



# Tasman Corridor

## COMPLETE STREETS STUDY

**Sunnyvale Mobile Home Park Alliance Meeting**  
**June 14, 2018**

John Sighamony, VTA Project Manager  
Adam Dankberg, Kimley-Horn

**Kimley»Horn**



# Agenda

- Presentation
  - Project Background
  - Existing Conditions
  - Community Feedback From First Round of Outreach
  - Proposed Project Improvements
  - Next Steps
- Q&A



## Project Objectives

- Enhance the safety, comfort, and reliability of sustainable transportation modes, while still accommodating drivers
- Community-supported
- Implementable

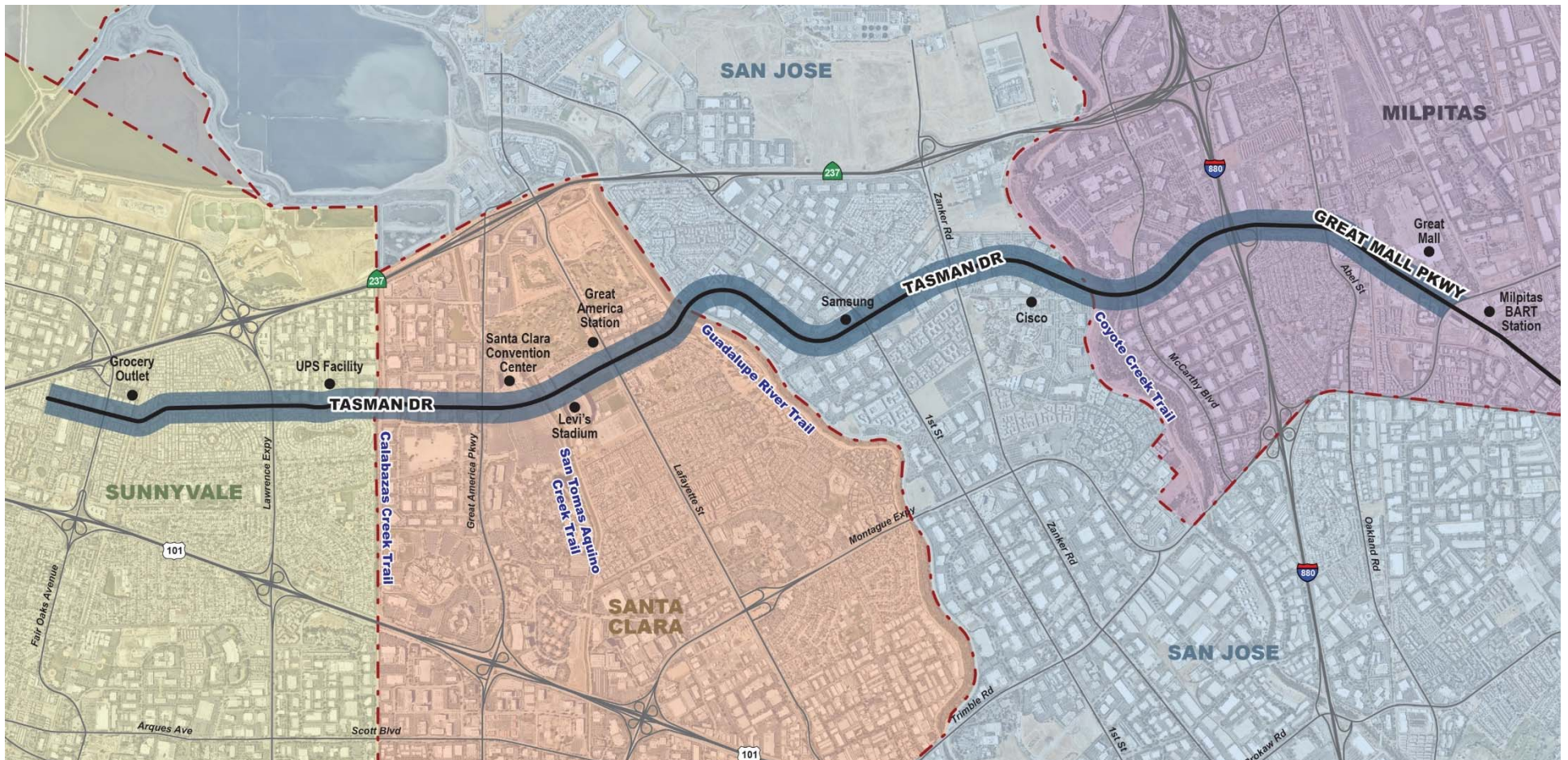




# Tasman Corridor COMPLETE STREETS STUDY



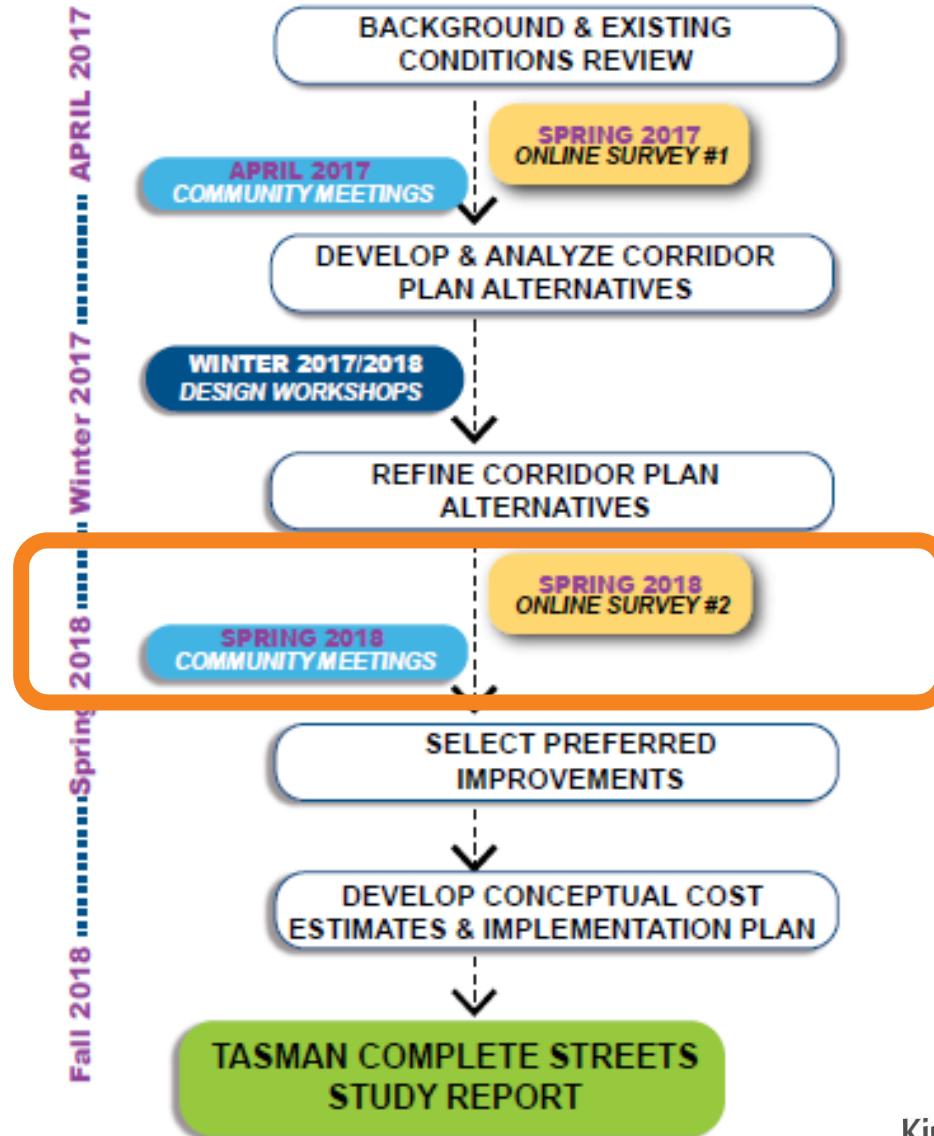
## Study Area







# Study Process





# Existing Conditions





## Activity Levels

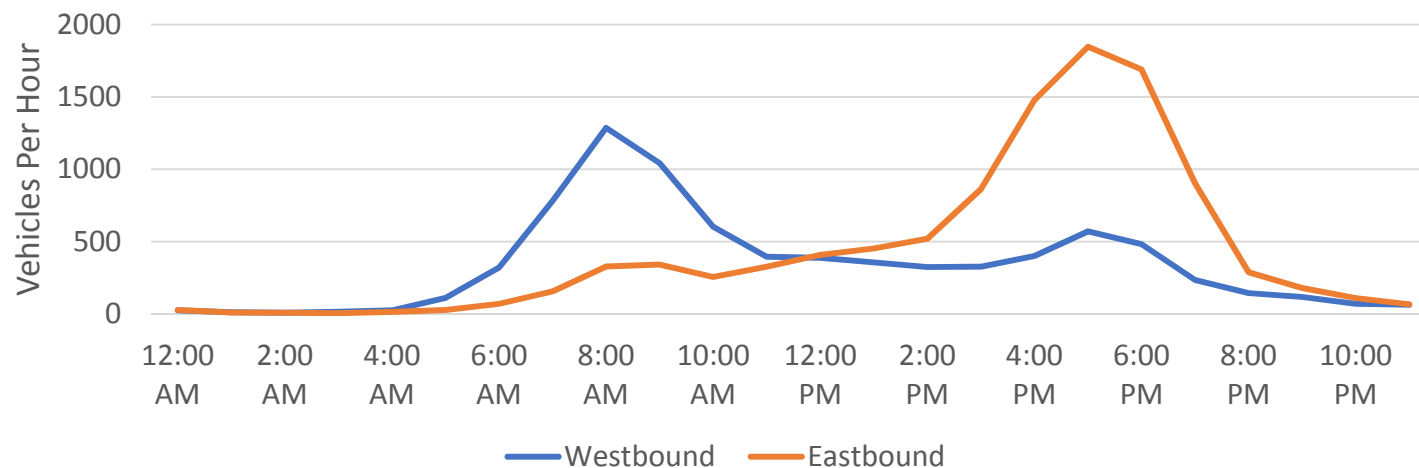
- Average of 11,550 weekday light rail boardings and alightings at stations along corridor, plus thousands more passing through corridor
- Over 18,000 daily autos in some segments
- Several intersections with over 100 pedestrian crossings per hour
- Four major regional bicycle/pedestrian trails cross the corridor



# Traffic Volumes

- Traffic volumes highest near I-880 and in Milpitas
- Traffic heaviest eastbound in evening
- Some congestion westbound in morning

Example Hourly Traffic Volume Distribution  
Tasman Drive, East of Great America Parkway (2016)







## Light Rail Activity

- Busiest Stations are:
  - Tasman (1,914 daily boardings, including transfers)
  - Great Mall (1,107 daily boardings)
  - Old Ironsides (376 daily boardings)
  - I-880 (369 daily boardings)
- Planned increase from 4 trains per hour per direction to 8 trains per hour per direction between Old Ironsides and Milpitas BART



