



Appendix B: Round 1 Project Outreach Summary



TASMAN CORRIDOR COMPLETE STREETS STUDY ROUND 1 PROJECT OUTREACH SUMMARY

Summary of April 2017 Community Outreach Meetings

April 11th, 12th, & 13th, 2017

The Santa Clara Valley Transportation Authority (VTA) hosted three community outreach meetings on April 11th, 12th, and 13th, 2017 from 6:00-7:30 p.m. to discuss and present a recently underway study to improve mobility along the Tasman Corridor. The meetings were held at three different locations: the Riverwood Grove Community Room (2150 Tasman Drive in Santa Clara), the Lakewood Park Community Room (834 Lakechime Drive in Sunnyvale), and the Centria Community Room (1101 S. Main Street in Milpitas), respectively.

Approximately forty (40) community members attended the meetings. City staff supported VTA and Consultant staff at each meeting. City staff in attendance were Pratyush Bhatia (Santa Clara), Shahid Abbas and Carol Shariat (Sunnyvale), Ramses Madou (San Jose), and Julie Waldron (Milpitas). Additionally, in Sunnyvale, Councilmember Larry Klein attended the meeting.



VTA Project Manager John Sighamony assisted with the facilitation of the meetings and was supported by Robert Swierk (Principal Transportation Planner) and Karen Gauss (Community Outreach Supervisor). Additional VTA staff that attended one or more of the community meetings included Malahat Owrang (Transportation Planner) and Brent Pearse (Transportation Planner). The project team was represented by Adam Dankberg (Kimley-Horn Project Manager), Robert Paderna (Kimley-Horn), Chelsey Cooper (Kimley-Horn), and meeting facilitator Eileen Goodwin (Apex Strategies).

This was the first round of community outreach meetings with members of the public on the Tasman Corridor Complete Streets Study. The purpose of the meetings was to provide information about the Project purpose, review existing conditions, provide examples of possible project alternatives, take input from the community regarding areas of concern and challenge, and answer questions from the public.



Meeting Summary:

The three meetings maintained the same format, which included a presentation that started slightly past 6:00 p.m. After a brief introduction by the meeting facilitator, VTA’s Project Manager thanked the attendees for coming and explained the purpose and objectives of the Study. The Kimley-Horn Project Manager then used a PowerPoint presentation to explain existing conditions and examples of potential project alternatives for various modes along the corridor. In addition, the Project Manager covered the schedule for the Study and opportunities for additional input from the public including future meetings and an on-line survey available until May. Each meeting included a ‘Question and Answer’ portion where there was opportunity for many questions to be addressed.



The second half of the meeting asked attendees to go to four stations to give input on where they live, how and when they use the Tasman Corridor, what modes of transportation do they primarily use on the corridor, what they think the priorities for the corridor should be, and to mark on the map where hot spots and problematic conditions exist. Prior to adjournment, the facilitator had each station lead (a member of the project team) summarize the overall theme of the input for each meeting. This information is documented by community meeting below.

When asked at sign in how the attendees heard about the meeting, the top responses from all three meetings were as follows:

- Mailed Notices
- NextDoor
- E-blast Lists
- Word of Mouth

After the presentation, many questions, suggestions, and opinions were offered to the staff and project team. The comments and responses offered during the meeting are captured below in the order they were given at the meeting.

| Comment/Question | Response |
|---|----------------|
| SANTA CLARA | |
| Concerned about conflicts between autos turning from Lafayette to Route 237 with bicycle riders. There is not a clear understanding between bicyclists and drivers on where to be. The intersection needs work. | Comment noted. |



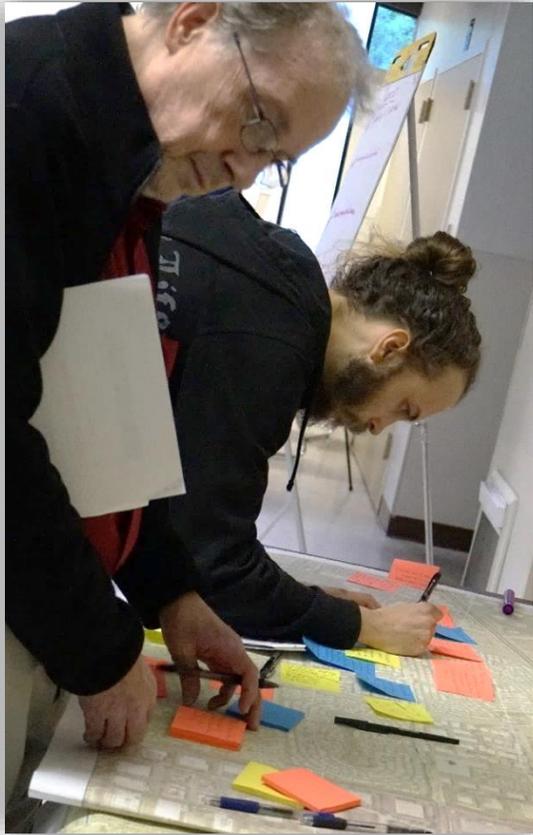
| Comment/Question | Response |
|--|--|
| Concerns for legally blind people. Not all of the legs at the intersection at Lick Mill and Tasman have the beeping. | That may be remedied in an upcoming project. Please mark this on the map at the station. |
| How do I get from this area to Valley Medical on the bus? | VTA has a trip planning hotline. We can provide that number. |
| LRT should run earlier on the weekends. | Comment noted. |
| SUNNYVALE | |
| How long will the on-line survey be live? | Until May 5 th . |
| Will there be enough money to come into this neighborhood and help fix Lakewood, Lakehaven, Wildwood, Lakechime, etc.? Are you coming into the neighborhoods? There are a lot of accidents on Lawrence between this neighborhood and Route 101. Lakewood and Scandia need pedestrian protection. We need lights all over to make things safer. | <p>Thank you for all of these comments. Please make sure to also mark our maps with the exact locations of your concerns.</p> <p>Big picture, the VTA is funding the Tasman Corridor Study to identify a list of improvements on the Corridor itself or approaching Corridor intersections. City staff is here tonight and is available to discuss other community concerns.</p> <p>At the moment, there is no funding identified for any specific improvements. The Study is funded primarily with federal funds. VTA and the Cities will be looking into various grants, developer fees and sales tax funding to fund the planning, environmental clearance, design and construction of the agreed to priority projects.</p> |
| Along Tasman there is only one Park and Ride lot. If there was a Park and Ride lot at Grocery Outlet I would ride LRT more. | Comment noted. |
| Is any of this Measure B funded? | As mentioned previously, the Study is federally funded. There are categories in Measure B that might fund Complete Streets Study projects along Tasman Corridor. |
| What is local match of a federal project? | The roughly 12% local match was paid by Vehicle Registration Fee funds. |
| Suppose you decide to drop a lane between Vienna and Fair Oaks, would | It is too soon to tell. Please give us your thoughts at the map station. |



| Comment/Question | Response |
|---|--|
| that become wider sidewalk or bike lanes? | |
| Who would do the construction of the projects in Sunnyvale? | The City would take the lead on implementing the projects. |
| All of your examples show wide streets. Would you cut the trees down? That would be a big impact. How would you close the lanes? | VTA is looking at different solutions to fit the context of each segment of the Corridor. In Sunnyvale, we are not looking at taking out sound walls or acquiring property for example. VTA is looking at context sensitive solutions. |
| Turning from Fair Oaks to Tasman is scary on a bicycle. | Comment noted. |
| Do you have any ideas for pedestrian and bicycle improvements along the Corridor? | It is too early to know exactly what will be recommended yet. For example, the intersections are very wide and give us opportunities to make improvements that would make it safer and more comfortable for bicyclists and pedestrians. |
| Will eminent domain be used? | We are not looking at projects that will cause right-of-way impacts. |
| Have you done this sort of thing on other corridors? Where? | Recently the City of San Jose has completed several Complete Streets projects, including in Japantown on North First Street and in Willow Glen on Lincoln Avenue where the road went from four lanes to three lanes with the use of a center turn lane which freed up more space for bicyclists. |
| What is the City of Sunnyvale's ability to fund these projects? | The City will be looking to VTA as a partner and to support the projects through grants. |
| How long will it take? | It depends on which type of project is chosen and the funding. As an example, Maude Avenue improvements are going in relatively quickly. |
| There is a lack of residential-supporting services in this part of Sunnyvale. The City should put in services such as stores and other retail so we don't have to drive all the time. | Comment noted. The City is looking at some rezoning. |
| Walmart trucks are diverting off Lawrence and down out local streets. Can't the City put up signs and enforce that? | The City will look into that. |



| Comment/Question | Response |
|--|---|
| I want speed bumps on Tasman the cars go too fast. | Comment noted. |
| MILPITAS | |
| What is the timeframe for these improvements? | It depends on which type of project is chosen, the timing of the funding, and the willingness of the City to prioritize it. |
| Will Milpitas focus on the roll out of the new BART Station. Is that the strategy? | VTA is realigning their bus system to take advantage of the new BART Station and make great connections. The City of Milpitas is not necessarily focused on the BART Station area when prioritizing improvements and projects. |
| Thank you for the presentation. It is hard for pedestrians to get to the Great Mall and new BART station. How will I get from here to the new BART station? Do I need to take LRT? I would like better signage. Is the City working on BART? | <p>There will be signage in place directing people to the new BART Station before it opens to the public. We cannot put it up too soon or people will get confused. We can show you the exact route at the map station.</p> <p>Yes, the City and VTA are working together to provide good bicycle, pedestrian and auto access to the new station. There will be an additional pedestrian overcrossing over Montague Expressway.</p> |
| A security issue is at the Abel and Montague Expressway intersections. There needs to be lighting. | Comment noted. |
| One of the reasons I use the LRT and Caltrain is because my employer provides it for me for free. I rarely use my car. Does VTA coordinate with employers to have them encourage transit ridership? | Yes. VTA comments on all types of development projects and partners with businesses and housing developers to provide free or reduce price transit passes for residents/employees. |
| At Main Street and Great Mall and Tasman the light is very confusing and pedestrians get caught in the middle often. Can there be a pedestrian count down put in so people know how much time they have to cross? | We can look at that. |
| People are confused at that intersection. Can there be a study? | We agree it is confusing. |





Report Outs from Stations

Santa Clara

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| <p>Station 1-Where do you live, how do you use the Corridor?</p> <p>Attendees came from the immediate neighborhood.</p> <p>Attendees use the Corridor to:</p> <ul style="list-style-type: none"> • Commute to work; • Get to the LRT to go to the Great Mall; • Drive to the store; • Drive to drop kids off at school; • Take the LRT to bus locations (then to work or hospital); • Take the LRT to downtown San Jose. |
| <p>Station 2—When and in what mode do you use the Corridor?</p> <ul style="list-style-type: none"> • LRT and bus are used for weekday commutes and on the weekends. • Pedestrian activity occurs on a daily basis, along and across Tasman Drive Pedestrians walk to Safeway and Target. • Drivers are headed to 237/101 interchange area or to the Great Mall. • Bicycle activity ranges from weekly to monthly along and across Tasman Drive. |
| <p>Station 3-Priority Projects</p> <p>There is a spread of ideas and priorities:</p> <ul style="list-style-type: none"> • The highest priority from the meeting indicated a desire to have sidewalk improvements and gaps filled. There were comments relating to the length of crossing and lack of refuges for pedestrians. • The second highest priority indicated improvements for bike facilities, which were noted as not being comfortable. • Reduction of vehicle congestion (specifically for the P.M. peak period) was indicated as a high priority as well. |
| <p>Station 4-Map the issues</p> <p>The following comments were listed from the public:</p> <ul style="list-style-type: none"> • My bus commute to work involves crossings like this (Great America Parkway at Tasman Drive). It takes 3-4 minutes. Right turning traffic does not yield. I don't usually make it into the intersection before the ped countdown starts flashing. • This station needs clearer indication which side of platform to wait, to go which way. • Stadium operations: <ul style="list-style-type: none"> ○ Disables several pedestrian buttons during major events. ○ Closes old ironsides LRT station. ○ Closes segment of San Tomas Trail. |



- Please consider connection on west end to Borregas bicycle corridor.
- Getting on to 237.
- Bike trail/riders. Clear paths or fines for not using signs.
- Lafayette as you turn to go towards 237.
- This area needs a bike lane. It does not need the striping to this service ramp.
- Conflict at Lick Mill with right turning traffic.
- Ramp to trail has abrupt edge.
- ST bike lanes:
 - Need (more frequent) street sweeping.
 - Green striping is bumpy where it is dashed (paint is thick).

