



City Of Milpitas

Item 5a: Transportation Subcommittee Meeting

Montague Expressway Pedestrian Overcrossing at Penitencia Creek
and S. Milpitas Blvd. Vehicular Bridge at Penitencia Art
August 23, 2023
Enhancement

455 E. Calaveras Blvd., Milpitas, CA 95035

 www.ci.milpitas.ca.gov  408-586-3000

Agenda



Projects Overview

Pedestrian Overcrossing over Montague Expressway Project Update

S. Milpitas Blvd Extension Vehicular Bridge Project Update

Projects Overview



- ❖ The projects provide for the design and construction of:
 - Pedestrian Overcrossing (POC) over Montague Expressway adjacent to Penitencia Creek
 - Bridge for pedestrian and emergency vehicles (VOC) over Penitencia Creek at the end of S. Milpitas Blvd Extension
- ❖ Bridge/Road Networks is part of the Metro circulation plan to provide connection between residential developments, BART station, Light Rail, and Great Mall.



POC Project Background



Bridge Overcrossing:

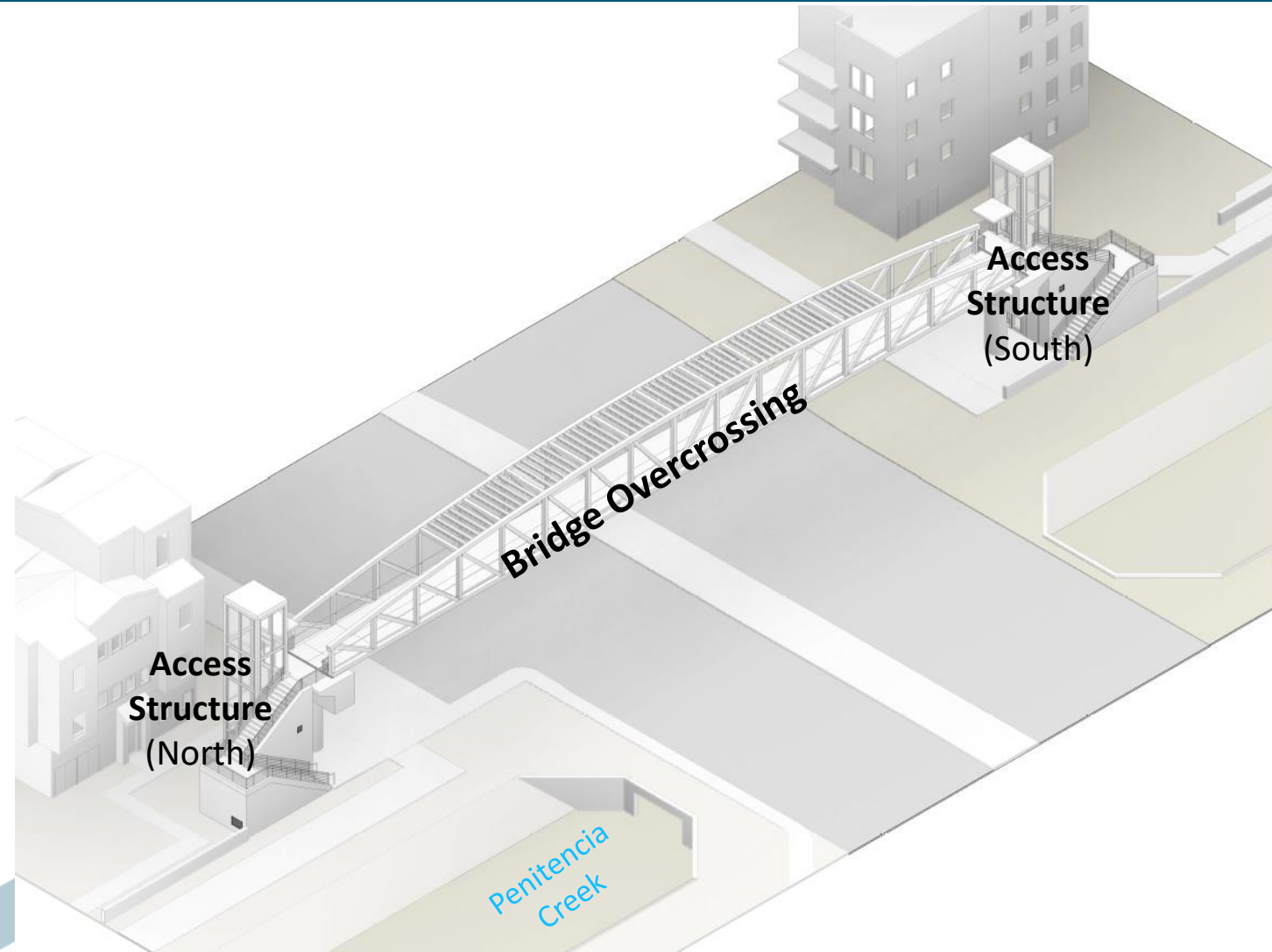
- Spans across Montague to connect existing trail along Penitencia Creek
- Shade structure integrated within the structure to provide shading
- Panels with images of "Marshland of the Bay" are attached to the structure

Elevator Tower:

- Glazed glass panels to provide visibility, transparency, and occupant safety

Access Structures:

- Provide elevator and stairs access to the overcrossing.
- Contains Mechanical Room for bridge operations



Overcrossing Span Rendering



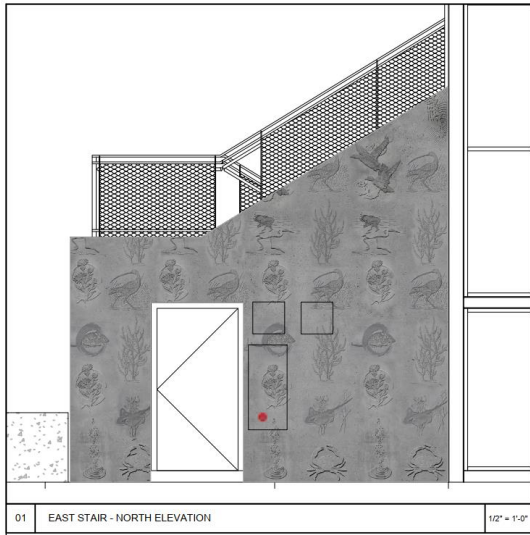
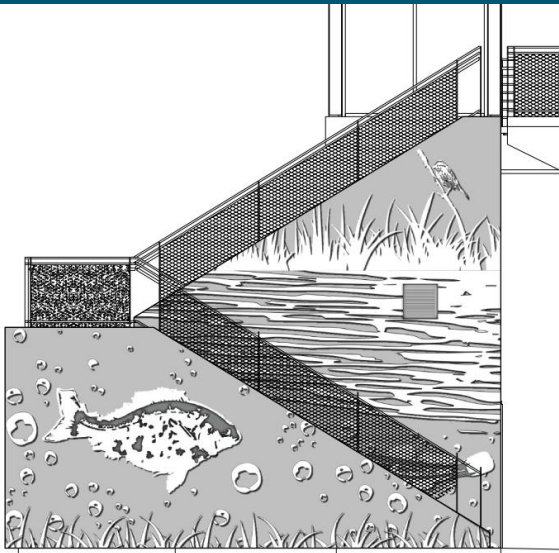
Theme of the architectural enhancements is the “Marshland of the Bay”. Imagery will be cast in concrete and perforated sheet metal.



