

Regional Transportation Plan STRIDE FORWARD



Prepared for:



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GREATER & FLAGSTAFF

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Acknowledgments

Funding for the MetroPlan Stride Forward Regional Transportation Plan is provided by the Federal Highway Administration and the Federal Transit Administration through the Arizona Department of Transportation (ADOT).

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The *Stride Forward* Regional Transportation Plan Update is Pending Executive Board adoption scheduled for April 6, 2023.

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“Leverage cooperation to maximize financial and political resources for a premier transportation system.”





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MetroPlan wishes to thank the RTP Advisory Group and Consultants instrumental in producing Stride Forward

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INTRODUCTION

Welcome to MetroPlan's* regional transportation plan (RTP) *Stride Forward*, updated to 2045, our new planning horizon. The 2017 Update to the RTP identified \$250 million in projects and resulted in 3 ballot initiatives being sent to voters: Proposition 419 for general transportation, Prop 420 for a Lone Tree railroad overpass, and Prop 421 for transit service improvements. Two of those initiatives passed, but the transit funding was not approved by voters. As a result of these 2018 ballot box decisions, this 2022 update is more focused on “how” than “what.” In other words, the region is clear on the projects that need to be completed and has a commitment to voters to deliver. The RTP will advance these funded propositions and the existing policies they implement. In addition, it takes an illustrative look at a complementary scenario focused on sustainability and the Carbon Neutrality Plan. However, the regional transportation focus remains on implementation of Propositions 403, 419, and 420. However, the design, relative modal emphasis of the projects, and program schedule needs further exploration in light of recent policy developments.



In addition to the 2018 funding propositions, the City of Flagstaff (City) recently declared a climate emergency and seeks to achieve carbon neutrality by 2030.

THREE PRIMARY CHARGES

Stride Forward embraces this challenge by tackling three 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.”

MetroPlan is positioned to support this effort through this RTP and does so by communicating to decision-makers and the public the effectiveness of various transportation design strategies in meeting mobility, accessibility, and climate action goals.

These dovetail with goals in the Carbon Neutrality Plan of the City of Flagstaff, specifically:

- Hold VMT in the community to 2019 levels
- 30% of our internal VMT will be in electric vehicles (or have zero tailpipe emissions)
- 54% of all trips will be taken by biking, walking, or taking the bus by 2030
- 34% of all work commute trips will be taken by biking, walking, or taking the bus by 2030

A Regional Plan Amendment was adopted by the City in November 2021 to better align the Regional Plan with the Carbon Neutrality Plan. A key amendment was to modify Goal: E&C.2:

- Original: Reduce greenhouse gas (GHG) emissions
- Amendment: Achieve carbon neutrality for the Flagstaff community by 2030

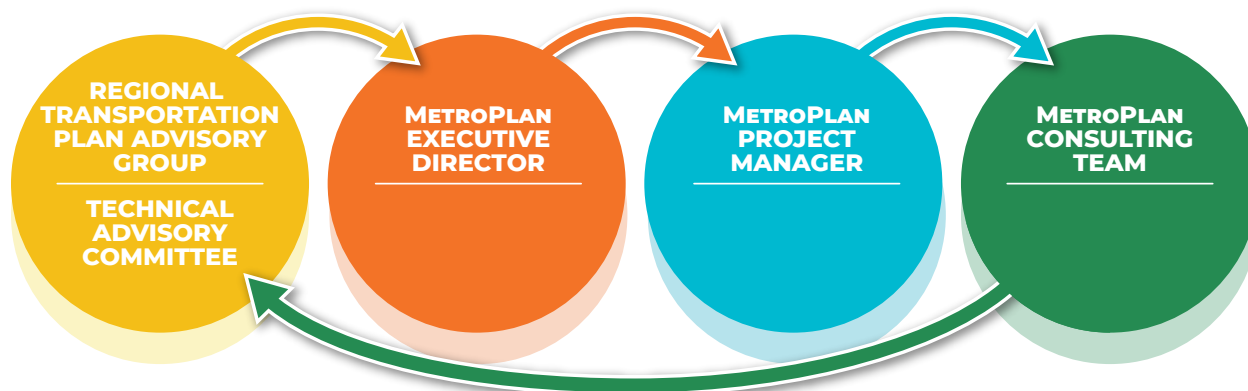
*MetroPlan formerly Flagstaff Metropolitan Planning Organization (FMPO)



Stride Forward considers major regional challenges and offers insights on what we can do with transportation to lower emissions through VMT; support housing, and to create equity for under-served populations including the most vulnerable users.

Stride Forward was developed using an engaging process, made possible by the RTP Advisory Group (AG), Technical Advisory Committee (TAC), and public. Input and guidance stemmed from the RTP AG and TAC to the MetroPlan Executive Director, who directed the MetroPlan Project Manager. This informed the process, including public engagement and assignments to the consultant team. The team reported back to the RTP AG and TAC, completing the feedback loop.

