



TASMAN CORRIDOR COMPLETE STREETS STUDY ROUND 2 PROJECT OUTREACH SUMMARY

Summary of May 2018 Community Outreach Meeting

May 23rd, 2018

The Santa Clara Valley Transportation Authority (VTA) hosted a corridor-wide community outreach meeting on May 23rd, 2018 from 6:00-7:30 p.m. to discuss and present options to improve mobility along the Tasman Corridor. The meeting was held at the Lakewood Elementary School (750 Lakechime Drive) in Sunnyvale. The Study limits are from the Great Mall area of Milpitas to the Fair Oaks Avenue area of Sunnyvale. The Tasman Corridor Complete Streets Study has three objectives:

- to identify a list of projects which enhance the safety, comfort, and reliability of sustainable transportation modes, while still accommodating drivers;
- to be community supported; and
- to be implementable.

A dozen community members attended the meeting: five community members from Sunnyvale, four from San Jose, one from the City of Santa Clara, and one from the City of Palo Alto. An additional attendee arrived after the poll was conducted.

Three attendees indicated they had attended the first round of community meetings held in April of 2017. When asked how the attendees heard about the meeting, the top responses were as follows:

- Mailed Notices
- NextDoor
- E-blast lists from VTA's GovDelivery system
- HOA e-blasts
- Word of Mouth



Sunnyvale Vice Mayor Larry Klein attended the meeting, supported by city staff, Lillian Tsang, Transportation Engineer/Planner. Additional City staff in attendance included Ramses Madou,



Transportation Planning Manager from City of San Jose Department of Transportation, and Pratyush Bhatia represented the City of Santa Clara Department of Public Works.

VTA Project Manager John Sighamony began the presentation, supported by David Lovato, VTA's Outreach Lead. Adam Dankberg, Kimley-Horn Project Manager, was supported by fellow Kimley-Horn employees Robert Paderna and Chelsey Cooper. Eileen Goodwin (Apex Strategies) acted as Meeting Facilitator.

This meeting acted as the second round of community outreach with members of the public. The purpose of the meeting was to provide contextual information about the Study, briefly review existing conditions along the corridor, explain proposed project concepts, and to answer questions and gather feedback on those concepts.

Meeting Summary:

The formal meeting and presentation started slightly past 6:00 p.m. due to a last-minute meeting location relocation from the original Lakewood Park Building to the adjacent Lakewood Elementary School. After a brief introduction by the 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 review existing conditions and explain the proposed project improvements along the Tasman Corridor. The Project Manager discussed the schedule of the Study as well as opportunities for additional input from the public, which include an on-line survey. (This survey was available to meeting attendees on tablets provided at the meeting).

A Q&A session was held at the conclusion of the presentation. The conversations and opinions offered during this time are documented below in the Table 1 – Q&A Feedback in the order they were provided.



At the conclusion of the Q&A session, attendees were asked to visit four stations to provide input regarding suggested improvements on maps (divided by City boundaries) along the Tasman Corridor.



Comment/Question	Response
When would changes be made?	This study is currently in the planning phase; Funding has not been identified to do these suggested improvements. These types of improvements would be eligible for the Measure B sales tax funds. It is likely that these projects are about 3-5 years away from construction at the earliest.
One of my big issues is at the intersection of Fair Oaks and Tasman Drive due to Google/Facebook employees. It is very congested. Is there interface with the City on this area?	Comment noted. Yes, VTA is working specifically with the City to make sure improvements are looked at holistically.
Between Fair Oaks and Lawrence on Tasman, who is that new sidewalk intended to serve?	There is no way to walk along Tasman at this location today. Residents along the corridor could choose to use this connection to walk to shops, walk for exercise, etc. The need for a sidewalk in this area was identified by many residents in previous outreach activities for this project. This study and planning effort is not just about accessing the LRT.
How many people live within a ¼ mile of the corridor? VTA needs to work on outreach. We didn't get a mailer and we should have. The survey response of 236 seems small.	Comments noted. Please make sure to sign in and meet with the VTA Outreach representative to discuss other ideas for reaching out to your neighbors.
I see shuttles waiting at Fair Oaks and Tasman, and Java and Tasman, that should be considered.	Comment noted.
San Francisco has marked areas for shuttles. That should be a model here (Cisco representative).	Comment noted.
What are the options to separate the bike lane? How would that work?	There could be flexible posts, islands, planters, or small dome-like separations. There are installation and maintenance cost differences between these types of barriers that the Cities will provide guidance on. There are between 10 and 15 different types of barriers under consideration.
On Tasman between Java and Lawrence, use of the train should be	Comment noted.



