AGENDA

Technical Advisory Committee

1:30 PM – 3:30 PM
APRIL 22, 2026

Teams Virtual Meeting
Join on your computer, mobile app or room device.
Click here to join meeting
Meeting ID: 245 801 740 953 4
Passcode: Hh3ko7W2

In-Person Location
Downtown Connection Center
216 W Phoenix Ave, Flagstaff, AZ 86001

Regular meetings and work sessions are open to the public. Persons with a disability may request a reasonable accommodation by contacting MetroPlan via email at planning@metroplanflg.org. The MetroPlan complies with Title VI of the Civil Rights Act of 1964 to involve and assist underrepresented and underserved populations (age, gender, color, income status, race, national origin, and LEP – Limited English Proficiency.) Requests should be made as early as possible to allow time to arrange the accommodation.

Public Questions and Comments must be emailed to planning@metroplanflg.org prior to the meeting or presented during the public call for comment.

EXECUTIVE BOARD MEMBERS

- ☐ Nate Reisner, Coconino County Engineer, Chair
- ☐ Paul Mood, City of Flagstaff Engineer, Vice-Chair
- ☐ Anne Dunno, Mountain Line Capital Development Manager
- ☐ Michelle McNulty, City of Flagstaff Planning Director
- ☐ Jeff Bauman, City of Flagstaff Transportation Manager
- ☐ Jess McNeely, Coconino County Community Development Assistant Director
- ☐ Ruth Garcia, ADOT Regional Planning
- ☐ Victoria Nill, ADOT Northcentral Assistant District Engineer
- ☐ Kimberly Utley, Federal Highway Administration
- ☐ Stephanie Santana, City of Flagstaff Senior Transportation Engineer *(Alternate for JBauman)*
- ☐ Jennifer Hobert, ADOT Regional Planning Section Manager *(Alternate for RGarcia)*
- ☐ Ryan Wolff, ADOT Transportation Engineer *(Alternate for ADOT Assistant District Engineer)*
- ☐ Charlie Wilson, Coconino County Lead Design Engineer *(Alternate for NReisner)*
- ☐ *VACANT*, Northern Arizona University

METROPLAN STAFF

- ☐ Kate Morley, Executive Director
- ☐ David Wessel, Transportation Planning Manager
- ☐ Tami Suchowiejko, Business Manager
- ☐ Mandia Gonzales, Transportation Planner
- ☐ Kim Austin, Transportation Demand Management Planner
- ☐ Melanie Nagel, Montoya Fellow
- ☐ Hailey Bishop, Transportation Education AmeriCorps Member

A. PRELIMINARY GENERAL BUSINESS

1. CALL TO ORDER

2. ROLL CALL

3. PUBLIC COMMENT

At this time, any member of the public may address the Technical Advisory Committee (TAC) on any subject within their jurisdiction that is not scheduled before the TAC on that day. Due to Open Meeting Laws, the TAC cannot discuss or act on items presented during this portion of the agenda. To address the TAC on an item that is on the agenda, please wait for the Chair to call for Public Comment at the time the item is heard. Individuals are limited to three (3) minutes to give their comments. Members of the public who wish to make a comment are asked to raise their hand to be recognized.

4. APPROVAL OF MINUTES

Technical Advisory Committee Regular Meeting Minutes of January 28, 2026 (Pages 5-11)

B. CONSENT AGENDA

Items on the consent agenda are routine in nature and/or have already been budgeted or discussed by the Executive Board.

C. REPORTS

Reports are provided to the Technical Advisory Committee for information only. There is no presentation or discussion unless a member of the TAC requests to separate an item for discussion.

KEY PERFORMANCE INDICATORS (KPIs) QUARTER 3 REPORT (Pages 12-24)

FY26 QUARTER 3 FINANCIAL REPORT (Pages 25-27)

D. ACTION ITEMS

1. CONSIDERATION AND POSSIBLE ACTION REGARDING THE STRATEGIC PLAN UPDATE (Pages 28-31)

MetroPlan Staff: Kate Morely, Executive Director

Recommendation: The TAC recommends the Executive Board adopt the proposed changes to the MetroPlan Strategic Plan.

2. CONSIDERATION AND POSSIBLE ACTION REGARDING TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT #26-FMPO-FM-01 (Pages 32-36)

MetroPlan Staff: Mandia Gonzales, Transportation Planner

Recommendation: The TAC recommends the Executive Board adopt Transportation Improvement Program amendment # 26-FMPO-FM-01.

3. CONSIDERATION AND POSSIBLE ACTION REGARDING PUBLIC PARTICIPATION PLAN UPDATE (Pages 37-55)

MetroPlan Staff: Kim Austin, Transportation Demand Management Planner

Recommendation: The TAC recommends the Executive Board adopt the Public Participation Plan as presented.

4. CONSIDERATION AND POSSIBLE ACTION REGARDING SAFE ROUTES TO SCHOOL PROGRAM PLAN (Pages 56-139)

MetroPlan Staff: Kim Austin, Transportation Demand Management Planner

Recommendation: The TAC recommends the Executive Board approve the Safe Routes to School Program Plan.

5. CONSIDERATION AND POSSIBLE ACTION REGARDING REGIONAL TRANSPORTATION SAFETY ACTION PLAN (Pages 140-414)

MetroPlan Staff: David Wessel, Transportation Planning Manager

Recommendation: The TAC recommends the Executive Board adopt the Regional Transportation Safety Action Plan.

E. DISCUSSION ITEMS

1. DRAFT FY2027 BUDGET (Pages 415-419)

MetroPlan Staff: Tami Suchowiejko, Business Manager

Recommendation: None. This item is for information and discussion only.

2. NOTICE OF DRAFT TRANSPORATION IMPROVEMENT PROGRAM (Pages 420-458)

MetroPlan Staff: Mandia Gonzales, Transportation Planner

Recommendation: None. This item is for information and discussion only.

3. SAFE STREETS MASTER PLAN UPDATE (Pages 459-461)

MetroPlan Staff: David Wessel, Transportation Planning Manager

Recommendation: None. This item is for information and discussion only.

4. TRAFFIC COUNT PROGRAM UPDATE (Pages 462-463)

MetroPlan Staff: David Wessel, Transportation Planning Manager

Recommendation: None. This item is for information and discussion only.

5. HAPPENINGS AT METROPLAN (Pages 464-466)

MetroPlan Staff: Kate Morley, Executive Director

Recommendation: None. This item is for information and discussion only.

F. CLOSING BUSINESS

1. ITEMS FROM THE BOARD

Technical Advisory Committee members may make general announcements, raise items of concern, or report on current topics of interest to the TAC. Items are not on the agenda, so discussion is limited, and action not allowed.

2. NEXT SCHEDULED EXECUTIVE BOARD MEETING

Wednesday, May 27, 2026 – 1:30 p.m. -3:30 p.m.

3. ADJOURN

The Transportation Improvement Program (TIP) includes the Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA) final program of projects for Sections 5307 and 5339 funding under the Federal Transit Administration unless amended. Public notice for the TIP also satisfies FTA public notice requirements for the final program of projects. The MetroPlan Public Participation Plan (PPP) provides public participation notices and processes for NAIPTA as required to meet federal and state requirements for public participation and open meetings.

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted in the lobby of the Downtown Connection Center, located at 216 W Phoenix Avenue and at www.metroplanflg.org on April 16, 2026, at 2:30 p.m.

Dated this 16th day of April 2026.

Tami Suchowiejko

Tami Suchowiejko
Business Manager

Meeting Minutes
Technical Advisory Committee

1:300 – 3:30 PM
JANUARY 28, 2026

Teams Virtual Meeting
Join on your computer, mobile app or room device.
Click to join the meeting
Meeting ID: 270 459 464 056 4
Passcode: Zh2Zx7BX

In-Person Location
Downtown Connection Center
216 W Phoenix Ave, Flagstaff, AZ 86001

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- ☒ Paul Mood, City of Flagstaff Engineer, Vice-Chair
- ☒ Michelle McNulty, City of Flagstaff Planning & Development Services Director
- ☐ Jeff Bauman, City of Flagstaff Transportation Director/Traffic Engineer
- ☐ Jess McNeely, Coconino County Community Development Assistant Director/Planning Manager
- ☒ Anne Dunno, Mountain Line Capital Development Manager
- ☒ Ruth Garcia, ADOT Regional Transportation Planner
- ☒ Victoria Nill, ADOT Northcentral Assistant District Engineer
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- ☐ Charlie Wilson, Coconino County Lead Design Engineer *(Alternate for N. Reisner)*
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- ☒ Mandia Gonzales, Transportation Planner
- ☒ Kim Austin, Transportation Demand Management Planner
- ☒ Melanie Nagel, Montoya Fellow
- ☒ Hailey Bishop, Transportation Education AmeriCorps Member

Also in attendance: Andres “Dapper Dre” Adauto, member of the public; Chris Phair, City of Flagstaff; Lucas Murray, ADOT; Sanja Katic, ADOT; Emily Harding, ADOT; and Nicholas Dennis,

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ADOT.

A. PRELIMINARY GENERAL BUSINESS

1. CALL TO ORDER

Chair Reisner called the meeting to order at 1:30 p.m.

2. ROLL CALL

See above.

3. PUBLIC COMMENT

Jeremy DeGeyter, ADOT Northcentral District Administrator, gave comments welcoming Victoria Nill, the new Assistant District Engineer for ADOTs Northcentral District.

4. RECOGNITION AND INTRODUCTIONS

Executive Director Morley recognized past Member Michelle McNulty for her service as TAC Chair from January 2023 to December 2025.

Executive Director Morely introduces two new members of the TAC:
Victoria Nill, Assistant District Engineer, ADOT Northcentral District
Kimberly Utley, Federal Highway Administration

5. APPROVAL OF MINUTES

Member Mood made a motion to approve the minutes for the TAC meeting of September 24, 2025. Member McNulty seconded the motion. The motion passed unanimously.

B. CONSENT AGENDA

There were no items on the Consent Agenda.

C. ACTION ITEMS

1. CONSIDERATION AND POSSIBLE ACTION REGARDING STRATEGIC GRANTS PLAN 2026-2029 UPDATE

Recommendation: The TAC recommends that the Executive Board adopt the Strategic Grants Plan 2026-2029 Update.

Executive Director Morley presented information about proposed updates to the Strategic Grants Plan (SGP). The purpose of the SGP is to leverage the most funding for the region.

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TAC Discussion: Member Dunno asked how the City determines their priorities for funding, and how do you figure out the best strategy and then stay focused on awards for specific areas? Member Mood responded that the City works with MetroPlan and that most of the prioritization happens at Strategic Advance. Executive Director Morley commented that MetroPlan reviews all projects in the region, scores them, and prioritizes them based on several factors. Member Dunno asked how the SGP translates to the agency level. Executive Director Morley explained the project prioritization project underway with Kittelson and Associates.

Public Comments: There were no public comments.

Member Dunno made a motion to recommend that the Executive Board adopt the Strategic Grants Plan 2026-2029 Update. Member Mood seconded the motion. The motion passed unanimously.

2. CONSIDERATION AND POSSIBLE ACTION REGARDING THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FORMAL AMENDMENT TO INCLUDE HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) FUNDING AWARDS FOR BURRIS LANE/US89 AND US89 COUNTRY CLUB TO MARKETPLACE

Recommendation: The TAC recommends that the Executive Board formally amend the Transportation Improvement Program to include the Highway Safety Improvement Program (HSIP) funds awards for the Burris Lane/US89 intersection and the US89 Country Club to Marketplace.

Transportation Planner Gonzales presented the proposed formal amendments to the Transportation Improvement Plan.

TAC Discussion: Chair Reisner asked if we can add the East Bellmont Traffic Interchange to the formal amendment. Executive Director Morley advised that the TAC may direct staff to include the additional item when we present this topic to the Executive Board.

Public Comment: The were no public comments.

Chair Reisner made a motion that the TAC recommends the Executive Board formally amend the Transportation Improvement Program to include the Highway Safety Improvement Program (HSIP) funds awards for the Burris Lane/US89 intersection, the US89 Country Club to Marketplace, and the East Bellmont Traffic Interchange. Member Dunno seconded the motion. The motion passed unanimously.

D. DISCUSSION ITEMS

1. TITLE VI CIVIL RIGHTS TRAINING

Business Manager Suchowiejko provided annual training on MetroPlan's Title VI Civil Rights Plan. Topics included: the Civil Rights Act of 1964; MetroPlan Title VI Key Principles; Role of the Titel VI Coordinator and Liaison; Four Factor Analysis; Safe Harbor Threshold; Engagement of Underserved Populations; Data Collection and Analysis; and Complaint

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Procedures.

TAC Discussion: There was no discussion by the TAC.

Public Comment:
Andres "Dapper Dre" Adauto, made the following comments:
I was wondering if this just relates to MetroPlan in general as far as how you guys need to disseminate information back to the city. I just wanted to point out that throughout the regional planning process, they had several transportation meetings at the city public works yard on Route 66, which is almost impossible to get to without a car. Like there is no bus out there. There are very sketchy bike lanes. So, I do not know if that is a commentary that you can pass to the city or not or who plans those, but having transportation related where a vast majority of people could not get there was shortsighted in my eyes. So, just a general comment. I do not know if this goes back to how they plan, but that is just a consideration.

2. REGIONAL ARIZONA DEPARTMENT OF TRANSPORTATION (ADOT) PLANNING TO PROGRAMMING (P2P) PRIORITY PROJECTS DISCUSSION

Executive Director Morley presented recommended changes to the P2P priority projects. P2P is another prioritization process related to ADOT's 5-year capital plan. At last year's Strategic Advance, we identified seven priorities. The recommendation is to keep US Hwy 180 and W Route 66 Corridor Improvements as the top priorities.

TAC Discussion: Chair Reisner explained that the previous projects submitted to ADOTs for P2P list will not be lost; they stay on ADOTs project list.

Member Dunno commented that we should stay focused on the priorities as a region when talking with legislative bodies and parties able to move these projects forward. She agreed that US Hwy 180 and W Route 66 are the priorities.

Public Comment: Andres "Dapper Dr" Adauto, made the following comments:
I had a question about what you said about the Milton and Route 66 intersection. You said that it is a high crash intersection, is that car on car, car on pedestrian, car on cyclist? Is that just across the board?

At the direction of Chair Reisner, Executive Director Morley responded to Mr. Adauto's question, explaining that all crashes are high there, but they are also high vulnerable user crashes, so, it shows up as a hot spot for both in our crash data.

Mr. Adauto asked a follow-up question:
Where is there more information on that whole Highway 180? Is it out there somewhere publicly?

At the direction of Chair Reisner, Executive Director Morley responded to Mr. Adauto's question, explaining that ADOT has a website on the Milton Corridor master plan. She advised Mr. Adauto to search the internet to find the US Hwy 180 corridor master plan.

3. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT APPROVAL PROCESS

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Transportation Planner Gonzales presented information about the TIP amendment approval process. The Public Participation Plan (PPP) requires the TAC to recommend that the Executive Board approve the formal amendment. Gaps in the TAC meeting schedule may cause delays for formal TIP amendment, which may also delay receipt of funding. Ms. Gonzales offered three options for TAC involvement in the TIP amendment approval process.

TAC Discussion: Member Mood asked when the last formal amendment occurred. Member Garcia advised that the last formal TIP amendment was in September 2025.

Member Dunno expressed support for giving MetroPlan and the Executive Board flexibility to simplify the process.

Chair Reisner supported option two, to amend the PPP to remove the TAC Approval process and rely on the Executive Board for approval of formal amendments.

Ms. Gonzales stated that there was consensus by the TAC to amend the PPP. We will amend the language and bring the amended policy to the Executive Board for approval.

Public Comment: There were no public comments.

4. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) CALL FOR PROJECTS

Transportation Planner Gonzales presented the schedule and deadlines for submitting projects for the FY27-30 TIP.

TAC Discussion: There was no discussion by the TAC.

Public Comment: There were no public comments.

5. W. ROUTE 66 OPERATIONAL ASSESSMENT LESSONS LEARNED DISCUSSION

Transportation Planner Gonzales presented the feedback received from the Project Advisory Group and MetroPlan staff, including what worked well, what could be improved, and what we would do differently.

TAC Discussion:
Member Dunno recognized the misalignment between an operational assessment versus a corridor master plan and recalled the discussion when the project was re-scoped. She commented that the public does not distinguish between an operational assessment and corridor master plan. They are relying on us to deliver infrastructure improvements. She commented that this work is huge step forward and gave kudos to MetroPlan.

Member Mood commented that the City is working on some W. Route 66 improvements. Senator Rogers made a state appropriation to fund a traffic signal at Woody Mountain Rd. There will be about $1M left for other improvements. Senator Rogers proposed a bill for

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$3M for corridor improvements that is moving through the appropriation process. If the City receives the $3M they will go out for a full design of the corridor and will use the operational assessment as the backing for the design.

Chair Reisner expressed that it is hard for agencies to accept documents prepared by FMPO/MetroPlan as documents that are adopted by those agencies. In the past, the planning documents done by MetroPlan were just studies, not operational plans.

Member Mood added that it is hard to hold developers to the standards in the documents that are not adopted.

Chair Reisner recommended having the agency lead the study to make it easier for the agency to adopt.

Executive Director Morley commented that MetroPlan is happy for the partner agencies to adopt the plans or assessments developed by MetroPlan. This specific project was not intended to be adopted. We are setting up the Safe Streets Master Plan to result in adoption by the City. MetroPlan can include the adoption in the process for future projects.

Transportation Planner Gonzales added that for this project it was emphasized to think of MetroPlan as a consultant, which may be a good approach for future projects.

Member McNulty commented that it is important that at the beginning of a planning project we need to establish how we want the plan to be used. She advocated for building adoption into the process. We cannot enforce or require developers to follow plans that are not adopted. For a plan to be legally adopted and enforceable, there is a specific way through the area plan. She offered to review that process with MetroPlan. She recommended that the TAC review each plan document and how we want them to be used.

Public Comment: There were no public comments.

6. SAFE STREETS MASTER PLAN (SSMP) UPDATE

Transportation Planning Manager Wessel provided an update on the Safe Streets Master Plan project.

TAC Discussion: Member Mood commented that the selections for the Technical Working Group look good.

Public Comment: There were no public comments.

7. ARIZONA DEPARTMENT OF TRANSPORTATION (ADOT) TRAFFIC COUNT PROGRAM

ADOT staff gave a presentation about the annual traffic monitoring cycle.

TAC Discussion: There was no discussion by the TAC.

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Public Comment: There were no public comments.

8. HAPPENINGS AT METROPLAN

Executive Director Morley reported on MetroPlan's recent activities and accomplishments.
TAC Discussion: There was no discussion by the TAC.

Public Comment: There were no public comments.

E. CLOSING BUSINESS

1. ITEMS FROM THE BOARD

Chair Reisner advised that the County is conducting a survey for their Safety Action Plan and encouraged everyone to give their input. He provided an update on the Lake Mary Road shoulder buffer. The change to the stripping had a positive result on the crash rate, for a reduction of 55%. The County received a Transportation Alternatives grant for multimodal and they are looking for stakeholders to be on the Technical Advisory Committee.

Member Dunno shared that the First Mile Last Mile project submitted final plans to ADOT. She added that Mountain Line is working on five crossings on Soliere.

2. NEXT SCHEDULED TECHNICAL ADVISORY COMMITTEE MEETING

Strategic Advance – IN PERSON
Wednesday, February 4, 2025, 9:00 a.m. to 12:00 p.m.
Downtown Connection Center, Ponderosa Room

Technical Advisory Committee Meeting
Wednesday, April 22, 2026, 1:30p.m. to 3:30 p.m.
Downtown Connection Center, Ponderosa Room

3. ADJOURN

Chair Reisner requested a motion to adjourn the meeting. Member Mood made the motion to adjourn. Member Dunno seconded the motion. The motion passed, and the meeting adjourned at 3:28 p.m.

The Transportation Improvement Program (TIP) includes the Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA) final program of projects for Sections 5307 and 5339 funding under the Federal Transit Administration unless amended. Public notice for the TIP also satisfies FTA public notice requirements for the final program of projects. The MetroPlan Public Participation Plan (PPP) provides public participation notices and processes for NAIPTA as required to meet federal and state requirements for public participation and open meetings.

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STAFF REPORT

REPORT DATE: April 8, 2026

MEETING DATE: April 22, 2026

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Kate Morley, Executive Director

SUBJECT: Update on Key Performance Indicators (KPIs)

1. RECOMMENDATION:

None. This item is for information and discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

This item reports on the progress of all strategic work plan items.

3. BACKGROUND:

At its June 1, 2023, Board meeting, the Board adopted a Strategic Workplan that included key performance indicators (KPIs) to help measure progress on the goals and objectives that are shared with the Board quarterly. This report provides KPIs through the third quarter (Q3) of FY2026.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

This item was not presented to the TAC nor Management Committee.

5. FISCAL IMPACT:

None. However key performance indicators can provide useful information on the effectiveness of programs and budget resources.

6. ALTERNATIVES:

None. This item is for information and discussion only.

7. ATTACHMENTS:

KPI Report



FY 2026 Quarter 3 Key Performance Indicators (KPIs)

1 Maximize Funding for Transportation Projects and Programs

OBJECTIVES

Objective 1.1: Align capital and programmatic needs with priorities and fund sources.
Objective 1.2: Expand match and revenue generating options.
Objective 1.3: Coordinate partners' legislative priorities related to transportation.
Objective 1.4: Ensure good standing with funders.

KEY PERFORMANCE INDICATORS

1. Number funding opportunities sought
2. Amount of funding obtained
3. Develop annual legislative agenda and workplan
4. Clean audits and reviews

METROPLAN
GREATER FLAGSTAFF

VISION:
The region is joined together by a transportation system that prioritizes the wellbeing of people and the environment

MISSION:
To facilitate improvements and programs for all transportation modes through collaborative priority setting, planning, and the strategic pursuit of funding.

GOAL 1: MAXIMIZE FUNDING FOR TRANSPORTATION PROJECTS AND PROGRAMS

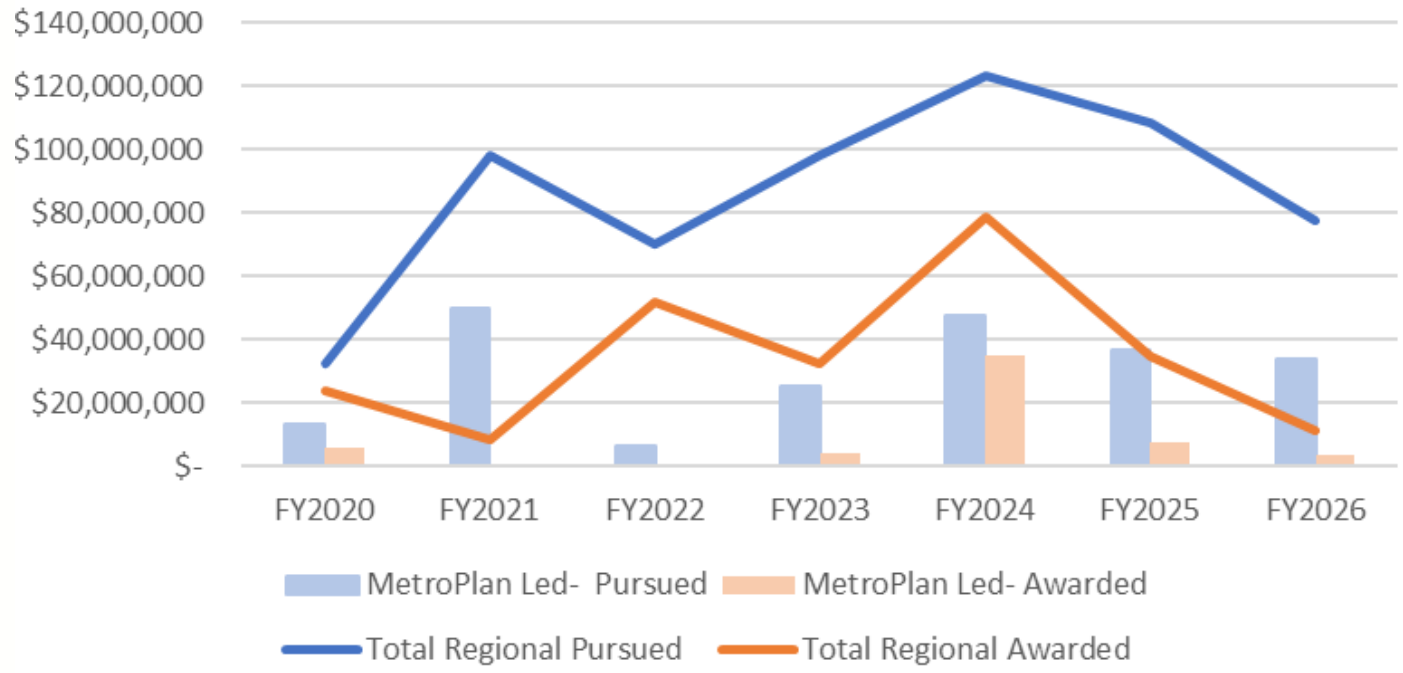
FY2026 Q3 SNAPSHOT:

Total Pursued
$77,417,525

Total Awarded
$11,337,319

 # Grants Pursued: 18

 # Grants Awarded: 7



GOAL 1: LEGISLATIVE AGENDA | AUDITS

FY26 Legislative Agenda & Workplan

- **Adopted** October 2025
  - ✓ **Focus:** AZ SMART + RTAC Bill; IIJA Reauthorization

Clean audits and reviews

- Independent Single Audit
  - ✓ FY25 complete

2 Deliver Plans that Meet Partner and Community Needs

OBJECTIVES

Objective 2.1: Maintain trust through reliable and transparent project management.
Objective 2.2: Expand inclusion of transportation disadvantaged community members and organizations in planning processes from setting planning priorities to implementing outcomes.
Objective 2.3: Fill gaps in transportation data and make data accessible.
Objective 2.4: Position partners for successful implementation of plans.

KEY PERFORMANCE INDICATORS

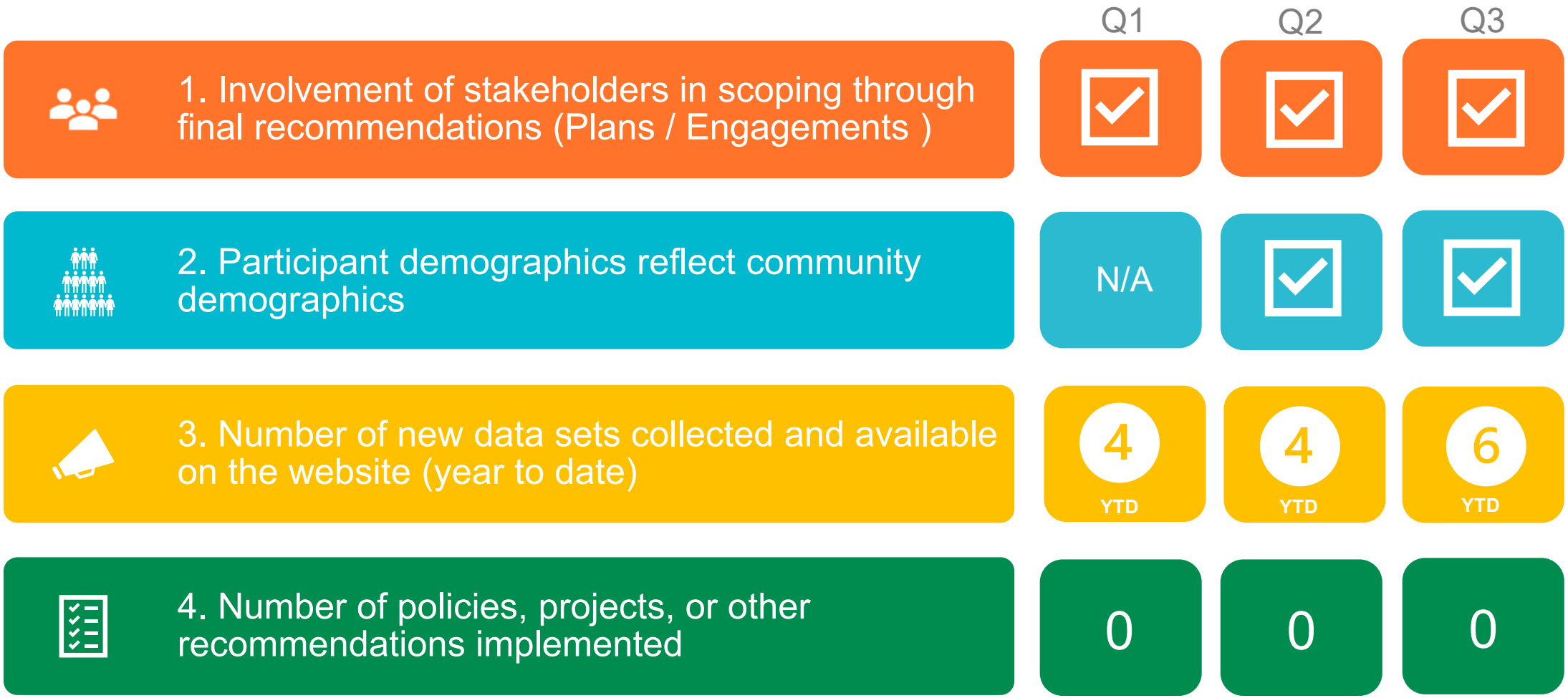
1. Involvement of stakeholders in scoping through final recommendations
2. Participant demographics reflect community demographics
3. Number of new data sets collected and available on the website
4. Number of policy, project or other recommendations implemented

METROPLAN
GREATER FLAGSTAFF

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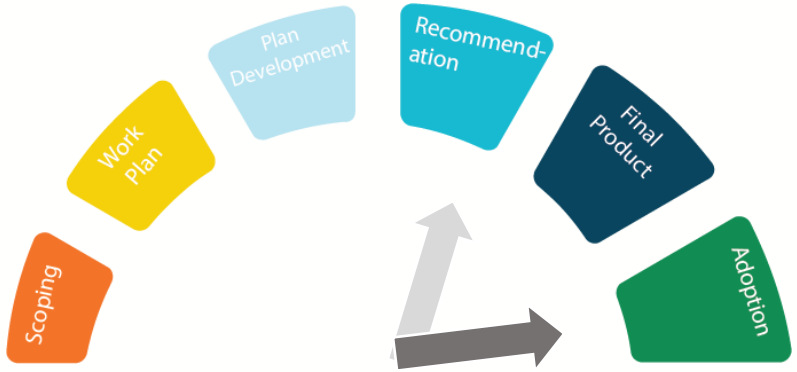
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GOAL 2: DELIVER PLANS THAT MEET PARTNER AND COMMUNITY NEEDS

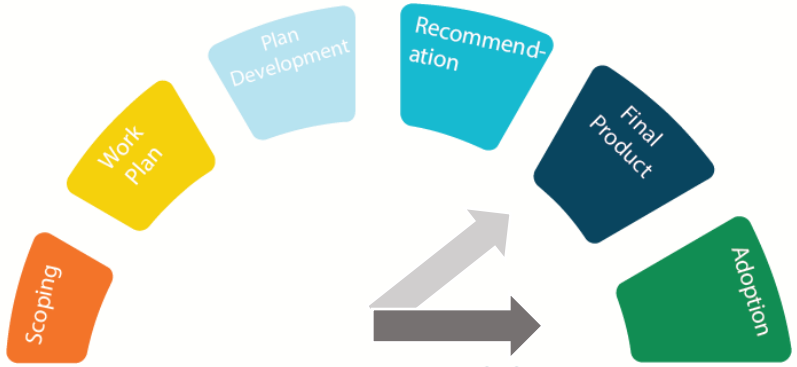


METROPLAN
GREATER FLAGSTAFF

PLANNING DASHBOARD



Creative Local Match Whitepaper



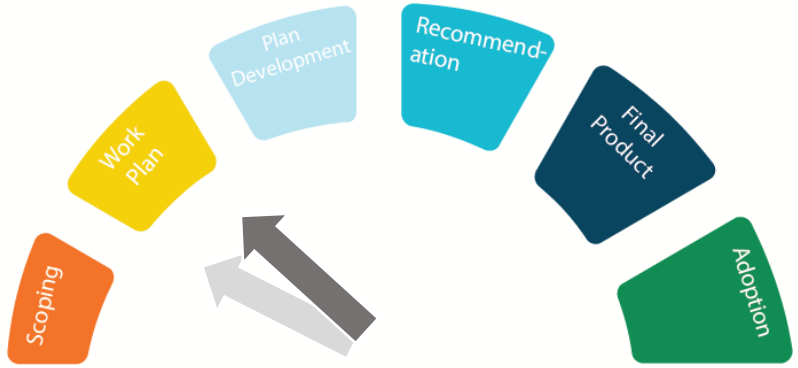
W. Route 66 Operational Assessment



Vulnerable Road Users Safety Plan



Safe Routes to School



Safe Streets Master Plan

3 Build MetroPlan's Visibility in the Community

OBJECTIVES

Objective 3.1: Educate, inspire, and empower individuals in the planning process through creative education opportunities, public events, and demonstrations.
Objective 3.2: Expand MetroPlan's visibility through branding and marketing - social media, print, and digital materials.
Objective 3.3: Promote the value MetroPlan brings to the community.

KEY PERFORMANCE INDICATORS

1. Number of public outreach events attended or organized
2. Number of people/organizations interacted with annually
3. Number of follower/ subscribers to social media and e-news sign-ups
4. Number of people reached through other media such as direct mailers, poster

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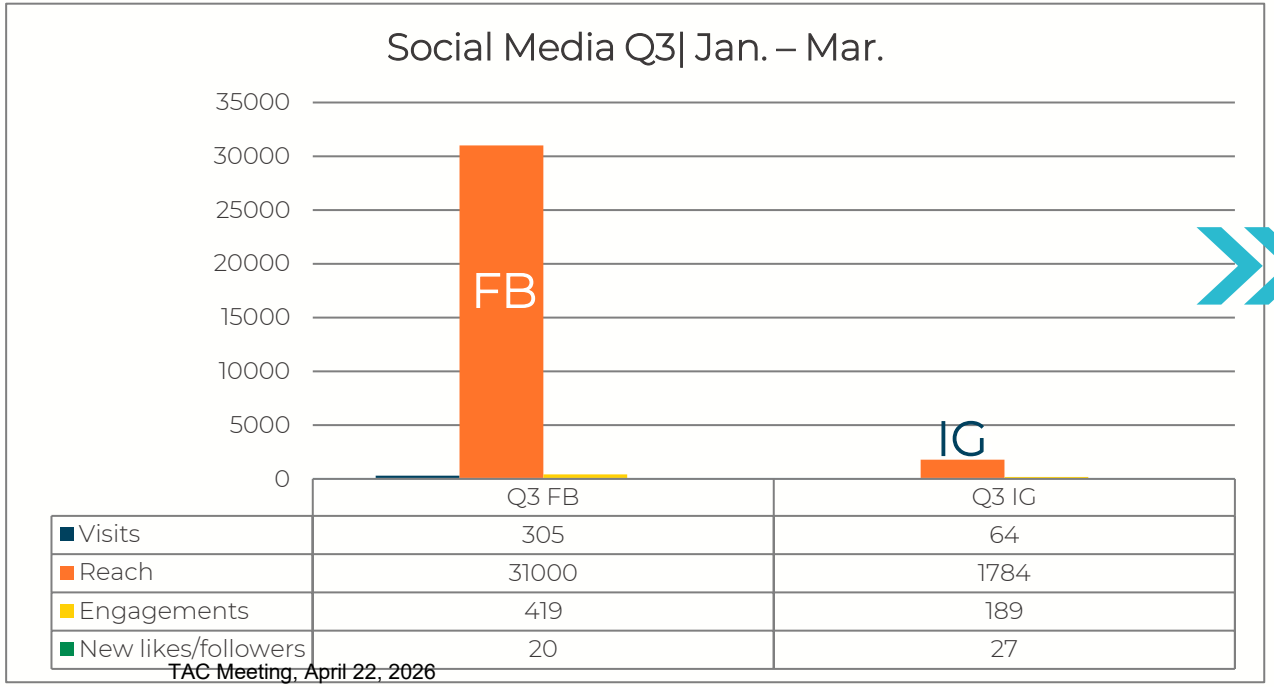
GOAL 3: BUILD METROPLAN'S VISIBILITY IN THE COMMUNITY

	Q1	Q2	Q3
1. Number of public outreach events attended or organized	4	1	0
2. Number of people/organizations interacted with quarterly	109	150	20
3. Number of followers/ subscribers to social media and e-news sign-ups	824	135	138
4. Number of people reached through other media such as direct mailers, poster distribution, etc.	1230	410	410

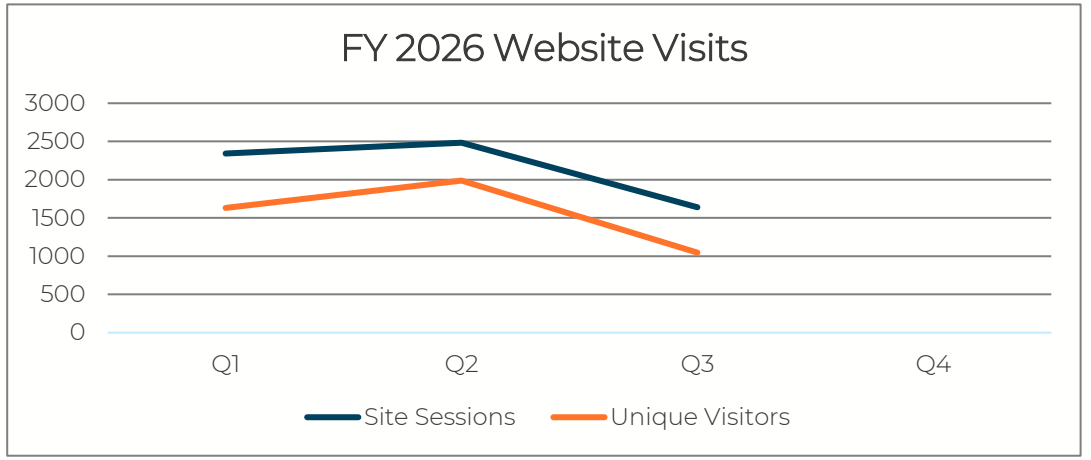
GOAL 3: BUILD METROPLAN'S VISIBILITY IN THE COMMUNITY

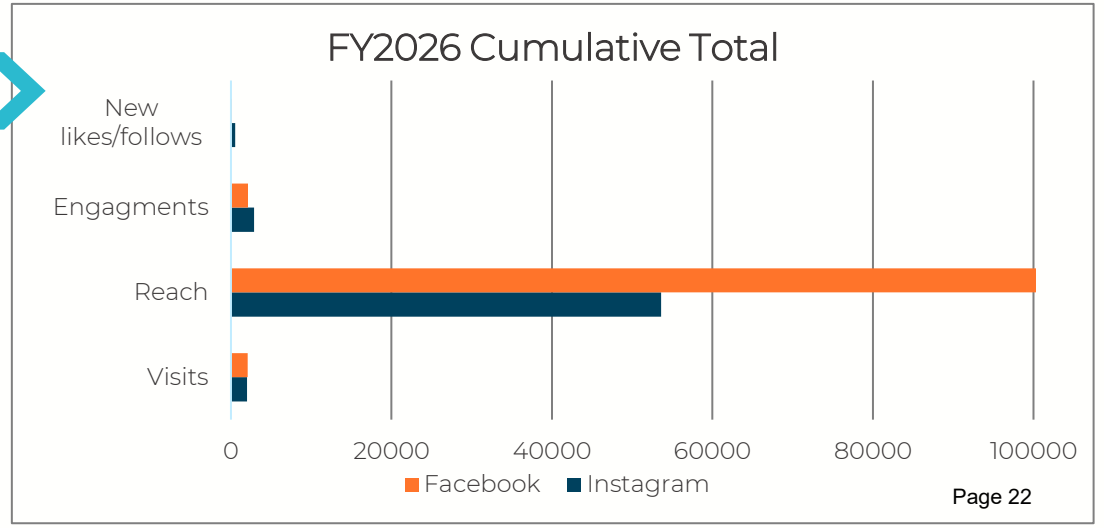
TOTAL OF SOCIAL MEDIA FOLLOWERS:

- Facebook 1005
- Instagram 941



	Q3 FB	Q3 IG
Visits	305	64
Reach	31000	1784
Engagements	419	189
New likes/followers	20	27





4 *Implement Programs that Encourage Mode Shift*

OBJECTIVES

Objective 4.1: Conduct community-oriented multimodal demonstration and pilot projects.
Objective 4.2: Implement programs at K-12 schools to reduce parent pick up and drop off.
Objective 4.3: Educate the public about economic, health, congestion, climate, equity and other benefits of multimodal transportation.

KEY PERFORMANCE INDICATORS

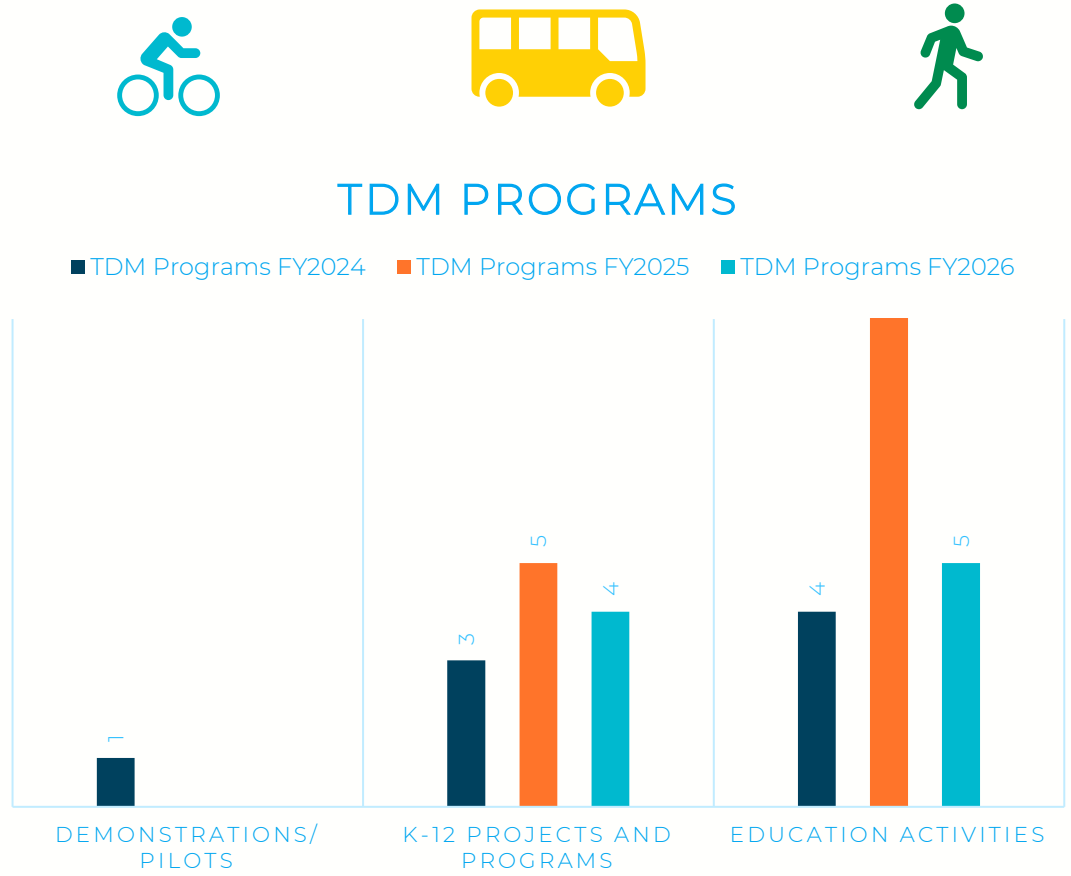
1. Increase % of trips made by walking, cycling, micro-mobility and public transit
2. Reduction in K-12 school traffic
3. Number of programs, pilots and demonstrations conducted

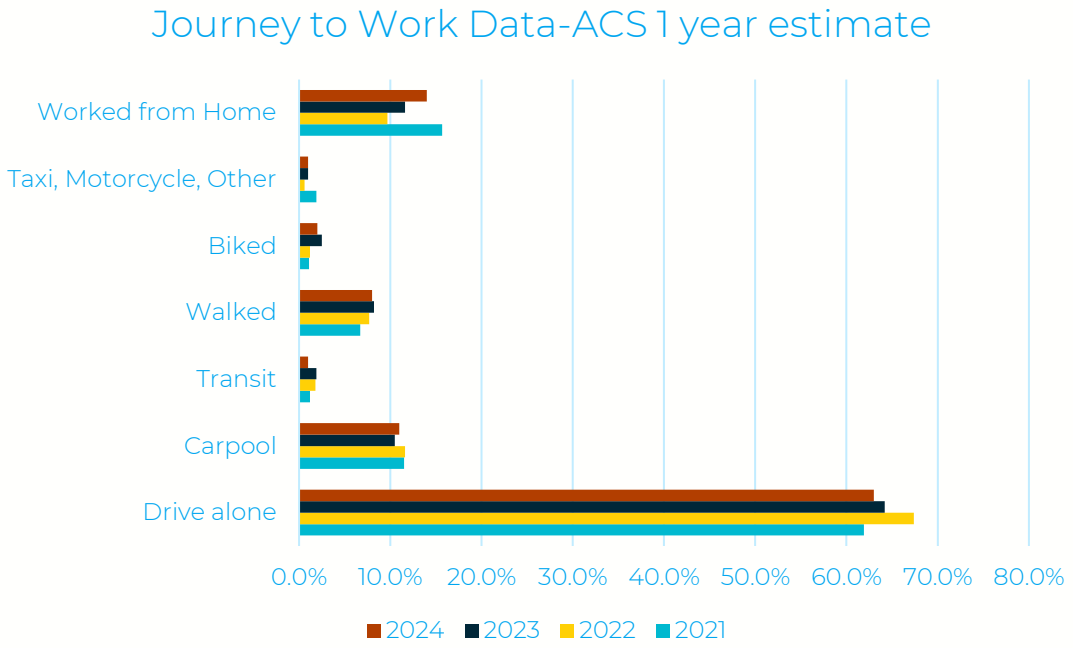
METROPLAN
GREATER FLAGSTAFF

VISION:
The region is joined together by a transportation system that prioritizes the wellbeing of people and the environment

MISSION:
To facilitate improvements and programs for all transportation modes through collaborative priority setting, planning, and the strategic pursuit of funding.

GOAL 4: IMPLEMENT PROGRAMS THAT ENCOURAGE MODE SHIFT





Reduction in K-12 school traffic

- *SRTS infrastructure: execution phase of PM*
- *SRTS programming:*
  - *SRTS Programs Plan complete*
  - *Toolkit in progress*

STAFF REPORT

REPORT DATE: April 15, 2026

MEETING DATE: April 22, 2026

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Tami Suchowiejko, Business Manager

SUBJECT: FY2026 Quarter 3 Financial Report

1. RECOMMENDATION:

None. This item is for information and discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 1: Maximize Funding for Transportation Projects and Programs
Objective 1.4: Clean audits and reviews

3. BACKGROUND:

This report provides a third quarter (Q3) update for the FY2026 budget. The total expenses for FY2026, as of March 31, 2026, were $1,091,000. This is 41% of the annual budget. As we look more deeply into budget categories we see the following:

- Salary and Benefits**:** MetroPlan's annual budget is $919,723 and as of Q4 expended $524,074, which is 57% of the annual budget. Savings were due to vacancies in positions that are not planned to be filled in FY26.

- Operations: MetroPlan's annual budget is $172,528 and as of Q4 spent $144,638, which is 84% of the annual budget. Expenditures are pacing ahead of the planned budget for this point in time (75%) due to larger one-time expenses for computer equipment, annual insurance renewals, and annual single audit occurring earlier in the fiscal year. Overall, Operations expenses are projected to be in line with budget.

- Travel: MetroPlan budgeted $24,720 in FY25 and as of Q4 expended $13,099, which represents 53% of the annual budget.

- Projects: MetroPlan budgeted $1,512,050 for projects including $450,000 for Safe Routes Infrastructure, $500,000 for Safe Streets Master Plan, $35,500 for data collection, and $526,550 for a variety of transit planning activities. Special Project expenses totaled $409,189 at the end of

Q2, which is 27% of the annual budget. We expect to see Special Project expenses increase in the last quarter when invoices are received from Kittelson and Associates for the Safe Streets Master Plan.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

Pending.

5. FISCAL IMPACT:

MetroPlan has a sustainable 5-year budget.

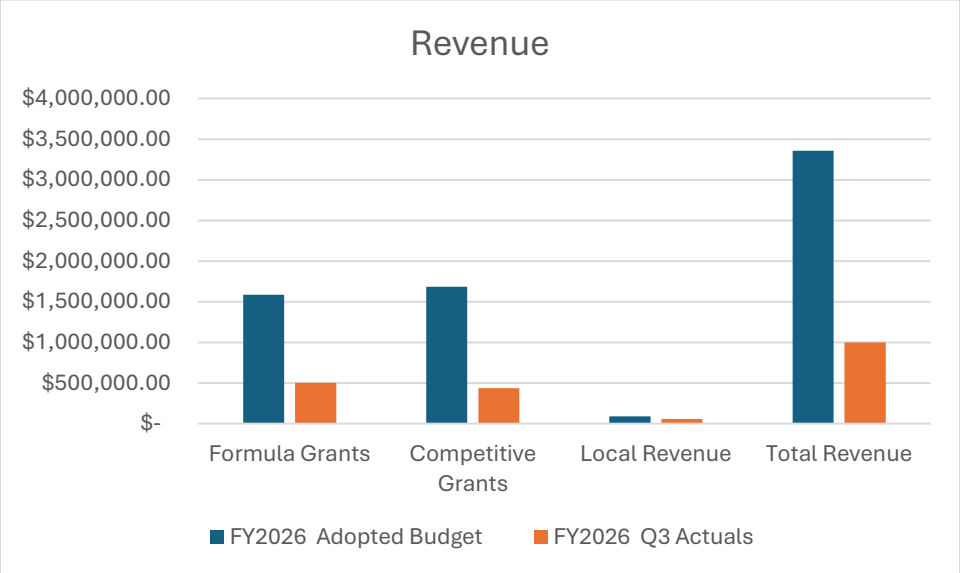
6. ALTERNATIVES:

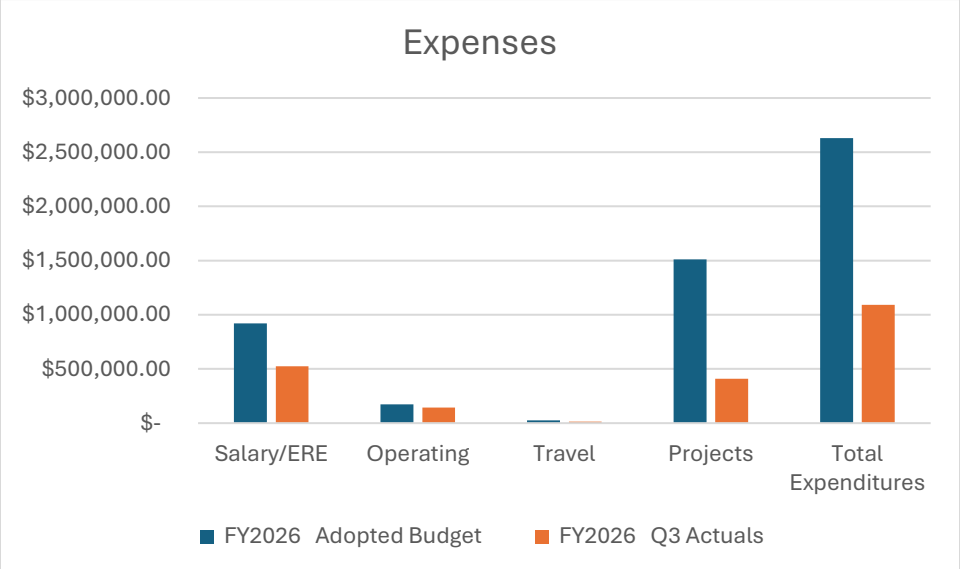
None. This item is for information and discussion only.

7. ATTACHMENTS:

FY2026 Q3 Financial Report

Revenue	FY2026	FY2026
	Adopted Budget	Q3 Actuals
Formula Grants	$ 1,585,293.40	$ 503,427.49
Competitive Grants	$ 1,682,154.63	$ 437,856.99
Local Revenue	$ 88,494.28	$ 58,479.68
Total Revenue	**$ 3,355,942.31**	**$ 999,764.16**
Expenses	**FY2026**	**FY2026**
	Adopted Budget	**Q3 Actuals**
Salary/ERE	$ 919,722.70	$ 524,073.38
Operating	$ 172,528.00	$ 144,637.82
Travel	$ 24,720.00	$ 13,099.12
Projects	$ 1,512,050.00	$ 409,189.38
Total Expenditures	**$ 2,629,020.70**	**$ 1,090,999.70**





STAFF REPORT

REPORT DATE: April 10, 2026

MEETING DATE: April 22, 2026

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Kate Morley, Executive Director

SUBJECT: Consider Strategic Plan Update

1. RECOMMENDATION:

The TAC recommends the Executive Board adopt the proposed changes to the MetroPlan Strategic Plan.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 3: Build MetroPlan's Visibility in the Community
Objective 3.3: Promote the Value MetroPlan Brings to the Community

3. BACKGROUND:

For many years, MetroPlan has been guided by a Strategic Workplan, with the most recent version adopted by the Board June 1, 2023. The Workplan is intended to be 3-5 year guiding document that outlines high-level focus areas for the organization and key performance indicators (KPIs) that guide the development of the budget and Unified Planning Work Program (UPWP).

This fall, a survey was conducted of the TAC, Management Committee, and Board to test the relevance of the Strategic Workplan. Staff used that information to develop draft changes to the Workplan for discussion at the annual advance in February of this year. Members were put into groups by member agency group to look at the proposed revisions and suggest additional changes or rejection of the proposed redlines. General feedback was to not make changes unless they were meaningful. Consistency in the Plan, as appropriate, will allow the tracking of trends in KPIs over time.

Staff's general takeaway from the event is that the Strategic Workplan is largely still relevant. That said, there are changes that would be useful. Amongst suggested changes is a rebranding of the Strategic Workplan to Strategic Plan, a name that with betters aligns with a multi-year guidance document format and reduces confusion of its role with the Unified Planning Work Program, which guides specific activities of the organization in a two-year time period. A draft of the proposed changes for adoption is attached.

TAC AND MANAGEMENT COMMITTEE DISCUSSION:

This item was not brought to the Management Committee.

4. FISCAL IMPACT:

None. However, a strong Strategic Plan will inform the development of future budgets and associated activities of the organization.

5. ALTERNATIVES:

1) **Recommended**: The TAC recommends the Executive Board adopt the proposed changes to the MetroPlan Strategic Plan. The changes proposed have been developed in coordination with survey results and feedback at the Advance.
2) **Not Recommended:** Do not recommend that the Board adopt proposed changes to the MetroPlan Strategic Plan. The TAC could provide staff with additional feedback on the proposed updates.

6. ATTACHMENTS:

Draft Strategic Plan- Redlines

Goals, Objectives and Key Performance Indicators:

Goal 1: Maximize Funding for Transportation Projects and Programs
Objective 1.1: Align capital and programmatic needs with priorities and fund sources.
Objective 1.2: Expand match and revenue-generating options.
Objective 1.3: Coordinate partners' legislative priorities related to transportation.
Objective 1.4: Ensure good standing with funders.

Key Performance Indicators

1. Number of funding opportunities sought, and number of priority projects awarded
2. Amount of funding obtained~~-~~
3. Develop and implement an annual legislative agenda ~~and workplan~~
4. ~~Clean~~ Timely and accurate compliance and audits ~~and reviews~~ of MetroPlan

Goal 2: Deliver Plans that Meet Partner and Community Needs
Objective 2.1: Maintain trust through reliable and transparent project management.
Objective 2.2: Expand inclusion of transportation disadvantaged community members and organizations in planning processes from setting planning priorities to implementing outcomes.
~~**Objective 2.3**: Fill gaps in transportation data and make data accessible.~~
Objective 2.4: Position partners for successful implementation of plans.
~~1.~~**Objective 2.5**: Support Vision Zero principles by prioritizing strategies, programs, and projects that reduce transportation-related fatalities and serious injuries.

Key Performance Indicators

1. Involvement of stakeholders in scoping through final recommendations
2. Participant demographics reflect community demographics
3. ~~**3.Number of new**data sets collected and available on the website~~
4. ~~Number of policy, project or other recommendations implemented~~
4. Implementation expectations clearly stated projects scoping documents, laid out stepwise in plan recommendations, and accommodated within staff workloads.
5. Percent of work program deliverables, processes and partner projects with demonstrable safety elements.

Goal 3: Build MetroPlan's Visibility in the Community, emphasizing Safety Education

Objective 3.1: ~~Educate, inspire, and empower individuals in the planning process through~~Develop creative safety education opportunities~~, public events, and demonstrations.~~ .
Objective 3.2: Expand MetroPlan's visibility through ~~branding and~~ marketing ~~ social media, print, and digital materials.~~ that elevates transportation safety and Vision Zero principles.

Key Performance Indicators

1. Number of public outreach events attended or organized
2. Number of people/organizations interacted with annually
3. ~~Number of follower/ subscribers to social media and e-news sign-ups~~
4. ~~Number of people reached through other media~~ Growth in digital trends, such as ~~direct mailers, poster~~ followers and reach

Goal 4: Implement Programs that Encourage Mode Shift

Objective 4.1: ~~**Conduct community-oriented**~~Support active transportation as a viable everyday option through multimodal infrastructure development and~~,~~ multimodal demonstration and pilot projects.
Objective 4.2: ~~Implement~~ Initiate and support programs at K-12 schools to reduce parent pick up and drop off.
Objective 4.3: Educate the public about ~~economic~~economics, health, congestion, climate, equity and other benefits of multimodal transportation.

Key Performance Indicators

1. Increase % of trips made by walking, cycling, micro-mobility, and public transit broadly and at schools
2. ~~Reduction in K-12 school traffic~~
2. Number of ~~programs, pilots~~schools collaborating on and ~~demonstrations conducted~~ incorporating Safe Routes to Schools curriculum and initiatives

STAFF REPORT

REPORT DATE: April 3, 2026

MEETING DATE: April 22, 2026

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Mandia Gonzales, Transportation Planner

SUBJECT: Consider Transportation Improvement Program (TIP) Amendment # 26-FMPO-FM-01

1. RECOMMENDATION:

The TAC recommends the Executive Board adopt Transportation Improvement Program (TIP) amendment # 26-FMPO-FM-01.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 2: Deliver Plans that Meet Partner and Community Needs
Objective 2.2: Expand the inclusion of transportation-disadvantaged community members and organizations in planning processes from setting planning priorities to implementing outcomes.

3. BACKGROUND:

Staff is proposing an amendment to the 2025-2029 Transportation Improvement Program (TIP). The formal amendment includes the following requests.

1. Coconino National Forest: Change in funding amount
2. Mountain Line: Addition of 5307 and 5339 funds
3. City of Flagstaff: Woody Mt. Intersection – New project
4. City of Flagstaff: Flagstaff Amtrack Platform Improvements – (*this project fell off of the TIP for unknown reasons; this amendment will ensure its properly recorded for federal compliance.)*
5. City of Flagstaff: John Wesley Powell Blvd. to Airport – addition of TA funds
6. City of Flagstaff: US 89; Country Club Dr to Marketplace Dr – Project name change

More information can be found in the attached draft letter to ADOT.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

This item was not presented to the Management Committee.

5. FISCAL IMPACT:

There is no direct fiscal impact on MetroPlan; however, projects must be included in the TIP to obligate funds in the region.

6. ALTERNATIVES:

1. **Recommended:** The TAC recommends the Executive Board adopt Transportation Improvement Program (TIP) amendment # 26-FMPO-FM-01. This action supports the timely obligation of awarded grant funds.

2. **Not recommended:** Do not recommend the Executive Board adopt Transportation Improvement Program (TIP) amendment # 26-FMPO-FM-01. This may delay project delivery and could result in the loss of awarded federal funds.

7. ATTACHMENTS:

Draft TIP Amendment Request Letter | # 26-FMPO-FM-01

METROPLAN
GREATER FLAGSTAFF

ARIZONA DEPARTMENT OF TRANSPORTATION (ADOT)
CITY OF FLAGSTAFF
COCONINO COUNTY
MOUNTAIN LINE
NORTHERN ARIZONA UNIVERSITY (NAU)

EXECUTIVE BOARD

Chair
Miranda Sweet
Vice-Mayor
City of Flagstaff

Vice-Chair
Judy Begay
Supervisor District 3
Coconino County

Austin Aslan
Councilmember
City of Flagstaff

Becky Daggett
Mayor
City of Flagstaff

Jeronimo Vasquez
Supervisor District 2
Coconino County

Tony Williams
Mountain Line Board of Directors

Jamescita Peshlakai
Arizona State Transportation Board

May 7, 2026

Ruth Garcia | Regional Planner
Arizona Department of Transportation
206 S. 17th Ave, Mail Drop 310B
Phoenix, AZ 85007

RE: FY 2025 – 2029 Transportation Improvement Program (TIP) Formal Amendment (Request #26-FMPO-FM-01)

Dear Ruth,

The FMPO, doing business as MetroPlan, respectfully requests this TIP formal amendment to the FY 2025-2029 Transportation Improvement Program. Below is a summary of requests.

