



**Kimley»»Horn**

# Tasman Drive Pedestrian- Bicycle Improvements Study

**City Council Study Session**  
June 4, 2024



# Agenda

---

1. Purpose
2. Project Overview
3. Alternatives
4. Public Outreach
5. Next Steps & Discussion Items



Sunnyvale

# Purpose

# Goal for the City Council Study Session

---

- Share project alternatives and community feedback received to date
- Identify any refinements needed for the alternatives
- Receive information needed to help Council select an alternative



Sunnyvale

# Project Overview

# Project Overview



## Project Limits:

Tasman Dr. between Fair Oaks Ave. & Lawrence Expy.

## Existing Conditions:

- Lack bike lanes
- Discontinuous sidewalks
- Difficult for pedestrian and bicycles to travel

# Project Overview (Cont'd)

## Temporary Lane Closure:

- Since August 2020 (during COVID-19 pandemic)
- Close one EB travel lane using flexible barriers
- Allow bikes and pedestrians to travel separated from traffic

## Study Issue DPW 21-03

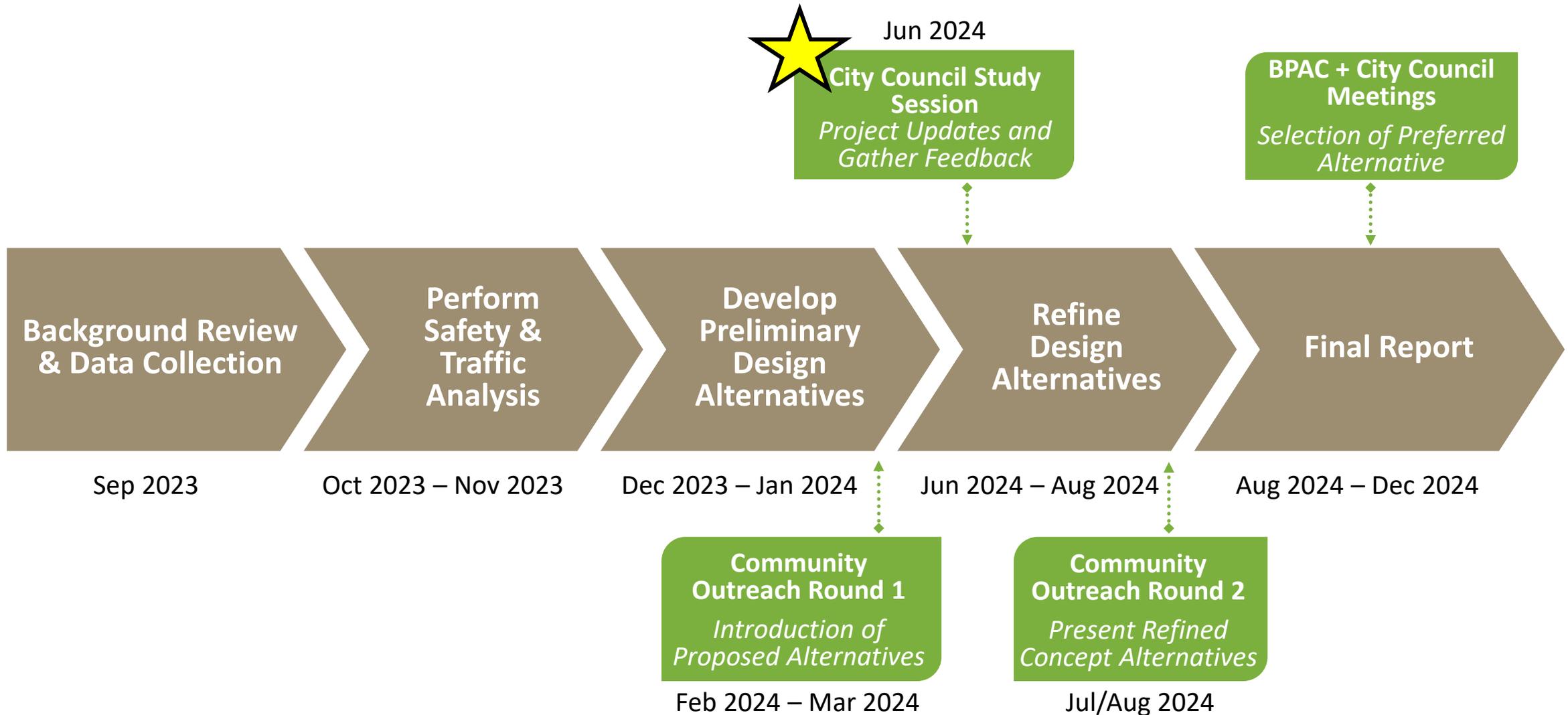
- Study if permanent pedestrian and bicycle facilities can be installed

## Project Goal:

To provide continuous and comfortable facility for pedestrians and bicyclists on Tasman Dr.



