  Curb Bulb-outs and ADA Ramps
-  Wayfinding Signage
-  Pedestrian Refuge Island
-  Directional Curb Ramp
-  Traffic Circle

Cost Estimates by Corridor

*Cost estimates are based on planning level design concepts.

Corridor	Street Name (Limits)	Total Cost*
1A	California Avenue (Pastoria Ave. to Mathilda Ave.)	\$1,000,000
1B	California Avenue (Mathilda Ave. to Sunnyvale Ave.)	\$2,500,000
2	W. Hendy Avenue and N. Frances Street	\$3,500,000
3	S. Frances Street	\$1,000,000
4	W. Evelyn Avenue	\$3,500,000
5	N. Mathilda Avenue including City Parking Lot Underneath the Mathilda Avenue Overpass	\$2,000,000
6	Washington Avenue and S. Pastoria Avenue	\$100,000
Grand Total		\$13,600,000



Recommendation to City Council

Recommendation to City Council

Considerations

- **Alternative 1:**
 - ◆ Select the preferred concept plans from the Sunnyvale Caltrain Station Pedestrian-Bicycle Access Study (DPW 20-02); and
 - ◆ Direct staff to include the concept plans as an unfunded project(s) in the FY 2026/27 Budget pending future identification of funding; and
 - ◆ Recommend to the Santa Clara County Board of Supervisors to approve the proposed improvements for Corridor 1A in County's right-of-way; and
 - ◆ Find that the action is exempt from CEQA pursuant to CEQA Guidelines Section 15262

Recommendation to City Council

Considerations

- **Alternative 2:**
 - ◆ Select the preferred concept plans from the Sunnyvale Caltrain Station Pedestrian-Bicycle Access Study (DPW 20-02) with a modification to Corridor 2 with a dashed yellow centerline on N. Frances Street instead of a double yellow centerline; and
 - ◆ Direct staff to include the concept plans as an unfunded project(s) in the FY 2026/27 Budget pending future identification of funding; and
 - ◆ Recommend to the Santa Clara County Board of Supervisors to approve the proposed improvements for Corridor 1A in County's right-of-way; and
 - ◆ Find that the action is exempt from CEQA pursuant to CEQA Guidelines Section 15262

Recommendation to City Council

Considerations

- **Alternative 3:**
 - ◆ Select the preferred concept plans from the Sunnyvale Caltrain Station Pedestrian-Bicycle Access Study (DPW 20-02) for select corridors; and
 - ◆ Direct staff to include the concept plans as an unfunded project(s) in the FY 2026/27 Budget pending future identification of funding; and
 - ◆ Recommend to the Santa Clara County Board of Supervisors to approve the proposed improvements for Corridor 1A in County's right-of-way; and
 - ◆ Find that the action is exempt from CEQA pursuant to CEQA Guidelines Section 15262

Recommendation to City Council

Considerations

- **Alternative 4:**
 - ◆ Maintain the existing conditions

Recommendation to City Council

BPAC Recommendation

- **Alternative 1 with the following modifications:**
 - ◆ That traffic circles are insufficient to limit speeds at the specific intersections in this study and that alternate methods be used
 - ◆ That the proposed changes for Washington Avenue in Corridor 6 be removed
 - ◆ That Corridor 2 remain unstriped, without centerline or parking striping

Recommendation to City Council

Staff Recommendation

- **Alternative 2:**
 - ◆ Select the preferred concept plans from the Sunnyvale Caltrain Station Pedestrian-Bicycle Access Study (DPW 20-02) with a modification to Corridor 2 with a dashed yellow centerline on N. Frances Street instead of a double yellow centerline; and
 - ◆ Direct staff to include the concept plans as an unfunded project(s) in the FY 2026/27 Budget pending future identification of funding; and
 - ◆ Recommend to the Santa Clara County Board of Supervisors to approve the proposed improvements for Corridor 1A in County's right-of-way; and
 - ◆ Find that the action is exempt from CEQA pursuant to CEQA Guidelines Section 15262



Kimley»»Horn

Thank you

