



Tasman Corridor

COMPLETE STREETS STUDY

River Oaks Neighborhood Association
May 2, 2018

John Sighamony, VTA Project Manager
Robert Paderna, Kimley-Horn



Agenda

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



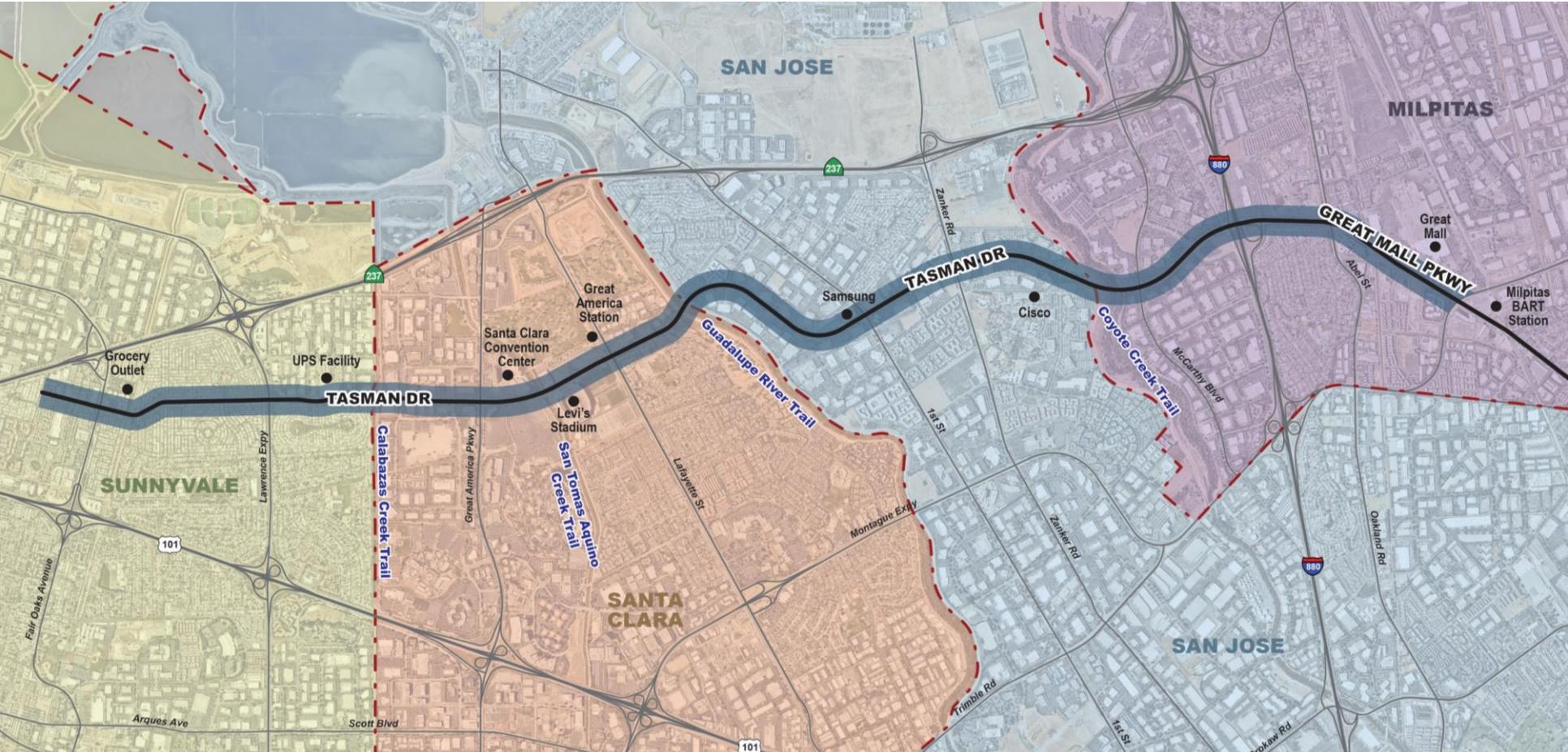
Project Objectives

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



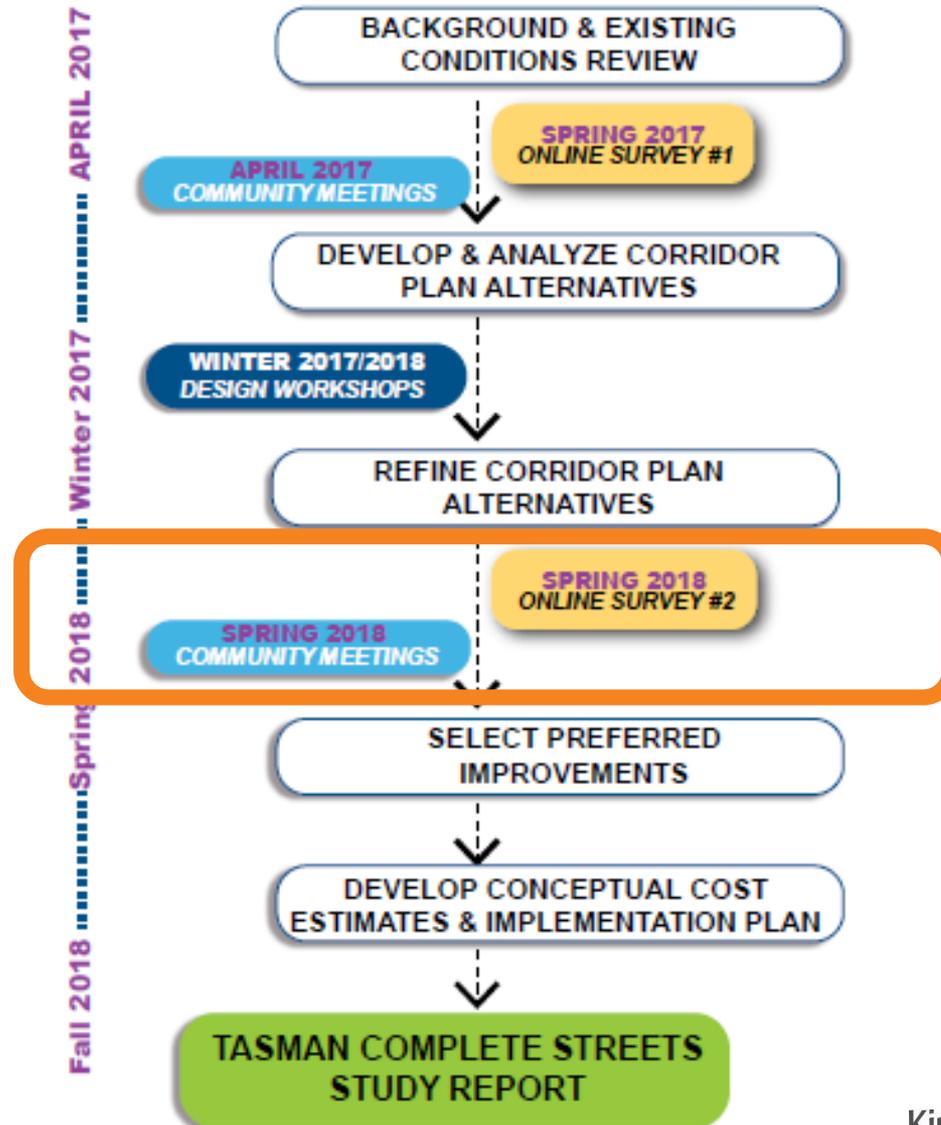


Study Area





Study Process





Existing Conditions



Activity Levels

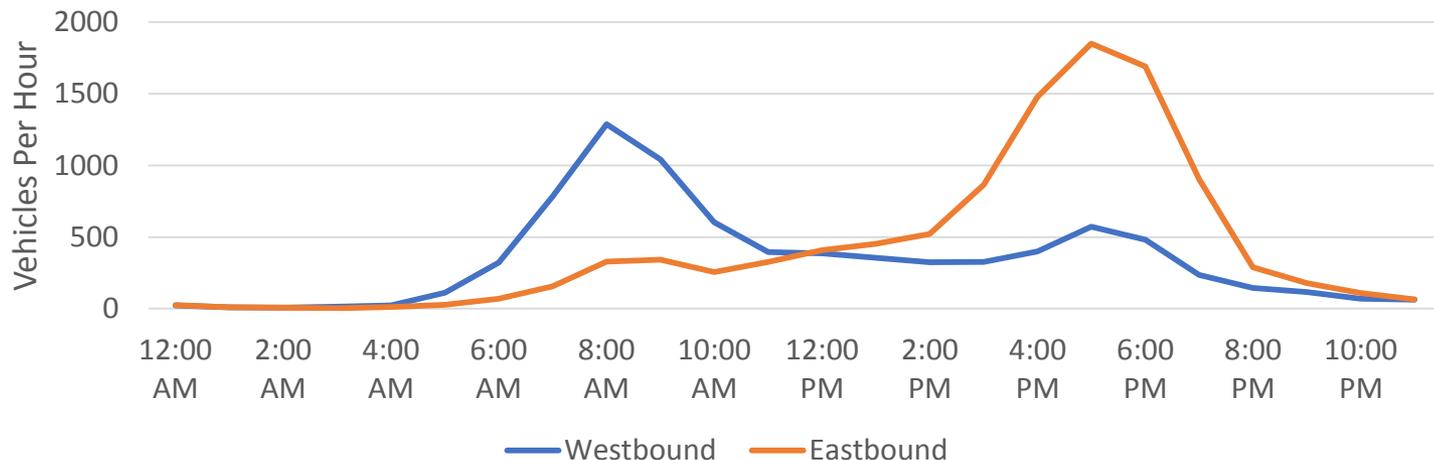
- Average of 11,550 weekday light rail boardings and alightings at stations along corridor, plus thousands more passing through corridor
- Over 18,000 daily autos in some segments
- Several intersections with over 100 pedestrian crossings per hour
- Four major regional bicycle/pedestrian trails cross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



Traffic Volumes

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

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





Light Rail Activity

- Busiest Stations are:
 - Tasman (1,914 daily boardings, including transfers)
 - Great Mall (1,107 daily boardings)
 - Old Ironsides (376 daily boardings)
 - I-880 (369 daily boardings)
- 64 trips per day in each direction west of Tasman, 68 trips per day in each direction east of Tasman



