Tasman Drive Pedestrian-Bicycle Improvements Study

Sunnyvale Bicycle and Pedestrian Advisory Commission

May 15, 2025

Project Overview

Project Limits

- Tasman Dr. between Fair Oaks Ave. and Lawrence Expwy.

Existing Conditions

- No bicycle facility
- Intermittent sidewalks

Goal of the Study

- Provide continuous walking and bicycling facilities along both sides of Tasman Dr.
- Enhance crossings and make ADA-compliant
- Expand citywide and regional bicycle network

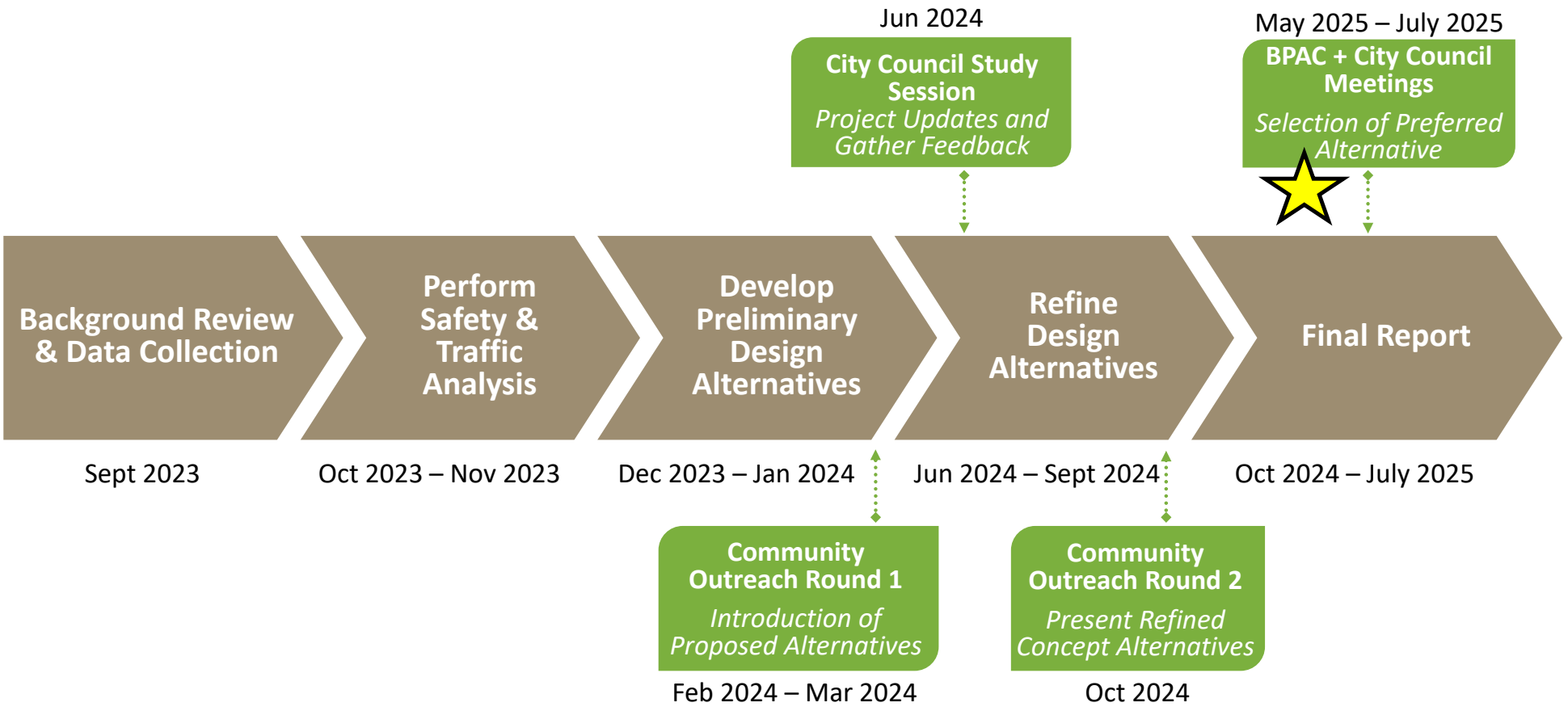
Existing Temporary Condition

Since 2020 (during the COVID-19 Pandemic)

