City of Sunnyvale

Agenda Item

25-0057 **Agenda Date:** 5/15/2025

REPORT TO BICYCLE AND PEDESTRIAN COMMISSION

SUBJECT

Recommend to City Council to approve the concept plan (Alternative 2) to implement the improvements in two phases, find that the action is exempt from CEQA pursuant to CEQA Guidelines Section 15301(c) and Public Resources Code Section 21080.25(b)(1), and recommend that the City Council direct staff to include the concept plan as an unfunded project in the FY 2025/26 Budget pending future identification of funding.

REPORT IN BRIEF

During the COVID-19 pandemic, a temporary lane closure on eastbound Tasman Drive between Tasman Court and Vienna Drive was installed to provide local residents recreational space during the shelter-in-place period. As part of Study Issue DPW 21-03 (RTC No. 21-0047), City staff was directed to explore ways to implement permanent bicycle and pedestrian facilities on the segment of Tasman Drive between Fair Oaks Avenue and Lawrence Expressway. Various options were considered and narrowed down to two alternatives presented in this report. Alternative 1 would remove one travel lane in each direction on Tasman Drive between Fair Oaks Avenue and Lawrence Expressway to install a Class I Multi-Use path on both north and south side of Tasman Drive. Alternative 2 would remove one travel lane in each direction on Tasman Drive between Fair Oaks Avenue and Lawrence Expressway to install sidewalk and Class IIB buffered bicycle lane on both north and south sides of Tasman Drive. This study included an existing conditions review, traffic analysis, collision analysis and extensive community outreach, summarized in this report.

BACKGROUND

Tasman Drive is a key east-west roadway which runs across the northern portion of Santa Clara County. Tasman Drive is characterized by low to medium density multi-family residential development, large employment centers, and major destinations such as Levi's Stadium. Within Sunnyvale, Tasman Drive is a four-lane, divided facility that is classified as a Commercial/Industrial Collector. This segment of Tasman Drive includes the center-running Santa Clara Valley Transportation Authority (VTA) light rail line, which travels through the corridor before turning north along Fair Oaks Avenue. The speed limit within the study area is posted at 40 miles per hour. Land uses along the project section of Tasman Drive are primarily Residential Mobile Home (RMH) with a section of Highway Business and Village Center No. 7 at the northeast corner of the intersection of Tasman Drive and Fair Oaks Avenue. There are neighborhood serving commercial businesses at Village Center No. 7 as well as on the northeast corner of Tasman Drive and Lawrence Expressway. Much of the project segment is missing pedestrian and bicycle infrastructure. The study area is shown in Attachment 2.

During the COVID-19 pandemic, with lower traffic volumes on Tasman Drive, the City Council approved a temporary eastbound Tasman Drive lane closure to create a temporary bicycle and pedestrian pathway on the southern side of Tasman Drive between Tasman Court and Vienna Drive

with temporary barriers (RTC No. 20-0633). With traffic volumes lower compared to those during pre-pandemic conditions, there was a desire to explore an expanded, permanent facility on Tasman Drive to serve active transportation users.

At the 2021 City Council Study Issue Workshop, City Council considered the Bicycle and Pedestrian Advisory Commission proposed Study Issue DPW 21-03 (RTC No. 21-0047), Pedestrian and Bicycle Facility Installation on Tasman Drive from Fair Oaks Avenue to Lawrence Expressway. The study issue called for evaluation of the removal of a travel lane in both directions of Tasman Drive between Fair Oaks Avenue and Lawrence Expressway to install pedestrian and bicycle facilities. The study issue scope of work included a geometric survey, traffic safety analysis, traffic capacity and queueing analysis, level of service analysis, public outreach, and a design of conceptual plans. City Council ranked it as number one.

In June 2023, Kimley Horn & Associates, Inc. was selected as the project consultant team to perform the study issue scope of work (RTC No. 23-0517).

The City Council is scheduled to consider this item on July 1, 2025.

