



# Milton Road Corridor Master Plan

*Public Open House Meeting #1:  
Meeting Summary Report*

*June 2018*



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INTERNATIONAL

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## PURPOSE OF THE MILTON ROAD CORRIDOR MASTER PLAN

### Introduction

The Arizona Department of Transportation (ADOT) in conjunction with the Federal Highway Administration (FHWA), City of Flagstaff, Flagstaff Metropolitan Planning Organization (FMPO), and other project partners are studying potential improvements to Milton Road between Forest Meadow Street and Beaver Street (see **Figure 1** for map of study corridor).

The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for the Milton Road corridor that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and newly introduced System Alternatives. These System Alternatives include a mix of alternatives that utilize and maintain the existing Milton Road right-of-way, alternatives that would require an expanded right-of-way, and alternative routes separate and in addition to the Milton Road corridor itself.

The System Alternatives are also complemented by a series of Base Build Spot Improvements – which constitute targeted, near term, low investment mitigation measures that support mid-term and long-term System Alternatives.

The Milton Road CMP process will include an extensive public and stakeholder involvement process that consists a thorough and community-vetted, quantitative evaluation criteria exercise for the evaluation of the System Alternatives to ultimately reach a set of preferred System Alternative(s) and achieve an informed consensus by the Project Partners, stakeholders and citizens.

**Figure 1: Milton Road CMP Study Corridor**



## PUBLIC OPEN HOUSE MEETING #1 PURPOSE

As part of the project process, a public open house meeting was held to introduce the project and obtain public and stakeholder input regarding the System Alternatives. This Report documents the process following up to the public open house, the format of the public open house meeting that was held to solicit public comments, and summarizes the results and the comments received at the meeting. This report also provides a summary of all comments received by May 31, 2018.

The purpose of the Public Open House Meeting #1 was to provide an introduction to the study and preliminary Milton Road Study Corridor. In addition, this was also an opportunity for attendees to ask questions submit comments, and participate in a sticky-dot voting exercise for each alternative to lead to a list of preferred alternatives. Approximately of 86 people attended the public open house.

## PUBLIC OPEN HOUSE MEETING #1 NOTIFICATION PROCEDURES

ADOT held the Milton Road CMP Public Open House Meeting #1 on May 10, 2018. Public outreach methods included sending out mailers to residents adjacent to the Milton Road study corridor, playing radio advertisements, posting social media announcements, and displaying paper and online newspaper advertisements. This section represents a summary of the outreach.

### Newspaper Advertisements

Newspaper advertisements providing the date and location of the Milton Road CMP Public Open House Meeting #1 were published in the following newspapers:

- Daily Sun News (April 24, 2018)

Copies of the advertisement can be found in Appendix A.

### Online Newspaper Advertisements

The Public Open House Meeting #1 information, date, and time were also released to the public as another method to notify community members. The following websites published an advertisement for the meeting:

- Northern Arizona Gazette ([www.northernarizonagazette.com](http://www.northernarizonagazette.com))
- ADOT Media Center ([www.azdot.gov/media/News/news-release.com](http://www.azdot.gov/media/News/news-release.com))
- Flagstaff Biking ([www.http://flagstaffbiking.org](http://www.flagstaffbiking.org))
- Arizona Daily Sun ([ww.azdailysun.com](http://www.azdailysun.com))
- Northern Arizona's Locally Owned News Paper ([www.flagstaffbusinessnews.com](http://www.flagstaffbusinessnews.com))

### Social Media

Multiple Project Partners utilized their respective Facebook pages to advertise the Public Open House Meeting #1 to the community. The following agencies/municipalities posted on their Facebook pages:

- City of Flagstaff Facebook
- ADOT Facebook



- NAIPTA Mountain Line Facebook
- Coconino County Facebook

## Website

The project website was developed and the web address was published on all informational materials. Public meeting information and project details were provided on the website: [www.azdot.gov/MiltonCorridorMasterPlan](http://www.azdot.gov/MiltonCorridorMasterPlan)

## PUBLIC OPEN HOUSE MEETING #1 FORMAT

### Introduction

The Milton Road CMP Public Open House Meeting #1 was held on May 10, 2018 from 6:00 p.m. to 8:00 p.m. at The Commons at Flagstaff High School, 400 W. Elm Avenue, Flagstaff, Arizona 86001. The Public Open House Meeting #1 began with attendee registration at the entrance, where attendees were asked to sign-in and were provided an agenda of the meeting with a “road map” of the meeting room layout. The sign-in sheets were created to update the mailing list as well as account for the number of attendees. A copy of the sign-in sheets can be found in Appendix B. Attendees were then asked to participate in a pinning exercise which asked them to place a pin on a map (**Figure 2**) approximately where they lived. This exercise was widely accepted and appreciated by the attendees, which provided useful geographical reference behind the feedback and comments received at the meeting. The results from the map pinning exercise can be found in Appendix C.

**Figure 2: Pinning Exercise Map**



### Presentation

At 6:15 p.m. the consultant project manager, Kevin Kugler, gave a brief PowerPoint presentation about the study. A copy of the PowerPoint presentation can be found in Appendix D and covered the following topics:

- Welcome & Introductions
- Meeting’s Agenda
- Open House Format & Objectives
- Milton Road CMP Study Corridor & Project Goals
- Milton Road Project Work Plan & Schedule
- Next Steps
- Methods of Providing Comments
- Q & A

Mr. Kugler began the presentation by introducing himself and welcoming all of the attendees and the Flagstaff Unified School District for hosting the meeting. Mr. Kugler then indicated that there were



various colleagues and Project Partners in attendance to assist him, noting they would be wearing name tags, but did not want to take the time to introduce everyone. Mr. Kugler said he would go into a brief presentation and about the project and the format of the public meeting, and then take 3-5 questions following the presentation, but wanted to make sure all questions were answered, so additional question cards were handed out to all attendees who could fill them out and hand them in following the presentation. A copy of the question card can be found in Appendix E. Mr. Kugler then reviewed the Agenda for the evening followed by the format and objectives of the Milton Road CMP Public Open House. Mr. Kugler then presented the Milton Road Study Corridor, the Milton Road CMP Goals, and the project process/schedule. Mr. Kugler concluded the presentation by talking about the next steps of the project and informing the attendees about the five different Stations at the meeting and described the format of the open house and the various ways to provide comments. The presentation concluded at 6:33 p.m. and the open house forum began.

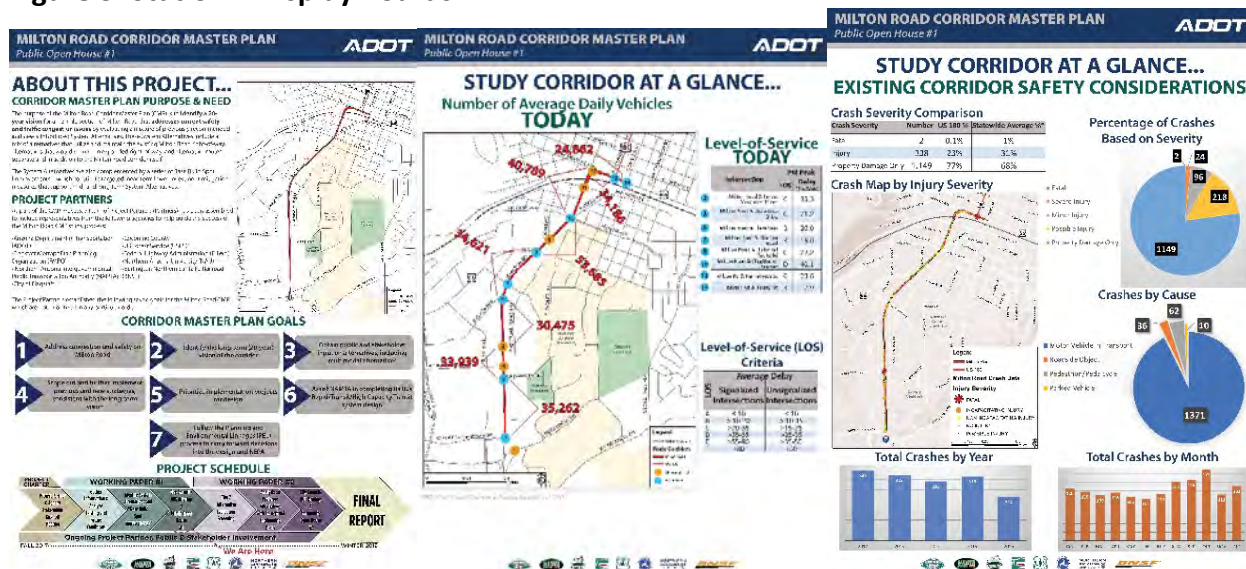
### Open House

As the open house forum began, attendees were encouraged to walk around and visit the various stations, view the displays boards of the various preliminary system alternatives, ask questions of project staff, participate in the sticky-dot prioritization exercise, and fill out a comment card for each station for additional feedback. A series of display boards were created for each of five stations describing the project and showing the universe of preliminary system alternatives. The following sections describe the Public Open House Meeting #1 stations.

### Station 1: About the Project/Study Area at a Glance

Station 1 provided a display board with information about the project, project purpose, project goals, and the project schedule. The station also included two display boards with existing and future conditions of the Milton Road Study Corridor, which included current and future traffic volumes and existing crash data, patterns and trends. The three display boards in Station 1 are shown in **Figure 3** and can be found in Appendix F.

**Figure 3: Station 1 Display Boards**



### Station 2: System Alternatives Utilizing Existing Right-of-Way

Station 2 provided display boards for the three preliminary system alternatives that utilize existing right-of-way within the Milton Road CMP Study Corridor which include:

- Preliminary System Alternative 1: No Build (Maintain as Is)
- Base Build Spot Improvements
- Preliminary System Alternative 2: Milton Road Reversible Lane
- Preliminary System Alternative 3: Six, 11-Foot General Purpose Lanes with Center Median/Turn Lane with 6-foot Sidewalks
- Preliminary System Alternative 4: Four, 11-Foot General Purpose Lanes with Center Median/Left Turn Lane, and two 14-foot Shared Bus/Bike Lanes (SBBL) with 7-foot sidewalks

The five display boards in Station 2 are shown in **Figure 4** and can be found in Appendix G.

**Figure 4: Station 2 Display Boards**

**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1

**ADOT**

**PRELIMINARY SYSTEM ALTERNATIVE 1**  
No Build (Maintain As Is)

A "No Build" option is identified for consideration and future ranking/prioritization. The "No Build" option favors maintaining the existing Milton Road right-of-way (ROW) and facilities "As Is". The "No Build" alternative is required to be considered through the CMP process as a baseline comparison against other alternatives. The "No Build" option maintains the current level of taxation and fiscal support by including all currently funded capital improvement projects.

**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1

**ADOT**

**BASE BUILD SPOT IMPROVEMENTS**

What is a Base Build Spot Improvement?  
"Base Build Spot Improvements" are targeted roadway design elements that will be necessary in the short-term to support the long-term System Alternative. Improvements such as the Base Build Spot Improvements will enhance the preferred System Alternative(s) before more refined as the process moves forward.

Mid-Block Pedestrian Crossings  
Mid-Block Pedestrian Crossings are a type of crossing that allows pedestrians to cross the street between two intersections. They are typically used in urban areas where pedestrian traffic is high and intersections are closely spaced.

Would You Favor any of these Spot Improvement Facilities on Milton Road?

AM Peak Period Traffic Designation  
Mid Day Standard Traffic Designation  
PM Peak Period Traffic Designation

**FEATURES:**  
- Reversible traffic lanes (so-called "reversible lanes") add capacity to a road and decrease congestion by borrowing capacity from the counter-off-peak direction. There are a wide variety and combination of approaches to manage lane operations. There have typically been proposed such methods as:  
- Blank lighting and striping  
- Changeable message signs  
- Electronic roadways (e-roads)  
- Lane Control  
- Variable traffic control systems  
- Lane expansion/adjustment  
- Legal restrictions (e.g. turn restrictions)

**THIS ALTERNATIVE SHOULD?**  
Move Forward for Further Study

**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1

**ADOT**

**PRELIMINARY SYSTEM ALTERNATIVE 2**  
Milton Road Reversible Center Lane

**FEATURES:**  
- The average volume of vehicles per hour and transportation professionals call "the target level" is that which demand on existing facilities, such as Milton Road, especially at peak conditions, are placed on the roadway. It means that the efficient management of those facilities (location of roadway width) and right-of-way expansion (capacity) or heavy traffic imbalance for short periods of time.

**THIS ALTERNATIVE SHOULD?**  
Be Eliminated from Further Study

**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1

**ADOT**

**PRELIMINARY SYSTEM ALTERNATIVE 3**  
Six, 11-Foot General Purpose Lanes with Center Median/Turn Lane with 6-Foot Sidewalks

**FEATURES:**  
- This alternative adds vehicle capacity to exist on Milton Road, especially in two additional general purpose lanes.  
- The available general purpose lanes would accommodate buses, bicycles, and other non-motorized travel.  
- This alternative can be accomplished utilizing the existing 100-foot right-of-way. It would require expansion of the existing roadway foot, includes expansion of the existing pavement section and relocation of the sidewalks on both sides.  
- A landscaped buffer between the roadway and the sidewalks are included in this alternative to separate sidewalk users from roadway users. The buffer can also be used as snow storage during the winter months.

**THIS ALTERNATIVE SHOULD?**  
Move Forward for Further Study

**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1

**ADOT**

**PRELIMINARY SYSTEM ALTERNATIVE 4**  
Four, 11-Foot General Purpose Lanes with Center Median/Left Turn Lane, and two 14-Foot Shared Bus/Bike Lane (SBBL) with 7-Foot Sidewalks

**FEATURES:**  
- This alternative adds capacity for all modes through the net reduction of a 14-foot SBBL and sidewalks in each direction while maintaining the same vehicular capacity.  
- The four total general purpose lanes would only accommodate the through movement of regular vehicular traffic.  
- This alternative can be accomplished within existing 100-foot right-of-way because the two general purpose lanes in each direction were reduced by 11 feet and the SBBL would also function as right turn lanes, eliminating the need for separate right turn deceleration lanes. However, this alternative would require reconstruction of the existing pavement section and relocation of the sidewalks, both sides.