Bicycle Facilities



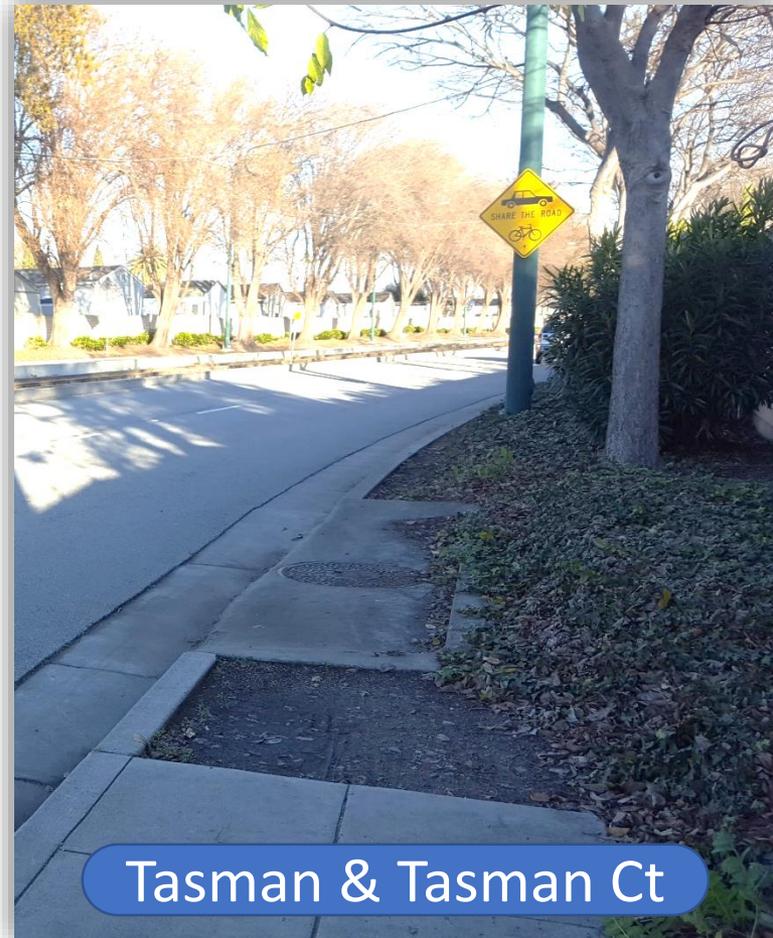
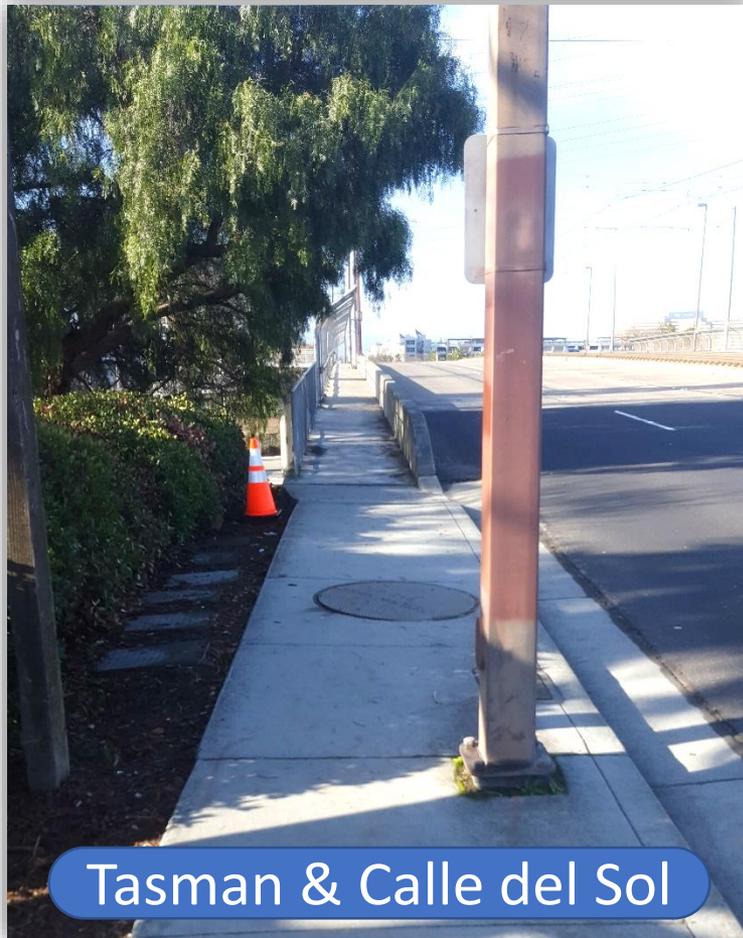
Tasman & Zanker



