



Sunnyvale

Sunnyvale Active Transportation Plan

Sunnyvale City Council
August 25, 2020



Agenda

1. Overview
2. Outreach and Engagement
3. Bicycle Plan
4. Pedestrian Plan
5. Safe Routes to School Plan
6. CEQA Considerations
7. Recommendation to Council
8. Next Steps



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Active Transportation Plan

Overview

Active Transportation Plan Overview

- Sustainable Communities Grants (October 2, 2017)
 - ◆ Grant Amount: \$338,185 / Local match: \$43,815

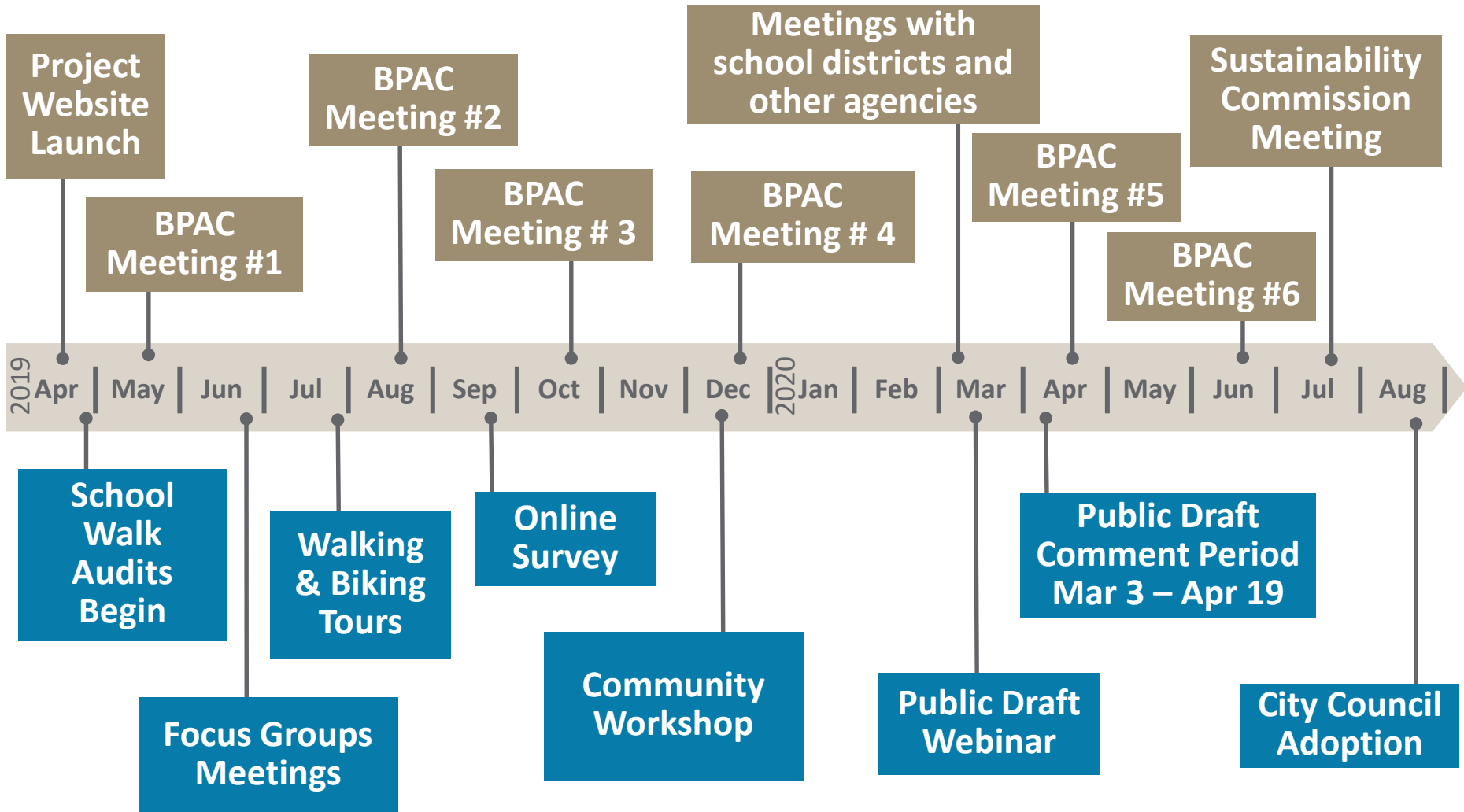




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Outreach and Engagement

Public Outreach Schedule



Outreach Events (Attendees)