# Project Timeline



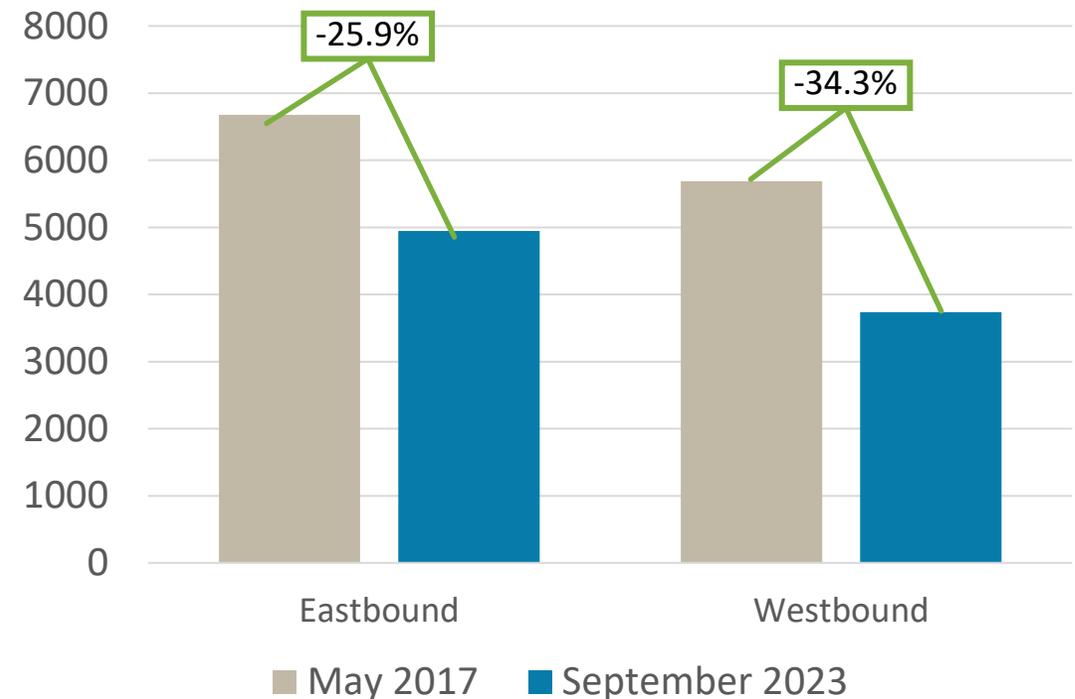
# Traffic Considerations

- **Traffic analysis**

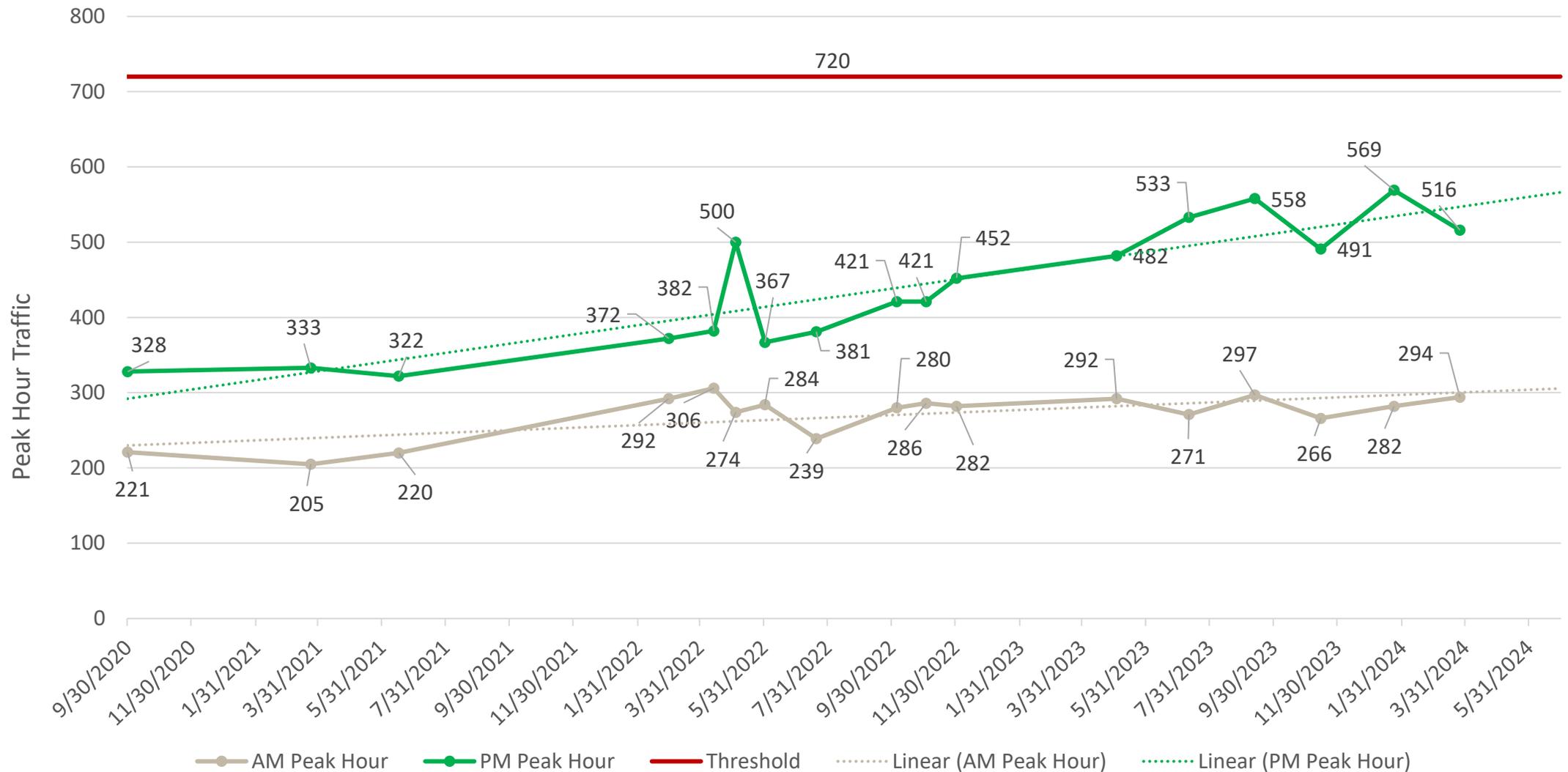
- ◆ Counts collected in Sept. 2023
- ◆ Removal of travel lane in both directions will not significantly impact traffic
  - Some additional traffic queues

