Sunnyvale

Kimley»Horn

Tasman Drive Pedestrian-Bicycle Improvements Study
(Study Issue DPW 21-03)

Sunnyvale City Council

July 29, 2025

Project Overview

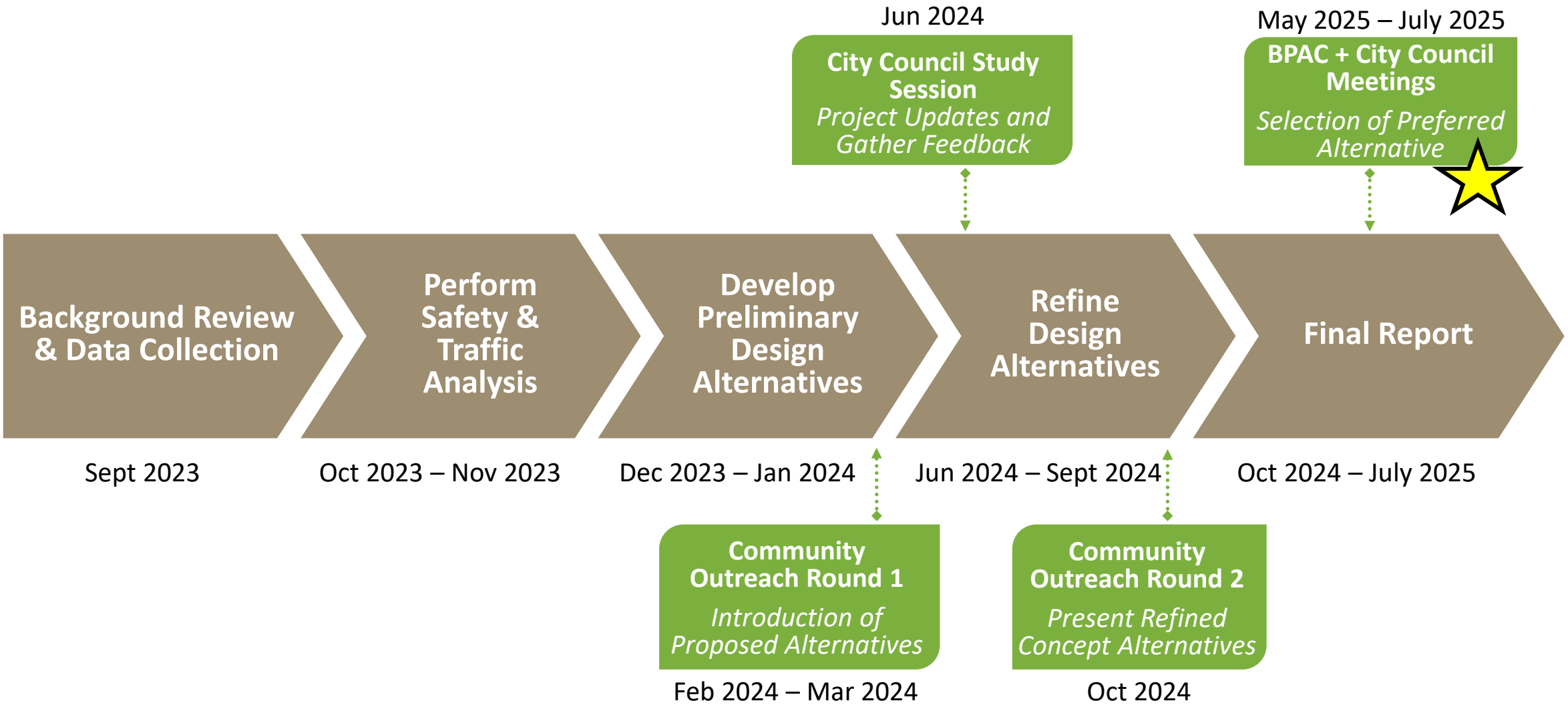
Study Issue DPW 21-03 (RTC No. 21-0047)

- Evaluate the removal of a travel lane in both directions to install pedestrian and bicycle facilities
- Tasman Dr. between Fair Oaks Ave. and Lawrence Expwy.

