

WHY WALK?

The Pedestrian Network Recommendations focus on opportunities to create a safer, more comfortable, and better connected network for those who walk in Milpitas. Opportunities to create distinct, pedestrian-focused corridors; improve accessibility for pedestrians of all abilities; and prioritize those on foot at major roadway crossings can encourage more residents to walk through improved connections and a more welcoming pedestrian environment. The map below describes the focus on two distinct areas of priority pedestrian improvements to support connections to schools, employment centers, transit options, and parks.

WHAT WE HEARD:

- Complete sidewalk network where gaps exist, including both sides of the roadway.
- Improve safety of crossings at major roadways, including improved lighting, signalized crossings, prioritized pedestrian crossing phases, and slowing motor vehicle speeds
- Improve safety near schools and in neighborhoods through traffic calming to reduce motor vehicle speeds
- Improve connections to parks, trails, and trails

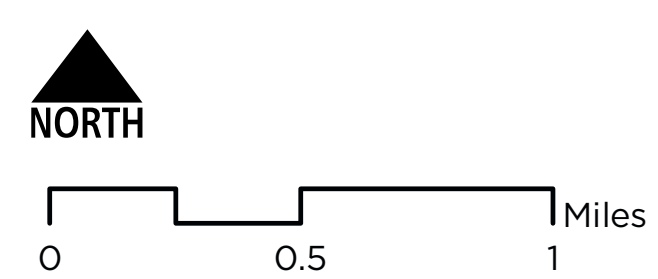


COMMERCIAL PRIORITY AREAS

Commercial priority areas reflect the areas addressed in the Midtown Specific Plan and the Transit Area Specific Plan, both of which identify a range of pedestrian improvements for areas with anticipated growth. Commercial priority areas also reflect locations with a high number of reported collisions; key cross-town corridors that provide access across barriers; and high potential demand for active trips. Refer to the table and photos below for examples of recommended improvements.

TYPE	RECOMMENDED IMPROVEMENTS
Commercial Priority Areas: Signalized Crossing	<ul style="list-style-type: none"> • Signal Improvements, including: pedestrian countdown signal, lengthening pedestrian crossing times and/or Leading Pedestrian Interval, No Right on Red, dedicated left turn phase • Upgrade curb ramps to comply with ADA standards as needed • Advanced stop bar • Improve visibility, through lighting and improved sight lines • Implement high visibility crosswalks, particularly in high use areas • Shorten crossing distances through pedestrian refuge islands, curb extensions, or other traffic calming features. • Reduce curb radius to slow turning speeds and explore reducing posted speeds through data collection and evaluation • Remove slip lanes
Commercial Priority Areas: Unsignalized Crossing	<ul style="list-style-type: none"> • Upgrade curb ramps to comply with ADA standards as needed • Improve visibility through lighting and improved sight lines, including restricting parking in advance of the intersection • Implement high visibility crosswalks, particularly in high use areas • Evaluate pedestrian hybrid beacon or Rectangular Rapid Flashing Beacon (RRFB) installation, especially for mid-block crossings • Install advanced yield/stop bars • Shorten crossing distances through pedestrian refuge islands, curb extension, or other traffic calming features. • Reduce curb radius to slow turning speeds and explore reducing posted speeds through data collection and evaluation

PROPOSED COMMERCIAL PRIORITY AREA SPOT IMPROVEMENTS



- PEDESTRIAN RECOMMENDATIONS**
- Commercial Signalized
 - Commercial Unsignalized
 - Sidewalk Gap
 - Commercial Priority Area
 - Neighborhood Priority Area
- BACKGROUND**
- SRTS Route
 - BART Station
 - Light Rail Station
 - Schools
 - Public Parks
 - Water

PEDESTRIAN COUNTDOWN SIGNAL



IMPROVED/REDUCED SLIP LANE



HIGH VISIBILITY CROSSWALK



PEDESTRIAN RECOMMENDATIONS

WHY WALK?

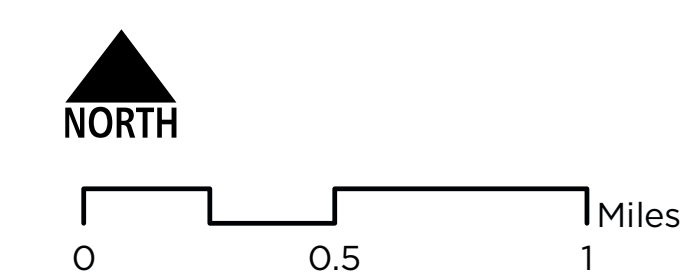
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PROPOSED NEIGHBORHOOD PRIORITY AREA SPOT IMPROVEMENTS



- | | |
|-----------------------------------|--------------------|
| PEDESTRIAN RECOMMENDATIONS | BACKGROUND |
| Neighborhood Signalized | SRTS Route |
| Neighborhood Unsignalized | BART Station |
| Sidewalk Gap | Light Rail Station |
| Enhance Sidewalk | Schools |
| Commercial Priority Area | Public Parks |
| Neighborhood Priority Area | Water |

NEIGHBORHOOD PRIORITY AREAS

Neighborhood Priority Area improvements seek to improve safety, particularly along routes that provide access to schools, parks, and other neighborhood-based destinations. Improvements prioritize pedestrian travel and may also provide benefits for the bicycle network. Improvements should be coordinated with the recommended bicycle boulevard network. Also included in the Neighborhood Spot Improvements are sidewalk gaps not located within either focus area but identified through comment. Refer to the table and photos below for examples of recommended improvements.

TYPE	RECOMMENDED IMPROVEMENTS
Neighborhood Priority Areas: Signalized Crossing	<ul style="list-style-type: none"> • Consider curb extensions, raised crosswalks, or medians to reduce vehicle speed and prioritize pedestrian movement • Install advanced yield/stop bars • Coordinate improvements with Class IIIB (Bicycle Boulevard), as applicable • Improve visibility through lighting and improved sight lines (restricting parking in advance of intersection, clearing vegetation) • Upgrade curb ramps to comply with ADA standards as needed • Install advanced stop bars • Remove slip lanes
Neighborhood Priority Areas: Unsignalized Crossing	<ul style="list-style-type: none"> • Install high visibility crossings and improved signage • Consider curb extensions, raised crosswalks, or medians to reduce vehicle speed and prioritize pedestrian movement • Install advanced yield/stop bars • Coordinate improvements with Class IIIB (Bicycle Boulevard), as applicable • Improve visibility through lighting and improved sight lines (restricting parking in advance of intersection, clearing vegetation) • Upgrade curb ramps to comply with ADA standards as needed • Where routes cross Commercial Priority Areas, consider improvements from Signalized Category above, including installation of RRFB or other stop control

RAISED CROSSWALK



CURB EXTENSIONS



ADA CURB RAMPS

