



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**

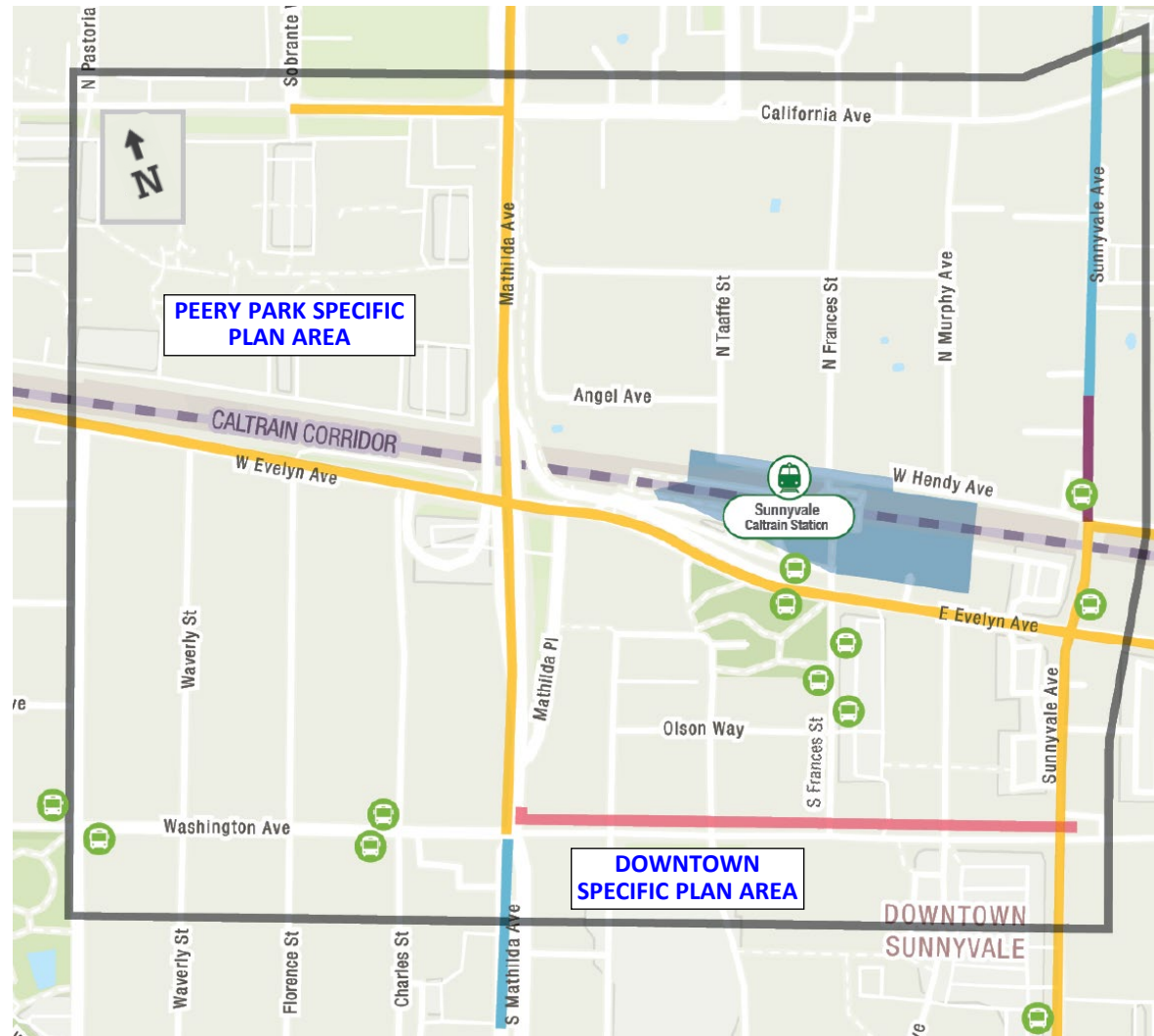


Project Opportunities

- 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



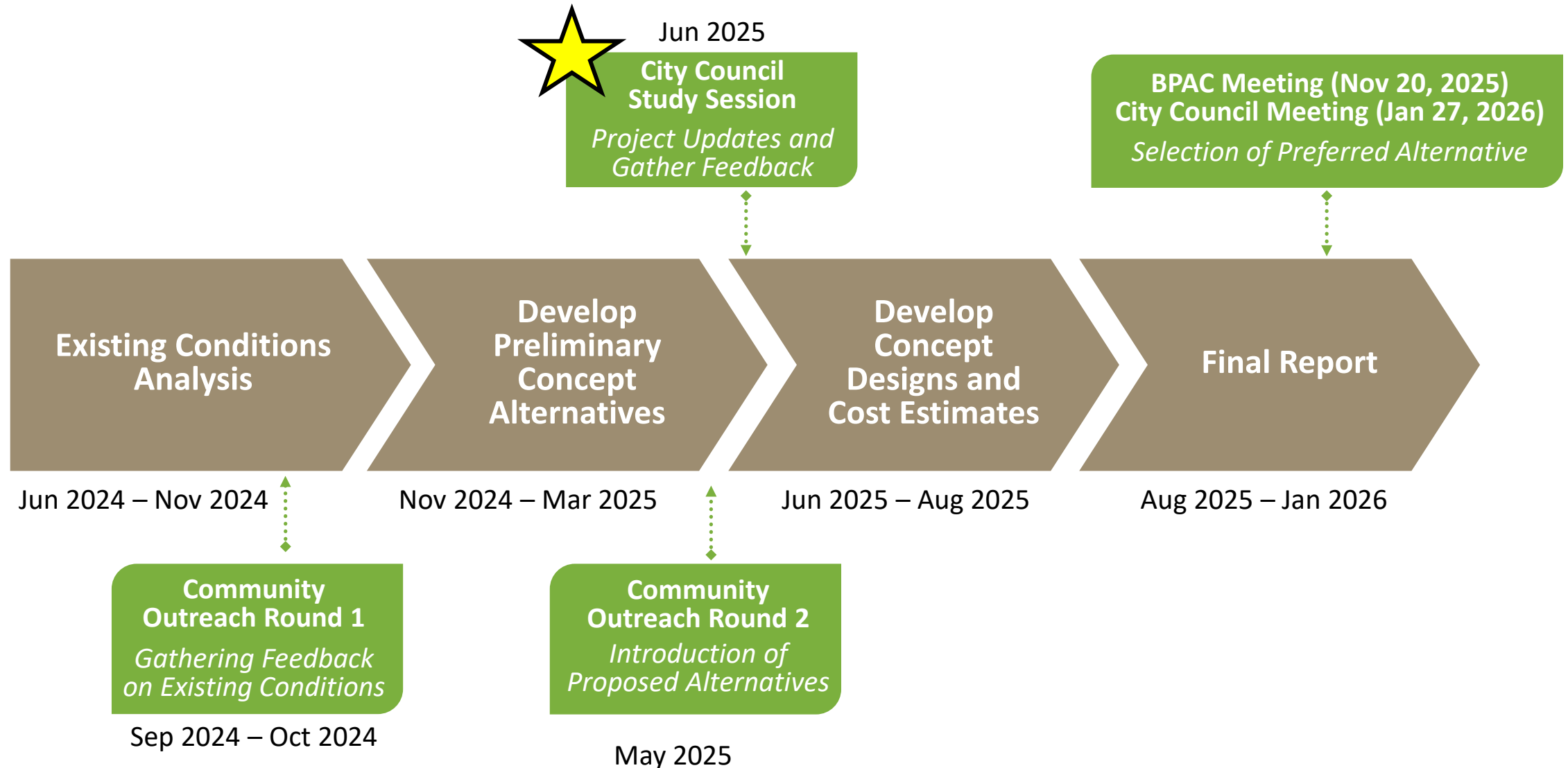
Project Study Area



LEGEND

- Sunnyvale Caltrain Station
- Bus Stops
- Focus Area
- Class II Bicycle Lane
- Class IIB Buffered Bikeway
- Class III Bicycle Route
- Class IIIB Bicycle Boulevard

