


# Milpitas Transit Center Access Study
# Access and TDM Strategies Recommendations

## 1. Overview

The Santa Clara Valley Transportation Authority (VTA) is assessing the potential for Transit Oriented Development (TOD) on the vacant parcel adjacent to the Milpitas Transit Center, at the southeast corner of the intersection at Montague Expressway and E Capitol Avenue.

VTA developed two concepts for different development options at the TOD site (test fit). VTA also evaluated previous plans and conducted outreach in June 2026 to identify access improvements needed around the TOD site, as well as Transportation Demand Management (TDM) strategies that would support the planned development. This document summarizes the test fit concept, trip generation rates, site access considerations for pedestrians, bicycles, and vehicles, and the corresponding access recommendations.

## 2. Circulation Considerations & Test Fits

VTA's test fit included two concepts for development options on the site: one that would have a mix of residential and commercial uses and one that would be entirely residential. The anticipated uses and units for the two alternatives are included in **Table 1**. Conceptual graphics from the test fit are included in **Figure 1** and **Figure 2**.

*Table 1: Comparison Between Test Fit Scenarios*

| | **Mixed-Use Residential/ Commercial with Retail Activation** | **All Residential with Retail Activation** |
|---|---|---|
| **Program/Use** | Residential and commercial/ institutional uses | All residential |
| **Estimated total gross square feet** | ~315,700 SF | ~311,100 SF |
| **Number of units** | 170 DU (150 tower + 20 podium liner) | 250 DU (150 tower + 70 building + 30 podium liner) |
| **Number of parking stalls** | 90 for cars, 220 for bikes (2-level podium parking) | 90 for cars, 300 for bikes (2-level podium parking) |

*Figure 1: Conceptual Massing of the Mixed-Use Residential/Commercial Scenario (Source: VTA, SiteLAB)*

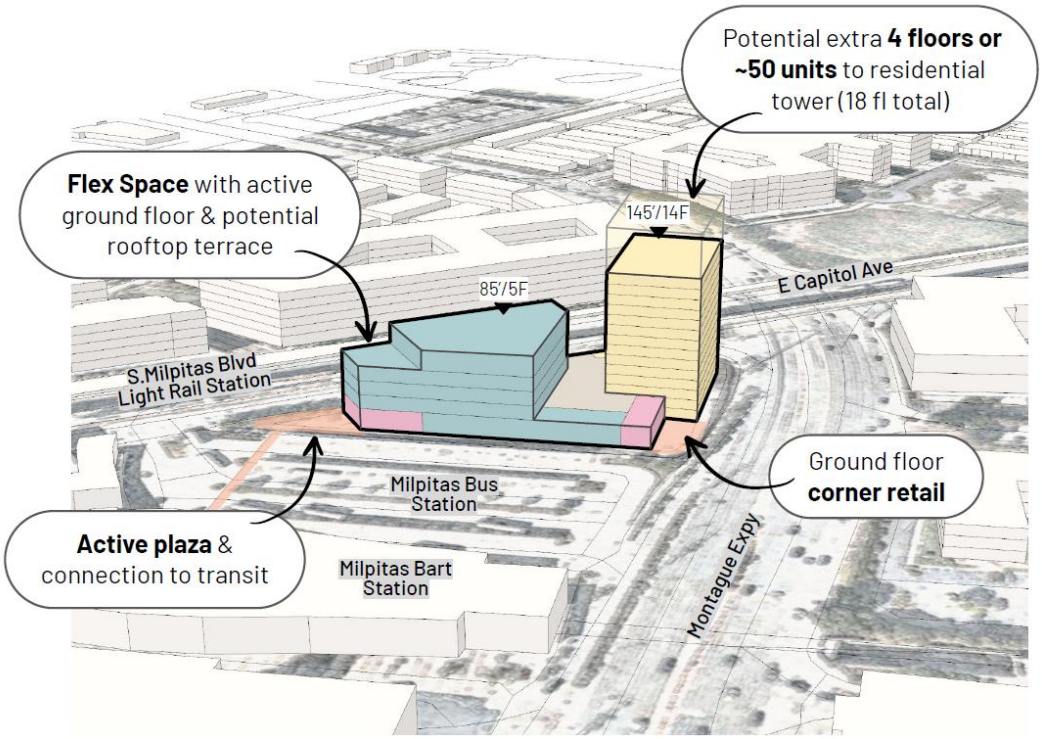
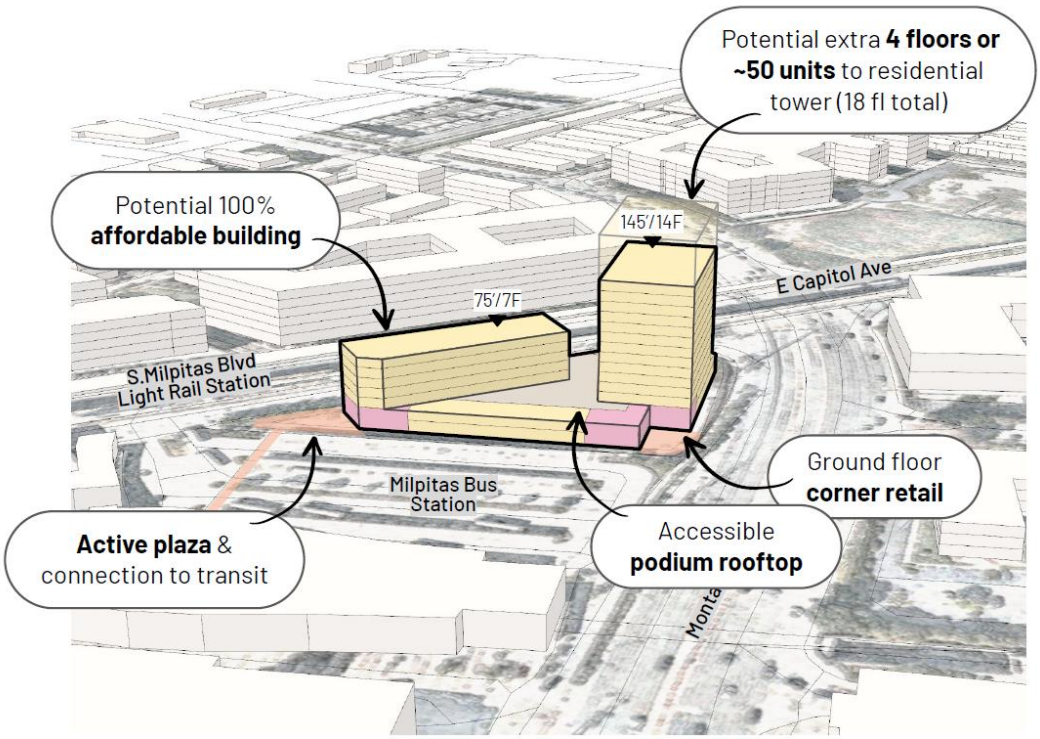



*Figure 2: Conceptual Massing of the All-Residential Scenario (Source: VTA, SiteLAB)*



## 2.1 Trip Generation

Estimates of the vehicle trips generated per day were determined using the *ITE Trip Generation Manual, 12th Edition* (ITE Manual), as well as the dwelling unit count and square footages in the test fit. As the specific uses of the flex space and ground floor retail have not been identified yet, the assumed land uses for this exercise are listed in **Table 2** and **Table 3**.

*Table 2: Assumed ITE Land Use Codes for the Mixed-Use Scenario*

| Land Use | ITE Code | Amount |
|---|---|---|
| **Residential (High-Rise)** | 222: Multifamily Housing (High-Rise) | 170 dwelling units |
| **Office** | 710: General Office Building | 92.2 kilo-square feet |
| **Retail** | 822: Strip Retail Plaza (<40k) | 6.7 kilo-square feet |

*Table 3: Assumed ITE Land Use Codes for the All-Residential Scenario*

| Land Use | ITE Code | Amount |
|---|---|---|
| **Residential (Mid-Rise)** | 221: Multifamily Housing (Mid-Rise) | 100 dwelling units |
| **Residential (High-Rise)** | 222: Multifamily Housing (High-Rise) | 150 dwelling units |
| **Retail** | 822: Strip Retail Plaza (<40k) | 8.4 kilo-square feet |

**Table 4** and **Table 5** summarizes the vehicle trips produced per day and during the AM and PM peak hours for each scenario. In these tables, "baseline trips" are all trips generated by the new development, "internal capture trips" are trips that start and end within the same mixed-use development, and "new external vehicular trips" are baseline trips minus internal capture trips. VTA has a TOD Transportation Demand Management (TDM) Policy that aims to reduce vehicle miles traveled (VMT) by at least 20% for TOD projects. The estimates in the tables do not reflect the additional VMT reductions that TDM measures, active transportation initiatives, existing/improved multimodal connectivity, and enhanced station access would provide. VTA's 2025 *Transportation Analysis Guidelines* provides further guidance on additional trip reductions that may apply to this site in a later analysis.