Tasman & Lawrence

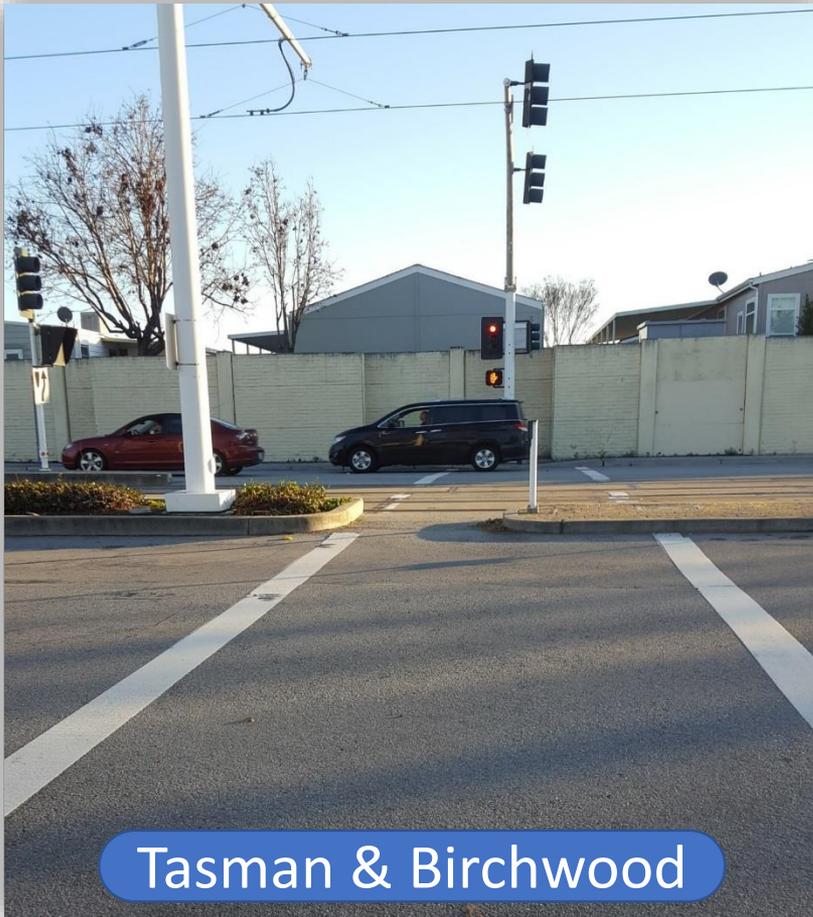


Sidewalk Facilities





Pedestrian Crossings



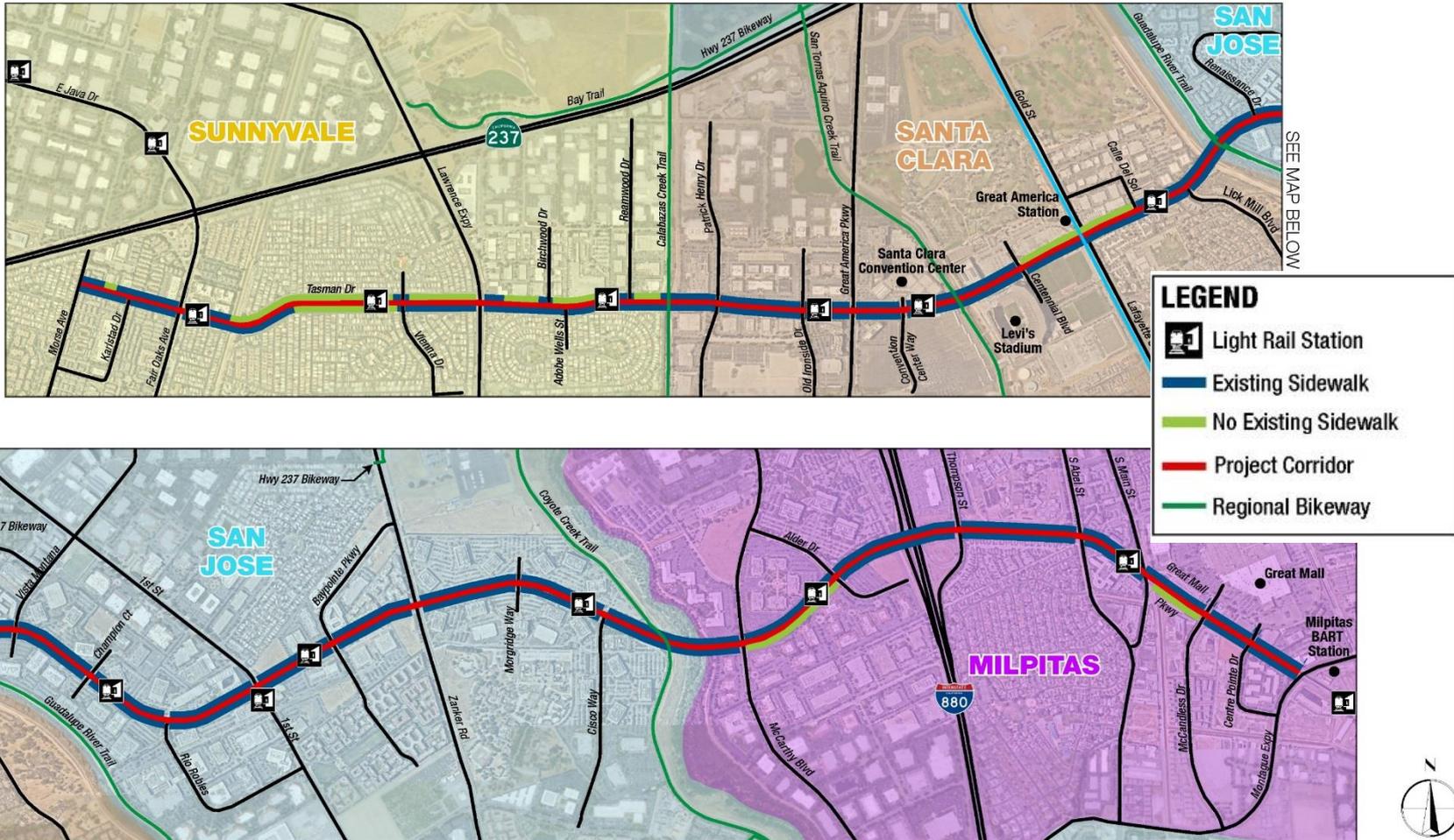
Tasman & Birchwood



Tasman & N First



Pedestrian Facilities



SEE MAP ABOVE

SEE MAP BELOW





N 1st St & Tasman



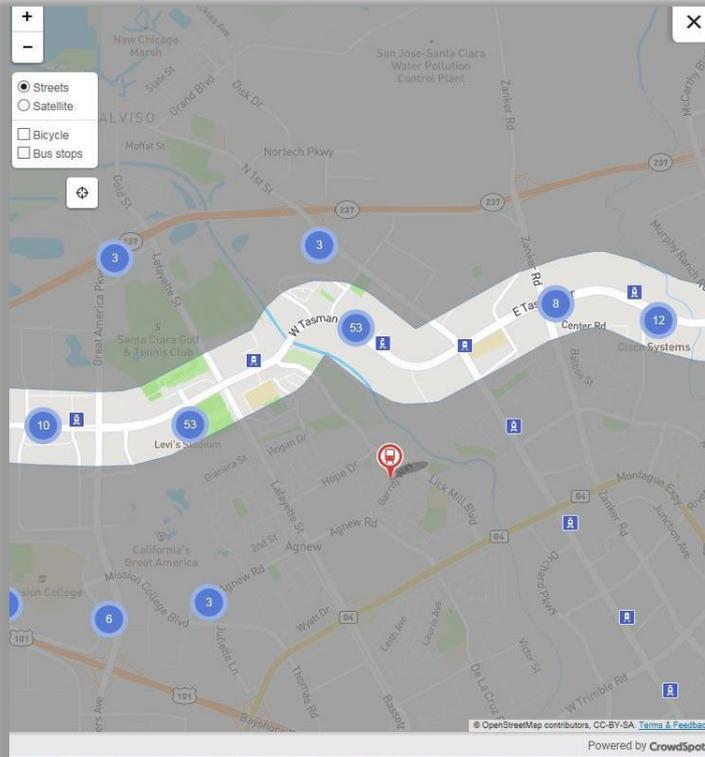


Community Feedback From First Round of Outreach

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Santa Clara Valley
Transportation
Authority



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@vta.org for more information: vta.org/tasmanstudy.

Save the date! We invite you provide input at the first 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

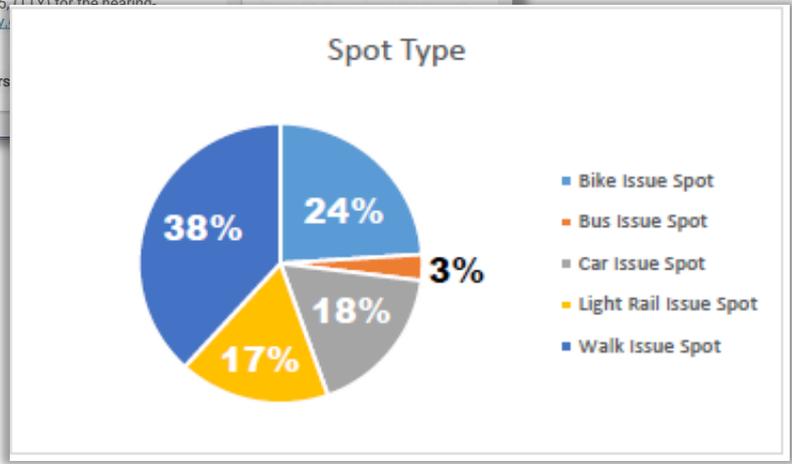
Karen added a Walk Issue Spot named Casa de Amigos and Vienna

