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MetroPlan Stride Forward

Virtual Public Meetings, October 2022



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Agenda

1. About MetroPlan
2. What is Stride Forward
3. Changes since the last Regional Transportation Plan
4. Looking ahead to 2045
5. Making it Real
6. Next Steps / Q&A



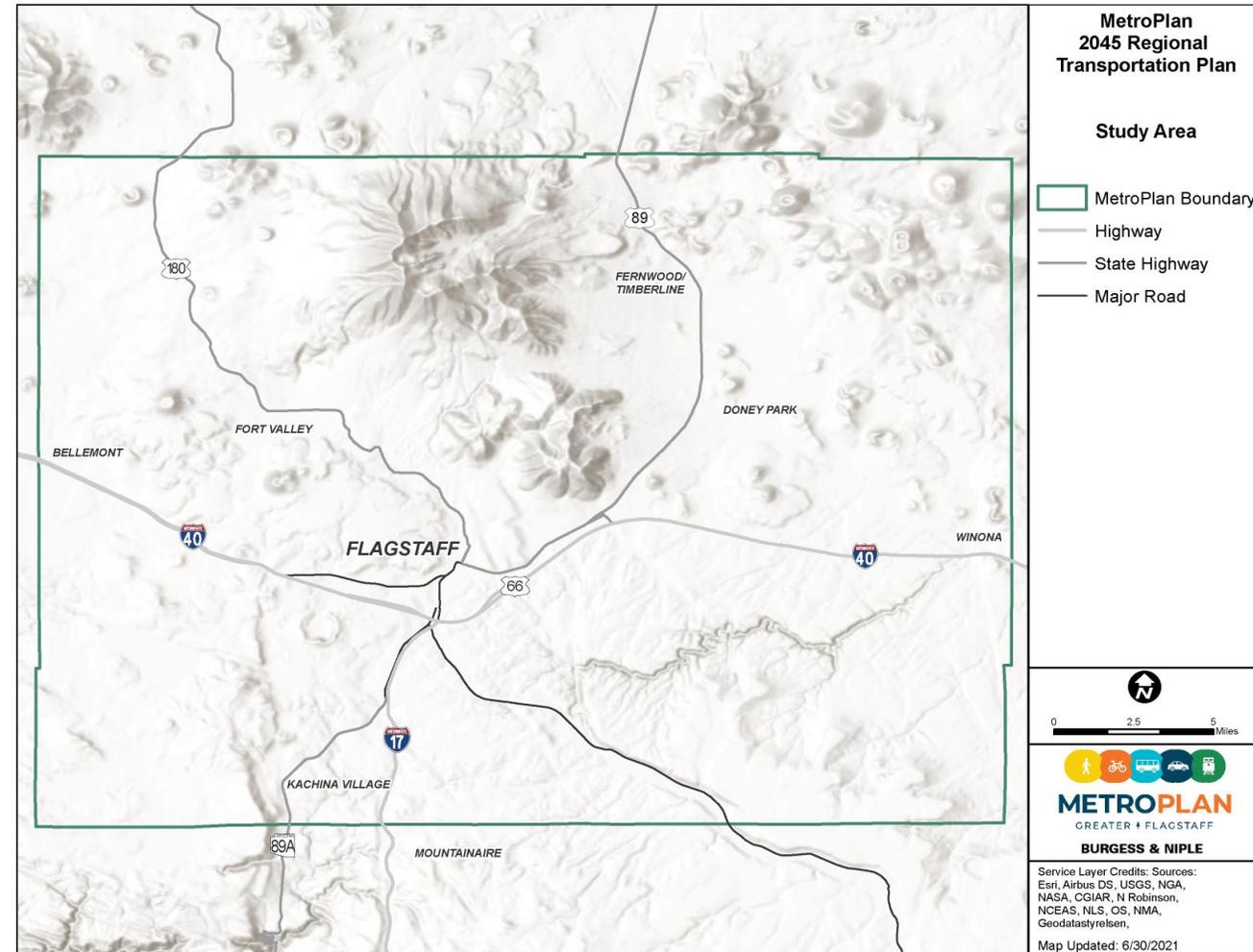


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About MetroPlan

- Flagstaff area *Metropolitan Planning Organization*
- **Vision:** To create the finest transportation system in the country.
- **Mission:** Leverage cooperation to maximize financial and political resources for a premier transportation system.