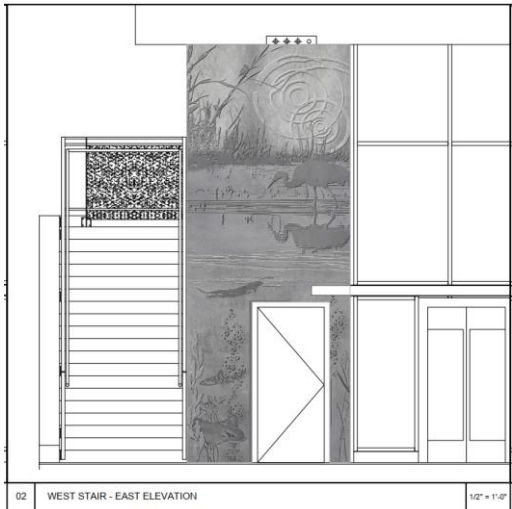
Overcrossing Span Rendering



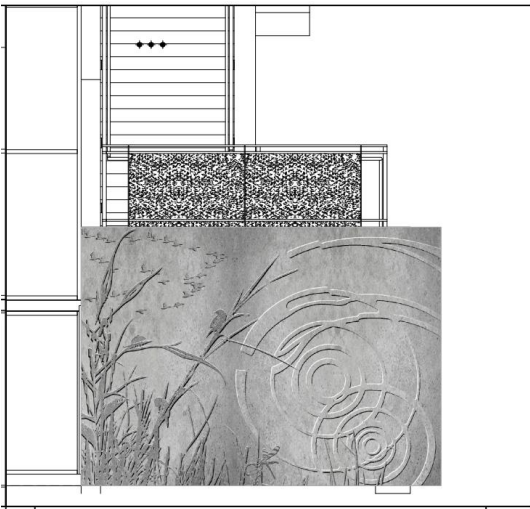
Elevator Tower Embossed Concrete



01 EAST STAIR - NORTH ELEVATION 1/2" = 1'-0"



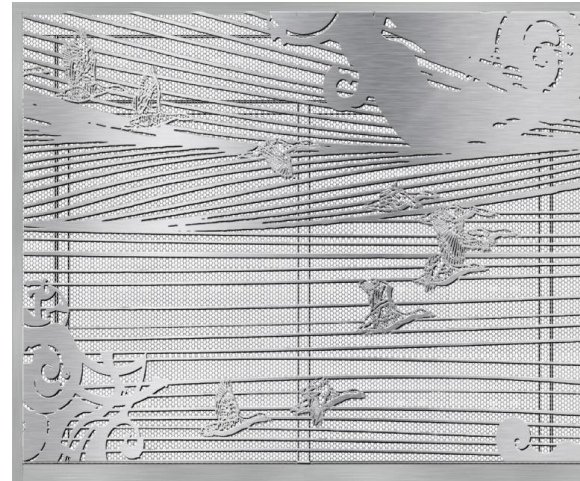
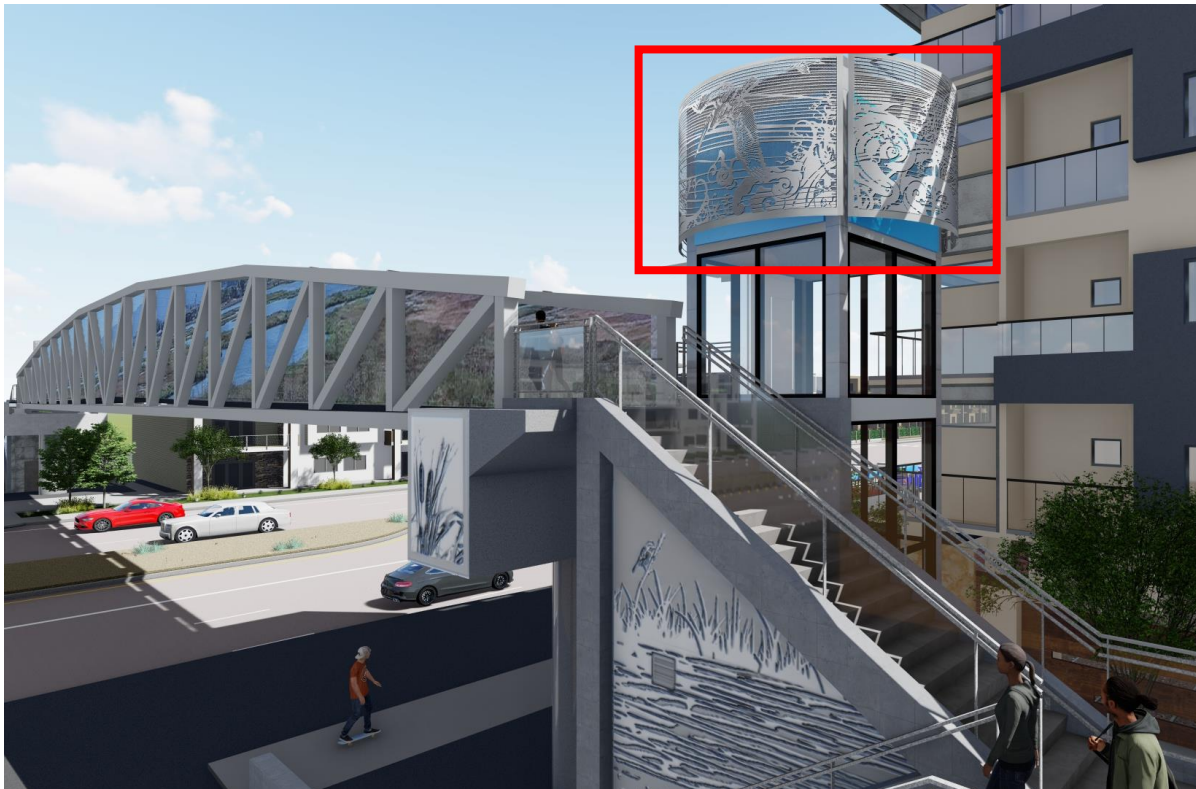
02 WEST STAIR - EAST ELEVATION 1/2" = 1'-0"



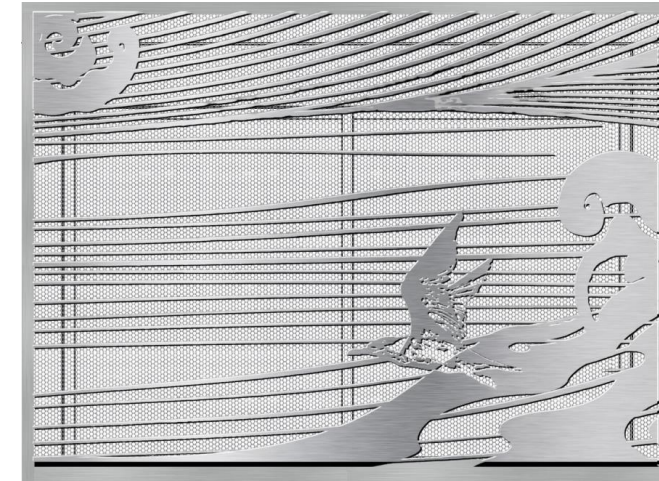
03 WEST STAIR - WEST ELEVATION 1/2" = 1'-0"



Elevator Towers Steel Panels



NORTH



EAST

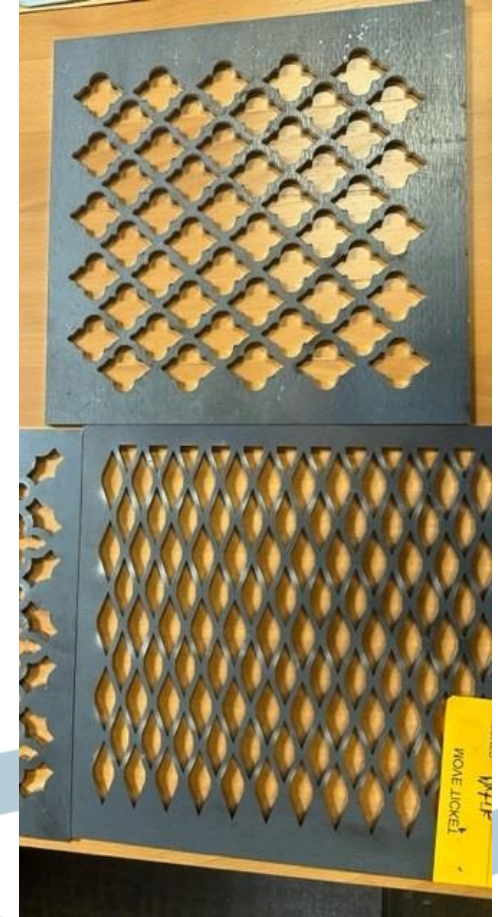


SOUTH



NORTH

Prototype Progress



Project Status



- ❖ Staff presented this Project to the transportation subcommittee on October 15, 2021.
- ❖ Completion of 90% design is anticipated in October 2023.
- ❖ Permitting Phase with other regulatory agencies such as Regional Water Quality Control Board, California Department of Fish Wildlife and County of Santa Clara is anticipated to start in November 2023.
- ❖ Completion of Design and Architectural Enhancement Prototypes is anticipated in Fall 2024.

Project Status



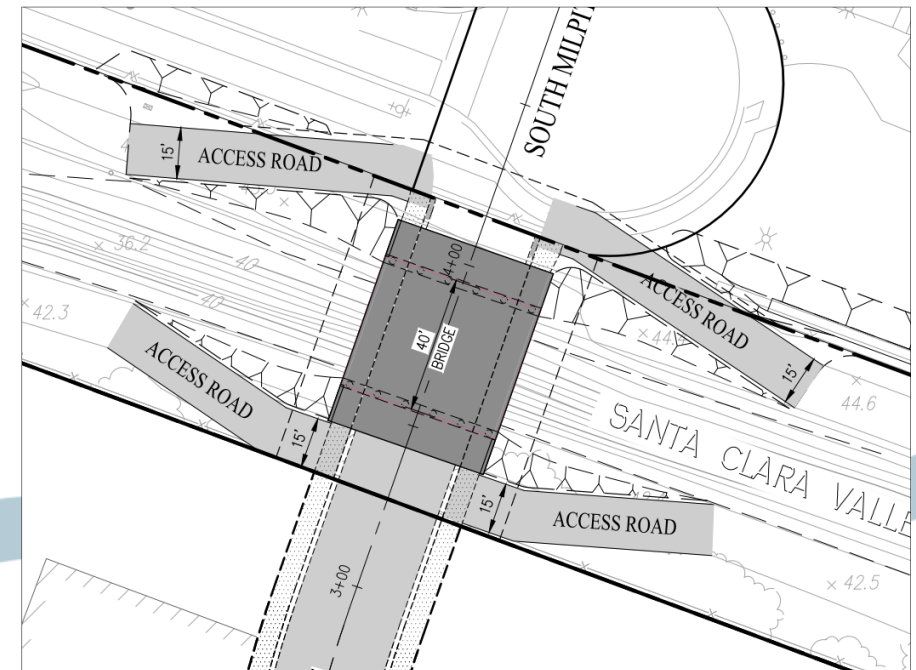
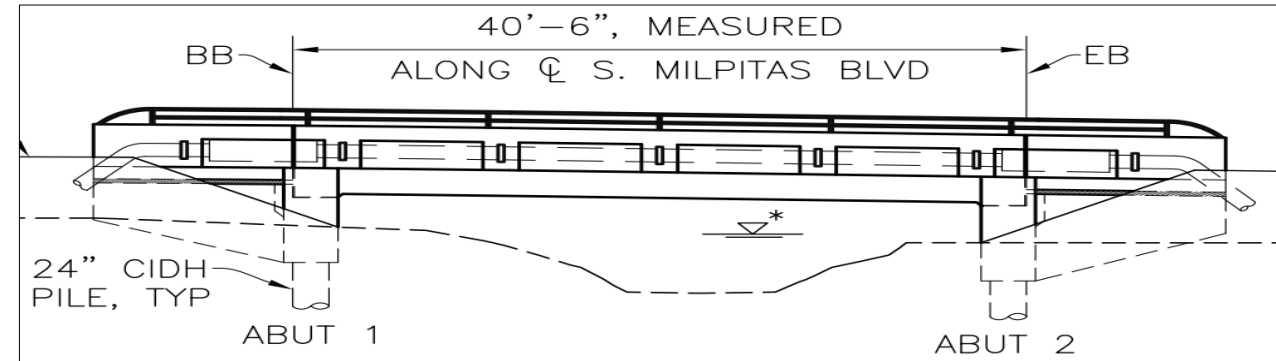
- ❖ PG&E will be undergrounding existing overhead fiber communication line by late 2024 as it is in conflict with the bridge span.
- ❖ Estimated project budget is \$25M which only \$10M is funded by TASP Impact fees currently and the remaining \$15M is unfunded.
- ❖ City will continue to explore opportunities for grant funding and/or State or Federal earmarks.
- ❖ The construction schedule for the Project is anticipated for 2026, pending funding and permitting.