The following maps display the results of the meeting:

Station 1: Where do you live?



Where do you live along the corridor?





Station 2: How do you use the corridor?

Tasman Corridor

COMPLETE STREETS STUDY

What do you use the corridor for?

*Commuting to work via bicycle and/or transit
Take light rail to downtown SJ
Occasionally, bike from Santa Clara to Milpitas*

*Take the light rail to my bus location x2
- to work
- to Valley Medical*

*Shopping - to Great Mall
MINISTRY TO AMERICAN RED CROSS*

Commuter to work

*Drive to stores
on Tasman if use the
free 277 to go downtown
277 & 101*

Drive along Tasman to drop kids off at school

Walk along Tasman

Station 2: When and in what mode do you use the corridor?

Tasman Corridor

COMPLETE STREETS STUDY

How and when do you use the corridor?

| Travel Modes | Location | TIME OF USE | | |
|--------------|---|--|----------------------|--------------------------|
| | | Weekday Commute | Weekday Non-Commuter | Weekend |
| | Along Tasman Drive/ Great Mall Parkway | ● | | ● ● <i>Great Mall</i> |
| | Across Tasman Drive/ Great Mall Parkway | ● ● <i>277 101</i> | | |
| | Along Tasman Drive/ Great Mall Parkway (Light Rail) | ● ● ● ● ● ● ● ● <i>277 101</i> | | ● ● <i>Great Mall</i> |
| | Along Tasman Drive/ Great Mall Parkway (Bus) | ● ● ● ● ● ● ● ● <i>Middlefield LRT Valley Medical</i> | ● | |
| | Along Tasman Drive/ Great Mall Parkway | ● ● ● ● ● ● ● ● | | ● ● |
| | Across Tasman Drive/ Great Mall Parkway | ● ● ● ● ● ● ● ● | | ● ● |
| | Along Tasman Drive/ Great Mall Parkway | ● ● ● ● ● ● ● ● | ● ● | ● ● ● ● |
| | Across Tasman Drive/ Great Mall Parkway | ● ● ● ● ● ● ● ● | ● ● | ● ● ● ● |

PLACE THE COLORED DOTS IN THE APPLICABLE BOXES ACCORDING TO THE GUIDELINES OUTLINED BELOW:

- Orange Dots:** If you travel the project area using the specified mode and during specified time period on a DAILY basis
- Green Dots:** If you travel the project area using the specified mode and during specified time period on a WEEKLY basis
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*Meeting #1
4-11-17*

Kimley»Horn apex



Station 3: Priority Projects

Identify improvement priorities for the corridor.

| Corridor Priorities | PRIORITY LEVEL | | |
|--|----------------|--------------|--------------|
| | 1st PRIORITY | 2nd PRIORITY | 3rd PRIORITY |
| Improving Bike Facilities Along Tasman | ● ● ● | ● | |
| Improve Connectivity to Regional Trail Network | | ● | ● ● ● |
| Improving Sidewalks & Pedestrian Connections | ● ● ● ● ● ● | ● ● | |
| Reducing Speeding/Calm Traffic | | | |
| Improve Access to Light-Rail Stations | | | ● ● ● ● ● |
| Reduce light rail travel time and | ● | | ● |

Station 4: Map the issues





Sunnyvale

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|--|
| <p>Station 1-Where do you live, how do you use the Corridor?</p> |
| <p>Attendees at the meeting were spread from throughout the area.</p> <p>Most drive alone to do errands and get to work. They would like to be able to bike and walk more. Attendees use the Corridor to:</p> <ul style="list-style-type: none"> • Walk/Bike to LRT to commute to work and visit Great Mall; • Ride bike for recreation during non-commute times; • Walking along the corridor to the shopping area; • Drive to Great Mall and to the supermarket; • Exercise, trail usage, places with low traffic noise. |
| <p>Station 2—When and in what mode do you use the Corridor?</p> |
| <ul style="list-style-type: none"> • Driving along Tasman during all time periods was indicated as a highly popular mode of transportation. Attendees indicated they drove alone regularly. • Light rail was indicated as a popular mode on the weekends and for special events. • Bike did not seem popular and was viewed as scary. • Walking was minimally mentioned and pedestrian activity was indicated as walking along Tasman to get to parks and recreation areas. |
| <p>Station 3-Priority Projects</p> |
| <ul style="list-style-type: none"> • Priority level of modes was highly focused on bicycle and pedestrian connections/access. • Light rail use was indicated as a medium priority, but comments indicated a desire to better access LRT. |
| <p>Station 4-Map the issues</p> |
| <p>The following comments were listed from the public:</p> <ul style="list-style-type: none"> • Morse Avenue need transit & ped access to retail (which is non-existent). • Morse Avenue to Fair Oaks only one side has sidewalk. • Bike path across Fair Oaks is treacherous. • Fair Oaks rail intersection is non-intuitive. • Longer yellow re-program timing on Fair Oaks, turning left from Tasman to South on Fair Oaks. I frequently enter intersection on green and am not through when it turns red. <ul style="list-style-type: none"> ○ Timing much too short a lot of the time. (referring to above comment). • Light at Fair Oaks and Tasman to turn left onto Fair Oaks is not long enough in the AM. • Can we use the levy access for bike/pedestrian access? • Tasman and Fair Oaks intersection is confusing and dangerous for pedestrians. |



- Tasman Court to Vienna Drive one lane – This intersection has less car traffic and is not safe for neighbors to walk to store.
- Less lanes. More ped access. Take out the trees, but re-plant them.
- Do not want to lose the trees.
- Reduce speed limit from Lawrence to Fair Oaks.
- Do not remove trees on Tasman Drive
- Need buffer between ped walkway and fences.
- More lights on blind spots on road.
- Bike lane/pedestrian walkway between Fair Oaks and Lawrence. (Please don't remove the trees)
- Do not remove trees.
- No good sidewalks for pet walking etc., from Vienna to Fair Oaks and Vienna.
- Intersection at Tasman/Vienna – The people from Casa/Plaza MHP attempt to run down pedestrians on a regular basis. Cars do not yield to right turns speed through regardless of straight-ahead.
- Lake Haven coming into Lakewood needs speed bumps before and after Silver Lake.
- Cars make U-turn at Lake Haven/Sandid to access HWY 101 – bad.
- Speed bumps into both sides of Lake Haven – Sandid. Lake Bird Avenue – Speed bumps.
- Want bike lanes even narrow lanes would be better than nothing.
- Not enough ped access on Lawrence.
- Lawrence Expressway no shade – seems unpleasant, dangerous to get to Tasman/Light rail.
- No trees along Tasman from Lawrence to Fair Oaks as road is too narrow.

The following maps display the results of the meeting:



Station 2: When and in what mode do you use the corridor?

Tasman Corridor

COMPLETE STREETS STUDY

How and when do you use the corridor?

| Travel Modes | Location | TIME OF USE | | |
|--------------|---|-----------------|---------------------|----------|
| | | Weekday Commute | Weekday Non-Commute | Weekend |
| | Along Tasman Drive/ Great Mall Parkway | ●●●●●●●● | ●●●●●●●● | ●●●●●●●● |
| | Across Tasman Drive/ Great Mall Parkway | ● | | ● |
| | Along Tasman Drive/ Great Mall Parkway (Light Rail) | ● | ● | ●●●●●●●● |
| | Along Tasman Drive/ Great Mall Parkway (Bus) | ●●●●●● | ●●●●●● | ●●●●●● |
| | Along Tasman Drive/ Great Mall Parkway | ●● | ●●●●●● | ●●●●●● |
| | Across Tasman Drive/ Great Mall Parkway | ●● | ● | ● |
| | Along Tasman Drive/ Great Mall Parkway | | | ●●●●●● |
| | Across Tasman Drive/ Great Mall Parkway | | | ●●●●●● |

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Meeting #2
4-12-17
Kimley»Horn apex

Station 3: Priority Projects

Tasman Corridor

COMPLETE STREETS STUDY

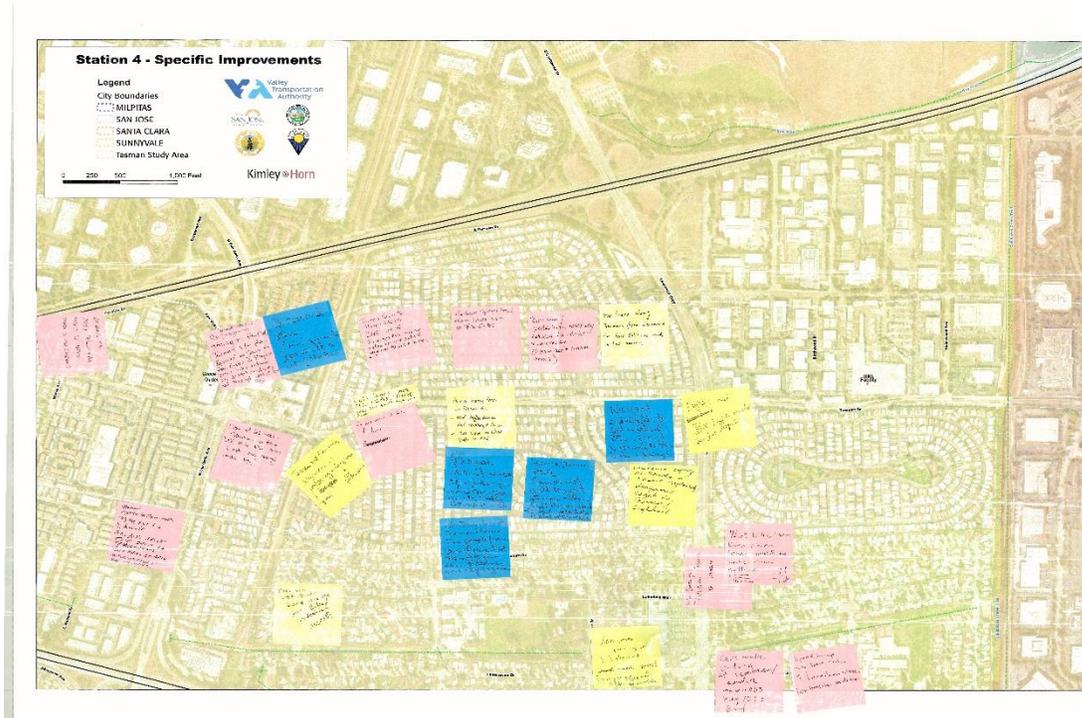
Identify improvement priorities for the corridor.

| Corridor Priorities | PRIORITY LEVEL | | |
|---|----------------|--------------|--------------|
| | 1st PRIORITY | 2nd PRIORITY | 3rd PRIORITY |
| Improving Bike Facilities Along Tasman | ●● | ●●●● | ●●●●●● |
| Improve Connectivity to Regional Trail Network | ● | ●●● | ●●● |
| Improving Sidewalks & Pedestrian Connections | ●●●●● | ●●● | |
| Reducing Speeding/Calm Traffic | ●● | ●● | ● |
| Improve Access to Light-Rail Stations | ●● | ●● | ● |
| Reduce light rail travel time and improve reliability | ● | ● | ●●● |
| Reduce Vehicle Congestion | ●●● | ● | ● |

Meeting #2
4-12-17
Kimley»Horn apex



Station 4: Map the issues



Milpitas/San Jose

| |
|---|
| <p>Station 1-Where do you live, how do you use the Corridor?</p> <p>The meeting attendees were from the immediate area.</p> <p>At this meeting, participants indicated many different uses for the corridor. These included:</p> <ul style="list-style-type: none"> • Driving to school and the store (it was indicated that to some, driving was the only comfortable mode of transportation along the corridor); • Using light rail to access the mall, special events; • Most comments indicated a desire to use other modes more (walking, biking, using light rail), but due to access and safety, they feel unable. |
| <p>Station 2—When and in what mode do you use the Corridor?</p> <ul style="list-style-type: none"> • Driving along and across the corridor was ranked as the highest used mode of transportation during all time periods along the corridor by attendees. • One LRT commuter indicated they travel from Caltrain to Stanford. • Bicycling and walking were also noted for their use, but mostly to trails or the Great Mall. |
| <p>Station 3-Priority Projects</p> |



- Pedestrian sidewalks and bike projects were indicated as the biggest priority for the corridor.
- Reduction of vehicle congestion along the corridor was the next highest priority indicated by attendees.

