



Sunnyvale Caltrain Station Bicycle Pedestrian Access Study

City Council Study Session
June 17, 2025



Agenda

1. Purpose
2. Project Overview
3. Improvement Recommendations
4. Public Outreach
5. Next Steps & Discussion Items



Purpose

Goals for the City Council Study Session

- Share proposed improvements and community feedback to date
- Identify any refinement needed for the improvements
- Identify additional information to gather if requested by City Council



Project Overview

Purpose of the Project

- Identify **access** and **safety improvements** for people **walking** and **biking** to and from Sunnyvale Caltrain Station
- Set up the City to pursue grant funding to design and implement the recommended improvements in City Right-of-Way



Study funded by **Caltrans Sustainable Transportation Planning Grant**

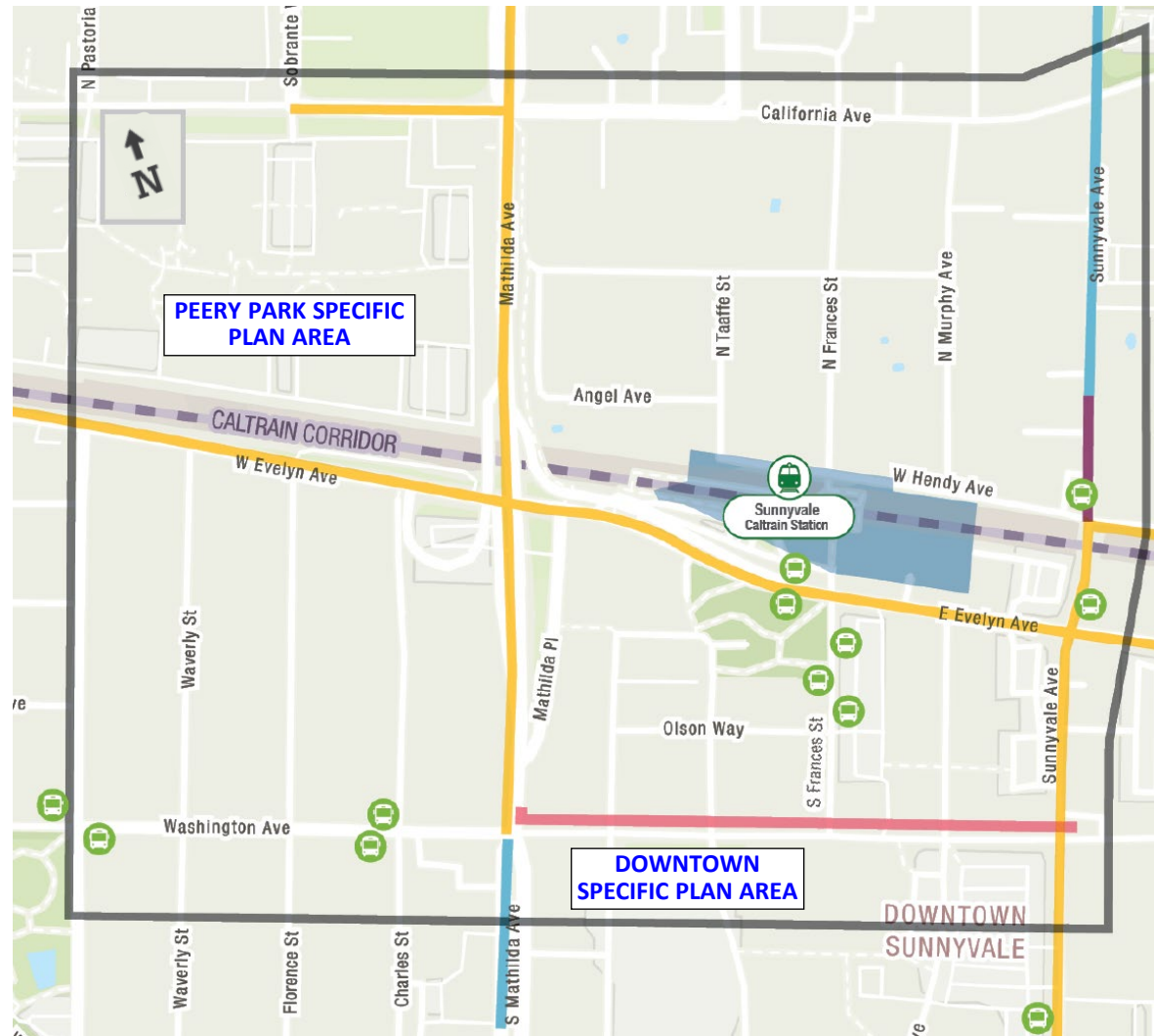


Project Opportunities

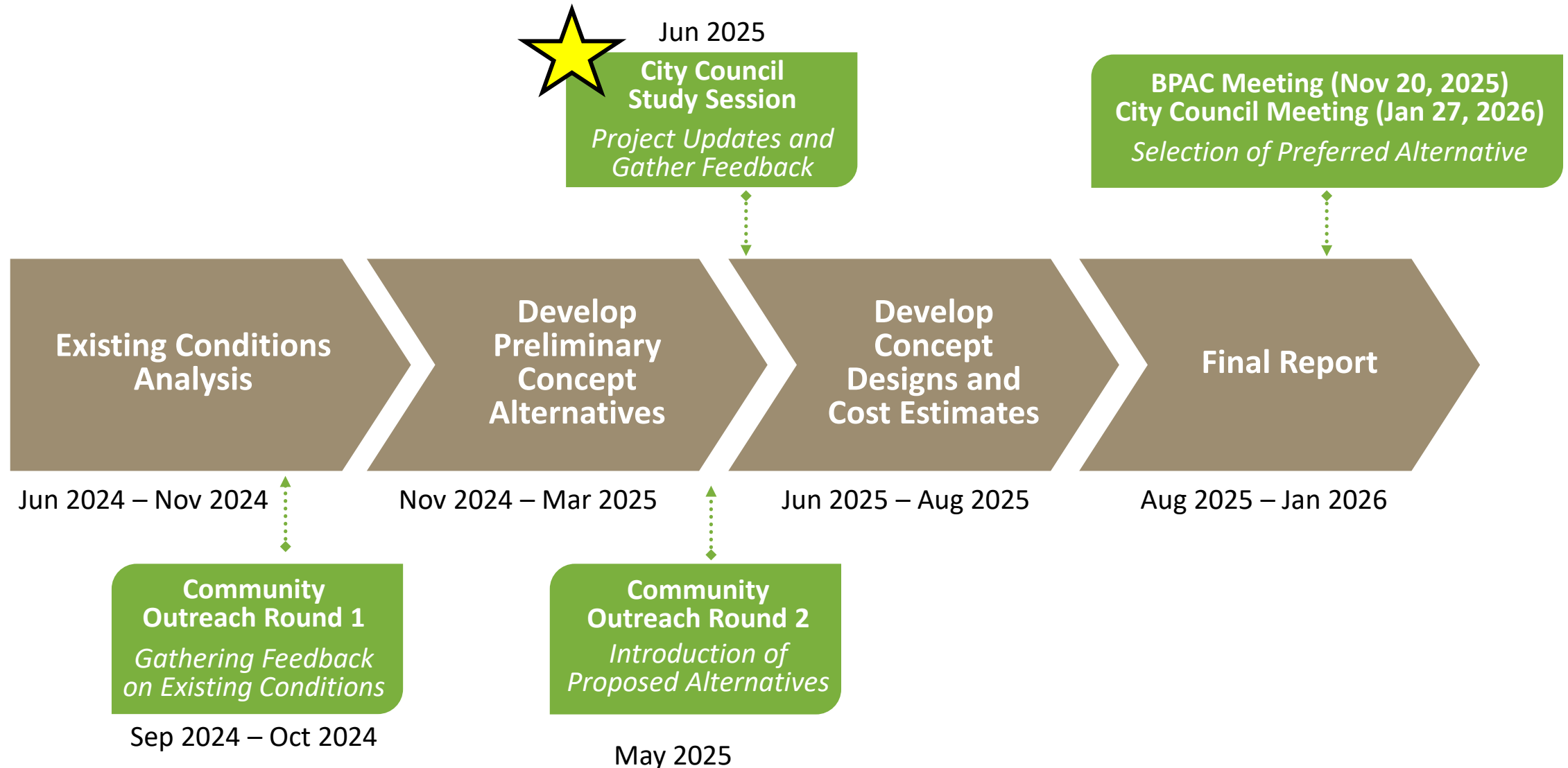
- Improve Access for People Walking and Biking
- Enhance Safety for Bicyclists and Pedestrians
- Encourage Sustainable Modes of Transportation
- Reduce Greenhouse Gas Emissions
- Improve Wayfinding Signage
- Incorporate Public Artwork and Green Infrastructure



Project Study Area



Project Timeline

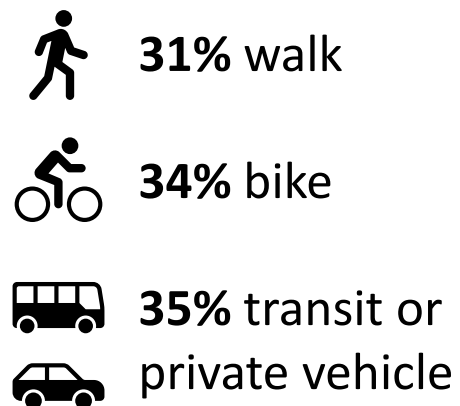


Existing Conditions – Sunnyvale Caltrain Station

- **4th busiest station** in Santa Clara County, behind Palo Alto, Mountain View, and Diridon
- Caltrain's new electrified service **increases frequency** from 92 to 104 stops per weekday
 - ♦ 4 trains per hour in each direction during AM and PM peaks