VOC Project Background



❖ Bridge Design Overview

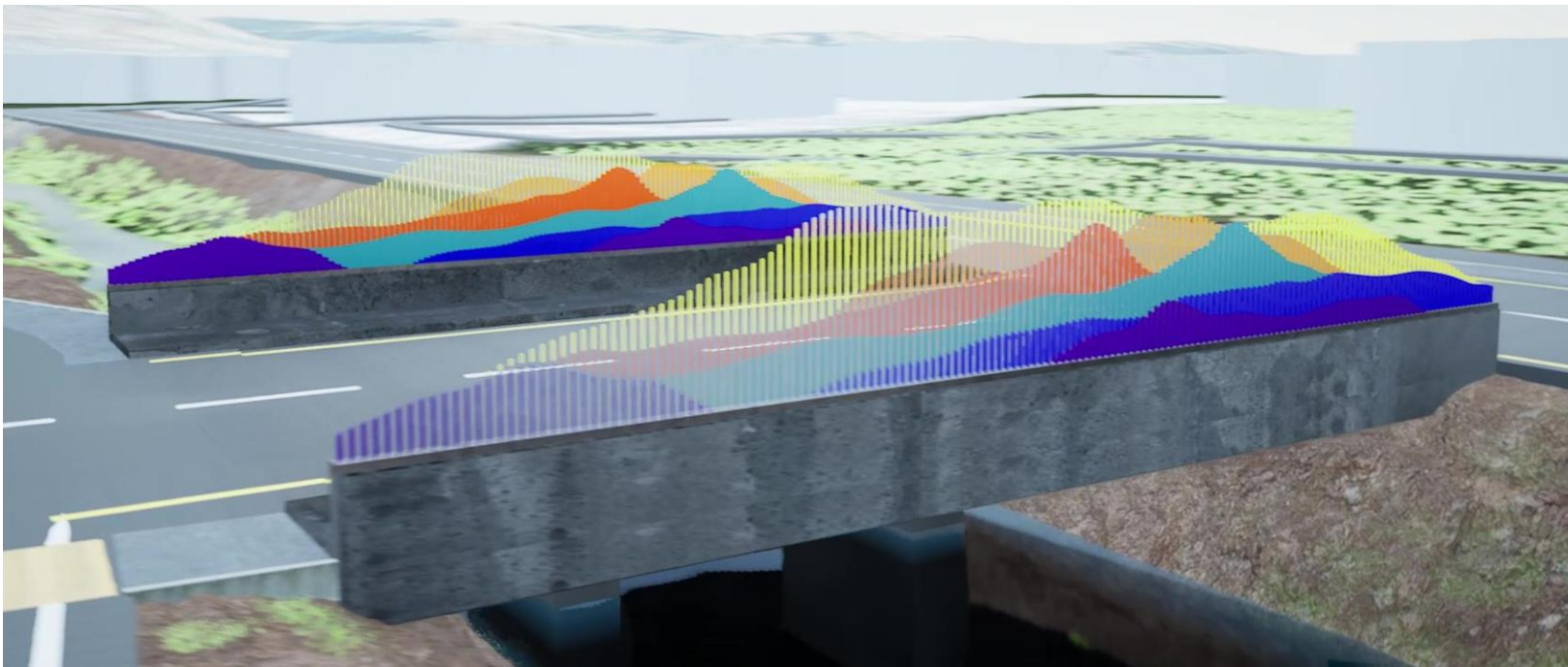
- 62' by 48' concrete bridge designated for pedestrians, bicyclist, and emergency vehicle crossing.
- It can accommodate traffic & bike lanes in each direction for passenger vehicles for the future. Traffic analysis concludes there is no need for daily vehicle passing.
- Valley Water maintenance roads to be realigned around abutments to avoid construction in the creek.
- Potable and recycle water lines to be installed along side the bridge to provide a loop system.



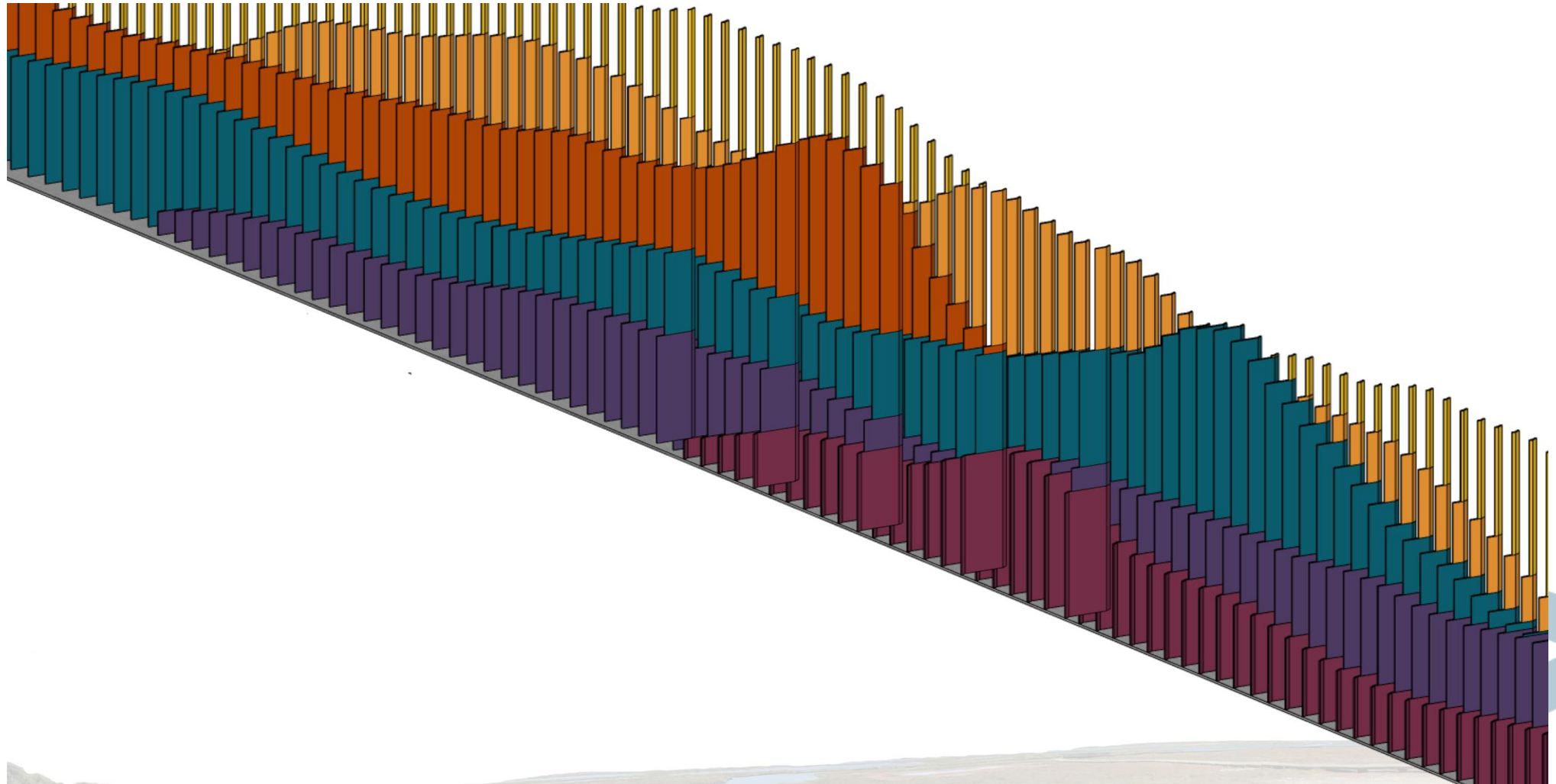
Architectural Enhancement



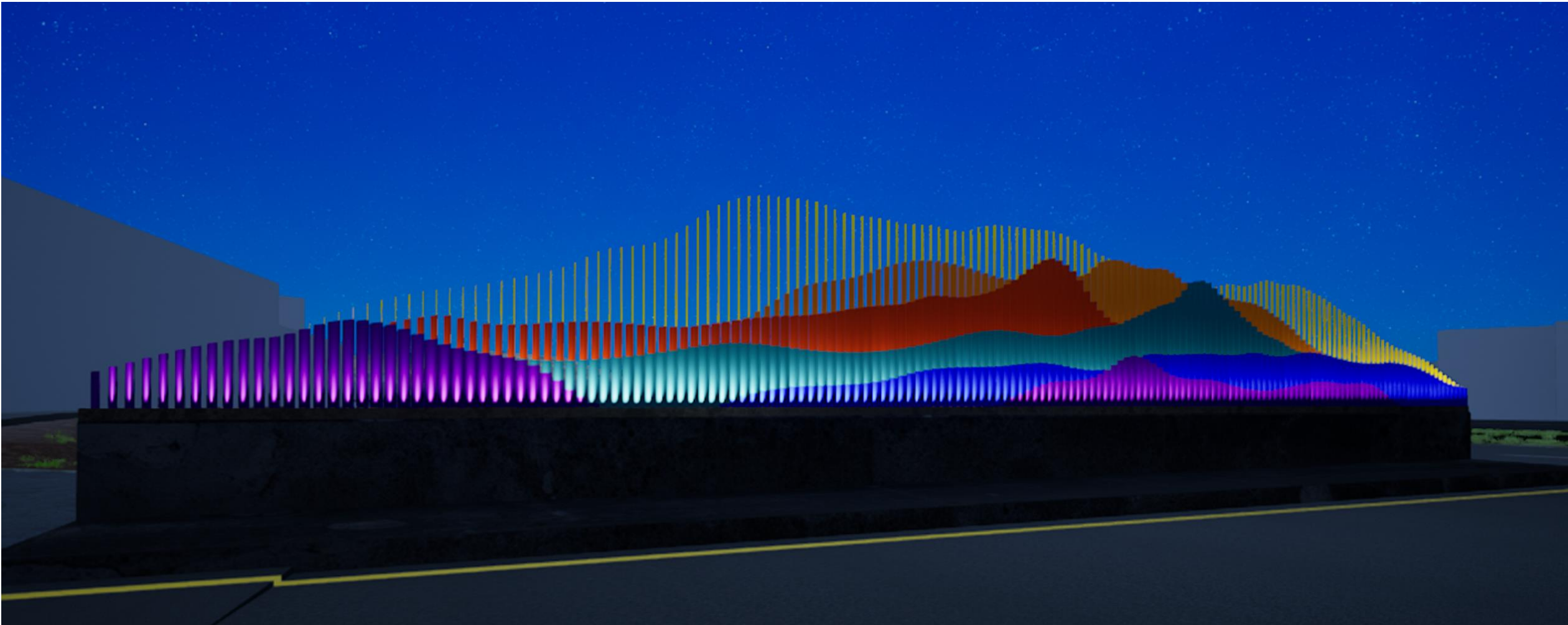
- The Theme is Milpitas Rolling Hills
- Comprises of several free-standing of flat pieces of steel (Tines), varying in height.
- A ridgeline is represented by a step inward and different color.
- Up-lights will be installed under tines.
- Bridge-side: the tines will be a straight edge to prevent pedestrians from climbing, no steps.
- Creek-side: the tines will step in to provide a 3-D the visual effect of the ridgeline.



Architectural Enhancement



Architectural Enhancement



Project Status



- ❖ Staff presented this Project to the transportation subcommittee on October 15, 2021, and received feedback that the ridgelines should resemble nature colors of hills such as brown, green, yellow. Staff will incorporate feedback as the design progresses.
- ❖ The design and permitting phase and architectural enhancements prototypes is anticipated resume in Fall 2023 and be completed by the end of 2024.
- ❖ The construction schedule for the Project is anticipated for summer 2025, pending development and lead time of materials.
- ❖ Estimate Bridge Improvement budget is \$6M which is funded by TASP Impact fees.
- ❖ The Project received earmarked \$3M in Federal Community Project Funding as part of the federal appropriations package signed by the President on March 11, 2022.

Recommendation



Receive presentation on Pedestrian Overcrossing (POC) over Montague Expressway Project and bridge for pedestrian and emergency vehicles (VOC) over Penitencia Creek at the end of S. Milpitas Blvd Extension and provide feedback to staff.

THANK YOU



Milpitas City Council Transportation Subcommittee

Item #5b Bicycle Improvement Project Update, Project No. 4299

August 23, 2023

City of Milpitas

455 E. Calaveras Blvd., Milpitas, CA 95035



www.milpitas.gov



408-586-3000

Background



- **City Council adopted the Trail, Pedestrian, and Bicycle Master Plan update in May 2022.**
- **In September 2022, the City of Milpitas was allocated \$1,000,000 via Assembly Bill 179 (AB 179) as part of Caltrans 2022 Priority Legislative Budget Program (PLBP) earmarks for “Milpitas Bike Lanes Facilities Enhancement”.**
- **Project goals:**
 - Install new and improve existing bicycle facilities in the City to provide safer bicycle routes and promote alternative methods of transportation to reduce green house gas emissions.