- 2 Biking Tours (22)
- 2 Walking Tours (18)
- 21 School Walking Audits (41)
- 3 Mobile Workshops (181)
- Public Draft Review Webinar (25)
- Draft Recommendation Community Workshop (70)



El Camino Real Walking Tour



Draft Recommendations Workshop

Stakeholder Meetings

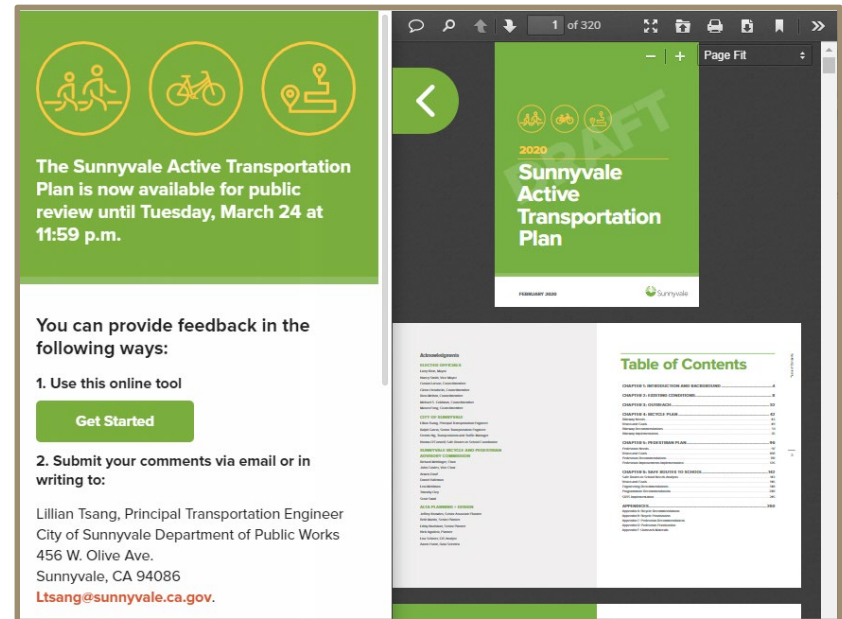
- 5 Focus Groups
 - ◆ Advisory Committee on Accessibility
 - ◆ Senior Center Advisory Committee
 - ◆ Teen Advisory Committee
 - ◆ Moffett Park Business Group
 - ◆ General Business Group
- 1 Meeting with Neighboring Jurisdictions
- 3 School District Meetings



Senior Center Advisory Committee
Focus Group

Online Input

- Interactive mapping tool (821 comments)
- Online survey (944 responses)
- Online Public Draft Plan comment tool (565 comments)
- City website and social media



Draft Plan Comment Tool



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Bicycle Plan

Existing Conditions – Bikeway Network Mileage

Facility Type	Mileage
Class I Shared-Use Path	18.0 miles
Class II Bicycle Lane	54.5 miles
Class IIB Buffered Bicycle Lane	4.4 miles
Class III Bicycle Route	12.6 miles
Class IIIB Bicycle Boulevard	0.0 miles
Class IV Separated Bikeway	0.4 miles
Complete Network	89.9 miles

Bicycle Plan Vision Statement

Sunnyvale is a **Complete Streets Community** where residents and commuters have the choice to bicycle and walk to meet their transportation needs on a **connected, comfortable, safe, and convenient network** designed for **all abilities and ages**.