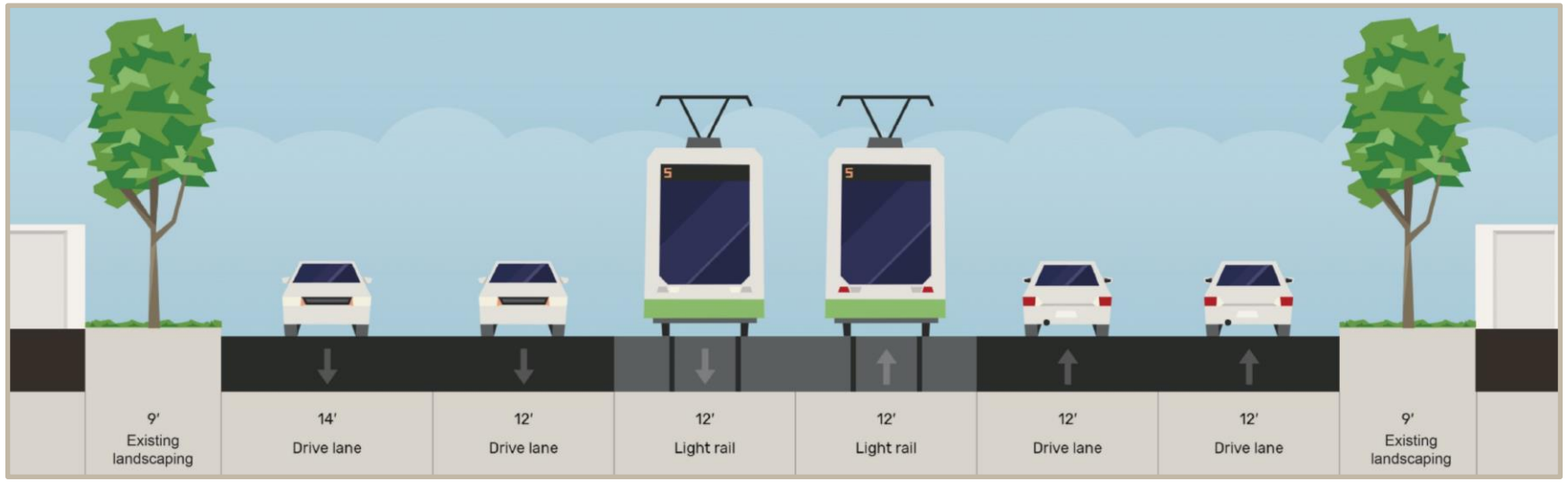
Existing Conditions

- No bicycle facility
- Intermittent sidewalks

Project Timeline



Existing Geometric Conditions



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

VTA Light Rail in Median

Landscaping and Sound Walls on Both Sides

Existing Temporary Condition

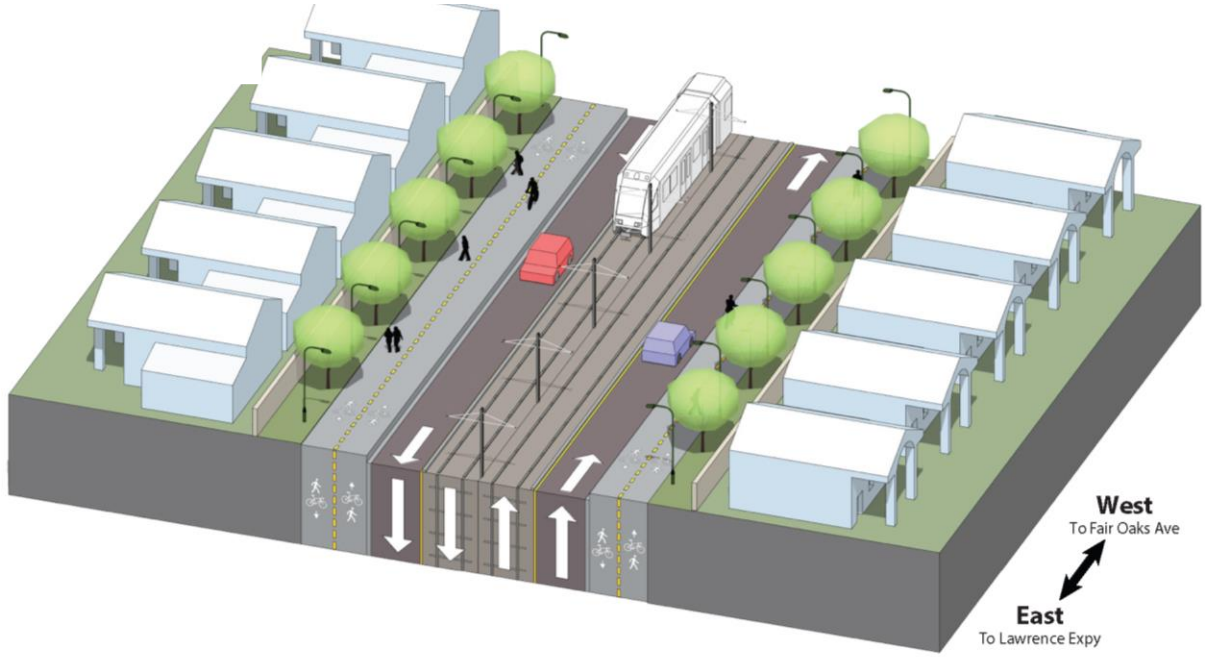
Since 2020 (during the COVID-19 Pandemic)

- 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
- Not designed to ADA or for emergency access

