

Transportation Existing Conditions

- City Transportation Programs and Facilities
- Other Transportation Providers
- Characteristics of the Transportation System
- City Transportation Plans
- Regional Transportation Plans for Sunnyvale
- CAP Policies Discussion

Roles of Transportation Providers

- Context for What the City Can and Can't Do
 - Division of Transportation and Traffic
 - Other City Operations
 - Other Transportation Operators in Sunnyvale

Who Is Transportation in Sunnyvale?

- Department of Public Works Division of Transportation and Traffic
 - Planning, Engineering, Operations Services
 - 5 employees (planners and engineers)
 - Contract services - Signal maintenance, specialized engineering and planning
 - Traffic signals, roadway design, transportation planning, intergovernmental liaison, public parking, traffic studies, traffic calming, bicycle and pedestrian issues

Partners in Transportation services at the City of Sunnyvale

Department of Public Works

■ Division of Transportation and Traffic

■ Field Services Division

- Sign/ marking/ pavement maintenance, streetlights, sidewalks, street trees

■ Engineering Services Division

- Capital project design and construction, land development review, utility coordination, construction permits, grants administration

Partners in Transportation Services at the City of Sunnyvale

Department of Public Safety

■ Traffic Unit

- Traffic law enforcement, collision reports

■ Crime Prevention Unit

- Crossing guards, school safety education, bicycle patrol, community outreach

Department of Community Development

■ Planning Division

- Long range planning, environmental review of land development, private parking, bicycle parking

Department of Community Services

- Boulevard landscaping, bike parking at public facilities

Partners in Transportation Services at the City of Sunnyvale

- City Council

- Approves Programs, Funding, Policy

Other Transportation Operators

- Freeways and Highways – 101, 237, 85, 280, 82 (El Camino Real) – Operated by the California Department of Transportation
- Expressways – Central, Lawrence – Operated by the County of Santa Clara
- Transit Service – VTA, Caltrain, Shuttles, Outreach Paratransit

