



APPENDIX A

PREVIOUS & ONGOING STUDIES, PLANS & REPORTS

WEST ROUTE 66 OPERATIONAL ASSESMENT

Table of Contents

City of Flagstaff	3
Woodlands Village Specific Plan (1990).....	3
West Side Study (1999).....	4
La Plaza Vieja Neighborhood Specific Plan (2015).....	4
Carbon Neutrality Plan (2021)	7
Active Transportation Master Plan (2022).....	8
Flagstaff Regional Plan 2030 (Ratified 2014/Amended 2022) – <i>Update in progress</i>	9
Summary	11
Mountain Line	12
Flagstaff In Motion (2023)	12
Summary	13
MetroPlan	14
Blueprint 2040 Regional Transportation Plan (2017).....	14
Stride Forward Regional Transportation Plan (2022).....	15
Regional Transportation Safety Plan (<i>In Progress – expected completion, Dec. 2023</i>)	16
Summary	16
Coconino County.....	17
Comprehensive Plan (2015) – <i>Update in progress</i>	17
Bellemont Area Plan (2019).....	18
Summary	18
Arizona department of transportation (ADOT) Plans & Studies.....	19
Historic Route 66 Corridor Management Plan (2005)	19
I-40 West Corridor Profile Study (2017).....	19
I-40 Design Concept Report Bellemont to Winona (N/A)	20
Milton Road Corridor Master Plan (2022)	21
Summary	22
Transportation Impact Analysis	23
Summary of Corridor Recommendations	24
Bicyclists, Pedestrian, & FUTS	25
Transit Facilities	25

Corridor & Roadway Segments..... 26
I-40 Improvements..... 26
Timber Sky |Transportation Impact Analysis: Corridor and Intersection..... 26

INTRODUCTION

This chapter offers a review and synopsis of existing studies, plans, or reports that may influence the planning process of the W. Route 66 Operational Assessment. These studies and reports offer insights into the existing transportation issues and potential recommendations that may be associated with the W. Route 66 corridor.

CITY OF FLAGSTAFF

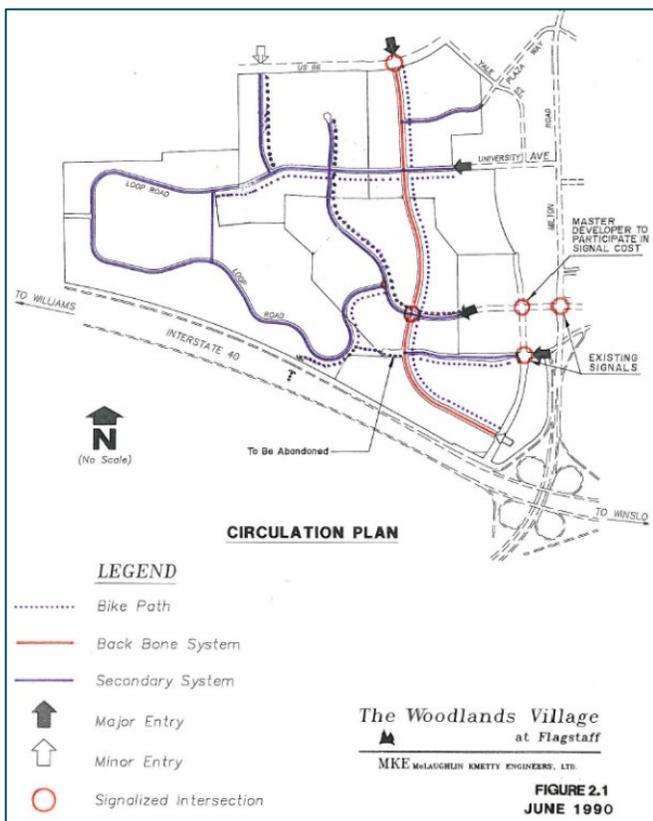
Woodlands Village Specific Plan (1990)

Woodlands Village was established as a mixed-use, planned community for the development of approximately 449 acres located just south of W. Route 66. The land use concept provided for a core composition of industrial uses, a resort-convention hotel, retail services, research and development centers, and adjoining single- and multi-family residential areas.

The Specific Plan and development were prepared to facilitate an understanding of the planning and zoning concepts for Woodlands Village. It addresses all elements of the project environment including proposed land uses, internal and external circulation, utilities, grading and drainage, and development guidelines.

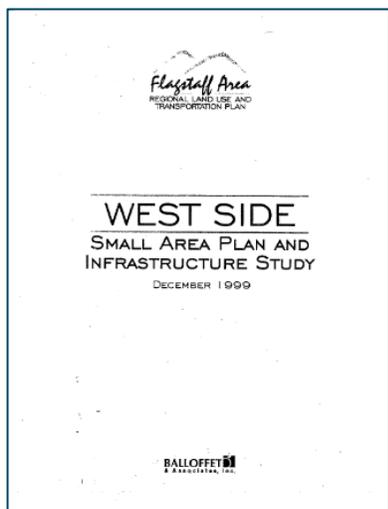
The development guidelines are meant to serve three major purposes:

1. To ensure an orderly, high-quality development process
2. To protect and enhance major public investments in the area
3. To protect private investment in the area.



In addition, the development guidelines established land use and development controls applicable to the site generally and include land use restrictions, open space requirements, street and utility standards, and controls on grading and methods of development. The guidelines were adopted by the City for the purpose of reviewing proposals for development.

The Circulation Plan included modifications to the existing roads and a secondary system of local streets. For example, the signalization of W. Route 66 and Woodlands Village Boulevard.

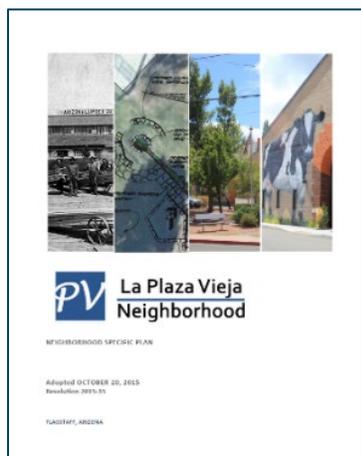


West Side Study (1999)

The Flagstaff West Side Small Area Plan and Infrastructure Study is an update of the 1989 West Side Study Area Concept Plan. This update prompted changes to land uses and developed properties, transportation facilities, availability of public services, ownership, and general policy modifications that have occurred in the area since 1989. The Plan examines the current and future infrastructure needs of the area; updates the land use plan for the area and makes recommendations for inclusion in the Regional Land Use and Transportation Study.

The two major transportation corridors crossing the study are I-40 and W. Route 66. At the time of the study, the concept plan was analyzed by land use categories. Overall, the Plan provided for 6,475 households and a future population of 17,478.

The Major Streets Plan provides for the utilization of I-40 and W. Route 66 as the major east-west travel corridor. An outer loop is proposed, using the Flagstaff Ranch Road/I-40 Interchange connecting Route 66 on the north and using the Woody Mountain Road corridor to develop an extension to State Route 89A/I-17 between Pulliam Airport and Lake Mary Road.



La Plaza Vieja Neighborhood Specific Plan (2015)

The La Plaza Vieja Neighborhood Plan overlaps with W. Route 66 between Blackbird Roost and Milton Rd. located at the east end of the corridor. The goal of this document is to produce a Specific Plan for La Plaza Vieja and the surrounding area which defines future urban patterns identified by the *Flagstaff Regional Plan 2030 (FRP30)* and the community itself, expressed through goals and policies, maps, illustrations, and strategies.