# Bicycle Facilities



Tasman & Zanker



Tasman & Lawrence

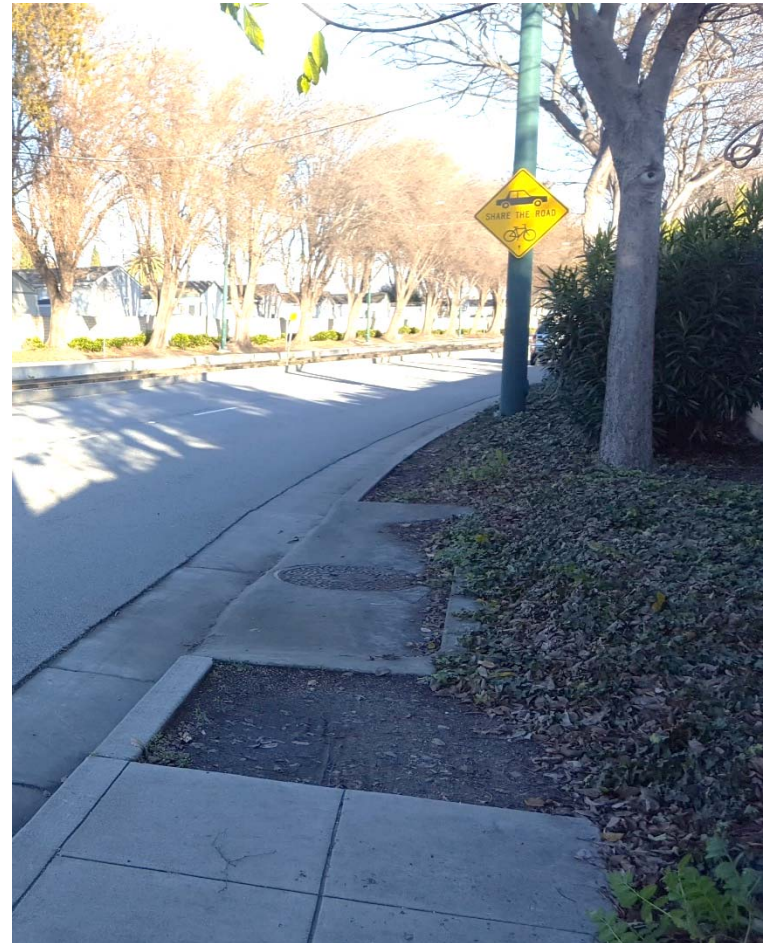




## Sidewalk Facilities



Tasman & Calle del Sol

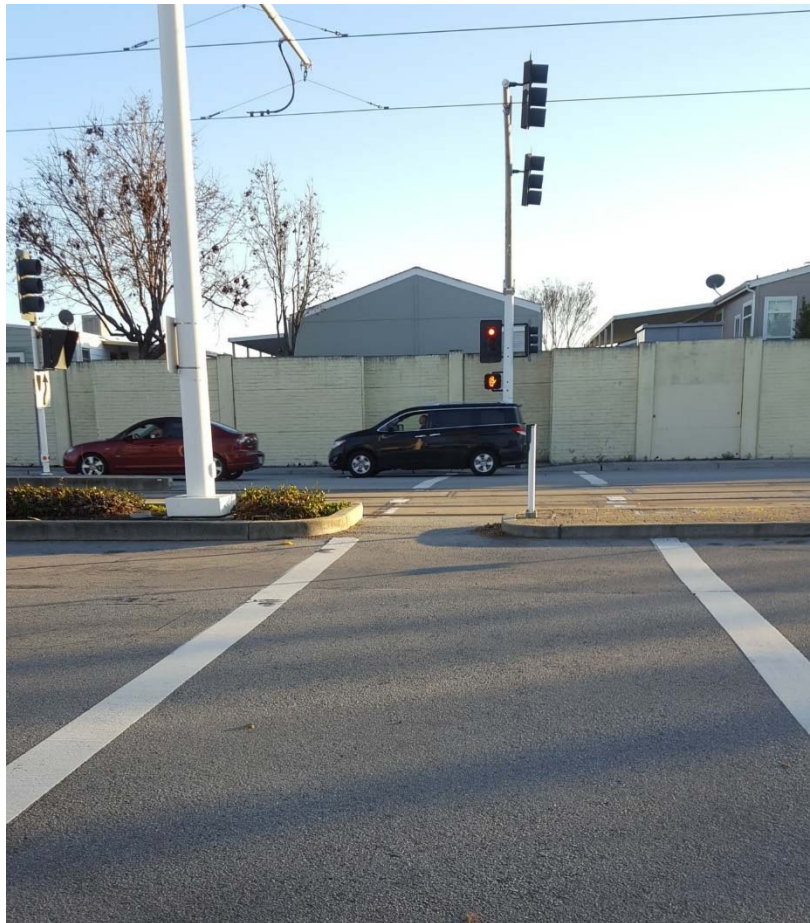


