

City Council

Carmen Montano, Mayor
Garry Barbadillo, Vice Mayor
Evelyn Chua, Councilmember
Hon Lien, Councilmember
William Lam, Councilmember

Members of Subcommittee

Carmen Montano, Member
William Lam, Member



**City Council Transportation Subcommittee
Committee Conference Room
455 East Calaveras Blvd.
Milpitas, CA 95035
Wednesday, March 18th, 2026
4:00 PM**

1. **Call to Order /Roll Call / Pledge of Allegiance**
2. **Approval of Agenda:** March 18, 2026
3. **Approval of Minutes:** November 19, 2025
4. **Public Forum**
Members of the audience are invited to address the Subcommittee on any subject not on the agenda. Speakers must state their name and address for the record and limit their remarks to under three minutes. As an unagendized item, no response is required of City staff or the Subcommittee; however, the Subcommittee may agendize the item for a future meeting.
5. **Business Items (Review and Discuss Transportation Related Topics)**
 - a. *Safe Trips to BART: An Action Plan for Safer Roadways*
 - b. *SMART Program Update*
6. **Other Topics**
7. **Next Proposed Meeting Date: TBD**
8. **Adjournment**

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 and City agencies 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.

Materials related to an item on this agenda submitted to the subcommittee after initial distribution of the agenda packet are available for public inspection on the City website. The subcommittee agendas and related materials can be viewed online at: https://milpitasca.portal.civicclerk.com/?category_id=43 (select meeting date).

For more information on your rights under the Open Government Ordinance or to report a violation of the ordinance, contact the City Attorney's office at Milpitas City Hall, 455 E. Calaveras Blvd., Milpitas, CA 95035
e-mail: ccreech@milpitas.gov/ Phone: 408-586-3041

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.milpitas.gov by selecting from Online Services the link to Milpitas Municipal Code link.

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**City Council Transportation Subcommittee
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455 East Calaveras Blvd.
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**Wednesday, November 19th, 2025
4:00 PM**

1. Call to Order /Roll Call / Pledge of Allegiance

2. Approval of Agenda: November 19, 2025

Approved by Mayor Montano and seconded by Councilmember Lam.

3. Approval of Minutes: March 27, 2025

Approved by Mayor Montano and seconded by Councilmember Lam.

4. Public Forum

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None

5. Business Items (Review and Discuss Transportation Related Topics)

a. Capital Improvement (CIP) Project Update

Reviewed 2025 accomplishments and future CIP projects.

- Resurfacing projects at Dixon Rd, Marylinn Dr, and East Calaveras Blvd. at Park Victoria Dr.
- Strickroth park path restoration.
- Edsel Dr/Roswell Dr. intersection safety improvements.
- Hammond Way street light project.

Reviewed 2026 upcoming CIP projects.

- Street Resurfacing Project 2025: Great Mall Parkway – Phase 2 and Dempsey Rd.

- Street Resurfacing 2026 Yellowstone area
- b. Transportation Grants Update
- Safe Streets & Roads for All (SS4A)
 - House Appropriation Committee Bill Earmark
 - Highway Safety Improvement Program (HSIP). Mayor inquired about signal timing at the intersection on McCandless.
- c. Escuela Parkway Congestion Study
- Existing conditions
 - Traffic congestion concerns
 - Mitigations. Mayor inquired about a designated drop-off area for SMART vehicles which are serving as a de facto shuttle service.
 - Next steps

6. Other Topics

- Mayor inquired about adding Calaveras to bridge signage at McCarthy.
- Councilmember Lam requested map for BART station. Discussion regarding circulation issues and possibility of adding signage.

7. Next Proposed Meeting Date: TBD

8. Adjournment

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Safe Trips to BART: An Action Plan for Safer Roadways

February 24, 2026

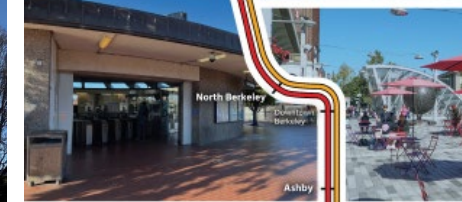
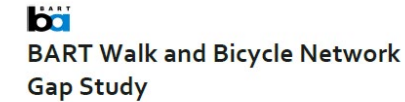
VTA Capital Improvement Program Working Group



TWO TIMES MORE
LIFE-ALTERING
ROADWAY CRASHES

Rider Safety Accessing BART Stations

- BART cares deeply about safe rider access
 - Capital Projects
 - Ashby bicycle access project (2024)
 - MacArthur 40th Street underpass (in progress)
 - Programs
 - Safe Routes to BART grant program (Since 2020)
 - Plans and Guidance
 - Berkeley-El Cerrito Corridor Access Plan (2023)
 - Walk and Bicycle Network Gap Study (2020)
 - North Concord to Antioch Access Study (2018)
 - Multimodal Access Design Guidelines (2017)