## Historical Daily Traffic Volumes

Tasman Dr. between Fair Oaks Ave. & Vienna Dr.



# Eastbound Tasman Drive Peak Hour Traffic Between Fair Oaks Avenue and Vienna Drive



# Existing Geometric Conditions



*Example Cross-section Between Fair Oaks Ave. and Vienna Dr.*



VTA Light Rail in Median



Trees and Sound Walls on Both Sides



Sunnyvale

# Alternatives

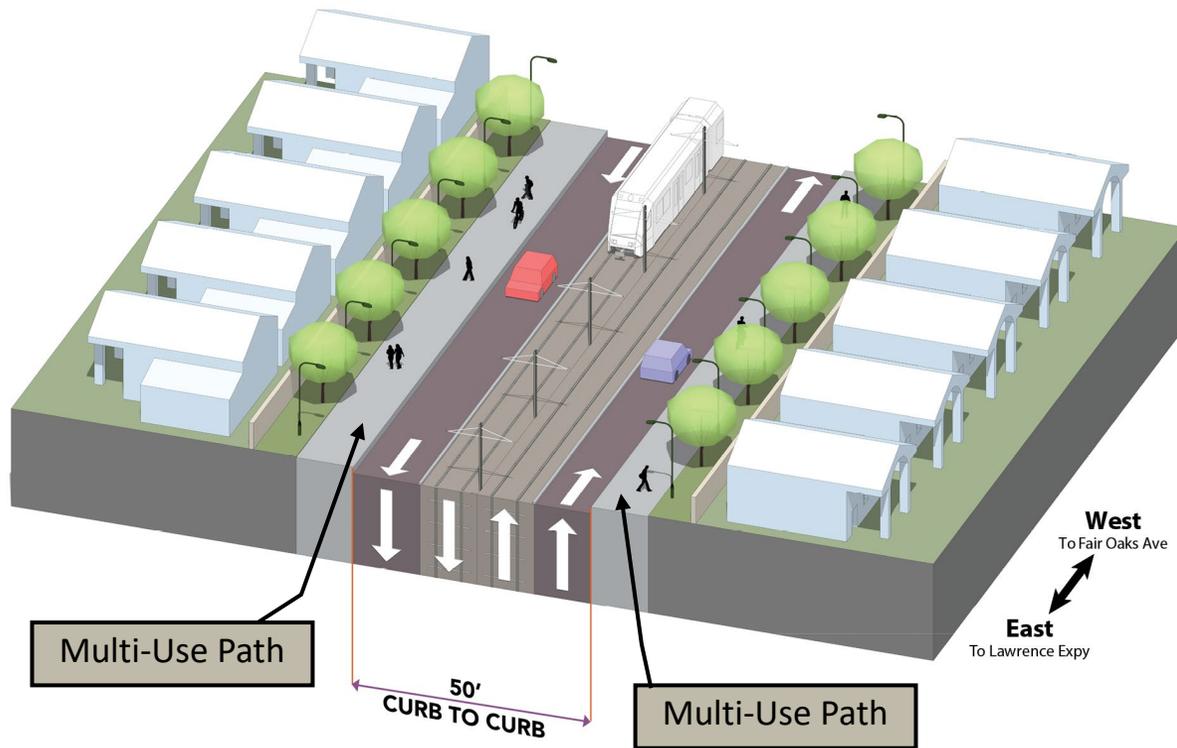
# Alternative Considerations

---

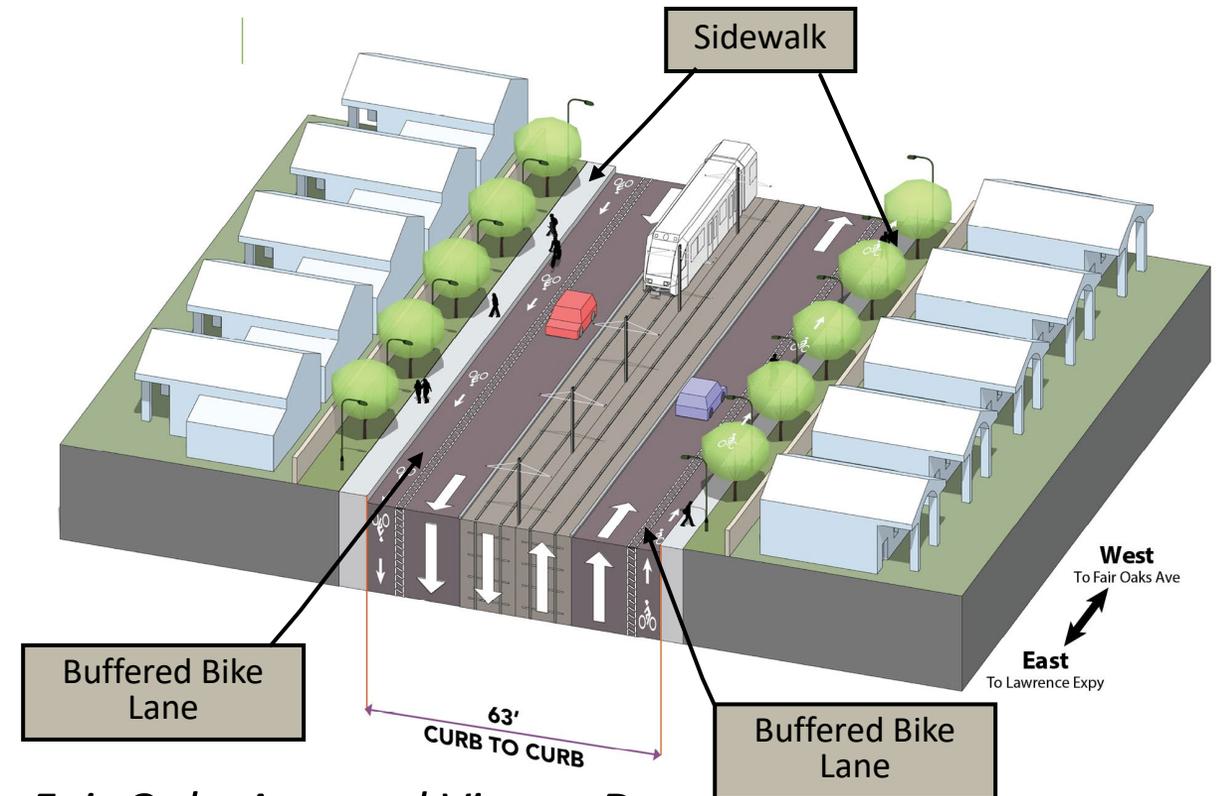