The La Plaza Vieja Neighborhood Specific Plan is desired for three main reasons:

1. LOCATION—The proximity of the historic community to Flagstaff’s downtown area and the Northern Arizona University campus attracts residents and businesses seeking a central and walkable location;
2. CONNECTION—Residents of La Plaza Vieja “feel cut off” from the rest of Flagstaff due to the railroad tracks bisecting the neighborhood to the north, as well as the main arterials of Route 66 and Milton Road creating a psychological and physical barrier into and out of the neighborhood. Efforts to reconnect La Plaza Vieja to the adjacent areas will inject new life and economic opportunities into the community; and
3. SENSE OF IDENTITY—The residents and businesses express a desire to remain a “neighborhood” in the true sense of the word—a friendly, culturally diverse place for all ages to live, work, and enjoy life.

MetroPlan conducted a series of microsimulations to evaluate the alternatives listed below for improving access and reducing congestion on Milton Road and W. Rout 66 corridors adjacent to the neighborhood which led to the policy development that is used by the City in the regulatory decision-making process. A review and analysis of future transportation options for the neighborhood include the following:

- Widening of Milton Road to six general-purpose lanes;
- Adding outside lanes for bus, bike, and left/right turns;
- A traffic signal at West Route 66 and Blackbird Roost;
- McCracken Street connection and extension as an alternative to the Clay Avenue extension; and
- Clay Avenue configuration alternatives using various mitigation techniques.

Through the planning process, a series of goals, policies, and implementation strategies were provided to guide future infrastructure, development, and investments. Project policies related to transportation and potential impacts on W. Route 66 include:

Goal 10: Flagstaff Urban Trails System (FUTS)

POLICY 10.1: Plan for FUTS extensions by ensuring that trails and adequate right-of-way for complete streetscapes are included in the design of redevelopment projects, and as part of City infrastructure projects.

POLICY 10.2: Enhance existing and future FUTS trails by constructing well-designed and beautiful crossings, bridges, and underpasses; add landscaping along trails through La Plaza Vieja.

Goal 11: Bicycle and Pedestrian Crossings

POLICY 11.1: Continue to work closely with BNSF and ADOT to create opportunities for pedestrian underpasses and bridges to connect La Plaza Vieja to NAU, Downtown, Townsite, and Southside neighborhoods.

POLICY 11.2: When future corridor studies are developed, include improvement of existing crossings and facilities and provide additional pedestrian crossings and facilities on South Milton Road and Route 66 to reduce barriers to walkability for the La Plaza Vieja and Southside neighborhoods and NAU students.

Implementation Strategy 11.1: Provide a pedestrian crossing at Route 66 and Blackbird Roost to create access to groceries and services. This may be accomplished through a pedestrian-only crossing or as part of a fully signalized intersection.

Goal 12: Internal Neighborhood Streets

POLICY 12.1: In the event that cut-through traffic is increased as a result of City policy or changes to the management of State highways, provide maximum mitigations to reduce safety risk and provide a comfortable environment for residents, bicyclists, and pedestrians.

POLICY 12.7: Improve the public street connectivity in the area identified as Future Urban on the Future Growth Illustration (FRP30). Private streets are not compatible in this area.

Goal 13: Neighboring Great Streets

POLICY 13.1: Incorporate into the Regional Transportation Plan update and future corridor studies LPVNA's concerns and comments that the Clay Avenue extension is incompatible with the preservation of La Plaza Vieja's character and consider alternatives.

POLICY 13.2: Extension of a collector street, such as Clay Avenue or McCracken Street, through the neighborhood for connectivity should be considered after the functionality and capacity of arterials have been fully studied and maximized. Backage roads should support but not replace arterial functionality.

POLICY 13.3: If expansion of lanes, road extensions, or other efforts to ease congestion at the intersections along Route 66 and South Milton Road occur that influence the quality of life in La Plaza Vieja, use Complete Street principles and identify context-sensitive solutions to mitigate impacts to residents.

POLICY 13.4: Any widening of travel lanes or major intersection improvements should include improved pedestrian features to allow for safe crossings, bike lanes, transit access, and sidewalks.

Implementation Strategy 13.1: Ensure any potential extension of a collector road to the west is designed to not increase the number of travel lanes on Clay Avenue, provides appropriate traffic calming and landscaping, and is designed as a Complete Street in order to preserve the *neighborhood* feel of the street.

Implementation Strategy 13.2: Consider the McCracken Street Extension as a possible alternative to the Clay Avenue Extension.

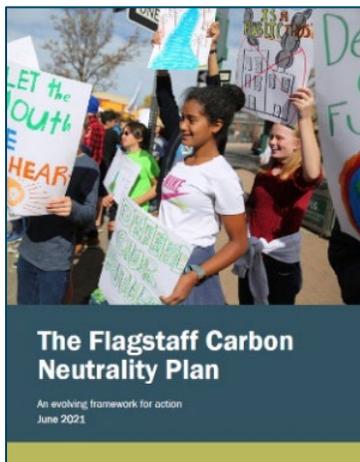
Implementation Strategy 13.3: Increase right-of-way dedication widths on Milton Road and Route 66 to allow for wider sidewalks and landscaping that support the pedestrian environment.

Goal 14: Access to Transit

POLICY 14.1: Ensure that bus frequencies do not negatively impact walkability and La Plaza Vieja character.

POLICY 14.2: Provide lighted transit stops with amenities that are context appropriate. Consider opportunities for public art at transit stops.

Implementation Strategy 14.1: Per NAIPTA's Regional Five-Year and Long-Range Transit Plan, provide bus service on Clay Avenue and Blackbird Roost with neighborhood input.



Carbon Neutrality Plan (2021)

The Flagstaff Carbon Neutrality Plan (the Plan) establishes a vision for how Flagstaff will create a carbon-neutral future. Achieving this goal will require reducing our greenhouse gas emissions through drastic shifts in how we heat and power our buildings, travel from place to place, and manage our waste. This Plan includes nine target areas for reducing our community's emissions, each with specific strategies to guide Flagstaff's work. This Plan updates the 2018 Flagstaff Climate Action and Adaptation Plan (CAAP) and draws upon its goals of adaptation and equity.

The overarching goals of Plan include:

Goal 1: Achieve carbon neutrality by 2030.

Goal 2: Prepare Flagstaff's communities, systems, and resources to be more resilient to climate change impacts.

Goal 3: Address climate change in a manner that prioritizes those most impacted and ensures the costs and benefits of climate adaptation and mitigation are equitably distributed.

The Plan is made up of nine distinct target areas and strategies. Transportation target areas include:

Decreased Dependence on Cars

DD-1: Encourage vibrancy, appropriate density, and attainability in existing neighborhoods, so that more residents live within walking distance of their daily needs.

DD-2: Create inclusive networks for walking and biking that are continuous, attractive, safe, comprehensive, and convenient for people of all ages.

DD-3: Encourage Flagstaff residents and visitors to walk, bike, roll, and take the bus.

DD-4: Transform transportation policies and planning to incorporate greenhouse gas emissions analysis and reduce dependence on driving.