EXISTING POLICY

General Plan, Chapter 3, Land Use and Transportation Element:

- LT-3.2 Refine land use patterns and the transportation network so they work together to protect sensitive uses and provide convenient transportation options throughout the planning area
- LT-3.6 Promote modes of travel and actions that provide safe access to City Streets and reduce single-occupant vehicle trips and trip length locally and regionally
- LT-3.8 Prioritize safe accommodation for all transportation users over non-transport uses. As city streets are public spaces dedicated to the movement of vehicles, bicycles, and pedestrians, facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.
- LT-3.21 Implement best practices, innovative facilities, and technology to enhance complete streets.
- LT-3.22 Provide safe access to city streets for all modes of transportation. Safety considerations of all transport modes shall take priority over capacity considerations of any one transport mode.
- LT-3.24 Ensure effective and safe traffic flows for all modes of transport through physical and operational transportation improvements.

Complete Streets Policy (No. 793-16):

- Resolution No. 896-18 (amending Resolution No. 793-16): The City wishes to improve its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards.

ENVIRONMENTAL REVIEW

The creation of bicycle and pedestrian facilities on existing rights-of-way is exempt under CEQA Guidelines Section 15301(c). CEQA also contains a statutory exemption under Public Resources

Code Section 21080.25(b)(1) for pedestrian and bicycle facilities that improve safety, access or mobility within the public right-of-way.

DISCUSSION

This study included multiple elements to evaluate the implementation of continuous pedestrian and bicycle facilities on Tasman Drive between Fair Oaks Avenue and Lawrence Expressway. Due to the constrained right-of-way available along the study segment, the study evaluated potential impacts of a reduction of one travel lane in each direction. The scope of work included an establishment of existing conditions including available right-of-way, a traffic analysis of the signalized intersections, a collision analysis of the corridor and intersections, development of alternative improvements, and an extensive public outreach process.

Existing Conditions

The Federal Highway Administration's (FHWA) Road Diet Information Guide (Report No. FHWA-SA-14-028, dated November 2014) suggests that road diets are feasible with daily traffic volumes below 20,000 average vehicles per day. Tasman Drive currently has volumes less than half of that amount. It also suggests that road diets are likely feasible if the peak hour volume is less than 750 vehicles per hour per direction. Also, on August 31, 2021, City Council established a transportation trigger of 720 vehicles per hour for the restoration of the eastbound travel lane for the Temporary Eastbound Tasman Drive Lane Closure (RTC No. 21-0072), which is 80% of the 900 vehicles per hour per lane throughput during congested flow.

Based on the comparisons between daily traffic volume of 2017 (pre-COVID 19), peak hour volumes of 2015 and various dates through 2025, the traffic volumes for both daily and peak hours have not returned to pre-COVID 19 pandemic levels, implying that Tasman Drive will function appropriately with a roadway configuration of one lane in each direction.

Tasman Drive between Fair Oaks Avenue and Vienna Drive
Average Mid-Week Daily Vehicle Volumes

Date	WB	EB	Total
May 2017	5,688	6,678	12,366
Sept 2023	3,976	4,948	8,924
Sept 2024	4,624	4,969	9,593
Jan 2025	4,223	5,095	9,318

Mid-Week Peak Hour Volumes

Date	WB		EB	
	AM	PM	AM	PM
2015	745	442	347	866
Sept 2023	399	327	319	557
Sept 2024	452	325	296	568
Jan 2025	408	350	311	604

Bicycle and pedestrian counts were also collected since the temporary eastbound lane closure on Tasman Drive was implemented. The September data collected on the Sunday in 2024 shows there

was high pedestrian usage on the temporary path, and that might be due to an event at the Levi's Stadium.