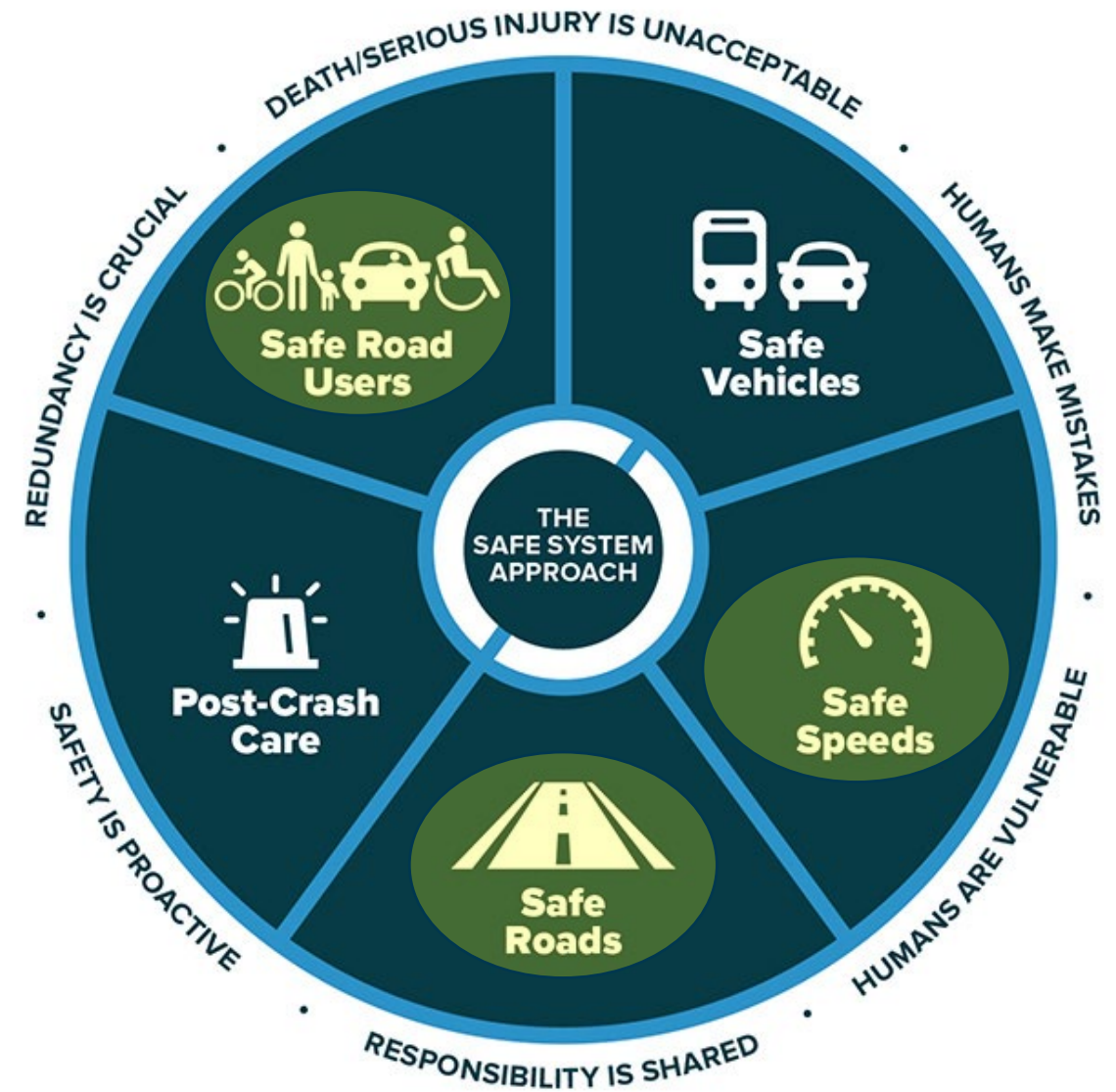


Berkeley-El Cerrito Corridor Access Plan
February 2023



Project Overview

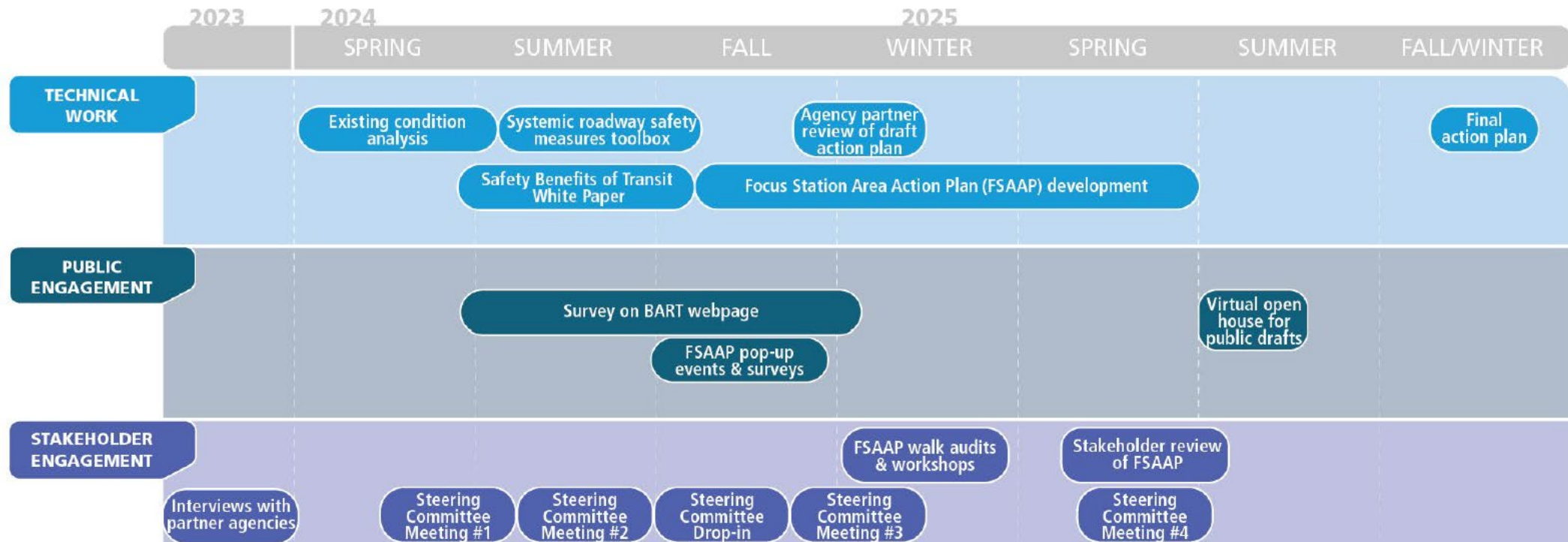
- Funded by USDOT's Safe Streets and Roads for All (SS4A) Planning Grant
- Guided by BART Station Access Policy
 - Safer, healthier, greener
 - Ensure safe access for all users of the BART system...
 - Better experience
 - Collaborate with local jurisdictions to improve station access...