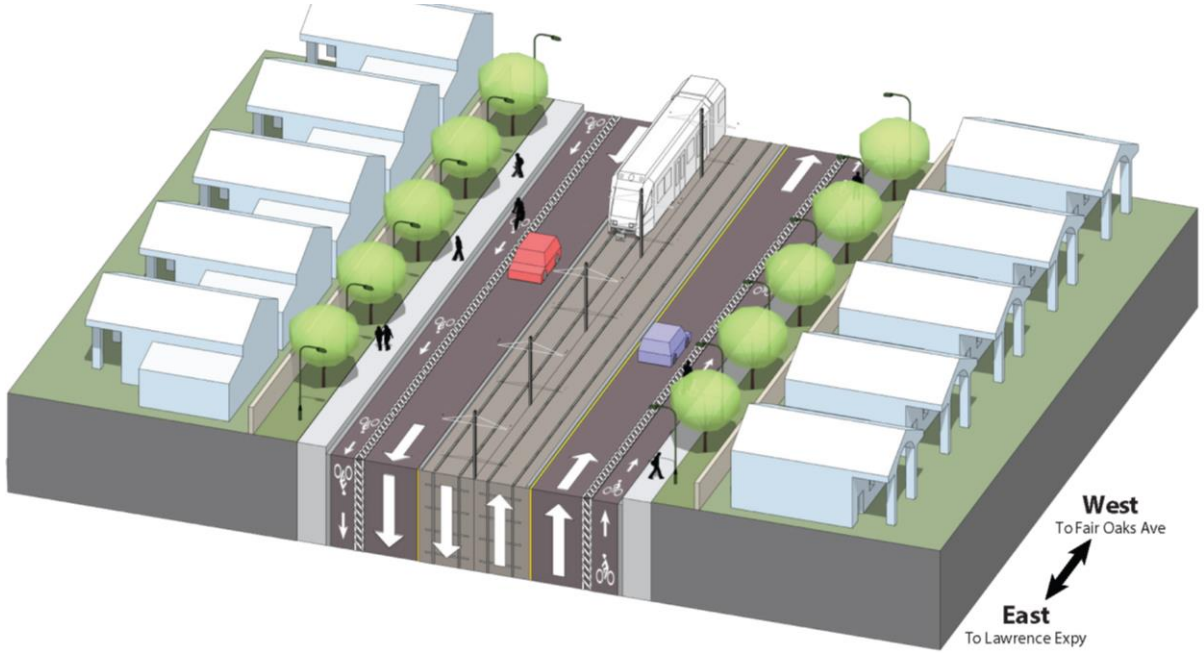
Tasman Dr. west of Vienna Dr.

Design Alternatives – Not to scale

Design Alternative 1: Multi-Use Path



Design Alternative 2: Sidewalk and Buffered Bike Lane



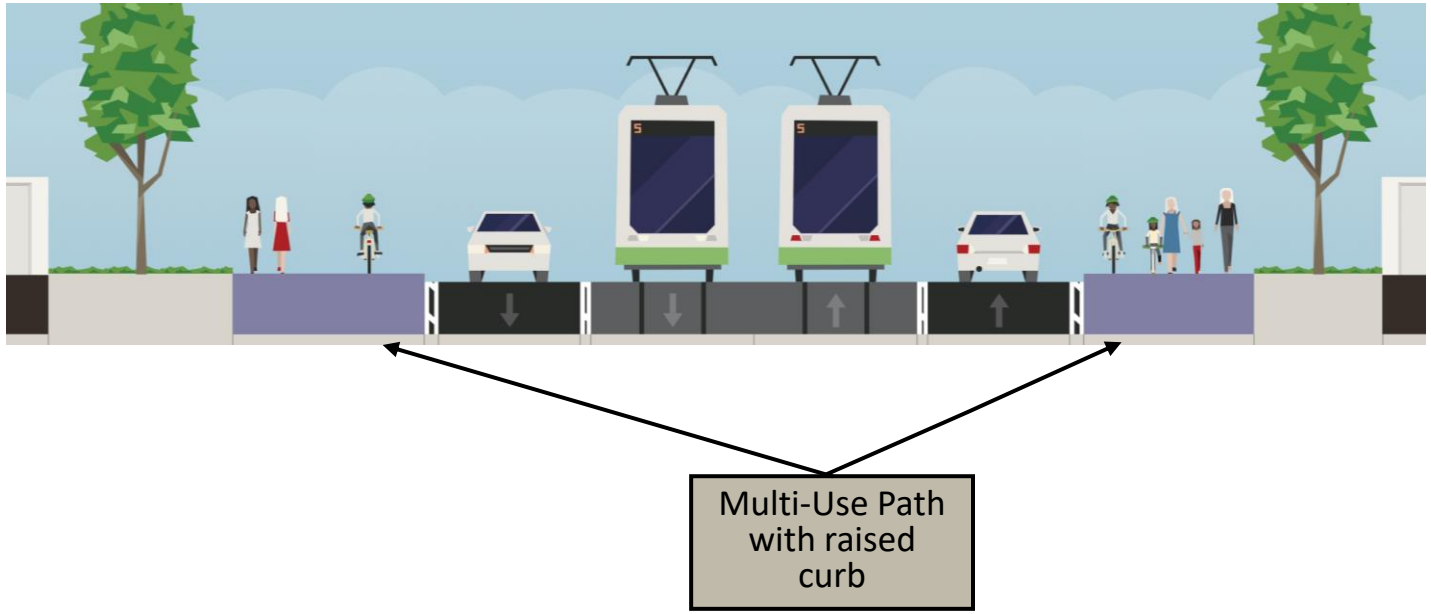
Example Cross-section Between Fair Oaks Ave. and Vienna Dr.