Tasman Drive between Fair Oaks Avenue and Vienna Drive
Bicycle 12-hour Volumes (7am - 7pm)

Date	Wednesday			Saturday			Sunday		
	WB	EB	Total	WB	EB	Total	WB	EB	Total
Mar 2021	12	12	24	21	16	37	10	12	22
Sept 2023	18	24	42	21	20	41	13	16	29
Sept 2024	17	22	39	16	16	32	20	21	41
Jan/Feb 2025	15	15	30	6	8	14	13	17	30

Pedestrian 12-hour Volumes (7am - 7pm)

Date	Wednesday			Saturday			Sunday		
	WB	EB	Total	WB	EB	Total	WB	EB	Total
Mar 2021	27	46	73	18	26	44	22	31	53
Sept 2023	37	53	90	42	48	90	29	32	61
Sept 2024	31	43	74	30	42	72	59	107	166
Jan/Feb 2025	43	60	103	26	41	67	36	37	73

Traffic Analysis
The project team performed a traffic analysis (Attachment 5) to analyze the operational effects of removing one travel lane in each direction along Tasman Drive between Fair Oaks Avenue and Lawrence Expressway. There are three (3) study intersections that were evaluated:

1. Tasman Drive/Fair Oaks Avenue
2. Tasman Drive/Vienna Drive
3. Tasman Drive/Lawrence Expressway

Turning movement traffic counts were collected in September 2023 for three peak hour periods: AM (7-9 AM) weekday, PM (4-6 PM) weekday, and midday (12-2 PM) on a weekend. In addition to peak hour turning movement counts, average daily traffic counts were collected at two locations along Tasman Drive: one between Fair Oaks Avenue and Vienna Drive and one between Vienna Drive and Lawrence Expressway.

The Lawrence Expressway and Tasman Drive intersection is owned and operated by the County of Santa Clara. The intersection is identified as a VTA Congestion Management Program (CMP) intersection and is monitored by VTA as part of its CMP reporting. VTA's guidelines for traffic analysis were used for that intersection, while Sunnyvale's guidelines were used for the remaining two. Volumes at the CMP location for the PM peak hours (4-6 PM) were taken from VTA's 2020/2021 Congestion Management Plan Monitoring Report to adhere to VTA guidelines for analysis of major

facilities.

The double left turn and double through lanes onto this segment of Tasman Drive would be impacted by the reduction of Tasman Drive to one lane in each direction. The southbound left-turn from Fair Oaks Avenue to eastbound Tasman Drive, the northbound left-turn from Lawrence Expressway to westbound Tasman Drive, and the westbound through movement along Tasman Drive at Lawrence Expressway would all need to be reduced to one lane for each of these movements. The northbound left-turn pocket from Lawrence Expressway to Tasman Drive would need to be lengthened by 75 feet as part of the project to handle the required vehicle storage with the left-turn lane reduction. Analysis of the lane reduction found that it would result in only small increases in congestion and travel time. The eastbound travel time in the AM peak hours would increase by an average of 19 seconds. In the westbound direction in the AM peak hours and both directions in the PM peak hours, there would not be any measurable impact to travel time on Tasman Drive. All intersections operate at Level of Service D or better in all peak periods. City of Sunnyvale's acceptable threshold for Level of Service is D or better. Vehicle level of service would not deteriorate below acceptable City of Sunnyvale or CMP thresholds. The project would result in additional queuing at the Lawrence Expressway & Tasman Drive intersection.

Collision Analysis
Based on the collision data collected between January 1, 2018, and December 31, 2022, there were a total of 36 reported collisions that occurred along the Tasman corridor. Of the 20 collisions that resulted in injuries or complaints of pain, two (2) resulted in a severe injury or a fatality. The two (2) collisions that resulted in severe injury or fatality both occurred on the segment of Tasman Drive between Fair Oaks Avenue and Vienna Drive. The collision resulting in a severe injury involved an eastbound motorcyclist colliding with a fixed object and was attributed primarily to unsafe speed. The fatal injury recorded during this period involved a vehicle and a pedestrian collision that occurred mid-block along Tasman Drive between Fair Oaks and Vienna Drive. Notably, the pedestrian involved in the collision was reported to be attempting to cross Tasman Drive at a location without a crosswalk. Based upon the investigation, the vehicle was traveling at an unsafe speed given the conditions at the time of collision. The collision took place when the sun was setting, which produced sunlight horizon that was significantly impactful to the driver's vision and would have affected the driver's ability to perceive hazards in the roadway and being able to safely react to them.

