

## CITY OF SUNNYVALE

### Form 1 - AB 1358 Compliance Assessment Based on AB 1358, Government Code § 65302

If an agency chooses this form, it must demonstrate how it addresses each of the items cited in AB 1358, listed below in Question #2. In addition, VTA is compiling all the complete street descriptions used in Santa Clara County, so please answer Question #1.

**1. How does your Circulation Element (CE) define "Complete Streets" or a similar intent to meet the needs of all modes and all users of the streets, roadways and highways?**

Balanced Transportation: To provide and maintain a balanced multi-modal transportation system which provides choice, convenience and efficiency for the movement of people and goods. A modern multi-modal transportation system consists of streets and freeways, mass transit, bikeways and walkways. While in the foreseeable future the private automobile will continue to be the dominant mode of travel, a reasonable balance of the other modes is necessary to conserve energy, reduce air pollution, reduce congestion and provide convenient conveyance for those without ready access to an automobile. The system must have the physical capacity to expand as the City grows, and must have access to sufficient financial resources to support that expansion.

- Date of the Circulation Element (and name if not called Circulation Element): Land Use and Transportation Chapter of the Sunnyvale General Plan, July, 2011

**2. Specific Policy Areas: indicate the GP CE section, policy numbers & page numbers. You may also paste them in the cells below.**

Where and how does the Circulation Element (CE) of your General Plan address:	Circulation Element policy # and description
a. bicyclists?	<p>Policy LT -5.10 All modes of transportation shall have safe access to City streets.</p> <p>Policy LT-5.9 Appropriate accommodations for motor vehicles, bicycles, and pedestrians shall be determined for City streets to increase the use of bicycles for transportation and to enhance the safety and efficiency of the overall street network for bicyclists, pedestrians, and motor vehicles.</p> <p>Policy LT -5.12 City streets are public space dedicated to the movement of vehicles, bicycles and pedestrians. Providing safe accommodation for all</p>

	<p>transportation modes takes priority over non-transport uses. Facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.</p> <p>Policy LT -5.20 If street configurations do not meet minimum design and safety standards for all users, than standardization for all users shall be priority .</p> <p>Policy LT -5.21 Safety considerations of all modes shall take priority over capacity considerations of any one mode.</p> <p>LT-5.5a Promote alternate modes of travel to the automobile.</p> <p>LT-5.5d Maximize the provision of bicycle and pedestrian facilities.</p> <p>LT-5.5e Implement the City of Sunnyvale Bicycle Plan</p> <p>LT-5.5g Ensure safe and efficient pedestrian and bicycle connections to neighborhood transit stops.</p> <p>Policy LT-5.6 Minimize expansion of the current roadway system, while maximizing opportunities for alternative transportation systems and related programs.</p> <p>LT-5.6a Develop clear, safe and convenient linkages between all modes of travel; including, access to transit stations and stops and connections between work, home and commercial sites.</p> <p>Policy LT -1.9 Support flexible and appropriate alternative transportation modes and transportation system management measures that reduce reliance on the automobile and serve changing regional and City wide land use and transportation needs</p> <p>Policy LT-5.8 Provide a safe and comfortable system of pedestrian and bicycle pathways .</p> <p>LT-1.9a Support state and regional</p>
--	--



