

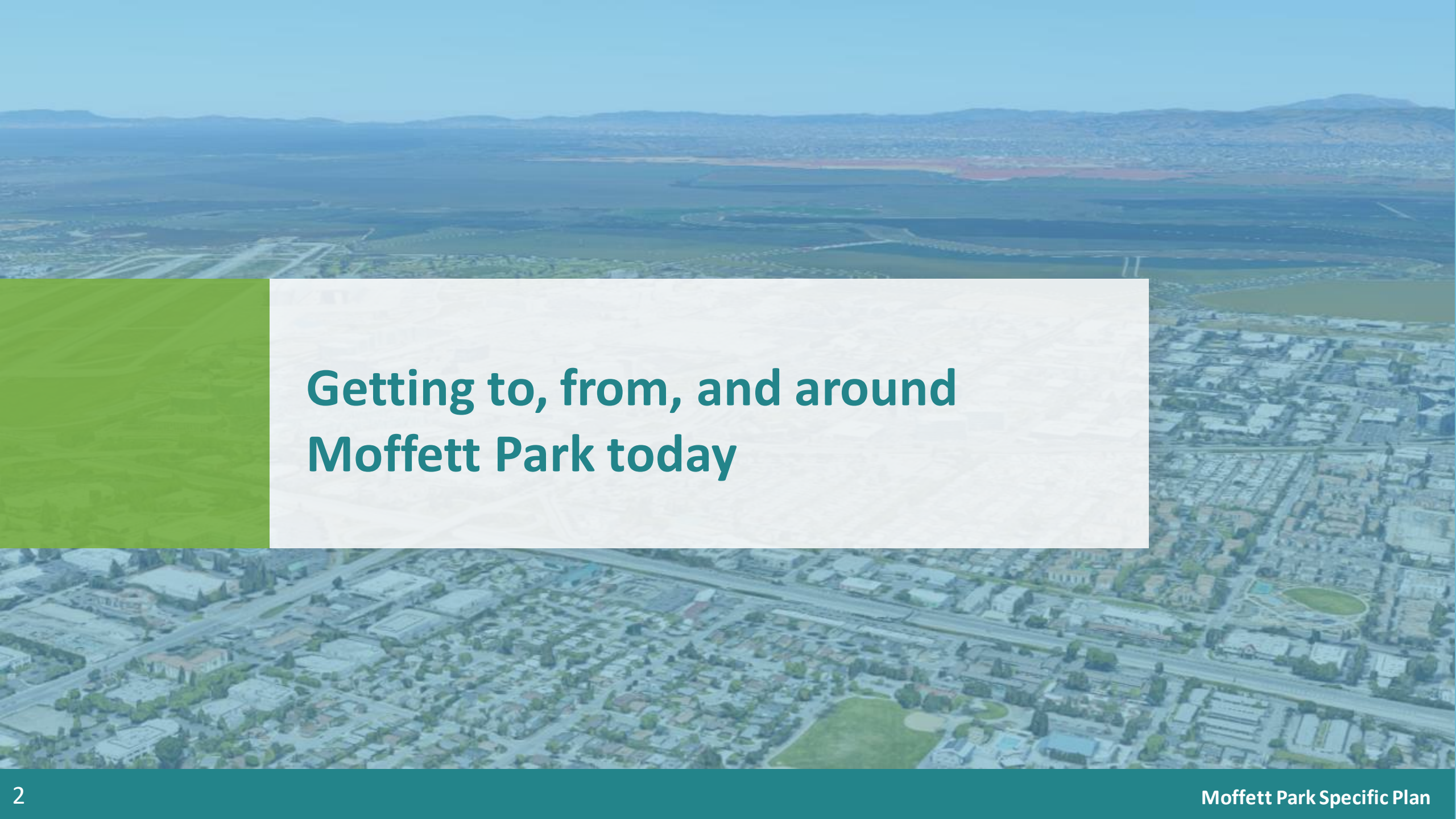


# Moffett Park Specific Plan

Understanding the Future: Mobility

June 2020

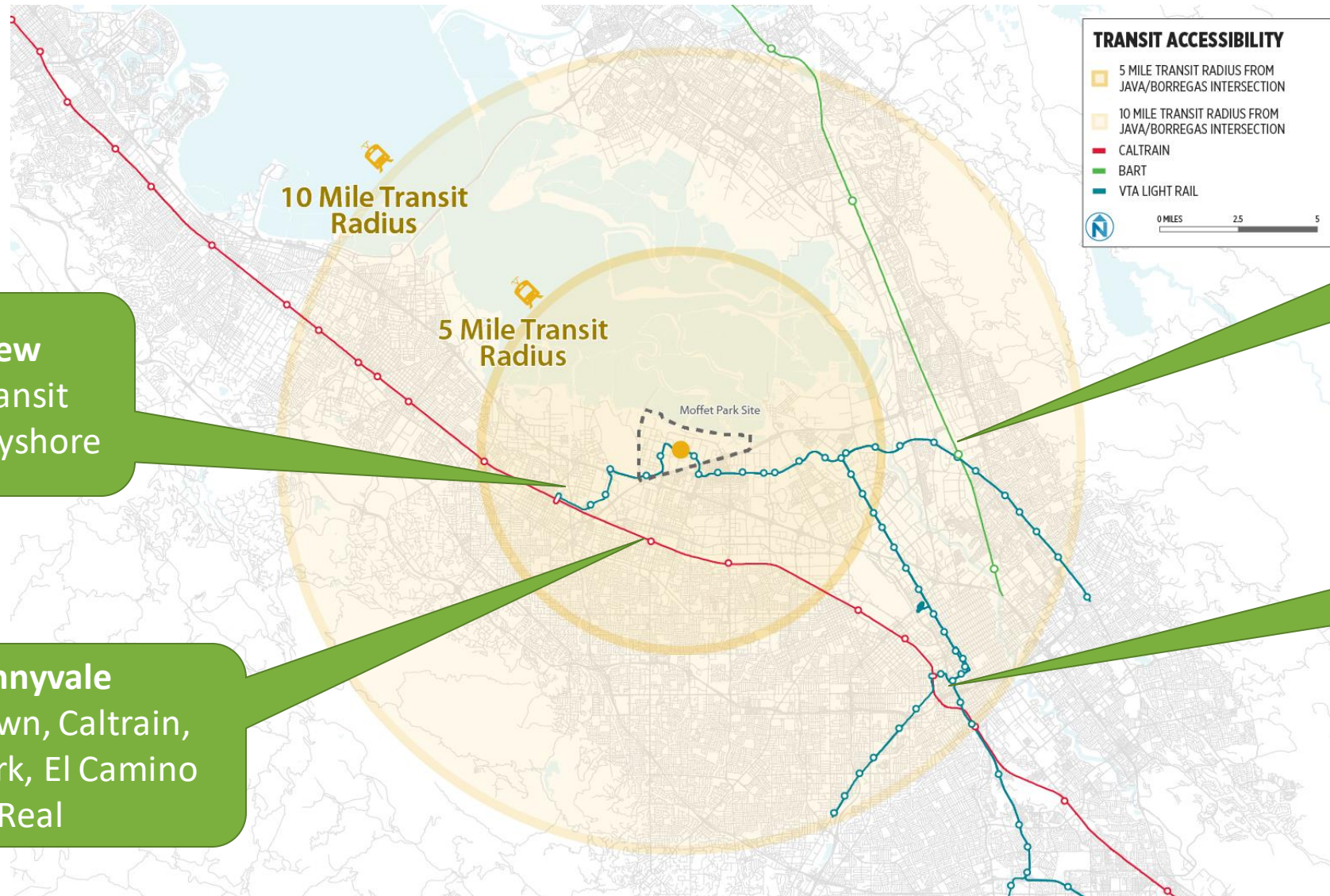


An aerial photograph of Moffett Park in San Francisco, showing the park's green spaces, surrounding urban development, and the city extending to the bay and mountains in the distance. A semi-transparent white box with a green vertical bar on the left side contains the title text.

# Getting to, from, and around Moffett Park today



# Moffett Park is centrally located and connected by regional transit to important destinations outside walking and biking distance