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



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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	●	●	

Handwritten notes:
 - Tasman rd. to 237
 - Connect to Calaveras Street
 - DTSA (Tasman V. W.)
 - (Light Rail - Fremont @ 237)
 - No Bicycles (Safety and Capacity Concerns) Great Mall
 - No Great Mall Light Rail
 - No Great Mall Light Rail
 - Great Mall
 - Great Mall

Meeting #3 4-13-17

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
Yellow Dots: If you travel the project area using the specified mode and during specified time period on a MONTHLY OR OCCASIONAL basis



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Identify improvement priorities for the corridor.

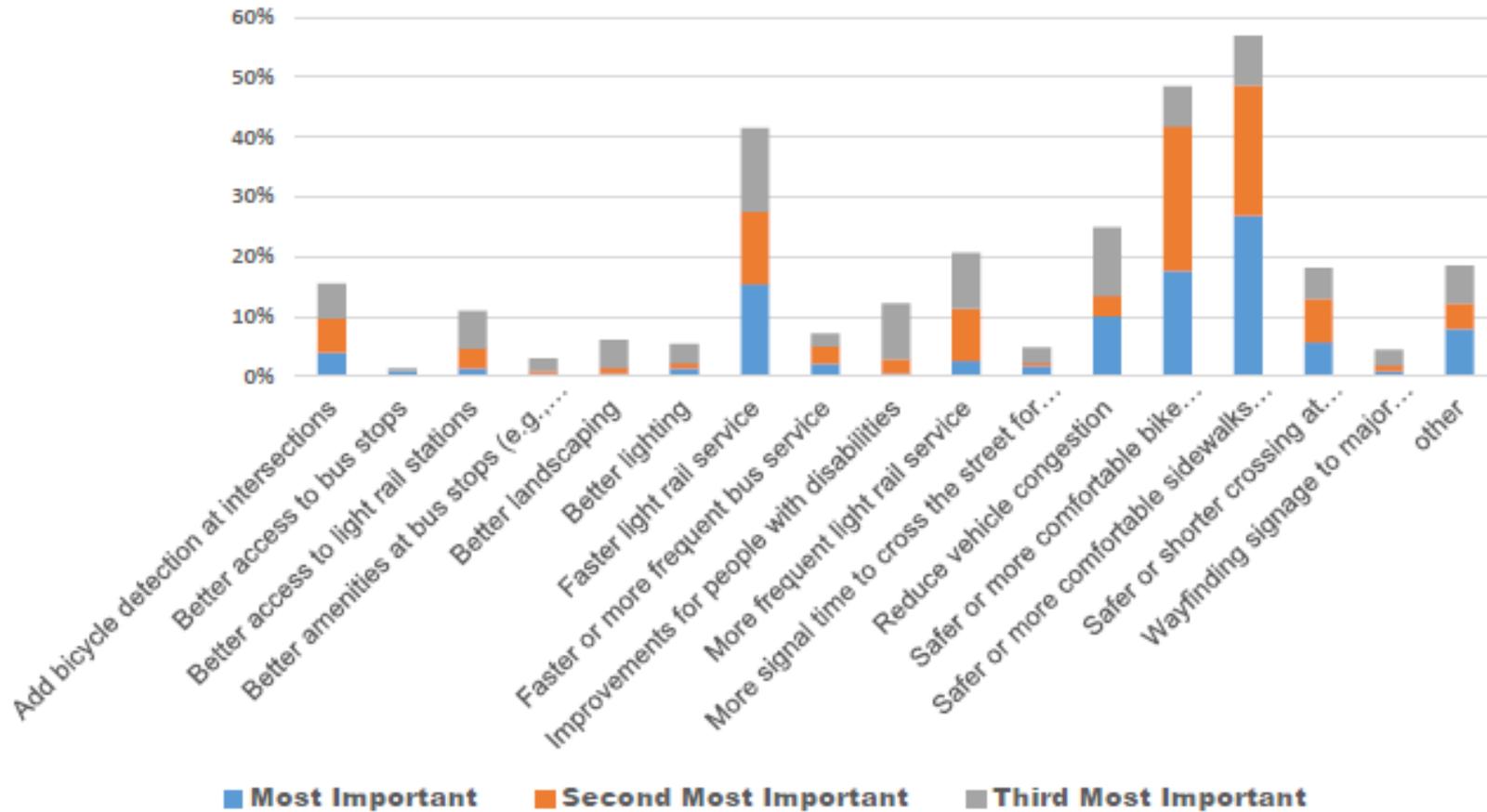
Corridor Priorities	PRIORITY LEVEL		
	1st PRIORITY	2nd PRIORITY	3rd PRIORITY
Improving Bike Facilities Along Tasman	●	●	●
Improve Connectivity to Regional Trail Network		●	●
Improving Sidewalks & Pedestrian Connections	● ●	●	●
Reducing Speeding/ Calm Traffic		●	
Improve Access to Light-Rail Stations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