Source: Caltrain Average Ridership Estimates – Origin Station Details

Modes Traveling To Station

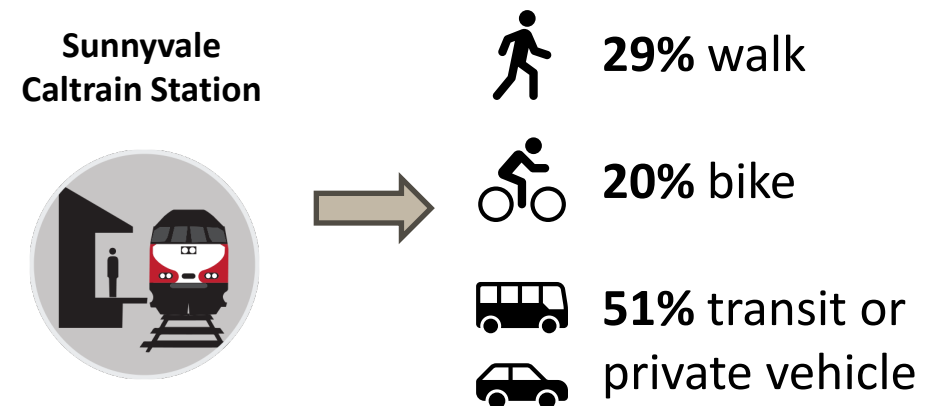


Sunnyvale
Caltrain Station



Source: Caltrain's 2022 Triennial Customer Survey

Modes Traveling From Station



Sunnyvale
Caltrain Station



Existing Conditions

- **Pedestrian Conditions**

- ◆ Gaps in existing sidewalk network
- ◆ Lack of wayfinding signage
- ◆ Non-ADA compliant or missing curb ramps
- ◆ Unpaved pathways
- ◆ Poles and other obstructions on sidewalks

- **Bicycle Conditions**

- ◆ Gaps in existing bicycle network
- ◆ Bicyclist and auto conflicts
- ◆ Missing bicycle ramps leading to station platform



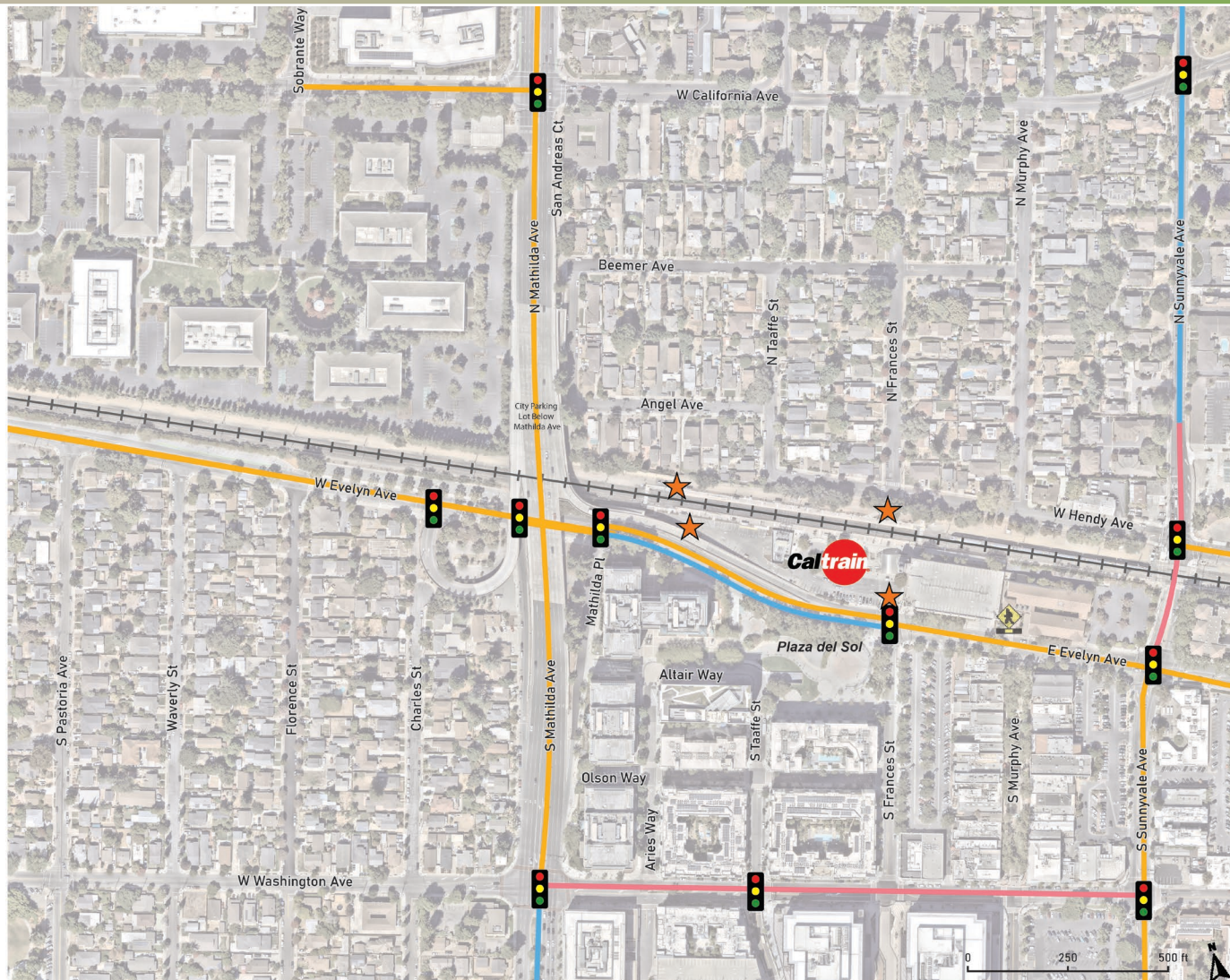
Collision Analysis

- **131 total collisions** within 5-year period (2019-2023)
- **8 pedestrian collisions** and **8 bicycle collisions**
 - ◆ 1 fatal pedestrian collision due to auto right-of-way violation
 - ◆ Common pedestrian collisions were pedestrian right-of-way violations
 - ◆ Common bicycle collisions were vehicles making improper turns