**Mountain View**  
Downtown, Transit Center, North Bayshore

**Sunnyvale**  
Downtown, Caltrain, Peery Park, El Camino Real

**BART**  
connections to East Bay

**Downtown San José**

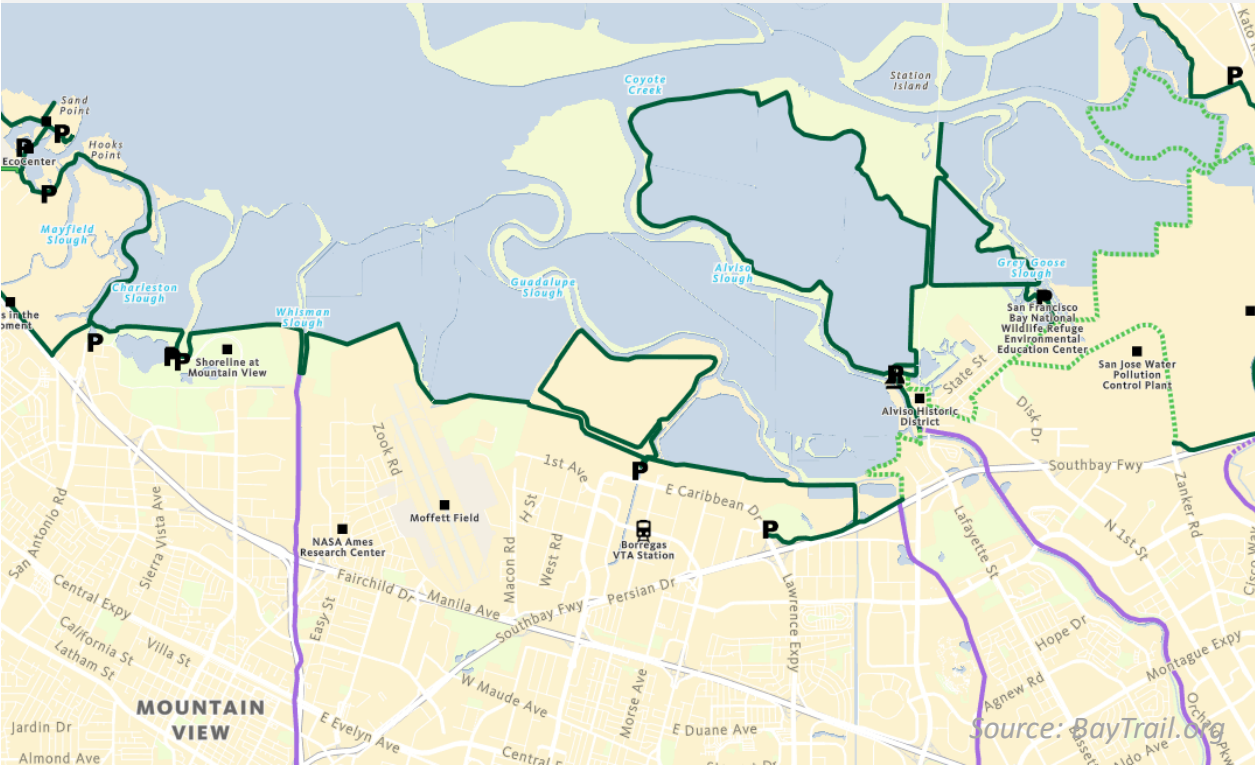
# The entire district, and nearby destinations, are in short walking and biking distance





# The existing path and trail network is a great starting point

Bay Trail access



Bike and pedestrian bridges





# But... Moffett Park was not designed for walking and biking

Bike network gaps (Mathilda/Innovation Way)



Uncomfortable intersections (Enterprise/5<sup>th</sup> Ave)





# Existing blocks are too big for vibrant, walkable spaces





# Current transit service is infrequent and lacks walkable connections





# And with lots of space dedicated to parking, there are few vibrant public spaces





An aerial photograph of the Moffett Park area in San Jose, California. The image shows a mix of residential and commercial buildings, green spaces, and a large body of water in the distance. A semi-transparent white box with a green vertical bar on the left side is overlaid on the image, containing text.

## **We can do better**

To grow, we need commensurate investment in mobility



# Sunnyvale—like the region—is growing



- 1 North Bayshore**  
Residential + Office + Commercial
- 2 NASA Ames Development**  
Residential + Office
- 3 East Whisman**  
Residential + Office + Commercial
- 4 Peery Park**  
Residential + Office
- 5 Related Santa Clara**  
Residential + Office + Commercial
- 6 El Camino Real**  
Residential + Commercial
- 7 Downtown Sunnyvale**  
Residential + Office + Commercial
- 8 Lawrence Station**  
Residential + Office + Commercial



# Prioritizing walking, biking, and high-capacity options moves more people in less space and supports community growth without exacerbating traffic concerns