Tasman & Tasman Ct

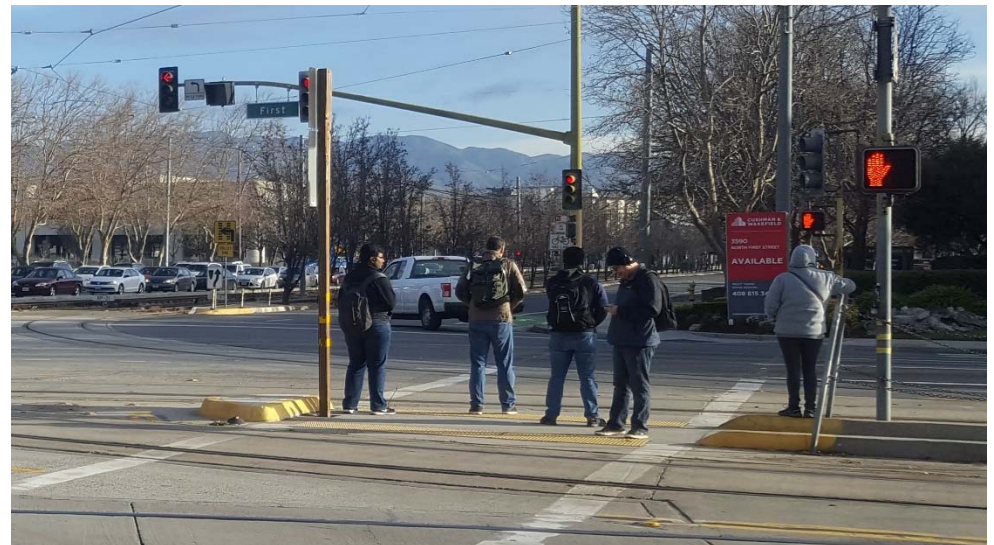




# Pedestrian Crossings



Tasman & Birchwood

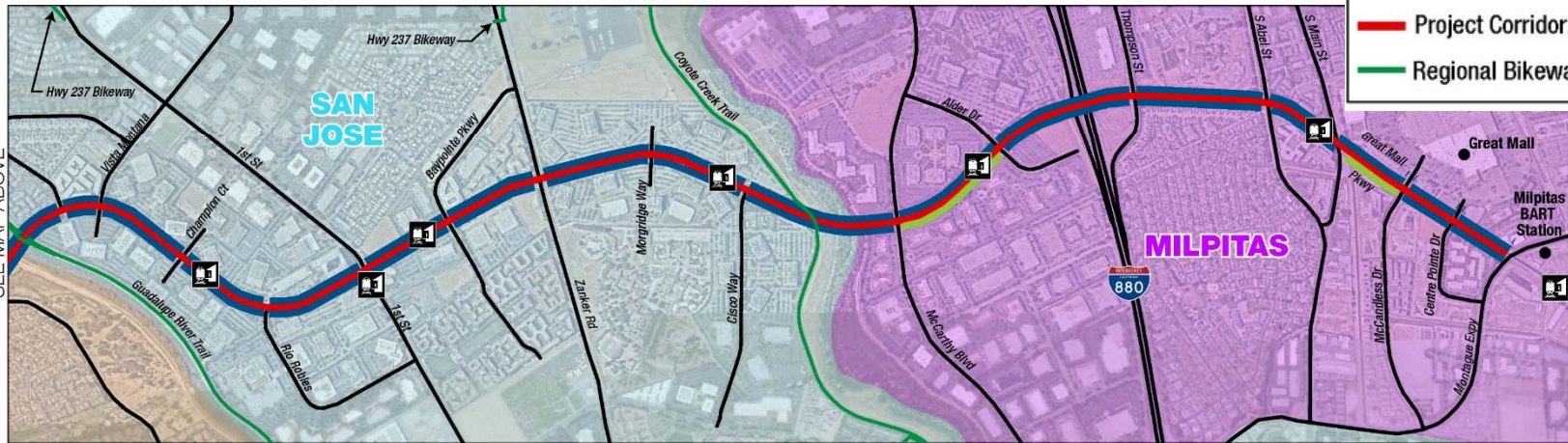
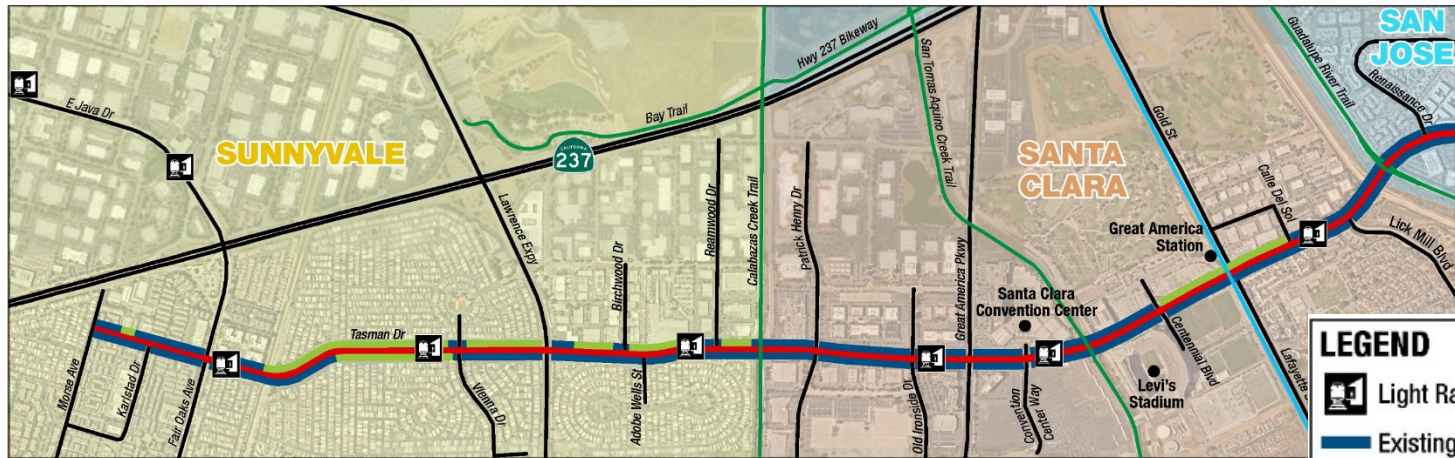


