NAD 83

Millwood Avenue Concept Plan: Gervais Street to Pendleton Street

Pedestrian Signal Upgrades
Signal Upgrades
Median Extension
Curb Extension
New Median Barrier
New Pavement Marking/Lane Use
Update/Install Hi-Vis Crosswalk
Existing Bus Stop
PHB Installation
RRFB Installation
Closed Driveway
Existing Right-of-Way (approximate)
Existing Parking Spot to Remain
Existing Parking Spot to be Removed
Index Number
Gervais Street RSA Shared Index Number

Gervais Street RSA Shared Recommendations:

1. Add new crosswalk on Gervais Street on the eastern side of the intersection
2. Relocate eastbound and westbound Gervais pedestrian heads and relocate northern crosswalk to prevent sun glare and shorten crossing distance.
3. Construct curb extensions in the northwest and northeast quadrants and close driveway.
4. Construct median extensions eastbound and westbound along Gervais Street.
5. Separate curb ramps, adjust radii, and realign crosswalk to reduce skews.
6. Construct curb extension on southeast corner by reducing the curb radius.
7. Add 4-section protected/permitted signal heads to the Gervais Street eastbound and approaches with flashing yellow arrows and alternated phasing to allow for suppression of permissive lefts during peak periods

Millwood Avenue RSA-specific Recommendations:

1. Remove the inoperative advanced pedestrian beacon.
2. Add concrete median through this section with median barrier.
3. Convert Page Street and Pendleton Street to Right-In/Right-Out.
4. Add beacon-enabled two-stage pedestrian crossing with refuge in the concrete median.
5. Reconfigure the intersections of Dillon Street, Page Street, Short Street, and Pendleton Street. Dillon and Short Streets will be removed and closed to vehicular traffic at Millwood Avenue intersections.

50' 25' 0 50' 100'