*Table 4: Trips Generated in Mixed-Use Scenario (TDM & Access Initiatives Not Included)*

| | AM Peak Hour In | AM Peak Hour Out | PM Peak Hour In | PM Peak Hour Out | Daily In | Daily Out |
|---|---|---|---|---|---|---|
| **Trips from Residential (High-Rise)** | 9 | 30 | 27 | 17 | 337 | 336 |
| **Trips from Office** | 108 | 15 | 20 | 102 | 389 | 389 |
| **Trips from Retail** | 14 | 12 | 29 | 29 | 256 | 256 |
| **Total Baseline Trips** | **131** | **57** | **76** | **148** | **982** | **981** |
| **Internal Capture Trips** | 8 | 8 | 16 | 16 | 193 | 193 |
| **New External Vehicular Trips** | **123** | **49** | **60** | **132** | **789** | **788** |

*Table 5: Trips Generated in All-Residential Scenario (TDM & Access Initiatives Not Included)*

| | AM Peak Hour In | AM Peak Hour Out | PM Peak Hour In | PM Peak Hour Out | Daily In | Daily Out |
|---|---|---|---|---|---|---|
| **Trips from Residential (Mid-Rise)** | 12 | 20 | 19 | 10 | 238 | 237 |
| **Trips from Residential (High-Rise)** | 8 | 27 | 24 | 15 | 297 | 297 |
| **Trips from Retail** | 18 | 15 | 34 | 34 | 292 | 292 |
| **Total Baseline Trips** | **38** | **62** | **77** | **59** | **827** | **826** |
| **Internal Capture Trips** | 0 | 0 | 12 | 12 | 97 | 97 |
| **New External Vehicular Trips** | **38** | **62** | **65** | **47** | **730** | **729** |

- *The ITE Manual trip generation rates are typically based on data collected at suburban sites with limited transit access. While the residential land use codes account for the site's proximity to rail transit, similar reductions for the office and retail land uses are not yet available in the ITE Manual.*
- *Similarly, no reductions are assumed for improved active transportation conditions and TDM initiatives.*

## 2.2 Site Access and Circulation

The test fit identified two pedestrian entrances into the future development, each with potential for active open space. The test fit's site circulation concept is shown in **Figure 3**.

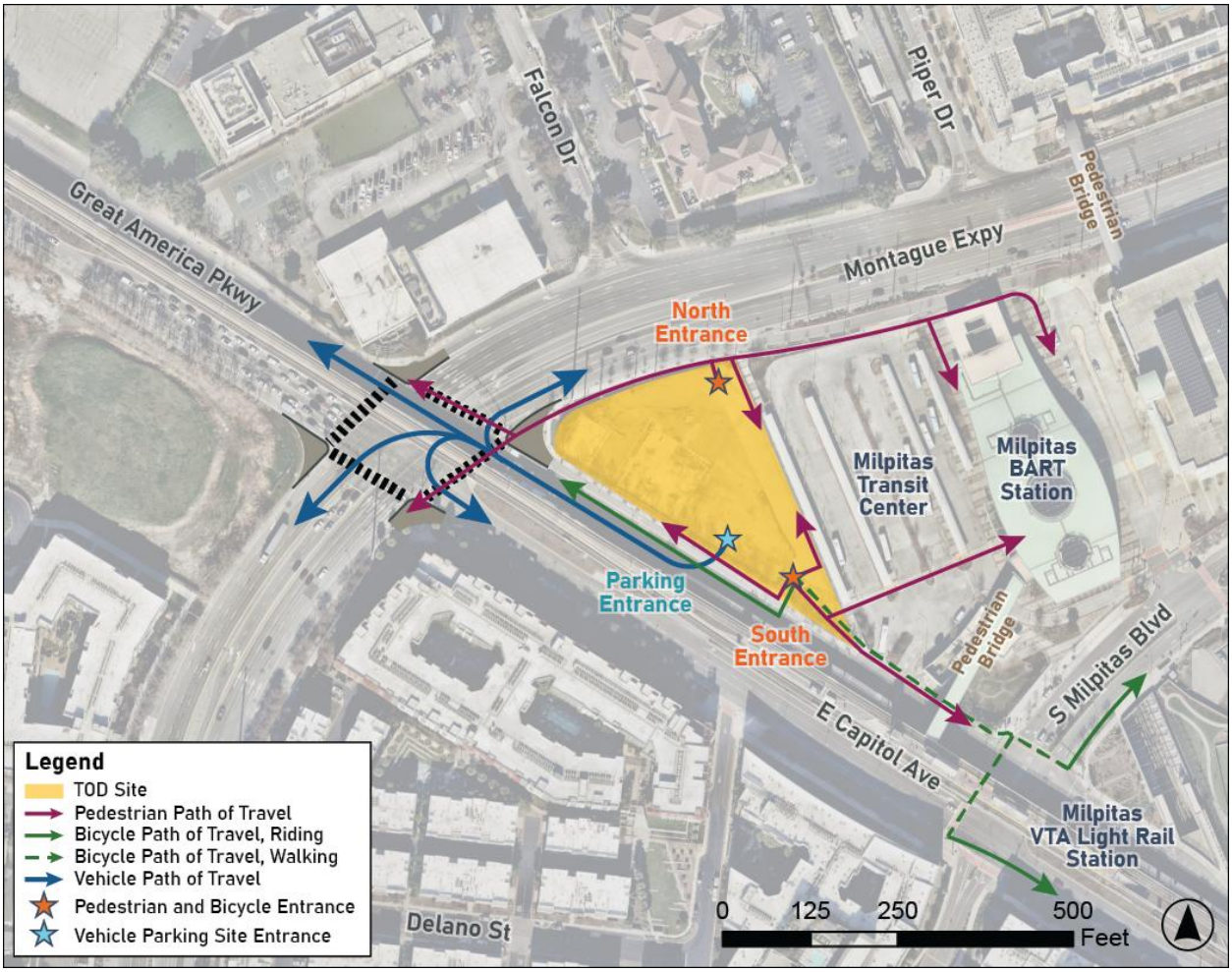
- The south entrance is located along E Capitol Avenue. This entrance provides direct access to the Milpitas Transit Center, BART, and VTA Light Rail.
- The north entrance is located along Montague Expressway. Access to the Milpitas Transit Center is more indirect through this entrance, but the entrance is closest to the Montague Expressway and E Capitol Avenue intersection.

*Figure 3: Test Fit Circulation Diagram*




Based on the test fit, this Study identified the paths of travel most likely to be taken by pedestrians, bicycles, and vehicles from the site entrances. The paths are illustrated in **Figure 4**, and considerations by mode are described further below.

*Figure 4: Pedestrian, Bicycle, and Vehicle Paths of Travel Leaving Site*




## 2.2.1 Pedestrian Access Considerations

Pedestrians will be able to access the site from both the south entrance on E Capitol Avenue and the north entrance on Montague Expressway. The south entrance will provide the most direct access to the Milpitas Transit Center and BART via the existing crosswalk across the bus bays, and VTA light rail can be accessed through a pedestrian bridge at the BART concourse or the crosswalk at the S Milpitas Boulevard intersection. The north entrance is closest to the Montague Expressway and E Capitol Avenue intersection. A direct entrance to the Milpitas Transit Center is not anticipated at the north entrance since a crosswalk to the bus bays there may affect bus circulation, but the existing sidewalks still provide access to the BART concourse.

## 2.2.2 Bicycle Access Considerations

Bicycle access to the site will primarily be through the south entrance on E Capitol Avenue, which has existing Class II bicycle lanes and provides the most direct access to BART and

VTA transit connections. Bicycles are not expected to use the north entrance on Montague Expressway, as the lack of bicycle facilities combined with fast vehicle speeds makes the corridor challenging to use. Therefore, access to bicycle parking on-site should be provided at the south entrance.

Additionally, S Milpitas Boulevard's existing Class II bicycle lanes will serve as an important connection to Innovation District Park. Bicyclists exiting the south entrance will be expected to walk along the sidewalk for approximately 350 feet to reach the S Milpitas Boulevard intersection before riding.