- Focus on improving traffic safety using Safe System Approach



Source: FHWA.

Project Overview

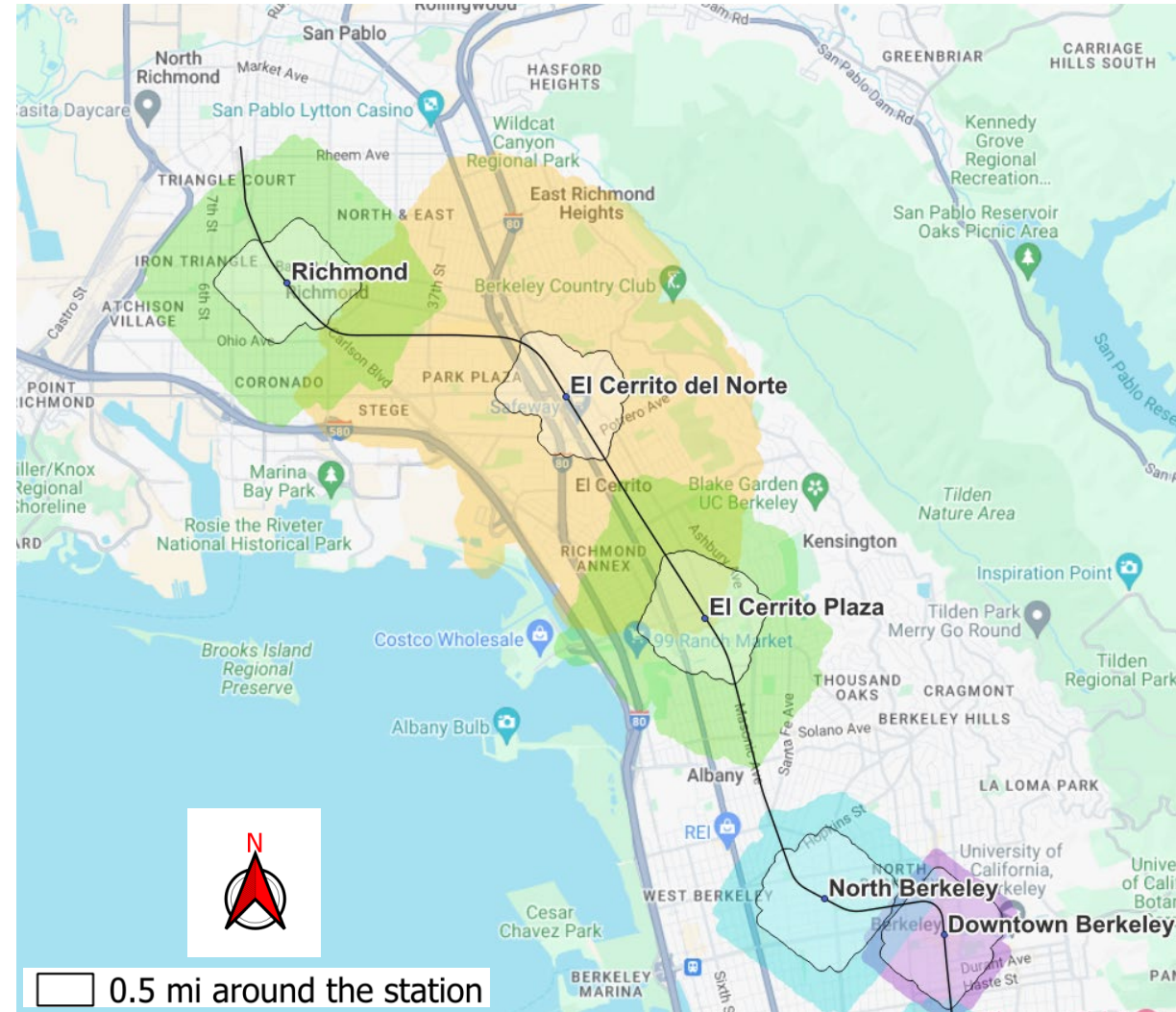
- Where are fatal and serious injury roadway crashes concentrated and why?
- What are our partner agencies doing to improve roadway safety on public streets and what other measures could they consider?
- Could improving BART service levels lead to better roadway safety?