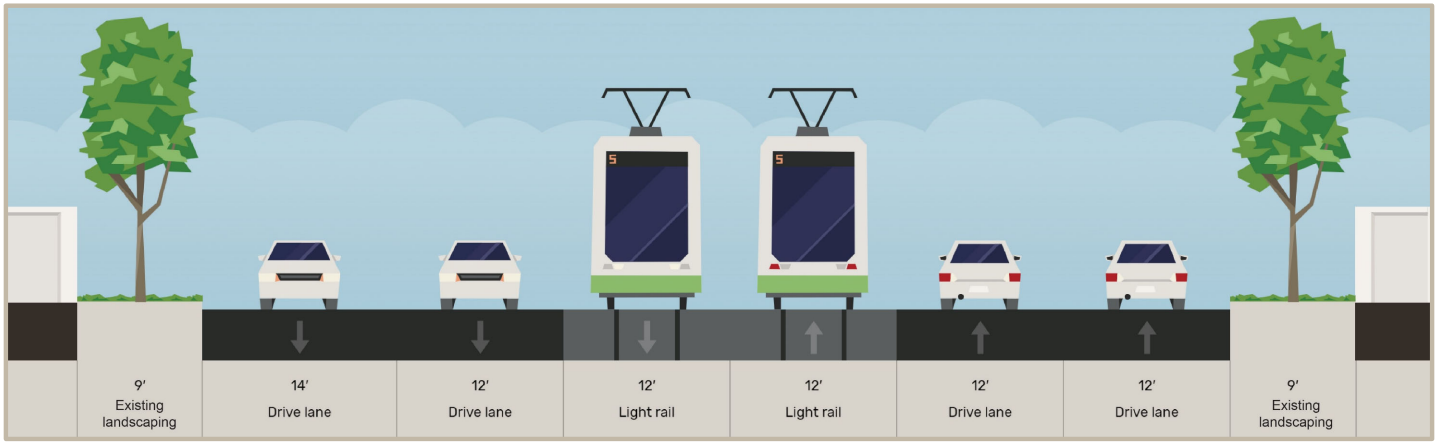
- Temporary lane closure on Tasman Dr. (between Tasman Ct. and Vienna Dr.)
- Creates a temporary two-way bicycle and pedestrian pathway
- Includes temporary barriers separating the path from vehicular traffic

Tasman Dr. west of Vienna Dr.

Project Timeline



Existing Geometric Conditions



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

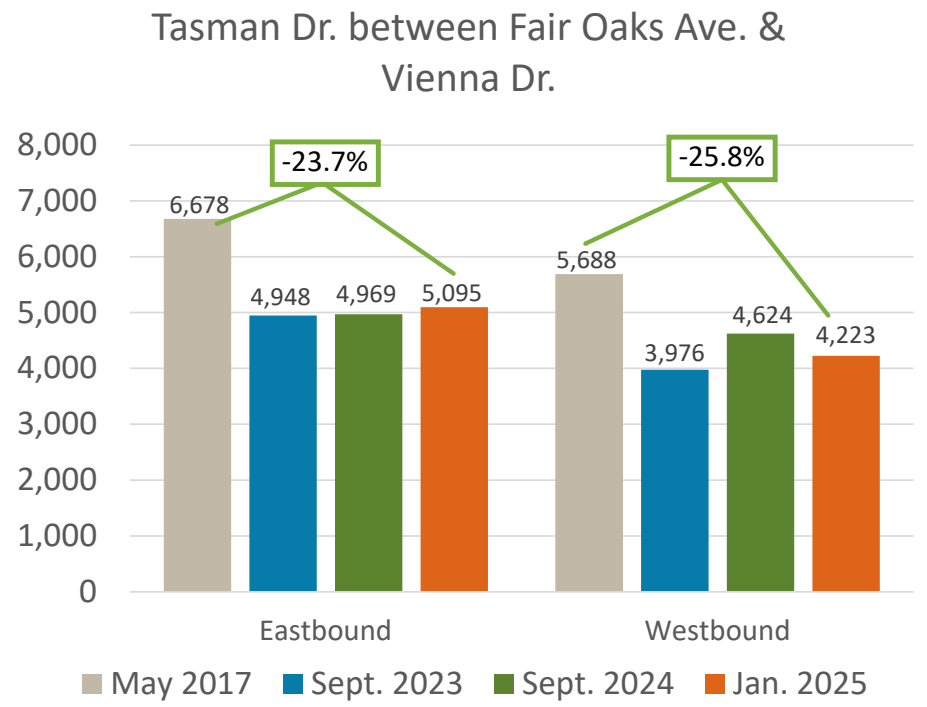
VTA Light Rail in Median

Trees and Sound Walls on Both Sides

Traffic Analysis

- Analyzed effects of:
  - Removing one lane in each direction on Tasman Dr.
  - Removal of southbound left-turn at Fair Oaks Ave.
  - Removal of northbound left-turn at Lawrence Expwy.
- Removal of travel lane in both directions will not significantly impact travel time and delay
  - Some additional traffic queues