Project Timeline

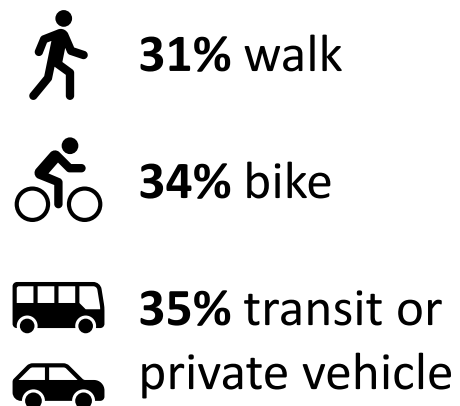


Existing Conditions – Sunnyvale Caltrain Station

- **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

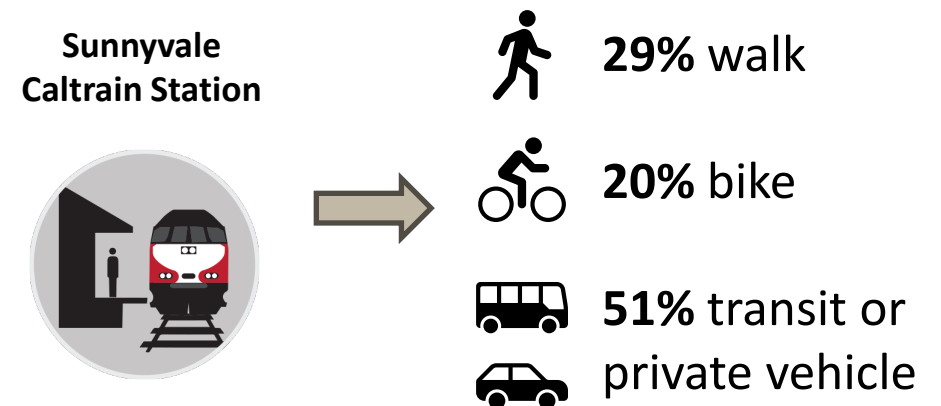


Sunnyvale
Caltrain Station