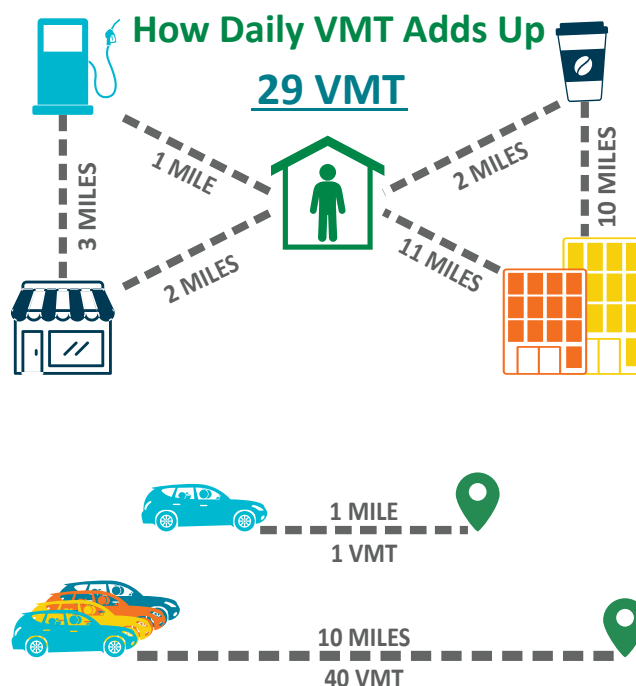
Regional Transportation Plan Project Flow



Terms We Use

Taking a new approach to transportation planning includes new ideas and new terminology. Key words and phrases used in this document include:

- **Vehicle miles traveled (VMT)** – number of miles driven
- **Community design** – designing community features such as land use, transportation network, aesthetic appeal, public amenities and more to enhance quality of life
- **Micromobility** – small, low-speed, human- or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles, electric scooters (e-scooters), and other small, lightweight, wheeled conveyances
- **Travel modes** – how people and goods get from one place to another, including walking, biking, transit, driving, and micromobility
- **Travel demand management (TDM)** – strategies to reduce need and demand for single occupancy vehicles (SOV) and VMT





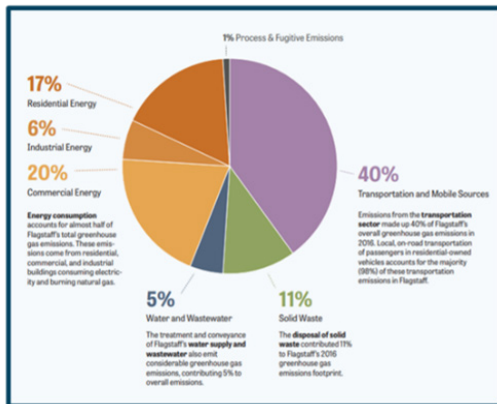
FINDING OUR WHY

The decisions we make today will have a profound effect on our future, so we explore transportation and land use alternatives and set plans to protect and improve our quality of life, equity, health, and community sustainability. The Stride Forward plan includes extensive technical analysis; this analysis would be for naught if not informed by public and stakeholder input. The RTP AG including members of the public at large, City and Coconino County (County) staff, Mountain Line, Northern Arizona University (NAU) staff, economic development, and others provided input and guidance at key decision points in the process. Public engagement included a statistically valid survey to engage a broader community audience, online surveys, in-person meetings, and an online open house. See **Appendix A** for a complete summary of Stakeholder and Public Engagement. *So, what did we hear?*

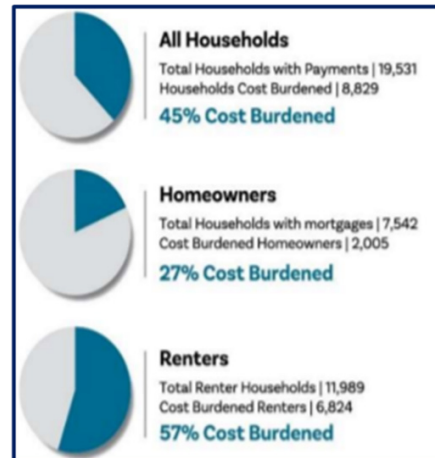
Major takeaways include:

Flagstaff has declared climate and housing emergencies. These declarations align with public sentiment in the region. Flagstaff is charged with addressing these challenges equitably, and to the benefit of the public. The public expressed the greatest challenge to walking, biking, or taking the bus was time and/or distance; however, there is only modest appetite for increased density for future development.