1) COCONINO NATIONAL FOREST (FORMAL)

TIP ID	MOP-25-30-30		
ADOT ID	N/A		
Project Name	Mt. Elden Lookout Rd. to US-89		
Amendment Request	Update to funding amounts (Line 70)		
Fund/Grant	Transportation Alternatives (TA)		
Cost Breakdown	**Federal**	**Local Match**	**Total**
Planning/Scoping	$117,875	$7,125	$125,000
Design			
Construction			
Total	$117,875	$7,125	$125,000
FY Obligation	FY 2026		

2) NAIPTA 5307 AND 5339 (FORMAL)

TIP ID	MMT-26-55		
ADOT ID	N/A		
Project Name	Transit Improvements: Bus Shelter Installation		
Amendment Request	Add New Project (Line 99)		
Fund/Grant	FTA 5307/5339		
Cost Breakdown	**Federal**	**Local Match**	**Total**
5307	$32,160		$32,160
5307	$2,157,036		$2,157,036
5339	$690,055		$690,055
Total	**$2,879,251**		**$2,879,251**

FY Obligation	FY 2026		

3) CITY OF FLAGSTAFF (FORMAL)

TIP ID	MFS-26-57		
ADOT ID	NA		
Project Name	Woody Mt/W. Route 66 Intersection Improvements		
Amendment Request	Add New Project (Line 80)		
Fund/Grant	2025 Legislative Appropriation (Senate Bill 1737)		
Cost Breakdown	**Federal**	**Local Match**	**Total**
Design & Construction	$1,900,000		$1,900,000
Total	**$1,900,000**		**$1,900,000**
FY Obligation	FY 2026		

4) CITY OF FLAGSTAFF (FORMAL)

TIP ID	MFR-25-15		
ADOT ID	104942		
Project Name	Flagstaff Amtrak Platform Improvements		
Amendment Request	Project fell off of the MetroPlan TIP, please update within ESTIP. Addition of CDS Funds (Line 62)		
Fund/Grant	CRISI & Congressional Directed Spending (CDS)		
Cost Breakdown	**Federal**	**Local Match**	**Total**
CRISI – Construction	$4,989,600	$1,247,400	
CDS - Construction	$3,850,000		
Total	**$6,237,000**	**$1,247,400**	**$10,087,000**
FY Obligation	FY 29		

5) CITY OF FLAGSTAFF (FORMAL)

TIP ID	MFH-25-04		
ADOT ID	103557		
Project Name	John Wesley Powell Blvd - Airport		
Amendment Request	Add New Funding Source to existing project (AZ SMART) – (Line 94)		
Fund/Grant	AZ SMART		
Cost Breakdown	**Federal**	**Local Match**	**Total**
Planning/Scoping			
Design	$1,825,000		$1,825,000
Construction			
Total	$1,825,000		$1,825,000

FY Obligation	FY 26		

6) CITY OF FLAGSTAFF (ADMIN. MODIFICATION)

TIP ID	MFS-25-20
ADOT ID	104884
Project Name	US 89; Country Club Dr to Marketplace Dr, City of Flagstaff *(UPDATED)*
Amendment Request	Project Name Change (see above) – (Line 80)

Please call me if you have questions.

Best regards,



Mandia Gonzales,
Transportation Planner
MetroPlan Flagstaff
707-330-8851
mandia.gonzales@metroplanflg.org

STAFF REPORT

REPORT DATE: April 6, 2026

MEETING DATE: April 22, 2026

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Kim Austin, Transportation Demand Management Planner

SUBJECT: Consider Public Participation Plan

1. RECOMMENDATION:

The TAC recommends the Executive Board adopt the draft Public Participation Plan for MetroPlan as presented.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 2: Deliver Plans that Meet Partner and Community Needs
Objective 2.2: Expand the inclusion of transportation-disadvantaged community members and organizations in planning processes from setting planning priorities to implementing outcomes.

3. BACKGROUND:

The purpose of the Public Participation Plan (PPP) is to ensure the public has meaningful, accessible opportunities to engage in the transportation planning process. It establishes procedures for public notification, input, and review of key decision points, and provides sufficient opportunities for comment to ensure diverse, informed community perspectives are integrated into decisions. The PPP guides MetroPlan's public engagement activities.

The Public Participation Plan (PPP) is a federally mandated document requiring adoption by MetroPlan's Executive Board. Recommended changes to the PPP are as follows:

Proposed Substantive Changes:

- Clarification on the use of media, social media, and advertising
- Clarification on public comments and response to comments
- Clarification on updates to the PPP and the review process
- Clarification on major updates vs administrative modifications to the TIP

- Update to MetroPlan Document Public Review Processes, including the Public Participation Plan, Regional Transportation Plan and Transportation improvement programs.
- Removal of a variety of appendices not directly related to the federal requirements of the Plan.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

Pending

5. FISCAL IMPACT:

The fiscal impact is nominal, including staff time for recording data, posting information, and communicating with relevant parties.

6. ALTERNATIVES:

1. **Recommended:** The TAC **r**ecommends the Executive Board adopt the draft Public Participation Plan. This action will keep MetroPlan compliant with state and federal requirements.

2. **Not recommended:** Do not recommend the Executive Board adopt the draft Public Participation Plan. The TAC may provide additional direction.

7. ATTACHMENTS:

Draft Public Participation Plan

METROPLAN
GREATER FLAGSTAFF

2026

Public Participation Plan



Adopted by MetroPlan Executive Board on XXXX

Public Participation Plan

Flagstaff Metropolitan Planning
Organization, dba MetroPlan
216 W. Phoenix Ave.
Flagstaff, AZ 86001

Members

City of Flagstaff
Coconino County
Northern Arizona Intergovernmental Public Transit
Agency (NAIPTA) – dba Mountain Line
Arizona Department of Transportation (ADOT)
Northern Arizona University (NAU)

MetroPlan Contacts

Kate Morley, Executive Director
MetroPlan
kate.morley@metroplanflg.org

Kim Austin, Transportation Demand Management Planner
MetroPlan
kim.austin@metroplanflg.org

Office: 928-266-1293

En español:
Para más información, a esta interesado en participar en el planeamiento del proceso de transporte en su comunidad y necesita asistencia con idioma, por favor comuníquese:

Señora Kate Morley
kate.morley@metroplanflg.org

Señora Kim Austin
Kim.austinl@metroplanflg.org

Teléfono: 9928-266-1293

METROPLAN
GREATER FLAGSTAFF

VISION:
The region is joined together by a transportation system that prioritizes the wellbeing of people and the environment

MISSION:
To facilitate improvements and programs for all transportation modes through collaborative priority setting, planning, and the strategic pursuit of funding.

Flagstaff Metropolitan Planning Organization (MetroPlan)
Public Participation Plan

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APPENDIX A: SUMMARY TABLE OF METROPLAN PUBLIC PARTICIPATION PROCEDURES AND TOOLS ... **15**

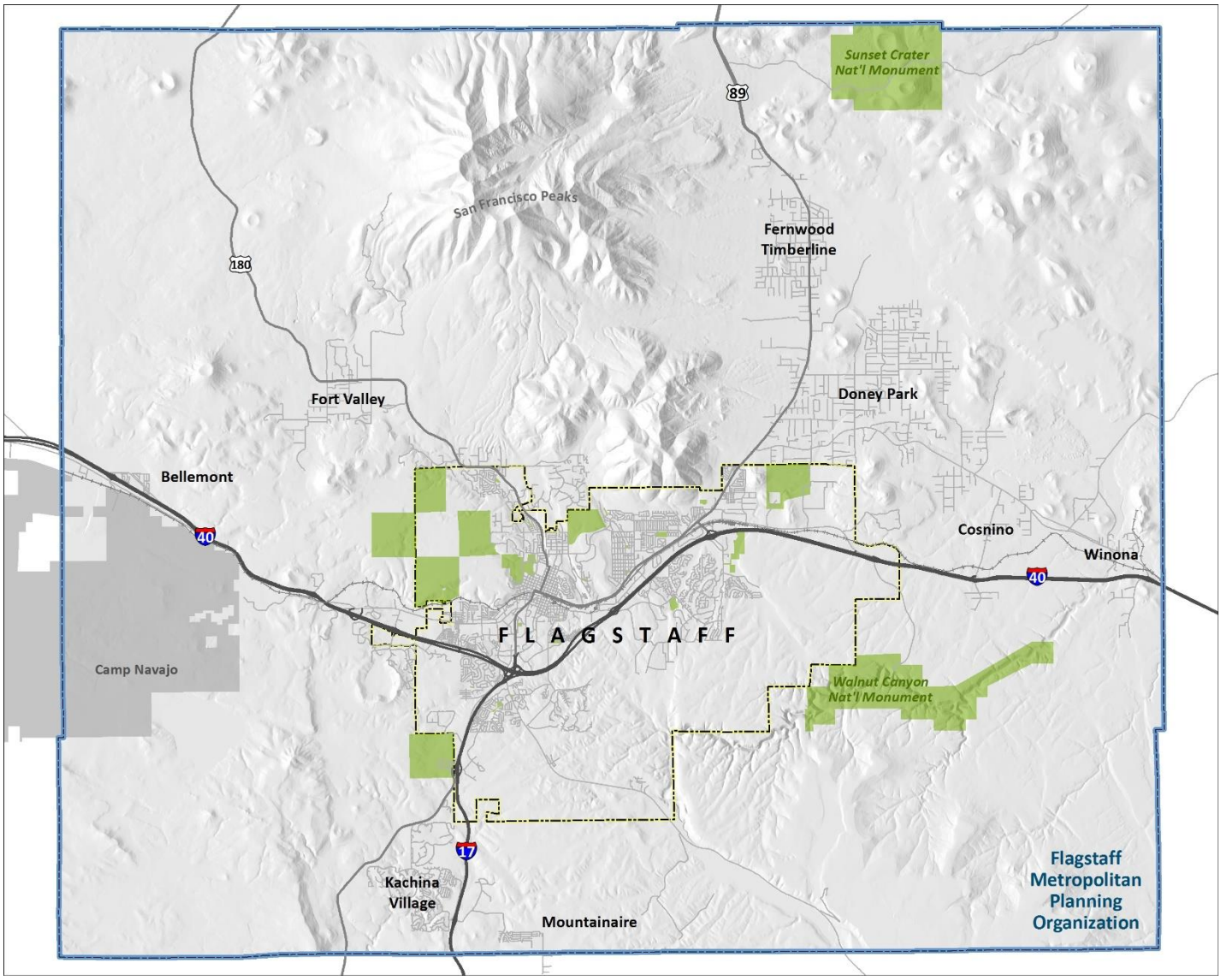
METROPLAN
GREATER FLAGSTAFF

ADOPTED by the Executive Board of the Flagstaff Metropolitan Planning Organization (DBA MetroPlan).

_____ _____

Chair Sweet, MetroPlan Executive Board *Date*

MetroPlan Planning Boundary



Flagstaff Metropolitan Planning Organization
Public Participation

Introduction

This document guides the public involvement activities conducted by the Flagstaff Metropolitan Planning Organization (MetroPlan). The purpose of public participation is to ensure a proactive process affording the opportunity for the public to be involved in all phases of the multi-modal transportation planning process by providing complete information, timely public notice, sufficient periods for comment, full access to key decision points, and early and continuing engagement in developing transportation plans and programs. MetroPlan encourages active public participation in identifying and commenting on transportation issues, programs, and projects at every stage of the planning process.

Commencing with the Transportation Equity Act of the 21st Century (TEA-21), the need for public participation in all stages of the transportation planning process was emphasized by requiring metropolitan planning organizations (MPOs) to "include provisions to ensure early and continuing involvement of the public in the development of plans and Transportation Improvement Programs (TIPs)." The successor, Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), continues the tradition of public participation. Interested parties might include, but not be limited to: *citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, and representatives of the disabled,* as noted in Title 23 United States Code (USC), Section 134 I (5).

Background

The United States Congress created the requirement for establishing Metropolitan Planning Organizations. MetroPlan was established in 1996 with responsibility for transportation planning in the region generally surrounding Flagstaff, Arizona, and the state highway system within its boundaries. Federal regulations require that an MPO be designated to carry out a comprehensive, continuing, and coordinated transportation planning process for urbanized areas with a population of 50,000 or more. The region covered by MetroPlan is nearly 525 square miles and is shown on the preceding map.

Executive Board and Technical Advisory Committee

The MetroPlan Executive Board is the forum for cooperative decision-making on transportation-related matters, including policy guidance and direction for the metropolitan transportation planning process. The Board is comprised of principal elected officials from member agencies. You can find more information on the Board in our bylaws on the MetroPlan website.

The Technical Advisory Committee (TAC) is an advisory committee to the Executive Board, comprised of technical staff from the member agencies.

The Executive Board and TAC meetings shall be held in conformance with the Arizona Open Meetings Law (A.R.S. Sec. 38-431, et seq.). The meeting agenda will be prepared and then posted at the following locations: MetroPlan office and website (www.metroplanflg.org)

Agendas include MetroPlan's Non-Discrimination Policy and Federal Transit Administration (FTA) public notice: "*The Transportation Improvement Program (TIP) includes the Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA) final program of projects for Sections 5307 and 5339 funding under the Federal Transit Administration, unless amended. The TIP public notice also satisfies FTA public notice requirements for the final program of projects. The MetroPlan Public Participation Plan (PPP) provides public participation notices and processes for NAIPTA as required to meet federal and state requirements for public participation and open meetings.*"

Meeting agendas will be forwarded to member agencies (ADOT, City of Flagstaff, Coconino County, Mountain Line, NAU) in advance. Documentation supporting the posting will be retained by the MetroPlan Business Manager in accordance with Arizona record retention schedules. An advanced list of the upcoming year's regularly scheduled meetings will be posted on MetroPlan's website annually.

Citizens, elected officials, and staff will have the opportunity to speak on transportation issues at every regular meeting during the call to the public and/or as each agenda item is considered.

Regular meetings of the Executive Board and TAC will be recorded, and minutes drafted. Minutes will be available for public review upon request and available on the MetroPlan website at www.metroplanflg.org.

Public Participation Component	Meetings	Public Comment Period	Typical Public Participation Techniques	Additional Comment

Open Public Meetings				
Executive Board Meetings	Regularly scheduled meetings	N/A	N/A	Public comments accepted at the meeting
TAC	Regularly scheduled meetings	N/A	N/A	Public comments accepted at the meeting

Title VI

Title VI of the Civil Rights Act of 1964 requires outreach to underserved groups.

"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

A further 1994 Presidential directive dictates, "Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." Executive Order 12898.

Groups impacted: low-income and minority populations, the elderly and disabled, people with limited English proficiency and persons with disabilities.

MetroPlan will make every effort to hold public meetings in facilities that comply with the Americans with Disabilities Act (ADA) and to arrange reasonable accessibility and accommodation to persons with disabilities. Further, to ensure equally effective communication, MetroPlan will, when appropriate and upon request, provide assistance to people who require it, such as those who are hearing- or visually impaired.

Limited English Proficiency

MetroPlan will assist persons with Limited English Proficiency (LEP) to participate in the transportation planning process. Staff will make every effort to provide Spanish translators and document translation, where feasible, upon request. Elderly persons or zero-vehicle households who are unable to attend meetings may request the information at MetroPlan offices for delivery of materials to their homes. MetroPlan staff, coordinating availability, are willing to speak with groups to eliminate barriers to participation and involve citizens in the transportation process.

For all transportation plans and programs, MetroPlan conducts a 4-Factor LEP Analysis to determine needs. More information on Title VI and LEP is available in MetroPlan's Title VI Plan.

Current federal financial assistance for MetroPlan is provided by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) via an annual transportation planning allocation.

Public Involvement Tools, Techniques, and Activities

MetroPlan will utilize a variety of tools to educate and inform the public, which may include the interweaving of visualization techniques such as, but not limited to:

Maps	Flow Charts
Drawings and Graphics	Illustrations
Tables and charts	PowerPoint Presentation
Sketches	Diagrams
Video	Photographs
Artist Renderings	Images/Auto Shapes
Demonstration Projects	Callouts/Word Art
Geographic Information Systems (GIS)	Narrative Description

The use of these individual techniques, or a combination thereof, will assist in the communication process.

Master Distribution List

MetroPlan continues to build our distribution list, which includes government officials, staff, and community members who are interested in staying up to date on plans, projects, and educational programs. The list is used to inform groups about project updates, calls for action, and invites to participate in public outreach events and surveys. An email sign-up is available on MetroPlan's website and presented at public events.

Project-Specific Outreach Techniques

Beyond MetroPlan's standard and ongoing outreach, specific projects may require additional activities to reach targeted audiences and provide early input opportunities and education.

To incentivize community attendance and make outreach events more equitably accessible, MetroPlan offers translation services upon request and provides locations and times reachable by public transportation. Other important considerations affecting the participation of different groups include reaching people within their own communities and during existing meeting schedules, focusing presentations on the specific interests of particular groups, and placing announcements and flyers using different types of media. Project-specific outreach techniques reflect the public input received on the effectiveness of MetroPlan's outreach methods.

MetroPlan Website

MetroPlan has developed and regularly updates the organization's website to provide the most current information available for download on various topics. The website contents are expected to include the following:

- ☑ Contact information
- ☑ Current Executive Board and Technical Advisory Committee information
- ☑ Meeting calendars and agendas
- ☑ Current and past plans, projects, and resources
- ☑ Federally required documents
- ☑ Work products and publications
- ☑ Job Opportunities and Requests for Proposals



Media Contact and Advertising

The media play a role in providing the public with information about significant transportation activities and issues. MetroPlan will maintain ongoing communication with the media through various means, including press releases and interviews.

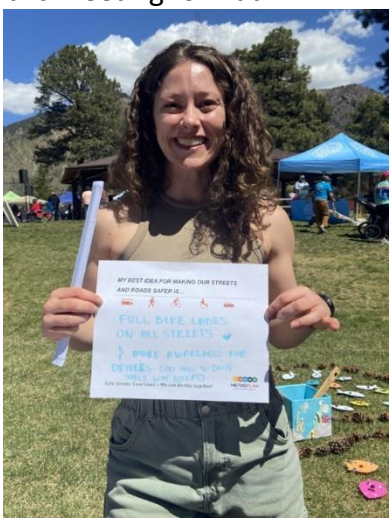
MetroPlan social media accounts provide ongoing communications and are used for a variety of public outreach, education, and encouragement campaigns, project updates, and invite people to participate in the planning process through surveys, open houses, workshops, and events.

Public Meetings and Workshops

Meetings and workshops are used to inform the public about the planning process and to solicit input, ideas, and feedback. The MetroPlan Executive Board and Technical Advisory Committee meetings each include time on the agenda for general public comment on transportation-related items.

In-person and virtual meetings may include informal presentations at regional sites, open houses, roundtables, or other community forums, as well as formal presentations to various service clubs, civic, and professional groups.

MetroPlan uses a variety of non-traditional meeting types described below to provide opportunities for the community beyond the traditional public meeting format.



- *Open Houses* - This format offers the public the opportunity to come at any time they choose during open hours, interact with a variety, and take the time they need to learn about specific issues that relate to their concerns. Open houses can also include interactive activities, such as voting on preferred project alternatives.
- *Pop-Up Booths* are an informal type of public meeting that brings an open house feel to the community. Pop-up booths are placed at well-attended community events to give the public a chance to learn and provide input in a quick, personal way.
- *Focus Groups* are used to reach specific groups and demographics to inform the planning process. MetroPlan works with local support services and organizations to reach seniors, students, people with mobility and accessibility challenges, the unsheltered, etc.

Surveys

Not everyone has time to attend public meetings or stop at a pop-up booth during their daily activities. To ensure MetroPlan reaches visitors, residents, commuters, second homeowners, and underrepresented community members, MetroPlan uses surveys. Surveys may be online or hard copy. They may be provided at events and meetings, hosted online, and in some cases brought to the community through the Flagstaff Library and community centers, particularly for non-English-speaking and underrepresented community members. Additionally, depending on the project type, MetroPlan uses in-person intercept surveys to gather information from users of the Flagstaff transportation system. These survey methodologies help MetroPlan understand the travel behavior and decision-making process of transportation users throughout the region.

MetroPlan conducts an annual review of the survey demographics in comparison to the demographics of the Flagstaff region **(Appendix C)**

Development of this Public Participation Plan (PPP)

The Public Participation document will be updated as required based on the following process:

- MetroPlan staff will prepare a draft PPP and/or related amendments and will open a public comment period
- Notice of the comment period will be provided through the website, social media, and or new release, and email distribution list.
-
- The comment period on the updated PPP will last 45 days
- The MetroPlan Technical Advisory Committee shall review all written public comments and responses prior to making a recommendation to the Executive Board for adoption.

The PPP is reviewed and adopted by the MetroPlan Board. While care is taken in developing a robust PPP that reflects both MetroPlan and the communities' values, it is often necessary to make minor adjustments to reflect new outreach methods and improved data. The following Administrative Amendments may be made by the Executive Director without further action by the Board:

- Updates to outreach methods and tactics
- Updates to Demographic data
- Amendments that are federally required in order to be in compliance with updated or new standards
- Non-substantive updates, such as to staffing, contacts, grammar, etc.

MetroPlan Document Public Review Processes

For MetroPlan's Work Products, the scope, depth, and duration of public involvement will vary depending on the MetroPlan work product (document). The following section identifies the MPO's minimum input, review, and comment opportunities that will be offered before adoption.

MetroPlan produces two major documents, the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP). These two plans directly lead to project implementation in the Flagstaff Region. Other MetroPlan documents, such as the Public Participation Plan, Unified Planning Work Program, and modal plans, inform the RTP and TIP and identify priorities. Public input is a vital component of each of these documents, and ultimately results in improvements needed for Flagstaff's transportation system.

Regional Transportation Plan (RTP)

The Regional Transportation Plan (RTP) establishes the long-range vision and policy framework for transportation investments within the MetroPlan region with a 20-year planning horizon. Federal law requires that major updates occur at least every five years after adoption. Major updates to the RTP follow the same basic process as follows:

- Stakeholders will be identified and engaged early in the process.
- Efforts to engage and inform the public may include social media platforms, email lists, website information, and public meetings.
- The draft RTP will be made available for a minimum of a 30-day public comment period prior to adoption. Copies of the RTP will be available on the website and, by request, as physical copies at the MetroPlan offices at 216 Phoenix Ave. Flagstaff, AZ 86001.
- The final draft RTP, along with a comment and response summary, will be presented to the MetroPlan Technical Advisory Committee and the Executive Board.
- The final RTP will be presented to the MetroPlan Executive Board for adoption.

Amendments to the RTP are occasionally necessary after adoption. MetroPlan will announce the proposed amendment via agenda posting. Amendments will be presented to the Executive Board for adoption at a public hearing.

Minor revisions or technical amendments, such as

- Typographical corrections and scrivener's errors.
- Other administrative changes include, but are not limited to, the lead agency, cost estimates, and timelines.

may be approved by the Executive Director.

Metropolitan Transportation Improvement Program (TIP)

The Metropolitan Transportation Improvement Program (TIP) is a short-term list of projects expected in the next 5 years. The TIP includes the Northern Arizona Intergovernmental Public Transportation Authority's (Mountain Line's) final program of projects and funding under the Federal Transit Administration (FTA). Public notice procedures for the TIP also satisfy FTA public notice requirements for the final program of projects (POP).

Major Updates

The TIP is updated by way of a major update at least every two years based on the following process:

- MetroPlan will announce a schedule for the update of the TIP through the approval at a Technical Advisory Committee meeting.
- MetroPlan staff, in conjunction with the Technical Advisory Committee, will prepare a draft TIP, which will be recommended to the Executive Board for public review.
- The public review period on the TIP will last 30 days and will be made public via social media, email distribution list, and on the MetroPlan website.
- A comment summary and response will be developed and shared with the technical Advisory Committee and Board.
- The final draft TIP, comment, and response will be presented to the MetroPlan Technical Advisory Committee for recommendation to the Executive Board. The Final TIP will be presented to the MetroPlan Executive Board for adoption.

Formal amendments

Formal Amendments to the TIP will be advertised and posted per MetroPlan's regular meeting procedures for the Executive Board for action.

- The TIP requires formal amendments when one or more of the following criteria are met:
  - Change to a federally funded project or source of federal funds.
  - Additions or deletions of projects that will require air quality analysis.
  - Major change in the project description, limits, scope, or project phase.
  - Change in project schedule over one year.
  - The change results in a cost increase of greater than 25 percent.
  - Adding a new federally funded project (in attainment areas).

Administrative Modifications

An administrative modification is defined as a minor revision that does not require public review, fiscal constraint re-demonstration, or a new conformity determination. Certain amendments to the TIP will be exempt from the public involvement process and completed by staff:

- Emergency projects, necessary for the safety and welfare of the citizenry
- Minor revisions or technical amendments, such as:
  - Minor cost changes
  - Changes in cost shares between agencies
  - Splitting projects, minor changes in the project location
  - Typographical corrections
  - Other administrative changes include, but are not limited to, the lead agency, contingency, and funding source.

Summary Table of MetroPlan Public Participation Procedures and Tools

Summary of MetroPlan Public Participation Procedures and Tools

Public Participation Component	Public Meeting Opportunities	Public Comment Period	Formal Public Participation Techniques	Additional Comment
Adopted Documents, Plans, and Programs				
Regional Transportation Plan (RTP)	Initial and subsequent public meetings TAC Executive Board	30 days	Press Release Website Social Media	Update at least every 5 years. Comment summary provided to the Board
Unified Planning Work Program	TAC Executive Board	N/A	N/A	Update every 1-2 years.
Public Participation Plan (PPP)	Executive Board	45 days	Social media Website	Updated as required. Public comments provided to the Executive Board
Other plans, such as modal, corridor, technical studies, and reports	TAC Executive Board	N/A	Website	As needed
Amendments to adopted Plans	TAC Executive Board	N/A	Website	PPP will follow the above
Metropolitan Transportation Improvement Program (TIP) Major Update	Executive Board	30 days	Social media Website	Update at least every 2 years. Summary of public comments provided to the Board
Amendments to the TIP	Executive Board	N/A	N/A	Amendments adding or deleting projects. Significant changes in funding categories may require Board approval.
Administrative Amendments	N/A	N/A	N/A	Emergency projects and minor revisions

Exempt from Public Participation	

STAFF REPORT

REPORT DATE: April 8, 2026

MEETING DATE: April 22, 2026

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Kim Austin, TDM Planner, and Hailey Bishop, SRTS AmeriCorps Intern

SUBJECT: Consider Safe Routes to School (SRTS) Programs Plan and Infrastructure Update

1. RECOMMENDATION:

The TAC recommends the Executive Board approve the draft Safe Routes to School Programs Plan.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 4: Implement Programs that Encourage Mode Shift
Objective 4.2: Implement programs at K-12 schools to reduce parent pick-up and drop-off.

3. BACKGROUND:

In 2024, MetroPlan was awarded Safe Routes to School (SRTS) funding through the Transportation Alternatives (TA) Program, an FHWA grant program administered by the Arizona Department of Transportation (ADOT). MetroPlan's SRTS grant consists of two components: programming and infrastructure.

Programming:

In November 2025, MetroPlan selected the consultant AECOM to develop the Safe Routes to School (SRTS) Programs Plan. See the draft for consideration attached. The Plan evaluated transportation safety, student travel behavior, and multimodal access at each school campus, including detailed school-level Report Cards, a policy analysis of partner agencies, a prioritization matrix, and implementation guidance to support Safe Routes to School (SRTS) programming across the region.

The assessment incorporated:

- Student Travel Tally data (Fall 2025)
- Parent survey results (2024–2025 school year)
- On-site school observations during arrival and dismissal periods
- Pedestrian and bicycle count data (125 locations region-wide)
- Crash and safety data
- Air quality and roadway emissions analysis using Hestia modeling
- Review of existing local and regional transportation and climate policies

The completed plan also documents existing built-environment barriers to walking, biking, and transit access, including sidewalk gaps, crossing deficiencies, high vehicle speeds, traffic congestion, and limited transit connectivity, and provides prioritized infrastructure and programmatic recommendations tailored to each school.

The completed SRTS Programs Plan now serves as a consolidated resource for Flagstaff Unified School District, charter schools, MetroPlan, the City of Flagstaff, and Coconino County to guide coordinated SRTS programming, funding pursuits, and policy development.

Infrastructure

Separately from the SRTS Programs Plan, MetroPlan hired Nelson/Nygaard to prepare concept and design plans for priority infrastructure improvements. The overall project objective is to increase walking and biking to schools within the project areas. There are three locations being evaluated.

Pine Cliff Left Turn: a feasibility study to determine how to enable Mountain Line's Route 2 to better serve BASIS and FJA schools, and other proximate development on McMillan Mesa, while maintaining existing service levels.

- Options for engineering a left turn have been developed and are under review by Mountain Line operations.

Knoles Elementary School Area Improvements: multimodal safety improvements associated with accessing Knoles Elementary School, traffic calming measures and sidewalk improvements along Butler Avenue, and improvements to the Sinagua Middle School driveway. Preliminary concepts include:

- Continuation of the complete streets design from the Butler/4th St. roundabout project
- Improved access to Knoles from Fox Glen Park
- Enhanced crossing at Mustang Way
- Suggested improvements to the Sinagua campus

Northeast Schools' Area Improvements: multimodal safety improvements with the goal of increased comfort for walking, biking, and other non-vehicular means, including improvements to the following areas:

- N. Izabel Street and N. West Street (E. Cedar Avenue to E. 6th Avenue)
- E. 6th Avenue at N. West Street
- 6th Avenue improvements (N. West Street to N. Fourth Street)
- 1st Street
- N. Fourth Street (E. Cedar Avenue to E. 6th Street)
- E. Cedar Avenue (N. West Street to N. Fourth Street)

The infrastructure planning effort is anticipated to conclude in fall 2026. Upon completion, staff will present concept designs, final recommendations, and proposed next steps to the TAC and Executive Board for consideration.

4. FISCAL IMPACT:

The Safe Routes to School (SRTS) Program is funded through a Transportation Alternatives (TA) grant from the Arizona Department of Transportation (ADOT) and the Federal Highway Administration.

5. ALTERNATIVES:

1. Recommend: The TAC recommends the Executive Board approve the Safe Routes to School Programs Plan. This action will allow staff to move forward with the listed recommendations and implementation strategies.
2. Not recommend: Do not recommend the Executive Board approve the Safe Routes to School Programs Plan. The TAC may provide additional direction.

6. ATTACHMENTS:

Safe Routes to School Programs Plan

AECOM





Safe Routes to School Programs Plan

This report was funded in part through grants from the Federal Highway Administration and the Arizona Department of Transportation. The contents do not necessarily reflect the official views or policies of the Arizona Department of Transportation or the Federal Highway Administration.

METROPLAN
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Delivering a better world

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Acronyms

ADEQ	Arizona Department of Environmental Quality
ADOT	Arizona Department of Transportation
ATMP	Active Transportation Master Plan
CDC	Centers for Disease Control
CNP	Carbon Neutrality Plan
DCC	Downtown Connection Center
FUSD	Flagstaff Unified School District
HI-5	Health Impact in Five Years
mph	Miles per hour
P.E.	Physical Education
PTO	Parent Teacher Organization
RTSP	Regional Transportation Safety Plan
SRTS	Safe Routes to School

Summary



The MetroPlan Safe Routes to School (SRTS) Report reflects extensive outreach, data collection, and data analysis to envision a Flagstaff where every student and their families can have access to safe, convenient, and healthy transportation options to and from school. This report includes an overview of the data collected, key findings, policy analysis, and Report Cards for each of the participating schools. Each Report Card includes key facts about the school, the main concerns, and SRTS recommendations for the school.

SRTS Benefits

- Walking and biking increases daily physical activity, resulting in healthier kids
- Fewer cars at drop-off makes streets safer for everyone and improves the air quality
- More people walking builds neighborhood connections and strengthens community

Key Findings

- Most students are driven to school, leading to congestion and safety risks
- Many schools are in walkable neighborhoods, offering strong potential for mode shift
- Parents expressed high interest in safer walking, biking, and transit options

Top Recommendations

- Training and education remain foundational components with relatively low costs
- Complete sidewalk and bike lane networks near schools provides the highest impact
- Implement low-cost programs like Walk and Bike to School Days and park and walk programs

1 What is Safe Routes to School?

Safe Routes to School (SRTS) is a strategy focused on improving pedestrian and bicycle travel conditions around schools, creating more opportunities for students and their families to use active transportation to get to and from school. The SRTS program in the MetroPlan region focuses on reducing the reliance of students dropped off and picked up at school by a personal vehicle. The promotion of traveling to school by public transit or school bus is also included.

SRTS initiatives fall into two categories: infrastructure and non-infrastructure.



Infrastructure (Engineering): Enhances the physical environment to make walking and biking safe, convenient, and comfortable. This enhancement includes designing and building sidewalks, pedestrian crossings, and streets that support active transportation and improve safety for all users.



Non-Infrastructure (Education and Encouragement): Complements infrastructure by promoting activities that make walking, biking, or taking the bus to school more appealing, fun, and engaging. It also provides education and skills training to promote safe travel.

1.1 Safe Routes to School Benefits

Quick Facts:



SRTS promotes children's active travel, helping them reach the Centers for Disease Control and Prevention (CDC) recommended **60 minutes of daily physical activity** to reduce chronic disease risks.



18 states found that SRTS programs **reduced pedestrian and bicyclist injury rates among school-age children by 23%**.



Lack of transportation can be a barrier to getting to school on time or at all, especially for students in disadvantaged communities. Studies suggest **improved attendance rates of up to 2%** at participating schools.



Nationally, **about 10% to 14% of morning rush-hour car trips are for school travel**. SRTS reduces car trips by shifting families to walking and biking, helping cut both traffic and carbon output.

SRTS programs encourage children to walk or bike to school, offering significant physical, mental, and emotional health benefits, as well as environmental and community improvements. Walking and biking promote physical activity, helping combat childhood obesity and improving overall well-being. These active modes also foster independence and social interaction among students, creating safer and more connected neighborhoods.

Walking to school one of CDC's Health Impact in Five Years (HI-5) evidence-based, cost-effective interventions that deliver measurable health benefits.

One major challenge SRTS addresses is the impact of parent pickup and drop-off. Heavy reliance on cars for school transportation contributes to traffic congestion around schools, increasing travel delays and emissions. This requires additional capital projects to accommodate this traffic, which forces communities to invest in costly projects, ultimately increasing the tax burden. This localized congestion ripples across the region, affecting arterial roads and increasing air pollution. Idling vehicles near schools worsens air quality, exposing children to harmful pollutants. Additionally, chaotic drop-off zones can raise safety risks for pedestrians and cyclists, discouraging active travel.

Promoting walking and biking is critical for sustainability and livability. Reducing car trips lowers greenhouse gas emissions and improves regional air quality, aligning with climate and transportation goals. It also decreases infrastructure strain, as fewer vehicles mean less wear on roads and reduced need for expansive parking areas. From an equity perspective, SRTS ensures that students without access to a car can travel safely, supporting inclusive mobility.



Beyond transportation benefits, SRTS strengthens community connections. When parents and children walk together, they create natural "eyes on the street" that enhance neighborhood safety. By encouraging walking and biking, SRTS programs shift school travel from a source of congestion to an opportunity to build healthier, safer, and more sustainable communities.

2 Flagstaff Today

Flagstaff is home to over 77,500 residents and serves most of the population within the larger MetroPlan region, which has more than 95,000 residents. According to the U.S. Census Bureau, the median household income in Flagstaff is $68,041, with approximately 19.4 percent of

residents living below the poverty line. About 17.7 percent of the population is under 18 years old, and the city contains roughly 27,815 households.

Understanding current travel behaviors and transportation trends in Flagstaff is essential for developing effective SRTS programs. From 2024 to 2026, MetroPlan, in collaboration with FUSD and local charter schools, conducted an in-class student travel tally and a parent survey to assess current SRTS conditions and identify opportunities for improvement. Of the 19 schools that are included in this study, 16 provided student survey data.

Among the 19 schools included in this report, total student enrollment exceeds 10,500, with 81 percent of students attending a Flagstaff Unified School District (FUSD) school.

MetroPlan also performed on-campus observations, documenting the number of students arriving by walking, biking, school bus, or carpool, or being driven by a parent during peak pick-up and drop-off periods at major intersections and school entrances. Observers recorded safety issues, bike-rack usage, and the presence of trained crossing guards or staff assisting during arrival and dismissal.

These observations served as the existing conditions for each school and are critical for identifying school-level safety needs and informing targeted improvements. Key findings from this assessment are summarized in the Report Cards for each school (see **Section 6**: *Safe Routes to School Report Cards*).

2.1 Participating Schools

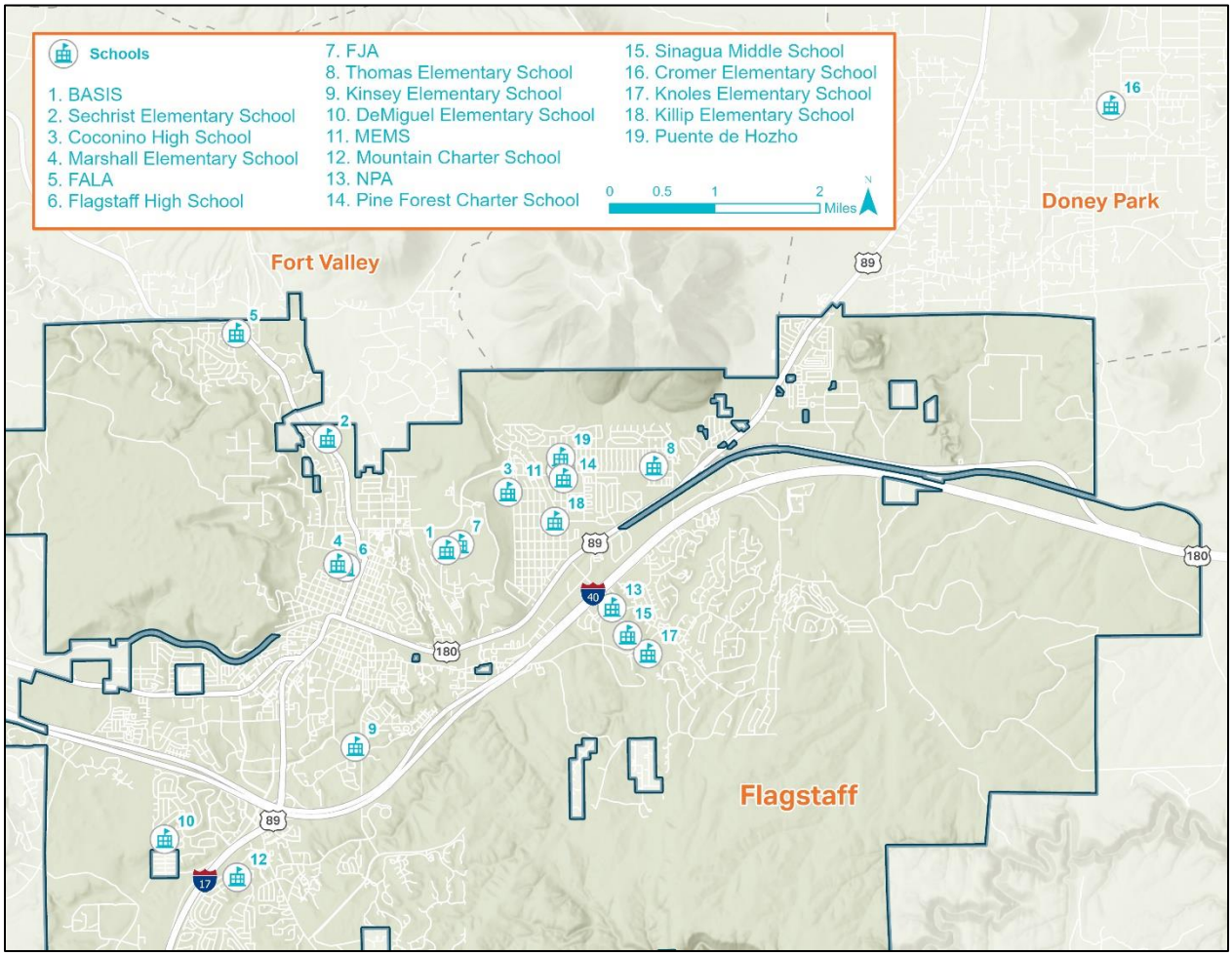
There is a total of 19 schools within the MetroPlan region that have been included in this study. These schools are outlined in **Table 1** and shown within the region in **Figure 1**.

Table 1: List of Participating Schools

School	Abbreviated School Name	School District
BASIS Flagstaff	BASIS	N/A (Charter)
Charles W Sechrist Elementary School	Sechrist Elementary School	FUSD
Coconino High School	Coconino High School	FUSD
Eva Marshall Elementary School	Marshall Elementary School	FUSD
Flagstaff Arts and Leadership Academy	FALA	N/A (Charter)
Flagstaff High School	Flagstaff High School	FUSD
Flagstaff Junior Academy	FJA	N/A (Charter)
John Q. Thomas Elementary School	Thomas Elementary School	FUSD

School	Abbreviated School Name	School District
Lura Kinsey Elementary School	Kinsey Elementary School	FUSD
Manuel DeMiguel Elementary School	DeMiguel Elementary School	FUSD
Mount Elden Middle School	MEMS	FUSD
Mountain Charter School	Mountain Charter School	N/A (Charter)
Northland Preparatory Academy	NPA	N/A (Charter)
Pine Forest Charter School	Pine Forest Charter School	N/A (Charter)
Sinagua Middle School	Sinagua Middle School	FUSD
Sturgeon Cromer Elementary School	Cromer Elementary School	FUSD
Thomas M. Knoles Elementary School	Knoles Elementary School	FUSD
W.F. Killip Elementary School	Killip Elementary School	FUSD
Weitzel's Puente de Hozho Bilingual Magnet School	Puente de Hozho	FUSD

Figure 1: Map of Participating Schools



2.2 Students Walking and Biking

An inventory of student travel tally survey data was provided by MetroPlan for participating schools and summarized in **Table 2**. Across the 16 schools who participated, 5,322 student mode-of-travel tallies were reported out of 8,871 enrolled students at the time of data processing. While these numbers may not perfectly reflect true enrollment, they represent a meaningful snapshot of travel behaviors in the FUSD and local charter schools.

Table 2: Student Mode of Travel from Student Travel Tally (Fall 2025 School Year)

Student Mode	Count	Percentage
Drove to School by Parents	3,131	58.8%
School Bus	952	17.9%
Walk	449	8.4%
Carpool	265	5%
Unspecified	170	3.2%
City Bus (Mountain Line)	143	2.7%
Bike	121	2.3%
Drove Themselves	81	1.5%
Scooter	7	0.1%
Skateboard	3	0.1%
TOTAL	**5,322**	**100%**

Source: MetroPlan Student Travel Tally Data (MetroPlan, 2025)

Most students, 62.1 percent (2,262), have their parents drive them to school, underscoring the importance of evaluating school-area traffic safety and advancing sustainable SRTS strategies. The next largest group, 14.8 percent, rides the school bus, reflecting its continued role as a key transportation option for many families. Walking and biking account for 8.3 percent and 2.7 percent of students, respectively, indicating room to strengthen active transportation infrastructure and encourage safer, more sustainable travel habits.

2.2.1 Parent Survey

From May 20 to June 25, 2025, MetroPlan, in partnership with the City of Flagstaff, conducted a survey inviting parents and caregivers to share their insights on student transportation. The survey included 17 questions addressing various topics, including the number of students residing at home, the schools attended by these students, preferred modes of transportation to school and their reasons for using these modes, comfort levels with active transportation and public transit, safety concerns, desired improvements, and demographic information of the respondents.

The survey received 68 responses, providing an overview of students' self-reported travel patterns. These responses came from 11 different schools. **Table 3** shows the modes of travel to school, with parent drop-off as the most common, followed by walking and biking.

Table 3: Parent Survey - How does your child get to school? (2024 to 2025 School Year)

Student Mode	Count	Percentage
Drove to School by Parents	22	32.4%
Walk	12	17.6%
Bike	12	16.2%
School Bus	7	10.3%
City Bus (Mountain Line)	7	10.3%
Carpool	6	8.8%
Drove Themselves	1	1.5%
Scooter	1	1.5%
TOTAL	**68**	**100%**

Source: MetroPlan Parent Survey Data (MetroPlan, 2025)

2.2.2 Walking and Biking Counts

Walking and biking counts were conducted in the Fall of 2025 at 125 different locations in Flagstaff. These counts include all walking and biking trips, not necessarily student trips. In the downtown area, which includes Flagstaff High School and Marshall Elementary School, the split between active transportation modes was 76 percent walking and 24 percent biking. The Sunnyside neighborhood, which includes Mount Elden Middle School, Puente de Hozho, Pine Forest Charter School, and Killip Elementary School, had a similar mode split between walking and biking, with an average of 72 percent of walking trips and 28 percent of biking trips. More detailed maps with walking and biking traffic counts are available in **Appendix B**.

2.3 Students using Public Transit Services

Mountain Line, Flagstaff's local transit agency, offers a pass program that provides a semester or annual pass at a discounted rate to K-12 students. In January 2024, FUSD reduced yellow school bus service for high school students living within the city limits and for some middle school students within and outside the city limits. To mitigate this change, FUSD partnered with Mountain Line to buy ecoPASSes for all middle and high school students, to encourage the use of city buses as an alternative mode of travel. **Table 4** shows that after the ecoPASS program was introduced in January 2024, K-12 ridership increased by 92 percent. This data shows that

providing a free bus pass to students reduces the barrier to riding transit and increases student ridership.

Table 4: Mountain Line FUSD ecoPASS usage

	July 23–June 2024	July 2024–June 2025	Percent Change
K-12 rides	53,407	102,713	92%
Average rides per month taken by K-12 passholders	4,451	8,559	92%

Source: Mountain Line ecoPASS data provided by MetroPlan (MetroPlan, 2025)

2.4 Air Quality Around Schools

Poor air quality around schools poses health risks for both children and adults. A large share of these emissions comes from parents driving and idling during drop-off and pick-up. Children walking or biking are especially vulnerable because they breathe faster than adults and their lungs are still developing, making them more susceptible to respiratory issues like asthma. Vehicle idling releases harmful pollutants—including nitrogen oxides, volatile organic compounds, carbon monoxide, and fine particulate matter—that directly impact air quality and public health.

Vehicle emissions are more concentrated at ground level which makes idling at schools especially a concern.

Idling is also wasteful. According to the Arizona Department of Environmental Quality (ADEQ), a vehicle left running for more than 10 seconds uses more fuel than restarting it, consuming up to half a gallon of gas per hour and adding up to one or two full tanks of fuel wasted each year. In Flagstaff, on-road transportation is the third-largest source of carbon dioxide emissions, following commercial and airport sources. Modeling from the Hestia Project[1] shows that 13 out of 19 schools in this study are located along roads with some of the highest transportation emissions in the city (**Table 5**). Reducing vehicle idling near schools, especially during peak drop-off and pick-up times, can meaningfully improve air quality and create a healthier environment for students and families.

[1] The Hestia Project was developed by the research team of Dr. Kevin Robert Gurney at Northern Arizona University. https://hestia.rc.nau.edu/ (Northern Arizona University, 2022)

Table 5: Road Emission Category Near Schools

School	Access Road	Road Classification	Road Emissions Category
BASIS	N Pine Cliff Dr	Minor Collector	High (top 25%)
FALA	N Fremont Blvd	Major Collector	High (top 25%)
FJA	W Cedar Ave	Local Road	High (top 25%)
Killip Elementary School	E 6th Ave	Major Collector	High (top 25%)
Kinsey Elementary School	S Lone Tree Rd	Minor Arterial	High (top 25%)
Knoles Elementary School	E Butler Ave	Minor Arterial	High (top 25%)
Marshall Elementary School	N Bonito St	Major Collector	High (top 25%)
MEMS	N 4th St	Major Collector	High (top 25%)
NPA	Sparrow Ave	Minor Collector	High (top 25%)
Pine Forest Charter School	E Cedar Ave	Minor Arterial	High (top 25%)
Puente de Hozho	N 4th St	Major Collector	High (top 25%)
Sechrist Elementary School	N Fort Valley Rd	Minor Arterial	High (top 25%)
Thomas Elementary School	E Lockett Rd	Major Collector	High (top 25%)
DeMiguel Elementary School	S Gillenwater Dr	Local Road	Above Average
Mountain Charter School	W Cattle Drive Trail	Local Road	Above Average
Sinagua Middle School	N Mustang Way	Local Road	Below Average
Coconino High School	N Izabel St	Local Road	Low (bottom 25%)
Flagstaff High School	W Elm Ave	Minor Collector	Low (bottom 25%)
Cromer Elementary School	N/A	N/A	N/A

Source: Hestia Project (Hestia Project, 2022)

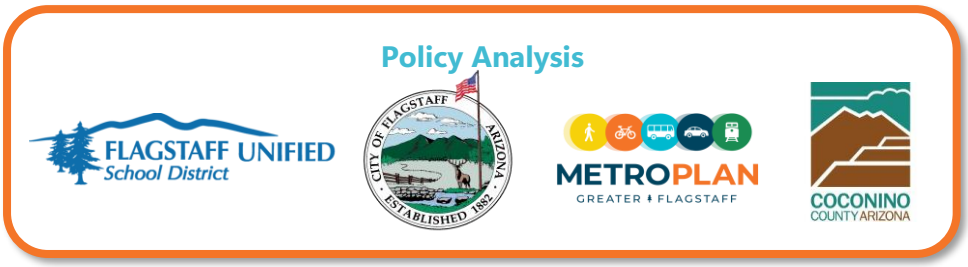
3 Policy Analysis

Flagstaff is committed to creating a safe, sustainable, and connected transportation system that supports walking, biking, and transit use. Through collaborative efforts among FUSD, City of Flagstaff, MetroPlan, and Coconino County, a series of plans, including FUSD's Climate Action Plan, the City's Active Transportation Master Plan (ATMP), and regional safety and transportation plans, were established with strategies to reduce emissions, improve safety, and promote walking, biking, or taking transit. These policies prioritize equitable access, climate resilience, and community health by investing in infrastructure, education, and programs that encourage students, families, and residents to choose sustainable travel options. The charter schools included in this report were reviewed for supportive SRTS policies; however, no policies were identified.

City of Flagstaff committees and commissions, such as the Commission on Inclusion and Adaptive Living, Bicycle Advisory Committee, and Pedestrian Advisory Committee, have had robust discussions on access to schools and to and from bus stops to schools. For example, the Bicycle and Pedestrian Advisory Committees have discussed the need for safer pedestrian crossings near schools, such as Flagstaff High School and Sechrist Elementary School.

3.1 Flagstaff Unified School District

Figure 2: Organizations Included in the Policy Analysis



Flagstaff Unified School District 2022 Climate Action Plan

In August 2019, FUSD's Governing Board passed a resolution outlining priorities to expand the district's efforts to influence and encourage proactive student, family, and staff climate action behaviors; continue implementing renewable energy and energy-efficient heating/cooling systems; reduce emissions and waste; and support climate education. Strategies are categorized into energy efficiency and use, transportation, waste, water, and behavioral change. The following recommendations in the transportation category support walking, biking, and taking transit in the MetroPlan region.

Recommendations
Optimize yellow school bus schedules to reduce travel times.
Promote the use of the yellow school bus through an education campaign on bus use, bus-tracking apps, and the increased safety of riding the bus compared to driving a personal vehicle.
Promote carpooling and ride-sharing for parent pickup/drop-off.
Promote active modes of transportation to and from school or work by communicating safe walking and biking routes.
Establish a committee to coordinate with the city and county about safe pathways near the school.
Develop safe and secure areas for bicycle and electric mobility storage and charging during the day.

Flagstaff Unified School District Local Wellness Policy Plan

The FUSD Wellness Policy Plan outlines FUSD's goals for ensuring the health and well-being of all students. These goals align nutrition, health, physical education, and safety standards for

students. The following recommendations in the transportation category support walking, biking, and taking transit in the MetroPlan region.

Goals
Goal #2 -The District will provide a multifaceted learning environment involving nutrition and physical education, which will foster the development and practice of lifelong health and wellness behaviors.
Goal #3: FUSD, working through the Wellness Committee, will annually evaluate the implementation of this Wellness Plan and recommend policy revisions based on supporting data.
Recommendations
All students K-12 will receive quality instructional physical education taught by a certified and endorsed physical education specialist.
Elementary students will receive physical education for a minimum of 30 minutes every week for the entire school year, and the District will strive towards the Society for Health and Physical Education recommendation of 150 minutes of instructional physical education per week.
Middle school students will receive physical education for at least one semester of each year for a minimum of 225 minutes per week.
High school students will receive physical education according to the Arizona State Physical Education standards and FUSD Board requirement of one semester in order to graduate.
Professional development specific to teaching physical education is recommended annually and required at least once every three years for FUSD physical education teachers.
The superintendent or his/her designee shall establish a wellness committee to monitor the implementation of the district's wellness policy.
The FUSD Wellness Committee will meet at least quarterly to evaluate implementation of and compliance with the wellness policy. The Wellness Committee shall meet at least annually to evaluate the wellness policy's impact on student health.

3.2 City of Flagstaff

City of Flagstaff Active Transportation Master Plan

The ATMP is a guide to enhancing walking and biking in Flagstaff. The ATMP includes detailed information on pedestrian and bicycle accommodation and establishes goals, policies, and strategies to support walking and biking. The following policies and strategies support walking, biking, and transit use in the MetroPlan region.

Policies
Re-establish a community-wide SRTS program.
Verify that walking and biking facilities allow and encourage safe behavior for all users.
Establish comprehensive education and safety programs for pedestrians, bicyclists, and motorists.

Policies
Implement networks for walking and biking that are continuous, attractive, safe, comprehensive, and convenient.
Provide frequent and comfortable crossings to eliminate barriers and avoid breaks in pedestrian and bicycle networks.
Strategies
Work with FUSD and charter schools to develop detailed inventories of walking, biking, and transit opportunities in the vicinity of school campuses with the goal of creating safe to school routes and maps.
Partner with FUSD on improvement projects using Adjacent Ways and other available funding sources.
Team with the Coconino County Injury Prevention program to identify ongoing sources of funding for an SRTS coordinator and program.
Develop a toolkit of options for schools to address pickup and drop-off traffic that focuses on walking, biking, transit, school buses, carpooling, and other programmatic solutions.
Engage school bicycle and mountain bike clubs to promote education and encouragement.

The Flagstaff Carbon Neutrality Plan

The Flagstaff Carbon Neutrality Plan (CNP) was adopted by Flagstaff's City Council in 2021 to establish a vision for how Flagstaff will create a carbon-neutral future. The CNP identifies three goals, along with supporting priorities and strategies to achieve them. The CNP replaces the 2018 Flagstaff Climate Action and Adaptation Plan and builds upon its goals of adaptation and equity. The following goals, priorities, and strategies support walking, biking, and taking transit in the MetroPlan region.

Goals
Achieve carbon neutrality by 2030.
Priorities
Priority one: We will strengthen our neighborhoods.
Strategies
Create inclusive networks for walking and biking that are continuous, attractive, safe, comprehensive, and convenient for people of all ages.
Encourage Flagstaff residents and visitors to walk, bike, roll, and take the bus.
Invest in comprehensive and equitable transit.

Flagstaff Regional Land Use Plan 2045 (Draft)

The Regional Plan was adopted by the Flagstaff City Council on October 9, 2025. City residents will vote on the Regional Plan in an upcoming election. The Flagstaff Regional Plan is a policy guide that serves as the general plan for the City of Flagstaff and as an amendment to the

Coconino County Comprehensive Plan. The following goals and policies support walking, biking, and taking transit in the MetroPlan region.

Goals
The region increases public transportation frequency, safety, accessibility, and services to make it an affordable and convenient alternative to driving.
The region promotes a variety of affordable and accessible transportation modes to reduce reliance on single-occupancy vehicles, reduce transportation costs for residents, and provide safe and convenient transportation options.
Policies
Cooperate with Mountain Line to develop and implement the 5-year transit planning goals and objectives to improve service, performance, awareness, and ridership.
Improve network connectivity and accessibility to surrounding and supporting local roads, collectors, and arterials to achieve lower Vehicle Miles Traveled and improve the pedestrian, bike, and transit network (city only).
Promote the connection of existing neighborhoods and communities (at both a local and regional scale) with pathways and other multimodal facilities (county only).
Increase the accessibility, connectivity, and use of pedestrian and bicycling infrastructure, including the Flagstaff Urban Trail System and other trail systems, as a critical element of a safe and livable community and to promote transit access.

3.3 MetroPlan

MetroPlan Stride Forward Regional Transportation Plan 2023

Stride Forward will direct regional transportation investments in the Flagstaff region for the next 20 years. This plan assessed the region's existing and future transportation needs and developed a plan that includes all modes. The following policies identified in Stride Forward support walking and biking in the MetroPlan region.

Policies
City to invest in pedestrian and bicycle networks in urban and suburban neighborhoods to allow shorter trips.
City to focus transportation investments on maintaining or improving the operations and comfort of pedestrians, bicycles, and transit modes.
City to invest in transportation projects that maintain or enhance safety for all users, with a primary focus on improving safety for non-auto modes.
Regional partners actively promote bicycle riding, encourage safe bicycle riding habits for people of all ages, and educate drivers about safely sharing the roads with bicyclists.
The city and county will invest in accommodations and regulations for scooters, skateboards, bicycles, and similar small or micro-mobility devices and their use.

Policies
City and county to provide bikeways and pedestrian walkways with adequate width, protection from traffic, access through intersections, signing, and markings to provide safety and a high comfort level for all users.
City to provide enhanced roadway crossings for bicycles and pedestrians in urban areas at least once every 1/8 mile and at major pedestrian destinations.

MetroPlan Vulnerable Road Users Safety Action Plan

Adopted by MetroPlan's Executive Board on December 2, 2025, this action plan identifies an ambitious set of two to five year actions to reach the goal of a 40 percent reduction in traffic fatalities and life-changing injuries in Flagstaff's regional transportation system by 2045. The following policies and strategies support walking, biking, and taking transit in the MetroPlan region.

Policies
Collaborate with schools, partners, and community organizations to coordinate planning and implementation of SRTS programming.
MetroPlan is committed to advancing a culture of safety through inclusive transportation education and encouragement campaigns.
Strategies
Collaborate with schools, local governments, law enforcement, and community organizations to coordinate SRTS planning and implementation.
Seek funding through state and federal SRTS programs.
Collect and analyze data around schools to identify travel modes, speeds, and crashes.
Organize "Walk to School" and "Bike to School" days to encourage active transportation.
Work with partners and FUSD to ensure site planning for schools incorporates traffic safety review prior to siting/opening new, reconstructed, or relocated school(s).
Provide pedestrian and bicycle safety education in school curricula.
Work with local colleges/universities to create and implement a new walking, biking, driving, and transit riding safety campaign for students.
Conduct safety reviews of the transportation network in school zones.

Northern Arizona Regional Transportation Safety Plan

In 2023, MetroPlan developed the Regional Transportation Safety Plan (RTSP) for the MetroPlan region. This RTSP establishes a framework to reduce fatal and serious-injury crashes on public roads by identifying crash trends, emphasis areas, performance measures, high-risk crash locations, funding resources, and potential projects. The following strategies support walking and biking in the MetroPlan region.

Strategies
Collaborating with schools to establish safe routes for students to walk and bike to school.
Conducting SRTS studies.
Creating and maintaining dedicated bicycle lanes and paths.
Creating protected bike lanes by striping buffers or physical barriers.
Designing intersections with features like bike boxes, advanced stop lines, and clear signage to help prevent conflicts between cyclists and turning vehicles.
Traffic Calming Measures to make roads safer for cyclists.
Ensuring that road surfaces are well-maintained to help prevent accidents caused by potholes and other road hazards.
Collecting and analyzing data on bicycle accidents to identify high-risk areas.
Promoting and implementing processes, practices, and procedures in local agencies to incorporate pedestrian safety into roadway improvements funding prioritization processes.
Building upon existing "best practices" guides for high-exposure bicycle and pedestrian crossing nodes.
Identifying and prioritizing intersections and segments of roadways with the highest number of pedestrian crashes that can be addressed through infrastructure improvements.
Promoting and implementing practices to set appropriate speed limits that consider the pedestrian environment and safety.
Installing Pedestrian Hybrid Beacons.
Installing medians and pedestrian crossing islands.

3.4 Coconino County

Coconino County Comprehensive Plan Envision 2045 (Draft)

Coconino County's Comprehensive Plan 2045 is a long-range policy document that will guide the county's growth and development for the next 20 years. The following goals and policies support walking, biking, and taking transit in the MetroPlan region.

Goals
Design, maintain, and manage a circulation network and transportation infrastructure that is safe, efficient, complementary to local communities, and minimizes environmental impacts.
Active transportation facilities, multimodal circulation networks, and connections to support alternative modes of travel are available county-wide.
Improve rural and regional transit service opportunities.
Policies
Eliminate traffic fatalities and serious injuries by prioritizing safety in all aspects of transportation planning, design, maintenance, and operations. This policy emphasizes human-centric road designs that reduce the consequences of errors and proactive measures to prevent crashes.