Improvement Recommendations

Improvement Corridors – Existing Facilities



Existing



Station Access Point



Traffic Signal



Rectangular Rapid Flashing Beacon (RRFB)



Class II Bicycle Lane

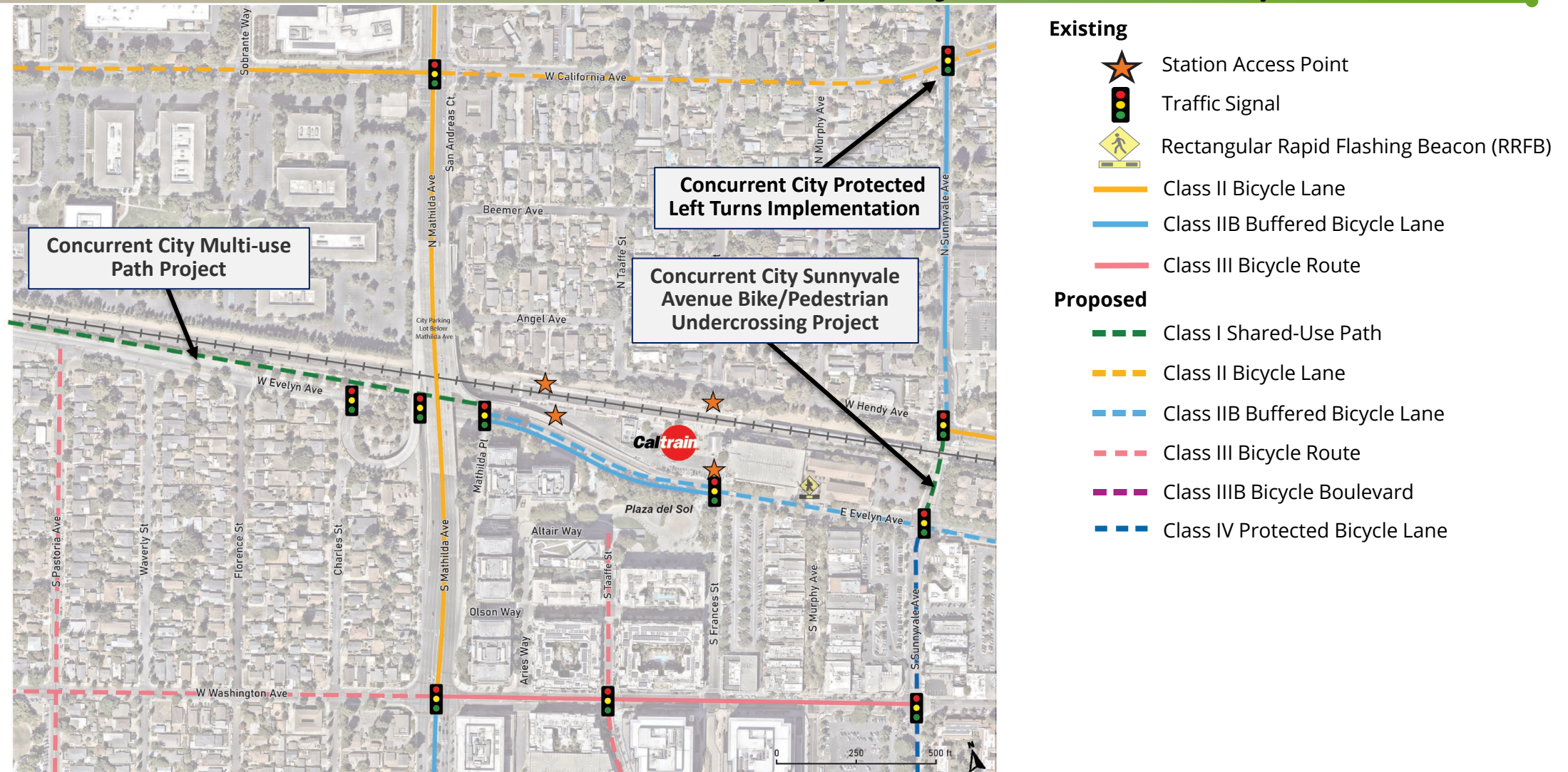


Class IIB Buffered Bicycle Lane

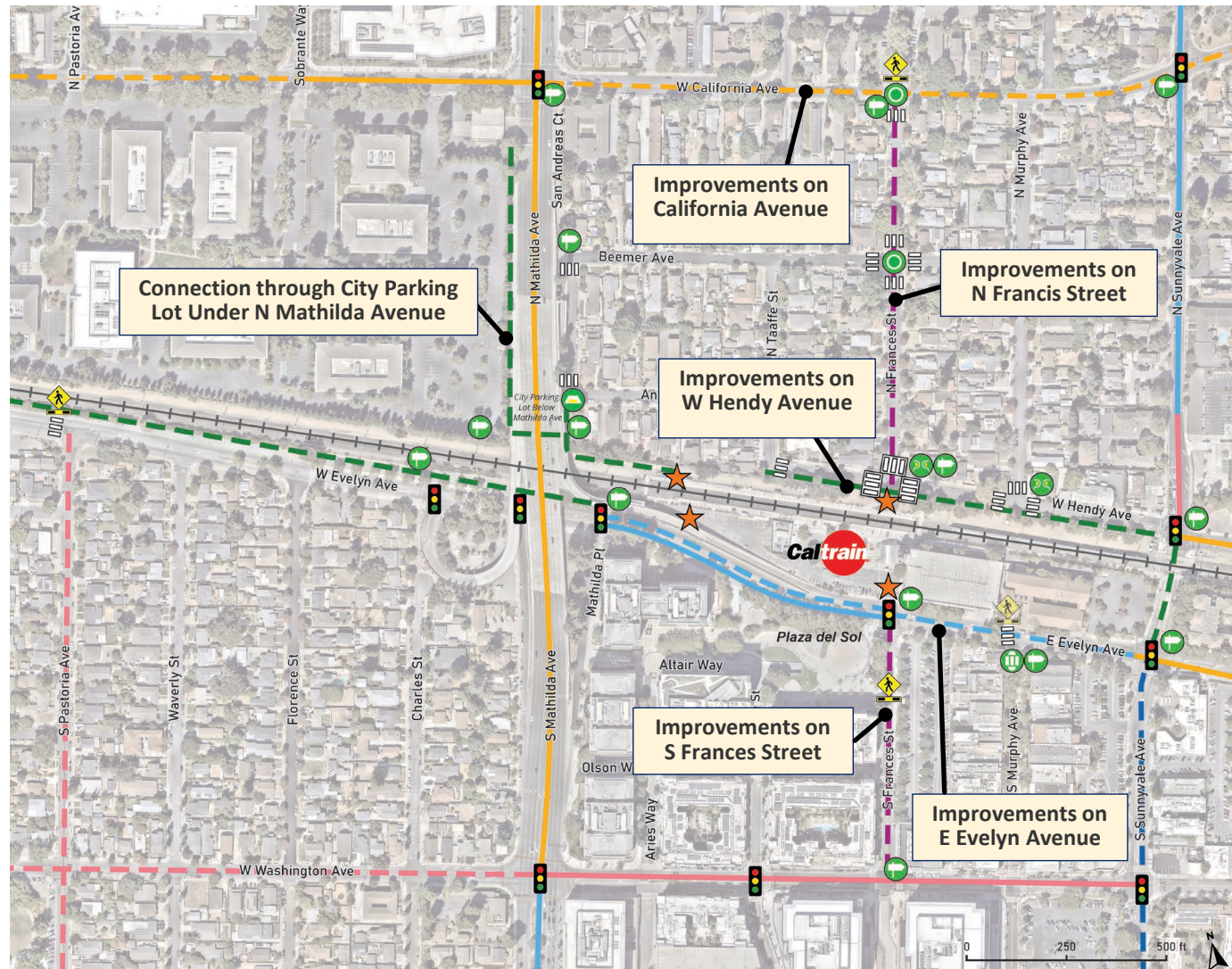


Class III Bicycle Route







Improvement Corridors – Planned City Projects and Proposed ATP















Improvement Corridors – Recommended Improvements




Existing

-  Station Access Point
-  Traffic Signal
-  Rectangular Rapid Flashing Beacon (RRFB)
-  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 IIB Buffered Bicycle Lane
-  Class III Bicycle Route
-  Class IIIB Bicycle Boulevard
-  Class IV Protected Bicycle Lane
-  High-Visibility Crosswalk
-  Raised, High-Visibility Crosswalk
-  Curb Bulb-outs and ADA Ramps
-  Wayfinding Signage
-  Pedestrian Refuge Island