### 2.2.3 Vehicle Access Considerations

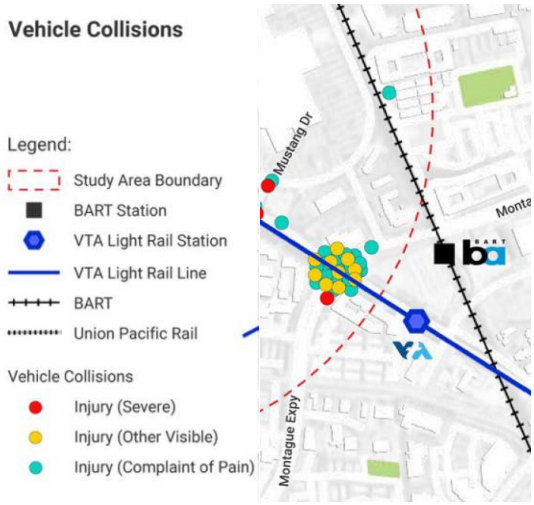
This study assumes that one driveway to access the on-site parking is sufficient. The driveway is recommended to be on E Capitol Avenue; a driveway on Montague Expressway is not recommended due to high traffic speeds, limited sight distance, and conflicts with traffic entering the Milpitas Transit Center access frontage road from the carpool lane. E Capitol Avenue includes a center median at this location, so the driveway will only be accessible to northbound traffic; U-turns are currently permitted at the Montague Expressway and S Milpitas Boulevard intersections to facilitate vehicle access to and from other directions.

The most recent readily available traffic analysis for the Montague Expressway and E Capitol Avenue intersection is from the *2017 Kunde Property Circulation Analysis Memo*. While traffic patterns have likely changed since the preparation of that memo, at that time, the projected 95th-percentile northbound right-turn queue on E Capitol Avenue was identified at 336 feet after the site is developed. Therefore, the driveway for on-site parking should be located at or beyond this distance from the Montague Expressway intersection to avoid conflicts with queued vehicles.

## 2.3 Collisions Analysis

In 2025, VTA conducted a station access study for the Great Mall Light Rail station, which is less than 0.75 miles from the proposed TOD site. The study documented historic collisions that occurred between 2020 and 2024, which included one collision that involved a bicycle and one collision that involved a pedestrian at the intersection of Great Mall Parkway and Montague Expressway, as well as multiple vehicle only collisions, as shown in **Figure 5**.

*Figure 5: Vehicle Collision Data from 2020-2024*




# 3. Access & Wayfinding Recommendations

Based on a review of previous planning efforts and community engagement, this Study has identified a suite of access improvements at and around the TOD site. These improvements would enhance multimodal access and safety along the paths of travel to and from the site and include the following:

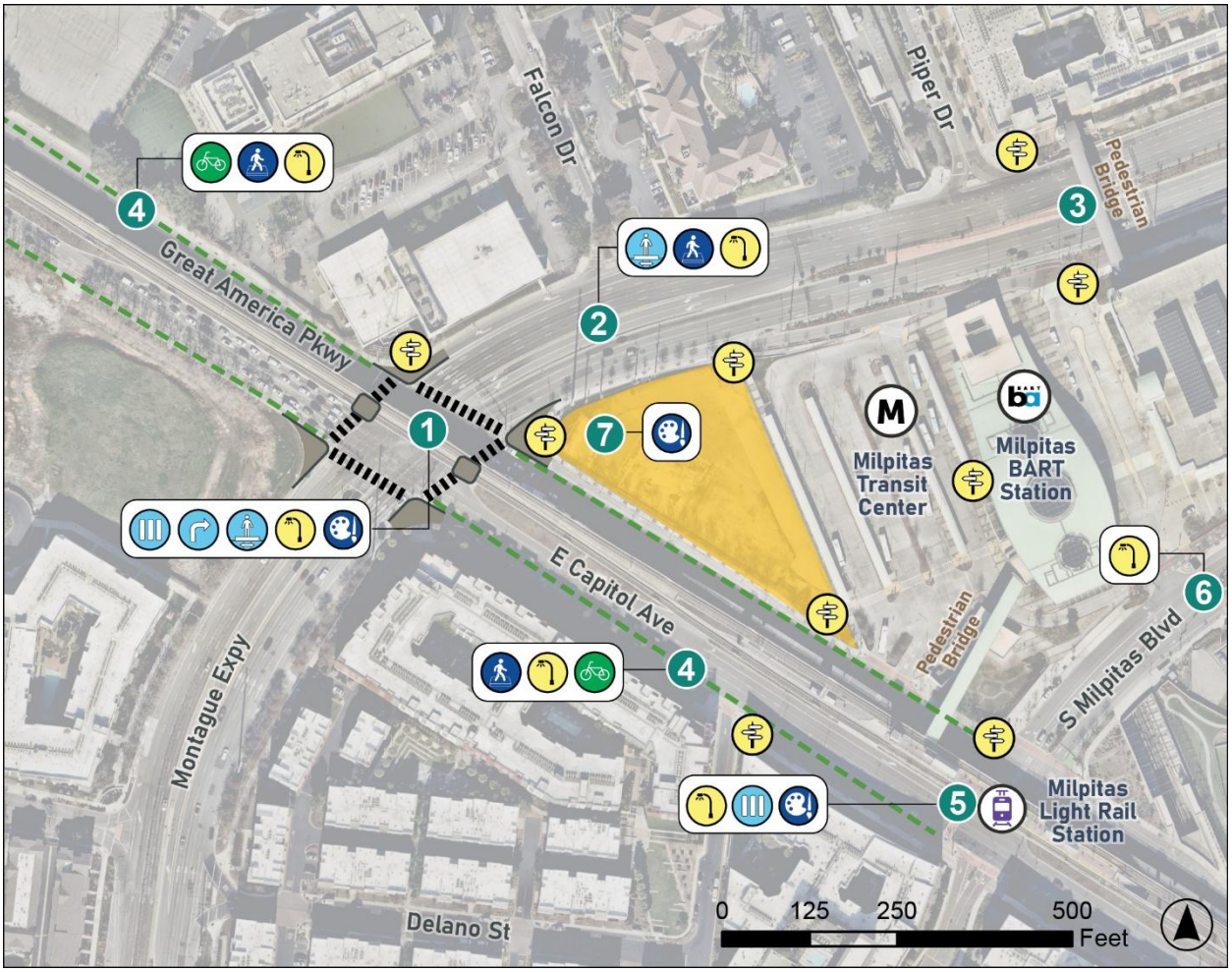
- Upgraded bicycle lanes
- High visibility crosswalk and ADA curb ramps
- Median refuge and median extension
- Remove right-turn slip lane
- Pedestrian scale lighting
- Public art
- Enhanced sidewalk
- Wayfinding signage

**Figure 6** presents visuals of the "toolbox" of improvements; the locations of the recommended improvements are mapped in **Figure 7** and described **Table 6**. Details from the previous plan review are included in **Appendix A**, and the community outreach summary is included in **Appendix B**.

*Figure 6: Access Improvement Toolbox*



*Figure 7: Access Improvement Recommendations*




- Upgraded Bicycle Lanes
- High Visibility Crosswalk and ADA Curb Ramps
- Pedestrian Scale Lighting
- Public Art
- Median Refuge Median Extension
- Remove Right-turn Slip Lane
- Enhanced Sidewalk
- Wayfinding Signage

*Table 6: List of Access Improvement Recommendations*

| Location | Access Improvements |
|---|---|
| **1. Montague Expy & Great Mall Pkwy/E Capitol Ave Intersection** | • Install high-visibility crosswalks that are perpendicular to roadway, along with ADA ramp upgrades<br>• Remove right-turn slip lanes or add raised crosswalks across slip lanes to slow vehicles<br>• Install median refuge island on Great Mall Pkwy and study feasibility of two-stage pedestrian crossing<br>• Enhance lighting and wayfinding signage, especially under the light rail tracks<br>• Study feasibility of prohibiting right-turn-on-red |
| **2. Along Montague Expy** | • Extend left turn barrier to full length of turn pocket for westbound approach of Great Mall Pkwy/E Capitol Ave intersection<br>• Add streetscape improvements such as wider sidewalks, trees, lighting, and signage |
| **3. Pedestrian bridge across Montague Expy** | • Install wayfinding signage to/from pedestrian bridge |
| **4. Along Great Mall Pkwy/E Capitol Ave** | • Narrow vehicle travel lanes to 11 feet<br>• Install buffered bicycle lanes, to be eventually upgraded to physically separated bicycle lanes<br>• Add streetscape improvements such as wider sidewalks, trees, lighting, and signage |
| **5. E Capitol Ave & S Milpitas Blvd Intersection** | • Enhance lighting and wayfinding signage, especially under the light rail tracks<br>• Add high-visibility crosswalk on south leg, across E Capitol Ave |
| **6. Along S Milpitas Blvd** | • Enhance lighting and wayfinding signage along path to Innovation District Park |
| **7. In TOD site** | • Add public art and landscaping at the outdoor open spaces |
| **Throughout study area** | • Wayfinding signage to and from key destinations (described below) |