Coordinate land use and circulation planning activities with the U.S. Forest Service, Bureau of Indian Affairs, Bureau of Land Management, National Park Service, Arizona Department of Transportation (ADOT), MetroPlan, and Mountain Line to encourage comprehensive and efficient development patterns that support adjacent land uses, complement the character of communities and adjacent neighborhoods, and minimize impacts to the natural environment.
Promote public transit access or sites for future transit infrastructure development in the review of major developments and subdivisions.

4 Improving Safe Routes to School in Flagstaff

Individual Report Cards (**Section 6**) were developed for 19 schools in the MetroPlan region. The Report Cards identify the key concerns at each school and list SRTS recommendations. Recommendations include **engineering**, **education**, and **encouragement** strategies to increase the number of students walking, biking, or taking transit.

Education and encouragement recommendations are geared toward individual schools and/or FUSD to lead implementation. MetroPlan can support these efforts by providing resources, but for the sustainability of these programs, schools must take ownership and lead their implementation. Additional resources on how schools can implement these recommendations can be found at MetroPlan's website (www.metroplanflg.org/safetyplan/srts).

4.1 Methodology

To Identify the key concerns and SRTS recommendations, the Report Cards incorporated a variety of data sources and a desktop review of the area near the schools. Data sources included student tally survey results, parent survey results, observation findings, and crash data provided by MetroPlan. To note, not all schools have the same amount of data collected. For example, some schools did not complete the student tally survey, so there is insufficient information on how some students currently get to school.

This study used multi-step analytical processes to evaluate the transportation networks surrounding the 19 schools, identify infrastructure needs, and develop a prioritized list of SRTS improvements. The methodology consisted of the following components:

1. **Data Acquisition** - Crash, study travel survey, and parent survey data was obtained from MetroPlan to establish a baseline understanding of the school-area travel behavior and safety conditions. These datasets provided the foundations for identifying safety concerns and understanding school travel patterns.

2. **Data Processing and Preparation** - All datasets were cleaned and geocoded to understand spatial impacts. Crash records were reviewed, where applicable. Student survey data were aggregated to identify mode-share
3. **Desktop Review of School Environments** - A systematic desktop review was conducted for each school using available aerial and street-level imagery, GIS layers, and local planning documents. This review focused on identifying gaps in existing pedestrian and bicycle infrastructure (missing sidewalks, lack of crossings, inadequate bike facilities), positive or supportive infrastructure elements (sidewalks or signage), or contextual factors (roadway speeds, adjacent land uses).
4. **Evaluation of Infrastructure Gaps** – Each identified gap was evaluated using the SRTS Infrastructure and Program Catalog (Table 8). The evaluation considered the alignment to SRTS best practices, proximity to other schools for shared efforts, and other improvements to benefit safe walking and biking to schools
5. **Consolidated Evaluation and Prioritization** – Findings from each school were compiled into a consolidated evaluation matrix, and ranked based on occurrence, level of effort, impact, and cost as the four main categories of criteria.

This evaluation process provides a clear, data-driven approach to developing recommendations for SRTS improvement projects or programs at each school.

4.1.1 Report Card Ratings

Each school has a rating on its Report Card of either A (Excellent), B (Above Average), C (Average), D (Below Average), F (Failing), or I (Incomplete). The ratings are based on student tally survey data, as it is the most comprehensive dataset. The total number of students walking and biking to school across all participating schools is 11 percent (8.3 percent walking and 2.7 percent biking). If a school received an I (Incomplete), they did not participate in the student tally survey. Table 6 details the ranges for the various letter grades.

Table 6: Report Card Ratings

Grades	Walking and Biking Range
A - Excellent	Above 14%
B - Above Average	11.1 - 14%
C - Average	11%
D - Below Average	10.9 - 7%
F - Failing	Below 7%
I - Incomplete	Did not participate in student tally survey

Table 7 summarizes the scores for all schools. Flagstaff High School, Killip Elementary School, and Mountain Charter Schools have the highest rating since they have the highest percentage of students who walk or bike to school. Of the 19 schools, 8 did not participate in the student tally survey and therefore received an 'I' for Incomplete. These schools are a priority for data collection in the next school year.

Table 7: Summary of Report Card Ratings

School	Grade
BASIS	I
Coconino High School	I
Cromer Elementary School	F
DeMiguel Elementary School	D
Flagstaff Arts and Leadership Academy	F
Flagstaff High School	A
Flagstaff Junior Academy	I
Killip Elementary School	A
Kinsey Elementary School	B
Knoles Elementary School	D

School	Grade
Marshall Elementary School	B
Mountain Charter School	A
Mount Elden Middle School	I
Northland Preparatory Academy	F
Pine Forest Charter School	I
Puente de Hozho	I
Sechrist Elementary School	D
Sinagua Middle School	I
Thomas Elementary School	I

5 Prioritization

To guide decision-making around SRTS recommendations, a structured prioritization framework was developed. This robust framework integrates both infrastructure improvements and programmatic strategies, using data and recommendations developed through evaluations of each of the 19 schools. This prioritization evaluation serves as a guide for future funding opportunities, and ensuring that projects are implemented where needed to maximize safety, equity, and impact.

The prioritization framework serves as a foundation for implementation planning by identifying which projects are suitable for near-term deployment, which require long-range funding strategies, and which can be carried out by partner agencies. This approach allows the study's recommendations to be implemented strategically, aligning available resources with MetroPlan's capacities and the specific needs of individual schools.

5.1 Evaluation Criteria

All recommendations developed across the 19 schools were compiled into a consolidated catalog of feasible improvements. This process identified the most common needs and

highlighted school-specific conditions requiring targeted interventions. The catalog of recommendations outlined in **Table 8** serves as a strategic inventory for future implementation, enabling MetroPlan and school partners to focus resources on the actions with the greatest potential to improve safety, connectivity, and active transportation participation.

Detailed descriptions of each improvement type and associated benefits are provided in **Appendix A**, while the formal evaluation criteria applied to each recommendation are described in **Appendix C**.

The evaluation considered four standardized criteria that capture key aspects of impact and feasibility. Each recommendation was rated **High**, **Medium**, or **Low** within each criterion area based on its expected benefit rather than on the level of effort or cost, to ensure that the scoring reflects the magnitude of safety and mobility outcomes. These ratings enable comparison across diverse school environments and program types, supporting a transparent and equitable prioritization process.

This evaluation approach provides the foundation for translating recommendations into actionable priorities, clarifying which interventions are the most effective starting points for implementation and where the greatest safety improvements can be achieved.

Table 8: SRTS Infrastructure and Program Catalog

Number	SRTS Recommendations	Description
1	Provide Pedestrian and Bike Education	Provides students with basic pedestrian and bicycle safety skills to travel to school safely.
2	Carpooling program	Organizes families to share rides, reducing traffic congestion and improving safety near the school.
3	Crossing guard enforcement	Ensure crossing guards follow safety protocols and that drivers comply with school-zone laws.
4	Crossing guard training	Provides standardized instruction on safe crossings, communication, and emergency procedures.
5	Complete sidewalk network	Fills sidewalk gaps to create continuous, accessible walking routes to school.
6	Create safe routes map	Develops a simple map highlighting recommended walking and biking paths.
7	Enhance school zone signage	Upgrades or adds signs clearly marking school zones, speed limits, and pedestrian areas.
8	Identify park and walk/bike locations	Designates off-site drop-off places where families can park and walk or bike the remaining distance.
9	Install or upgrade bike racks	Provides secure, visible bicycle parking to support and encourage student cycling.

Number	SRTS Recommendations	Description
10	Improve or add pedestrian crosswalks	Adds or enhances marked crossings to make student travel paths safer and more predictable.
11	Implement a parking fee for student permits	Uses pricing strategies to reduce single-occupancy student driving and encourage alternative modes.
12	Mountain Line travel training	Teaches students how to use local transit services safely and confidently.
13	Participate in Mountain Line's ecoPASS program	Offers free transit passes to encourage bus ridership to school.
14	Partner with adjacent school(s) for program implementation and coordination	Coordinates shared programs, communications, or infrastructure improvements with nearby schools.
15	Revised drop-off and pickup plans	Redesigns circulation patterns to improve traffic flow and reduce conflicts between vehicles and pedestrians.
16	Student art competition	Engages students in creating safety-themed artwork to promote awareness and encourage participation.
17	Traffic calming measures	Installs tools such as speed humps, curb extensions, narrowing lanes, or signage to slow vehicle speeds near the school.
18	Walk and Bike to School Days	Organizes special events that encourage families to try walking or biking as a fun, low-stress experience.
19	Walking school bus/bike train	Groups of students walk or bike together with adult supervision along a set route and schedule.

5.2 Prioritization Matrix

To support regional decision-making, a comprehensive prioritization matrix was developed to compare the relative effort, impact, and feasibility of the recommendations identified for this study. Each recommendation was evaluated using the criteria outlined in **Appendix C, Table 11**. These metrics capture key dimensions such as level of effort, safety benefits, connectivity improvements, visibility outcomes, and cost. These criteria were combined to generate a total score that reflects the overall priority for implementation, ensuring that decisions are transparent, data-driven, and aligned with regional safety and mobility goals.

In addition to scoring each recommendation based on performance metrics, the matrix presented in **Appendix C, Table 12** incorporates how frequently each need was identified across the 19 schools and how many schools would benefit from each recommendation. This dual approach allows MetroPlan to consider both the intensity of need at individual schools (*high-impact*) and the broader, system-wide opportunities (*high-coverage*) for opportunities that address recurring challenges across the region. The resulting matrix (**Appendix C, Table 12**)

identifies recommendations that offer strong system-wide benefits, allowing MetroPlan, FUCD, and the Charter Schools to pursue strategies that deliver broad and equitable improvements based on the needs of their students.

The matrix also serves as an implementation tool to help identify:

1. **Quick win projects** that require minimal resources but provide meaningful short-term, long-lasting benefits
2. **High impact infrastructure** projects that should be incorporated into capital planning, grant applications, and long-term transportation planning and programming
3. **Programs and partnerships** that can be coordinated across multiple schools to scale impact effectively across all grades.

5.3 Key Findings and Takeaways

Infrastructure Projects Score Highest Overall: Recommendations that address physical improvements such as completing the sidewalk network (Score: 11) and improving or adding crosswalks (Score: 10) rank among the highest-priority actions. These items typically provide substantial safety and connectivity benefits, and while they often require a higher investment, their long-term impacts justify prioritization. The consistently high impact scores underscore the importance of infrastructure in ensuring safe, comfortable walking and biking conditions near schools.

Medium-Effort Programs Offer Strong Benefits at Lower Cost: Several medium-effort initiatives like Walk and Bike to School Days and walking school bus/bike train programs (Scores: 11 each) deliver high safety, visibility, and community engagement benefits while requiring minimal financial investment. These strategies allow schools to see near-term safety gains and build momentum for active transportation, making them attractive early implementation priorities.

Training and Education Remain Foundational Components: Crossing guard training (Score: 13) and Mountain Line travel training programs (Score: 9) indicate strong contributions to safety outcomes with relatively low costs. These efforts provide consistent, long-lasting safety support and complement infrastructure upgrades by improving behavior and awareness among students, families, and school staff.

School-Specific Programs Provide High Visibility but Varied Impact: Activities such as bike rodeos, student art competitions, and safe route mapping fall into the lower- to medium-priority range (Scores: 9-10). While these actions enhance visibility and support a culture of active transportation, they tend to have limited effects on connectivity or safety when implemented as standalone efforts. Their value is highest when paired with infrastructure investment or broader programmatic efforts.

Opportunities for System-wide Collaboration: Some lower-scoring recommendations like partnering with adjacent schools (Score: 8) offer strategic value despite their modest impact scores. These opportunities can reduce workload for individual schools, support regional consistency, and improve long-term program sustainability.

The most effective SRTS strategies combine high-impact infrastructure improvements with targeted education and engagement programs. While physical upgrades score highest for improving safety and connectivity, lower-cost programmatic initiatives provide essential near-term benefits and help build community support as larger projects are planned. A balanced approach, beginning with implementable, low-cost programs and progressing to more substantial infrastructure investments, offers the strongest path to expanding SRTS participation and improving safety across MetroPlan communities.

6 Next Steps

To build on the report's findings, the next steps should focus on collaboration, implementation, and evaluation. First, MetroPlan should engage with school administrators, parents, and local stakeholders to share this report and individual school Report Cards, discuss recommendations and implementation priorities, and coordinate with City of Flagstaff and Coconino County transportation departments to identify funding opportunities, and integrate projects into existing capital plans. Effective implementation of SRTS strategies requires ongoing consultation with key stakeholders. Engaging these partners early helps ensure that SRTS recommendations are implemented.

Maintaining accurate, up-to-date data is essential to the success of SRTS initiatives. Regular updates help identify emerging safety concerns, track participation trends, and support grant applications that require recent information. Consistent data upkeep also builds trust with stakeholders by demonstrating transparency and accountability, ultimately enabling continuous

improvement and long-term sustainability of the program. **Table 9** lists the recommended datasets and the frequency with which they should be updated.

Table 9: Recommended Datasets

Dataset	Interval
Student Travel Tally Data	Annually, through classroom tallies or parent surveys.
Infrastructure Inventory	Update every 2 to 3 years or after major projects.
Crash and Safety Incident Data	Update annually using local law enforcement and school reports.
Demographic and Enrollment Data	Update annually to reflect changes in student population and equity needs.
Air Quality Around Schools	Test annually around schools
School Observations	Complete annually
Pedestrian and Bicycle Counts	Complete pedestrian and bicycle counts annually

In addition, the following are several recommendations to improve the data collection process to strive for accurate and reliable information:

School Observations: For future analysis, it is important to conduct regular observations to track changes. These observations are conducted at the same time of day during arrival and dismissal periods and consider multiple days and weather conditions to provide a representative sample.

Parent Surveys: To enhance the validity of future surveys and analyses, it is recommended to structure questions so that each student's travel options to specific schools are clearly identified, particularly for families with multiple students.

Student Tally Survey: Some classes submitted entries twice, leading to double-counting. To mitigate this issue, a process should be implemented to average the responses. Furthermore, the tally spreadsheet should be modified to require numerical responses only. This change is essential because some teachers are currently entering answers as "yes" or "no," which can lead to ambiguous data.



Safe Routes to School Report Cards

METROPLAN
GREATER FLAGSTAFF

Safe Routes to School Report Card

I
Incomplete

BASIS Flagstaff

Grades Served: K–12

BASIS Flagstaff

Quick Facts

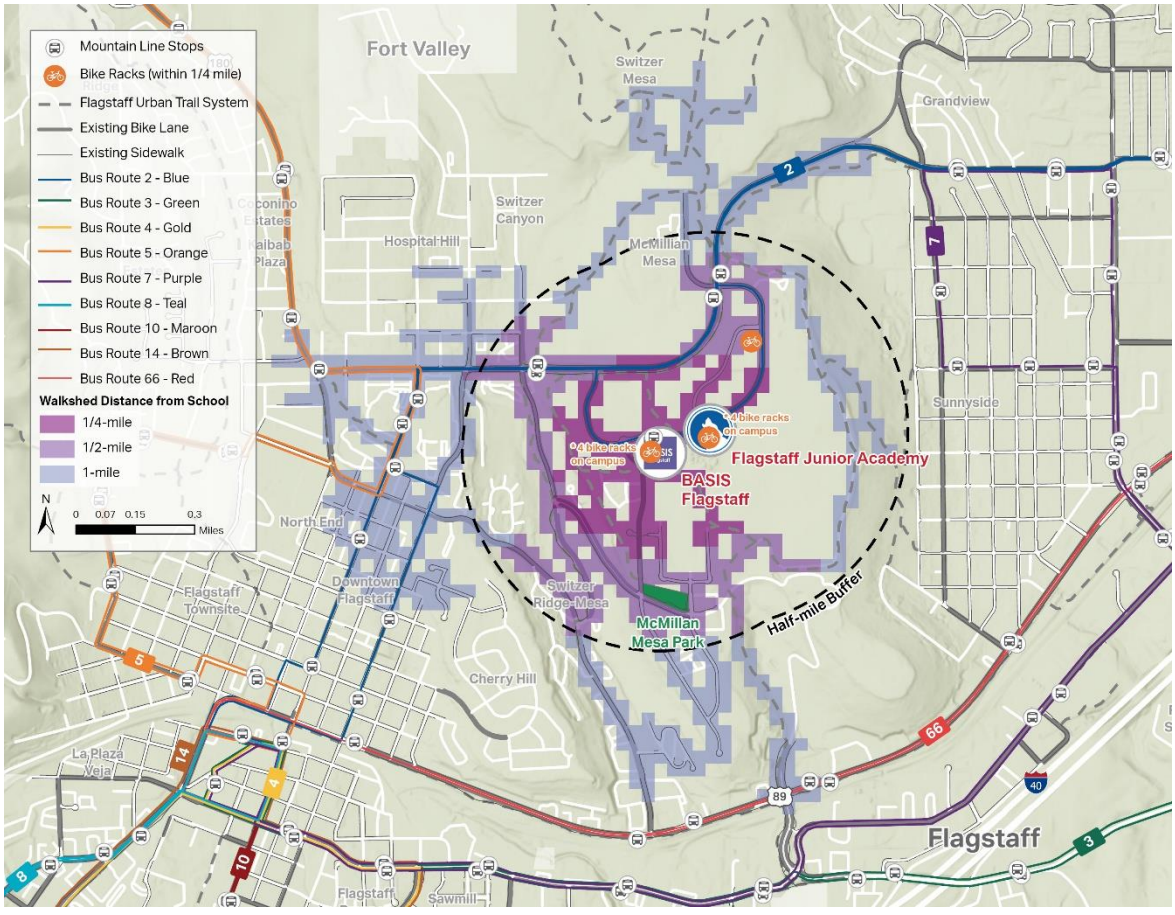
810
Enrollment

1 (Route 2)
Number of Mountain Line Bus Stops within 1/4 Mile

N/A*
Students Walking or Biking

**School did not participate in tally survey*

Walkshed Map



Top Concerns

1. **Congested pickup and drop-off area** – 95 percent of students get dropped off at school. From public comments, there is too much traffic during school dismissal, which puts students walking to and from school at risk.

2. **Limited transit access** – Mountain Line's Route 2 only serves BASIS in the eastbound direction. Students who live on the east side of Flagstaff could take Route 2, but they would be dropped off at the Cedar Avenue/Gemini Road bus stop and walk 0.8 miles, about 18 minutes, to school.

3. **Isolated location on McMillan Mesa and high traffic speeds** – BASIS is located on McMillan Mesa, which has a limited road network. Most students would have to travel on Forest Avenue, which is a 40-mile-per-hour (mph) road.

Safe Routes to School Recommendations

For resources on SRTS recommendations, please go to MetroPlan's website, www.metroplanflg.org/safetyplan/srts.

Recommendation	Benefits	Responsible Agency
Walking school bus to and from bus stops along Forest Avenue to BASIS	Walking school buses provide safety in numbers and are a fun way for children to interact on the way to/from school.	BASIS (Lead)
Park and walk at McMillian Mesa Park	A park-and-walk program can reduce traffic congestion around a school and encourage physical activity.	BASIS (Lead)
Participate in Mountain Line's ecoPASS program	Promotes transit use by providing students with a free transit pass.	BASIS (Lead)/Mountain Line (Support)
Carpooling program	Reduces the number of vehicles during school pickup and drop-off times.	PTO (Lead)/BASIS (Support)
Establish annual crossing guard training requirements	Crossing guard confidence increases; drivers respect their authority more; alerts drivers to the school crossing.	BASIS (Lead)
Coordinate with Mountain Line and the City of Flagstaff to support a left turn onto Forest Avenue	Allowing vehicles and/or buses to make a left onto Forest Avenue from Gemini will improve transit access to BASIS.	Mountain Line and City of Flagstaff (Lead)/BASIS (Support)
Partner with FJA to develop coordinated solutions such as a ecoPASS program, shared crossing guards, or park and walk program	A coordinated approach can increase participation and reduce duplicative efforts among the two schools.	BASIS and FJA (Lead)
Develop a parking fee for student permits or limit the number of parking permits for students	Encourages carpooling or other modes of transportation, helping reduce traffic congestion and promoting sustainable transportation habits.	BASIS (Lead)
Provide pedestrian and bike education	Provides students with basic pedestrian and bicycle safety skills to travel to school safely.	BASIS (Lead)

METROPLAN
GREATER FLAGSTAFF

Safe Routes to School Report Card

F
Failing

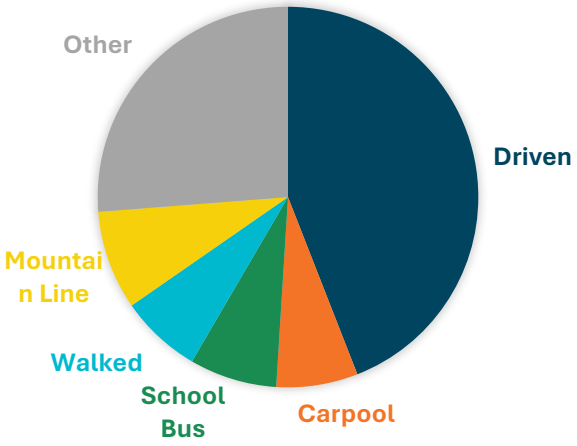
Coconino High School

Grades Served: 9–12

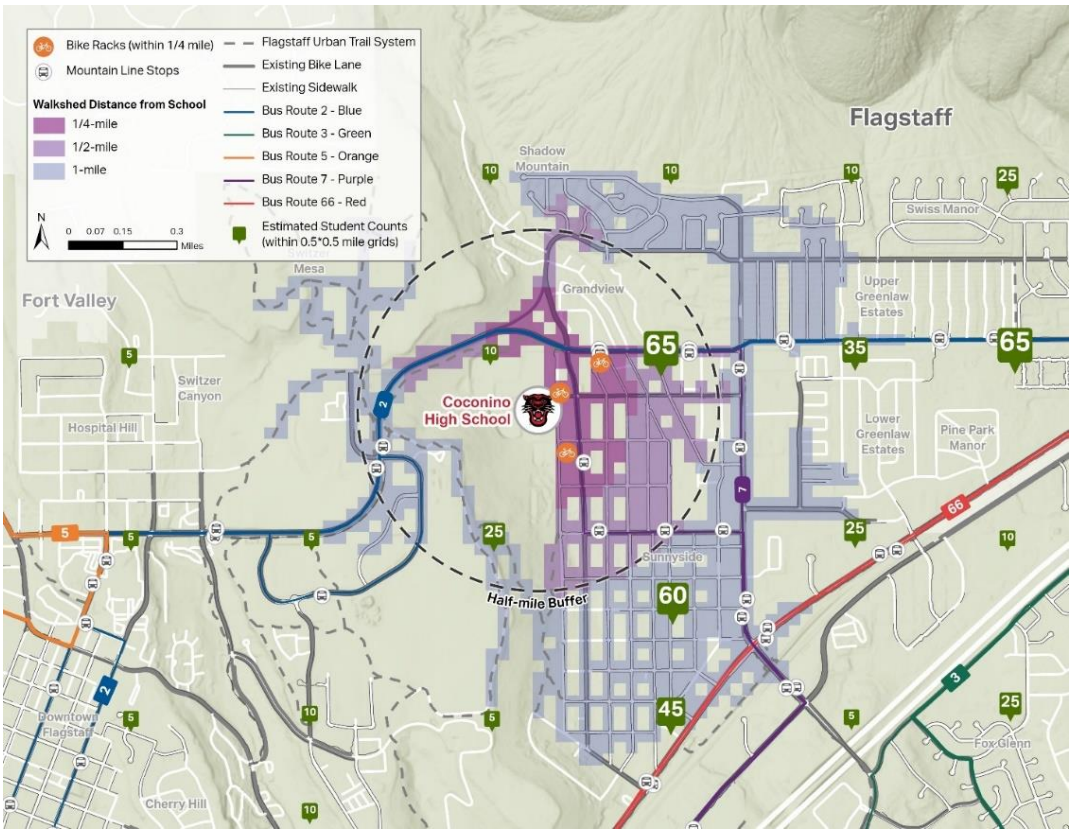
Quick Facts

184 (12.7%) Students Living within 1 Mile	**374 (25.9%)** Students Living Outside School Bus Boundary
1,444 Enrollment	
2 Number of Mountain Line Bus Stops within 1/4 Mile (Routes 2 & 7)	**14 (4.5%)** Students Walking or Biking

How Do Students Get to School?



Walkshed Map



Top Concerns

1. **Speeding around the school** – Parents describe widespread speeding issues in their areas as well as general disregard for other road users. This concern makes them feel unsafe letting their child walk or bike to school.

2. **Lack of quality bicycling infrastructure** – Parents stated they would feel more comfortable letting their child bike to school if separated bike facilities were more prevalent. It was also noted that bike lanes are often blocked by parked cars.

Safe Routes to School Recommendations

For resources on SRTS recommendations, please go to MetroPlan's website, www.metroplanflg.org/safetyplan/srts.

Recommendation	Benefits	Responsible Agency
Carpooling program	Reduces the number of vehicles during school pickup and drop-off times.	PTO (Lead) / FUSD (Support)
Walking groups	Safety in numbers and is a fun way for students to interact on the way to/from school. Increased sense of community in an area.	Coconino High School (Lead)
Park and walk near Hal Jensen Recreation Center	A park-and-walk program can reduce traffic congestion around a school and encourage physical activity among parents and children.	Coconino High School/FUSD Support
Mountain Line travel training	Familiarizes students with the transit system and helps them answer questions, gain confidence, and navigate it.	Mountain Line (Lead) / Coconino High School (Support)
Traffic calming measures such as high-visibility crosswalks at Izabel St/Felice Ave, curb bulb-outs, and removable bollards for bike lanes at intersection approaches.	Benefits include reduced speed, lower fatality rates, reduced injury severity, reduced traffic noise, and better conditions for walking or biking.	City of Flagstaff (Lead) / MetroPlan (Support)
Increase the parking fee for student permits or limit the number of parking permits for students	Encourages carpooling or other modes of transportation, helping reduce traffic congestion and promoting sustainable transportation habits.	Coconino High School (Lead)
Provide pedestrian and bike education	Provides students with basic pedestrian and bicycle safety skills to travel to school safely.	Coconino High School (Lead)

METROPLAN
GREATER FLAGSTAFF

Safe Routes to School Report Card

F
Failing

Cromer Elementary School

Grades Served: Pre-K–5

Quick Facts

15 (4.3%)
Students Living within 1 Mile

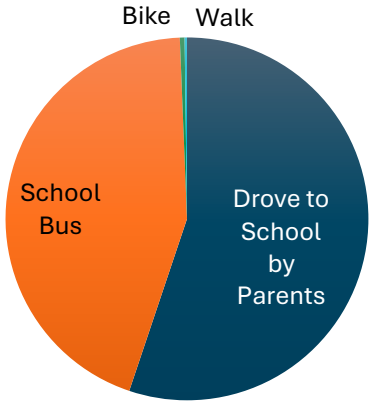
68 (19.5%)
Students Living Outside School Bus Boundary

348
Enrollment

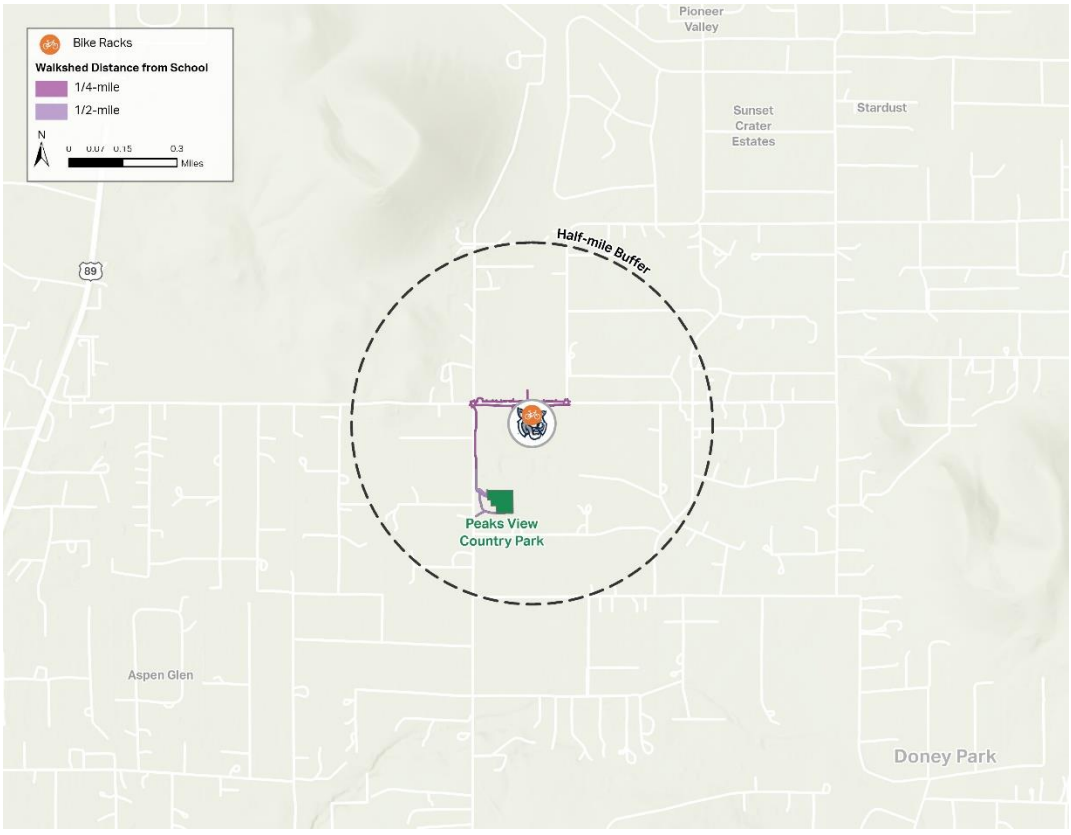
0
Number of Mountain Line Bus Stops within 1/4 Mile

3 (0.6%)
Students Walking or Biking

How Do Students Get to School?



Walkshed Map



Top Concerns

1. **Limited number of students live within 1 mile of the school** – Only 4.3 percent, or 15 students, live near Cromer Elementary School. This small number limits the ability to promote walking through critical mass programs like walking school buses.

2. **Lack of sidewalks and Mountain Line** – Cromer has sidewalks in front of the school, but there are few sidewalks off campus, limiting the ability of students to safely walk to school from their homes. The nearest Mountain Line bus stop is over 4 miles away.

3. **Traffic issues on Silver Saddle Road** – From school observations, cars were backed up on Silver Saddle Road and obstructing the eastbound lane. Silver Saddle Road is a main throughfare in Doney Park.

Safe Routes to School Recommendations

For resources on SRTS recommendations, please go to MetroPlan's website, www.metroplanflg.org/safetyplan/srts.

Recommendation	Benefits	Responsible Agency
Park and walk at Peaks View County Park	A park and walk has the potential to reduce traffic congestion around a school and encourage physical activity for parents and children.	PTO (Lead)/FUSD (Support)/Coconino County (Support)
Carpooling program	Reduces the number of vehicles during school pickup and drop-off times.	PTO (Lead) / FUSD (Support)
Establish annual crossing guard training requirements	Crossing guard confidence increases; drivers respect their authority more; alerts drivers to the school crossing.	FUSD (Lead) / Cromer Elementary (Support)
Complete sidewalk network	One of the best ways to increase safety for multimodal transportation is to separate road users in space.	Coconino County (Lead) / MetroPlan (Support)
Student art competition	Create an annual competition for students to use creative skills to design crosswalks adjacent to the school to promote students thinking about walking.	Cromer Elementary (Lead)
Provide pedestrian and bike education	Provides students with basic pedestrian and bicycle safety skills to travel to school safely.	Cromer Elementary (Lead)

METROPLAN
GREATER FLAGSTAFF

Safe Routes to School Report Card

D
Below Average

DeMiguel Elementary School

FLAGSTAFF UNIFIED School District

Grades Served: Pre-K–5

Quick Facts

93 (16.6%)
Students Living within 1 Mile

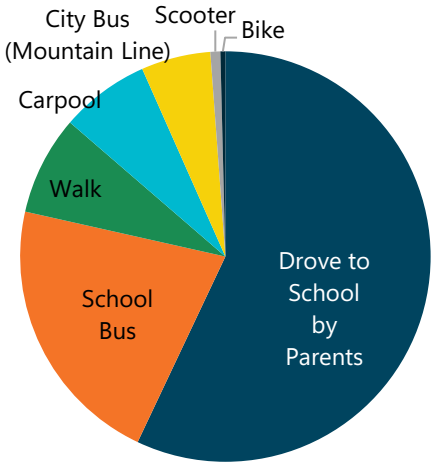
141 (25.2%)
Students Living Outside School Bus Boundary

348
Enrollment

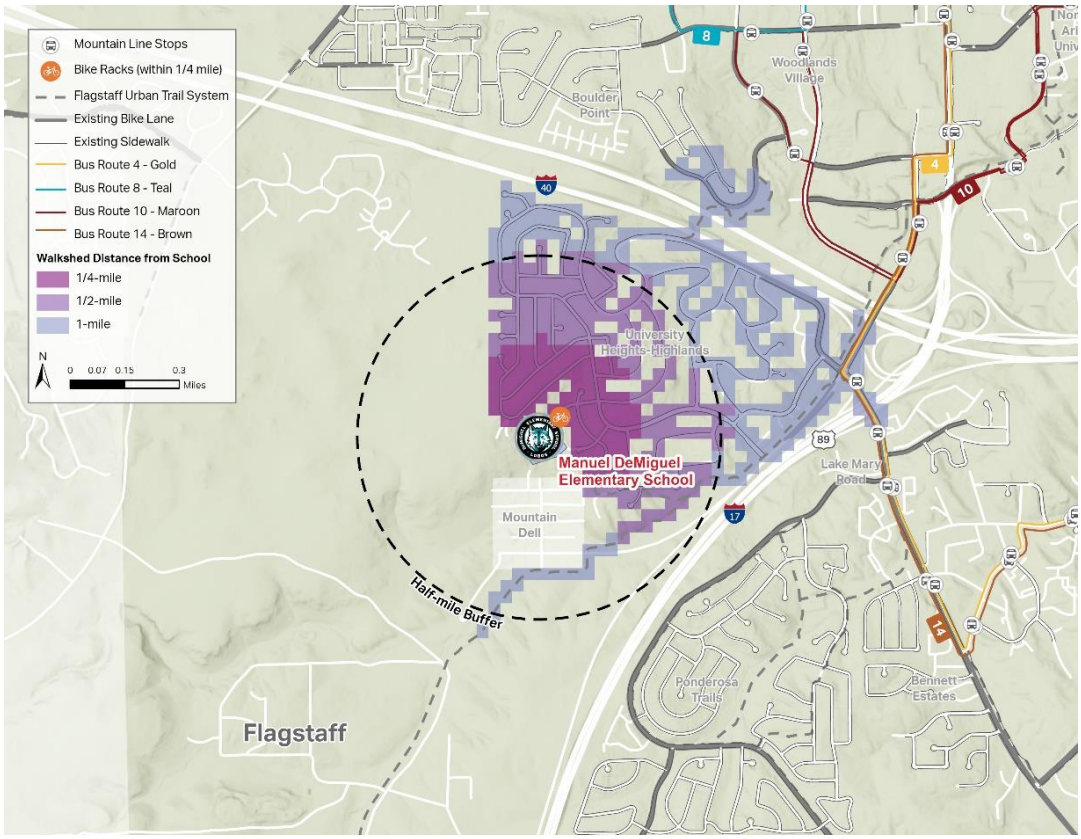
0
Number of Mountain Line Bus Stops within 1/4 Mile

21 (8.2%)
Students Walking or Biking

How Do Students Get to School?



Walkshed Map



Top Concerns



1. **Missing or unsafe crosswalks** – There is a lack of pedestrian crossings on University Heights Drive South. The parent survey indicated that the intersection of Gillenwater Drive and University Heights Drive felt unsafe, even though there is a pedestrian island and marked crossing.



2. **High vehicle speeds on University Heights Drive South** –The parent survey indicated that University Heights Drive South is too wide, which causes vehicles to speed.



3. **Bike Rack Location** – Bike racks are located very far from the school.

Safe Routes to School Recommendations

For resources on SRTS recommendations, please go to MetroPlan's website, www.metroplanflg.org/safetyplan/srts.

Recommendation	Benefits	Responsible Agency
Walking school bus or park and walk	Walking school buses provide safety in numbers and are a fun way for children to interact on the way to/from school.	DeMiguel (Lead)/FUSD (Support)
Add a crossing guard to S. Gillenwater Dr. and University Heights	Enhances visibility and safety, reducing the risk of accidents and ensuring quick identification by drivers and pedestrians.	DeMiguel (Lead)/FUSD (Support)
Relocate bike racks since they are far from the school	More students can store bikes on property, encouraging more biking to school.	DeMiguel (Lead)
Walk and Bike to School Day(s)	Walk and Bike to School Days let schools focus their efforts around a specific date, which can make it easier to gain momentum in implementing SRTS programs.	DeMiguel (Lead)/FUSD (Support)
Carpooling program	Reduces the number of vehicles during school pickup and drop-off times.	PTO (Lead)/FUSD (Support)
Traffic calming measures at University Heights Dr.	Benefits include speed reduction, lower fatality rates, a decrease in injury severity, reduced traffic noise, and better conditions for walking or biking.	City of Flagstaff (Lead)/MetroPlan (Support)
Create safe routes map	A tool for identifying and communicating the safest walking and biking routes for students.	MetroPlan (Lead) / DeMiguel (Support)
Provide pedestrian and bike education	Provides students with basic pedestrian and bicycle safety skills to travel to school safely.	DeMiguel (Lead)

METROPLAN
GREATER FLAGSTAFF

Safe Routes to School Report Card

F
Failing

Flagstaff Arts and Leadership Academy

Grades Served: 6–12

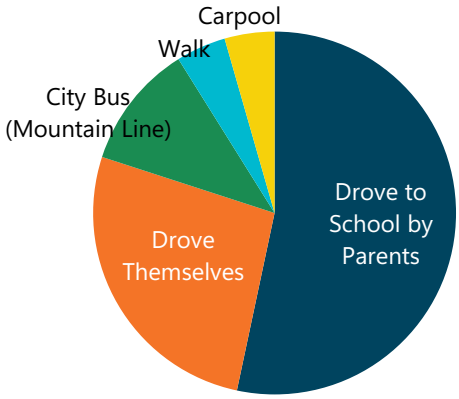
Quick Facts

174
Enrollment

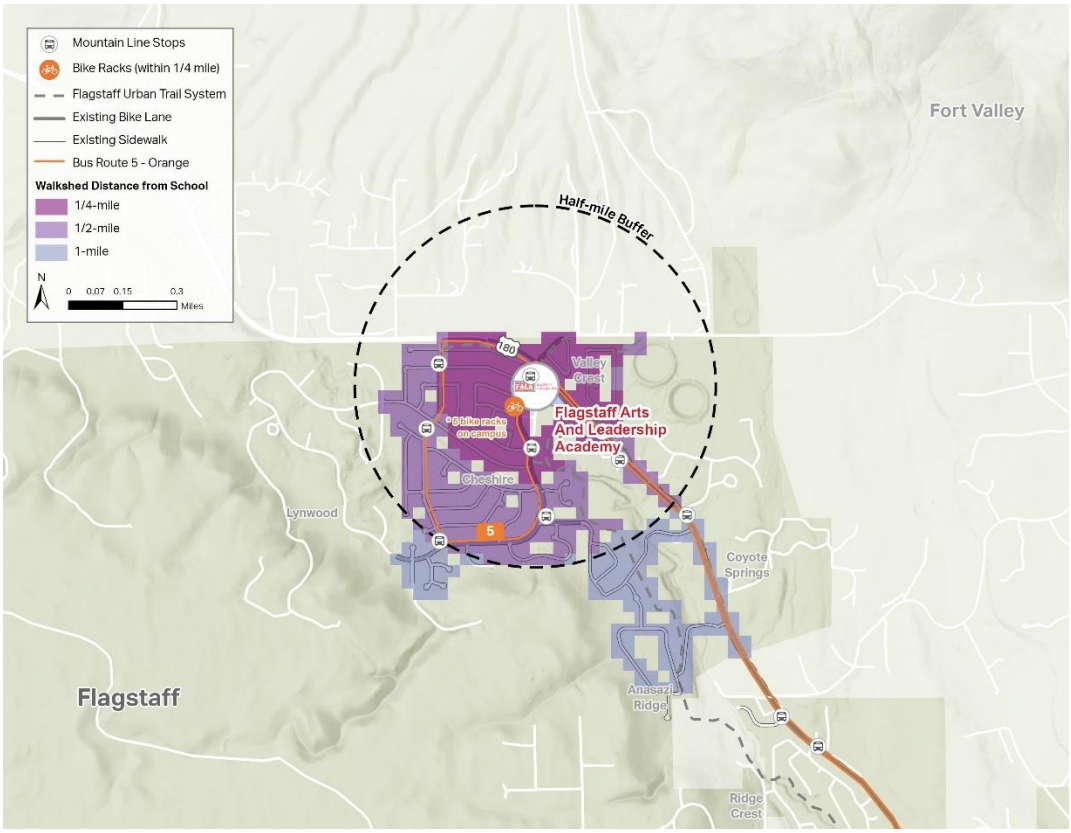
1 (Route 5)
Number of Mountain Line Bus Stops within 1/4 Mile

2 (4.4%)
Students Walking or Biking

How Do Students Get to School?



Walkshed Map



Top Concerns

1. **Lack of traffic calming measures** – Significant two-way traffic near FALA during peak hours forces students to cross vehicle lanes, creating safety risks. Drivers often fail to yield and make illegal U-turns, while some parents park in bicycle lanes, obstructing cyclists.

2. **High number of students getting dropped off by parents** – Based on observations, there is a high number (87%) of students being dropped off by parents, causing a lot of traffic and congestion in the drop-off area.

Safe Routes to School Recommendations

For resources on SRTS recommendations, please go to MetroPlan's website, www.metroplanflg.org/safetyplan/srts

Recommendation	Benefits	Responsible Agency
Traffic calming measures on Fremont Blvd.	Benefits include speed reduction, lower fatality rates, a decrease in injury severity, reduced traffic noise, and better conditions for walking or biking.	City of Flagstaff (Lead)/MetroPlan (Support)
Encourage parents to drop off students at the DCC and ride Route 5	Reduces the number of cars near the school and provides students with a reliable transportation option	FALA (Lead)
Mountain Line Travel Training	Familiarizes students with the transit system and helps them answer questions, gain confidence, and navigate it.	Mountain Line (Lead)/FALA (Support)
Encourage teaching staff and crossing guards to wear reflective vests while performing relevant duties	Enhances visibility and safety, reducing the risk of accidents and ensuring quick identification by drivers and pedestrians.	FALA (Lead)
Participate in Mountain Line's ecoPASS program	Promotes transit use by providing students with a free transit pass.	FALA (Lead)/Mountain Line (Support)
Implement a parking fee for student permits	Encourages carpooling or other modes of transportation, helping reduce traffic congestion and promoting sustainable transportation habits.	FALA (Lead)
Carpooling program	Reduces the number of vehicles during school pickup and drop-off times.	PTO (Lead)
Provide pedestrian and bike education	Provides students with basic pedestrian and bicycle safety skills to travel to school safely.	FALA (Lead)

METROPLAN
GREATER FLAGSTAFF

Safe Routes to School Report Card

A
Excellent

Flagstaff High School

Grades Served: Grade 9–12

Quick Facts

116 (7.1%)
Students Living within 1 Mile

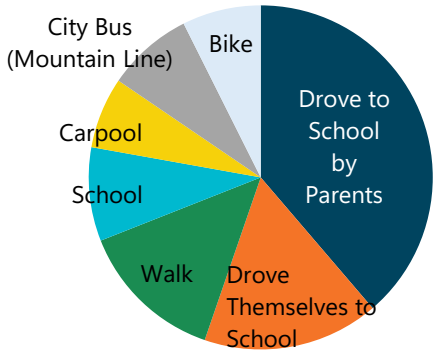
555 (34.1%)
Students Living Outside School Bus Boundary

1,627
Enrollment

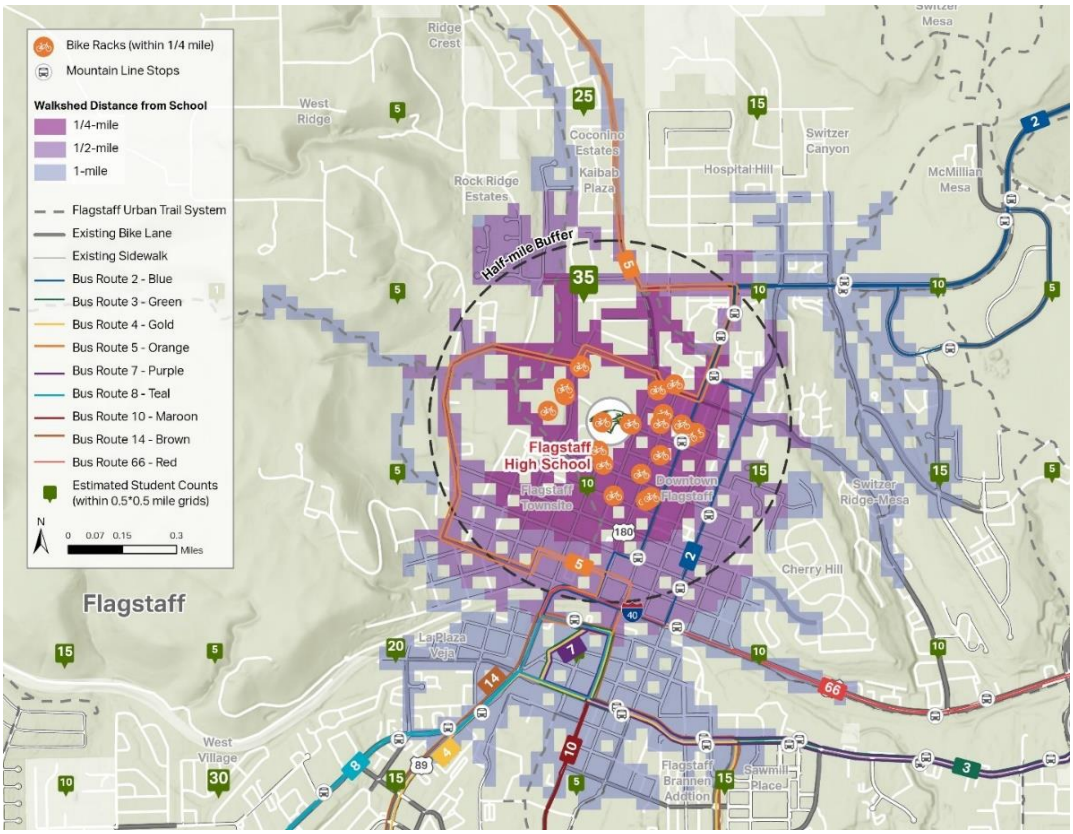
4 (Route 2, 5)
Number of Mountain Line Bus Stops within 1/4 Mile

60 (21.1%)
Students Walking or Biking

How Do Students Get to School?



Walkshed Map



Top Concerns

1. **Unsafe walking and biking conditions on Fort Valley Road** – High traffic volumes and vehicle speeds pose significant safety challenges for pedestrians and cyclists. Drivers turning from side streets onto Fort Valley Road further complicates crossing movements, increases conflict points, and reduces predictability.

2. **Missing or unsafe crosswalks and/or intersections for biking or walking** – There are few safe crossing opportunities on Humphries Street, making it difficult to take public transit, walk, or bike to school.

3. **High percentage of students who drive themselves to school** – A little over 16 percent of students drive themselves to school, which increases the number of cars in the surrounding streets.

Safe Routes to School Recommendations

For resources on SRTS recommendations, please go to MetroPlan's website, www.metroplanflg.org/safetyplan/srts.

Recommendation	Benefits	Responsible Agency
Add a pedestrian crossing on Humphreys Street	Pedestrian crossings improve safety by providing designated areas for people to cross and reducing the risk of crashes.	City of Flagstaff and ADOT (Lead)/MetroPlan (support)
Mountain Line travel training	Familiarizes students with the transit system and helps them ask questions, gain confidence, and navigate it.	Mountain Line (Lead)/Flagstaff High School (Support)
Increase the parking fee for student permits or limit the number of parking permits for students	Encourages carpooling or other modes of transportation, helping reduce traffic congestion and promoting sustainable transportation habits.	Flagstaff High School (Lead)
Develop how to ride transit materials for key neighborhoods	Reduces the barrier of not knowing how to ride transit.	Mountain Line (Lead)/Flagstaff High School (Support)
Consider adding school bus service for specific neighborhoods with limited Mountain Line service, like University Heights and Ponderosa Trails	Provides a reliable option for areas with limited transit access.	FUSD (Lead)/Flagstaff High School (Support)
Provide pedestrian and bike education	Provides students with basic pedestrian and bicycle safety skills to travel to school safely.	Flagstaff High School (Lead)

METROPLAN
GREATER FLAGSTAFF

Safe Routes to School Report Card

I
Incomplete

Flagstaff Junior Academy

Grades Served: 6–8

Quick Facts

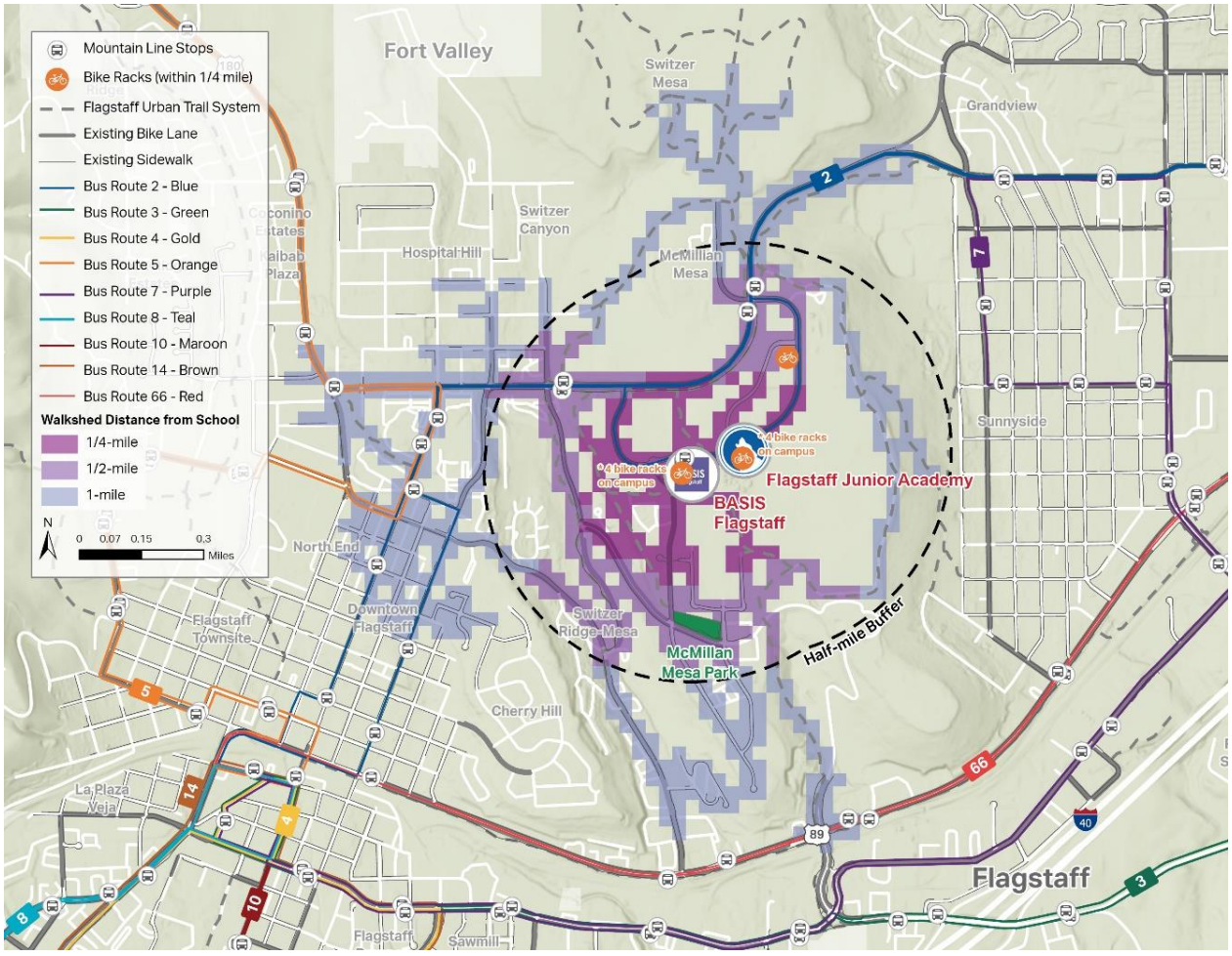
209
Enrollment

1 (Route 2)
Number of Mountain Line Bus Stops within 1/4 Mile

N/A*
Students Walking or Biking

**School did not participate in tally survey.*

Walkshed Map



Top Concerns



1. Congested pickup and drop-off area – Issues with the pickup and drop-off area, which is often congested. It was expressed via public comment that emergency service vehicles cannot use Gemini Road during pickup and drop-off times due to cars blocking the roadway.



2. Limited transit access – Mountain Line's Route 2 only serves FJA in the eastbound direction. Students who live on the east side of Flagstaff could take Route 2 but would be dropped off at the Cedar Avenue/Gemini Road bus stop and walk 0.8 mile, or about 18 minutes, to school.

Safe Routes to School Recommendations

For resources on SRTS recommendations, please go to MetroPlan's website, www.metroplanflg.org/safetyplan/srts.

Recommendation	Benefits	Responsible Agency
Walking school bus from bus stops along Forest Avenue	Walking school buses provide safety in numbers and are a fun way for children to interact on the way to/from school.	FJA (Lead)
Park and walk from McMillian Park	A park and walk has the potential to reduce traffic congestion around a school and encourage physical activity for parents and children.	FJA (Lead)
Develop how to ride transit materials for key neighborhoods	Reduces the barrier of not knowing how to ride transit.	Mountain Line (Lead)/FJA (Support)
Participate in Mountain Line's ecoPASS program	Promotes the use of transit by providing students with a free transit pass.	FJA (Lead)/Mountain Line (Support)
Encourage parents to drop off their kids at the DCC and ride Route 2	Reduces the number of cars near the school and provides students with a reliable transportation option	FJA (Lead)
Carpooling program	Reduces the number of vehicles during school pickup and drop-off times.	PTO (Lead)/FJA (Support)
Improve crosswalk visibility west of FJA	Crosswalks offer numerous benefits by enhancing pedestrian safety, increasing visibility, managing traffic flow, and promoting walkability.	City of Flagstaff (Lead)/FJA (Support)
Coordinate with Mountain Line and the City of Flagstaff to Support a left turn onto Forest Avenue	Allowing vehicles and/or buses to make a left turn onto Forest Avenue from Gemini will provide better transit access to FJA.	Mountain Line and City of Flagstaff (Lead)/FJA (Support)
Partner with BASIS to develop coordinated solutions, such as ecoPASS program	Coordinated approach can increase participation and reduce duplicative efforts among the two schools.	FJA and BASIS (Lead)
Provide pedestrian and bike education	Provides students with basic pedestrian and bicycle safety skills to travel to school safely.	FJA (Lead)

METROPLAN
GREATER FLAGSTAFF

Safe Routes to School Report Card

A
Excellent

Killip Elementary School

Grades Served: Pre-K–5

Quick Facts

259 (65%)
Students Living within 1 Mile

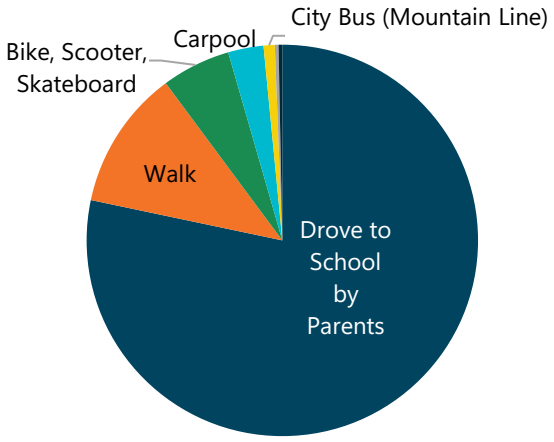
195 (49%)
Students Living Outside School Bus Boundary

394
Enrollment

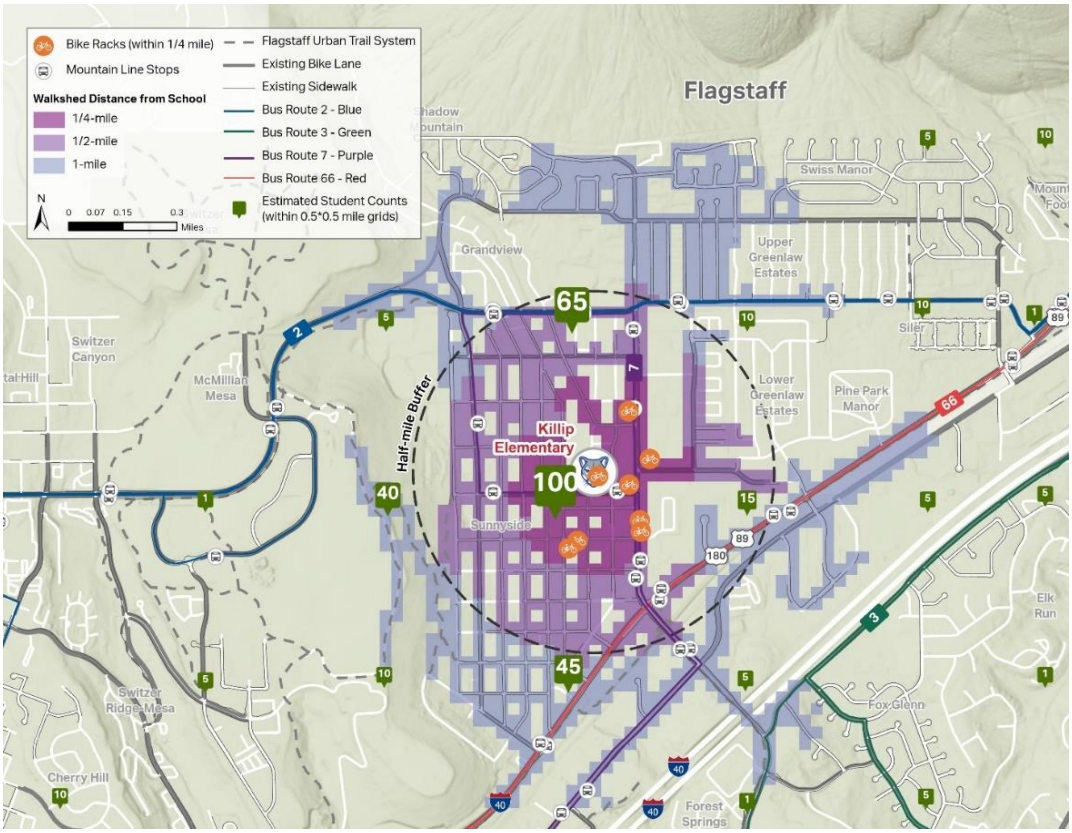
3 (Route 7)
Number of Mountain Line Bus Stops within 1/4 Mile

67 (18.6%)
Students Walking or Biking

How Do Students Get to School?



Walkshed Map



Top Concerns

1. **65% of students live within 1 mile of school; 18 percent walk or bike** – Killip Elementary has a relatively high proportion of students walking or biking to school based on tally information but also has a high proportion of students living within 1 mile of school. There is an opportunity for more students to use active transportation.

2. **Sidewalk and bike lane gaps** – Parents report parts of neighborhoods that lack sidewalks or bike lanes. While present in most areas, inconsistency can create discomfort for users. There are also gaps across major roadways, creating barriers.

3. **Poor infrastructure condition** – Parents report sidewalks in many areas are either uncomfortable due to overgrown vegetation or in poor condition. These make parents less comfortable allowing their child to walk or bike to school.

Safe Routes to School Recommendations

For resources on SRTS recommendations, please go to MetroPlan's website, www.metroplanflg.org/safetyplan/srts.