	<p>efforts to provide High Occupant Vehicle (HOV) lanes, ridesharing, mass transit service, bicycling and Intelligent Transportation Systems.</p> <p>Policy LT-5.5 Support a variety of transportation modes.</p> <p>Policy LT -5.16 When decisions on the configuration of roadway space are made, staff shall present options, including at a minimum an option that meets minimum safety-related design standards for motor vehicles, bicycles and pedestrians.</p> <p>LT-1.9b Promote modes of travel and actions that reduce single-occupant vehicle trips and trip lengths</p> <p>LT-2.1b Promote and achieve compliance with land use and transportation standards.</p> <p>LT-2.2c Encourage development of multi-modal transportation centers</p> <p>LT-4.3b Study the adequacy /deficiency of bicycle and pedestrian access and circulation within neighborhoods.</p> <p>LT-4.3c Design streets, pedestrian paths and bicycle paths to link neighborhoods with services</p> <p>LT-4.10b Encourage commercial enterprises and offices to provide support facilities for bicycles and pedestrians</p> <p>LT-4.13e Provide pedestrian and bicycling opportunities to neighborhood and commercial services.</p> <p>LT-4.14b Ensure the provision of bicycle support facilities at all major public use locations.</p> <p>LT-5.1b Monitor the operation and performance of the street system by establishing a routine data collection program and by conducting special data collection as the need arises.</p> <p>LT-5.1e Promote the reduction of single occupant vehicle (SOV) trips and encourage an increase in the share of trips taken by all other forms of travel.</p>
--	--

	<p>Policy LT-5.3 Optimize city traffic signal system performance.</p> <p>LT-5.3a Maintain the signal system and respond quickly to signal breakdowns.</p> <p>LT-5.3b Monitor traffic signal control performance</p> <p>LT-5.3d Make appropriate hardware and software improvements to traffic signals.</p> <p>LT-5.3e Make the traffic signal system responsive to all users, including bicyclists and pedestrians</p> <p>LT-5.3f Install and remove signals when warranted and establish an implementation schedule.</p> <p>Policy LT-5.4 Maintain roadways and traffic control devices in good operating condition.</p> <p>LT-5.4a Inventory and monitor roadway conditions and implement a regular program of pavement maintenance.</p> <p>LT-5.4b Install permanent and painted pavement markings.</p> <p>LT-5.4c Implement programs for repair of roadbeds, barriers and lighting.</p> <p>LT-5.4d Respond quickly to sign damages and losses.</p> <p>LT-5.4e Develop and implement a program for long term transportation infrastructure replacement</p> <p>LT-5.4f Manage on-street parking to assure safe, efficient traffic flow.</p>
b. children?	<p>Policy LT -5.10 All modes of transportation shall have safe access to City streets.</p> <p>Policy LT -5.12 City streets are public space dedicated to the movement of vehicles, bicycles and pedestrians. Providing safe accommodation for all transportation modes takes priority over non-transport uses. Facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.</p> <p>Policy LT -5.20 If street configurations</p>

	<p>do not meet minimum design and safety standards for all users , than standardization for all users shall be priority</p> <p>Policy LT -5.21 Safety considerations of all modes shall take priority over capacity considerations of any one mode.</p> <p>LT-5.6a Develop clear, safe and convenient linkages between all modes of travel; including, access to transit stations and stops and connections between work, home and commercial sites.</p> <p>LT-2.1b Promote and achieve compliance with land use and transportation standards.</p> <p>LT-5.1b Monitor the operation and performance of the street system by establishing a routine data collection program and by conducting special data collection as the need arises.</p> <p>LT-5.3e Make the traffic signal system responsive to all users, including bicyclists and pedestrians</p>
c. persons with disabilities?	<p>Policy LT -5.10 All modes of transportation shall have safe access to City streets.</p> <p>Policy LT -5.12 City streets are public space dedicated to the movement of vehicles, bicycles and pedestrians. Providing safe accommodation for all transportation modes takes priority over non-transport uses. Facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.</p> <p>Policy LT -5.20 If street configurations do not meet minimum design and safety standards for all users , than standardization for all users shall be priority.</p> <p>Policy LT -5.21 Safety considerations of all modes shall take priority over capacity considerations of any one</p>