Improvement Recommendations – W California Avenue

Proposed
 Wayfinding Signage



Source: Kimley-Horn



Source: Google Maps



Source: Google Maps



Source: Google Maps

Improvement Recommendations – Under N Mathilda Avenue

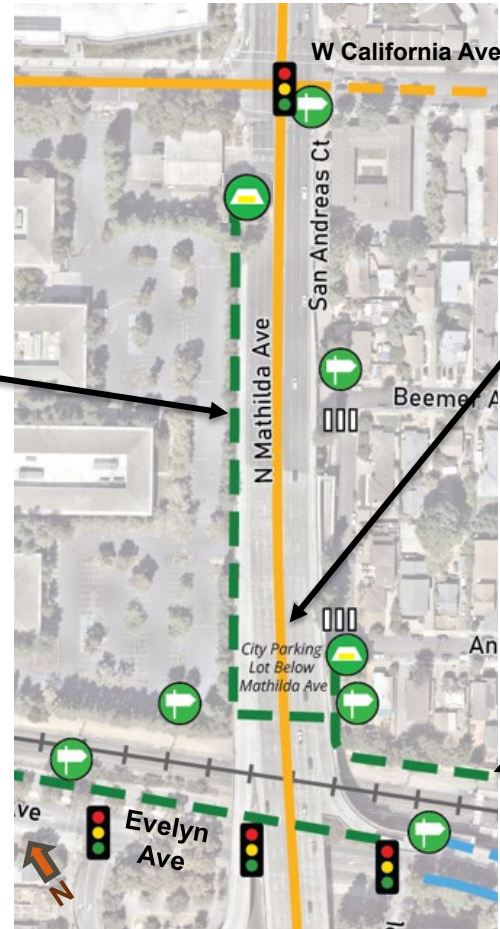
Class I shared-use path for pedestrians and cyclists with accessible curb ramps



