

Transit Area Traffic Analysis

From: Rob Means <rob.means@electric-bikes.com>

To: Karina Dominguez <kdominguez@ci.milpitas.ca.gov>

Cc: Karina Dominguez <karinadominguez82@gmail.com>, Steve Chan <schan@ci.milpitas.ca.gov>

Subject: Transit Area Traffic Analysis

Date: Sat, 18 May 2019 12:00:03 -0700

Council member Dominguez,

During our May 3 conversation, I agreed to 1) provide [links to PRT videos](#), 2) answer the question "Where will the funding come from?", and 3) gather some numbers to attempt a trend analysis of traffic in the Transit Area. You also suggested that June 7 and June 21 could be opportunities to talk further. If after reading my May 3 email and this one, you still want to meet and discuss, please provide me a time and place. If, however, you are satisfied that a \$60M transit project as described in the MOU is good for Milpitas, just let me know you are supportive so this can come before Council sooner rather than later because our Climate Crisis is not waiting.

Finding specific data to prepare a traffic analysis was more difficult than expected. However, Traffic Engineer Steve Chan provided a quick overview by noting that, based on "recent sample traffic data collection for the region, we are experiencing approximately 3% annual growth in traffic volume on our roadways." Over the past 10 years, that 30% increase in traffic correlates well with the 30% increase in Valley jobs (supported by mere 4% growth in housing). That relationship between increased jobs and traffic congestion appears to be borne out by the data points I did uncover from various official documents.

Steve Chan also noted that "VTA anticipates vehicle traffic patterns around the Milpitas BART station to change once passenger service begins, and the city has a proposed traffic study project in future Capital Improvement Program to assess these traffic changes." VTA's estimated [12,000 daily transit passengers](#) (projected to rise to [20,000 in 2030](#)) is a 20% increase from today's estimated 60,000 vehicles per day on Montague Expressway. Only [1650 parking spots](#) will be available for the estimated 4000 daily passengers arriving by private motor vehicles (7200 are expected to arrive/depart by bus).

Those are the big-picture trends: 1) more jobs = more traffic and congestion, and 2) opening BART transit hub = more traffic and congestion. Following are some details on Level of service (LOS) measures, Housing growth and impacts, and capital projects (CIP) that are planned to mitigate the congestion in the Transit Area.

Level of Service (LOS)

Level of Service (LOS) measures the interrelationship between travel demand (volume) and supply (capacity) of a transportation corridor. LOS is categorized into six levels, A through F, with LOS A representing ideal conditions or no congestion and LOS F representing very poor conditions or significantly congested flow. Roadways at LOS F are considered deficient and do not meet Congestion Management Program (CMP) standards.

The [Comprehensive County Expressway Planning Study 2008 UPDATE](#) (issued by the County Of Santa Clara Roads and Airports Department in March of 2009) shows the LOS of expressway intersections (Figure 3 on page 18). **Montague Expressway intersections** at Milpitas Blvd., Great Mall Pkwy., Trade Zone and Main Street **were all at LOS F in 2001-2002**; in 2006-2007 the Great Mall Pkwy. intersection improved to LOS E. The Study goes on to say "The improved conditions are due to the ... loss of jobs in Santa Clara County [which] led to lighter traffic demand throughout the County."

The City of Milpitas [traffic volume map](#) (2000 – 2007) shows that, in **2004**, the volume along Montague Expressway (between Pecten Ct. and Capitol Ave) was **47,330 vehicles per day**.

According to the [DRAFT ENVIRONMENTAL IMPACT REPORT](#) dated December **2009**, "Montague Expressway carries **between 47,000 and 68,200 ADT** [average daily traffic] between I-680 and I-880. This facility carries 76,800 ADT west of McCarthy Boulevard. Montague Expressway carries the most traffic of any Santa Clara County (County) expressway and is the most congested during the commuter peak periods.

Page 3-3 of the [Milpitas General Plan](#) (citing the 2009 American Community Survey) shows that 1.6% of Milpitas residents **travel to work** by public transportation, about 2 percent of Milpitas residents walk, 3% worked from home, about 3% use another means of transportation (which is assumed to be cycling), and the remaining **90.5% used motor vehicles**. These percentages have remained relatively constant over the past decade despite investments in public transit, and match the [6% of BART station patrons](#) expected to access the station by walking or cycling.