**THIS ALTERNATIVE SHOULD?**  
Move Forward for Further Study with Adjustments



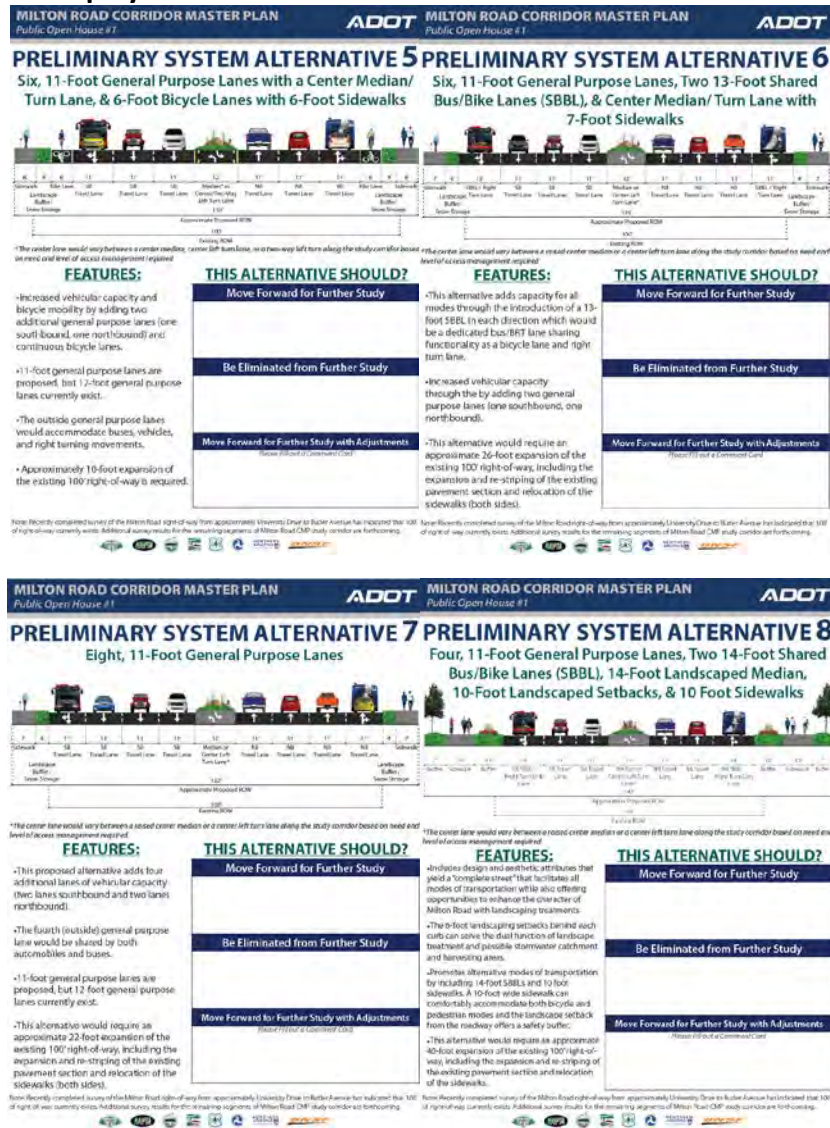
## Station 3: System Alternatives that May Require Expanded Right-of-Way

Station 3 provided display boards for the four preliminary system alternatives that may require expanded right-of-way within the Milton Road CMP Study Corridor; which include:

- Preliminary System Alternative 5: Six, 11-Foot General Purpose Lanes with a Center Median/Center Turn Lane, and 6-Foot Bicycle Lanes with 6-Foot Sidewalks
- Preliminary System Alternative 6: Six, 11-Foot General Purpose Lanes, Two 13-Foot Shared Bus/Bike Lanes (SBBL), and Center Median/Turn Lane with 7-Foot Sidewalks
- Preliminary System Alternative 7: Eight, 11-Foot General Purpose Lanes
- Preliminary System Alternative 8: Four, 11-Foot General Purpose Lanes, Two 14-Foot Shared Bus/Bike Lanes (SBBL), 14-Foot Landscaped Median, 10-Foot Landscaped Setbacks, and 10-Foot Sidewalks

The four display boards in Station 3 are shown in **Figure 5** and can be found in Appendix H.

**Figure 5: Station 3 Display Boards**





## Station 4: Alternative Routes to Milton Road

Station 4 provided display boards for the two preliminary system alternative routes to the Milton Road CMP Study Corridor, which include:

- Preliminary System Alternative 9: Milton Road No Build and Lone Tree Design Concept Report
- Preliminary System Alternative 10: Backage Road Improvements, which included the following five different routes:
  - Clay Avenue/Malpais Lane/McCracken/Blackbird Roost Street
  - West Route 66/Riordan Ranch Street
  - Metz Walk Extension to Plaza Way
  - Plaza Way/Yale Street/University Avenue
  - Route 66/Yale Street/Beulah Blvd. Extension/Ft. Tuthill

The four display boards in Station 4 are shown in **Figure 6** and can be found in Appendix I

**Figure 6: Station 4 Display Boards**



## Mapping Exercise

In addition to Station 1 through Station 4, there was a separate station dedicated to a mapping exercise that consisted of a series of large roll plot aerial maps of the Milton Road CMP Study Corridor. These roll plot maps provided an opportunity for attendees to offer custom feedback by drawing and making notations and/or observations about Milton Road directly onto the large maps. Attendees were encouraged to jot down/identify areas of typical congestion, safety concern, crashes, poor lighting, and other issues and opportunities. A copy of the results from the mapping exercise can be found in Appendix J.

## Public Comment Summary

This section presents a summary of the comments received during the Public Open House Meeting #1 meeting. The comments received were obtained in three different formats, which include questions cards, the sticky-dot prioritization exercise for the preliminary system alternatives, station comment cards, and emails sent to the project email address ([MiltonProject@mbakerintl.com](mailto:MiltonProject@mbakerintl.com)). A total of 78 comments were received as of May 31, 2018.

## Question Cards

When public meetings occur, it is critical that to make an effort to collect all public feedback and input. Question cards were handed out to during the presentation to allow the attendees an opportunity to ask a question to the project team if they did not get a chance to ask a question over the microphone during the presentation, or who may not have felt comfortable asking a question over the microphone. No Question Cards were received.

## Preliminary System Alternative Sticky-Dot Prioritization Exercise

The primary objective of Public Open House Meeting #1 was to present the Preliminary System Alternatives for the Milton Road study corridor, and seek public input to help the Project Partners determine which Preliminary System Alternatives should move forward for additional study or not. A sticky-dot prioritization exercise was utilized on the display boards at Stations 1-4 to capture which preliminary system alternatives were preferred or not by meeting attendees. Each participant was given one dot stickers for each alternative, and asked them to place a sticker based on whether they believed each Preliminary System Alternative should either *Move Forward for Further Study*, *Be Eliminated from Further Study*, or *Move Forward for Further Study with Adjustment*. **Table 1** shows the results of the sticky-dot prioritization exercise for each System Alternative with the total number of dots for each category. **Table 1** summarizes the feedback received through this sticky-dot exercise. The Preliminary System Alternative display boards with the sticky-dot prioritization exercise results can be found in Appendix G through Appendix I.



**Table 1: Preliminary System Alternative Sticky-Dot Prioritization Exercise Results**

Station/Preliminary System Alternative	Move Forward for Further Study	Be Eliminated from Further Study	Move Forward for Further Study with Adjustment
<b>Station 2: System Alternatives Utilizing Existing Right-of-Way</b>			
<b>Preliminary System Alternative 1:</b> No Build (Maintain as Is)	Not Applicable		
<b>Base Build Spot improvements</b>	See <b>Table 2</b>		
<b>Preliminary System Alternative 2:</b> Milton Road Reversible Lane	2	34	4
<b>Preliminary System Alternative 3:</b> Six, 11-Foot General Purpose Lanes with Center Median/Turn Lane with 6-foot Sidewalks	17	26	2
<b>Preliminary System Alternative 4:</b> Four, 11-Foot General Purpose Lanes with Center Median/Left Turn Lane, and two 14-foot Shared Bus/Bike Lanes (SBBL) with 7-foot sidewalks	34	7	8
<b>Station 3: System Alternatives that May Require Expanded Right-of-Way</b>			
<b>Preliminary System Alternative 5:</b> Six, 11-Foot General Purpose Lanes with a Center Median/Center Turn Lane, and 6-Foot Bicycle Lanes with 6-Foot Sidewalks	25	20	3
<b>Preliminary System Alternative 6:</b> Six, 11-Foot General Purpose Lanes, Two 13-Foot Shared Bus/Bike Lanes (SBBL), and Center Median/Turn Lane with 7-Foot Sidewalks	4	36	0
<b>Preliminary System Alternative 7:</b> Eight, 11-Foot General Purpose Lanes	0	42	2
<b>Preliminary System Alternative 8:</b> Four, 11-Foot General Purpose Lanes, Two 14-Foot Shared Bus/Bike Lanes (SBBL), 14-Foot Landscaped Median, 10-Foot Landscaped Setbacks, and 10-Foot Sidewalks	17	34	0
<b>Station 4: Alternative Routes to Milton Road</b>			
<b>Preliminary System Alternative 9:</b> Milton Road No Build and Lone Tree Design Concept Report	43	3	1
<b>Preliminary System Alternative 10:</b> Backage Road Improvement: Clay Avenue/Malpais Lane/McCracken/Blackbird Roost Street	2	17	2
<b>Preliminary System Alternative 10:</b> Backage Road Improvement: West Route 66/Riordan Ranch Street	22	0	9
<b>Preliminary System Alternative 10:</b> Backage Road Improvement: Metz Walk Extension to Plaza Way	8	10	3
<b>Preliminary System Alternative 10:</b> Backage Road Improvement: Plaza Way/Yale Street/University Avenue	14	6	4
<b>Preliminary System Alternative 10:</b> Backage Road Improvement: Route 66/Yale Street/Beulah Blvd. Extension/Ft. Tuthill	33	7	1



In addition to the sticky-dot prioritization exercise, Public Open House Meeting #1 attendees were given the opportunity to provide additional comments on post-it notes for each preliminary system alternative. The following comments were captured on post-it notes for each preliminary system alternative:

*Station 2: System Alternatives Utilizing Existing Right-of-Way*

*No Build (Maintain as Is)*

No Additional Comments were received.

*Base Build Spot Improvements*

This table indicates the number of supporting votes received for each type of base build spot improvement type.

**Table 2: Base Build Spot Improvements Stick-Dot Results**

BASE BUILD SPOT IMPROVEMENT TYPE	NUMBER OF SUPPORTING VOTES
Mid-Block Pedestrian Crossings	9
Pedestrian/Bicycle Overpass	30
Pedestrian/Bicycle Underpass	28
Bike Lanes	16
Multi-Use Path	39
Bus Signal Queue Jumping	18

The additional comments received on the Base Build Spot Improvement Display Board included:

- One less overpass in Maricopa County can fund all of the non-motorized grade-separated crossings and other bike/pedestrian facilities we need in Flagstaff!
- Need to consider how to remove snow/ice from pedestrian/bicycle overpasses
- Any overpass needs to be protected from blowing snow
- Need a pedestrian/bicycle overpass at Humphrey’s Street and Route 66
- Need a pedestrian/bicycle overpass at Milton Road and Butler Avenue
- Need a pedestrian/bicycle overpass at Route 66 and Galaxy Diner
- Need a pedestrian/bicycle overpass at Milton Road and Chambers
- Need a pedestrian/bicycle overpass over Milton Road especially with new apartments being built for NAU students (west of Milton Road) and the University being east of Milton Road.
- Need protected bike lanes on Milton Road! (x3)
- Bike lanes serve a small portion/population. Must be protected bike lanes to serve ages 8-80.
- Every road needs bike lanes in an urban setting. Limiting driveway access to Milton Road is necessary as well.
- Eliminate bike lanes and install multi-use paths on both sides of Milton Road. Much safer!
- Bike lanes should not be on Milton Road, they need to be separated because there are too many driveways.
- Bike lanes with a divider strip might be the most feasible
- Need multi-use paths on both sides of Milton Road for the entire length (x2)
- Need Bus Signal Queue Jumping at all signalized intersections!



## ***Preliminary System Alternative 2: Milton Road Reversible Lane***

The additional comments received on the Preliminary System Alternative 2 Display Board included:

- No reversible lane
- Keep 2 way left turn lanes
- No Medians
- Widen sidewalks for bikes and pedestrians
- Too hard to make a left turn
- Best choice
- Widen sidewalks to make them multi-use paths to force bikes off the road onto the multi-use paths.
- This won't work! Traffic backs up in both directions at the railroad underpass. Which directions gets the reversible lane and what happens at the railroad underpass?

## ***Preliminary System Alternative 3: Six, 11-Foot General Purpose Lanes with Center Median/Turn Lane with 6-foot Sidewalks***

The additional comments received on the Preliminary System Alternative 3 Display Board included:

- Move forward without bike lanes and put bikes on multi-use paths
- Need bike lanes
- Need multi-use path
- Liability for the city if the bus hits the bicyclist
- Bikes need to be separated from the vehicles
- Don't waste money and space with gross. No bike lanes in the roadway to force bikes onto multi-use paths.

## ***Preliminary System Alternative 4: Four, 11-Foot General Purpose Lanes with Center Median/Left Turn Lane, and two 14-foot Shared Bus/Bike Lanes (SBBL) with 7-foot sidewalks***

The additional comments received on the Preliminary System Alternative 4 Display Board included:

- Needs wider/improved sidewalks
- Needs multi-use paths
- Separate sidewalk from the roadway with a buffer. Cinders will collect on the sidewalk and needs a buffer to remove them.
- This is a good alternative, but why not consider keeping the divider at 12' and adding a one extra foot to each SBBL/right turn lane?
- Eliminate one sidewalk if adequate overhead crosswalks merit foots traffic needs.
- Dependent on NAIPTA BRT moving forward to utilize lanes. Bus signal queue jumping may be sufficient.
- No bike lanes in the roadway! Force bikes onto multi-use paths.



## *Station 3: System Alternatives that May Require Expanded Right-of-Way*

### ***Preliminary System Alternative 5: Six, 11-Foot General Purpose Lanes with a Center Median/Center Turn Lane, and 6-Foot Bicycle Lanes with 6-Foot Sidewalks***

The additional comments received on the Preliminary System Alternative 5 Display Board included:

- Use landscaped buffer to divide bike lane from the roadway/traffic (x3)
- Bike lanes should be OFF the roadways! (x4)
- Cinders will collect on the sidewalks so there needs to be a buffer between the roadway and the bike/pedestrian path!
- Bikes and pedestrians should share a path that is separate from the traffic lanes.
- Wider roads wouldn't keep the towns priorities (close community and Milton Road shouldn't be a highway). It would probably take a while to get the land needed for this.
- Wider roads do not solve congestion!
- Wider and faster roads are unsafe and ugly.
- It would be safer to keep bike lanes and right turn lanes separate.
- Separate bikes from traffic with a barrier.
- Add bike lane barriers to better protect bikes and sidewalks. (x2)
- Needs protected bike lanes!
- Please separate bikes from cars with a barrier.
- This alternative is okay if the bike lanes have barriers separating them from the vehicles, otherwise, this is unsafe.

### ***Preliminary System Alternative 6: Six, 11-Foot General Purpose Lanes, Two 13-Foot Shared Bus/Bike Lanes (SBBL), and Center Median/Turn Lane with 7-Foot Sidewalks***

The additional comments received on the Preliminary System Alternative 6 Display Board included:

- 7-foot sidewalks are always better than 6-foot sidewalks!
- 6-foot sidewalks would be adequate given that there is 4-foot buffer. Why not put the buffer between the traffic lanes and the bike lane?
- Wider and faster roads are unsafe for pedestrians and bicyclists.
- Way too much of an expansion! Major impact on private property owners!
- Scary ROW cost!
- Multi-use path is needed.
- Setbacks for business should be considered. Could lead to a negative issue.

### ***Preliminary System Alternative 7: Eight, 11-Foot General Purpose Lanes***

The additional comments received on the Preliminary System Alternative 7 Display Board included:

- Too large of an expansion. A threat to property owners! (x2)
- Wider/faster roads are unsafe and ugly. Milton Road should be a city boulevard, not a highway. (x2)
- This is too wide. I like Alternative #5.
- Scary ROW cost! (x2)
- Too wide. Needs a protected bike lane. (x2)
- Alternative 7 would be acceptable with grade separated crossings at all signalized intersections.



***Preliminary System Alternative 8: Four, 11-Foot General Purpose Lanes, Two 14-Foot Shared Bus/Bike Lanes (SBBL), 14-Foot Landscaped Median, 10-Foot Landscaped Setbacks, and 10-Foot Sidewalks***

The additional comments received on the Preliminary System Alternative 8 Display Board included:

- 10-foot sidewalks are better than 6- or 7-foot sidewalks.
- This is the best Alternative, but safe money by narrowing buffers.
- Don't like shared bus/bike lanes, otherwise, this alternative looks good. Keep bikes and vehicles separated. (x2)
- Way too much! Major impact on property owners.
- Wider and faster roads are unsafe and ugly.
- Too expensive!
- Too big and too expensive!
- Milton Road businesses front setback will be impacted.

***Station 4: Alternative Routes to Milton Road***

The additional comments received on the Preliminary System Alternative 9 and Preliminary System Alternative 10 Display Boards included:

**Preliminary System Alternative 9**

- Lone Tree Road expansion must accompany Milton expansion!
- Absolutely – Lets use Lone Tree Road. Completely underutilized!
- There needs to be alternative traffic interchange with I-40
- Where will money for the I-40 traffic interchange come from?
- This combined with a Milton Road parallel route for non-motorists
- Should be both a Milton Road build-out and Lone Tree Road connections at Route 66 and I-40.
- I-40 at Lone Tree Road to Route 66 – then what kind of traffic problems on Route 66 east and west? Overpass or underpass at Route 66? Overpass or underpass with the railroad? City voters did not want this when voted on approximately 20 years ago.
- Okay – I-40 to Lone Tree Road to Route 66. Then what?
- Alternative 9 should be combined with improvements to Milton Road; especially grade separated crossings for pedestrians and bicyclists.