	<p>mode.</p> <p>LT-5.5f Support an efficient and effective paratransit service and transportation facilities for people with special transportation needs</p> <p>LT-5.6a Develop clear, safe and convenient linkages between all modes of travel; including, access to transit stations and stops and connections between work, home and commercial sites.</p> <p>LT-2.1b Promote and achieve compliance with land use and transportation standards.</p> <p>LT-5.1b Monitor the operation and performance of the street system by establishing a routine data collection program and by conducting special data collection as the need arises.</p> <p>Policy LT-5.3 Optimize city traffic signal system performance.</p> <p>LT-5.3a Maintain the signal system and respond quickly to signal breakdowns.</p> <p>LT-5.3b Monitor traffic signal control performance</p> <p>LT-5.3d Make appropriate hardware and software improvements to traffic signals.</p> <p>LT-5.3e Make the traffic signal system responsive to all users, including bicyclists and pedestrians</p> <p>Policy LT-5.4 Maintain roadways and traffic control devices in good operating condition.</p>
d. motorists	<p>Policy LT -5.10 All modes of transportation shall have safe access to City streets.</p> <p>Policy LT-5.9 Appropriate accommodations for motor vehicles, bicycles, and pedestrians shall be determined for City streets to increase the use of bicycles for transportation and to enhance the safety and efficiency of the overall street network for bicyclists, pedestrians, and motor vehicles.</p> <p>Policy LT -5.12 City streets are public</p>

	<p>space dedicated to the movement of vehicles, bicycles and pedestrians. Providing safe accommodation for all transportation modes takes priority over non-transport uses. Facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.</p> <p>Policy LT -5.20 If street configurations do not meet minimum design and safety standards for all users , than standardization for all users shall be priority.</p> <p>Policy LT -5.21 Safety considerations of all modes shall take priority over capacity considerations of any one mode.</p> <p>LT-5.6a Develop clear, safe and convenient linkages between all modes of travel; including, access to transit stations and stops and connections between work, home and commercial sites.</p> <p>Policy LT-5.5 Support a variety of transportation modes.</p> <p>Policy LT -5.16 When decisions on the configuration of roadway space are made, staff shall present opt ions, including at a minimum an opt ion that meets minimum safety -related design standards for motor vehicles, bicycles and pedestrians.</p> <p>Policy LT -1.4 Achieve an operating level of service (LO S) "E" or better for all regional roadways and intersections, as defined by the City functional classification of the street system.</p> <p>Policy LT -5.1 Achieve an operating level-of-service (LO S) of "D" or better on the City -wide roadways and intersections, as defined by the functional classification of the street system</p> <p>LT-5.1c Require roadway and signal improvements for development projects</p>
--	---

	<p>to minimize decline of existing levels of service.</p> <p>LT-5.1d Study and implement physical and operational improvements to optimize roadway and intersection capacities.</p> <p>LT-1.9a Support state and regional efforts to provide High Occupant Vehicle (HOV) lanes, ridesharing, mass transit service, bicycling and Intelligent Transportation Systems.</p> <p>LT-2.1b Promote and achieve compliance with land use and transportation standards.</p> <p>LT-2.2c Encourage development of multi-modal transportation centers</p> <p>LT-3.4a Locate higher-density housing with easy access to transportation corridors, rail transit stations, bus transit corridor stops, commercial services and jobs.</p> <p>LT-4.3c Design streets, pedestrian paths and bicycle paths to link neighborhoods with services</p> <p>LT-4.5a Have internal residential neighborhood streets adequately serve traffic that is oriented to that neighborhood</p> <p>LT-4.5c Discourage non-neighborhood traffic from using residential neighborhood streets by accommodating traffic demand on Citywide and regional streets</p> <p>LT-4.10a Locate commercial uses where traffic can be accommodated, especially during peak periods (e.g. lunch time and commute times)</p> <p>LT-5.1b Monitor the operation and performance of the street system by establishing a routine data collection program and by conducting special data collection as the need arises.</p> <p>LT-5.1f Study the use of density, floor area limits, parking management, peak hour allocations and other techniques to maintain or achieve acceptable levels of</p>
--	--