As a major transit hub, clear wayfinding signage is recommended to direct road users to key destinations. Wayfinding signage can be installed in the near term for existing transit users, and should be incorporated in the design of the TOD development for future tenants. Examples include:

- **For pedestrians**: clear pedestrian-scale signage should be used at intersections, station entrances, and other junctions directing towards BART, light rail, bus connections, and city services (community center, library, park, post office, etc.). Distances to each destination is recommended to be shown on the signage. The two pedestrian bridges should be clearly signed with what can be accessed on the other side, as well as the staircase and elevator locations.
- **For bicyclists**: bicycle-level signage should be deployed wherever bicycle facilities exist. This includes signage at the transit hub directing towards landmarks (such as Great Mall and Innovation District Park) and city services, as well as signage in the opposite direction directing towards transit boarding locations and the on-site bicycle storage facility. Distances to each destination is recommended to be shown on the signage.
- **For vehicles**: the access frontage road from Montague Expressway to Milpitas Transit Center should be clearly marked, and once inside, signage should direct drivers to the pickup/drop off zone and the parking structure. Similarly, the parking structure entrance from S Milpitas Boulevard should be clearly marked. The parking entrance to the TOD site should be signed as "for tenants only".

# 4. TDM Recommendations

VTA has a set of TDM guidelines that apply to all TOD developments on VTA-owned sites, including this one. The TDM guidelines require a minimum point target of 20 points, where each point corresponds to a one-percent reduction in VMT.

The test fit has already incorporated strategies that would qualify for TDM points, including bicycle parking and reducing vehicle parking supply. Additional strategies that could apply to this site include (but are not limited to):

- **Providing shared micromobility services such as bikeshare and scootershare**: Milpitas is not currently covered by major micromobility services. Bay Wheels, the largest bikeshare program in the Bay Area, operates docks in the vicinity of Downtown San José. Scootershare companies, such as Lime and Spin, currently operate in San José and Santa Clara.
- **Provide carshare parking spaces**: Zipcar is the largest carshare provider in the Bay Area. It currently operates on a round-trip model, and parking spaces on-site would need to be reserved exclusively for Zipcar parking.
- **Improving walking and biking conditions (see Section 3 for details)**
  **Multimodal wayfinding signage (see Section 3 for details)**

# Appendix A: Previous Plan Review

## Overview

The Santa Clara Valley Transportation Authority (VTA) is assessing the potential for Transit Oriented Development (TOD) of the vacant parcel adjacent to the Milpitas Transit Center, on the southeast corner of the intersection at Montague Expressway and Capitol Avenue.

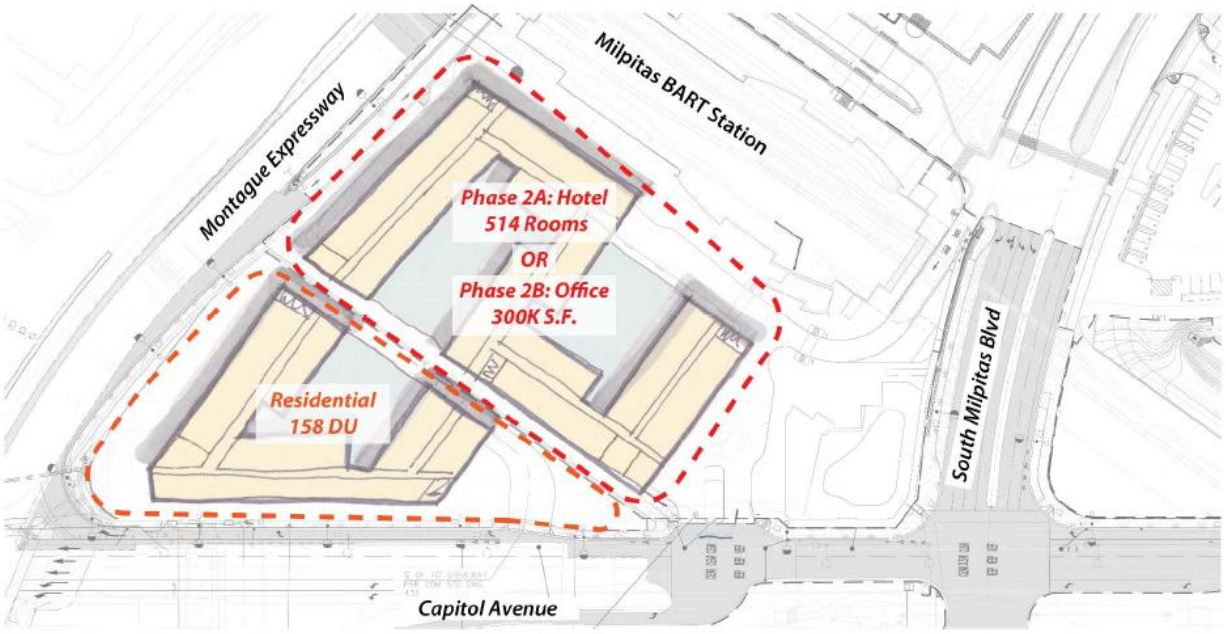
This memorandum summarizes the key recommendations from the previous planning efforts that have occurred at or around the site by VTA, Bay Area Rapid Transit (BART), and City of Milpitas including:

- VTA's 2017 Kunde Property Circulation Analysis
- VTA's 2018 RELM Urban Design Analysis
- VTA's 2025 Great Mall Station Access Study
- BART's 2025 Focus Station Area Action Plan for Milpitas
- City of Milpitas's 2026 Draft Innovation District Parks and Trails Master Plan

## VTA's Kunde Property Circulation Analysis

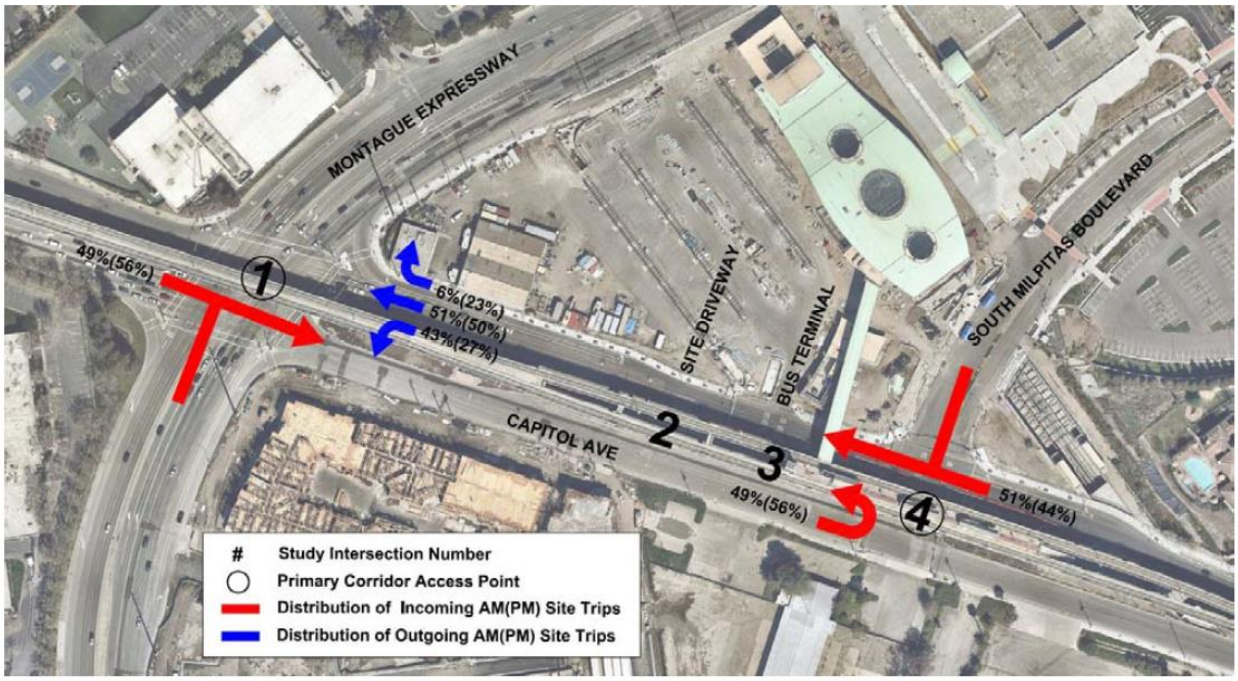
In 2017, VTA hired Kimley-Horn to conduct an analysis of the circulation effects of different scenarios for developing two parcels adjacent to the Milpitas BART Station. Phase 1 included developing a 126,000 square-foot residential development with 158 dwelling units located between the future Milpitas Transit Center and North Capitol Avenue. Phase 2 included two different development options above the Milpitas Transit Center, either a hotel development or a commercial office development, as shown in **Figure 1**.