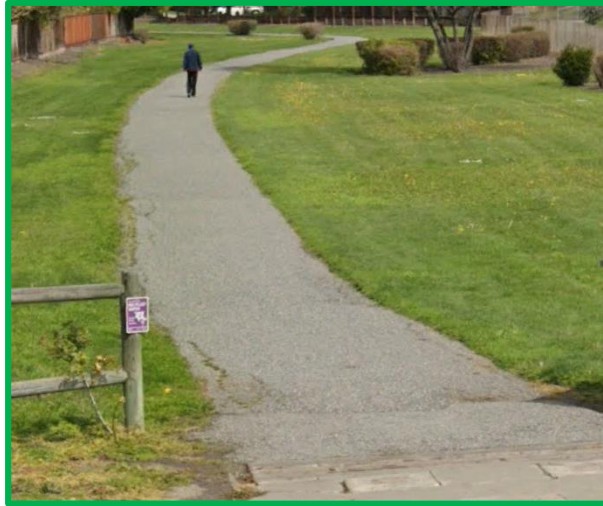
Key Parameters in Selecting Bike Routes

To align with the visions and goals set by the City's Trail, Pedestrian, and Bicycle Master Plan by:

- **Supporting connectivity and access to destinations**
 - Milpitas Schools, Great Mall, Milpitas Library, BART
- **Improving safety for bicyclists**
- **Increasing access to recreational opportunities**



Existing Bike Facilities



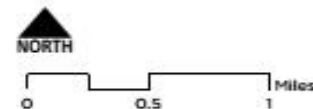
Class I "Paved Shared Use Path" at Tramway Dr



Class II "Bike Lane" on Milpitas Blvd



FIGURE 5
EXISTING BIKEWAYS



EXISTING BIKEWAYS

- Class I: Paved Shared Use Path
- Class II: Bike Lane
- Class IIB: Buffered Bike Lane
- Class III: Bike Route
- Unpaved Trails

BACKGROUND

- BART Station
- Light Rail Station
- Schools
- Bike/Ped Bridge
- Railroad
- Public Parks
- Streets
- Water

Existing Bike Facilities

Class IIB “Buffered Bike Lane” on Piedmont Rd



Class III “Bike Lane” on S Park Victoria Dr

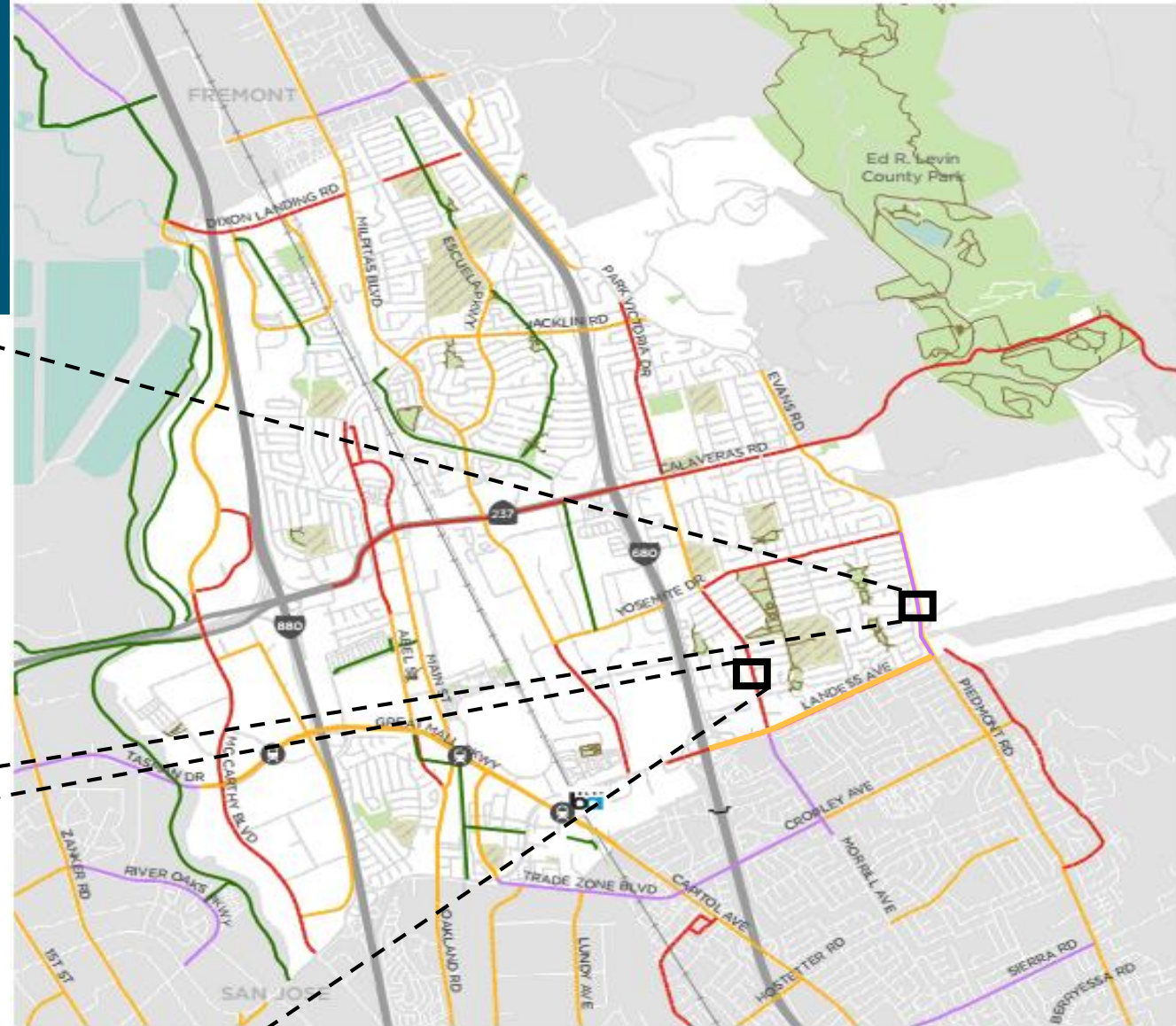


FIGURE 5
EXISTING BIKEWAYS



EXISTING BIKEWAYS

- Class I: Paved Shared Use Path
- Class II: Bike Lane
- Class IIB: Buffered Bike Lane
- Class III: Bike Route
- Unpaved Trails

BACKGROUND

- BART Station
- Light Rail Station
- Schools
- Bike/Ped Bridge
- Railroad
- Public Parks
- Streets
- Water

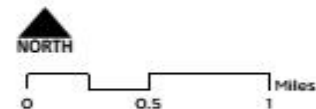
Existing Bike Facilities



Class IV Separated Bikeway
 *No Existing Class IV Facilities within the City



**FIGURE 5
 EXISTING BIKEWAYS**



- EXISTING BIKEWAYS**
- Class I: Paved Shared Use Path
 - Class II: Bike Lane
 - Class IIB: Buffered Bike Lane
 - Class III: Bike Route
 - Unpaved Trails

- BACKGROUND**
- BART Station
 - Light Rail Station
 - Schools
 - Bike/Ped Bridge
 - Railroad
 - Public Parks
 - Streets
 - Water

Planned Project Limits

➤ N Abel Street

- Milpitas Boulevard to Marylinn Drive

➤ Marylinn Drive / N Main Street

- N Abel Street to Carlo Street

➤ S Main Street

- Carlo Street to Great Mall Parkway

➤ N Milpitas Boulevard

- E. Calaveras Boulevard to Marylinn Drive

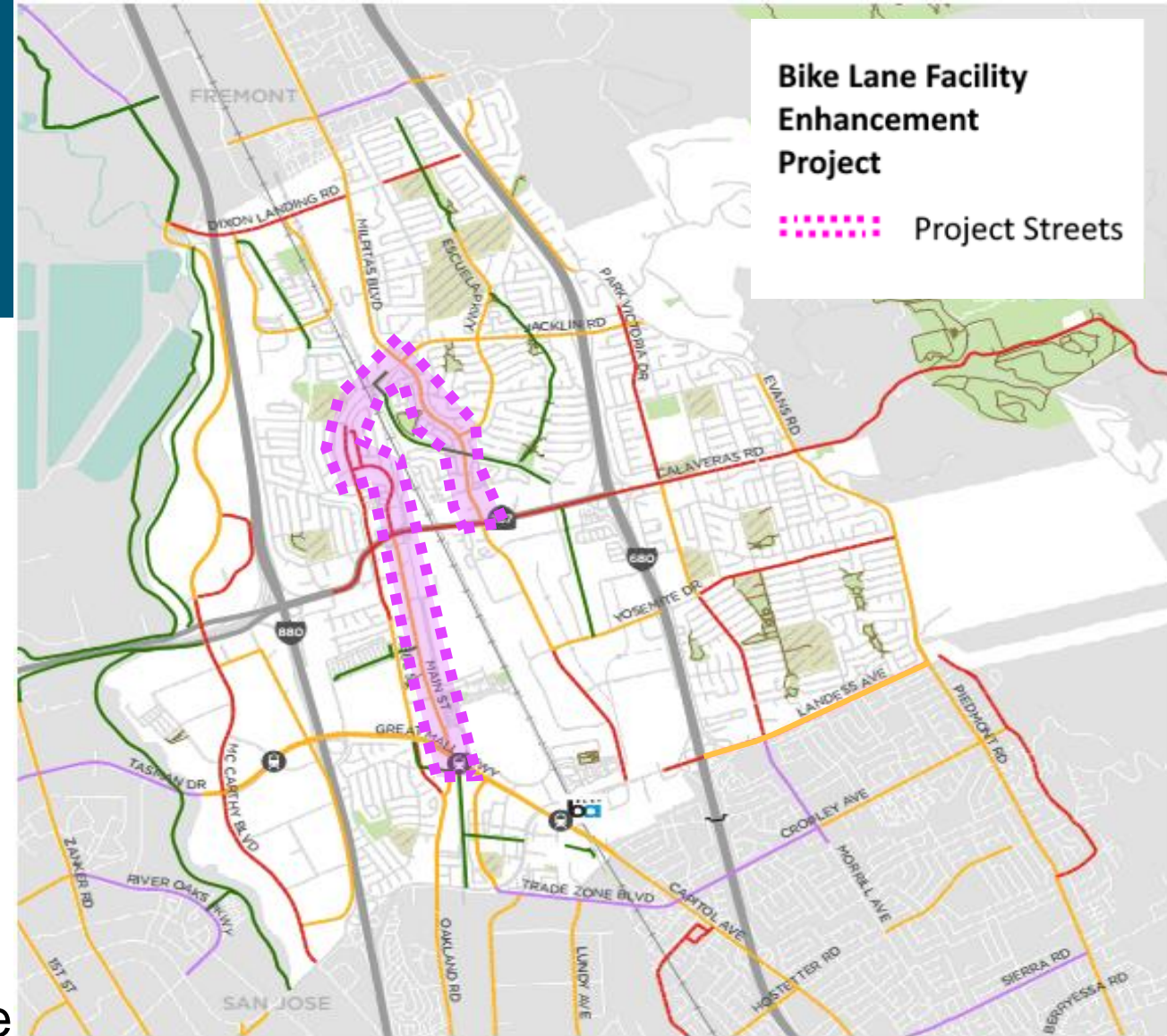
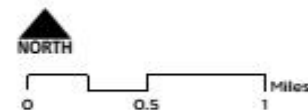


