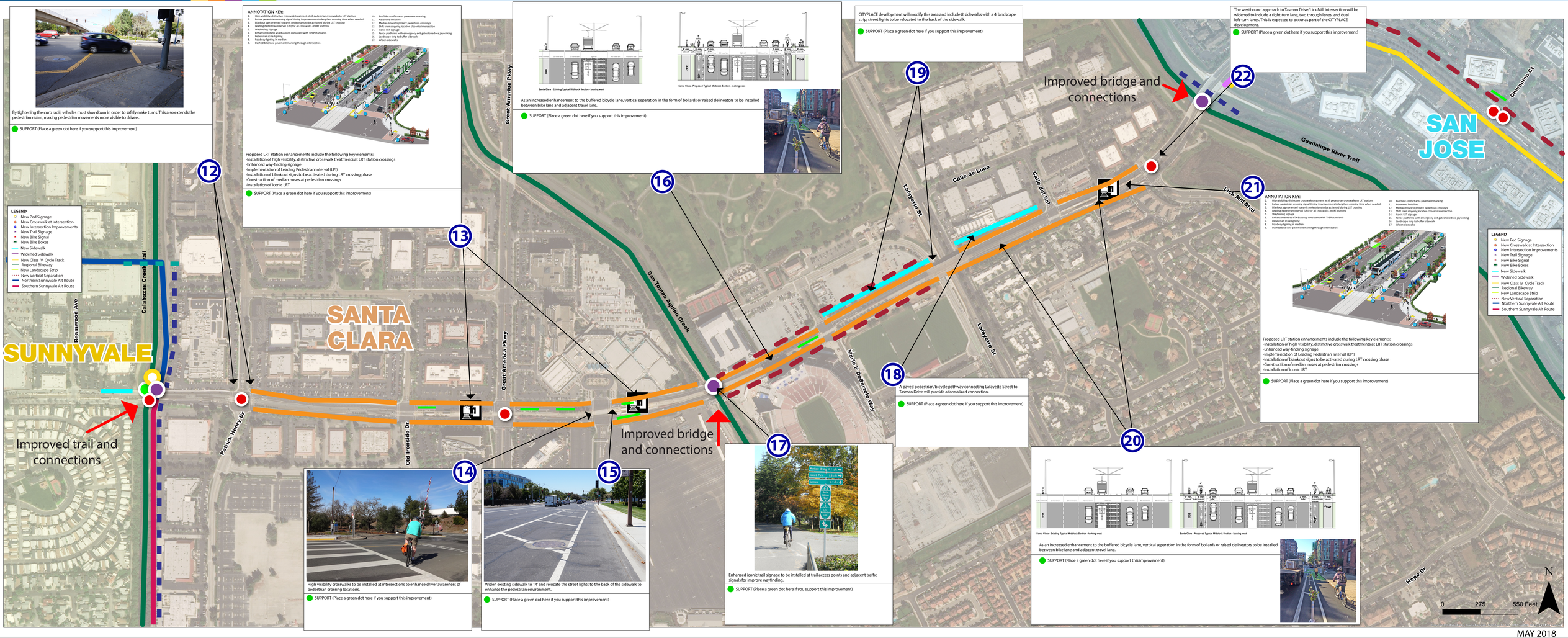
Tasman Corridor
COMPLETE STREETS STUDY

Santa Clara Proposed Improvements

Santa Clara Valley Transportation Authority



By tightening the curb radii, vehicles must slow down in order to safely make turns. This also extends the pedestrian realm, making pedestrian movements more visible to drivers.