Design Alternative 1: Multi-Use Path

W Frontage Rd, Berkeley, CA

Moffett Park Drive, Sunnyvale, CA

Typical midblock cross-section

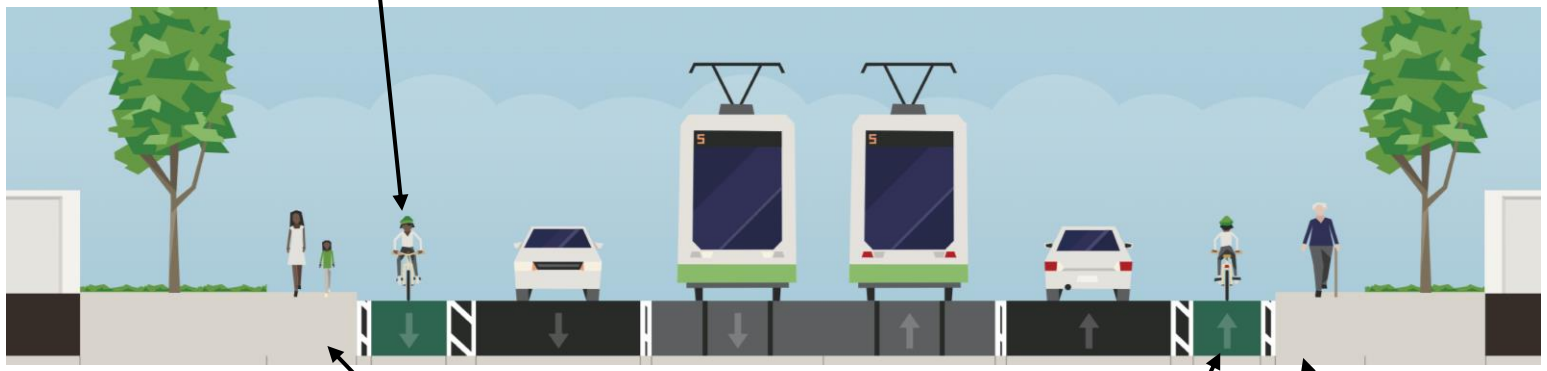


- Wide surface (12’ min) that pedestrians and bicycles share
- Path at sidewalk level, separated from autos by curb and in limited locations by landscaping
- Two-way walking and biking travel on both sides of the street
- Tree impacts: 12 likely, 66 potential

Design Alternative 2: Sidewalk and Buffered Bike Lane

Sunnyvale Ave. north of California Ave.