- Provide bicycle and pedestrian facilities on both sides of Tasman Dr.
- Maintain all existing access to mobile home parks
- Stay within the public right-of-way
  - ◆ Avoid impacting walls
  - ◆ Limit tree impacts
- No modifications to VTA Light Rail
- Maintain Emergency Vehicle Access
- Accommodate relocation of Mobile Homes

# Alternatives Overview

## Alternative 1: Multi-Use Path



## Alternative 2: Buffered Bike Lane and Sidewalk



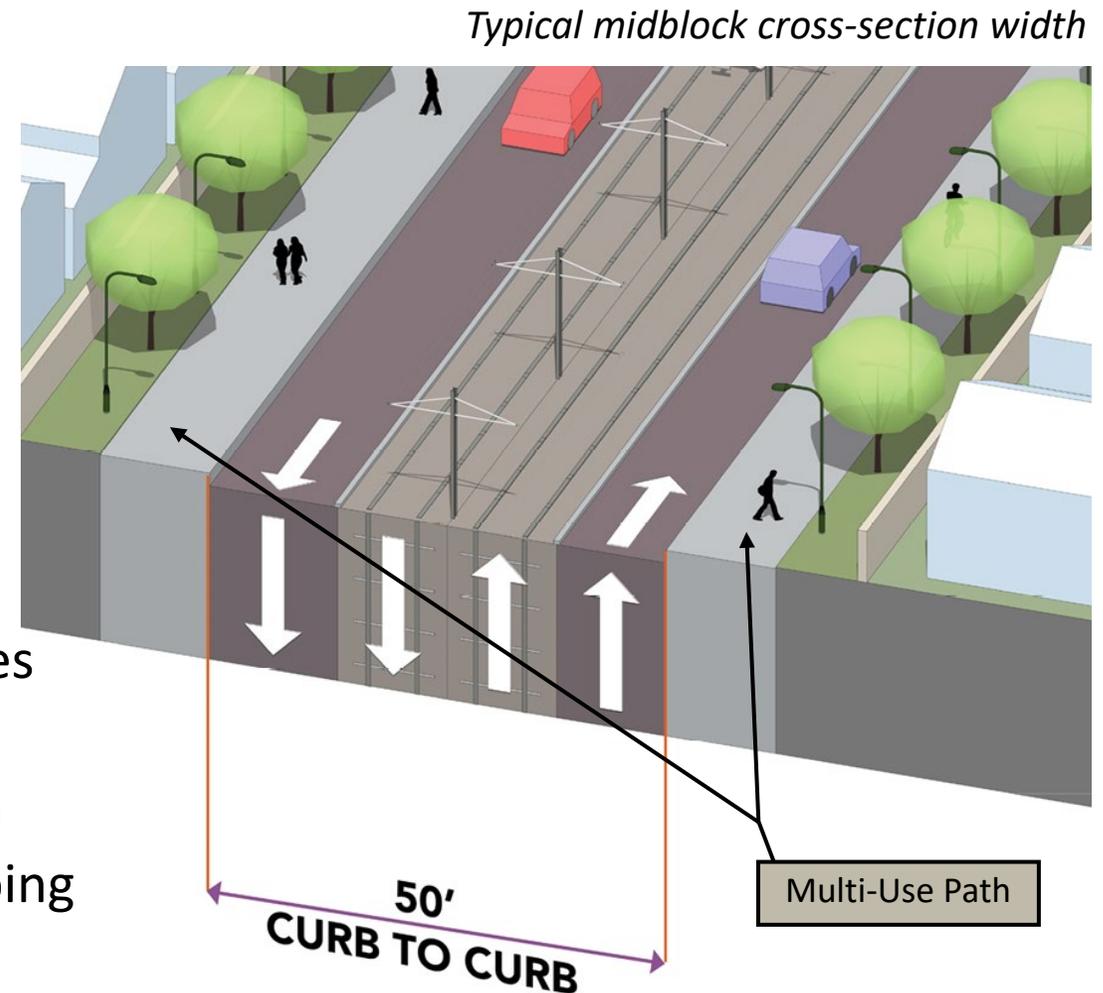
*Example Cross-section Between Fair Oaks Ave. and Vienna Dr.*