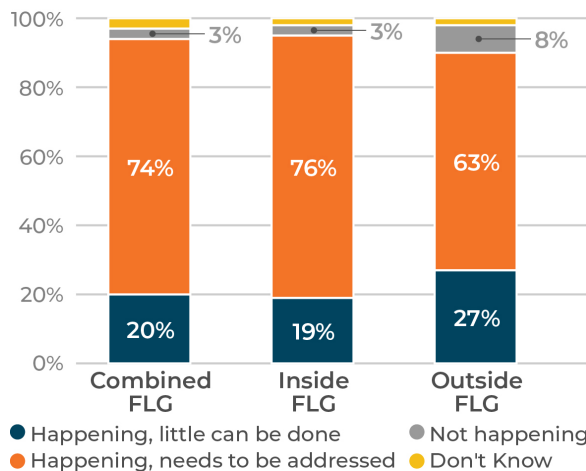
Climate Change



Housing Affordability



CLIMATE CHANGE PERSPECTIVES

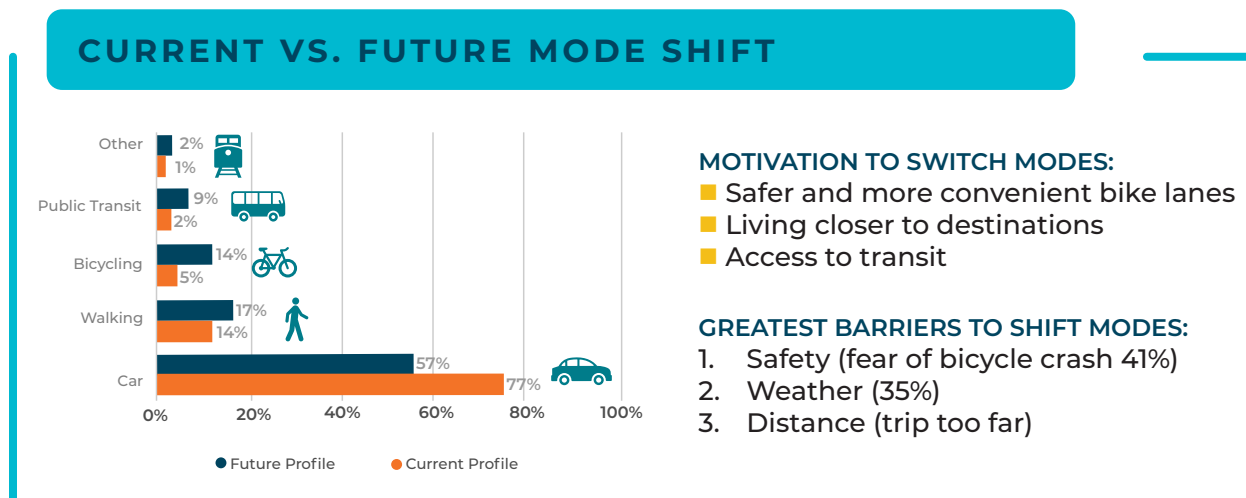


Within the region, **94 percent** of respondents **believe climate change is happening**, and **74 percent** of those **believing it should be addressed**. That proportion was somewhat higher in Flagstaff, and somewhat lower in the County. The following illustrates perspectives held geographically in relation to climate change.



Current Versus Future Travel Behaviors and Preferences

We are car dependent, with cars considered necessary by about 89% of respondents. A majority of respondents (77%) indicated automobile as their primary mode of transportation. However, people are willing to make a change! 62% of the respondents expressed a willingness to switch modes, with bicycle being the preferred shift. The following illustrates current mode choice and future preference.



Improve Our Quality of Life

Reducing VMT accomplishes more than GHG reduction; multiple research studies have demonstrated co-benefits of reducing VMT. The following offers a few highlights; see [Appendix B](#) for reference information.

IMPROVE OUR QUALITY OF LIFE

SAFETY

Communities with lower VMT per capita typically experience fewer crashes and fewer fatal crashes per capita. Similarly, more sprawling communities tend to have higher fatal crash rates than those that are densely developed. Some American states with the highest GDP per capita have the lowest VMT per capita, such as New York, Delaware, and California.

HEALTH

Walking, bicycling, and riding the bus all serve to reduce VMT and promote public health. People that use these modes are more likely to fulfill the US Surgeon General’s recommendation of 30 minutes per day of physical activity than those that drive. Conversely, increased driving time is associated with not meeting the recommendation. Long commutes spent driving have a negative impact on mental health, while community design to reduce automobile dependence and promote walking can lower rates of dementia.

EQUITY

American households spend nearly 20% of their income on transportation, with car ownership as the most expensive component. Development patterns that support walking, bicycling, and transit provide more equitable access to jobs, goods, and services regardless of household income, age, and ethnicity.

Transforming Transportation

A transforming transportation workshop was conducted to explore best practices in transportation planning, design and delivery to support multiple community goals including lowering transportation emissions. The workshop, held May 3-4, 2022, included representatives from ADOT, Flagstaff, Coconino County, Northern-



Arizona University, Mountain Line, and others. The discussion informed policy considerations, strategies for the VMT calculator, and promotes cross-coordination toward achieving transportation goals across these agencies. Each of these components will facilitate the advancement of a more sustainable and equitable transportation system long after Stride Forward is completed. Materials used and meeting summary are included in [Appendix C](#).



TRANSFORMING TRANSPORTATION WORKSHOP

Who Is Affected

Socioeconomic and accessibility analyses were conducted as part of this effort. Socioeconomic analysis reviewed population and employment trends, as well as where traditionally underrepresented populations live in the MetroPlan area. Accessibility analysis reviewed travel times for walk, bicycle, and driving modes to assess how well typically underrepresented/under-served communities can access jobs, medical services, groceries, recreation services, and education compared to the population as a whole. The accessibility analysis suggests there are areas within the urban boundary that could be better served by all modes to provide more equitable access. Areas beyond the urban boundary may benefit from a programmatic approach in lieu of an infrastructure-based approach. The Socioeconomic Analysis and Equity and Accessibility Analysis are included in [Appendix D and E](#), respectively.



MULTIUSE PATH EXAMPLE

WHERE WE COULD START

Mode shift and VMT reduction can be achieved, the question is how best to achieve it in the region. Within Flagstaff, approximately 14% of work trips were by walking,

THE BIG SHIFT

The Big Shift is an updated way of thinking of transportation – less focus on moving cars, 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.

biking, or transit before Covid-19; by 2022, that increased to 17%. Cities like ours are able to achieve over a 40% shift to these modes for work trips; in many European cities, the split is even higher. Flagstaff currently enjoys a 27% mode share for all trips. A literature review found that community design, targeted transportation investments and travel demand management are the types of changes that might be most impactful for the community (literature review included in [Appendix F](#)).

Changes in the cityscape influence mode choice, which was reflected in the literature review and public engagement. In general, people have a greater willingness to walk or



bike when they are making shorter trips (e.g., less than 15 minutes). Having dedicated spaces, such as sidewalks and bicycle paths, typically makes the experience more enjoyable and can enhance safety. Increased development density promotes shorter trips – when people live, work, and play in a more concentrated area, they have greater access to jobs, housing, opportunities and more without using a car. Encouraging modestly taller buildings (3-4 stories), reducing parking requirements in dense areas, and providing urban parks and green spaces can create an attractive, more walkable, bikeable and transit-friendly community.



Photo courtesy of Red Development

Enhanced transit service and transit-oriented development reduce dependence on SOVs for longer trips and provides for those that do not want to or are unable to walk or bike. Improving the frequency of transit service, upgrading the ridership experience, and transit passes all serve to enhance the attractiveness of transit. Other transit services, such as vanpool and rideshare, can attract riders that may need to make longer trips. Implementing transit-supportive roadway treatments, such as transit signal priority (TSP) and bus-only lanes help to create a reliable, more timely transit experience.

