

**CITY COUNCIL
TRANSPORTATION & LAND USE SUBCOMMITTEE MEETING AGENDA**

**Tuesday February 22, 2010
6:00 PM
Milpitas City Hall
Committee Conference Room**

*Transportation & Land Use
Subcommittee Members
Armando Gomez, Chair
Althea Polanski, Member*

1. Call to order
2. Public Forum *Please limit comments to 3 minutes*
3. Approval of agenda
4. Announcements
5. Transportation Priorities for the Valley Transportation Plan 2040*
6. BART Project Update
7. Feasibility of Future Grocery Stores
8. Establish Schedule of Meeting Times
9. Other Business
10. Adjourn

* denotes attachments

Attachments for items on this agenda are available online at the City's website:
www.ci.milpitas/citygov/citycouncil/subcommittee/default.htm

KNOW YOUR RIGHTS UNDER THE OPEN GOVERNMENT ORDINANCE

Government's duty is to serve the public, reaching its decisions in full view of the public. Commissions, boards, councils and other agencies of the City exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and the City operations are open to the people's review.

FOR MORE INFORMATION ON YOUR RIGHTS UNDER THE OPEN GOVERNMENT ORDINANCE OR TO REPORT A VIOLATION, contact the City Attorney's office at Milpitas, city Hall, 455 E. Calaveras Blvd., Milpitas, CA 95035

Email: mogaz@ci.milpitas.ca.gov/ Fax: 408-586-3056/ Phone: 408-586-3040

Materials related to an item on this agenda submitted to the City Council Subcommittee after initial distribution of the agenda packet are available for public inspection at the City Clerk's Office/Information Desk at Milpitas City Hall, 455 E. Calaveras Blvd., Milpitas.

The Open Government Ordinance is codified in the Milpitas Municipal code as Title I Chapter 310 and is available online at the City's website www.ci.milpitas.ca.gov by selecting the Milpitas Municipal Code link.

MEMORANDUM



To: Transportation and Land Use Subcommittee
From: Greg Armendariz, City Engineer/Public Works Director
James Lindsay, Planning & Neighborhood Services Director
Subject: Valley Transportation Plan 2040 Projects
Date: February 17, 2010

Background

The Valley Transportation Plan (VTP) is the long-range vision for transportation improvements in Santa Clara County. The Valley Transportation Authority (VTA), in its role as the Congestion Management Agency for the County is responsible for preparing the VTP every four to five years on a cycle coinciding with the update on the Bay Area's Regional Transportation Plan prepared by the Metropolitan Transportation Commission. VTA has initiated the update process for the next VTP - VTP 2040 and project updates and new submissions are due to VTA by April 1, 2011.

In 2008, the California State Legislature passed Senate Bill (SB) 375 which is intended to build on the existing framework of regional planning to tie together the regional housing needs allocation (RHNA) that feeds into local General Plan Housing Elements and regional transportation planning in an effort to reduce greenhouse gas (GHG) emissions from motor vehicle trips. This legislation has set in motion a comprehensive review and re-working of the regional planning processes that shape the RTP. For example, the RTP must include a Sustainable Communities Strategy (SCS), and the SCS must incorporate the region's RHNA to show how the region can meet its emissions reductions targets through land use changes and transportation investments. Accordingly, we anticipate that the 2040 RTP will push for greater emphasis on projects that support intensified land use development patterns focused on transit corridors and stations and that reduce GHG emissions.

Attached to this memo is a list of Milpitas sponsored transportation project included in the last plan - VTP 2035.

Recommendation

Provided on the next page are staff's recommendations for the City's submission to VTA to include in VTP 2040. The Subcommittee's recommendation will be agendized for the March 15th City Council meeting.

1. Calaveras Boulevard Widening

The existing two bridges between Milpitas Blvd and Abel Street would be replaced with a six-lane bridge complete with 10' sidewalks and 6' bike lanes. Auxiliary lanes between Abel Street and I-880 together with operational improvements at the Abel Street and Abbott Avenue intersections would be added to insure smooth transitions and continuous bike lanes.

Approximate cost = \$75 million.