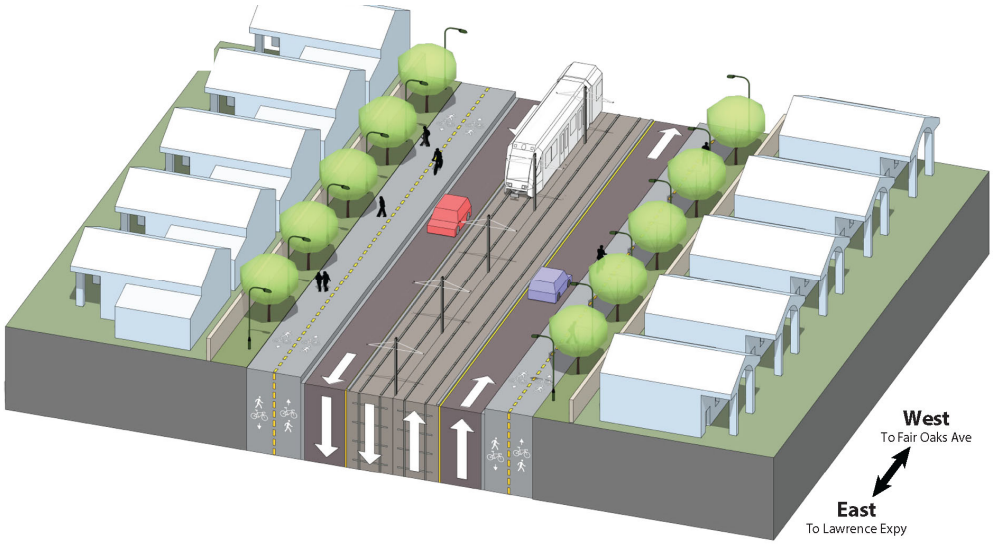
Historical Daily Traffic Volumes



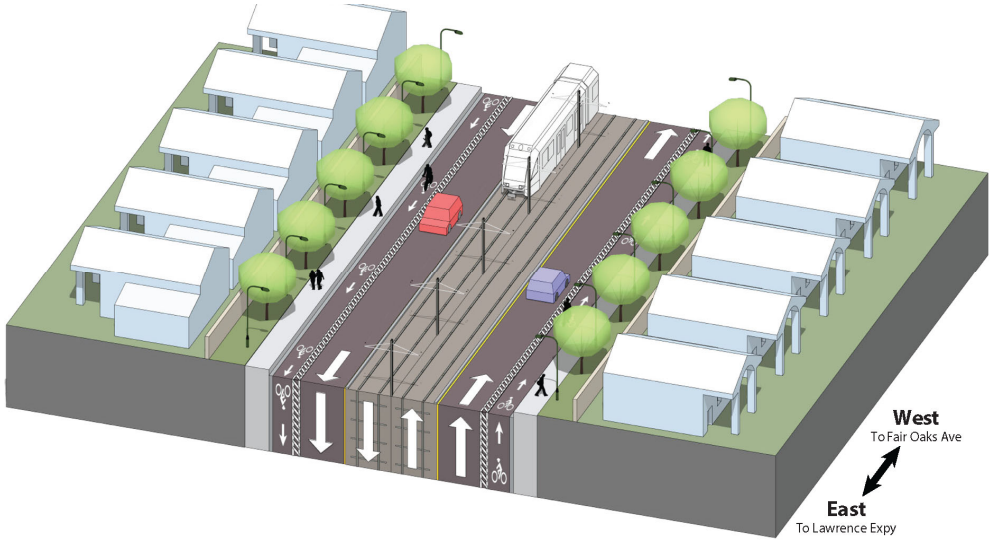
Collision Analysis (Jan 2018 - Dec 2022)