FIGURE 5
EXISTING BIKEWAYS



EXISTING BIKEWAYS

- Class I: Paved Shared Use Path
- Class II: Bike Lane
- Class IIB: Buffered Bike Lane
- Class III: Bike Route
- Unpaved Trails

BACKGROUND

- BART Station
- Light Rail Station
- Railroad
- Public Parks
- Schools
- Streets
- Water
- Bike/Ped Bridge

Planned Project Limits

➤ N Abel Street

- Milpitas Boulevard to Marylinn Drive

➤ Marylinn Drive / N Main Street

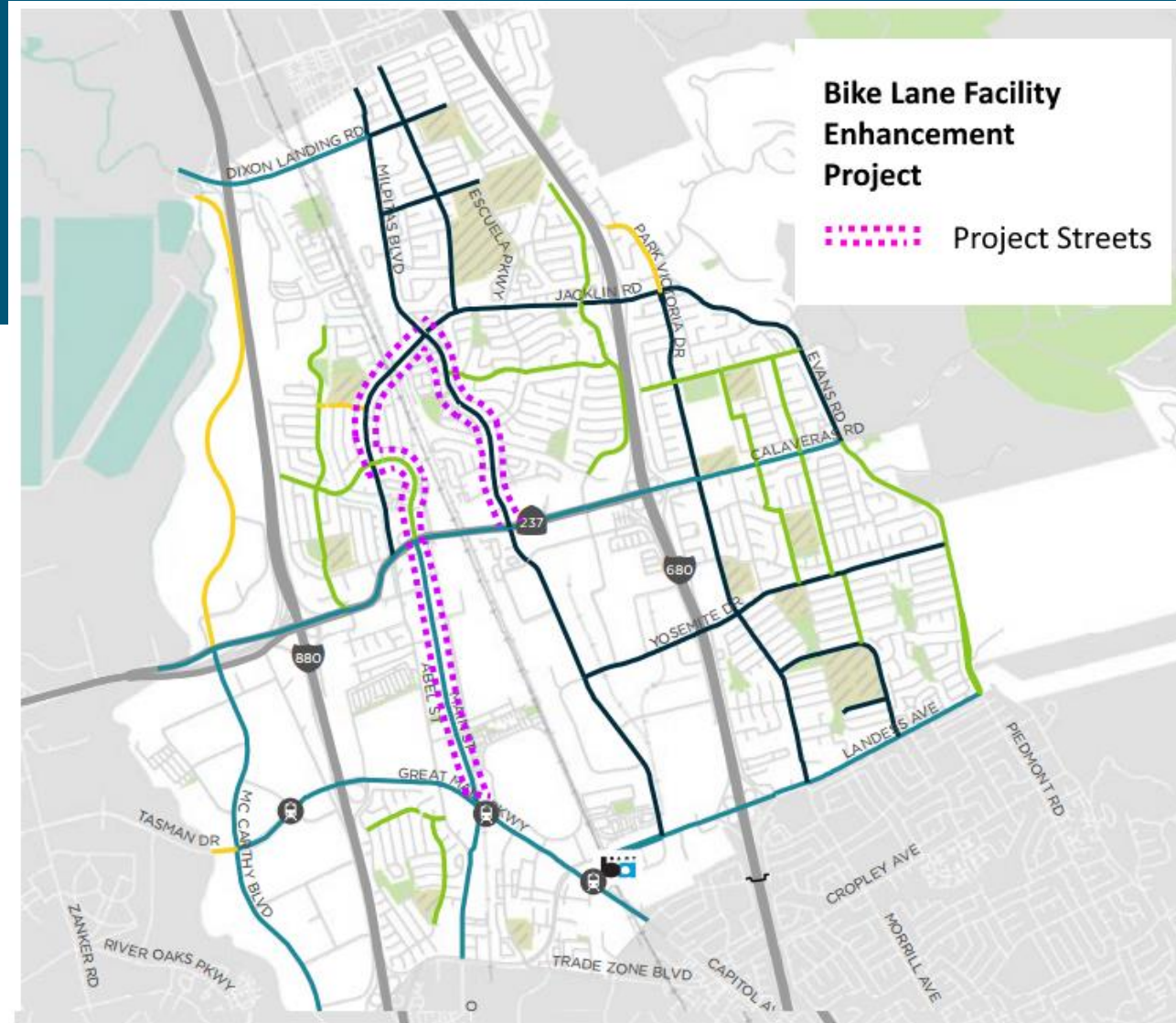
- N Abel Street to Carlo Street

➤ S Main Street

- Carlo Street to Great Mall Parkway

➤ N Milpitas Boulevard

- E. Calaveras Boulevard to Marylinn Drive



PRIORITY LINEAR BIKEWAY IMPROVEMENTS



- PRIORITY BIKEWAY IMPROVEMENTS**
- HIGH NEED, HIGH FEASIBILITY
 - HIGH NEED, LOW FEASIBILITY
 - LOW NEED, HIGH FEASIBILITY
 - LOW NEED, LOW FEASIBILITY

- BACKGROUND**
- BART Station
 - Light Rail Station
 - Schools
 - Public Parks
 - Water
 - Bike/Ped Bridge

N Abel Street

Milpitas Blvd – Marylinn Dr

Existing Conditions

- 35 mph posted Speed Limit
- Four lane Arterial with raised median (Milpitas Blvd – Redwood Ave)
- Four lane Arterial, undivided, with on-street parking (Redwood Ave – Marylinn Dr)

Existing Bicycle Facilities

- 4' Class II Bicycle Lanes



N Abel St over Railroad Tracks

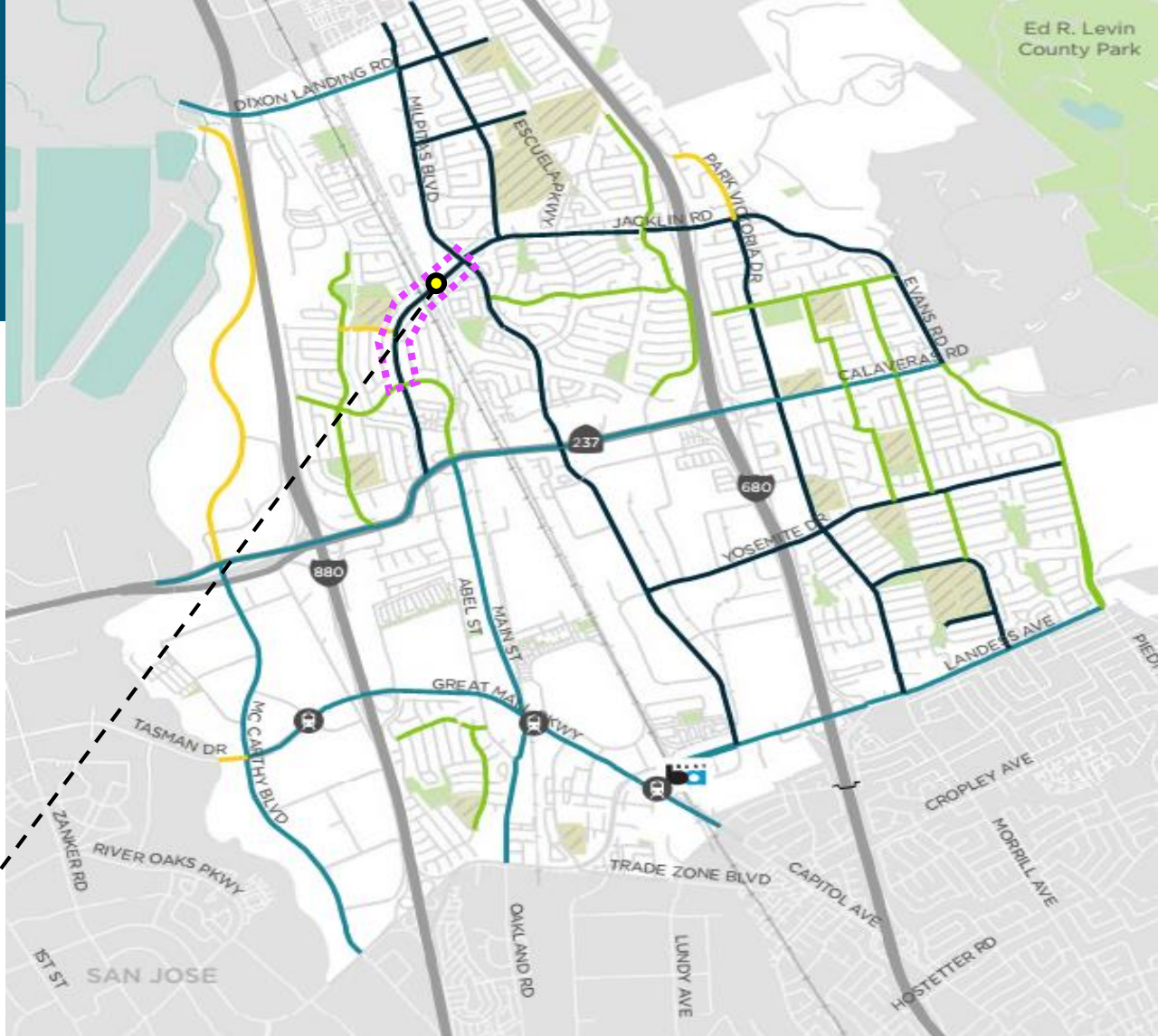
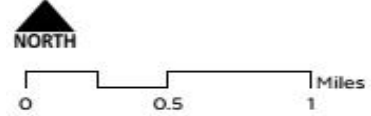


FIGURE 31
PRIORITY
LINEAR BIKEWAY
IMPROVEMENTS



- PRIORITY BIKEWAY IMPROVEMENTS**
- HIGH NEED, HIGH FEASIBILITY
 - HIGH NEED, LOW FEASIBILITY
 - LOW NEED, HIGH FEASIBILITY
 - LOW NEED, LOW FEASIBILITY

- BACKGROUND**
- BART Station
 - Light Rail Station
 - Schools
 - Public Parks
 - Water
 - Bike/Ped Bridge