SUPPORT (Place a green dot here if you support this improvement)

ANNOTATION KEY:

1. High visibility, distinctive crosswalk treatment at all pedestrian crosswalks to LRT stations
2. Future pedestrian crossing signal timing improvements to lengthen crossing time when needed.
3. Blankout sign oriented towards pedestrians to be activated during LRT crossing
4. Leading Pedestrian Interval (LPI) for all crosswalks at LRT stations
5. Wayfinding signage
6. Enhancements to VTA Bus stop consistent with TPEP standards
7. Pedestrian scale lighting
8. Roadway lighting in median
9. Dashed bike lane pavement marking through intersection
10. Bus/bike conflict area pavement marking
11. Advanced limit line
12. Median noses to protect pedestrian crossings
13. Shift train stopping location closer to intersection
14. Iconic LRT signage
15. Fence platforms with emergency exit gates to reduce jaywalking
16. Landscape strip to buffer sidewalk
17. Widen sidewalks

Proposed LRT station enhancements include the following key elements:
-Installation of high visibility, distinctive crosswalk treatments at LRT station crossings
-Enhanced way-finding signage
-Implementation of Leading Pedestrian Interval (LPI)
-Installation of blankout signs to be activated during LRT crossing phase
-Construction of median noses at pedestrian crossings
-Installation of iconic LRT

SUPPORT (Place a green dot here if you support this improvement)

As an increased enhancement to the buffered bicycle lane, vertical separation in the form of bollards or raised delineators to be installed between bike lane and adjacent travel lane.

SUPPORT (Place a green dot here if you support this improvement)

CITYPLACE development will modify this area and include 8' sidewalks with a 4' landscape strip, street lights to be relocated to the back of the sidewalk.

SUPPORT (Place a green dot here if you support this improvement)

The westbound approach to Tasman Drive/Lick Mill intersection will be widened to include a right-turn lane, two through lanes, and dual left-turn lanes. This is expected to occur as part of the CITYPLACE development.

SUPPORT (Place a green dot here if you support this improvement)

ANNOTATION KEY:

1. High visibility, distinctive crosswalk treatment at all pedestrian crosswalks to LRT stations
2. Future pedestrian crossing signal timing improvements to lengthen crossing time when needed.
3. Blankout sign oriented towards pedestrians to be activated during LRT crossing
4. Leading Pedestrian Interval (LPI) for all crosswalks at LRT stations
5. Wayfinding signage
6. Enhancements to VTA Bus stop consistent with TPEP standards
7. Pedestrian scale lighting
8. Roadway lighting in median
9. Dashed bike lane pavement marking through intersection
10. Bus/bike conflict area pavement marking
11. Advanced limit line
12. Median noses to protect pedestrian crossings
13. Shift train stopping location closer to intersection
14. Iconic LRT signage
15. Fence platforms with emergency exit gates to reduce jaywalking
16. Landscape strip to buffer sidewalk
17. Widen sidewalks

Proposed LRT station enhancements include the following key elements:
-Installation of high visibility, distinctive crosswalk treatments at LRT station crossings
-Enhanced way-finding signage
-Implementation of Leading Pedestrian Interval (LPI)
-Installation of blankout signs to be activated during LRT crossing phase
-Construction of median noses at pedestrian crossings
-Installation of iconic LRT

SUPPORT (Place a green dot here if you support this improvement)

A paved pedestrian/bicycle pathway connecting Lafayette Street to Tasman Drive will provide a formalized connection.

SUPPORT (Place a green dot here if you support this improvement)

Enhanced iconic trail signage to be installed at trail access points and adjacent traffic signals for improve wayfinding.

SUPPORT (Place a green dot here if you support this improvement)

High visibility crosswalks to be installed at intersections to enhance driver awareness of pedestrian crossing locations.

SUPPORT (Place a green dot here if you support this improvement)

Widen existing sidewalk to 14' and relocate the street lights to the back of the sidewalk to enhance the pedestrian environment.

SUPPORT (Place a green dot here if you support this improvement)

As an increased enhancement to the buffered bicycle lane, vertical separation in the form of bollards or raised delineators to be installed between bike lane and adjacent travel lane.

SUPPORT (Place a green dot here if you support this improvement)

MAY 2018