Recommendation	Benefits	Responsible Agency
Walking school bus/bike train	Walking school buses provide safety in numbers and are a fun way for children to interact on the way to/from school.	Killip (Lead)
Establish crossing guard training requirements	Crossing guard confidence increases; drivers respect their authority more; alerts drivers to the school crossing.	FUSD (Lead)/Killip (Support)
Create safe routes maps	Tool for identifying and communicating the safest walking and biking routes for students.	MetroPlan (Lead)/Killip (Support)
Complete sidewalk and bike lane network - for the sidewalk network, routinely make sure it is free from vegetation overgrowth that can force people to walk in the street.	Separates road users in space. Creates a safe and dedicated space for pedestrians and cyclists.	City of Flagstaff (Lead)/MetroPlan (Support)
Carpooling program	Reduces the number of vehicles during school pickup and drop-off times.	PTO (Lead)/FUSD (Support)
Provide pedestrian and bike education	Provides students with basic pedestrian and bicycle safety skills to travel to school safely.	Killip (Lead)

METROPLAN
GREATER FLAGSTAFF

Safe Routes to School Report Card

B
Above Average

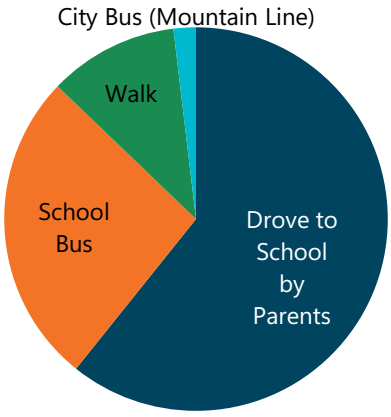
Kinsey Elementary School

Grades Served: K–5

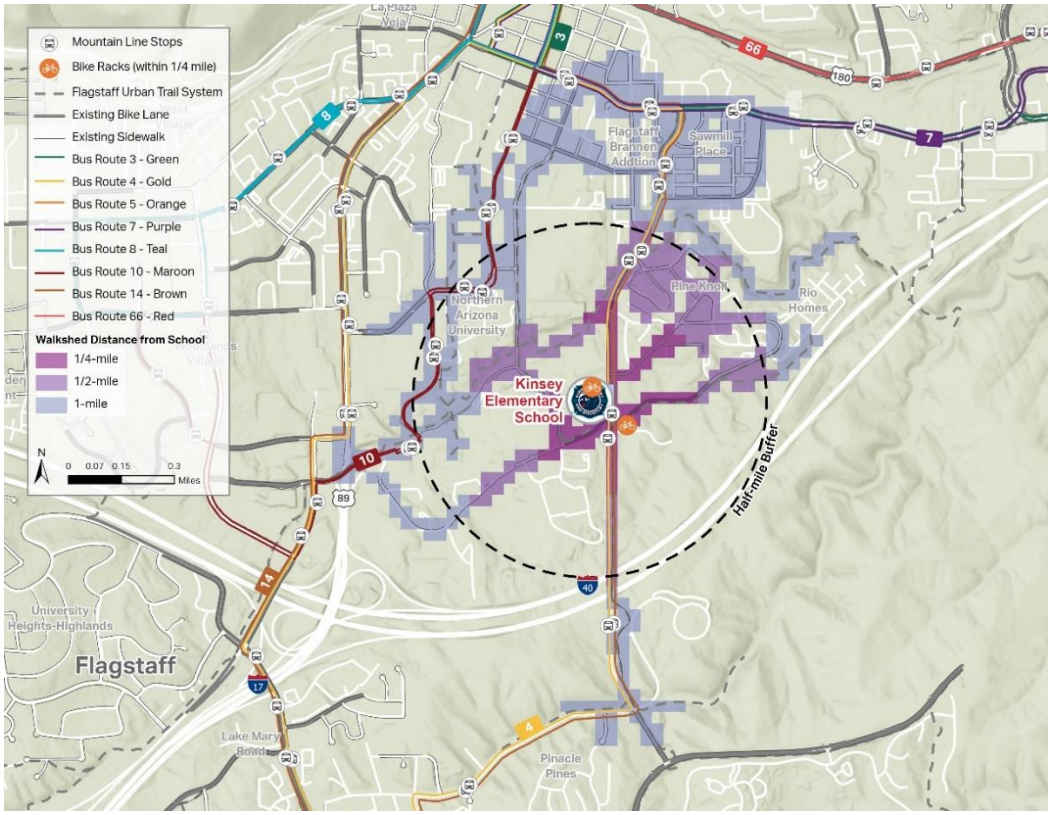
Quick Facts

65 (21%) Students Living within 1 Mile	**74 (24%)** Students Living Outside School Bus Boundary
312 Enrollment	
2 (Route 4) Number of Mountain Line Bus Stops within 1/4 Mile	**29 (11.1%)** Students Walking or Biking

How Do Students Get to School?



Walkshed Map



Top Concerns

1. **Limited pickup and drop-off areas** – Small parking lot causes vehicles to queue on Lone Tree Road and creates unsafe conditions for students walking to and from school.

2. **Presence and quality of crossing guards and crosswalks** – A crossing guard is located at the mid-block crossing near Paseo Del Flag, serving dual responsibilities (crosswalk and on school grounds), and has been reported not wearing a safety vest.

3. **Driver behavior during school hours** – Crashes reported during school hours near parking lot entrance due to high speeds and lack of visibility due to roadway constraints.

Safe Routes to School Recommendations

For resources on SRTS recommendations, please go to MetroPlan's website, www.metroplanflg.org/safetyplan/srts.

Recommendation	Benefits	Responsible Agency
Revise pickup and drop-off plan in school parking lot	Reduces cars along Lone Tree Road and improves visibility. Improved circulation in the bus loop eases time taken boarding the bus and gives bus drivers space to navigate into the parking lot.	Kinsey (Lead) / FUDS (Support)
Restripe mid-block crosswalk north of the school and enhance "School Crossing" sign with flashing lights	Including a mid-block crossing will help guide pedestrians walking to and from school to safely cross the street and reach the neighborhood.	City of Flagstaff (Lead) / MetroPlan (Support)
Upgrade bike racks	More students can store bikes on property, encouraging more biking to school.	Kinsey (Lead)
Create safe routes map	Tool for identifying and communicating the safest walking and biking routes for students.	MetroPlan (Lead) / Kinsey (Support)
Encourage teaching staff and crossing guards to wear reflective vests while performing relevant duties	Enhances visibility and safety, reducing the risk of accidents and ensuring quick identification by drivers and pedestrians.	FUSD(Lead) / Kinsey (Support)
Provide pedestrian and bike education	Provides students with basic pedestrian and bicycle safety skills to travel to school safely.	Kinsey (Lead)

METROPLAN
GREATER FLAGSTAFF

Safe Routes to School Report Card

D
Below Average

Knoles Elementary School

FLAGSTAFF UNIFIED School District

Grades Served: K–5

Quick Facts

65 (17%)
Students Living within 1 Mile

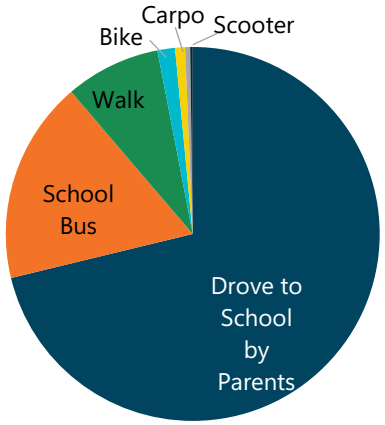
126 (32%)
Students Living Outside School Bus Boundary

395
Enrollment

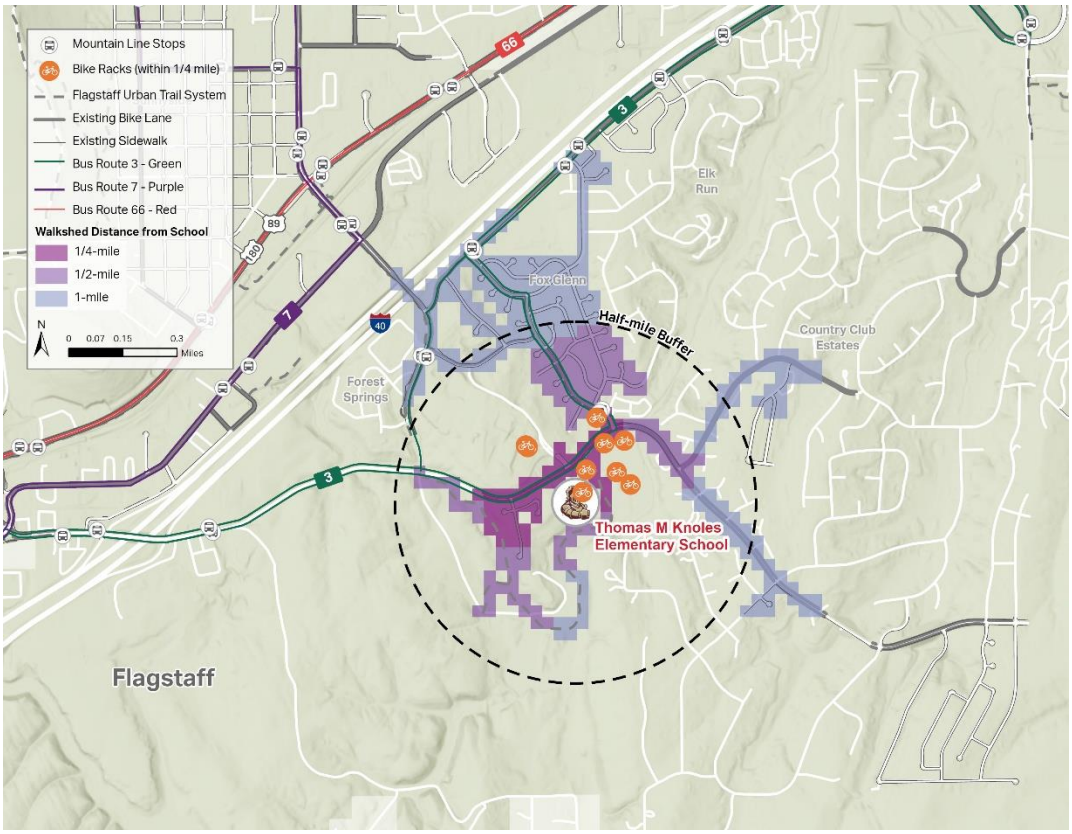
2 (Route 3)
Number of Mountain Line Bus Stops within 1/4 Mile

45 (9.7%)
Students Walking or Biking

How Do Students Get to School?



Walkshed Map



Top Concerns

1. **Segmented sidewalk network** – There are incomplete sidewalks along Continental Avenue for access to and from the neighborhood at Butler Avenue, which prohibits students from walking to school.

2. **High-speed surrounding school zone** – Butler Avenue is a high-speed road, and there is no significant reduction in speed near the school (posted 35-mph speed limit near school)

3. **Lack of visible school zone signage** – School zone signs do exist; however, due to roadway geometry, drivers are unable to easily see the signs with adequate time to slow down.

Safe Routes to School Recommendations

For resources on SRTS recommendations, please go to MetroPlan's website, www.metroplanflg.org/safetyplan/srts

Recommendation	Benefits	Responsible Agency
Include reduced speed signs when entering the school zone	Reduced school zone speed limits improve safety by giving drivers more reaction time, increasing visibility, and greatly lowering the risk and severity of crashes involving children.	City of Flagstaff (Lead)/MetroPlan (Support)
Extend sidewalk along Continental Road and Butler Avenue south of Continental Road to Mount Pleasant	The increased sidewalk network encourages students to walk to school from the residential neighborhood.	City of Flagstaff (Lead)/MetroPlan (Support)
Establish annual crossing guard training requirements	Crossing guard confidence increases; drivers respect their authority more; alerts drivers to the school crossing.	FUSD (Lead)/Knoles (Participate)
Create safe routes map	Tool for identifying and communicating the safest walking and biking routes for students.	MetroPlan (Lead)/Knoles (Support)
Install a mid-block crossing at Butler Avenue and Mustang Way with flashing school crossing sign during school hours	Improves connectivity and safety of students for both Knoles and Sinagua. The mid-block crossing can help reduce vehicle speeds as well.	City of Flagstaff (Lead)/MetroPlan (Support)
Walking School Bus/Bike Train	Walking school buses provide safety in numbers, and a fun way for students to interact on the way to/from school.	Knoles (Lead)
Provide pedestrian and bike education	Provides students with basic pedestrian and bicycle safety skills to travel to school safely.	Knoles (Lead)

METROPLAN
GREATER FLAGSTAFF

Safe Routes to School Report Card

B
Above Average

Marshall Elementary School

Grades Served: K–5

Quick Facts

64 (17.2%)
Students Living within 1 Mile

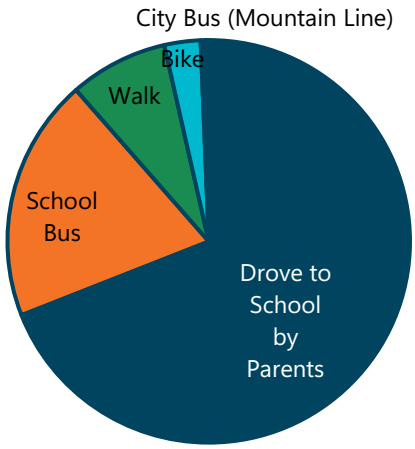
72 (19.3%)
Students Living Outside School Bus Boundary

373
Enrollment

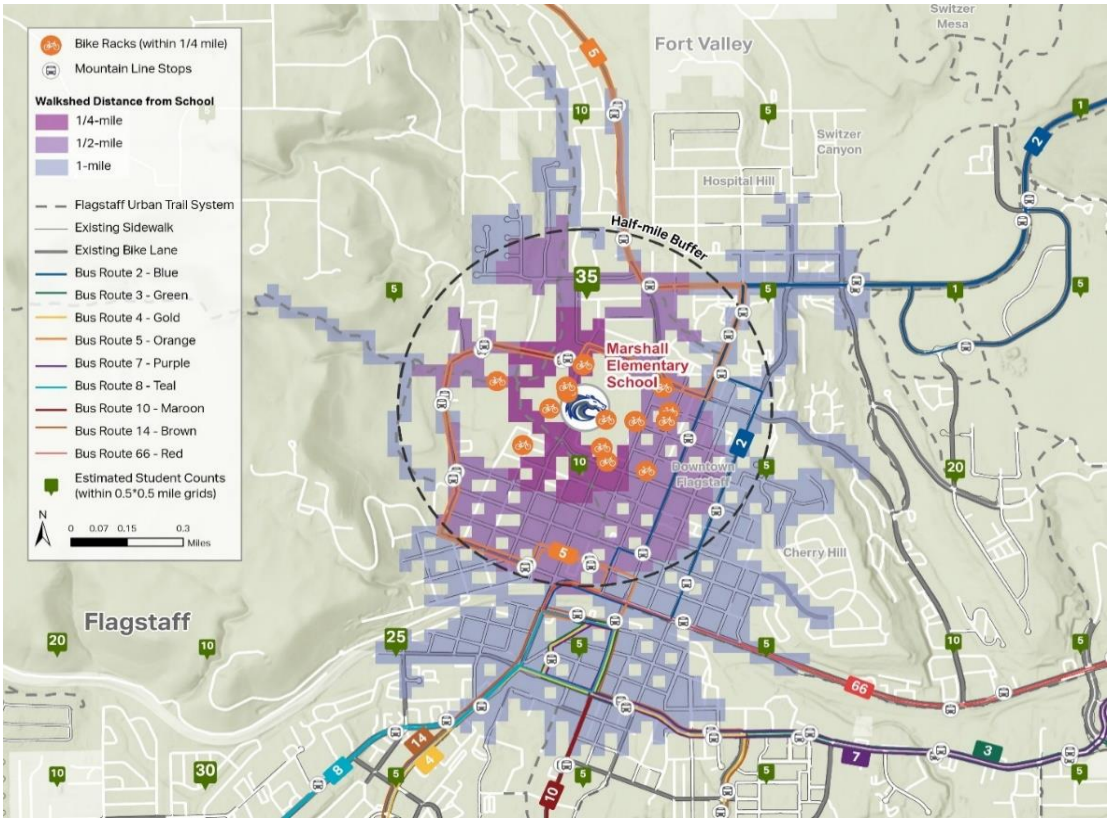
2 (Route 5)
Number of Mountain Line Bus Stops within 1/4 Mile

46 (13.8%)
Students Walking or Biking

How Do Students Get to School?



Walkshed Map



Top Concerns



1. **Lack of bike racks and cars parked in bike lanes** – It was observed that there are no bike racks installed at the new Marshall School, which hinders the ability for students to conveniently bike to school and have a safe and secure place to store their bicycle. It was also observed that cars were parked in the bike lanes.



2. **Unsafe pickup and drop-off practices** – It was noted during observations that many students were walking between different parking lots on Thorpe Road and not using the crosswalk. Also, some cars were passing the queue of cars, driving in the wrong direction. Cars were also blocking the school bus exit on Thorpe Road.



3. **Opportunity to additional crossing guard** – It was noted that an additional crossing guard is needed on Bonito Street near Elm Avenue.

Safe Routes to School Recommendations

For resources on SRTS recommendations, please go to MetroPlan's website, www.metroplanflg.org/safetyplan/srts.

Recommendation	Benefits	Responsible Agency
Carpool Program	Reduces the number of vehicles during school pickup and drop-off times.	PTO (Lead)/ Marshall Elementary (Support)
Park and walk at Thorpe Park or Jim Cullen Memorial Park	A park and walk has the potential to reduce traffic congestion around a school and encourage physical activity for parents and children.	Marshall Elementary (Lead)/FUSD (Support)
Install Bike Racks	More students can store bikes on property, encouraging more biking to school.	Marshall Elementary (Lead)
Revised pickup and drop-off and plans since cars are lining up on Thorpe Rd.	Reduces traffic conflicts, improves student safety, and creates a more predictable, orderly environment around school campuses.	Marshall Elementary (Lead)
Walking school bus/bike train	Walking school buses provide safety in numbers and are a fun way for children to interact on the way to/from school.	Marshall Elementary (Lead)
Additional crossing guard at Bonito Street near Elm Avenue	Benefits include safety, education, and community well-being by creating a secure environment for pedestrians, especially children.	Marshall Elementary (Lead)/FUSD (Support)
Create safe routes map	Tool for identifying and communicating the safest walking and biking routes for students.	MetroPlan (Lead)/Marshall (Support)
Provide pedestrian and bike education	Provides students with basic pedestrian and bicycle safety skills to travel to school safely.	Marshall (Lead)

METROPLAN
GREATER FLAGSTAFF

Safe Routes to School Report Card

F
Failing

Mount Elden Middle School

FLAGSTAFF UNIFIED School District

Grades Served: 6–8

Quick Facts

87 (13%)
Students Living within 1 Mile

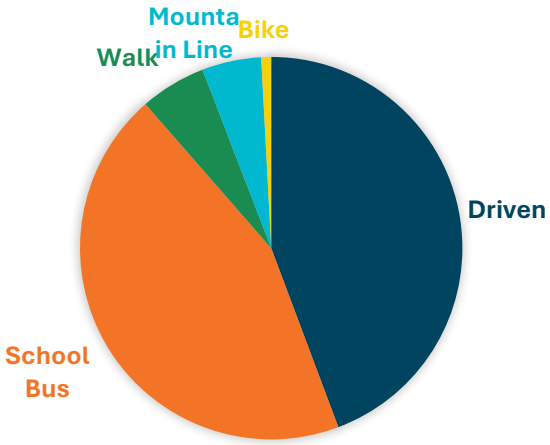
244 (36%)
Students Living Outside School Bus Boundary

395
Enrollment

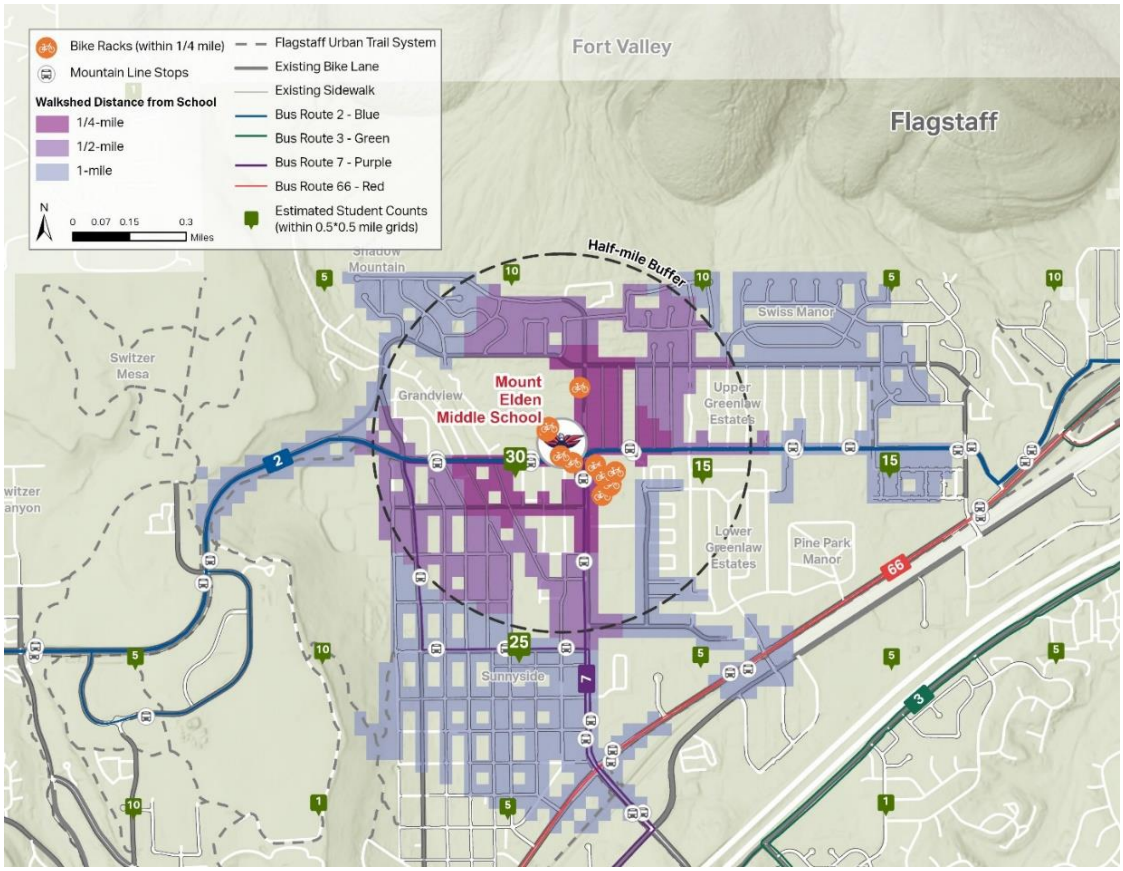
3 (Route 2 & 7)
Number of Mountain Line Bus Stops within 1/4 Mile

23 (4.1%)
Students Walking or Biking

How Do Students Get to School?



Walkshed Map



Top Concerns



1. **Crossing at Fourth Street and Cedar/Lockett** – Many parents have expressed concerns about the new roundabout and not having adequate or safe crossing opportunities.



2. **Speeding** – There are noted concerns about drivers speeding or otherwise creating unsafe conditions for people walking or biking along Fourth Street and leading up to the Fourt Street and Cedar Avenue roundabout.



3. **Blocked sidewalks and crosswalks** – Both buses and parents' vehicles were observed stopping in the crosswalk for drop-off. Drivers also pulled out in a way that blocked the sidewalk, forcing students to walk in the street.

Safe Routes to School Recommendations

For resources on SRTS recommendations, please go to MetroPlan's website, www.metroplanflg.org/safetyplan/srts.

Recommendation	Benefits	Responsible Agency
Partner with adjacent school(s) for program implementation	Coordinated approach can increase participation and reduce duplicative efforts among the nearby schools.	MEMS (Lead)
Revised pickup and drop-off plan to reduce queues along sidewalks. Alternatively, stronger prohibition against this behavior.	Update pickup and drop-off areas and policies to avoid vehicles blocking crosswalk and sidewalk.	MEMS (Lead)
Walking school bus/bike train	Walking school buses provide safety in numbers and are a fun way for children to interact on the way to/from school.	MEMS (Lead)
Mountain Line Travel Training	Familiarizes students with the transit system and helps answer questions, gain confidence, and navigate the system.	Mountain Line (Lead)/MEMS (Support)
Develop how to ride transit materials for key neighborhoods	Reduces the barrier of not knowing how to ride transit.	Mountain Line (Lead)/MEMS (Support)
Traffic calming measures such as high visibility crosswalks and curb extensions. These should be combined with public education campaigns.	Benefits include speed reduction, lower fatality rates, decrease in injury severity, reduced traffic noise, and better conditions for walking or biking.	City of Flagstaff (Lead)/MetroPlan (support)
Complete sidewalk and bike lane network	Separates road users in space. Create a safe and dedicated space for pedestrians and cyclists.	City of Flagstaff (Lead)/MetroPlan (Support)
Provide pedestrian and bike education	Provides students with basic pedestrian and bicycle safety skills to travel to school safely.	MEMS (Lead)

METROPLAN
GREATER FLAGSTAFF

Safe Routes to School Report Card

A
Excellent

Mountain Charter School

Mountain School
EXPLORE • DISCOVER • SUCCEED

Grades Served: K–5

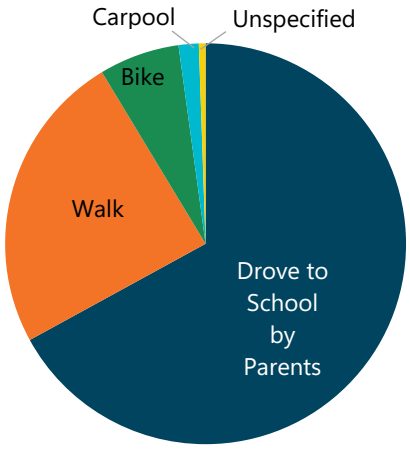
Quick Facts

187
Enrollment

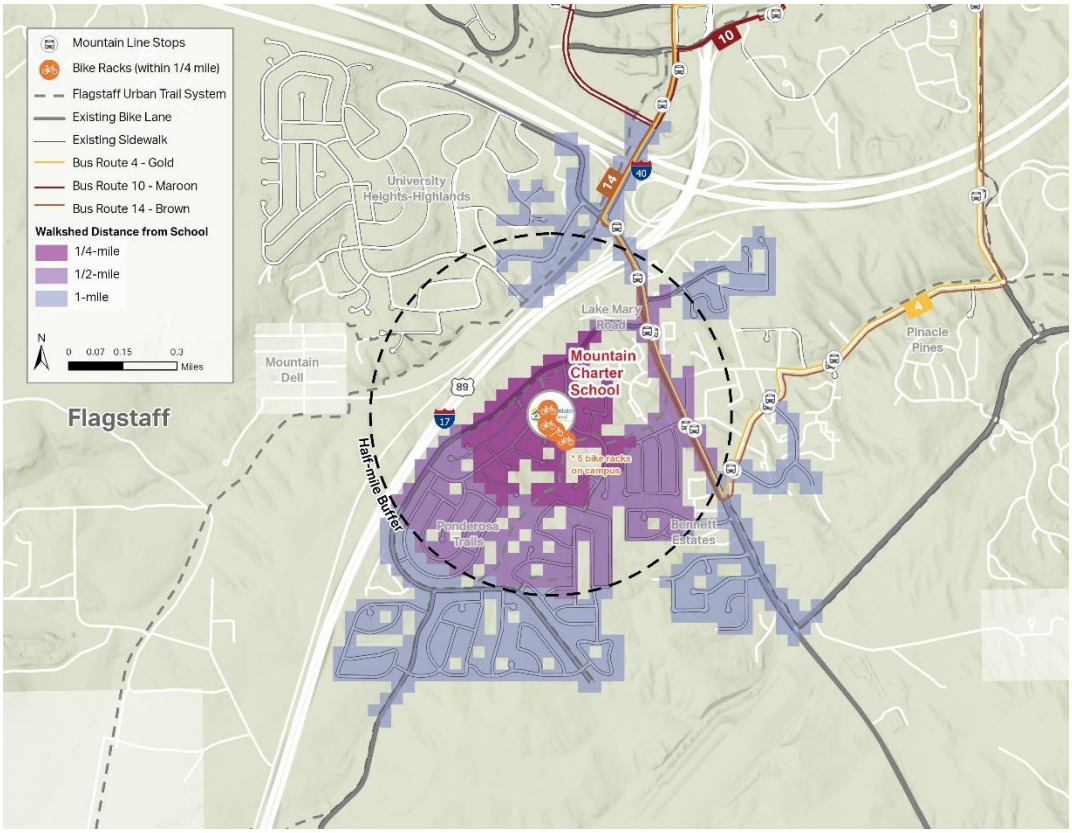
0
Number of Mountain Line Bus Stops within 1/4 Mile

57 (30.8%)
Students Walking or Biking

How Do Students Get to School?



Walkshed Map



Top Concerns

1. **Lack of transit and yellow bus service** – Since this school is not part of the FUSD, there is no yellow school bus service, and the closest Mountain Line bus stop is on Lake Mary Road, which is a little over half a mile away from the school.

2. **Lack of data from parents** – There were few issues identified during the school observations. However, parents did not participate in a parent survey, so there is a lack of understanding of parent concerns.

Safe Routes to School Recommendations

For resources on SRTS recommendations, please go to MetroPlan's website, www.metroplanflg.org/safetyplan/srts.

Recommendation	Benefits	Responsible Agency
Walk and Bike to School Day(s)/trail walk days	Walk and Bike to School Days let schools focus their efforts around a specific date, which can make it easier to gain momentum in implementing SRTS programs. There is a Flagstaff Urban Trails System trail near the school, so there is an opportunity for trail walk days.	Mountain Charter (Lead)
Establish annual crossing guard training requirements for all staff assisting with pickup and drop-off	Crossing guard confidence increases; drivers respect their authority more; alerts drivers to the school crossing.	Mountain Charter (Lead)
Walking school bus at varied locations (Ponderosa Trails Park, Lake Mary/High County Trail bus stops)	Walking school buses provide safety in numbers and are a fun way for children to interact on the way to/from school.	Mountain Charter (Lead)
Student art competition	Enhances pedestrian-focused spaces, fosters student ownership, and builds community pride.	Mountain Charter (Lead)
Carpooling program	Reduces the number of vehicles during school pickup and drop-off times.	PTO (Lead)
Create safe routes map	Tool for identifying and communicating the safest walking and biking routes for students.	MetroPlan (Lead)/Mountain Charter (Support)
Provide pedestrian and bike education	Provides students with basic pedestrian and bicycle safety skills to travel to school safely.	Mountain Charter (Lead)

METROPLAN
GREATER FLAGSTAFF

Safe Routes to School Report Card

F
Failing

Northland Preparatory Academy

Grades Served: 6–12

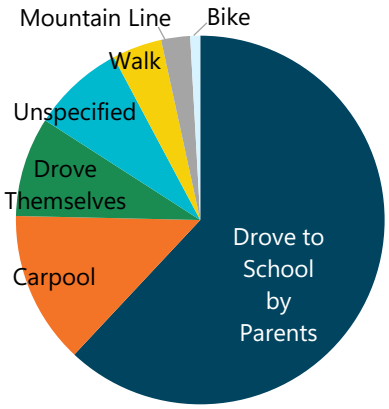
Quick Facts

645
Enrollment

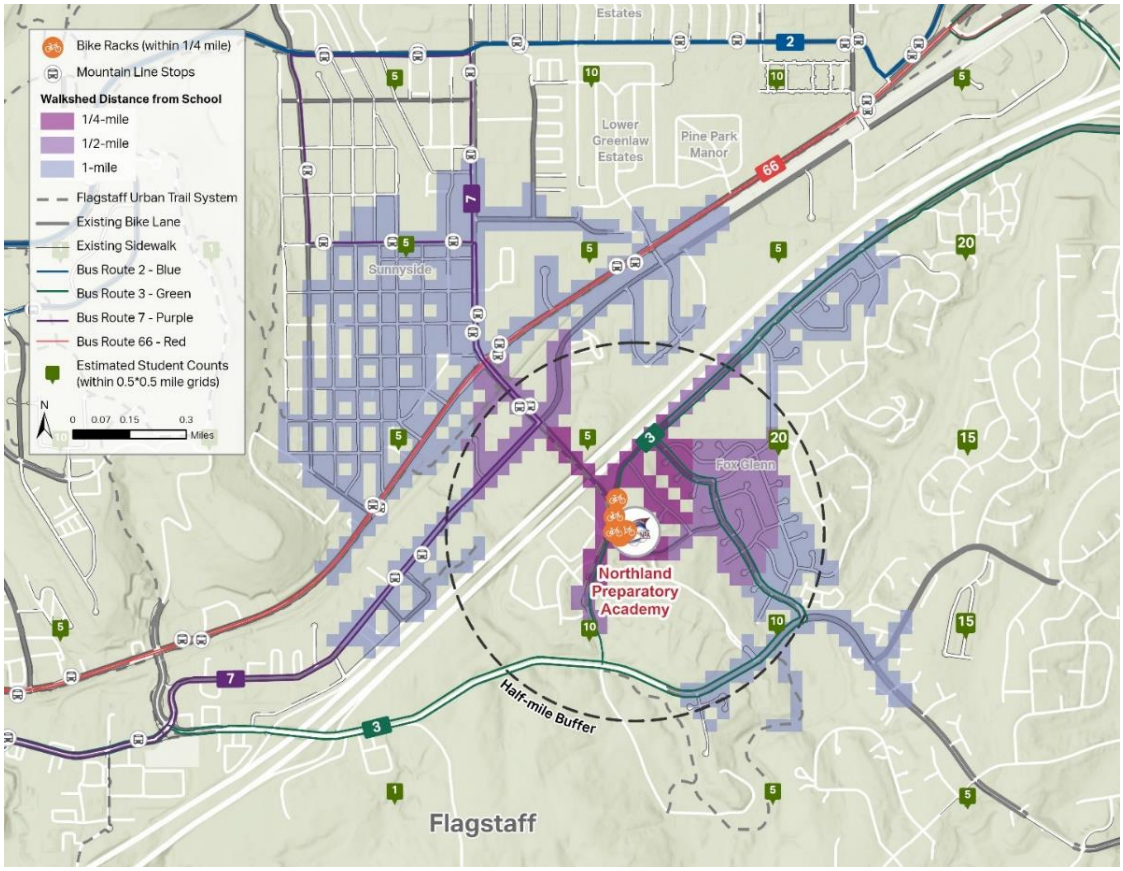
2 (Route 3)
Number of Mountain Line Bus Stops within 1/4 Mile

60 (6.3%)
Students Walking or Biking

How Do Students Get to School?



Walkshed Map



Top Concerns

1. **High speeds** – Fourth Street is a high-speed road, and there is no reduction in speed since the school is not directly along this roadway.

2. **Presence of school zone signage** – Presence of school zone signs informs drivers to slow down approaching a school zone.

3. **Lack of crossing guards** – Provided survey data indicated that only one crossing guard is present at the intersection of Fourth Avenue and Sparrow Road.

Safe Routes to School Recommendations

For resources on SRTS recommendations, please go to MetroPlan's website, www.metroplanflg.org/safetyplan/srts.

Recommendation	Benefits	Responsible Agency
Complete sidewalk network along Mustang Way, Butler Ave., and Elk Run St.	Separates road users in space. Creates a safe and dedicated space for pedestrians and cyclists.	City of Flagstaff (Lead)/MetroPlan (Support)
Participate in Mountain Line's ecoPASS program	Promotes the use of transit by providing students with a free transit pass.	NPA (Lead)/Mountain Line (Support)
Additional crossing guard at Fourth Ave. and Sparrow Rd.	Provides numerous benefits related to safety, education, and community well-being by creating a secure environment for pedestrians, especially children.	NPA (Lead)
Implement a parking fee for students	Encourages carpooling or other modes of transportation, helping reduce traffic congestion and promoting sustainable transportation habits.	PTO (Lead)/NPA (Support)
Develop how to ride transit materials (Mountain Line Travel training program)	Familiarizes students with the transit system and helps them to ask questions, gain confidence, and navigate the system.	Mountain Line (Lead)/NPA (Support)
Install flashing school zone signs	Improves safety by giving drivers more reaction time, increasing visibility, and greatly lowering the risk and severity of crashes.	City of Flagstaff (Lead)/MetroPlan (Support)
Promote and expand existing carpooling	Reduces the number of vehicles during school pickup and drop-off times.	PTO (Lead)
Provide pedestrian and bike education	Provides students with basic pedestrian and bicycle safety skills to travel to school safely.	NPA (Lead)

METROPLAN
GREATER FLAGSTAFF

Safe Routes to School Report Card

I
Incomplete

Pine Forest Charter School

Grades Served: K–8

Quick Facts

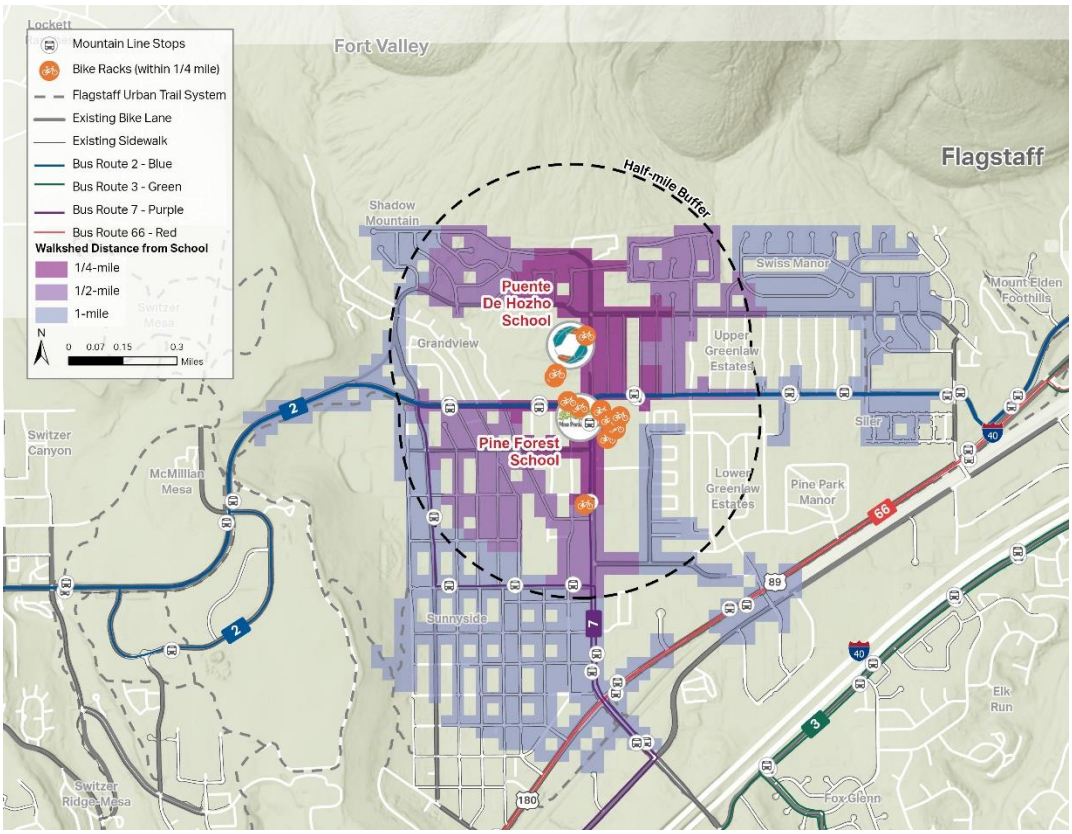
215
Enrollment

4 (Route 2 & 7)
Number of Mountain Line Bus Stops within 1/4 Mile

N/A*
Students Walking or Biking

**School did not participate in tally survey*

Walkshed Map



Top Concerns

1. **Lack of safe crossings along Fourth Street/lack of safe crossings** – There is a lack of marked pedestrian crossings on major collectors and minor arterials, especially along Fourth Street. Marked crossings across Dortha Ave are uncommon and often in poor condition so pedestrians do not feel safe.

2. **Speeding** – There are high vehicle speeds on the arterial roads surrounding the school, and drivers speeding along adjacent roadways creates dangerous conditions.

3. **Lacking bike infrastructure** – There are minimal bike racks at school and minimal safe bike routes.

Safe Routes to School Recommendations

For resources on SRTS recommendations, please go to MetroPlan's website, www.metroplanflg.org/safetyplan/srts.

Recommendation	Benefits	Responsible Agency
Participate in Mountain Line's ecoPASS program	Promotes the use of transit by providing students with a free transit pass.	Pine Forest (Lead)/Mountain Line (Support)
Partner with adjacent school(s) for program implementation	Coordinated approach can increase participation and reduce duplicative efforts among the nearby schools.	Pine Forest (Lead)
Mountain Line travel training	Familiarizes students with the transit system and helps them to ask questions, gain confidence, and navigate the system.	Pine Forest (Lead)/Mountain Line (Support)
Traffic calming measures	Benefits include speed reduction, lower fatality rates, decrease in injury severity, reduced traffic noise, and better conditions for walking or biking.	City of Flagstaff (Lead)/MetroPlan (Support)
Install additional bike racks	More students can store bikes on property, encouraging more biking to school.	Pine Forest (Lead)
Walking school bus/bike train - These can be conducted in conjunction with bike rack installation.	Walking school buses provide safety in numbers and are a fun way for children to interact on the way to/from school.	Pine Forest (Lead)
Create safe routes map	Tool for identifying and communicating the safest walking and biking routes for students.	MetroPlan (Lead)/Pine Forest (Support)
Provide pedestrian and bike education	Provides students with basic pedestrian and bicycle safety skills to travel to school safely.	BASIS (Lead)

METROPLAN
GREATER FLAGSTAFF

Safe Routes to School Report Card

D
Below Average

Puente de Hozho

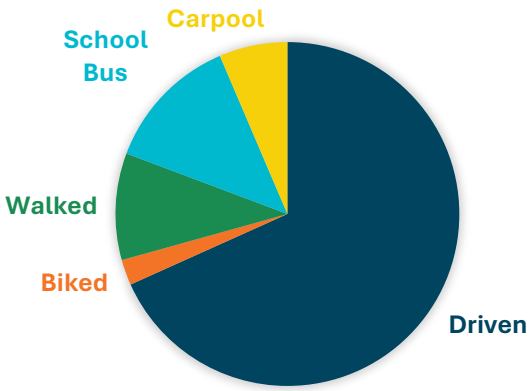
Grades Served: K–5

Quick Facts

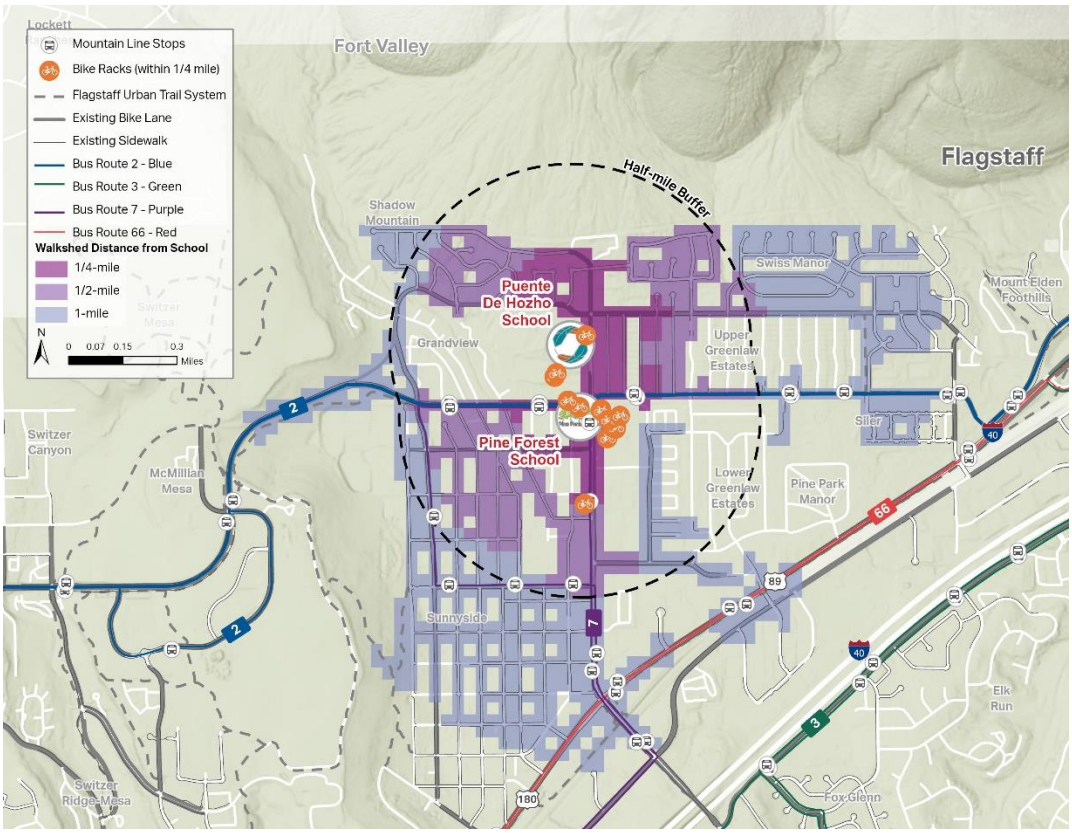
426
Enrollment

0	31 (7.3%)
Number of Mountain Line Bus Stops within 1/4 Mile	Students Walking or Biking

How Do Students Get to School?



Walkshed Map



Top Concerns



1. **Lack of safe bike routes** – Many parents express they would be more comfortable letting their child bike to school if there were bike lanes consistently through the network.



2. **Lack of safe crossings** – Many parents indicated that pedestrian crossings on major collectors and minor arterials are not prevalent enough.



3. **Lack of crossing guards** – Parents indicated that a single crossing guard does not seem sufficient to handle all traffic at the roundabout, and they leave earlier than they should since some children arrive after the guard has already left.

Safe Routes to School Recommendations

For resources on SRTS recommendations, please go to MetroPlan's website, www.metroplanflg.org/safetyplan/srts.

Recommendation	Benefits	Responsible Agency
Walking school bus/bike train	Walking school buses provide safety in numbers and are a fun way for children to interact on the way to/from school.	Puente de Hozho (Lead)
Partner with adjacent school(s) for program implementation	Coordinated approach can increase participation and reduce duplicative efforts among the nearby schools.	Puente de Hozho (Lead)
Complete sidewalk network north on Fourth Street	Separates road users in space, enhancing safety. Safe and visible crosswalks establish pedestrian right-of-way and priority.	City of Flagstaff (Lead)/MetroPlan (Support)
Carpool program	Reduces the number of vehicles during school pickup and drop-off times. Parent surveys indicated in the survey that they support this strategy.	PTO (Lead)/FUSD (Support)
Establish annual crossing guard training requirements	Crossing guard confidence increases; drivers respect their authority more; alerts drivers to the school crossing.	FUSD (Lead)/Puente de Hozho (Support)
Additional crossing guards	Benefits include safety, education, and community well-being by creating a secure environment for pedestrians, especially children.	Puente de Hozho (Lead)/FUSD (Support)
Traffic calming measures along Linda Vista Dr	Benefits include speed reduction, lower fatality rates, decrease in injury severity, reduced traffic noise, and better conditions for walking or biking.	City of Flagstaff (Lead)/MetroPlan (Support)
Provide pedestrian and bike education	Provides students with basic pedestrian and bicycle safety skills to travel to school safely.	Puente de Hozho (Lead)

METROPLAN
GREATER FLAGSTAFF

Safe Routes to School Report Card

D
Below Average

Sechrist Elementary School

FLAGSTAFF UNIFIED School District

Grades Served: K–5

Quick Facts

69 (16.7%)
Students Living within 1 Mile

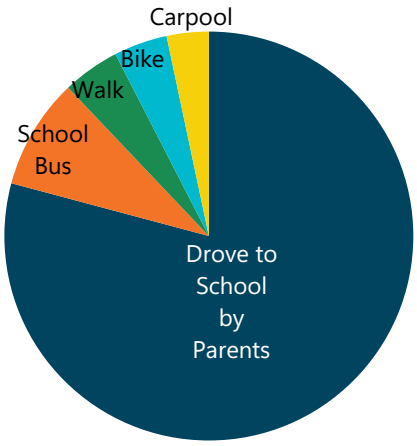
151 (36.6%)
Students Living Outside School Bus Boundary

413
Enrollment

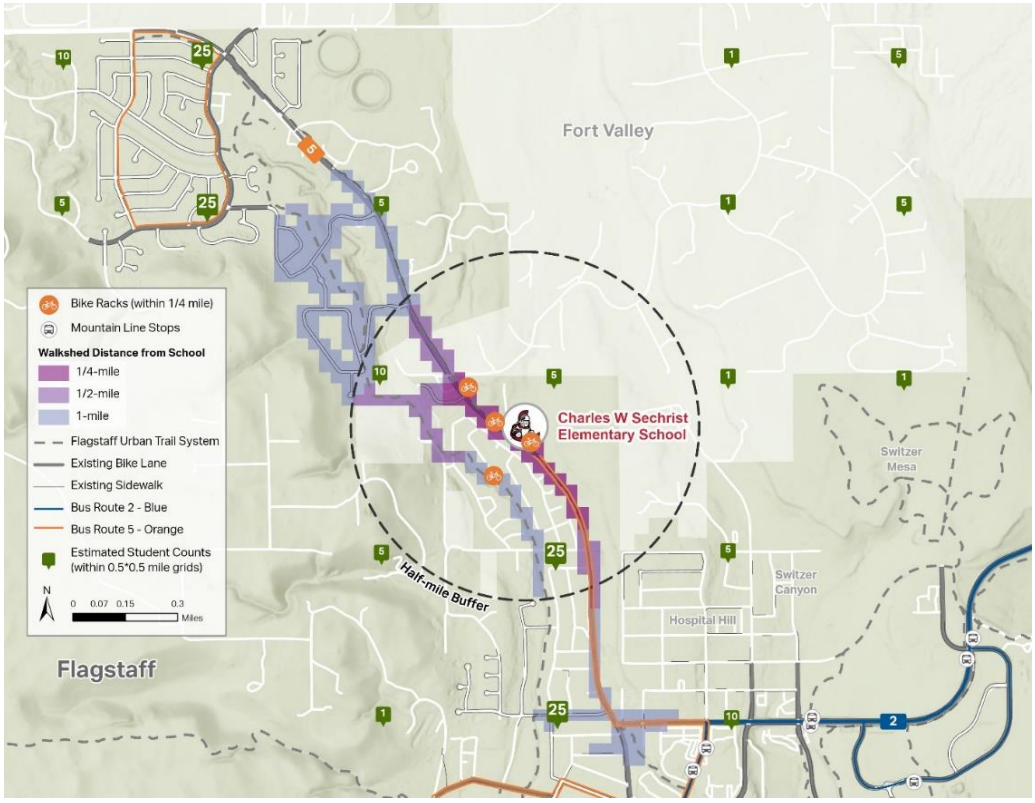
2 (Route 5)
Number of Mountain Line Bus Stops within 1/4 Mile

29 (8.8%)
Students Walking or Biking

How Do Students Get to School?



Walkshed Map



Top Concerns



1. **High speeds on Fort Valley Road and in parking lot** – Observations indicate frequent speeding in the school zone and adjacent parking lots, with drivers disregarding crosswalk guards and stop signs.



2. **Missing or unsafe crosswalks and/or intersections** –There is no marked crossing at Meade Lane and Highway 180 to connect the neighborhood and bus stops on Highway 180. There is also a missing sidewalk on the east side along Highway 180.



3. **Limited visibility of oncoming traffic** – Seasonal tree and shrub growth during spring and fall obstructs sightlines at multiple intersections, reducing safety for pedestrians and cyclists. Poor visibility is particularly noted along Fort Valley Road and at Meade Lane and Highway 180 near the urban trail.

Safe Routes to School Recommendations

For resources on SRTS recommendations, please go to MetroPlan's website, www.metroplanflg.org/safetyplan/srts.

Recommendation	Benefits	Responsible Agency
Add pedestrian crossing at Meade Lane on Highway 180 and upgrade the pedestrian crossing in front of Sechrist to a signalized crossing	Pedestrian crossings offer numerous benefits spanning safety, mobility, public health, and community vitality.	ADOT (Lead)/City of Flagstaff (support)
Add a crossing guard on Highway 180	Creates a more secure environment for pedestrians, especially children.	Sechrist (Lead)/FUSD (Support)
Establish annual crossing guard training requirements	Crossing guard confidence increases; drivers respect their authority more; alerts drivers to the school crossing.	FUSD (Lead) / Sechrist (Support)
Park and walk – locations to be considered are American Conservation Experience or Mount Calvary Lutheran Church	A park and walk has the potential to reduce traffic congestion around a school and encourage physical activity for parents and children.	Sechrist (Lead)
Walking school bus/bike train	Walking school buses provide safety in numbers and are a fun way for children to interact on the way to/from school.	Sechrist (Lead)
Walk and Bike to School Day(s)	Walk and Bike to School Days Let schools focus their efforts around a specific date, which can make it easier to gain momentum in implementing SRTS programs.	Sechrist (Lead)/FUSD(Support)
Provide pedestrian and bike education	Provides students with basic pedestrian and bicycle safety skills to travel to school safely.	Sechrist (Lead)

METROPLAN
GREATER FLAGSTAFF

Safe Routes to School Report Card

F
Failing

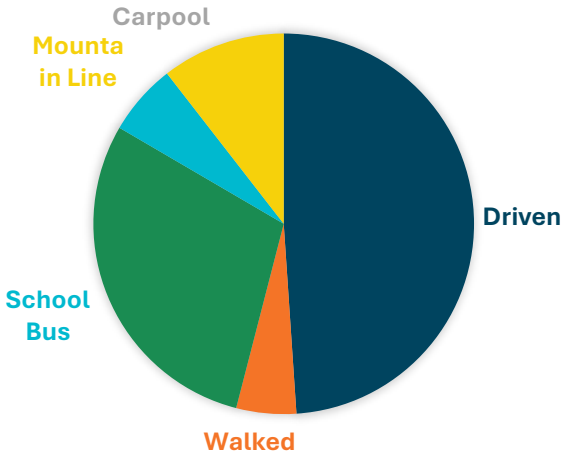
Sinagua Middle School

Grades Served: 6–8

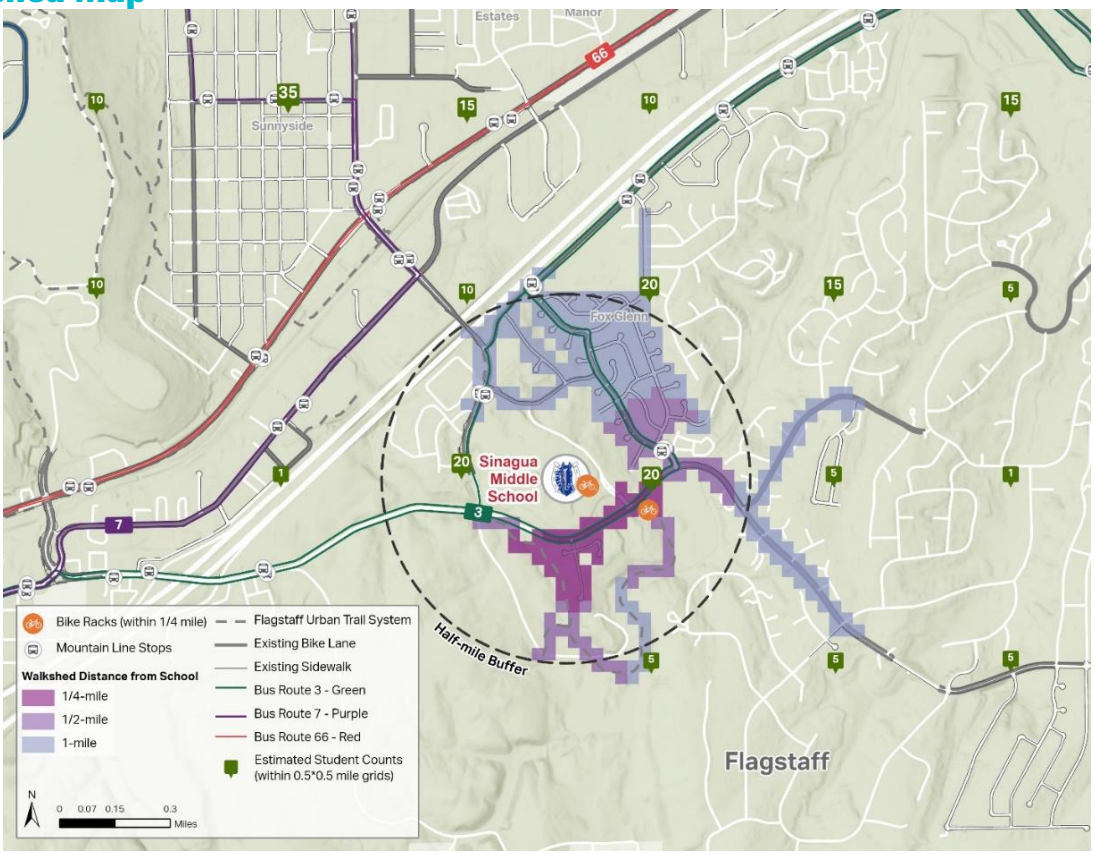
Quick Facts

46 (5%) Students Living within 1 Mile	**342 (33%)** Students Living Outside School Bus Boundary
1,035 Enrollment	
2 (Route 3) Number of Mountain Line Bus Stops within 1/4 Mile	**38 (3.5%)** Students Walking or Biking

How Do Students Get to School?



Walkshed Map



Top Concerns



1. **Ratio of crosswalks to crossing guards near school grounds** – The school can be accessed from Sparrow Road/Fourth Street and Mustang Way/Butler Avenue. The parent survey indicates that the crossings are not staffed adequately to help children cross safely.



2. **No direct access to Mountain Line bus stops** – Mountain Line drops off near the intersections of Foxglenn Street/Butler Avenue and Sparrow Avenue/Fourth Street, which is approximately ½ mile to the school entrance.



3. **Lack of School zone signage** – There is a lack of school zone signs informing drivers to slow down when approaching a school zone.

Safe Routes to School Recommendations

For resources on SRTS recommendations, please go to MetroPlan's website, www.metroplanflg.org/safetyplan/srts.

Recommendation	Benefits	Responsible Agency
Improved crossing on Sparrow Road and Mustang Way	Improves visibility of active transportation.	City of Flagstaff (Lead)
Park and walk at Foxglenn Park	A park and walk has the potential to reduce traffic congestion around a school and encourage physical activity for parents and children.	Sinagua (Lead)/FUSD (Support)
Install dynamic speed feedback signs near school zone	Reduces vehicle speeds approaching the school zone by providing real-time driver feedback and increases driver awareness of posted school zone limit.	City of Flagstaff (Lead)/MetroPlan (Support)
Complete sidewalk network on Mustang Way and Bulter Ave	Separates road users in space, enhancing safety.	City of Flagstaff (Lead)/MetroPlan (Support)
Carpooling program	Reduces the number of vehicles during school pickup and drop-off times.	PTO (Lead)/FUSD (Support)
Mountain Line travel training	Familiarizes students with the transit system and helps them to ask questions, gain confidence, and navigate the system.	Mountain Line (Lead)/Sinagua (Support)
Develop how to ride transit materials	Reduces the barrier of not knowing how to ride transit.	Mountain Line (Lead)/Sinagua (Support)
Create safe routes map (especially walking or biking to and from bus stops)	Tool for identifying and communicating the safest walking and biking routes for students.	MetroPlan (Lead)/Sinagua (Support)
Provide pedestrian and bike education	Provides students with basic pedestrian and bicycle safety skills to travel to school safely.	Sinagua (Lead)

METROPLAN
GREATER FLAGSTAFF

Safe Routes to School Report Card

A
Excellent

Thomas Elementary School

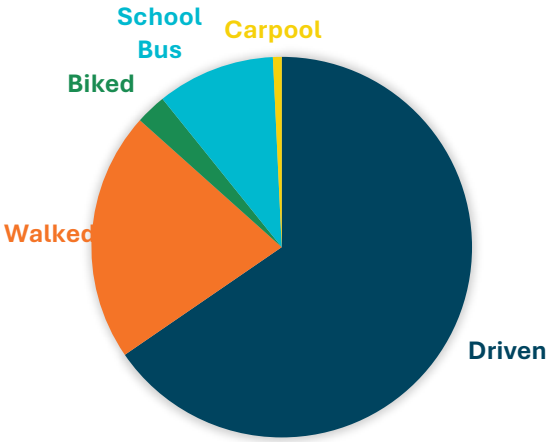
FLAGSTAFF UNIFIED School District

Grades Served: Pre K–5

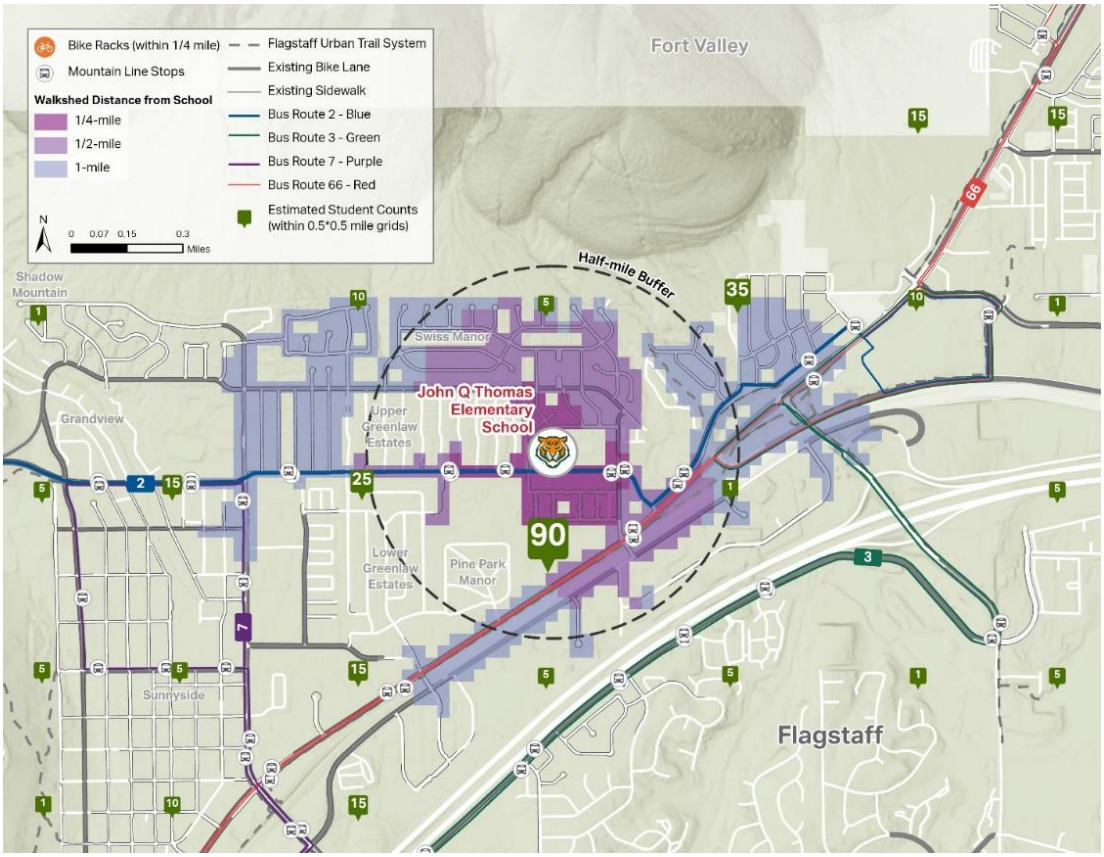
Quick Facts

123 (34.6%) Students Living within 1 Mile	**126 (35.5%)** Students Living Outside School Bus Boundary
355 Enrollment	
2 (Route 2) Number of Mountain Line Bus Stops within 1/4 Mile	**64 (18%)** Students Walking or Biking

How Do Students Get to School?