Bicycle Plan Performance Goals

Goal	Baseline
Achieve the League of American Bicyclists Bicycle Friendly Silver status by 2030	Bronze Status
Increase commuter bicycling mode share from 1.5% in 2017 to 5% in 2030 and continue to work toward increasing bicycling mode share in the next 10 years	1.5%
Reduce traffic fatalities and serious injuries by 50% by 2029	61 pedestrian and bicyclist related fatalities and serious injuries (2014-2018)

Bicycle Network Strategy

- Low Stress Spine Network
- Bicycle Route Network
- Complete Network
- Spot Improvements



Bicycle Network Strategy - Low Stress Spine Network (Class I, Class IIB, Class IV)

- Low Stress Spine Network



Class I Shared-Use Path



Class IIB Buffered Bike Lane



Class IV Separated Bikeway



Bicycle Network Strategy - Low Stress Spine Network

- Class IV Separated Bikeway Examples



Paint and Flexible Bollards



Planted concrete medians

Bicycle Network Strategy - Bicycle Route Network (Class III and Class IIIB)

- Class IIIB Bicycle Boulevard Treatments



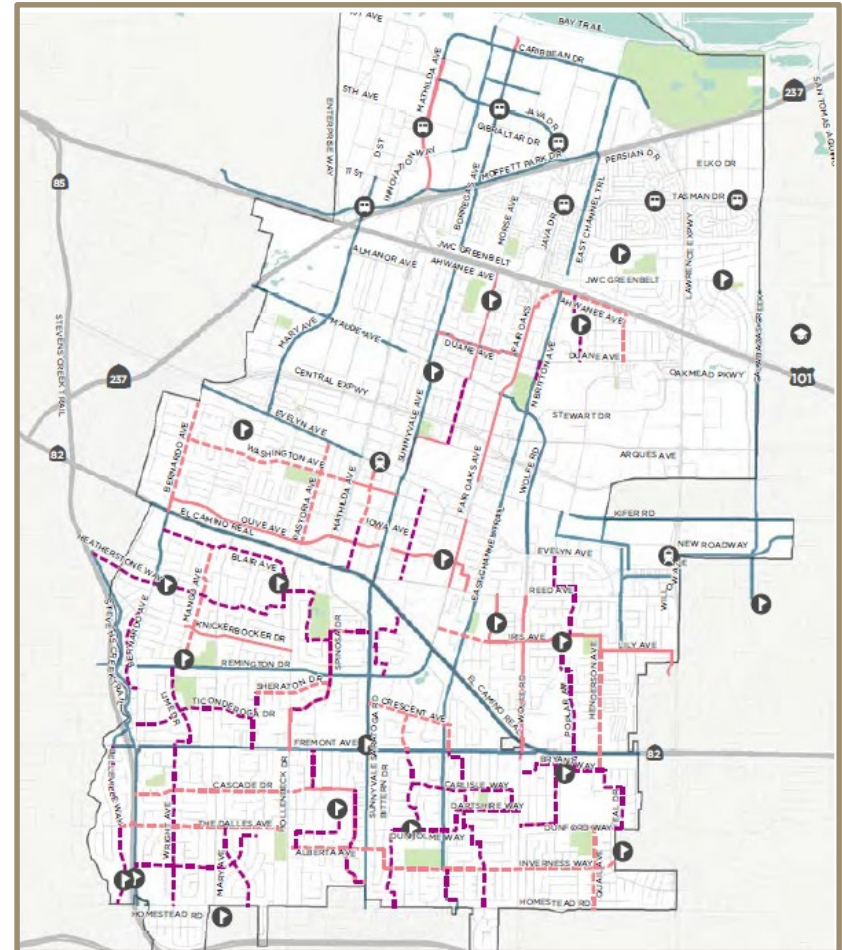
Curb Extensions



Neighborhood Traffic Circles

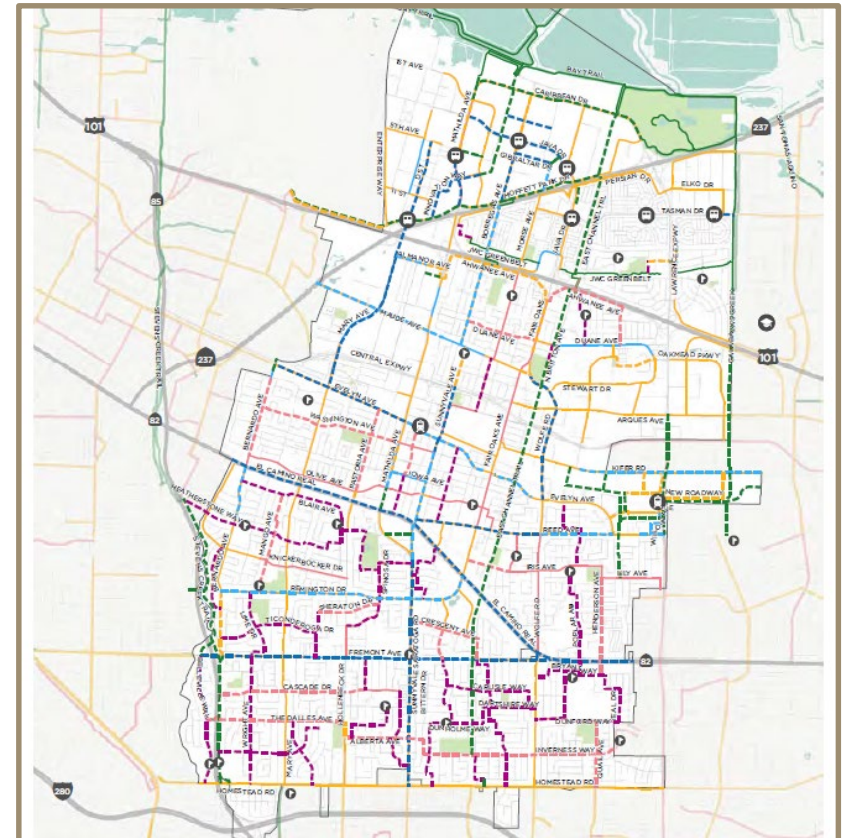


Speed Bumps

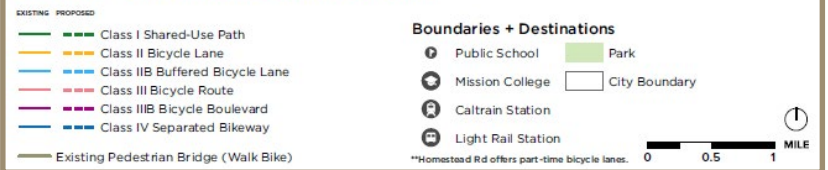


Bicycle Network Strategy - Complete Bicycle Network

- Complete Bicycle Network
 - ◆ Low Stress Spine Network
 - Class I Shared Use Paths
 - Class IIB Buffered Bicycle Lanes
 - Class IV Separated Bikeways
 - ◆ Bicycle Route Network
 - Bicycle Routes and Boulevards
 - ◆ Class II Bicycle Lanes