Design Alternatives

Alternative 1: Multi-Use Path



Alternative 2: Sidewalk and Buffered Bike Lane

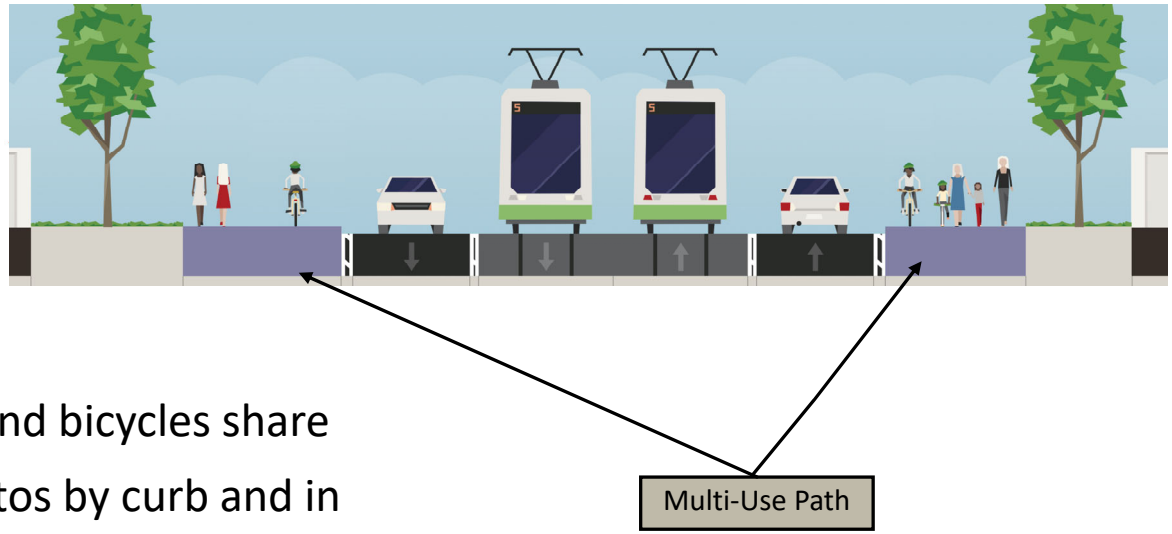


Example Cross-section Between Fair Oaks Ave. and Vienna Dr.