Station 4-Map the issues

The following comments were listed from the public:

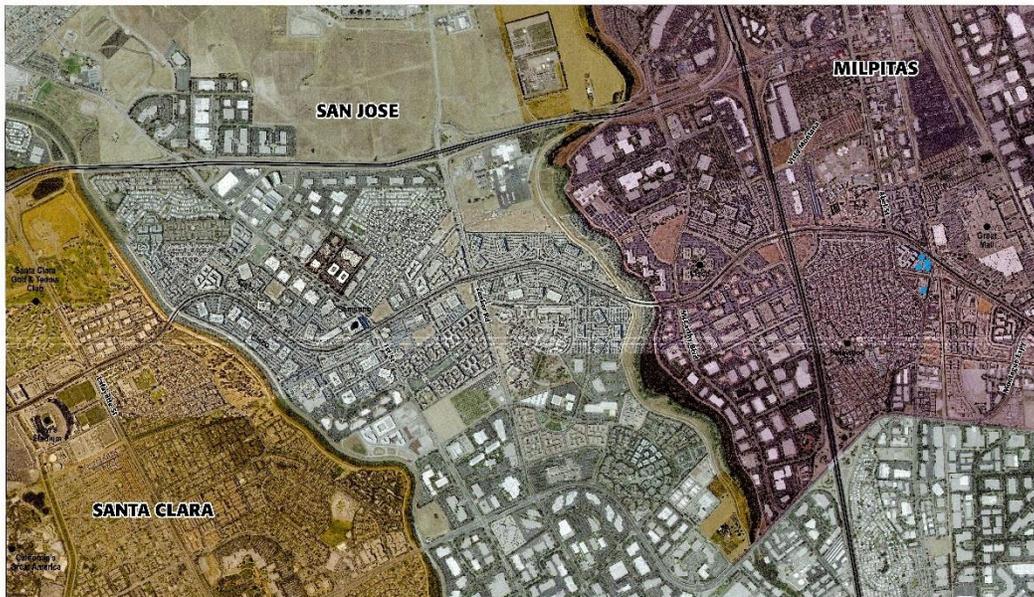
- This intersection is a nightmare to cross (Tasman and Zanker Rd).
 - Another vote for pedestrian over crossing (both across Great Mall Pkwy and Main Street).
- Need a way to get from point A to BART Station for pedestrians efficiently and safely.
- Free transfer from VTA Great Mall Station to BART Milpitas Station.
- Waiting at traffic lights at intersections near Cisco are too long.
 - They are biased to Cisco's favor and many times no one from Cisco is there.

The following maps display the results of the meeting:

Station 1: Where do you live?



Where do you live along the corridor?





Station 2: How do you use the corridor?

Tasman Corridor

COMPLETE STREETS STUDY

What do you use the corridor for?

Drive → walk to mall → light rail

WALK/BIKE TO LIGHT RAIL TO COMMUTE TO WORK + VISIT GREAT MALL

Ride bike for recreation along river corridor (except at end going home)

WALKING TO SHOPPING AREA

Drive to the mall, some shopping done at the supermarket

EXERCISE, trail usage, places w/ low traffic noise

Station 2: When and in what mode do you use the corridor?

Tasman Corridor

COMPLETE STREETS STUDY

How and when do you use the corridor?

| Travel Modes | Location | TIME OF USE | | |
|--------------|---|---------------------------------------|--|--|
| | | Weekday Commute | Weekday Non-Commute | Weekend |
| | Along Tasman Drive/ Great Mall Parkway | ● ● ● <i>to 287</i> | ● ● ● <i>to 287</i> | ● ● ● <i>Tasman rd to 287</i> |
| | Across Tasman Drive/ Great Mall Parkway | ● ● ● | ● ● ● | ● ● ● |
| | Along Tasman Drive/ Great Mall Parkway (Light Rail) | ● <i>connect to Calmar Station</i> | ● ● ● <i>DTSS for Mountain View</i> | |
| | Along Tasman Drive/ Great Mall Parkway (Bus) | | ● ● ● <i>(to San Jose - Fremont) DTSS</i> | |
| | Along Tasman Drive/ Great Mall Parkway | ● | | ● ● ● <i>to trails (Great and Capital Lakes) Great Mall</i> |
| | Across Tasman Drive/ Great Mall Parkway | ● ● ● <i>to Great Mall LRT</i> | | |
| | Along Tasman Drive/ Great Mall Parkway | ● ● ● | ● ● ● <i>Great Mall</i> | |
| | Across Tasman Drive/ Great Mall Parkway | ● ● ● <i>to Great Mall LRT</i> | ● ● ● <i>Great Mall</i> | |

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Meeting #3
4-13-17

Kimley»Horn apex



Station 3: Priority Projects



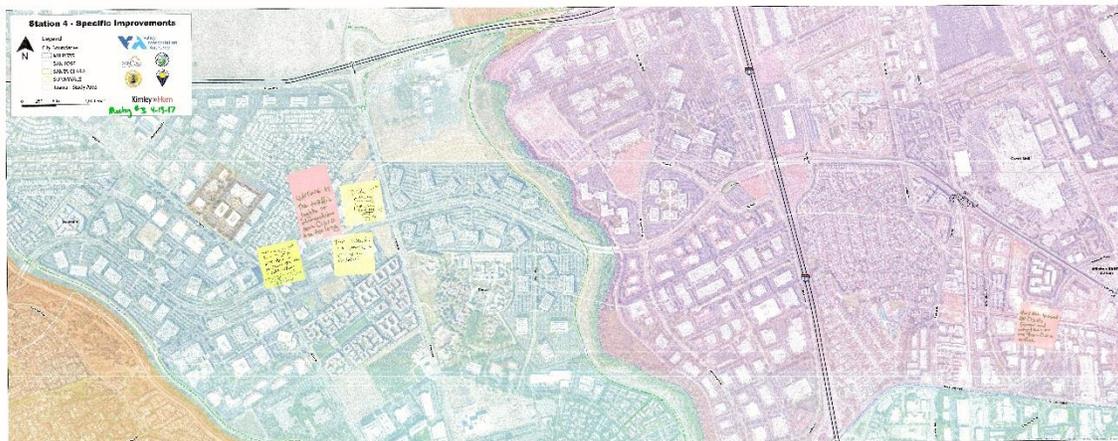
Identify improvement priorities for the corridor.

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| | 1st PRIORITY | 2nd PRIORITY | 3rd PRIORITY |
| Improving Bike Facilities Along Tasman | ● | ● | ● |
| Improve Connectivity to Regional Trail Network | | ● | ● |
| Improving Sidewalks & Pedestrian Connections | ● ● | ● | ● |
| Reducing Speeding/Calm Traffic | | ● | |
| Improve Access to Light-Rail Stations | ● | | ● |
| Reduce light rail travel time and improve reliability | | | |
| Reduce Vehicle Congestion | ● ● | ● | ● |

Meeting #3
4-15-17

Kimley-Horn & Apex

Station 4: Map the issues





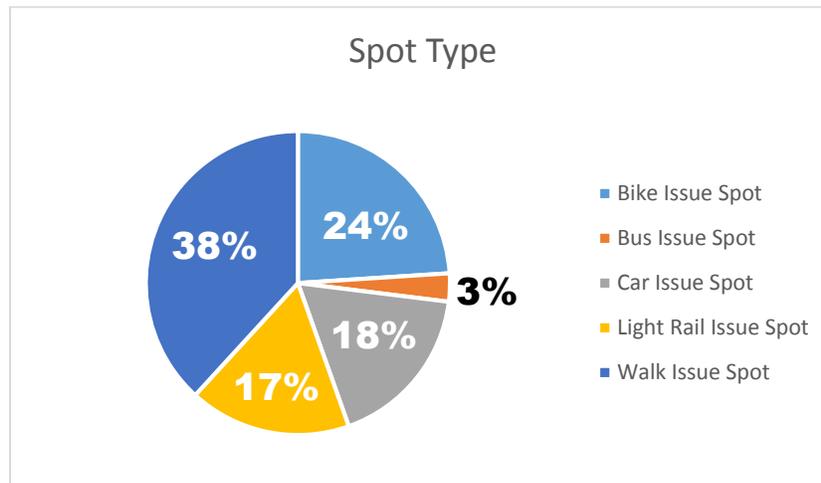
Online Survey Results Summary

Summary of Responses

In addition to the community meetings portion of outreach for this project, VTA also hosted an online survey using the Crowdsport tool. This interactive mapping program allowed participants to share specific “spots” of issues they’ve experienced and comment on the types of improvements they would like to see. These comments were available for all to see, and allowed other participants to add on comments if they agreed/disagreed. In total, there were 236 survey responses. Respondents could provide their name or reply anonymously. A total of 98 emails were provided by survey takers.

281 spots were provided as part of this survey. A portion of these data points (approximately 15%) were located well from the Tasman Drive Corridor, which for the purpose of this survey was defined as 100-feet adjacent to the corridor. **Attachment 1: Crowdsport Issue Spot Locations from Survey #1** is a visual representation of the concentration of locations where survey respondents commented, including those locations not lying along Tasman Drive.

Participants were given the opportunity to identify specific “issue spots” for walking, biking, light rail, buses, and cars. They were also able to indicate “like spots” where there is a positive attribute to the corridor. The following table summarizes the total number of “issue” and “like” spots noted on the website, including those outside of the corridor study area.



Survey Results

In addition to identifying specific locations of interest on the map, a general survey was hosted on the website. (**Attachment 7** includes the questions and the available answer choices.) The following questions were asked of participants:

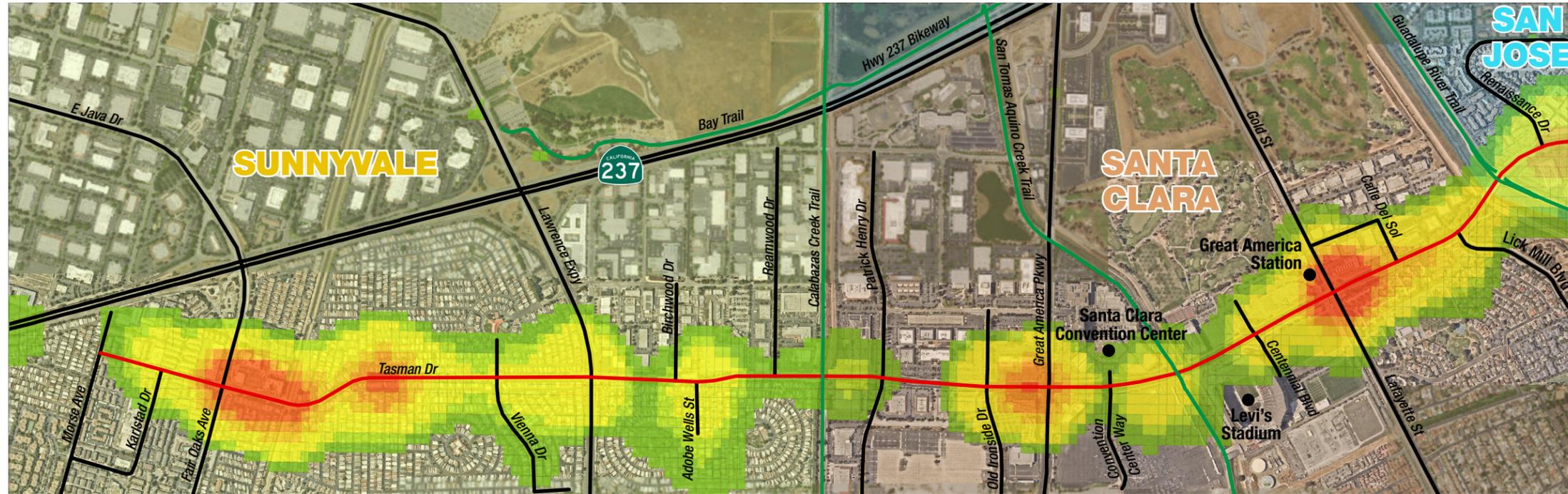
1. How would you describe yourself in relation to the Tasman Drive/Great Mall Parkway corridor?
2. How do you typically travel along the Tasman Drive/Great Mall Parkway corridor?