Map 11. Complete Bikeway Network

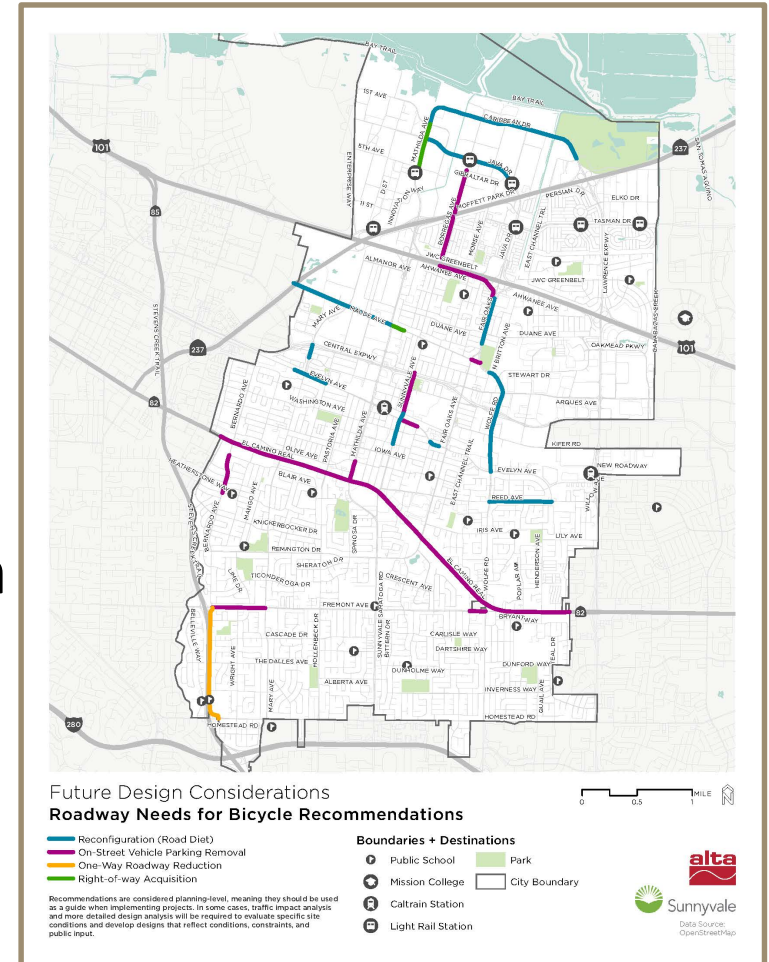


Complete Bicycle Network – Existing and Proposed Bikeway Mileage

Facility Type	Existing	Proposed	Full Build Out
Class I	18.0	19.7	37.7
Class II	54.5	7.1	43.4
Class IIB	4.4	9.9	12.5
Class III	12.6	12.7	21.6
Class IIIB	0.0	22.2	22.2
Class IV	0.4	17.3	17.7
Total	89.9	88.9	155.1

Bicycle Network Future Design Considerations

- Potential Trade-Offs on some corridors
 - ◆ Roadway Reconfiguration (Road Diet)
 - ◆ On-Street Vehicle Parking Removal
 - ◆ One-Way Roadway Conversion
 - ◆ Right-of-way Acquisition