Source: Google Maps

Proposed

- High-Visibility Crosswalk
- Wayfinding Signage



Improved Lighting under Mathilda Ave



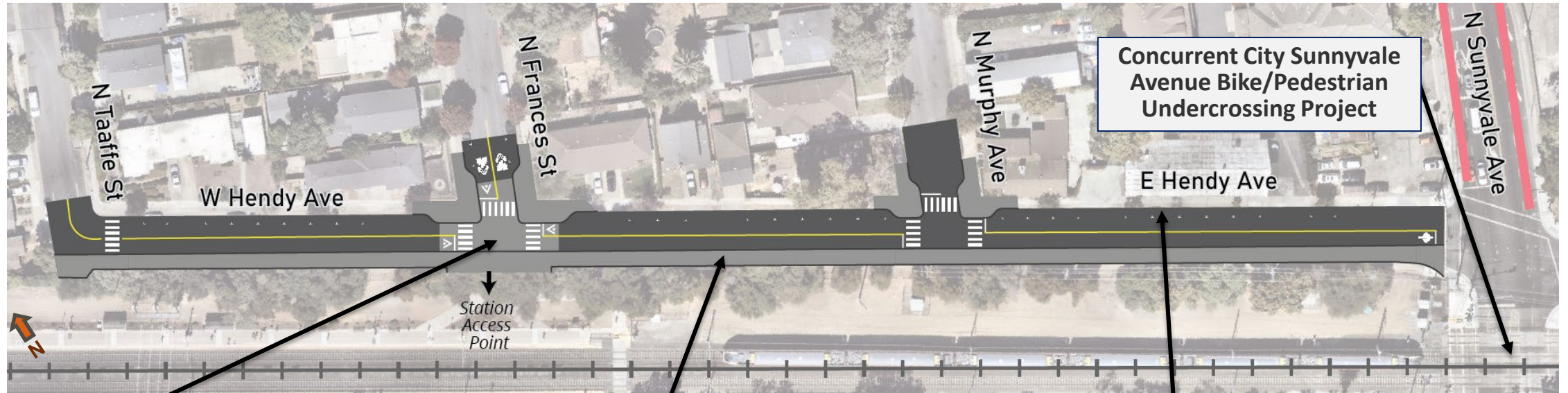
Source: Kimley-Horn

New paved path connecting parking lot to the station

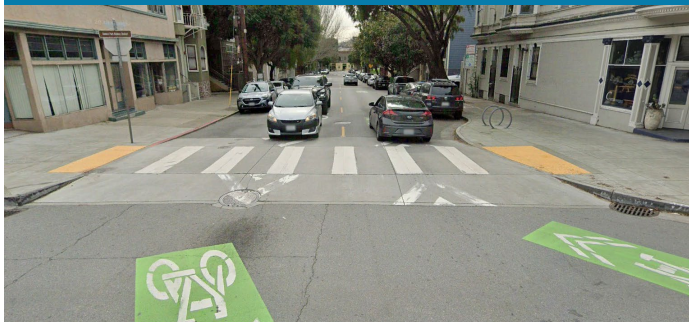


Source: Google Maps

Improvement Recommendations – Hendy Avenue

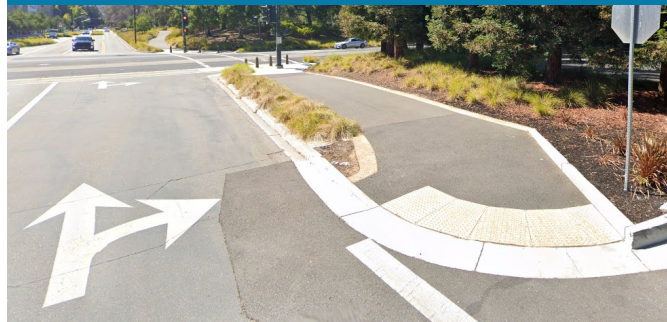


Curb extensions to shorten crossing distance and raised intersection



