

Land Use Planning Measures

LUP-1 Parking

Reduce the amount of free or unrestricted parking available within the city to promote alternative modes of transportation and avoid unnecessary vehicle circulation.

Action Items:

- LUP-1.1. Build and maintain an electronic parking management system for City-owned parking structures in the downtown and consider expanding to other City lots in the downtown and in proximity to other commercial areas.
- LUP-1.2. Create maximum parking requirements and reduce minimum parking requirements for mixed-use development. Require parking lot sharing for mixed-use or commercial development with complementary hours of operation.
- LUP-1.3. Implement parking management tools for residential uses such as decreased or flexible standards, unbundled parking, and shared parking plans.
- LUP-1.4. Establish parking meters throughout downtown Sunnyvale to optimize parking availability and reduce unnecessary vehicle circulation.
- LUP-1.5. Retain a residential parking permit program for residential areas adjacent to commercial areas of the city where parking is in higher demand.
- LUP-1.6. Designate street parking stalls in the vicinity of key commercial and multi-family residential locations for efficient or alternatively fueled vehicles.

LUP-1 Key Information

GHG Reductions

2020:	4,970	MTCO ₂ e
2035:	5,350	MTCO ₂ e

Co-Benefits



Implementation Time Frame

Mid-Term

Responsible Department

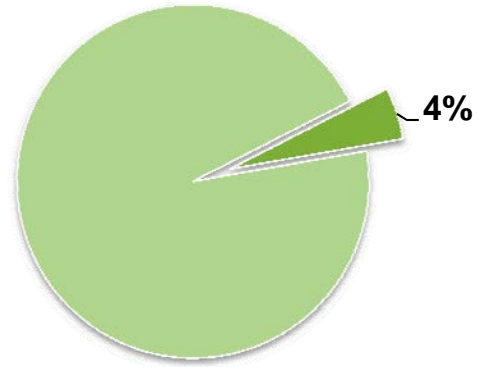
Public Works

Expand Sustainable Circulation and Transportation Options (CTO)

Goal: Modify the transportation infrastructure such that bicycling, walking, and transit are viable options regularly used by all Sunnyvale residents and employees.

Expansion of mode choices within the community, in combination with an expanded diversity of land uses, can replace single-driver trips with low- or zero-emissions modes like walking, biking, transit, and carpooling.

The policies to expand sustainable circulation and transportation options include continued investment of the city's bicycle and pedestrian infrastructure, continued participation in transportation demand management programs for both employees and school-age children, and expanded transit opportunities.



CTO contribution to total GHG reductions

Expand Sustainable Circulation and Transportation Options Measures

CTO-1 Bicycle, Pedestrian, and Transportation Design Elements

Create streets and connections that facilitate bicycling, walking, and transit use throughout the city.

Action Items:

- CTO-1.1. Incorporate the provisions of AB 1358, the California Complete Streets Act of 2008, into roadway design, construction, and maintenance activities.
- CTO-1.2. Implement the street space allocation policy (RTC 8-085, April 28, 2009) in coordination with road reconstruction or resurfacing projects to provide road configurations that accommodate all travel modes.
- CTO-1.3. Require new development to provide cross-parcel access and linkages from the development entrance to the public sidewalk system, transit stops, nearby

CTO-1 Key Information

GHG Reductions

2020:	4,070	MTCO ₂ e
2035:	4,380	MTCO ₂ e

Co-Benefits



Implementation Time Frame

Near-Term

Responsible Departments

Public Works & Community Development

employment and shopping centers, schools, parks, and other parcels for ease of pedestrian and cyclist access.

- CTO-1.4. Improve pedestrian safety and comfort through design elements such as landscaped medians, pedestrian-level amenities, sidewalk improvements, and compliance with Americans with Disabilities Act (ADA) design standards, particularly for areas serving high volumes of traffic.
- CTO-1.5. Improve bicycle facilities and perceptions of comfort through pavement marking/coloring, physical separation, specialized signs and markings, and other design elements.
- CTO-1.6. Require sidewalks to be a minimum of 6 feet wide in order to allow side-by-side walking at identified locations that currently serve high pedestrian traffic volumes or locations planned to serve high volumes of pedestrian traffic.
- CTO-1.7. Actively promote intermodal linkages to and from regional transit options by establishing or improving well-defined, convenient intermodal hubs in downtown and specific plan areas. Work with the Valley Transportation Authority, Peninsula Corridor Joint Powers Board, Advisory Committee on Accessibility, and others to establish the best places for these locations.

CTO-2 Bicycle, Pedestrian, and Transportation Travel Operations

Prioritize safe, efficient, and convenient access for non-automotive travel to destinations in and outside of Sunnyvale.

Action Items:

- CTO-2.1. Require public areas and new development to provide bicycle parking consistent with the Valley Transportation Authority Bicycle Technical Guidelines, as amended.
- CTO-2.2. Require secure bicycle parking at public and large private events.
- CTO-2.3. Increase awareness of the city's bicycle facilities by updating the city bicycle map to show locations of public and private bicycle parking, creating a web-based application for members of the public to identify locations of private parking, and establishing information kiosks at key city locations to provide maps and highlight alternative modes of transportation.