Walkshed Map



Top Concerns

1. **Speeding along Lockett Road** – Observations noted speeding issues along Lockett Road, with an estimated 50 percent of drivers not observing the school zone speed limit.

2. **Bike lane present but often blocked by vehicles** – The bike lane is often blocked by parents picking up or dropping off their students, creating unsafe conditions for those cycling.

3. **Bike racks in unattractive enclosure** – While it is good that bike racks are present, they are located in a chain-link fence, which makes the area unattractive to use. The space could be enhanced to be cleaner, more colorful, or shaded.

Safe Routes to School Recommendations

For resources on SRTS recommendations, please go to MetroPlan's website, www.metroplanflg.org/safetyplan/srts.

Recommendation	Benefits	Responsible Agency
Walking school bus/bike train	Walking school buses provide safety in numbers and are a fun way for children to interact on the way to/from school.	Thomas (Lead)
Park and walk at Bushmaster Park	A park and walk has the potential to reduce traffic congestion around a school and encourage physical activity for parents and children.	Thomas (Lead)
Walk and Bike to School Day(s)	Walk and Bike to School Days let schools and school districts focus their efforts around a specific date, which can make it easier to gain momentum in implementing active transportation to school programs.	Thomas (Lead)/FUSD (Support)
Upgrade bike racks and enclosures	Bike racks being present is a good start but keeping the area clean and attractive is important to ensure it is used. A well-designed bike rack area can encourage use.	Thomas (Lead)/City of Flagstaff (Support)
Traffic calming measures such as flashing zone signs, earlier indications of the school zone, or enhanced school crossing	Benefits include speed reduction, lower fatality rates, decrease in injury severity, reduced traffic noise, and better conditions for walking or biking.	City of Flagstaff (Lead)/MetroPlan (Support)
Create safe routes map	Tool for identifying and communicating the safest walking and biking routes for students.	MetroPlan (Lead)/Thomas (Support)
Provide pedestrian and bike education	Provides students with basic pedestrian and bicycle safety skills to travel to school safely.	Thomas (Lead)





Appendix A: Safe Routes to School Toolbox

Table 10: Safe Routes to School Toolbox

Recommendation Name	Recommendation Description	Benefits	Examples/Case Studies
Bike rodeo	Bike rodeos are educational courses to help children learn how to ride bikes safely. Often partnered with community leaders, local organizations, and/or police departments.	Bike rodeos let children learn proper bike skills and safety in a fun and controlled environment. They receive encouragement and positive feedback and can spend additional time learning skills they struggle with. Additionally, bike rodeos can enhance a sense of community in the neighborhood.	C-U Safe Routes to School Project: Bike Rodeos Resources for Teaching Children Biking and Walking Safety Education V1.pdf
Carpool Program	For safe carpooling recommendations, families in the same neighborhood can pair up with each other to share rides on a regular schedule and route. This solution can be especially helpful for students who live outside the city limits and have limited transit options.	Reduces the number of vehicles during school pickup and drop-off times.	Tips for Carpooling to School
Complete sidewalk network	Completing the sidewalk network creates additional safe, separate facilities for pedestrians. This recommendation will enable additional people to have a safe and structured way to arrive at school without immediate conflicts with road traffic. A complete sidewalk network creates a sense of	One of the best ways to increase safety for multimodal transportation is to separate road users in space. Creating a complete sidewalk network helps accomplish this goal and creates a safe haven for pedestrians every step of their way.	SRTS Guide to Sidewalks

Recommendation Name	Recommendation Description	Benefits	Examples/Case Studies
	belonging for people walking.		
Create safe routes map	To support other strategies, create a standard suggested routes to school map for neighborhoods around the school. The maps can be PDF, print only, or completely digitized. Web-based maps can allow for easier updating in the future and greater accessibility.	This resource provides parents with information to identify their best route to school when walking or biking, which may differ than their most direct route to school when driving. It can also help highlight which crossings they may want to walk with their children until they are comfortable letting their children walk or bike by themselves or with a larger group.	Suggested Routes to School | City of Peoria
Crossing guard training	Implement annual region-wide crossing guard training prior to the school year beginning. Initially, guards can watch or read the Maricopa Association of Governments crossing guard training materials.	Well-trained crossing guards can perform their duties confidently, creating an environment where drivers respect their authority because they are operating in a familiar way. The presence of crossing guards helps establish that drivers are in a school zone and need to be more vigilant than normal. Crossing guards help create an environment where students can be as safe as possible.	MAG's Crossing Guard Training and Workshops MAG Regional School Crossing Guard Training Workshop
Crossing guard enforcement	Assign trained crossing guards at key intersections near schools to help students safely cross the roadway, manage traffic flow, and ensure drivers obey school zone rules.	Engenders safety, education, and community well-being by creating a secure environment for pedestrians, especially children.	MAG's Crossing Guard Training and Workshops

Recommendation Name	Recommendation Description	Benefits	Examples/Case Studies
Enhance school zone signage	Add or update school zone signs with clearer, more visible materials such as larger reflective signs, flashing beacons, or pavement markings.	It will make school zones more visible to drivers by improving the clarity and visibility of signs. It will also help reduce speeding and improve driver awareness of children walking and biking nearby.	SRTS Signage
Identify park and walk/bike location(s)	To support multiple strategies, identify safe and convenient locations where parents can meet to walk or bike to school with their children or groups of children. Several locations can be identified around a school to provide options. Ideal locations include parks, community centers, or neighborhood entrances.	Identifies common places that can encourage families that live further from school to still participate in many of the other strategies. Additionally, it creates the option for families to meet and form their own walking school bus despite all living further from school. Parents and students get to socialize and foster relationships while walking or biking to school and even while waiting for additional families to arrive at the meeting point.	SRTS Guide – Park and Walk
Implement a parking fee for student permits	Establish a fee for students who park on campus, helping manage parking demand and encouraging alternative modes of transportation such as walking, biking, carpooling, or transit.	Reduces traffic congestion around the school by discouraging unnecessary student driving. It will also generate revenue that can be reinvested in safety improvements, active transportation programs, or better parking management.	Policies for SRTS

Recommendation Name	Recommendation Description	Benefits	Examples/Case Studies
Install or upgrade bike racks	Add new bike racks or replace outdated ones with secure, visible, and well-designed parking that accommodates modern bikes and scooters.	Encourages more students to bike to school by providing safe and reliable places to store their bikes. It will also reduce theft and clutter around entrances, making school grounds more organized and accessible.	SRTS Bike Parking, Storage, and Security
Improve or add pedestrian crosswalks	Install new crosswalks or upgrade existing ones with high-visibility markings, curb extensions, flashing pedestrian beacons, or signage.	Make crossing points more noticeable to drivers with clearer markings and safety features. It will also lower pedestrian crash risk by improving visibility and reducing the distance students spend in the roadway.	Guide to Improving Pedestrian Safety at Uncontrolled Crossing Locations
Mountain Line travel training	Mountain Line offers a free travel training program designed to instruct new and existing riders on how to navigate the Mountain Line fixed-route transit system. Participants learn how to board, ride, disembark, transfer from bus to bus, load and unload bikes from the bike racks, and interpret the Mountain Line map and schedule. It is recommended that travel training can be regularly scheduled during the beginning of the school year.	Familiarizes students with the transit system and helps them to ask questions, gain confidence, and navigate the system.	Mountain Line's Travel Training Program

Recommendation Name	Recommendation Description	Benefits	Examples/Case Studies
Participate in Mountain Line's ecoPASS program (charter schools)	Charter schools in Flagstaff could participate in Mountain Line's ecoPASS program, which would provide a transit pass to all students at the charter school. The school would purchase an annual bus pass at a reduced rate. The per-pass cost of the ecoPASS program is based on the total number of participants. It is a sliding scale in which the more students participate, the lower the per-pass cost.	Promotes the use of transit by providing students with a free transit pass.	Mountain Line's ecoPASS program
Partner with adjacent school(s) for program implementation	Collaborate with nearby schools to coordinate transportation-related programs, share resources, and align safety efforts such as crossing guard placement, arrival/dismissal planning, and joint educational events.	A coordinated approach can increase participation and reduce duplicative efforts among the schools.	Defining Roles and Partnerships for SRTS
Revised pickup and drop-off lanes	Redesign or reconfigure school pickup and drop-off lanes to improve traffic flow, enhance safety for students walking or biking, and reduce congestion during arrival and dismissal times.	Create a safer environment for students by minimizing conflicts between cars, pedestrians, and cyclists.	N/A

Recommendation Name	Recommendation Description	Benefits	Examples/Case Studies
Student art competition	Create an annual competition for students to use creative skills to design crosswalks adjacent to the school and consider implementing the winning design. Can also have students create their ideal school and neighborhood map to encourage thinking about how they want to get to school.	Decorative crosswalks are a great placemaking tool and help establish an area as pedestrian focused. Implementing a design created by a student helps the students feel connected to their built environment and take an active role in their communities from a young age. Additionally, it can create a sense of local pride and belonging.	Crosswalks to Classrooms - Knight Creative Communities Institute
Traffic calming measures	Traffic calming is the combination of mainly physical measures that are intended to slow down vehicle speeds, alter driver behavior, and improve conditions for people walking or biking. Examples can include narrowing wide lanes or adding chicanes or bends in the roadway, traffic circles, or vertical delineators.	Traffic calming has a range of proven benefits, including speed reduction, lower fatality rates, decrease in injury severity, reduced traffic noise, better conditions for non-motorists, and improved street aesthetics.	Examples of Traffic Calming Measures
Walk and Bike to School Day(s)	Promote the annual Walk and Bike to School Days/months. Consider organizing a class/ grade/school competition to encourage participation. Designate areas where students who live too far from school can meet to walk or bike a moderate distance to school.	Walk and Bike to School Days let schools and school districts focus their efforts around a specific date, which can make it easier to gain momentum in implementing active transportation to school programs. These are nationally or internationally times of year when focusing on walking or biking to	Traffic Safety Garden | Safe Kids WA

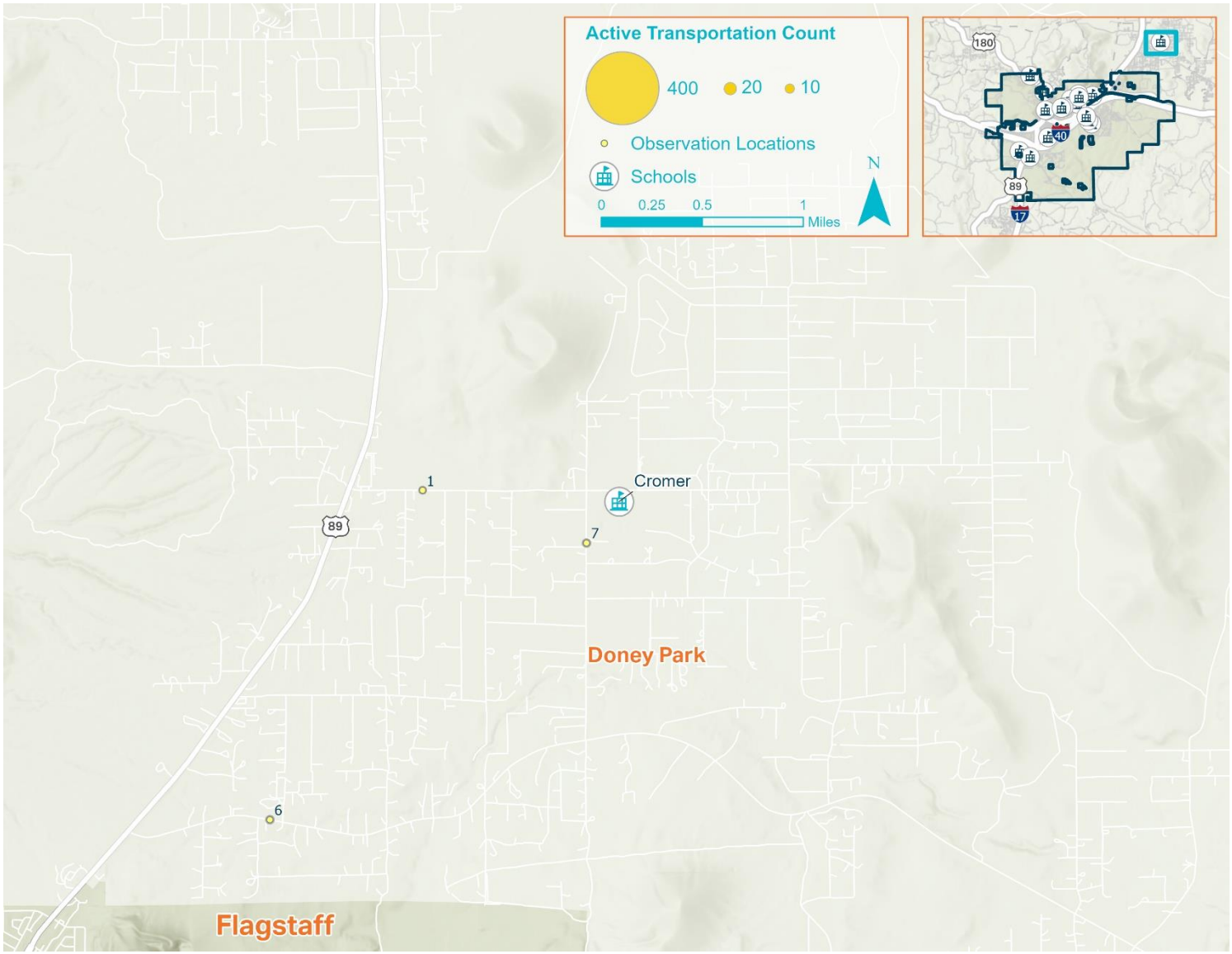
Recommendation Name	Recommendation Description	Benefits	Examples/Case Studies
		school is encouraged and celebrated.	
Walking school bus/bike train	These events/programs are organized so that parents can guide students to school while walking or biking. Promote a casually organized walking school bus or bike train or develop a more structured program supported by MetroPlan. Identify common places (such as Mount Calvary Lutheran Church and Early Learning Center) that students and parents can meet to begin the journey to school.	Walking school buses and bike trains provide safety in numbers and are a fun way for children and parents to interact on the way to/from school. They allow parents to have oversight for increased comfort and let children experience a safe and fun commute with their friends. Walking school buses and bike trains also increase the sense of community in an area. This strategy can be implemented in a variety of ways and with different amounts of structure, allowing flexibility and a community-driven approach.	SRTS Guide: Walking School Buses and Bicycle Trains





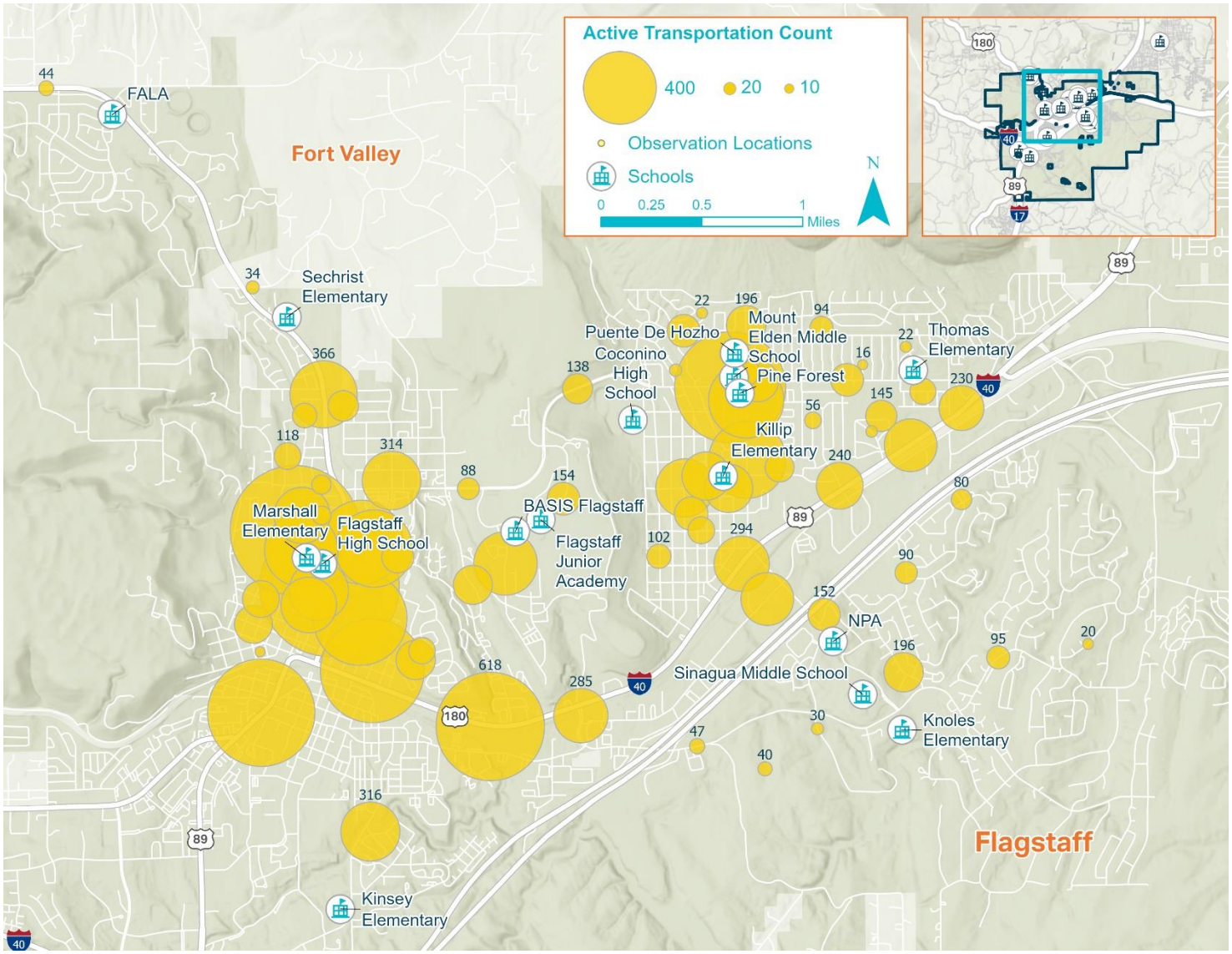
Appendix B: Pedestrian and Bicycle Count Maps

Figure 3: Pedestrian and Bicycle Count Dot Map (Part 1)



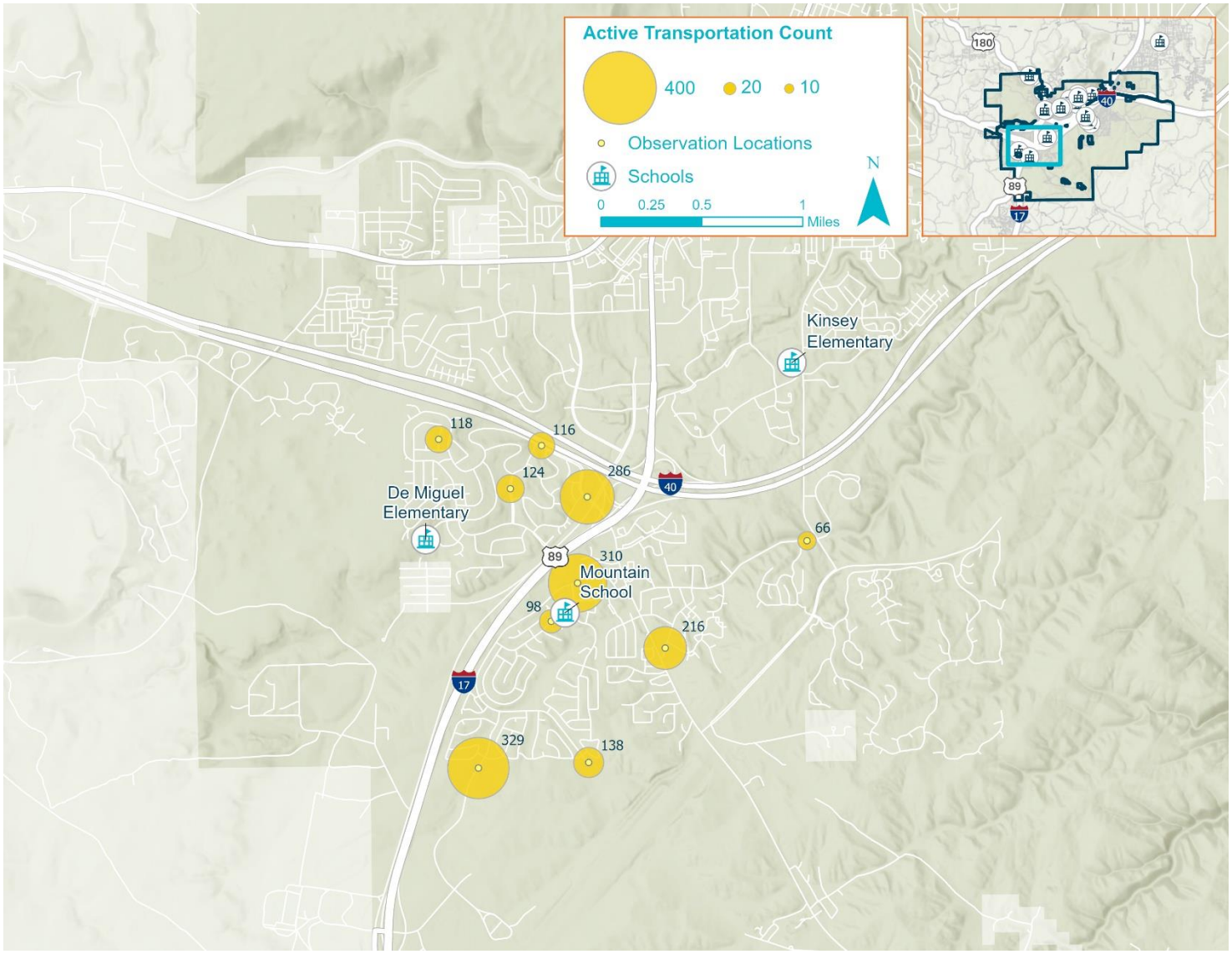
Source: Pedestrian and Bicycle Counts provided by MetroPlan, September and October 2025

Figure 4: Pedestrian and Bicycle Count Dot Map (Part 2)

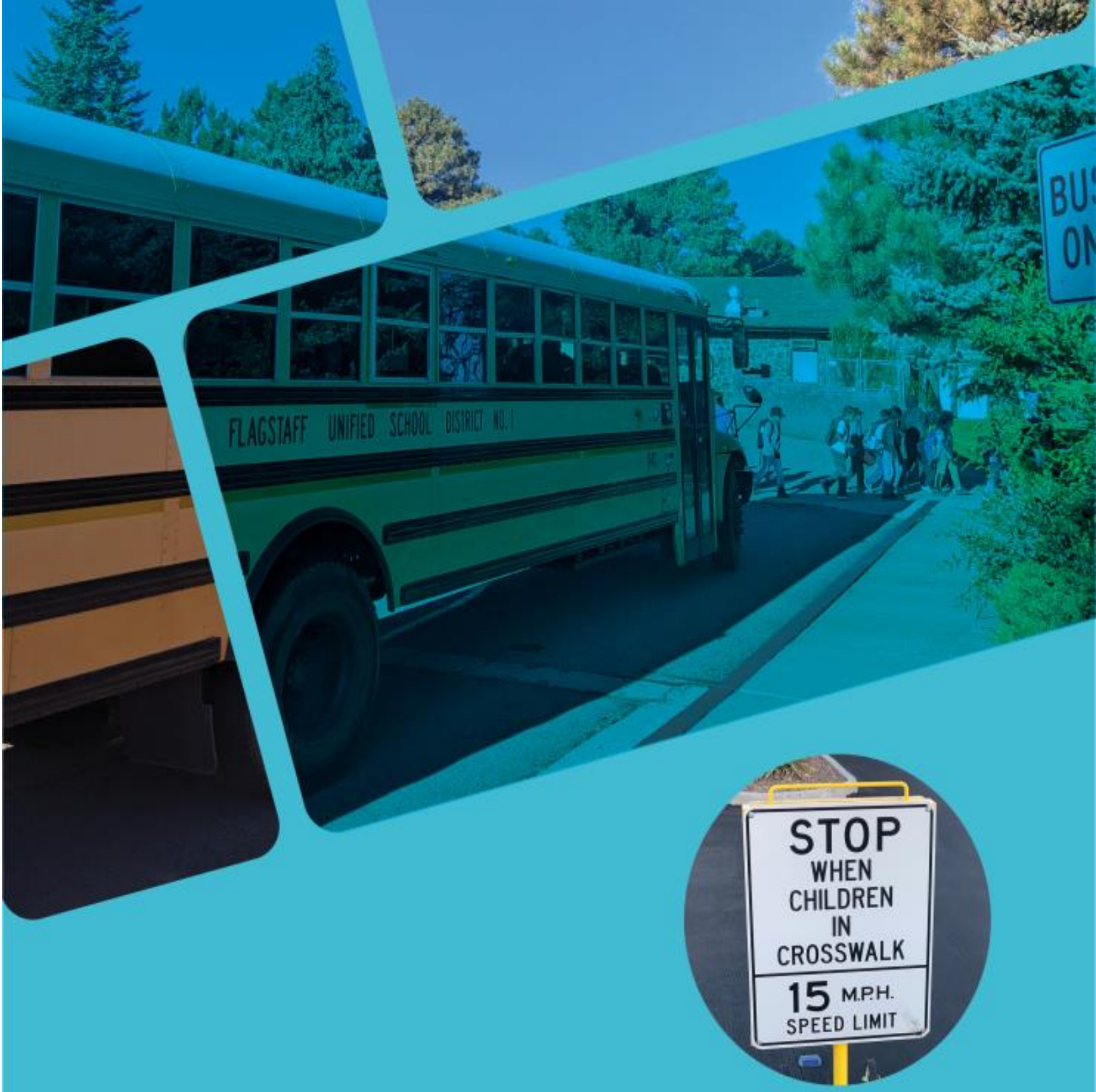


Source: Pedestrian and Bicycle Counts provided by MetroPlan, September and October 2025

Figure 5: Pedestrian and Bicycle Count Dot Map (Part 3)



Source: Pedestrian and Bicycle Counts provided by MetroPlan, September and October 2025



Appendix C: School Evaluation Criteria and Prioritization

Table 11: Prioritization Evaluation Criteria

Criteria Factor	Description	Rank Details
Number of Occurrences	This quantifies the number of schools with the same recommendation.	**Low** - 1 point – 0 to 5 schools **Medium** - 2 points – 6 to 11 schools **High** - 3 points - 12+ schools
Level of Effort	Based on level of effort needed by the school or school district to execute and/or maintain.	**Low** - 3 points - Implemented solutions would require support and little to no further action by the school. **Medium** - 2 points - Implemented solutions would require support from the schools (funding, execution) on an annual basis. **High** - 1 point - Implemented solutions would require routine support, organization, and/or contributions from the school.
Impact	Safety: Identified solution and its impact on safety of students.	**Low** - 1 point - Including programmatic improvements or recommendations, may increase awareness or support safe behavior but not directly impacting the surrounding school environment. **Medium** - 2 points - A more demanding programmatic improvement/recommendation, or a low effort infrastructure project. Improvement includes a small-scale effort and impacts a small portion of the surrounding school environment **High** - 3 points - A strong infrastructure project that would improve multiple safety elements. Improvement is expected to meaningfully reduce exposure to traffic, improve visibility, or significantly enhance the surrounding school environment Not Applicable - 0 points
	Connectivity: Presence and availability of school zone access to sidewalks, bus stops, or bike lanes.	**Low** - 1 point - Recommendation addresses one of three items (sidewalk improvements, bike lane additions, or crosswalk improvements). **Medium** - 2 points - Recommendation addresses two of three items (sidewalk improvements, bike lane additions, or crosswalk improvements). **High** - 3 points - Recommendation addresses three of three items (sidewalk improvements, bike lane additions, or crosswalk improvements). Not Applicable - 0 points
	Visibility: The recommended improvement increases the visibility of a school zone, student visibility,	**Low** - 1 point - Recommendation centered around major infrastructure projects with emphasis on vehicles only. **Medium** - 2 points - Increases presence of school zones (signage, sidewalks, crosswalks) for both pedestrians and motorists.

Criteria Factor	Description	Rank Details
	and critical mass of students walking, biking, or taking transit.	**High** - 3 points - Recommendations bring awareness of SRTS programs and infrastructure through physical presence and visibility of students and community activities. Not Applicable - 0 points
Cost	Cost to implement, design, and/or maintain the recommended improvement.	**Low** - 3 points - Little to no implementation or ongoing costs. **Medium** - 2 points - Requires additional support or infrequent maintenance or education programs. **High** - 1 point - Requires significant support, design and construction services, and/or routine maintenance or staffing.

Table 12: SRTS Prioritization Matrix

MetroPlan — SRTS Prioritization Matrix									
Recommendation		Number of Schools	Number of Occurrences	Level of Effort	Impact			Cost (Single School Improvements)	Total Score
					Safety	*Connectivity*	*Visibility*		
1	Identify Park and Walk/Bike Location(s)	9	Medium	Low	Medium	N/A	High	Low	13
2	Provide Pedestrian and Bike Education	19	High	Medium	Medium	N/A	High	Medium	12
3	Crossing Guard Enforcement	5	Medium	Medium	Medium	Medium	Medium	Medium	12
4	Crossing Guard Training	7	Medium	Medium	Low	Medium	Medium	Low	11
5	Complete Sidewalk Network	7	Medium	High	High	Medium	Medium	High	11
6	Walking School Bus/Bike Train	11	High	High	Medium	N/A	High	Medium	11
7	Walk and Bike to School Day(s)	3	Low	Medium	Medium	N/A	High	Medium	10
8	Carpooling / Carpool Program	12	High	High	Low	N/A	High	Medium	10
9	Improve or Add Pedestrian Crosswalks	5	Low	High	High	Medium	Medium	High	10
10	Revised Drop Off and Pick Up plans	3	Low	Medium	Medium	N/A	Medium	Low	10
11	Traffic Calming Measures	7	Medium	Low	High	N/A	Low	High	10
12	Mountain Line Travel Training	6	Medium	Medium	Low	N/A	Medium	Low	10
13	Create Safe Routes Map	9	Medium	High	Low	Low	Low	Low	9
14	Install or Upgrade Bike Racks	5	Low	Medium	Medium	Low	Low	Medium	9
15	Student Art Competition	1	Low	Medium	Low	N/A	Medium	Low	9
16	Participate in Mountain Line's ecoPASS program	5	Low	Medium	Low	N/A	Medium	Medium	8
17	Enhance School Zone Signage	3	Low	High	Medium	N/A	Medium	Medium	8
18	Partner with adjacent school(s) for program implementation	5	Low	High	Low	Low	Low	Low	8
19	Implement a Parking Fee for Student Permits	5	Low	Medium	Low	N/A	Medium	Low	7

STAFF REPORT

REPORT DATE: April 7, 2026

MEETING DATE: April 22, 2026

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: David Wessel, Planning Manager

SUBJECT: Consider Regional Transportation Safety Action Plan

1. RECOMMENDATION:

The TAC recommends the Executive Board adopt the Regional Transportation Safety Action Plan.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 2: Deliver Plans that Meet Partner and Community Needs.
Objective 2.1: Maintain trust through reliable and transparent project management.

3. BACKGROUND:

In March 2024 the Executive Board adopted the Regional Transportation Safety Plan (RTSP). This agenda item is to create a new consolidated plan, the Regional Transportation Safety Action Plan (RTSAP). The RTSAP updates and rebrands the RTSP document by incorporating or referencing several related plans and studies including MetroPlan's Vulnerable Road Users Safety Action Plan, the City of Flagstaff Active Transportation Master Plan, and ADOT's Active Transportation Safety Action Plan and Vulnerable Road Users Safety Assessment. A minor modification to the original RTSP language plus the unification of these many plans provides a singular source of safety projects covering all modes that can be used for safety planning and qualifying support for safety grant applications. The Safe Streets and Roads for All and Highway Safety Improvement Program grants are a particular focus.

The RTSAP retains and streamlines much of the original RTSP while folding in the projects, policies and strategies from the other documents into the appropriate sections. New appendices are added to enumerate the many policies and facilitate the streamlining of the main document. The only new data in the RTSAP is the data imported from MetroPlan's VRU Plan. Annual crash reports and other means can be used to augment the RTSAP to address current conditions if needed.

The RTSAP, like previous RTSPs, provides a data-driven framework for increasing traffic safety on roadways in the greater Flagstaff region. It focuses on strategies and actions drawn from best practices proven to reduce traffic-related deaths and serious injuries, identifies funding sources, and identifies

and prioritizes projects that will qualify for Highway Safety Improvement Program (HSIP) and Safe Streets and Roads for All (SS4A) funding. The intent is that much of the RTSAP is carried forward into the Safe Streets Master Plan and that future master plans will serve the safety action plan function.

These emphasis areas were retained for the MetroPlan region:

BEHAVIORAL
- Speeding/Aggressive Driving
- Impaired Driving
- Distracted Driving
- Bicycle
- Pedestrian
- Nighttime

OPERATIONAL
- Bicycle
- Pedestrian
- Intersection
- Lane Departure
- Nighttime
- Speeding/Aggressive Driving

Areas listed in both columns present opportunities for both behavioral and operational solutions.

The Plan is still supported by numerous tables, charts, and graphics and on-line maps permitting users to find and examine crash location data more closely. The table below, for example, identifies the top intersections by crash severity score – a calculation based on the number of fatal and serious injury crashes with fatal crashes receiving the most weight.

Table 6. Priority Intersections by Crash Severity Score

ID	Intersection Name	Annualized Crash Severity Score
1	MARKETPLACE DR & US 89	486.34
2	US 89 & SNOWFLAKE DR/TRAILS END DR	376.67
3	COUNTRY CLUB DR & US 89	280.83
4	ROUTE 66 & MILTON RD	263.51
5	CUMMINGS ST & US 89	263.50
6	COUNTRY CLUB DR & EB I-40 EXIT 201	213.81
7	CORTLAND BLVD/SOLIERE AVE & COUNTRY CLUB DR	211.60
8	DORTHA AVE & FOURTH ST	199.69
9	BEAVER ST & BUTLER AVE	192.51
10	BURRIS LN & US 89	186.25

Below is a truncation of the table of contents with the new areas highlighted for ease of reference.

EXECUTIVE SUMMARY ..... ERROR! BOOKMARK NOT DEFINED.

INTRODUCTION ..... ERROR! BOOKMARK NOT DEFINED.

A CULTURE OF SAFETY ..... ERROR! BOOKMARK NOT DEFINED.

Safe System Approach ..... ***Error! Bookmark not defined.***

Vulnerable Road Users ..... ***Error! Bookmark not defined.***
Education ..... ***Error! Bookmark not defined.***
Interagency Initiatives ..... ***Error! Bookmark not defined.***
TRANSPORTATION SAFETY PLAN POLICIES ..... ERROR! BOOKMARK NOT DEFINED.
COMMUNITY ENGAGEMENT ..... ERROR! BOOKMARK NOT DEFINED.
REGIONAL SAFETY PERFORMANCE ..... ERROR! BOOKMARK NOT DEFINED.
EMPHASIS AREAS ..... ERROR! BOOKMARK NOT DEFINED.
NETWORK SCREENING AND AREAS OF OPPORTUNITY ..... ERROR! BOOKMARK NOT DEFINED.
VRU Risk Exposure Assessment Tool ..... ***Error! Bookmark not defined.***
SAFETY STRATEGIES ..... ERROR! BOOKMARK NOT DEFINED.
METROPLAN VRU POLICIES AND STRATEGIES ..... **ERROR! BOOKMARK NOT DEFINED.**
IMPLEMENTATION PLAN ..... ERROR! BOOKMARK NOT DEFINED.
APPENDICES ..... ERROR! BOOKMARK NOT DEFINED.
APPENDIX A: STAKEHOLDER INPUT SUMMARY ..... ERROR! BOOKMARK NOT DEFINED.
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APPENDIX C: SAFETY PERFORMANCE AND EQUITY ANALYSIS TECHNICAL MEMORANDUM ERROR! BOOKMARK NOT DEFINED.
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4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

The TAC previously recommended the Board adopt the Regional Transportation Safety Plan and the Vulnerable Road Users Safety Action Plan. The Management Committee did not discuss the RTSAP.

5. FISCAL IMPACT:

There are no fiscal impacts.

6. ALTERNATIVES:

1. **Recommended.** Recommend the Executive Board adopt the MetroPlan Regional Transportation Safety Action Plan.

   The Plan will serve as MetroPlan's federally recognized safety action plan and support eligibility of future Highway Safety Improvement Program (HSIP) grant applications and Safe Streets and Roads for All (SS4A) implementation grant applications by MetroPlan and its member agencies.

2. **Not recommended.** Do not recommend the Executive Board adopt the MetroPlan Regional Transportation Safety Action Plan.

   With the RTSAP MetroPlan, the City of Flagstaff, Coconino County, and NAU are eligible for a full range of modes within the SS4A program. . The City's Active Transportation Master Plan, amended after the RTSP update commenced, meets federal requirements. The TAC may provide staff additional direction.

7. ATTACHMENTS:

Regional Transportation Safety Action Plan

Regional Transportation Safety Action Plan Appendices

Regional Transportation Safety Action Plan



May 2026

Prepared by:

Greenlight Traffic Engineering

The Barnhart Company

KITTELSON & ASSOCIATES

METROPLAN GREATER FLAGSTAFF

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Acknowledgments

Agencies that provided input in the development of this regional transportation safety plan:

Arizona Department of Transportation

City of Flagstaff

City of Flagstaff Police Department

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Mountain Line

Northern Arizona University

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Acronyms

ACIS – Arizona Crash Information System

ADOT – Arizona Department of Transportation

BIL – Bipartisan Infrastructure Bill

CMAQ - Congestion Mitigation and Air Quality Improvement

CMF – Crash Modification Factor

CYMPO – Central Yavapai Metropolitan Planning Organization

DOT – Department of Transportation

DPS – Department of Public Safety

ETC - Equitable Transportation Community

FARS - Fatality Analysis Reporting System

FHWA – Federal Highway Administration

FTA - Federal Transit Administration

HRRR - High Risk Rural Road

HSIP – Highway Safety Improvement Program

MPO - Metropolitan Planning Organization

NACOG – Northern Arizona Council of Governments

NHTSA - National Highway Traffic Safety Administration

RTSP – Regional Transportation Safety Plan

SHSP – Strategic Highway Safety Plan

SS4A – Safe Streets and Roads for All

STB - State Transportation Board

T2 - Technology Transfer

TIP - Transportation Improvement Program

VMT – Vehicle Miles Traveled

Executive Summary

This is an update to the Regional Transportation Safety Plan for the MetroPlan region. It is now branded as the Regional Transportation Safety Action Plan (RTSAP) and serves as such for future federal funding purposes.

In 2023 and 2024 MetroPlan worked in partnership with the Central Yavapai Metropolitan Planning Organization (CYMPO) and Northern Arizona Council of Governments (NACOG) through a planning committee consisting of staff members from these three regional planning agencies. The committee provided oversight for the development of a RTSAP for the individual regions. During and since that time, companion transportation safety documents were produced by MetroPlan and its partners. This update attempts to unify those documents. MetroPlan will lead the implementation and monitoring of its RTSAP.

This RTSAP establishes a framework for reducing fatal and serious injury crashes on public roads in the MetroPlan region by identifying crash trends, emphasis areas, performance measures, high-risk crash locations, funding resources, and potential projects.

A crash analysis was performed for the MetroPlan region based on the five years of crash data during the original plan: January 1, 2017, to December 31, 2021. Over this period, 10,076 reported crashes occurred, with 57 fatalities and 2,360 injuries in the MetroPlan region.

- Intersection crashes account for the highest number of fatal plus serious injury crashes at 44%
- Lane departure crashes represent the second highest number of fatal plus serious injury crashes at 42%
- Nighttime crashes represent the third highest number of fatal plus serious injury crashes at 30%
- Of the 139 pedestrian-involved crashes, 11% resulted in fatalities, while 19% were reported as suspected serious injuries
- Of the 151 bicycle-involved crashes, 2% resulted in fatalities, while 16% were reported as suspected serious injuries
- “Speed Too Fast For Conditions” and “Failed To Yield Right Of Way” are the top crash violations in the region

The most common manners of collision in all crashes were rear end (31%), single vehicle (23%), and angle (Front To Side)(Other Than Left Turn) (16%).

MetroPlan’s more recent Vulnerable Road Users Safety Action Plan (VRU), focused on people who walk, bicycle, or travel outside of a vehicle,evaluated more recent crash data, 2017-2023, and found:

- 489 pedestrian and bicycle crashes occurred. A steady increase for both modes.
- 27 pedestrian fatalities and 8 bicyclist fatalities
- 28% of pedestrian crashes result in a fatal or serious injury
- 38% of all pedestrian crashes happen while trying to cross the road
- 60% of pedestrians involved in serious injury and fatal crashes were most often struck when crossing the road, not in a crosswalk or at an intersection.
- 18% of bicycle crashes resulted in a serious injury or fatality
- 47% of Bicyclists involved in a serious or fatal crash were struck in a bike lane.
- 27% of bicycle crashes took place at intersections where a crosswalk was not present.
- 16% of bicycle crashes happened at a marked crossing at an intersection

Like the VRU the companion documents focused solely on vulnerable road users or active transportation users. These include the City of Flagstaff Active Transportation Master Plan and ADOT's Active Transportation Safety Action Plan and Vulnerable Road Users Safey Assessment. The VRUSAP assessed all the projects from these three documents plus the original plan. These projects were ranked according to a Risk Exposure Assessment that evaluated the percentage by length of roadway attributes against the percentage by number of crashes to create a risk score of intersections and segments.

When adopting its overall vision and mission, the MetroPlan Executive Board adopted values including, "Zero Deaths & Serious Injuries." Support for "vision zero" was affirmed at the Executive Board annual advance in February 2024 and a goal of a 40% reduction by 2045 adopted by resolution in April that year.

The following emphasis areas are identified for the MetroPlan region:

BEHAVIORAL (Infractions, violations, etc.)

- Speeding/Aggressive Driving
- Impaired Driving
- Distracted Driving
- Bicycle
- Pedestrian
- Nighttime

OPERATIONAL (Poor or missing infrastructure)

- Bicycle
- Pedestrian
- Intersection
- Lane Departure
- Nighttime
- Speeding/Aggressive Driving

Areas listed in both columns present opportunities for both behavioral and operational solutions.

The RTSAP identifies the intersections and segments with the highest crash severity using the Equivalent Property Damage Only (EPDO) network screening performance measure from the AASHTO Highway Safety Manual, 1st Edition (HSM). The priority locations from the network screening were developed from the highest EPDO scoring locations in each jurisdiction.

Employing the Safe System Approach as the framework, specific strategies were identified. These strategies revolve around the fundamental elements of the Safe System, namely Safe Roads, Safe Speeds, Safe Road Users, Safe Vehicles, and Post-crash Care.

Using input from stakeholders, the public, crash data analysis, network screening, and individual agency input, potential safety projects within the region were identified and prioritized. Implementation by local jurisdictions will be subject to their discretion, budget and capital programs. The projects are intended to provide safety improvements to the region and further the region's safety goals.

Introduction

Regional Overview



This Regional Transportation Safety Action Plan (RTSAP) applies to the MetroPlan region. The Flagstaff Metropolitan Planning Organization, doing business as MetroPlan, is the designated metropolitan planning organization for a 525-square mile area surrounding Flagstaff, AZ. Flagstaff, the Coconino County seat and the only incorporated city in the region, is surrounded by the rural communities of Doney Park, Cosnino, Winona, Kachina Village, Mountainaire, Bellemont, and Fort Valley. Combined, these places are home to about 100,000 people, a quarter of whom attend Northern Arizona University. The region is a mix of small urban, suburban and rural neighborhoods bisected and joined together by significant transportation infrastructure: Interstates 40 and 17, US Highways 89 and 180, State Routes 89a and B40, local arterials like Butler Avenue and Townsend-Winona Road, and the BNSF transcontinental railroad. Flagstaff serves most of Northern Arizona as a hub for education, commerce, culture and recreation. This combination of transportation and social activities is the context for the safety issues addressed in this RTSAP.

Plan Development

This RTSAP updates the one adopted by the MetroPlan Executive Board in 2024. It does so by synthesizing that plan with elements of other recently completed safety studies and plans. These include MetroPlan's Vulnerable Road Users Safety Action Plan, the City of Flagstaff's Active Transportation Master Plan, and ADOT's Vulnerable Road Users Safety Assessment and Active Transportation Safety Action Plan.

The primary purpose of this RTSAP is to create a unified set of policies and projects surrounding transportation safety. As such, it provides only nominal updates to crash data and analysis and public engagement. A more complete update is anticipated in 2027 through ADOT's Highway Safety Improvement Program and the Safe Streets Master Plan discussed later in the plan. In the interim the plans in this synthesis may be reference for more information.

A Culture of Safety

MetroPlan's vision, "The region is joined together by a transportation system that prioritizes the wellbeing of people and the environment" is underpinned by many values. Chief among these for the RTSAP is this: "Zero Deaths and Serious Injuries." On April 3, 2024, the MetroPlan Executive Board

adopted Resolution 2025-02 committing to Vision Zero and a 40% reduction in fatal and serious injury crashes by 2045.

Through this resolve, this plan is in sync with the vision of the Arizona Strategic Highway Safety Plan:

"Creating shared responsibility so everyone arrives safely home."

The RTSAP demonstrates MetroPlan's commitment to creating a culture of safety through pursuit of our mission. MetroPlan facilitates improvements and programs for all transportation modes through collaborative priority setting, planning, and the strategic pursuit of funding. Within that framework the successful culture of safety includes these key attributes:

- Prioritize people, starting with the most vulnerable users of the system, with equity and sustainability
- Focus on messaging, education, and public outreach at all phases of planning, design, maintenance and enforcement
- Adopt a Safe System approach
- Develop interagency initiatives that reach from top to bottom by incorporating safety principles into policies within each member organization

MetroPlan's pursuit of these attributes through a safe systems approach, planning for vulnerable users, safety education, and interagency initiatives are summarized below. More information is available in the Policies, Safety Performance, and Strategies parts of this plan.

Safe System Approach

The MetroPlan RTSAP adopts the Safe System approach[1] which is based on the principles that the human body is vulnerable, humans make mistakes, and it is unacceptable that these mistakes result in death and injury. It is critical to design and operate the roadway system to keep impact energy on the human body at tolerable levels. Shared responsibility by all stakeholders is key, making it important that the stakeholders are collaborative and engaged partners when developing and implementing the MetroPlan RTSAP.

The FHWA has recognized the Safe System approach as a method for eliminating traffic fatalities and serious injuries for all roadway users by proactively identifying risk factors associated with severe crash types and implementing safety countermeasures systemically based on those factors. This RTSAP includes the systemic implementation of strategies. All parts of the transportation system need to be strengthened to build redundancy to accommodate failures of the system.

This RTSAP uses the five elements of the Safe System approach as the framework for integrating emphasis areas and strategies. These elements encompass the 4Es of safety (Engineering, Education, Enforcement, and Emergency Response) and create redundant approaches to mitigating human error:

Safe Roads: The roadway is the platform in which users move across the system. Safe roads incorporate engineering-related strategies during planning, design, construction, maintenance, and operations to prevent crashes and manage impacts to keep kinetic energy at tolerable levels should a crash occur.

[1] FHWA, Office of Safety, Safe System Approach flyer, SA-20-015, https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf

Safe Road Users: This represents all users of all modes of travel. Their capabilities are influenced by factors such as age, level of impairment, and other behaviors. System owners and other stakeholders can use strategies such as signing, enforcement, and education campaigns to address these limitations and encourage behavior change.

Safe Speeds: As speeds increase, the risk of death and serious injury dramatically increases. This is especially true for pedestrians (See Error! Reference source not found.) where the risk of death doubles for a pedestrian when speeds increase from 32 mph to 42 mph, and triples at 50 mph. Safe speeds increase the likelihood of an individual surviving a crash. Appropriate speed limits and signing, as well as radar speed feedback signs, help reduce the speed of users. These can be reinforced with enforcement and education campaigns.

Safe Vehicles: Safe vehicles incorporate new technology and other features to prevent crashes from occurring, and if they do, reduce the severity of a crash.

Post-Crash Care: Post-crash care is critical when a crash occurs, and a person is injured. This includes first responders being able to quickly locate and respond to the crash and stabilize and transport the individual. This also includes accurate and complete data collection and sharing of the data to facilitate improved decision-making and investments specific to safety.

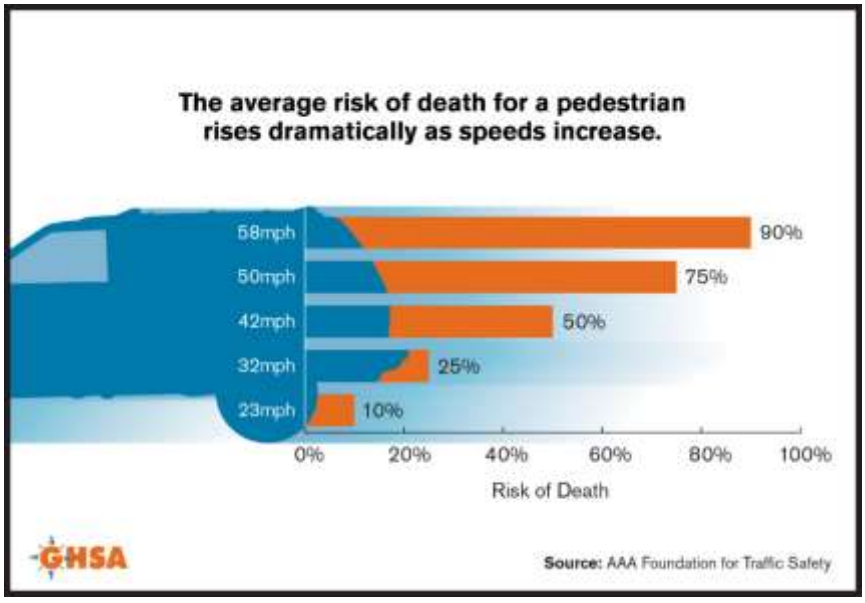


Figure 1 Risk of Death for a Pedestrian at Speed

Ultimately, the Safe System approach puts safety at the forefront and shifts how transportation investments are prioritized. MetroPlan and its stakeholders, through their combined efforts and application of the Safe System approach during the development and implementation of the RTSAP, can have success in reducing traffic fatalities and serious injuries on its roadways.

Vulnerable Road Users

The adoption of the Vulnerable Road Users Safety Action Plan is MetroPlan's recognition that the region's transportation system – chiefly its roads and streets – is essential to the mobility and quality of life of the most vulnerable of its users: those who must or choose to walk or bike.

The VRUSAP is specific to MetroPlan and includes:

- History and Purpose of the Action Plan
- Data Analysis Findings
- Public Outreach Overview
- Moving Towards Action (Policies and Strategies)
- Infrastructure Project Priorities
- New Resources for Partner Agencies; and
- Next Steps

The plan applies a new tool, the Risk Exposure Assessment Tool, to the VRU-related projects from numerous plans and prioritizes them. It places no limits on or required actions by partner agencies, but MetroPlan does support their use of the plan and its data and new tools and resources to prioritize capital improvement projects with VRU safety in mind.

Education

MetroPlan is stepping up its efforts to educate the region on transportation safety. This includes how to behave safely, use transportation facilities safely, and raise awareness of the increasingly available safe means of mobility. Highlighted here are some of MetroPlan's ongoing efforts.

Safe Routes to School. In 2024, MetroPlan was awarded Safe Routes to School (SRTS) funding through the Transportation Alternatives (TA) Program, a Federal Highway Administration (FHWA) grant program administered by the Arizona Department of Transportation (ADOT). The two components are programming and infrastructure. A SRTS assessment will identify current transportation conditions and barriers to safe walking and biking for each school and will provide up to 3 priority opportunities to improve multimodal access to each school. MetroPlan hired Mountain Mojo Group to produce several educational videos including one for the 4th St./Cedar/Lockett roundabout which is located near multiple schools. An AmeriCorps member has been hired to assist in both programming and data collection.

MetroPlan continues to partner with the City of Flagstaff and Mountain Line on the SRTS Infrastructure grant to develop ideas to enhance safety and comfort for students, families, and community members who walk, bike, or use other non-driving means of transportation in northeast Flagstaff's Sunnyside neighborhood.

Safer People Campaign. The Safer People Campaign using videos and social media posts encouraging safe behavior among drivers, bikers, and pedestrians will continue within the community and include advertisements on Mountain Line buses.

Interagency Initiatives

MetroPlan is by law an interagency organization. A project review team consisting of transportation agency staff from our partner agencies oversaw development of the 2024 RTSAP including the consultants' interaction with law enforcement and other stakeholders. Going forward, it has been decided that the MetroPlan Technical Advisory Committee will serve as the Transportation Safety Group overseeing safety plan implementation. In 2024, MetroPlan successfully applied for an SS4A

supplemental planning grant to create a Safe Streets Master Plan. The planning effort involves all MetroPlan's member agencies and is anticipated to be completed by December 2029. Safety will be a central element in the plan's components: Complete Street Guidelines; Transportation Master Plan; Policy, Codes and Standards revisions; and an Interactive Map Tool. The Safe Streets Master Plan will be the guide for implementing the transportation element of the City-County Regional Plan 2045 and its safety policies. Finally, MetroPlan is assisting City staff with a micromobility services procurement package. Micromobility supports TDM goals of multimodal transportation options and decreased vehicle miles travelled. MetroPlan will continue to assist and support both the City of Flagstaff and NAU as they navigate this process.

Transportation Safety Plan Policies

This section summarizes safety-related policies from the City of Flagstaff Regional Plan 2045 and MetroPlan's regional transportation plan, Stride Forward.A more complete compendium of the policies may be found in **Appendix J.**

Taken together, the plans adopted by MetroPlan and its regional partners expect safety to be a primary consideration in all aspects of community development and design, not just transportation, but land use, too. Regardless of where they live, their age, or their ability, all people are entitled to travel safely. This principle of equity is embodied in policies of universal access and design. It is also found in the expectation of complete streets that provide space for all modes and a complete network that enables their respective circulation. Regional policies address details as small as parking, parking for bicycles, and curb management, as obvious as accommodating emergency vehicles, and as far-sighted as emerging mobility trends like micromobility and emerging technologies in the realm of intelligent transportation systems.

Regional policies recognize that *people* travel. People travel for many purposes, by many modes, and at all times of the day and year. At one point in every trip *people* will be vulnerable and at one point during their travel some *people* will make mistakes. So regional policies prioritize the safety of *people* - vulnerable road users - in transportation system and facility design and identify that dedicated facilities for those who walk, bike and roll are at times appropriate in intersection design. Operations and maintenance practices will treat them equally to other modes and employ speed management to create a safe environment for all users.

Regional policies also set expectations for users. New users will receive education through Safe Routes to School programs. Existing users will be reminded of how to behave through enforcement and education campaigns. And our transportation professionals and community will learn through demonstration projects and the collection and analysis of transportation safety data what works best for our region.

Community Engagement

Introduction

Engaging with the community is a cornerstone in the development of this comprehensive transportation safety plan. Community engagement and outreach initiatives play a pivotal role in fostering collaboration between residents, stakeholders, and transportation authorities to address safety concerns effectively. Through open dialogue, active participation, and a shared understanding of community needs, a transportation safety plan can be tailored to reflect the unique challenges and priorities of the area. Engagement results from the original safety plan and the following VRUSAP are addressed here. The feedback received from the two is very consistent.

Surveys, Interactive Mapping, and Stakeholder Interviews

In engaging the community, community members and other interested stakeholders were invited to complete surveys in-person at community events, organization/committee meetings or online. MetroPlan disseminated the surveys by leveraging its communication and social media channels. The surveys were open for approximately three months and closed on May 12, 2023. Additionally, the stakeholders including tribal communities, Arizona Department of Transportation (ADOT), Coconino County, and the City of Flagstaff. A summary of this stakeholder effort can be found in **Appendix A**.

The primary means of solicitating comments on the experiences of the community through driving, bicycling and pedestrian transportation came in the form of a survey designed by the project team. The survey questions considered feelings around safety, observations of drivers, bicyclists and pedestrians and ideas to contribute to the study team on making changes to roadways or enhancing safety messages and education. There were two versions of the survey created. A longer survey consisted of twenty questions, while a truncated, shorter survey consisted of four questions. The data from both versions were analyzed together. A summary of the survey and its results can be found in **Appendix B**.

Community members were also encouraged through traditional and social media and the Flagstaff Community Forum to register their comments and concerns through an interactive mapping tool, Social Pinpoint. Hundreds of comments and dozens of locations were received in the MetroPlan region. A summary of results may be found in **Appendix B.**

Summary Of Findings

Responders from the MetroPlan region primarily identified as motorists (55%) and feel safe on the roads and streets as drivers and motorcyclists. The responders identifying as pedestrians and bicyclists felt less safe. Overall, responders feel drivers are hurried, distracted, and inattentive. Error! Reference source not found. represents the top five safety concerns observed by responders.

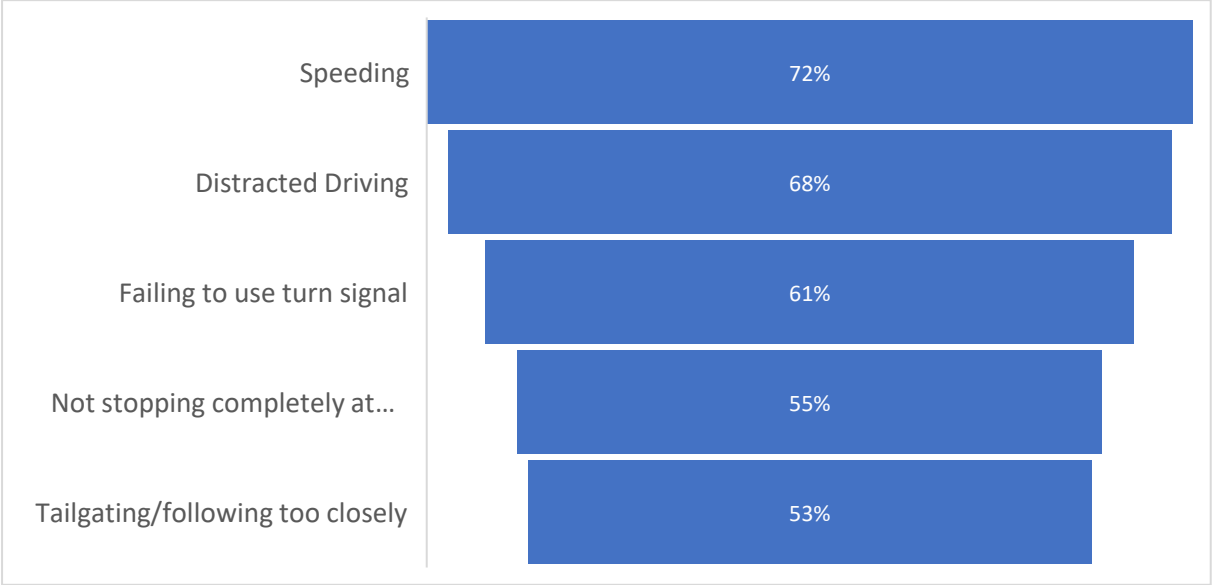


Figure 2 Top 5 Safety Concerns Observed by Respondents

Responders feel that distracted driving, speed and intoxication are the primary causes of crashes with distracted driving receiving a great amount of attention. They feel public agencies should provide more enforcement and make roadway improvements. Responders believe that if people drive the speed limit, be aware, not use cellphones while driving, and try to be example citizens, it will make it safer to travel through the region. In addition to what responders said about other people, they believe that if they themselves were more aware, advocated, and drove within the speed limit, it would make driving in the region safer.