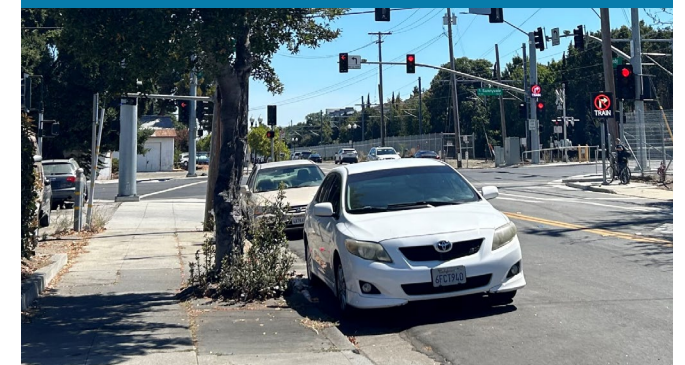
Source: Google Maps

Class I shared-use path for pedestrians and cyclists



Source: Google Maps

Parking remains on the north side



Source: Kimley-Horn

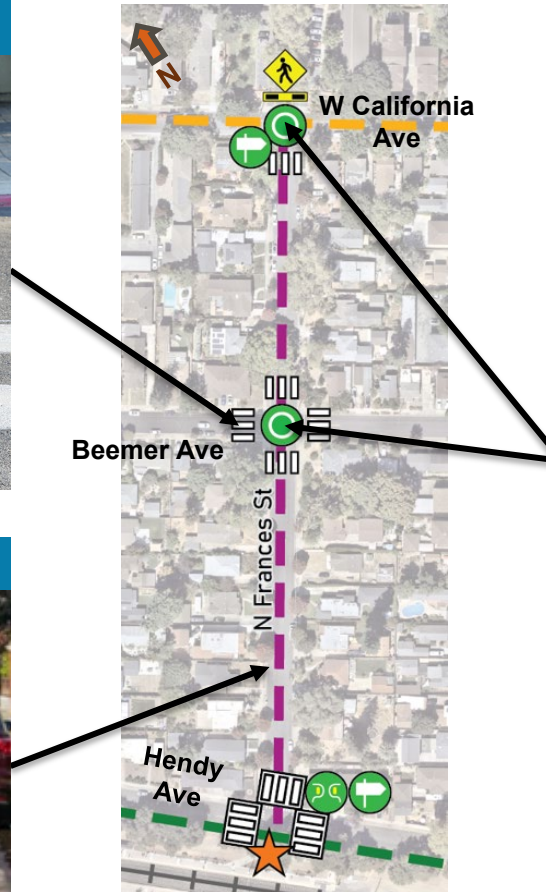
Improvement Recommendations – N Frances Street






Source: Adobe



Source: Kimley-Horn



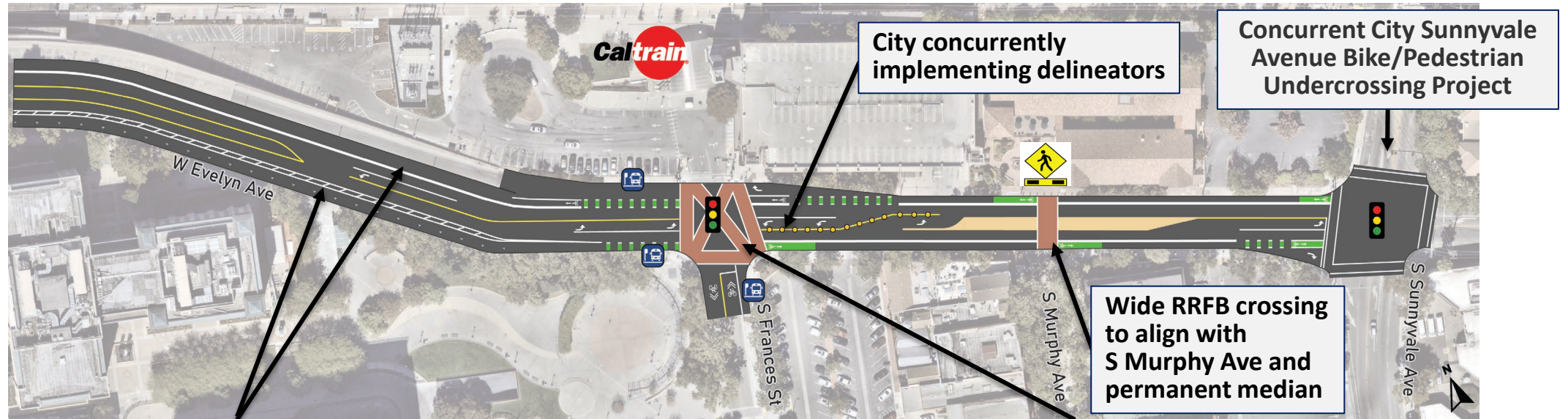
Proposed

-  Rectangular Rapid Flashing Beacon (RRFB)
-  High-Visibility Crosswalk
-  Wayfinding Signage