Existing Conditions Analysis

- Define Station Study Areas
 - Non-airport stations
 - Access to BART on local public streets
 - Average travel distance for walking and driving by station access type

BART's Station Access Type	Auto Mode Share	Average Travel Distance (miles)
Urban	Less	0.66
Urban with parking	↕	0.81
Balanced intermodal		1.16
Intermodal - Auto reliant		1.96
Auto dependent	More	1.96



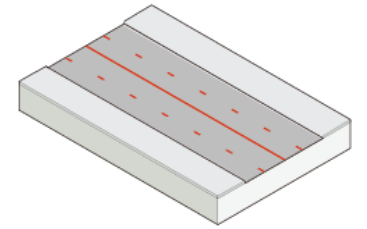
Existing Conditions Analysis

KSI Crashes on Public Streets in BART-served Counties

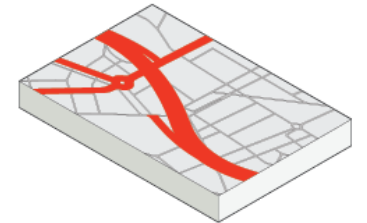
A KSI crash is a collision that resulted in at least one person being killed or seriously injured

	BART Station Study Areas	
	In	Out
Public roadway miles	14% (2,801)	86% (17,928)
KSI crashes	24% (1,873)	76% (5,929)
KSI crashes per 100 miles of roadway	67	33

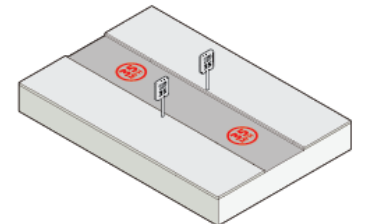
Roadway Characteristics



4+ Lanes



Arterial Roadways



Speed > 35mph

BART-served counties are Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara
Crash data for years 2019 to 2023 from the Transportation Injury Mapping System (TIMS), *Safe Transportation Research and Education Center, University of California, Berkeley.*

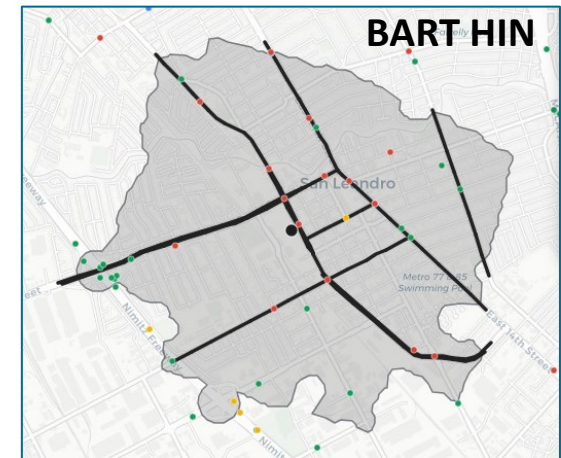
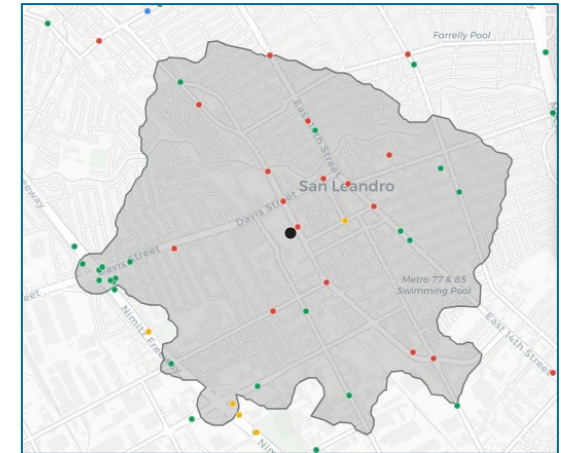
Existing Conditions Analysis