In the mapping (Social Pinpoint) exercise, many bicyclists' concerns are about specific roads and intersections they believe are dangerous for various reasons, including that road geometry makes turning difficult for bicyclists, it's difficult for vehicles to see bicyclists, the roadway is not well maintained, and crosswalks are not well marked. There are several concerns regarding the Flagstaff Urban Trail System, including maintenance, lack of connectivity, lack of signs and signals, and dangerous vehicle crossings. Other bicyclists' concerns include snow removal, debris in bike lanes, speeding, and distracted driving.

The drivers in Social Pinpoint expressed concerns about right and left turns throughout Flagstaff. Some requested turn lanes and signals be added and others expressed concern about drivers not obeying speed limit and traffic control such as "no left turn" signs. Other driver concerns include snow removal, potholes, and congestion due to poor signal timing and a lack of parking.

The most common pedestrian concerns are not having crosswalks, having dangerous crosswalks, and not having sidewalks in specific locations. Other concerns included distracted drivers not yielding to pedestrians and speeding.

Specific locations, not in priority order, that were highlighted for safety concerns by multiple citizens in the Social Pinpoint survey include:

- US 180 (Fort Valley Road)/Forest Avenue
- US 180 (Fort Valley Road)/Schultz Pass Road

- US 180 (Fort Valley Road)/Fratelli Pizza (just south of Meade Lane)
- US 89/Snowflake Drive
- Route 66/Lockett Road/Kaspar Drive
- Route 66/Ponderosa Parkway
- Route 66/Railroad Spring Boulevard
- Humphreys Street/Elm Avenue
- Butler Avenue/Beaver Street
- Milton Road/Butler Avenue
- Butler Avenue/Huntington Drive/Ponderosa Parkway
- Butler Avenue/Lone Tree Road/Colorado Street
- Lone Tree Road/Zuni Drive/Coconino Community College Driveway

Vulnerable Road Users Safety Action Plan Outreach Summary

From April 2024 to January 2025, MetroPlan staff participated in 16 events and/or public meetings, including 9 community events and 1 dedicated focus group. These events reached a total of 409 participants. During public outreach activities, participants were asked what their transportation would look like if it met their needs and gave the following responses grouped into four main areas of concern as shown in Table 1:

Table 1 Main Areas of Public Concern for VRUs

Multi-modal	Better connectivity (missing bike lanes)
	Improve Bike Lanes (Buffers, landscaping, wider, etc.)
	Safer bike and pedestrian ways off of FUTS
	Well-maintained and clear sidewalks
	More Crosswalks (striped) and Signalized Crossing (Rapid Flashing Beacon)
	Clearly marked bike lanes
	Continued accessibility to walking/running trails
Driver Behavior	Slower speeds
	Education around schools for drivers
	Drivers need to yield to pedestrians
Transit	All transit shelters should be safe and comfortable (with weather protection)
	Safer crossings to transit stops
	Buses to have extended hours
	Transit service to Kachina/Mountainaire
Maintenance	Snow maintenance. Participants stated that they are often homebound if sidewalks are not cleared.
	Clear snow/cars/debris from sidewalks and bike lanes
	Maintained sidewalks – cracks, chips, crumbling, vegetation overgrowth

What we learned from the community:

For pedestrians, there were two main topics identified. There is a need for safer and more frequent crossings. Several of these comments were focused on roads owned by ADOT, which are major thoroughfares through the region and bisect many neighborhoods within the City of Flagstaff. Pedestrians also commented on the lack of sidewalks with proper facilities to access transit and provided concerns about the speeding and yielding of drivers.

For bicyclists, several categories rose to the top: the need for more or complete bike lanes, the maintenance of bike lanes (mostly related to snow and debris removal), safer intersections and crossing connections, and lastly, the need for a complete bike network. Many comments stated that many bike lanes and the FUTS trail abruptly end and place the individual in traffic.

Regional Safety Performance

A review of the region's current safety performance was conducted to help identify safety issues. The Arizona Department of Transportation's (ADOT) Crash Information System (ACIS) was used to retrieve the crash data. ACIS is a comprehensive database system that collects, manages, and maintains traffic crash information within the state of Arizona. The most recent 5 years of crash data (2017-2021) was analyzed to determine existing crash performance, identify regional emphasis areas, and establish performance metrics to track future progress. A technical memorandum detailing the broad regional safety performance effort can be found in **Appendix C.**

Crash Trends

Figure 3 illustrates the distribution of crashes by severity for the 5-year period for the MetroPlan region. A total of 10,076 crashes occurred during this five-year period and among them fatal and serious injury crashes accounted for approximately 3 percent of the total crashes while no injury crashes accounted for approximately 76 percent of the total crashes.

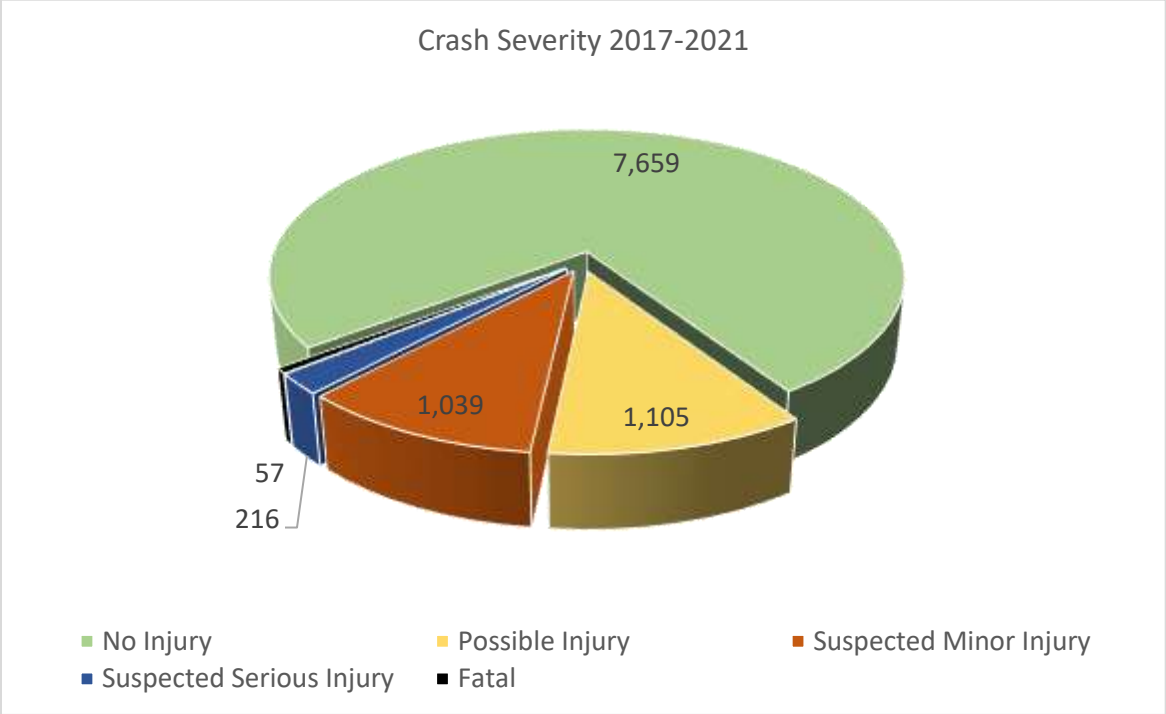


Figure 3:MetroPlan Crashes by Severity Source: ADOT crash data from 2017 to 2021

Figure 4 shows the annual crash frequency from 2017 to 2021. The trend indicates a rise in crashes of approximately 4 percent over the 5 years, with a significant decrease in 2020 that can be mainly attributed to the reduced traffic volumes associated with the pandemic. The 4% rise may be compared to an approximate 5% increase in population.

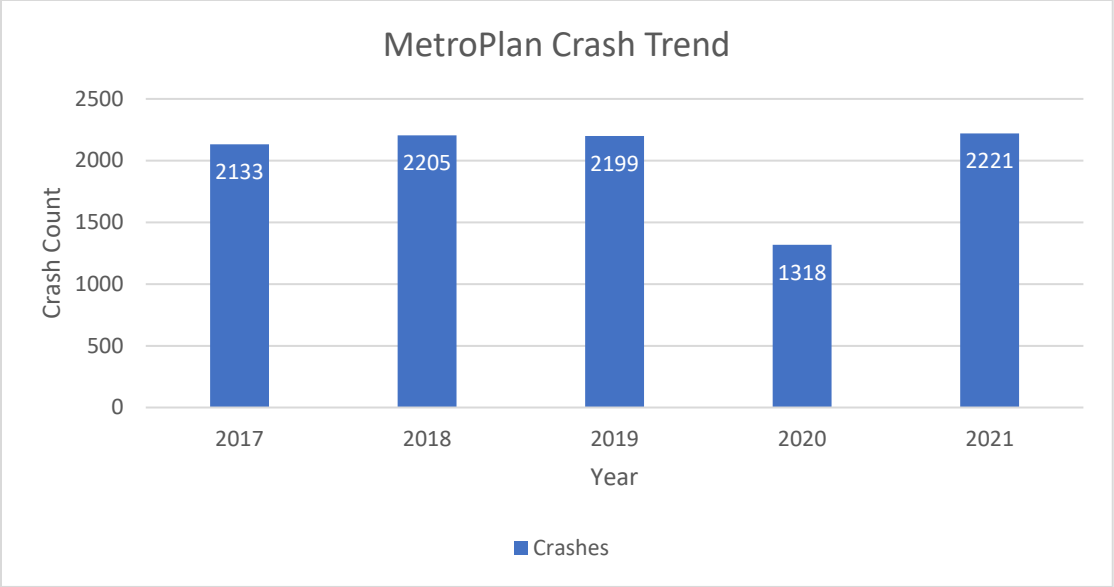


Figure 4: MetroPlan Crash Trend Source: ADOT crash data from 2017 to 2021

Crash Characteristics

Error! Reference source not found. shows the distribution of crashes by manner. "Rear End" crashes are the most prevalent, accounting for nearly 31% of all incidents among the various crash manners. This is followed by “Single Vehicle” and “Angle” manner at approximately 23% and 16% of all crashes, respectively.

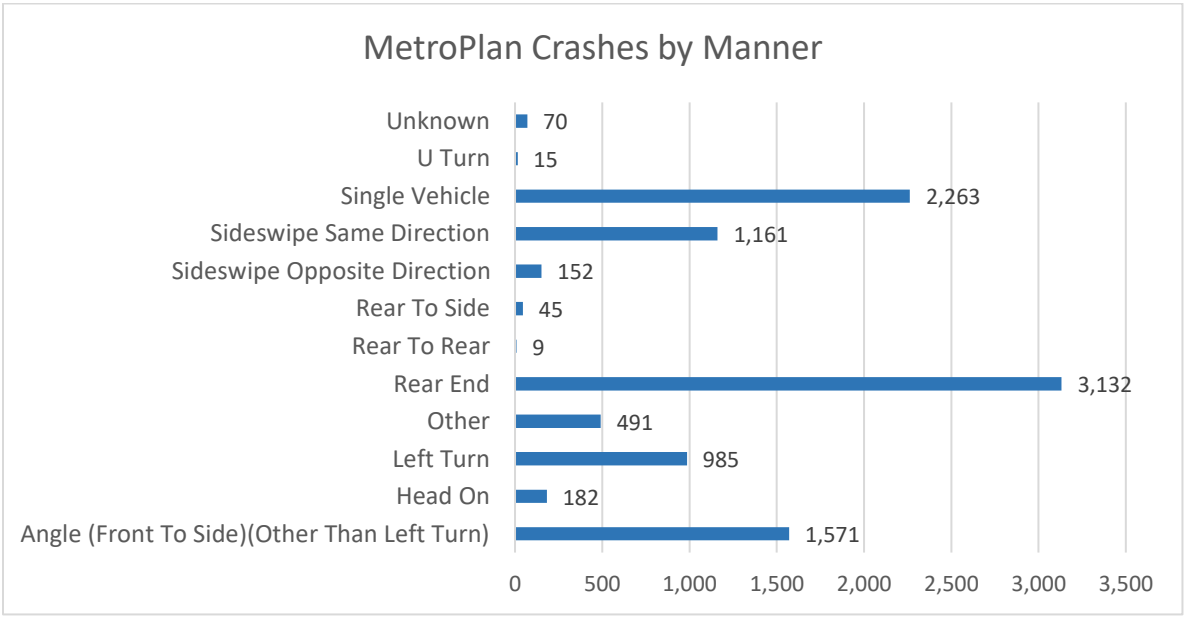


Figure 5: MetroPlan Crashes by Manner Source: ADOT crash data from 2017 to 2021

Figure 6 displays the distribution of crashes by light condition. “Daylight” condition has the highest number of crashes with total number of 7,063 crashes. This is followed by “Dark Lighted” and “Dark not Lighted” condition with 1,200 and 1,099 crashes respectively.

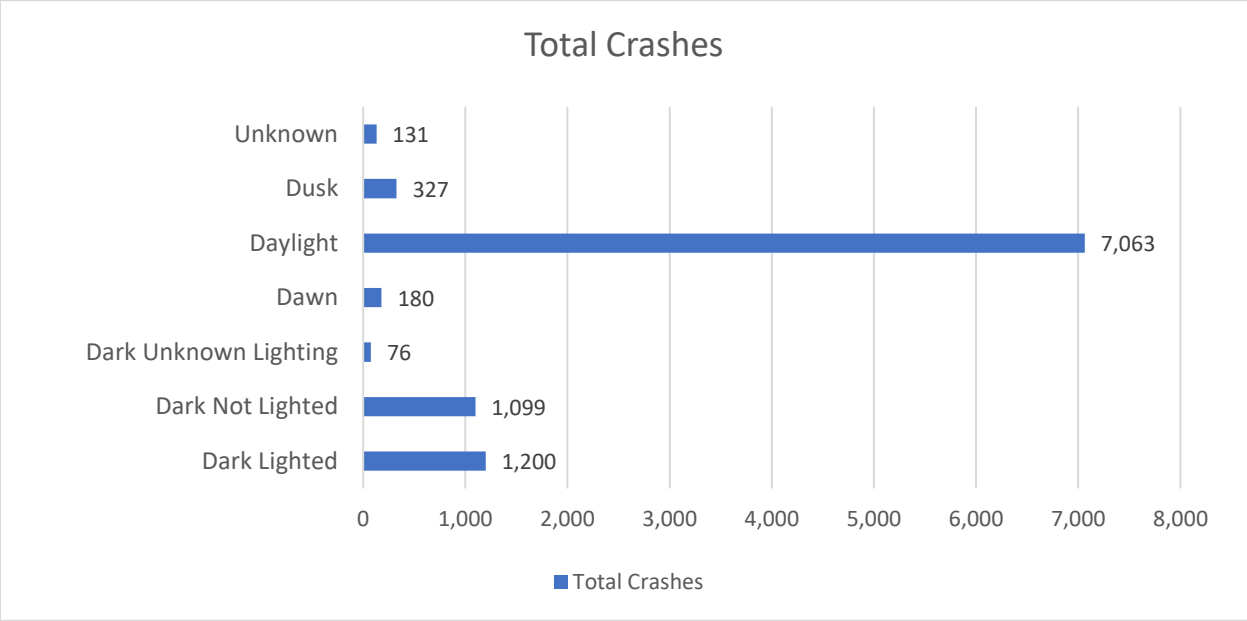


Figure 6: MetroPlan Crashes by Light Condition *Source: ADOT crash data from 2017 to 2021*

Figure 7 represents percentage of suspected serious injury and fatal crashes by light conditions. "Daylight" crashes are the most prevalent, accounting for nearly 62% of all crashes. This is followed by “Dark not Lighted” condition at approximately 17% of all crashes.

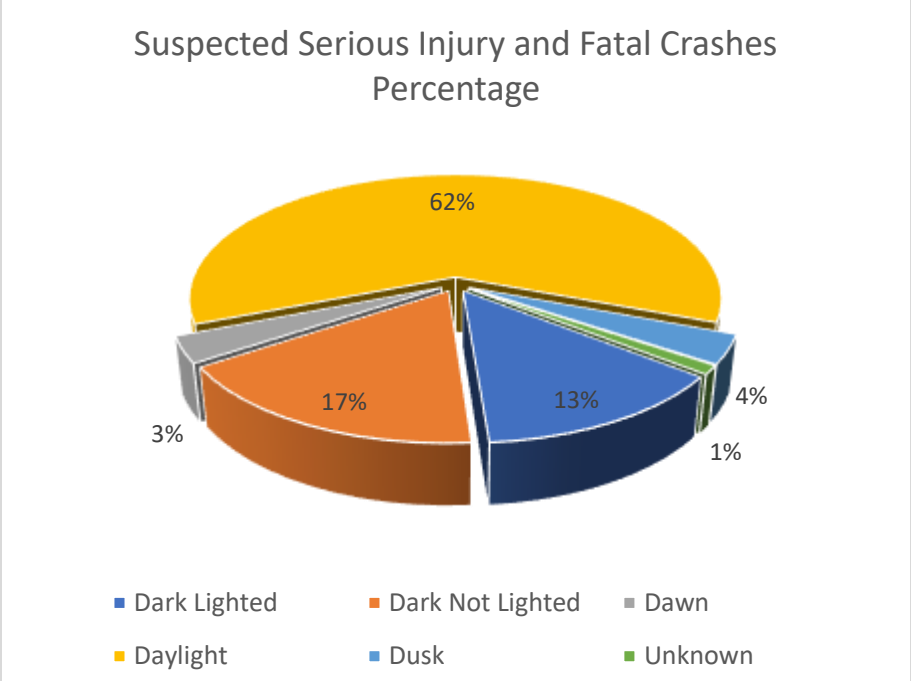


Figure 7: Suspected Serious Injury & Fatal Cashes Percentage Source: ADOT crash data from 2017 to 2021

Table 2 shows crash violation by severity. "Speed Too Fast For Conditions" and "Failed To Yield Right Of Way" are the top crash violations.

Table 2: MetroPlan Crash Violation by Severity

Violation	No Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal	Grand Total	% of MPO Crashes
Speed Too Fast For Conditions	2,184	404	312	49	11	2,960	29.4
Failed To Yield Right Of Way	1,136	225	254	57	7	1,679	16.7
No Improper Action	1,184	77	112	12	5	1,390	13.8
Unknown	645	62	62	23	9	801	7.9
Followed Too Closely	543	99	48	3	1	694	6.9
Unsafe Lane Change	566	37	24	3	1	631	6.3
Other	432	44	45	13	2	536	5.3
Failed To Keep In Proper Lane	329	31	55	14	8	437	4.3
Made Improper Turn	292	33	29	11	2	367	3.6
Disregarded Traffic Signal	156	48	41	10	1	256	2.5

Source: ADOT crash data from 2017 to 2021

The crash data was evaluated to determine the factors that contributed to the highest percentage of fatalities and serious injuries. The top contributing crash characteristics are shown **Figure 8.** Intersection crashes account for the highest number of fatal plus serious injury crashes at 44.3%, with Lane departure and Nighttime ranking below at 42.1% and 30.4% respectively. These crash characteristics helped identify the emphasis areas as described in the next section.

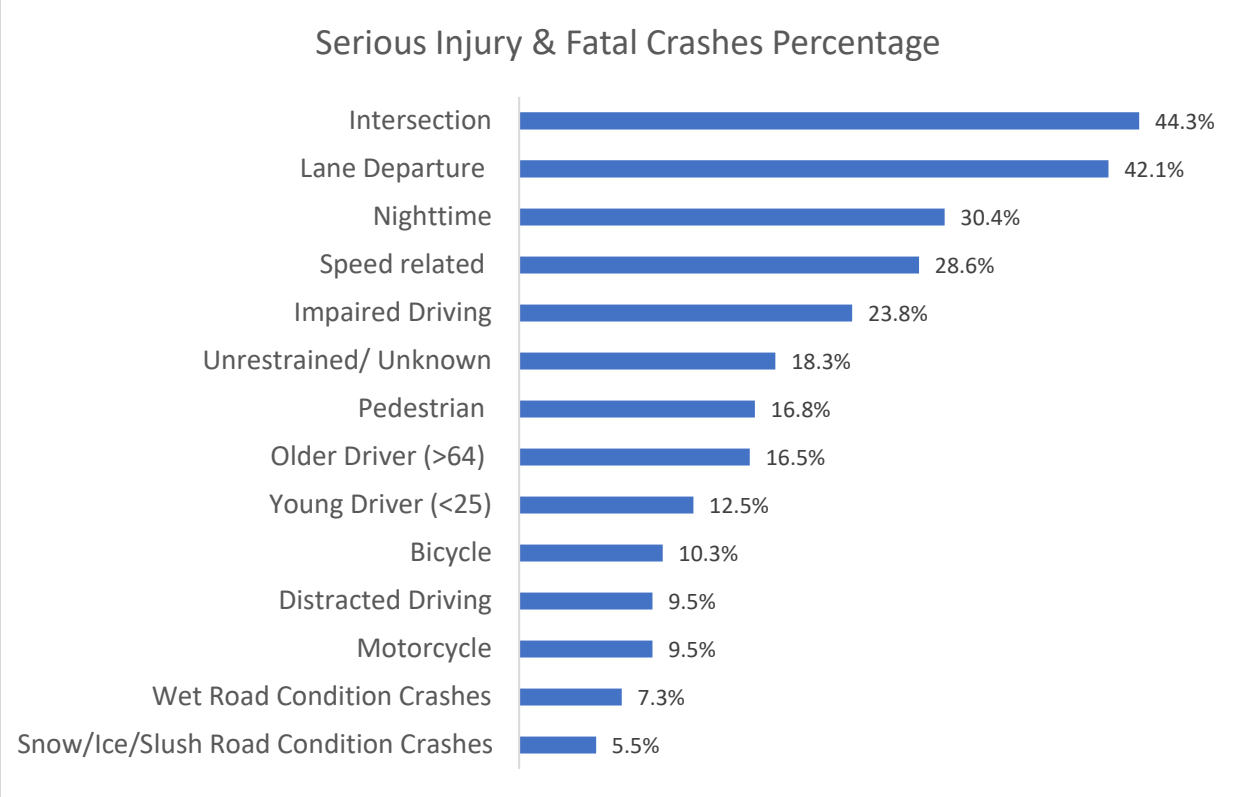


Figure 8: MetroPlan Fatal and Serious Injury Characteristics Source: ADOT crash data from 2017 to 2021

Pedestrian Safety Performance

Figure 9 shows the distribution of pedestrian crashes by injury severity. Over the span of 2017 to 2021, there were a total of 139 pedestrian-involved crashes. Of these, 11% resulted in fatalities, while 19% were classified as suspected serious injuries. Additionally, stakeholder feedback indicated that alcohol is involved in several of the pedestrian fatalities.

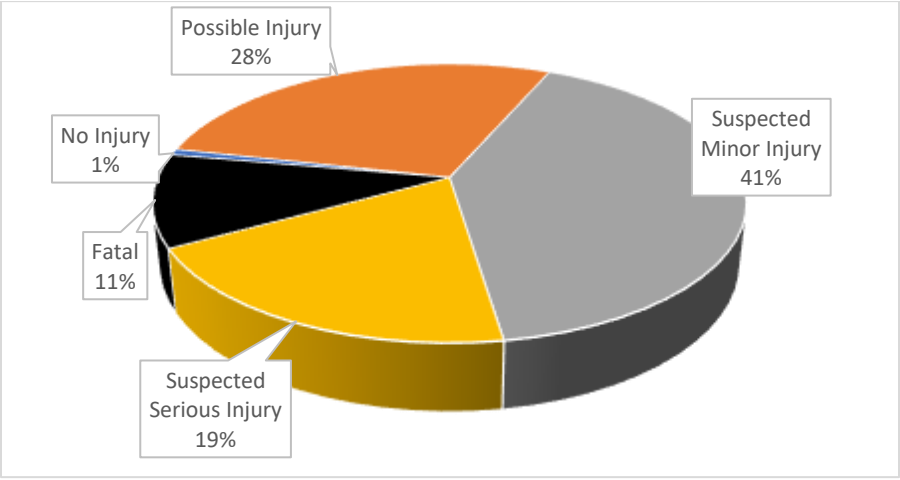


Figure 9: Pedestrian Crashes by Severity Source: ADOT crash data from 2017 to 2021

Bicyclist Safety Performance

Figure 10 shows the distribution of bicycle crashes by injury severity. Over the span of 2017 to 2021, there were a total of 151 bicycle-involved crashes, with 2% resulting in fatalities, while 16% were classified as suspected serious injuries.

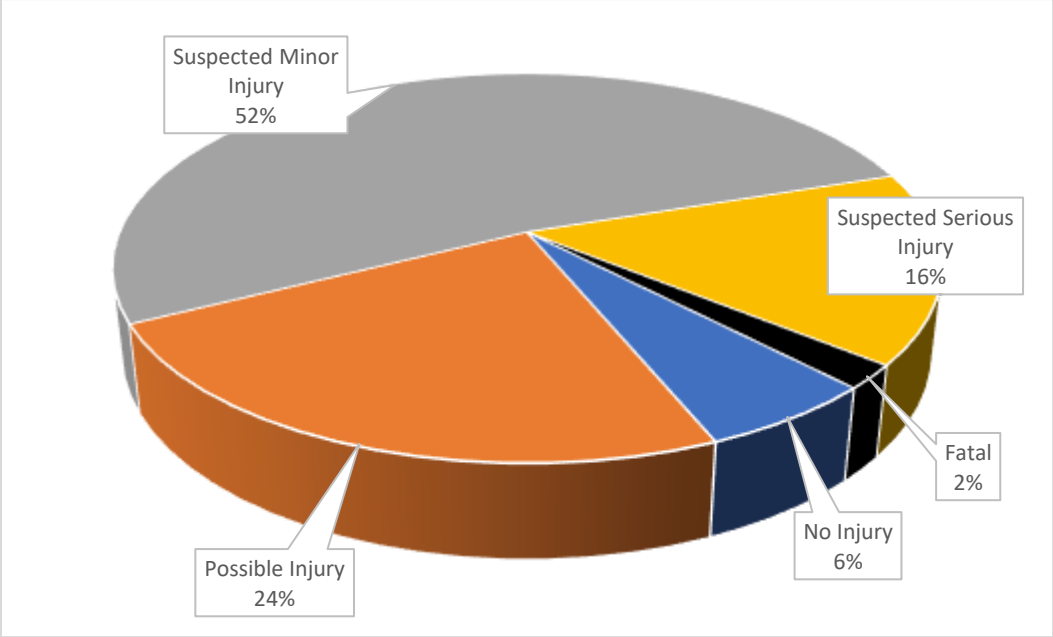


Figure 10: Bicyclist Crashes by Severity *Source: ADOT crash data from 2017 to 2021*

An expanded data set collected for the VRUSAP shows troubling trends in the number of pedestrian and bicycle crashes – 489 combined over seven years - and reveals characteristics of those involved in the worst of these crashes (see Figure 12).

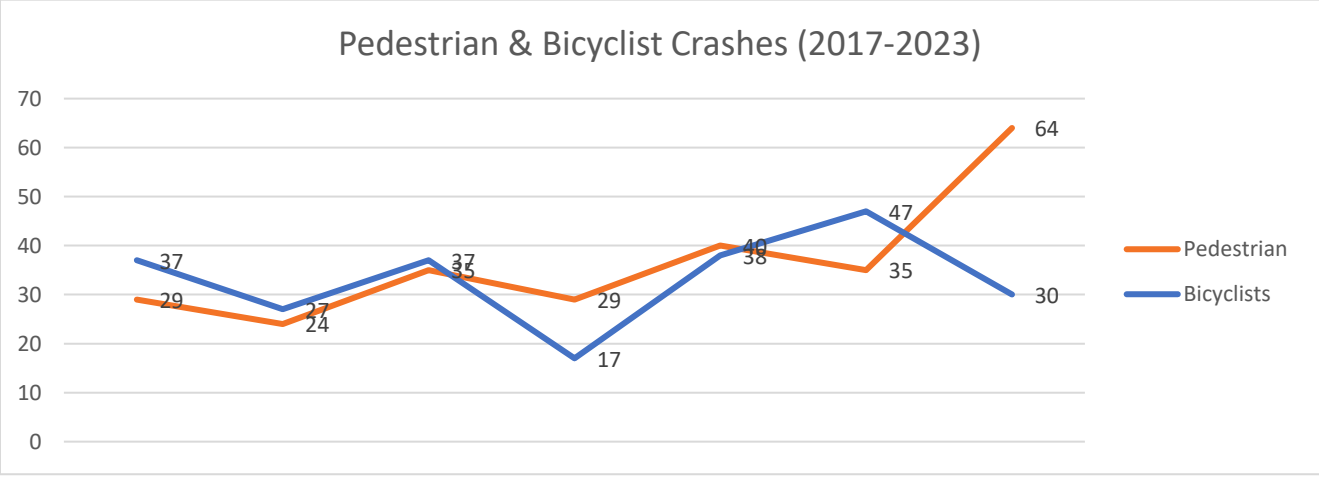
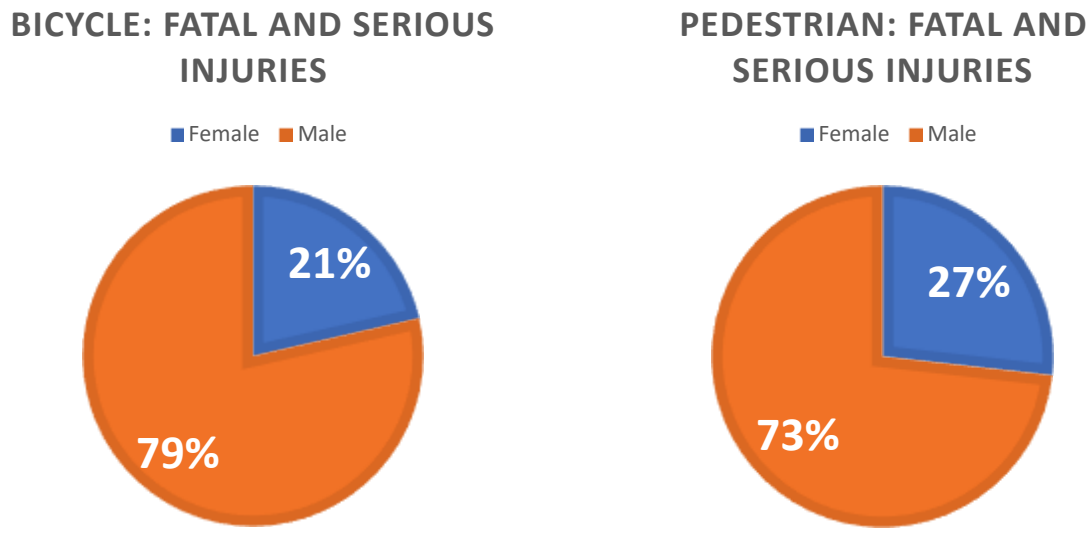


Figure 11 Bicycle and Pedestrian Crash Trends 2017-2023 Source: ADOT ACIS

Figure 12: Fatal and Serious Injuries by Gender



Age is an important consideration, too. This allows us to understand who is at risk and to target specific groups to understand their behaviors. Figure 14 reveals most crashes occur for people ages 18-24, who make up 22% of the crashes, followed closely by 25–34-year-olds who make up 21% of total crashes, regardless of the severity. Of the 108 fatal and serious injuries, people ages 35-44 make up 36% of those crashes, or 6% of the total crashes, regardless of severity.

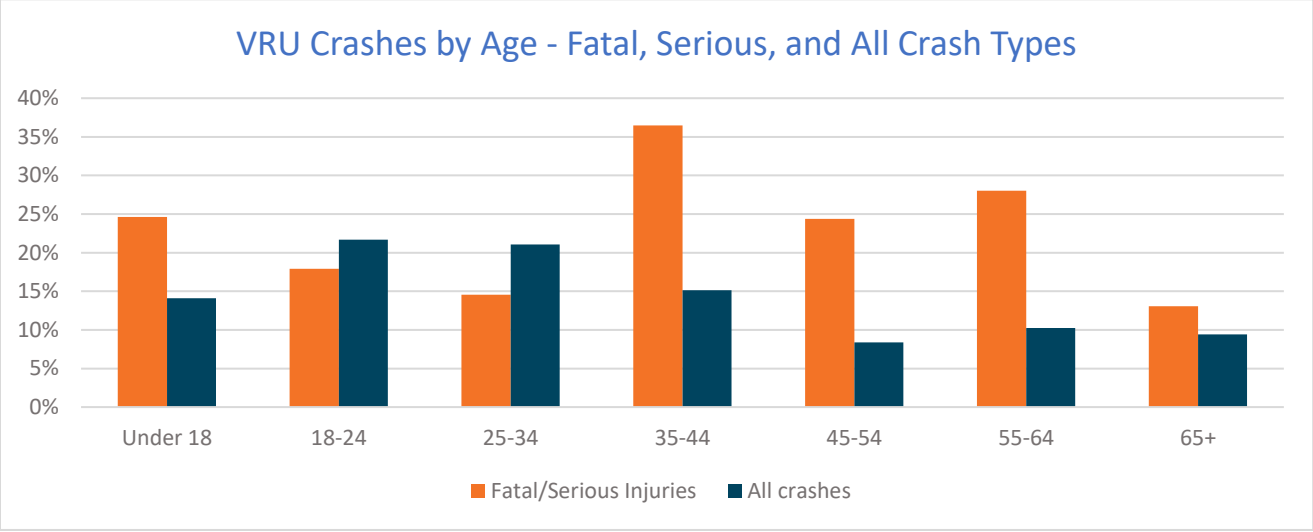


Figure 13 Percent of VRU Crashes by Age Group

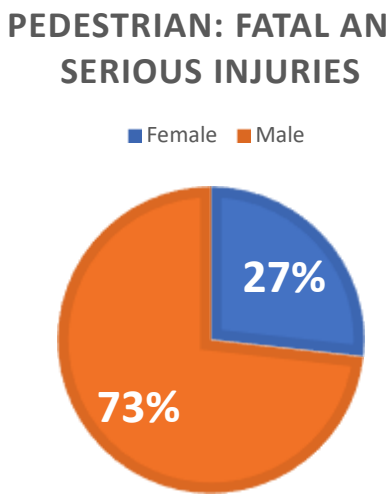
The following (**Table 3)** provides a breakdown of all crashes by the age group to give us a better idea of how crashes may disproportionately impact different age groups. Children and seniors represent the lowest percentage of crashes, while the 18-34 age group demonstrates the majority (9%) of crashes, followed by 35-54 (8%). Nationally, people 55+ are being disproportionately impacted, particularly as pedestrians. However, given that within Flagstaff sits a state college, we can assume that this is why our regional trends differ.

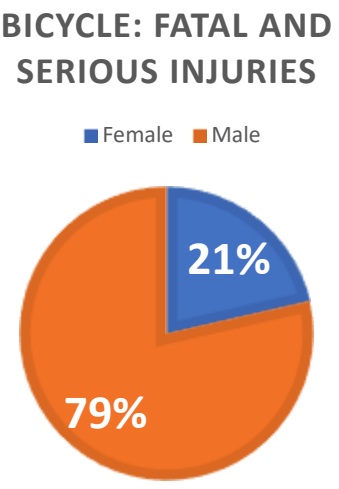
Table 3 VRU Crashes by Age

Age Group	Fatal	Serious Injury	Total F/SI	% of F/SI	total - ALL SEVERITY #	% of total
Under 18	14	3	17	16%	69	14%
18-24	15	4	19	18%	106	22%
25-34	14	1	15	14%	103	21%
35-44	19	8	27	25%	74	15%
45-54	6	4	10	9%	41	8%
55-64	8	6	14	13%	50	10%
65+	3	3	6	6%	46	9%
Total	79	29	108	100%	489	100%

When taking a closer look at just fatalities and serious injuries by gender, the trend is the same, with males comprising the majority of fatal and serious injury crashes (Figure 15).

Figure 14: Fatal and Serious Injuries by Gender





VRU Crash Causes

An extensive data analysis of the region's crashes from 2017 to 2023 revealed the following major contributors to life-changing and fatal traffic crashes for pedestrians and bicyclists in the Flagstaff region:

- Drivers: Failure to yield
- Drivers: Speeding
- Bicyclists: Only 24% were wearing a helmet in a crash
- Vulnerable Road Users: Alcohol use was present in 14% of VRU crashes
- Bicyclists: Riding the wrong way on the roadway/bike lane (10%).
- Vulnerable Road Users: Crossing at an unmarked location

Crash Data Analysis by Jurisdiction

A crash data analysis was completed for each jurisdiction. Aspects such as five year crash count, crash severity, crash manner, and crashes per 100,000 population are shown in **Figure 15** to **Figure 17** and **4** to **Table 6** below. Note that Coconino County data only covers areas of the County that are within the MetroPlan boundary.

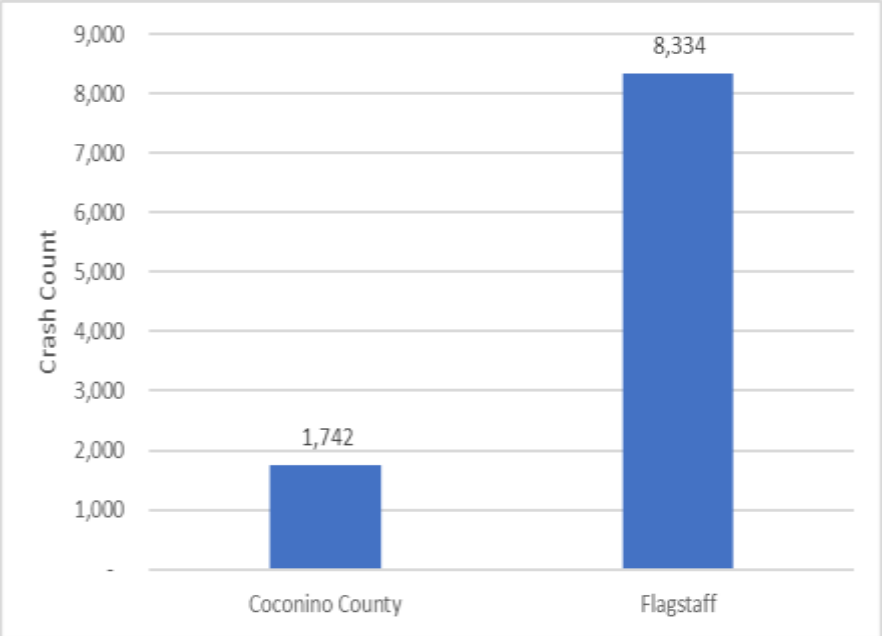


Figure 15: Crashes by Jurisdiction Source: ADOT crash data from 2017 to 2021

Table 4: Crash Severity by Jurisdiction *Source: ADOT crash data from 2017 to 2021*

Jurisdiction	No Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal	Grand Total
Coconino County	1,296	144	235	43	24	1,742
Flagstaff	6,363	961	804	173	33	8,334
MetroPlan	**7,659**	**1,105**	**1,039**	**216**	**57**	**10,076**

Table 5: Crashes by Jurisdiction *Source: ADOT crash data from 2017 to 2021*

Jurisdiction	2017	2018	2019	2020	2021	Grand Total
Coconino	347	382	350	282	381	1,742
Flagstaff	1,786	1,823	1,849	1,036	1,840	8,334
MetroPlan	**2,133**	**2,205**	**2,199**	**1,318**	**2,221**	**10,076**

Table 6: Crash Manner by Jurisdiction *Source: ADOT crash data from 2017 to 2021*

Crash Manner	Flagstaff	Coconino County
Angle (Front To Side)(Other Than Left Turn)	1,502	69
Head On	160	22
Left Turn	921	64
Other	412	79
Rear End	2,881	251
Rear To Rear	9	
Rear To Side	44	1
Sideswipe Opposite Direction	120	32
Sideswipe Same Direction	1,023	138
Single Vehicle	1,184	1,079
U Turn	13	2
Unknown	65	5
Grand Total	**8,334**	**1,742**

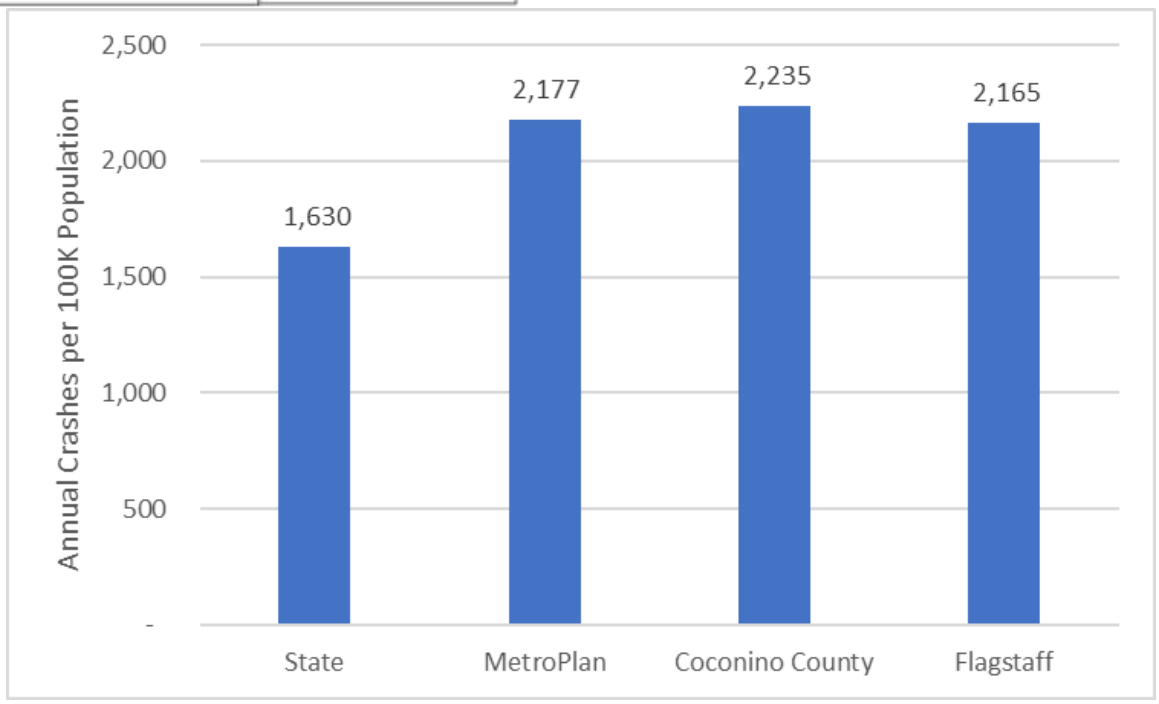


Figure 16: Average Annual Crash Rate per 100,000 Population Source: ADOT crash data from 2017 to 2021

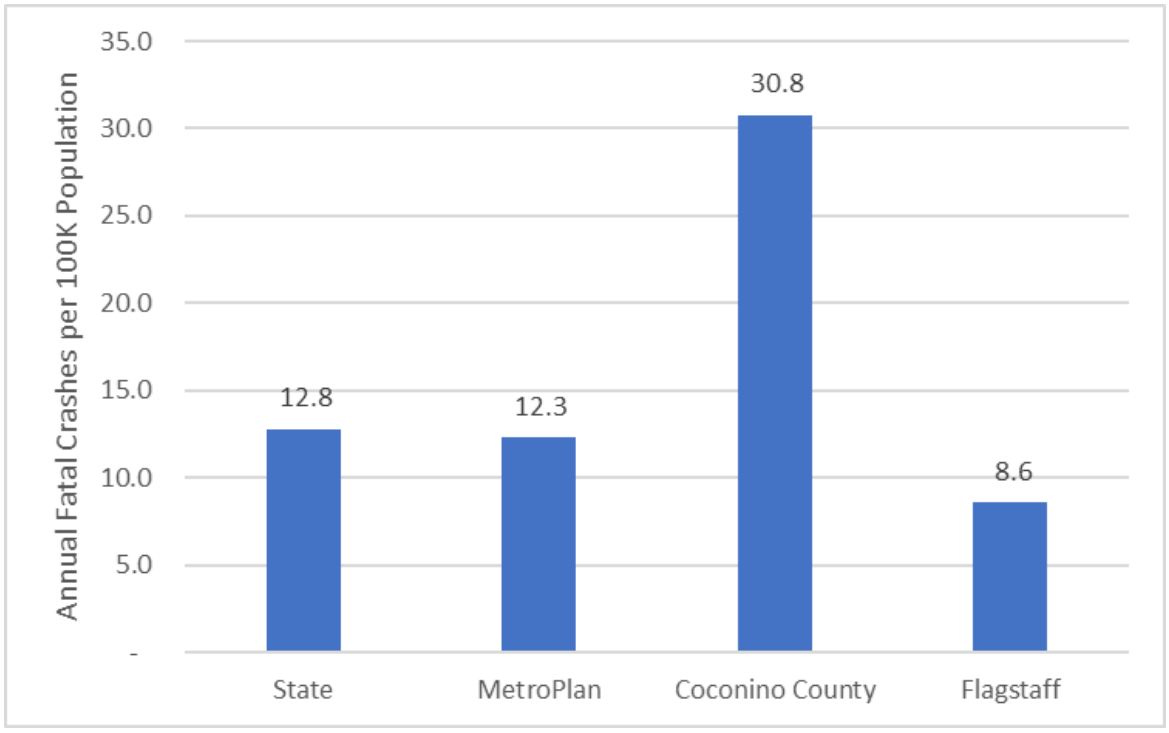


Figure 17: Average Annual Fatal Crash Rate per 100,000 Population Source: ADOT crash data from 2017 to 2021

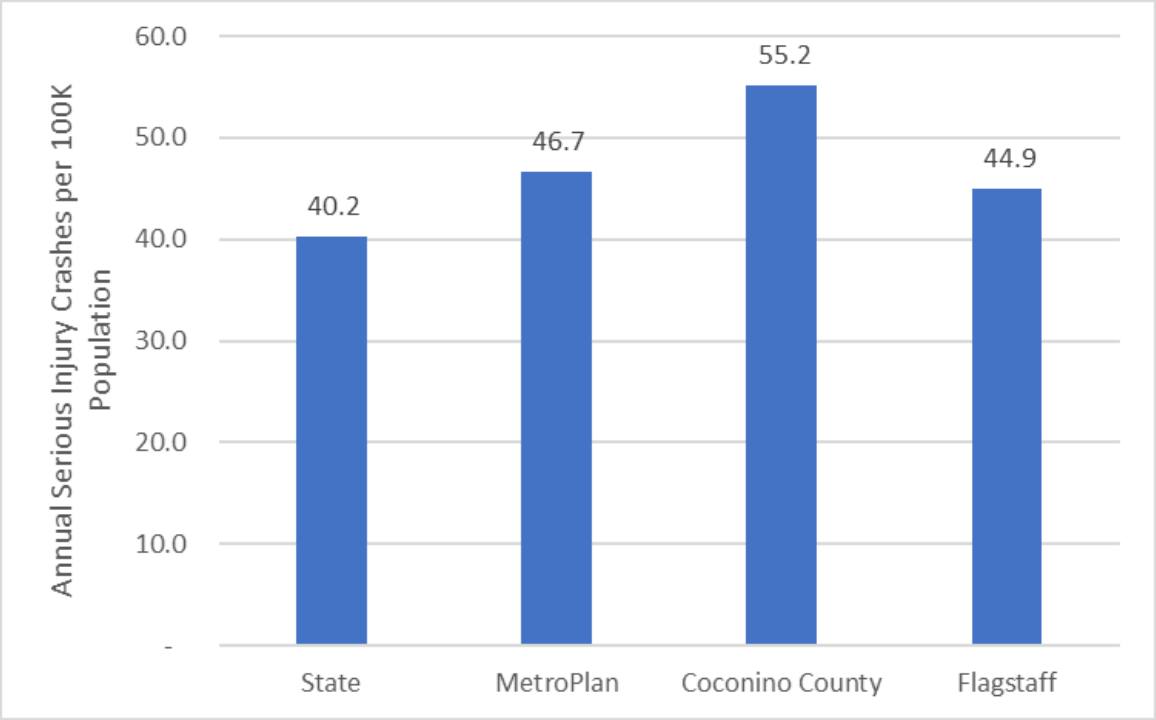


Figure 18: Average Annual Serious Injury Crash Rate per 100,000 Population
Source: ADOT crash data from 2017 to 2021

Crash Statistics Summary

The MetroPlan crash rates (crashes per 100,000 population) are in line with the state crash rates, with the region having a slightly higher serious injury crash rate and a slightly lower fatal crash rate than the state. Within the region there is a significant difference in urban (Flagstaff) and rural (Coconino County) crash rates, with the County having much higher fatal and serious injury crash rates. Rural crashes typically occur at higher speeds than urban crashes and have a higher percentage of run-off-road crashes, both of which lead to higher fatal and serious injury crash rates.

Crash manner distribution is also different between Coconino County and Flagstaff, with approximately 76% of the County crashes involving lane departure, while approximately 64% of the City crashes were intersection related. Given the distinctions between urban (Flagstaff) and rural (Coconino County) areas, safety strategies employed to address crashes will be different.

Emphasis Areas

Emphasis Areas

Emphasis areas represent the crash types and factors associated with high frequencies of fatal and serious injury crashes in the region. Directing safety initiatives towards these specific areas helps to achieve the RTSAP vision. Error! Reference source not found. presents the number of crashes, fatal crashes, and

suspected serious injury crashes for each safety factor, and compares these figures to the statewide data. Highlighted factor rows are areas of concern where the region is higher than the state for that factor or crash severity and areas that are particularly high for the region.

Table 7 MetroPlan Emphasis Areas

Behavior	Crashes	% of Crashes	% of State Crashes	Serious Injury	% of Crashes	% of State Crashes	Fatal	% of Crashes	% of State Crashes
Unrestrained/ Unknown	795	7.9	8.2	32	14.8	19.9	18	**31.6**	35.2
Motorcycle	119	1.2	2.2	22	10.2	18.6	4	7	16.9
Intersection	5,122	**50.8**	48	106	**49.1**	44.1	15	26.3	28.6
Lane Departure	3,201	**31.8**	32	82	**38**	46.1	33	**57.9**	61.7
Pedestrian	150	1.5	1.4	30	13.9	11.9	16	**28.1**	24.5
Bicycle	152	1.5	1	24	11.1	5.1	4	**7**	3.4
Nighttime	2,369	23.5	25.3	54	25	33.8	29	**50.9**	48.6
Speeding/ Aggressive Driving	3,171	**31.5**	35.2	60	**27.8**	32.1	18	**31.6**	30.7
Impaired Driving	569	5.6	5	44	20.4	16	21	**36.8**	39.5
Young Driver	4,207	**41.8**	37.1	77	**35.6**	31	11	**19.3**	24.4
Older Driver	1,622	16.1	17.1	31	14.4	18.5	14	**24.6**	19.3
Weather	1,868	**18.5**	5	29	**13.4**	4.1	6	**10.5**	4
Animal	645	**6.4**	1.7	0	0	0.4	0	0	0.3
Grand Total	**10,076**	-	-	**216**	-	-	**57**	-	-

High in Region High vs State

Source: 5 Years of ADOT crash data from 2017 to 2021

Based on a combination of crash data analysis, survey results, and stakeholder input, these are the identified emphasis areas for MetroPlan:

BEHAVIORAL

- Speeding/Aggressive Driving*
- Impaired Driving*
- Distracted Driving*
- Nighttime
- *Bicycle**
- *Pedestrian**

OPERATIONAL

- Bicycle*
- Pedestrian*
- Intersection*
- Lane Departure*
- *Nighttime*
- *Speeding/Aggressive Driving**

Italicized items appearing in both categories have high potential for both behavioral and operational solutions. The asterisks indicate where MetroPlan's emphasis areas align with the State's. Nighttime driving is an area unique to the region. Whereas there are no tribal lands in the MetroPlan region, "Tribal Lands" is unique to the State.

Network Screening and Areas of Opportunity

Priority intersections and segments in the region were identified by reviewing the annualized/normalized crash severity scores from the network screening results for the region. Crash severity score weights each crash by severity using the Equivalent Property Damage Only (EPDO) method (See **Appendix D**). Network screening results can be visualized in the web map located at https://arcg.is/09qaSC and in **Figure 19** and **Figure 20**. The web map also overlays U.S. Department of Transportation's (USDOT's) definition of areas of persistent poverty as well as transportation and historically disadvantaged communities. These layers are explained further in the Equity Analysis section of this plan.

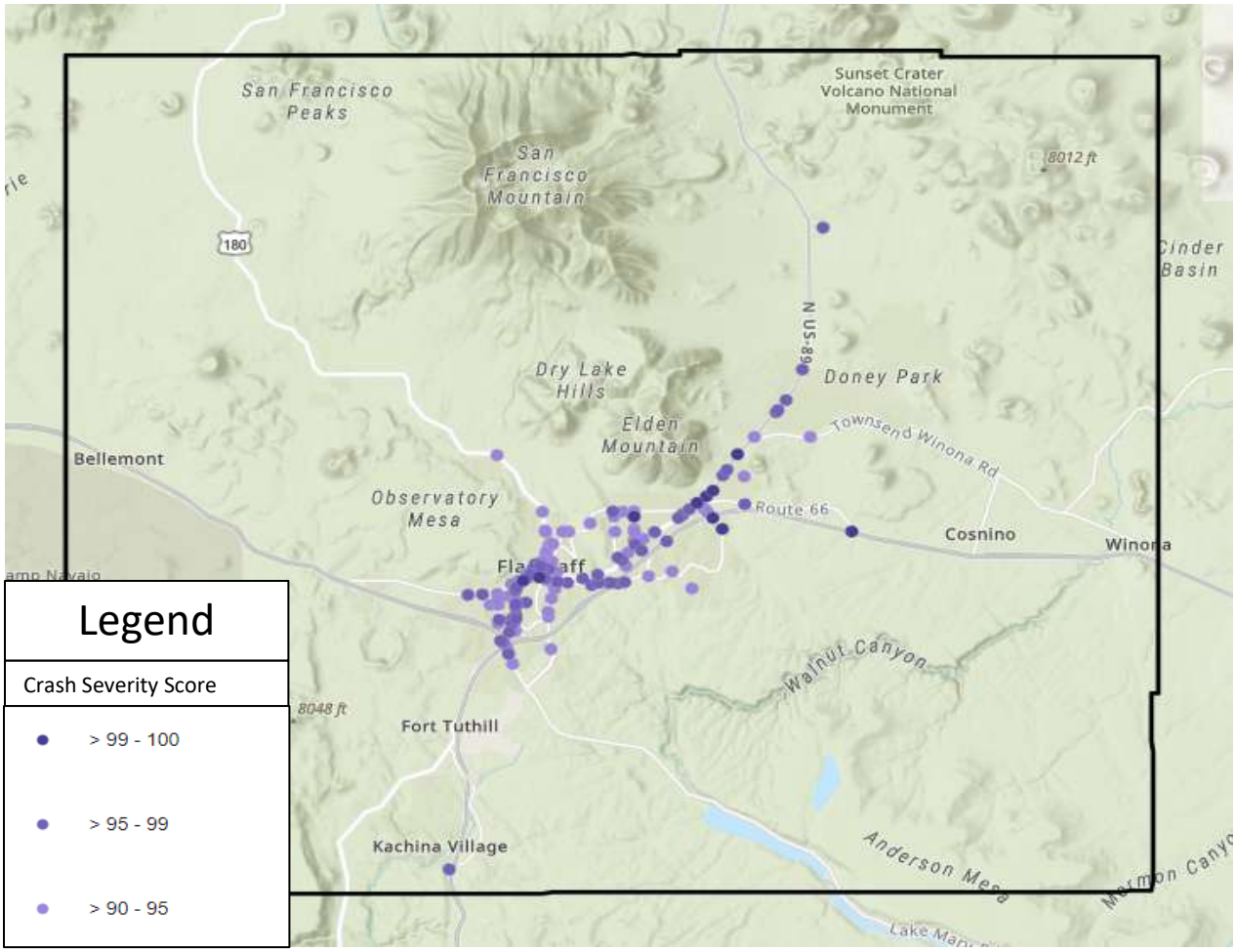


Figure 19: Intersections with high crash severity score (100 is the most severe)

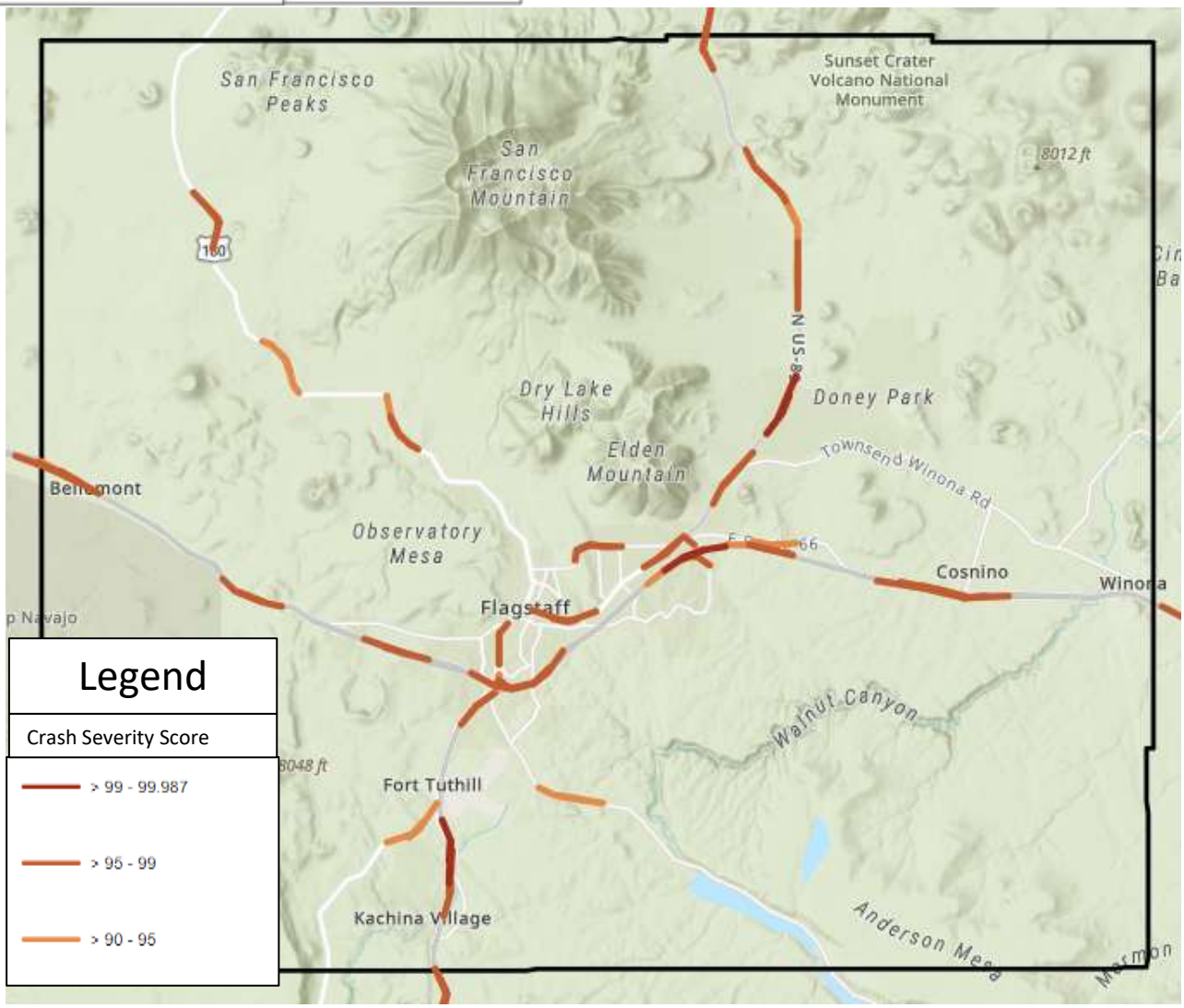


Figure 20: Segments with high crash severity score

High injury networks (HINs) were constructed for the region for the 90th percentile of all crash severity score locations. HINs are a blend of analysis and judgment to provide a large enough share of the roadway network to be meaningful but not so large as to lack utility in prioritizing and communicating roadway safety needs to the public. Unlike intersection or segment hot spot analysis, HINs can identify entire corridors that have experienced patterns of crashes.

The HINs developed for the region can be viewed in the web map located at: https://kai.maps.arcgis.com/apps/instant/basic/index.html?appid=388eef13040a4fb7b86aac2a827b42a8. A preview of this interactive map is shown below in **Figure *21***.