Typical midblock cross-section

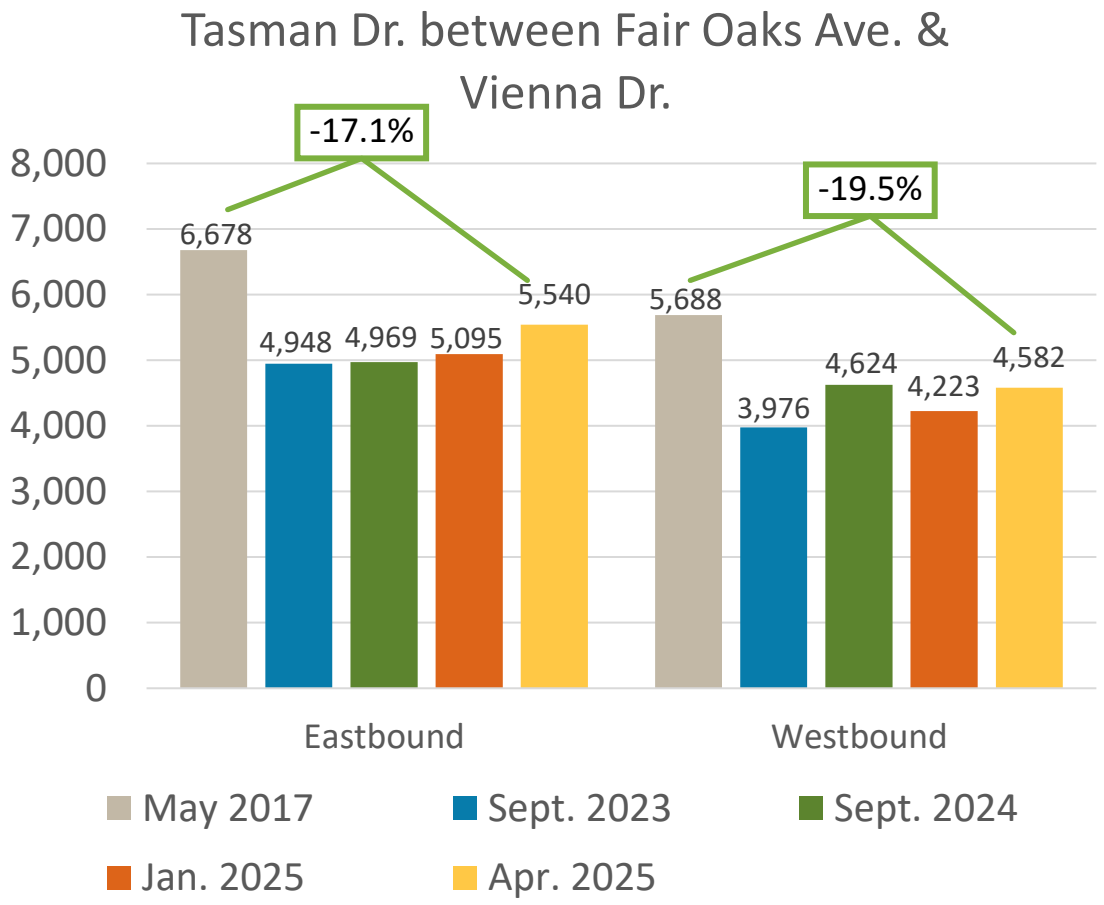


- Separates bicycles and autos
  - Average 6’ wide bike lane
  - 4.5’ painted buffer between bikes and autos
  - No vertical separation
- Pedestrians are separated from both auto traffic and bike lane by raised curb and in limited locations by landscaping
- Tree impacts: 1 likely, 6 potential

Traffic Analysis and Counts

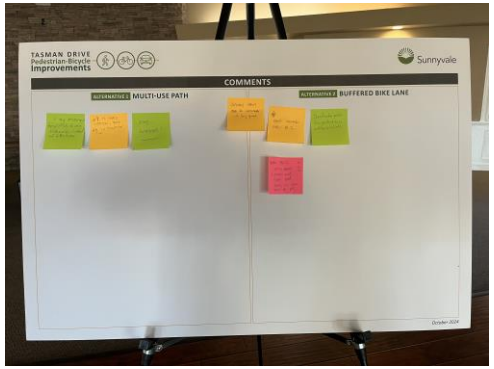
- Count data:
  - Temporary lane closure
  - Recent counts between Vienna Dr. and Lawrence Expwy.
- Existing conditions and concerns:
  - AM peak eastbound queue at Lawrence Expwy.
  - Congestion during Levi's Stadium events
- Analysis results of lane removal:
  - No notable effect to travel time and delay
  - Some additional traffic queues eastbound at Lawrence Expwy.
  - No notable effect to queueing west of Vienna Dr.

Historical Daily Traffic Volumes



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) with 371 responses**

Promotion included:

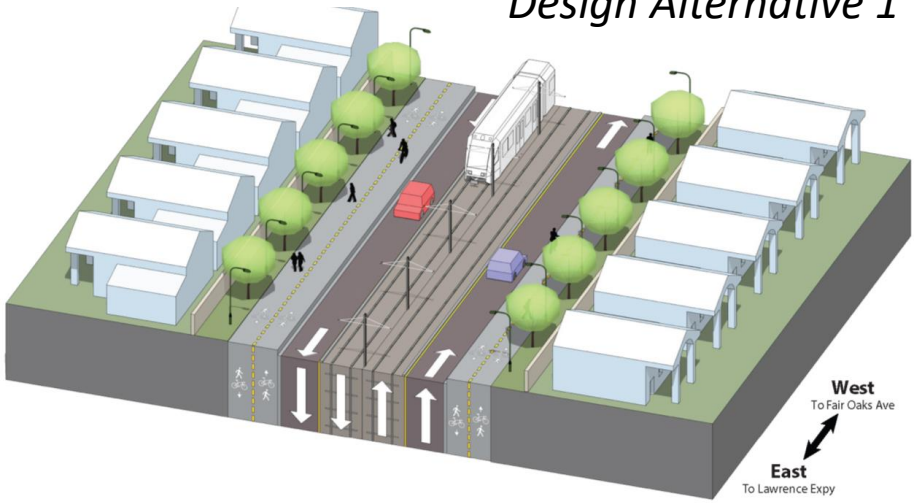
- **4,091 postcards mailed to properties in project's vicinity and the three Mobile Home Park property managers**
- **Mobile Home Park meeting flyers and emails**
- **Email notifications to project's subscription list**
- **Posted on the City's website and Social Media channels (e.g. NextDoor and Facebook)**