# Alternative 1: Multi-Use Path

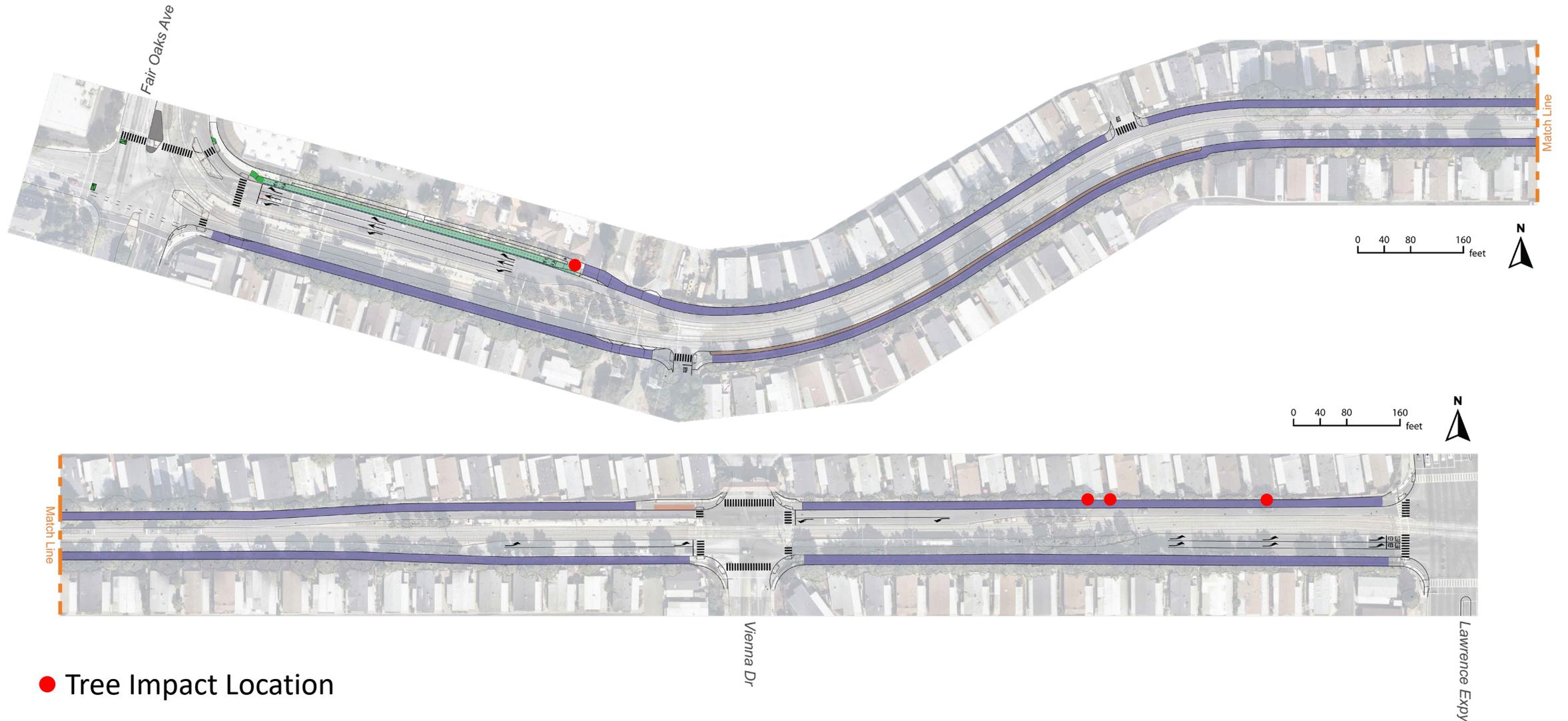


Marina Blvd, San Francisco, CA

- Wide surface (12' min) for pedestrians and bicycles to share
- Shared use path at sidewalk level, separated from autos by curb and in limited locations by landscaping
- Two-way travel on both sides of the street
- Tree impacts: Up to 4