Alternative 1: Multi-Use Path

W Frontage Rd, Berkeley, CA

Typical midblock cross-section

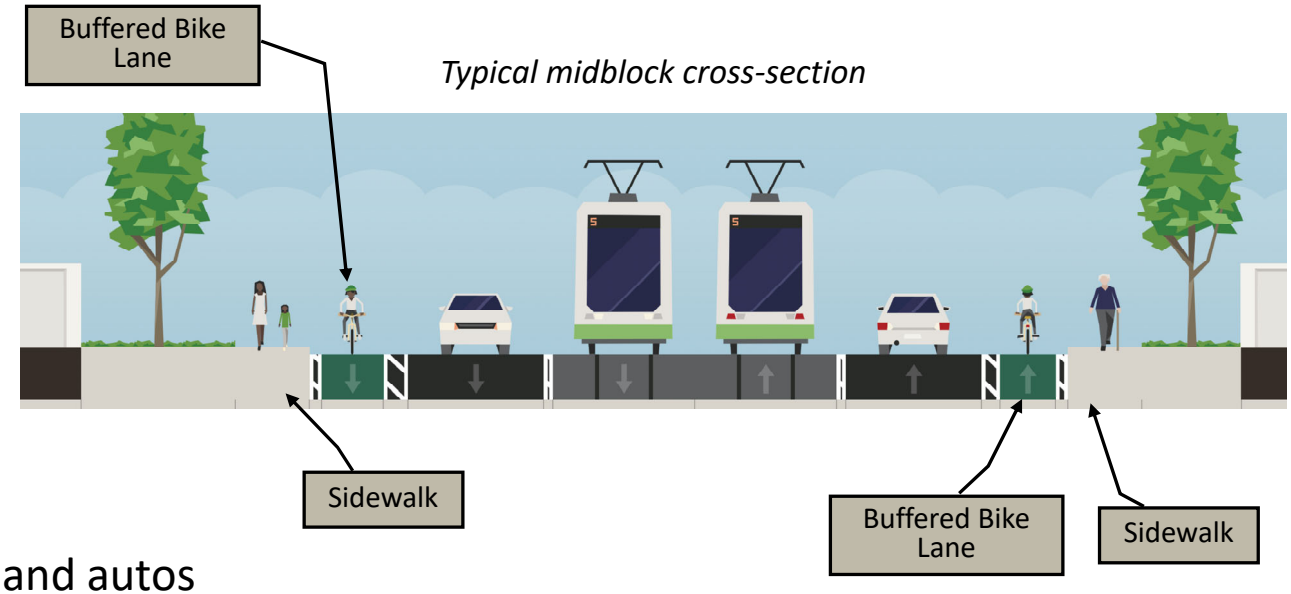


- Wide surface (12’ min) that pedestrians and bicycles share
- Path at sidewalk level, separated from autos by curb and in limited locations by landscaping
- Two-way walking and biking travel on both sides of the street
- Tree impacts: 12 likely, 66 potential

Alternative 2: Sidewalk and Buffered Bike Lane

Sunnyvale Ave. north of California Ave.

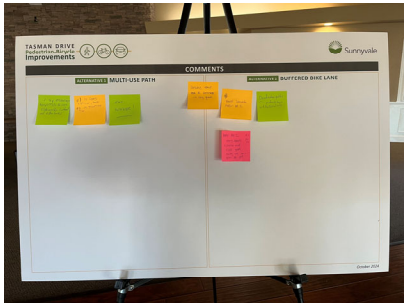
Typical midblock cross-section

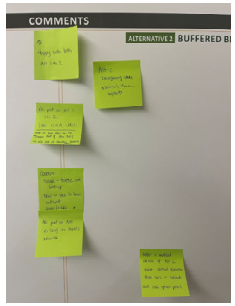


- Separates bicycles and autos
  - Bike lane varies from 5’ to 8.5’
  - 2’ painted buffer between bikes and autos
- Pedestrians are separated from both auto traffic and bike lane by raised curb and in limited locations by landscaping
- Tree impacts: 1 likely, 6 potential

Summary of Engagement Rounds 1 & 2

Attendees examine presentation boards at Casa de Amigos Mobile Home Park





Sticky notes on presentation boards left by meeting attendees

Community engagement activities:

- **Two (one per round) hybrid in-person/virtual community meetings**
- **Six mobile home park meetings (three per round)**
- **Online survey (Round 1)**

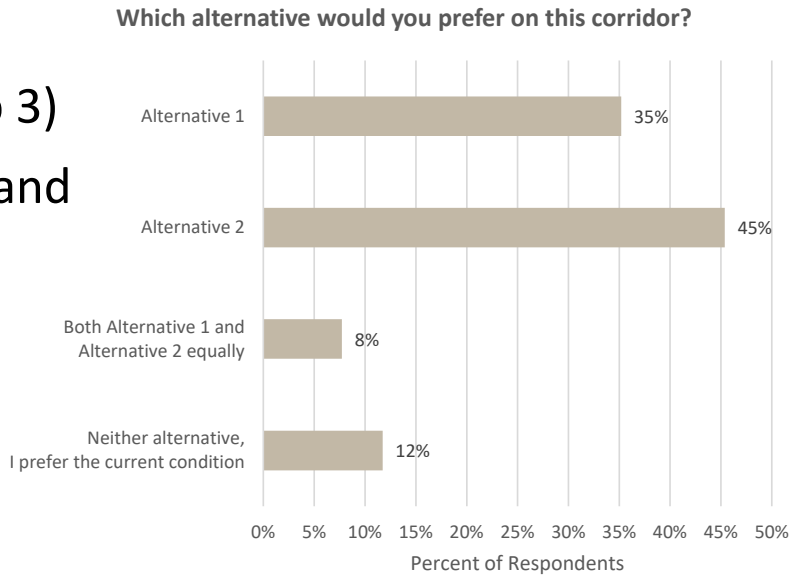
Promotion included:

- **4,091 postcards mailed to properties in project's vicinity and the three Mobile Home Park property managers**
- **Mobile Home Park meeting flyers and emails**
- **Email notifications to project's subscription list**
- **Other digital advertisements posted on the City's website and Social Media channels (e.g. NextDoor and Facebook)**