Meeting #3 4-13-17



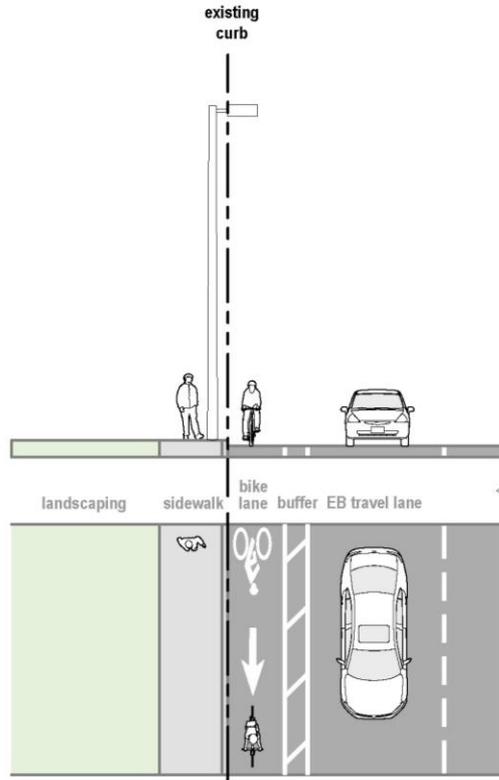


Ranking the needs of the Tasman Drive/Great Mall Parkway Corridor

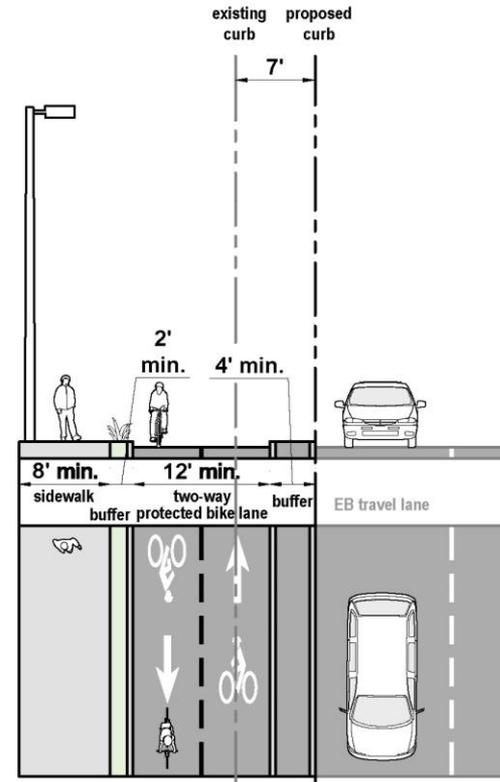




Preliminary Project Improvements



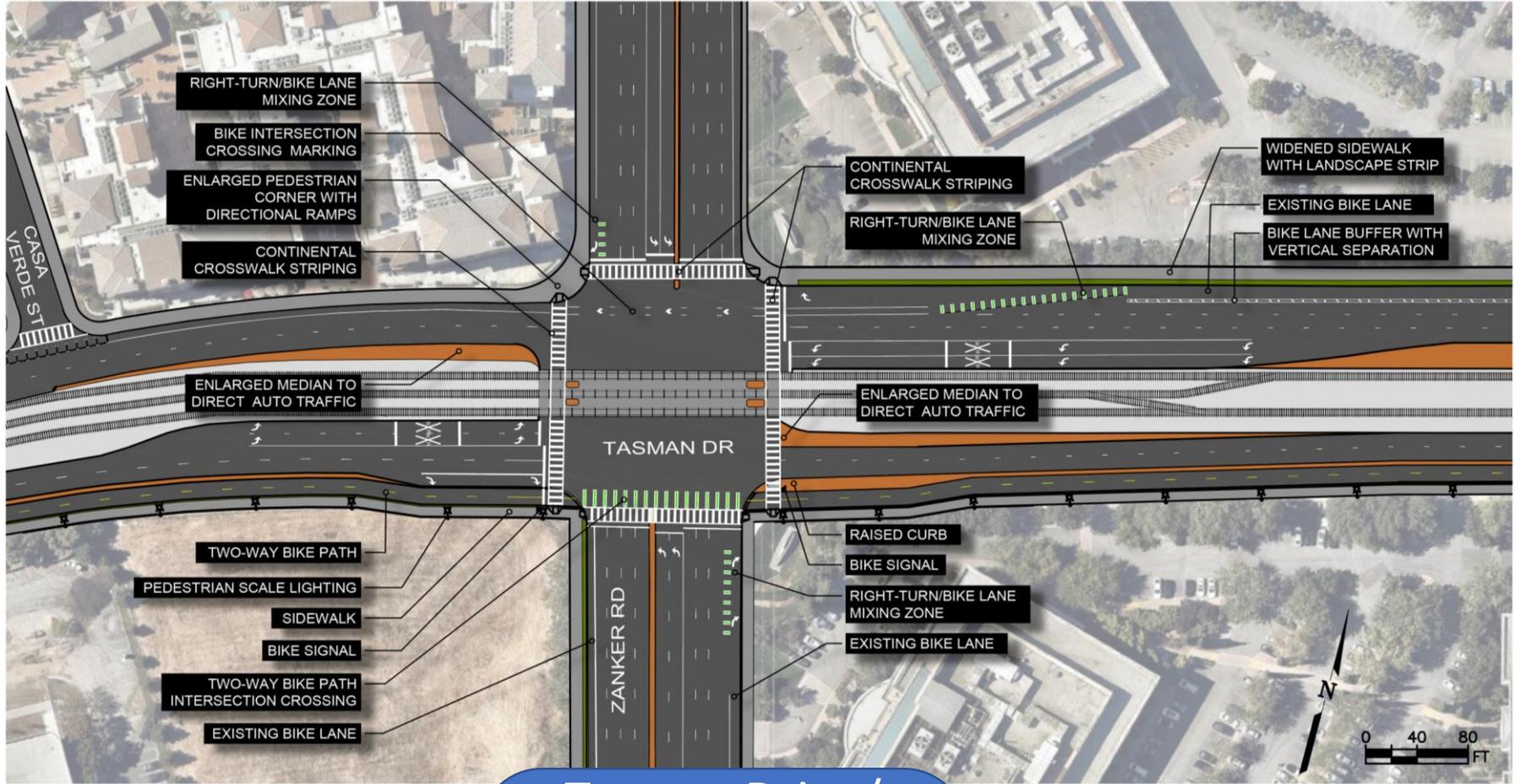
Typical Existing San Jose Buffered Bike Lane - looking west