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



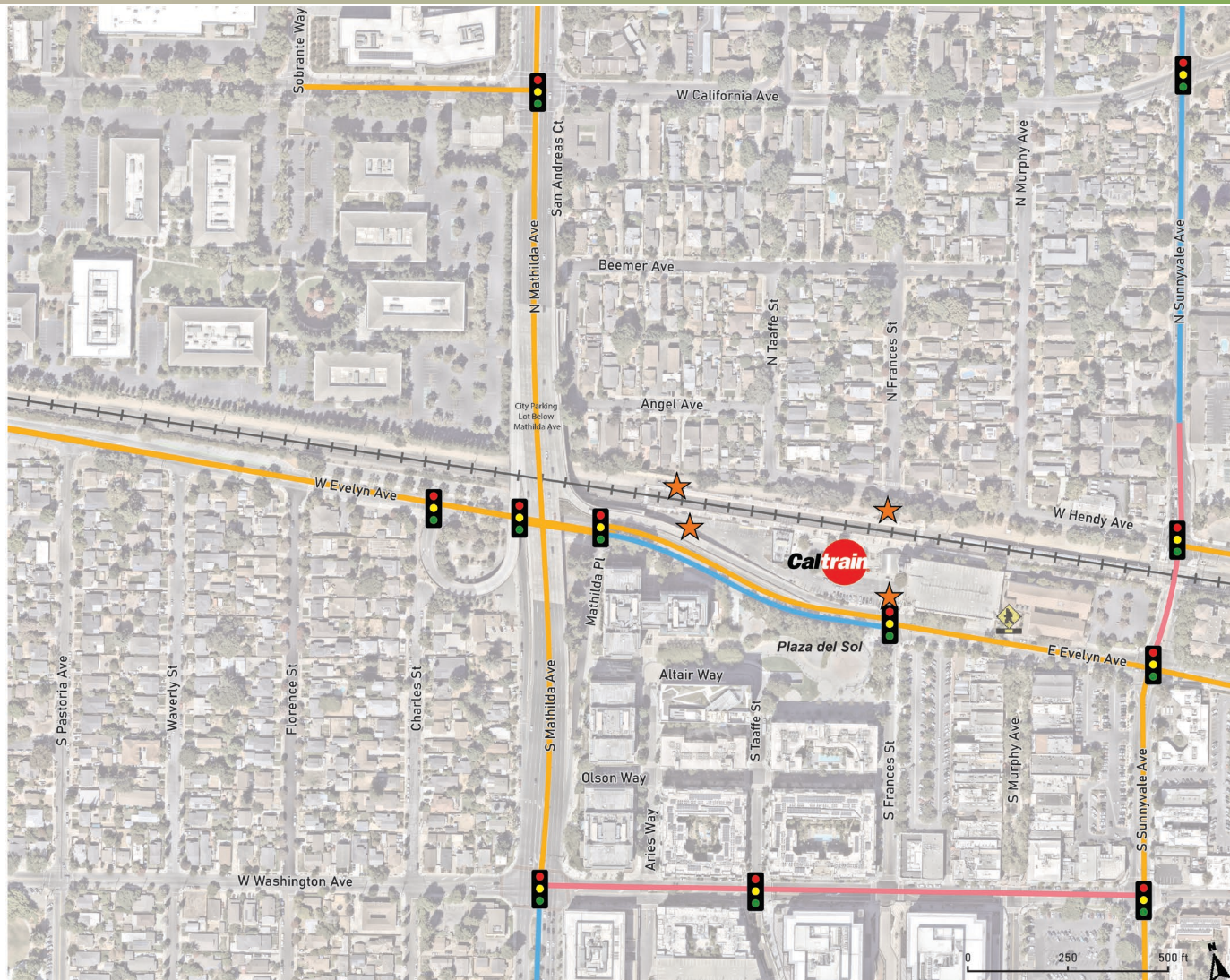
Collision Analysis

- **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

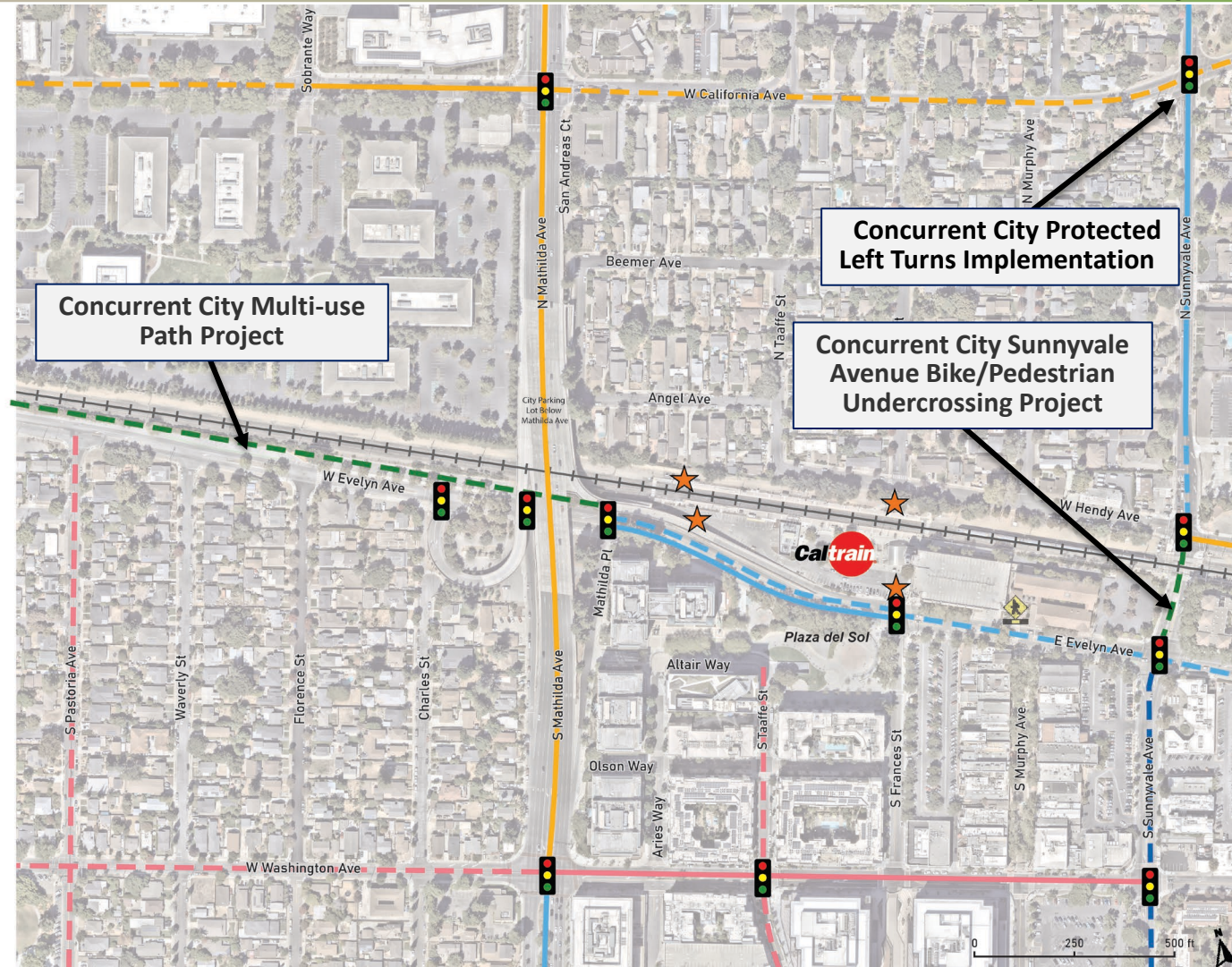


Class IIB Buffered Bicycle Lane



Class III Bicycle Route