*Figure 1 - Kunde Property Development Phases*




The circulation analysis evaluated the anticipated trip generation from the proposed Phase 1 development while considering its proximity to high frequency transit. It estimated that it would generate 426 daily trips both into and out of the site and prepared trip distribution diagrams for what percentage of vehicles would use each of the key access points, shown in **Figure 2**.

*Figure 2 - Kunde Property Development Trip Distribution*




The circulation analysis evaluated the Level of Service (LOS) of the study intersections with the Phase 1 development and found that the intersections and driveways would operate at an acceptable level of service. The analysis also assessed the Phase 1 development's effect on queue lengths and found that the northbound right-turn of the E. Capitol Avenue and Montague Expressway intersection 95$^{th}$ percentile queue would be 300 feet and recommended that the Phase 1 development driveway be beyond that point to avoid interference with the driveway operations.

Since the 2017 analysis, VTA constructed the Milpitas Transit Center. Currently, VTA is only pursuing development of the Phase 1 parcel adjacent to the Transit Center.

## VTA's RELM Urban Design Analysis

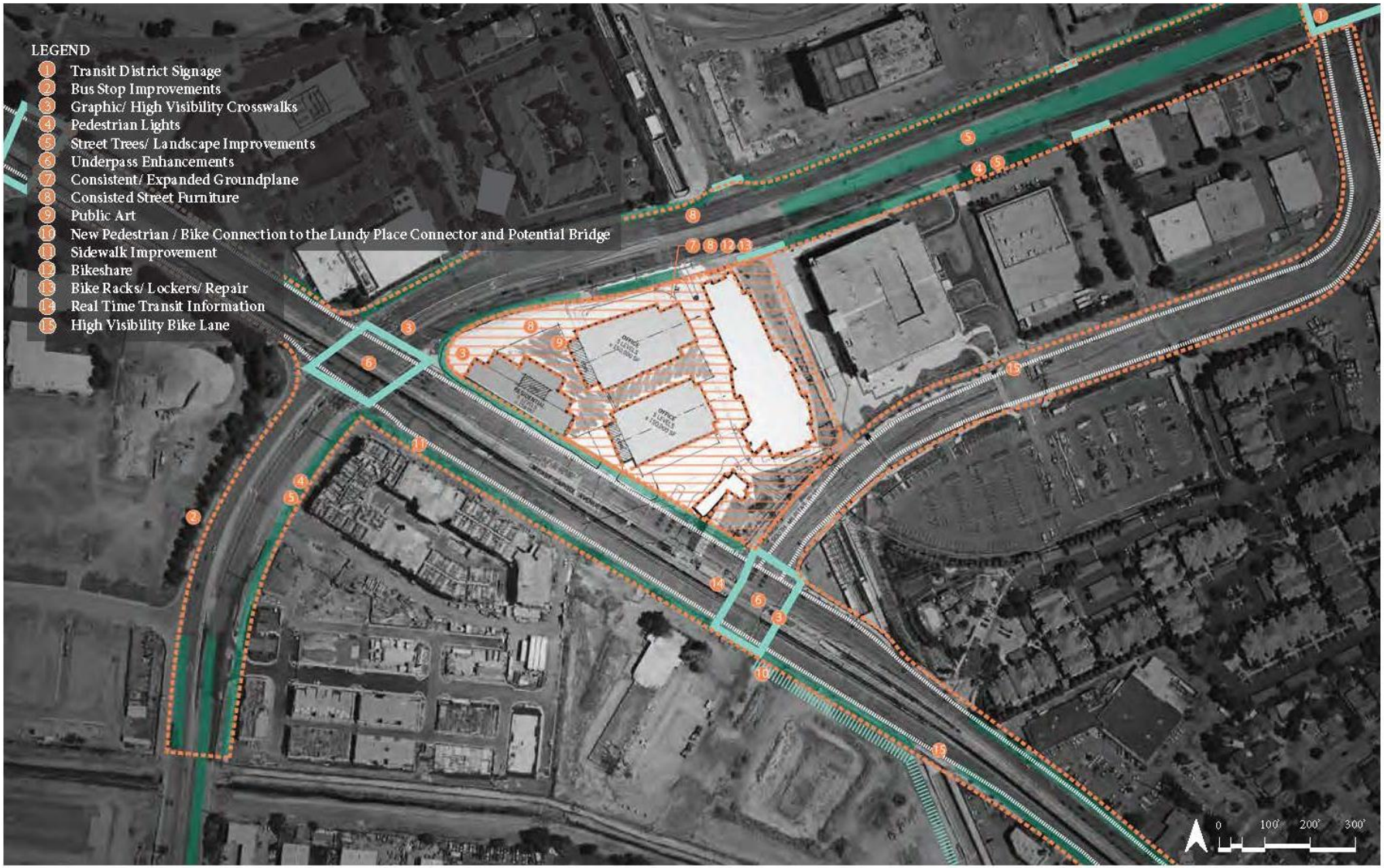
In 2018, VTA hired RELM to conduct an urban design analysis of three potential TOD sites, including at the Milpitas Transit Center. It identified challenges with the existing site, which included the following elements:

- Sidewalks are narrow or disconnected
- Bus stops lack shelters, signage, or loading space
- Crosswalks do not prioritize pedestrians over vehicles and were not high visibility
- Streetscapes have limited trees and shade, benches, and lighting
- Center medians in the road do not have landscaping in places where it is wide enough
- Bike lanes are not visible

The analysis also identified improvements for the surrounding site, depicted in **Figure 3**. This included the following:

- Improve on-street bus stops located along Montague Expressway
- Provide high visibility crosswalks at the intersections along Great Mall Parkway and E. Capitol Avenue
- Provide pedestrian lighting and street trees/landscaping along the sidewalks, as well as improving the sidewalks along E. Capitol Avenue
- Provide high visibility bike lanes along Great Mall Parkway and E. Capitol Avenue
- Enhance the access space under the light rail structure at the intersections along Great Mall Parkway and E. Capitol Avenue
- Consolidated street furniture on the future TOD site
- Provide public art at the future TOD site
- Provide bikeshare at the future TOD site

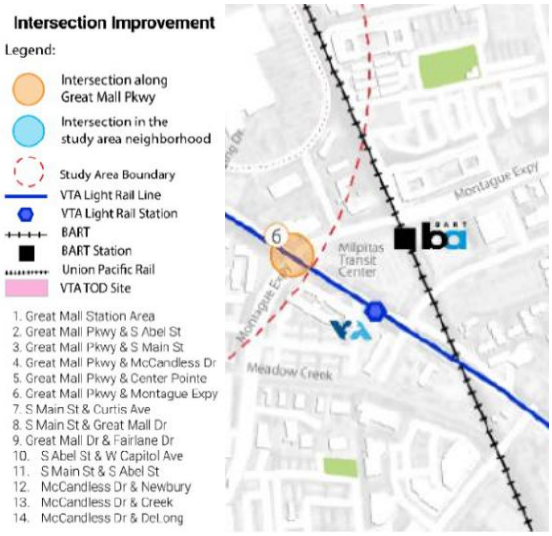
*Figure 3 - RELM Studio Station Improvement Recommendations*



## VTA's Great Mall Station Access Study

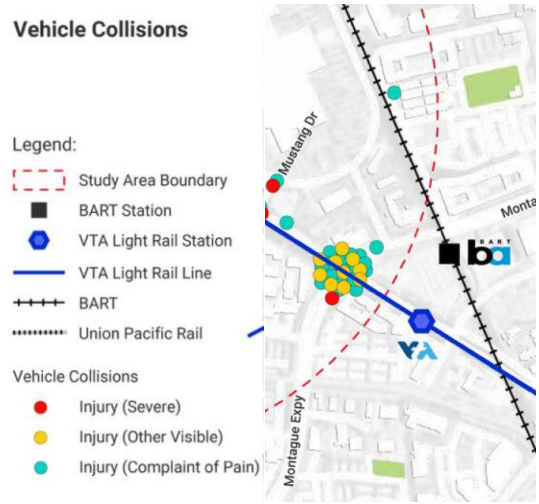
In 2025, VTA conducted a station access study for the Great Mall Light Rail station, which is just over 0.5 miles from the proposed TOD site. The study evaluated existing conditions and identified intersection improvements, including at the Great Mall Parkway and Montague Expressway intersection, as shown in **Figure 4**.