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

Tasman Corridor

COMPLETE STREETS STUDY

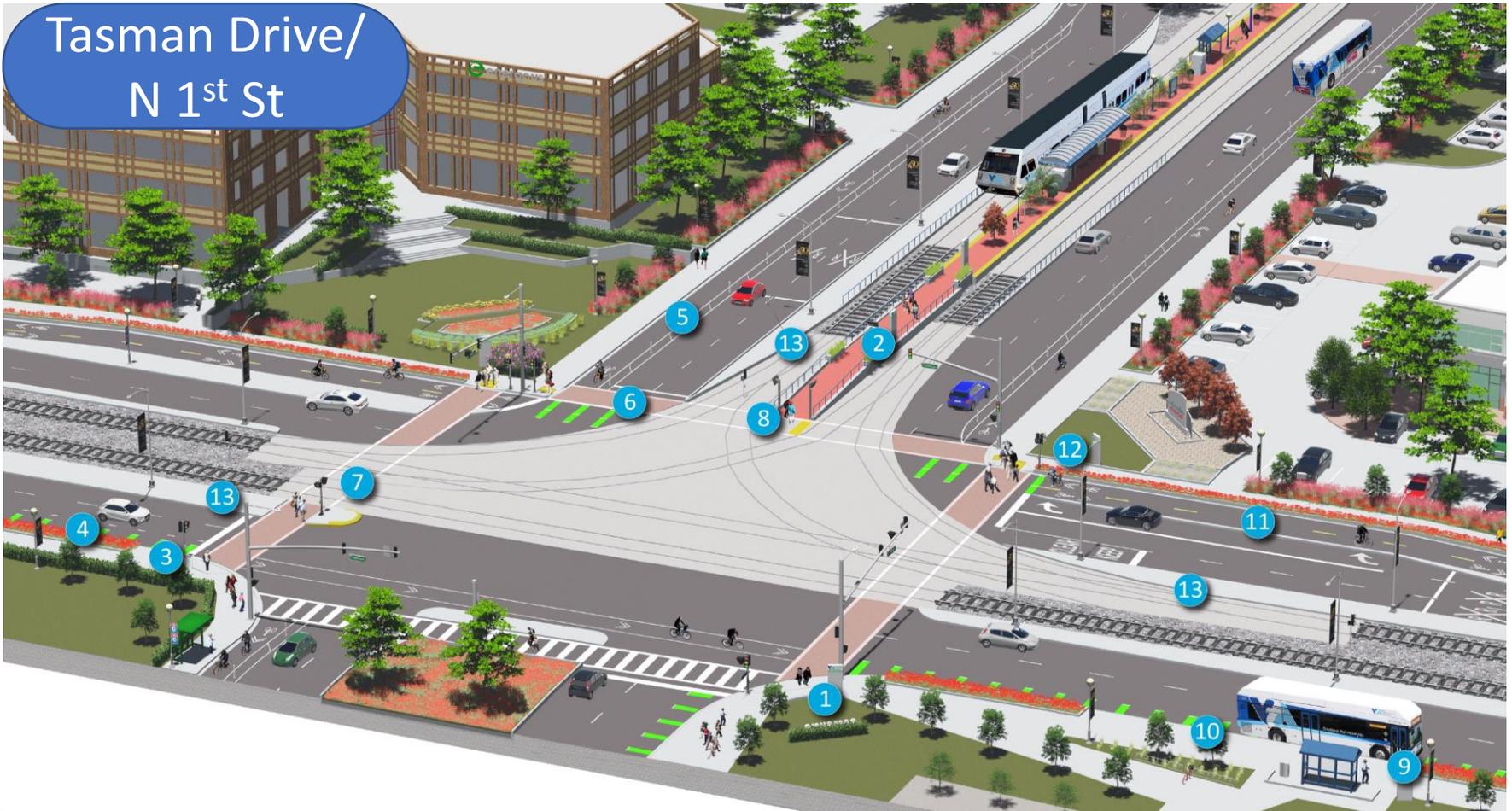


Tasman Drive/
Zanker Road

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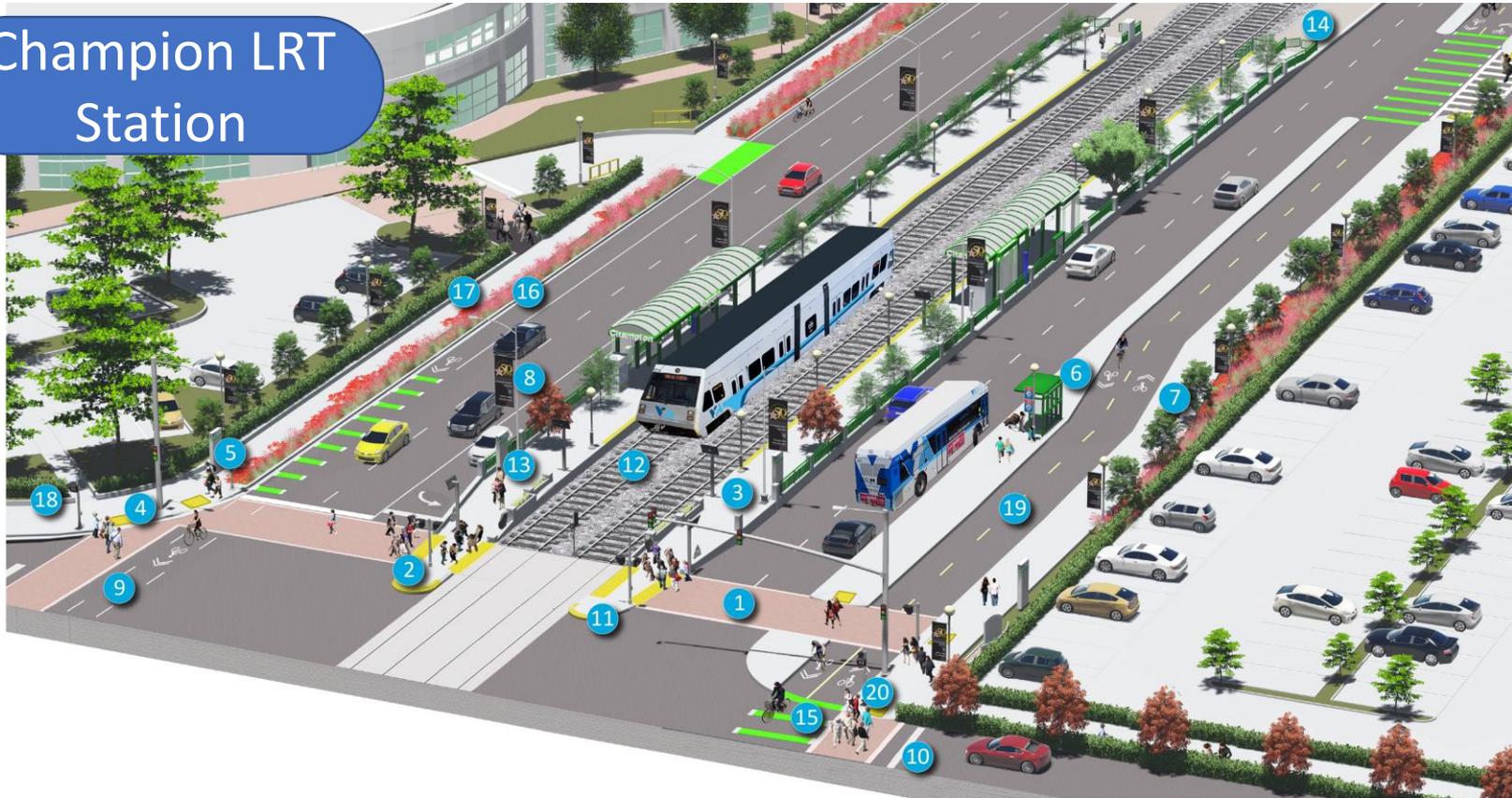