➢ **Engaged with over 400 people**

Online Survey Findings

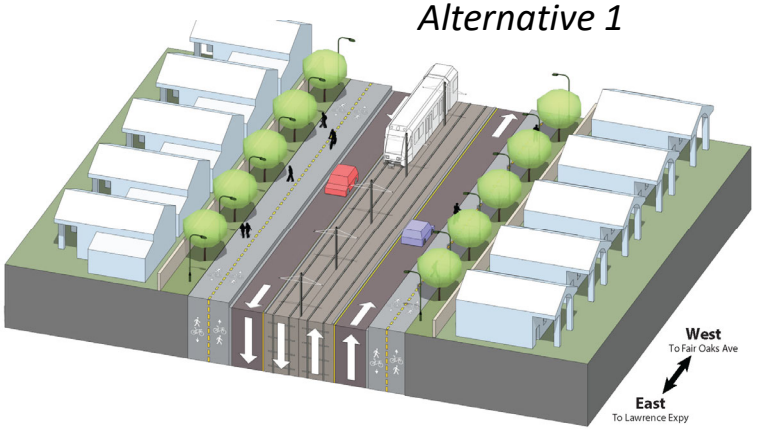
- 371 respondents to the online survey – 56% live on the immediate north or south sides of the project corridor
- Top 3 Corridor Needs:
  1. Complete missing sidewalks (84% ranked in top 3)
  2. Safer crossings of the roadway for pedestrians and bikes (66%)
  3. Create new bike lanes (55%)
- Slight preference for Alternative 2
- Only 12% prefer maintaining existing conditions
- **70% of respondents said they would walk, bike, or take transit more with one or both alternatives**



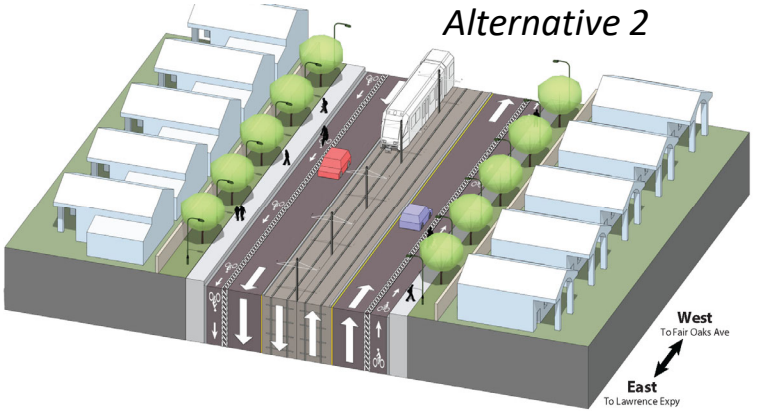
Coordination with Department of Public Safety (DPS) Emergency Access

- DPS expressed concerns with both alternatives due to reduction in travel lanes and narrower roadway clear width
  - Potential for increase in response times with either alternative
- Relatively less concern with Alternative 2
  - Drivers would pull into bike lane
  - Emergency vehicles would pass on the left

Alternative 1



Alternative 2



Traffic Congestion – AM Peak Period
Eastbound between Vienna Dr. and Lawrence Expwy.

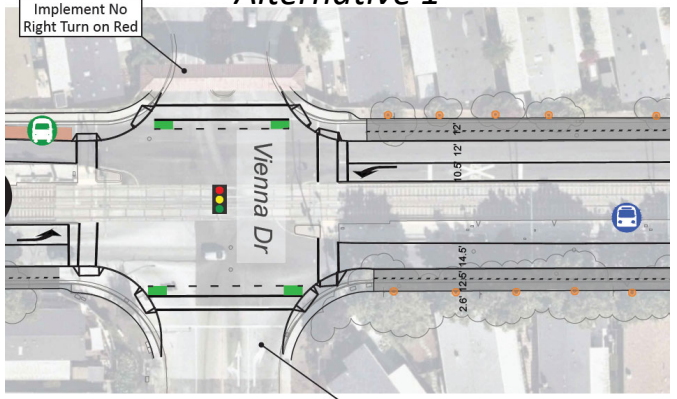
- Existing long eastbound queue between Vienna Dr. and Lawrence Expwy.
- Removing one travel lane may further increase queue lengths east of Vienna Dr.
- No anticipated substantive changes to queuing or congestion west of Vienna Dr.
- Some travel behaviors may change
  - Drivers might use alternate travel routes
  - Drivers might change to walking or biking if there is a new walk/bike facility