An [October 2012 letter](#) includes this: "The volume along Montague Expressway is **55,000 vehicles per day** and the volume on Capitol Avenue is 10,000 vehicles per day." While the City of Milpitas does not provide future traffic projections, "the San Francisco Bay Area 2009 Regional Transportation Plan, Vision 2035 Analysis, Data Summary (Planning Section, Metropolitan Transportation Commission, November 2007) shows that the AM Peak Hour vehicle miles traveled in Santa Clara County are projected to increase 45.6% between 2006 and 2035 in Table F.9. This equates to a 1.35% per year average growth rate. This value provides a reasonable estimate of the future growth of traffic volumes on the roadways in the County. Applying this factor to the existing 2012 traffic volumes provided by the City of Milpitas results in an estimate of the 2035 traffic volumes. The volume on Montague Avenue is projected to be 74,100 vehicles per day and the volume on Capitol Avenue is projected to be 13,500 vehicles per day."

A [Memorandum dated March 21, 2013](#) stated that the intersection of Trade Zone Boulevard/Montague Expressway operates poorly at LOS F during both the AM peak hour and the PM peak hour.

[Projected PM Peak Hour Level of Service 2035](#) (Appendix A of the General Plan) expects LOS F at all intersections from Milpitas Blvd to the western City limit.

The [Expressway 2040 Study](#) (released in 2014) predicted that Montague Expressway would be at LOS F from I-680 to the Milpitas City limit (and onward past Hwy. 101) in the year 2025 without widening, but only from I-880 eastward with widening. As we can see in 2019, even with most of the widening completed, we still have LOS F service from I-680 eastward. **So, like Global Warming, the experts under-predicted how quickly things would get worse.**

[VTP 2040 The Long-Range Transportation Plan for Santa Clara County \(2014\)](#) predicts that over "the next 30 years, increased travel demand will continue to place a heavy burden on our existing roadway and transit systems. ... But **with limited room for expansion, the option for increasing roadway capacity to accommodate more trips and relieve congestion is reaching its practical limit, ...**" The Plan outlines solutions that seemingly predict the possibility of PRT: "We also need to embrace technology that enhances the appeal of multi-modal options, and "green" technologies that will allow us to travel by more energy efficient and environmentally friendly means. This means we must be open to and aware of current and evolving technologies that have potential to change the paradigm. ... We must interconnect our systems so that pedestrian, bike, transit, and roadway travel are linked as seamlessly as possible."

In April, 2019, the SVO (Silicon Valley Organization) issued these transportation statistics:

- In the past decade alone, commuter times have increased by 20% which equates to 50 minutes weekly or 43 hours annually
- In 2017 alone, 6.5% of local employees, roughly 95,000 people, spent more than three hours commuting to and from work on a daily basis
- Traffic delays cost \$2.7 billion in annual loss in productivity

CAPITAL IMPROVEMENT PROGRAM (CIP)

2019-24 Capital Improvement Program (CIP) includes various expenses to mitigate congestion in the Transit Area:

- A \$200K [Feasibility of POCs at VTA Light Rail Platforms](#) (page 95/129) will study the possibility of constructing pedestrian overcrossings (POC's) at Valley Transportation Authority (VTA) Light Rail Platforms over eastbound lanes of Great Mall Parkway near South Main Street and at E. Capital Avenue. Currently, POCs for the platforms only extend over the westbound lanes.
- The \$400K [Citywide Traffic Modeling project](#) planned for 2019/2020 (page 92/126) will assess motor vehicle traffic LOS at key roadway corridors and intersections to evaluate potential roadway improvements.
- A \$1.8M project is building a pedestrian bridge over Lower Penitencia Creek in 2019/2020 (page 45/79).
- A \$3.3M project is building 2 linear trails in 2019/2020 (page 51/85).
- The **\$9.4M** project to build a [vehicular bridge over Penitencia Creek](#) (page 97/131) at the end of S. Milpitas Blvd. will provide vehicular, bicycle and pedestrian connectivity between TASP developments, Milpitas BART station, and the Great Mall.
- The POC (pedestrian over-crossing) over Montague Expressway at Penitencia Creek (page 102/136) is projected to cost **\$15M**. (Past estimated costs were \$9M in the 2016/2021 CIP, \$14M in 2017/2022, and \$14M in 2018/2023.)
- The POC over Montague Expressway at Piper Drive (page 77/111) is projected to cost the City only \$6M. However, current cost estimates mentioned by VTA during their May 7 presentation to City Council include VTA and other agencies spending \$13.3M and Milpitas spending \$3.4M for a total of **\$16.7M**. (Past estimated costs were \$9M in the 2016/2021 CIP, \$14.4M in 2017/2022, and \$10.7M in 2018/2023.)
- A new **\$20M** project, [Montague Expressway Widening – West](#), (page 96/130) will widen Montague Expressway to four lanes in each direction and provide streetscape improvements from Great Mall Parkway to South Main Street. The project is planned for 2023/2024 as a follow-on to the \$8.6M widening of Montague Expressway from Pecten Court to UPRR rails which was completed in 2019. (However, even with this widening, Montague Expressway

shrinks down to 3 lanes again from Main Street/Oakland Road over I-880 to McCarthy Blvd. where it widens to 4 lanes in each direction again.)