Source: Google Maps

Improvement Recommendations – Evelyn Avenue



Class IIB Buffered Bike Lanes



Source: Google Maps

Pedestrian Scramble



Source: Kimley-Horn

Improvement Recommendations – S Frances Street

Proposed

 Wayfinding Signage



Source: Kimley-Horn



Source: Google Maps

Public Outreach

Engagement Activities

Station Area Walk Audit

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



Four Pop-up Events

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



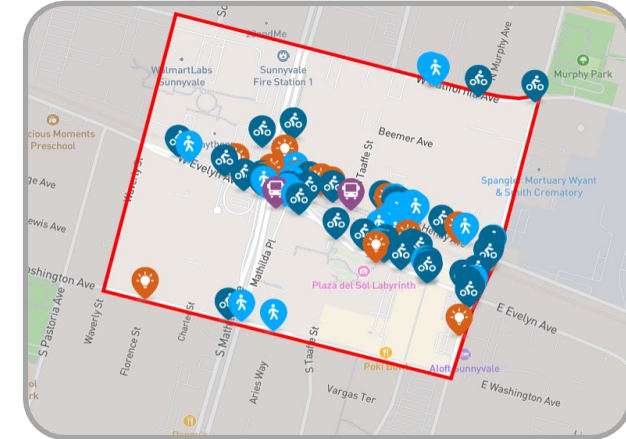
Two Community Meetings

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



Two Online Surveys

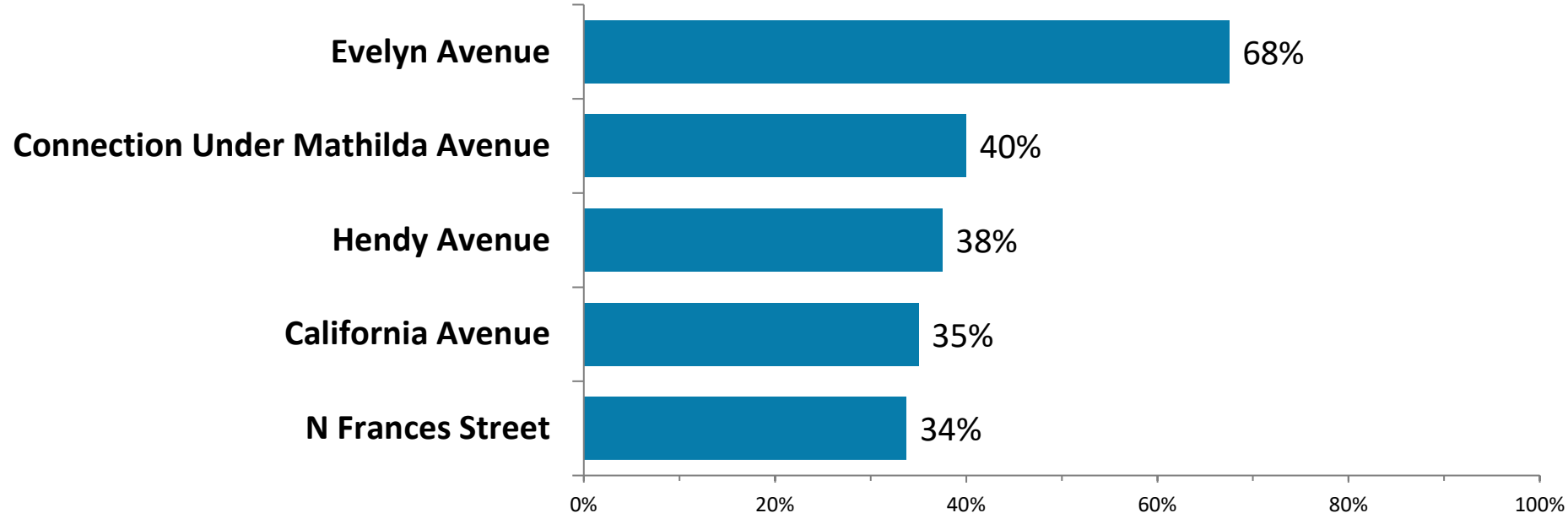
- 220+ survey responses
- 80+ interactive map comments
- Multilingual options



Public Engagement Survey Key Findings

- **55%** of respondents travel to the Station weekly
- **77%** of respondents travel to or through Downtown weekly

Which of the improved pathways would you use to walk or bike to or from the station?



Public Engagement Survey Key Findings (Continued)

- **48% of respondents would walk, bike, or take transit more if improvements were implemented**
- **Preferred Ways to Improve Conditions Around Station:**
 1. Improve safety at grade crossings for pedestrians and bikes
***** Top Priority for 52% of respondents*****
 2. Create new or improved existing bike lanes
 3. Complete missing sidewalks

Public Engagement Feedback

City ROW	<ul style="list-style-type: none">• Desire for more Class IIB, Class IV, and parking protected bike lanes• Desire for more raised crosswalks• Interest in more wayfinding signage and lighting• More secure bike parking needed around Downtown area• Better connection between VTA bus stops and Caltrain Station
Caltrain ROW	<ul style="list-style-type: none">• Safety concerns at the Station, including unhoused population, unsanitary conditions, harassment, and lack of lighting• Desire for more Station amenities

ROW = right-of-way

Next Steps and Discussion Items

Next Steps

- Develop refined concepts and cost estimates
- Prepare Final Report
- **BPAC Meeting #3** – November 20, 2025, Recommendation to Council
- **City Council Meeting** – January 27, 2026, Council Action

Goals for the City Council Study Session

- Share proposed improvements and community feedback to date
- Identify any refinement needed for the improvements
- Identify additional information to gather if requested by City Council



Kimley»»Horn

Thank you!