## MOVING CARS



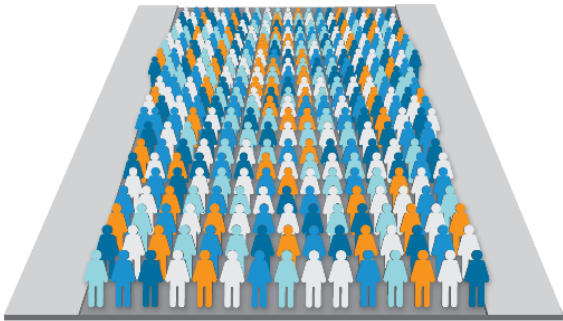
**28.4 PEOPLE**  
per block

## MOVING TRANSIT



**225 PEOPLE**  
PER BLOCK

## MOVING PEOPLE

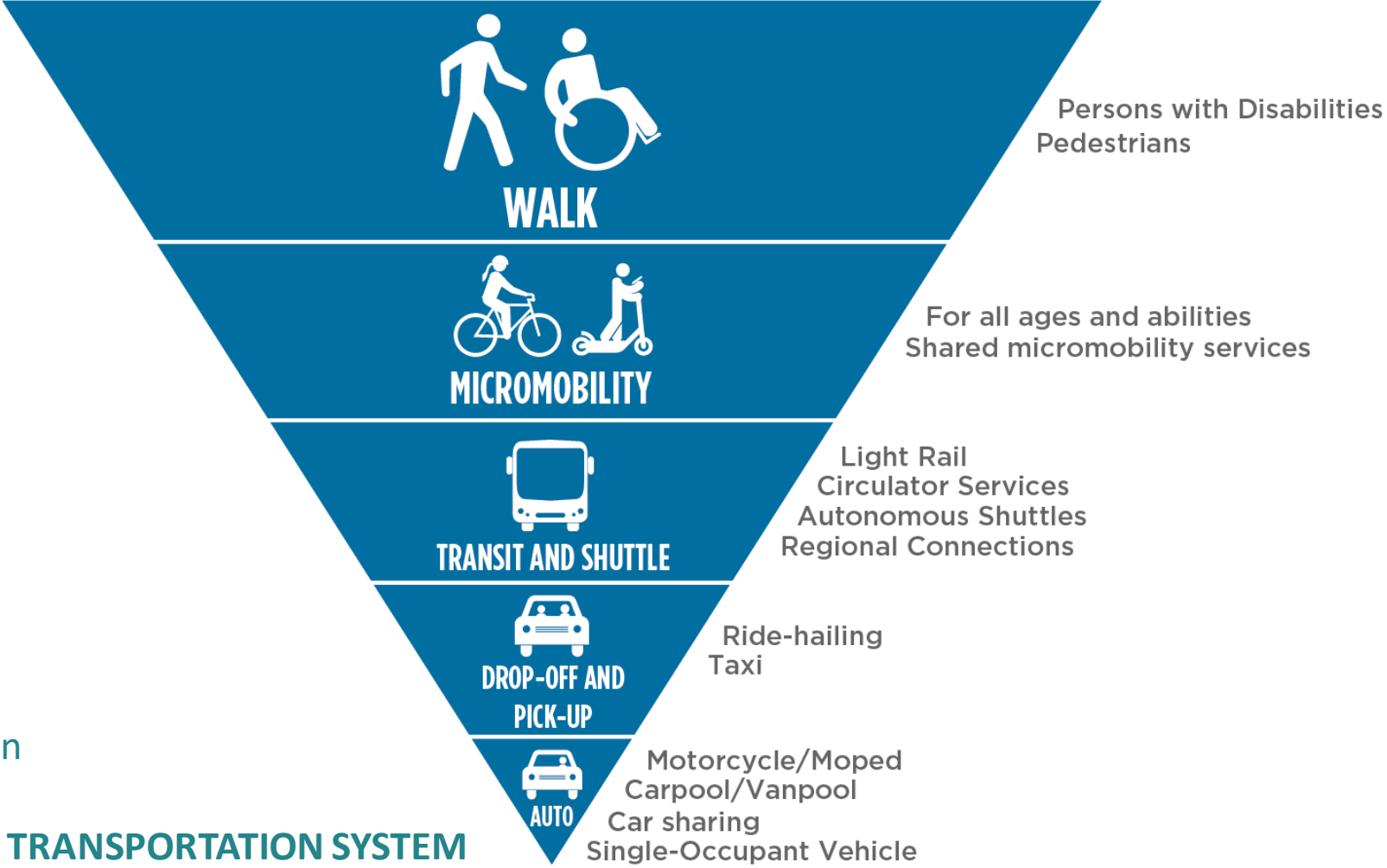


**1,000 PEOPLE**  
PERBLOCK

Source: City Block assumed 40' curb to curb and 300' long. The space needs for pedestrians and vehicles based on 'Evaluating Transportation Land Use Impacts', Victoria Transport Policy Institute (2014). Average number of passengers per automobile calculated based on National Household Travel Survey Summary of Travel Trends (2009).