Tasman Corridor COMPLETE STREETS STUDY

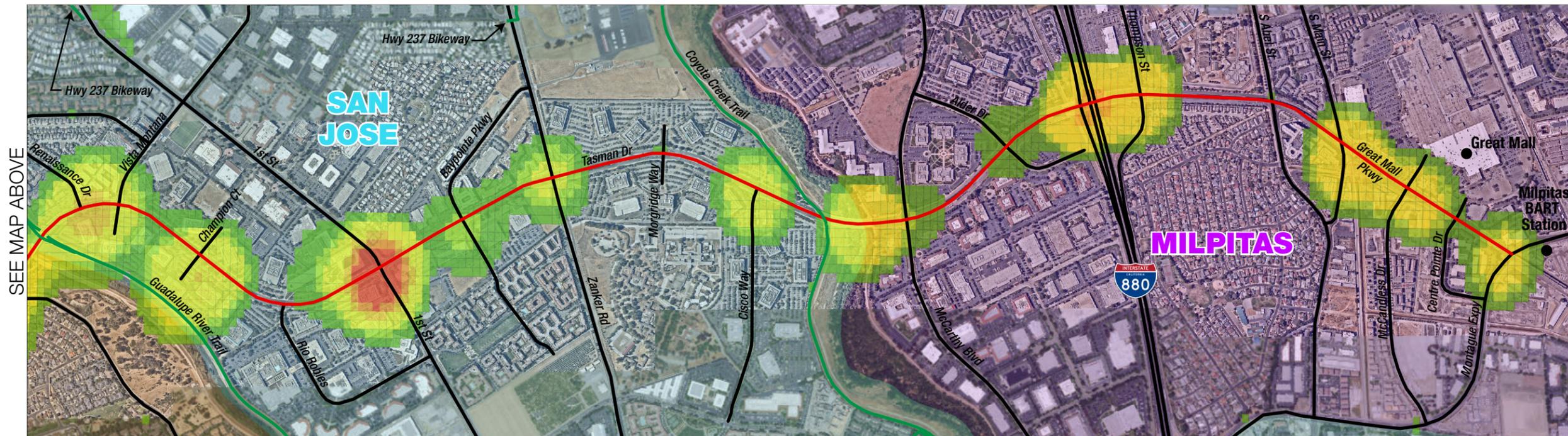


LEGEND

- Low Count of Issue Spots
- Medium Count of Issue Spots
- High Count of Issue Spots
- High Count of Issue Spots
- Project Corridor
- Regional Bikeway



SEE MAP BELOW



SEE MAP ABOVE

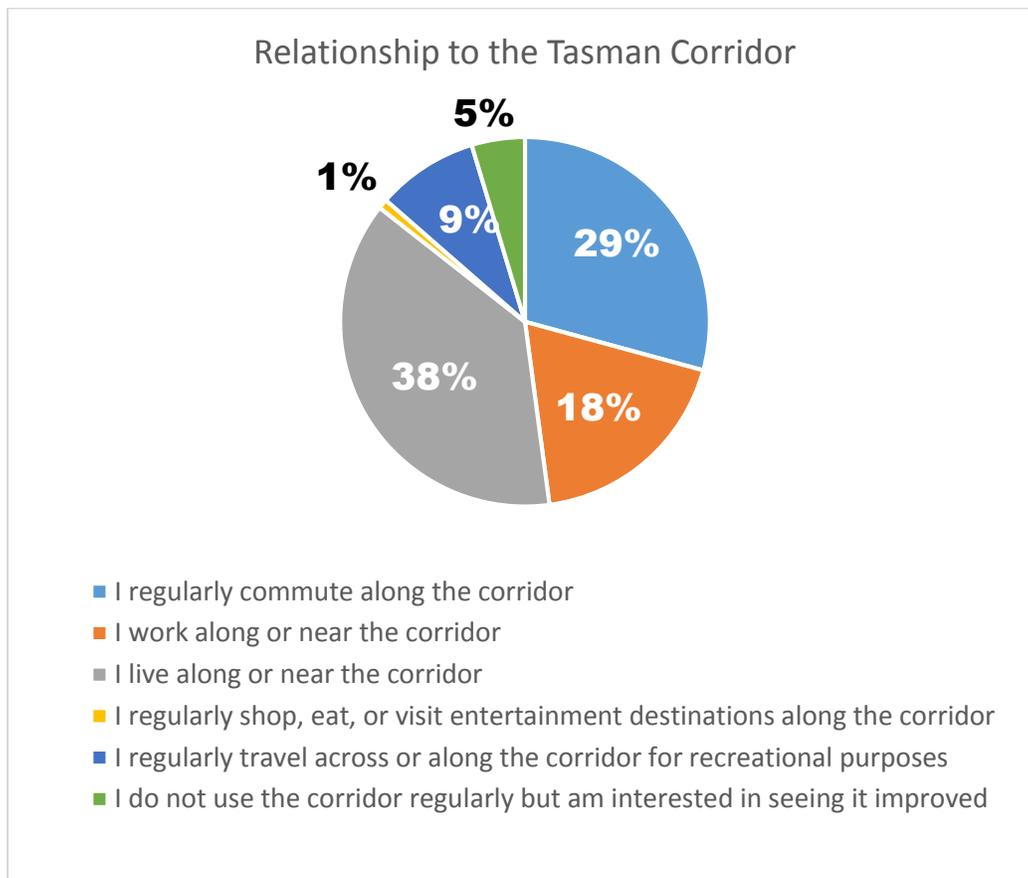


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3. Please rank the top three corridor needs in the order you feel are the most important or are most needed, with #1 being the most important. Respondents are presented with three drop-down lists next to ‘most important’, ‘2nd most important’, and ‘3rd most important’.
4. When the Milpitas BART Station opens, do you expect to use it? If so, how will you get to and from the station?

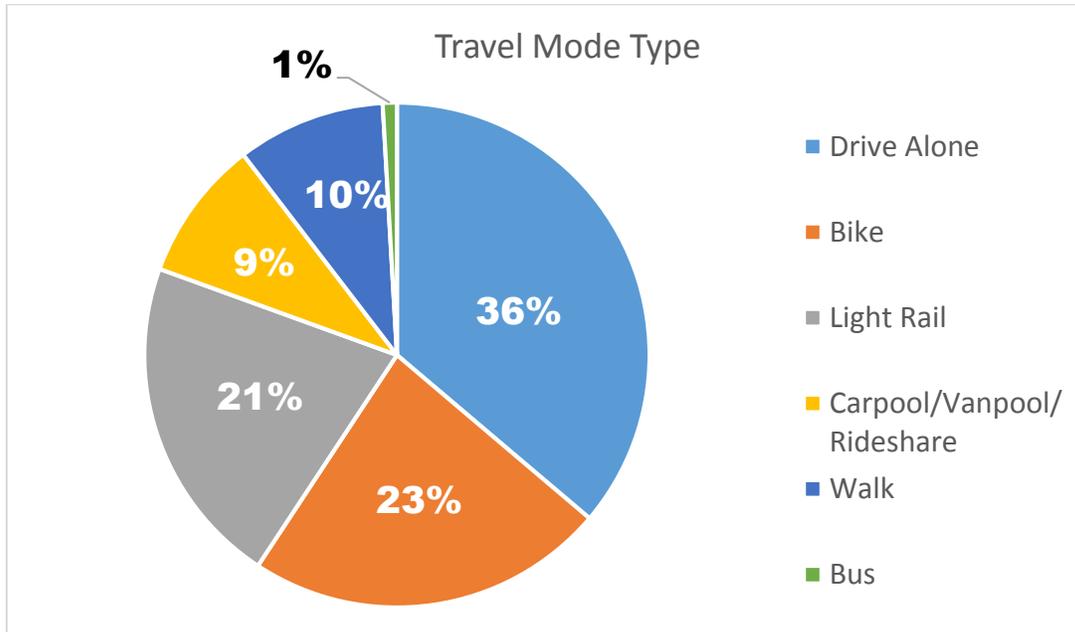
To provide context on the persons participating in the survey, the first question was designed to identify the main way in which the respondent was connected to the Tasman Drive/Great Mall Parkway Corridor. The majority of the respondents (56%) indicated that either live or work along or near the corridor. Due to the format of the survey, it is feasible to assume that the 85% of respondents that live, work, or commute along the corridor also shop, eat, or use the corridor for recreational purposes.



Question two of the survey asked participants how they typically travel along the Tasman Drive/Great Mall Parkway corridor. Forty-five percent (45%) of respondents use some form of personal vehicle to travel, whether that is by driving alone or participating in a carpool, vanpool or rideshare. Twenty-one percent (21%) of respondents indicated they use light rail, but only 1% use the bus service. Over a quarter of participants indicated they bike or walk along the corridor. The responses from this question further indicate that although there is a high portion of



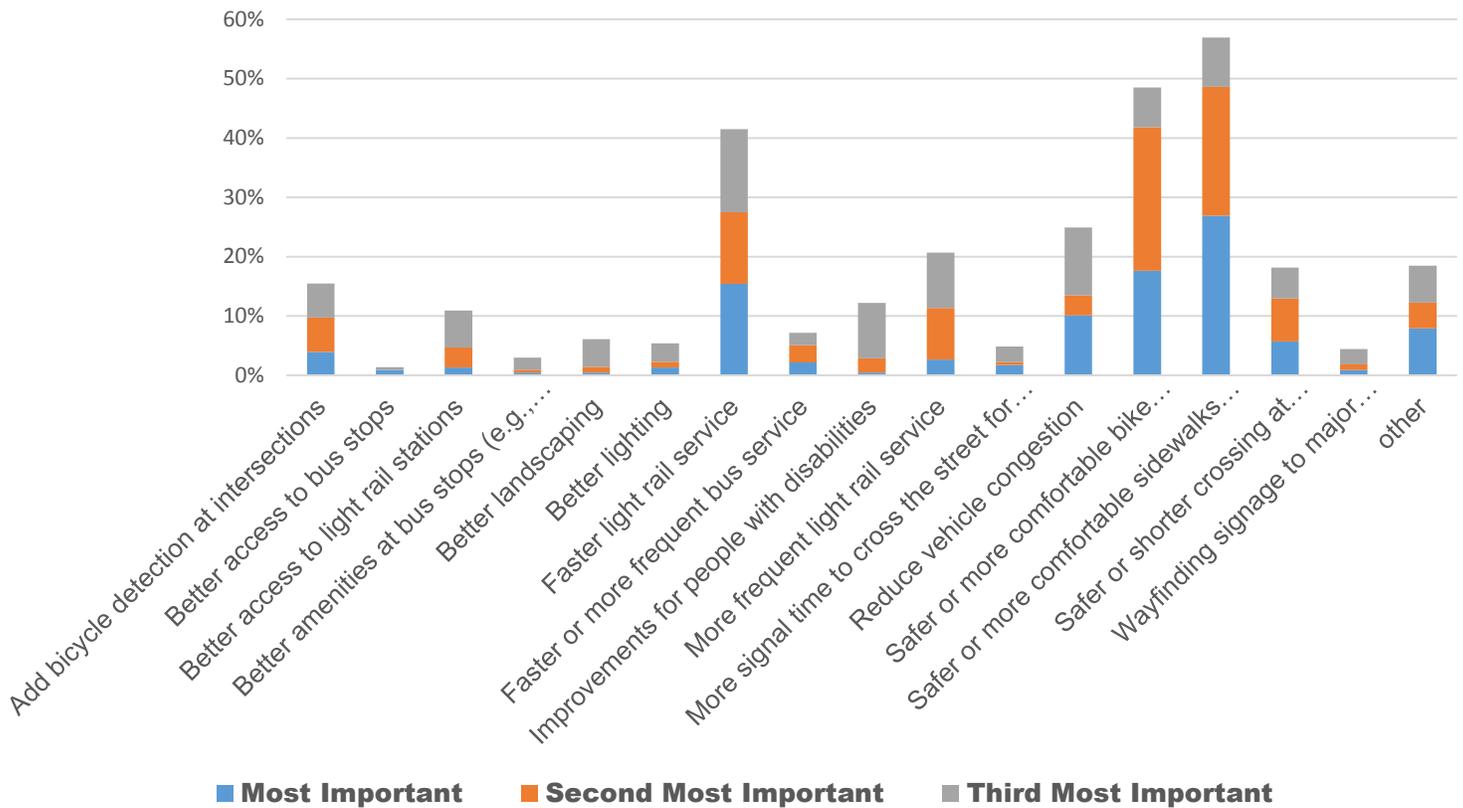
vehicular travel, the mode splits for transit and active modes of transportation are substantial and require an in-depth look at the infrastructure of each mode along the corridor.