Tasman & N First





# Pedestrian Facilities



**LEGEND**

- Light Rail Station
- Existing Sidewalk
- No Existing Sidewalk
- Project Corridor
- Regional Bikeway





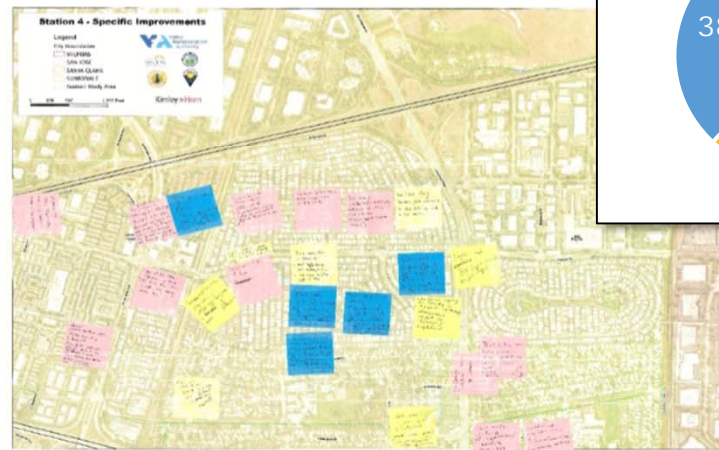
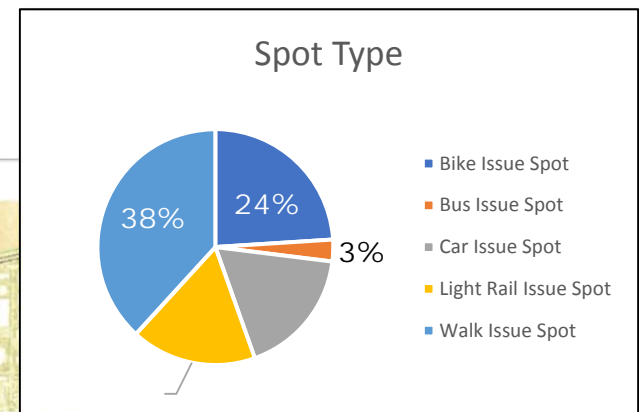
# Community Feedback From First Round of Outreach





# Outreach Round 1

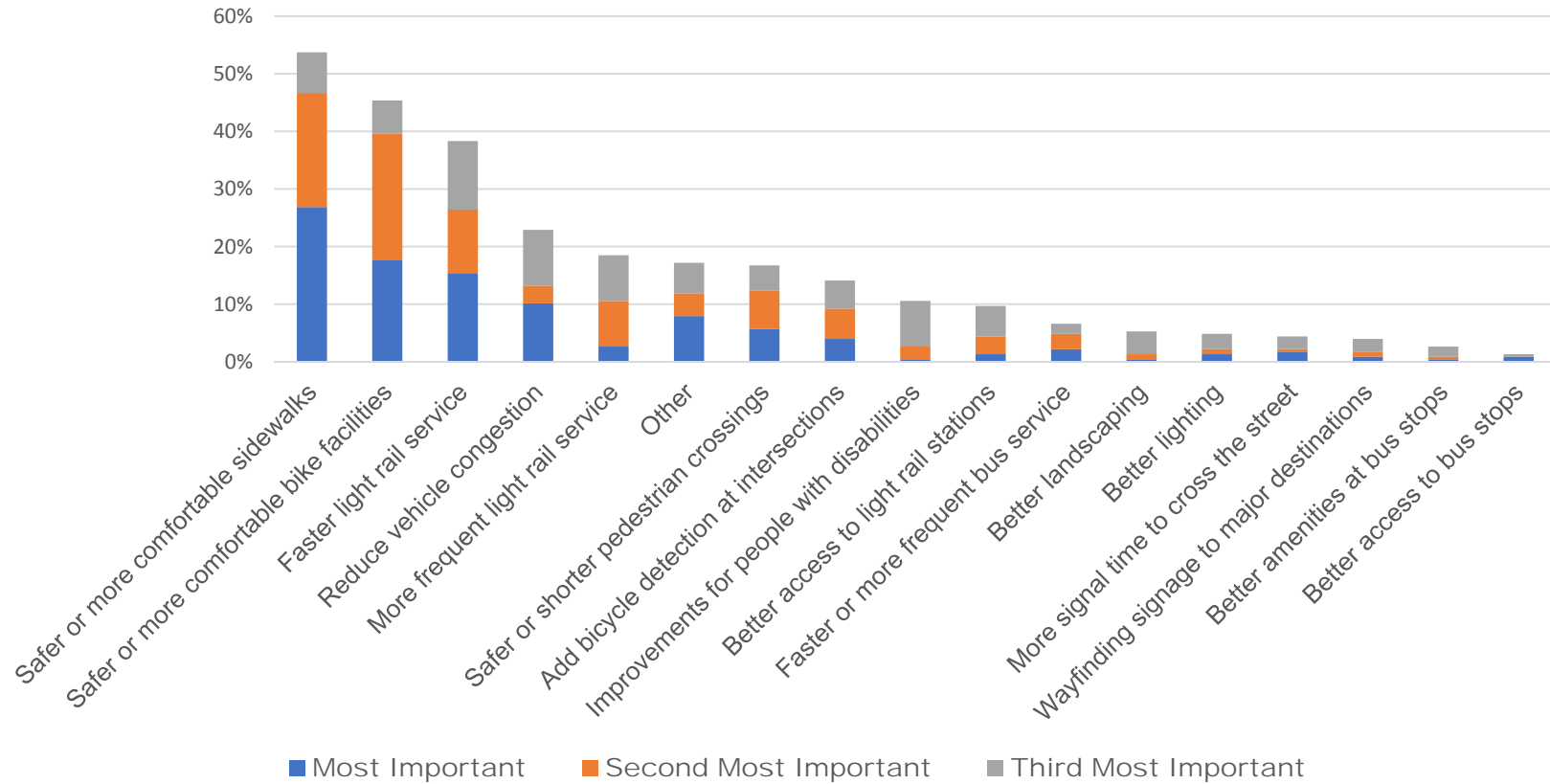
- 3 community meetings in April 2017
  - Santa Clara, Sunnyvale, Milpitas/San Jose
- Online survey
  - 236 survey responses with 281 issue spots noted