CTO-2 Key Information

GHG Reductions

2020: Supportive Measure

2035: Supportive Measure

Co-Benefits



Implementation Time Frame

Mid-Term

Responsible Departments

Public Works, Community Development, & Public Safety

- CTO-2.4. Fully fund the City's bicycle and pedestrian improvement plans for completion by 2035.
- CTO-2.5. Implement projects and programs to improve the safety of cyclists and pedestrians through increased enforcement of pedestrian right-of-way laws, removing crossing impediments, improving crossing time at signalized intersections for pedestrians and cyclists, requiring drive-through food establishments to serve bicyclists, and providing center refuge areas for pedestrians and bicyclists to pause when crossing arterials.
- CTO-2.6. Create at least one day a year when a portion of streets and plazas is designated for pedestrian and/or bicycle access only.
- CTO-2.7. Support business efforts to plan and implement a bike-sharing program for major commercial and industrial areas.

CTO-3 Transit

Facilitate the use of public and private transit such as buses, Caltrain, Amtrak, and shuttles to and from Sunnyvale and within the city.

Action Items:

- CTO-3.1. Continue sponsoring projects to provide transit rider amenities at bus stops and rail stations.
- CTO-3.2. Work with the Valley Transportation Authority (VTA) and neighboring jurisdictions to provide transit priority signal timing in order to decrease travel time.
- CTO-3.3. Work with other agencies to provide High Occupancy Toll (HOT) lanes, and support expenditure of HOT lane revenue on projects that reduce vehicle miles traveled in Sunnyvale. Support regional congestion pricing measures.
- CTO-3.4. Advocate for transit service improvements by area transit providers consistent with established performance standards, with an emphasis on coordinating public transit schedules and connections and for subsidies for a higher level of transit service and/or more transit passes for residents and/or employees.
- CTO-3.5. Partner with GreenTRIP and other local or regional organizations to implement trip reduction programs in new residential, commercial, and mixed-use developments.

CTO-3 Key Information

GHG Reductions

2020:	5,920	MTCO ₂ e
2035:	19,940	MTCO ₂ e

Co-Benefits



Implementation Time Frame

Near-Term

Responsible Department

Community Development & Public Works

CTO-4 Commute Programs

Reduce single-occupant vehicle trips to major employers (100 employees or more) located in Sunnyvale.

Action Items:

- CTO-4.1. Require existing and future major employers to utilize a variety of transportation demand management (TDM) measures such as flexible work schedules, telecommuting, guaranteed rides home, low- or no-cost transit passes, parking "cash-out" incentives, and other programs that provide employees with alternatives to single-occupant commutes.
- CTO-4.2. Create a TDM program for City staff to promote alternative transportation modes and carpooling to the greatest extent possible.
- CTO-4.3. Continue to provide density and other zoning incentives or procedural or financial incentives to developments for establishment of alternative transportation infrastructure within the private as well as adjacent public right-of-way, such as increased bicycle parking, separated sidewalks, bike lanes and signage, and change and shower facilities.
- CTO-4.4. Explore programs to encourage large employers to hire Sunnyvale residents.

CTO-4 Key Information

GHG Reductions

2020:	5,420	MTCO ₂ e
2035:	5,840	MTCO ₂ e

Co-Benefits



Implementation Time Frame

Mid-Term

Responsible Department

Community Development & Public Works

Moffett Park Business & Transportation Association – A TDM Model

The Moffett Park Business & Transportation Association (MPBTA) is a nonprofit organization serving the nearly 14,000 employees and businesses in the 1,200-acre Moffett Park area of Sunnyvale. The MPBTA was formed through a public/private partnership in 2001 as the City and businesses recognized the benefits of pooled resources to implement successful transportation demand management (TDM) programs.

The MPBTA is responsible for organizing an annual employee commute survey, and provides services to employees in Moffett Park including: emergency ride home, shuttle programs to regional transit, free or reduced fare transit passes, educational and informational events on alternative transportation options, and coordination/support for business transportation coordinators at participating companies.

CTO-5 School Commutes

Encourage carpooling, bicycling, walking, and transit access to elementary, middle, and high schools so that the number of car trips is no more than 50% of the number of students at any school.

Action Items:

- CTO-5.1. Support the creation of walking school bus programs in coordination with schools and parent organizations.
- CTO-5.2. Encourage schools to link employees and guardians of students with an online system such as 511.org that provides carpool matching.
- CTO-5.3. Continue to implement a Safe Routes to School program for increased bicycle and pedestrian safety to and from schools.

CTO-5 Key Information

GHG Reductions

2020: 1,250 MTCO₂e

2035: 2,220 MTCO₂e

Co-Benefits



Implementation Time Frame

Mid-Term

Responsible Department

Public Works & Public Safety

Safe Routes to School in Santa Clara County

Between 2008 and 2011, the City of Sunnyvale secured more than \$1.8 million in funding for capital improvements that support Safe Routes to School. This funding has been used to construct pedestrian and bicycle improvements on key school routes citywide.

Additionally, the Santa Clara County Department of Public Health received nearly \$1 million, in 2011, to create Safe Routes to School programs at local schools in the county. The program aims to increase safety at local schools primarily through educational programs such as bike rodeos, walking school buses, student safety traffic education, and family fun bike nights.

There are numerous benefits to Safe Routes To School programs including:

- Reduced traffic congestion surrounding schools.
- Increased physical activity for students.
- Improved air quality and reduced fuel consumption from idling vehicles.
- Increased community involvement.