Stride Forward also assesses best practices for travel demand management – in other words, strategies to lessen the need and desire for driving. Concepts such as micromobility, shared mobility, paid parking, voluntary commute reduction, trip reduction marketing, and other strategies have been applied nationally with success. Work from home (WFH) is another strategy used to reduce VMT.

In addition to reducing VMT, increased adoption of electric vehicles (EV)s and zero emission vehicles (ZEV)s will reduce GHG emissions. Stride Forward includes a policy paper on EV adoption to support the 30% EV goal in the Carbon Neutrality Plan; see [Appendix G](#). Charging and fueling infrastructure availability are critical to EV and ZEV adoption. Different users have different needs (e.g., residents in multifamily housing as opposed to commuters or tourists). Providing appropriate charging infrastructure, both in terms of charging speed and charger placement, is key to consumer confidence and widespread adoption.



HOW WE MIGHT GET THERE

Onward and Upward

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. Implementation of Propositions 403, 419, and 420 is our direction and is fiscally constrained.



Onward

Onward is the adopted, fiscally-constrained plan.

- Maintaining the "status quo"
- Implements Propositions 403, 419 and 420
- Staying within the available budget
- By 2030, increasing VMT by 460,000 miles per day



Upward

Upward is an illustrative 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



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. Scenario planning is helpful to evaluate different circumstances or an uncertain future. In this case, two scenarios were explored: Onward and Upward. Both scenarios assumed the same amount of people live and work in the community by 2030 and that existing roads and development remain in place.

Onward analyzes 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. Strategies identified in the literature review described were tested to see which have the greatest influence in the region, with a preference given to those supported by the public.

Onward

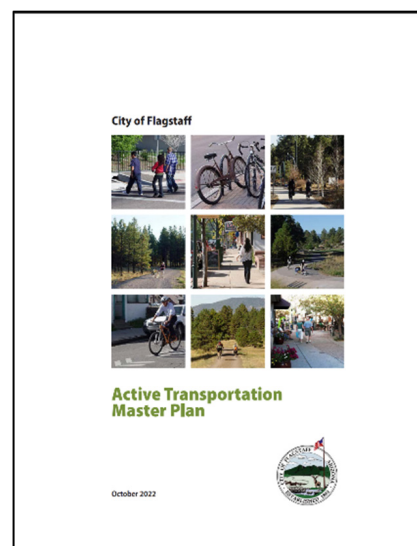
Onward advances planned developments and implements the projects in Flagstaff Proposition (Prop) 419, 420 and County Prop 403.

Prop 419

Includes roadway extensions on Fourth Street and J.W. Powell Boulevard, and roadway widenings on Butler Avenue, Lone Tree Road, and Route 66. Combined with a first mile/last mile transit grant, there is approximately \$34.5 million available over the life of the tax for priority projects in Flagstaff's recently adopted [Active Transportation Master Plan \(ATMP\)](#).

What are the Benefits of Prop 419?

- Addresses connectivity
- Parallel routes to Milton and I-40



Flagstaff ATMP



- Pedestrian/bike improvements
- Access to future housing optys
- Access to jobs

Prop 420

Includes the new Lone Tree overpass.

What are the Benefits of Prop 420?

- Completes parallel route to Milton
- Balances traffic
- Avoids train delays
- Improves access for emergency services
- Grade separate crossing for safety

Prop 403

Improves the existing roadways, with a focus on pavement maintenance and safety.

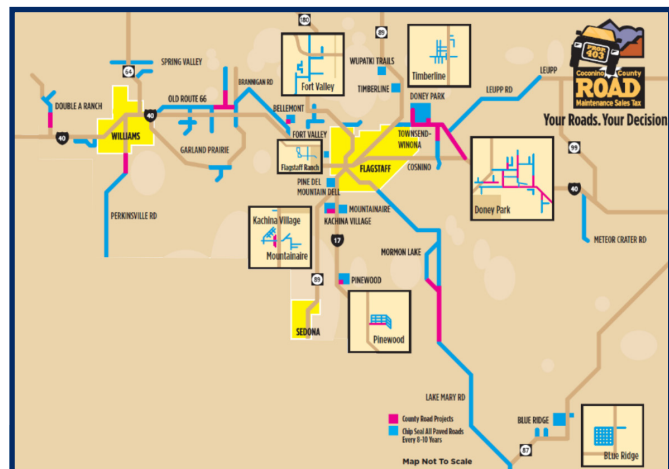
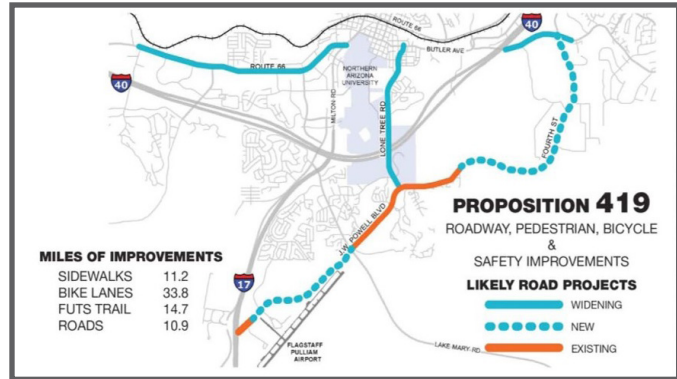
What are the Benefits of Prop 403?