Mobile Home Delivery

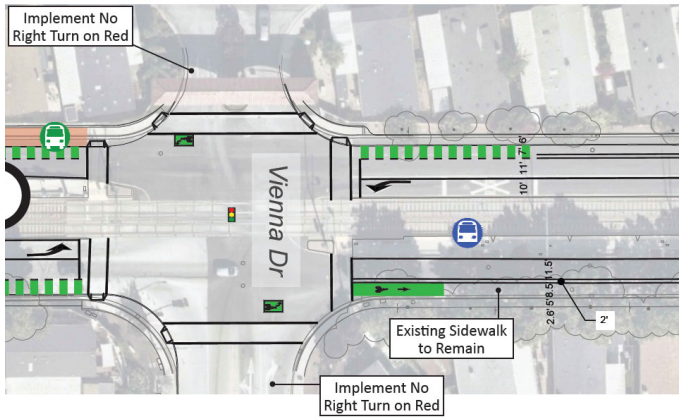
- **Alternative 1**
  - Most mobile homes could be delivered
  - Turning radii and preferred routing will be taken into account during final design

- **Alternative 2**
  - Roadway is sufficiently wide to accommodate all mobile home deliveries

Alternative 1

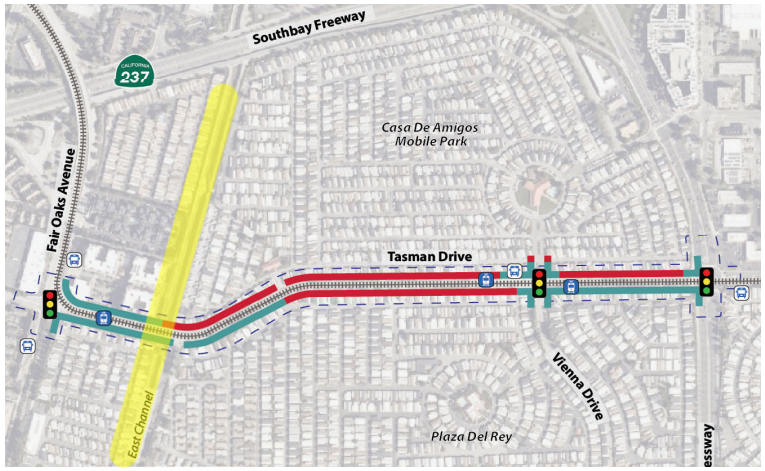


Alternative 2



Midblock Crossings

- For safety reasons, new at-grade crossings of VTA light rail are discouraged
- Grade 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

Alternative	**Total Cost (2025$)**
1	**$18M - $23M**
2	**$14M - $19M**

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

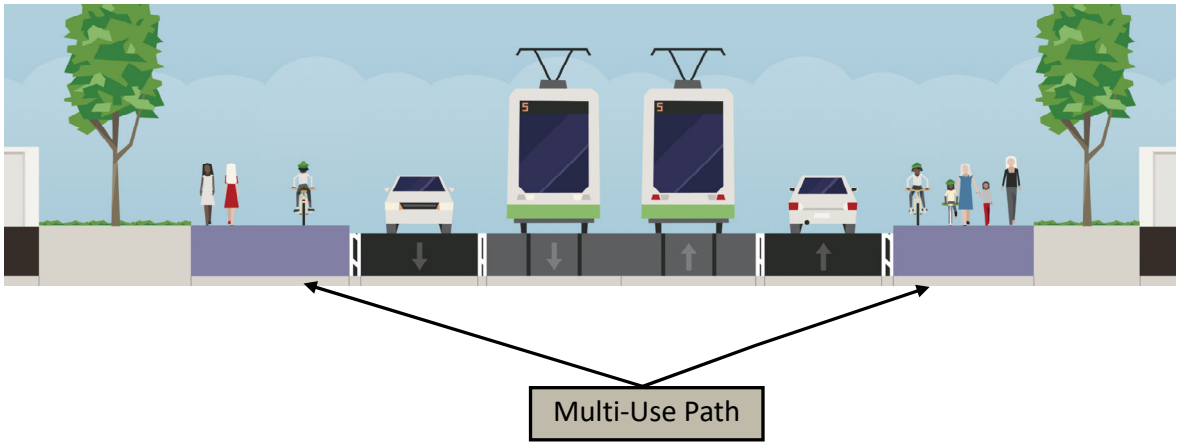
Recommendation to City Council

Recommendation to City Council

Considerations

- Alternative 1: Recommend to City Council to approve the concept plan (Alternative 1) to remove one travel lane in each direction on Tasman Dr. between Fair Oaks Ave. and Lawrence Expwy. to install a Class I Multi-use path on both north and south sides of Tasman Dr. 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).