Comment/Question	Response
free to get people from one end to the other instead of putting in the sidewalk.	
The alternative bike route that is proposed has me worried that if it is not convenient no one will use it. Can't lanes be made 10' wide instead of 11' or 12', to fit in a bike lane?	There is not enough width to safely add a lane on the portion of Tasman between Fair Oaks and Lawrence Expy. There are no shoulders, curves in the road, and drainage gutter pans that make the provision of a bike lane here unsafe.
Are you just looking to enhance existing infrastructure?	For the most part yes. Intersection treatments are a key set of options under consideration.
When does this set of improvements go to the VTA board?	The project team hopes to bring the study recommendations to the VTA Board before the end of 2018.

Feedback Received at Stations

During the break-out session, attendees used the time to ask direct questions to members of the project team. A limited number of comments/questions were added to the station maps. These include:

Sunnyvale

- At infospot #1 (intersection of Tasman and Fair Oaks Ave)
 - 2 supports
 - Comment: "Taking away left-turn onto Fair Oaks could be problematic; need space to make this turn"
- General comment: "Be aware of future growth in Sunnyvale due to Google and other entities"
- At infospot #2 (Fair Oaks and Vienna Station)
 - 2 supports
 - Comment: "Lose a car lane for space so people can walk or ride)
- At infospot #4 (intersection of Tasman and Lawrence Expy)
 - 1 support
 - Comment: "Good to have a sidewalk here"
- At infospot #5 (intersection of Tasman and Lawrence Expy)
 - 1 support
- At infospot #6 (along Tasman Drive between Lawrence Expy and Reamwood Station)
 - 1 support
- At infospot #7 (intersection of Tasman and Birchwood Dr and Reamwood Dr)
 - 2 supports
- At infospot #8 (along Tasman, west of Calabazas Creek Trail)
 - 1 support
- At infospot #10 (Reamwood Station)
 - 2 supports



- At infospot #11 (Calabazas Creek Trail)
 - 1 support

Santa Clara

- At infospot #16 (along Tasman, in front of Levi's Stadium)
 - 2 supports
- At infospot #20 (along Tasman, leading up to Lick Mill Station)
 - 1 support
- At infospot #21 (Lick Mill Station)
 - 1 support

San Jose

- At infospot #23 (Guadalupe River Trail connection)
 - 1 support
- At infospot #24 (Guadalupe River Trail connection)
 - 1 support
- At infospot #25 (along Tasman between Renaissance and Vista Montana)
 - 3 supports
- At infospot #26 (intersection of Tasman and Champion Ct)
 - 2 supports
 - "Needs either signal phase – no right turn, or setback of 2-way cycle track from right-turn lane to avoid right hook accidents."
- At infospot #27 (intersection of Tasman and Vista Montana)
 - 1 support
- At infospot #28 (along Tasman between Vista Montana and Baypointe Pkwy)
 - 1 support
- At infospot #31 (intersection of Tasman and N 1st St)
 - 3 supports
 - Comment: "Cisco Daycare/Healthcare becomes an island"
 - Comment: "Need VTA sponsored bike share facilities installed"
 - Comment: "Reduction of lanes does not serve Cisco employees; will create more traffic than our campus"
- At infospot #33 (intersection of Tasman and Zanker Rd)
 - Comment: "Trail crossing at intersection should be green as long as the green for cars on Tasman"
- At infospot #35 (bridge crossing Coyote Creek Trail)
 - 1 support
- At infospot #37 (trail connection of Coyote Creek Trail)
 - 1 support

Milpitas

- At infospot #39 (intersection of Tasman and McCarthy Blvd)
 - 2 supports
- At infospot #41 (along Tasman between McCarthy Blvd and Alder Dr)
 - 2 supports

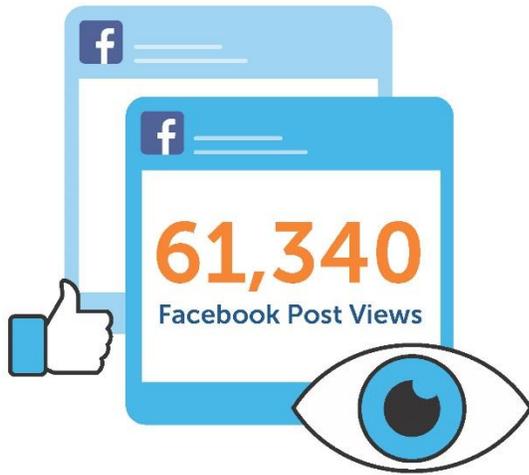


- At infospot #42 (I-880/Milpitas Station)
 - 1 support
- At infospot #43 (intersection of Tasman and Alder Dr)
 - 1 support
- At infospot #44 (along Tasman from Alder Dr to I-880)
 - 2 supports
- At infospot #45 (along Tasman from Alder Dr to I-880)
 - 1 support
- At infospot #46 (Tasman bridge across I-880)
 - 2 supports
- At infospot #47 (intersection of Great Mall Pkwy and Thompson St)
 - 2 supports
- At infospot #48 (along Great Mall Pkwy between Thompson St and Abel St)
 - 4 supports
- At infospot #49 (intersection of Tasman and Abel St)
 - 2 supports
- At infospot #50 (intersection of Tasman and Main St)
 - 1 support
- At infospot #51 (along Great Mall Pkwy between Mustang Dr and Centre Pointe Dr)
 - 1 support
- At infospot #52 (intersection of Great Mall Pkwy and Montague Expy)
 - 2 supports

Outreach Efforts

The following provides a summary of the outreach efforts through different forms of meetings and outreach avenues during the second round of outreach.