The third question in the survey provided an opportunity for participants to rank their priorities of needs for the Tasman Corridor. Question three asked participants to rank the top three corridor needs in the order they felt are the most important or are most needed, with #1 being the most important. Respondents were presented with three drop-down lists to select their 'most important', '2nd most important', and '3rd most important' choices. Attachment 2 contains the full list of choices for this question. The ranking of each need is displayed in the following chart.



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



The following table assigns points to each of the listed need options. Each instance when it was ranked at Most Important, the need was assigned three points. Two points were assigned to each time it was ranked second most important, and one point for it being the third most important.

| Ranking needs of Tasman Drive/Great Mall Parkway Corridor | Point Tally |
|--|-------------|
| Add bicycle detection at intersections | 62 |
| Better access to bus stops | 7 |
| Better access to light rail stations | 35 |
| Better amenities at bus stops (e.g., signs, benches, shelters) | 9 |

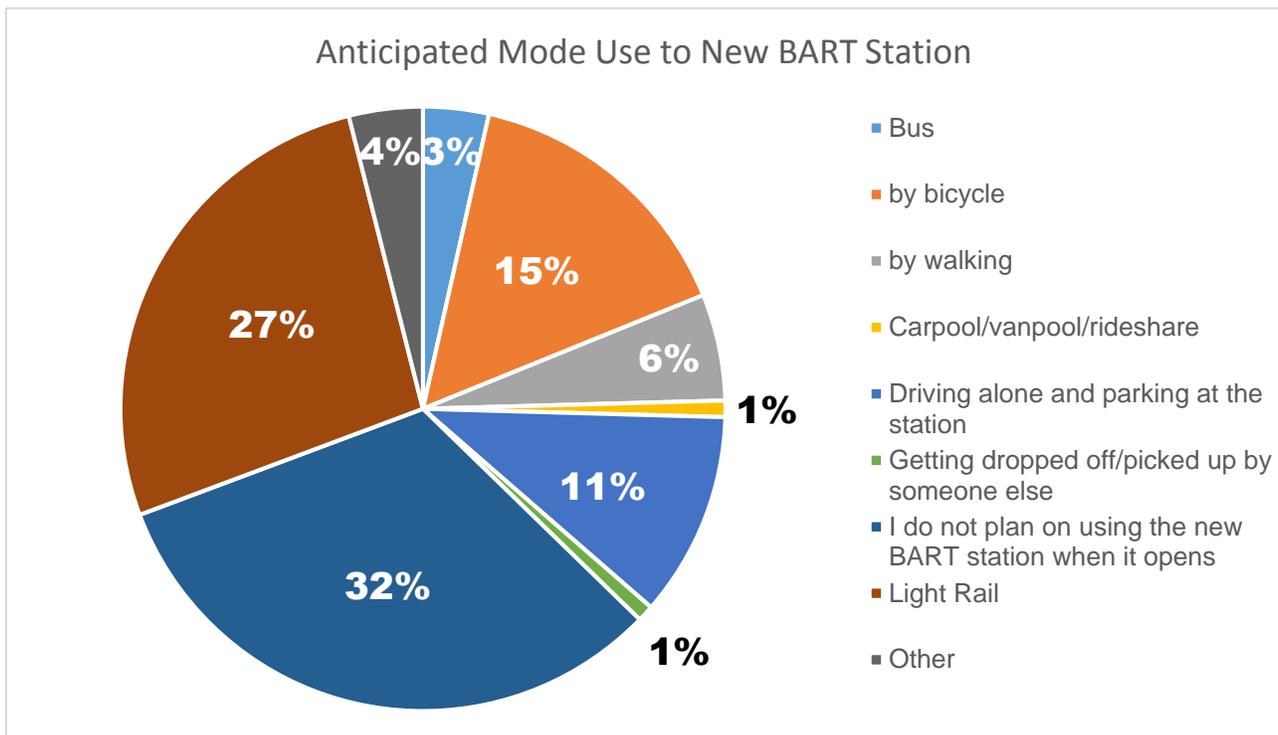


| Ranking needs of Tasman Drive/Great Mall Parkway Corridor | Point Tally |
|--|--------------------|
| Better landscaping | 16 |
| Better lighting | 19 |
| Faster light rail service | 182 |
| Faster or more frequent bus service | 31 |
| Improvements for people with disabilities | 31 |
| More frequent light rail service | 72 |
| More signal time to cross the street for pedestrians | 19 |
| Reduce vehicle congestion | 105 |
| Safer or more comfortable bike facilities and completing missing bike facilities | 233 |
| Safer or more comfortable sidewalks and completing missing sidewalks | 289 |
| Safer or shorter crossing at intersections for pedestrians | 79 |
| Wayfinding signage to major destinations | 15 |
| other | 84 |

The most important need was identified as “safer or more comfortable sidewalks and completing missing sidewalks”. The next highest priority was “safer or more comfortable bike facilities and completing missing bike facilities”. “Faster rail service” was identified as the third highest identified need.

The results of this ranking question provide valuable insight into the publics’ desires for the corridor. Creating better connected infrastructure for active modes of transportation was identified as the greatest need for the corridor.

The fourth question posed to survey takers was to identify if they planned to use the new Milpitas BART station when it opens, and if so, how they plan get to and from the station. Approximately one-third of the responses indicated that that the participants do not plan on using the new Milpitas BART station when it opens. For those that do plan to use the BART station, over a quarter plan to use light rail, and about 20% plan to use active transportation modes (bicycling and walking).



Feedback Received by Type of Issue Noted

With each “spot” location, respondents provided open comment on the challenges they saw, or if there was something about the area they liked. In total, 75 original comments were posted, with additional comments posted to some of these. The longest string of comment discussion included nine (9) comments. For each issue spot, the respondent could indicate the type of issue and provide additional commentary. The following sections summarize the feedback provided for each “spot issue” type.

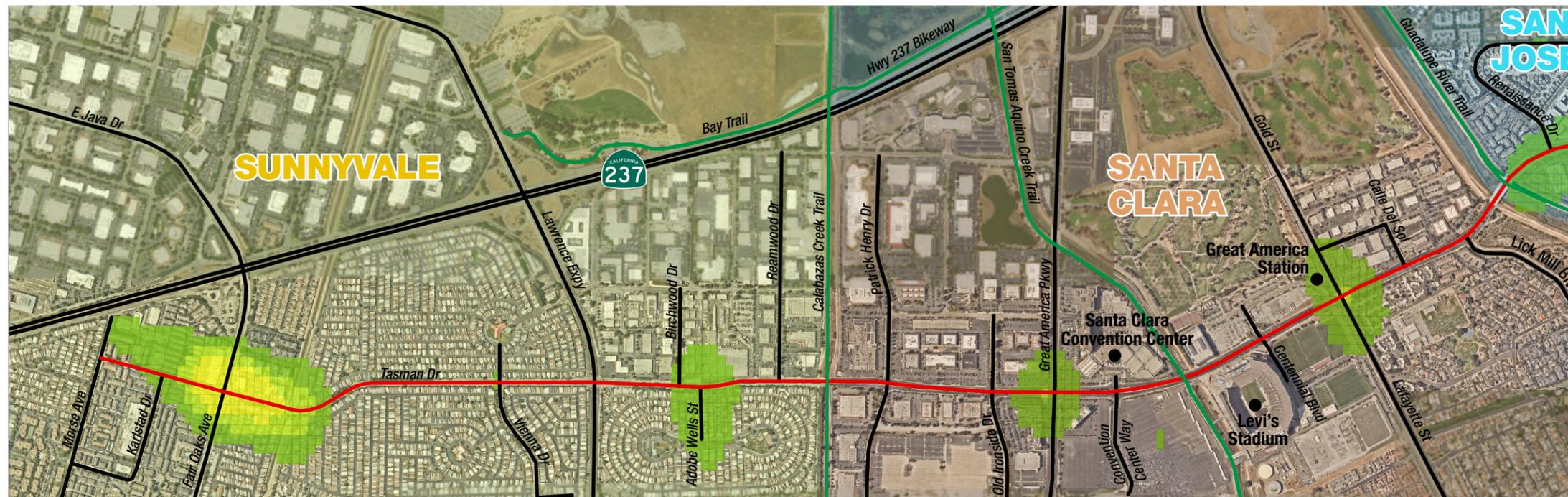
The concentration for “Car Issue Spots” spread the length of the corridor. The highest concentration of “issue spots” was indicated at the intersection of Tasman Drive and 1st Street (this location includes a turning movement for VTA LRT). **(See Attachment 2: Car Issue Spot Locations from Crowdspot Survey #1)** Congestion was indicated as the highest reason for concern, followed by safety concerns. The majority of “other” concerns regarded signal timing for vehicle/LRT movements at intersections. Two comments were related to parking—repurposing existing lots for enhanced uses.

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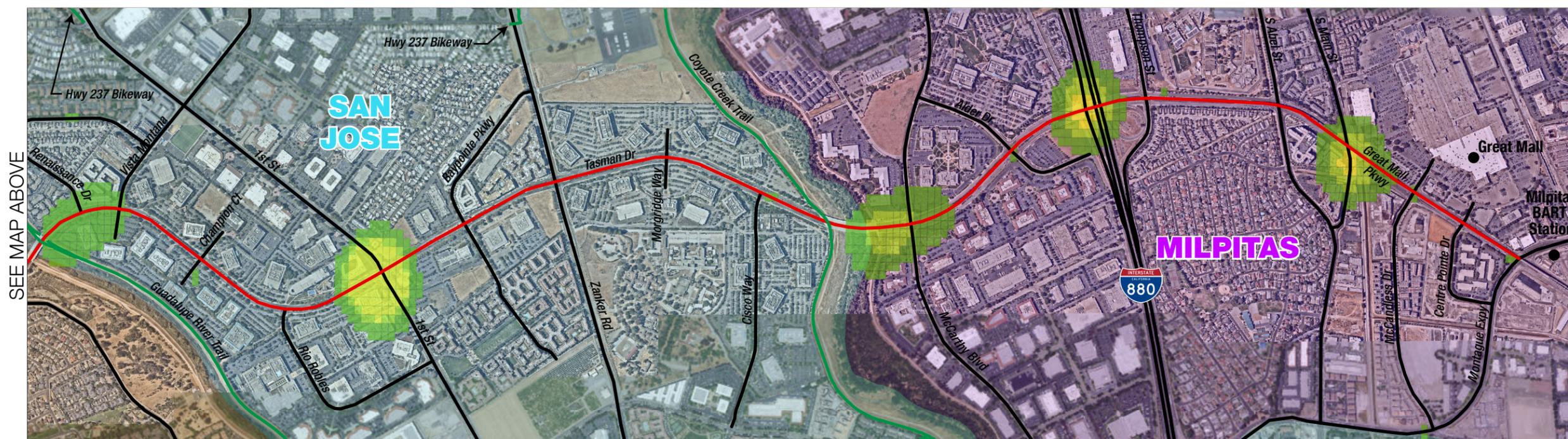