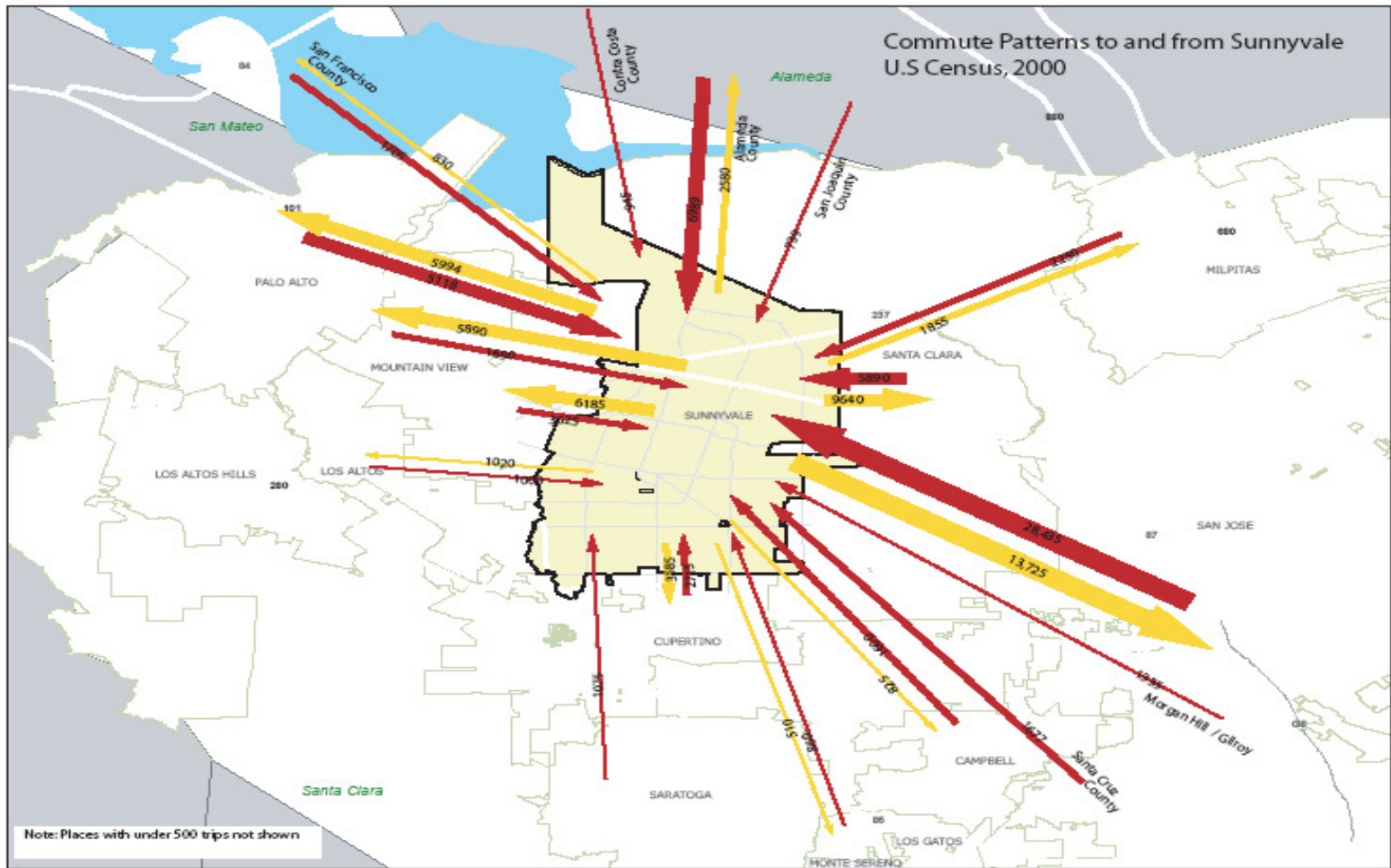
Transportation System Characteristics

- 298 miles of roadway
- Transit Service – VTA, Caltrain, Shuttles, Outreach Paratransit
- 83 lane miles of bikeways
- Developing pedestrian system

Characteristics of the Roadway Network

- Roadway Traffic Volumes - Moderate
- Commute Behavior – north/south, typical peak hour
- Intersections Level of Service (LOS) – within adopted standards

Traffic Flows



Intersection Collision Rates

- Generally low when compared to expected rates
- El Camino Real realizes high rates than other corridors
- Most collisions due to vehicle operator error

Roadway Maintenance

- Pavement Management - Declining conditions
- Concrete Maintenance – Declining conditions
- Roadway Marking and Signing
- Street Cleaning – Recently restored 2 week service levels
- Street Lighting
- Street Trees and Landscaping – significantly reduced maintenance

Traffic Control Devices

- Intersection Signalization
- Bike and Pedestrian Signal Devices, Bike Lanes, Crosswalks
- Yield and Stop Controls
- Speed Limits, Other Regulatory, Guide Signs
- Channelization, Islands
- Traffic Calming

Bicycle Facilities

- Class I Bike Paths – John W. Christian Greenbelt, Calabazas Creek Trail
- Various Short “Links”
- Bicycle/Pedestrian Bridges - Five
- Class II Bike Lanes – 83 Lane Miles, Arterial and Collector Streets – Incomplete Network
- Class III Bike Routes – Mathilda, Fair Oaks, Mary Avenue
- Shared Use Facilities – Wolfe Road

Pedestrian Facilities

- Partially Developed Sidewalk Network
- Some Neighborhood Areas with No Sidewalk
- Industrial Areas Lack Sidewalk in Many Areas
- Lighted crosswalks
- Pedestrian Countdown Signals - 52

Freight Transportation

- Truck Routes
- Union Pacific Railroad Freight Service

Intelligent Transportation Systems

- Adaptive Signal Systems - 3
- Traffic Management Center
- QuicNet Remote Observation and Timing
 - 52 signals
- Speed Radar Signs - 48

Traffic Calming

- Council Adopted Procedure
 - Speed Reduction
 - Non-Neighborhood Traffic Diversion
- Two Phase Process
- Demand Driven
- Requires Neighborhood Consensus

- Road Diets

Public Parking

- Permit Parking Areas
- Downtown Parking District
- Parking at City Facilities
- On Street Parking primarily free, unrestricted

Transportation Demand Management

- Target-Based Condition of Development
- Required of 17 Companies
- Varying Goals
- Annual Reporting, Ability to Monitor and Enforce

Aviation

- Airports at Moffett, Palo Alto, San Jose, etc.
- Outside of City Control

Transit Services

- Provided by Others
- Bus Transit Service
- Rail Transit – Commuter Rail, Light Rail
- Accessible Transportation Services
- Public Shuttle Services

Planned Transportation Improvement Projects

- City Transportation Projects and Plan
 - Currently Funded Projects
 - Infrastructure Replacement/Rehabilitation
 - Revenue Dependent Bike-Pedestrian/Traffic Calming/Energy Efficiency
 - Currently Unfunded Projects/Long Range Plans
 - 7 Plans
 - Many Projects – Roadway Capacity, Bike, Pedestrian, Streetscape

Planned Transportation Improvement Projects

- Regional Improvement Projects in or Near Sunnyvale
 - 33 Roadway Projects
 - Freeway Widening
 - New/Widened Interchange Ramps
 - HOT Lanes
 - Expressway Widening, Grade Separation

 - Transit Projects
 - El Camino Real Bus Rapid Transit
 - Caltrain Electrification
 - Light Rail Operational Enhancements
 - High Speed Rail

CAP Policy Discussion

- Bicycles and Pedestrians
- Energy Efficient Street and Parking Lot Lighting
- Alternative Motor Vehicles
- Parking/Access Management
- Shading/Cool Pavements
- Transportation Systems Management
- Transportation Demand Management
- Transit
- Education
- Big Picture/Regional Goals/Policies

Objective

- Refine the list of policy ideas to move forward or to research further.