



APPENDIX L

Stride Forward Policies



The MetroPlan Regional Transportation Plan 2045, Stride Forward, illustrates a transformative approach to transportation in the region that could achieve Carbon Neutrality Plan goals and reduce greenhouse gas emissions. This approach, the Upward Concept, requires important and ambitious changes to our current course of action, the Onward Plan. Three policy topics were identified including Funding, Transportation, and Land Use to aid in distinguishing the Onward Plan from the Upward Concept. Regardless of Plan or Concept, equity and sustainability are embedded in all these policies as core principles. Onward policies attempt to unify or summarize policies from existing plans. Upward policies amplify and target existing policies and/or create new policies in support of the Upward Concept. Changes from Onward to Upward are **bolded**. Where the Upward policy remains the same as Onward, the policy was shown across both columns.



Funding: MetroPlan and its partners will seek funding to achieve as much of Upward as possible.

No.	Onward Plan Policies	Upward Concept Policies
F1	Region to meaningfully engage its under-served and under-represented communities in land use and transportation decision-making processes.	
F2	City to require electric vehicle charging readiness for new development as part of its building and development codes.	City and County to require electric vehicle charging capability for new development as part of building and development codes and provide incentives to provide charging stations above the minimum.
F3	Regional agencies to convert their fleets to electric and zero-emission vehicles.	
F4	City to promote personal electric vehicles and zero-emission vehicle use and purchase through monetary and non-monetary incentives.	City and County to promote personal electric vehicles and zero-emission vehicle use and purchase through monetary and non-monetary incentives.
F5		City and County to actively seek to lower transportation development costs by taking opportunities to acquire right-of-way by easement or fee-simple well in advance of project construction.
F6		City to prioritize transportation and other public investments in urban areas to incentivize growth there.
F7		City, County, and Mountain Line to manage capital programs and budgets to anticipate and provide match dollars for potential grant projects, especially those that support carbon neutrality.
F8		City and Mountain Line to seek revenue to double transit services by 2030.



No.	Onward Plan Policies	Upward Concept Policies
F9		City and County to seek revenue to quadruple pedestrian and bicycle infrastructure by 2030.
F10		Regional Partners to actively reduce or remove cost barriers to mobility and accessibility for disadvantaged communities.
F11		MetroPlan to lead interagency collaboration to align efforts across its partners.
F12		City, County, and NAU to create a pilot program for emerging technologies that may reduce emissions or miles driven in single-occupant vehicles.
F13	City and County to directly invest in EV charging stations in strategic locations.	
F14	Mountain Line to expand public transportation services to unserved communities as funding allows.	Mountain Line, supported by City and County, to invest in public transportation services to unserved and underserved communities.

STRIDE FORWARD



Transportation: MetroPlan and its partners will prioritize the safety, comfort, and convenience of bicyclists, pedestrians, and transit users, in the design, operation, and maintenance of transportation infrastructure while ensuring vehicle access.

No.	Onward – Unified or Summary Policy	Upward Policies
T1	City to develop and use tools to assess congestion and vehicle miles traveled impacts of development on the transportation network.	City to use a full range of community values, like health and neighborhood character, to plan and design public and private transportation projects and use vehicle miles traveled and congestion to measure transportation impacts.
T2	City to invest in pedestrian and bicycle networks in urban and suburban neighborhoods to allow shorter trips.	City to invest in pedestrian and bicycle networks in existing and future urban and suburban neighborhoods to allow shorter trips.
T3	City and County to invest in new roads to allow for shorter trips as a preference over widening existing roads.	City and County to invest in new roads to allow for shorter trips as a preference over widening existing roads. Development and redevelopment in urban areas will add to or create a street network with small blocks.
T4		City to focus transportation investments on maintaining or improving the operations and comfort of pedestrian, bicycle, and transit modes.
T5		City to invest in transportation projects that maintain or enhance safety for all users, with a primary focus on improving safety for non-auto modes.
T6		Region to invest in emergency access or evacuation plans and improvements to prevent and mitigate disruptions from natural disasters or adverse conditions.
T7	City, County, and Mountain lines to base maintenance and operations decisions on enhancing or maintaining residents' equitable access to jobs, goods, housing, and services.	
T8	City, County, and Mountain Line to prioritize safety in maintenance and operations decisions with a particular focus on the most vulnerable system users.	
T9		City and County to deliver transportation projects, operations, and maintenance practices that maintain or enhance bicycle, pedestrian, and transit operations and comfort level.
T10		City and County to jointly develop a curb-space management program to use this space for a variety of community purposes.
T11	City to prioritize maintenance of dedicated pedestrian and bicycle facilities the same as roadways, including snow and debris removal.	