➢ **Engaged with over 400 people**

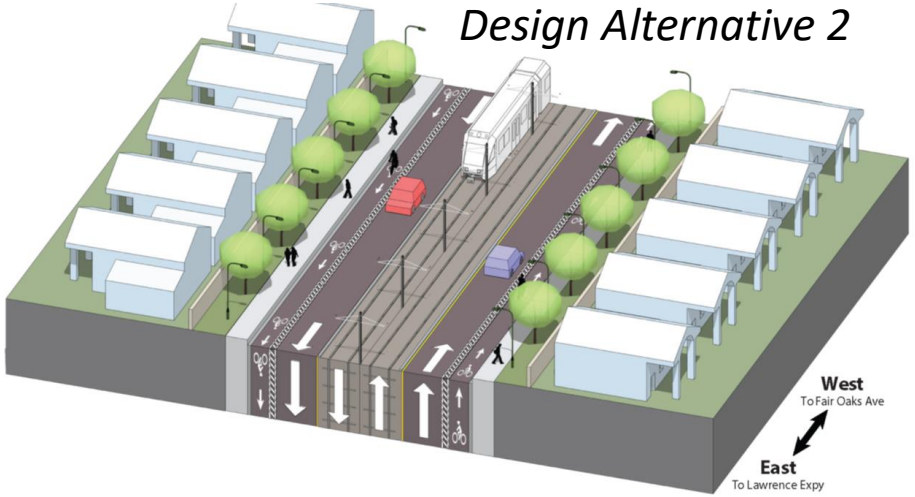
Public Safety and Emergency Access Impacts

- DPS has concerns with both design alternatives
  - Reduced travel lanes = narrower roadway clear width
  - Difficulty accessing mobile homes from Tasman Drive
  - Potential need to direct drivers to move over
  - Increased response times
- Design Alternative 1 has detrimental impact to public safety
  - Drivers cannot pull to right onto raised path
  - Emergency vehicles have no room to pass on left
  - California Vehicle Code passing laws
- Design Alternative 2 – slightly less concern
  - No vertical elements
  - Drivers would pull into bike lane
  - Emergency vehicles would pass on the left

Design Alternative 1



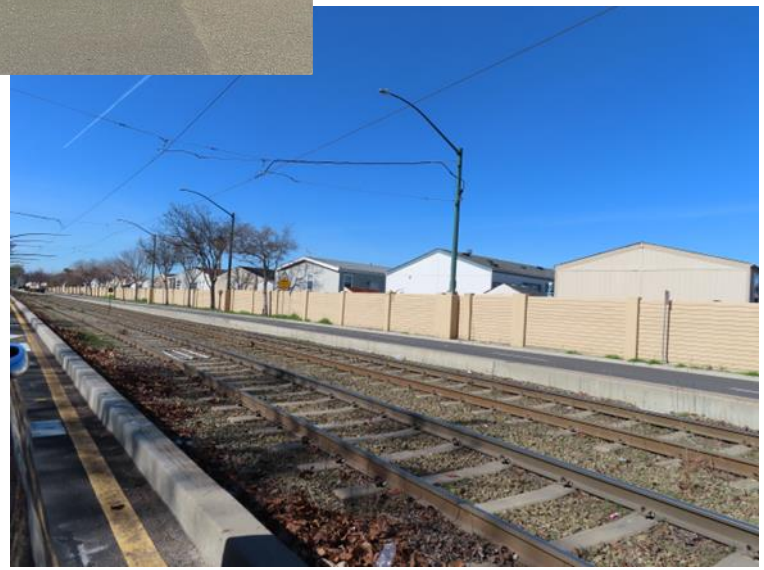
Design Alternative 2



Other Concerns Heard

- **Mobile Home Deliveries**
  - Final design would account for space
  - Buffered bike lanes roadway width is similar to existing

- **More Midblock Crossings**
  - Safety concerns of adding rail crossings
  - Grade separated crossings are expensive
  - East Channel Trail currently studying

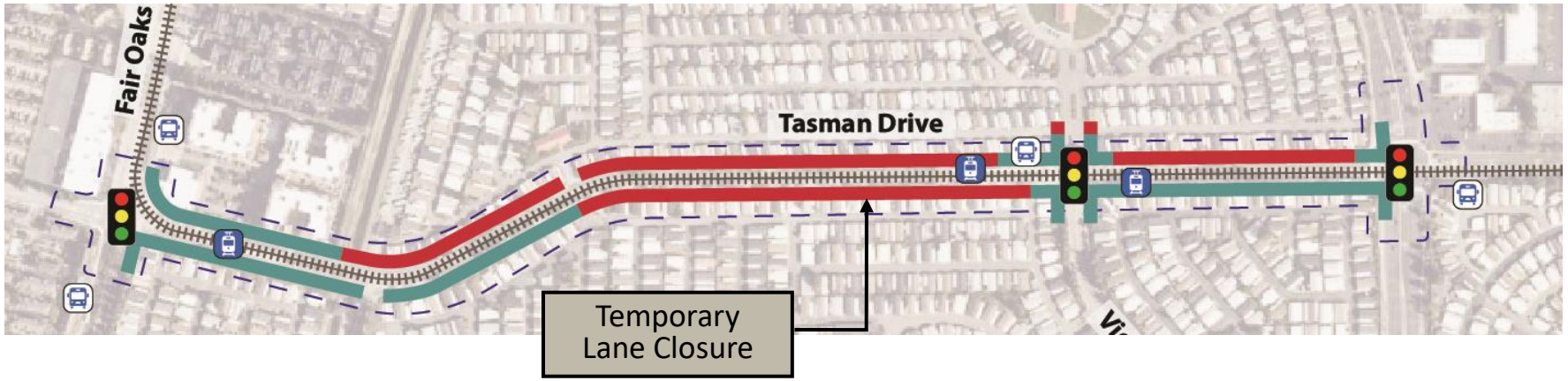


Phasing Concept

- Concerns with Vienna Dr. to Lawrence Expwy.
- Phase the implementation
- Alternatives for tonight – “a la carte”