# Priorities

Ranking the needs of the Tasman Drive/Great Mall Parkway Corridor



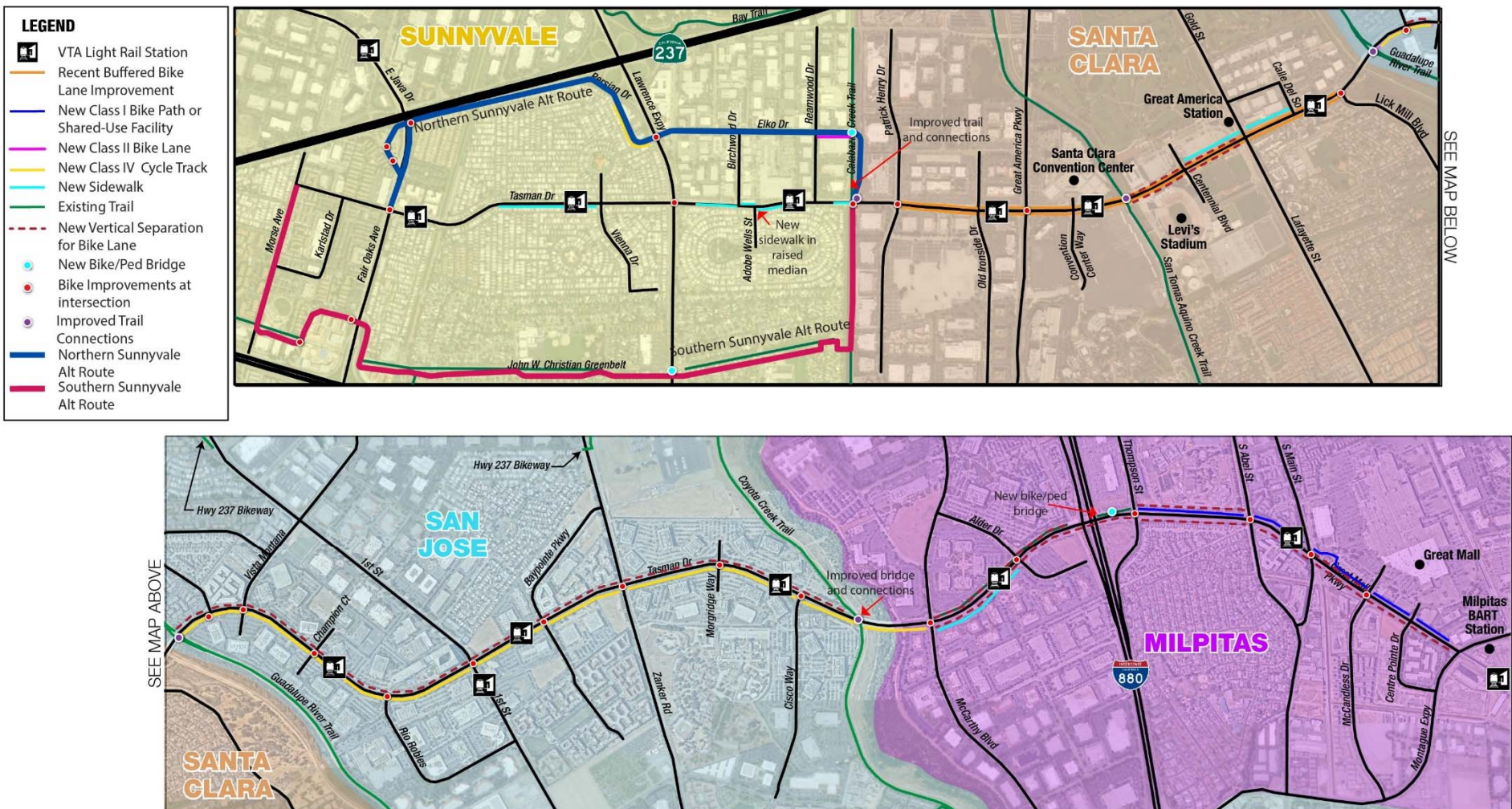


# Proposed Project Improvements





# Summary of Proposed Improvements





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Northern route: Tasman Dr. Corridor, Sunnyvale

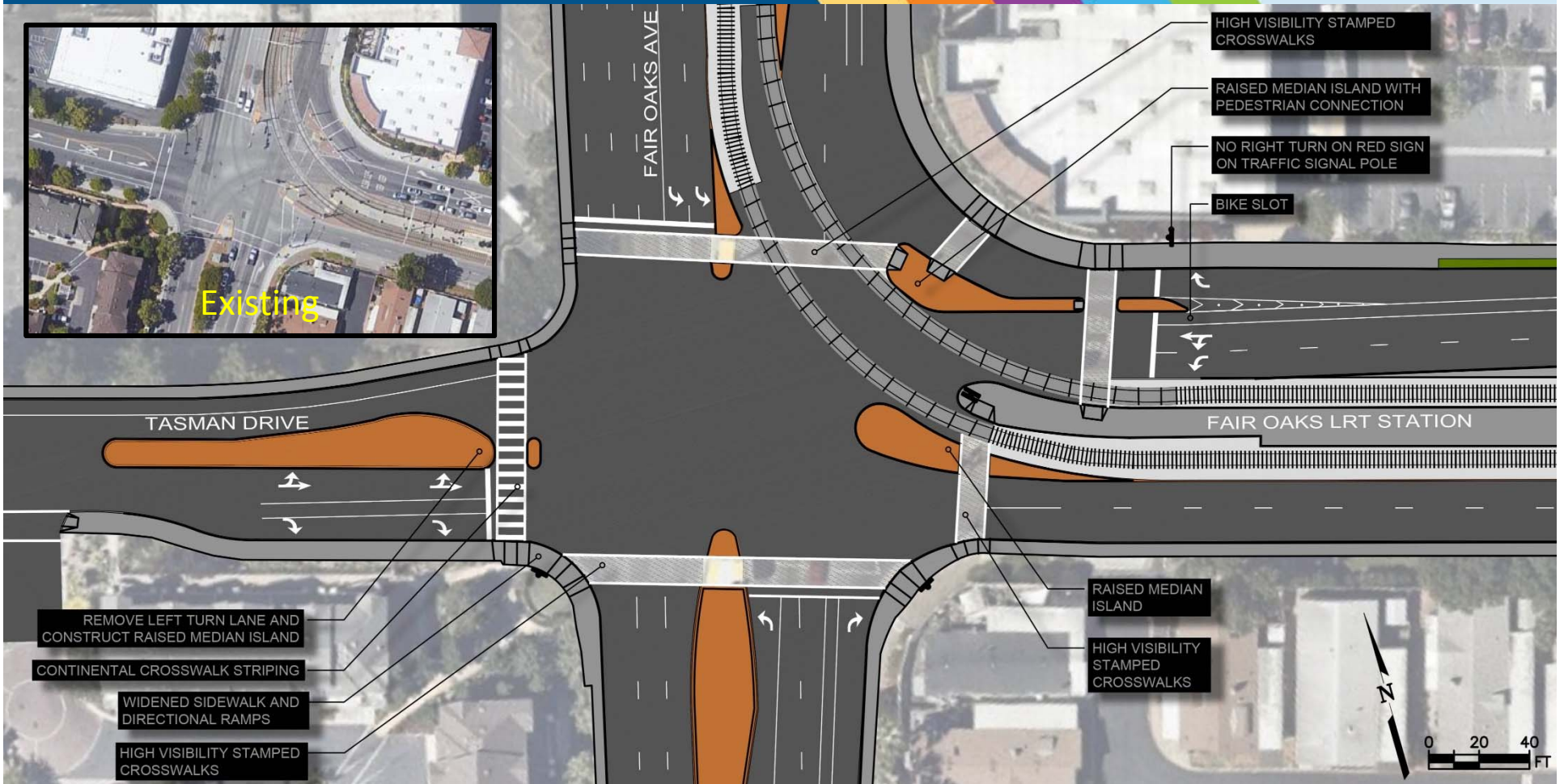


Southern route: Tasman Dr. Corridor, Sunnyvale





# Tasman Corridor COMPLETE STREETS STUDY



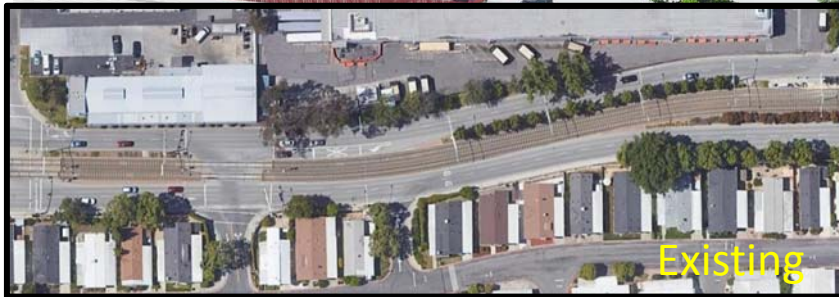
## Tasman Drive/ Fair Oaks Avenue Intersection



