Milton Road Spot Improvements Inventory

Spot Improvement Alternative Applicability Key
[1] *No Build + Alternative Only*
[2] *Build Alternatives Only*
[3] *All Alternatives*

Corridor Intersections	Spot Improvement Categories						
	Roadway Geometry	Roadway Operations	Vehicular Safety	Access Management	Pedestrian	Bicycle	Transit
Forest Meadows Street		• Add NB left turn lane to make dual left (NB Milton to WB Forest Meadows)[3] • Adaptive Traffic Signal[3] • Extend NB right turn lane through intersection and to McConnel Dr bridge[1]		• Restrict U-Turns[3] • 4-foot finger island/median[2]	• Ladder/High-Visibility Crosswalks[3] • North leg crosswalk[2] • ADA-compliant curb ramps[3] • Pedestrian staging area improvement[3]	• Bicycle signal detection and actuation[3] • Combined Bike Lane/Right Turn Lane[2]	
Saunders Drive	• Reduction is west leg radii[1]			• 4-foot finger island/median[2]	• Ladder/High-Visibility Cross walks[3] • ADA-compliant curb ramps[3] • At-grade pedestrian crossing/signal near Auto Zone[3]		
University Drive				• Restrict U-Turns[3] • Right turn restrictions[3] • 4-foot finger island/median[2]	• Ladder/High-Visibility Cross walks (Only apply if grade-separated crossing isn't implemented)[3] • ADA-compliant curb ramps[3]	• Bicycle signal detection and actuation[3]	• Transit signal prioritization[3]
University Avenue	• Right-in, right-out (impacted by the introduction of the University Dr. intersection and roundabout with Beulah Blvd)[3] • Tighten the SB to WB turn radius to improve pedestrian condition[3]			• Restrict U-Turns[3] • Restrict left turns[3] • 4 foot finger island (my notes say that Nate said the new MillTown site plan calls for a 4 ft finger island from University Dr. to University Ave.)	• Ladder/High-Visibility Cross walks[3] • ADA-compliant curb ramps[3] • Pedestrian refuge on west leg[3]		
Chambers Drive				• Restrict U-Turns[3] • Construct medians[3] • Restrict SB and WB left turns[3]	• Ladder/High-Visibility Cross walks[3] • ADA-compliant curb ramps[3]	• Combined Bike Lane/Right Turn Lane[2]	• future transit stops are proposed at the NB and SB downstream sides of this intersection.[3] • (BRT station footprints will 100' x 12' to accommodate a 60' long platform with ramps on each end. The sidewalk could go behind the platform or this would be wide enough to be a pass-through station)
Plaza Way	• Improve the roadway geometry of the west leg¨ including improving the radius and application of directional ramps[3] • Full west leg/ intersection redesign[1] • Lengthen the storage for NB left turn lane[3]	• Dedicated right and left turn phase for vehicles[3] • Dual left turn lanes[3]		• Restrict U-Turns[3] • Medians[3] • Restrict right turns on red[3]	• Ladder/High-Visibility Cross walks[3] • Shorten south leg crosswalk[3] • ADA-compliant curb ramps[3] • Mid-block crossing south of Plaza[3]	• Bicycle signal detection and actuation[3] • Combined Bike Lane/Right Turn Lane[2]	
Riordan Road		• Dual left turn lane on Milton Rd to EB/WB Riordan Rd. (requires additional receiving lanes)[3] • Dual left turn lane on Riordan Rd to SB Milton Rd. (requires additional receiving lanes)[3] • Dedicated right and left turn phase for vehicles[3]		• Restrict U-Turns[3]	• Ladder/High-Visibility Cross walks[3] • ADA-compliant curb ramps[3]	• Bicycle signal detection and actuation[3] • Combined Bike Lane/Right Turn Lane[2]	
Historic Route 66		• Dual left turn lane on Milton Rd to WB Rt 66[3] • Dedicated right and left turn phase for vehicles[3]		• Restrict U-Turns[3]	• Ladder/High-Visibility Cross walks[3] • ADA-compliant curb ramps[3] • Pedestrian staging area improvement[2]	• Bicycle signal detection and actuation[3] • Combined Bike Lane/Right Turn Lane[2]	• Transit signal prioritization[3] • future transit stops are proposed at the NB and SB downstream sides of this intersection.[3]