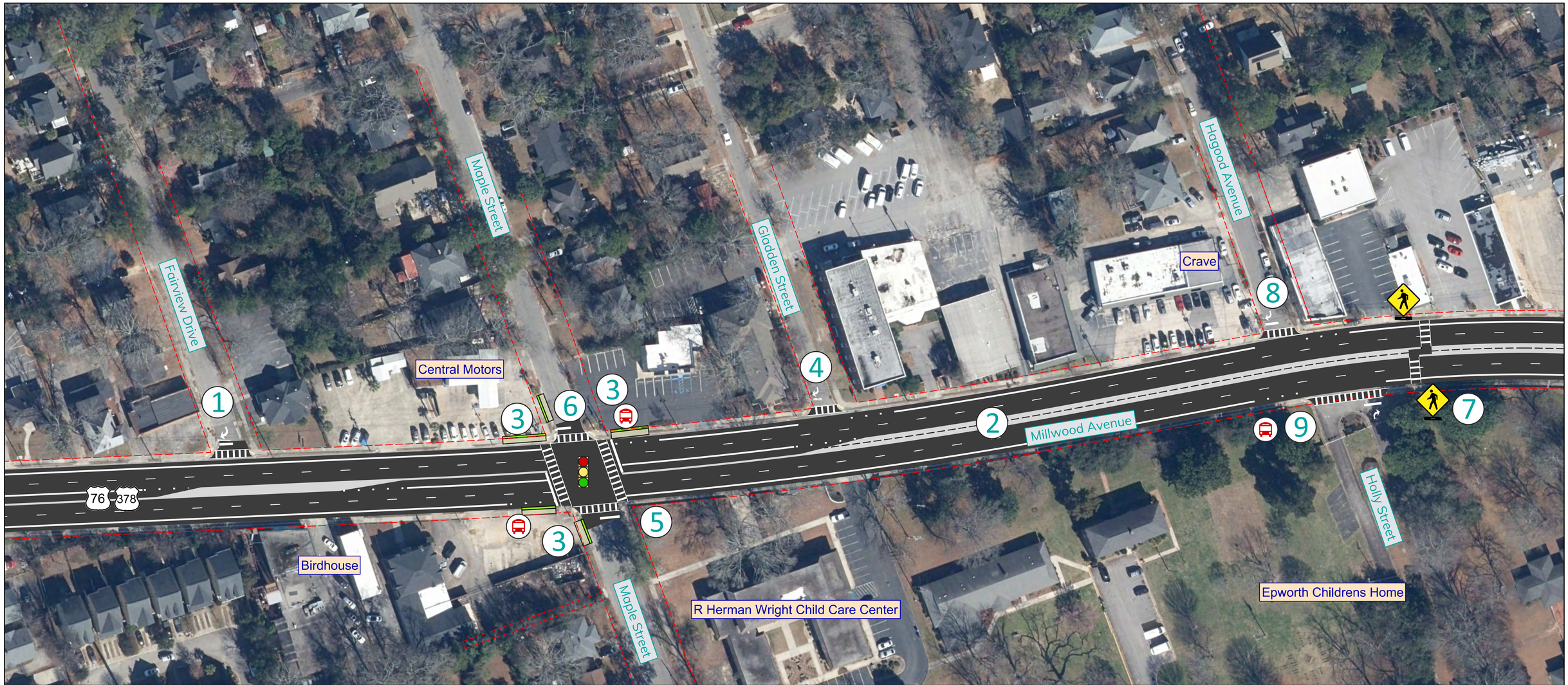
NAD 83

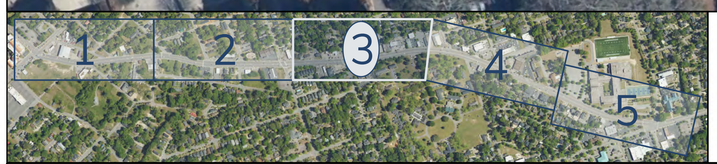
Millwood Avenue Concept Plan: House Street to Woodrow Street

Pedestrian Signal Upgrades
Signal Upgrades
Median Extension
Curb Extension
New Median Barrier
New Pavement Marking/Lane Use
Update/Install Hi-Vis Crosswalk
Existing Bus Stop
PHB Installation
RRFB Installation
Closed Driveway
Existing Right-of-Way (approximate)
Existing Parking Spot to Remain
Existing Parking Spot to be Removed
1 Index Number

1. Remove all on-street parking within 100’ of the PHB.
2. Update PHB Configuration to follow MUTCD guidance.
3. Include PHB in corridor wide signal retiming
4. Perform traffic study to evaluate whether the PHB signal can be replaced by a standard signal.
5. Remove new signal sign.
6. Repair retaining wall.
7. Upgrade Tree Street sidewalk for ADA and PROWAG compliance.
8. Expand northwest quadrant landing to allow for better ADA navigation between curb ramps.
9. Add concrete median through this section with median barrier.
10. Convert Tree Street and Santee Avenue to Right-In/Right-Out.
11. Convert both approaches of King Street to Right-In/Right-Out.
12. Reconstruct curb ramps across King Street on both approaches.
13. Close laundromat driveway on King Street.
14. Add beacon-enabled two-stage pedestrian crossing with pedestrian refuge in center median across from laundromat.
15. Repair pedestrian pushbuttons.
16. Add left turn phasing for Millwood Avenue on Woodrow Street.
17. Close driveways within 50 feet of signalized intersections.

50' 25' 0 50' 100'





NAD 83

Millwood Avenue Concept Plan: Fairview Drive to Holly Street

- Pedestrian Signal Upgrades
- Signal Upgrades
- Median Extension
- Curb Extension
- New Median Barrier
- New Pavement Marking/Lane Use
- Update/Install Hi-Vis Crosswalk
- Existing Bus Stop
- PHB Installation
- RRFB Installation
- Closed Driveway
- Existing Right-of-Way (approximate)
- Existing Parking Spot to Remain
- Existing Parking Spot to be Removed
- 1 Index Number

1. Convert Fairview Drive to Right-In/Right-Out or close completely.
2. Add concrete median through this section with median barrier.
3. Close driveways within 50 feet of signalized intersection.
4. Convert Gladden Street to Right-In/Right-Out only.
5. Upgrade 6 non-compliant curb ramps to ADA and PROWAG compliance.
6. Update signal operations at Maple Street to add flashing yellow arrow signal heads to the Millwood Avenue left turn lanes.
7. Add beacon-enabled two-stage pedestrian crossing with pedestrian refuge near the Holly Street bus stop.
8. Convert Hagood Avenue to Right-In/Right-Out
9. Convert Holly Street to Right-In/Right-Out and add crosswalk striping.