Consolidated Summary	# of Engagements
Blog Post views	1,177
Community Meeting attendees	184
Facebook Post views	61,340
Twitter Post views	72,160
Nextdoor Post views	98,675
Gov Delivery views	2,024
Mass Mailings	8,355
Partner Post views (Facebook)	31,766
Project Page views	2,019
Online Survey responses	8,154





Online Survey Results Summary

Summary of Responses

The Online Survey for the second round of public outreach took a different form than the first round. For this round, the online survey tool, Crowdsport, displayed the proposed improvements at locations along the corridors. Survey respondents were allowed to “Support” the improvements, as well as provide direct feedback in the form of comments on each “infospot” (the location of each improvement). These comments were available for all to see, and allowed other participants to add on comments if they agreed/disagreed. Respondents could provide their name or reply anonymously. In total, there were 8,154 unique visitors to the online survey with 334 comments and 1,132 “supports” for proposed improvements.

The following briefly summarizes the responses for each info spot by jurisdiction.

Sunnyvale

Fair Oaks/Tasman Intersection (22 comments, 14 supports):

Fair Oaks Station (11 comments, 17 supports)

- Worried about the westbound U-turn movement
- Diagonal crosswalk to LRT from SW corner?
- Stronger transit signal priority
- Provide protected intersection at SW corner (John Brazil)
- Provide LPI
- Worried about loss of second westbound left-turn
- Pedestrian bridge!!!
- Quite a few comments for road diet/protected bike lanes
- Need two left-turn lanes from Fair Oaks to Tasman
- Buses should have signal priority also
- Are we adding fences to prevent Jay-walking?



New sidewalk along south side (28 comments, 21 supports):

- Worried about removal of trees
- Would rather see road diet and protected bike lane
- Lower speed limits
- Do we have a traffic study to justify no road diet?
- Absolutely need a sidewalk
- Generally all in favor

Vienna Station (14 comments, 22 supports)

- “Really starting to look like the world class transit systems I experienced in Europe”
- Opposed to removing trees, remove traffic lane instead and provide bike lanes
- Add bike lanes by buying the units along Tasman



- Worries about traffic speeds, cycling around blind curves

New sidewalk north side east of Lawrence (12 comments, 23 supports)

- 5' is narrow
- Excellent decision, needed
- Add bicycle accommodations
- Where are the environmental studies? (noise, light, air pollutions)

Proposed Median Sidewalk (6 comments, 13 supports)

- Excellent idea
- People already walk on the tracks or in the street

Reamwood Station (3 comments, 12 supports)

- Consider adding a station at Lawrence/Tasman and closing Vienna and Reamwood

Near and Long-Term Alternatives (east of Adobe Wells) (5 comments, 9 supports)

- How far away is "long-term"?
- Losing bike lane feels like a step back
- Shared use is a good interim solution

High visibility crosswalks (5 comments, 30 supports)

Locations: Vienna, Birchwood, Adobe Wells, Reamwood

- Yes!

Pedestrian Adaptive Signal (9 comments, 19 supports)

Location: Lawrence @ Tasman

- Like having the ability to have more walk time

Tighten curb radii (7 comments, 45 supports)

Locations: Lawrence, Birchwood

- Yes!
- Add bike boxes too?

Trail Wayfinding at Calabazas Creek Trail (3 comments, 10 supports)

- Wayfinding will help
- Add map too

Trail Undercrossing at Calabazas Creek Trail (7 comments, 14 supports)

- Needed



- Long overdue
- Sometimes gets too wet in the water for walking under there

Santa Clara

Old Ironside Station (2 comments, 14 supports)

- Important to make pedestrian crossing more visible
- There is proposed new development; VTA should work to make sure the new traffic doesn't negatively impact LRT service

Great America Station (4 comments, 13 supports)

- Support these improvements
- Please consider synchronizing the signals from Great America Parkway till Lick Mill
- Can you have more trains passing by till 12:30am?

Lick Mill Station (4 comments, 23 supports)

- Would prefer to have a dedicated signal phase for pedestrians and bikes crossing at this signal, but a Leading Pedestrian Interval is better than nothing
- All station improvements are excellent!
- Would love to see EB left turn lane removed at Lick Mill and sidewalk south of the station extended all the way to Lick Mill
- Please improve access to the Southbound platform from the Lick Mill end of the station
- Please allow for earlier announcements of closing the Lick Mill station after Stadium events

CityPlace Improvements

Location: Tasman and Marie P. DeBartolo Way (5 comments, 14 supports)

- Thumbs up
- Awesome idea
- Will there be any additional bus/transit stations? A crowded entry way onto City Place will clog up Tasman?
- From Great America Parkway to Lick Mill, signals are not synchronized between 4:30 and 6:30 pm
- The roads are new and smooth but there are "potholes" in the center to expose the drain openings. This is ok with cars but for motorcyclists, it is very dangerous. Please consider fixing this issue.