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Existing



## Tasman Drive/ Adobe Wells Sidewalk Gap Closure

### ANNOTATION KEY:

1. New sidewalk in median for direct pedestrian access to Reamwood LRT Station
2. New high visibility continental crosswalk treatment
3. New sidewalk with landscape strip
4. Pedestrian barricade with "sidewalk ends" signage
5. Sidewalk connection to Reamwood LRT Station platform
6. Wayfinding signage
7. Advanced limit line
8. Blankout sign oriented towards pedestrians to be activated during LRT crossing



# Pedestrian Improvements



High Visibility Crosswalks



Adaptive Pedestrian Signals

## Other Improvements:

- Sidewalk gap closures
- Widened sidewalks
- New curb ramps
- Reduced curb radii

- Landscape strips
- Widened paths of travel
- Improved wayfinding





# Bicycle Improvements



Cycle Track and Vertical Separation

## Other Improvements:

- Trail improvements
- Trail connection improvements
- Buffered bicycle lanes



Two-Stage Bike Turn Box

- Off-street path
- Bike slots at intersection
- Green paint in conflict areas

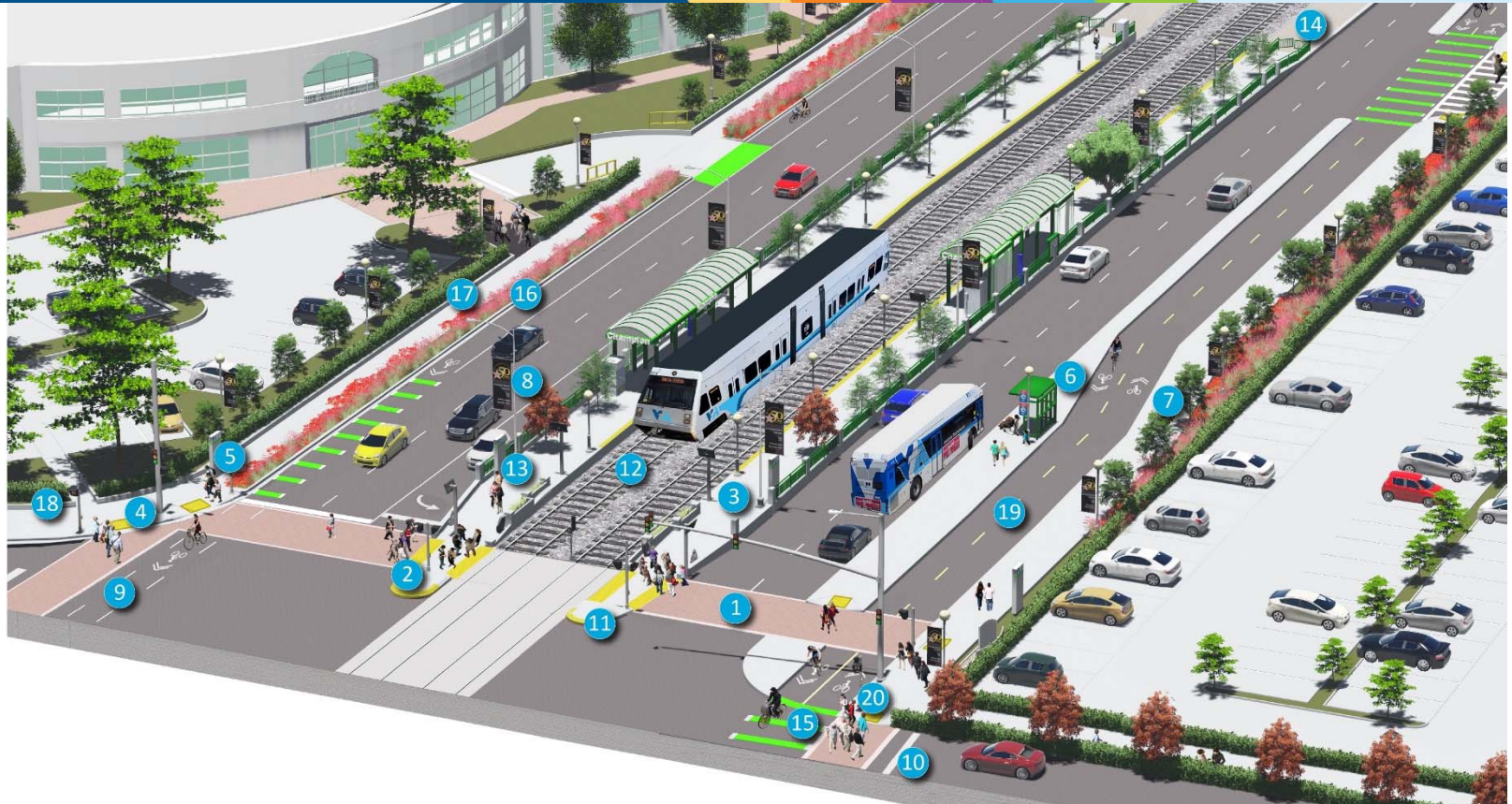
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## Typical LRT Station



### ANNOTATION KEY:

- |   |   |
|---|---|
| <ol style="list-style-type: none"> <li>1. High visibility, distinctive crosswalk treatment at all pedestrian crosswalks to LRT stations</li> <li>2. Future pedestrian crossing signal timing improvements to lengthen crossing time when needed.</li> <li>3. Blankout sign oriented towards pedestrians to be activated during LRT crossing</li> <li>4. Leading Pedestrian Interval (LPI) for all crosswalks at LRT stations</li> <li>5. Wayfinding signage</li> <li>6. Enhancements to VTA Bus stop consistent with TPEP standards</li> <li>7. Pedestrian scale lighting</li> <li>8. Roadway lighting in median</li> <li>9. Dashed bike lane pavement marking through intersection</li> <li>10. Advanced limit line</li> </ol> | <ol style="list-style-type: none"> <li>11. Median noses to protect pedestrian crossings</li> <li>12. Shift train stopping location closer to intersection</li> <li>13. Iconic LRT signage</li> <li>14. Fence platforms with emergency exit gates to reduce jaywalking</li> <li>15. Green bike lane pavement marking through intersection for dedicated bike facilities</li> <li>16. Landscape strip to buffer sidewalk</li> <li>17. Widen sidewalks to minimum of 8 feet</li> <li>18. Improved direct access to adjacent land uses</li> <li>19. Two-way separated bike path</li> <li>20. Bike signal</li> </ol> |
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# Next Steps