- Enhancements to existing roadways
- Focused on pavement condition and safety
- Widens shoulders in multiple locations

Onward projects the current reality into the future. The hospital relocation and additional development occurs, but there are modest changes within the developed footprint. Transit assumptions align with current funding levels; Mountain Line is currently developing Flagstaff in Motion, which may inform a future ballot initiative.





Onward Performance

Onward was evaluated using the performance metrics from the Carbon Neutrality Plan. Onward model results determined performance within Flagstaff as well as the entire MetroPlan region. Note: VMT per capita targets may be useful for context and future benchmarking. Its performance summary follows:



Illustrations from tax Proposition information campaigns



Onward Stride Forward Performance Measures			
Performance Measure		Target and Baseline	Onward Performance
	VMT	Maintain internal VMT at 2019 levels - 2,160,000 VMT regionally 836,000 Flagstaff internal VMT	2,550,000 region-wide 18.0% over target 1,020,000 Flagstaff internal VMT 22.1% over target
	GHGs from Transportation in Metric tons of carbon dioxide equivalent (MTCO2e)	Reduce GHGs from transportation by 35% compared to 2030 business as usual - 147,900	205,572 39.0% over target
	Total (%) mode share of walking/biking/transit trips	54% share by 2030	13.0% 41% under target
	Vehicle Hours Traveled (VHT)	No target established	96,000 hours

Onward would need between 30 and 50% EV adoption to achieve the 2030 CNP goal; Onward with 50% EV adoption exceeds the goal. This indicates the role broad EV adoption could have and the extent necessary to achieve CNP goals. Based on a preliminary literature review, EV adoption is anticipated to reach 7-10% of the vehicular fleet by 2030.

Fiscal Constraints/Summary

Agencies in the region including MetroPlan, ADOT, the City of Flagstaff, Coconino County, and Mountain Line document their revenue sources in several plans including their respective transportation/capital improvement plans, work programs (UPWP), and other cost related documents. Revenue sources from these agencies are expected to be approximately \$1.4 billion through 2045. Prop 419 is expected to generate \$266 million over 21 years; Prop 420 \$132 million over 20 years. Capital expenditures in the region will primarily focus on delivering projects in Props 419, 420, and 403. The majority of the state funds the region receives are used for system operation and maintenance.

Inflation is influencing project costs but has also increased tax revenue. Construction costs are outpacing overall inflation; in particular, right-of-way acquisition costs are higher than projected at tax inception. Near-term project delivery may need to be adjusted to maintain fiscal constraint, whether funding is borrowed from other programs or projects slide into the future. At this time, it appears all identified projects can be funded; this should be monitored as revenue and expenditures continue to adjust. Public comments repeatedly requested to accelerate delivery of bicycle and pedestrian improvements. The public also inquired what would be needed to increase transit services as well as bike/pedestrian funding.





Operation and Maintenance Considerations

System preservation includes the operations and maintenance of the transportation system. Elements of the transportation system include pavement, signage, structures, and other assets. In general, the region has a greater need for maintenance than most of the state due to freeze/thaw, snow removal, flooding, and other factors that are less influential in other locations. As the system ages, more significant maintenance activities will be necessary (e.g., mill and overlay in lieu of surface treatment). As the roadway network expands, so does the maintenance obligation. Additionally, debris and snow removal should be performed for active transportation facilities and to support continued mode share.

Public Reactions to Onward

The public demonstrated support for the Onward transportation network within Flagstaff via the passage of Props 419 and 420; County capital projects are constrained to the existing network. During outreach for Stride Forward, the repeated request was to accelerate delivery of bicycle and pedestrian improvements. The public also inquired what would be needed to increase transit services as well as bicycle and pedestrian funding.

Details of the Onward Scenario can be found in **Appendix H** the financial plan is included as **Appendix I**.

TRAVEL DEMAND MANAGEMENT

TDM is using strategies and policies to reduce the need for and/or amount of miles traveled. TDM should lower emissions and enhance mobility. Mobility Apps encourage public adoption.

Appendix J provides a review of existing mobility applications.

Upward

Upward was developed to assess one possible future that could achieve the goals of the Carbon Neutrality Plan; there are other avenues to achieve the same outcome. Upward assumes the same number of people live and work in the region as Onward and that the transportation investments in Props 419, 420, and 403 are implemented. It assumes no changes in existing development other than the hospital relocation, as does Onward.

.....➔ **62%**

of outreach respondents express willingness to switch primary means of travel from driving alone to another mode such as transit or bicycle

Nationally, some of the most effective VMT reduction strategies include transit-oriented development, development density, and street connectivity. These changes are not as effective in the Flagstaff region in the short term but are effective in the long term. The relatively low growth expected can do little against the sprawling suburban land structure existing today. Strategies such as increased bicycle and pedestrian facilities, transit service, and TDM are particularly effective in this region. Within the region, the Carbon Neutrality Plan goal for VMT reduction can be achieved by:



Upward Concept



Increased Density

50% of projected future growth in target areas

Multimodal Improvements

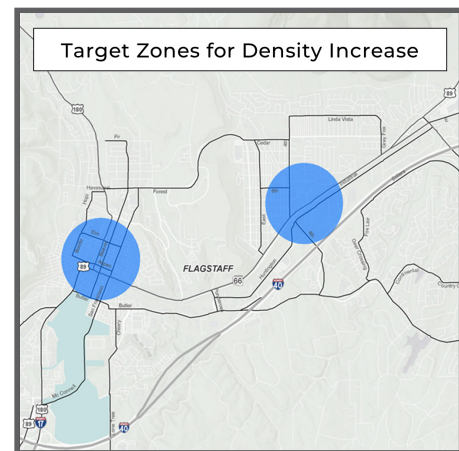
Quadruple pedestrian and cyclist facilities and double transit service

Policy and Program

Implement TDM program and continue WFH trend

Increased Density

Increasing population and employment density centralizes where people are and where they are going, so it reduces trip lengths and car dependence. In Upward, intensification of density assumed no change to existing population and employment patterns. Instead, density increases target the increase in population and employment between 2020 and 2045. Intensification was achieved by uniformly shifting increased population and employment from the entire Flagstaff region and relocating it uniformly to target areas. Three potential land use scenarios were vetted using the travel demand model to assess whether one would provide an advantage over the others. This analysis indicated comparable performance, so the concept shown to the right, which split intensification between downtown and 4th Street, was used because it was deemed most feasible. Ultimately, 50% intensification was selected because it provided a balance between effectiveness and feasibility.