Improvement Corridors – Planned City Projects and Proposed ATP



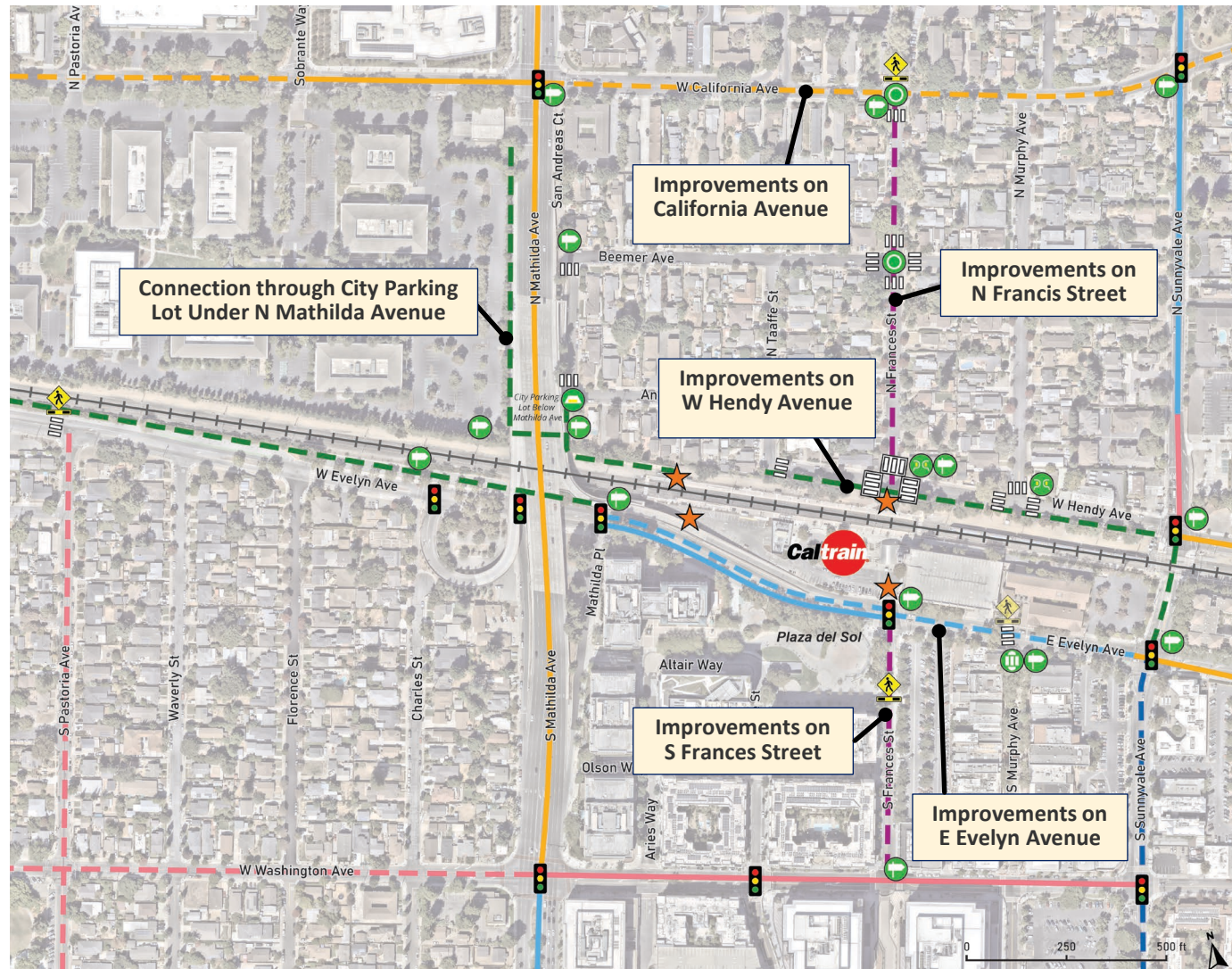
Existing

-  Station Access Point
-  Traffic Signal
-  Rectangular Rapid Flashing Beacon (RRFB)
-  Class II Bicycle Lane
-  Class IIB Buffered Bicycle Lane
-  Class III Bicycle Route