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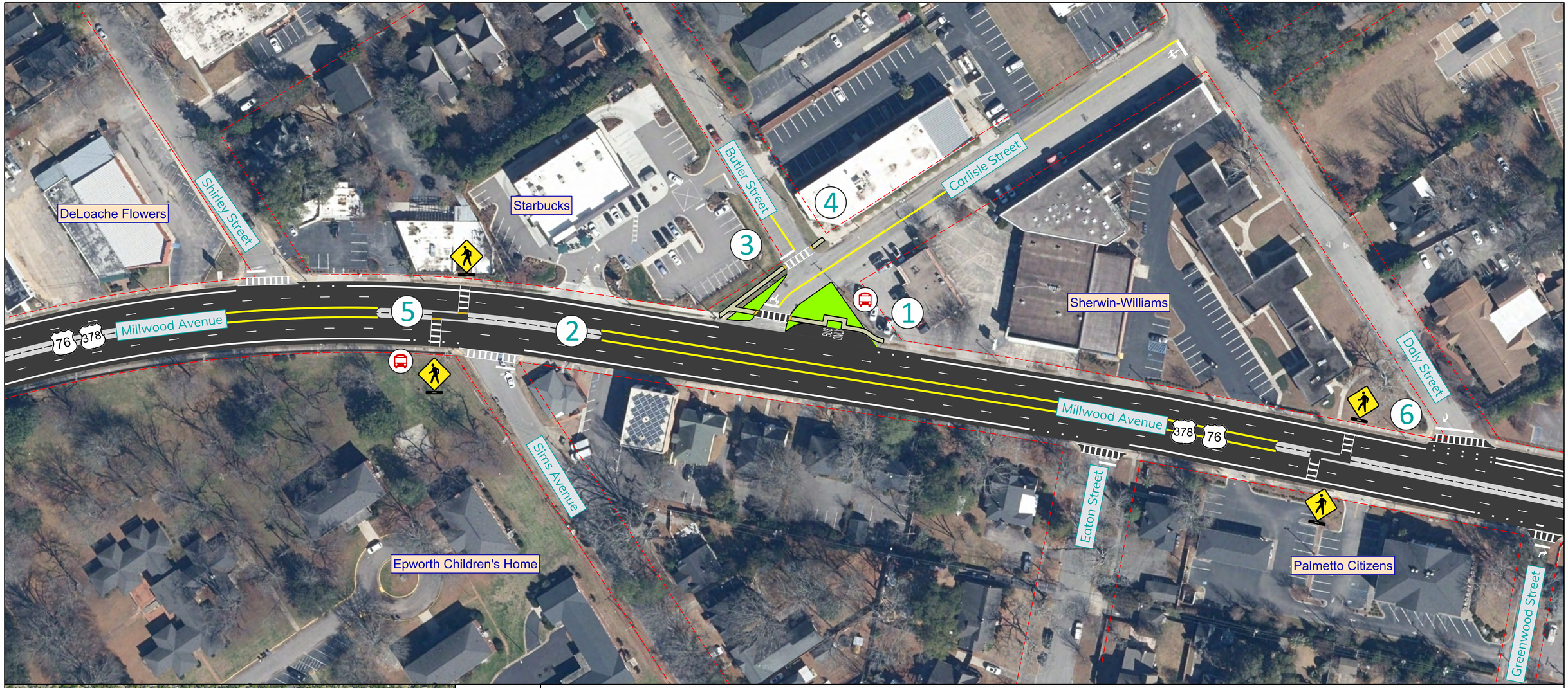

NAD 83

Millwood Avenue Concept Plan: Shirley Street to Daly Street

Pedestrian Signal Upgrades
Signal Upgrades
Median Extension
Curb Extension
New Median Barrier
New Pavement Marking/Lane Use
Update/Install Hi-Vis Crosswalk
Existing Bus Stop
PHB Installation
RRFB Installation
Closed Driveway
Existing Right-of-Way (approximate)
Existing Parking Spot to Remain
Existing Parking Spot to be Removed
1 Index Number

1. Transform the Carlisle Street/Butler Street intersection.
- Close the Butler Street/Millwood Avenue intersection.
- Extend the existing tree memorial into a large pocket park.
- Include a bus turnout area with shelter for the bus stop immediately south of Butler Street.
2. Add concrete median through this section with median barrier.
3. Keep the Butler Street stop sign at its intersection with Carlisle Street and add “Cross Traffic Does Not Stop”.
4. Remove the Carlisle Street stop sign at its intersection with Butler Street and maintain the Carlisle Street/Millwood Avenue intersection.
5. Convert the Millwood Avenue left turn bay at Sims Avenue into a pedestrian refuge and add beacon-enabled two-stage pedestrian.
6. Convert Daly Street to Right-In\Right-Out.