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MetroPlan Members

- City of Flagstaff
- Coconino County
- Northern Arizona University
- Mountain Line Transit
- Arizona Department of Transportation





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Planning is Important



- Planning is important. It helps us make better choices about investing our resources.
- Planning is important. It helps us think holistically and achieve ultimate, not just immediate, goals.



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What is Stride Forward?

- Regional Transportation Plan
- Updated every five years and looks 25 years ahead.
- Describes how the region will invest money we reasonably expect to be available.
- Past plans helped deliver important improvements.

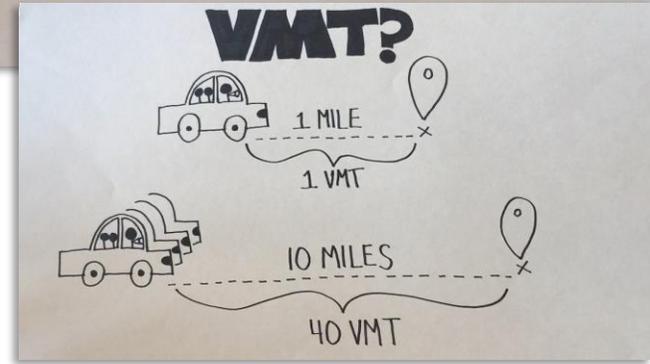
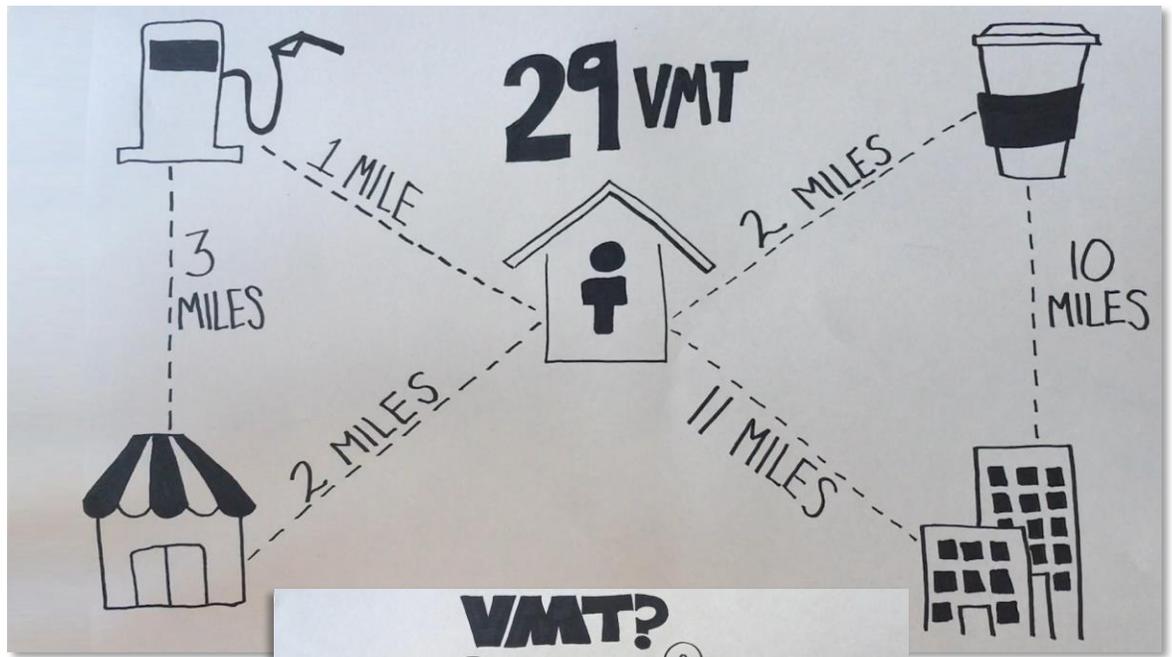
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Terms we use