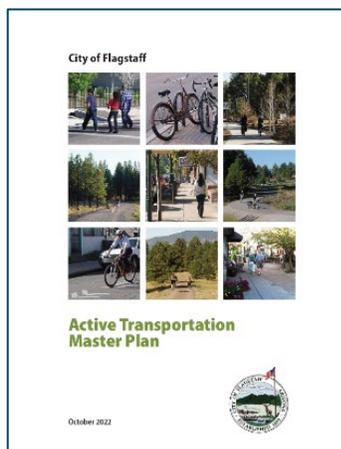
DD-5: Invest in comprehensive and equitable transit.

DD-6: Proactively invest to protect Flagstaff's clean air status.

Outcomes and strategies include:

- Vehicle Miles Traveled (VMT). Hold internal VMT measured steady at 2019 levels, even amidst community growth. Internal VMT = trips that start and end within the Flagstaff community.
- 30% of our internal VMT will be in electric vehicles (or have zero tailpipe emissions).
- Invest in new FUTS path(s) as low-emission ways to get to work and a healthy way to travel.
- Analyze and reduce or remove parking requirements.
- Analyze and update City of Flagstaff Street engineering standards to consider how street design affects travel choices and contributes to greenhouse gas (GHG) emissions.
- Analyze and update the City of Flagstaff traffic impact analysis process to incorporate consideration of GHG emissions and transportation demand management analysis.

- Facilitate an E-bike collective purchasing cooperative.
- Launch new micro-mobility share program.
- Prioritizing transit over car movements in transportation operations and planning.



Active Transportation Master Plan (2022)

The Active Transportation Master Plan serves as a detailed guide to enhance walking, biking, and trails in Flagstaff. The Plan discusses and provides maps for existing and future proposed sidewalks, bike lanes (and bikeway networks), the Flagstaff Urban Trail System (FUTS), at grade and grade-separated crossings and neighborhood connectors.

Through the planning process, a series of priority project areas were identified for sidewalks, enhanced and basic crossings, separated crossings, bikeway facilities, FUTS trail system enhancements, singletrack access trails, and trailheads. The following table summarizes the planned projects that would impact W. Route 66.

Sidewalks: The majority of w. Route 66 is missing sidewalks. Sidewalks have not been prioritized as they are anticipated to be implemented as part of other infrastructure projects along the corridor.

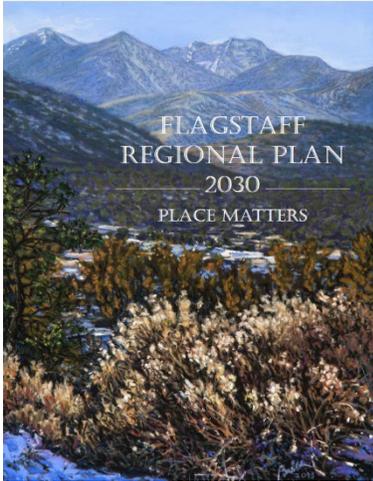
Enhanced Crossings: There are two enhanced crossings identified for future implementation along W. Route 66. A priority level 3 crossing is identified between Yale St. and Pinnacle St. A crossing that is not prioritized but is anticipated to be implanted as part of other infrastructure projects is at Northwestern St.

Separated Crossing: There is one separate crossing planned between Flagstaff Ranch Rd. and Alvan Clark Blvd. This crossing is in the fourth priority category.

FUTS Trail: Planned expansion of the FUTS is identified in four distinct areas along the corridor with varying priorities.

1. Following the railroad tracks to the north of W. Route 66 from Milton to Thompson. The west section is priority one, east section is reliant on other infrastructure projects.
2. Along Woody Mountain Rd. from the railroad tracks to Kiltie Ln. Crossing W. Route 66. Priority three north of W. Route 66, south section reliant on other infrastructure projects.
3. On W. Route 66 heading west from Woody Mountain Rd to connect to the new Timber Sky housing development. No priority. Reliant on other infrastructure projects.
4. From the railroad tracks to W. Route 66 just west of Timber Sky development. This project also indicates the area as a planned Trail Hub. Priority 3

Singletrack trails: A planned singletrack trail is identified north of W. Route 66 parallel to the railroad tracks connecting approximately from Clay Ave. to Tunnel Spring/Lowell Tank.



Flagstaff Regional Plan 2030 (Ratified 2014/Amended 2022) – *Update in progress*

The Flagstaff Regional Plan 2030 is used for decision-making so that the Flagstaff City government is accountable for publicly derived policy outcomes and goals. It provides the basis for policies and regulations to guide physical and economic development within the Flagstaff region. The current Regional Plan was amended in 2022 to include the goals and policies of the [Carbon Neutrality Plan](#).

Future Growth & Activity Centers

The Future Growth Illustration (figure 1) defines the geographic locations of area types and place types. The circle icons represent future activity centers in both rural and urban contexts.

FIGURE 1: FUTURE GROWTH ILLUSTRATION



Goal LU.18. Develop well-designed activity centers and corridors with a variety of employment, business, shopping, civic engagement, cultural opportunities, and residential choices.

Activity Centers along W. Route 66 are identified at the following intersections:

- Flagstaff Ranch Rd – Future Suburban Neighborhood Node.
- Woody Mountain Rd – Future Urban Neighborhood Node.
- Woodlands Blvd. – Existing Urban Regional Node.
- Milton Rd. – Existing Suburban Regional Node.

Goal LU.19. Develop a manageable evolution of the main corridors into contextual place makers.

Great Streets & Gateways

"Great Streets" have been identified as having potential for reinvestment, retrofit, and revitalization to make them more appealing to pedestrians (and shoppers), enhance transit potential, and make them safer. The [Flagstaff Regional Plan](#) envisions the corridors setting the stage in ways unique and appropriate to their role with Route 66 as a celebration of our region's role in the great history of our nation (figure 2).

Transportation Goals:

- Goal T.1. Improve mobility and access throughout the region.
- Goal T.2. Improve transportation safety and efficiency for all modes.
- Goal T.3. Provide transportation infrastructure that is conducive to conservation, preservation, and development goals to avoid, minimize, or mitigate impacts on the natural and built environment.
- Goal T.4. Promote transportation infrastructure and services that enhance the quality of life of the communities within the region.
- Goal T.5. Increase the availability and use of pedestrian infrastructure, including FUTS, as a critical element of a safe and livable community.
- Goal T.6. Provide for bicycling as a safe and efficient means of transportation and recreation.
- Goal T.7. Provide a high-quality, safe, convenient, accessible public transportation system, where feasible, to serve as an attractive alternative to single-occupant vehicles.
- Goal T.8. Establish a functional, safe, and aesthetic hierarchy of roads and streets.

Community Character Goals:

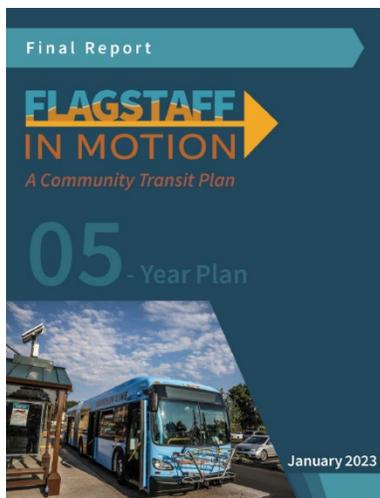
- Goal CC.4. Design and develop all projects to be contextually sensitive, to enhance a positive image and identity for the region.

Recreation Goals:

- Goal REC.1. Maintain and grow the region's healthy system of convenient and accessible parks,

Summary

The goals and policies of the City identify W. Route 66 as an area of future growth, with a need to define its character, all while providing multi-modal transportation options that expand safe and sustainable travel for everyone. From the city-wide view, additional goals and policies related to carbon neutrality impact future transportation project selection and prioritization along the corridor.