# This hierarchy is a guiding principle for Moffett Park's growth



City of Sunnyvale General Plan

### Goal LT-3

### AN EFFECTIVE MULTIMODAL TRANSPORTATION SYSTEM



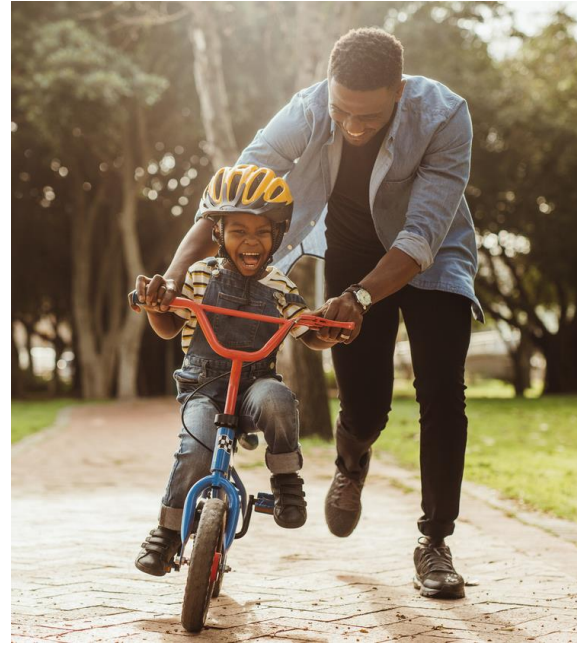
An aerial photograph of the Moffett Park area in San Jose, California. The image shows a mix of urban development, green spaces, and a large body of water in the distance. A semi-transparent white box with a green vertical bar on the left side is overlaid on the image, containing text. The text is in a teal color for the main heading and a dark grey color for the subtitle.

## What do you want to see?

Getting to, from, and around Moffett Park tomorrow



# Moffett Park's wide streets have ample space for walking and biking facilities





# Its flat, neighborhood scale supports a safe, comfortable network for walking and biking





# Its existing transit facilities could support more service – making transit more frequent, comfortable, and convenient



Source: Grendelkhan, Wikimedia



An aerial photograph of the Moffett Park area in San Jose, California. The image shows a mix of urban development, green spaces, and a large body of water in the distance. A semi-transparent white rectangular box is overlaid on the middle of the image, containing text. The background image is slightly faded to make the text stand out.

## How will we get there?

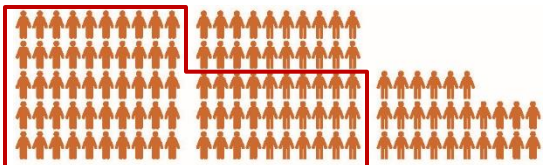
Key questions we're studying



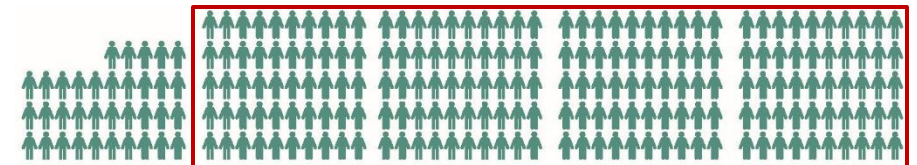
# How might we move more people to enable growth in the district?