	<p>service on existing roadways.</p> <p>Policy LT-5.3 Optimize city traffic signal system performance.</p> <p>LT-5.3a Maintain the signal system and respond quickly to signal breakdowns.</p> <p>LT-5.3b Monitor traffic signal control performance</p> <p>LT-5.3c Interconnect groups of traffic signals where practicable</p> <p>LT-5.3d Make appropriate hardware and software improvements to traffic signals.</p> <p>LT-5.3e Make the traffic signal system responsive to all users, including bicyclists and pedestrians</p> <p>LT-5.3f Install and remove signals when warranted and establish an implementation schedule.</p> <p>Policy LT-5.4 Maintain roadways and traffic control devices in good operating condition.</p> <p>LT-5.4a Inventory and monitor roadway conditions and implement a regular program of pavement maintenance.</p> <p>LT-5.4b Install permanent and painted pavement markings.</p> <p>LT-5.4c Implement programs for repair of roadbeds, barriers and lighting.</p> <p>LT-5.4d Respond quickly to sign damages and losses.</p> <p>LT-5.4e Develop and implement a program for long term transportation infrastructure replacement</p> <p>LT-5.4f Manage on-street parking to assure safe, efficient traffic flow.</p>
e. movers of commercial goods?	<p>Policy LT -5.10 All modes of transportation shall have safe access to City streets.</p> <p>Policy LT -5.12 City streets are public space dedicated to the movement of vehicles, bicycles and pedestrians. Providing safe accommodation for all transportation modes takes priority over non-transport uses. Facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are</p>

	<p>considered.</p> <p>LT-5.6a Develop clear, safe and convenient linkages between all modes of travel; including, access to transit stations and stops and connections between work, home and commercial sites.</p> <p>Policy LT -5.20 If street configurations do not meet minimum design and safety standards for all users , than standardization for all users shall be priority.</p> <p>Policy LT -5.21 Safety considerations of all modes shall take priority over capacity considerations of any one mode.</p> <p>LT-2.1b Promote and achieve compliance with land use and transportation standards.</p> <p>LT-5.1b Monitor the operation and performance of the street system by establishing a routine data collection program and by conducting special data collection as the need arises.</p> <p>Policy LT-5.3 Optimize city traffic signal system performance.</p> <p>LT-5.3a Maintain the signal system and respond quickly to signal breakdowns.</p> <p>LT-5.3b Monitor traffic signal control performance</p> <p>LT-5.3d Make appropriate hardware and software improvements to traffic signals.</p> <p>LT-5.3e Make the traffic signal system responsive to all users, including bicyclists and pedestrians</p> <p>Policy LT-5.4 Maintain roadways and traffic control devices in good operating condition.</p> <p>LT-5.4a Inventory and monitor roadway conditions and implement a regular program of pavement maintenance.</p> <p>LT-5.4c Implement programs for repair of roadbeds, barriers and lighting.</p> <p>LT-5.4f Manage on-street parking to assure safe, efficient traffic flow.</p>
f. pedestrians?	Policy LT -5.10 All modes of

	<p>transportation shall have safe access to City streets.</p> <p>Policy LT-5.9 Appropriate accommodations for motor vehicles, bicycles, and pedestrians shall be determined for City streets to increase the use of bicycles for transportation and to enhance the safety and efficiency of the overall street network for bicyclists, pedestrians, and motor vehicles.</p> <p>Policy LT -5.12 City streets are public space dedicated to the movement of vehicles, bicycles and pedestrians. Providing safe accommodation for all transportation modes takes priority over non-transport uses. Facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.</p> <p>Policy LT -5.20 If street configurations do not meet minimum design and safety standards for all users , than standardization for all users shall be priority .</p> <p>Policy LT -5.21 Safety considerations of all modes shall take priority over capacity considerations of any one mode.</p> <p>Policy LT-5.5 Support a variety of transportation modes.</p> <p>Policy LT -5.16 When decisions on the configuration of roadway space are made, staff shall present opt ions, including at a minimum an opt ion that meets minimum safety -related design standards for motor vehicles, bicycles and pedestrians.</p> <p>LT-5.5a Promote alternate modes of travel to the automobile.</p> <p>LT-5.5b Require sidewalk installation in subdivisions of land and in new, reconstructed or expanded development.</p> <p>LT-5.5d Maximize the provision of</p>
--	--