MOUNTAIN LINE

Flagstaff In Motion (2023)

Flagstaff in Motion is a Community Transit Plan (Plan) that identifies how best to provide and fund Mountain Line transit services. It captures known community transit needs for the next five years and prioritizes them into a list with recommendations to fund and implement for the near future.

Two main goals guided the improvements selected for the Plan. The first goal was to target areas with the highest ridership potential. The second goal was to support transit-dependent populations.

This Plan identified the need to expand Route 8, which travels along W. Route 66. Currently, the route spans from Milton Road to Thompsen St. where it then turns south to make a loop. Route 8 only services about 1 mile of W. Route 66. The Plan recommends extending Route 8 service east to Woody Mountain Road seven days a week. This expansion would support the growing communities to the east. In addition to expanding service on the corridor, the Plan proposes new bus stop locations and a “Kiss-and-Ride” lot where people who live outside of the city of Flagstaff can be dropped off to catch the bus. This would require infrastructure improvements to support a space for passenger cars to temporarily park to drop people off near a bus stop, enabling them to continue their trip for the day by bus.

Route 8 Extension was ranked #2 as a priority project for Mountain Line.

Route 8 Extension

#2

Extend Route 8 to Woody Mountain Rd roundabout, maintain existing peak frequency of 30 minutes and improve off-peak to 30 minutes.

Route 8 currently interlines with Route 7 during weekday evenings, weekends, and holidays. Extending Route 8 would require a dedicated bus during the off-peak period that it currently shares with Route 7. An additional impact would result in off-peak frequency on Route 7 increasing to 40 minutes (it is currently at a 60-minute frequency).

Mountain Line supports the City’s Active Transportation Master Plan to access stops with infrastructure improvements like enhanced pedestrian crossings, sidewalks, and bike lanes. However, the locations identified below are specific barriers to accessing bus stops and Mountain Line identifies this as a high priority. Recommendations for W. Route 66 are shown below.

Transit	Bike/Ped
<ul style="list-style-type: none"> • Kiss-in-Ride near Woody Mountain Rd. • Bus stop locations (existing) <ul style="list-style-type: none"> - near Woodlands Village Rd OB - near Thompson St OB • *Bus stop locations (extended route 8) <ul style="list-style-type: none"> - near Thompson IB - near Railroad Springs OB & IB - near S. Northwestern St OB & IB - near Woody Mountain Rd OB 	<ul style="list-style-type: none"> • Enhanced pedestrian crossings (Near): <ul style="list-style-type: none"> - Railroad Springs - Northwestern - Woody Mountain

Recommendations include (8) Bus Shelters w/ pullout, bike rack, trash receptacle, horizontal, easement. (1) Bus Shelter w/ bike rack, trash receptacle (in partnership w/ Sky Cottage’s development). This would likely require enhanced pedestrian crossing for implementation.

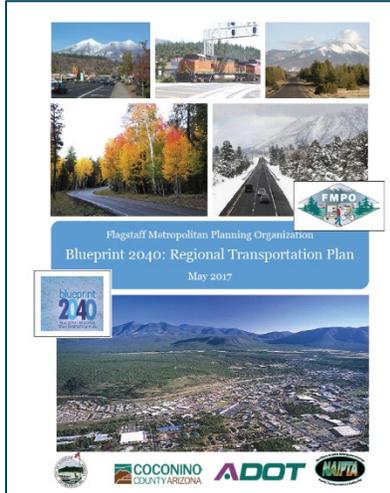
Summary

Mountain Line has identified extending service along W. Route 66 as a top priority to increase access to Flagstaff’s growing community. In addition to expanding, Mountain Line through their support of the City’s Active Transportation Master Plan advocates for well-designed bus stops and proper crossings for the public to access service.

Mountain Line is considering a future tax initiative to support the expansion of service.

IMAGE 1 MOUNTAIN LINE BUS TURNING FROM W. ROUTE 66 ONTO S. THOMPSON RD.





METROPLAN

Blueprint 2040 | Regional Transportation Plan (2017)

This document provides recommendations on the transportation projects needed over the course of the following 20-25 years. Blueprint 2040 sought to identify projects that supported growth while reducing the challenges of congestion. Blueprint 2040 visions were incorporated into the Flagstaff Regional Plan 2030 that was adopted by residents.

W. Route 66 was a recommended project for Complete Streets and the widening of travel lanes.

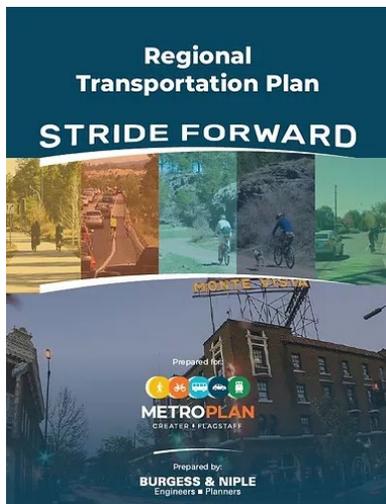
Findings for W. Route 66:

- Concerns about the corridor becoming a new “Milton Rd.” as an unwelcomed outcome. (Bottlenecks, Congestion)
- Need for enhanced bicycle and pedestrian crossings.
- Missing bike lanes and high traffic levels moving at high speeds.
- Complete Streets investment needed on the corridor.
- Identified congestion at the Woodlands Village intersection.
- The corridor struggles to accommodate all modes. This results in conditions that do not serve any mode particularly well.

Recommendation:

Widen W. Route 66 to six (6) lanes – this would improve the Level of Service (LOS) from “E” and “F” to “C” and “D” and increase traffic volumes by 20%.

- **Project limits from Flagstaff Ranch Road to Woody Mountain Road.** Minor arterial. Complete street. Widening of the existing 2-lane road to 4 lanes with center turn lane or medians.
- **Project limits from Woody Mountain Road to Woodlands Village Boulevard.** Minor arterial. Complete street. Widening of the existing 2-lane road to 4 lanes with center turn lane or medians.
- **Project limits from Woodlands Village Boulevard to Milton Road.** Minor arterial. Complete street. Widening of the existing 2-lane road to 4 lanes with center turn lane or medians.



The plan had three (3) primary charges:

1. Plan to support electrification of public and private vehicle fleets.
2. Developing a regional approach to maintaining vehicle miles traveled (VMT) in the community to 2019 levels.
3. Defining what it means to be “the finest transportation system in the Country.”

Stride Forward | Regional Transportation Plan (2022)

This plan directs regional transportation investments for the next 20 years. This is an update to the Blueprint 2030. This plan’s horizon is to 2045.

Stride Forward advances the Blueprint 2030 projects that resulted in two tax ballot initiatives (funded propositions and the existing policies) that were voter-approved in 2018. In addition, it takes an illustrative look at a complementary scenario focused on sustainability and the Carbon Neutrality Plan.

Folding the Carbon Neutrality Plan into the RTP resulted in the idea of “The Big Shift” The Big Shift is an updated way of thinking about transportation – less focus on moving cars, and more focus on moving people. This is a fresh approach regionally but has been done successfully nationally and internationally. Best practices from across the country were reviewed and assessed for practicality and desirability in the Flagstaff region. Strategies that enhance equity and quality of life were given priority.