# Alternative 1: Multi-Use Path

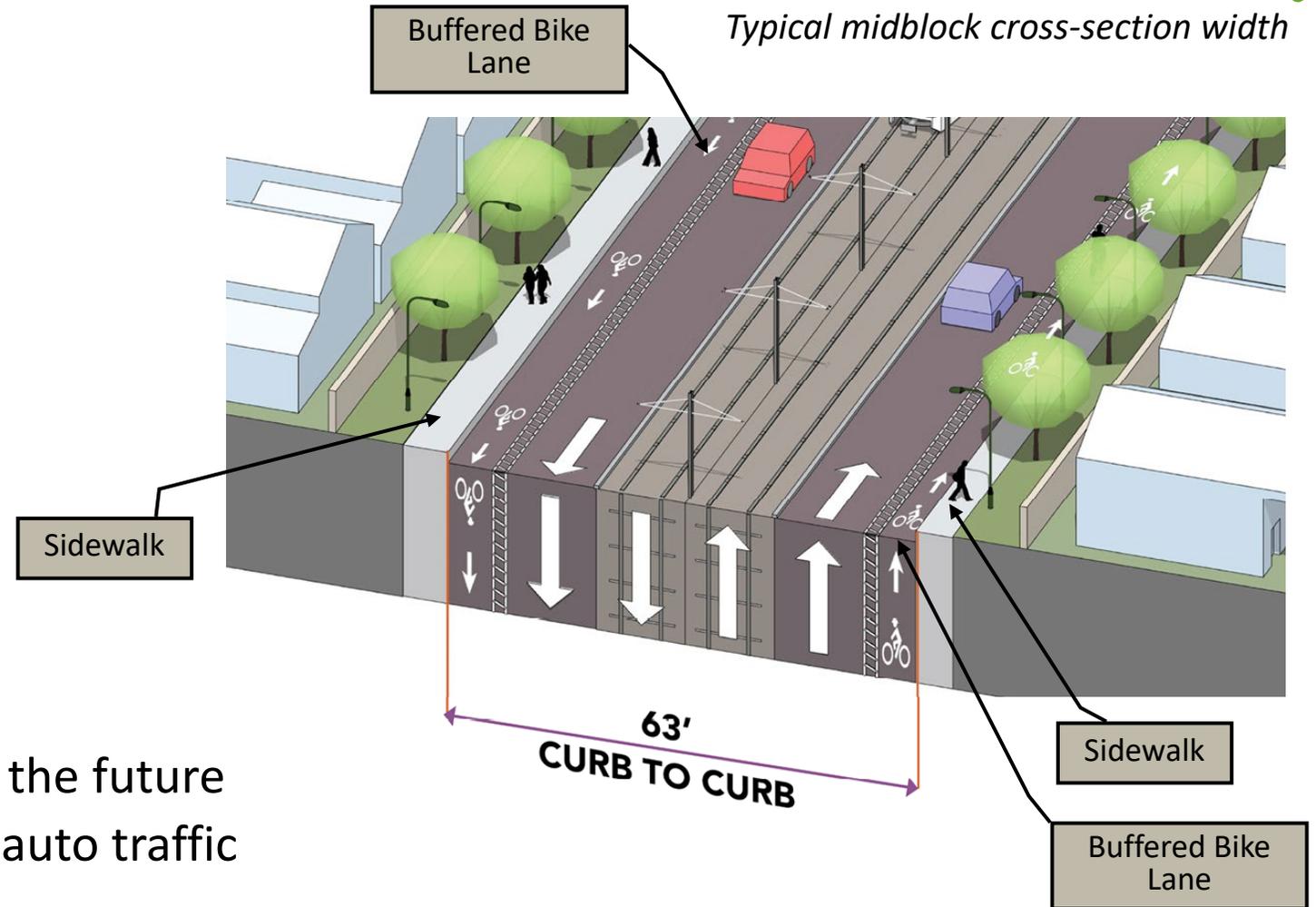


# Alternative 2: Buffered Bike Lane and Sidewalk

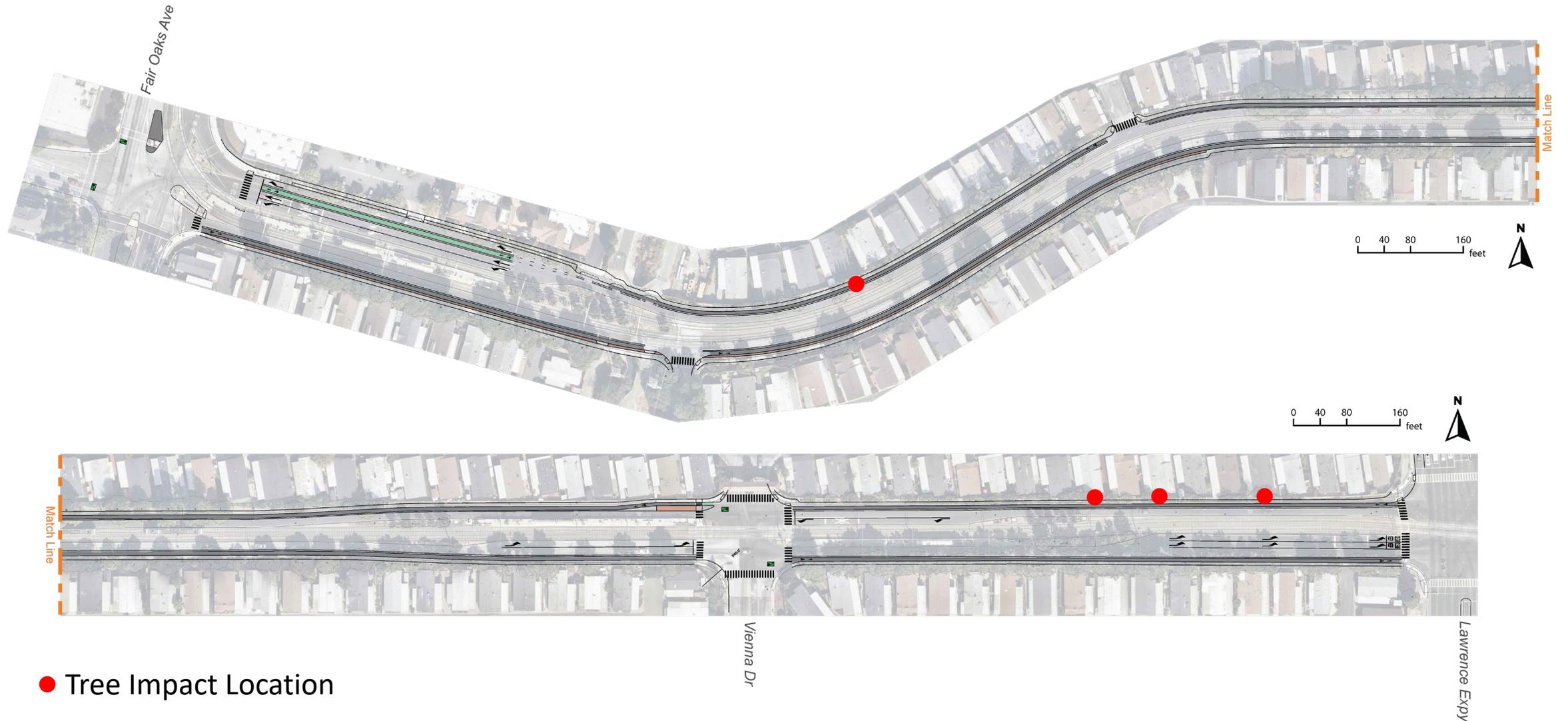


Sunnyvale Ave. north of California Ave.

- Separates bicycles and autos
  - Bike lane with painted buffer
  - Potential for vertical separation in the future
- Pedestrians are separated from both auto traffic and bike lane by raised curb
- Tree impacts: Up to 4 trees



# Alternative 2: Buffered Bike Lane and Sidewalk



# Alternatives Comparison

## Alternative 1: Multi-Use Path

- A wider facility shared by pedestrians and bicycles
  - ◆ Vertically separated from autos
- Two-way travel on both sides of street
  - ◆ Less intersection crossings
- Bicycle crossings at Fair Oaks Ave. may not be as intuitive
- Higher construction cost

## Alternative 2: Buffered Bike Lane and Sidewalk

- Commonly used design that users may be more familiar with
- One-way travel for bicyclists
  - ◆ Travel to the next signalized intersection where they can turn around
- Future opportunity to be upgraded to a separated facility

# Benefits of Both Alternatives



## Pedestrian Benefits

- Provides continuous walking facilities along both sides of Tasman Dr.
- Provides new landscaping where feasible to further separate from autos
- Results in safer crossings, including at light rail stations