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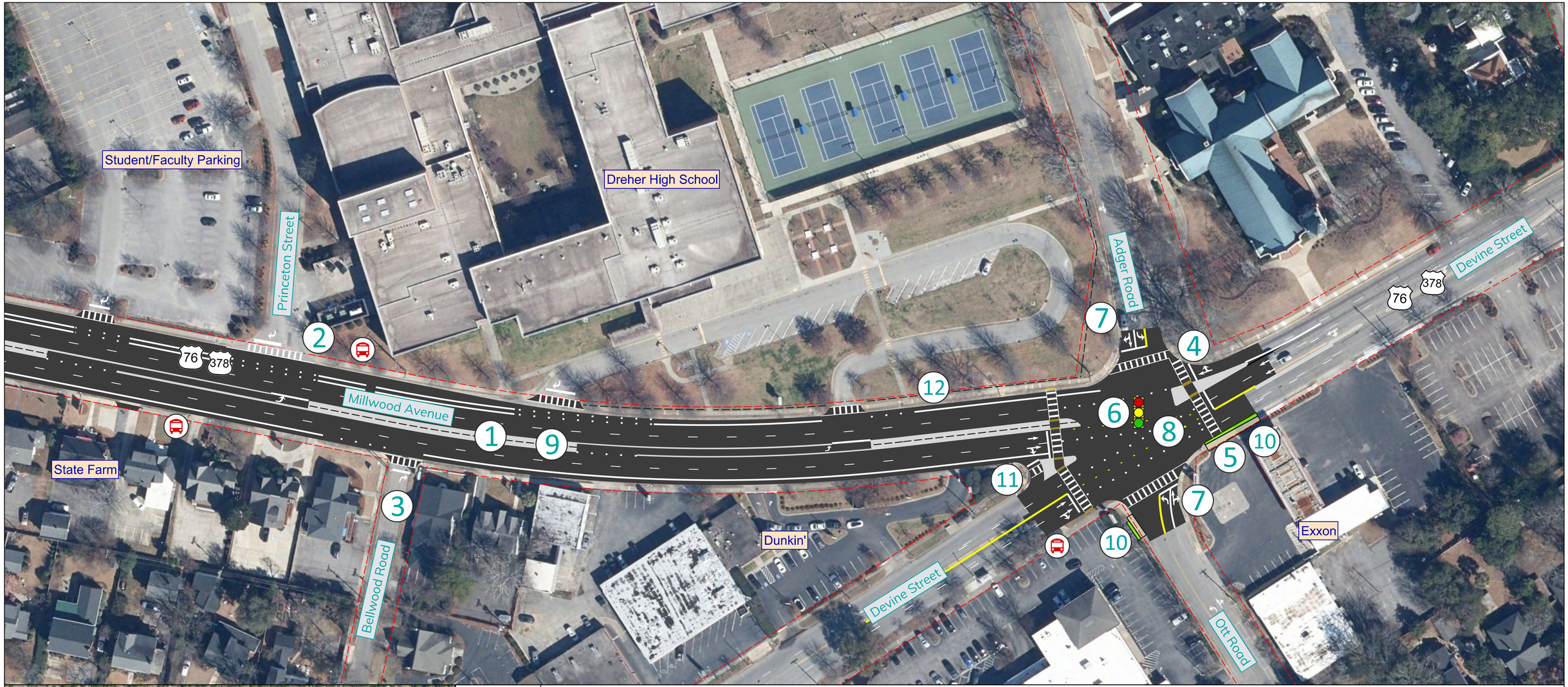

NAD 83

Millwood Avenue Concept Plan: Daly Street to Adger Road

- Pedestrian Signal Upgrades
- Signal Upgrades
- Median Extension
- Curb Extension
- New Median Barrier
- New Pavement Marking/Lane Use
- Update/Install Hi-Vis Crosswalk
- Existing Bus Stop
- PHB Installation
- RRFB Installation
- Closed Driveway
- Existing Right-of-Way (approximate)
- Existing Parking Spot to Remain
- Existing Parking Spot to be Removed
- 1 Index Number

1. Add concrete median through this section with median barrier.
2. Convert Princeton Street to Right-In/Right-Out and add new crosswalks.
3. Convert Bellwood Road to Right-In/Right-Out and add new crosswalks.
4. Update Devine Street westbound approach. Move stop line further west along Devine Street, within 30 feet of the intersection.
5. Install an 8-foot wide high-visibility crosswalk across Devine Street at a perpendicular angle, beginning at a new curb ramp in front of the gas station and extending to a new curb ramp in the northeast quadrant.
6. Update the signal timings, signing, and markings of this intersection.
7. Add protected-only left turns to the Adger Road and Ott Road approaches and restrict left turns from Millwood Avenue and Devine Street to Adger Road and Ott Road.
8. Perform an Intersection traffic study to guide potential safety improvements.
9. Install concrete median to prohibit left turns out of Dreher High School onto Millwood Avenue.
10. Close driveways – Ott Rd at Devine Street into CVS and Devine Street into Exxon near Ott Road.
11. Install two concrete islands to act as pedestrian refuge and channelization to more clearly direct Millwood Avenue/Devine Street traffic through the intersection.
12. Add pedestrian fencing to the front of the school to prevent students from walking between buses in pickup/drop-off loop.

50' 25' 0 50' 100'