HOUSING

The increase in housing units in the Transit Area is increasing vehicles both in the area generally and on Montague Expressway specifically.

The [DRAFT ENVIRONMENTAL IMPACT REPORT](#) dated December 2009 anticipates that, between the TASP and Midtown Specific Plan, around 8,000 housing units are projected to occur in the next 20 years which works out to a projected population growth of 18,400 to 20,000 (depending upon a factor of 2.3 or 2.5 people per unit). That estimate approximates the projected 17,914 in the [Milpitas Transit Area Specific Plan](#) (TASP), as amended December 2011 (Chapter 3, page 3-32). Specifically projected population are:

- Piper Montague – 3,711
- BART Station Area – 2,585
- Montague/Trade Zone – 5,713
- McCandless/Centre Point – 5,905

"The Transit Area Specific Plan buildout would likely result in the development of between 6,440 and 9,350 residential units, all of which will be in multi-family structures. Assuming an average household size of 2.52 people, this would mean an increase in population of 16,230 to 23,580 residents." (page 3-40)

CONCLUSION

Unless a major adverse economy reduces the number of jobs in the Valley, or cities make a concerted effort to increase housing faster than the growth in jobs, Milpitas can expect worsening cross-town traffic. The existing and predicted congestion will be worsened by 1) population growth in the Transit Area and 2) opening of the BART Transit Hub.

Attached is the Memorandum of Understanding along with additional background data.

I look forward to the go-ahead from Milpitas, and being able to tell people that you support the project.

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Presentation of Survey Results Prepared for: County of Santa Clara Department of Roads and Airports
Evans/McDonough Company, Inc. **December 2001**, EMC#01-2531

<https://www.sccgov.org/sites/rda/PnS/PS/Expy2040-study/Documents/ex2/survey.pdf>

Methodology

Telephone survey

- n = 1000
- Random sample from voter list
- December 3-7, 2001

- Margin of error +3.1 percentage points
- Trained, professional interviewers

Montague Expressway Usage

(Based on respondents using this expressway more than any other, n=50)

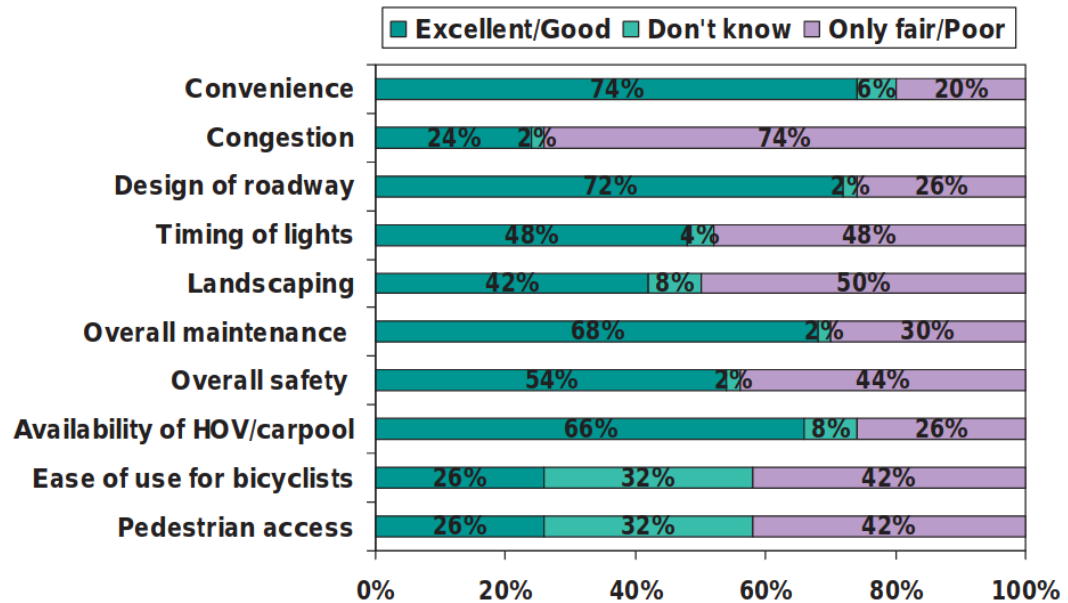
- 60% use it to get to work; 26% use it to go shopping;
- 26% use it during off-peak hours;
- 72% usually drive alone; 20% usually drive with others;
- 30% travel on it 5-10 minutes; 36% 10-20 minutes;
- 11% of those who live in Santa Clara, San Jose, and Milpitas use it almost every day; 12% use it a few times a week;



****Poll numbers reflect Santa Clara County users of Montague Expswy. only and do not account for Alameda and Contra Costa County users.**