	<p>bicycle and pedestrian facilities.</p> <p>Policy LT -5.11 The City should consider enhancing standards for pedestrian facilities.</p> <p>LT-5.5g Ensure safe and efficient pedestrian and bicycle connections to neighborhood transit stops.</p> <p>Policy LT-5.6 Minimize expansion of the current roadway system, while maximizing opportunities for alternative transportation systems and related programs.</p> <p>LT-5.6a Develop clear, safe and convenient linkages between all modes of travel; including, access to transit stations and stops and connections between work, home and commercial sites.</p> <p>Policy LT -1.9 Support flexible and appropriate alternative transportation modes and transportation system management measures that reduce reliance on the automobile and serve changing regional and City wide land use and transportation needs</p> <p>Policy LT-5.8 Provide a safe and comfortable system of pedestrian and bicycle pathways .</p> <p>LT-1.9b Promote modes of travel and actions that reduce single-occupant vehicle trips and trip lengths</p> <p>LT-2.2c Encourage development of multi-modal transportation centers</p> <p>LT-2.1b Promote and achieve compliance with land use and transportation standards.</p> <p>LT-4.3b Study the adequacy /deficiency of bicycle and pedestrian access and circulation within neighborhoods.</p> <p>LT-4.3c Design streets, pedestrian paths and bicycle paths to link neighborhoods with services</p> <p>LT-4.4d Promote small-scale, well-designed, pedestrian-friendly spaces within neighborhoods to establish safe and attractive gathering areas</p>
--	--

	<p>LT-4.10b Encourage commercial enterprises and offices to provide support facilities for bicycles and pedestrians</p> <p>LT-4.13e Provide pedestrian and bicycling opportunities to neighborhood and commercial services.</p> <p>LT-5.1b Monitor the operation and performance of the street system by establishing a routine data collection program and by conducting special data collection as the need arises.</p> <p>LT-5.1e Promote the reduction of single occupant vehicle (SOV) trips and encourage an increase in the share of trips taken by all other forms of travel.</p> <p>LT-5.2c Encourage mixed use developments that provide pedestrian scale and transit oriented services and amenities.</p> <p>Policy LT-5.3 Optimize city traffic signal system performance.</p> <p>LT-5.3a Maintain the signal system and respond quickly to signal breakdowns.</p> <p>LT-5.3b Monitor traffic signal control performance</p> <p>LT-5.3d Make appropriate hardware and software improvements to traffic signals.</p> <p>LT-5.3e Make the traffic signal system responsive to all users, including bicyclists and pedestrians</p> <p>LT-5.3f Install and remove signals when warranted and establish an implementation schedule.</p> <p>Policy LT-5.4 Maintain roadways and traffic control devices in good operating condition.</p> <p>LT-5.4c Implement programs for repair of roadbeds, barriers and lighting.</p> <p>LT-5.4d Respond quickly to sign damages and losses.</p> <p>LT-5.4e Develop and implement a program for long term transportation infrastructure replacement</p>
g. public transportation?	Policy LT -5.10 All modes of

	<p>transportation shall have safe access to City streets.</p> <p>Policy LT -5.12 City streets are public space dedicated to the movement of vehicles, bicycles and pedestrians. Providing safe accommodation for all transportation modes takes priority over non-transport uses. Facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.</p> <p>Policy LT -5.20 If street configurations do not meet minimum design and safety standards for all users , than standardization for all users shall be priority .Policy LT -5.21 Sa ety considerations of all modes shall take priority over capacity considerations of any one mode.</p> <p>LT-5.5a Promote alternate modes of travel to the automobile.</p> <p>LT-5.5g Ensure safe and efficient pedestrian and bicycle connections to neighborhood transit stops.</p> <p>LT-5.5h Work to improve bus service within the City, including linkages to rail.</p> <p>Policy LT-5.6 Minimize expansion of the current roadway system, while maximizing opportunities for alternative transportation systems and related programs.</p> <p>LT-5.6a Develop clear, safe and convenient linkages between all modes of travel; including, access to transit stations and stops and connections between work, home and commercial sites.</p> <p>LT-1.7b Support regional efforts which promote higher densities near major transit and travel facilities, without increasing the overall density of land usage.</p> <p>Policy LT -1.9 Support flexible and appropriate alternative transportation modes and transportation system</p>
--	---