2. Dixon/Milpitas Intersection Improvements

An additional northbound left turn lane, a southbound right turn lane, and an eastbound right turn lane would be provided. The scope includes roadway widening and right-of-way has been acquired at the southwest corner for some of these improvements. *Approximate cost = \$1.5 million*

3. Dixon Landing Road Widening

This facility is currently primarily four lanes wide and serves as a secondary commute corridor between the I-680 and I-880 freeways. With completion of the Dixon Landing/I-880 interchange reconstruction project, widening Dixon Landing Road between I-880 to Milpitas Blvd to six lanes with sidewalks and bike lanes would further reduce traffic congestion. Right-of-way will be needed for this project. *Approximate cost = \$6.0 million.*

4. S. Milpitas Boulevard Bicycle and Pedestrian Improvements (New Project)

This project that will expand pedestrian and class I bicycle facilities along both sides of the 1.5 mile stretch of South Milpitas Boulevard between Calaveras Boulevard and Montague Expressway. *Approximate cost = \$25 million*

5. South Milpitas Boulevard SMART Corridor

This project will install fiber optic cables for traffic signal/city communications, deploy surveillance cameras, traffic data collection equipment, and advanced traffic signal controllers, and will allow for future connection to Milpitas Boulevard Extension for BART. *Approximate cost: \$1 million*

6. Montague Expressway BART Pedestrian Overcrossing

This project will connect the future Milpitas BART station to the Great Mall of the Bay Area and future Transit-oriented development as highlighted in the City of Milpitas Transit Area Specific Plan. *Approximate cost= \$15 million*

7. Berryessa Creek Trail- Hillview Drive to City Limits (New Project)

This project is will continue the Berryessa Creek Trail from Hillview Drive south to the City Limits near Montague Expressway. The Class I path, as recommended in the Milpitas Bikeway Master Plan, is 1.86 miles long and will connect to the future Milpitas BART station area.

Approximate cost=\$1.5M



Valley Transportation Plan 2035 Milpitas Sponsored Projects

VTP ID#	Project	Total Project Cost ('08 Millions)
RTP 11	<p>Calaveras Boulevard Widening</p> <p>The existing two bridges between Milpitas Blvd and Abel Street would be replaced with a six-lane bridge complete with 10' sidewalks and 6' bike lanes. The bridge lies. Auxiliary lanes between Abel Street and I-880 together with operational improvements at the Abel Street and Abbott Avenue intersections would be added to insure smooth transitions and continuous bike lanes.</p>	\$ 70.0
RTP 12	<p>Montague/Great Mall-Capitol Avenue Intersection Improvements</p> <p>This intersection has been operating at congested levels of service "F" since 1991. Grade separation of the Great Mall-Capitol through lanes over Montague Expressway would greatly enhance capacity and maintain compatibility with the existing elevated light rail structure and future BART. The resultant at-grade signalized intersection on Montague Expressway would accommodate a partial frontage road and left turn lanes.</p>	\$60.0
RTP 13	<p>Dixon Landing Road Widening</p> <p>This facility is currently primarily four lanes wide and serves as a secondary commute corridor between the I-680 and I-880 freeways. With completion of the Dixon Landing/I880 interchange reconstruction project, widening Dixon Landing Road between I-880 to Milpitas Blvd to six lanes with sidewalks and bike lanes would further reduce traffic congestion. Right-of-way will be needed for this project. <i>Approximate cost = \$6.0 million.</i></p>	\$60.0
RTP 14	<p>Dixon Landing Road Widening</p> <p>This facility is currently primarily four lanes wide and serves as a secondary commute corridor between the I-680 and I-880 freeways. With completion of the Dixon Landing/I880 interchange reconstruction project, widening Dixon Landing Road between I-880 to Milpitas Blvd to six lanes with sidewalks and bike lanes would further reduce traffic congestion. Right-of-way will be needed for this project.</p>	\$3.0
S17	<p>South Milpitas Boulevard SMART Corridor</p> <p>This project will install fiber optic cables for traffic signal/city communications, deploy surveillance cameras, traffic data collection equipment, and advanced traffic signal controllers, and will allow for</p>	\$0.5



Valley Transportation Plan 2035 Milpitas Sponsored Projects

VTP ID#	Project	Total Project Cost (’08 Millions)
	future connection to Milpitas Boulevard Extension for BART.	
S18	<p>City of Milpitas Traffic Signal Upgrade</p> <p>This project will provide for replacement of aging traffic signal controllers in the field and upgrade the traffic operations center and text new controllers that will offer advanced signal timing features to help in reducing traffic congestion.</p>	\$0.8
B51	<p>Montague Expressway BART Pedestrian Overcrossing</p> <p>This project will connect the future Milpitas BART station to the Great Mall of the Bay Area and future Transit-oriented development as highlighted in the City of Milpitas Transit Area Specific Plan. <i>Approximate cost= \$15 million</i></p>	\$15