**Preliminary System Alternative 10**

- Backage Roads would be better as bike/pedestrian focused corridors including full sidewalks, cycle tracks, FUTS, and bike lanes.
- In lieu of Clay Ave/Malpais/McCracken/Blackbird Roost:
  - Elliot Street to Milton Road right turn only from Blackbird Roost to Route 66 west with no straight and no left.
- In Lieu of Route 66/Riordan Street:
  - I'm okay with studying this further, but I'm not sure it accomplishes much.
  - Maybe for bikes instead?
  - Appropriate as a bike way
  - Riordan Ranch east on north edge of Target then east edge of Target to university



- In Lieu of Metz Walk Extension to Plaza Way:
  - Consider benefit of backage routes for only non-motorized users if it is not a “Go” for motorized users.
- In Lieu of Plaza Way/Yale Street/University Avenue:
  - No more left turns from W. University Avenue on to southbound Milton Road.
  - Left hand turns from eastbound University Avenue at Milton Road is problematic, however I do not support eliminating left turns. This will properly help for less than 20% of the day.
  - If new path moves forward, eliminating left hand turns at eastbound University Avenue is a good idea. If no new road is implemented do not eliminate left hand turn.

## Station Comment Cards

Supplemental Comment Cards were provided to meeting attendees at each station for additional and further detailed input/feedback on the various preliminary system alternatives. Comment cards were not provided at Station 5: NAIPTA Transit Study. A total of 78 comment cards were received, with 18 comment cards collected at Station 1, 20 comments cards collected at Station 2, 24 comment cards collected at Station 3, and 16 comment cards collected at Station 4. The comment cards received for each station can be found in Appendix K through Appendix N





## APPENDICES

### Appendix A: Milton Road CMP Public Open House Meeting #1 Advertisement

# Milton Road Corridor Master Plan

### PUBLIC OPEN HOUSE

The Arizona Department of Transportation in conjunction with the Federal Highway Administration and other Project Partners, are conducting a Corridor Master Plan study for Milton Road in Flagstaff. The study corridor consists of a 1.8-mile segment from West Forest Meadows Street to Beaver Street.

The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for the Milton Road corridor that addresses current safety and traffic congestion, and transit issues by evaluating a mixture of previously recommended and newly introduced System Alternatives. These System Alternatives include a mix of alternatives that utilize and maintain the existing Milton Road right-of-way, alternatives that would require an expanded right-of-way, and alternative routes separate and in addition to the Milton Road corridor itself.

**Thursday, May 10, 2018**  
**6 to 8 p.m.**  
**Flagstaff High School Commons**  
**400 W. Elm Avenue**  
**Flagstaff, AZ 86001**

**Your Input is Important!**

- Participate in the public meeting
- Provide comments
- Visit the project website

[www.azdot.gov/MiltonCorridorMasterPlan](http://www.azdot.gov/MiltonCorridorMasterPlan)  
*Unable to attend the meeting?*  
*Submit your questions or comments to*  
[MiltonProject@mbakerintl.com](mailto:MiltonProject@mbakerintl.com)

Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, gender or disability. Persons who require a reasonable accommodation based on language or disability should contact Community Relations project manager Mackenzie Kirby at 928.525.6494 or email MKirby@azdot.gov. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

De acuerdo con el título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Personas que requieren asistencia (dentro de lo razonable) ya sea por el idioma o por discapacidad deben ponerse en contacto Mackenzie Kirby 928.525.6494 o en MKirby@azdot.gov. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

ADOT Project Number: P181203P Federal Aid Number: MPD-S(018)



# MILTON ROAD CORRIDOR MASTER PLAN

Public Open House Meeting #1 – Meeting Summary Report



## Appendix B: Sign-In Sheets

Milton Road Corridor Master Plan		<b>ADOT</b>	
Public Open House #1			
Flagstaff High School: The Commons 400 W. Elm Avenue Flagstaff, Arizona 86001		Thursday, May 10, 2018 6:00 pm – 8:00 pm	
Sign-In Sheet			

Name	E-mail
1 Kathleen Noonan	
2 Patricia Kensing	
3 Marie Jones	
4 Paul Dufek	
5 Barry Koeb	
6 Joan Degen Kolb	
7 Rick Barrett	
8 Marna Fitting	
9 Carlton Johnson	
10 Corina Vanek	
11 Irene Dominguez	
12 Jesse Dominguez	
13 Julie Leid	
14 Tim Dalegowski	
15 McKenzie Jones	
16 Joe Amy	
17 Tom Melt	
18 Emily Allan	
19 SAT BEST	
20 Daniel Folke	
21 Reid Miller	
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# MILTON ROAD CORRIDOR MASTER PLAN

Public Open House Meeting #1 – Meeting Summary Report



Milton Road Corridor Master Plan Public Open House #1		<b>ADOT</b>
Flagstaff High School: The Commons 400 W. Elm Avenue Flagstaff, Arizona 86001	Thursday, May 10, 2018 6:00 pm – 8:00 pm	
Sign-In Sheet		

Name	E-mail
1 Jason Austin	
2 Louise Risinger	
3 Keith Becken	
4 Robert A. Davis	
5 KATHY PERKINS	
6 Pat Steebel	
7 David Edm	
8 Celia Barotz	
9 Tom Boughner	
10 Sara Dechter	
11 David Blanchard	
12 MERLE F. HENDERSON	
13 Aaron Hayne	
14 J.B. Murray	
15 Paige Ardman	
16 Fatima Abdulahi	
17 Denise Wynne	
18 JIM MCCARTHY	
19 Mahdy Kamal	
20 GREG MACE	
21 Paul Deary	
22 Connie Kim	
23 Joe Shannon	
24 Sarah and Katherine Holland	
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# MILTON ROAD CORRIDOR MASTER PLAN

Public Open House Meeting #1 – Meeting Summary Report



<b>Milton Road Corridor Master Plan</b> <b>Public Open House #1</b>		
Flagstaff High School: The Commons 400 W. Elm Avenue Flagstaff, Arizona 86001	Thursday, May 10, 2018 6:00 pm – 8:00 pm	
Sign-In Sheet		

Name	
1	Laura C. Myers
2	STU SELBERG
3	Lovely
4	Matt Ryan
5	Michelle Ralston
6	Sylvia Smith
7	Ali Alfarhli
8	MATT FAHY
9	Martin Ince
10	Jon Blair
11	BRAD CLARK
12	Jenny Nicmann
13	Ruth Ann DeCora
14	Kimi Austin
15	GARY ROBBINS
16	Dawn Ivacek
17	Brandon Cruickshank
18	STEVE LOPEZ
19	Susan Immel
20	MATTHIAS RUPP
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# MILTON ROAD CORRIDOR MASTER PLAN

Public Open House Meeting #1 – Meeting Summary Report

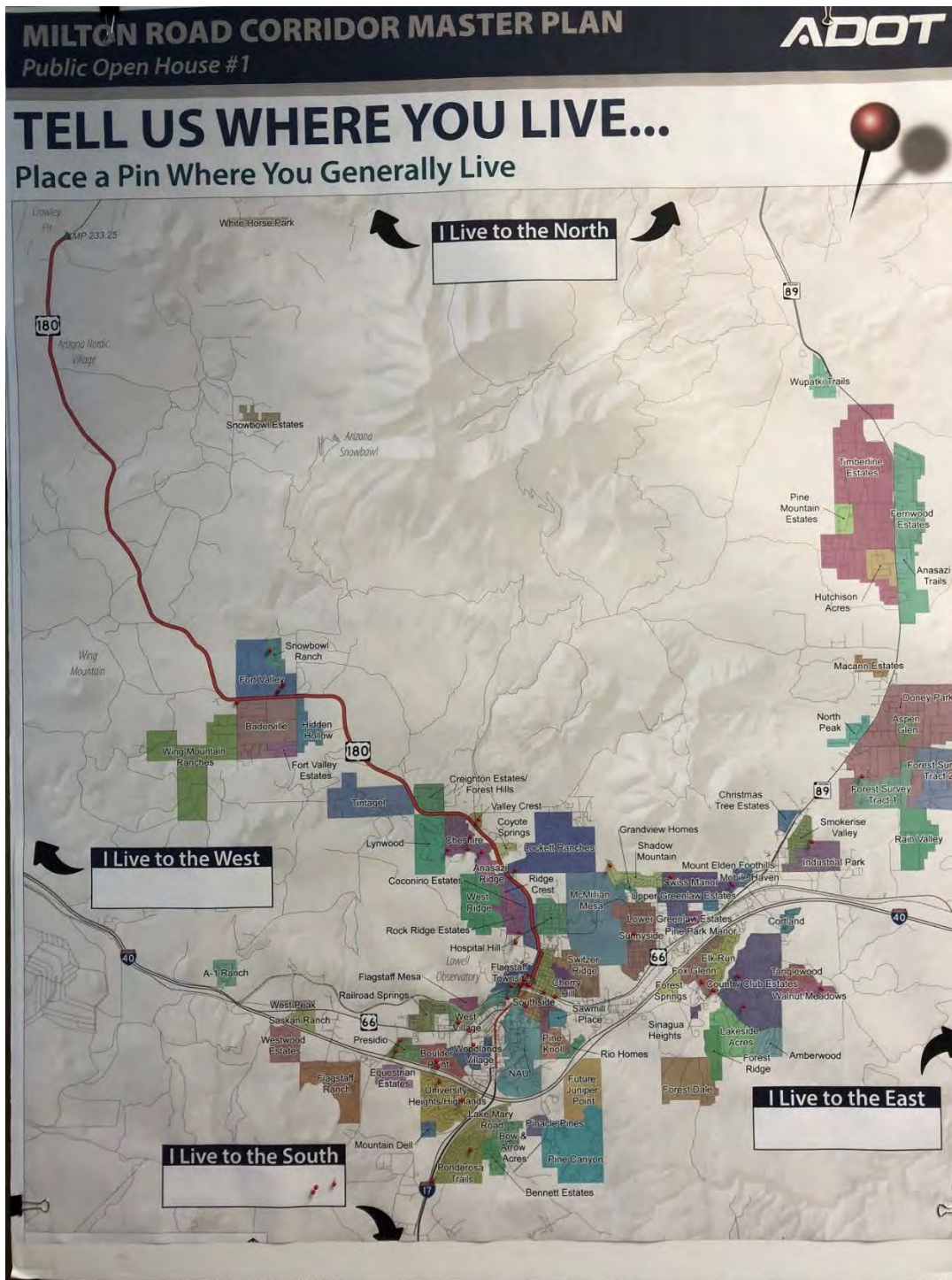


<b>Milton Road Corridor Master Plan</b>		<b>ADOT</b>
<b>Public Open House #1</b>		
Flagstaff High School: The Commons 400 W. Elm Avenue Flagstaff, Arizona 86001	Thursday, May 10, 2018 6:00 pm – 8:00 pm	
Sign-In Sheet		

Name	E-mail
1	Douglas Sabo
2	Laura Chavez-Pardini
3	Elaine Kellef
4	Robert Larkin
5	Jana Jolly
6	Steven Patrick
7	Tom Elckmeyer
8	Jan Scampbelluri
9	Austin Aslar
10	Joe Shannon
11	Rick Moore
12	ALAN SANDERSON
13	Jayne Clark
14	Toby De Cau
15	WIM SNOOK
16	Anthony Quinlan
17	Sal Santer Best
18	Paul A. Lewis
19	Judy Schmitz
20	Jackie Thomas
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## Appendix C: Map Pinning Exercise Results



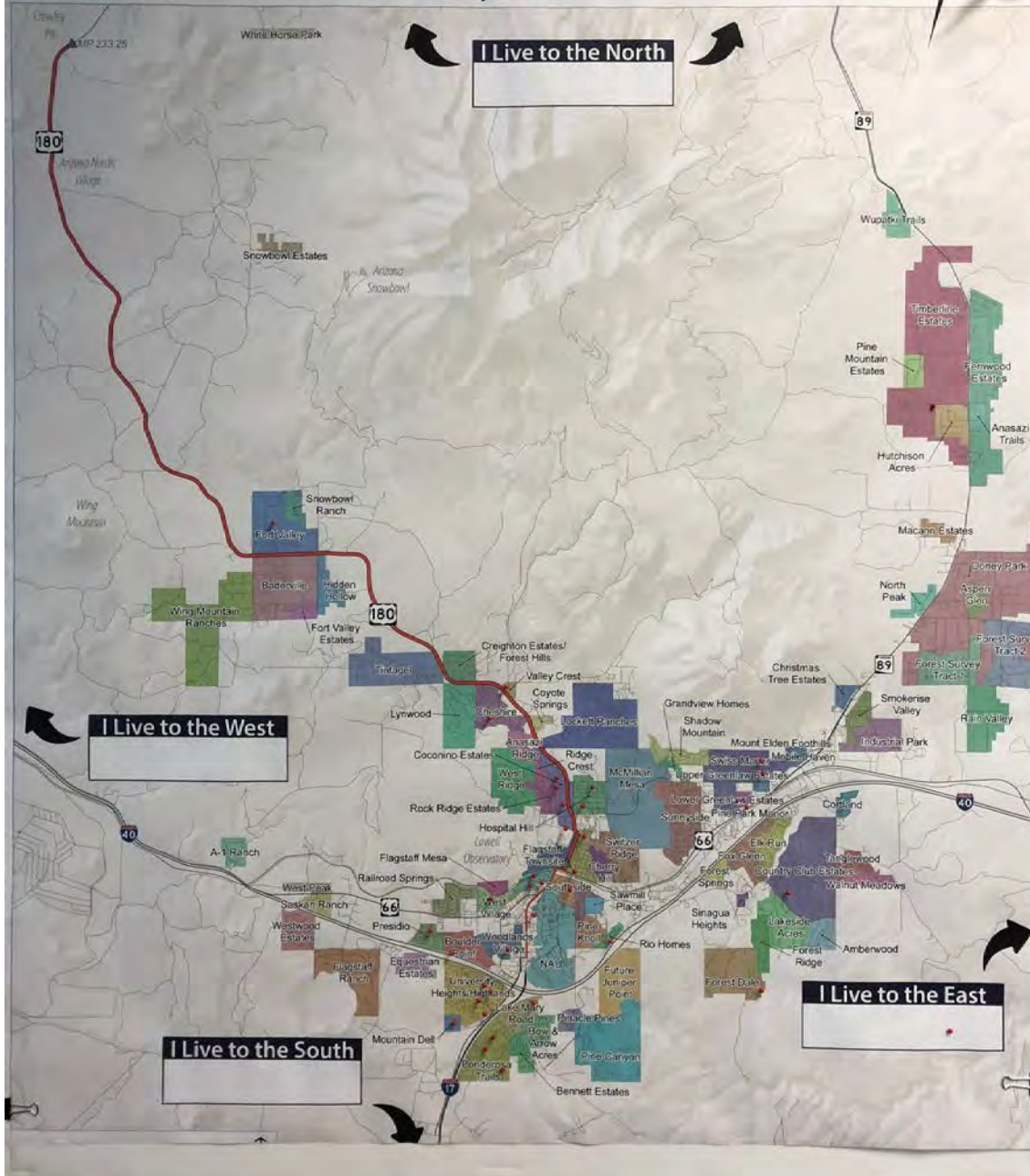
## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1



# TELL US WHERE YOU LIVE...

Place a Pin Where You Generally Live



## Appendix D: PowerPoint Presentation





## TONIGHT'S AGENDA

- I. Welcome & Introductions
- II. Open House Format & Objectives
- III. Project Introduction
  - a) Study Corridor Limits
  - b) Project Partners
  - c) Project Goals
- IV. Project Work Plan & Project Schedule
- V. Next Steps
- VI. How You Can Provide Comments Tonight

3

## II. OPEN HOUSE FORMAT & OBJECTIVES

- 1) Introduce the Project to Residents and Stakeholders
- 2) Confirm the Project Goals
- 3) Receive Your Feedback On:
  - Identifying any new or modified alternatives for Milton Road;
  - Identifying any alternatives for Milton Road that should be eliminated; and
  - Is the public willing to expand the Milton Road right-of-way or not?