Crashes on Public Streets in BART Station Study Area

A High Injury Network (HIN) is a tool to identify the most collisions on the least amount of roadway miles

	BART High Injury Network	
	In	Out
Public roadway Miles	18% (508)	82% (2,293)
KSI crashes	76% (1,416)	24% (457)
KSI crashes per 100 miles of roadway	279	20

Example



Crash data for years 2019 to 2023 from the Transportation Injury Mapping System (TIMS), *Safe Transportation Research and Education Center, University of California, Berkeley.*

Toolbox of Roadway Safety Measures

High
impact



Low
impact

Tier 1:
Remove severe conflicts

Tier 2:
Reduce vehicle speeds

Tier 3:
Manage conflicts in time

Tier 4:
Increase attentiveness and awareness

EXAMPLES



Source: NCHRP

Protected intersections



Source: NCHRP

Curb extensions



Source: NCHRP

Pedestrian hybrid beacons



Source: NCHRP

Rectangular rapid flashing beacons

Focus Station Area Action Plans

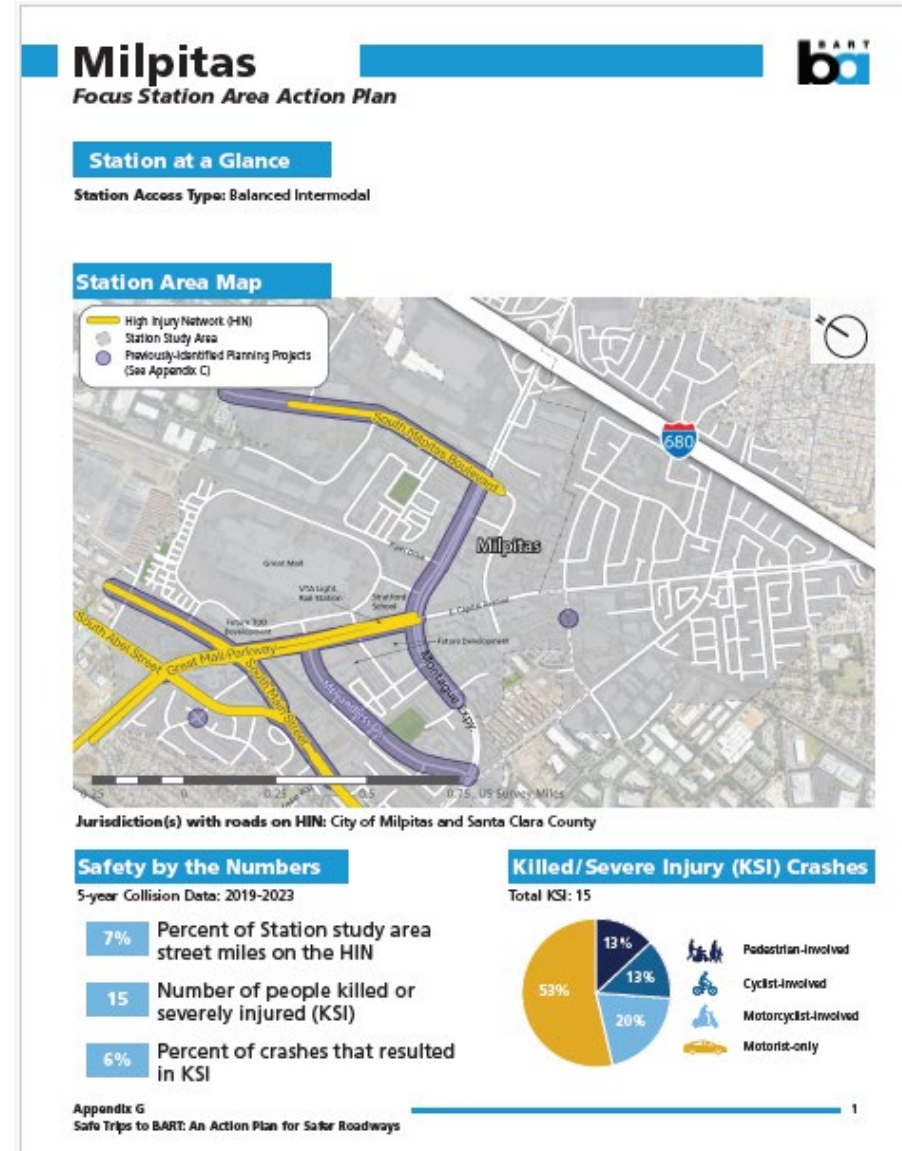
- Seven FSAAPs

- Balboa Park
- Coliseum
- Colma
- Concord
- Hayward
- Milpitas
- Richmond

- Demonstrates using the Plan

- FSAAP elements

- Identifies safety measures, implementing agencies
- Calculates planning-level cost estimates
- Specifies safety benefits
- Captures key information, planned projects



