

## **TRANSPORTATION POLICY SYNTHESIS**

(Policy topics in green need further clarification from the Committee)

### ***TRANSPORTATION AND LAND USE***

- POLICY 1:** Use land use planning including mixed and higher intensity uses to support alternative transportation services (including light rail, buses, and commuter rail).
- POLICY 2:** Enhance land use patterns and a transportation network that work together to protect sensitive uses and provide convenient transportation options throughout the city.
- POLICY 3:** Support the establishment of car-free and pedestrian-only zones in higher density locations.
- POLICY 4:** Do not require sidewalks in neighborhoods with traditionally unimproved shoulders.
- POLICY 5:** Require new development to provide transportation system improvements, proportional to impact of the development, to eliminate or minimize a decline of transportation system effectiveness.

### ***CONGESTION MANAGEMENT PROGRAM***

- POLICY 6:** Follow the Congestion Management Program (CMP) and additional City requirements when analyzing developments' transportation impacts.

### ***TRANSPORTATION DEMAND MANAGEMENT***

- POLICY 7:** Reduce peak hour and total daily vehicle trips by expanding the use of TDM programs in the City.

### ***TRAILS***

- POLICY 8:** Support proliferation of multi-use trails within Sunnyvale, and their connection to regional trails, in order to provide enhanced access to open space, to promote alternative transportation options, and to increase recreational opportunities, while balancing those needs with preservation of natural habitat, public safety, and quality of life in residential neighborhoods.

### ***TRANSPORTATION SYSTEM EFFECTIVENESS***

- POLICY 9:** Use multi-modal measures of effectiveness to assess the transportation system.

***MULTIMODALISM***

**POLICY 10:** City streets are public space dedicated to the movement of vehicles, bicycles and pedestrians of all ages and abilities. 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.

**POLICY 11:** Promote modes of travel and actions that provide safe access to City streets and reduce single occupant vehicle trips, and trip lengths locally and regionally.

**POLICY 12:** Provide safe access to City streets for all modes of transportation.

**POLICY 13:** Provide clear, safe, and convenient linkages between all modes of travel; including access to transit stations and stops, and connections between work, home, commercial sites and public/quasi public uses.

**POLICY 14:** *Modal Balance/Complete Streets*

*Current Policy/Practice: policy supporting local, regional and state efforts to promote alternative transportation modes; plans to provide comprehensive bikeway and sidewalk networks; plans and impact fees to provide roadway and intersection improvements to accommodate anticipated traffic growth*

*Alternative: strengthen policies, programs and investment towards alternative transportation; The hierarchy of transportation users shall be - pedestrians shall be considered first priority, non automotive - such as bikes, 3 wheeled bikes, scooters etc - shall be considered next highest priority, mass transit vehicles shall be considered next highest priority, delivery vehicles shall be considered next, and the single auto shall be considered last.*

*Among single autos, priority in all services shall be given to low emission, zero emission or other such vehicles first in providing parking and planning for lane priority etc.*

***BICYCLES***

**POLICY 15:** Evaluate bicycle and pedestrian retrofit projects based on the merits of each project in the context of engineering and planning criteria.

**POLICY 16:** Maintain and implement a citywide bicycle plan that supports bicycling through planning, engineering, education, encouragement and enforcement.

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**POLICY 17:** Maximize the provision of safe and efficient bicycle and pedestrian facilities throughout the city. Evaluate bicycle and pedestrian retrofit projects based on the merits of each project in the context of engineering and planning criteria.

***TRAFFIC INTRUSION***

**POLICY 18:** Support a roadway system and parking policies that protect internal residential areas from City-wide and regional traffic.

***REGIONAL LINKS***

**POLICY 20:** Support statewide, regional and sub-regional efforts that provide for an effective transportation system that serves all travel modes consistent with established service standards.

***SYSTEM COST***

**POLICY 19:** Cost of Transportation Infrastructure/Relationship to Private Auto Users

**Current Policy/Practice:** Primarily free parking; infrastructure maintenance and improvements funded by tax revenue, fees on land development, grants from various government sources such as vehicle registration fees, gas taxes, sales taxes.

**Alternatives:** The full cost of the single auto should be born by the owner/user. Some specific examples would be paid parking at all locations, paid parking permits at all workplaces, paid parking places for on street parking in residential neighborhoods etc.

***SCHOOL TRAFFIC***

**POLICY 21:** Encourage and support non-automobile trips to public and private schools.

**POLICY 22:** Manage school traffic on City streets to facilitate safe and orderly traffic flow and promote pedestrian and bicycle safety.

***TRANSIT***

**POLICY 23:** Advocate expansion and enhancement to bus, light rail, and shuttle services within Sunnyvale, consistent with adopted service level standards.

**POLICY 24:** Support an efficient and effective paratransit service and transportation facilities for people with special transportation needs.

**POLICY 25:** Advocate the preservation of railroad lines for both commuter and freight transport.

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**POLICY 26:** Monitor and participate in planning and implementation of the Grand Boulevard Initiative and Bus Rapid Transit (BRT) on El Camino Real to assure that a quality streetscape is provided, bicycle facilities and enhancements to pedestrian facilities are accommodated, and capacity for transit does not sacrifice safety and service for other travel modes.

***DESIGN***

**POLICY 27:** Determine configuration of the roadway space based on options, including at a minimum an option that meets minimum safety-related design standards for motor vehicles, bicycles and pedestrians. If street configurations do not meet minimum design and safety standards for all users, than standardization for all users shall be priority.

**POLICY 28:** The City Council shall make the final decisions on roadway space reconfiguration when roadway reconfiguration will result in changes to existing accommodations; taking into consideration public input as well as technical engineering and planning analyses. .

**POLICY 29:** If street configurations do not meet minimum design and safety standards for all users, than standardization for all users shall be priority.

**POLICY 30:** Safety considerations of all modes shall take priority over capacity considerations of any one mode.

**POLICY 31:** Assure effective and safe traffic flows for all modes through physical and operational transportation improvements, utilizing optional Federal and State roadway design standards only in unique circumstances.

**POLICY 32:** Maintain a functional classification of the street system that identifies: local roadways; Congestion Management Program roadways and intersections; and, intersections of regional significance.

**POLICY 33:** Require good roadway design practice for private development.

**POLICY 34:** Implement road diet when applicable for the purpose of adding or enhancing bicycle and pedestrian facilities.

***TRAFFIC CALMING***

**POLICY 35: Traffic Calming**

Current Policy/Practice: Traffic calming on streets classified as residential neighborhood streets after thorough study, technical justification, neighborhood consensus, iterative implementation

Alternative: expand policy to consider/allow traffic calming on streets classified as neighborhood collector streets

***PARKING***

**POLICY 36:** Minimize the provision of on and off-street parking as a tool to reduce vehicle trips.

**POLICY 37:** Parking is the temporary storage of transportation vehicles and shall not be considered a transport use. Street space dedicated for parking shall be a lower priority than providing street space for transport uses when determining the appropriate future use of street space.

**POLICY 38:** Street space dedicated for parking shall be a lower priority than providing street space for transport uses when determining the appropriate future use of street space.

**POLICY 39:** Allow for parking de-coupling to let the market determine the demand for parking in developments.