LEGEND

- Low Count of Issue Spots
- Medium Count of Issue Spots
- High Count of Issue Spots
- High Count of Issue Spots
- Project Corridor
- Regional Bikeway



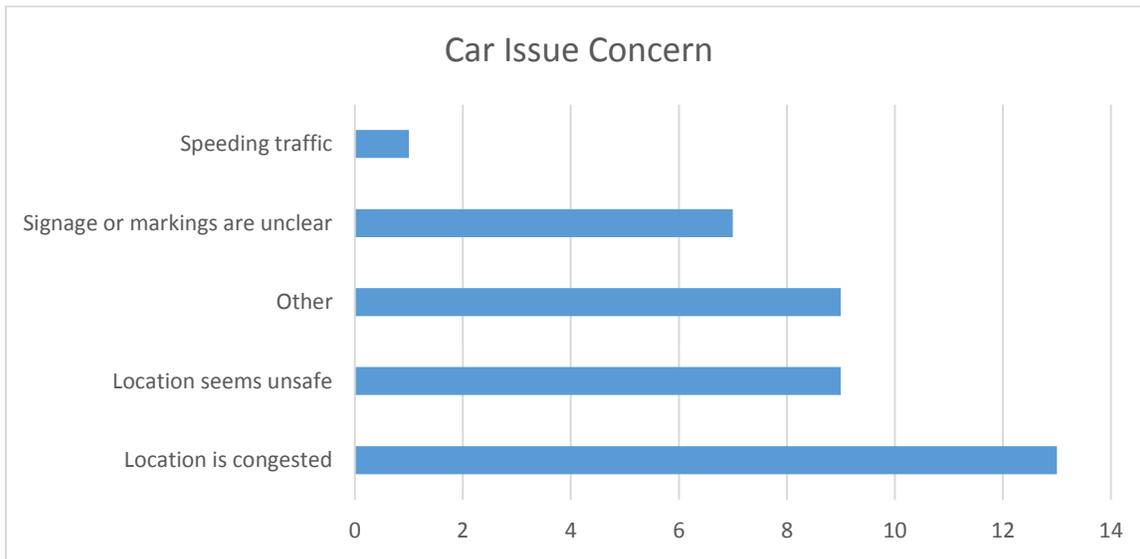
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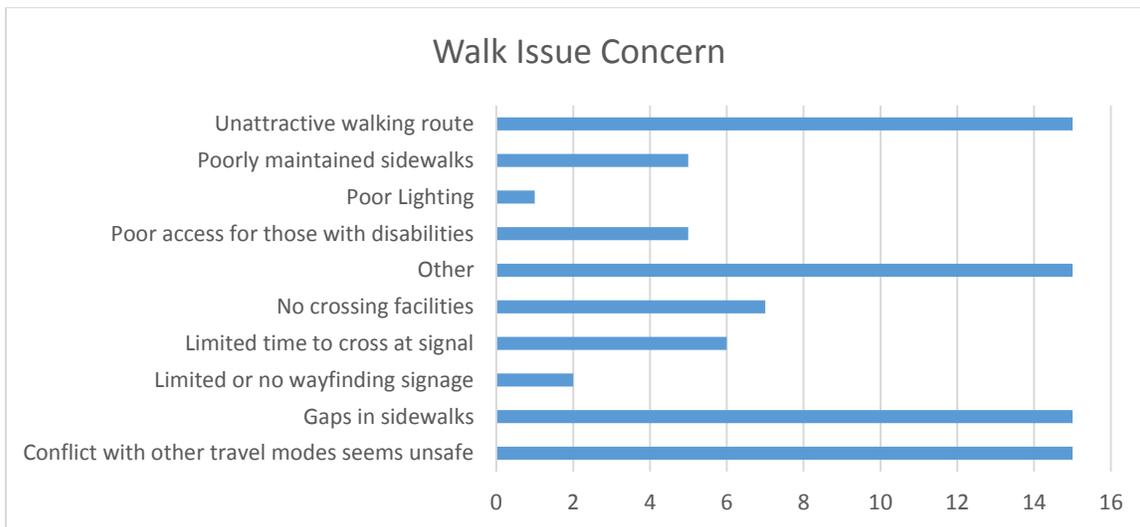
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For “Walk Issue Spots,” the highest concentration of spot locations is along Tasman Drive between Fair Oaks Avenue and Vienna Drive (**See Attachment 3: Walk Issue Spot Locations from Crowdsport Survey #1**) The types of walk issues noted varied by respondent and location on the corridor.



For those who indicated “other”, the comment descriptions were typically variations or combinations of the options list. The predominant comments addressed with “other” mentioned missing sidewalks and the extra difficulty this presents to pedestrians’ walking path.

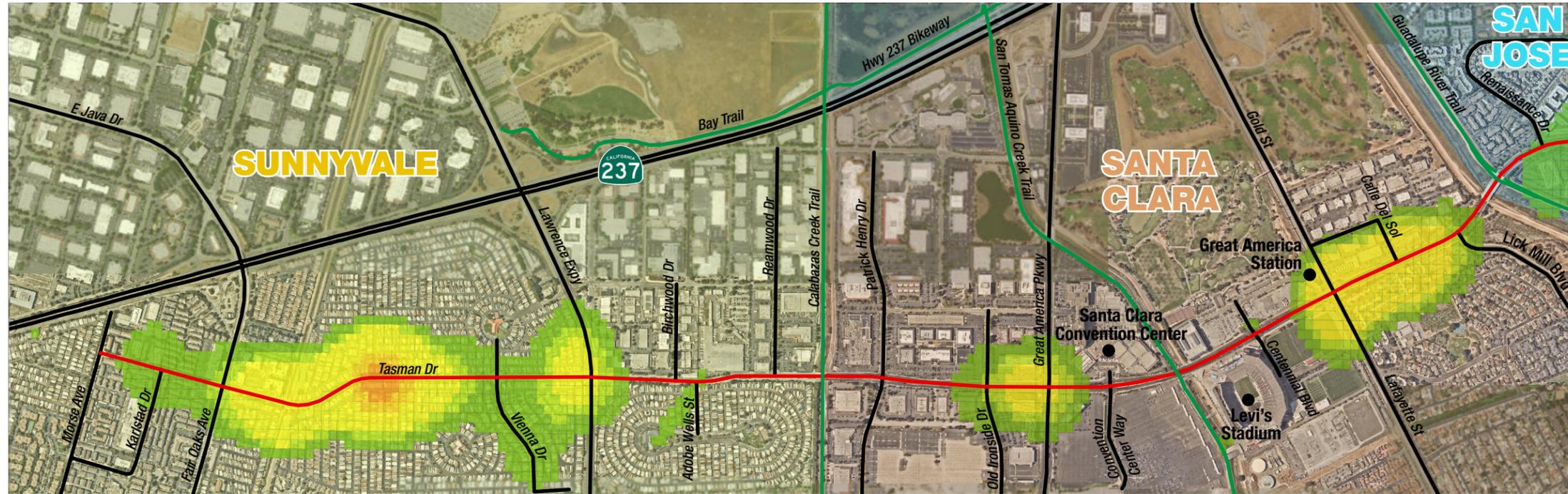
Bike Issues were noted along the corridor (**See Attachment 4: Bicycle Issue Spot Locations from Crowdsport Survey #1**) with a higher concentration of issues indicated near the intersection with I-880, near the Coyote Creek Trail, and Lafayette Street. Slightly outweighing the concern of non-existent bicycle facilities is the perception of high risk of collision and generally unsafe bicycle facilities.

Tasman Corridor COMPLETE STREETS STUDY

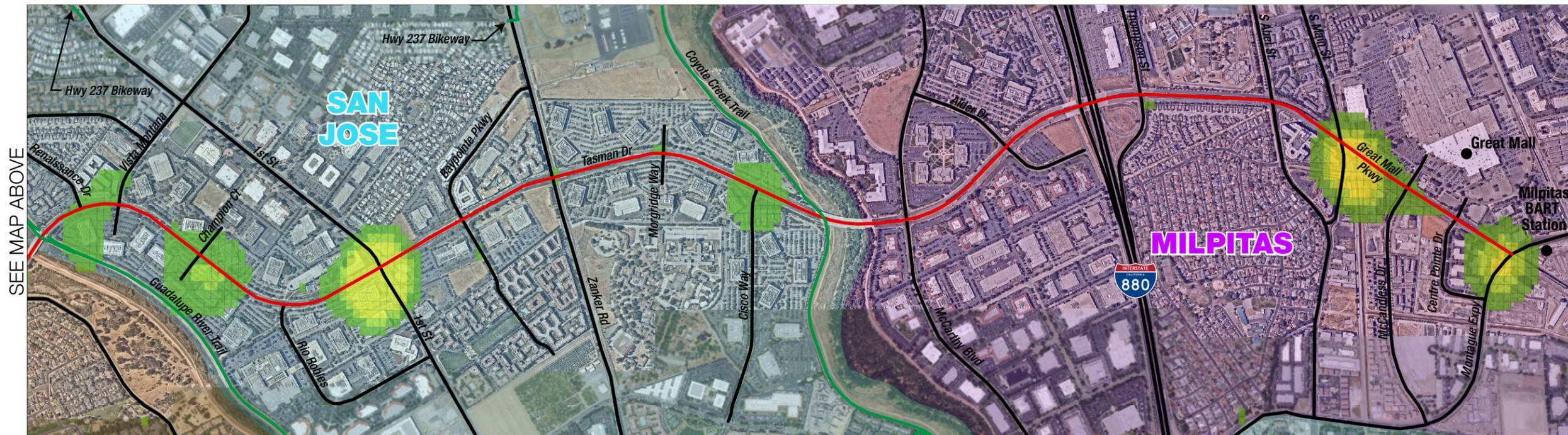


LEGEND

- Low Count of Issue Spots
- Medium Count of Issue Spots
- High Count of Issue Spots
- High Count of Issue Spots
- Project Corridor
- Regional Bikeway



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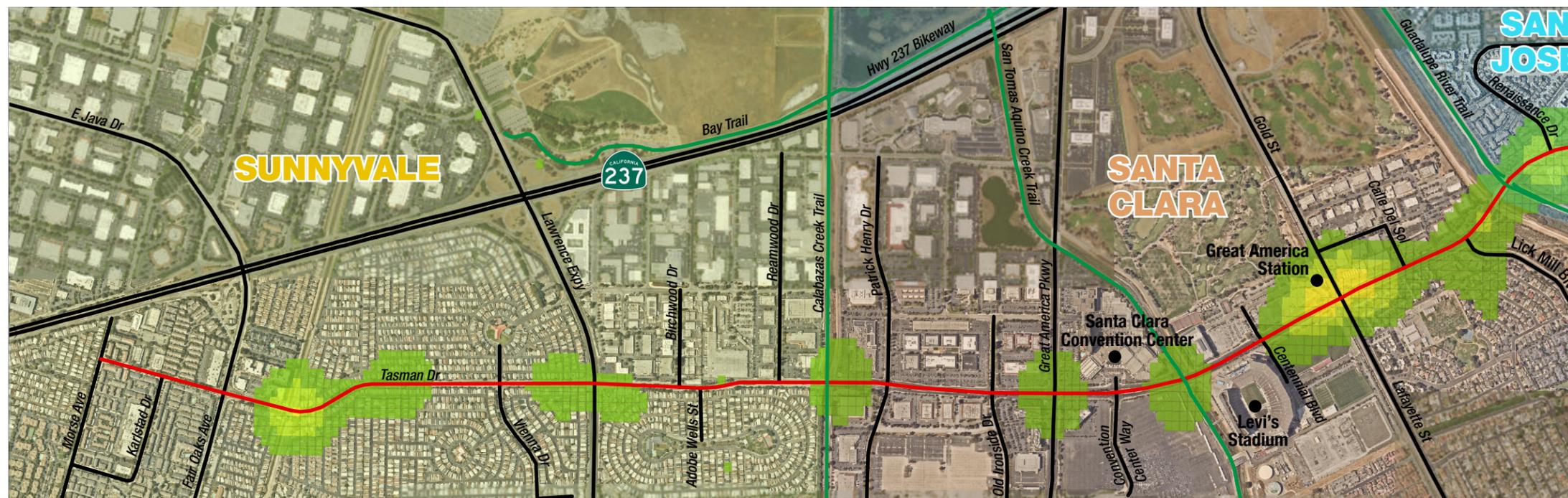
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Tasman Corridor COMPLETE STREETS STUDY