Stride Forward explored two future scenarios to see how changes in development patterns and policy, complemented by changes in the transportation network, can influence travel demand and in turn greenhouse gas emissions.

Onward analyses for the “status quo” – development and transportation projects continue existing planning efforts. Onward aligns with the federal requirements for a long-range transportation plan to use projected available funding.

Upward was developed to demonstrate what would be necessary from a transportation, land use, and policy perspective to achieve the Carbon Neutrality Plan goals.

Stride Forward is based on principles of equity and sustainability and advances the policies supporting the Onward Plan. These policies are an extension of those found in Blueprint 2040 Regional Transportation Plan and amendments. The Active Transportation Master Plan and Carbon Neutrality Plan direct transportation spending and land use policies beyond the limits of available funding.

Findings:

- Upward infrastructure and transit investments alone do not achieve Carbon Neutrality Plan goals within Flagstaff by 2030.
- Onward infrastructure investments contribute to a reduction in VMT and VHT in Upward.
- Without Upward infrastructure and transit investments and with the anticipated increase in population, VMT for trips within Flagstaff would increase by 21.7% by 2030 and 51.2% by 2045. With Upward investments, that is reduced to 2.9% and 6.8%, respectively.

- The majority of the VMT reduction aligns with the investments made (investments focused in Flagstaff reduced VMT in Flagstaff).

Regional Transportation Safety Plan (*In Progress – expected completion, Dec. 2023*)



The Regional Transportation Safety Plan will provide a regionally focused, data-driven framework for increasing traffic safety on roadways in the greater Flagstaff region. The Plan focuses on strategies and actions drawn from best practices proven to reduce traffic-related deaths and serious injuries.

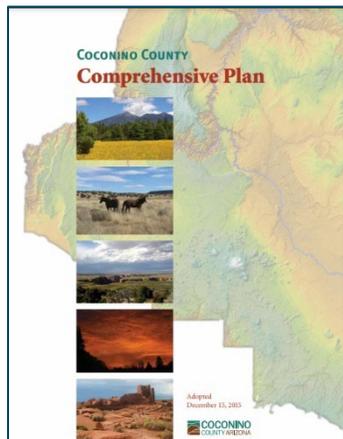
Recommendations for improvements are forthcoming, however, crash types and frequency have been identified for the region which includes W. Route 66.

Summary

Through the 2017 Regional Transportation Plan (RTP), Blueprint 2030, MetroPlan identified congestion reduction solutions specific to W. Route 66 in anticipation of future growth along the corridor. Blueprint 2030 further identified \$250 million in projects and resulted in 3 ballot measures. Of the ballot measures, Proposition 419 for General Transportation identified W. Route 66 as an area to receive local funding for improvements. Whereas the 2022 Stride Forward (RTP) responds to recent policy developments (Carbon Neutrality Plan) and is focused on “how” to program and design these previously identified projects within current policies and standards.

Regional Plans such as the Safety Plan, provide not only an overview of high crash areas, but also identifies potential projects and countermeasures that may be implementable on the corridor.

COCONINO COUNTY



Comprehensive Plan (2015) – Update in progress

The Comprehensive Plan was adopted by the Board of Supervisors in 2015 and has been implemented and supported by county Area Plans and Zoning and Subdivision Ordinances. The Comprehensive Plan is currently undergoing an update in tandem with the City of Flagstaff’s Regional Plan Update.

The 2025 Comprehensive Plan serves as a roadmap for the future by establishing goals and policies to direct growth responsibly, solve problems, and improve the quality of life for county residents. The Comprehensive Plan’s main objectives are to:

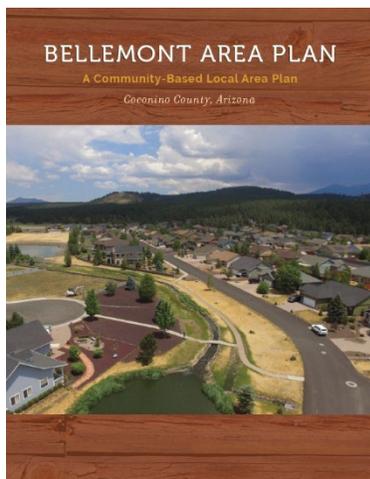
- Conserve and promote stable, safe, attractive, rural communities where residents share a sense of pride.
- Safeguard and enhance the choices residents expect for living, working, recreation, and circulation.
- Coordinate strategies for economic development, transportation, and affordable housing so that we can better link the places where people work and live.
- Protect our unique natural and cultural resources, ecosystems, and habitats.

Findings:

The W. Route 66 corridor was recognized for redevelopment, infill, and higher density.

The Regional Plan and all of the county’s area plans call for developing the existing private land base before looking to other lands. New growth could occur in other parts of the county—for example, near major highways, at key interchanges, or within new mixed-use communities where infrastructure has been provided as part of the development.

A few small portions of State Trust land have the potential for development adjacent to existing development or they have already been developed (*for example, on Route 66, just west of the Flagstaff city limits, and at Twin Arrows*). By concentrating growth in higher-density areas, the County hopes to address infrastructure needs and provide for orderly and quality development in phases. This would only happen, in phases, if developers work with the County through the Subdivision Ordinance and master plan process.



Bellemont Area Plan (2019)

The Area Plan is an official amendment to the Coconino County Comprehensive Plan that reflects the local residents’ vision of the future, contains goals and policies for development, and provides guidance for decision-makers.

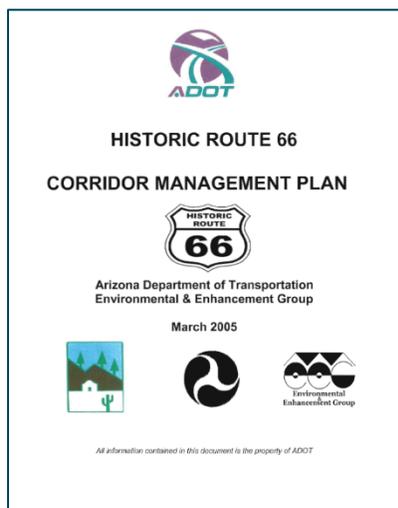
Bellemont’s transportation system is primarily automobile-oriented, with limited pedestrian and bicycle facilities, and no public transit service. I-40 is the primary access route to and from Bellemont, leading east to the greater Flagstaff regional area (approximately 12 miles from Bellemont). The Bellemont community shares I-40 and the highway interchange with high-volume through traffic. The use of W. Route 66 connects Bellemont to Flagstaff from I-40 (Exit 191 off-ramp) which directs people directly onto W. Route 66.

The Bellemont Area Plan anticipates growth to accommodate new residential development, the Rural Activity Center, and industrial, and commercial development. The Plan further anticipates continued high demand for residential land driven by the Flagstaff region’s housing market. Outside of the housing market, Flagstaff will continue to attract residents from Bellemont for essential goods and services.

Summary

The County’s Comprehensive Plan works in conjunction with the City’s Regional Plan to identify future growth areas and how that growth impacts City and County land uses and policies. While no specific projects or policies were identified for W. Route 66 in the Comprehensive Plan, it does guide the density and type of development along the corridor. Area Plans are the next step in identifying projects to support the goals and objectives of the Comprehensive Plan at a community level. While the town of Bellemont is outside of the W. Route 66 Study Area, the Area Plan assesses the needs to serve the community of Bellemont and the region through future growth assumptions. While Interstate 40 provides direct access to/from Bellemont, W. Route 66 offers a secondary route to connect the two communities.