Slide 29/Santa Clara County
Evans/McDonough Co. 01-2531

Montague Expressway Ratings by Users (n=50)



****Poll numbers reflect Santa Clara County users of Montague Expswy. only and do not account for Alameda and Contra Costa County users.**

Slide 30/Santa Clara County
Evans/McDonough Co. 01-2531

Expressway 2040 Study (released in 2014)

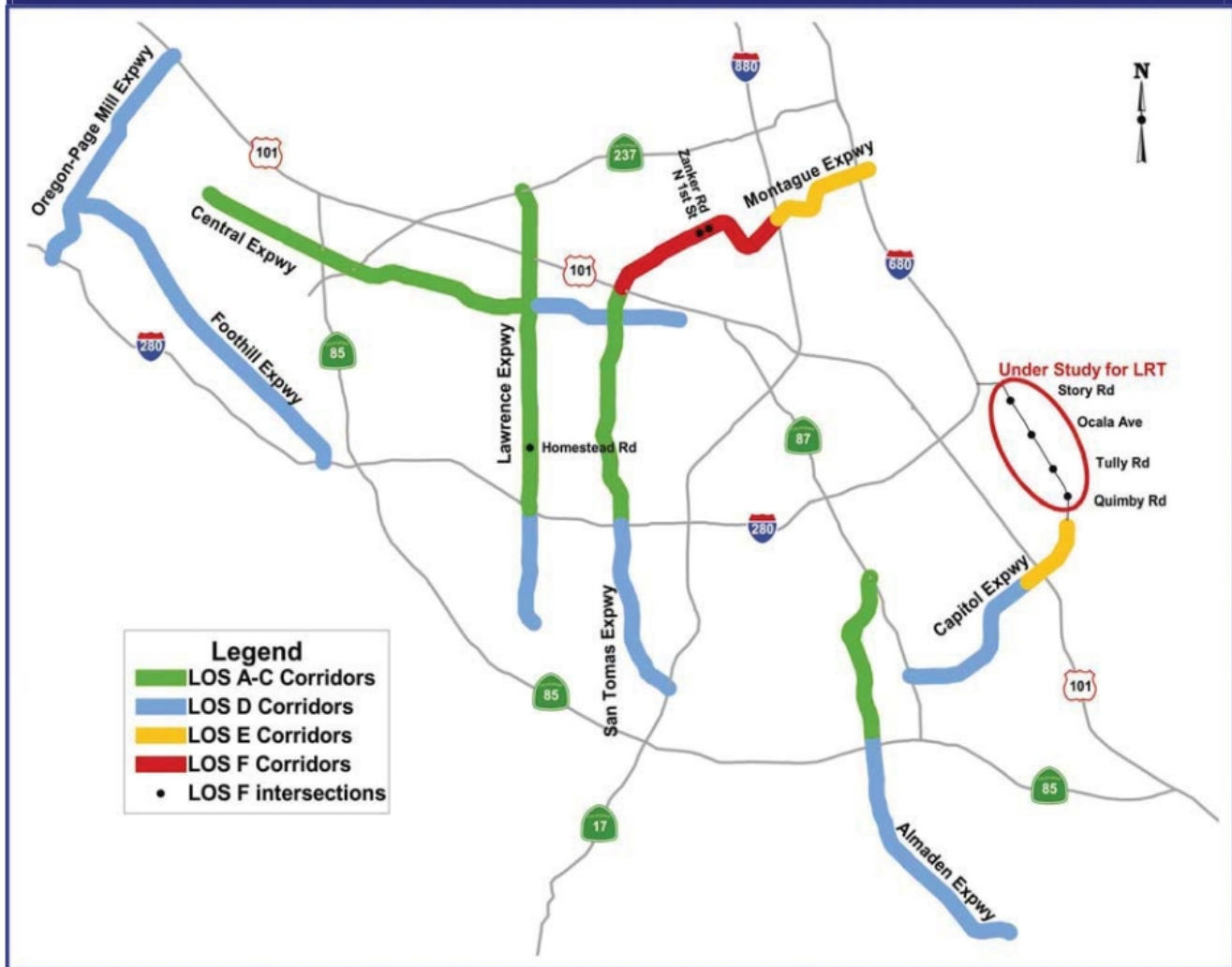
<https://www.sccgov.org/sites/rda/PnS/PS/Expy2040-study/Documents/ex2/capacity.pdf>

Figures 3-2a and 3-2b illustrates the LOS benefits of the recommended capacity and operational improvements for the planning year 2025. Figure 3-2a indicates projected corridor LOS and intersection LOS F locations in 2025 if no improvements are made. Figure 3-2b indicates 2025 LOS conditions with full implementation of all recommendations.