*Figure 4 - Great Mall Station Access Study Intersection Improvements*




The study documented historic collisions that occurred between 2020 and 2024, which included one collision that involved a bicycle and one collision that involved a pedestrian at the intersection of Great Mall Parkway and Montague Expressway, as well as multiple vehicle only collisions, as shown in **Figure 5**.

*Figure 5 - Vehicle Collision Data from 2020-2024*



The study recommended the following improvements at major intersections, which included the Montague Expressway and Great Mall Parkway/E. Capitol Avenue intersection:

- Increase the distance between the vehicle stop bar and the crosswalk to improve safety, and make crosswalk perpendicular to the road to reduce crossing distance
- Enhance lighting at the intersection and on the crosswalks to make crossing pedestrians more visible to vehicles
- Add pedestrian refuge islands for crossing Great Mall Parkway, potentially by extending median under the elevated track, and conduct a signal operation study to evaluate two-stage pedestrian crossing
- Fill in slip lanes and make vehicles turn at intersection, or narrower lanes and change angles so drivers must slow down, and add raised crosswalks across slip lanes
- Conduct a signal operation study to evaluate adding dedicated bike lanes and prohibit right turn on red

## BART's Focus Station Area Action Plan for Milpitas

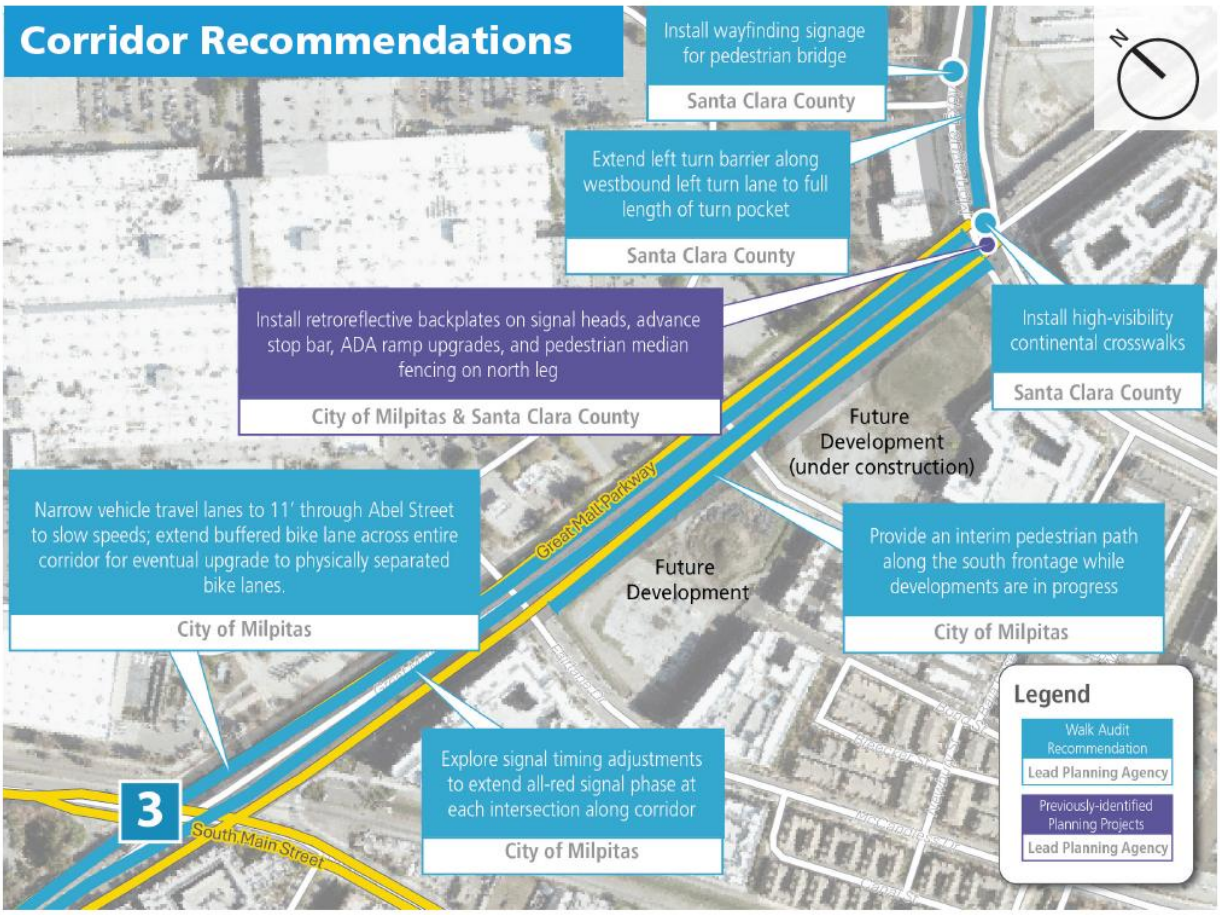
In 2025, BART developed action plans to improve safety on the roadways and corridors that connect to seven of its stations. The Milpitas Station was identified as one of the stations based on the crash history around the site and the plans for transit-oriented development.

The Plan identified that Great Mall Parkway, which is north of E. Capitol Avenue, is on the High Injury Network (HIN). The Plan identified some improvements at the Montague Expressway and Great Mall Parkway/E. Capitol Avenue intersection, which are shown in **Figure 6** and include:

- Install high-visibility continental crosswalks at the intersection
- Install retroreflective backplates on signal heads, advance stop bar, ADA ramp upgrades, and pedestrian median fencing on the north leg
- Extend the westbound left turn barrier along the full length of the turn pocket on Montague Expressway
- Install wayfinding signage for the existing pedestrian bridge across Montague Expressway

These improvements would improve safety by removing sever conflicts, reduce vehicle speeds, and increase attentiveness and awareness of roadway users. The plan estimates that these improvements would cost less than $500,000.

*Figure 6 - Focus Station Area Action Plan Corridor Recommendations*

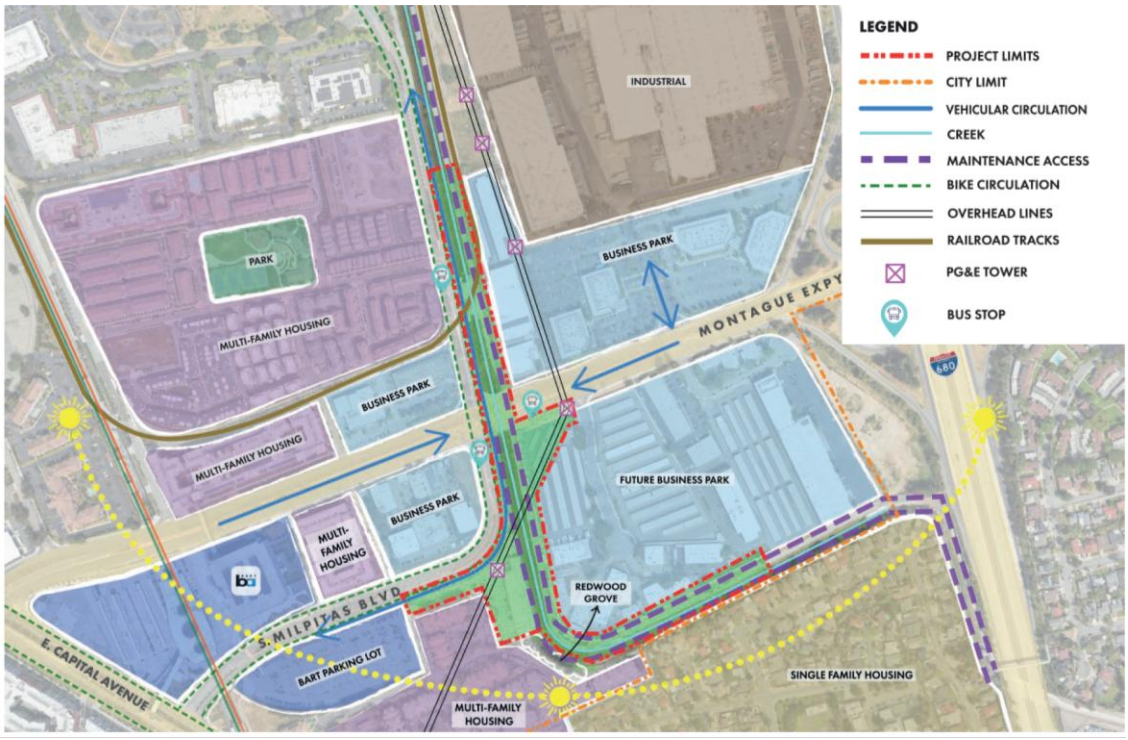


## City of Milpitas's 2026 Draft Innovation District Parks and Trails Master Plan

In 2025, the City of Milpitas began developing an Innovation District Parks and Trail Master Plan to enhance open space, improve connectivity, and support the area's evolution as a leading destination for jobs, housing, and recreation. After multiple rounds of community engagement, the City released a Final Draft of the report in April 2026. The report included a diagram of the parks and the surrounding uses, shown in **Figure 7**, and noted how the Milpitas BART station and VTA bus lines are nearby.