ARIZONA DEPARTMENT OF TRANSPORTATION (ADOT) PLANS & STUDIES



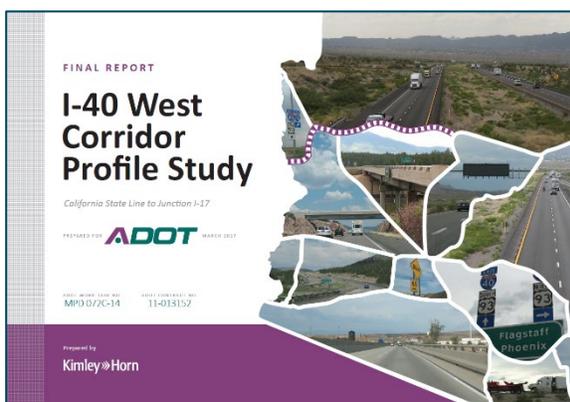
Historic Route 66 Corridor Management Plan (2005)

The purpose of the Arizona Historic Route 66 Corridor Management Plan is to provide a guide in the future preservation, protection, and enhancement of this significant roadway corridor. The intent of the plan is to facilitate improvements, while also conserving the unique character of the Byway.

The intent of the plan is to facilitate improvements, while also conserving the unique character of the Byway. There were no specific findings or recommendations for W. Route 66 in Flagstaff. However, a Route 66 enhancements corridor overlay district in Flagstaff was recommended.

Corridor Management Plan Goals include:

- Protect, conserve, and enhance the resources found along the corridor for present and future generations.
- In partnership with the community of Route 66 stakeholders, promote Historic Route 66 as a destination unto itself and a component of other visitor opportunities.
- Develop an integrated wayfinding and highway signage program incorporating distinctive Route 66 themes, symbols, and logo(s) that can be readily adapted to State and local roads, sites, and circumstances.
- Maintain and improve existing interpretive and educational facilities so that visitors may develop an appreciation for the unique natural, cultural, and historic features in and along the highway corridor.
- Design and build new interpretive sites/viewing/resting areas to enhance the visitor's knowledge, appreciation, and enjoyment of the highway.



I-40 West Corridor Profile Study (2017)

The purpose of the study is to measure corridor performance to inform the development of strategic solutions that are cost-effective and account for potential risks.

The objective of this study is to identify a recommended set of prioritized potential solutions for consideration in future construction programs, derived from a transparent, defensible, logical, and replicable process.

The I-40 West corridor is and will continue to be a major transportation corridor for intrastate and interstate commerce, intercity travel, and tourism. I-40 is designated by ADOT as a strategic highway corridor, a key commerce corridor, and part of the National Primary Freight Network.

The city of Flagstaff was identified as a major traffic generator in the region. As a regional center for commercial traffic with connectivity to other U.S. and State highways, which results in high truck traffic volumes. Other Flagstaff area traffic generators include Northern Arizona University (NAU), Arizona Snowbowl, an airport, medical facilities, and retail shopping areas.

Candidate Solutions

This table illustrates solutions within the W. Route 66 Study Area

CS40W.21	40W-14	L49	191	196	West Flagstaff Pavement Improvements	A	-Rehabilitate pavement
						B	-Replace pavement
CS40W.22	40W-14	L53	192	192	West Flagstaff TI EB #1128	A	-Rehabilitate bridge - re-evaluate FY2019 deck rehab project
						B	-Replace bridge - re-evaluate FY2019 deck rehab project
CS40W.23	40W-14	L54	193	193	Flag Ranch TI EB Bridge #2027	A	-Rehabilitate bridge
						B	-Replace bridge
CS40W.24	40W-14	L56	194	194	Woody Mountain Road WB Bridge #1133	A	-Rehabilitate bridge
						B	-Replace bridge

Recommendations:

- West Flagstaff Pavement Improvements – Replacement (MP 191-196)

I-40 Design Concept Report | Bellemont to Winona (N/A)

The Arizona Department of Transportation (ADOT), in partnership with the Federal Highway Administration (FHWA), initiated a design concept study and environmental studies to evaluate the proposed [improvements to I-40](#) in Coconino County, Arizona. The study area begins west of the I-40/Bellemont Traffic Interchange (TI) at milepost (MP) 183.0 and extends east to MP 214.0, east of the Winona TI.

IMAGE: 1 I-40 AT WOODY MOUNTAIN ROAD, LOOKING EAST

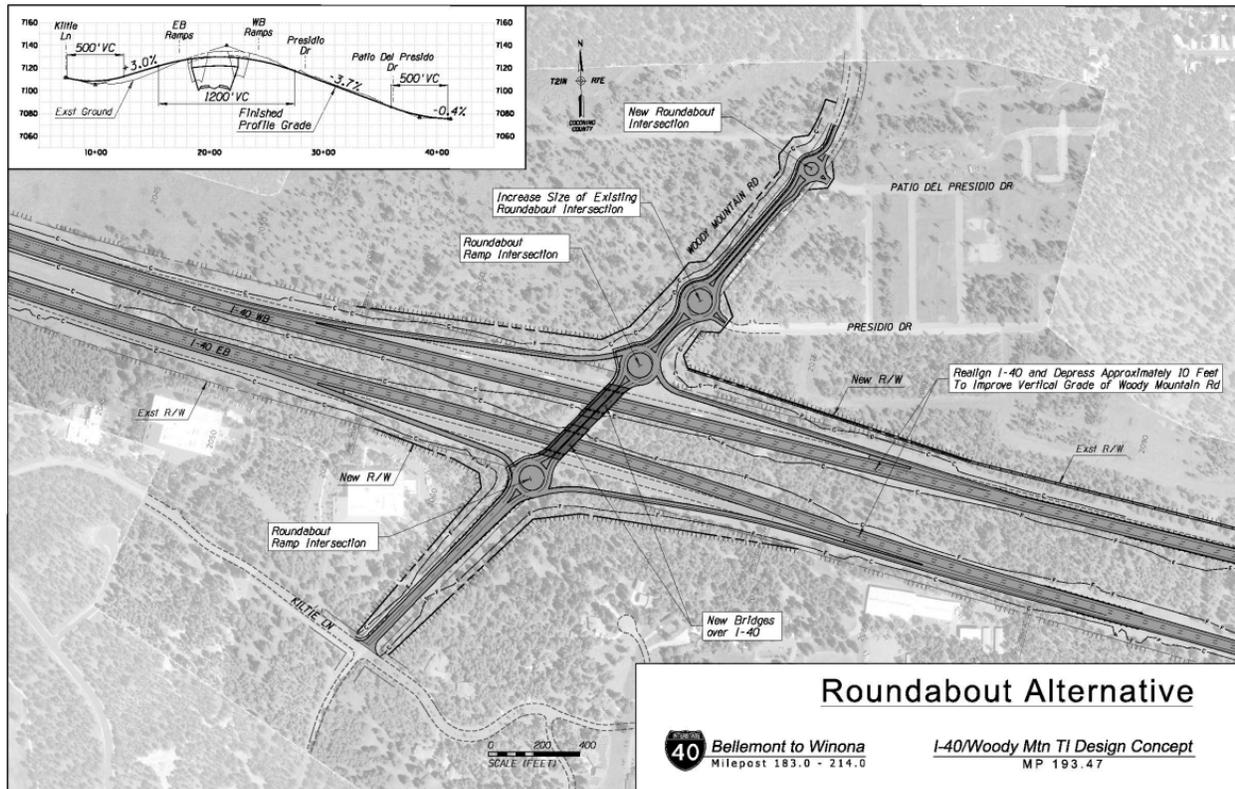


Woody Mountain Road is a local road that crosses over I-40 at milepost 193.47 and connects to W. Route 66 and one of the largest employers, the W.L. Gore campus located directly south of I-40. There is no existing access to the interstate at this location.