The 50% intensification was tested for its impact on addressing Vehicle Miles Traveled and is a benchmark for further consideration in the update to the Flagstaff Regional Plan which is the planning document that land use decision making must conform with for the City and the County. The concept outlined here will be tested in the Regional Plan Update and compared to a more complete set of future scenarios, then evaluated and translated into a Future Growth Illustration or land use map with appropriate goals and policies. Ultimately, land use plans and related density are the purview of the City and County.

Multimodal Improvements

Enhancing the quality and quantity of bicycle, pedestrian, and transit facilities and services makes these modes more desirable and encourages a shift from driving. In a real-world environment, bicycle and pedestrian improvements could include connectivity, system completeness, and enhanced crossings. Transit improvements could include an increased number of stops, frequency, and new routes. Multimodal improvements were evaluated with increased density. Various combinations of bicycle, pedestrian, and transit enhancements were modeled. Stakeholder input suggested a heavier emphasis on bicycle and pedestrian infrastructure improvements because, once constructed, operations and maintenance costs are low. This also honors the public preference expressed through various surveys for more opportunities to cycle as a primary means of transportation. Upward advanced with quadruple bicycle and pedestrian facilities and double transit service.





Policy and Program

Policy and program-level strategies and their associated reductions were applied to total VMT based on current research.

Work from Home

Within the MetroPlan region, approximately 30% of jobs can be performed from home. Per the MetroPlan model, people driving to and from work accounts for 16% of VMT in the Onward 2045 scenario. In order to achieve Carbon Neutrality Plan goals, this effort presumed 80% of eligible workers (30% of the workforce) would work from home four days a week. In a real-world environment, focusing on workers farther from their employers may help achieve this reduction.

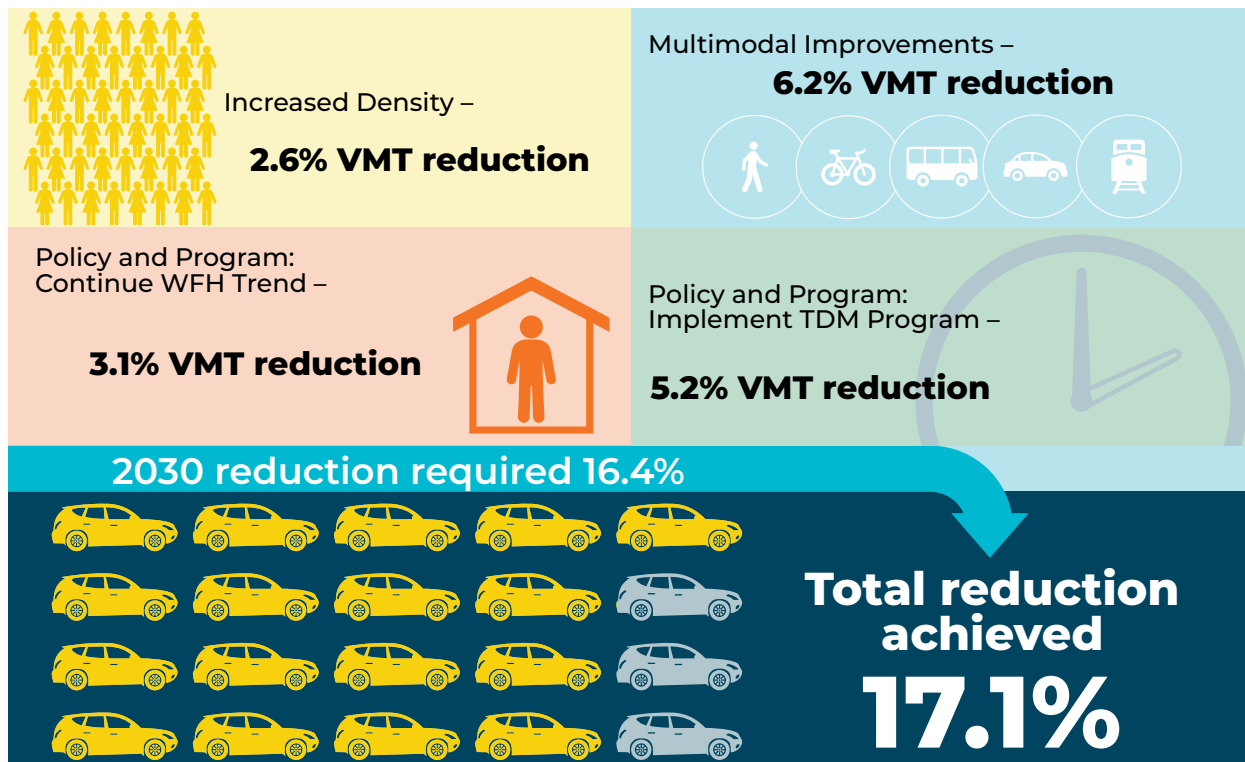


Travel Demand Management Program

TDM strategies and their effectiveness were informed by the literature review performed as part of this RTP. For purposes of this analysis, TDM strategies include:







Upward Exceeds VMT Reduction Goal





In order to achieve Carbon Neutrality Plan goals, this effort presumed all of the strategies would be leveraged and that they would be used to the maximum extent feasible for a 5.2% VMT reduction.