Collision data Breakdown (2018-2022)

Involved with	Occurrences
Motor Vehicles Only	32
Pedestrian	3
Bicycle	1
Total	36

Proposed Improvements
Alternative 1 (see Attachment 3): This alternative would remove one travel lane in each direction on Tasman Drive between Fair Oaks Avenue and Lawrence Expressway to install a Class I Multi-Use path on both north and south side of Tasman Drive. A Class I Multi-Use path includes a wide surface (12-foot minimum) to be shared between pedestrians and bicyclists. This shared use path is at sidewalk level, separated from vehicular lanes by curb and, in limited locations, by landscaping. With

the installation of a Multi-Use path, it was estimated to have 12 tree impacts and 66 potential tree impacts. A tree impact is a tree that is confirmed during conceptual design to be in conflict with an alternative and in need to be removed or receive major trimming. A potential tree impact is a tree that potentially would need removal or major trimming that would need to be determined in the final design phase.

Alternative 2 (see Attachment 4): This alternative would remove one travel lane in each direction on Tasman Drive between Fair Oaks Avenue and Lawrence Expressway to install sidewalk and Class IIB buffered bicycle lanes on both north and south sides of Tasman Drive. Alternative 2 is estimated to have 1 tree impact and 6 potential tree impacts

Public Outreach Summary
The project included multiple public outreach meetings and activities. In addition to getting input from the general community, the project team specifically focused on getting input from the three mobile home parks located closest to the study area. There were two rounds of outreach, first to present the draft conceptual designs and get initial feedback and concerns, then again to present the refined conceptual designs to get feedback on the preferred alternative.

The two initial conceptual designs were presented to the Bicycle Pedestrian Advisory Commission meeting on February 15, 2024 (RTC No. 24-0368). The two conceptual designs were also presented at a combined Zoom and in-person Community Meeting on February 29, 2024. Additionally, the project team hosted three in-person Community Outreach Workshops at the community rooms of the three Mobile Home Parks (MHP): Casa De Amigos on Wednesday, March 13, 2024, Plaza Del Rey on Wednesday, March 6, 2024, and El Dorado Mobile Home Park on Thursday, March 7, 2024.

An online survey was also open between February 15, 2024, and March 22, 2024, in both English and Spanish. The survey was advertised on the City's project website. The survey consisted of eleven questions, focusing on the community's mobility needs, travel habits, preference on the conceptual design concepts put forth, and demographic information. The manager of each of the MHP sent email blasts to all the residents. Additionally, printed versions that mirror the online version were distributed during in-person outreach events for respondents to hand write answers. There were 371 total survey responses, and the survey was predominantly answered by residents living at or near the project corridor. The result of the survey was presented to the City Council on June 4, 2024.

The feedback from these community meetings, workshops and the survey were presented to the City Council during the Study Session on June 4, 2024 (RTC No. 24-0002). The Council feedback was then incorporated into the alternative designs. The project team then hosted a second round of Community Outreach Workshop at the same three Mobile Home Parks:

- Casa De Amigos Mobile Home Park - October 9, 2024 - 15 attendees
- El Dorado Mobile Home Park - October 10, 2024 - 9 attendees
- Plaza del Rey Mobile Home Park - October 14, 2024 - 6 attendees

Additionally, the two revised conceptual designs were presented at a combined Zoom and in-person Community Meeting on October 24, 2024. The project team collected additional comments and feedback from the community at each of these meetings. The community members were also asked if they have a preferred alternative and reasons.

Since the final round of in person and hybrid outreach meetings, City staff has received numerous comments via email. These were also considered by the project team and are included in the feedback summary in this report.