- Vehicle miles traveled (VMT)
- Community design
- Transportation investments
- Travel modes
- Travel demand management (TDM)
 - Incentives
 - Disincentives





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What We've Done So Far



- Examined existing conditions
- Considered recent changes
- Modeled future conditions
- Coordinated with other plans
 - General Plan
 - Carbon Neutrality Plan
 - Active Transportation Master Plan
 - 5-Year Transit Plan
- Engaged the community



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Transportation Touches our Lives: What We've Heard

- Support for...
 - Expanded transit service
 - Climate action
 - Pedestrian and bike modes
- Preferences for...
 - 2-3 story buildings over taller ones
 - Parks and open space
- Concerns for...
 - Safety is a priority
 - Housing prices
 - Gaps in the systems



Changes Since the Last Plan (2017)



- Covid-19
- Climate and Housing Emergencies declared
- Hospital relocation planned
- Inflation
- Voter approval of Propositions 419 and 420
- Carbon Neutrality Plan (CNP)

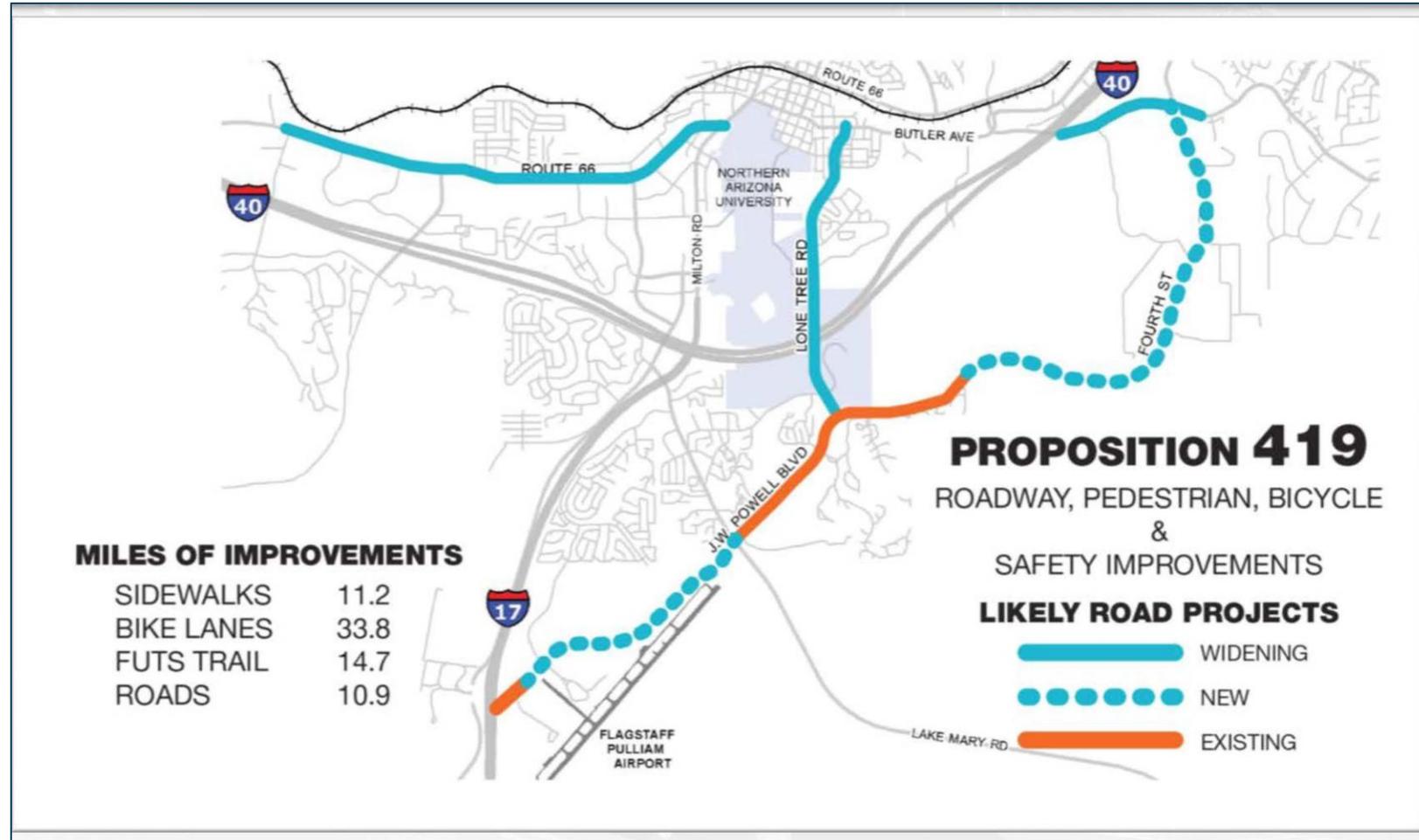


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Proposition 419: Streets & Active Transportation

Voter approved
November 2018

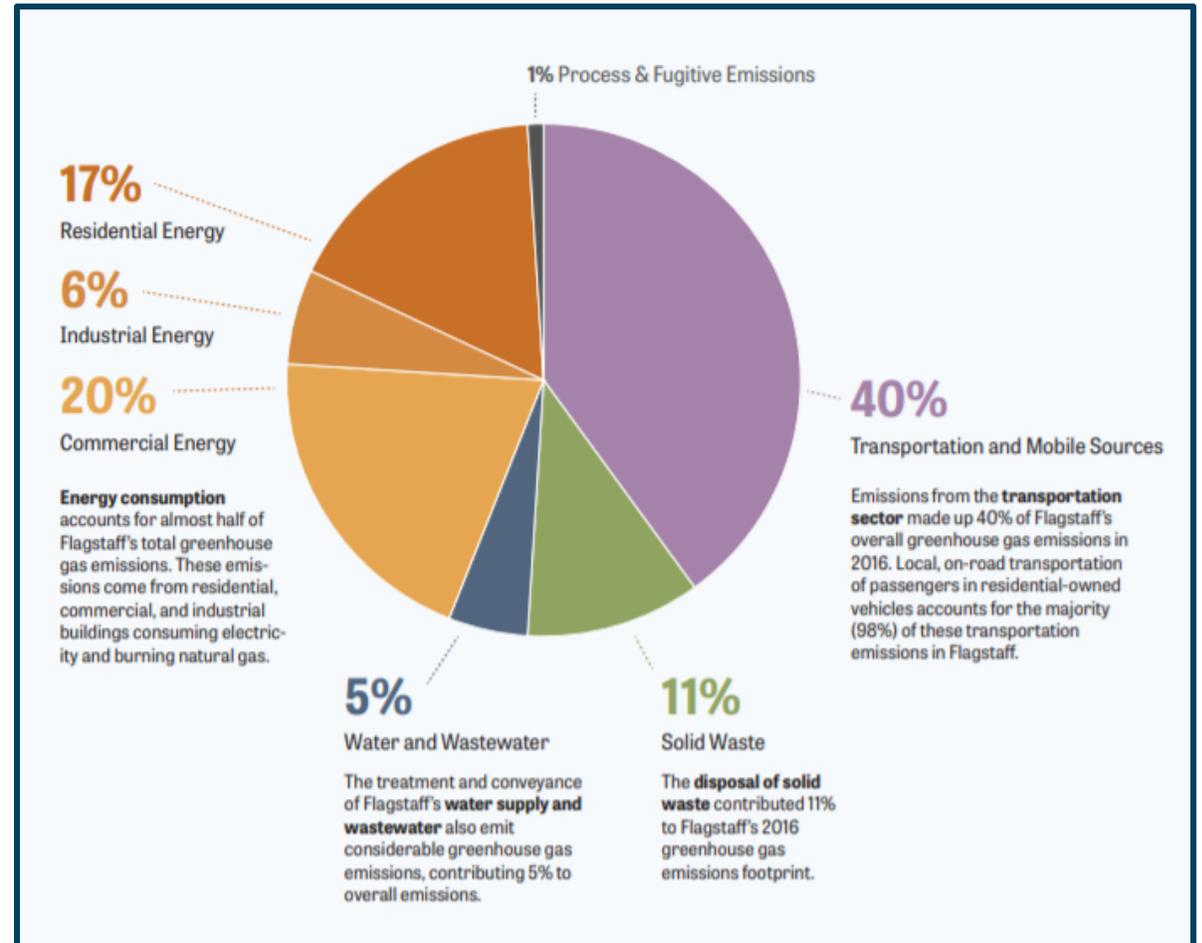
- Addresses connectivity
- Parallel routes to Milton and I-40
- Pedestrian and bicycle improvements
- Access to future housing opportunities
- Access to jobs