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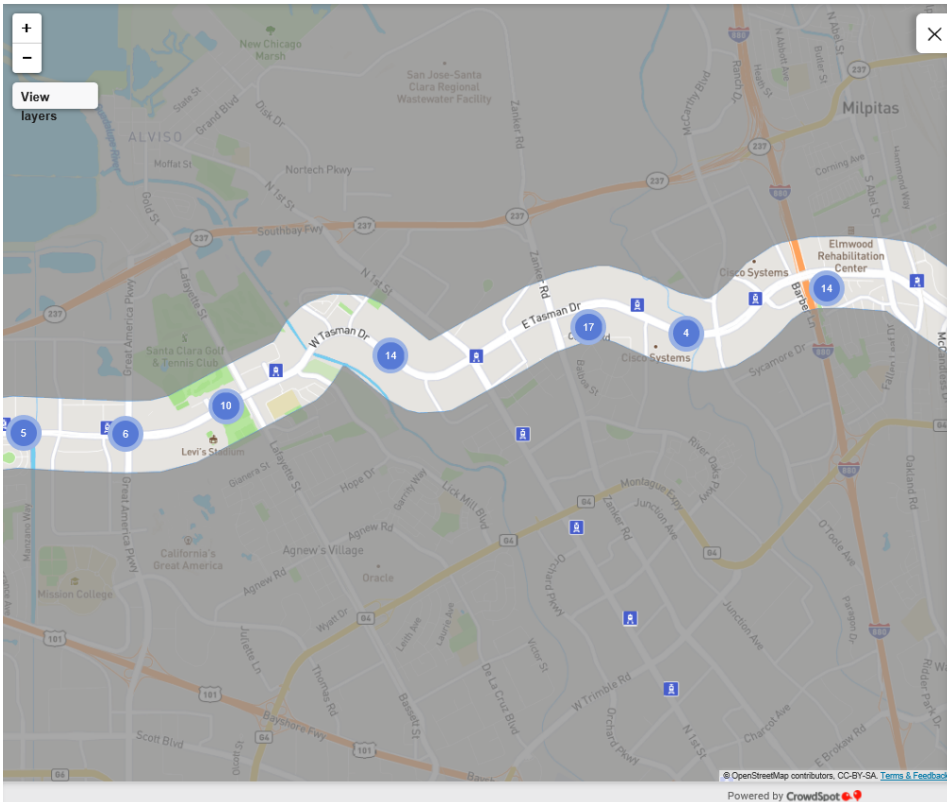


Welcome

FAQs

English ▾

List All Spots



## How can Tasman Drive and Great Mall Parkway be improved?

The Santa Clara Valley Transportation Authority (VTA), in partnership with the Cities of Sunnyvale, Santa Clara, San Jose, and Milpitas, is preparing the Tasman Corridor Complete Streets Study. The study area covers all of Tasman Drive and Great Mall Parkway, extending between Sunnyvale and Milpitas.



The goal of the Study is to make the corridor safer and easier to use for pedestrians, bicyclists, and transit riders, while still serving drivers. The project team is working with residents, commuters, businesses and other stakeholders such as bicycle and pedestrian groups, to gather input and identify improvements for the corridor.

Based on the input received during the previous round of public involvement, coupled with technical analysis, the following recommendations were developed. Each info-spot on this page highlights potential improvements and provides examples of the current configuration or potential improvements.

This survey will be open for responses until **June 1, 2018**. If you have comments or questions about the Tasman Corridor Complete Streets Study, please call VTA's Community Outreach Department at (408) 321-7575, (TTY) for the hearing-impaired (408) 321-2330, or e-mail us at [community\\_outreach@vta.org](mailto:community_outreach@vta.org). For more information: [vta.org/tasmanstudy](http://vta.org/tasmanstudy).

**Save the date! We invite you provide input at the first round of community meetings to be held on the following dates:**

- **Sunnyvale:** Wednesday, May 23, 6 PM at Lakewood Park Building (834 Lakechime Drive, Sunnyvale, 95089)

Get started!



# Online Survey

[vta.org/tasmanstudy](http://vta.org/tasmanstudy)



## Project Next Steps

- Obtain community input through community meetings and online survey
- Refine proposed improvements and identify preferred concept
- Develop cost estimates and implementation plan
- Coordination between VTA and Cities to obtain funding and design/construct projects





# PROJECT INFORMATION

## VTA Community Outreach

### CALL US:

Phone: (408) 321-7575  
TTY Only: (408) 321-2330

### EMAIL US:

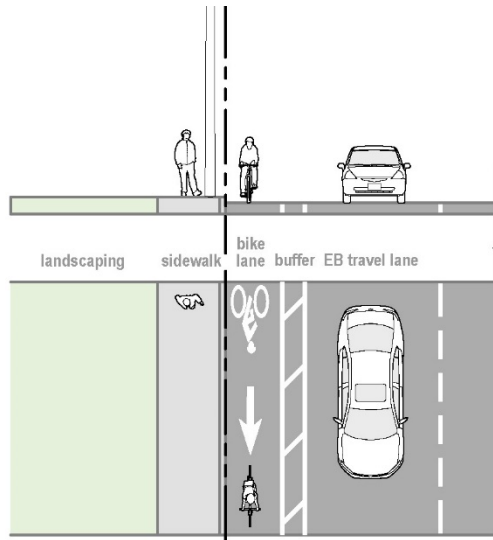
[community.outreach@vta.org](mailto:community.outreach@vta.org)