Upward Stride Forward Performance Measures			
Performance Measure		Target and Baseline	Upward Performance
	VMT	Maintain internal VMT at 2019 levels - 2,160,000 VMT regionally 836,000 Flagstaff internal VMT	2,140,000 region-wide Outperforms target by 0.9% 784,000 Flagstaff internal VMT Outperforms target by 6.2%
	GHGs from Transportation in Metric tons of carbon dioxide equivalent (MTCO2e)	Reduce GHGs from transportation by 35% compared to 2030 business as usual - 147,900	167,700 13.4% over target
	Total (%) mode share of walking/ biking/transit trips	54% share by 2030	31.6% 22.4% under target* Once VMT goal was met, further efforts to increase mode share were stopped.
	VHT	No target established	68,000 hours

Combined with other strategies explored, this represents the Upward scenario, which is one path toward achieving the goals in the Carbon Neutrality Plan. This achieves the Carbon Neutrality Plan goal for VMT and makes significant progress toward the mode share goals.

KEY 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 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).

Upward Performance

Upward was evaluated using the performance metrics from the Carbon Neutrality Plan. Upward model results determined performance within Flagstaff as well as the entire MetroPlan region. Potential policy and program reductions were applied post-model. Its performance summary follows. While Upward does not meet the CNP goal for GHG reduction, Upward with 30% EV adoption exceeds the goal.



In both Onward and Upward, the majority of the population increase is assumed to occur within Flagstaff, with a higher proportion in Upward. Similarly, the majority of the bicycle, pedestrian, and transit investments modeled in Upward were within Flagstaff. Details of the Upward Scenario can be found in **Appendix K**.

Is Upward Funded?

No, the additional transit and infrastructure improvements are not funded. Flagstaff has \$34.5 million allocated for bicycle and pedestrian projects over the next 20 years, but Upward bicycle and pedestrian improvements would require approximately \$300 million more. Transit is currently funded at about \$12.5 million annually, which would need to be about \$25 million annually to double service. MetroPlan is initiating a TDM program for just under \$200,000 annually; a more robust effort will be necessary to achieve the targets in this plan. There is no framework to incentivize concentrated development and/or discourage development of undeveloped properties. The purchase of development rights or other strategies was not investigated as part of this plan but would likely be very costly.

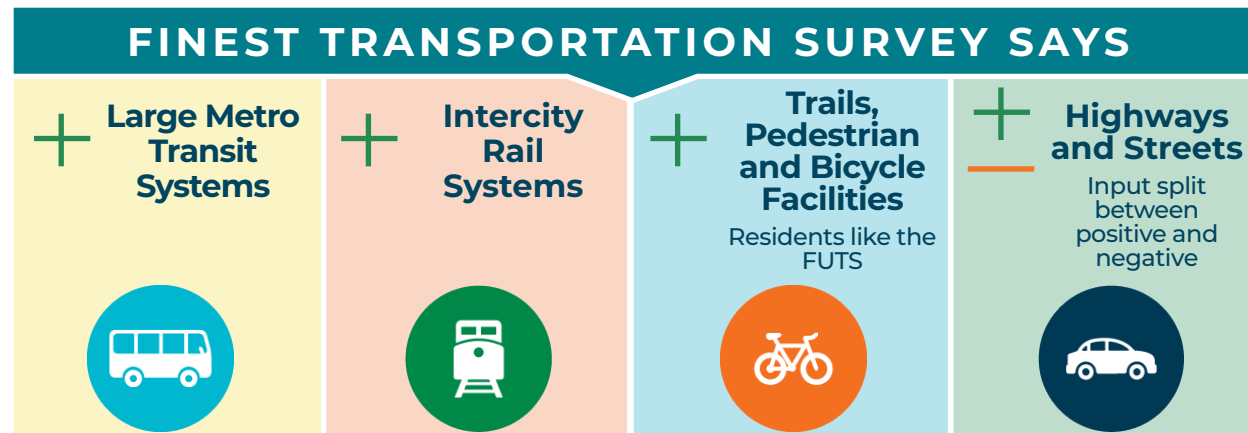
IMPROVEMENT COST



The identified bicycle, pedestrian, and transit improvements would require \$63.7 million annually for 8 years to implement before 2030. If taxed, this would be roughly eight times as much as Prop 419, or about \$3.50 on a \$100 purchase. Extending the horizon would lower the tax annually and facilitate delivery but misses the Carbon Neutrality Plan 2030 target.

HOW WE CAN CREATE THE FINEST TRANSPORTATION NETWORK IN THE COUNTRY

Creating the finest transportation network in the country is MetroPlan's vision. Multiple surveys asked the public, in different ways, to define the finest transportation system in the country. What we heard:



Participants listed several features that contributed to their positive experience:



As development and transportation projects are implemented in the region, consideration of these attributes would advance alignment with the local vision



for the finest transportation network. Onward will be used to advance these objectives.

Stride Forward Policies

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 the Flagstaff Regional Plan, 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. The Upward Concept offers a policy framework for consideration to achieve this direction. It amplifies existing policies, targets them to specified geographic areas and transportation investment types, and focuses on needed funding. These three overarching policies underpin the Upward Concept and the full policy set may be found in a side-by-side table with Onward policies in **Appendix L**.

Absent a new funding initiative, policy-based changes are a feasible means to advance Upward strategies within the Onward reality. MetroPlan and its member agencies should consider Upward analyses in land use and transportation choices. Tools developed or leveraged in conjunction with this effort, including the VMT calculator, travel demand model, and guidance targets can be consulted to examine future project impacts and inform potential regulatory reforms.