Carbon Neutrality Plan

- **Fact:** 40% of our greenhouse gas emissions come from gas-powered vehicles.
- **Goal (by 2030):** same number of miles traveled by car as 2019, meaning as a community we all need to drive less.
- **Goal (by 2030):** people bike, walk, or take the bus 54% of the time.
- **Goal (by 2030):** 34% of trips to work are by bike, walking, or bus.





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Shifting Travel Modes If they can do it...so can we

- **34%** work trip goal by walking, biking, or transit in the CNP.
- Before Covid, Flagstaff achieved approximately **14%** of work trips.
- Before Covid, cities like ours were able to achieve more than **40%** of work trips.





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Time for a Poll!





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Looking ahead 2045

Population and jobs are expected to increase by approximately 20%

Onward Plan

- Maintaining “status quo”
- Within available budget
- By 2030 increases VMT by **460,000 miles per day**



Upward Concept

- Maintains 2030 VMT at 2019 levels or **2.36 million miles per day**
- Shifts plans for where people live and work in the future
- Increased bicycling and walking improvements
- Increased transit service
- Not limited by available funding



Upward Strategies to Reduce VMT

STRATEGY

- Concentrate where we live and work (*Community design*)
- Increase transit, bicycle, and walking facilities & services (*Transportation investment*)
- *Travel demand management*
 - Work from home
 - Incentives & Disincentives
...to change (*Travel modes*)