Most of the comments fell into common categories. Those most common categories include:

- Emergency vehicle access and response times
- Congestion traveling between Vienna Drive to Lawrence Expressway, including queueing at Lawrence Expressway, addition of “no right turn on red” restrictions at Vienna Drive, and Tasman Drive/Vienna Drive traffic signal operations
- Tree impacts and potential replacements
- Maintaining sufficient access for delivery of new mobile homes
- Addition of mid-block pedestrian crossings

Emergency Vehicle Access

Project team staff coordinated directly with Department of Public Safety (DPS) staff about the project, the community concerns, and the proposed alternatives. DPS staff had strong concerns with Alternative 1. Some of the larger emergency vehicles, such as fire engines and trucks, may not be able to drive onto the bicycle and pedestrian path, even with a rolled curb. For all vehicle types, having to drive up onto the curb would add response time and would also conflict with the California Vehicle Code requirement that non-emergency vehicles pull to the right to allow emergency vehicles to pass on the left. Although emergency vehicles could drive in the opposing direction to bypass congestion, DPS indicated that because the roadway is divided, this is not feasible due to safety concerns. With the light rail tracks in the median in the project area, there are limited opportunities for emergency vehicles to make U-turns to get to the incident if traveling in the opposite direction. Additionally, the fire units may need to set up within the roadway if a fire occurs in a home immediately adjacent to Tasman Drive, which would require all vehicular traffic to be stopped under Alternative 1.

DPS staff had some concerns with Alternative 2, but fewer than those for Alternative 1. Some drivers may not pull completely to the right due to the bicycle lanes. DPS staff could direct these drivers to pull into the bicycle lanes to pass on the left, but this would increase their response times. Setting up within the roadway would be a concern with Alternative 2 as well.

Under both alternatives, traffic signal coordination could assist with managing traffic during an emergency. To assist with traffic control, coordination with the traffic signal City staff to change the signal timings could be performed. This would take additional time to contact those staff and implement needed changes.

DPS staff also had concerns about the morning peak congestion in eastbound Tasman Drive between Vienna Drive and Lawrence Expressway and the potential impacts on emergency response.

Overall, DPS input is that Alternative 1 is not preferred. Alternative 2 would likely add some additional response time, but is preferred over Alternative 1.

Congestion

Many community members, especially residents within Casa de Amigos and Plaza del Rey, expressed concerns related to existing congestion between Vienna Drive and Lawrence Expressway

during the round of outreach meetings that took place in late 2024. Some shared strong concerns that congestion is high under existing conditions and would be further exacerbated by removing a vehicular lane. This concern exists during peak commute periods as well as during events at Levi's Stadium when special traffic control efforts are in place. This concern is the same for both Alternatives.

Additionally, the project is proposing additional "no right turn on red" restrictions to help protect bicyclists and pedestrians using the proposed facilities. Some community members have expressed concerns that this would create additional congestion for vehicles. Under current conditions, there is a "no right turn on red" restriction from eastbound Tasman Drive to southbound Lawrence Expressway that will remain. Additional restrictions are proposed at the following locations for both alternatives:

- Tasman Drive/Fair Oaks Avenue intersection: Southbound Fair Oaks Avenue to Westbound Tasman Drive
- Tasman Drive/Vienna Drive intersection: Northbound and Southbound Vienna Drive onto Tasman Drive
- Tasman Drive/Lawrence Expressway intersection: Southbound Lawrence Expressway (in addition to existing restrictions on Tasman Drive in both Westbound and Eastbound directions)

Traffic counts were conducted on Tasman Drive between Vienna Drive and Lawrence Expressway in September 2023. To further understand the congestion concerns raised by the residents, the project team performed additional observations of the traffic conditions for approximately 45 minutes during a morning peak and approximately 30 minutes in an afternoon peak period in February 2025. During the morning peak period, it was observed that most vehicles were traveling out of the residential communities towards Lawrence Expressway. The observed vehicle queues backed up on eastbound Tasman Drive from Lawrence Expressway to Vienna Drive and occasionally beyond. These queues were not fully emptied with one traffic signal cycle. Removing one lane between Lawrence Expressway and Vienna Drive would likely exacerbate this congestion under both alternatives.

During the afternoon peak period, it was observed that most vehicles were traveling from Lawrence Expressway towards Vienna Drive to get to the residential communities. The vehicle queues observed both on Lawrence Expressway at Tasman Drive and along Tasman Drive in both directions were emptied within one traffic signal cycle. Both alternatives could accommodate these vehicular volumes without significant increase in delays and congestion.

Staff did not observe congestion or vehicle queueing issues along the remainder of the study area. Based on the analysis and supported by the recent field observations, it is not expected that either alternative would have significant impacts to queueing or congestion along the segment of Tasman Drive between Fair Oaks Avenue and Vienna Drive.