N Abel Street

Milpitas Blvd – Marylinn Dr

Proposed Improvements

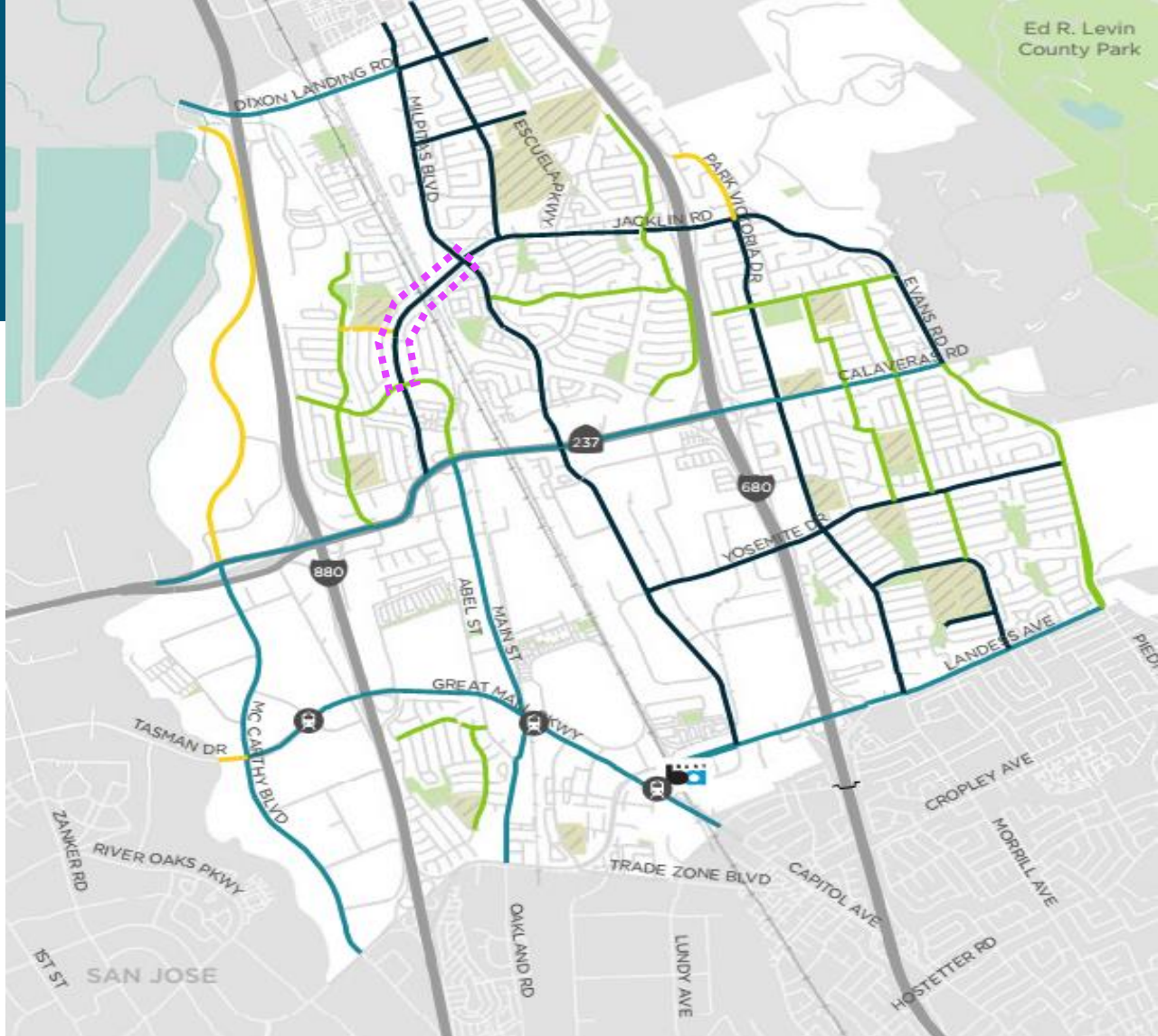
- Class IV separated Bicycle Facility



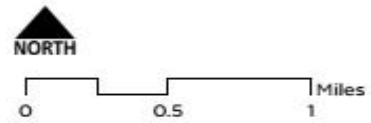
- Class II Green Bicycle Lanes



- Green Backed "Sharrow" Markings



**FIGURE 31
PRIORITY
LINEAR BIKEWAY
IMPROVEMENTS**



- PRIORITY BIKEWAY IMPROVEMENTS**
- HIGH NEED, HIGH FEASIBILITY
 - HIGH NEED, LOW FEASIBILITY
 - LOW NEED, HIGH FEASIBILITY
 - LOW NEED, LOW FEASIBILITY

- BACKGROUND**
- BART Station
 - Light Rail Station
 - Schools
 - Public Parks
 - Water
 - Bike/Ped Bridge

Marylinn Drive / N Main Street

N Abel St – Carlo St

Existing Conditions

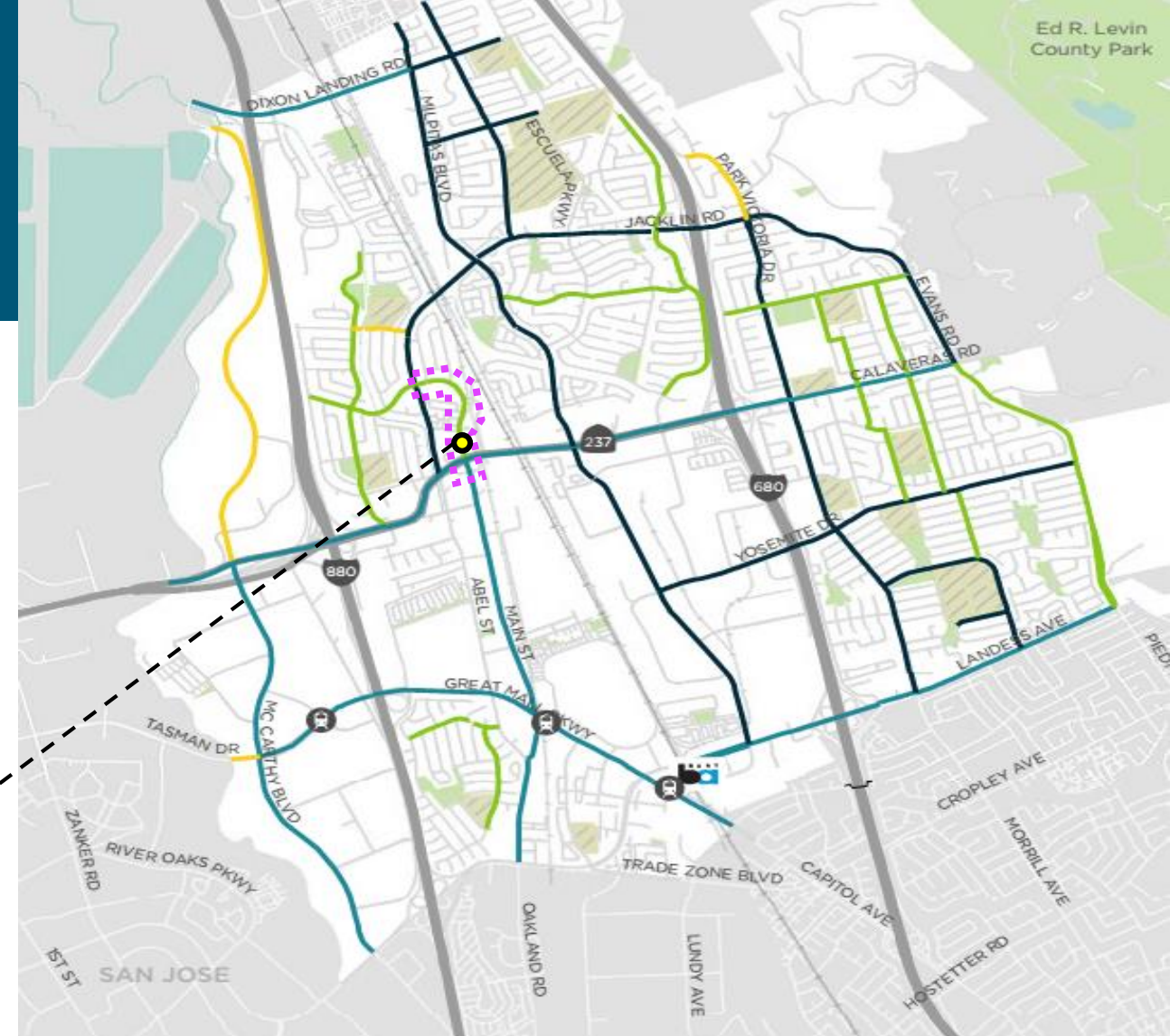
- 30 mph posted Speed Limit
- Two lane Arterial, on-street parking
- Milpitas Library

Existing Bicycle Facilities

- none



Main Street in front
of the Milpitas Library



**FIGURE 31
PRIORITY
LINEAR BIKEWAY
IMPROVEMENTS**



0 0.5 1 Miles

PRIORITY BIKEWAY IMPROVEMENTS

- HIGH NEED, HIGH FEASIBILITY
- HIGH NEED, LOW FEASIBILITY
- LOW NEED, HIGH FEASIBILITY
- LOW NEED, LOW FEASIBILITY

BACKGROUND

- BART Station
- Light Rail Station
- Schools
- Public Parks
- Water
- Bike/Ped Bridge