Figure 3-2a: Corridor Level of Service for No Project



Figure 3-2b: Corridor Level of Service for All Projects



Comprehensive County Expressway Planning Study 2008 UPDATE
COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT MARCH 3, 2009
https://www.sccgov.org/sites/rda/PnS/PS/Expy2040-study/Documents/ex2/Final_2008_Update_Web2.pdf

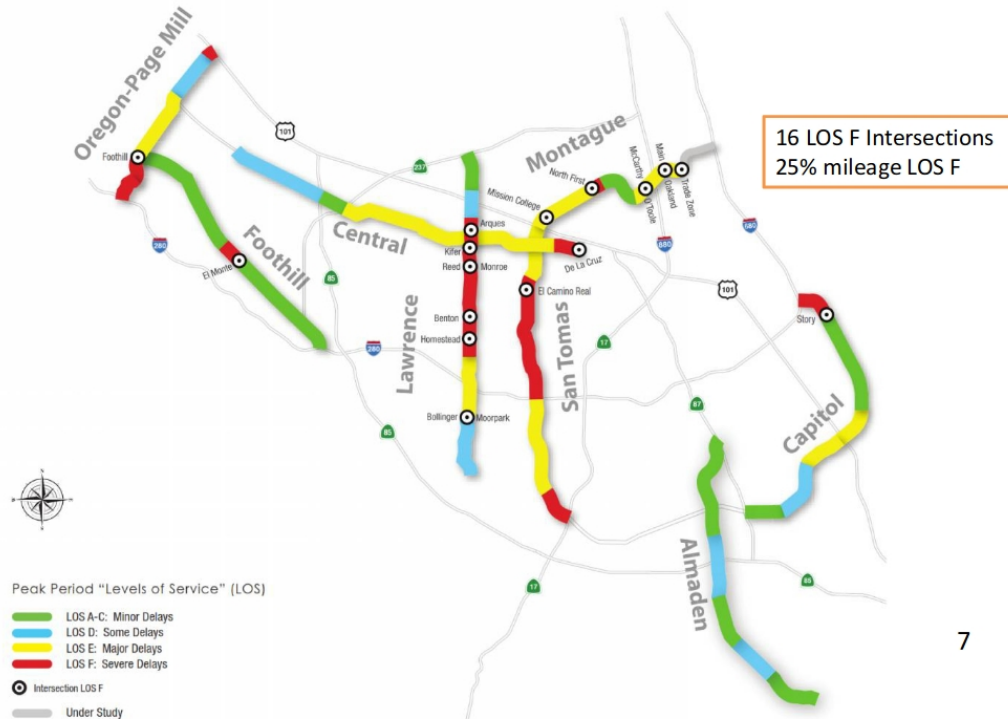
Figure 3 on page 18 shows the LOS of expressway intersections. Montague Expressway intersections at Milpitas Blvd., Great Mall Pkwy., Trade Zone and Main Street were all at LOS F in 2001-2002; in 2006-2007 the Great Mall Pkwy. Intersection was at level E. The Study goes on to say "

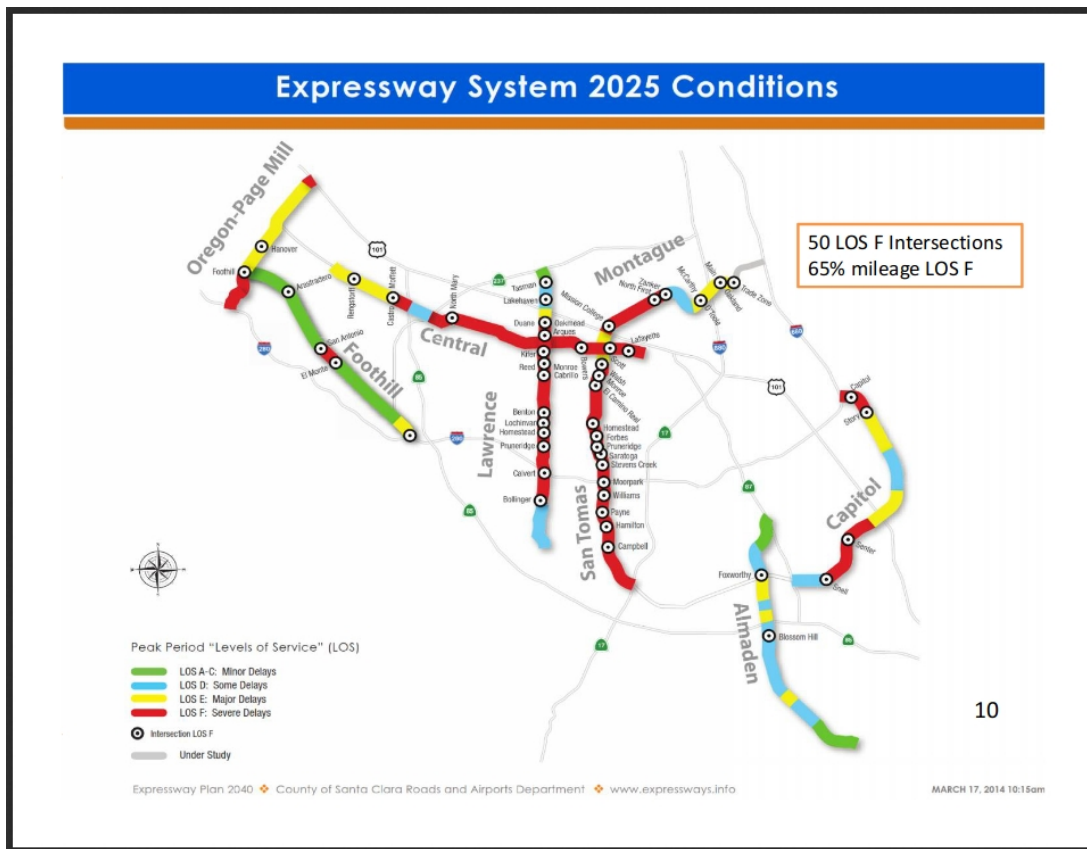
Expressway Plan created in 2014
Palo Alto Planning & Transportation Commission - October 1, 2014