## Bicycle Benefits

- Improves safety and comfort for bicyclists by providing a designated facility
- Expands citywide and regional bicycle network



Sunnyvale

# Public Outreach

# Public Engagement Goals

- Build awareness and understanding of project
- Educate about project benefits and trade-offs
- Gather feedback on proposed alternatives
- Reach a broad cross-section of the community



Casa de Amigos



Plaza del Rey



El Dorado

# Public Engagement Notifications

TASMAN DRIVE PEDESTRIAN-BICYCLE IMPROVEMENTS  
MEJORAS EN TASMAN DRIVE PARA PEATONES Y CICLISTAS

**YOU'RE INVITED TO OUR COMMUNITY MEETING**  
**ESTÁS INVITADO A NUESTRA REUNIÓN COMUNITARIA**

**Thursday, Feb. 29 | 6 – 7 p.m.**  
**SUNNYVALE CITY HALL**  
Bay Conference Room (Room 145)  
456 W. Olive Ave, Sunnyvale



**Join Online via Zoom**  
Access Zoom meeting information on the webpage.

**Participa en línea a través de Zoom**  
Acceda la información de la reunión de Zoom en la página web.

**GET INVOLVED IN PERSON OR ONLINE!**

- Learn about proposed improvements and share your feedback.
- Scan the QR code to sign up for the meeting and take our survey.

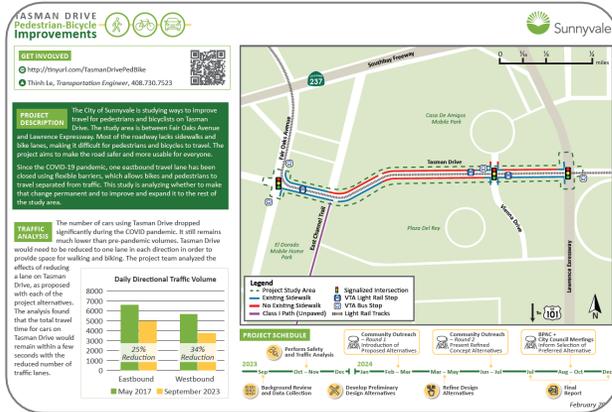
**PARTICIPA EN PERSONA O EN LÍNEA!**

- Obtén más información sobre las propuestas de mejora y comparte tus comentarios.
- Escanea el código QR para registrarte en la reunión y completar nuestra encuesta.