Marylinn Drive / N Main Street

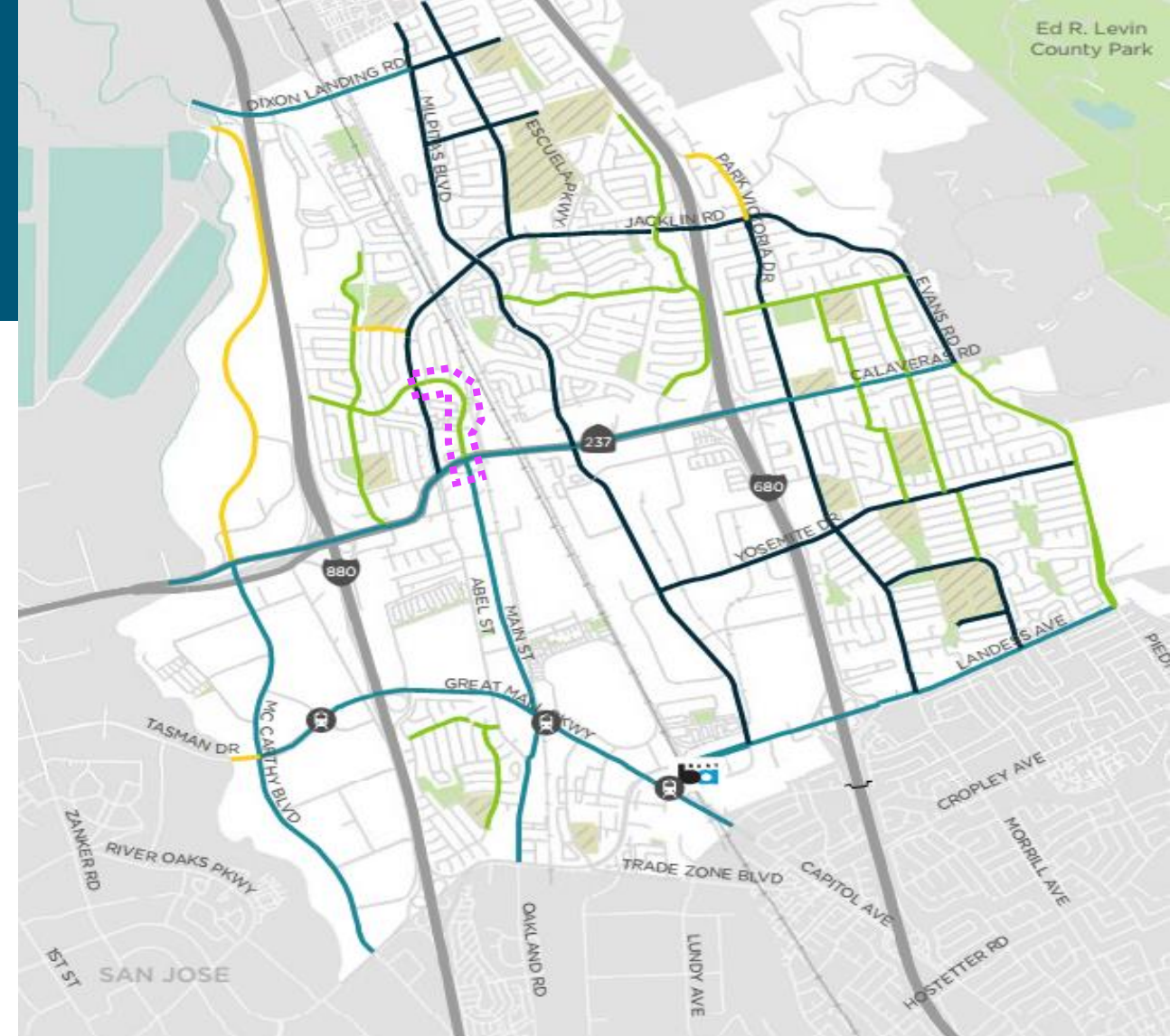
N Abel St – Carlo St

► Proposed Improvements

- Class II Green Bicycle Lanes



- Green Backed “Sharrow” Markings



**FIGURE 31
PRIORITY
LINEAR BIKEWAY
IMPROVEMENTS**

NORTH

0 0.5 1 Miles

PRIORITY BIKEWAY IMPROVEMENTS

- HIGH NEED, HIGH FEASIBILITY
- HIGH NEED, LOW FEASIBILITY
- LOW NEED, HIGH FEASIBILITY
- LOW NEED, LOW FEASIBILITY

BACKGROUND

- BART Station
- Light Rail Station
- Schools
- Public Parks
- Water
- Bike/Ped Bridge

S Main Street

Carlo St – Great Mall Pkwy

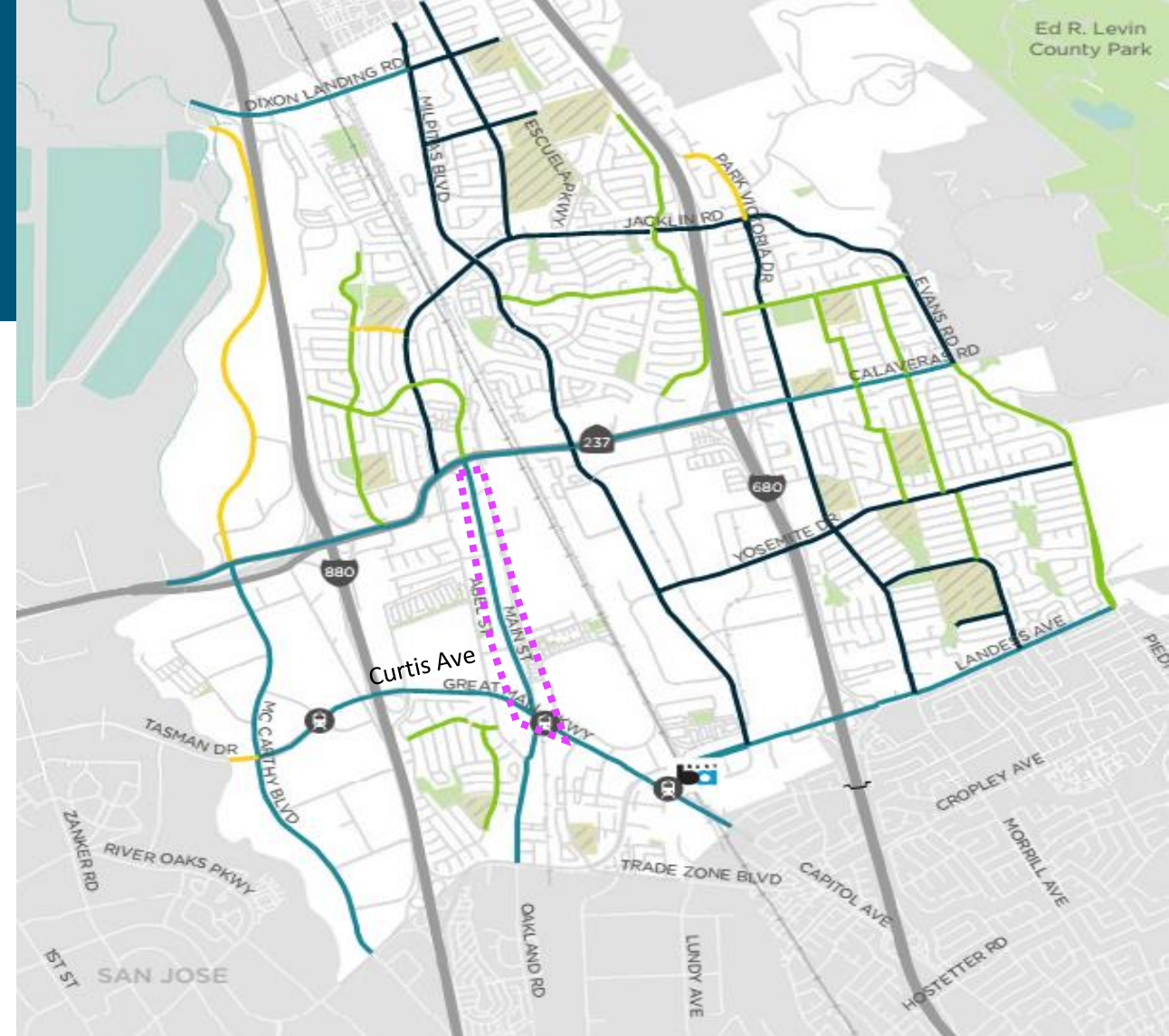
Existing Conditions

➤(Carlo St – Curtis Ave)

- 30 mph posted Speed Limit
- Two lane Collector, on-street parking
- Milpitas Library

➤(Curtis Ave – Great Mall Pkwy)

- 35 mph posted Speed Limit
- Four lane Collector
- Great Mall, TASP



**FIGURE 31
PRIORITY
LINEAR BIKEWAY
IMPROVEMENTS**



0 0.5 1 Miles

PRIORITY BIKEWAY IMPROVEMENTS

- HIGH NEED, HIGH FEASIBILITY
- HIGH NEED, LOW FEASIBILITY
- LOW NEED, HIGH FEASIBILITY
- LOW NEED, LOW FEASIBILITY

BACKGROUND

- BART Station
- Light Rail Station
- Schools
- Public Parks
- Water
- Bike/Ped Bridge

S Main Street

Carlo St – Great Mall Pkwy

Existing Bicycle Facilities

- Class II Bicycle Lanes

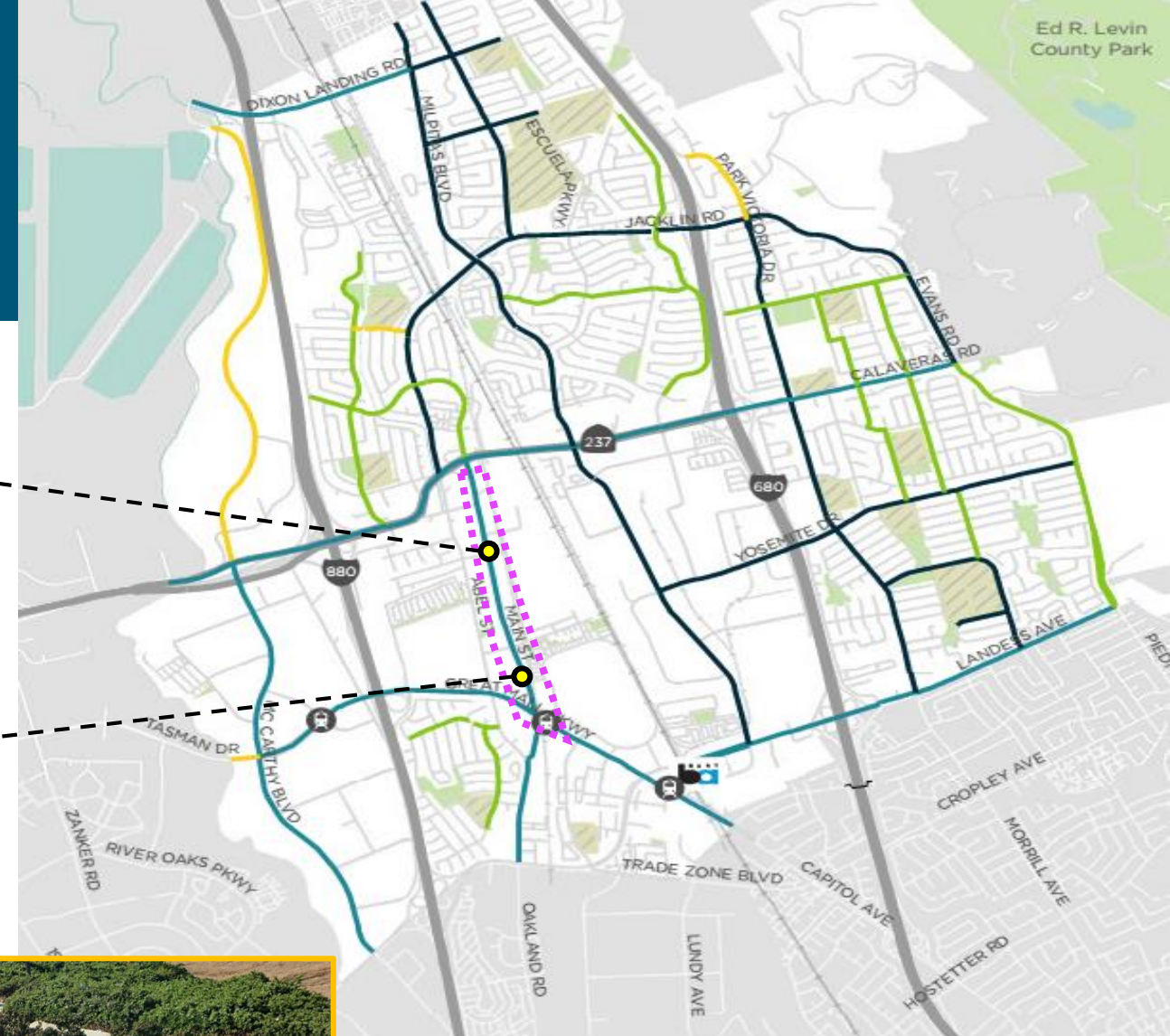
S Main St (Carlo St – Curtis Ave)



S Main St (Curtis Ave – Great Mall Pkwy)

Proposed Improvements

- Class II Green Bicycle Lanes



PRIORITY BIKEWAY IMPROVEMENTS

- HIGH NEED, HIGH FEASIBILITY
- HIGH NEED, LOW FEASIBILITY
- LOW NEED, HIGH FEASIBILITY
- LOW NEED, LOW FEASIBILITY

BACKGROUND

- BART Station
- Light Rail Station
- Schools
- Public Parks
- Water
- Bike/Ped Bridge