Challenges Ahead

- Traffic volumes returning to pre-Great Recession levels leading to increasing traffic congestion
- Balancing the needs of all users
- Operations & Maintenance shortfall continues and is growing—Many expressways missed preventive pavement maintenance scheduled for 2010-2013 time frame due to lack of funds

Expressway System Existing Conditions 2013





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The Valley Transportation Plan 2035 was adopted by the VTA Board of Directors in January 2009. Appendix D: Systemwide Performance Measures, starts on page 77 of the Appendixes (230 of full report): <http://www.vta.org/sfc/servlet.shepherd/version/download/068A0000001Fbs0>
The transportation system performance is evaluated using a 2005 base condition, ...

Milpitas General Plan (as Amended in 2015) makes no mention of a POC between Great Mall and housing East of BART tracks.

The 2009 American Community Survey indicates that 1.6% of Milpitas residents travel to work by public transportation, about 2 percent of Milpitas residents walk, and about 3% use another means of transportation (which is assumed to be cycling). (General Plan, page 3-3)

Email from the SVO (Silicon Valley Organization)

Matt Mahood, The SVO's President & CEO, joins various elected officials and company executives for a press conference on Thursday April 25, 2019 to promote the Get On Board campaign.

Here are a few statistics of transportation issues in the Valley:

- In the past decade alone, commuter times have increased by 20% which equates to 50 minutes weekly or 43 hours annually

- In 2017 alone, 6.5% of local employees, roughly 95,000 people, spent more than three hours commuting to and from work on a daily basis
- Traffic delays cost \$2.7 billion in annual loss in productivity

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SCC Real-Time Congestion Map

<https://www.sccgov.org/sites/scc/Pages/SCC-Congestion-Map.aspx>

Predictive Travel Time Map

<https://www.sccgov.org/sites/scc/Pages/RDA-Predictive-Times.aspx>

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VTP2040The Long-Range Transportation Plan for Santa Clara County (2014)

http://vtaorgcontent.s3-us-west-1.amazonaws.com/Site_Content/VTP2040_final_hi%20res_030315.pdf

The goal is to offer various housing choices and viable multimodal transportation functions that work well together.

We need to embrace carpooling, transit, biking, walking and making shorter and/or fewer trips. We also need to embrace technology that enhances the appeal of multi-modal options, and “green” technologies that will allow us to travel by more energy efficient and environmentally friendly means. This means we must be open to and aware of current and evolving technologies that have potential to change the paradigm.

We must continue to invest in non-auto modes to give them more advantages in competing with auto travel. To make this happen we will also need to embrace new technologies that use resources efficiently and invent new ways to travel. We must interconnect our systems so that pedestrian, bike, transit, and roadway travel are linked as seamlessly as possible.

The past 30 years have seen a dramatic shift from primarily Federal and State funding for transportation projects in the 1960s and 1970s to a need for reliance on self-help measures to bring transportation projects to fruition in Santa Clara County.

Over the next 30 years, increased travel demand will continue to place a heavy burden on our existing roadway and transit systems. ... But with limited room for expansion, the option for increasing roadway capacity to accommodate more trips and relieve congestion is reaching its practical limit, ...

