**Existing conditions**

Description:
Relatively quiet residential streets with occasional cut-through traffic motivated by high-congestion levels on the arterial roadways bordering the neighborhood. Sometimes challenging bicycle and pedestrian connectivity due to the railroad and busy highways. Sub-standard or missing sidewalks or bike lanes in some locations also contribute.

Trade-offs:
- Reasonable access to services
- Occasional challenges to mobility and access due to congestion and wide, busy streets

**Future conditions**

Description:
Same physical conditions as today with 20% more traffic added to the system.

Trade-offs:
- Reasonable access to services
- More frequent challenges to mobility and access due to worse congestion and wide, busy streets
Bundle 1 – Signal timing improvements

Description:
Change the signal timing to improve performance. This includes changing the cycle length from 100 or 130 seconds to 140 seconds.

Trade-offs:
• Improves the overall corridor performance
• A longer cycle length means longer waits for pedestrians to cross the street.

Bundle 2 – Widen Milton to 6 lanes

Description:
Milton is widened to 6 lanes to add capacity and improve turning movements. Northbound Milton third lane ends as a right turn lane at Phoenix. Raised median on Milton.

Trade-offs:
• Better intersection performance at Milton/Butler and Milton/Route 66
• Wider street crossings and signal cycle length make pedestrian crossings more difficult
• Considerable increase in traffic on Milton may increase noise in LPV
• Medians allow for safer pedestrian crossings.
Bundle 3 – Milton bus, bike, turn lanes

Description:
Similar to Bundle 2, but the outside lanes are used for buses, bikes and right-turning vehicles only.

Trade offs:
• Better intersection performance at Milton/Butler and Milton/Route 66
• Wider street crossings and signal cycle length make pedestrian crossings more difficult
• Medians allow for safer pedestrian crossings.

Bundle 4 – Backage roads

Description:
Creating new connections to better distribute traffic and allow drivers to access business from slower “backage” roads. Higher-speed, longer distance traffic remains on Milton Road. LPV relevant connections in this bundle include a signal at Route 66/Blackbird Roost connecting to Metz Walk which is connected through to Plaza Way.

Trade-offs:
• Poorer performance at Milton/Butler
• Increased traffic on Clay and Blackbird
• Improved access for LPV to shopping and the arterial network for all modes of travel
Bundle 5 – Minor intersection “fixes”

Description:
Improving intersections at Humphreys, Butler and Plaza to allow more efficient movements. This includes an additional eastbound through and eastbound left turn lane on Clay. Note in this scenario the Humphreys intersection is increased considerably.

Trade-offs:
- Improved traffic flow on Milton north and southbound
- Improved movements and decreased delay at Butler
- Split-phasing is removed so left turns in the east and west directions now go at the same time

Bundle 6 – Major intersection “fixes”

Description:
Extension of Clay Avenue to Kaibab Lane. At the Milton/Butler intersection force the large westbound left turns to travel through to Malpais and turn left there. Disallow left turns out of Malpais onto Milton. Place a traffic signal on W. Route 66 at Blackbird Roost. Raised median on Milton.

Trade-offs:
- Increased traffic on Malpais, Clay and Blackbird
- Elimination of westbound left turns at Butler permits the crosswalk on the south leg
- The traffic light at Blackbird creates opportunities for neighborhood ingress/egress by all modes
- Medians allow for safer pedestrian crossings.