Malpais Lane		• SB Right turn deceleration lane[2]		• Restrict U-Turns[3] • Restrict left turns in and out (one of top intersections in districts for crashes, left turns)[3] • Right in, right out only (eliminate NB Milton Rd. left turns to WB Malpais per crash reports at this location)[3]	• Ladder/High-Visibility Cross walks[3] • ADA-compliant curb ramps[3] • Grade separated crossing over the north leg, near mid-block (Not an ADOT funded project and not part of the CMP Master Plan funding process.)[1]	• Combined Bike Lane/Right Turn Lane[2]	
Butler/Clay Avenue	• Add a pork chop with the NB right turn movement[3]	• SB right turn deceleration lane on Milton Rd[2] • Add EB right turn lane to make left through lane[1]	• Move south leg stop bar closer to the existing intersection curb returns[3]	• Restrict U-Turns[3]	• Ladder/High-Visibility Cross walks[3] • ADA-compliant curb ramps[3] • Increase the pedestrian staging areas at all legs[2] • Introduce a crosswalk on the south leg[2]	• Bicycle signal detection and actuation[3] • Combined SB Bike Lane/Right Turn Lane[2]	• Transit signal prioritization[3] • Transit queue jumping (Alt 13 only)[2] (Needs to show justification of a performance benefit for all users)
Mikes Pike Street	• Reconfigure the intersection, or shift the intersection north to increase the gap between Butler Ave[3]	• Continue right turn only lane through the intersection[3]		• Right in, right out only[3]	• Ladder/High-Visibility Cross walk to east leg[3] • ADA-compliant curb ramps[3]		
Tucson Avenue				• Restrict U-Turns[3]	• Ladder/High-Visibility Cross walks[3] • ADA-compliant curb ramps[3]		
Phoenix Avenue		• Traffic Signal[3]		• Restrict U-Turns[3]	• Ladder/High-Visibility Cross walks (across Phoenix Ave only on both the east and west legs)[3] • ADA-compliant curb ramps[3] • Grade separated crossing (north leg)[3]		• Transit signal prioritization[3] (if signal is implemented) • future transit stops are proposed at the NB and SB downstream sides of this intersection.[3] • (BRT station footprints will 100' x 12' to accommodate a 60' long platform with ramps on each end. The sidewalk could go behind the platform or this would be wide enough to be a pass-through station)
Santa Fe Avenue	• Reconfigure intersection layout[1]	• Increase NB left turn lane storage in conjunction with BNSF widening[3] • Make NB dual left[3] • NB Milton left turn restrictions[3] • Florida T Concept[2]		• Restrict U-Turns[3] • Restrict NB left turns[3] • Alternative access through new crossing west of Milton Rd (i.e. turn left onto Tucson Ave or Phoenix Ave to new underpass)[3]	• Ladder/High-Visibility Cross walks[3] • ADA-compliant curb ramps[3]		
Humphreys Street		• Dual Left turn on SB Humphrey's St to EB Milton Rd.[2] • Dual Left Turn on Milton Rd to NB Humphrey's St (requires two NB travel lanes on Humphrey's St)[3] • Florida T Concept, in conjunction with the appropriate signal phasing adjustments[2]		• Restrict U-Turns[3]	• Ladder/High-Visibility Cross walks[3] • ADA-compliant curb ramps[3] • Pedestrian crossing improvements[3]	• Bicycle signal detection and actuation[3] • Combined Bike Lane/Right Turn Lane[2]	• Transit signal prioritization[3]
Beaver Street				• Restrict U-Turns[3]	• Ladder/High-Visibility Cross walks[3] • ADA-compliant curb ramps[3]	• Bicycle signal detection and actuation[3] • Combined Bike Lane/Right Turn Lane[2]	• Transit signal prioritization[3]