## Survey and meetings were advertised through various channels:

- ✓ 4,091 postcards mailed to residents and businesses within 1,000 feet of Tasman Dr.
- ✓ Flyers via email and leave-behind at mobile home parks
- ✓ City's Website
- ✓ City's Social Media Channels: Nextdoor, Facebook

# Public Engagement Activities



## One hybrid in-person/virtual community meeting

- February 29, 2024
- Hybrid, bilingual with virtual presentation, physical presentation boards
- **10 attendees**



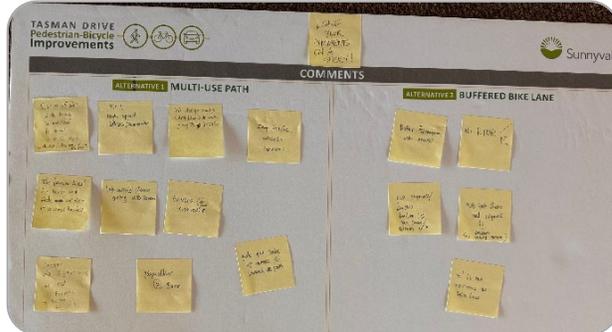
## Three mobile home parks meetings

- Plaza del Rey Mobile Home Park – March 6, 2024
- El Dorado Mobile Home Park – March 7, 2024
- Casa de Amigos Mobile Home Park – March 13, 2024
- **30 attendees**



## Online survey

- Open between 02/15/2024 – 03/22/2024
- Consisted of 11 questions in English and Spanish
- **Received 371 total responses**



➤ Survey received 371 responses

➤ Received a total of 214 written comments

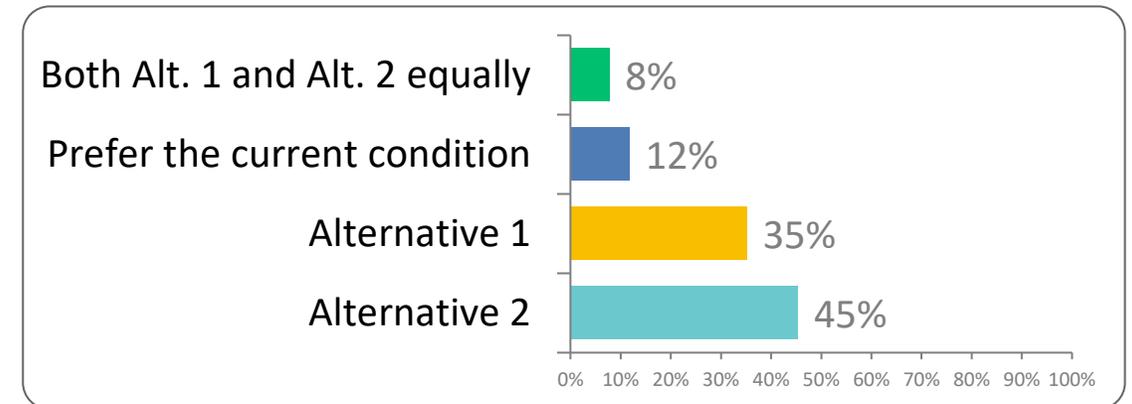
# Public Engagement Survey Key Findings

- Approximately 70% (265) of respondents are residents living along or near the project corridor

## Which are the top three corridor needs?

1. Complete missing sidewalks  
*\*\*\*Top Priority for 50% of respondents\*\*\**
2. Safer crossings at intersections
3. Create new bike lanes

## Which proposed alternative was preferred, approximately **88%** of respondents like one or both alternatives:

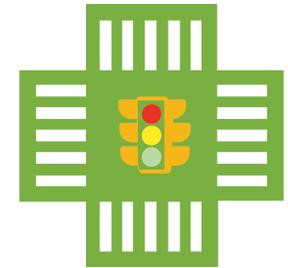


***70% of respondents said they would walk, bike, or take transit more often with one or both alternatives***

# Public Engagement Feedback

---

- Prefer maintaining two auto lanes for each direction (*13% of comments*)
  - ◆ Concerns about auto congestion
  - ◆ Low existing usage by pedestrians and bicycles
- Vehicle Circulation Concerns (*9% of comments*)
  - ◆ Impact on emergency vehicle access
  - ◆ Accommodate mobile home relocation
- Pedestrian Crossing Improvements (*8% of comments*)
  - ◆ Right-turn on red restrictions
  - ◆ Mid-block crossing



# Public Engagement Feedback

- Alternative 1: Multi-Use Path
  - ◆ Delineate pedestrian and bicycle space (*26% of comments*)
  - ◆ Remove trees to allow for better walking and biking facilities (*6% of comments on Alt. 1*)
- Alternative 2: Buffered Bike Lane and Sidewalk
  - ◆ Improve buffered bike lane (*48% of comments on Alt. 2*)
    - Add more protection from auto traffic
    - Raise bike lane to sidewalk level



# Next Steps & Discussion Items

# Next Steps

---

## July – December 2024

- **Community Outreach Round 2** - Present refined concept alternatives and cost estimates
- **BPAC Meeting #2** - Recommend to City Council on alternative selection
- **City Council Meeting** - Select an alternative

# Goal for the City Council Study Session

---

- Share project alternatives and community feedback received to date
- Identify any refinements needed for the alternatives
- Receive information needed to help Council select an alternative



Kimley»»Horn

Thank You!