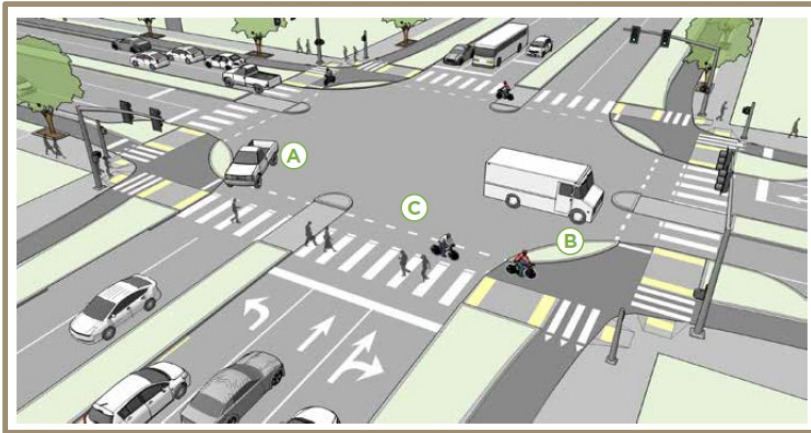


Bicycle Network Future Design Considerations

- Maintenance Impacts
 - ◆ Equipment
 - ◆ Staffing
 - ◆ Replacement



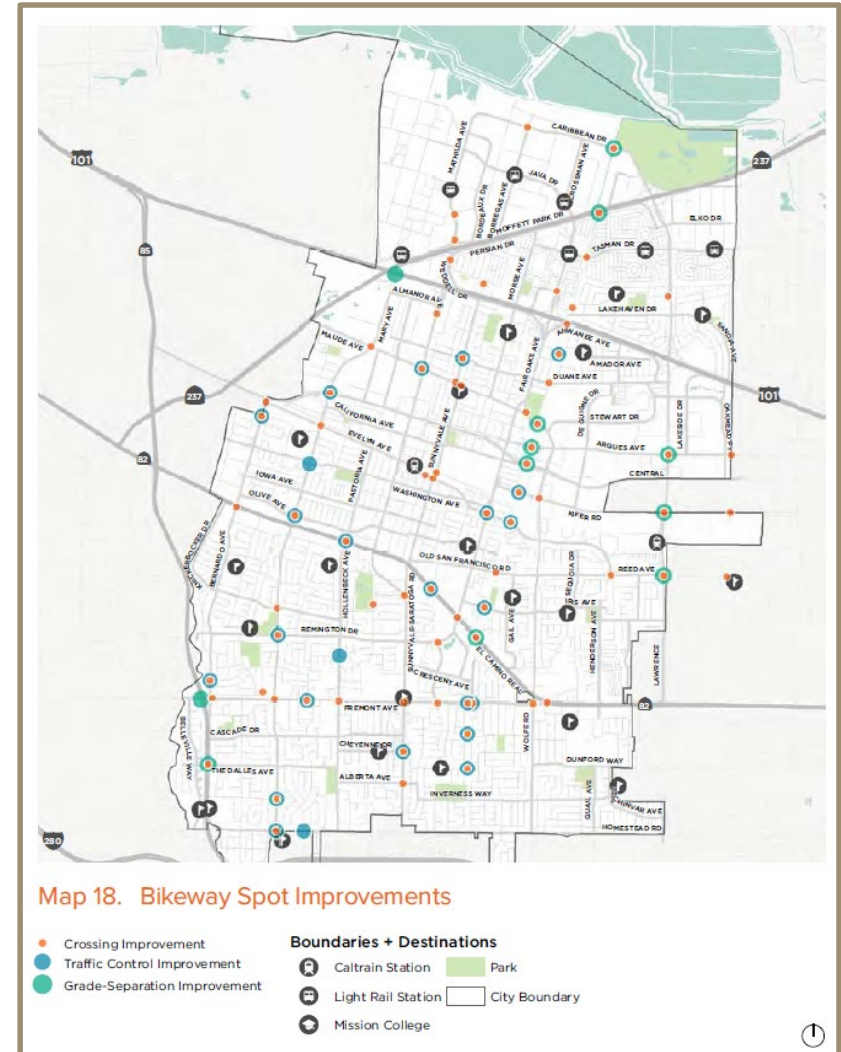
Bicycle Network Strategy – Spot Improvements



Protected Intersection



Bike Box



Bikeway Prioritization

- Collision Reduction
- Equity
- Access to Key Destinations
- Community-Identified Need
- Cross-Town Connection

Priority	Type	Projects
High Priority	Spot	25
	Bikeway	24
Medium Priority	Spot	32
	Bikeway	35
Low Priority	Spot	19
	Bikeway	26

Bikeway Capital Construction Costs

Bikeway Type	Proposed Mileage	Cost Estimate Low	Cost Estimate High
Class I Shared-Use Path	19.7	\$13,790,000	\$29,550,000
Class II Bicycle Lane	7.1	\$937,000	\$2,747,700
Class IIB Buffered Bicycle Lane	9.9	\$1,702,800	\$4,158,000
Class III Bicycle Route	12.7	\$195,580	\$326,390
Class IIIB Bicycle Boulevard	22.2	\$1,665,000	\$22,644,000
Class IV Separated Bikeway	17.3	\$5,190,000	\$40,014,900
Total*	88.9	\$23,480,580	\$99,440,990

*Total does not include design costs or maintenance costs



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Pedestrian Plan

Pedestrian Plan – Walkability Factors

- Safety
- Publicly Identified Barriers
- Equity
- Access to Local Needs



Pedestrian Plan Vision Statement

Sunnyvale is a **Complete Streets Community** where residents and commuters have the choice to bicycle and walk to meet their transportation needs on a **connected, comfortable, safe, and convenient network** designed for **all abilities and ages**.