Woody Mountain Traffic Interchange
 As an outcome of the Concept Report, the initial design concept of a new Woody Mountain Traffic Interchange (TI) was completed in 2011.

IMAGE: 2 PLAN & PROFILE FOR NEW WOODY MOUNTAIN TI

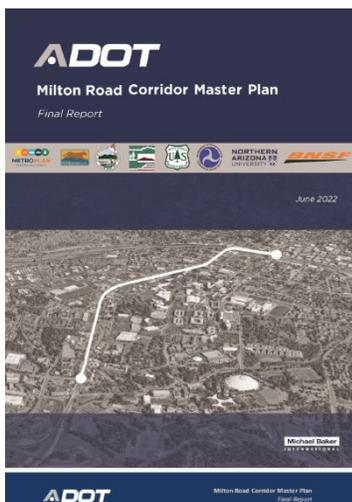
The existing Woody Mountain overpass structures do not provide the required horizontal and vertical clearances to accommodate the widened of I-40. The recommended roundabout alternative will provide standard roundabouts at the ramp/crossroad intersections. Right-in/right-out movements will be provided at the intersection closest to the interchange (Presidio Drive) and a third roundabout at the Patio del Presidio intersection farther to the north. The existing approach grades on Woody Mountain Road are steep. The I-40 mainline profile will be lowered and the cross road profile flattened to accommodate added structure depth and provide desirable intersection approach grades on the cross road. The mainline roadways will be shifted toward the median to reduce potential R/W impacts.



Roundabout Alternative

40 *Bellefont to Winona*
 Milepost 183.0 - 214.0

I-40/Woody Mtn TI Design Concept
 MP 193.47



Milton Road Corridor Master Plan (2022)

The purpose of the Milton Road CMP is to identify a 20-year vision for the Milton Road corridor that addresses the seven identified goals by evaluating a mixture of previously recommended and newly introduced System Alternatives.

Milton Road primarily served residents and visitors as a connection between Interstate 17 (I-17) to downtown Flagstaff, Interstate 40 (I-40), Historic Route 66, and US Highway 180 (US 180).

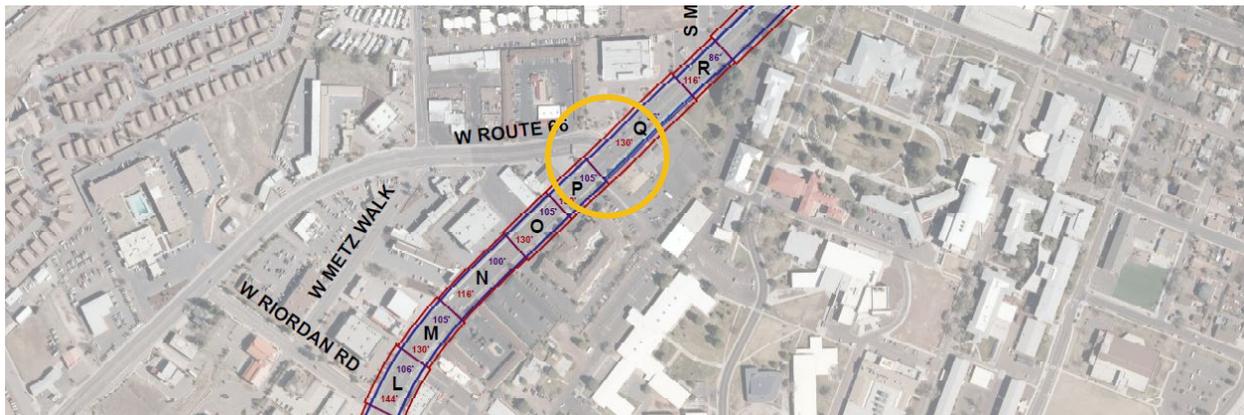
The Milton Road study area intersects with W. Route 66. West Route 66 terminates at Milton Road while E. Route 66 continues north of W. Route 66 intersection.

The CMP does not apply to the W. Route 66. However, the intersection of W. Route 66 and Milton is considered in current and future conditions, along with recommended improvements along Milton Rd.

leading up to W. Route 66. The recommended No-Build Hybrid Alternative Spot Improvements include at the intersection include:

- Dedicated right and left turn phases for vehicles.
- Improve existing standard crosswalks with high-visibility crosswalks (west and south legs).
- Restrict U-Turns.
- Introduce transit signal prioritization ITS infrastructure.
- Continue to ensure all curb ramps are ADA-compliant.
- Bicycle signal detection and actuation.
- Include northbound and southbound transit stops.
- Pedestrian staging area improvements by expanding the staging area at the northwest and southwest corners.
- Improve the west leg pedestrian crossing by shortening the crossing length through the inclusion of a pork chop at the southwest corner.

IMAGE 2: MILTON RD AND W. ROUTE 66 SPOT IMPROVEMENTS BY SECTION



Summary

The Arizona Department of Transportation (ADOT) is responsible for all state-owned and operated roadways. Interstate-40, Milton Road, and Historic Route 66 and owned by ADOT and create an important network and access through Flagstaff. These documents guide future infrastructure investments by the State. Projects are prioritized based on a set of criteria and then incorporated into the ADOT 5-Year Construction Program. Not all projects identified will be funded. However local agencies can help to advocate for investments in projects that serve their region and community.

Of the ADOT documents reviewed, the I-40 Design Concept would be the most impactful on the corridor through the addition of a new traffic interchange at Woody Mountain Rd. This project is currently not funded.

<https://azdot.gov/planning/transportation-programming/current-five-year-program>

TRANSPORTATION IMPACT ANALYSIS

A transportation impact analysis, or TIA, is a study of the potential transportation impacts of a *development* on the surrounding transportation system. The purpose of the study is to document the impacts and recommend on-site and off-site mitigation for those impacts. Developers are required to provide a TIA to both ADOT as the roadway owner and the City of Flagstaff as these developments are within the city limits. TIA’s for projects along the corridor were reviewed and shown in table 2.

TABLE 1: DEVELOPMENTS WITH TIAS

Development	Year of TIA	Build Status
The Standard	2015	Completed
Timber Sky	2016	Partially Complete (multiple phases)
NAU Milton Rd/Rte. 66 Campus Entry	2019	Future build
Sky Cottages	2022	Future build
Homewood Suites	2022	Future build
LIV – Timbers Sky	2023	Future build
Hyatt House	2023	Pre-scope

Of the developments listed above, Timber Sky will have a substantial impact on the use of the corridor. While the other developments will have impacts as well, most recommendations were minor of very specific spot treatments to support access to the new development.

Timber Sky recommendations for future infrastructure to support this growth were included from Woody Mountain Road to Milton Road across several decades. The full list of recommendations can be found in the following section.