### III. PROJECT INTRODUCTION

#### Milton Road CMP Study Corridor

5

### III. PROJECT INTRODUCTION

#### Project Partners:

- Arizona Department of Transportation
- Flagstaff Metropolitan Planning Organization
- City of Flagstaff
- Coconino County
- US Forest Service
- Federal Highway Administration
- Northern Arizona University
- Northern Arizona Intergovernmental Public Transportation Authority
- Burlington Northern Santa Fe Railroad

5



### III. PROJECT INTRODUCTION

**Milton Road CMP Goals:**

- 1 Address congestion and safety on Milton Road
- 2 Identify the long-term (20-year) vision of the corridor
- 3 Obtain public and stakeholder input on alternatives, including multimodal alternatives
- 4 Scope out and further implement previous and new strategies, consistent with the long-term vision
- 5 Prioritize implementation projects for design
- 6 Assist NAIPTA in completing its Bus Rapid/Transit/High Capacity Transit system design
- 7 Follow the Planning and Environmental Linkages (PEL) process to carry forward decisions into the design and NEPA

### IV. PROJECT WORK PLAN & PROJECT SCHEDULE

**Milton Road CMP Process:**

The process flow is as follows:

- PROJECT CHARTER:** Project Partner & Agency Stakeholder Kick-off Meeting
- WORKING PAPER #1:** Gather Information & Analyze Existing and Future Land-Use
- WORKING PAPER #1 (continued):** Identify Study's Alternatives and "Fast Facts" (Cost, Impacts, etc.)
- WORKING PAPER #1 (continued):** Develop and Refine Alternatives
- WORKING PAPER #1 (continued):** Develop and Refine Alternatives
- WORKING PAPER #2:** Tier 2 Alternative Evaluation Screening
- WORKING PAPER #2:** Develop and Refine Alternatives with Consideration of Planning and Policy
- WORKING PAPER #2:** Develop and Refine Alternatives
- FINAL REPORT:** Final Report

Timeline: FALL 2017 to WINTER 2018

Ongoing Project Partner, Public & Stakeholder Involvement



## V. NEXT STEPS



- ▶ Eliminate, add or refine alternatives based on public input
- ▶ Perform detailed analysis of refined alternatives
- ▶ Public surveys on refined alternatives
- ▶ Second Public Open House Meeting (Fall 2018)
- ▶ Final Recommendations (December 2018)



## VI. How You Can Provide Comments Tonight

***THERE ARE MANY WAYS...***

- 1) Questions and Comments at 4 “Stations”
- 2) Ask any Project Representative
- 3) Poster Boards/Sticky Dot/Sticky Note Exercises at Stations
- 4) Mapping Exercise – roll plots
- 5) Comment Cards – at each Station
- 6) Visit the Project Website at:
  - [www.azdot.gov/MiltonCorridorMasterPlan](http://www.azdot.gov/MiltonCorridorMasterPlan)
  - Submit comments or questions to: [MiltonProject@mbakerintl.com](mailto:MiltonProject@mbakerintl.com)



## Appendix E: Question Card

MILTON ROAD CORRIDOR MASTER PLAN  
Public Open House #1

### QUESTION CARD

If you have a question(s) that you would like answered at the end of the presentation, please write your question(s) on this card and pass it to an ADOT project representative. We have limited time for questions and answers to allow you time to speak directly with project staff. If we do not get to your question, we encourage you to speak with a project representative. Thank you for printing legibly.

Name: \_\_\_\_\_

Email: \_\_\_\_\_





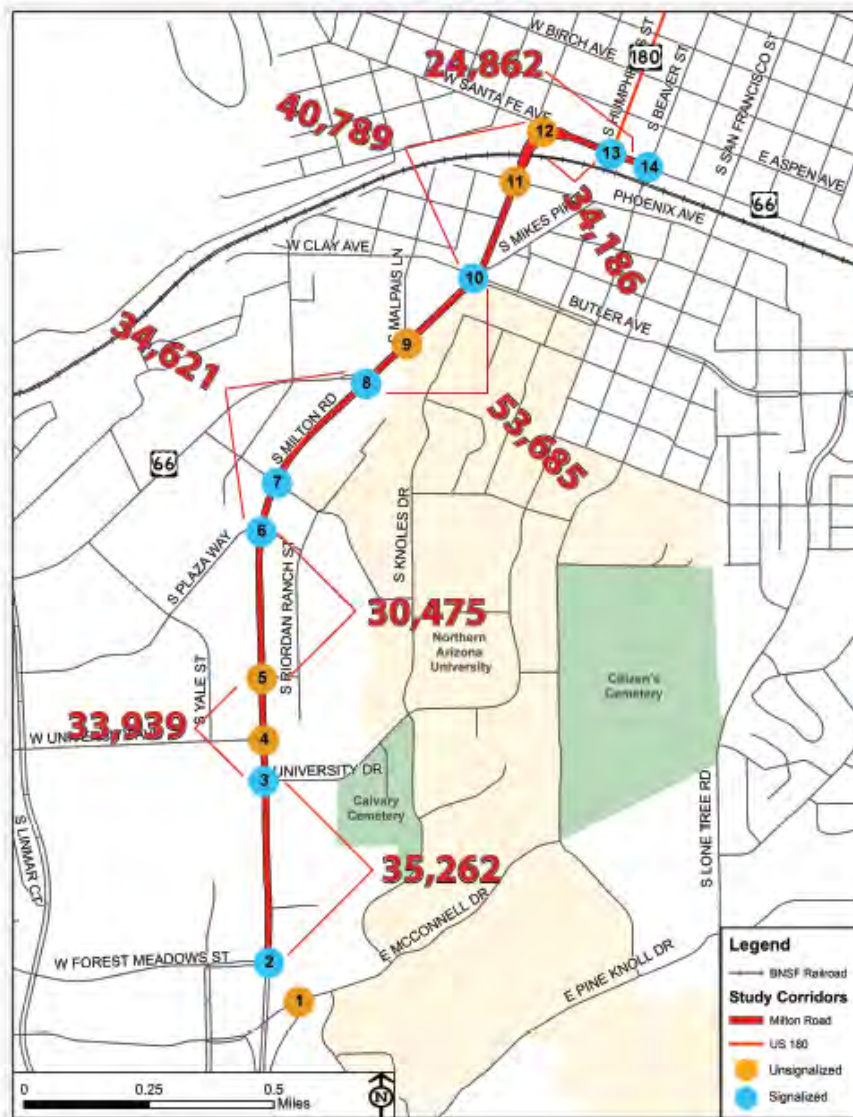
## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1



# STUDY CORRIDOR AT A GLANCE...

## Number of Average Daily Vehicles TODAY



## Level-of-Service TODAY

Intersection	PM Peak	
	LOS	Delay (Sec/Veh)
2 Milton Road & Forest Meadows Street	C	33.3
3 Milton Road & University Drive	C	21.2
6 Milton Road & Plaza Way	B	20.0
7 Milton Road & Riordan Road	B	15.0
8 Milton Road & Historical Route 66	C	27.2
10 Milton Road & Clay/Butler Avenue	D	40.1
13 Milton Rd & Humphreys St	C	29.6
14 Milton Rd & Beaver St	B	12.9

## Level-of-Service (LOS) Criteria

LOS	Average Delay	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	≤ 10
B	> 10-20	> 10-15
C	>20-35	>15-25
D	>35-55	>25-35
E	>55-80	>35-50
F	>80	>50

NOTE: Vehicle Counts Observed on Tuesday, September 12, 2017



## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1

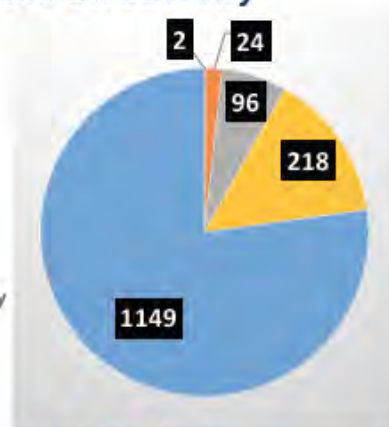


# STUDY CORRIDOR AT A GLANCE... EXISTING CORRIDOR SAFETY CONSIDERATIONS

### Crash Severity Comparison

Crash Severity	Number	US 180 %	Statewide Average %*
Fatal	2	0.1%	1%
Injury	338	23%	31%
Property Damage Only	1,149	77%	68%

### Percentage of Crashes Based on Severity

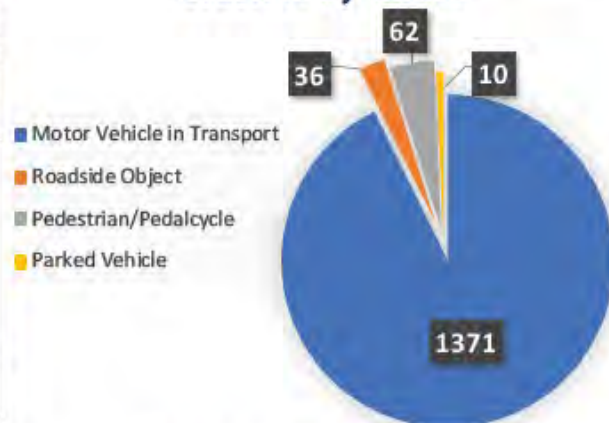


### Crash Map by Injury Severity



- Fatal
- Severe Injury
- Minor Injury
- Possible Injury
- Property Damage Only

### Crashes by Cause



### Total Crashes by Year



### Total Crashes by Month







## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1

# PRELIMINARY SYSTEM ALTERNATIVE 2

## Milton Road Reversible Center Lane

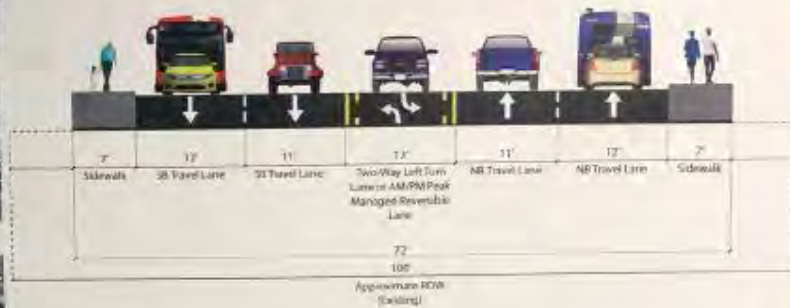
AM Peak  
Period Traffic  
Designation



Mid-Day /  
Standard  
Traffic  
Designation



PM Peak  
Period Traffic  
Designation



Note: Detailed traffic studies are necessary to apply this concept to any arterial highway system. ADOT will address a matrix of safety issues independent especially with the high number of left-way driveway and multimodal considerations.

### FEATURES:

• Reversible traffic lanes (aka "managed lanes") add capacity to a road and decrease congestion by borrowing capacity from the other (off-peak) direction. There are a wide variety and combination of approaches to managed lane operations. These have typically encompassed such methods as:

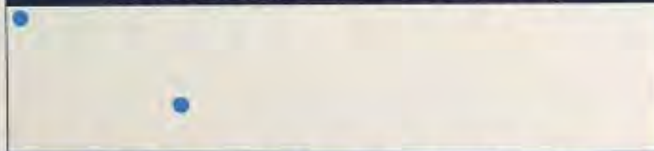
- Static signing and striping
- Changeable message signs
- Economic incentives / disincentives
- Lane Controls
- Temporary traffic control devices
- Law enforcement / legal restrictions

• The concept is often referred to by FHWA and transportation professionals as, "managed lanes" in that high demand on existing facilities, such as Milton Road, especially at peak demands are placed on the roadway, it necessitates the efficient management of those facilities.

• Optimal for roadways with limited right-of-way expansion opportunities or heavy traffic imbalance for short periods of time.

### THIS ALTERNATIVE SHOULD?

Move Forward for Further Study

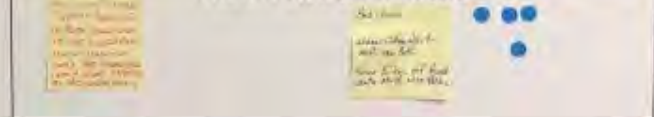


Be Eliminated from Further Study



Move Forward for Further Study with Adjustments

Please Fill out a Comment Card



Note: Recently completed survey of the Milton Road right-of-way from approximately University Drive to Butler Avenue has indicated that 100' of right-of-way currently exists. Additional survey results for the remaining segments of Milton Road CMP study corridor are forthcoming.

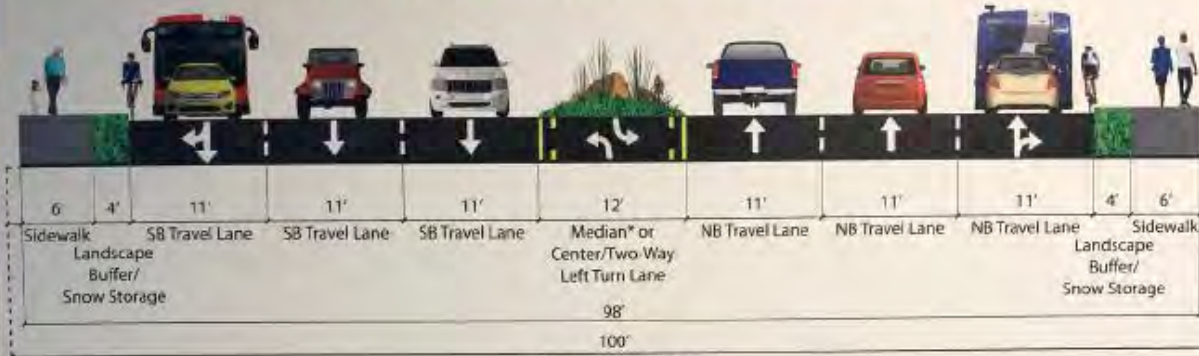


## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1

# PRELIMINARY SYSTEM ALTERNATIVE 3

## Six, 11-Foot General Purpose Lanes with Center Median/ Turn Lane with 6-Foot Sidewalks



Approximate ROW (Existing)

\*The center lane would vary between a center median, center left turn lane, or a two-way left turn along the study corridor based on need and level of access management required

### FEATURES:

- This alternative adds vehicular capacity to existing Milton Road by adding two additional general purpose lanes.
- The outside general purpose lanes would accommodate buses, vehicles, bicyclists and right turning movements.
- This alternative could be constructed utilizing the existing 100-foot right-of-way, but would require reconstruction of the existing roadway that includes expansion of the existing pavement section and relocation of the sidewalks (both sides).
- A landscaping buffer between the roadway and the sidewalks are included in this alternative to separate sidewalk users from roadway users. The buffer can also be used as snow storage during the winter months.

### THIS ALTERNATIVE SHOULD?

#### Move Forward for Further Study

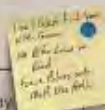


#### Be Eliminated from Further Study



#### Move Forward for Further Study with Adjustments

Please Fill out a Comment Card



Note: Recently completed survey of the Milton Road right-of-way from approximately University Drive to Butler Avenue has indicated that 100' of right-of-way currently exists. Additional survey results for the remaining segments of Milton Road CMP study corridor are forthcoming.



## MILTON ROAD CORRIDOR MASTER PLAN ADOT Public Open House #1

# PRELIMINARY SYSTEM ALTERNATIVE 4

### Four, 11-Foot General Purpose Lanes with Center Median/ Left Turn Lane, & two 14-Foot Shared Bus/Bike Lane (SBBL) with 7-Foot Sidewalks



Approximate ROW  
(Existing)

\*The center lane would vary between a center median, center left turn lane, or a two-way left turn along the study corridor based on need and level of access management required

### FEATURES:

- This alternative adds capacity for all modes through the introduction of a 14-foot SBBL and sidewalks in each direction while maintaining the same vehicular capacity.
- The four total general purpose lanes would only accommodate the through movement of regular vehicular traffic.
- This alternative can be accomplished within existing 100-foot right-of-way because the two general purpose lanes in each direction were reduced to 11 feet, and the SBBL would also function as right turn lanes, eliminating the need for separate right turn deceleration lanes. However, this alternative would require reconstruction of the existing roadway that includes expansion of the existing pavement section and relocation of the sidewalks (both sides).