LEGEND

- Low Count of Issue Spots
- Medium Count of Issue Spots
- High Count of Issue Spots
- High Count of Issue Spots
- Project Corridor
- Regional Bikeway



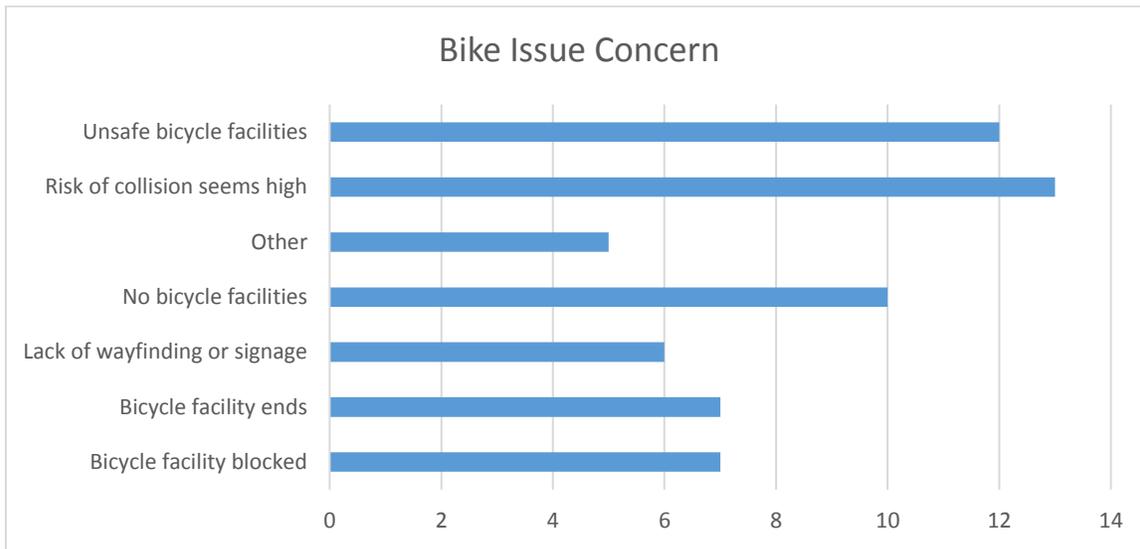
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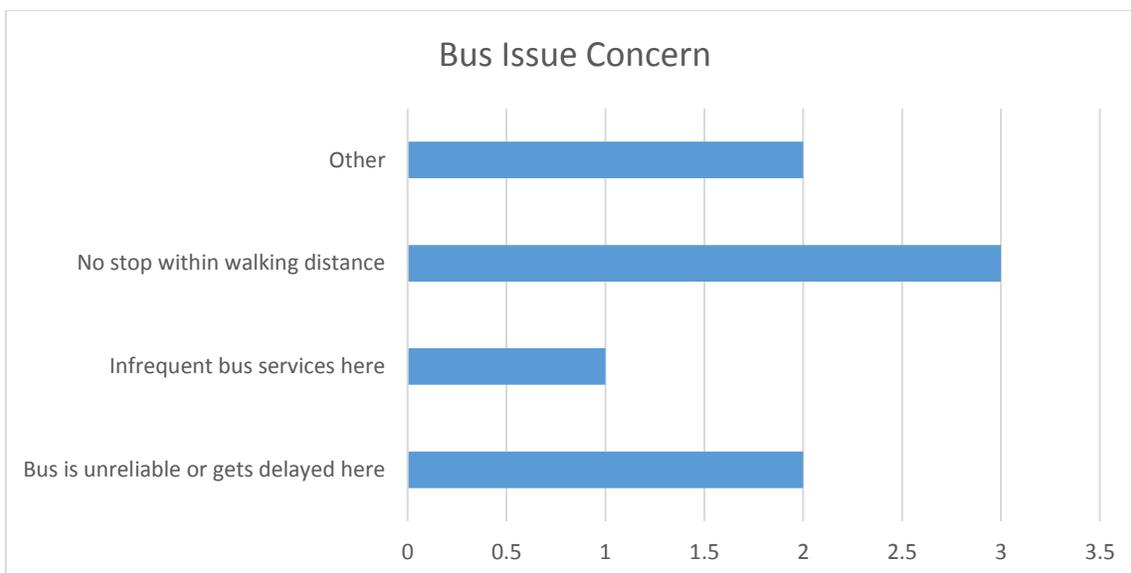


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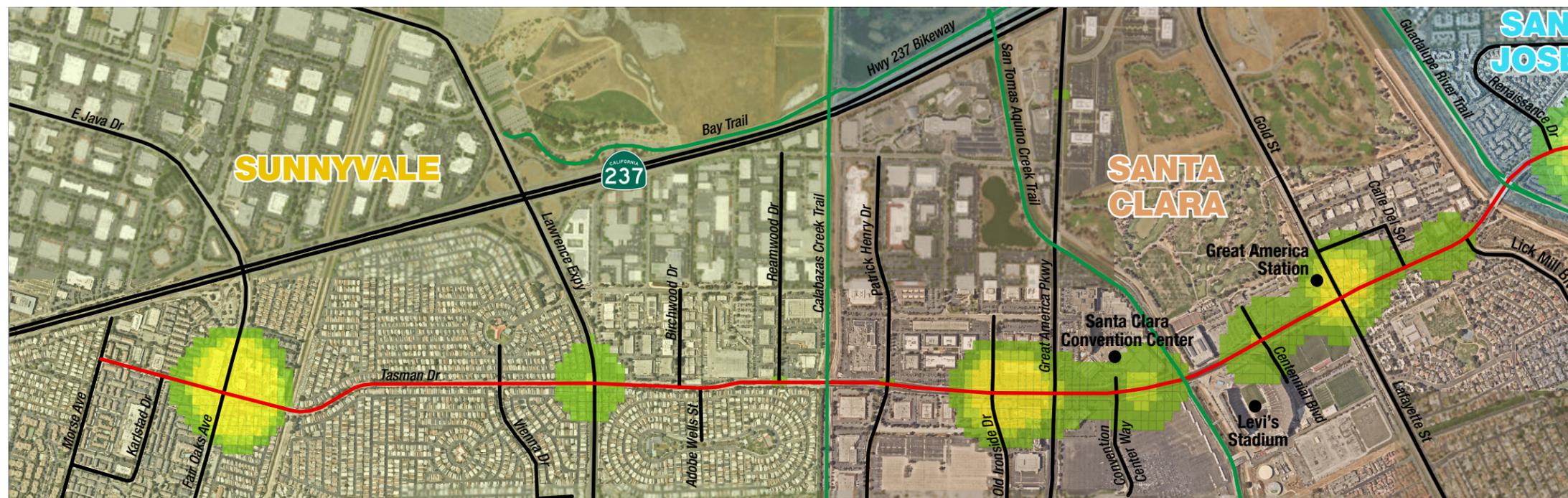
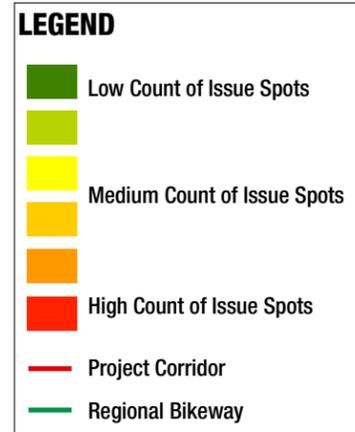
The “other” responses were focused on bicycle movements at intersections, showing a desire for better signal coordination or signage for bicycles.

Locations with a transit related “issue spot” were most common in Santa Clara. However, the highest density of “spots” were noted at the intersection of Tasman and Fair Oaks Avenue (See Attachment 5: Bus and LRT Issue Spot Locations from Crowdsport Survey #1) There were approximately 3.5 times more light rail related comments than bus comments. The bus responses were fairly balanced, with a slightly higher tendency toward “no stop within walking distance.” The “other” comments for bus related issues were also directed toward a lack of service and coordination between bus and light rail service.

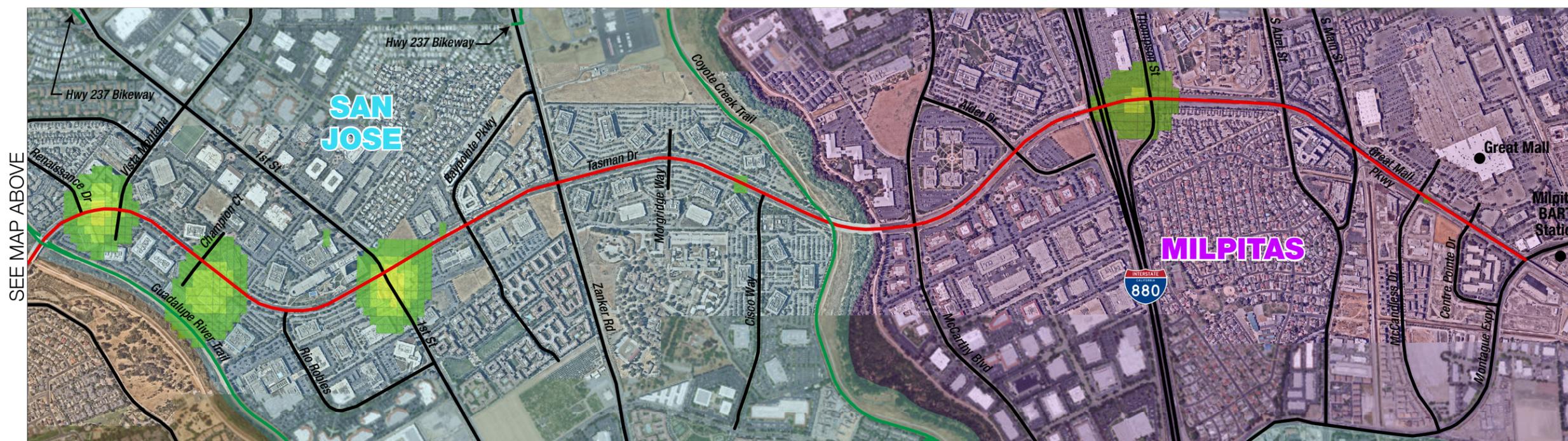


Light Rail “issue spots” showed the highest concern was the unreliability of light rail. The majority of “other” comments indicated “faster light rail service” as the most important need along the corner. However, the suggestions ranged from the enhancement of service to issues