Focus Station Area Action Plans

Milpitas Focus Station Area Action Plan

Key Corridors and Intersections

- High Injury Network (HIN)
- Station Study Area
- Walk Audit Corridor Recommendations
- Walk Audit Intersection Recommendations

Jurisdiction(s) with roads on HIN: City of Milpitas and Santa Clara County

- 1 Montague Expressway & Piper Drive to Great Mall Parkway & Main Street
- 2 Main Street and Abel Street from Great Mall Parkway to Cedar Way
- 3 Great Mall Parkway & Main Street
- 4 Great Mall Parkway & Abel Street

Appendix G
Safe Trips to BART: An Action Plan for Safer Roadways

Milpitas Focus Station Area Action Plan

3 Great Mall Parkway & Main Street

Intersection Context

- Great Mall Parkway is a six-lane arterial that intersects Main Street, a five-lane collector, near the Great Mall and the Great Mall VTA light rail station. The intersection has high volumes of vehicle traffic accessing Great Mall, I-880, and nearby businesses and residences.
- This intersection is complicated by a Union Pacific Rail line that runs parallel to Main Street, creating additional crossings for pedestrians trying to access the Great Mall or the light rail station. Pedestrians on the southwest corner have to cross traffic four times to access the light rail station located above the center median.

Intersection Recommendations

Intersection Recommendations

- Update pedestrian signal to show "Walk" sign when left turn signal is red; extend all-red signal for each phase
City of Milpitas
- Study options to provide direct pedestrian path of travel to improve safety and access; coordination with Union Pacific will be required
City of Milpitas

Safety Benefits

FHWA Tier 1 Safety Countermeasures to Remove Severe Conflicts:

- Closing the slip lane requires vehicles to stop at red lights.
- Simplifying the pedestrian crossing options increases the likelihood that pedestrians will cross where they are most visible to drivers and may reduce overall crossing distance.

FHWA Tier 2 Safety Countermeasures to Reduce Vehicle Speeds:

- Closing the slip lane reduces the turn radius and encourages vehicles to make slower turns.

FHWA Tier 3 Safety Countermeasures to Manage Conflicts in Time:

- Allowing pedestrians to cross when the left turn signal is red will increase the likelihood that pedestrians wait to cross at a safe opportunity.
- Increasing the all-red signal phase, as recommended along Great Mall Parkway, can reduce collision likelihood by allowing more time for vehicles to clear the intersection.

Estimated Capital Cost

\$10,000
In US Dollars 2025

Appendix G
Safe Trips to BART: An Action Plan for Safer Roadways

BART Service Levels and Roadway Safety

- Could improving BART service levels lead to better roadway safety?
 - A scenario
 - An agency reallocates roadway space designed to accommodate peak hour traffic to prioritize safety
 - Some peak-hour motorists shift to BART
- Right-sizing roadways could happen now
 - Candidates
 - Non-freeway roadways parallel to the BART system
 - 4+ through lanes & 20,000 or fewer vehicles per day
 - Linear miles: 307
 - KSI crashes avoided annually: 127



Source: Strong Towns

Information and Questions

- Questions?
- Website: www.bart.gov/safetrips
- Kamala Parks, Project Manager: kparks2@bart.gov
- Seung-Yen Hong, Deputy Project Manager: seung-yen.hong@bart.gov



Milpitas SMART

City Council Transportation Subcommittee

March 17, 2026

Presentation Outline

VTA's 2016 Measure B Grant Program

Project Overview

Service Parameters & Operations

Ridership & Cost Estimates

Project Schedule & Next Steps

Comments & Questions



VTA's 2016 Measure B Grant Program

- **30-year, half-cent countywide sales tax** to enhance transit, highways, expressways, & active transportation
- **Transit Operations Program – Innovative Transit Service Models**
- **December 7th, 2020:** Staff submitted application to VTA (collaboration between CMO, Engineering, & Planning)
- **March 4th, 2021:** VTA Board approved recommended projects
 - Grant award: \$1,084,732 (full amount requested)
 - Timeline: 18 months
 - Milpitas OnDemand received highest score in the competitive grant program
- **February 24, 2025:** Staff submitted another application to VTA
- **September 4, 2025:** VTA Board approved recommended projects

The Pillars of Microtransit

—
Focusing on any one of the pillars comes with tradeoffs in the other pillars.

The objectives and constraints you have for your microtransit project dictate the focus areas.



Coverage

Geographic Span

Trip Generators

Population &
Demographics



Convenience

Wait Times &
Trip Frequency

Reliability &
Supportable Ridership

Walking Distance

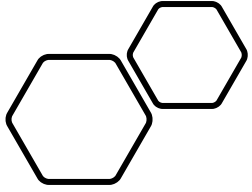


Cost

Vehicle Count

Cost Per Ride

Annual Operating
Cost



Project Goals

What?