### THIS ALTERNATIVE SHOULD?

**Move Forward for Further Study**

**Be Eliminated from Further Study**

**Move Forward for Further Study with Adjustments**

*Please Fill out a Comment Card*

Note: Recently completed survey of the Milton Road right-of-way from approximately University Drive to Butler Avenue has indicated that 100' of right-of-way currently exists. Additional survey results for the remaining segments of Milton Road CMP study corridor are forthcoming.



## Appendix H: Station 3 Display Boards Results

### MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1

## PRELIMINARY SYSTEM ALTERNATIVE 5

### Six, 11-Foot General Purpose Lanes with a Center Median/ Turn Lane, & 6-Foot Bicycle Lanes with 6-Foot Sidewalks

Approximate Proposed ROW: 110'

Existing ROW: 100'

*\*The center lane would vary between a center median, center left turn lane, or a two-way left turn along the study corridor based on need and level of access management required*

### FEATURES:

- Increased vehicular capacity and bicycle mobility by adding two additional general purpose lanes (one southbound, one northbound) and continuous bicycle lanes.
- 11-foot general purpose lanes are proposed, but 12-foot general purpose lanes currently exist.
- The outside general purpose lanes would accommodate buses, vehicles, and right turning movements.
- Approximately 10-foot expansion of the existing 100' right-of-way is required.

### THIS ALTERNATIVE SHOULD?

#### Move Forward for Further Study

Blue dots and sticky notes indicating support for the alternative.

#### Be Eliminated from Further Study

Blue dots and sticky notes indicating reasons for elimination.

#### Move Forward for Further Study with Adjustments

Blue dots and sticky notes indicating support with adjustments.

Note: Recently completed survey of the Milton Road right-of-way from approximately University Drive to Butler Avenue has indicated that 100' of right-of-way currently exists. Additional survey results for the remaining segments of Milton Road CMP study corridor are forthcoming.

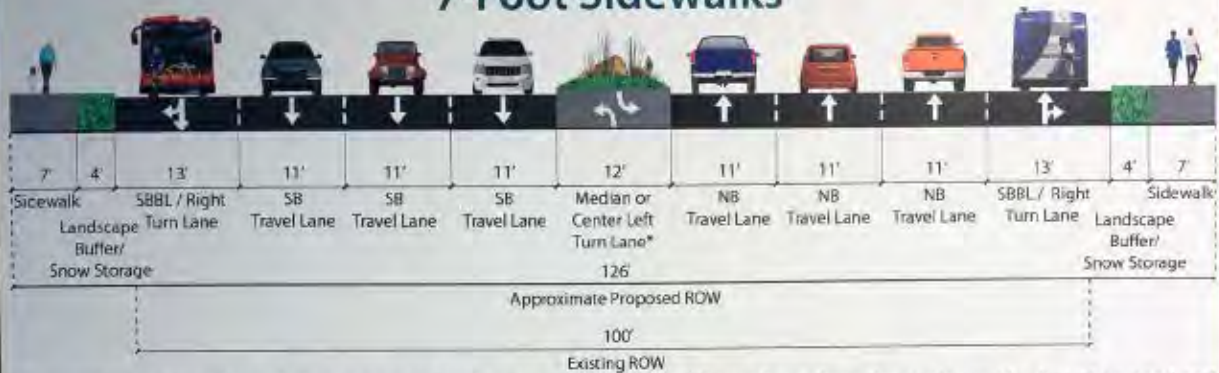


## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1

# PRELIMINARY SYSTEM ALTERNATIVE 6

Six, 11-Foot General Purpose Lanes, Two 13-Foot Shared Bus/Bike Lanes (SBBL), & Center Median/Turn Lane with 7-Foot Sidewalks



\*The center lane would vary between a raised center median or a center left turn lane along the study corridor based on need and level of access management required

### FEATURES:

- This alternative adds capacity for all modes through the introduction of a 13-foot SBBL in each direction which would be a dedicated bus/BRT lane sharing functionality as a bicycle lane and right turn lane.
- Increased vehicular capacity through the by adding two general purpose lanes (one southbound, one northbound).
- This alternative would require an approximate 26-foot expansion of the existing 100' right-of-way, including the expansion and re-striping of the existing pavement section and relocation of the sidewalks (both sides).

### THIS ALTERNATIVE SHOULD?

#### Move Forward for Further Study

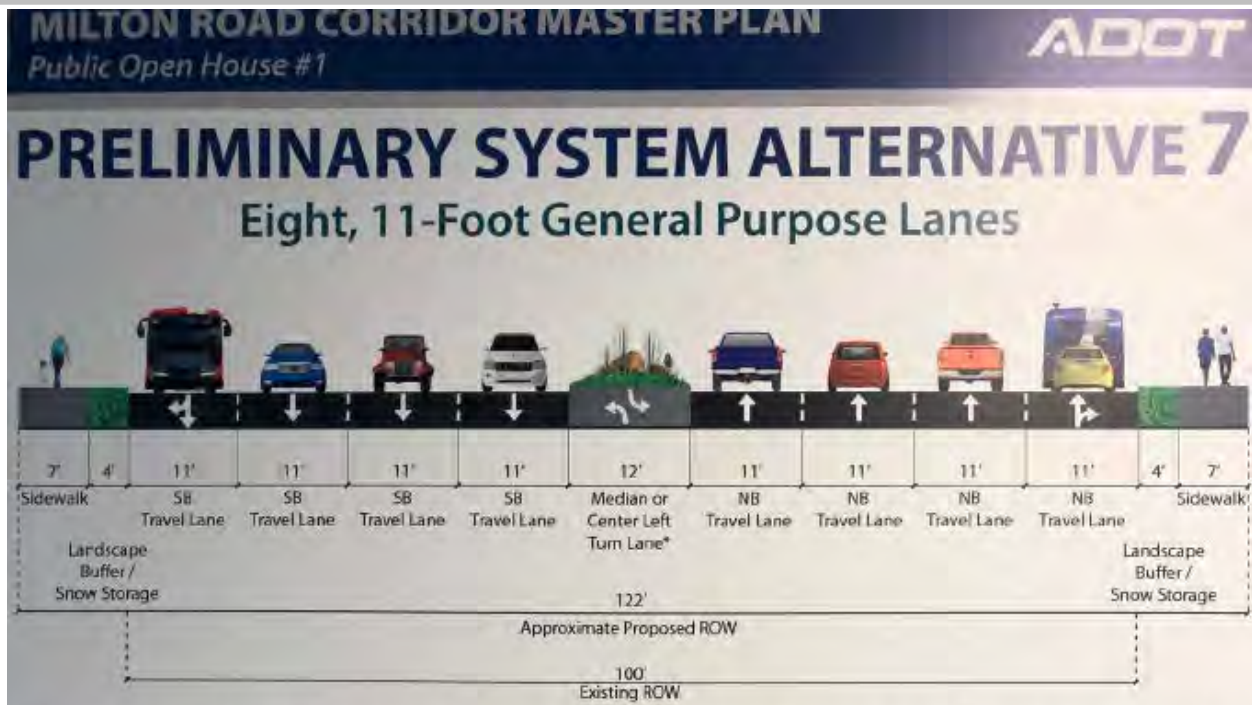
#### Be Eliminated from Further Study

#### Move Forward for Further Study with Adjustments

Please Fill out a Comment Card

Note: Recently completed survey of the Milton Road right-of-way from approximately University Drive to Butler Avenue has indicated that 100' of right-of-way currently exists. Additional survey results for the remaining segments of Milton Road CMP study corridor are forthcoming.





\*The center lane would vary between a raised center median or a center left turn lane along the study corridor based on need and level of access management required

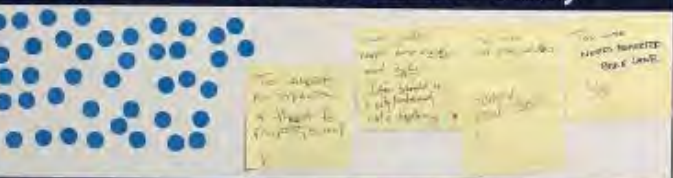
## FEATURES:

- This proposed alternative adds four additional lanes of vehicular capacity (two lanes southbound and two lanes northbound).
- The fourth (outside) general purpose lane would be shared by both automobiles and buses.
- 11-foot general purpose lanes are proposed, but 12-foot general purpose lanes currently exist.
- This alternative would require an approximate 22-foot expansion of the existing 100' right-of-way, including the expansion and re-striping of the existing pavement section and relocation of the sidewalks (both sides).

## THIS ALTERNATIVE SHOULD?

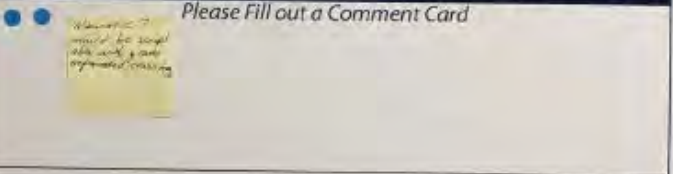
### Move Forward for Further Study

### Be Eliminated from Further Study



### Move Forward for Further Study with Adjustments

Please Fill out a Comment Card



Note: Recently completed survey of the Milton Road right-of-way from approximately University Drive to Butler Avenue has indicated that 100' of right-of-way currently exists. Additional survey results for the remaining segments of Milton Road CMP study corridor are forthcoming.



MILTON ROAD CORRIDOR MASTER PLAN
ADOT

## PRELIMINARY SYSTEM ALTERNATIVE 8

### Four, 11-Foot General Purpose Lanes, Two 14-Foot Shared Bus/Bike Lanes (SBBL), 14-Foot Landscaped Median, 10-Foot Landscaped Setbacks, & 10 Foot Sidewalks

7'	10'	10'	14'	11'	11'	14'	11'	11'	14'	10'	10'	7'
Buffer	Sidewalk	Buffer	SB SBBL / Right Turn Only Lane	SB Travel Lane	SB Travel Lane	Median or Center Left Turn Lane*	NB Travel Lane	NB Travel Lane	NB SBBL / Right Turn Only Lane	Buffer	Sidewalk	Buffer

Approximate Proposed ROW  
100'  
Existing ROW

*\*The center lane would vary between a raised center median or a center left turn lane along the study corridor based on need and level of access management required*

### FEATURES:

- Includes design and aesthetic attributes that yield a “complete street” that facilitates all modes of transportation while also offering opportunities to enhance the character of Milton Road with landscaping treatments.
- The 6-foot landscaping setbacks behind each curb can serve the dual function of landscape treatment and possible stormwater catchment and harvesting areas.
- Promotes alternative modes of transportation by including 14-foot SBBLs and 10 foot sidewalks. A 10-foot wide sidewalk can comfortably accommodate both bicycle and pedestrian modes and the landscape setback from the roadway offers a safety buffer.
- This alternative would require an approximate 40-foot expansion of the existing 100’ right-of-way, including the expansion and re-striping of the existing pavement section and relocation of the sidewalks.

### THIS ALTERNATIVE SHOULD?

Move Forward for Further Study

Be Eliminated from Further Study

Move Forward for Further Study with Adjustments

Please Fill out a Comment Card

Note: Recently completed survey of the Milton Road right-of-way from approximately University Drive to Butler Avenue has indicated that 100’ of right-of-way currently exists. Additional survey results for the remaining segments of Milton Road CMP study corridor are forthcoming.





## Appendix I: Station 4 Display Boards Results

### MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1

## PRELIMINARY SYSTEM ALTERNATIVE 9

### Milton Road No Build + Lone Tree Design Concept Report

**FEATURES:**

- This alternative would focus upon the use and potential expansion of Lone Tree Road to provide supplemental capacity to Milton Road.
- Currently, Lone Tree Road is located approximately ¾ mile due east of Milton Road and is generally a two-lane collector roadway that primarily provides access for local destinations.
- Significant features such as a traffic interchange to connect with I-40 to the south, and a grade-separated crossing of the BNSF railway to the north are potential instrumental facilities necessary to enhance the effectiveness of the Lone Tree Road Alternative Route.
- This alternative recommends 4, 12-foot general purpose lanes, a raised median, bicycle lanes, a sidewalk on one side and a F.U.T.S. trail on the other side.

### THIS ALTERNATIVE SHOULD?

**Move Forward for Further Study**

- This alternative would focus upon the use and potential expansion of Lone Tree Road to provide supplemental capacity to Milton Road.
- Currently, Lone Tree Road is located approximately ¾ mile due east of Milton Road and is generally a two-lane collector roadway that primarily provides access for local destinations.
- Significant features such as a traffic interchange to connect with I-40 to the south, and a grade-separated crossing of the BNSF railway to the north are potential instrumental facilities necessary to enhance the effectiveness of the Lone Tree Road Alternative Route.
- This alternative recommends 4, 12-foot general purpose lanes, a raised median, bicycle lanes, a sidewalk on one side and a F.U.T.S. trail on the other side.

**Be Eliminated from Further Study**

**Move Forward for Further Study with Adjustments**

Please Fill out a Comment Card



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1

# PRELIMINARY SYSTEM ALTERNATIVE 10

## Backage Road Improvements

**Legend**

— BNSF Railroad    — Milton Road CMP Study Corridor    ← Z →

0 1/4 1/2 Miles

Clay Avenue/Malpais Lane/McCracken/Blackbird Roost Street	West Route 66/Riordan Ranch Street	Metz Walk Extension to Plaza Way	Plaza Way/Yale Street/University Avenue	Route 66/Yale Street/Beulah Blvd Extension/Ft. Tullih
Existing Roadway	Existing Roadway	Existing Roadway	Existing Roadway	Existing Roadway
Proposed New Roadway	Proposed New Roadway	Proposed New Roadway	Proposed New Roadway	Proposed New Roadway

### What is a “Backage Road?”

The concept of a “backage road” (aka reverse frontage roads) is a road that runs parallel to the arterial roadway (Milton Road) and behind developed land. Backage roads can be advantageous in reducing traffic congestion on the mainline (Milton Road), as well as minimize visual distractions and headlight glare on the mainline. However, backage roads can also create opportunities for delay, congestion, and crashes if there is insufficient storage for entering and exiting vehicles.

There are a handful of backage road scenarios illustrated that together and/or separately could possibly mitigate traffic congestion for northbound and southbound traffic on Milton Road. It should be noted that future traffic modeling analysis of any backage road scenario(s) would be needed to adequately quantify the anticipated performance and level-of-service of backage roads.

## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1



### PRELIMINARY SYSTEM ALTERNATIVES 10 Backstage Road Improvements

MAP	DESCRIPTION	THIS ALTERNATIVE SHOULD?		
	<p><b>Clay Ave./Malpais Ln./McCracken/Blackbird Roost St.</b></p> <p>Though likely contributing to some neighborhood encroachment concerns, the McCracken option will also allow access to future commercial redevelopment opportunities and will reduce neighborhood cut through traffic.</p> <ul style="list-style-type: none"> <li>• 0.15 Miles of Proposed New Roadway</li> <li>• 0.80 Miles of Existing Road way</li> </ul>	<p>Move Forward for Further Study</p>	<p>Be Eliminated from Further Study</p>	<p>Move Forward for Further Study with Adjustments</p>
	<p><b>West Route 66/Riordan Ranch St.</b></p> <p>Riordan Ranch Street currently exists from Chambers Drive to its intersection with Riordan Ranch Street (where it currently terminates into a parking lot near the Newman Center, NAU Art Museum and other NAU buildings) to the north to connect with the Milton Road/Route 66 intersection would be needed. A southern extension of Riordan Ranch Street to University Ave and to the south is also recommended. Additional investigations as to whether NAU would prefer to see a connection to Knolls Drive would also be needed.</p> <ul style="list-style-type: none"> <li>• 0.27 Miles of Proposed New Roadway</li> <li>• 0.90 Miles of Existing Roadway</li> </ul>	<p>Move Forward for Further Study</p>	<p>Be Eliminated from Further Study</p>	<p>Move Forward for Further Study with Adjustments</p>
	<p><b>Metz Walk Extension to Plaza Way</b></p> <p>This conceptual backstage road would require right-of-way acquisition through the existing Safeway parking lot to connect to Plaza Way.</p> <ul style="list-style-type: none"> <li>• 0.075 Miles of Proposed New Roadway</li> <li>• 0.80 Miles of Existing Roadway</li> </ul>	<p>Move Forward for Further Study</p>	<p>Be Eliminated from Further Study</p>	<p>Move Forward for Further Study with Adjustments</p>



## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1



### PRELIMINARY SYSTEM ALTERNATIVES 10 Backlog Road Improvements

MAP	DESCRIPTION	THIS ALTERNATIVE SHOULD?	
	<p><b>Plaza Way/Yale Street/University Avenue</b></p> <p>Utilizing the existing roadways, this potential backlog road network offers a 1/3 mile backlog road deviation from the Milton Road mainline. The 80-foot turning pocket on southbound Plaza Way and broad turning radius at the Yale Street may present operation and safety challenges.</p> <ul style="list-style-type: none"> <li>• 0.15 Miles of Proposed New Roadway</li> <li>• 0.75 Miles of Existing Roadway</li> </ul>	<p>Move Forward for Further Study</p>	<p>Be Eliminated from Further Study</p>
	<p><b>Route 66/Yale Street/Baulah Blvd. Extension/Ft. Tuthill</b></p> <p>Utilizing Route 66 to Yale Street, the southern leg of this proposed backlog road network would require a 1/4 mile extension of Baulah Boulevard from its current northern terminus just north of Forest Meadows Drive to the intersection of University Avenue and Yale Street.</p> <ul style="list-style-type: none"> <li>• 0.25 Miles of Proposed New Roadway</li> <li>• 4.44 Miles of Existing Roadway</li> </ul>		<p>Move Forward for Further Study with Adjustments</p>



Appendix J: Mapping Exercise

The entire roll plot cannot be included in this report due to their size, however, the files can be downloaded using the link provided below:

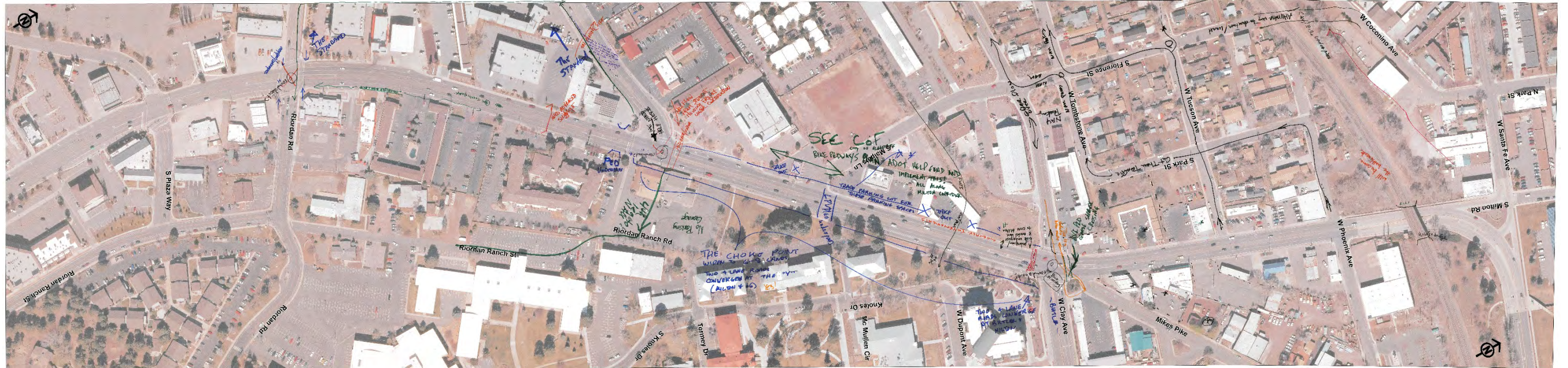
<https://eftp.mbakerintl.com/message/oj03B7zjlGXJrAtIP968Ob>

Contact [brian.snider@mbakerintl.com](mailto:brian.snider@mbakerintl.com) if the link is not working or has expired.

Segment 1: Forest Meadows Street to Plaza Way



Segment 2: Plaza Way to Santa Fe Avenue





MILTON ROAD CORRIDOR MASTER PLAN  
Public Open House #1

STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the Milton Road corridor? (20 years)  
*Stop catering to cars.  
Admit you can't solve congestion.*
2. What roadway issues do you think the Milton Road corridor will have in the next 20 years?  
*Lack of options for alternative transit.*
3. What do you see as the TOP THREE issues for the Milton Road corridor?  
*① It's a car-dominated, terrible place to be  
② It provides no real options beyond cars.*
4. Please provide any additional comments you may wish to offer: *③ Curb cuts.*

OPTIONAL ONLY:  
Name: \_\_\_\_\_

Email: \_\_\_\_\_



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STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the Milton Road corridor? (20 years)
2. What roadway issues do you think the Milton Road corridor will have in the next 20 years?
3. What do you see as the TOP THREE issues for the Milton Road corridor?
4. Please provide any additional comments you may wish to offer:

send the bill to NAV!

OPTIONAL ONLY:  
Name: \_\_\_\_\_

Email: \_\_\_\_\_



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MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the Milton Road corridor? (20 years)  
WIDEN MILTON STARTING WITH SEGMENT BETWEEN THE "Y" 66 + MILTON AND ~~BEAVER~~ BUTLER/MILTON.
2. What roadway issues do you think the Milton Road corridor will have in the next 20 years?
3. What do you see as the TOP THREE issues for the Milton Road corridor?  
(1) WIDEN MILTON BETWEEN THE Y + BUTLER + MILTON  
(2) REQUIRE NEW BUSINESSES TO ADD EXTRA LANE  
(3) ANOTHER LIGHT BETWEEN PLAZA WAY + UNIVERSITY
4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



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MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the Milton Road corridor? (20 years)

Increase @ turn signal arrows.

2. What roadway issues do you think the Milton Road corridor will have in the next 20 years?

Continued growth.

3. What do you see as the TOP THREE issues for the Milton Road corridor?

Not enough "flow" R/L ↑ traffic

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_ Email: \_\_\_\_\_



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STATION 1 COMMENT CARD

- 1. What can be done now to prepare for the future of the Milton Road Corridor (0-20 years)
- 2. What roadway issues do you think will be most important in the next 20 years?
- 3. What do you see as the TOP THREE issues for the Milton Road Corridor?
- 4. Please provide any additional comments.

Make Milton  
 a place  
 people want  
 to be.

OPTIONAL ONLY:  
Name: \_\_\_\_\_

Email: \_\_\_\_\_



MILTON ROAD CORRIDOR MASTER PLAN  
Public Open House #1



STATION 1 COMMENT CARD

- 1. What can be done now to prepare for the future of the Milton Road corridor? (20 years)  
*Acquire right of way*
- 2. What roadway issues do you think the Milton Road corridor will have in the next 20 years?  
*More traffic which will limit the businesses that move there.*
- 3. What do you see as the TOP THREE issues for the Milton Road corridor?  
*Alternative routes are needed.*
- 4. Please provide any additional comments you may wish to offer:  
*Only way from 180 to I 17 that many <sup>tourists</sup> know. Route 66 has only one way <sup>across</sup> the RR tracks*

OPTIONAL ONLY:  
Name: \_\_\_\_\_

Email: \_\_\_\_\_



MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the Milton Road corridor? (20 years)
2. What roadway issues do you think the Milton Road corridor will have in the next 20 years?
3. What do you see as the TOP THREE issues for the Milton Road corridor?

*- ugly*  
*- splits Flagstaff in 2*  
*- unsafe to cross / not enough crossings*

4. Please provide any additional comments you may wish to offer:

*An option not shown is for COF to take ownership of Milton, and to create a beautiful entry boulevard through the heart of the city*

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



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MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the Milton Road corridor? (20 years)

THE BEST ANSWER IS TO STOP GROWTH, BUT THAT IS NOT GOING TO HAPPEN -


2. What roadway issues do you think the Milton Road corridor will have in the next 20 years?

MORE TRAFFIC + SAFETY ISSUES, JUST LIKE WE HAVE HAD DURING THE PAST 20 YRS.

3. What do you see as the TOP THREE issues for the Milton Road corridor?

TRAFFIC, SAFETY, + TURNS INTO + OUT BUSINESS

4. Please provide any additional comments you may wish to offer:

GOOD LUCK! 

OPTIONAL ONLY:

Name: \_\_\_\_\_ Email: \_\_\_\_\_



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### STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the Milton Road corridor? (20 years)

2. What r This criteria corridor will have in the next 20 years?

3. What only looks Milton Road corridor?  
at moving

4. Plea CARS / wish to offer:  
We need better  
criteria = Livability  
safety, making people

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



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MILTON ROAD CORRIDOR MASTER PLAN  
Public Open House #1



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the Milton Road corridor? (20 years)
2. What roadway issues do you think the Milton Road corridor will have in the next 20 years?
3. What do you see as the TOP THREE issues for the Milton Road corridor?
4. Please provide any additional comments you may wish to offer:

COMMENTS  
ON BACK



OPTIONAL ONLY: Name: MATT FAHY

Email:



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ALL "BACKAGE ROAD" OPTIONS ARE COMPLETE NON-STARTERS NONE OF THE PROPOSED OPTIONS WOULD PROVIDE SIGNIFICANT TRAFFIC CONGESTION RELIEF. MOREOVER, MOST PASS THROUGH (AT LEAST "MIXED") RESIDENTIAL AREAS, SO INTENTIONALLY INCREASING TRAFFIC THROUGH THESE AREAS IS IMPRACTICAL AND UNSAFE.



MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the Milton Road corridor? (20 years)

2. What roadway issues do you think the Milton Road corridor will have in the next 20 years?

Electric cars - need charging stations  
Robocars

Sharing comment  
- ride, bike,  
etc

3. What do you see as the TOP THREE issues for the Milton Road corridor?

- to Rte 66 / Milton, Clark, Butler congestion  
- 6 turn onto Humphries  
- crosswalks / bridges for pedestrians + Bikes

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_ Email: \_\_\_\_\_



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# highly value  
landscaped medians  
wherever possible.  
Maybe even include some  
pine trees.



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the Milton Road corridor? (20 years)

THIS PLANNING IS AT LEAST 5 YEARS TOO LATE

2. What roadway issues do you think the Milton Road corridor will have in the next 20 years?

3. What do you see as the TOP THREE issues for the Milton Road corridor?

COMMENTS  
ON BACK

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:  
Name:

MATT FAHY

Email:

[Empty rectangular box for email address]



- HAWKS ARE INEFFECTIVE (UNSAFE) WHEN DRIVERS ARE UNFAMILIAR WITH THEM. AS MENTIONED SEVERAL TIMES THROUGHOUT THE CMP DOCUMENT, A MAJOR COMPONENT OF TRAFFIC CONGESTION IS DUE TO TOURISTS/VISITORS. SUCH DRIVERS WOULD NOT BE AWARE WITH THE EXPECTATIONS / REQUIREMENTS OF HAWKS. IN FACT, I HAVE SEEN SEVERAL INSTANCES OF UNKNOWING (OR FRUSTRATED) DRIVERS IGNORING HAWKS (EVEN WHEN LIGHTS ARE FLASHING). AS A CYCLIST, I WOULD INTENTIONALLY AVOID HAWKS FOR SAFETY REASONS.



### STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the Milton Road corridor? (20 years)
2. What roadway issues do you think the Milton Road corridor will have in the next 20 years?
3. What do you see as the TOP THREE issues for the Milton Road corridor?
4. Please provide any additional comments you may wish to offer:

COMMENTS ON  
BACK →

OPTIONAL ONLY:  
Name: \_\_\_\_\_

MATT FAHY

Email: \_\_\_\_\_



- MY COMMENTS ABOUT HAWKS ALSO HOLD TRUE FOR SSBLs. AS A CYCLIST, I WOULD NOT EXPECT DRIVERS (ESPECIALLY OUT-OF-TOWN VISITORS AND TOURISTS) TO UNDERSTAND THE REQUIREMENTS (IN PARTICULAR WHEN/HOW/WHERE THEY BECOME RIGHT-TURN-ONLY LANES). I WOULD, PERSONALLY, AVOID SSBLs FOR SAFETY REASONS.





## Appendix L: Station 2 Comment Cards

### MILTON ROAD CORRIDOR MASTER PLAN ADOT Public Open House #1

#### STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)? YES  NO   
Additional Comments (optional):

2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES  NO   
Additional Comments (optional):

3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one):

- A. Existing right-of-way only
- B. Expanded right of way, as long as existing buildings are not impacted
- C. Expanded right of way, even if existing buildings are impacted
- D. I do not have a strong preference

Additional Comments (optional):

4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one):

- A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)
- B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)
- C. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? YES  NO   
Additional Comments (optional): *IN CERTAIN HIGH FOOT TRAFFIC AREAS*

6. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1



### STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)?  YES  NO  
Additional Comments (optional):  
*generally yes → but side improvements (crossings), better landscaping, sidewalks should still be evaluated*

2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept?  YES  NO  
Additional Comments (optional):

3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- A. Existing right-of-way only
- B. Expanded right of way, as long as existing buildings are not impacted
- C. Expanded right of way, even if existing buildings are impacted
- D. I do not have a strong preference

Additional Comments (optional):

4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one:)

- A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)
- B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)
- C. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage?  YES  NO  
Additional Comments (optional):

*or even w/out road widening, maybe ROW widening but not the pavement*

6. Please provide any additional comments you may wish to offer:

*- where is the pedestrian friendly, car capacity-limiting option?  
- what about center running bus?*

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



## STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)? YES NO  
Additional Comments (optional):

2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES NO  
Additional Comments (optional):

WITH DEMIATED BIKE LANE

3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- A. Existing right-of-way only
- B. Expanded right of way, as long as existing buildings are not impacted
- C. Expanded right of way, even if existing buildings are impacted
- D. I do not have a strong preference

Additional Comments (optional):

ACT 2+4

4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one:)

- A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)
- B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)
- C. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? YES NO  
Additional Comments (optional):

ACT 2+4

6. Please provide any additional comments you may wish to offer:

NEEDS DEMIATED BIKE LANE

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1



### STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)?  YES  NO  
Additional Comments (optional):  
*but: landscape, Ped crossings, median, remove curb cuts.*
2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept?  YES  NO  
Additional Comments (optional):
3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)  
 A. Existing right-of-way only  
 B. Expanded right of way, as long as existing buildings are not impacted  
 C. Expanded right of way, even if existing buildings are impacted  
 D. I do not have a strong preference  
Additional Comments (optional):  
*congestion cant be solved.*
4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one:)  
 A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)  
 B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)  
 C. I do not have a strong preference as long as congestion on Milton Road is improved  
Additional Comments (optional): *this is possible how?*
5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage?  YES  NO  
Additional Comments (optional):  
*Landscape buffer on current ROW.*
6. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1



### STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)?  YES  NO  
Additional Comments (optional):

2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES  NO  
Additional Comments (optional):

3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- A. Existing right-of-way only
- B. Expanded right of way, as long as existing buildings are not impacted
- C. Expanded right of way, even if existing buildings are impacted
- D. I do not have a strong preference

Additional Comments (optional):

Walk needs to be multi-use path with Bus stop as needed.

4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one:)

- A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)
- B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)
- C. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

Outside lane Only for bus, and right lane Turn only...

5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? YES  NO  
Additional Comments (optional):

6. Please provide any additional comments you may wish to offer:

Be ~~considerate~~ considerate our moneys.