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http://www.ci.milpitas.ca.gov/pdfs/commissions/pc/2012/112812/ph_02e.pdf

25 October 2012 letter from Mr. Neil Thomas Buttermore representing Lyon Communities, 4901 Birch Street, Newport Beach, CA 92660 on the subject of Assessment of Toxic Air Contaminant Impacts on the Proposed 450 Montague Residential Development in the City of Milpitas

Figure 1 shows that there are two major roadways within 500 feet of the project site, Montague Expressway and Capitol Avenue. However, the sum of the traffic volumes on these roadways is less than 100,000 vehicles per day and is projected to remain below this threshold in year 2035. Mr. Steve Chan at The City of Milpitas Traffic Engineering Department provided existing (2012) traffic volumes

on the two roadways as they pass the site. **The volume along Montague Expressway is 55,000 vehicles per day and the volume on Capitol Avenue is 10,000 vehicles per day.** This results in a total existing traffic volume of 65,000 vehicles per day on the roadways within 500 feet of the project site.

The City of Milpitas does not provide future traffic projections. The San Francisco Bay Area 2009 Regional Transportation Plan, Vision 2035 Analysis, Data Summary (Planning Section, Metropolitan Transportation Commission, November 2007) shows that the AM Peak Hour vehicle miles traveled in Santa Clara County are projected to increase 45.6% between 2006 and 2035 in Table F.9. This equates to a 1.35% per year average growth rate. This value provides a reasonable estimate of the future growth of traffic volumes on the roadways in the County. Applying this factor to the existing 2012 traffic volumes provided by the City of Milpitas results in an **estimate of the 2035 traffic volumes. The volume on Montague Avenue is projected to be 74,100 vehicles per day and the volume on Capitol Avenue is projected to be 13,500 vehicles per day.** This results in a total future (2035) traffic volume of 87,600 vehicles per day on the roadways within 500 feet of the project site.

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http://www.ci.milpitas.ca.gov/pdfs/commissions/pc/2013/050813/ph_01g.pdf

Memorandum dated March 21, 2013

To: Ms. Bridgit Koller, Warmington Residential California From: Gary Black

Subject: Traffic Operational Analysis for the Proposed Residential Development on Trade Zone Boulevard in Milpitas, California

Based on the analysis, the intersection of Trade Zone Boulevard/Montague Expressway operates poorly at LOS F during both the AM peak hour and the PM peak hour.

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http://app.ci.milpitas.ca.gov/pdfs/trans_traffic_volume_map.pdf

City of Milpitas traffic volume map (2000 - 2007)

In 2004, the volume along Montague Expressway (between Pecten Ct. and Capitol Ave) was 47,330 vehicles per day.

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http://www.ci.milpitas.ca.gov/pdfs/plan_plan_general_appendix_a.pdf

Projected PM Peak Hour Level - of - Service 2035 shows LOS F from Milpitas Blvd to the western City limit.

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From: Steve Chan <schan@ci.milpitas.ca.gov>

To: Rob Means <rob.means@electric-bikes.com>

Subject: RE: a trend analysis of traffic in the Transit Area?

Date: Tue, 14 May 2019 16:22:26 +0000

Rob,

Based on recent sample traffic data collection for the region, we are experiencing approximately 3% annual growth in traffic volume on our roadways.

MTA anticipates vehicle traffic patterns around the Milpitas BART station to change once passenger service begins, and the city has a proposed traffic study project in future Capital Improvement Program to assess these traffic changes.

Steve Chan, T.E., E.E.
 Transportation and Traffic Manager
 City of Milpitas
 455 East Calaveras Boulevard
 Milpitas, CA 95035
 (408) 586-3324
schan@ci.milpitas.ca.gov

http://www.ci.milpitas.ca.gov/pdfs/proposed_FY2019_24_CIP.pdf

2019-24 CAPITAL IMPROVEMENT PROGRAM (page 92/126)

Citywide Traffic Modeling project will assess motor vehicle traffic LOS at key roadway corridors and intersections to evaluate potential roadway improvements.

**City of Milpitas
 2019-24 CAPITAL IMPROVEMENT PROGRAM**

Category	Project	Estimate Level
Street Improvement	New Citywide Traffic Modeling	1

CONTACT: Steve Erickson [3301] / Steve Chan [3324]

PRIORITY: Transportation and Transit

DESCRIPTION

This project will create a citywide traffic operation model (current and 10 year horizon) to assess motor vehicle traffic level-of-service at key roadway corridors and intersections. The model will be used to evaluate potential roadway improvements to improve level-of-service in the city.

NOTES:

Traffic modeling to start spring 2020 after the opening of Milpitas BART Station and once new traffic patterns have been stabilized.