Tree Impacts

Tasman Drive between Lawrence Expressway and Fair Oaks Avenue has walls lined with trees as well as other vegetation along most of both sides of the street. When the VTA Light Rail project was constructed, tradeoffs were considered for use of the public right of way, and it was decided to add the light rail and landscaping while maintaining two vehicle lanes. Where right-of-way was available, sidewalks were also added.

The current project has initiated further tradeoffs while considering how to add bicycle and pedestrian facilities along the entire study area. The right-of-way remains the same. Potential impacts were preliminarily evaluated for both alternatives. At this planning level, City staff evaluated potential impacts to the trees based on the size and location of the tree trunk, the location of the roots compared to the proposed improvements, and the available right-of-way width. It is possible that trees could require removal due to construction activities as well.

Final design would determine these impacts in greater detail with the possibility of adding new trees and protecting-in-place trees. The project can also evaluate the best types of trees to be added, if possible. However, due to the limited right-of-way in the study area, it is unlikely that many trees could be replaced along this section of Tasman Drive.

Alternative 1 is anticipated to impact 12 trees with 66 potential tree impacts. Alternative 2 is anticipated to impact 1 tree with 6 potential tree impacts. As discussed previously, a tree impact is a tree that is confirmed during conceptual design to be in conflict with an alternative and in need to be removed or receive major trimming. A potential tree impact is a tree that potentially would need removal or major trimming that would need to be determined in the final design phase.

Mobile Home Delivery
Some community members were concerned that with the reduction of vehicular lanes, the ability to move mobile homes into and out of the parks could be negatively impacted.

With Alternative 1, most mobile homes could be delivered using the vehicular lane like other vehicles. During final design, turning radii and preferred routes would be taken into consideration and coordination would occur directly with each mobile home park. Most homes would be delivered during lowest traffic and rail volume times of day with traffic control.

With Alternative 2, the roadway would remain approximately the same pavement width as existing, including vehicle lane and bicycle lane. Deliveries would also be completed during the lowest traffic and rail volume times of day with traffic control. The vehicles could temporarily use the buffered bicycle lane portion of the roadway if needed.

Mid-block Crossings
Some community members expressed a desire to add mid-block crossings across Tasman Drive and the light rail tracks. This addition could help pedestrians and bicyclists cross the street and minimize the need for facilities on both sides for the entire study area. For safety reasons, new at-grade crossings of light rail are discouraged and graded separated crossings are prohibitively expensive. A separate project, the East Channel Trail Study, is evaluating a possible grade separated crossing of the light rail tracks at the channel.

Cost Estimates
The cost estimate for each alternative is presented below:

Alternative	Total Cost
1	$18 Million - $23 Million
2	$14 Million - $19 Million

Alternative 3 is to maintain the existing conditions as identified in the Active Transportation Plan with no additional costs.

FISCAL IMPACT

The total project cost for Alternative 1 is approximately $18 million to $23 million. The total project cost for Alternative 2 is approximately $14 million to $19 million. There is currently no funding for further design or construction. After the selection of the alternative, staff will look for grant opportunities for the design and construction phases for the project and work through a future budget process to create a Capitol Improvement Project for City Council consideration.

PUBLIC CONTACT

Public contact was made by posting the meeting agenda on the City's official-notice bulletin board at City Hall. In addition, the agenda and this report are available at the City Hall reception desk located on the first floor of City Hall at 456 W. Olive Avenue (during normal business hours), and on the City's website.