Innovative first/last-mile solution

Support & complement existing transit (BART & VTA)

Who?

Milpitas residents, employees, & visitors

Vulnerable & disadvantaged populations (youth, elderly, low-income, & disabled)

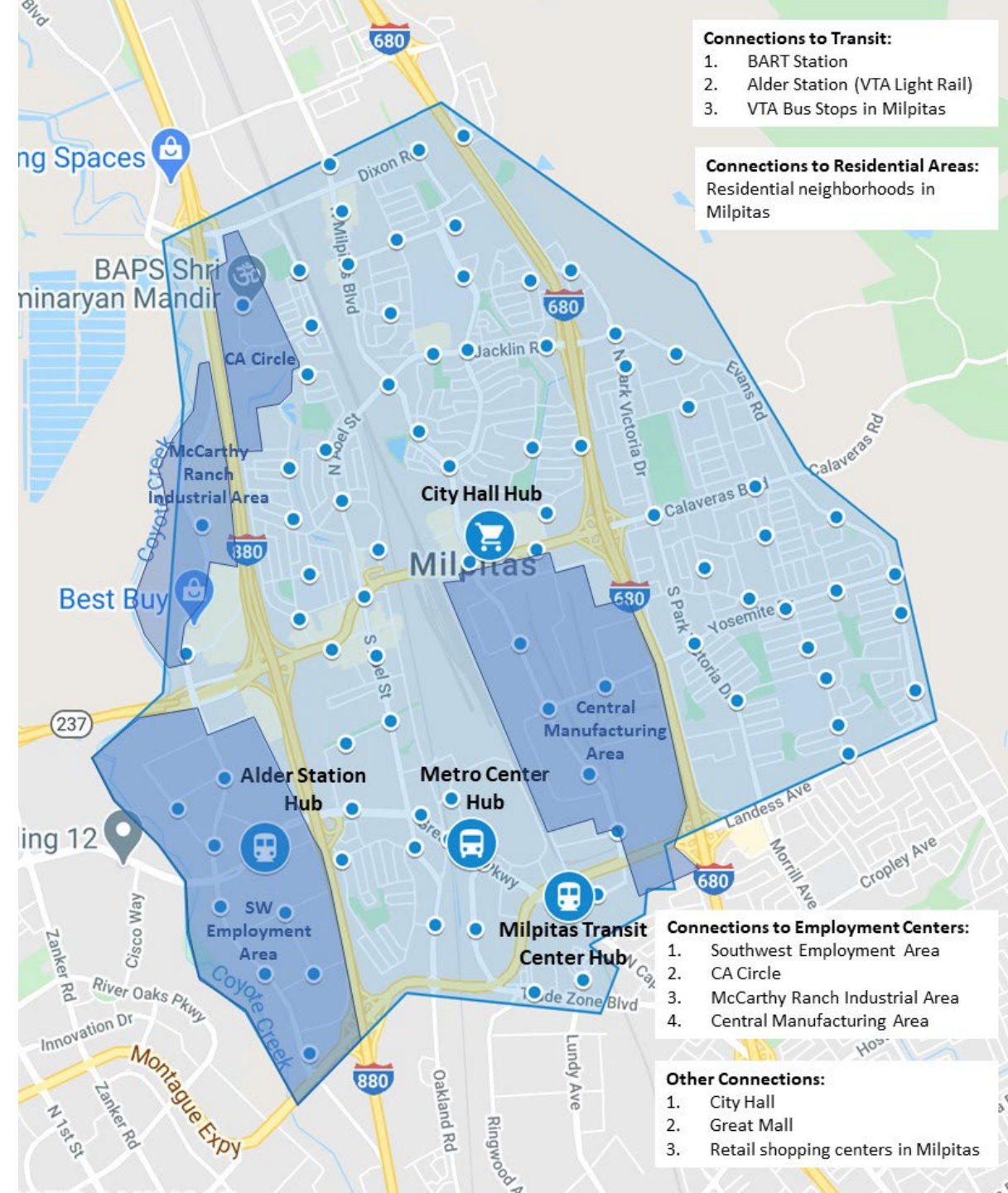
Why?