126 People move through this roadway during each light cycle. **80 in transit.**



235 People on a road with transit-only lanes move through this roadway during each light cycle. **204 in transit.**

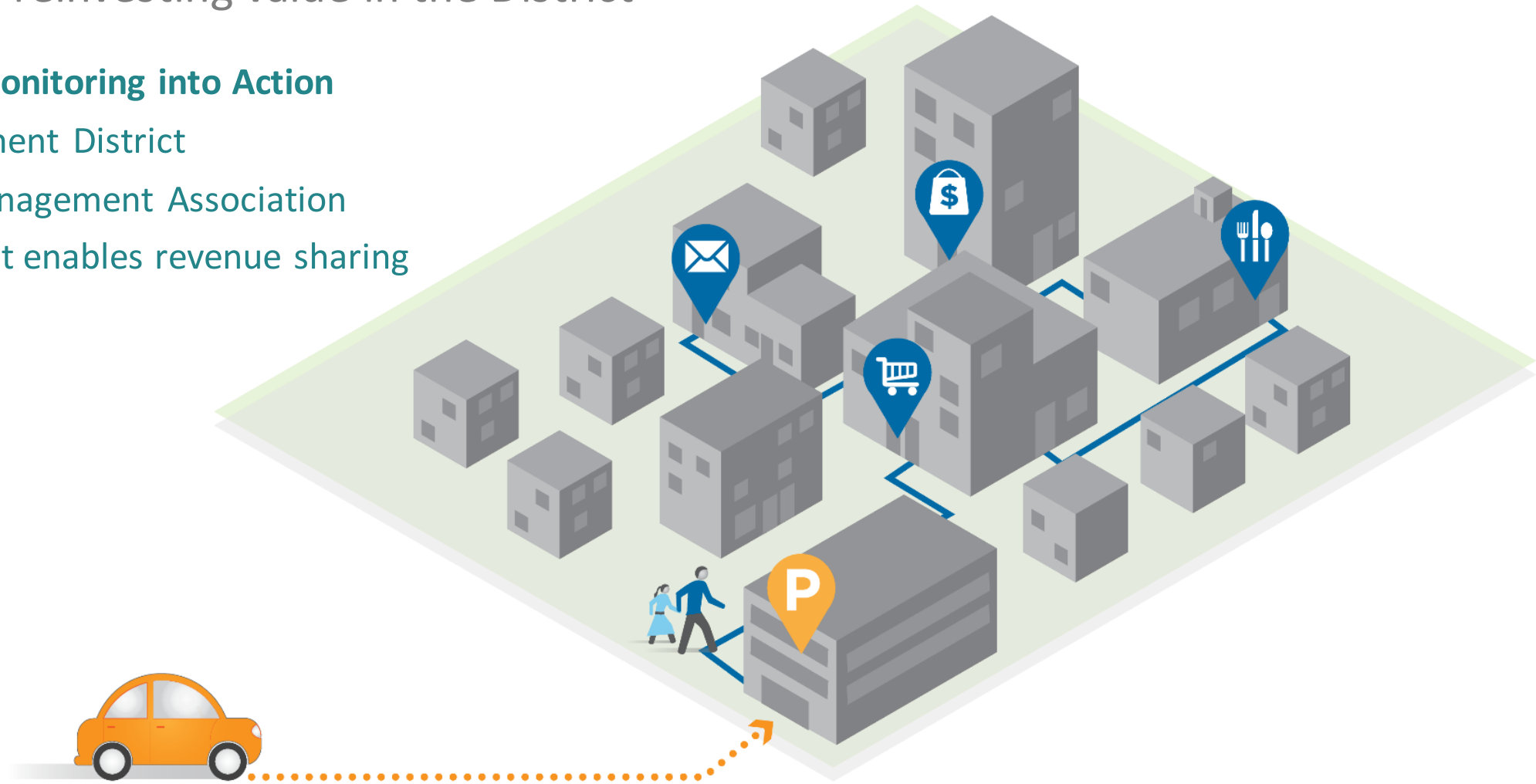


# How might we fund mobility improvements?

By capturing and reinvesting value in the District

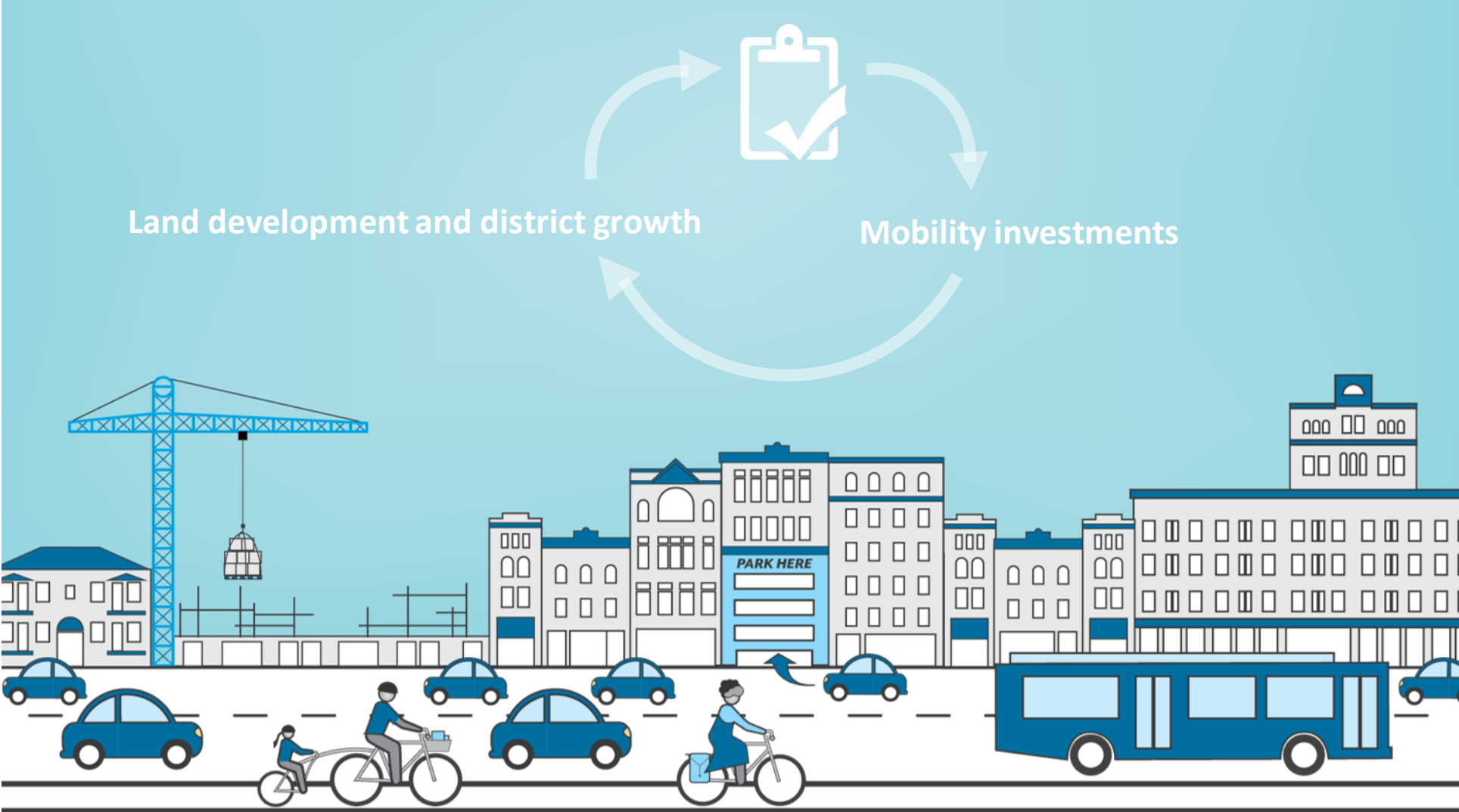
## Putting Funding & Monitoring into Action

- Business Improvement District
- Transportation Management Association
- “Park Once” district enables revenue sharing





# When might new transportation investments be made?



# Where have we seen successful examples?

We can learn from other places that have achieved major mode shift

## Stanford University + Housing

**1.2%** ↑

Campus growth,  
annually

**0%**

Zero growth in commute  
period auto trips

**43%**

SOV rate by 2017,  
down from 69% in 2002

**\$100m**

Saved through avoided  
parking construction

## Bishop Ranch (San Ramon, CA)

**4,500 mf units**

Planned to be added to  
the 10m sq ft of office,  
retail, and hotel space

### Transportation Goals

- Live-work district
- Transit-oriented
- Pedestrian- and bicycle-friendly

## Oregon Health & Science University

**38%**

SOV rate as of  
2017

**30%**

Target SOV rate  
by 2027

**1m+ sq ft**

Campus growth

## Seattle Children's Hospital

**2x** ↑

Campus growth  
planned in 2008

**50%** ↓

Halved SOV rate  
in first year

**5.5m**

Avoided GHG  
emissions (lbs)