DAILY VMT REDUCTION

85,000 less miles

183,000 less miles

207,000 less miles

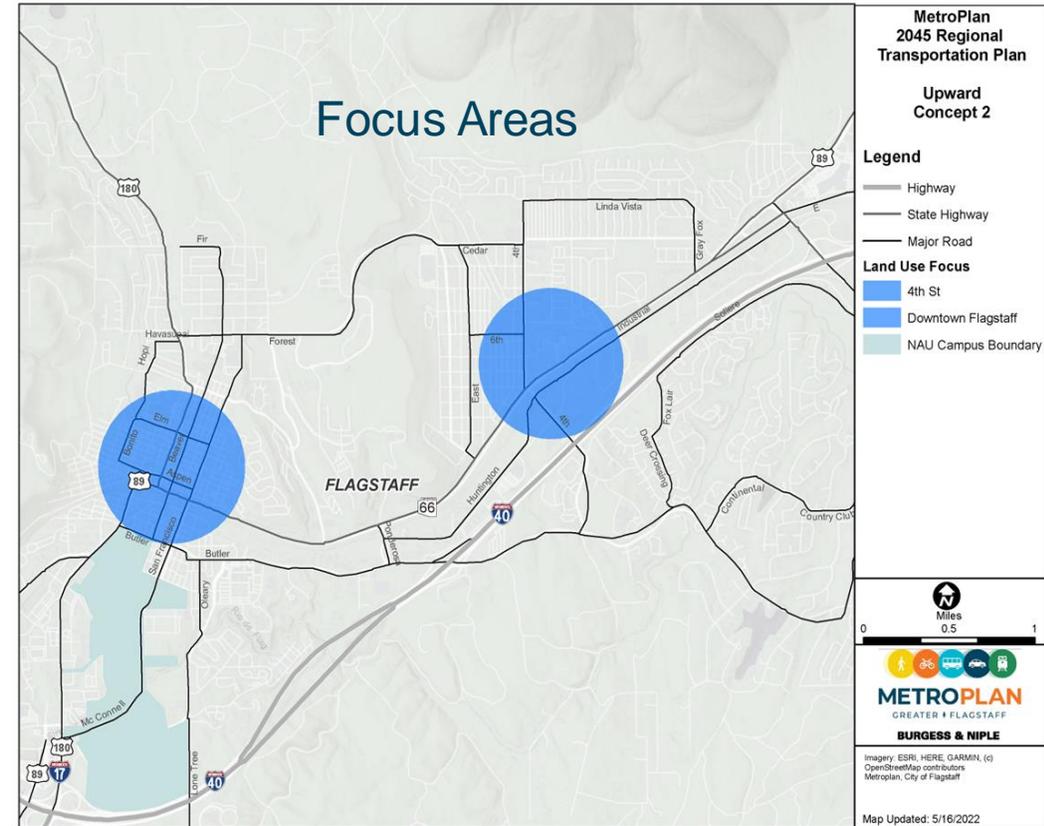
**475,000 Daily VMT
reduction**



VMT Reduction-Community Design

Concentrate where we live and work

- Upward – *shift 50% of new jobs and residences to focus areas*
- People living and working close by = Shorter trips
- Shorter trips = less VMT
- Shorter trips = easier to walk or bike = less VMT





Community Design: Observations

- Density shifts have little effect because we aren't projecting much growth.
- Tipping Points:
 - Congestion causes people to take longer routes.
 - Creating concentrated commercial centers may attract people to take longer trips, so...
 - Allowing some employment spread improves VMT reduction.



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VMT Reduction- Investment Increase Transit

Transit investments include increased number of stops, frequency, or routes





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VMT Reduction- Investment Increase Bicycle Transportation

Investments in...
bicycle lanes and trails,
more connections,
system completeness,
road crossings



VMT Reduction- Investment Increase Walking

Enhanced crossings



Good



Better



Best

Investments in...
Sidewalks and paths,
More connections,
system completeness,
road crossings

VMT Reduction- Work from Home

- About 3% reduction in VMT has resulted since COVID due to increases in working from home
 - About 30% of jobs in Coconino County can be worked from home
 - About 16% of VMT is from Work trips
- A strong TDM program can bring more Work from Home VMT reduction





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VMT Reduction- TDM

More choices / Informed choices

- Bike/pedestrian amenities
- Bike share
- Scooter share
- Car share parking
- Transit pass



- Employer van pool
- Carpool voluntary commute reduction
- TDM marketing
- Rideshare
- Parking fees



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Time for a Poll!



Change Requires Change

- **Policy**

- The way we do business

- **Money**

- Where we spend and invest

Why do policies matter?

Different outcomes require different guidance and rules



Policy Area	Policies
Community Design	Expand urbanized areas <i>and</i> Increase Housing Units per acre (Density) Connect more streets (Neighborhood impact?)
Transportation Investments	Slow down investments for cars Increase and expedite facilities for bikes, bus, walking
Travel Demand Strategies	Promote work from home programs Encourage less driving Promote car share





How much will this cost?

- Ambitious goals through **2030**
 - Double transit **service**
\$25 million / year ...up from \$12.5 million today
 - Quadruple bike & pedestrian **facilities**
\$53 million / year ...in addition to Prop 419 funds
 - Travel demand management
\$160,000 / year 
 - Community design incentives
Undetermined





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Next Steps



- Policy & strategy development
- Virtual meetings 10/3, 10/6, 10/8
- Draft document
- November 3 Executive Board meeting
- November 16 TAC meeting
- December 1 Executive Board adoption



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Questions and Answers

www.metroplanflg.org/strideforward

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