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1 **ADOT**

### STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)?  YES  NO  
Additional Comments (optional):

*Yes. But we need a median, landscaping, and freq. safe, pedestrian crossings.*

2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES  NO   
Additional Comments (optional):

3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- A. Existing right-of-way only
- B. Expanded right of way, as long as existing buildings are not impacted
- C. Expanded right of way, even if existing buildings are impacted
- D. I do not have a strong preference

Additional Comments (optional):

*Expanding the Row just increases congestion.*

4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one:)

- A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)
- B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)
- C. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

*→ Not possible. See Barton.*

5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? YES  NO   
Additional Comments (optional):

6. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_ Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1 **ADOT**

### STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)? YES NO  
Additional Comments (optional):

*For awhile. Will need more improvements down the road.*

2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES NO  
Additional Comments (optional):

*No! Dangerous -*

3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- A. Existing right-of-way only
- B. Expanded right of way, as along as existing buildings are not impacted
- C. Expanded right of way, even if existing buildings are impacted
- D. I do not have a strong preference

*(D)*

Additional Comments (optional):

*Needs further study re impacts*

4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one:)

- A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)
- (B)* B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)
- C. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? YES NO

Additional Comments (optional):

*Yes! Milton needs beautification - this would go a long way towards that*

6. Please provide any additional comments you may wish to offer:

*• Detached walks - 8' wide <sup>with</sup> landscape separating will be ideal. Good for billars, safety, beautification - Milton is ugly! No character now.*

OPTIONAL ONLY:

Name: \_\_\_\_\_ Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1



### STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)? YES  NO   
Additional Comments (optional):

2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES  NO   
Additional Comments (optional):

3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- A. Existing right-of-way only
- B. Expanded right of way, as long as existing buildings are not impacted
- C. Expanded right of way, even if existing buildings are impacted
- D. I do not have a strong preference

Additional Comments (optional):

4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one:)

- A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)
- B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)
- C. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

*Sidewalks are also in desperate need of repair*

5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? YES  NO   
Additional Comments (optional):

*only if it included a buffered bike lane and a bus only lane.*

6. Please provide any additional comments you may wish to offer:

*- widening roads does not improve congestion!  
- Need to adjust roads to accommodate bikes, pedestrians and buses.*

OPTIONAL ONLY:  
Name: \_\_\_\_\_

Email: \_\_\_\_\_





**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



## STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)? YES  **NO**   
Additional Comments (optional):
2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES  **NO**   
Additional Comments (optional): *I've not tried this - check out this route.*
3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one):
- A. Existing right-of-way only
  - B. Expanded right of way, as along as existing buildings are not impacted
  - C. Expanded right of way, even if existing buildings are impacted
  - D. I do not have a strong preference
- Additional Comments (optional):
4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one):
- A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)
  - B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)
  - C. I do not have a strong preference as long as congestion on Milton Road is improved
- Additional Comments (optional): *danger here abounds! as we know*
5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? **YES**   NO  
Additional Comments (optional):
6. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1



### STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)? YES  NO

Additional Comments (optional):

NO.

2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES  NO

Additional Comments (optional):

NIGHTMARE IN PHOENIX & TULSON  
NO! NO! NO! NEVER!

3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- A. Existing right-of-way only
- B. Expanded right of way, as long as existing buildings are not impacted

- C. Expanded right of way, even if existing buildings are impacted
- D. I do not have a strong preference

Additional Comments (optional):

COST. PUT # INTO  
LONE TREE

BETWEEN THE "Y"  
(GG & MILTON) AND  
BUTLER + MILTON  
(THE CHOKER POINT)

4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one:)

- A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)
- B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4) — NO!
- C. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? YES  NO

Additional Comments (optional):

6. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_ Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1 **ADOT**

### STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)? YES  **NO**   
Additional Comments (optional):

2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES  NO   
Additional Comments (optional):

3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- A. Existing right-of-way only
- B. Expanded right of way, as along as existing buildings are not impacted
- C. Expanded right of way, even if existing buildings are impacted
- D. I do not have a strong preference

Additional Comments (optional):

4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one:)

- A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)
- B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)
- C. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? **YES**  NO   
Additional Comments (optional):

6. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY

Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1 **ADOT**

### STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)?  YES  NO  
Additional Comments (optional): *Except Make Sidewalks wider into Multi-use Paths, Force Bikes out of Street and into Multi-use Paths*
  
2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES   NO  
Additional Comments (optional):
  
3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)  
A. Existing right-of-way only  
 B. Expanded right of way, as long as existing buildings are not impacted  
C. Expanded right of way, even if existing buildings are impacted  
D. I do not have a strong preference  
Additional Comments (optional): *Wider Sidewalks into Multi Use Path and occasional Bus Stops*
  
4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one:)  
A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)  
B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)  
C. I do not have a strong preference as long as congestion on Milton Road is improved  
 D. No outside travel lane  
Additional Comments (optional): *if (A) Then outside lane for only Right turn, Bus, and Bike No Bitter/Gross/snow Storage*
  
5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? YES   NO  
Additional Comments (optional):
  
6. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



## STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)?  YES  NO  
Additional Comments (optional):  
*IT MIGHT WORK OUT.*
2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES   NO  
Additional Comments (optional):  
*TOO CONFUSING FOR ALL CONCERNED. MANY PEOPLE DO NOT PAY ATTENTION TO SIGNAGE OR JUST FOLLOW THE LEADER*
3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one):
- |  |   |
|--|---|
| <input checked="" type="radio"/> A. Existing right-of-way only                                 | <input type="radio"/> C. Expanded right of way, even if existing buildings are impacted |
| <input type="radio"/> B. Expanded right of way, as long as existing buildings are not impacted | <input type="radio"/> D. I do not have a strong preference                              |
- Additional Comments (optional):  
*EXPANDING COULD BE VERY COSTLY.*
4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one):
- |   |
|---|
| <input type="radio"/> A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)   |
| <input checked="" type="radio"/> B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4) |
| <input type="radio"/> C. I do not have a strong preference as long as congestion on Milton Road is improved                   |
- Additional Comments (optional):  
*I WOULD EVEN PREFER DEDICATED BIKE LANES SO THEY ARE NOT ON HIGHWAY. BETTER AND SAFER FOR ALL CONCERNED*
5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? YES   NO  
Additional Comments (optional):  
*MAYBE*
6. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1



### STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)? YES  NO   
Additional Comments (optional):

2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES  NO   
Additional Comments (optional):

3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- A. Existing right-of-way only
- B. Expanded right of way, as long as existing buildings are not impacted
- C. Expanded right of way, even if existing buildings are impacted
- D. I do not have a strong preference

Additional Comments (optional):

4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one:)

- A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)
- B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)
- C. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

*Dedicated Bus - Rd Turn Lane -  
Bicycles won't move out of the way*

5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? YES  NO

Additional Comments (optional):

*Used to plow snow to middle - then P/U and haul away  
Don't plow in bus stops*

6. Please provide any additional comments you may wish to offer:

*50 years in passenger transportation - Buses & RR*

OPTIONAL ONLY:

Name:

*John Lovely*

Email:



## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1



### STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)? YES  NO   
Additional Comments (optional):

2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES  NO   
Additional Comments (optional):

3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one):

- A. Existing right-of-way only
- B. Expanded right of way, as along as existing buildings are not impacted
- C. Expanded right of way, even if existing buildings are impacted
- D. I do not have a strong preference

Additional Comments (optional):

4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one):

- A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)
- B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)
- C. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional): *The heavy car/truck traffic dis courages bikers.*

5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? YES  NO   
Additional Comments (optional):

6. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1



### STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)? YES  NO   
Additional Comments (optional):
2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES  NO   
Additional Comments (optional):
3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one):
- A. Existing right-of-way only      C. Expanded right of way, even if existing buildings are impacted  
 B. Expanded right of way, as long as existing buildings are not impacted      D. I do not have a strong preference
- Additional Comments (optional):
4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one):
- A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)  
 B. The outside travel lane be shared by ~~bus transit~~ and bicycles only (System Alternative 4)   
 C. I do not have a strong preference as long as congestion on Milton Road is improved
- Additional Comments (optional):  
Need a dedicated - not shared - bike lane with any alternative.
5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? YES  NO   
Additional Comments (optional):
6. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: DAVID B

Email: [Handwritten signature]





**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



## STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)? YES  NO   
Additional Comments (optional):
2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES  NO   
Additional Comments (optional):
3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)
- A. Existing right-of-way only
  - B. Expanded right of way, as along as existing buildings are not impacted
  - C. Expanded right of way, even if existing buildings are impacted
  - D. I do not have a strong preference
- Additional Comments (optional):
4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one:)
- A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)
  - B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)
  - C. I do not have a strong preference as long as congestion on Milton Road is improved
- Additional Comments (optional):
5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? YES  NO   
Additional Comments (optional):
6. Please provide any additional comments you may wish to offer:  
*Add landscape buffer for snow, rain water*

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1



### STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)?  YES  NO  
Additional Comments (optional):

*MORE ECONOMICALLY FEASIBLE - WILL CHANGE REQUIREMENTS, ALLOWING LONG-TERM PLANNING TO OCCUR*

2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept?  YES  NO  
Additional Comments (optional):

*POSSIBLY - BIG WAY FINDING/SIGNAGE ISSUES FOR OUT-OF-TOWN VISITORS. TRAFFIC PATTERNS CHANGE RAPIDLY WITH SEASONS.*

3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one):

- A. Existing right-of-way only  
B. Expanded right of way, as along as existing buildings are not impacted  
 C. Expanded right of way, even if existing buildings are impacted  
D. I do not have a strong preference

Additional Comments (optional):

4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one):

- A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)  
B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)  
 C. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

*BACKUP ROADS OFFER BEST OPPORTUNITY FOR BICYCLE LANES*

5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage?  YES  NO  
Additional Comments (optional):

*LEFT TURNS ARE A BIG PROBLEM. FIXED MEDIANS WILL CONTROL & REDUCE TURNING TRAFFIC*

6. Please provide any additional comments you may wish to offer:

*LARGE PROBLEM IS UNFAMILIAR MOTORISTS MAKING INAPPROPRIATE TURNS, STOPS, LANE-CHANGES. SIGNAGE & MEDIAN BLOCKING ARE NEEDED TO RESTRICT DECISIONS BY MOTORISTS*

OPTIONAL ONLY:

Name: ROBERT LARKIN

Email:



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1 **ADOT**

### STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)? YES  **NO**   
Additional Comments (optional):  
*Do not support any widening but do need safer + more crossings + bicycling routes*
  
2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES  **NO**   
Additional Comments (optional): *possible - seems to work in Phoenix except hard to make turns - neutral*
  
3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)  

<input checked="" type="radio"/> A. Existing right-of-way only	C. Expanded right of way, even if existing buildings are impacted
<input type="radio"/> B. Expanded right of way, as long as existing buildings are not impacted	D. I do not have a strong preference

  
Additional Comments (optional):
  
4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one:)  

<input checked="" type="radio"/> A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)
<input type="radio"/> B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)
<input type="radio"/> C. I do not have a strong preference as long as congestion on Milton Road is improved

  
Additional Comments (optional):
  
5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? YES  **NO**   
Additional Comments (optional):
  
6. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:  
Name: \_\_\_\_\_ Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1



### STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)?  YES  NO  
Additional Comments (optional):

2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES   NO  
Additional Comments (optional):

3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one):

- A. Existing right-of-way only
- B. Expanded right of way, as long as existing buildings are not impacted
- C. Expanded right of way, even if existing buildings are impacted
- D. I do not have a strong preference

Additional Comments (optional):

4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one):

- A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)
- B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)
- C. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional): *I THINK THAT YOU SHOULD ROUTE BICYCLES ON ANOTHER STREET + KEEP THEM OFF OF MILTON, AS MUCH AS POSSIBLE - FOR SAFETY!*

5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage?  YES  NO  
Additional Comments (optional):

6. Please provide any additional comments you may wish to offer:

*IF YOU WIDEN MILTON TO BUTLER, THEN WHAT?  
6 LANES INTO TWO LANES ON 66 + HUMPHREYS —*

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## Appendix M: Station 3 Comment Cards

**MILTON ROAD CORRIDOR MASTER PLAN**   
Public Open House #1

### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES

NO

Additional Comments (optional):

Streets over 5 lanes are too difficult to create "place" roads  
~~the~~ streets in the middle of a city are not for high speed  
travel for cars, saving 4 mins/day is not worth the cost burden  
and the inefficient use of land

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one):

A. Existing right-of-way only

B. Expanded right of way, as long as existing buildings are not impacted

C. Expanded right of way, even if existing buildings are impacted

D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer):

A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)

B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)

C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)

D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1



### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES

NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one):

- A. Existing right-of-way only  
B. Expanded right of way, as long as existing buildings are not impacted

- C. Expanded right of way, even if existing buildings are impacted  
D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer):

- A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)  
B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)  
C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)  
D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1



### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety? YES    NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- |  |   |
|--|---|
| A. Existing right-of-way only  | C. Expanded right of way, even if existing buildings are impacted                     |
| B. Expanded right of way, as long as existing buildings are not impacted | D. I do not have a strong preference as long as congestion on Milton Road is improved |

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

- A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)
- B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)
- C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)
- D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

*Alternative 8 is the best plan so far!*

OPTIONAL ONLY:  
Name: \_\_\_\_\_

*Doug Soto*

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1 **ADOT**

### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?  YES  NO

Additional Comments (optional):

*more than  
Not necessarily two vehicle lanes, but the addition of  
dedicated Bus, and Bike, and Turn-lane*

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- A. Existing right-of-way only  
B. Expanded right of way, as long as existing buildings are not impacted  
 C. Expanded right of way, even if existing buildings are impacted  
D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

- A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)  
B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)  
C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)  
D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

*The study should add a set of alternatives regarding steps to improve the traffic, bus, bike flow under the BNSF tracks. Regardless of the alternative chosen, the BNSF underpass needs to be addressed. Those alternatives can be presented separate from the existing package.*

OPTIONAL ONLY:

Name: Robert Davis

Email:





## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1



### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES

NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one):

- A. Existing right-of-way only  
B. Expanded right of way, as long as existing buildings are not impacted  
C. Expanded right of way, even if existing buildings are impacted  
D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer):

- A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)  
B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)  
C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7) **NO**  
D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

*Buffered bike lanes*

4. Please provide any additional comments you may wish to offer:

*see above*

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1



### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES

NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- A. Existing right-of-way only  
B. Expanded right of way, as long as existing buildings are not impacted

C.

Expanded right of way, even if existing buildings are impacted

D.

I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

- A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)  
 B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)  
 C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)  
 D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY!

Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



## STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES  NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- A. Existing right-of-way only  
 B. Expanded right of way, as long as existing buildings are not impacted  
 C. Expanded right of way, even if existing buildings are impacted  
 D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

- A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)  
 B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)  
 C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)  
 D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1



### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES  NO

Additional Comments (optional):

*If you BUILD IT, THEY WILL COME  
Eight lanes would destroy this town.*

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one):

- A. Existing right-of-way only  
 B. Expanded right of way, as long as existing buildings are not impacted  
 C. Expanded right of way, even if existing buildings are impacted  
 D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer):

- A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)  
 B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)  
 C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)  
 D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

*Increase transit frequency! Add protected bike lane.  
Don't expand ROW.*

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1



### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES



Additional Comments (optional):

We need place-making  
Not more lanes, auto-dominated places.

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way?

(circle one:)

- A. Existing right-of-way only
- B. Expanded right of way, as long as existing buildings are not impacted
- C. Expanded right of way, even if existing buildings are impacted
- D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

- A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)
- B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)
- C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)
- D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

Do not add more lanes.