Location: Tasman and Lafayette Street (4 comments, 23 supports)

- Great Idea!
- I like the landscape – please use drought tolerant plants
- Move the LRT station on top of the Amtrak Station or plan for this in the future

Location: Tasman and Lick Mill Drive (3 comments, 18 supports)

- Left-turning cars on Lick Mill do not yield to pedestrians



- Blinking pedestrian lights on Lick Mill should be converted to stop and go lights; many drivers do not see the blinking lights
- Please incorporate specific bike facilities

Pedestrian Connection (3 comments, 25 supports)

Location: Tasman and Lafayette

- Yes Please!! We need faster connection between Lick Mill and Amtrak Station!
- This is a good idea. Would there be two bike lanes for west and eastbound traffic?
- What happened to the plan to relocate the Lick Mill station directly above the Amtrak station on the overpass?

Widen Sidewalk (2 comments, 12 supports)

Location: Tasman and Convention Center Way

- Great Idea!

High Visibility Crosswalk (2 comments, 10 supports)

Location: Tasman and Convention Center Way

- "Thumbs up"
- Please do these in paint and not thermoplastic because they get very slick on rainy days

Tighter Curb Radii (0 comments, 20 likes)

Location: Tasman and north side of intersection with Old Ironsides Drive

Trail Wayfinding

Location: North trail connection at San Tomas Aquino Creek Trail (2 comments, 12 supports)

- "Thumbs up"
- Tell Santa Clara to stop allowing the Levi Stadium owners to close the trail

Location: South trail connection at San Tomas Aquino Creek Trail (4 comments, 14 supports)

- "Thumbs up"
- Prioritize a better connection instead of the current detour during stadium events
- The Stadium should have to pay for a remediation that would allow the trail to be used regardless of activity at the stadium (moving it or building walkways over the trail from the parking lot to the stadium)
- Agree with above and please improve access to the trail for bikes.

Vertical Separation

Location: Along Tasman, in front of Levi's Stadium (5 comments, 18 supports)



- “Thumbs up”
- Love it! This should be the situation across the entire corridor
- This is a good idea
- Agreed, should provide as much visibility and safety for bicyclists as possible
- Best thing is to get rid of the Stadium

Location: Along Tasman between Lafayette Street and Calle del Sol (3 comments, 27 supports)

- All great things proposed here
- Vertical separation may further deteriorate the slow-moving traffic; best to improve right lane traffic and make road as straight as possible
- Love it! Extremely valuable for pedestrian and cyclist safety

Location: Along Tasman from Calle del Sol to Lick Mill Boulevard (3 comments, 22 supports)

- Excellent!
- Vertical separation may further deteriorate the slow-moving traffic; best to improve right lane traffic and make road as straight as possible
- Please add raise lane marker instead of vertical dividers

San Jose

Baypointe Station (2 comments, 16 Supports)

- Description says nothing about reconfiguring LRT station. Is station going to be removed and replaced with 2 track station?
- Maybe this is covered elsewhere, but why is the 1st street station being expanded in favor of this much nicer (and shadier) station?

Cisco Way Station (1 comment, 13 supports)

- If the plan is to have distinctive crosswalks at each light rail station there could consideration in having artistic, themed ones like in Downtown SJ - Cisco Way could be tech themed, River Oaks river themed, Metro/Airport aerial themed, etc.

Champion Station Enhancements (2 comments, 12 supports)

- “Kewl!!”
- A 2-way bike path is appealing if there’s a significant divider with the car lanes; I’d rather have a bike lane moving in the same direction as the rest of the traffic.

Tasman and N 1st Enhancements (21 comments, 14 supports)

- This is a busy intersection, removing left-turns would be a major disruption; not the solution needed here; please do not remove
- A major problem is cars wanting to turn right on red get impatient waiting behind cyclists
- The light sequence needs to be reviewed
- The station should be underground or elevated



- I like the improvements, it will take a while for everyone to adjust
- Can signalization be improved for pedestrians waiting to cross?
- This looks like an excellent intersection design
- Will these require the removal of mature trees?
- How can we improve safety for peds/bikes from right-turning vehicles?
- Support removing automobile left turn lanes if it improves light rail speeds and reliability

Tasman and Zanker Intersection Improvements (9 comments, 12 supports)

- Remove a lane in each direction will make things unbearable; do not reduce eastbound travel lanes
- I like the proposal to remove the porkchop islands and make the curb into a corner
- Very bad idea to reduce the number of lanes
- Can we improve signalization for bikes?
- Great ideas to eliminate pork chop island, tighter turn radii, and elimination of the traffic lanes
- Traffic lanes on Zanker need to be remarked so cars going east/west can separate early
- I like the general proposal, not sure about eliminating the eastbound lane
- I agree we should maintain the number of car lanes