Ed R. Levin
County Park

N Milpitas Boulevard

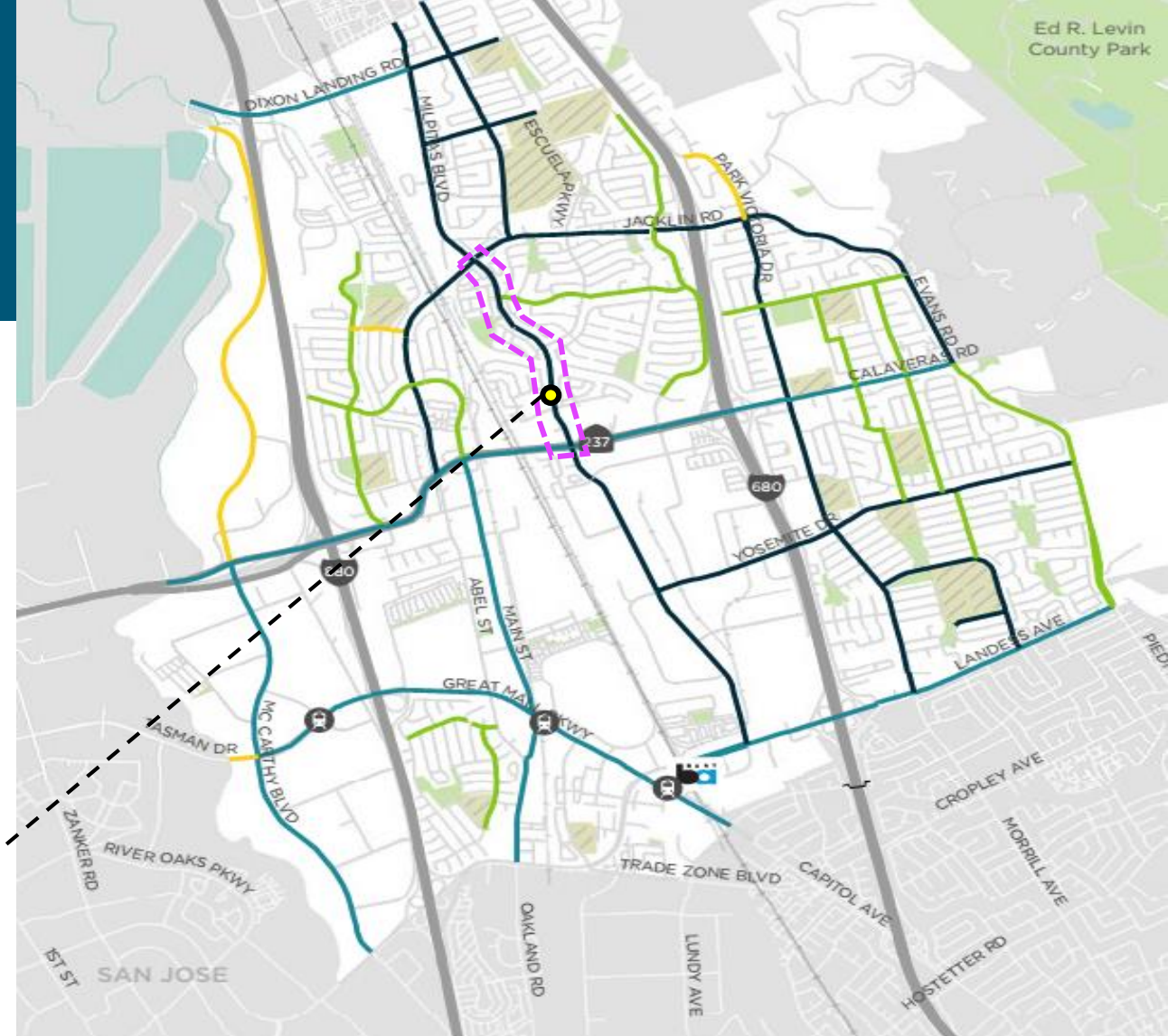
Abel St / Jacklin Rd – Calaveras Blvd / 237

Existing Conditions

- 35 mph posted Speed Limit
- Four Lane Arterial, raised median, on-street parking
- Shopping Centers, residential neighborhoods

Existing Bicycle Facilities

- Class II Bicycle Lanes



**FIGURE 31
PRIORITY
LINEAR BIKEWAY
IMPROVEMENTS**



0 0.5 1 Miles

PRIORITY BIKEWAY IMPROVEMENTS

- HIGH NEED, HIGH FEASIBILITY
- HIGH NEED, LOW FEASIBILITY
- LOW NEED, HIGH FEASIBILITY
- LOW NEED, LOW FEASIBILITY

BACKGROUND

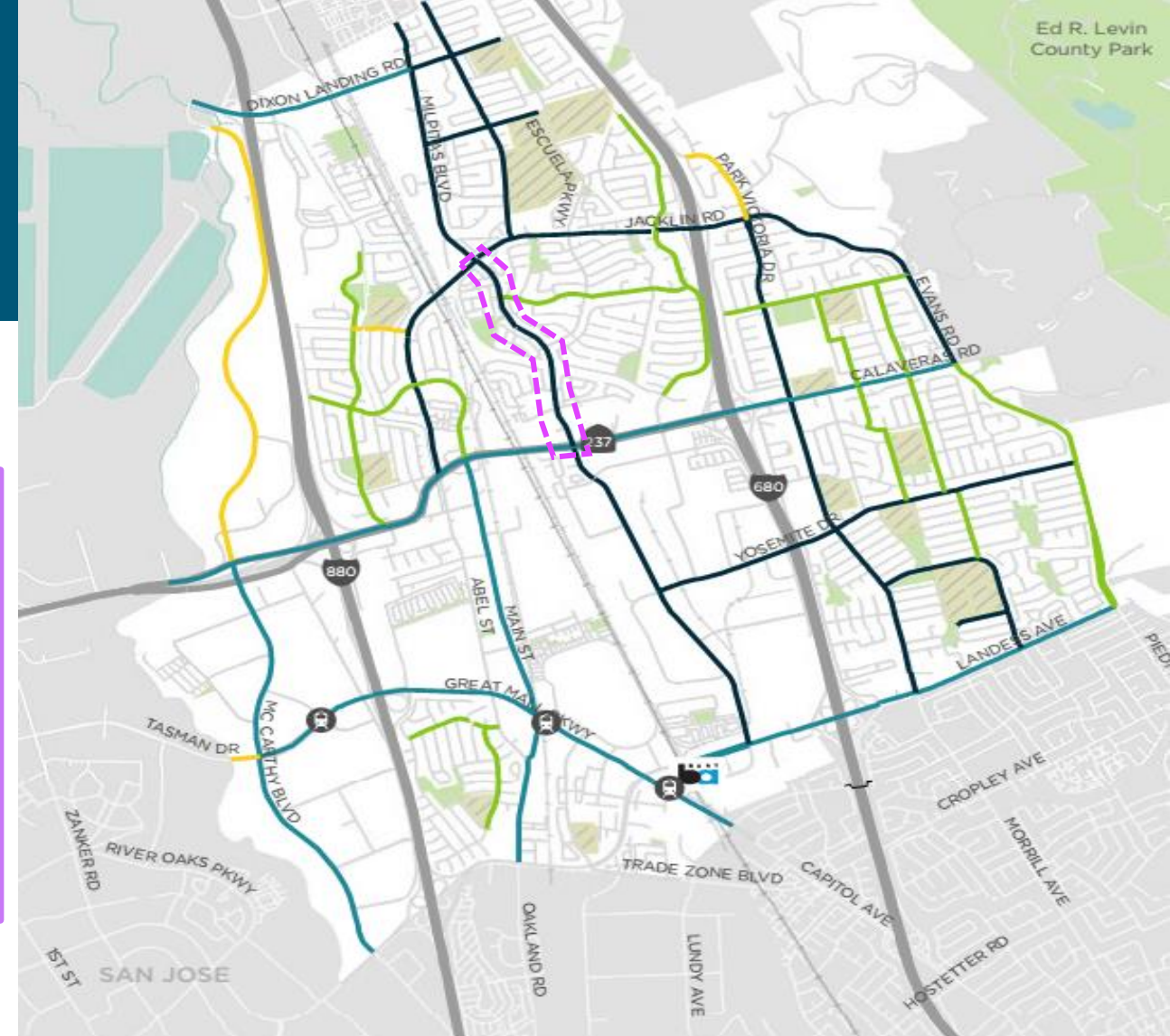
- BART Station
- Light Rail Station
- Schools
- Public Parks
- Water
- Bike/Ped Bridge

N Milpitas Boulevard

Abel St / Jacklin Rd – Calaveras Blvd / 237

Proposed Improvements

- Class II Buffered Green Bicycle Lanes



**FIGURE 31
PRIORITY
LINEAR BIKEWAY
IMPROVEMENTS**



0 0.5 1 Miles

PRIORITY BIKEWAY IMPROVEMENTS

- HIGH NEED, HIGH FEASIBILITY
- HIGH NEED, LOW FEASIBILITY
- LOW NEED, HIGH FEASIBILITY
- LOW NEED, LOW FEASIBILITY

BACKGROUND

- BART Station
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Project Schedule



- **City Council approval of project list, September 2023**
- **Caltrans approval of scope, schedule and fee, October 2023**
- **Council Resolution by the end of 2023**
- **Execution of Fund Transfer Agreement by the beginning of 2024**
- **Design Phase (Spring 2024 – Winter 2024)**
- **Construction Phase (Spring / Summer 2025)**
- **Project Closeout (Fall 2025)**

Community Outreach



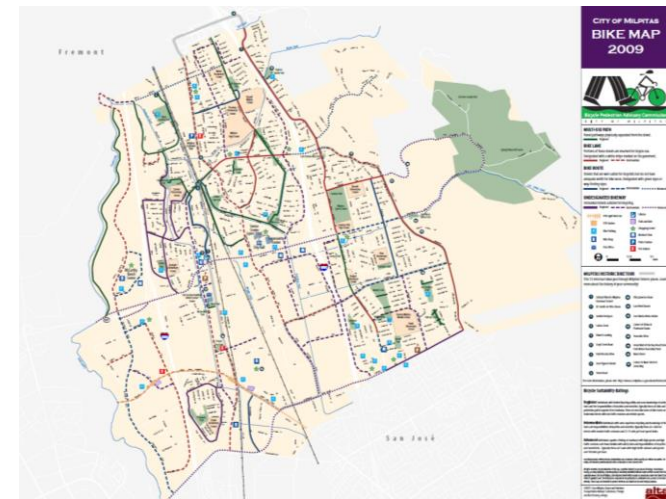
➤ 2016 Measure B Bicycle and Pedestrian Education and Encouragement Grant

➤ Partnership with Silicon Valley Bicycle Coalition (SVBC)

- Safe Routes to School Program (SRTS) and Parent Survey (Weller Elementary)

➤ Projects Underway

- 2023 Bike and Pedestrian Map (electronic and printed)
- Bike Safety Videos (*English, Chinese, Vietnamese, Spanish*)
- Bike Safety Workshops



Questions and Comments?