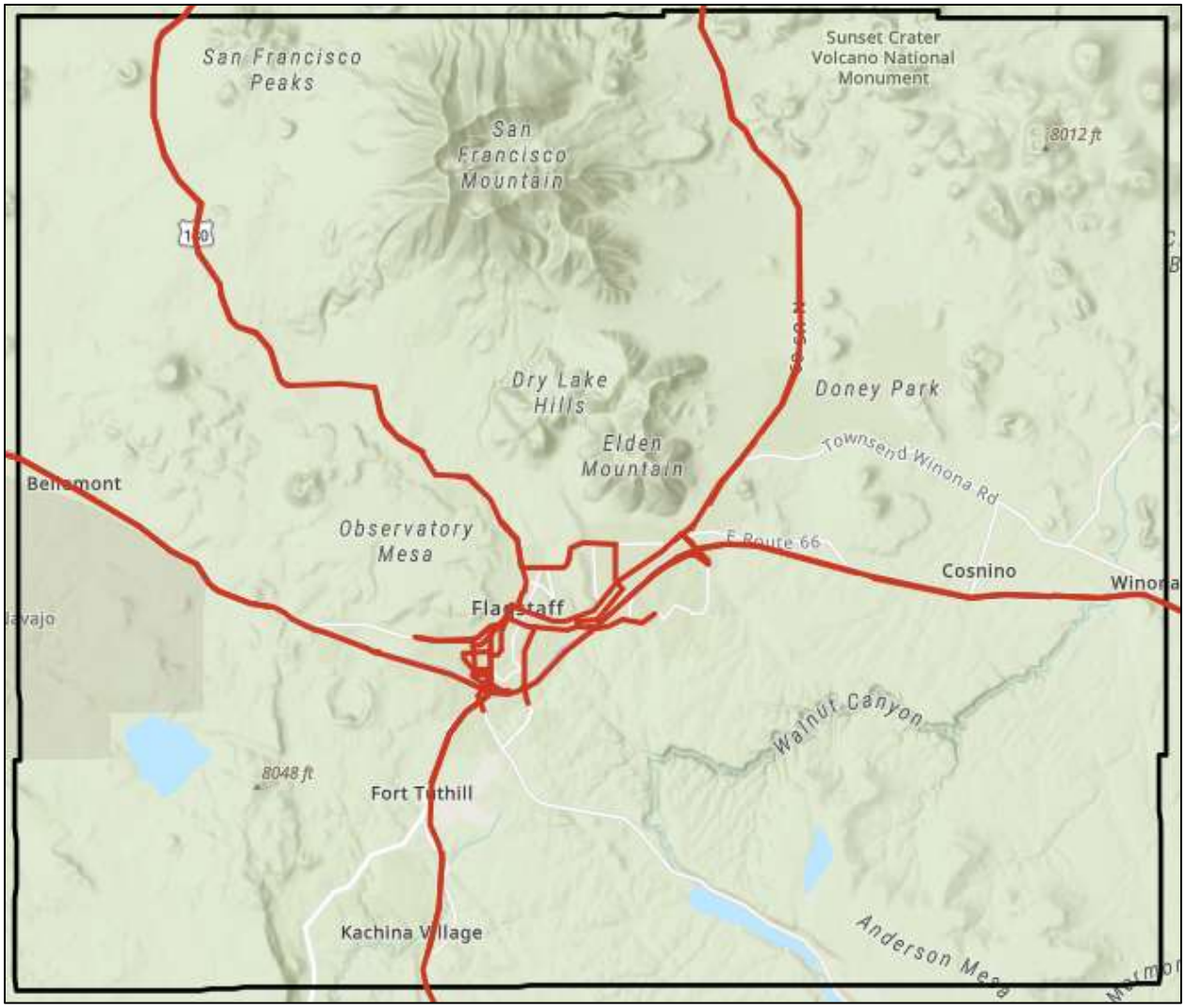


Figure 21: *MetroPlan High Injury Network Preview*

The priority locations were developed from the highest scoring locations in the region. The resulting list of priority intersections for MetroPlan are provided in **Table 8**. The resulting list of priority roadway segments for MetroPlan are provided in **Table 9**. As a note, locations were also developed for each county, local jurisdiction, and tribal nation within the three regional jurisdictions.

Table 8. Priority Intersections by Crash Severity Score

ID	Intersection Name	Annualized Crash Severity Score
1	MARKETPLACE DR & US 89	486.34
2	US 89 & SNOWFLAKE DR/TRAILS END DR	376.67
3	COUNTRY CLUB DR & US 89	280.83
4	ROUTE 66 & MILTON RD	263.51
5	CUMMINGS ST & US 89	263.50
6	COUNTRY CLUB DR & EB I-40 EXIT 201	213.81
7	CORTLAND BLVD/SOLIERE AVE & COUNTRY CLUB DR	211.60
8	DORTHA AVE & FOURTH ST	199.69
9	BEAVER ST & BUTLER AVE	192.51
10	BURRIS LN & US 89	186.25
11	FOX LAIR DR & SOLIERE AVE	184.38
12	ROUTE 66 & TEST DR	180.72
13	NORTHGATE LOOP & US 89 89	179.19
14	LITZLER DR & UNIVERSITY HEIGHTS DR	178.59
15	ARROWHEAD AVE & CENTER ST	178.39
16	PEAKS PKWY & SUNSET BLVD	178.39
17	CANYON LOOP & KACHINA TRL	178.19
18	BRAMLEY LN & US 89	178.19
19	FANNING DR & ROUTE 66	116.33

Table 9. Priority Roadway Segments by Crash Severity Score

ID	Roadway Segment	Segment Length (mi)	Annualized Crash Severity Score	Normalized Crash Severity Score
1	I-40 WB/I-17 NB Connector Between I-40 WB and I-17 NB	0.5	200.41	430.79
2	I-40 EB Between 0.6 mi east of Country Club Dr and East of 4th St	2.0	546.97	273.48
3	I-40 WB Between 1.5 mi East of Beulah Blvd and 2.2 mi East of Beulah Blvd	0.7	182.38	268.93
4	Milton Rd Between Route 66 and Forest Meadows St	1.0	210.74	210.74
5	I-17 NB Between North of Old Munds Hwy and 0.8 mi South of Mountainaire Rd	3.1	612.58	199.71
6	US-180 Between Rain Valley Rd and El Paso Flagstaff Rd	0.9	178.59	198.39
7	SR-89A Between Pine del Dr and 1 mi south of Pine del Dr	1.0	180.99	184.15
8	Cedar Ave Between 4th St and Gemini Rd	1.2	206.73	167.95
9	Soliere Ave Between Country Club Dr and Elk Run St	1.2	196.62	167.84
10	US-89 3.5 mi north of Kaitlin Way and Kaitlin Way	3.5	573.29	161.49

For all crashes, priority locations that scored highest in crash severity scores within each of the region's agencies were developed. Where feasible, the top 20 intersection and segment priority locations for each of the region's agencies were listed and can be found in **Appendix E.**

Network screening was also conducted for the following factors, also known as the safety emphasis areas:

- Aggressive Driving
- Lane Departures
- Older (64+) Road Users
- Younger (Under 25) Road Users
- No or Unknown Restraints
- Inclement Weather Conditions
- Distracted Driving
- Pedestrian- or Bicyclist- Involved
- Motorcycle-Involved
- Animal-Involved
- Night or Dark Conditions

The emphasis area screening results for intersections and roadway segments can be visualized via web maps at https://arcg.is/9rGqf0 and https://arcg.is/1TyLGi, respectively. A preview of two of these is shown in **Figure 22** and **Figure 23**.

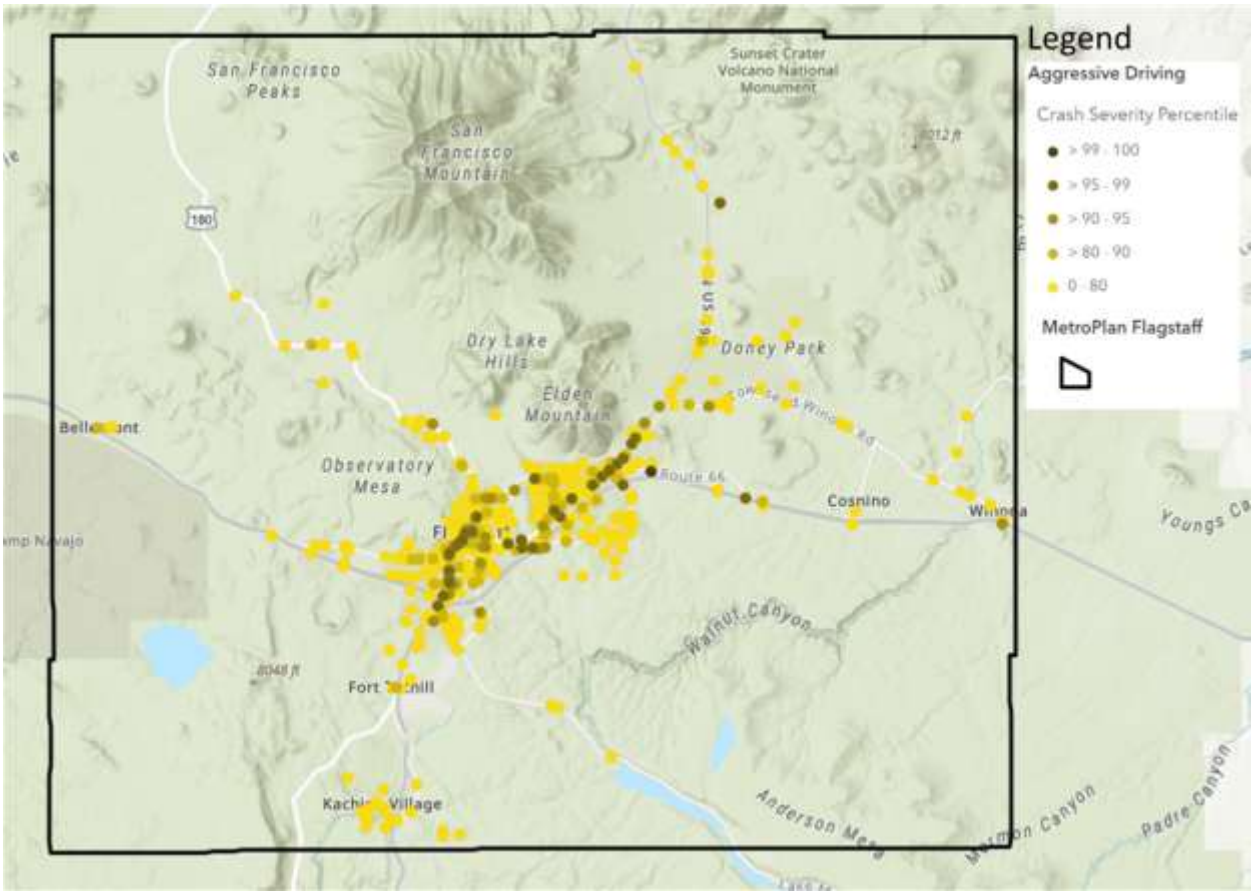


Figure 22: Emphasis Area Screening Results for Intersections

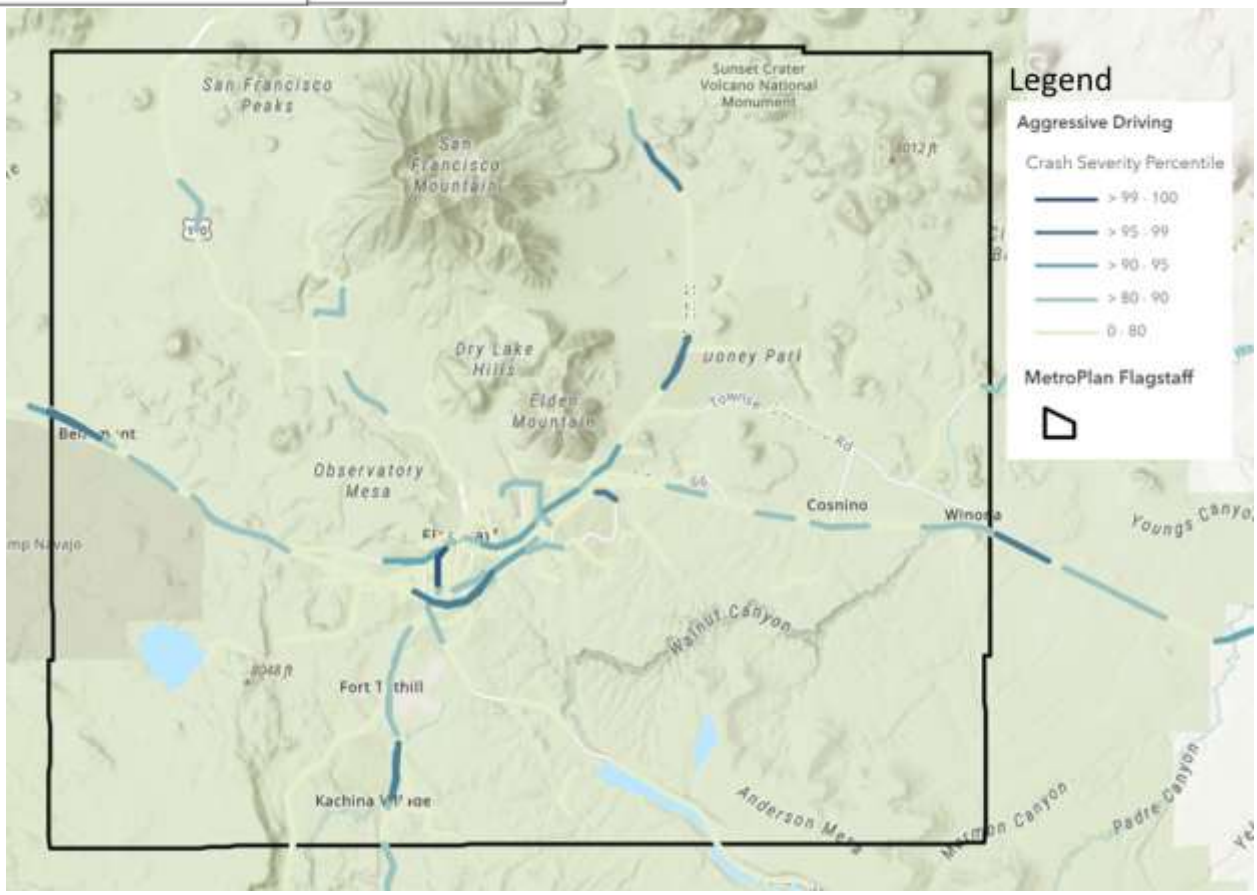


Figure 23: Emphasis Area Screening Results for Segments

VRU Risk Exposure Assessment Tool

The VRU developed a Risk Exposure Assessment tool (see Figure 26), a risk-prediction model designed to evaluate roadway attributes that contribute to crash risk, with a specific focus on vulnerable road users (VRU), identified as pedestrians and cyclists. The primary objective is to create a comprehensive risk map of the MetroPlan region to support:

- Project identification for safety improvements
- Prioritization of safety projects specific to Vulnerable Road Users
- A visual representation of VRU risk to guide data-driven decision-making
- Understand safety risks related to infrastructure and the geometry of design
- Understand the influences on exposure to crashes
- Determine if higher risks impact disadvantaged communities

- Offer predictive analysis of where crashes are most likely to occur

Figure 24: Risk Exposure Scoring

Category	Type	% of L	% of Cra	Risk Facto
Through Lanes	6	0%	6%	35.1
Through Lanes	5	1%	25%	23.7
Median Type	TWLTL	3%	45%	14.8
Equity	Medium Equity	1.2%	17.8%	14.3
Left Turn	TRUE	2%	32%	13.7
Parking Presence	One side	1%	7%	12.5
Through Lanes	4	1%	11%	12.1
Bike Facility Width	Narrow width	0.5%	6.2%	11.7
Right Turn	TRUE	2%	20%	11.6
Parking Presence	None	7%	70%	9.9
Through Lanes	3	2%	17%	9.3
Speed Limit	30 - 40	5.4%	49.6%	9.2
Bike Facility Width	Standard width	4.0%	35.7%	8.9
Equity	Low Equity	1.3%	11.1%	8.7
Functional Class	Major Arterial	2%	20%	8.0
Equity	High Equity	2.0%	15.6%	7.8
AADT Class	20k+	2.4%	17.4%	7.4

Risk Score

Attributes		Points
Equity Area	No	0
	Yes	2
Through Lanes	1-2	0
	3-4	1
	5-6	3
Right Turn	Not Dedicated	0
	Dedicated	1
Left Turn	Not Dedicated	0
	Dedicated	1
Bike Facility Width	Extra Width	0
	Narrow/ No Bike Lane	1
Median Type	TWLTL	1
	No Median	0
Speed Limit	Less than 30MPH	0
	30MPH+	1
Vehicle Volume	<10k	0
	10-20k	1
	20k+	2
Total Points Possible		12

The analysis reviewed dozens of roadway attributes and used those with the highest correlation to crash frequency (Figure 28) to determine the risk score: Equity Area, Bike Facility Widths, Lanes, Left Turn, Speed Limits, and AADT. The total possible points for the Risk Score are 12 points. The Risk Score can be used to evaluate the relative safety of streets and roads in the MetroPlan region. The REA score was used to prioritize dozens of VRU-related safety projects from plans and studies across the region.

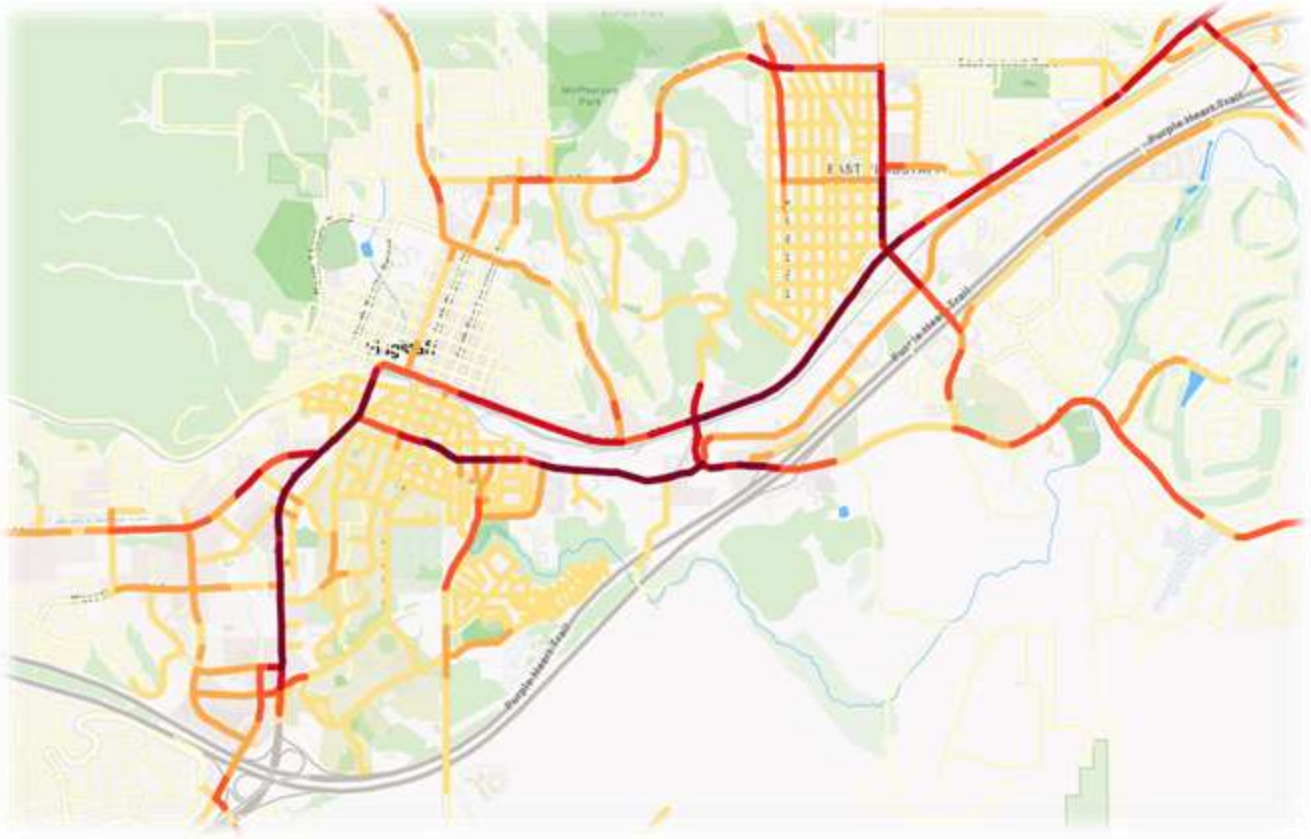


Figure 25 Risk Exposure Assessment Tool Snapshot

As with the public comments above, the roadways of most public concern and with the highest risk scores are Milton, Route 66, Butler, and 4th St. These locations correspond closely with RTSAP crash severity screening of the pedestrian and bicycle emphasis area with one exception being the risks associated with conditions on 4th Street. Another difference is the RTSAP analysis identifying US 89 as having a high crash severity score. Some of those severe crashes are associated with impairment so would not register as highly on the REAT.

Safety Strategies

MetroPlan and its stakeholders evaluated the results of the data analysis, the safety concerns and priorities of the region, and using the "4E" (Education, Engineering, Enforcement and Emergency Response) and Safe System approaches as the framework, established the strategies represented in the RTSAP. Each Safe System element (Safe Roads, Safe Speeds, Safe Road Users, Safe Vehicles, and Post-crash Care) represented in the following strategy lists acts as the pillar for which implementation occurs. Each of these elements identifies emphasis areas and strategies which when implemented with leadership, stakeholder support and community input will help achieve the RTSAP's safety goals. MetroPlan, in cooperation with partner agencies, will pursue the coordinated implementation of the Safe System approach.

MetroPlan used multiple resources in developing appropriate safety strategies, including:

- FHWA's Proven Safety Countermeasures
- National Highway Traffic Safety Administration's (NHTSA) "Countermeasures that Work" [2]
- FHWA's Crash Modification Factors Clearinghouse[3]

The effectiveness of an engineering related action item is measured by a crash modification factor (CMF) and its associated crash reduction factor (CRF) from the FHWA Crash Modification Factors Clearinghouse. NHTSA's publication Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices contains star ratings for behavior (education and enforcement) related countermeasures that are used most regularly by State Highway Safety Offices and have the most evidence of effectiveness.

A CMF is an estimate of the change in crashes expected after implementation of a countermeasure. For example, an intersection is experiencing 100 angle crashes per year. If you apply a countermeasure that has a CMF of 0.80 for angle crashes, then you can expect 80 angle crashes per year following the implementation of the countermeasure (100 x 0.80 = 80). A CRF is the inverse of a CMF and is typically expressed as a percentage.

(Source: FHWA CMF Clearinghouse)

Behavior Countermeasure Star Ratings

★★★★ or ★★★★★ Effective

★★★ Promising, and Likely To Be Effective

☆☆ Effectiveness Still Undetermined

☆ Limited or No High-Quality Evaluation Evidence

(Source: NHTSA Countermeasures That Work)

[2] https://www.nhtsa.gov/sites/nhtsa.gov/files/2021-09/15100_Countermeasures10th_080621_v5_tag.pdf
[3] http://www.cmfclearinghouse.org/ [3] FHWA, Office of Safety, Proven Safety Countermeasures, https://safety.fhwa.dot.gov/provencountermeasures/
[3] https://www.nhtsa.gov/sites/nhtsa.gov/files/2021-09/15100_Countermeasures10th_080621_v5_tag.pdf
[3] http://www.cmfclearinghouse.org/

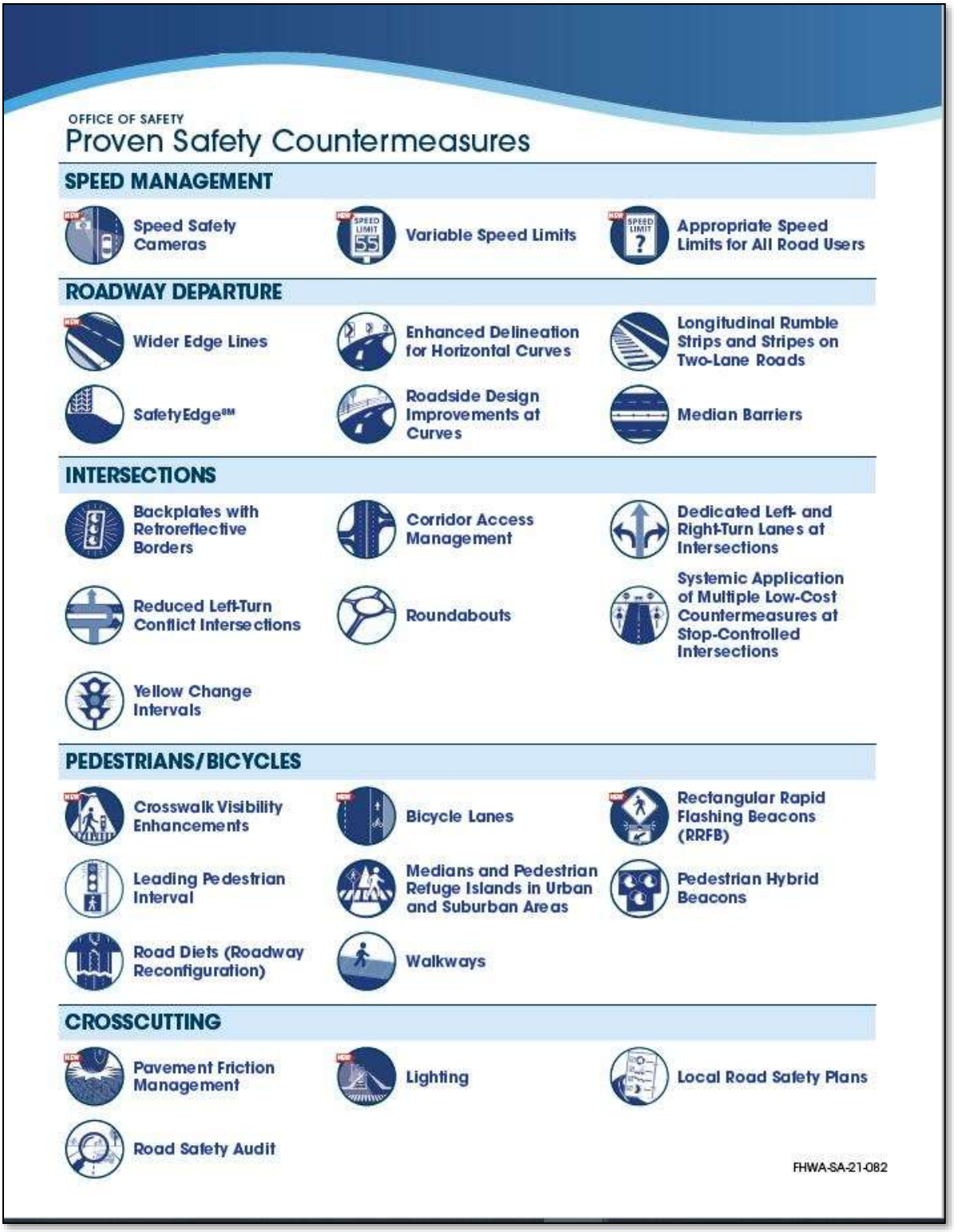


Figure 26 FHWA proven safety countermeasures (Source: FHWAA)

The following are strategies that the stakeholders deemed as providing a significant opportunity to reduce traffic-related fatalities and serious injuries in the region. These are underscored by work done in February 2025 at the MetroPlan Strategic Advance where MetroPlan Executive Board, TAC, and Management Committee members prioritized actions MetroPlan could pursue to reduce serious injuries and fatalities. Each emphasis area includes the 4E categories with related safety strategies. Each strategy has the Safe System Approach elements associated with it, the NHTSA effectiveness star, if available – the associated CRF range, and whether it is within MetroPlan's ability and priority to pursue indicated by "MP" and "VRU" if identified in the MetroPlan's Vulnerable Road Users Safety Action Plan. Note that MetroPlan will often serve an educational role by informing partners of best practices in engineering and enforcement.

1. Lane Departure

Education

- Launch public awareness campaigns to educate drivers about the risks of lane departure and the importance of staying within their lanes, especially in curves and during inclement weather. (*Safe Road Users | 3 star | MP)*
- Include lane departure prevention and safe driving practices in driver education and training programs. (*Safe Road Users | 1-2 star*)

Engineering

- Identify and prioritize high-crash (fatalities and serious injuries) and high-risk segments for lane-departure crashes to be addressed through infrastructure improvements. (*Safe Roads | 3 star*)
- Install centerline and edge-line rumble strips, especially on two-lane roads. (*Safe Roads | 12-37% reduction in lane departure crashes*)
- Enhanced Delineation for Horizontal Curves: chevrons, post-mounted delineators, oversized signs, brighter/wider markings, enhanced guardrail delineation, post-mounted retroreflective sheeting, pavement markings through horizontal curves and tangent approaches. ("Curve Ahead," "Slow") or dynamic speed-actuated feedback warning signs, and LED raised pavement markers. (*Safe Roads and Safe Speeds | 6-22% reduction in road departure crashes*)
- Utilize high-friction surface treatments. (*Safe Roads | 5-17% reduction in road departure crashes*)
- Where feasible, install a combination of shoulder rumble strips with additional shoulder widening, or where feasible, pave existing shoulders, widen existing paved shoulders, or establish gravel/stabilized "usable" shoulder extension at 1V:20H slope or flatter, particularly where paved shoulder width is less than 8 feet. (*Safe Roads | 11-51% reduction in road departure crashes*)
- Remove/relocate objects within the recovery area along the side of the road in high-risk locations. (*Safe Roads | 8-44% reduction in road departure crashes*)
- Apply paving technologies to negate vertical drop-offs and facilitate driver ability to maintain vehicle control under instances of lane departure, such as Safety Edge. (*Safe Roads and Safe Vehicles | 21% reduction in road departure crashes*)
- Conduct slope flattening, repair, restoration, and maintenance to reduce the likelihood of rollover on > 33% slopes, or recovery on > 25% slopes. (*Safe Roads and Safe Vehicles | 4% reduction in road departure crashes*)

- Improve shoulders by dispersing aggregate along the road edge to provide a more stable recovery area beyond the edge of pavement. Millings or aggregate are dispersed at 1V:6H or flatter. (*Safe Roads | 8-44% reduction in road departure crashes*)
- Median Barriers. (*Safe Roads | 97% reduction in road departure crashes*)

2. Speeding

Education

- Run public awareness campaigns to educate drivers about the dangers of speeding and aggressive driving by using emotional appeals, statistics, and real-life stories to convey the message. (*Safe Road Users and Safe Speeds | 3 star | MP*)
- Mandate defensive driving courses and education programs for drivers cited for speeding or aggressive driving. (*Safe Road Users and Safe Speeds | 3 star*)
- Reward and incentive programs to encourage safe driving behaviors, such as obeying speed limits and avoiding aggressive driving. (*Safe Road Users | 3 star*)

Engineering

- Install decreased speed limit sign. (*Safe Roads | 9-21% reduction in crashes*)
- Dynamic speed feedback sign that has data collection features (speed, volume). (*Safe Roads and Safe Speeds | 5% reduction in crashes*)
- Traffic Calming Measures: Installing speed humps, rumble strips, chicanes, and raised crosswalks. (*Safe Roads and Safe Speeds | 32% reduction in crashes*)
- Identify locations with a high frequency of speed-related crashes for targeted enforcement (GIS heat maps can be generated for law enforcement). (*Safe Roads | 3 star*)
- Install traffic calming to reduce speeds (e.g. speed humps, road diets, curb bulb-outs). Road diets reduce the number of lanes and lane widths. Curb bulb-outs narrow the street width at intersections. (*Safe Roads | 29% reduction in crashes*)
- Improving sightlines, adding clear and visible signage, and optimizing lane widths. (*Safe Roads | 20-41% reduction in crashes*)

Enforcement

- Targeted enforcement in school zones and locations with speeding-related crashes. (*Safe Road Users and Safe Roads | 2 star*)
- Installing automated speed cameras that automatically issue citations to drivers who violate traffic laws, including speeding. (*Safe Speeds and Safe Roads | 5 star*)
- High-Visibility Enforcement: Police officers use highly visible patrol cars and uniforms to increase their presence on the road, discouraging aggressive behaviors. (*Safe Speeds, Safe Roads, and Safe Road Users | 2 star)*

- Regulate policies for car manufacturing to use advancements in vehicle technology, such as adaptive cruise control and lane-keeping assistance. (*Safe Speeds, Safe Roads, and Safe Road Users | 2 star*)

Emergency Response

- Traffic Incident Management: Efficient management of traffic incidents can prevent. secondary crashes caused by aggressive driving around accident scenes. Quick clearance of the road can reduce congestion and frustration. (*Post-Crash Care*)

3. Impaired Drivers

Education

- Improve public awareness of and access to alternate forms of transportation (e.g. transit, taxicabs, ride share). (*Safe Road Users | 3 star*)
- Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable. (*Safe Road Users | 3 star*)
- Inform and encourage the public to use designated drivers and establish a positive social norm related to their use. (*Safe Road Users | 2 star*)

Enforcement

- Conduct high-visibility impaired-driving enforcement initiatives. (*Safe Road Users | 4-5 star*)
- Work with the court system to promote policies and practices that result in the imposition of stricter driving laws and penalties for impaired driving convictions. (*Safe Road Users |3-5 star*)
- Conduct high-visibility, saturated impairment enforcement campaigns. (*Safe Road Users | 4 star*)
- Increase the enforcement of drug-impaired driving by law enforcement. (*Safe Road Users | 3 star*)

4. Distracted Driving

Education

- Run public awareness campaigns to educate drivers about the dangers of distracted driving. (*Safe Road Users | 1 star*)
- Utilize D3 Arizona campaign materials and public service announcements D3Arizona.org (*Safe Road Users | 1 star*)
- Schools and community organizations collaborate with agencies to integrate distracted driving education into curricula and outreach programs targeting young drivers and emphasizing safe driving habits. (*Safe Road Users | 1 star*)
- Encourage hands-free technology, such as Bluetooth devices, for phone calls and navigation can reduce manual distractions. (*Safe Road Users | 1 star*)
    - MetroPlan encourages drivers to pull over while communicating as the safest approach.
- Peer-to-Peer Influence; Programs encourage young drivers to influence their peers positively by speaking out against distracted driving and setting good examples. (*Safe Road Users | 1 star*)
- Insurance Incentives: Collaborating with insurance companies to offer discounts to policyholders who use tracking devices that monitor safe driving behaviors, including avoiding distractions. (*Safe Road Users | 1 star*)

Engineering

- Collecting and analyzing data on distracted driving incidents to identify trends, high-risk areas, and demographics prone to distraction. (*Safe Roads*)
- Installing center line and edge line rumble strips. (*Safe Roads | 8-39% reduction in crashes*)

Enforcement

- Regulating policies for vehicle manufacturers to design and promote in-car technology that minimizes distractions, such as voice-activated controls and heads-up displays. (*Safe Vehicles*)
- Actively enforce distracted driving laws and issue citations to offenders. (*Safe Road Users | 4 star*)
- Corporate Policies: Agencies work with companies to establish distracted driving policies for their employees who drive as part of their job. (*Safe Road Users | 1 star*)

5. Bicycle

Education

- Collaborating with schools and their PE programs to establish safe routes for students and education programs to bike safely to school. Note: curriculum to include yielding, merging, and wrong-way riding. (*Safe Road Users | 2 star | MP - VRU*)

Engineering

- Creating and maintaining dedicated bicycle lanes and paths. (*Safe Roads | 27- 49% reduction in rashes*)
- Creating protected bike lanes by striping buffers or physical barriers. (*Safe Roads | 23-53% reduction in crashes)*
- Designing intersections with features like bike boxes, advanced stop lines, and clear signage helps prevent conflicts between cyclists and turning vehicles. (*Safe Roads | 20-39% reduction in crashes)*
- Traffic Calming Measures to make roads safer for cyclists. (*Safe Roads and Safe Road Users |25-51% reduction in crashes)*
- Ensuring that road surfaces are well-maintained helps prevent accidents caused by potholes and other road hazards. (*Safe Roads | 17-57% reduction in crashes)*
- Collecting and analyzing data on bicycle accidents to identify high-risk areas. (*Safe Roads | MP - VRU*)
- Conduct Safe Routes to Schools studies. (*Safe Roads, Safe Speeds and Safe Road Users | 3 star | MP - VRU)*

Enforcement

- Helmet Laws: requiring cyclists, especially children, to wear helmets. (*Safe Road Users | 4 star)*
- Advocating and implementing laws that protect the rights and safety of cyclists. (*Safe Road Users | 4 star)*
- Reinstitute required bicycle education classes for violators of bicycle laws. (*Safe Road Users / no rating – local recommendation)*

6. Pedestrian

Education

- Promote and implement processes, practices, and procedures within local agencies to incorporate pedestrian safety into roadway improvements funding prioritization processes. (*Safe Road Users, Safe Speeds and Safe Roads | 1-4 star | MP - VRU)*
- Build upon existing "best practices" guides for high-exposure bicycle and pedestrian crossing nodes. (*Safe Roads | 1-4 star | MP - VRU)*
- Include Distracted Walking in regional educational programs. (*Safe Road Users | no rating – local recommendation | MP - VRU)*

Engineering

- Identify and prioritize intersections and segments of roadways with the highest number of pedestrian crashes that can be addressed through infrastructure improvements. (*Safe Roads)* MP – VRU
- Promote requirements for pedestrian safety to be considered during development review processes. (*Safe Roads)* MP - VRU
- Promote and implement practices to set appropriate speed limits that consider the pedestrian environment and safety. (*Safe Roads and Safe Speeds | 3 star)*
- Collect data on pedestrian volumes to help assess safety risk. (*Safe Roads | MP - VRU)*
- Prepare a "best practices" guide for the design of pedestrian accommodation at roundabouts. (*Safe Road Users | 1 star)*
- Identify high-risk locations for potential implementation of enhanced pedestrian crossings that would have a favorable benefit/cost ratio. (*Safe Roads)*
- Install Pedestrian Hybrid Beacons (PHBs). (*Safe Roads | 12-45% reduction in crashes)*
- Install medians and pedestrian crossing islands. (*Safe Roads | 46-56% reduction in crashes)*
- Leading Pedestrian Intervals. (*Safe Roads | 13% reduction in crashes)*
    - A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter an intersection 3-7 seconds before vehicles are given a green indication. With this head start, pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn left.
- Road Diets. (*Safe Roads | 19-47% reduction in crashes)*
    - A Road Diet typically involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane (TWLTL).
- Walkways (sidewalks, paths, shoulders). (*Safe Roads | 65-89% reduction in crashes)*
- Lighting and illumination. (*Safe Roads | 59% reduction in crashes)*
- Curb extensions. (*Safe Roads | 11% reduction in crashes)*
- Advanced yield/stop lines. (*Safe Roads | 11% reduction in crashes)*
- Transit stop improvements. (*Safe Roads | 12-45% reduction in crashes)*
- Left-turn prohibitions. (*Safe Roads | 5-19% reduction in crashes)*
- Right turn on red prohibitions. (*Safe Roads | 28% reduction in crashes)*
- Conduct RSAs. (*Safe Roads | 1-4 star | MP)*
- Conduct Safe Routes to School Studies. (*Safe Roads | 3 star | MP - VRU)*

Enforcement

- Conduct targeted enforcement in high-pedestrian activity and high-crash areas. (*Safe Road Users | 3 star)*

7. Intersections

Education

- Build upon and distribute educational materials related to intersection safety. *(Safe Road Users | 1 star | MP - VRU)*
- Build upon existing "best practices" guides for high-risk intersections. *(Safe Roads / 1-4 star)*
- Partner with local professional societies to hold an annual workshop to educate roadway designers on safety tools available to assess and improve substantive safety. *(Safe Road Users | 1 star)*
- Educate policymakers on the benefits of engineering strategies to increase the use of those strategies. *(Safe Roads | 1 star | MP - VRU)*

Engineering

- Consider adopting Intersection Control Evaluation (ICE) policies and procedures to evaluate and select the geometry and control for an intersection. *(Safe Roads)*
- Identify individuals or groups of intersections with fatal and serious injury crash patterns that can be addressed through infrastructure upgrades or improvements. *(Safe Roads | MP - VRU)*
- Evaluate left-turn phasing practices and policies. *(Safe Roads)*
- Review and update corridor traffic signal timing and coordination on a regular schedule (every three to five years minimum). *(Safe Roads)*
- Improve traffic signal timing and coordination between jurisdictional signal systems to improve operations and reduce driver frustration. *(Safe Roads)*
- Implement systemic improvements based on identifying characteristics of high-risk intersections. *(Safe Roads)*
- Enhance the existing network screening methodology for intersections and segments. *(Safe Roads | MP - VRU)*
- Reduced Left-Turn Conflict Intersections. *(Safe Roads | 30-54% reduction in crashes)*
    - Reduced left-turn conflict intersections are geometric designs that alter how left-turn movements occur to simplify decisions and minimize the potential for related crashes. Two highly effective designs that rely on U-turns to complete certain left-turn movements are known as the restricted crossing U-turn (RCUT) and the median U-turn (MUT).
- Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections. *(Safe Roads | 10-15% reduction in crashes)*
    - This systemic approach to intersection safety involves deploying a group of multiple low-cost countermeasures, such as enhanced signing and pavement markings, at many stop-controlled intersections within a jurisdiction. It is designed to increase driver awareness and recognition of the intersections and potential conflicts.
- Left and Right Turn Lanes at Two-Way Stop-Controlled Intersections. *(Safe Roads | 14-48% reduction in crashes)*
- Appropriate Yellow Change Intervals. *(Safe Roads | 8-14% reduction in crashes)*
- Roundabouts. *(Safe Roads | 78-82% reduction in crashes)*
- Corridor Access Management. *(Safe Roads | 5-31% reduction in crashes)*
    - Access management refers to the design, application, and control of entry and exit points along a roadway. This includes intersections with other roads and driveways that serve adjacent properties.
- Improve left-turn lane offset to create a positive offset. *(Safe Roads | 38% reduction in crashes)*

- Protected-only left-turn phasing. *(Safe Roads | 51-77% reduction in crashes)*
- Flashing yellow arrow. *(Safe Roads | 19% reduction in crashes)*
- Turn lane channelization. *(Safe Roads | 33% reduction in crashes)*
- Clear sight triangles. *(Safe Roads | 48% reduction in crashes)*
- Improve visibility of signals. *(Safe Roads | 29% reduction in crashes)*
- One signal head per lane. *(Safe Roads | 46% reduction in crashes)*
- Larger (12") signal heads. *(Safe Roads | 42% reduction in crashes)*
- Reflective border for signal backplates. *(Safe Roads | 15% reduction in crashes)*
- Conduct RSAs during the design phase. *(Safe Roads)*

Enforcement

- Install red-signal enforcement lights to assist enforcement of red-light runners. *(Safe Road Users | 2 star)*
- Encourage and expand the data-driven speed and red-light running enforcement, including the use of technology to assist enforcement. *(Safe Road Users)*
- Conduct targeted enforcement of high crash-risk intersections. *(Safe Road Users | 2 star)*
- Utilize automated enforcement at high crash risk intersections where appropriate. *(Safe Roads and Safe Road Users | 2 star -45% reduction in crashes)*

Emergency Response

- Evaluate Emergency Vehicle Preemption system implementation practices. *(Post Crash Care)*
- Expand deployment of Emergency Vehicle Preemption systems. *(Post Crash Care)*

8. Nighttime

Education

- Promote the use of high-visibility clothing for pedestrians and cyclists can make them more visible to drivers at night. *(Safe Road Users | MP - VRU)*
- Run public awareness campaigns about the dangers of drowsy driving, which is more common at night. *(Safe Road Users)*
- Promote the use of vehicles with adaptive headlights that adjust their intensity and direction based on vehicle speed and steering angle. *(Safe Road Users)*

Engineering

- Maintain and upgrade street lighting to ensure well-lit roadways, intersections, and pedestrian crosswalks. *(Safe Roads)*
- Use Reflective Signage and Markings for road signs, lane markings, and pedestrian crosswalks to enhance visibility at night. *(Safe Roads)*
- Provide roadside assistance services, especially in areas with limited services, ensuring that motorists who encounter problems at night can receive help quickly. *(Post Crash Care)*
- Install emergency call boxes along highways and remote roads, allowing motorists to call for assistance in case of emergencies. *(Post Crash Care)*
- Design roadways that enhance nighttime safety, such as improved sightlines, well-placed signage, and delineation of curves and intersections. *(Safe Roads)*
- Implement Animal Detection Systems that detect the presence of wildlife on the road and warn drivers of potential hazards at night. *(Safe Roads)*

Enforcement

- Enhanced Police Presence during nighttime hours can discourage speeding and reckless driving. *(Safe Road Users | 2 star)*

MetroPlan VRU Policies and Strategies

Strategies developed for the VRUSAP (Table 10) and repeated here will sometimes reiterate, reinforce, or supplement the strategies listed above for Emphasis Areas 5. Bicycle and 6. Pedestrian.

Table 10 VRUSAP Policies and Strategies

VZ-1	Apply Safe System principles across all planning, engineering, and policy decisions.
Purpose	To integrate Safe System principles into every stage of planning, engineering, and policymaking, ensuring transportation systems are proactively designed to anticipate human error, minimize crash severity, and protect all road users—especially the most vulnerable.
Strategies	• MetroPlan adopts a Vision Zero Resolution that sets forth a goal of reducing serious and fatal crashes by 40% by the year 2045. • Ensure that all long-range planning and project prioritization efforts include safety performance outcomes aligned with the Vision Zero resolution. • Work with partners to strategically prioritize projects with a focus on complete streets, vision zero, and transportation safety. • Annually review Capital Improvement Plans, maintenance, and preservation projects to identify opportunities for safety improvements with all users in mind. • Have the MetroPlan Technical Advisory Committee (TAC) serve as the Safety Committee. • Embed the 40% reduction target into the Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), Safety Action Plan, and other MetroPlan regional planning documents.
VZ-2	Maintain public awareness of the magnitude and cause of regional traffic injuries and fatalities.
Purpose	To institutionalize a consistent and transparent process for evaluating transportation safety outcomes and adjusting strategies accordingly. The policy ensures that Vision Zero

	implementation remains accountable, data-informed, and responsive to community needs and changing conditions.
Strategies	• Establish, maintain, and report annually a review of Vision Zero targets, goals, and performance as a means of accountability. • Share findings with partners to support consistent safety messaging, funding prioritization, and policy alignment. • Incorporate the Regional Transportation Safety Action Plan into the Regional Transportation Plan (RTP) and integrate safety analysis into its development.

VZ-3	Support and advance the implementation of transportation demonstration projects as a low-cost, short-term approach to test and evaluate potential long-term transportation improvements.
Purpose	To provide a structured yet flexible framework for piloting innovative street designs, temporary infrastructure, and mobility enhancements that align with the region's goals for Vision Zero.
Strategies	• Identify potential demonstration projects with support from the City and County Engineering and Planning staff. • Develop a process for before and after studies of demonstration projects, resident engagement, and site prioritization. • Develop a toolkit to be used by partners for repeatable interventions across the region
VZ-4	Integrate Speed Management into planning, programming, and policy decisions
Purpose	Speed management is a core component of a Safe System approach, recognizing that vehicle speed directly influences both the likelihood and severity of crashes. This policy promotes setting and managing vehicle speeds that align with safety and the surrounding street context.
Strategies	• Support speed management training for MetroPlan staff and partners on behalf of the region. • Recommend countermeasures and speed management strategies explicitly in MetroPlan transportation plans and priorities.

	• Coordinate Road Safety Assessments (RSA)[4] on behalf of partners through the ADOT process.
VZ-5	Collaborate with schools, partners, and community organizations to coordinate planning and implementation of Safe Routes to School programming.
Purpose	This policy supports the development of safe, convenient, and accessible walking, biking, and transit routes for students traveling to and from school. It prioritizes traffic safety measures and education programs that reduce barriers, encourage active transportation, and protect children from traffic-related risks.
Strategies	• Collaborate with schools, local governments, law enforcement, and community organizations to coordinate Safe Routes to School planning and implementation. • Seek funding through state and federal Safe Routes to School programs. • Collect and analyze data around schools to identify travel modes, speeds, and crashes. • Organize "Walk to School" and "Bike to School" days to encourage active transportation. • Work with partners and FUSD to ensure site planning for schools incorporates traffic safety review prior to siting/opening new, reconstructed, or relocated school(s). • Provide pedestrian and bicycle safety education in school curricula. • Work with local colleges/universities to create and implement a new walking, biking, driving, and transit riding safety campaign for students. • Conduct safety reviews of the transportation network in school zones.
VZ-6	MetroPlan is committed to advancing a culture of safety through inclusive transportation education and encouragement campaigns.
Purpose	These campaigns aim to inform, engage, and influence behavior among all road users—drivers, pedestrians, bicyclists, and transit riders—to reduce serious injuries and fatalities and support the region's Vision Zero and Safe System goals. To ensure that transportation safety education is a core component of regional safety planning, complementing engineering and enforcement efforts.
Strategies	• Deploy pop-up education at community events, farmer's markets, schools, and transit hubs. • Develop and provide Vision Zero messaging on an ongoing basis to be delivered to the public, neighborhood groups, and stakeholder group meetings.

[4] https://azdot.gov/planning/traffic-safety/road-safety-assessments

	• Provide targeted outreach and training when adding new infrastructure to teach street users how to navigate a newly constructed facility. • Develop and implement a marketing campaign centered on people crossing and drivers yielding – a primary safety issue in the region. • Build upon and distribute educational materials related to intersection and crossing safety for all road users.

VZ-7	MetroPlan will recognize the importance of proven transportation safety technologies
Purpose	MetroPlan recognizes the critical role of proven safety technology in advancing regional transportation safety and achieving Vision Zero goals. Technologies such as automated speed enforcement, intelligent speed assistance, signal timing improvements, and real-time data monitoring have been shown to reduce traffic-related fatalities and serious injuries.[5]
Strategies	• Include proven technology projects in MetroPlan's funding strategies and grant applications (e.g., Safe Streets and Roads for All, HSIP). • Encourage the installation of automated enforcement cameras[6] for red light violations on the High Injury Network using crash data and analysis from the Vulnerable Road Users Safety Action Plan and the Regional Transportation Safety Plan while. • Encourage the direction of revenue generated by traffic citations go directly to support prioritized transportation safety projects. • Encourage the use of safety technologies in locations and situations where data shows they can have the greatest impact in preventing crashes and saving lives.
VZ-8	Support data-driven decision-making and access to technical assistance.
Purpose	Through this policy, MetroPlan will coordinate with partners to obtain timely, accurate crash and safety data, analytical tools, and planning support for the region to advance Vision Zero goals. To ensure that the region has the data, tools, and guidance needed to identify safety issues, prioritize projects, and evaluate the impact of interventions in alignment with a Safe System approach.

[5] Red light running cameras should only trigger when some other device depicts a probable violation, the data is stored locally with limited ability to share – both legal and technical, processed quickly, and destroyed upon adjudication. An independent auditor reviews the process annually. Strong policies would need to be put in place and legal protections against firms that deploy the equipment – including independent audits of their systems.
[6] https://www.azleg.gov/Briefs/Senate/PHOTO%20TRAFFIC%20ENFORCEMENT%202022.PDF

Strategies	• Provide technical resources and assistance, data analysis, and planning support to partners by providing crash prediction models, traffic count programs, bicycle and pedestrian count programs. • Maintain a database of information on street design features to enable systemic safety analysis. Perform systemic safety analysis to determine street factors associated with crash types for each mode, for the development of a Risk Exposure Assessment Tool. • Host an annual Transportation Safety Summit.

VZ-9	MetroPlan will collaborate with partners to meet local, regional, and state Vision Zero goals
Purpose	To create a unified, regional approach to traffic safety that builds on shared data, coordinated strategies, and equitable investment. Through regional leadership and interagency partnerships, MetroPlan aims to help all member agencies and stakeholders make measurable progress toward Vision Zero, while ensuring that strategies reflect local needs and community priorities.
Strategies	• Facilitate information sharing between jurisdictions to align safety goals and deployment strategies. Incorporate best practices. • Support partners in using data to prioritize projects, apply for funding, and evaluate safety interventions. • Share success stories and lessons learned from partner agencies to promote innovation and continuous improvement. • Support statewide policies and strategies that support Vision Zero. • Encourage the state to prioritize safety in project programming. • Collaborate with ADOT, FHWA, and other regional partners to ensure consistent performance metrics.
VZ-10	Prioritize funding and grant-seeking projects that reduce serious injuries and fatalities for all road users, in alignment with Vision Zero goals.
Purpose	To guide MetroPlan's funding strategies and grant applications toward projects that advance safer, more equitable multimodal transportation networks and to accelerate progress toward Vision Zero's target of eliminating traffic fatalities and serious injuries.
Strategies	• Develop a process that prioritizes regional projects around safety. • Identify a sustainable funding source for staffing, education efforts, and program management.

Implementation Plan

Participants

MetroPlan has the primary leadership role and acts as the primary contact for the RTSAP. MetroPlan will work with partner agencies to make traffic safety a more proactive community endeavor. Based upon strategies formulated in this plan, the City of Flagstaff, Coconino County, ADOT, NAU and Mountain Line and law enforcement will participate in executing the implementation plan. MetroPlan will collaborate with partner agencies to proactively engage the community in enhancing traffic safety.

The Safe Streets Master Plan, under contract late in 2025, will seriously consider the inclusion of the recommendations in the following section.

Administrative Implementation

Incorporating Safety into the Project Development Process

MetroPlan incorporates safety into the project scoring for its Regional Transportation Plan. The high injury network, risk exposure assessment and crash hot spots identified in this plan will now be incorporated into that process. Additionally, MetroPlan recently developed a Strategic Grant Process to guide pursuit of funding and in which safety is a major consideration.

Safety is often viewed as an "extra" or "add-on" or even a nuisance to incorporate into a project, when in fact safety elements should be mainstreamed and explicitly considered on every project. Traffic safety programs, projects and policies included in an agency's Long-Range Transportation Plan, Comprehensive Plan and/or Master Plan have a higher likelihood of being implemented. The following should be pursued for inclusion in an agency's policies, future Capital Improvement Plans (CIP) and updates to plans to ensure safety is an explicit consideration in projects:

1. Include systemic safety improvements in projects. Many of the FHWA Proven Safety Countermeasures are appropriate for systemic implementation (https://safety.fhwa.dot.gov/provencountermeasures/)


Safety Edge


Reflective Border Backplates


Enhanced Curve Delineation


Rumble Strips


Sidewalks


Lighting


Shoulder Improvement

2. In the recently initiated Project Prioritization contract, develop evaluation criteria to pursue safety in project programming or consider making the following adjustments:
   - Strengthen evaluation criteria for proposed projects in regional Transportation Improvement and Maintenance Programs (TIMP) to include safety elements.
   - Give higher priority to projects that address RTSAP Emphasis Areas
   - Give higher priority to locations experiencing fatal and serious injury crashes
   - Give higher priority to projects incorporating multiple safety countermeasures
   - Give higher priority to smaller scale projects that can be implemented systematically

MetroPlan will incorporate safety into its prioritization process for pursuing grants and will further address project prioritization in its Vulnerable Road Users Safety Action Plan. Examples of incorporating safety into project programming are in Appendix K. ADOT's P2P prioritization process includes safety and MetroPlan may wish to advocate for its higher weighting.

Progress & Transparency: Safety Performance Reporting

The FHWA's final rule concerning the "National Performance Management Measures: Highway Safety Improvement Program" became effective on April 14, 2016. Key aspects of this rule incorporate:

- Five Performance Measures :
  1. Number of Fatalities
  2. Rate of Fatalities per 100 million vehicle miles traveled (VMT)
  3. Number of Serious Injuries
  4. Rate of Serious Injuries per 100 million VMT
  5. Number of Non-motorized Fatalities and Serious Injuries
- Annual reporting
- A target to be set for each of the 5 performance areas
- 5-year rolling averages are used to smooth variability in data

States are required to establish statewide targets for these five performance measures annually. MetroPlan opted to adopt the State's targets as opposed to developing its own. MetroPlan and its partners should consider their own reporting and target setting systems. To meet SS4A requirements, MetroPlan will report annually on progress toward reducing roadway fatalities and serious injuries. This annual reporting needs to be accessible by the public and can be included on the MetroPlan RTSAP webpage. An example of annual reporting can be found on the Maricopa Association of Government's (MAG) Crash Trends webpage at https://azmag.gov/Programs/Transportation/Road-Safety-and-Technology/Crash-Trends/Crash-Trends-in-the-MAG-Region

Annual crash data for the MetroPlan region is readily accessible through ADOT's ACIS database. ACIS has filter features that allow a COG, MPO, or local agency to download ready-made graphics that can then be easily added to a safety webpage. At a minimum, MetroPlan should download the annual fatal and serious injury crash data from ACIS, showing at least the most recent 5 years of data, to provide the public with a user-friendly graphic that highlights the yearly trend in crashes.

Active Transportation Plans & County Area Multimodal Plans

The City of Flagstaff's 2022 Active Transportation Master Plan (ATMP) includes several priority safety action recommendations that this RTSAP endorses including:

- Implement Vision Zero and Safe Systems Approach
- Prioritizing safety in land use and development decisions
- Re-establish a communitywide Safe Routes to School (SRTS) program
- Adopt a formal Complete Streets policy

Implement road diets (reducing the number of travel lanes and/or effective width of the road to improve safetyMetroplan, recently awarded Safe Streets and Roads for All (SS4A) Grant, will use it to pursue Safe Routes to School projects. Routine updates to the ATMP should be made and its relationship to the Regional Plan and forthcoming Safe Streets Master Plan more clearly established. MetroPlan should advocate for safety to be strongly represented in any Coconino County Area Plan and Multimodal Study updates.

Road Safety Assessments

A Road Safety Assessment (RSA) is a formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team. It reports on potential road safety issues and identifies opportunities for improvements in safety for all road users. ADOT conducts RSAs for local agencies as a free service through its Traffic Safety division; the RSA application can be accessed at https://azdot.gov/sites/default/files/2023-06/rsa-application.pdf.

MetroPlan will coordinate with regional agencies to program RSA's in areas that are planned for capital projects withing the high injury network in advance of design.

Fatal Crash Team

Metroplan should consider forming or participating in a fatal crash investigation team of engineering, planning, law enforcement, and risk management to meet quarterly to analyze fatal crashes in the region. Also, law enforcement Crash Reconstruction Teams could be a source of information while acknowledging legal limitations. Another opportunity for the team to gather information would be with the Coconino County Child Fatality Review Team where relevant traffic-related deaths could be disseminated to local agencies in addition to the Arizona Department of Health Services.

Coconino County intends to establish such a team. The City of Casa Grande is a good example of conducting multidiscipline evaluations of fatal crashes. Another example is Pinal County, which conducts evaluations of fatal crashes with the County Sheriff's Office, County Risk Management, and County Traffic Engineering.

Predictive Crash Analysis

Predictive crash analysis is an emerging process that can be a great tool for assessing and mitigating potential risks on roadways before the occurrence of a crash. By leveraging cutting-edge technology, advanced statistical models, and collaborating with other local agencies, this analysis is intended to anticipate potential crash hotspots in the roadway network and identify safety concerns proactively.

Capital Implementation – Priority Safety Projects

Using the input from stakeholders, public survey, crash data analysis, network screening, and individual agency input, projects within the region were identified. The projects are intended to provide safety improvements to the region and further the region's safety goals. Utilizing the safety performance and areas of opportunity identified, a short list of high crash hotspots for each agency was developed. These, along with lists of public comments and agency priority locations, informed the final selection of project locations.

Upon the identification of locations for improvements, each locations' crash history was reviewed to inform which safety emphasis area and associated strategies should be utilized to mitigate the potential for future crashes or safety concerns at the location. Following the selection of improvements and strategies for each location, an opportunity to provide input on the selected improvements was provided to each respective agency. This provided local support for the projects and increased the likelihood of project implementation in the future.

Individual projects for each agency are outlined in **Table 11** below. The project's location, selection method(s), and recommended scope provide a foundation for each agency to pursue the projects as desired. Further details, such as the project's coordinates and a high-level cost estimate in 2023 dollars, are provided in **Appendix G**. Also included are individual improvements and their high-level unit cost. This is included to provide flexibility to the listed projects where an agency could add or remove items from the project's scope as desired.

Systemic projects typically provide a better opportunity for an agency to address larger and multi-location safety issues on their road network. By combining a similarly scoped project into a larger systemic project, not only are more areas of concern addressed, but typically a higher project benefit to cost ratio can be achieved to better the chances of securing funding for the project. Therefore, a list of systemic projects stemming from the list of individual projects was developed for the region's agencies, found in **Table 12**. A visual story map display of the network screening, emphasis area, and project selections can be found by visiting the online website (https://arcg.is/v0zTS0) or in **Appendix H**.

Where recommendations include bike lanes on ADOT facilities, maintenance agreements with local agencies will be required. Where recommendations include crosswalks, warrant studies are recommended and may be required. Recommendations that include lighting, compliance with local Dark Skies requirements should be pursued.