Bicyclists, Pedestrian, & FUTS

<p><i>Sidewalks:</i> The majority of W. Route 66 is missing sidewalks. Sidewalks have not been prioritized as they are anticipated to be implemented as part of other infrastructure projects along the corridor.</p>
<p><i>Enhanced Crossings:</i> There are two enhanced crossings identified for future implementation along W. Route 66. A priority level 3 crossing is identified between Yale St. and Pinnacle St.</p> <p>A crossing that is not prioritized but is anticipated to be implemented as part of other infrastructure projects is at Northwestern St.</p>
<p><i>Separated Crossing:</i> There is one separate crossing planned between Flagstaff Ranch Rd. and Alvan Clark Blvd. This crossing is in the fourth priority category.</p>
<p><i>FUTS Trail:</i> Planned expansion of the FUTS is identified in four distinct areas along the corridor with varying priorities.</p> <ol style="list-style-type: none"> 1. Following the railroad tracks to the north of W. Route 66 from Milton to Thompson. The west section is priority one, east section is reliant on other infrastructure projects. 2. Along Woody Mountain Rd. from the railroad tracks to Kiltie Ln. Crossing W. Route 66. Priority three north of W. Route 66, south section reliant on other infrastructure projects. 3. On W. Route 66 heading west from Woody Mountain Rd to connect to the new Timber Sky housing development. No priority. Reliant on other infrastructure projects. 4. From the railroad tracks to W. Route 66 just west of Timber Sky development. This project also indicates the area as a planned Trail Hub. Priority 3.

Transit Facilities

<p>Kiss-in-ride near Woody Mountain</p>
<p>*Bus stop locations (New)</p> <ul style="list-style-type: none"> - near Thompson IB - near Railroad Springs OB & IB - near S. Northwestern St OB & IB - near Woody Mountain Rd OB
<p>W. Route 66 (Bike/Ped):</p> <p>* Enhanced pedestrian crossings (Near):</p> <ul style="list-style-type: none"> - Railroad Springs - Northwestern - Woody Mountain

Corridor & Roadway Segments

Complete Streets for the corridor
Widen W. Route 66 to six (6) lanes – this would improve the Level of Service (LOS) from “E” and “F” to “C” and “D” and increase traffic volumes by 20%.
Flagstaff Ranch Road to Woody Mountain Road. Minor arterial. Complete street. Widening of the existing 2-lane road to 4 lanes with center turn lane or medians.
Woody Mountain Road to Woodlands Village Boulevard. Minor arterial. Complete street. Widening of the existing 2-lane road to 4 lanes with center turn lane or medians.
Woodlands Village Boulevard to Milton Road. Minor arterial. Complete street. Widening of the existing 2-lane road to 4 lanes with center turn lane or medians.

I-40 Improvements

West Flagstaff TI (EB) - Rehab or Replace Bridge
Flag Ranch TI (EB)- Rehab or Replace Bridge
Woody Mountain Road Rehab or Replace Bridge
(NEW)Woody Mountain Road TI
Roundabouts to support the new Woody Mountain TI at: -W. Patio Del Presidio -W. Presidio - North and south side of new TI

Timber Sky | Transportation Impact Analysis: Corridor and Intersection

The following are specific recommendations that came out of the Timber Sky development TIA located at the Southwest corner of W. Route 66 and Woody Mountain Rd. This development will have significant impacts to the corridor. The TIA identified LOS and Traffic Impacts projections for the corridor for the years 2018, 2022, 2030, and 2040.

2022 Intersection capacity analysis
It is recommended that the intersection of Thompson Street and Route 66 be improved by signalization and the installation of a second eastbound through lane east of the intersection, allowing the existing eastbound drop right turn lane to be restricted as a second through lane. In this improved condition, the intersection is anticipated to operate at overall LOS C during the peak hours.
It is recommended that the intersection of Railroad Springs Boulevard and Route 66 be improved by signalization. In this improved condition, the intersection is anticipated to operate at overall LOS C during the peak hours.
is recommended that the intersection of Woody Mountain Road and Route 66 be improved by signalization. A traffic signal needs assessment documented herein indicates that traffic volumes could warrant this signal as early as with completion of Phase 2 in 2022. Thus, the traffic volumes should be monitored periodically as Phase 2 builds out. In this improved condition, the intersection is anticipated to operate at overall LOS C during the peak hours.

2030 Intersection capacity analysis
<p>It is recommended that the intersection of Thompson Street and Route 66 be improved with the installation of a second westbound through lane west of the intersection, allowing the existing westbound drop right turn lane to be restriped as a second through lane. In this improved condition, the intersection is anticipated to operate at overall LOS C during the peak hours.</p>
<p>It is recommended that the intersection of Woodlands Village Boulevard and Route 66 be improved with the installation of a second westbound through lane east of the intersection, allowing the existing westbound right turn lane to be restriped as a second through lane. The intersection in this improved condition is anticipated to operate at overall LOS D during the peak hours.</p>
2040 Intersection capacity analysis
<p>In the 2040 projected conditions, the intersections of Woody Mountain Road and Route 66 and Milton Road and Route 66 would benefit from alternate mitigation.</p> <p>The intersections were modified within the mitigation analysis to provide a condition that operates at overall LOS E or better during the peak hours. To obtain this LOS at Woody Mountain Road and Route 66, dual left turn lanes would need to be provided for all approaches.</p> <p>To obtain this LOS at Milton Road and Route 66, Milton Road would need to provide a third through lane in each direction, channelize the southbound right turn lane to all free flow moments (yield to pedestrians), and a third eastbound left turn lane on Route 66. CivTech considers these conditions are not likely to happen, without considerable density-increasing redevelopments just as Route 66 experiencing such an increase in traffic growth to expect nearly 1,500 eastbound left-turning vehicles during the PM peak hour as projected with the assumed growth rate may not be realistic.</p>
2040 Intersection capacity analysis (W/O Woody Mt. TI)
<p>A direct comparison between the 2040 conditions with and without the Woody Mountain Road traffic interchange reveals that there are relatively few instances of change in levels of service at the study intersections.</p>
Segment Capacity
<p>In 2022, three of the segments on Route 66 are predicted to require an additional through lane to continue to operate acceptably. It is recommended that a second eastbound through lane be added between Thompson Road and Woodlands Village Road and a second westbound through lane be added between Railroad Spring Boulevard and Woodlands Village Road.</p>
<p>In 2030, five of the segments on Route 66 are predicted to require an additional through lane to continue to operate acceptably. It is recommended that a second westbound through lane be added between Railroad Spring Boulevard and Woody Mountain Road and a second eastbound through lane be added between Woody Mountain Road and Thompson Street. A third through lane is expected to be added between Woodland Village Boulevard and Riordan Road, westbound, by future redevelopment of parcels with frontage along these segments.</p>

In 2040, two of the segments on Route 66 are predicted to require an additional through lane to continue to operate acceptably, with or without the I-40/Woody Mountain Road traffic interchange. A third through lane is expected to be added between Riordan Road and Milton Road, westbound, and between Woodland Village Boulevard and Yale Street, eastbound, by future redevelopment of parcels with frontage along these segments.

Other

Roundabout Analysis - The intersection of Woody Mountain Road and Route 66 will operate acceptably as either a signalized intersection or a roundabout. A two-lane roundabout is necessary by the 2030 horizon year to maintain acceptable operations. With signalization, the intersection may remain with its existing lane configuration.

It is recommended that the left turn area between the public works yard and Access B be striped with a two-way left turn lane to maximize The storage available to each driveway meeting their needs during their peak hours. The back-to-back left turns are anticipated to function on different peaks and the analysis indicates that there will not be a queue conflict.