Pedestrian Plan Performance Goals

Goal	Baseline
Reduce traffic fatalities and serious injuries by 50% by 2029	61 pedestrian and bicyclist related fatalities and serious injuries (2014-2018)

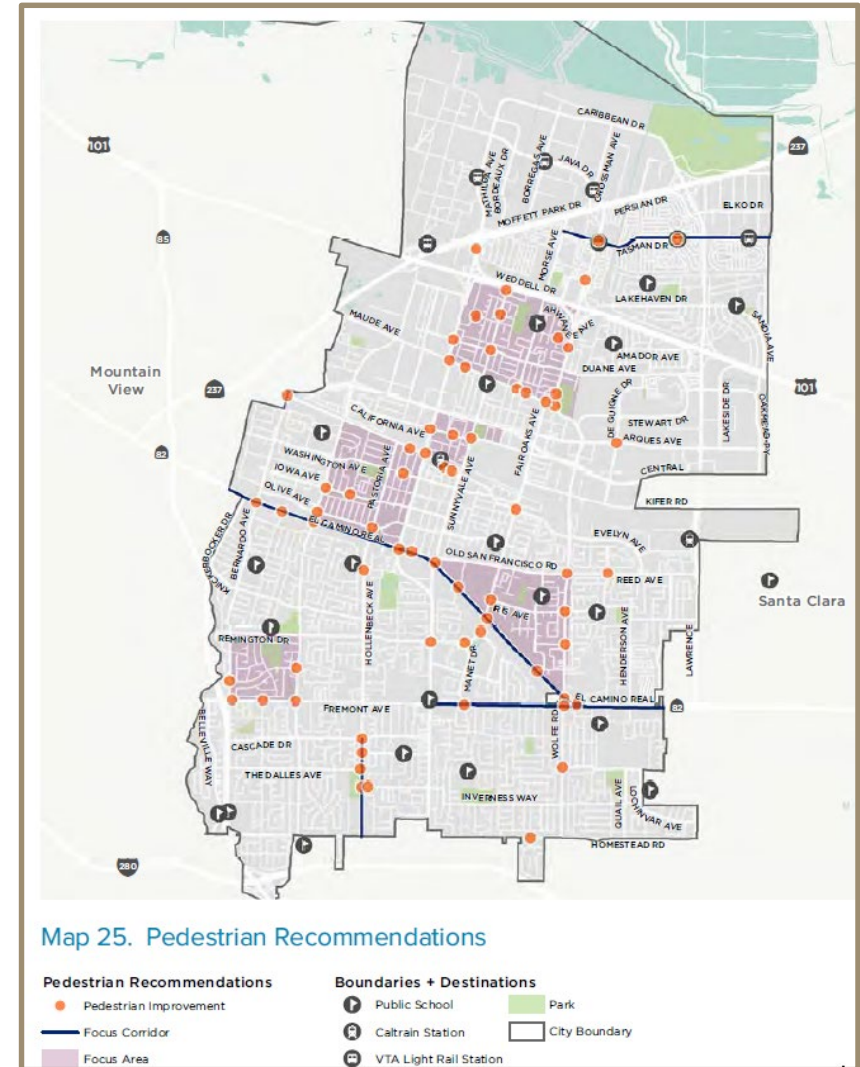
Focus Areas, Focus Corridors, and Pedestrian Recommendations

- **Focus Areas**

- ◆ SNAIL Nbd
- ◆ Braly Park
- ◆ De Anza Area
- ◆ Downtown
- ◆ Washington Park

- **Focus Corridors**

- ◆ Tasman Dr.
- ◆ El Camino Real
- ◆ Fremont Ave.
- ◆ Hollenbeck Ave.



Pedestrian Plan Recommendation – Sidewalk Gaps

	Sidewalk Gap Approach
Within City's Right-of-way	As new development occurs, require developers to build and upgrade sidewalks.
On private roads within Sunnyvale	Property owner(s) of these roads would be responsible for the installation of sidewalks and related utilities. However, the City will not take over maintenance of sidewalk on private roads.
On properties previously annexed from County	Residents would need to form an assessment district to pay for sidewalk and related utilities to be built.
On routes to and from Schools	For small sidewalk gaps, they will be considered as part of the SRTS improvements.

Pedestrian Improvement Implementation Prioritization

- All improvements are spot improvements (ADA curb ramps/curb extensions/crossing, etc.)

