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

- **Background & Existing Conditions Review**
- **April 2017 Community Meetings**
- **Develop & Analyze Corridor Plan Alternatives**
- **Winter 2017/2018 Design Workshops**
- **Refine Corridor Plan Alternatives**
- **Spring 2018 Community Meetings**
- **Select Preferred Improvements**
- **Develop Conceptual Cost Estimates & Implementation Plan**
- **Tasman Complete Streets Study Report**

*Dates marked are approximate.*
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

Tasman & Calle del Sol

Tasman & Tasman Ct
Pedestrian Crossings

Tasman & Birchwood

Tasman & N First
Pedestrian Facilities
N 1st St & Tasman
Community Feedback From First Round of Outreach
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) 321-7579, impaired (408) 321-2360, or email us at community@vta.org for this information.

Save the date! We invite you to provide input at the first public meetings to be held on the following dates:

- Spot Type
  - Bike Issue Spot: 38%
  - Bus Issue Spot: 24%
  - Car Issue Spot: 18%
  - Light Rail Issue Spot: 17%
  - Walk Issue Spot: 3%
**How and when do you use the corridor?**

<table>
<thead>
<tr>
<th>Travel Modes</th>
<th>Location</th>
<th>Weekday Commute</th>
<th>Weekday Non-Commute</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td>Along Tasman Drive/Great Mall Parkway</td>
<td><img src="image1" alt="Image" /></td>
<td><img src="image2" alt="Image" /></td>
<td><img src="image3" alt="Image" /></td>
<td><img src="image4" alt="Image" /></td>
</tr>
<tr>
<td>Across Tasman Drive/Great Mall Parkway</td>
<td><img src="image5" alt="Image" /></td>
<td><img src="image6" alt="Image" /></td>
<td><img src="image7" alt="Image" /></td>
<td><img src="image8" alt="Image" /></td>
</tr>
<tr>
<td>Along Tasman Drive/Great Mall Parkway (Light Rail)</td>
<td><img src="image9" alt="Image" /></td>
<td><img src="image10" alt="Image" /></td>
<td><img src="image11" alt="Image" /></td>
<td><img src="image12" alt="Image" /></td>
</tr>
<tr>
<td>Along Tasman Drive/Great Mall Parkway (BRT)</td>
<td><img src="image13" alt="Image" /></td>
<td><img src="image14" alt="Image" /></td>
<td><img src="image15" alt="Image" /></td>
<td><img src="image16" alt="Image" /></td>
</tr>
<tr>
<td>Along Tasman Drive/Great Mall Parkway</td>
<td><img src="image17" alt="Image" /></td>
<td><img src="image18" alt="Image" /></td>
<td><img src="image19" alt="Image" /></td>
<td><img src="image20" alt="Image" /></td>
</tr>
<tr>
<td>Across Tasman Drive/Great Mall Parkway</td>
<td><img src="image21" alt="Image" /></td>
<td><img src="image22" alt="Image" /></td>
<td><img src="image23" alt="Image" /></td>
<td><img src="image24" alt="Image" /></td>
</tr>
<tr>
<td>Along Tasman Drive/Great Mall Parkway</td>
<td><img src="image25" alt="Image" /></td>
<td><img src="image26" alt="Image" /></td>
<td><img src="image27" alt="Image" /></td>
<td><img src="image28" alt="Image" /></td>
</tr>
<tr>
<td>Across Tasman Drive/Great Mall Parkway</td>
<td><img src="image29" alt="Image" /></td>
<td><img src="image30" alt="Image" /></td>
<td><img src="image31" alt="Image" /></td>
<td><img src="image32" alt="Image" /></td>
</tr>
</tbody>
</table>

**Identify improvement priorities for the corridor.**

<table>
<thead>
<tr>
<th>Corridor Priorities</th>
<th>1st PRIORITY</th>
<th>2nd PRIORITY</th>
<th>3rd PRIORITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improving Bike Facilities Along Tasman</td>
<td><img src="image33" alt="Image" /></td>
<td><img src="image34" alt="Image" /></td>
<td><img src="image35" alt="Image" /></td>
</tr>
<tr>
<td>Improve Connectivity to Regional Trail Network</td>
<td><img src="image36" alt="Image" /></td>
<td><img src="image37" alt="Image" /></td>
<td><img src="image38" alt="Image" /></td>
</tr>
<tr>
<td>Improving Sidewalks &amp; Pedestrian Connections</td>
<td><img src="image39" alt="Image" /></td>
<td><img src="image40" alt="Image" /></td>
<td><img src="image41" alt="Image" /></td>
</tr>
<tr>
<td>Reducing Speeding/Calm Traffic</td>
<td><img src="image42" alt="Image" /></td>
<td><img src="image43" alt="Image" /></td>
<td><img src="image44" alt="Image" /></td>
</tr>
<tr>
<td>Improve Access to Light-Rail Stations</td>
<td><img src="image45" alt="Image" /></td>
<td><img src="image46" alt="Image" /></td>
<td><img src="image47" alt="Image" /></td>
</tr>
<tr>
<td>Reduce light rail travel time and Improve reliability</td>
<td><img src="image48" alt="Image" /></td>
<td><img src="image49" alt="Image" /></td>
<td><img src="image50" alt="Image" /></td>
</tr>
<tr>
<td>Reduce Vehicle Congestion</td>
<td><img src="image51" alt="Image" /></td>
<td><img src="image52" alt="Image" /></td>
<td><img src="image53" alt="Image" /></td>
</tr>
</tbody>
</table>
Ranking the needs of the Tasman Drive/Great Mall Parkway Corridor

- Add bicycle detection at intersections
- Better access to bus stops
- Better access to light rail stations
- Better amenities at bus stops (e.g., restrooms)
- Better landscaping
- Faster or more frequent bus service
- Faster or more frequent light rail service
- Improvements for people with disabilities
- More frequent light rail service
- More signal time to cross the street for pedestrians
- Safer or more comfortable bike lanes
- Safer or more comfortable sidewalks
- Safer or shorter crossing at... points
- Wayfinding signage to major... points
- Other

Legend:
- Most Important
- Second Most Important
- Third Most Important
Preliminary Project Improvements
Typical Existing San Jose Buffered Bike Lane - looking west

Typical Proposed San Jose Two-Way Protected Bike Lanes - looking west
Tasman Drive/ N 1st St

ANNOTATION KEY:

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.
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
ANNOTATION KEY:

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