No.	Onward – Unified or Summary Policy	Upward Policies
T12		MetroPlan to collaborate with City, ADOT, NAU, and County to develop a unified signal coordination program with signal timing updates at least every three years.
T13		City and ADOT to provide Transit Signal Priority and bicycle detection systems on designated transit and bicycle corridors.
T14		Regional partners actively promote bicycle riding, encourage safe bicycle riding habits for people of all ages, and educate drivers about safely sharing the roads with bicyclists.
T15	City and County to plan for scooters, skateboards, bicycles, and similar small or micro-mobility devices and their use.	The City and County will invest in accommodations and regulations for scooters, skateboards, bicycles, and similar small or micro-mobility devices and their use.
T16	City to embrace pilot programs and demonstration projects to encourage bicycling, walking, and transit use to attract new users including creative repurposing of public right-of-way to benefit these modes.	City and County to fund and aggressively implement pilot programs and demonstration projects to encourage bicycling, walking, and transit use to attract new users including creative repurposing of public right-of-way to benefit these modes.
T17	MetroPlan to lead the development of a travel demand management program for the region in coordination with City, County, NAU, Mountain Line, and others.	
T18		MetroPlan to develop a Travel Demand Management program with adopted performance measures and targets supportive of VMT reduction and report to regional partners annually.
T19	Bikeways and pedestrian walkways are designed with adequate width, protection from traffic, access through intersections, signing, and markings to provide user safety and comfort.	City and County to provide bikeways and pedestrian walkways with adequate width, protection from traffic, access through intersections, signing, and markings to provide safety and a high comfort level for all users.
T20	City to provide dedicated accommodations for bicycles and pedestrians at intersections where bicycle facilities, sidewalks, or multiuse paths exist where deemed necessary.	
T21	City to provide enhanced roadway crossings for bicycles and pedestrians in urban areas at least once every 1/4 mile and at major pedestrian destinations.	City to provide enhanced roadway crossings for bicycles and pedestrians in urban areas at least once every 1/8 mile and at major pedestrian destinations.



No.	Onward – Unified or Summary Policy	Upward Policies
T22	Transportation investments will accommodate freight movements as necessary for the strength of the regional economy.	
T23		City to adopt transit-friendly engineering standards and include transit requirements in the development review process.
T24	The region to design or rebuild regional roads and streets as "Complete Streets" supporting all modes of transportation.	The region to design or rebuild regional roads and streets as "Complete Streets" supporting all modes of transportation with diminishing priority for single occupancy vehicles.
T25	Mountain Line to steadily increase frequency on routes with high ridership potential, especially those near high concentrations of employment and housing.	Mountain Line to steadily increase frequency on routes with high ridership potential, especially those near high concentrations of employment and housing. City, ADOT, and Mountain Line to evaluate all arterials for the addition of bus rapid transit service or high-frequency transit service by converting lanes or adding lanes and implement as appropriate.
T26		City and Mountain Line to routinely and cost-effectively upgrade transit riders' experience from trip planning to arrive at their destination.
T27		City to require developing and redeveloping suburban areas to include multimodal facilities with 15-minute connectivity to existing or planned goods and services or to provide sufficient vehicle miles traveled or carbon offsets.
T28		City and County to plan and provide for and promote recreational travel using modes other than single occupancy vehicles.



Land Use: MetroPlan and its partners will prioritize the safety, comfort, and convenience of bicyclists, pedestrians, and transit users, in community design decisions while ensuring vehicle access.

No.	Onward – Unified or Summary Policy	Upward Policies
L1	Region to routinely update its zoning, engineering, subdivision, building, and other codes to advance and implement its land use and transportation policies.	Region to routinely update its zoning, engineering, subdivision, building, and other codes to advance and implement its land use and transportation policies. Every time there is a policy update or emergency declared, relevant codes should be updated within six months to one-year and reviewed annually.
L2		City to require phasing and coordination for new residential and commercial development to reduce VMT.
L3	City and County encourage building transportation networks and facilities that support and are sensitive to the context of planned adjacent land uses.	City and County encourage building transportation networks and facilities that support and are sensitive to the context of planned adjacent land uses with diminishing priority for single occupancy vehicles.
L4	City and County to engage in planning and development efforts that support a diversity of places including urban, suburban, rural, agricultural, industrial, and open space land uses.	City and County to engage in planning and development efforts that support a diversity of places including urban, suburban, rural, agricultural, industrial, and open space land uses. City to increase the amount of urban area and increase the number of residences and jobs in urban areas.
L5	City and County to protect community employment and economic needs, including the preservation of land for future industrial land use.	
L6		City to eliminate parking minimums where access to jobs, goods and services by other modes is adequate.
L7	City to develop activity centers that support and accommodate a diverse mix of residential, employment, shopping and service establishments.	City to require accommodation for a greater mix of uses (shopping, retail, etc.) in areas with and planned for a higher concentration of housing.
L8		City will increase the density of housing in existing commercial activity centers.
L9	City and County to provide a well-connected community, including features such as dedicated and comfortable bicycle and pedestrian facilities and other public facilities centered around public transit stations.	City and County to provide a well-connected community, including features such as dedicated and comfortable bicycle and pedestrian facilities and other public facilities centered around public transit stations prioritizing areas with more and taller buildings.

No.	Onward – Unified or Summary Policy	Upward Policies
L10	City and County to provide an attractive community, including features such as landscaped medians, urban parks, greenspace, artistic and natural elements, and other public facilities.	City and County to provide an attractive community, including features such as landscaped medians, urban parks, greenspace, artistic and natural elements, and other public facilities. prioritizing areas with more and taller buildings.
L11	City to promote more and taller buildings in urban activity centers.	City to promote and incentivize more and taller buildings Downtown, along Fourth Street, and all infill areas along transit routes to attract 50% residential growth and up to 50% of non-industrial employment growth projected by 2030.
L12		City to limit the expansion of low- and mid-density development.
L13		City to require "15-minute" neighborhoods where residents can walk or bike 15 minutes or less to access shopping, dining, and other services.
L14	City, County, and Mountain Line to make transportation investments that improve residents' equitable access to jobs, goods, housing, schools, and services	
L15	Mountain Line and City to partner and encourage high-density development near transit routes in urban areas.	

Stride Forward is a transportation planning document and all land use policies in the Onward Plan and Upward Concept are advisory to partnering agencies. Stride Forward policies cannot be used in General or Comprehensive Plan conformance analysis tied to development cases being reviewed by local governments without further incorporating them into the goals, policies and maps of the Coconino County Comprehensive Plan, the Flagstaff Regional Plan, and relevant specific and area plans.