Proposed

-  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

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

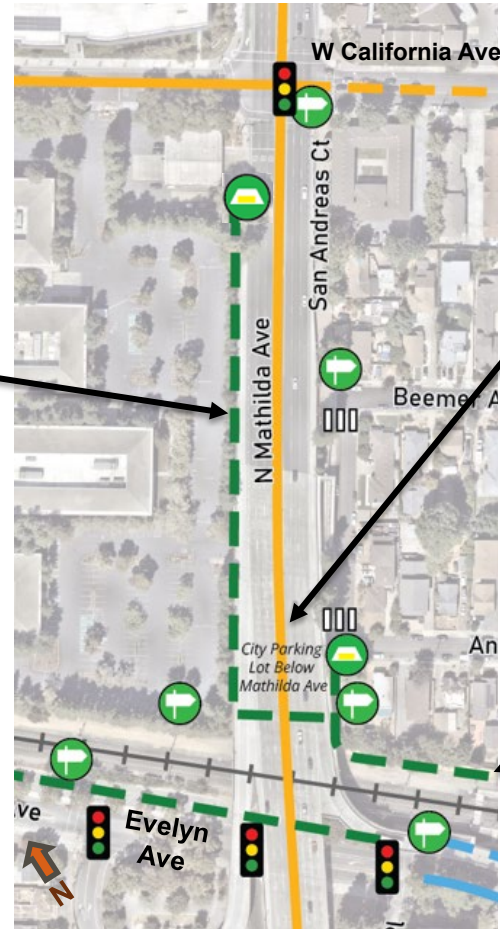
Class I shared-use path for pedestrians and cyclists with accessible curb ramps