Bridge Cross-Section Changes (4 comments, 8 supports)

- "Thumbs up"
- These improvements are great ideas
- Consider making the bridge south side 3 lanes for cars

Bike Tie-in to Trail (7 comments, 18 supports)

- The right turn mixing zone is dangerous
- Put bikes on the sidewalks
- I like the two-way bike path and way-finding
- Lower speed limits here
- Expand the elevated side walk and put bike trail there
- Need bike lanes (1-way)

Pedestrian Adaptive Signal

Location: Tasman Drive and Zanker Road (1 comment, 11 supports)

- Sounds like a good idea

Location: Tasman Drive and North 1st Street (1 comment, 12 supports)

- Yes!



Location: Tasman Drive and Cisco Way (1 comment, 13 supports)

- I like the sensor, so people don't have to press a button

Tighter Curb Radii (3 comments, 10 supports)

- Making driving more difficult does not make it safer
- People parking on the side of the road with the apartment and it becomes very unsafe
- Vista Montana is the channel to Highway 237, slowing this intersection means more back-ups on Tasman Drive; please disallow parking towards the Cisco side of Vista Montana, add two left turn lanes on Tasman turning onto Vista Montana

Trail Wayfinding

Location: Guadalupe River Trail connection (0 comments, 16 supports)

Location: Coyote Creek Trail north side (2 comments, 8 supports)

- "Thumbs up"
- Yes, add more trail signage!

Location: Coyote Creek Trail south side (3 comments, 8 supports)

- "Thumbs up"
- Yes Please!
- Make the Coyote Creek Trail access on the East side a bit more welcoming

Two-Stage Turn Box Bike

Location: Tasman Drive and Renaissance Drive (4 comments, 16 supports)

- This is just confusing for drivers
- Add a bus stop
- This is a good idea, but could use additional signage to make its purpose clear
- Also needs to be pedestrian crossing at this intersection
- Confused by the recommendation

Location: Tasman Drive and Vista Montana (5 comments, 12 supports)

- Over complex treatments confuse drivers; just put a sharrow
- Tasman's main problem is the total absence of a bike lane in parts of it
- This is a good idea, but it could use additional signage to make its purpose clear
- This is a high traffic area; keep it simple and really visible
- Entrance to the parking lot should not be directly through a major traffic light intersection

High Visibility Crosswalks

Location: Tasman Drive and Champion Court (2 comments, 8 supports)



- I like the bike signal
- Need a route for eastbound bikes turning left to Champion Ct. (blocked by raised curb)

Location: Tasman Drive and Rio Robles Drive (0 comments, 9 supports)

Location: Tasman Drive and Cisco building 4/5 entrance (1 comment, 11 supports)

- High visibility crosswalks are good. But, do not put in a two-way bike path on South side of street

Widen Sidewalk

Location: East of Guadalupe River Trail (2 comments, 14 supports)

- Yes we need to widen this road; vertical dividers won't help
- Bigger sidewalks and better bike lanes between Vista Montana and Great America

Location: East of Vista Montana (1 comment, 10 supports)

- Why? Put the landscaping between cars and bikes instead of a buffer zone with plots. Add some between pedestrians and bike lanes; have bikes and pedestrians on the same sidewalk level

Location: East of Rio Robles (0 comments, 6 supports)

Location: West of Baypointe Parkway (0 comments, 10 supports)

Location: West of entrance to Cisco Campus (1 comment, 6 supports)

- Widening the sidewalk and shifting it away from the traffic would be a nice improvement

Location: East of entrance to Cisco Campus (0 comments, 7 supports)

Class IV Bikeway

Location: Along Tasman (2 comments, 10 supports)

- Don't force bicyclists to change to sidewalks; if you put a 2way bike lane, do it on the whole length of the road
- Do not put in a 2-way path; it will take away from travel lanes

Location: Along Tasman (1 comment, 8 supports)

- Do not put in a 2-way path; it will take away from travel lanes

Location: Along Tasman (2 comments, 8 supports)

- Do not put in a 2-way path; it will take away from travel lanes
- I agree with the comment on 2-way bike path; I'd rather see 1-way bike lanes one each side



Location: Along Tasman (1 comment, 11 supports)

- Do not put in a 2-way path; it will take away from travel lanes

Location: Along Tasman (2 comments, 9 supports)

- The trees on both side of the street need to be persevered
- Do not put in a 2-way path; it will take away from travel lanes

Location: Along Tasman (2 comments, 7 supports)

- Do not put in a 2-way path; it will take away from travel lanes
- I want to bring attention to the very poor choice of paint that was used on Tasman during construction of the current bike lane. The green paint is fracturing and peeling so badly that it's actually hazardous to ride on and when I travel on Tasman on my road bike I end up just riding in the car lane to avoid all of the incredibly rough bike lane sections.

