Tasman Drive Traffic Study

Community Meeting

June 17, 2013

11:00 A.M. – 12:00 P.M.
Project Objective

• Roadway Capacity Needs/ Analysis
  – Current/ future traffic condition

• Study for installation of Bicycle Lanes on Tasman Drive in Santa Clara

• Tasman Drive in adjacent cities:
  – City of San Jose (to the east)
    • Two thru lanes
    • Existing bicycle lanes
  – City of Sunnyvale (to the west)
    • Two thru lanes
    • No bicycle lanes
Tasman Drive - Existing

- VTA light-rail operations and stations in median
- No bicycle lanes, no on-street parking
- 40-mph posted speed limit
- Westbound direction (from City of San Jose)
  - Three vehicle thru lanes: Lick Mill Blvd through Great America Pkwy
  - Two vehicle thru lanes: Great America Pkwy through Patrick Henry Dr
- Eastbound direction (from City of Sunnyvale)
  - Two vehicle thru lanes: Patrick Henry Dr to Great America Pkwy
  - Three vehicle thru lanes: Great America Pkwy to Calle Del Sol
  - Two vehicle thru lanes: Calle Del Sol through Lick Mill Blvd
Key Traffic Generators

• Project Limits
  – Santa Clara Convention Center
  – Great America Theme Park
  – Hilton and Hyatt Hotels
  – Fronting office parks
  – Santa Clara Golf & Tennis Club
  – Levi’s Stadium
  – Residential south side (bet. Lafayette St and Lick Mill Blvd)

• Arterial route between Sunnyvale and North San Jose (major employment center)
Bicycle Lane Options

• Design restrictions
  – Work within existing VTA median and sidewalk curbs
  – 11’ min vehicle thru lanes (outside of intersections)

• Option 1 – Two vehicle thru lanes for all Tasman Drive
  – 5’ min bicycle lanes (does not include 1’ drain inlet area)
  – Painted buffer between #2 lane and bike lane for existing 3-lane sections

• Option 2 – keep existing 2 or 3 lane thru lane configuration
  – 4’ min bicycle lanes (does not include 1’ drain inlet area)
  – 4’ min used at existing 3-lane sections
  – 5’ bicycle lanes used for other areas
Option 1- Two lanes only
Option 1- Two lanes only
Option 1- Two lanes only
Option 1- Two lanes only
Option 2- Keep existing configuration
Option 2- Keep existing configuration
Option 2- Keep existing configuration
Option 2- Keep existing configuration
Traffic Analysis Scenarios

• Work commute peak periods
  – Weekday AM (7 A.M. – 9 A.M)
  – Weekday PM (4 P.M. – 6 P.M.)

• Weekend peak period
  – Saturday mid-day (11 A.M. – 2 P.M.)
  – Convention Center activity (Saturday 4 P.M. – 7 P.M.)
  – Great America Theme Park (Saturday 4 P.M. – 7 P.M.)

• Levi’s Stadium (Special Events)
  – Not studied
  – Temporary traffic operations per Stadium Management Plan
Traffic Analysis

• Analysis Scenarios:
  – Existing
  – Existing + Approved
  – Cumulative/ General Plan Build-out (2035)

• Analysis items
  – Roadway Segment Level-of-Service (LOS)
  – Queuing at intersections
  – Intersection Level-of-Service (LOS)
Data Collection (Completed)

- **Existing**
  - Roadway 7-day counts
    - Between 1) Patrick Henry Dr & Old Ironsides Dr; 2) Great America Pkwy & Convention Center Dwy; 3) Convention Center Dwy & Centennial; 4) Calle Del Sol & Lick Mill Blvd
    - 5/30/13 – 6/6/13
    - School in session
  - Intersection Weekday peak period counts
    - 6/4-5/13 (Tue/Wed)
    - School in session
  - Intersection Saturday peak period intersection counts
    - 6/1/13 (Sat)
    - Major convention in progress
    - Great America Park open
## Roadway Existing Traffic (Eastbound)

<table>
<thead>
<tr>
<th>Segment</th>
<th>Weekday AM peak (vph)</th>
<th>Weekday PM peak (vph)</th>
<th>Weekend MID peak (vph)</th>
<th>Weekend PM peak (vph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Patrick Henry Dr–Old Ironsides Dr</td>
<td>448</td>
<td>809</td>
<td>205</td>
<td>166</td>
</tr>
<tr>
<td>Great America Pkwy – Convention Center Dwy</td>
<td>678</td>
<td>1,280</td>
<td>375</td>
<td>325</td>
</tr>
<tr>
<td>Convention Ctr Dwy – Centennial Blvd</td>
<td>575</td>
<td>1,281</td>
<td>555</td>
<td>337</td>
</tr>
<tr>
<td>Calle Del Sol – Lick Mill Blvd</td>
<td>590</td>
<td>1,298</td>
<td>263</td>
<td>345</td>
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</tbody>
</table>
### Roadway Existing Traffic (Westbound)

<table>
<thead>
<tr>
<th>Segment</th>
<th>Weekday AM peak (vph)</th>
<th>Weekday PM peak (vph)</th>
<th>Weekend MID peak (vph)</th>
<th>Weekend PM peak (vph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lick Mill Blvd – Calle Del Sol</td>
<td>742</td>
<td>902</td>
<td>229</td>
<td>220</td>
</tr>
<tr>
<td>Centennial Blvd – Convention Ctr Dwy</td>
<td>857</td>
<td>854</td>
<td>370</td>
<td>446</td>
</tr>
<tr>
<td>Convention Center Dwy – Great America Pkwy</td>
<td>760</td>
<td>1,152</td>
<td>605</td>
<td>1,216</td>
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<tr>
<td>Old Ironsides Dr – Patrick Henry Dr</td>
<td>556</td>
<td>627</td>
<td>173</td>
<td>280</td>
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</tbody>
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## Schedule

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
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</thead>
<tbody>
<tr>
<td>Community Meeting (Introduction/Scoping)</td>
<td>June 17</td>
</tr>
<tr>
<td>Complete Traffic Analysis</td>
<td>June 28</td>
</tr>
<tr>
<td>Community Meeting</td>
<td>July 17 (tent.)</td>
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<tr>
<td>Design Alternative Summary Memorandum</td>
<td>July 19</td>
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<tr>
<td>30% Plans</td>
<td>August</td>
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<tr>
<td>Environmental Clearance</td>
<td>August</td>
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Question and Answer

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Phone: 408-615-3024

Presentation and Q&A will be available on City website:
http://santaclaraca.gov
“Traffic Engineering Division”