Source: Google Maps

Proposed

- High-Visibility Crosswalk
- Wayfinding Signage



Improved Lighting under Mathilda Ave



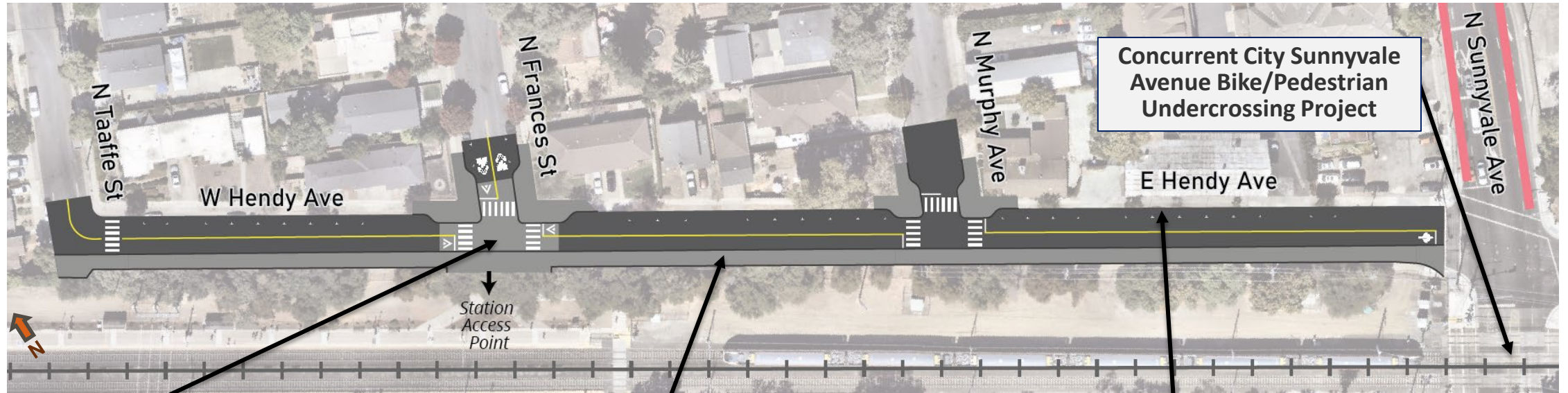
Source: Kimley-Horn

New paved path connecting parking lot to the station

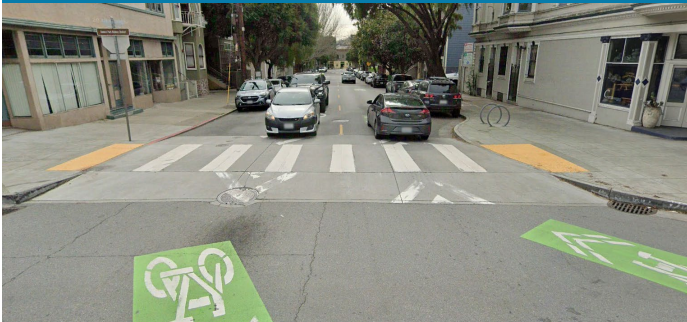


Source: Google Maps

Improvement Recommendations – Hendy Avenue



Curb extensions to shorten crossing distance and raised intersection



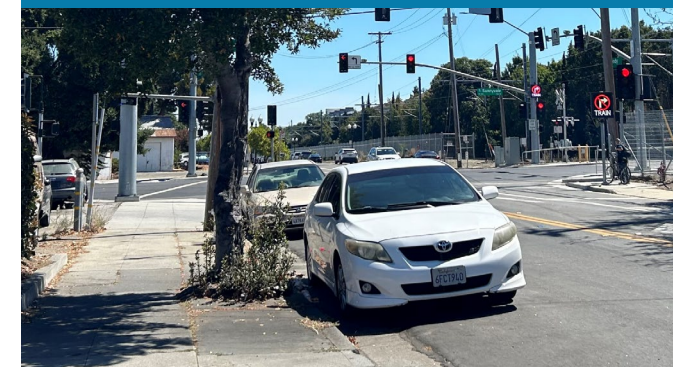
Source: Google Maps

Class I shared-use path for pedestrians and cyclists



Source: Google Maps

Parking remains on the north side



Source: Kimley-Horn

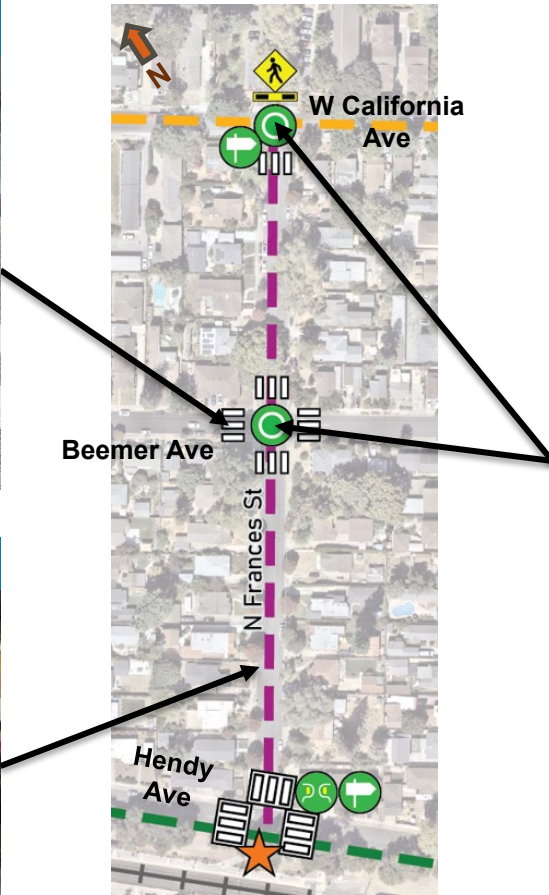
Improvement Recommendations – N Frances Street



Source: Adobe



Source: Kimley-Horn



Proposed



Rectangular Rapid Flashing Beacon (RRFB)