**35%**

SOV rate by 2016,  
down from 73% in 1995



# How might the impacts of COVID-19 affect mobility in Moffett Park?

## **Working from home post-COVID-19? Facebook, Apple, Twitter and Microsoft embracing remote work**

*USA Today, May 22, 2020*

## **VTA, Caltrain obliged to operate but coronavirus is killing ridership, revenue 🗝️**

*Silicon Valley Business Journal, March 24, 2020*

## **Coronavirus: Lyft pulls electric scooters out of San Jose, Oakland**

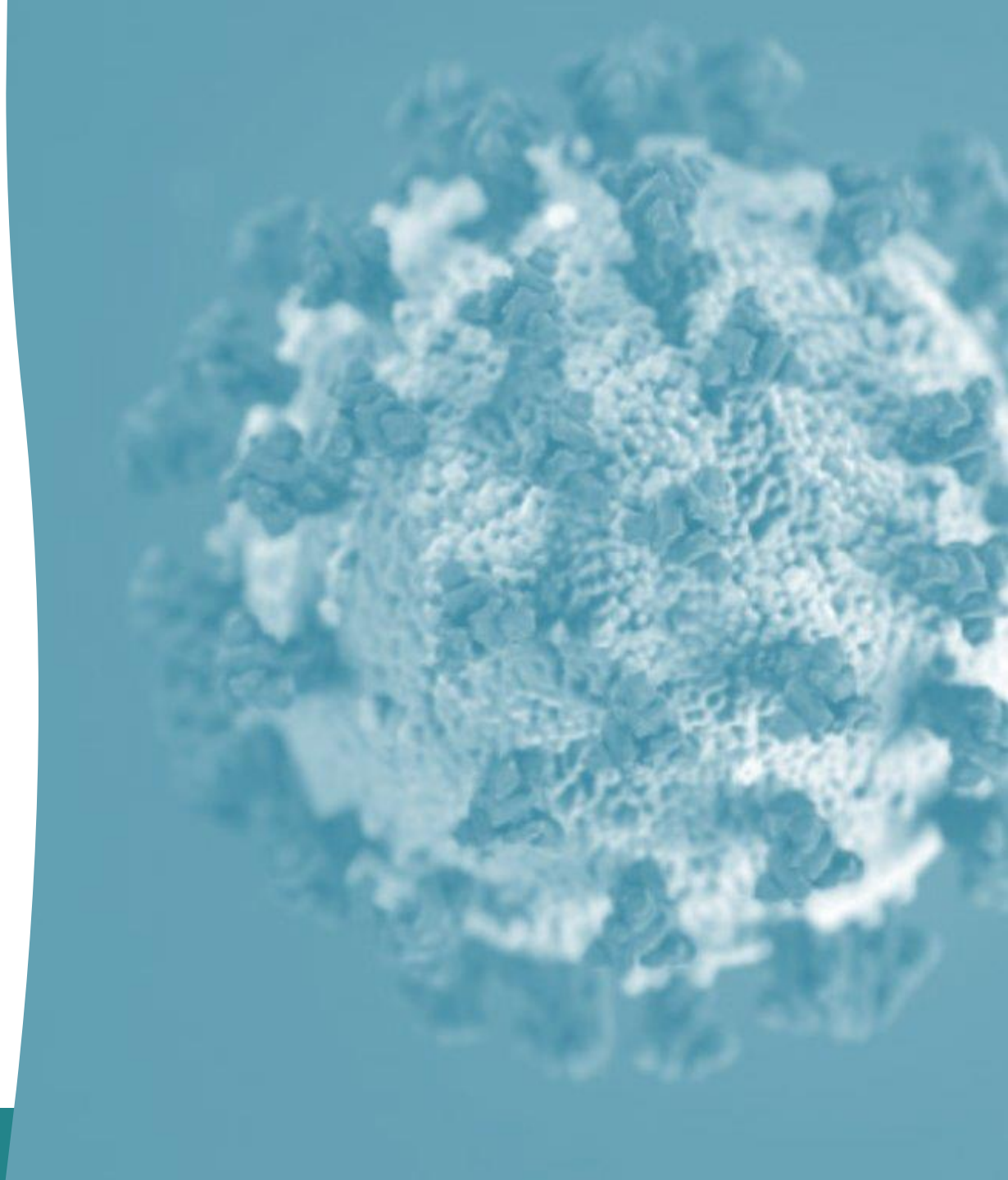
Service ended Wednesday, the same day ride-hailing giant announced nearly 1,000 layoffs.

*East Bay Times, April 30, 2020*

## **Mapping How Cities Are Reclaiming Street Space**

[LAURA BLISS](#) APRIL 3, 2020

**To help get essential workers around, cities are revising traffic patterns, suspending public transit fares, and making more room for bikes and pedestrians.**







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