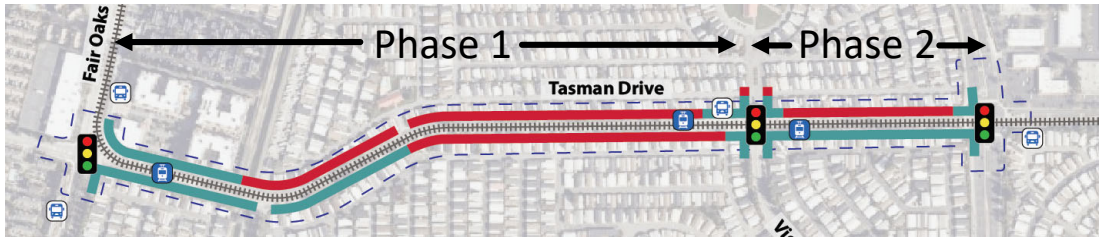
Typical midblock cross-section



Recommendation to City Council

Considerations

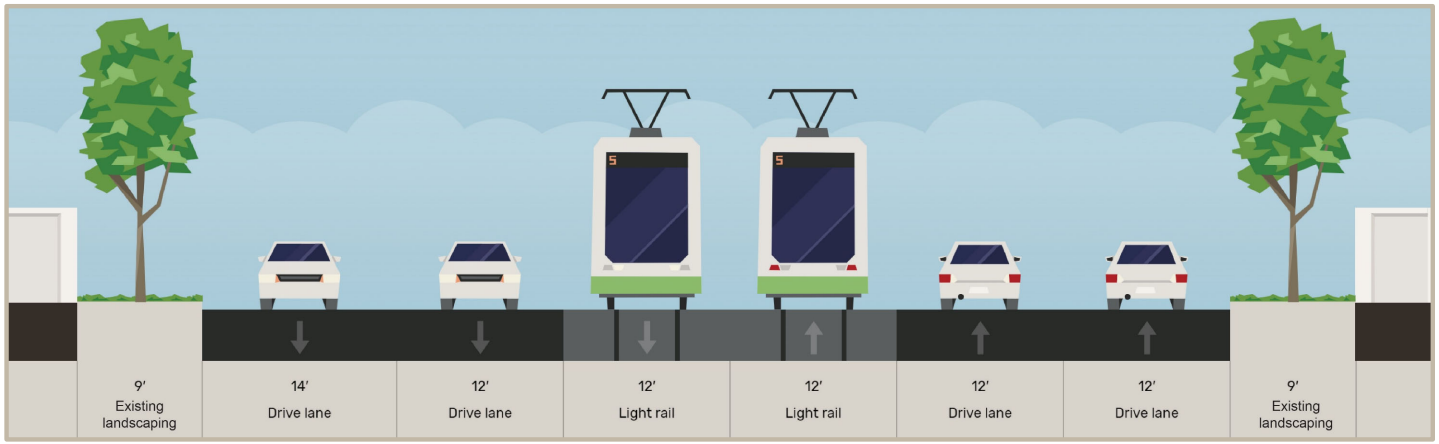
- Alternative 2: Recommend to City Council to approve the concept plan (Alternative 2) to implement the improvements in two phases, find that the action is exempt from CEQA pursuant to CEQA Guidelines Section 15301(c) and Public Resources Code Section 21080.25(b)(1), and recommend that the City Council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



Recommendation to City Council

Considerations

- Alternative 3: Recommend to City Council to maintain the existing Tasman Dr. between Fair Oaks Ave. and Lawrence Expwy. configuration per the Active Transportation Plan (no change to current conditions)



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

Recommendation to City Council

Staff Recommendation

- Alternative 2: 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. Phase 1 includes the removal of one travel lane in each direction on Tasman Dr. between Fair Oaks Ave. and Vienna Dr. 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 Dr. between Vienna Dr. and Lawrence Expwy. to current design standards, where feasible; Phase 2 includes the removal of one travel lane in each direction on Tasman Dr. between Vienna Dr. and Lawrence Expwy on both north and south sides of Tasman Dr. to install sidewalk and Class IIB buffered bicycle lane on both north and south sides along this segment.

Sunnyvale

Thank you!