Temporary Lane Closure

- Intended to be temporary during shelter in place order
- Temporary construction devices
- Not designed to meet ADA requirements
- Not designed for emergency access



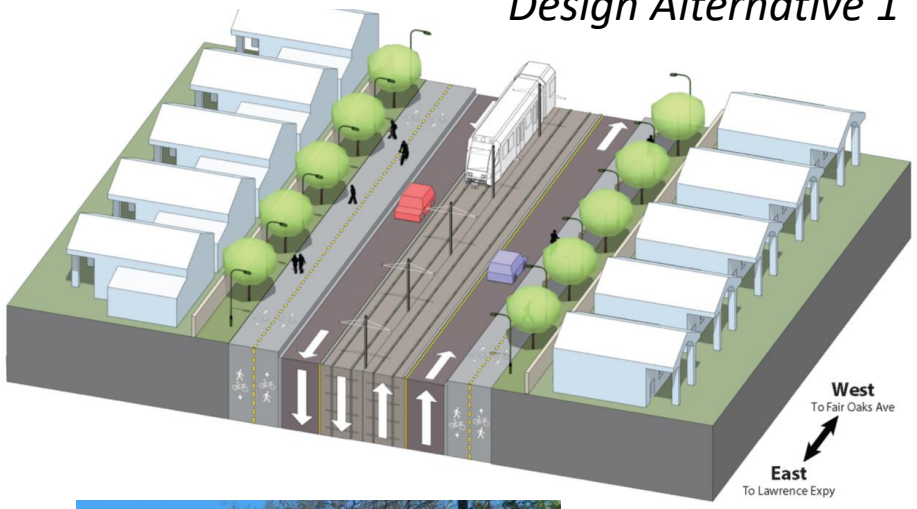
BPAC Recommendation

BPAC Recommendation to City Council

Motion Approved 6-0, 1 abstention

- Implement the project (Design Alternative 1) in phases:
  - Phase 1 – Remove one travel lane on each direction on Tasman Dr. between Fair Oaks Ave. and Vienna Dr. to install a Class I Multi-use path on both the north and south side of Tasman Dr.
  - Phase 2 – Remove one travel lane on each direction on Tasman Dr. between Vienna Dr. and Lawrence Expwy. to install either a Class I Multi-Use path or sidewalk and Class IIB buffered bicycle lane on both north and south sides along Tasman Dr. between Vienna Dr. and Lawrence Expwy.
  - Continue and expand temporary closure until Phase 1 is completed – continue existing closure and temporary bike lane on eastbound Tasman Dr. Provide a new lane closure and temporary bike lane on westbound Tasman Dr. between Vienna Dr. and Fair Oaks Ave.