### VISIT US:

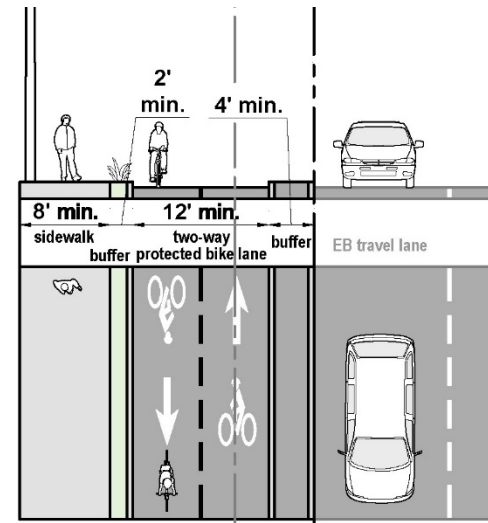
<http://www.vta.org/tasmanstudy>



## San Jose Two-Way Cycle Track



Typical Existing San Jose Buffered Bike Lane - looking west



Typical Proposed San Jose Two-Way Protected Bike Lanes - looking west





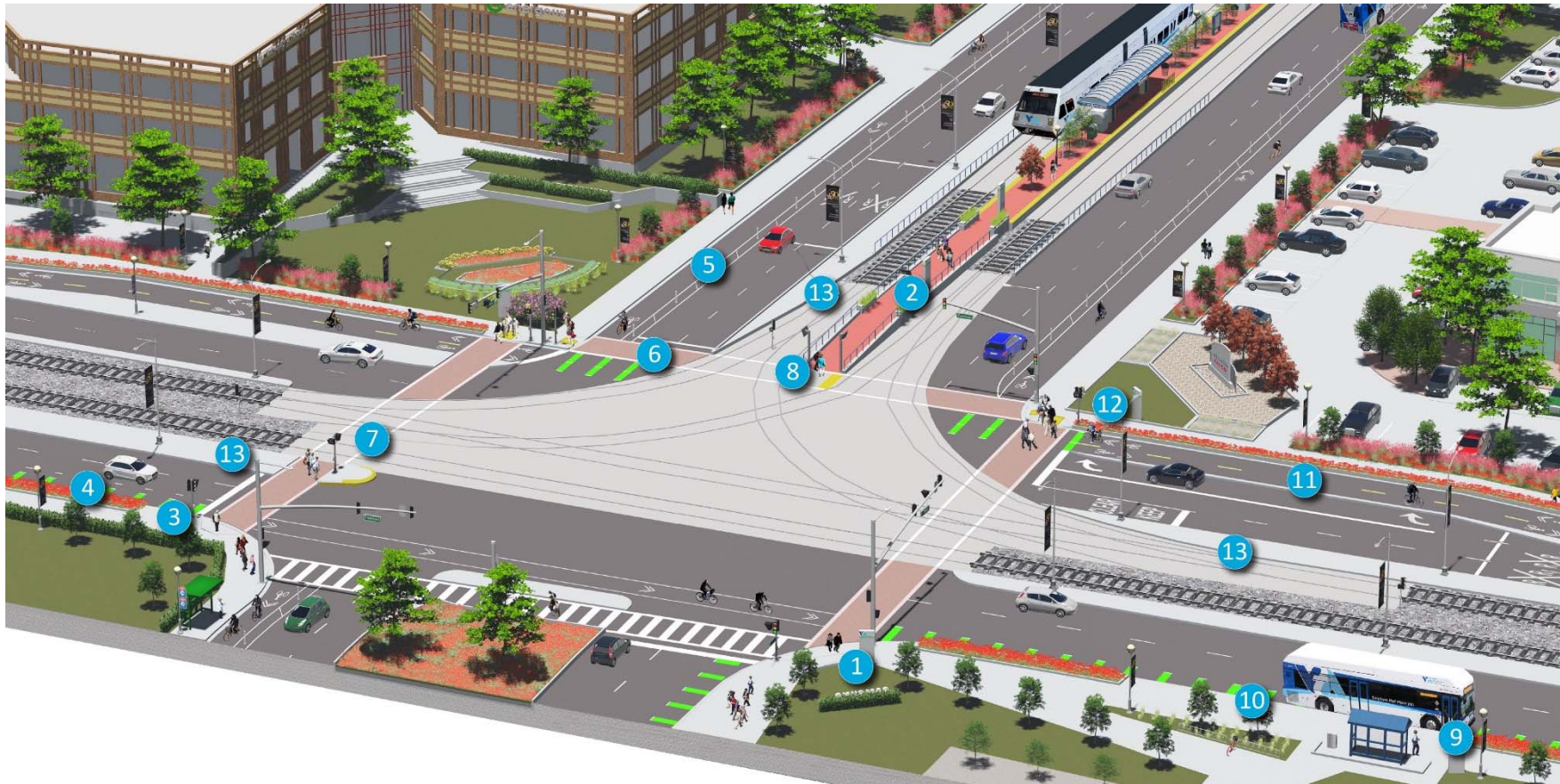
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## Tasman Drive/N 1st Street



### ANNOTATION KEY:

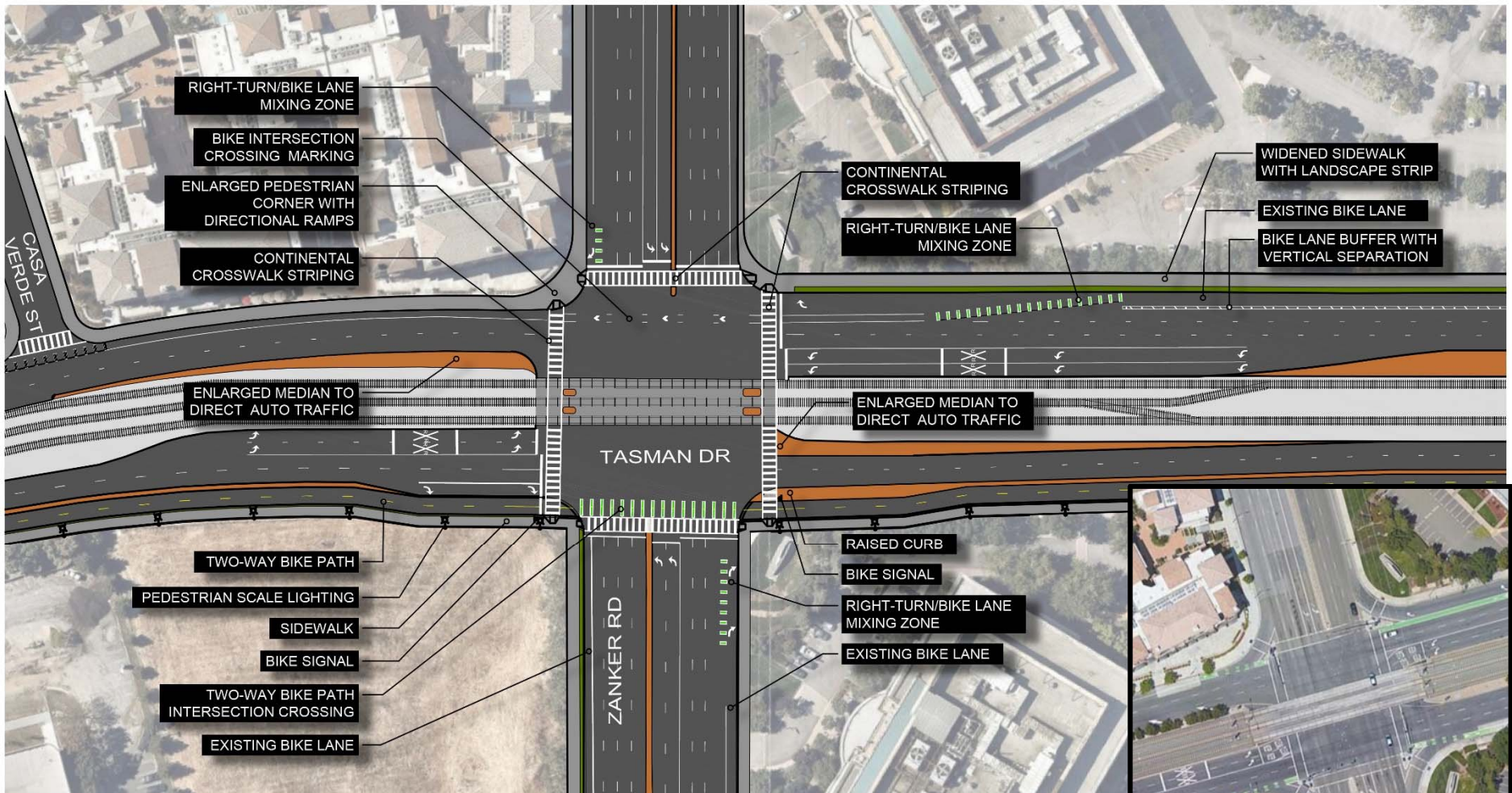
- |   |  |
|---|--|
| <ol style="list-style-type: none"> <li>1. Wayfinding signage</li> <li>2. Enhanced pedestrian ramp to Tasman LRT station platform</li> <li>3. Widen sidewalks</li> <li>4. Landscape strip to buffer sidewalk</li> <li>5. Buffered bike lane with vertical separation</li> <li>6. High visibility, distinctive crosswalk treatment at all pedestrian crosswalks to LRT stations</li> <li>7. Future pedestrian crossing signal timing improvements to lengthen crossing time when needed.</li> </ol> | <ol style="list-style-type: none"> <li>8. Blankout sign oriented towards pedestrians to be activated during LRT crossing</li> <li>9. Enhancements to VTA Bus stop consistent with TPEP standards</li> <li>10. Bus/bike conflict area pavement marking</li> <li>11. Two-way separated bike path</li> <li>12. Bike signal</li> <li>13. Eliminate left-turn movements (all approaches) consistent with LRT Efficiency Project improvements</li> </ol> |
|---|--|



# Tasman Corridor COMPLETE STREETS STUDY



## Tasman Drive/ Zanker Road





# Tasman Corridor COMPLETE STREETS STUDY