High-Visibility Crosswalk

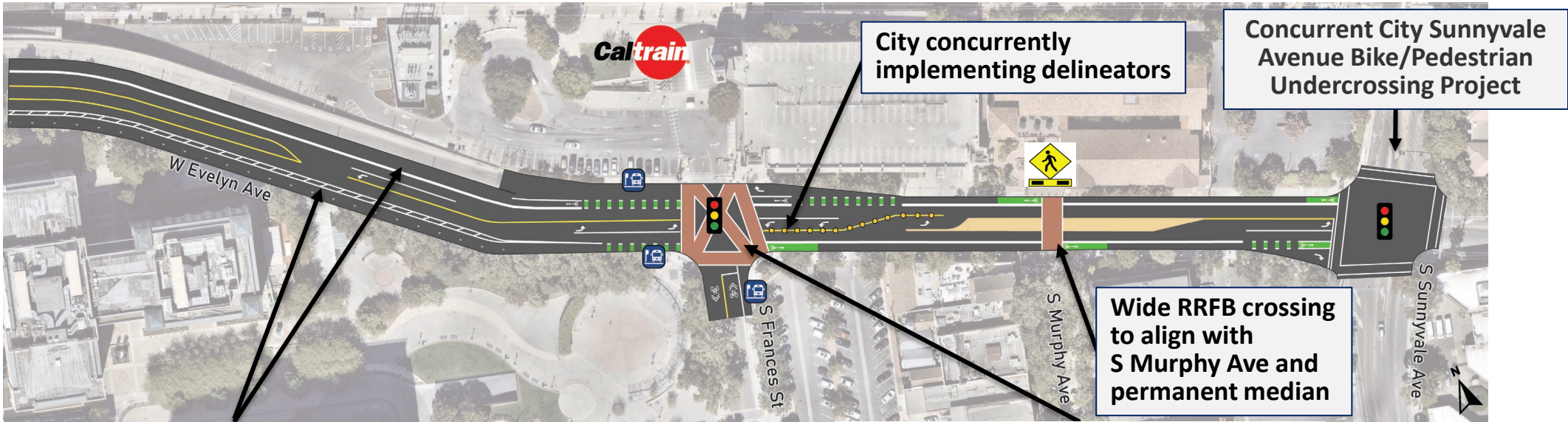


Wayfinding Signage



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



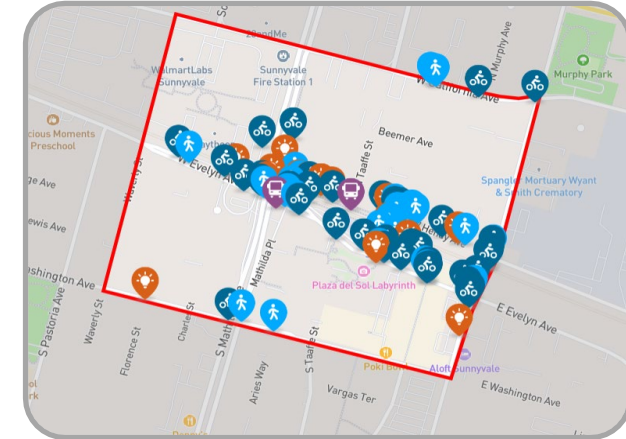
Two Community Meetings

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



Two Online Surveys

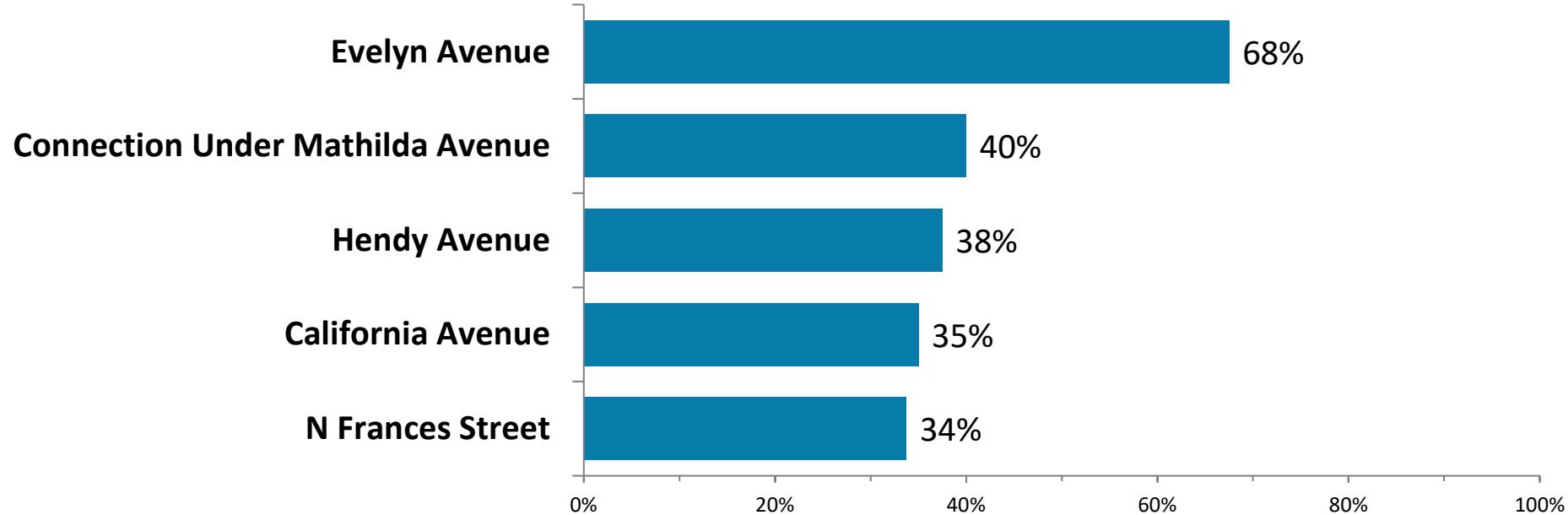
- 220+ survey responses
- 80+ interactive map comments
- Multilingual options



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	• 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	• 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!