Based on the site configuration, access to the park from the west would be provided along E. Capitol Avenue and S Milpitas Boulevard, which are adjacent to the future TOD site. The report identifies those corridors as ones that would provide bicycle access since there are no bicycle facilities on Montague Expressway. As a result, any improvements made to bicycle facilities along those roadways to improve access to the future TOD site would also improve access to the future Innovation District Parks.

*Figure 7 - Innovation District Parks and Trails Site Analysis Diagram*



## Key Recommendations

The following recommendations were identified in each of the previous plans:

- **VTA's 2017 Kunde Property Circulation Analysis**
  - Recommendation to have the sites driveway located 300 feet from the E. Capitol Avenue and Montague Expressway to provide enough queueing space for the northbound right-turn lane
- **VTA's 2018 RELM Urban Design Analysis**
  - Improve on-street bus stops located along Montague Expressway
  - Provide high visibility crosswalks at the intersections along Great Mall Parkway and E. Capitol Avenue
  - Provide pedestrian lighting and street trees/landscaping along the sidewalks, as well as improving the sidewalks along E. Capitol Avenue
  - Provide high visibility bike lanes along Great Mall Parkway and E. Capitol Avenue
  - Enhance the access space under the light rail structure at the intersections along Great Mall Parkway and E. Capitol Avenue
  - Consolidated street furniture on the future TOD site
  - Provide public art at the future TOD site
  - Provide bikeshare at the future TOD site
- **VTA's 2025 Great Mall Station Access Study**
  - Improve the Montague Expressway and Great Mall Parkway/E. Capitol Avenue intersection in the following ways:
    - Increase the distance between the vehicle stop bar and the crosswalk to improve safety, and make crosswalk perpendicular to the road to reduce crossing distance
    - Enhance lighting at the intersection and on the crosswalks to make crossing pedestrians more visible to vehicles
    - Add pedestrian refuge islands for crossing Great Mall Parkway, potentially by extending median under the elevated track, and conduct a signal operation study to evaluate two-stage pedestrian crossing
    - Fill in slip lanes and make vehicles turn at intersection, or narrower lanes and change angles so drivers must slow down, and add raised crosswalks across slip lanes
    - Conduct a signal operation study to evaluate adding dedicated bike lanes and prohibit right turn on red
- **BART's 2025 Focus Station Area Action Plan for Milpitas**




  - Improve the Montague Expressway and Great Mall Parkway/E. Capitol Avenue intersection in the following ways:
    - Install high-visibility continental crosswalks at the intersection
    - Install retroreflective backplates on signal heads, advance stop bar, ADA ramp upgrades, and pedestrian median fencing on the north leg
    - Extend the westbound left turn barrier along the full length of the turn pocket
  - Install wayfinding signage for the existing pedestrian bridge across Montague Expressway
- **City of Milpitas's 2026 Draft Innovation District Parks and Trails Master Plan**
  - Improve bicycle access along E. Capitol Avenue and S. Milpitas Boulevard to provide connectivity to the future Innovation District park




# Appendix B: Community Outreach Summary

## Overview

The Santa Clara Valley Transportation Authority (VTA) is assessing the potential for Transit Oriented Development (TOD) of the vacant parcel adjacent to the Milpitas Transit Center, on the southeast corner of the intersection at Montague Expressway and Capitol Avenue.

VTA conducted a pop-up event on Saturday, June 6, 2026, at the Milpitas Transit Center to gather feedback from the community on their thoughts about the future TOD site and access and circulation around it.

Kimley-Horn developed two engagement boards, included in the end of this document, that asked for feedback on potential improvements around the future site and the types of multimodal amenities that would make it easier to access the transit center without a personal vehicle.

## Community Feedback

The community provided a variety of feedback at the outreach event.

### Specific Station Improvements

When asked about which specific improvements would make access better, **Table 1** summarizes the feedback received.

*Table 1 - Station Access Improvement Feedback*

| Station Access Improvements | Votes |
|---|---|
| **Pedestrian improvements at the E Capitol Ave. & S Milpitas Blvd Intersection** | 6 |
| **Pedestrian improvements at the Montague Expy & Great Mall Pkwy/E Capitol Ave. Intersection** | 4 |
| **Pedestrian improvements along Montague Expy** | 3 |
| **Wayfinding signage on the Montague Expy pedestrian overcrossing** | 3 |
| **Bicycle and pedestrian improvements along Great Mall Pkwy/E Capitol Ave.** | 3 |
| **Public art at the future TOD site** | 2 |
| **Wayfinding to the future Innovation District Parks** | 1 |

Pedestrian improvements at the E Capitol Avenue & S Milpitas Boulevard intersection received the most votes and would include high visibility crosswalks, pedestrian scaled lighting, wayfinding signage, and public art.

Pedestrian improvements at the Montague Expressway & Great Mall Parkway/E Capitol Avenue intersection received the second most votes and would include high visibility crosswalks and ADA curb ramps, removal of right-turn slip lanes, median refuges, pedestrian scaled lighting, wayfinding signage, and public art.

## Other Station Area Improvements

When asked what would make it easier to travel around the site, they shared the following ideas:

- **When walking or using a wheelchair**
  - Provide additional mid-block crossings of Montague Expressway
- **When biking or scootering**
  - Make improvements so that people feel safe to bike ride in the roadway considering the high volume of cars
- **When taking transit (bus/train)**
  - Improve the pavement on E Capitol Avenue
  - Consolidate the wayfinding in one central location at the Milpitas Transit Center
  - Extend the VTA Blue Line to the Milpitas BART Station
- **Other**
  - Consider providing a pocket park at the future TOD site rather than public art
  - Consider having an information officer at the transit center during business hours to answer questions and help them navigate

## Multimodal Amenities

When asked about what multimodal amenities would help people travel around the Milpitas Transit Center without a personal vehicle. **Table 2** summarizes the feedback received.

Wayfinding and signage and improved walking conditions were the improvement that people wanted to see most. A community member also shared that they would like VTA to provide its own bike share or scooter-share system if funding allows.




*Table 2 - Station Access Improvement Feedback*

| Station Access Improvements | Votes |
|---|---|
| **Improved Walking Conditions** | 5 |
| **Wayfinding and Signage** | 5 |
| **Bike Share** | 3 |
| **Car-Share** | 3 |
| **Improved Biking Conditions** | 2 |
| **Milpitas Transit Center's Bicycle Parking Station** | 2 |
| **Scooter-Share** | 1 |
| **Other** | 1 |

## Next Steps

The community feedback shared during the outreach event will be shared with the developer of the future TOD site and will be used to help inform access improvements.