Priority	Type	Projects
High Priority	Spot	40
Medium Priority	Spot	120
Low Priority	Spot	24

- Prioritization Criteria
 - ◆ Collision Reduction
 - ◆ Equity
 - ◆ Access to Key Destinations
 - ◆ Community-Identified Need
 - ◆ Part of Safe Routes to School Network



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Safe Routes to School Plan

Safe Routes to School – Needs Analysis Approach

- Schools notified PTAs and other school channels
- School Walk Audits at 21 public schools
- Public Workshop to review recommendations
- Detailed Review with school and school district staff



Homestead High School
Improvement Map

Safe Routes to School – Recommendations

- **Engineering Recommendations**

- ◆ Infrastructure improvements for each of the 21 public schools
- ◆ Green stormwater infrastructure improvements
- ◆ Small sidewalk gaps on routes to and from schools

- **Programmatic Recommendations**

- ◆ Coordination, Equity, Education, Encouragement, Enforcement, and Evaluation



Safe Routes to School – Prioritization Framework

- **Cost Prioritization**
 - ◆ Low cost improvements
- **Equity Prioritization**
 - ◆ Supporting schools in disadvantaged neighborhoods
- **Safety Prioritization**
 - ◆ Supporting schools with history of bicycle and pedestrian collisions with vehicles



Safe Routes to School – Construction Costs

Implementation Packages

Prioritization Type	Low	High
Cost Prioritization High Visibility Crosswalks, Red Curb Paint, Signage, Striping, etc.	\$124,800	\$216,600
Equity Prioritization Columbia Middle School & Braly Elementary School	\$1.4 M	\$8.3 M
Safety Prioritization Peterson Middle School & Fremont High School	\$1.5 M	\$8.0 M
All SRTS Improvements At 21 public schools	\$17.8 M	\$97.1 M

*Does not include design costs or maintenance costs



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California Environmental Quality Act (CEQA) Considerations

California Environmental Quality Act (CEQA) Considerations

- Exempt pursuant to CEQA Guidelines Section 15262
- ATP is a planning document, which will serve as a guide for City Council
 - ◆ To take future actions
 - ◆ To approve grant applications
- Implementation of the recommendations identified in the ATP
- Project level CEQA Review will be completed for all improvement projects



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Recommendation to Council

Bicycle and Pedestrian Advisory Committee (BPAC) Recommendation

BPAC Recommendation: 7-0 Vote

- Alternative 2: Recommend to City Council to Adopt the Active Transportation Plan with seven modifications (Attachment 9)
- Staff evaluated all the BPAC Recommendations
 - ◆ Implementable modifications – included in Staff’s Recommendation (Attachment 10)
 - ◆ Modifications not included in Staff’s Recommendation
 - Limitation on existing right-of-way, staff availability, impacts to operational activities, and conflicts with existing projects or existing traffic calming policy

Recommendation to Council

Alternatives

- Alternative 1: Adopt the Active Transportation Plan as originally proposed
- Alternative 2: Adopt the Active Transportation Plan with Modifications as proposed by the BPAC
- Alternative 3: Adopt the Active Transportation Plan with Modifications (included in Attachment 10) as proposed by Staff subsequent to the BPAC meeting
- Alternative 4: Adopt the Active Transportation Plan with Modifications made by City Council

Recommendation to Council

Staff Recommendation

- Alternative 3: Adopt the Active Transportation Plan with Modifications (included in Attachment 10) as proposed by Staff subsequent to the BPAC meeting



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Next Steps

Next Steps

- Create a **conformed Final Active Transportation Plan** based on Council's directions
- Serve as **overall guidance for City Council** to consider future actions to implement future bicycle/pedestrian/SRTS improvements
- **Perform studies** where trade-offs are needed
- Conduct additional **community outreach** as part of implementation process

Next Steps

- Continue to **evaluate opportunities** through area plan and specific plan efforts
- Leverage capital budget with **external grant sources**
- Design and build projects as **funding** allows
- **Monitor** performance metrics

Questions?



2020

Sunnyvale Active Transportation Plan

JUNE 2020