	<p>management measures that reduce reliance on the automobile and serve changing regional and City wide land use and transportation needs</p> <p>Policy LT-5.5 Support a variety of transportation modes.</p> <p>LT -1.9a Support state and regional efforts to provide High Occupant Vehicle (HOV) lanes, ridesharing, mass transit service, bicycling and Intelligent Transportation Systems.</p> <p>LT-1.9b Promote modes of travel and actions that reduce single-occupant vehicle trips and trip lengths</p> <p>LT-1.10b Support alternative transportation services, such as light rail, buses and commuter rail, through appropriate land use planning.</p> <p>LT-1.10c Encourage mixed uses near transit centers.</p> <p>LT-2.2c Encourage development of multi-modal transportation centers</p> <p>LT-3.4a Locate higher-density housing with easy access to transportation corridors, rail transit stations, bus transit corridor stops, commercial services and jobs.</p> <p>LT-5.1b Monitor the operation and performance of the street system by establishing a routine data collection program and by conducting special data collection as the need arises.</p> <p>LT-5.1e Promote the reduction of single occupant vehicle (SOV) trips and encourage an increase in the share of trips taken by all other forms of travel.</p> <p>LT-5.2c Encourage mixed use developments that provide pedestrian scale and transit oriented services and amenities.</p> <p>LT-5.2e Study potential transit station mixed use development.</p> <p>Policy LT-5.3 Optimize city traffic signal system performance.</p> <p>LT-5.3a Maintain the signal system and respond quickly to signal breakdowns.</p>
--	---

	<p>LT-5.3b Monitor traffic signal control performance</p> <p>LT-5.3d Make appropriate hardware and software improvements to traffic signals.</p> <p>LT-5.3e Make the traffic signal system responsive to all users, including bicyclists and pedestrians</p> <p>Policy LT-5.4 Maintain roadways and traffic control devices in good operating condition.</p> <p>LT-5.4a Inventory and monitor roadway conditions and implement a regular program of pavement maintenance.</p> <p>LT-5.4c Implement programs for repair of roadbeds, barriers and lighting.</p> <p>LT-5.4f Manage on-street parking to assure safe, efficient traffic flow.</p>
h. seniors?	<p>LT-2.1b Promote and achieve compliance with land use and transportation standards.</p> <p>Policy LT -5.10 All modes of transportation shall have safe access to City streets.</p> <p>Policy LT -5.12 City streets are public space dedicated to the movement of vehicles, bicycles and pedestrians. Providing safe accommodation for all transportation modes takes priority over non-transport uses. Facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.</p> <p>Policy LT -5.20 If street configurations do not meet minimum design and safety standards for all users , than standardization for all users shall be priority.</p> <p>Policy LT -5.21 Safety considerations of all modes shall take priority over capacity considerations of any one mode.</p> <p>LT-5.5f Support an efficient and effective paratransit service and transportation facilities for people with special transportation needs</p>

	<p>LT-5.6a Develop clear, safe and convenient linkages between all modes of travel; including, access to transit stations and stops and connections between work, home and commercial sites.</p> <p>LT-2.1b Promote and achieve compliance with land use and transportation standards.</p> <p>LT-5.1b Monitor the operation and performance of the street system by establishing a routine data collection program and by conducting special data collection as the need arises.</p> <p>LT-5.3e Make the traffic signal system responsive to all users, including bicyclists and pedestrians</p>
<p><b>3. If your agency has more than one setting, i.e. urban, suburban, and/or rural, describe how your CE addresses the various needs of these users in different settings, if not addressed above in Question #2.</b></p>	
<ul style="list-style-type: none"> <li>•</li> </ul>	