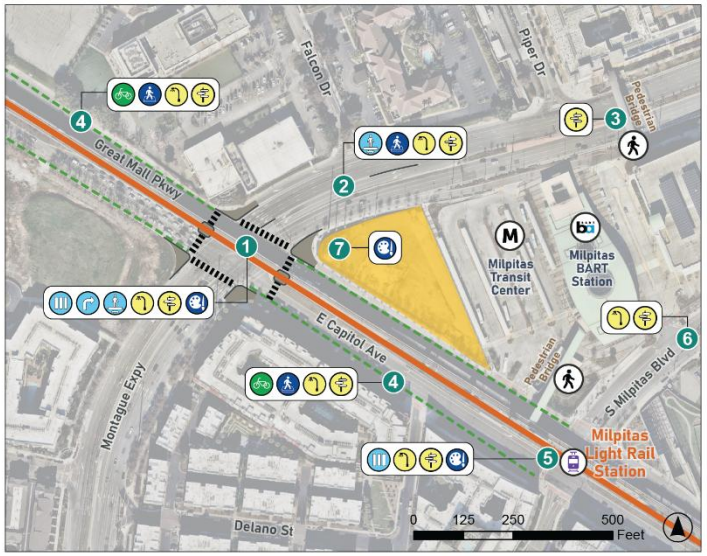
# Public Engagement Boards

*Board #1*

Santa Clara Valley Transportation Authority
MILPITAS TRANSIT CENTER ACCESS STUDY

## Recommended Station Access Improvements near the Future Transit-Oriented Development Site

Recent planning efforts identified multiple improvements at and around the future Transit-Oriented Development site, near Montague Expressway at E. Capitol Avenue, and are shown on the map below.

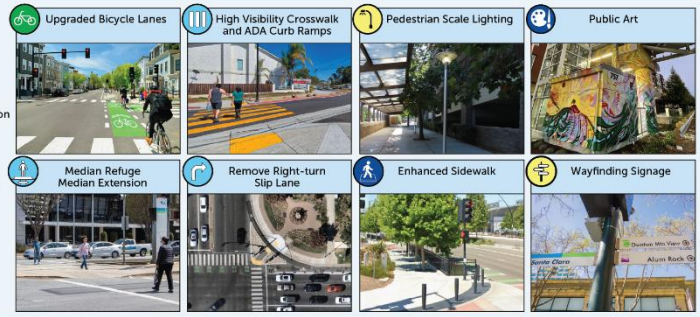



*Vote for one or more:*

| Station Access Improvements | Votes |
|---|---|
| 1 Pedestrian improvements at the Montague Expy & Great Mall Pkwy/E Capitol Ave. Intersection | |
| 2 Pedestrian improvements along Montague Expy | |
| 3 Wayfinding signage on the Montague Expy pedestrian overcrossing | |
| 4 Bicycle and pedestrian improvements along Great Mall Pkwy/E Capitol Ave. | |
| 5 Pedestrian improvements at the E Capitol Ave. & S Milpitas Blvd Intersection | |
| 6 Wayfinding to the future Innovation District Parks | |
| 7 Public art at the future TOD site | |

**LEGEND:**

- Milpitas BART Station
- Milpitas Transit Center
- Pedestrian Bridge
- Milpitas Light Rail Station
- Light Rail Alignment
- Milpitas TOD Site
- Bicycle Improvements




### What else would make it easier to travel around the site?

*Please add a comment:*

| When walking or using a wheelchair | When biking or scootering | When taking transit (bus/train) | Other |
|---|---|---|---|
| | | | |




*Board #2*

Santa Clara Valley Transportation Authority

**MILPITAS TRANSIT CENTER ACCESS STUDY**
**MILPITAS TRANSIT CENTER 交通便利性研究**
**NGHIÊN CỨU CẢI TẠO LỐI RA VÀO MILPITAS TRANSIT CENTER**




## What multimodal amenities would help you travel around the Milpitas Transit Center area without a personal vehicle?

✔ *Vote for one or more:*

## 在 Milpitas Transit Center 附近，哪些多式聯運設施可助您在不開私家車的情況下出遊?

✔ 請投選一項或以上。

## Còn những tiện ích đa phương thức nào khác có thể giúp quý vị di chuyển quanh khu vực Milpitas Transit Center thuận tiện hơn mà không cần sử dụng phương tiện cá nhân?

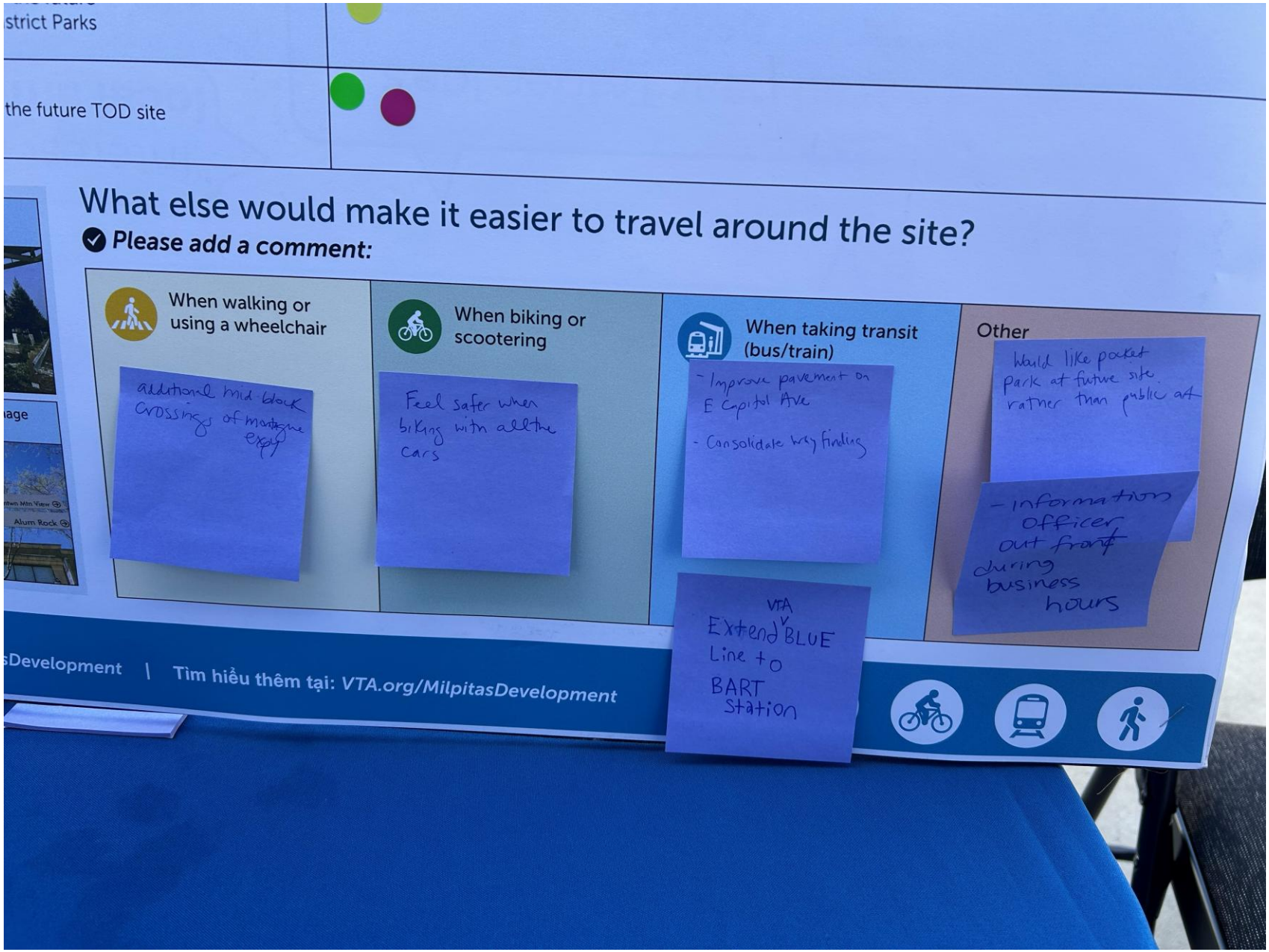
✔ *Bình chọn một hoặc nhiều mục.*

| Bike-Share<br>共享腳踏車<br>Xe Đạp Dùng Chung | Wayfinding and Signage<br>指示牌和標識<br>Biển Báo và Biển Chỉ Đường | Scooter-Share<br>共享輕型機車<br>Scooter Dùng Chung | Car-Share<br>共享汽車<br>Xe Hơi Dùng Chung |
|---|---|---|---|
|  |  |  |  |
| | | | |
| **Improved Walking Conditions**<br>改善步行環境<br>**Cải Tạo Điều Kiện Đi Bộ** | **Improved Biking Conditions**<br>改善腳踏車騎乘環境<br>**Cải Tạo Điều Kiện Đạp Xe** | **Milpitas Transit Center's Bicycle Parking Station**<br>**Milpitas Transit Center內的腳踏車停車站**<br>**Tòa nhà đỗ xe đạp tại Milpitas Transit Center** | **Other**<br>**其他**<br>**Khác** |
|  |  |  | |
| | | | |

*Board #1 after outreach events*



*Board #1 open response comments*



*Board #2 after outreach events*