ALTERNATIVES

1. Recommend to City Council to approve the concept plan (Alternative 1) to remove one travel lane in each direction on Tasman Drive between Fair Oaks Avenue and Lawrence Expressway to install a Class I Multi-use path on both north and south sides of Tasman Drive and find that the action is exempt from CEQA pursuant to CEQA Guidelines Section 15301(c) and Public Resources Code Section 21080.25(b)(1).
2. Recommend to City Council to approve the concept plan to implement the improvements in two phases, find that the action is exempt from CEQA pursuant to CEQA Guidelines Section 15301(c) and Public Resources Code Section 21080.25(b)(1), and recommend that the City Council direct staff to include the concept plan as an unfunded project in the FY 2025/26 Budget pending future identification of funding. Phase 1 includes the removal of one travel lane in each direction on Tasman Drive between Fair Oaks Avenue and Vienna Drive to install sidewalk and Class IIB buffered bicycle lane on both north and south sides along this segment and to upgrade the existing sidewalk on the southside of Tasman Drive between Vienna Drive and Lawrence Expressway to current design standards, where feasible; Phase 2 includes the removal of one travel lane in each direction on Tasman Drive between Vienna Drive and Lawrence Expressway on both north and south sides of Tasman Drive to install sidewalk and Class IIB buffered bicycle lane on both north and south sides along this segment.
3. Recommend to City Council to maintain the existing Tasman Drive between Fair Oaks Avenue and Lawrence Expressway configuration per the Active Transportation Plan (no change to current conditions).

RECOMMENDATION

Alternative 2: Recommend to City Council to approve the concept plan to implement the improvements in two phases, find that the action is exempt from CEQA pursuant to CEQA Guidelines Section 15301(c) and Public Resources Code Section 21080.25(b)(1), and recommend that the City Council direct staff to include the concept plan as an unfunded project in the FY 2025/26 Budget pending future identification of funding. Phase 1 includes the removal of one travel lane in each direction on Tasman Drive between Fair Oaks Avenue and Vienna Drive to install sidewalk and Class IIB buffered bicycle lane on both north and south sides along this segment and to upgrade the existing sidewalk on the southside of Tasman Drive between Vienna Drive and Lawrence Expressway to the current design standards, where feasible; Phase 2 includes the removal of one

travel lane in each direction on Tasman Drive between Vienna Drive and Lawrence Expressway on both north and south sides of Tasman Drive to install sidewalk and Class IIB buffered bicycle lane on both north and south sides along this segment.

Staff recommends approving the concept plan for bicycle and pedestrian improvements on Tasman Drive (Alternative 2) in two phases. The first phase will include removing one travel lane in each direction to install a sidewalk and buffered bicycle lane in both directions between Fair Oaks Drive and Vienna Drive. This improvement can provide additional maneuvering room for emergency vehicles as well as additional space for ease to move mobile homes into and out of the two adjacent mobile home parks. Currently, a sidewalk already exists on the south side of the road; it will be evaluated to ensure it meets current design standards including Americans with Disabilities Act (ADA) requirements as part of the final design for Phase 1.

Phase 2 would include the section from Vienna Drive to Lawrence Expressway. The timing of Phase 2 could be further determined after Phase 1 is complete. This section has received comments of concern from the public and is in close proximity to Lawrence Expressway, which has multiple turning movements

LEVINE ACT

The Levine Act (Gov. Code Section 84308) prohibits city officials from participating in certain decisions regarding licenses, permits, and other entitlements for use if the official has received a campaign contribution of more than $250 from a party, participant, or agent of a party or participant in the previous 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html

A check or “Y” in the checklist below indicates that the action being considered falls under a Levine Act category or exemption:

SUBJECT TO THE LEVINE ACT

___ Land development entitlements
___ Other permit, license, or entitlement for use
___ Contract or franchise

EXEMPT FROM THE LEVINE ACT

___ Competitively bid contract
___ Labor or personal employment contract
_X_ General policy and legislative actions

Prepared by: Thinh Le, Transportation Engineer
Reviewed by: Angela Obeso, Interim Transportation and Traffic Manager
Reviewed by: Chip Taylor, Director, Department of Public Works
Reviewed by: Sarah Johnson-Rios, Assistant City Manager
Approved by: Tim Kirby, City Manager

ATTACHMENTS

1. Reserved for Report to Council

25-0057 **Agenda Date:** 5/15/2025

2. Corridor Map
3. Alternative 1 Cross Section Exhibit
4. Alternative 2 Cross Section Exhibit
5. Tasman Drive Pedestrian and Bicycle Improvements Study - Draft Final Report