Tasman Corridor COMPLETE STREETS STUDY



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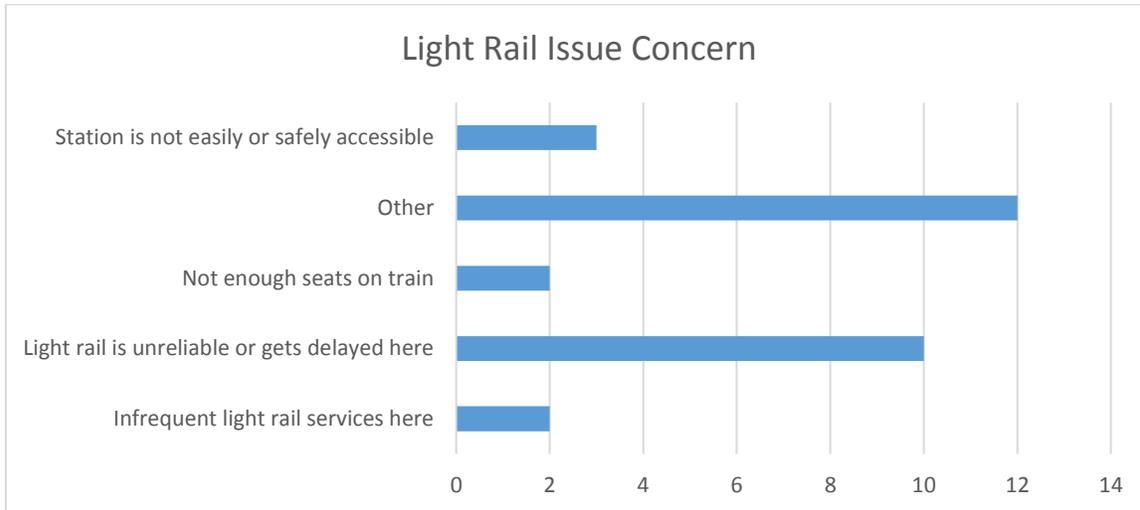
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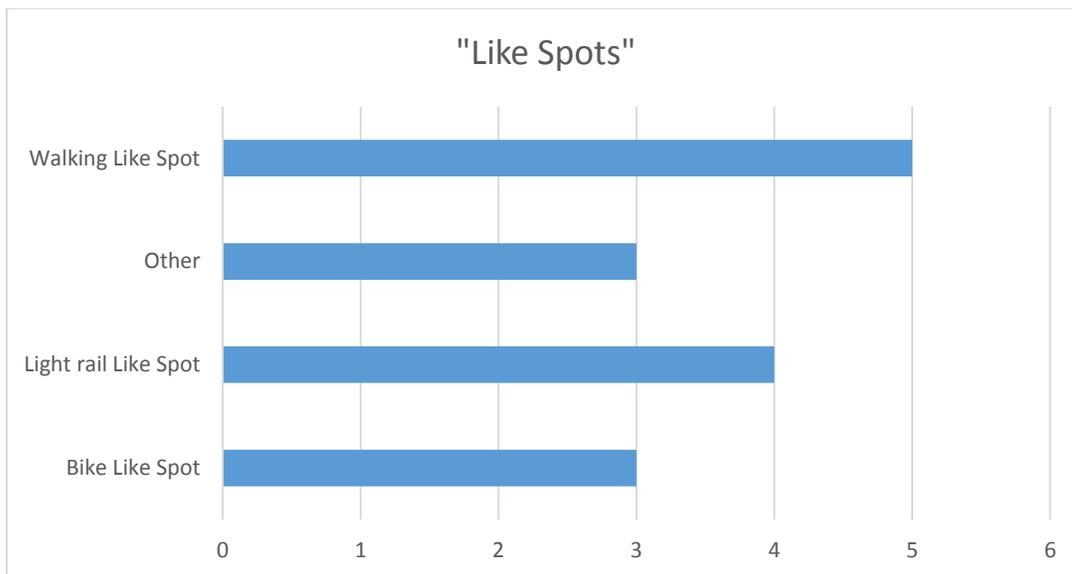
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with maintenance of transit facilities. Responses concerning light rail were made mostly by individuals who “regularly commute along the corridor.”



Additionally, survey takers identified “like spots” and categorized them by modes. Each spot was again given the opportunity to describe the location and its positive characteristics. (See **Attachment 6: Liked Spot Locations from Crowdsport Survey #1**) Bike “like spots” complimented trail areas with good connections (such as the Guadalupe River Trail’s connection to Bay and to Downtown). Light rail “like spots” recognized areas with comfortable and aesthetically pleasing stations for example, the Champion Station. Walking “like spots” noted areas where existing facilities were nice and could potentially be improved upon for greater use.



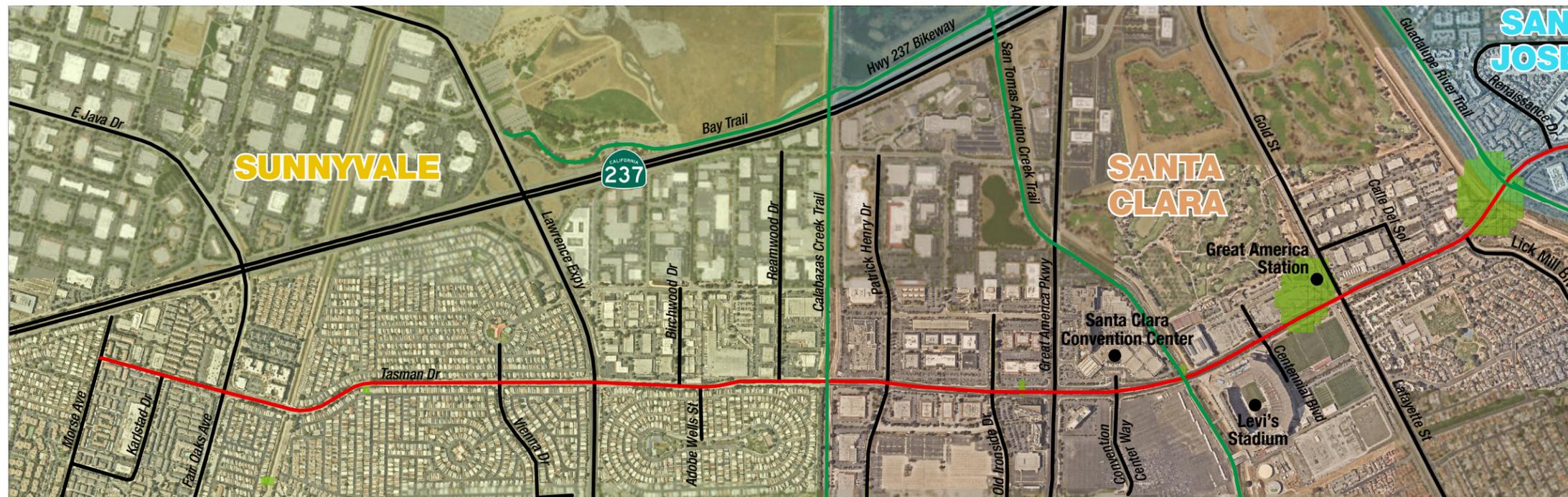
The comments and survey responses received, as part of the Crowdsport online survey, provide insight into the public perspective of the existing conditions of Tasman. Many of the concerns expressed relate to missing or poor condition of facilities for alternative modes of transportation. Congestion and better coordination (via signal timing and transit schedules) was

Tasman Corridor COMPLETE STREETS STUDY

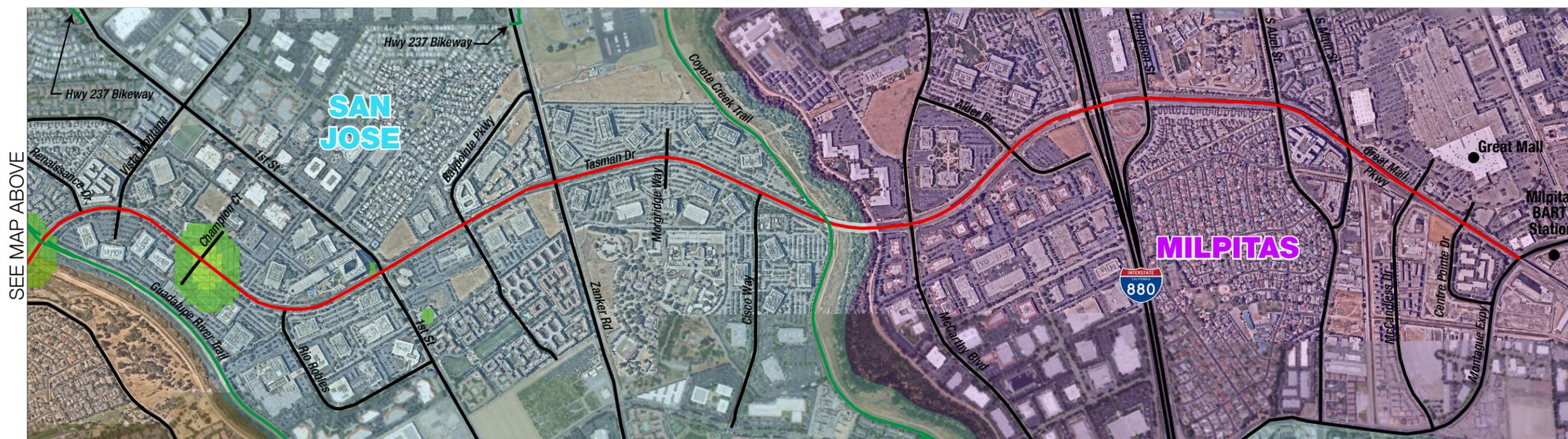


LEGEND

- Low Count of Issue Spots
- Medium Count of Issue Spots
- High Count of Issue Spots
- High Count of Issue Spots
- Project Corridor
- Regional Bikeway



SEE MAP BELOW



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05/2017



also a reoccurring theme in the public feedback. The general thought expressed through the online survey was to enhance the safety and relationships between all modes of transportation.

The results from this first phase of evaluation will be used in the next phase of the project to help understand who are the people using Tasman, and how are they traveling to, from, and along the corridor. This information will influence the set of tools that can potentially be used to develop design improvements in certain segments and along the length of the corridor.



ATTACHMENT 7

(Regularly is defined as once or twice a week.)

How would you describe yourself in relation to the Tasman Drive/Great Mall Parkway corridor? (Choose as many as apply)

- I live along or near the corridor
- I work along or near the corridor
- I regularly commute along the corridor
- I regularly shop, eat, or visit entertainment destinations along the corridor
- I regularly travel across or along the corridor for recreational purposes
- I do not use the corridor regularly, but am interested in seeing it improved

How do you typically travel along the Tasman Drive/Great Mall Parkway corridor? (Choose as many as apply on your regular commute)

- Walk
- Bike
- Drive alone
- Carpool/vanpool/rideshare
- Bus
- Light Rail

Please rank the top three corridor needs in the order you feel are the most important or are most needed, with #1 being the most important: (Respondents are presented with three drop-down lists next to 'most important', '2nd most important', and '3rd most important'. The following options are shown in those drop-down lists)

- Safer or more comfortable sidewalks and complete missing sidewalks
- Safer or more comfortable bike lanes and complete missing bike lanes
- Add bicycle detection at intersections
- Safer or shorter crossings of the roadway at intersections for pedestrians
- More signal time to cross the street for pedestrians
- Faster or more frequent light rail service
- Faster or more frequent bus service
- Better access to light rail stations
- Better access to bus stops
- Better amenities at light rail stations (e.g., signs, benches, shelters)
- Better amenities at bus stops (e.g., signs, benches, shelters)
- Reduce vehicle congestion
- Improvements for people with disabilities
- Wayfinding signage to major destinations
- Better landscaping
- Better lighting
- Other (please specify)



When the Milpitas BART Station opens, do you expect to use it? If so, how will you get to and from the station?

- By walking
- By bicycle
- Driving alone and parking at the station
- Getting dropped off/picked up by someone else
- Carpool/vanpool/rideshare
- Bus
- Light Rail
- Other
- I do not plan on using the new BART station when it opens

Would you like to stay informed about this project? (Choose yes/no; if yes, survey prompts for your e-mail address).

Below is an example of the online portal used for the Crowdsport Survey.

Note: This map is now closed for submissions.

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.

You are invited to share with us issues you've experienced and what improvements you would like to see by completing this map survey.

This survey will be open for responses until **May 5, 2017**. 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. For more information: 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:

Spot Types

- Walk Issue Spot
- Bike Issue Spot
- Light Rail Issue Spot
- Bus Issue Spot
- Car Issue Spot
- Like Spot

Karen added a Walk Issue Spot named Casa de Amigos and Vienna

Thomas added a Car Issue Spot named Street potholes

Thomas added a Car Issue Spot named Signage to 880

Someone added a Walk Issue Spot named HI

Someone added a Walk Issue Spot named HI

Tony added a Car Issue Spot named Tara baby dr

Luiza added a Bus Issue Spot named Santa Teresa Lightrail bus 42

Jean added a Bike Issue Spot named