ANNOTATION KEY:

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



Champion LRT Station



ANNOTATION KEY:

- | | |
|--|---|
| 1. High visibility, distinctive crosswalk treatment at all pedestrian crosswalks to LRT stations | 11. Median noses to protect pedestrian crossings |
| 2. Future pedestrian crossing signal timing improvements to lengthen crossing time when needed. | 12. Shift train stopping location closer to intersection |
| 3. Blankout sign oriented towards pedestrians to be activated during LRT crossing | 13. Iconic LRT signage |
| 4. Leading Pedestrian Interval (LPI) for all crosswalks at LRT stations | 14. Fence platforms with emergency exit gates to reduce jaywalking |
| 5. Wayfinding signage | 15. Green bike lane pavement marking through intersection for dedicated bike facilities |
| 6. Enhancements to VTA Bus stop consistent with TPEP standards | 16. Landscape strip to buffer sidewalk |
| 7. Pedestrian scale lighting | 17. Widen sidewalks to minimum of 8 feet |
| 8. Roadway lighting in median | 18. Improved direct access to adjacent land uses |
| 9. Dashed bike lane pavement marking through intersection | 19. Two-way separated bike path |
| 10. Advanced limit line | 20. Bike signal |



Next Steps

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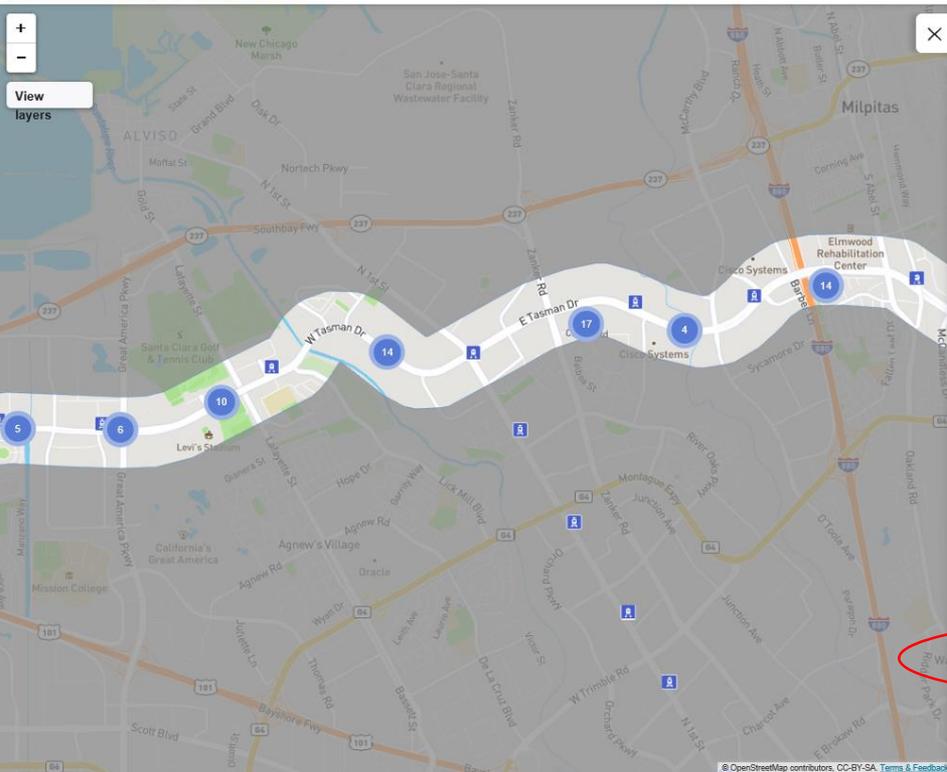


Welcome

FAQs

English ▾

List All Spots



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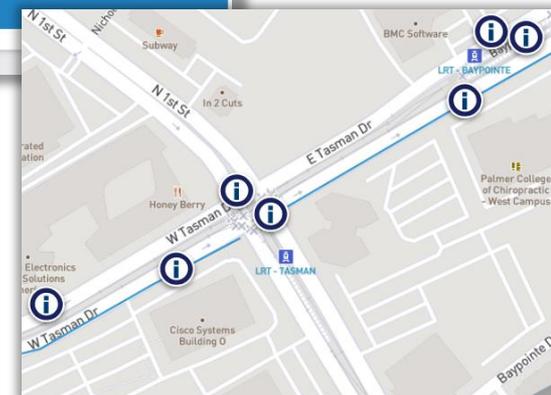
Based on the input received during the previous round of public involvement, coupled with technical analysis, the following recommendations were developed. Each info-spot on this page highlights potential improvements and provides examples of the current configuration or potential improvements.

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

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

Get started!



Online Survey

tasmansurvey.vta.org



PROJECT INFORMATION

VTA Community Outreach

CALL US:

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

EMAIL US:

community.outreach@vta.org

VISIT US:

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