Uncommitted Balance as of 3/31/2019: \$0

ESTIMATED COST	Prior Year	2019-20	2020-21	2021-22	2022-23	2023-24	Total
Design	0	390,000	0	0	0	0	390,000
Administration	0	10,000	0	0	0	0	10,000
Totals	0	400,000	0	0	0	0	400,000

FINANCING	Prior Year	2019-20	2020-21	2021-22	2022-23	2023-24	Total
Gas Tax Fund	0	400,000	0	0	0	0	400,000
Totals	0	400,000	0	0	0	0	400,000

On page 95/129 is a Feasibility of POCs at VTA Light Rail Platforms. "The project will provide a feasibility study to determine the possibility of constructing pedestrian overcrossings (POC's) at Valley Transportation Authority (VTA) Light Rail Platforms over eastbound lanes of Great Mall Parkway near South Main Street and at E. Capital Avenue." Currently, a POC for the platforms only extends over the westbound lanes.

On page 96/130 is a new project: Montague Expressway Widening – West, a \$20M project to widen Montague Expressway to four lanes in each direction and provide streetscape improvements from Great Mall Parkway to South Main Street. The project is planned for 2023/2024 timeframe. This is a follow-on project to extend the initial \$8.6M widening of Montague Expressway Montague Expressway from Pecton Court to UPRR rails which was completed in 2019. However, even with this widening, Montague Expressway shrinks down to 3 lanes again from Main Street/Oakland Road over I-880 to McCarthy Blvd. where it widens to 4 lanes in each direction again.

There is also a \$9.4M project to build a vehicular bridge over Penitencia Creek at the end of S. Milpitas Blvd. Extension. The vehicular bridge is part of the Transit Area Specific Plan (TASP) circulation infrastructure improvement to provide vehicular, bicycle and pedestrian connectivity between TASP developments, Milpitas BART station, and the Great Mall. The project includes the vehicular bridge, roadways connecting to the bridge at the southerly landing, and utility relocations,

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http://www.ci.milpitas.ca.gov/pdfs/commissions/pc/2016/121416/AH_attachmentC.pdf

Level Of Service Computation Report, Existing (PM) Intersection: MONTAGUE EXPWY/MILPITAS BLVD

Count Date: 25 Sep 2014 << 4:45-5:45PM. Westbound volume = 2653

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http://www.ci.milpitas.ca.gov/pdfs/redev_plan_rda_deir.pdf

DRAFT ENVIRONMENTAL IMPACT REPORT dated December 2009

Montague Expressway carries between 47,000 and 68,200 ADT [average daily traffic] between I-680 and I-880. This facility carries 76,800 ADT west of McCarthy Boulevard. Montague Expressway carries the most traffic of any Santa Clara County (County) expressway and is the most congested during the commuter peak periods.

Between the TASP and Midtown Specific Plan, around 8,000 housing units are projected to occur in the next 20 years within MUSD.

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http://www.ci.milpitas.ca.gov/pdfs/plan_plan_tasp_chapter3.pdf

Milpitas Transit Area Specific Plan (TASP), Amended December 2011
Chapter 3, page 3-32

Projected Population:

Piper Montague – 3,711

BART Station Area – 2,585

Montague/Trade Zone – 5,713

McCandless/Centre Point – 5,905

Total = 17,914

The Transit Area Specific Plan buildout would likely result in the development of between 6,440 and 9,350 residential units, all of which will be in multi-family structures. Assuming an average household size of 2.52 people, this would mean an increase in population of 16,230 to 23,580 residents. (page 3-40)

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http://www.ci.milpitas.ca.gov/pdfs/plan_plan_general_chapter7.pdf

Milpitas General Plan, Chapter 7 - HOUSING ELEMENT (updated in 2009)

The Environmental Impact Report for the Transit Area Specific Plan discusses impacts of planned growth in the area on the roads and highways in Milpitas. The Executive Summary of the EIR concludes that there will be significant, unavoidable environmental impacts on the transportation system. ... Growth in the Transit Area will contribute to substandard intersection operations during peak hours along 15 key intersections.

(page 7-138) Traffic congestion is already a problem at certain intersections, such as Main and Montague and 237 and Main. More development in the Transit Area will worsen already bad congestion problems. Thus, the City should work with VTA to run more small buses, not large buses, for transportation. This could decrease some of the traffic congestion. ... Since the railroad tracks bisect Milpitas, there are only four major streets to use to travel east/west. These include 237, Abel/Jacklin, Dixon Landing Road, and Montague Expressway. Thus, these streets are more congested.

(page 7-145) Because of the rezoning of parcels in the Midtown Specific Plan Area in 2002 (supporting the potential for 3,500 units) and in the Transit Area Plan Area in 2008 (supporting the potential for 7,000 units), the need to rezone these specific sites for housing has been placed on hold.

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<http://www.ci.milpitas.ca.gov/pdfs/AdoptedHousingElement2015-2023.pdf>

City of Milpitas Housing Element Update 2015–2023, Adopted April 28, 2015

lists planned housing projects and potential sites.