Location: Along Tasman (1 comment, 8 supports)

- Do not put in a 2-way path; it will take away from travel lanes

Location: Along Tasman (4 comments, 17 supports)

- Put bike lanes on the sidewalk, it is safer and uses less space
- Is the 2-way bike lane to avoid going under the bridge where the homeless live? Can't imagine how this makes sense anywhere else
- This is a fantastic idea
- 1-way bike lanes in each direction are fine
- For whoever suggested bikes should use the sidewalk – that is a bad idea

Location: Along Tasman (4 comments, 9 supports)

- Don't remove travel lanes
- I'm all for bike paths, but traffic is heavy enough that I'm not sure removing a traffic lane is a good idea
- Do not remove travel lanes
- Removing a lane is irresponsible

Milpitas

I-880 Station (1 comment, 13 supports)



- This picture has a sidewalk on Tasmans south side that does not exist but is needed. If you work in any building just south of lightrail station like I do, we have no side walk to use to get to the corner of Tasman and alder to cross legally and safely to the station. I along with others walk the parking lot to get to Tasman and we have a choice use the bike lane dangerously close to flying cars or use the parking lot and traverse the 4-foot hill grassy and slippery in business attire and risk breaking an ankle...I take the 5am lightrail from Santa Teresa station and use it to get to i880 station then walk to work 775 sycamore Drive and reverse in the pm. I challenge you to walk from that station using just sidewalks, crosswalks and parking lots, but not walking on any grass or dirt area or actual street

Tasman and McCarthy Intersection (2 comments, 7 supports)

- This will significantly improve safety!
- Please note the sidewalk on south side of Tasman does not exist but needs too. The north side of Tasman has paved but south side does not

Tasman and Alder Intersection Improvement (2 comments, 8 supports)

- The bicycle improvements sound good to me
- Can we highlight the actual need for south side of Tasman pedestrian walkway or sidewalk; many use the parking lot and climb a grassy hill to get to the station

Barber Connection (1 comment, 9 supports)

- "Thumbs up"

Tasman/Thompson/I-880 NB Ramps Intersection Improvements (11 comments, 8 supports)

- Do not remove dedicated right-turn lane on to the freeway- will cause major backups
- The bollard-buffer treatments next to bike lanes should be raised curbs instead
- This will make this area much safer for pedestrians and cyclists
- East/west traffic would benefit from underpasses or tunnels with express lanes
- There is not much space for a dedicated right-only lane for northbound I-880; backups cause congestion
- I hate it; Please consider putting in separated bike lanes unless the 2-way bike path is separated and then I love it
- This, or something like it, is essential!
- This is great
- Do not put in a 2-way path; it will take away from travel lanes
- Removing the free right turn without installing a right turn lane will cause traffic to backup

Class IV Bikeway (2 comments, 7 supports)

- How about reconfiguring the south side lanes to be consistent from three lanes
- Do not put in a 2-way path; it will take away from travel lanes



Tasman and Abel Intersection Improvements (6 comments, 18 supports)

- No right-turn on red makes sense for Able but not for Great Mall
- Prefer protected intersection design
- Nice to have test rides when improvements are done, so the public is aware of them
- Great call on eliminating the pork chop island and adding the two-stage turn boxes
- Love the idea of the bike lane buffer with vertical separation
- Protected right turn makes sense but at the same time there should be a dedicated lane for right turn only cars

Great Mall Parkway and Main Intersection Improvements (5 comments, 18 supports)

- Need public education on proper driving methods
- Please add bike markings through the intersection
- Work on signal coordination first
- Could use a pedestrian overpass across the south lanes of Great Mall Parkway

Bike and Pedestrian Bridge (5 comments, 1 supports)

- A buffered bike lane would be nice
- Tasman is a rough street to ride on
- Continue elevated sections of light rail toward Mountain View
- This is essential!
- Physical separation between bicyclists and cars is really needed here

New Cross Section (2 comments, 9 supports)

Location: Tasman between Alder Drive and I-880

- Every single day, there is a charter bus which drop off/pick ups passengers from the Tasman/Alder corner near the park n ride lot. The bus drives along the right only lane, cuts across the bicycle lane and forces its way into the travel lane. It is miracle that no bicyclist or motorist has lost their lives. Any change to improve the bicycle lane is welcome.
- The North side of Tasman would have 3 bicycle lanes, 1 protected one-way bike lane and a shared use 2-way path? I guess if there are a lot of pedestrians, it's nice to have the optional bikes only lane. But I'm not sure why have a mixed use path AND a bike lane.