Three primary policies were developed in conjunction with this effort. **Equity and sustainability are embedded in all of these policies.**



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



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.



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.

HOW I CAN HELP

Get inspired, get creative! This is a big challenge to take on; to succeed, we all need to participate. Achieving the Carbon Neutrality Plan goals for VMT and mode share (and ultimately greenhouse gas emission reduction) lies in the choices we all make every day. Small changes add up. If this is your first time considering your VMT footprint, consider trying the following:

- Walk or bike with kids to the bus stop or school over driving
- Work from home whenever possible
- Check traffic mobile apps to avoid sitting in congested traffic
- Swap your car for walking, biking, or transit at least 1x week
- Consider getting a bike!
- Carpooling
- Plan trips to reduce VMT
- Plan shopping/fun closer to home

More robust approaches, like purchasing an EV and fueling it from solar panels, or trading in your car for a bicycle are great, but if everyone does something, there's less for each person to do. Outside of transportation, consider other activities that align with the Carbon Neutrality Plan, such as using reusable water bottles and bags, conserving energy and water, and recycling.

NEXT STEPS

Stride Forward provides policy and land use considerations. The region will continue implementing Propositions 403, 419 and 420.

Questions/Addt'l Information?: David Wessel at david.wessel@metroplanflg.org



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Dear Residents and Visitors to the Greater Flagstaff Region,

We, the members of the MetroPlan Executive Board, are pleased to present *Stride Forward: The Regional Transportation Plan*. This important document anticipates the transportation projects this community needs and wants over the course of the next 20-25 years. The plan offers a balance of transportation projects that are in keeping with our adopted land use policies, economic aspirations, and fiscal realities. It supports travel by all modes: walking, biking, car and transit.

As an organization, MetroPlan works to fulfill our mandate to guide and authorize the spending of federal transportation dollars. We are also guided by our vision of creating the finest transportation system in the Country. Ultimately, the transportation projects we build depend on decisions made by MetroPlan’s member agencies: The City of Flagstaff, Arizona Department of Transportation, Coconino County and NAIPTA, our regional transit authority. We also depend heavily on our partnerships with Northern Arizona University and our private- sector investors.

As your representatives to MetroPlan, we commit to continue the dialogue with you about the projects under the control of our respective agencies. *Stride Forward* presents two distinct approaches. The first is an “Onward” Plan which delivers and continues the transportation projects approved by voters in 2018 and the second is the “Upward” concept which provides a conceptual approach to meeting ambitious carbon neutrality goals approved by the Flagstaff City Council in 2019.

We are thankful for the involvement of our citizens and visitors in the planning process and encourage you to read *Stride Forward*. It holds out the prospect for exciting partnerships, new and safer ways to travel the region and intriguing thoughts about our needs for the next 20 years and beyond.

Signature: 
Jim McCarthy (Mar 22, 2023 16:22 MST)

Jim McCarthy
Jim McCarthy, Chair
Flagstaff City Councilmember

Signature: 
Jeronimo Vasquez (Mar 22, 2023 08:06 PDT)

Jeronimo Vasquez
Jeronimo Vasquez, Vice Chair
Coconino County Supervisor District 2

Signature: 
Patrice Horstman (Mar 2, 2023 16:31 MST)

Patrice Horstman
Patrice Horstman
Coconino County Supervisor District 1

Signature: 
Austin Aslan (Mar 22, 2023 13:31 PDT)

Austin Aslan
Austin Aslan
Flagstaff City Councilmember

Signature: 
Miranda Sweet (Mar 21, 2023 13:57 PDT)

Miranda Sweet
Miranda Sweet
Flagstaff City Councilmember

Signature: 
Anthony Williams

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Tony Williams
Mountain Line Board of Directors

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“Leverage cooperation to maximize financial and political resources for a premier transportation system.”



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Mountain Line Board of
Directors

Dear Residents and Visitors to the Greater Flagstaff Region,

Welcome to *Stride Forward*, the update to MetroPlan’s Regional Transportation Plan. Thank you for your participation and interest in the well-being of our region. Exciting opportunities emerged from the process and we are confident that the next 20-25 years will bring many positive developments for our transportation system.

At its core, *Stride Forward* presents two strategies: 1) the “Onward” plan which builds out our system as approved by voters in 2018 and 2) the “Upward” Concept which provides a conceptual solution to meet ambitious greenhouse gas emissions benchmarks. Read on, to explore all the details within.

As a region, it’s clear that we value a robust economy, the environment, our active life-style, and vibrant, comfortable places to live, work and play. We want balance in all travel modes: cars, bikes, walking, transit, and management as follows:

- Closing gaps in the sidewalk and bike lane system through \$30M of investments in bicycle and pedestrian infrastructure.
- Extending walking and biking trips with Mountain Line Transit which allows residents more discretion in their housing and transportation budgets, and shows effectiveness in addressing congestion in key corridors.
- Improvements to the Roadway system through complete streets designed to accommodate all automobile travel and all modes, improving mobility for all. For example, JW Powell Boulevard will provide a much needed alternative to Milton Road and the Lone Tree Railroad overpass will address delays related to a lack of railroad crossings.
- Travel Demand Management, which means using the infrastructure we have most efficiently.


Planning and public discussion never end and the findings in *Stride Forward* will provide a starting point for discussions on the Regional Plan being launched by the City and County in coming months.

As a staff team, we appreciate the engagement of this community and the work of your elected officials on your behalf.

Respectfully submitted:

David Wessel

David Wessel
Transportation Planning Manager



Jeff Meilbeck (Feb 14, 2023 19:51 MST)

Jeff “Miles” Meilbeck
Executive Director

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