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1



### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety? YES NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- A. Existing right-of-way only  
B. Expanded right of way, as along as existing buildings are not impacted  
C. Expanded right of way, even if existing buildings are impacted  
D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane is added to Milton Road, which of the following would you prefer? (circle one:)
- A. The outside travel lane be shared with a dedicated bike lane (System A)  
B. The outside travel lane be dedicated for transit (System Alternative 6 and 8)  
C. The outside travel lane be shared with a transit lane (Alternative 7)  
D. I do not have a strong preference (Improved)

**DO NOT EXPAND.**  
It does not solve congestion.  
It only creates a more car-dominated environment.

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES  NO

Additional Comments (optional):

*We need to not only address current need but also accommodate future growth. Milton is not going to stop growing, especially as the University continues to expand*

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one):

- A. Existing right-of-way only  
B. Expanded right of way, as along as existing buildings are not impacted  
 C. Expanded right of way, even if existing buildings are impacted  
D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer):

- A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)  
B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)  
C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)  
D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

*With growing amounts of traffic on Milton, we need to get the bikes out of vehicles' lanes for their protection*

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety? YES NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- |  |   |
|--|---|
| <input checked="" type="radio"/> A. Existing right-of-way only                                 | C. Expanded right of way, even if existing buildings are impacted                     |
| <input type="radio"/> B. Expanded right of way, as long as existing buildings are not impacted | D. I do not have a strong preference as long as congestion on Milton Road is improved |

Additional Comments (optional):

*WORKING WITH CITY OF FLAGSTAFF AND NAV IS IMPORTANT, ARE THEY WILLING TO COOPERATE AND HELP?*

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

- A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)
- B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)
- C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)
- D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_





**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1 **ADOT**

### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES

NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- A. Existing right-of-way only
- B. Expanded right of way, as long as existing buildings are not impacted
- C. Expanded right of way, even if existing buildings are impacted
- D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

- A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)
- B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)
- C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)
- D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

*No more than 4 lanes, some pedestrian under passes, or 2 hills*

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES  NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- A. Existing right-of-way only  
 B. Expanded right of way, as long as existing buildings are not impacted  
 C. Expanded right of way, even if existing buildings are impacted  
 D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

- A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)  
 B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)  
 C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)  
 D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1 **ADOT**

### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES

NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- A. Existing right-of-way only
- B. Expanded right of way, as long as existing buildings are not impacted
- C. Expanded right of way, even if existing buildings are impacted
- D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

- A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)
- B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)
- C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7) *Right turn only*
- D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

~~No Grass Buffer~~ *No Grass Buffer. Right turn only for Auto  
Bikes OK*

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1



### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES  NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one):

- A. Existing right-of-way only  
B. Expanded right of way, as along as existing buildings are not impacted  
 C. Expanded right of way, even if existing buildings are impacted  
D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer):

- A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)  
B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)  
C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)  
D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

*Dedicated bus lanes - right turns ok -  
No Bicycles - share separate pathways*

4. Please provide any additional comments you may wish to offer:

*How do you propose to get more right-of-way Butler to Humphreys?*

OPTIONAL ONLY:  
Name: \_\_\_\_\_

*Glancy*

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1



### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES  NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- A. Existing right-of-way only  
B. Expanded right of way, as long as existing buildings are not impacted  
C. Expanded right of way, even if existing buildings are impacted  
D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

- A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)  
B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)  
C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)  
D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional): *I think alternative 8 is the best. It would be good to get bikes out of the heavy traffic. It is really hard to bike near traffic in bad weather.*

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1 **ADOT**

### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety? YES  NO

Additional Comments (optional):

Additional lanes invites additional traffic.  
Four lanes plus dedicated -not shared- bike lane.

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- A. Existing right-of-way only  
 B. Expanded right of way, as long as existing buildings are not impacted  
 C. Expanded right of way, even if existing buildings are impacted  
 D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

- A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)  
 B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)  
 C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)  
 D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:  
Name: David B Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1



### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES

NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- A. Existing right-of-way only  
B. Expanded right of way, as long as existing buildings are not impacted

- C. Expanded right of way, even if existing buildings are impacted  
 D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

- A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)  
 B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)  
 C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)  
 D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

landscape buffer for snow  
What's cost effective

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1



### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES

NO

Additional Comments (optional):

RESTRICTING TURNS AND TRAFFIC ENTERING/EXITING ROAD WILL HAVE MORE IMPACT.

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one):

- A. Existing right-of-way only  
B. Expanded right of way, as long as existing buildings are not impacted

- C. Expanded right of way, even if existing buildings are impacted  
D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer):

- A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)  
B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)  
C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)  
 D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_





## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1



### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES

NO

Additional Comments (optional):

*additional lanes/wider streets + faster traffic make streets unsafe for people. Milton cuts through the center of the city and should be slowed/calmed, not made wider + for faster*

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- A. Existing right-of-way only  
 B. Expanded right of way, as long as existing buildings are not impacted  
 C. Expanded right of way, even if existing buildings are impacted  
 D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

- A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)  
 B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)  
 C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)  
 D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1



### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES  NO

Additional Comments (optional):

*This needs to be a city/town boulevard, think Europe, not a highway. Put in trees, slow us all down, we need to accept traveling will take longer so make it pretty. Make it attractive.*

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one):

- A. Existing right-of-way only  
 B. Expanded right of way, as long as existing buildings are not impacted  
 C. Expanded right of way, even if existing buildings are impacted  
 D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

*I think this is the most realistic and we need to move forward on this.*

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer):

- A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)  
 B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)  
 C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)  
 D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

*~~It~~ Traffic must slow down for cyclists to be using whole bus lane. ~~be~~ so many ppl don't drive well around cyclist so I think they need to be separated.*

4. Please provide any additional comments you may wish to offer:

*what I said in question 1 is important*

OPTIONAL ONLY:  
Name: \_\_\_\_\_

*Jackie Thomas*

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1



### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES

NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one):

A.

Existing right-of-way only

B.

Expanded right of way, as long as existing buildings are not impacted

C.

Expanded right of way, even if existing buildings are impacted

D.

I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

*IF YOU EXPAND THE LANES ON MILTON FROM 17 TO BUTLER, THEN WHERE DOES THE TRAFFIC GO ON BUTLER - 66, HUMPHREYS ETC. THOSE ROADS STAY THE SAME, RIGHT!*

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

A.

The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)

B.

The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)

C.

The outside travel lane be shared by bus transit and automobiles (System Alternative 7)

D.

I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

*DONT DO IT!*

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1



### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES

NO

Additional Comments (optional):

Whether we like it or not, growth is happening. Either we disallow growth (impractical <sup>WAP</sup> & poor for economy) or we accommodate it.

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one):

- A. Existing right-of-way only  
B. Expanded right of way, as long as existing buildings are not impacted

C.

- Expanded right of way, even if existing buildings are impacted  
D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

We can't do short-term solutions of doing the bare minimum. We do that & will be revisiting this issue in 7-10 yrs. to do significant change then.

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer):

- A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)  
 B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)  
C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)  
D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

I'm glad you're addressing this!

OPTIONAL ONLY:  
Name: \_\_\_\_\_

Email: \_\_\_\_\_



## Appendix N: Station 4 Comment Cards

**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1 **ADOT**

### STATION 4 COMMENT CARD

1. Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition?  YES  NO

Optional: Why or why not?

2. Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road?  YES  NO

Optional: Why or why not?

3. If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)

Clay Avenue/ Malpais Lane/ McCracken/ Blackbird Roost Street

West Route 66/Riordan Ranch Street

~~Metz Walk Extension to Plaza Way~~

Plaza Way/Yale Street/University Avenue

Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill

Optional: Why or why not?

*METZ WALK EXTENSION - HAZARD?*

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1

### STATION 4 COMMENT CARD

1. Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition?  YES  NO

Optional: Why or why not?

*add connectivity, not lanes to one road*

2. Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road?  YES  NO

Optional: Why or why not?

*Backage roads should be more connected for small trips, but don't focus on just Milton Congestion for cars, these should be multimodal focused*

3. If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)

- Clay Avenue/ Malpais Lane/ McCracken/ Blackbird Roost Street
- West Route 66/Riordan Ranch Street
- Metz Walk Extension to Plaza Way → *have this connect w/ Yale well too and Beulah extension*
- Plaza Way/Yale Street/University Avenue
- Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill

Optional: Why or why not?

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



### STATION 4 COMMENT CARD

1. Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition? YES  NO

Optional: Why or why not?

*Continue to improve Lone Tree along w/ Milton*

2. Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road?  YES NO

Optional: Why or why not?

3. If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)

- Clay Avenue/ Malpais Lane/ McCracken/ Blackbird Roost Street
- West Route 66/Riordan Ranch Street
- Metz Walk Extension to Plaza Way
- Plaza Way/Yale Street/University Avenue
- Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill

*Just plan to do it all! It will be needed. :)*

Optional: Why or why not?

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1



### STATION 4 COMMENT CARD

1. Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition?  YES  NO

Optional: Why or why not?

2. Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road?  YES  NO

Optional: Why or why not?

3. If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)

Clay Avenue/ Malpais Lane/ McCracken/ Blackbird Roost Street *← VERY RESIDENTIAL*

West Route 66/Riordan Ranch Street

Metz Walk Extension to Plaza Way

Plaza Way/Yale Street/University Avenue

Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill

Optional: Why or why not?

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_





## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1



### STATION 4 COMMENT CARD

1. Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition? YES  NO

Optional: Why or why not?

TAKES TRAFFIC TO NEAR DOWNTOWN; THEN WHERE DO THEY GO?  
WHERE TO PARK?

2. Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road? YES  NO

Optional: Why or why not?

3. If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)

- Clay Avenue/ Malpais Lane/ McCracken/ Blackbird Roost Street
- West Route 66/Riordan Ranch Street
- Metz Walk Extension to Plaza Way
- Plaza Way/Yale Street/University Avenue
- Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill

Optional: Why or why not?

4. Please provide any additional comments you may wish to offer:

OVERALL, THIS IS HARD. I WISH ADOT THE BEST OF LUCK. CITY JOBS ARE HIDEOUS ("YOU'RE RUINING MY BUSINESS", "IT TAKES FOREVER TO DRIVE, WALK, BIKE", "THIS IS YOUR FAULT"); EVERYTHING HAS GOTTEN OUT OF CONTROL AND THE CITY LET IT HAPPEN, NOT ADOT.

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1



### STATION 4 COMMENT CARD

1. Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition?  YES  NO

Optional: Why or why not? *This would move traffic away from this part of town.*

2. Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road?  YES  NO

Optional: Why or why not? *Traffic volumes are just too high*

3. If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)

- Clay Avenue/ Malpais Lane/ McCracken/ Blackbird Roost Street
- West Route 66/Riordan Ranch Street
- Metz Walk Extension to Plaza Way
- Plaza Way/Yale Street/University Avenue
- Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill

Optional: Why or why not? *These neighborhoods are already impacted by traffic issues.*

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1



### STATION 4 COMMENT CARD

1. Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition?

YES  NO

Optional: Why or why not?

Not only reduces Milton numbers but also gives useful alternatives that currently require Milton.

2. Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road?

YES  NO

Optional: Why or why not?

3. If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)

- Clay Avenue/ Malpais Lane/ McCracken/ Blackbird Roost Street  No
- West Route 66/Riordan Ranch Street  Yes
- Metz Walk Extension to Plaza Way
- Plaza Way/Yale Street/University Avenue
- Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill  Yes

Optional: Why or why not?

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: David B

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1 **ADOT**

### STATION 4 COMMENT CARD

1. Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition?  YES  NO

Optional: Why or why not?

2. Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road?  YES  NO

Optional: Why or why not?

3. If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)

- Clay Avenue/ Malpais Lane/ McCracken/ Blackbird Roost Street
- West Route 66/Riordan Ranch Street
- Metz Walk Extension to Plaza Way
- Plaza Way/Yale Street/University Avenue
- Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill

Optional: Why or why not?

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1



### STATION 4 COMMENT CARD

1. Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition? **YES** **NO**

Optional: Why or why not?

2. Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road? **YES** **NO**

Optional: Why or why not?

*Cut thru Traffic!*

3. If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)

- Clay Avenue/ Malpais Lane/ McCracken/ Blackbird Roost Street ✓
- West Route 66/Riordan Ranch Street
- Metz Walk Extension to Plaza Way
- Plaza Way/Yale Street/University Avenue
- Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill

Optional: Why or why not?

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1



### STATION 4 COMMENT CARD

1. Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition? YES  NO

Optional: Why or why not?

Do Both

2. Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road? YES  NO

Optional: Why or why not?

If appropriate traffic controls are done - 4 way stop, lights, turning lights

3. If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)

- ? • Clay Avenue/ Malpais Lane/ McCracken/ Blackbird Roost Street
- West Route 66/Riordan Ranch Street
- Metz Walk Extension to Plaza Way
- Plaza Way/Yale Street/University Avenue
- Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill

Optional: Why or why not?

University needs to line up both side of Milton

4. Please provide any additional comments you may wish to offer:

~~Ad~~

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



### STATION 4 COMMENT CARD

1. Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition?  YES  NO

Optional: Why or why not?

*Why wider? Just create connections.*

2. Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road?  YES  NO

Optional: Why or why not?

*Yes, if appropriately scaled + prioritized feed + bikes. Protected bike lanes.*

3. If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)

- Clay Avenue/ Malpais Lane/ McCracken/ Blackbird Roost Street
- West Route 66/Riordan Ranch Street
- Metz Walk Extension to Plaza Way
- Plaza Way/Yale Street/University Avenue
- Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill

Optional: Why or why not?

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:  
Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



### STATION 4 COMMENT CARD

1. Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition?  YES  NO

Optional: Why or why not? ALTERNATIVES TO MILTON RD. offer MORE IMPROVEMENT, AND SUPPORT NEIGHBORHOOD PLANNING INITIATIVES.

2. Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road?  YES  NO

Optional: Why or why not? NECESSARY.

3. If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)

- Clay Avenue/ Malpais Lane/ McCracken/ Blackbird Roost Street
- West Route 66/Riordan Ranch Street with provision for cycloTRACK
- Metz-Walk Extension to Plaza Way
- Plaza Way/Yale Street/University Avenue
- Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill

Optional: Why or why not?

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: Robert LARKIN

Email: [REDACTED]





**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



### STATION 4 COMMENT CARD

1. Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition?  YES  NO

Optional: Why or why not?

*Lone Tree connection seems like the single best way to solve issue Milton toward being the "great street" that the regional plan describes*

2. Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road?  YES  NO

Optional: Why or why not?

3. If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)

Clay Avenue/ Malpais Lane/ McCracken/ Blackbird Roost Street

West Route 66/Riordan Ranch Street

Metz Walk Extension to Plaza Way

Plaza Way/Yale Street/University Avenue

Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill

Optional: Why or why not?

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



### STATION 4 COMMENT CARD

1. Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition? YES  NO

Optional: Why or why not?

You're just Transferring one Congestion To another.

2. Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road? YES  NO

Optional: Why or why not?

3. If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)

- Clay Avenue/ Malpais Lane/ McCracken/ Blackbird Roost Street
- West Route 66/Riordan Ranch Street
- Metz Walk Extension to Plaza Way

Plaza Way/Yale Street/University Avenue

Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill

Optional: Why or why not?

4. Please provide any additional comments you may wish to offer:



OPTIONAL ONLY:  
Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1



### STATION 4 COMMENT CARD

1. Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition? YES  NO

Optional: Why or why not?

*Cost + Won't Do Much For Traffic*

2. Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road? YES  NO

Optional: Why or why not?

3. If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)

- ~~Clay Avenue/Malpais Lane/McCracken/Blackbird Roost Street~~ *Elliot St* *Elliot Street to Milton*
- West Route 66/Riordan Ranch Street *Go Behind Target + Greentree (East)* *Better Choice*
- Metz Walk Extension to Plaza Way
- Plaza Way/Yale Street/University Avenue
- Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill

Optional: Why or why not?

*Elliot Street To Milton - No Stop Signs - Better Choice*  
*Would Eliminate S Milton Traffic From Downtown to 66 West*

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1



### STATION 4 COMMENT CARD

1. Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition? **YES** **NO**

Optional: Why or why not?

2. Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road? **YES** **NO**

Optional: Why or why not?

3. If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)

- Clay Avenue/ Malpais Lane/ McCracken/ Blackbird Roost Street
- West Route 66/Riordan Ranch Street
- Metz Walk Extension to Plaza Way
- Plaza Way/Yale Street/University Avenue
- Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill

Optional: Why or why not?

4. Please provide any additional comments you may wish to offer:

Beulah extension (dotted orange line) and University realignment (green) are a real, programmed project that is moving ahead. But they are labeled as "Proposed" like all the others that are not programmed projects, ~~they are too different~~ <sup>they are</sup> ~~statuses~~

OPTIONAL ONLY:

Name: \_\_\_\_\_

They're not in same category as others.