New Cross Section (3 comments, 16 supports)

Location: Tasman Drive between I-880 and South Abel Street

- Buffers and bollards are good but raised curb and shared use path are better
- I like the protected bike lane idea
- I don't support the change only because I don't think it's needed; need more cops here

Cross Section Improvements (1 comment, 9 supports)



Location: Tasman Drive, east of McCarthy Boulevard

- Can we highlight the actual need for south side of Tasman pedestrian walkway or sidewalk? If you work in any building just south of lightrail station like I do, we have no side walk to use to get to the order of Tasman and alder to cross legally and safely to the station. I along with others walk the parking lot to get to Tasman and we have a choice use the bike lane dangerously close to flying cars or use the parking lot and traverse the 4-foot hill grassy and slippery in business attire and risk breaking an ankle...

Sidewalk and Crosswalk Improvements (5 comments, 15 supports)

Location: Great Mall Parkway and Montague Expressway

- Would like to what a better diagram of what this would look like
- Should eliminate the pork chop islands entirely
- Needs better and clearly marked and separated bike lanes
- Study should include Montague Expressway in its scope

Class I Bikeway

Location: Great Mall Parkway between Fairlane Drive and Centre Pointe Drive (5 comments, 13 supports)

- Terrible idea and unnecessary
- Perfect place to start building a good east-west bike route
- Very important spot for bike lanes to connect with Bart and greater regional transit
- This, or something like it, is essential!
- Wider sidewalks (12 feet) would be ideal

Location: Great Mall Parkway between South Main Street and Fairlane Drive (3 comments, 14 supports)

- I like buffer bike lanes
- This, or something like it, is essential!
- I like the 2-way off-street bike lane idea

Future Sidewalk

Location: Great Mall Parkway between Centre Point Drive and Montague Expressway (4 comments, 12 supports)

- I can't see it being very safe for pedestrians
- Please retain shade trees
- Yes sidewalks need to be added on the South side of Great Mall between Montague and Centre pointe all the way across to Main
- BART station area should prioritize safe and comfortable walking and biking over traffic flow



Location: Great Mall Parkway between McCandless Drive and Centre Pointe Drive (2 comments, 16 supports)

- “Thumbs up”
- That would be helpful, since Great Mall Parkway is a wide road to cross by foot

Pedestrian Adaptive Signal (1 comment, 10 supports)

Location: Tasman Drive and McCarthy Boulevard

- Can we add a pedestrian walkway or sidewalk on the south side of Tasman between alder and McCarthy to prevent being forged to walk in the bike lane right next to moving traffic, which is dangerous?

Tighter Curb Radii

Location: Great Mall Parkway and McCandless Drive (2 comments, 10 supports)

- Pedestrians arriving from the south side of great mall parkway would benefit from having a pedestrian overpass available also increasing safety. It would relieve congestion on Great Mall Pkwy as less pedestrians would have to use the ground level crossings which likely lead to increased signal delays for vehicle traffic at ground level.
- There might be lot of congestions with the new shops scheduled to open in McCandless Dr. The road joining McCandless Dr to Great Mall Pkwy are to be made more wider. otherwise U turn on McCandless Dr will be difficult.

Location: Great Mall Parkway and Centre Pointe Drive (1 comment, 12 supports)

- I agree. The curbs could be improved for pedestrians. Let's make sure all the crosswalk request buttons work along Tasman. There are intersections where nothing happens when you press the button.



River Oaks Neighborhood Association Meeting

May 2nd, 2018

The project team attended the River Oaks Neighborhood Association meeting held on Wednesday, May 2, 2018, at the Elan Apartments Community Room (345 Village Center Drive, San Jose, CA). Approximately fifty (50) community members attended the meeting.

David Lovato (VTA Community Outreach) assisted with the facilitation of the meetings. VTA Project Manager John Sighamony was supported by Consultant staff (Robert Paderna, Kimley-Horn). John led a powerpoint presentation highlighting the project background, existing conditions, brief summary of community feedback from the first round of community outreach, preliminary project improvements, and project next steps. Following the presentation, John opened it up to questions from the attendees.

Comment/Question	Response
I was not aware of the first round of public outreach meetings.	VTA led outreach efforts leading up to the first round of community outreach meetings held in April 2017. Outreach efforts included flyers which were mailed to residences along the project corridor, and notices were posted on NextDoor. It is not too late to provide input on proposed project improvements as there is an online survey that is live. Refer to the project fact sheet with link to the project website.
Has the project team worked with the various neighborhood associations over the course of the project?	Yes, the project team has met with several neighborhood associations and major employers along the corridor such as Cisco to discuss the goals and objectives of the project and seek input on potential improvement opportunities. Outreach efforts are still ongoing.
The project should account for the planned movie theatre along the Tasman Dr corridor.	Comment noted. The project team has met with each of the partner agencies at the onset of the project and has obtained information on approved new developments in the immediate vicinity of the project corridor.
The project should account for the planned new development adjacent to the Seely Ave/River Oaks Pkwy intersection.	Comment noted. The project team has met with each of the partner agencies at the onset of the project and has obtained information on approved new developments in the immediate vicinity of the project corridor.