Design Alternative 1



Alternatives

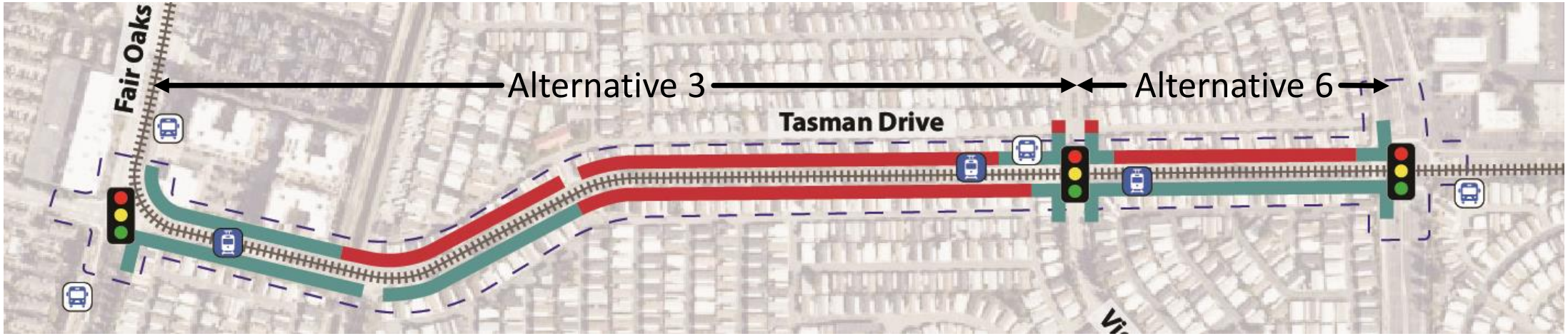
Long-Term Alternatives

Alternative	Design Alternative	Total Cost (2025$)
1	1 – Multi-use path, Fair Oaks Ave to Vienna Dr	$14M - $17M
2	1 – Multi-use path, Vienna Dr to Lawrence Expwy	$4M - $6M
3	2 – Sidewalks and Buffered bicycle lanes, Fair Oaks Ave to Vienna Dr	$12M - $16M
4	2 – Sidewalks and Buffered bicycle lanes, Vienna Dr to Lawrence Expwy	$2M - $3M
5	Maintain existing (pre-pandemic) conditions per Active Transportation Plan, Fair Oaks Ave to Vienna Dr	$0 (without temp lane closure removal)
6	Maintain existing (pre-pandemic) conditions per Active Transportation Plan, Vienna Dr to Lawrence Expwy	$0 (without temp lane closure removal)

Staff Recommendation

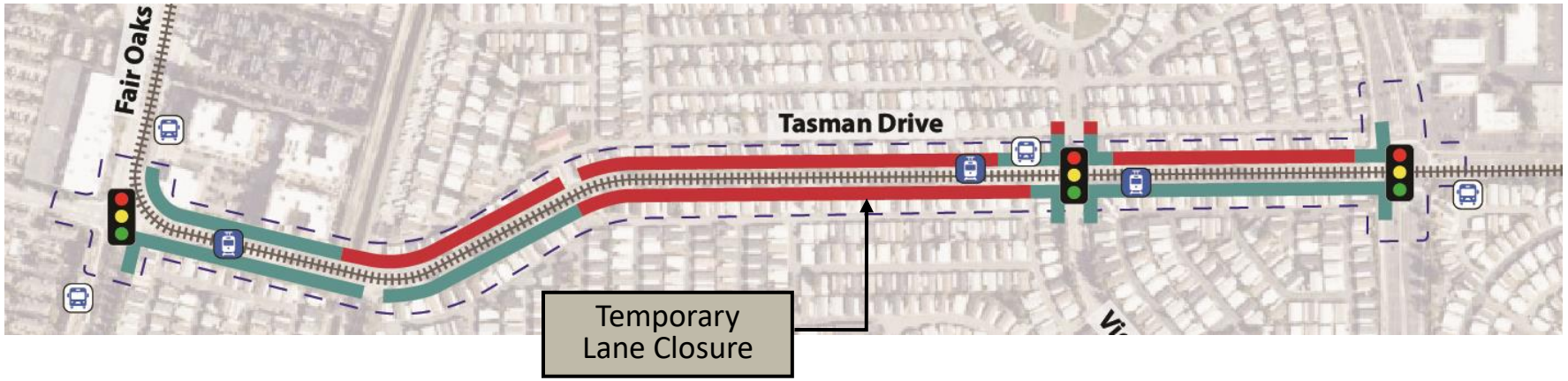
- **Alternative 3: Sidewalk and Buffered Bicycle Lane: Fair Oaks to Vienna.** Approve Design Alternative 2 to remove one travel lane in each direction on Tasman Drive between Fair Oaks Avenue and Vienna Drive (Phase 1 segment) to install sidewalk and a Class IIB buffered bicycle lane on both north and south sides along this segment, 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.

- **Alternative 6: Pre-Pandemic Configuration: Vienna to Lawrence.** Maintain the existing (pre-COVID-19 pandemic) Tasman Drive configuration between Vienna Drive and Lawrence Expressway (Phase 2 segment) pursuant to the Active Transportation Plan (no change to pre-pandemic conditions).



Temporary Lane Closure Alternatives

- Alternative 7: Remove the existing temporary eastbound Tasman Drive lane closure and bike and pedestrian path.
- Alternative 8: Convert the eastbound temporary lane closure into a buffered bicycle lane and modify one westbound travel lane to install a buffered bicycle lane.
- Alternative 9: Other alternative as directed by Council.



Temporary Lane Closure – Staff Recommendation

- Alternative 7: Remove the existing temporary eastbound Tasman Drive lane closure and bike and pedestrian path.

Sunnyvale

Thank you!

Back-up Slides

Planning Level Cost Estimates (in current $)

Design Alternative	Total Cost (2025$)
1 – Multi-use path, Fair Oaks Ave to Lawrence Expwy	**$18M - $23M**
1 – Multi-use path, Fair Oaks Ave to Vienna Dr	**$14M - $17M**
1 – Multi-use path, Vienna Dr to Lawrence Expwy	**$4M - $6M**
2 – Sidewalks and Buffered bicycle lanes, Fair Oaks Ave to Lawrence Expwy	**$14M - $19M**
2 – Sidewalks and Buffered bicycle lanes, Fair Oaks Ave to Vienna Dr	**$12M - $16M**
2 – Sidewalks and Buffered bicycle lanes, Vienna Dr to Lawrence Expwy	**$2M - $3M**
Maintain existing (pre-pandemic) conditions per Active Transportation Plan	**$0** (not including removal of temporary lane closure)