Flexible, convenient transportation option

Balanced, multimodal transportation network

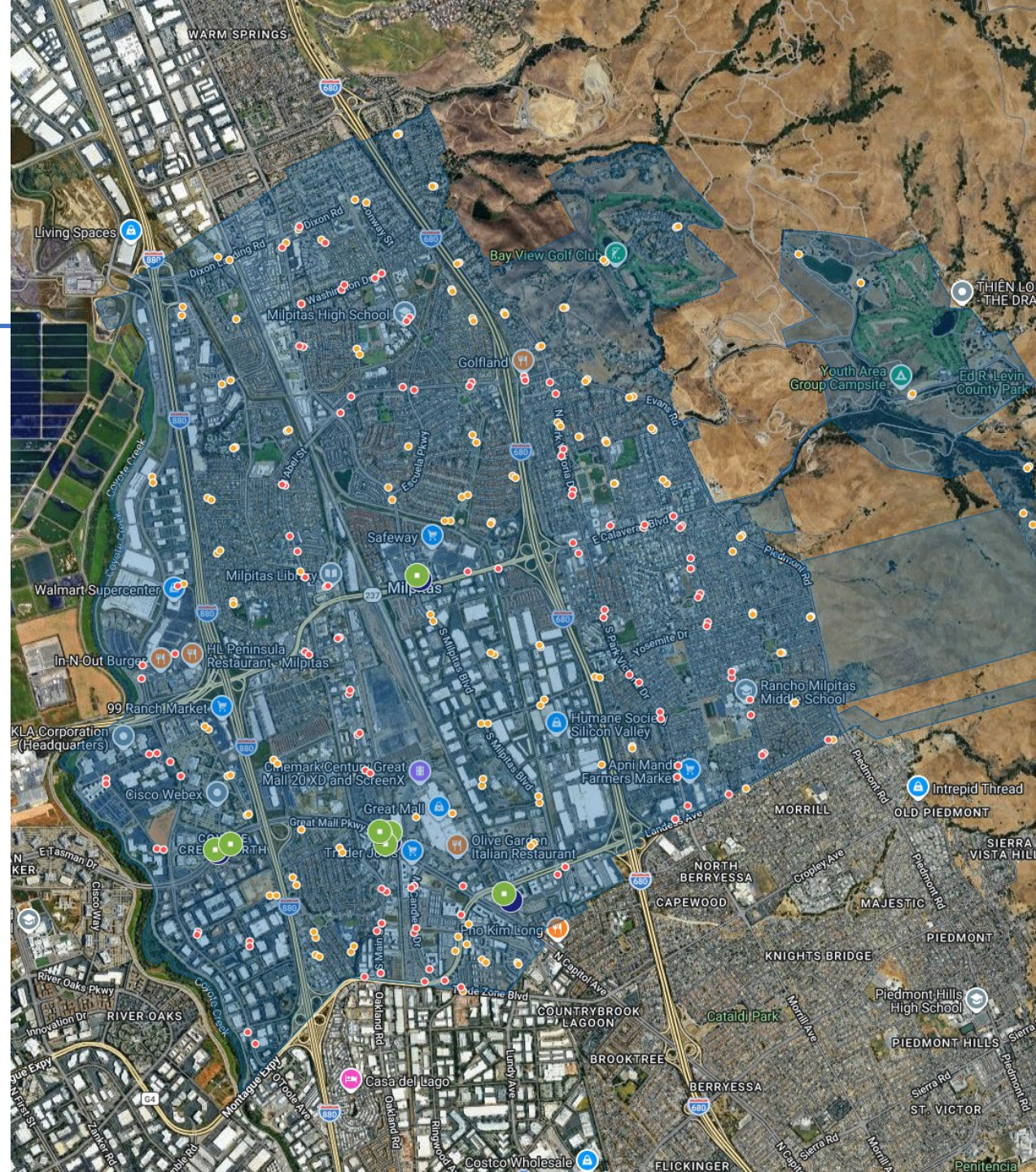
Service Parameters & Operations - Old

- Hub & Spoke -> Point-to-Point
- First/last-mile to/from 4 Hubs
 - Alder Station
 - Metro Center
 - Milpitas Transit Center
 - City Hall
- One-year pilot program (but extended, Sept. 2022 to Oct. 2025)



Service Parameters & Operations – New

- Point-to-Point service model
- Upgrades
 - Autonomous vehicles
 - Multimodal trip planning
 - AI agent
- 18-month program



Service Parameters & Operations

- 7 minivans (ADA access and bike racks)
- 6am-9pm Monday-Friday and 7am-7pm on Saturday
- 10-15 min. wait times
- \$2.50 fare collection (\$1 for youth, low-income, & disabled)



Accomplishments & Milestones

- American Public Transportation Association award: Best Marketing and Communications to Increase Ridership or Sales (Comprehensive Campaign)
- 100,000th rider



Congratulations!

SMART
100,000TH
ONE HUNDRED THOUSANDTH
RIDER

KULPRIT KAUR

100 FREE RIDES
+ EXCLUSIVE MILPITAS
SMART MERCHANDISE

BOOK A RIDE
TODAY!



Ridership

Average Daily Ridership (January 2026): 225 passengers

Annual Ridership – 2023	22,711
Annual Ridership – 2024	47,636
Annual Ridership – 2025	67,116
Transit-dependent population share	70%
Average Ride Rating	4.87

Comments & Questions?

Jay Lee, AICP

jlee2@ci.milpitas.ca.gov