Comment/Question	Response
Accessibility to the LRT station at Great Mall Pkwy/Montague Expwy is unsafe.	The project team has developed preliminary improvements aimed to improve pedestrian safety and accessibility to the Great Mall/Main St LRT station.
Litter and dog waste is a big issue along Tasman Dr, and the problem will worsen with increased foot traffic in the future. Suggest consideration of additional trash cans along the corridor.	Comment noted.
Has the project team accounted for planned developments along the corridor including City Place and the Cisco redevelopment?	Yes, the project team has met with each of the partner agencies and has obtained information on approved new developments in the immediate vicinity of the project corridor. These developments have been accounted for in our evaluation of corridor improvements and traffic operations analysis.
There are concerns with increased traffic diversion onto River Oaks Parkway and other nearby local streets as traffic increases.	Comment noted. The traffic operations analysis will account for future traffic growth projections based on VTA's countywide travel demand model.
Suggest looking into pedestrian overcrossings to improve safety.	Pedestrian and bicycle overcrossings are being considered. These improvements, however, are very costly and will likely present funding challenges.
Suggest considering of Uber and Lyft designated pick-up/drop-off zones along the corridor. People currently use bus stops and other non-designated areas along the corridor.	Comment noted. VTA is having preliminary conversations with various local agencies about the feasibility of designated areas for Transportation Network Companies (TNC).
Elimination of left-turns at Tasman Dr/N 1 st St will be problematic. There will be opposition these turn restrictions and any modifications which reduce vehicle capacity.	Comment noted. VTA has been working closely with the City of San Jose as part of a separate project to evaluate the left-turn restrictions at Tasman Dr/N 1 st St. The traffic operations analysis will account for the diverted traffic along adjacent roadway network due to these turn restrictions.



Sunnyvale Mobile Home Park Alliance (SMHPA) Meeting

June 14th, 2018

The project team attended the Sunnyvale Mobile Home Park Alliance (SMHPA) meeting held on Thursday, June 14, 2018, at the Adobe Wells Community Room (1220 Tasman Drive, Sunnyvale, CA). Approximately thirty (30) community members attended the meeting.

Karen Gauss (VTA Community Outreach) assisted with the facilitation of the meetings. VTA Project Manager John Sighamony was supported by Consultant staff (Adam Dankberg and Robert Paderna, Kimley-Horn). John and Adam led a PowerPoint presentation highlighting the project background, existing conditions, brief summary of community feedback from the first round of community outreach, preliminary project improvements, and project next steps. Following the presentation, John opened it up to questions from the attendees.

Comment/Question	Response
Access to the Grocery Outlet on Tasman Dr/Fair Oaks Ave is challenging for vehicles.	Comment noted. The existing driveways providing access to Grocery Outlet shopping center are proposed to remain as-is.
Has the project team accounted for increased traffic due to planned developments along the corridor such as City Place? Providing sufficient roadway capacity for vehicles should be prioritized.	Yes, the project team has met with each of the partner agencies and has obtained information on approved new developments in the immediate vicinity of the project corridor including City Place. These developments have been accounted for in our evaluation of corridor improvements and traffic operations analysis. The goal of the project is to identify improvements which would allow for a more "complete street", so proposed improvements are more bicycle and pedestrian focused.
The project should identify ways to divert traffic off of Tasman Dr.	Comment noted. VTA cannot dictate private development which would result in less vehicle traffic demand. The project team has met with the partner agencies and City Place developer to incorporate the improvements associated with that development into the proposed improvements as part of this study.
The LRT crossing blankout sign at a few locations including Vienna and Fair Oaks Ave are sometimes activated even when there is no LRT present.	Comment noted. The local agencies, not VTA, operate and maintain the LRT crossing blankout signs. VTA will notify the local agencies of this issue.



Comment/Question	Response
I am concerned with impacts during construction of these improvements.	The project is currently in the planning phase so design and construction will occur later as funding opportunities arise. At that time, construction activities and impacts would be addressed.
I am concerned with removal of the existing trees along Tasman Dr.	The project team has met with the City's arborist and identified opportunities to replace trees which would be removed due to construction of a new sidewalk on the south side of Tasman Dr. There is very limited right of way within the Sunnyvale segment of Tasman Dr and there is not adequate space on the north side of the street to construct a new sidewalk connection.
There are concerns with removal of a left-turn lane at the westbound approach to Tasman Dr/Fair Oaks Ave intersection. The westbound left-turn movement is very heavy.	The proposed improvements along the westbound approach include reducing a lane (4 lanes to 3 lanes). However, the number the left-turn lanes would remain at two, the same number as existing.
Improving pedestrian access along Tasman Dr would result in more pedestrian traffic. It is better to have pedestrians continue to use the adjacent residential streets in mobile home park.	Comment noted. The goal of the project is to improve safety and mobility for all users of Tasman Dr, including pedestrians.
Noise generated by the UPS site is a major concern.	VTA has referred members of the SMHPA Board to an independent noise consultant.