Table 11: MetroPlan Project Selections

MetroPlan Project Selections					
Location	**Roadway Ownership**	**Intersection/ Segment**	**Project Type**	**Selection Method**	**Scope**
Flagstaff	ADOT	Milton Rd & Riordan Rd	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Improve traffic signal timing and coordination, left turn phasing evaluation/improvement, and high-visibility crosswalks
Flagstaff	ADOT	Rt 66 & Ponderosa Pkwy	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Install high-visibility crosswalks, speed feedback signs, and protected bicycle lanes
Flagstaff	ADOT	State Route 89A (Milton Rd) & Butler Ave	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Install green bicycle lane crossing markings, improve traffic signal timing and coordination, and reflective signal head tape
Flagstaff	ADOT	Country Club Dr & US 89	Intersection	Agency Comment/ Top Crash Hotspot	Install reflective signal head tape, speed feedback signs at approaches, green bicycle lane crossing markings, and improve traffic signal timing and coordination
Flagstaff	ADOT	Rt 66 from Country Club Dr to San Francisco St	Segment	Agency Comment/ Top Crash Hotspot	Install speed feedback signs, green bicycle lane crossing markings, and improve traffic signal timing and coordination
Flagstaff	Flagstaff	Butler Ave from Mustang Wy to I-40	Segment	Agency Comment/ Top Crash Hotspot	Install green bicycle lane crossing markings, sidewalks, and bicycle lanes
Flagstaff	Flagstaff	Cedar Ave from Gemini Rd to West St	Bicycle/ Pedestrian	Public Comment/ Top Crash Hotspot	Install protected bicycle lanes, green bicycle lane crossing markings, HAWK/PHB mid-block crossing at trailhead, and additional roadway lighting
Flagstaff	ADOT	Rt 66 & Milton Rd	Intersection	Public Comment/ Top Crash Hotspot	Maintain turning sight distance (vegetation/tree removal), install enhanced pedestrian crosswalks, bicycle lanes to intersection, and green bicycle lane crossing markings

MetroPlan Project Selections					
Location	**Roadway Ownership**	**Intersection/ Segment**	**Project Type**	**Selection Method**	**Scope**
Flagstaff	Flagstaff	Rt 66 & Fanning Dr	Intersection	Public Comment/ Top Crash Hotspot	Install high visibility crosswalks, a leading pedestrian interval, and reflective signal head tape
Flagstaff	Flagstaff	US 89 & Cummings St (Mall Driveway)	Intersection	Public Comment/ Top Crash Hotspot	Install high visibility crosswalks, a leading pedestrian interval, and reflective signal head tape
Flagstaff	Flagstaff	US 89 & Snowflake Dr/Trails End Dr	Intersection	Public Comments/ Top Crash Hotspot	Maintain intersection sight distance and install speed feedback signs at approaches
Flagstaff	Flagstaff	Butler Ave & Huntington Dr	Intersection	Agency Comment/Public Comments	Install green bicycle lane crossing markings and reflective signal head tape
Flagstaff	ADOT	Rt 66 & Railroad Springs Blvd	Intersection	Agency Comment/Public Comments	Maintain turning sight distance (vegetation/tree removal), install crosswalk, and consider installing traffic signal control
Flagstaff	Flagstaff	US 89 from Snowflake Dr to Country Club Dr	Segment	Top Crash Hotspot	Install speed feedback signs and conduct targeted speed enforcement
Flagstaff	ADOT	Milton Rd from Rt 66 to Forest Meadows St	Segment	Top Crash Hotspot	Install speed feedback signs, improve traffic signal timing and coordination, and conduct targeted speed enforcement
Flagstaff	ADOT	US 180 & Forest Ave	Intersection	Public Comments	Refresh/enhance pavement markings, maintain turning sight distance (vegetation/tree removal), and intersection consider traffic signal control
Flagstaff	ADOT	US 180 & Schultz Pass Rd	Intersection	Public Comments	Refresh/enhance pavement markings, install reflective signal head tape, install flashing yellow left turn phase
Flagstaff	Flagstaff	Lockett Rd & Kaspar Dr	Intersection	Public Comments	Install stop bars, crosswalk, maintain intersection sight distance, and no U-Turn signage
Flagstaff	ADOT	Elm Ave & Humphreys St (US 180)	Intersection	Public Comments	Refresh/enhance pavement markings and install crosswalks

MetroPlan Project Selections					
Location	**Roadway Ownership**	**Intersection/ Segment**	**Project Type**	**Selection Method**	**Scope**
Coconino County	ADOT	Townsend Winona Rd & US 89	Intersection	Agency Comment/ Top Crash Hotspot	Install reflective signal head tape, traffic signal ahead warning signage, and reduce speed limit at approaches
Coconino County	ADOT	Silver Saddle Rd & US 89	Intersection	Top Crash Hotspot	Install reflective signal head tape and all protected left-turn phasing,
Coconino County	ADOT	US 89 from North of Lenox Park to 3.3 mi North of Lenox Park	Segment	Top Crash Hotspot	Install/maintain ROW animal barrier fencing, animal warning signage, median barrier, and speed limit reduction during adverse weather with dynamic speed limit signs
Coconino County	ADOT	US 89 from 3.5 north of Kaitlin Way to Kaitlin Way	Segment	Top Crash Hotspot	Install/Maintain ROW animal barrier fencing, speed limit reduction during adverse weather with dynamic speed limit signs, and street lighting
Coconino County	ADOT	US 89 from South of Elden Springs Rd to Townsend Winona Rd	Segment	Top Crash Hotspot	Install/Maintain ROW animal barrier fencing, speed limit reduction during adverse weather with dynamic speed limit signs, and street lighting

Table 12: MetroPlan Systemic Project Selections

MetroPlan Systemic Projects					
Location	**Roadway Ownership**	**Intersection/Segment**	**Project Type**	**Selection Method**	**Scope**
Flagstaff	Flagstaff/ ADOT	• Milton Rd & Riordan Rd • State Route 89A (Milton Rd) & Butler Ave • Country Club Dr & US 89 • Rt 66 & Fanning Dr • US 89 & Cummings St (Mall Driveway) • US 180 & Schultz Pass Rd	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Improve traffic signal timing and coordination, left turn phasing, and pedestrian interval evaluation/improvement
Flagstaff	Flagstaff/ ADOT	• Milton Rd & Riordan Rd • Rt 66 & Ponderosa Pkwy • Cedar Ave from Gemini Rd to West St • Rt 66 & Milton Rd • Rt 66 & Fanning Dr • US 89 & Cummings St (Mall Driveway) • Lockett Rd & Kasper Dr • Elm Ave & Humphreys St (US 180)	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Install high visibility pedestrian crosswalk Some crossing may receive enhancements
Flagstaff	Flagstaff/ ADOT	• State Route 89A (Milton Rd) & Butler Ave • Country Club Dr & US 89 • Rt 66 & Fanning Dr • US 89 & Cummings St (Mall Driveway) • Butler Ave & Huntington Dr • US 180 & Schultz Pass Rd	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Install reflective signal head tape

MetroPlan Systemic Projects					
Location	**Roadway Ownership**	**Intersection/Segment**	**Project Type**	**Selection Method**	**Scope**
Flagstaff	Flagstaff/ ADOT	• Rt 66 & Ponderosa Pkwy • Country Club Dr & US 89 • Rt 66 from Country Club Dr to San Francisco St • US 89 from Snowflake Dr to Country Club Dr • Milton Rd from Rt 66 to Forest Meadows St	Intersection/ Segment	Agency Comment/Public Comment/Top Crash Hotspot	Installing speed feedback signs
Flagstaff	Flagstaff/ ADOT	• Rt 66 & Ponderosa Pkwy • State Route 89A (Milton Rd) & Butler Ave • Country Club Dr & US 89 • Rt 66 from Country Club Dr to San Francisco St • Cedar Ave from Gemini Rd to West St • Rt 66 & Milton Rd • Butler Ave & Huntington Dr	Intersection/ Segment	Agency Comment/Public Comment/Top Crash Hotspot	Install improved bicycle lanes *Note: Local agencies are responsible to maintain bicycle lane signing, marking and striping on state facilities*
Flagstaff	Flagstaff/ ADOT	• Rt 66 & Milton Rd • Rt 66 & Fanning Dr • US 180 & Forest Ave • US 180 & Schultz Pass Rd	Segment/ Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Refresh pavement and markings
Flagstaff	Flagstaff/ ADOT	• Rt 66 & Milton Rd • Rt 66 & Railroad Spring Blvd • US 180 & Forest Ave • US 180 & Fratelli's Driveway (S of Meade Ln) • Lockett Rd & Kasper Dr	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Sight distance improvement/maintenance (vegetation/tree removal)

MetroPlan Systemic Projects					
Location	**Roadway Ownership**	**Intersection/Segment**	**Project Type**	**Selection Method**	**Scope**
Flagstaff	ADOT	• Rt 66 & Railroad Spring Blvd • US 180 & Forest Ave	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Consider installing a traffic signal
Coconino County	ADOT	• Townsend Winona Rd & US 89 • Silver Saddle Rd & US 89	Intersection	Agency Comment/ Top Crash Hotspot	Install reflective signal head tape
Coconino County	ADOT	• Townsend Winona Rd & US 89 • US 89 from North of Lenox Park to 3.3 mi North of Lenox Park • US 89 from 3.5 north of Kaitlin Way to Kaitlin Way • US 89 from South of Elden Springs Rd to Townsend Winona Rd	Intersection/ Segment	Agency Comment/ Top Crash Hotspot	Speed management strategies; such as reducing speed limit at approaches or during adverse weather conditions
Coconino County	ADOT	• US 89 from North of Lenox Park to 3.3 mi North of Lenox Park • US 89 from 3.5 north of Kaitlin Way to Kaitlin Way • US 89 from South of Elden Springs Rd to Townsend Winona Rd	Segment	Agency Comment/ Top Crash Hotspot	Install/maintain ROW fencing

Project Prioritization by VRU Risk Exposure Assessment

Project Prioritization by Intersection Cluster

Table 13 demonstrates projects that are clustered at or near intersections. They are ranked from highest to lowest based on their average risk scores, calculated by grouping project points within a 660' buffer and averaging risk scores. The full methodology can be found in Appendix E of the VRU plan. Six intersections and eight segments appear on this VRU list and that above highlighting key locations.

Table 13 VRUSAP Intersection Project Cluster Ranked by REA Score

REA Score (Sum of Cluster)	Approx. Location (within 1/8 mile) 660'	Referenced Plans	Agency	Recommendations
34.7	Milton/ Route 66	Active Transportation Master Plan	City of Flagstaff	Stripe Shoulders
		Milton Rd Bike/Ped RSA	ADOT	- Install countdown pedestrian signal heads for all approaches at this intersection. - Provide Leading Pedestrian Interval - Conduct Photometric analysis to evaluate existing lighting conditions and confirm light levels meet minimum foot-candle requirements - Provide High Visibility Crosswalks at intersections - Install "Turning Vehicles Yield to Pedestrians" (R10-15) signs at all intersections - Provide Instreet pedestrian signs at mid-block crossings
		Regional Transportation Safety Plan	MetroPlan	"Maintain turning sight distance (vegetation/tree removal), install enhanced pedestrian crosswalks, bicycle lanes to the intersection, and green bicycle lane crossing markings"
28.5	4th St./7th St	Active Transportation Master Plan	City of Flagstaff	Add two-stage left turn boxes Add cross bike marking
28	Milton Rd./University Ave.	Active Transportation Master Plan	City of Flagstaff	Brunnel
		Milton Rd Bike/Ped RSA	ADOT	Install countdown pedestrian signal heads for all approaches at this intersection. - Provide Leading Pedestrian Interval -Install retroreflective tape on vehicular signal heads. - Install pedestrian push buttons at appropriate locations as required by MUTCD and ADA

				guidelines. - Re-install directional pedestrian ramps with truncated domes that meet current ADA standards. - Conduct Photometric analysis to evaluate existing lighting conditions and confirm light levels meet minimum foot-candle requirements - Provide High Visibility Crosswalks at intersections - Install "Turning Vehicles Yield to Pedestrians" (R10-15) signs at all intersections - Provide Instreet pedestrian signs at mid-block crossings
24.3	E. Route 66/Ponderosa Parkway	Active Transportation Master Plan	City of Flagstaff	Stripe shoulders
		Regional Transportation Safety Plan	MetroPlan	Install high-visibility crosswalks, speed feedback signs, and protected bicycle lanes
		Railroad Crossing Plan	ADOT	(Priority 5) 025131A: Pre-signalization; improved lighting
23	Butler Ave./Brannen Ave.	Active Transportation Master Plan	City of Flagstaff	Designate bike route Bike Boulevard Install bike lane barriers Beacon crossing @ Oleary
23	Milton Ave./McConnel/Pine Knoll	Active Transportation Master Plan	City of Flagstaff	Convert shoulders to bike lanes Stripe bike lanes
		Milton Rd Bike/Ped RSA	ADOT	Install countdown pedestrian signal heads for all approaches at this intersection. - Provide Leading Pedestrian Interval -Install retroreflective tape on vehicular signal heads. - - Conduct Photometric analysis to evaluate existing lighting conditions and confirm light levels meet minimum foot-candle requirements - Provide High Visibility Crosswalks at intersections - Install "Turning Vehicles Yield to Pedestrians" (R10-15) signs at all intersections - Provide Instreet pedestrian signs at mid-block crossings
22.6	Milton Rd/ Riordan	Active Transportation Master Plan	City of Flagstaff	Stripe Bike Lanes Stripe bike lane/add shared lane markings
		Regional Transportation Safety Plan	MetroPlan	Improve traffic signal timing and coordination, left turn phasing evaluation/improvement, and high-visibility crosswalks
		Milton Rd Bike/Ped RSA	ADOT	Install countdown pedestrian signal heads for all approaches at this intersection. - Provide Leading Pedestrian Interval

				- - Conduct Photometric analysis to evaluate existing lighting conditions and confirm light levels meet minimum foot-candle requirements - Provide High Visibility Crosswalks at intersections - Install "Turning Vehicles Yield to Pedestrians" (R10-15) signs at all intersections - Provide Instreet pedestrian signs at mid-block crossings
21.2	Butler Ave./Ponderosa Parkway	Active Transportation Master Plan	City of Flagstaff	Convert bike lanes to buffered Construct a separated intersection Commute enhancements to existing FUTS
		Regional Transportation Safety Plan	MetroPlan	Install green bicycle lane crossing markings and reflective signal head tape
20.2	Milton Rd./ Butler Ave.	Regional Transportation Safety Plan	MetroPlan	Install green bicycle lane crossing markings, improve traffic signal timing and coordination, and reflective signal head tape
		Milton Rd Bike/Ped RSA	ADOT	Install retroreflective tape on vehicular signal heads. -Install countdown pedestrian signal heads for all approaches at this intersection. - Provide Leading Pedestrian Interval - Re-install directional pedestrian ramps with truncated domes that meet current ADA standards. - Install pedestrian push buttons at appropriate locations as required by MUTCD and ADA guidelines. - Conduct Photometric analysis to evaluate existing lighting conditions and confirm light levels meet minimum foot-candle requirements - Provide High Visibility Crosswalks at intersections - Install "Turning Vehicles Yield to Pedestrians" (R10-15) signs at all intersections - Provide Instreet pedestrian signs at mid-block crossings.
19	Forest Ave/Cedar Ave./Lockett	Active Transportation Master Plan	City of Flagstaff	Add two-stage left turn boxes Convert bike lanes to buffered Beacon Crossing
18.8	Fort Valley Rd./Forest Ave.	Active Transportation Master Plan	City of Flagstaff	Construct an enhanced crossing Commute enhancements to existing FUTS Crossing
		Regional Transportation Safety Plan	MetroPlan	Refresh/enhance pavement markings, maintain turning sight distance (vegetation/tree removal), and intersection consider traffic signal control.
		Mountain Line Pedestrian Crossing Study	Mountain Line	PHB with Center Median Refuge and advanced signage Warrants: yes (ADOT TGP 640)
		Arizona Active Transportation Safety Action Plan	ADOT	Pedestrian refuge island

		Regional Transportation Safety Plan	MetroPlan	Refresh/enhance pavement markings, install reflective signal head tape, install flashing yellow left turn phase
13	Marketplace and US89	Active Transportation Master Plan	City of Flagstaff	Add bike lanes/SLM at intersection Stripe bike lanes Commute enhancements to existing FUTS
13	Trails End Dr/ US89	Active Transportation Master Plan	City of Flagstaff	Designate bike route Beacon Crossing - Highway 89 @ Snowflake
		Regional Transportation Safety Plan	MetroPlan	Maintain intersection sight distance and install speed feedback signs at approaches.
12.5	Humphreys/Dupont	Active Transportation Master Plan	City of Flagstaff	Implement bike boulevard Install bike lane barriers Construct median island Construct separated intersection
12.5	Butler Ave. @Little America	Active Transportation Master Plan	City of Flagstaff	Stripe/convert buffered bike lanes Add crossbike markings
12	Kendrick St/Fort Valley/Navajo	Active Transportation Master Plan	City of Flagstaff	Designate bike route Construct enhanced crossing Fort Valley/Navajo
11.5	Forest Meadows/Beulah	Active Transportation Master Plan	City of Flagstaff	Stripe bike lane/add shared lane markings Construct separated bike lanes Construct separated intersection
11.5	Cedar/Aris St	Active Transportation Master Plan	City of Flagstaff	Convert bike lanes to buffered Crossing - Cedar Ave @ Aris/Rose
10.8	Route 66/Fourth St.	Active Transportation Master Plan	City of Flagstaff	Stripe shoulders Commute enhancements to existing FUTS
10.7	Blackbird Roost/W.Route 66	Active Transportation Master Plan	City of Flagstaff	Stripe bike lane/add shared lane markings

Corridor Segment Prioritization

The corridor segments are represented by the number of existing planning documents, along with their associated REA score, and are listed in Table 14. Unlike the scores presented in Table 13, the segment scores in Table 14 summarize total REA scores for Flagstaff corridors, focusing on the highest-scoring segment summations with an REA of 10 or more. Those with the highest REA score indicate greater risk and are prioritized accordingly in their respective tables.

Table 14 Corridor Project Priorities by REA Score

REA Score (Sum)	Approximate Extent	Referenced Plans	Agency	Recommendations
658	E. Route 66 (W.Route 66 to Fanning)	Arizona Active Transportation Safety Action Plan	ADOT Priority Corridor	Reduce curb radii to 30' at signalized intersection (11) -Install highway lighting -Install high-visibility crosswalks at midblock locations (2) -Install bike lanes
492	E. Route 66 (San Francisco to Country Club)	Regional Transportation Safety Plan	MetroPlan	Install speed feedback signs, green bicycle lane crossing markings, and improve traffic signal timing and coordination
362	Milton Rd (W.Route 66 to McConnell Dr)	Arizona Active Transportation Safety Action Plan	ADOT (Priority Corridor)	Install Retroreflective Tape on Vehicular Signal Heads (60) - Reduce Speed Limit to 25 MPH - Install Highway Lighting - Install Bike Lanes - Enhance Signal Operations with Leading Pedestrian Intervals (LPIs) (5)
345	Milton Rd (Butler Ave. to Forest Meadows	Milton Bike/Ped RSA	ADOT	Re-stripe Milton Rd to narrower vehicular lanes and a striped bike lane. A design deviation needs to be prepared to narrow the lane lines to install the bike lane within the existing pavement. - Reduce speed limit from 35mph to 25mph.
332	SR 89 (Country Club to Trails End)	Regional Transportation Safety Plan	MetroPlan	Install speed feedback signs and conduct targeted speed enforcement
281	Milton Rd (Forest Meadows to W. Route 66)	Regional Transportation Safety Plan	MetroPlan	Install speed feedback signs, improve traffic signal timing and coordination, and conduct targeted speed enforcement
266	W Route 66 (Milton to Woody Mt Rd)	Arizona Active Transportation Safety Action Plan	ADOT (Priority Corridor)	Reduce Curb Radii to 30’ at Signalized Intersections (3) - Enhance Signal Operations with Leading Pedestrian Intervals (LPIs) (2)

188	US 180/Fort Valley Rd. (E. Route 66 to Meade Ln.)	Arizona Active Transportation Safety Action Plan	ADOT (Priority Corridor)	Install Highway Lighting - Upgrade Existing Crosswalk to High-Visibility Crosswalk (3) - Increase Enforcement - Install Pedestrian Refuge Island (Fort Valley Rd/Forest Ave & Fort Valley Rd/Anderson Rd)

143	Milton Rd. (Forest Meadows to N. Chambers)	Milton Bike/Ped RSA	ADOT	Consolidate driveways to minimize the number of conflict points or install curb extensions for NB right-turn lanes. -Install RRFB (Rectangular Rapid Flashing Beacon) signal at Chambers Drive and Milton Road intersection.
121	4th St (E. Route 66 to 6th Ave.)	Active Transportation Master Plan	City of Flagstaff	Sidewalks
75	Cedar Ave. (Gemini to West)	Regional Transportation Safety Plan	MetroPlan	Install protected bicycle lanes, green bicycle lane crossing markings, HAWK/PHB mid-block crossing at trailhead, and additional roadway lighting
51	US180/Fort Valley Rd. (Forest to Navajo)	Active Transportation Master Plan	City of Flagstaff	Sidewalks
33	4th Ave (Felice to Dortha)	Active Transportation Master Plan	City of Flagstaff	Sidewalks
31	US180/Fort Valley Rd. (Beale to Meade)	Active Transportation Master Plan	City of Flagstaff	Sidewalks

Why a different corridor scoring methodology?

Certain corridors have many existing recommendations; however, the extent of the recommendations varies, making a “clustered” segment Risk Exposure score too broad and not as discreet as some of these projects' recommendations. For linear corridor projects, such as those that run along major roads, we could not group segments spatially using mapping tools in the same way. Instead, each segment within the corridor retained its individual REA score, and we summed the scores of all segments to produce the total project score. As a result of these methods, linear projects typically have higher total scores than point-based projects.

ATMP Road Diet Candidate Locations

- Aspen Ave – Humphreys to Elden
- Beaver St – Butler to Columbus
- Birch Ave – Humphreys to Elden
- Butler Ave – Continental to end
- Country Club Dr – Soliere to Oakmont
- Fremont Blvd – Mountain to Kramer
- Lake Mary Rd – High Country to J.W. Powell
- San Francisco St – Butler to Columbus

Equity Analysis & Project Prioritization

Equity is a fundamental consideration of the U.S. Federal Highway Administration's (FHWA) Safe System Approach, particularly given that pedestrian and bicyclist fatality rates on a per-capita basis vary by race,[7] income, age, and gender to varying degrees in varying places.[8] These outcomes better prioritize project development and underscore the need to explicitly examine correlations between sociodemographic and risk factors related to roadway infrastructure and operations. Furthermore, an equity analysis ideally encompasses more than just safety analysis, given known limitations of crash data (e.g., underreporting or near misses) and the lack of systemic exposure estimates to contextualize risk.

It is important to note that vulnerable populations such as the very young, elderly, and those facing economic challenges are often disproportionately affected by transportation disparities. This demographic is less likely to have access to personal vehicles, relying heavily on alternative modes of transportation like walking, cycling, or public transit. As a result, they face increased vulnerability to road accidents and may encounter greater risks due to limited mobility options. Addressing these disparities is crucial in ensuring equitable and safe mobility for all members of the community. Additionally, Stakeholders identified some standing groups and schools from which valuable equity perspectives can be gained including the Commission on Adaptive Living, the Coordinated Mobility Council, Killip Elementary School, Coconino High School, and Coconino County's Advisory Councils. Killip Elementary School and Coconino High School currently have limited bus services. That necessitates consideration of safe walking and bike routes for students commuting to school. Additionally, stakeholders highlighted Milton Road, US 89 near Flagstaff Mall, and the Sunnyside neighborhood as areas with concentrated crash occurrences.

USDOT's Equitable Transportation Community (ETC) Explorer[9] and RAISE Persistent Poverty[10] tools were used to identify priority equity areas in the study regions. **Table 15** provides the total number and the percentage of fatal or suspected serious injury crashes in disadvantaged areas in MetroPlan region. As the table demonstrates, more than one third of all reported fatal or suspected serious injury crashes occur in disadvantaged areas in the MetroPlan area at 37.6%, as compared to the regional average of serious injury or fatal crashes at 2.7%. Equity analysis results can be visualized in the web map located at https://arcg.is/09qaSC.

Table 15: Proportion of Fatal or Suspected Serious Injury Crashes in Disadvantaged Areas from 2017 to 2021

Regional Jurisdiction	Number of Fatal or Suspected Serious Injury Crashes in Region	Number of Fatal or Suspected Serious Injury Crashes in Disadvantaged Areas in Region	% of Fatal or Suspected Serious Injury Crashes in Disadvantaged Areas in Region	Overall % of Fatal or Suspected Serious Injury Crashes in Region
MetroPlan	258	97	37.6%	2.7%

[7] Federal Highway Administration. "Integrating Equity into the Safe System Approach" Presentation. Accessed Apr. 17, 2023: https://highways.dot.gov/safety/zero-deaths/integrating-equity-safe-system-approach-presentation.
[8] Vision Zero Network. N.d. *Equity Strategies for Practitioners.* Accessed April 17, 2023: https://visionzeronetwork.org/wp-content/uploads/2017/05/VisionZero_Equity.pdf
[9] https://www.transportation.gov/priorities/equity/justice40/etc-explorer
[10] https://datahub.transportation.gov/stories/s/RAISE-Persistent-Poverty-Tool/tsyd-k6ij/

Table 16 illustrates the disadvantaged areas in relation to the priority locations identified prior at the census tract level for MetroPlan. **Figure 27** summarizes the total number of priority projects within a disadvantaged area for the region.

Table 16: Summary of Overlap Between Regional Priority Projects and Disadvantaged Areas

Regional Jurisdiction	Number of Priority Intersection Projects in a Disadvantaged Area	Number of Priority Segment Projects in a Disadvantaged Area	Total Number of Priority Projects in a Disadvantaged Area
MetroPlan	6	5	11

MetroPlan will, depending on local policy, encourage local agency safety investments in these disadvantaged areas and prioritize future planning efforts withing disadvantaged areas.

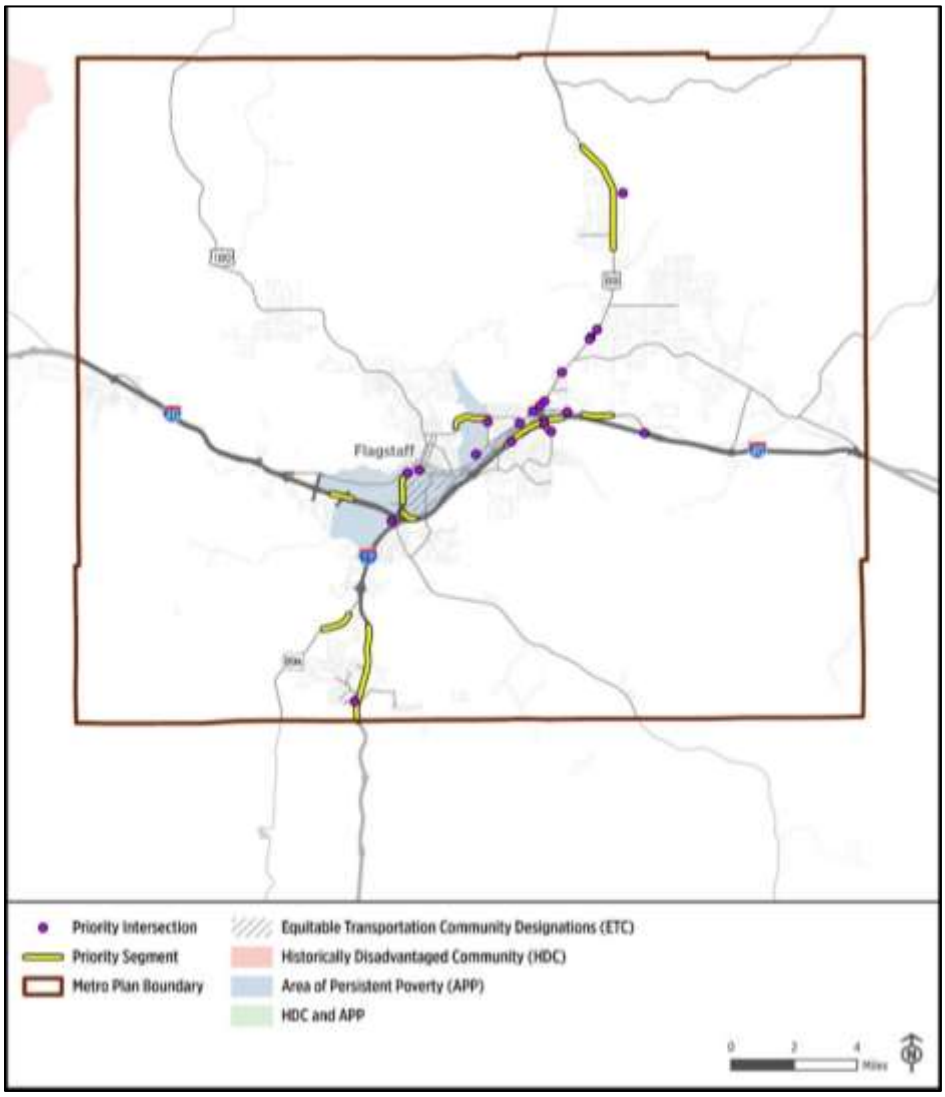


Figure 27: Equity Analysis

Equity was further assessed in the VRU. To further identify equity areas in the Flagstaff Region, MetroPlan used ADOT's methodology as applied in the Arizona Vulnerable Road User Safety Assessment (2023). This methodology was used to ensure the most comprehensive approach was taken to incorporate equity in crash analysis and safety improvements. Data from four different sources/tools were utilized in determining the overall equity of an area: Justice 40, the Social Vulnerability Index (SVI), EJScreen, and a proprietary Equity Needs Analysis using Census data. The following map demonstrates equity areas at a census block level. Each census block is given a score from 7 to 14, with 14 being the highest in terms of identifying equity areas.

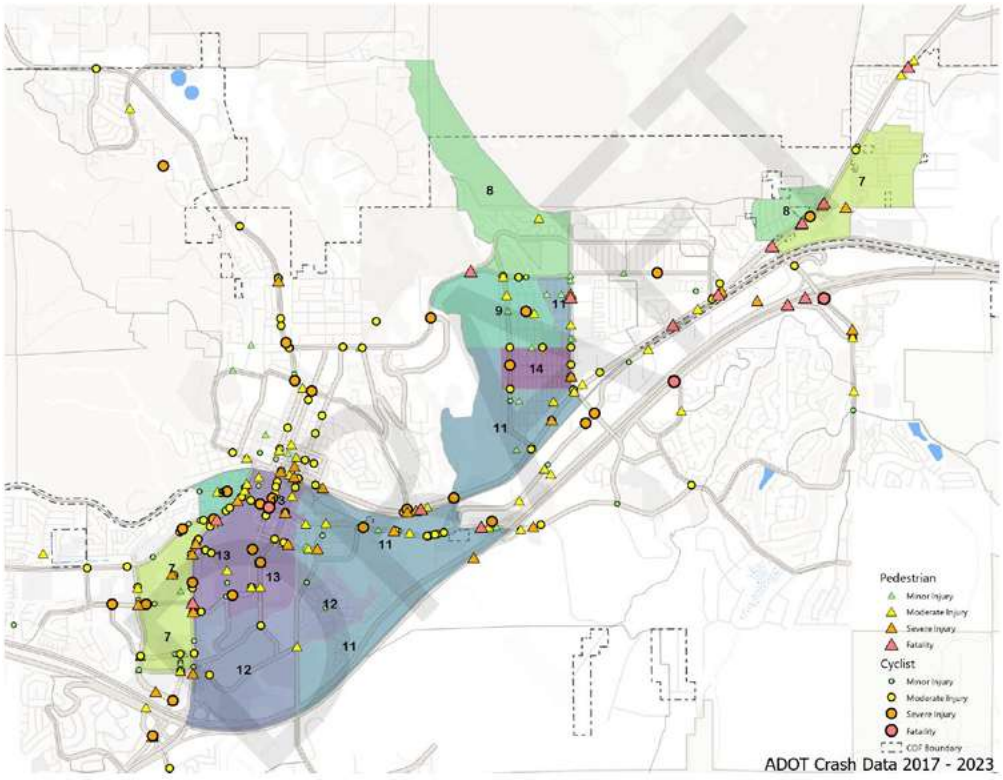


Figure 28 ADOT Equity Scores and VRU Crashes, 2017-2023

Using this information along with crash data gives an opportunity to explore and collect qualitative data through targeted outreach in these areas. Using crash frequency, density, or rate helps determine high-crash areas while also incorporating the local demographics of high crash areas.

Funding Sources

Funding is critical to implement the strategies and action items in this RTSAP and may come from a variety of sources: Federal, State, local, and the private sector. These include standard funding program mechanisms and grants as well as new initiative grants. Some sources of funding include the following:

- Local Agency Funding. Local agencies have various funding sources that can be used to improve and maintain streets and roads and perform other safety activities. Consideration of the RTSAP strategies during the allocation of funding, especially for maintenance activities or other street and road improvement projects can support implementation of the RTSAP.

  Current local funding includes HURF, Propositions 419 and 420 transportation sales tax, and Propositions 403 and 406 for road maintenance in the city and county, respectively. For local tax propositions, safety has been a strong selling point.

- ADOT Railroad-Highway Grade Crossing Program administers approximately $2,300,000 annually for improving safety at public railroad crossings. A diagnostic review team consisting of representatives from ADOT, the Arizona Corporation Commission, FHWA, the Railroad and the Road Sponsor (State, City, County, or Tribe) evaluates railroad crossings and develops a list of potential projects.

- The High Risk Rural Road (HRRR) funding set-aside was eliminated in the 2012 Moving Ahead for Progress in the 21st Century Act (MAP-21) federal legislation. That set-aside has been replaced with a Special Rule that requires states with an increase in fatality rates on rural roads to obligate 200% of the state's 2009 HRRR funding amount, which was $1,800,000 in Arizona, meaning $3,600,000 of HSIP funds would be required to be used on HRRRs. The use of HRRR-related HSIP funding would become an option for the MetroPlan member agencies if Arizona is ever found to have an increase in fatalities on rural roads over the most recent two years.

- AZ State Match Advantage for Rural Transportation (SMART) Fund. The AZ SMART Fund was established by the Arizona Legislature in 2022 to assist eligible cities, towns, counties and the Arizona Department of Transportation (ADOT) in competing for federal discretionary surface transportation grants. The Fund is administered by ADOT, and all awards must be approved by the State Transportation Board (STB).

- Highway Safety Improvement Program (HSIP.) The Highway Safety Improvement Program (HSIP) provides federal funds for projects which aim to reduce traffic fatalities and serious injuries on public roads, including tribal lands and roads owned by non-state entities. ADOT manages Arizona's HSIP funds, which are approximately $65 million annually. HSIP funds are distributed after ranking applications based on benefit/cost analysis. The next call for Arizona HSIP project applications is scheduled for January 2024.

- Safe Streets and Roads for All. The Bipartisan Infrastructure Law (BIL) establishes the new Safe Streets and Roads for All (SS4A) discretionary program that will provide $5-6 billion in grants over the next 5 years. Funding supports regional, local, and Tribal initiatives through grants to prevent deaths and serious injuries on roads and streets. This funding can be used for safety planning and for safety project design and construction.

- Federal Section 164 Impaired Driving Repeat Offender Safety Program Funding. ADOT uses its allocated Federal Section 164 program funds to maintain and expand impaired driving enforcement activities statewide.

- Congestion Mitigation and Air Quality Improvement (CMAQ) Program. These federal funds are made available to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. MetroPlan complies with the Clean Air Act is not eligible for CMAQ funds for this time.

- Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program. The SMART program was established to provide federal grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety.

- Federal Lands Access Program. This program, administered through FHWA, provides funding for a wide range of transportation projects that provide access to, are adjacent to, or are located within Federal lands.

- Rural Surface Transportation Grant Program. The Rural Surface Transportation Grant Program (RSWG) provides funding for projects the aim to improve transportation infrastructure in rural areas. The aim of the program is to increase connectivity, improve safety, improve quality of life, and generate regional economic growth in rural communities.

- Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grant. The PROTECT grant program provides funding through the BIL for projects that ensure transportation resilience. Examples of these types of projects include community evacuation plans and natural disaster planning efforts.

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant. The RAISE grant awards funding through the BIL for transportation and infrastructure projects. This program replaces the previous Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) grant programs. This funding program allows for multi-jurisdictional projects, which often have a difficult time obtaining funding, to be funded with federal dollars. Approximately half of the overall RAISE grant funding monies will be awarded to rural communities.

- Infrastructure for Rebuilding America (INFRA) Grant. The INFRA grant program awards funding through the BIL for projects that improve safety, accessibility, efficiency, and reliability of the movement of freight and people in rural and urban areas. The aim of the program is to reduce congestion, reduce supply chain bottlenecks, and generate economic benefits.

- Tribal Transportation Program (TTP) Safety Funds. Each year two percent of the available TTP funds are set aside to address safety issues within tribal communities. Funding is available to Tribal entities in four categories including safety planning, engineering improvements, enforcement/EMS, and education. There are no tribal communities within the MetroPlan area.

- Governor's Office Of Highway Safety. The Governor's Office of Highway Safety (GOHS) administers NHTSA funding through grant applications. Typical projects include law enforcement activities such as targeted DUI checkpoints and improvements to crash data collection. Local agencies have utilized GOHS funding to purchase portable speed feedback trailers to rotate placement on streets experiencing speed-related crashes. GOHS funds have also been used in educational efforts, for example, to conduct mock crash demonstrations at high schools during prom season. Annual funding available through GOHS is approximately $8,000,000 in Arizona.

MetroPlan's Strategic Grant Process and Project Timelines

MetroPlan updates its Strategic Grant Plan annually in collaboration with its members. This plan helps to avoid MetroPlan member agencies competing against each other for the same funds and guides the use of resources in developing grant applications. Readers are advised to consult the plan prior to preparing an application.

Key funding source application tentative dates should be checked regularly and are:

- ADOT HSIP: January-April
- SS4A Grants: February-April
- GOHS Grants: January-March

Safety projects should be programmed and completed as soon as possible, and generally within a 1 to 5 year period, depending on the complexity of the project.

Grants Applications

Projects for safety improvements that intend to address safety issues in the region often start with a well-crafted grant funding application. Whether the grant is federal, state, or local in nature, basic information requirements of most grants can be the same. The RTSAP provides some of these information requirements to agency(s) so that a grant application can be completed. The primary information provided for a project in the RTSAP are the project scope, high-level cost estimate, benefit strategy/CMF, and regional support.

Project scopes in the RTSAP are available for individual projects or systemic projects for some agencies in the project selection section. The scope of each of these could be used in their entirety or in addition to further scope identified by the agency. Projects that are not identified in the RTSAP could also be based on one or multiple of the RTSAP's regional emphasis areas or strategies and could be match with high crash locations in the agency as they are shown in the Regional Safety Performance section of the RTSAP.

High-level project cost estimates for individual projects, systemic projects, or individual improvement unit costs identified in the RTSAP are available. For projects that were not selected from the identified project lists, the improvement unit costs could be used to aid in constructing a project cost estimate. These cost estimates can be leveraged in the grant development process to expedite the application preparation time.

Benefits of projects that are either scoped in the RTSAP or use the identified safety strategies can be quantified in support of a benefit-cost analysis. Each project listed in the RTSAP uses strategies and CMFs identified for those strategies to provide a quantifiable value of societal benefit in crash reduction. The CMFs of multiple improvements can be combined using the combined crash modification factor formula to leverage their benefits. The CMFs should be applied only to crashes that occurred at the improvement location(s) and during the prospective grant's years of interest.

Appendices

The MetroPlan Regional Transportation Safety Plan (RTSAP) was crafted in collaboration with the CYMPO and NACOG regions. Any data related to that presented in this report for NACOG and CYMPO region can be accessed upon request by contacting the agency in question directly or through the following representatives:

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CYMPO:
Vincent Gallegos
1971 Commerce Center Cir. Suite E
Prescott, AZ 86301

A. Stakeholder Input Summary
B. Public Engagement Summary
C. Safety Performance and Equity Analysis Technical Memorandum
D. EPDO Methodology
E. Top 20 Priority Locations by Agency
F. Complete Streets and Vision Zero
G. Recommended Projects
H. Story Maps
I. Combining Crash Modification Factors
J. Safety-related Policies from Foundational Plans
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Appendix F: Complete Streets and Vision Zero

Appendix G: Recommended Projects

Appendix H: Story Maps

Appendix I: Combining Crash Modification Factors

Combining Crash Modification Factors

According to *U.S FHWA Investigation of Existing and Alternative Methods for Combining Multiple CMFs*, "A CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site." In numerous safety projects, multiple safety measures are implemented at specific locations. Each safety measure holds a distinct CMF. To determine the cumulative safety impacts of these measures at a site, combined CMF methods are employed. Readers are directed to the FHWA Crash Modification Factors Clearinghouse[11] for more information.

[11] http://www.cmfclearinghouse.org/ [11] FHWA, Office of Safety, Proven Safety Countermeasures, https://safety.fhwa.dot.gov/provencountermeasures/
[11] https://www.nhtsa.gov/sites/nhtsa.gov/files/2021-09/15100_Countermeasures10th_080621_v5_tag.pdf
[11] http://www.cmfclearinghouse.org/

Appendix J: Safety-related Policies from Foundational Plans

Stride Forward

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.

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.

T8 City, County, and Mountain Line to prioritize safety in maintenance and operations decisions with a particular focus on the most vulnerable system users.

T11 City to prioritize maintenance of dedicated pedestrian and bicycle facilities the same as roadways, including snow and debris removal.

T15 City and County to plan for scooters, skateboards, bicycles, and similar small or micro-mobility devices and their use.

T16 City to embrace pilot programs and demonstration projects to encourage bicycling, walking, and transit use to attract new users including creative repurposing of public right-of-way to benefit these modes.

T17 MetroPlan to lead the development of a travel demand management program for the region in coordination with City, County, NAU, Mountain Line, and others.

T19 Bikeways and pedestrian walkways are designed with adequate width, protection from traffic, access through intersections, signing, and markings to provide user safety and comfort.

T20 City to provide dedicated accommodations for bicycles and pedestrians at intersections where bicycle facilities, sidewalks, or multiuse paths exist where deemed necessary.

T24 The region to design or rebuild regional roads and streets as "Complete Streets" supporting all modes of transportation.

City of Flagstaff Regional Plan 2045

The safety risks on the roads and streets are not unique to this Region, but the exposure and risk within the Region are higher than average, which makes responding more urgent.

Safety and Convenience for the Most Vulnerable

One of the commonly heard themes during the scenario planning process was the need for the Region to improve infrastructure for vulnerable road users: people who walk, ride, roll, and use transit.

Parking Goal (PK) - City Only The City manages the supply and costs of public and private parking to support a safe and walkable environment, successful and consistent enforcement, and to ensure efficient use of parking infrastructure for all users.

Transit Goal (TR) The R**egion increases public transportation frequency, safety, accessibility, and services to make it an affordable and convenient alternative to driving.**

Multimodal Transportation Goal (MT) The R**egion promotes a variety of affordable and accessible transportation modes to reduce reliance on single-occupancy vehicles, reduce transportation costs for residents, and provide safe, and convenient transportation options.**

Policy MT.1 Expand Intelligent Transportation Systems (ITS) to improve safety, accessibility, mobility, reliability, traffic control, and lighting for all modes.

MT.5 Increase the accessibility, connectivity, and use of pedestrian and bicycling infrastructure, including the Flagstaff Urban Trail System and other trail systems, as a critical element of a safe and livable community and to promote transit access.

Policy MT.7 Create curb management policies and programs to increase walkability and support activated streets and safety.

TS.3a Provide and maintain Complete Streets and systems with functional, comfortable, and safe sidewalks, bicycle facilities, and transit stops, that provide accommodation for all users, even in temporary or interim conditions (City only).

Policy TS.3b Provide elements of Complete Streets that are appropriate for rural roadways and when funding and opportunities are identified (County only).

Policy TS.4 Design all roads to accommodate all people safely and where appropriate, include art; contextual landscaping; pedestrian, bicycle, and transit facilities; and appropriate architectural features.

TS.1 Prioritize the safety and accessibility of vulnerable road users as the primary consideration in planning for streets and transportation systems.

Policy R.4 Effectively locate facilities to accommodate the staff, training, and resources needed to provide safe, equitable, and risk-based emergency response to all hazards for all community members.

Public Safety Goal (PS) The R**egion provides high-quality emergency response and public safety services including law enforcement, fire, medical, and ambulance transport services for all.**

Policy PS.1 Ensure adequate access on public rights-of-way for emergency response and well-maintained evacuation routes for public safety while managing daily public safety risks in transportation rights-of-way.

Code	Update traffic rules and devices to ensure the safe operation of micromobility vehicles on streets, sidewalks, and bike paths.	Mid term
Fund	Maintain streets, pedestrian paths, bikeways, crossings, and FUTS trails in good condition and free of snow, debris, and obstructions so they are safe and functional for all users, regardless of transportation mode or ability.	Continuous
Complete a transportation master plan for the City.	City Engineering	MetroPlan, Mountain Line, City Planning and Development Services

MetroPlan Vulnerable Road Users Safety Action Plan

VZ-1. Apply Safe System principles across all planning, engineering, and policy decisions.

VZ -2. Maintain public awareness of the magnitude and cause of regional traffic injuries and fatalities.

VZ-3. Support and advance the implementation of transportation demonstration projects as a low-cost, short-term approach to test and evaluate potential long-term transportation improvements.

VZ -4. Integrate Speed Management into planning, programming, and policy decisions.

VZ -5. Collaborate with schools, partners, and community organizations to coordinate planning and implementation of Safe Routes to School programming.

VZ-6. MetroPlan is committed to advancing a culture of safety through inclusive transportation education and encouragement campaigns.

VZ -7. MetroPlan will recognize the importance of proven transportation safety technologies.

VZ -8. Support data-driven decision-making and access to technical assistance.

VZ-9. MetroPlan will collaborate with partners to meet local, regional, and state Vision Zero Goals.

VZ-10. Prioritize funding and grant-seeking projects that reduce serious injuries and fatalities for all road users, in alignment with Vision Zero goals.

City of Flagstaff Active Transportation Master Plan

Add relevant sections from the ATMP and consider sorting by those MetroPlan will/can implement and those MetroPlan will encourage its partners to implement.

Goals As set forth in this plan, it is the goal of the City of Flagstaff to:

- Create an inclusive multimodal transportation system that provides access, mobility, and efficient transportation options for people of all ages and ability.
- Recognize that people who travel on foot, by bicycle, or by transit are legitimate users of the transportation system and deserving of the same considerations as motorized users.
- Ensure that safety and accommodation for vulnerable road users, including pedestrians and bicyclists, is a primary consideration in planning for our streets and transportation systems.
- Provide an excellent level of accommodation for pedestrians and bicyclists in transportation planning, design, operations, and maintenance.
- Promote equity by actively working to ensure that all segments of the population have equal access to safe and functional transportation and equal opportunity for mobility, regardless of age, ability, gender, race, income status, location, or situation. Maintain Flagstaff's streets, sidewalks, bikeways, crossings, and FUTS trails in good condition and free of snow, debris, and blockages to ensure safety and functionality for all users, regardless of transportation mode.
- Provide a range of functional and attractive transportation options so that all residents and visitors have choices in how they move around the city.
- Integrate transportation and land use planning such that development decisions support transportation goals, and transportation planning advances the community's vision for the built environment.
- Build networks for walking and biking that are continuous, attractive, safe, comprehensive, and convenient.
- Provide crossings where they are needed and useful, and avoid building streets that function as barriers, in recognition of the essential need for pedestrians and bicyclists to cross streets. Design and build transportation infrastructure that is appropriate for the context of the corridor, neighborhood, or district where it is located.
- Reduce the demand for single-occupancy vehicle use and increase options for walking, biking, and transit as a fundamental approach to transportation planning.
- Make transportation decisions that support a variety of community values, including community character, sustainability, public health, economic vitality, environmental stewardship, equity, and safety

Policies

1 Infrastructure

1.1 Implement networks for walking and biking that are continuous, attractive, safe, comprehensive, and convenient.

1.2 Provide frequent and comfortable crossings to eliminate barriers and avoid breaks in pedestrian and bicycle networks.

1.3 Ensure the availability of functional bike parking.

1.4 Incorporate wayfinding signage to enhance the functionality of walking and biking networks.

1.5 Work with the City's transportation partners to unify walking and biking networks.

1.6 Connect walking and biking facilities with regional trails and open space to ensure convenient access from all Flagstaff neighborhoods.

1.7 Identify and take advantage of opportunities to fund and implement the pedestrian and bicycle network.

2 Maintenance and operations

2.1 Maintain walking and biking infrastructure in a state of good repair.

2.2 Clear ice and snow from pedestrian and bicycle facilities to keep them usable through the winter months.

2.3 Keep walking and biking facilities free of blockages and debris.

2.4 Limit the impact of closures on walking and biking facilities.

2.5 Improve and enhance existing pedestrian and bicycle facilities to meet basic levels of functionality and accessibility.

3 Support and encouragement

3.1 Use information and maps to promote, encourage, and make it easier to walk and bike.

3.2 Promote events and activities that support walking and biking.

3.3 Work towards equity and inclusion in pedestrian and bicycle programs.

3.4 Incorporate universal access as a key component of walking and biking.

3.5 Pursue other programs and facilities that are supportive of walking and biking.

3.6 Develop beneficial relationships with our community partners to promote walking and biking.

3.7 Explore ways to grow City staff resources for active transportation.

4 Safety

4.1 Establish comprehensive education and safety programs for pedestrians, bicyclists, and motorists.

4.2 Adopt a comprehensive transportation safety action plan and strategy with the explicit intent and goal to eliminate traffic fatalities and serious injuries.

4.3 Re-establish a community-wide Safe Routes to School (SRTS) program

4.4 Work with the Flagstaff Police Department to advance enforcement efforts that improve safety for pedestrians and bicyclists.

4.5 Verify that walking and biking facilities allow and encourage safe behavior for all users.

5 Transportation and land use planning

5.1 Use Travel Demand Management (TDM) as a guiding principle for transportation and land use planning.

5.2 Establish a “complete transportation” process for all City transportation plans and projects that incorporates broad community objectives.

5.3 Review current transportation-related standards, guidelines, and processes to identify opportunities to implement this plan and better support walking and biking.

5.4 Adopt design guidelines that reflect best practices for streets, intersections, pedestrian and bicycle facilities, and trails.

5.5 Incorporate principles of placemaking in street design and pedestrian and bicycle infrastructure.

6 Evaluation

6.1 Collect and analyze data related to walking and biking.

6.2 Provide opportunities for community engagement and feedback.

6.3 Conduct regular assessments of walking and biking conditions.

Appendix K: Examples of Safety Criteria in Project Prioritization

- The Sun Corridor Metropolitan Planning Organization (SCMPO) Regional Transportation Plan (RTP) 2040 includes safety in its Project Scoring and Prioritization Criteria. The RTP project scoring criteria assigns up to 20 points (out of 100) to a project that improves safety by implementing an FHWA proven safety countermeasure or a recommendation from the SCMPO STSP.
- The Western Arizona Council of Governments (WACOG) Project Application form includes safety criteria in project development and prioritization. Error! Reference source not found. and Error! Reference source not found. show the safety and bicycle and pedestrian project scoring criteria used by WACOG.

Table 17: *WACOG Project Prioritization Safety Scoring*

SAFETY SCORING CRITERIA				25 Points Available
Check all that apply				
Safety Countermeasures	Yes ☐	No ☐	Project incorporates one or more of the FHWA or WACOG STSP (Safety Plan) safety countermeasures AND/OR addresses a specific location with identified safety deficiencies	Points Available Yes = 20, No = 10
	Yes ☐	No ☐	Does roadway exhibit a five (5)-year historic fatal and total crash rate above the State average?	Points Available Yes = 5, No = 2.5
Safety Total:				

Table 18: *WACOG Project Prioritization Bicycle and Pedestrian Scoring*

BICYCLE, PEDESTRIAN, AND TRANSIT MOBILITY				15 Points Available
Improves bus, bicycle, or pedestrian operations, safety, convenience and comfort, e.g., bike lanes, bus stops, ADA ramps & sidewalks, etc. Check all that apply				
Bicycle, Pedestrian & Transit	Yes ☐	No ☐	Project provides tangible improvement to, bicycle, or pedestrian facilities, safety, mobility, or convenience.	Points Available Yes =7.5, No = 2.5
	Yes ☐	No ☐	Project provides tangible improvement to Bus facilities, safety, mobility or convenience	Points Available Yes = 7.5, No = 2.5
Bike, PED & Transit Total:				

- ADOT's Planning-to-Programming (P2P) process incorporates safety into its scoring for Modernization projects by assigning values to the expected reduction in crashes as a result of the project, and if the project has been identified in the state's Strategic Highway Safety Plan. MetroPlan can advocate for weighting safety higher.

Examples from elsewhere in the country include the Northwest Arkansas MPO where if the crash rate in a project area is higher than the statewide average for similar facilities, the project receives the maximum three points, with lower points score for lower rates. The Androscoggin Transportation Resource Center, an MPO in Maine, awards priority points to all TIP projects that correct a safety problem at a state-identified high-crash location. However, a project can also receive a partial safety score if it has an identifiable crash pattern that can be corrected, even if it is not on a high-crash location link/node.

Appendices

The MetroPlan Regional Transportation Safety Plan (RTSP) was crafted in collaboration with the CYMPO and NACOG regions. Any data related to that presented in this report for NACOG and CYMPO region can be accessed upon request by contacting the agency in question directly or through the following representatives:

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Appendix A: Stakeholder Input Summary

Feedback received from the following stakeholders:

1. Coconino County • Nate Reisner, Assistant County Engineer

2. City of Flagstaff • Paul Mood, City Engineer • Jeff Bauman, Traffic Engineer • Martin Ince, Multimodal Transportation Planner • Matthew Schmidt, Police Officer • Ryan Turley, Police Lieutenant

3. Northern Arizona University • Andrew Iacona, Administrator • Bradley Mihalik, Deputy Police Chief MetroPlan Stakeholders

Pending feedback from the following stakeholders:

1. Coconino County Sheriff • Gerrit Boeck, Police Commander

2. Mountain Line Transit • Jim Wagner, Operations Manager

Focus areas: • Intersections • Pedestrians • Bicycles • Faded pavement markings • Lane-keep behavioral issues • Vulnerable road users (electric scooters and electric skateboards) • General disregard for traffic control devices • Non-university cut-through traffic congestion on NAU campus

Locations: • Milton Rd/University Ave • Milton Rd/ Malpais Ln • Milton Rd/ Riordan Rd • Milton Rd/ Rt 66 • E Rt 66/ Ponderosa Pkwy • Fourth St/ Butler Ave • Huntington Dr, Ponderosa Pkwy to Fourth St • Country Club Dr/ US 89 • University Dr/ Knoles Dr • McConnell Dr, Pine Knolls Dr to Knoles Dr • San Francisco St/ McConnell Dr (mentioned multiple times) • Leupp Rd/ Townsend Winona (current RSA being conducted) • Lake Mary Rd/ South of Upper Lake Mary • Old Rt 66, Bellemont Camp Rd to E Bellemont Rd

Appendix B: Public Engagement Summary

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CHAPTER 1: SURVEY RESULTS INTRODUCTION SURVEY DELIVERY

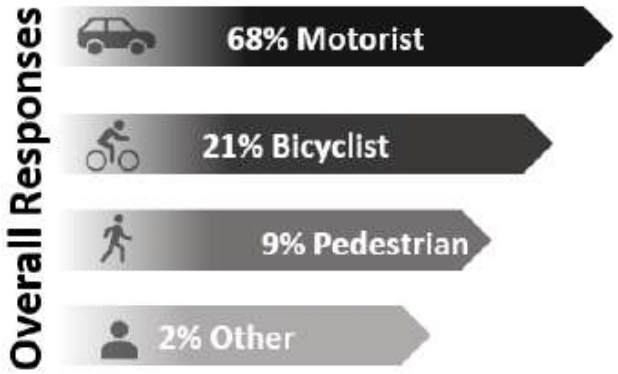
Community members and other interested stakeholders were invited to complete the surveys in-person at community events, organization/committee meetings or online. Each RTSP joint venture partner disseminated the surveys by leveraging their own communication and social media channels. The surveys were open for approximately three months and closed on May 12, 2
023.

REGIONAL TRANSPORTATION SAFETY PLAN SURVEYS

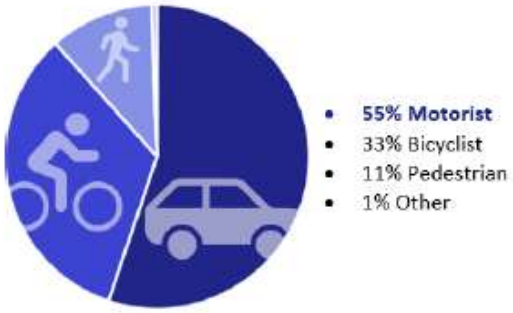
The primary means of solicitating comments on the experiences of the community through driving, bicycling and pedestrian transportation came in the form of a survey designed by a combination of RTSP joint venture and the consultant team. The survey questions considered feelings around safety, observations of drivers, bicyclists and pedestrians and ideas to contribute to the study team on making changes to roadways or enhancing safety messages and education. There were two versions of the survey created. A longer survey consisted of twenty questions (***Appendix A***), while a truncated, shorter survey (***Appendix B***) consisted of four questions. The data from both versions were analyzed together.

SURVEY RESPONSES BY QUESTION

Survey question #1 – Primarily, I'm responding as a…. Motorist, Bicyclist, Pedestrian, or Other



Overall survey results for NACOG, CYMPO and MetroPlan



Survey results for MetroPlan

Survey question #2 – How frequently have you observed drivers doing the following? Never, Occasionally, or Often

	Never	Occasionally	Often
Impaired driving, walking, or biking	20%	68%	12%
Distracted driving, walking, or biking (such as texting or talking on cell phone, eating, etc.)	3%	29%	68%
Speeding	1%	27%	72%
Not stopping completely at stop signs	4%	41%	55%
Not stopping at crosswalks	7%	43%	50%
Not crossing at crosswalks	5%	50%	45%
Riding their bike against traffic	16%	64%	20%
Not yielding to other vehicles, bicycles, and pedestrians	7%	57%	36%
Speeding or passing in school zones	38%	45%	17%
Illegal/unsafe turns	13%	58%	29%
Tailgating/following too closely	5%	42%	53%
Failing to use turn signal	2%	37%	61%
Not stopping for a red light	24%	56%	20%
Passing illegally (hill or curve, across double yellow line, a stopped school bus picking up children)	31%	54%	15%
Driving too slowly	29%	57%	14%
Not wearing seat belts	66%	28%	6%
Other (please specify)			

TRAVELING IN THE COMMUNITY

Survey question #3 – (Think of your daily travel when answering the following questions.) How safe is it on the roads and streets for the following people? Very Safe, Unsafe, Safe, or Very Safe

	Very Unsafe	Unsafe	Safe	Very Safe
Drivers	1%	14%	70%	15%
Pedestrian	17%	48%	32%	3%
Bicyclist	31%	50%	17%	2%
Motorcyclist	7%	43%	47%	3%
Elderly and/or disables person	34%	44%	21%	1%

Survey question #4 – How safe do you feel traveling on area roads and streets? Very Unsafe, Unsafe, Safe, or Very Safe

Very Unsafe	Unsafe	Safe	Very Safe
6%	38%	51%	5%

Survey question #5 – What words best describe the behavior of drivers on area roads and streets? Courteous, Frustrated/Angry, Hurried, Distracted, Inattentive, Intoxicated, No Different Than Anywhere Else, or Other.

MetroPlan	
What words best describe the behavior of drivers on area roads and streets?	
Hurried	314
Distracted	315
Inattentive	224
Frustrated/Angry	128
Same as everywhere	113
Courteous	91
Intoxicated	6

Survey question #6 – When driving around pedestrians/cyclists how often do you fear for their safety? Never, Sometimes, Often, Very Often, or I Don't Drive

Never	Sometimes	Often	Very Often	I don't drive
5%	36%	34%	24%	1%

MAKING YOUR COMMUTE SAFER

Survey question #7 – What do you think is the primary cause of crashes in your community? The tables below represent the number of comments made based on common topics. Not all comment topics are captured in the tables. Actual comments can be seen in ***Appendix C***.

Survey question #8 – What is one thing you think public agencies could do to make it safer to travel in your community? The tables below represent the number of comments made based on common topics. Not all comment topics are captured in the tables. Actual comments can be seen in ***Appendix D***.

Topic	MetroPlan
Traffic Signals	11
Enforcement	90
Roadway Maintenance	31
Roadway Improvements	65
Public Transit	15
Education	13
Bike/Ped Improvements	142

Survey question #9 – What is one thing you think people should do to make it safer to travel in your community? The tables below represent the number of comments made based on common topics. Not all comment topics are captured in the tables. Actual comments for each region can be seen in ***Appendix E***.

Topic	MetroPlan
Pay Attention	0
Example Citizens	46
Drive Speed Limit	96
Being Courteous	29
No Cellphones	71
Being Aware	104
Plan Travel	10

Survey question #10 – What is one thing you could do to make it safer to travel in your community? The tables below represent the number of comments made based on common topics. Not all comment topics are captured in the tables. Actual comments can be seen in ***Appendix F***.

Topic	MetroPlan
Advocate	43
Being Aware	73
Being Courteous	10
Defensive Driving	11
Drive Speed Limit	33
Example Citizens	42
Plan Travel	38

Survey question #11 - Do you have a specific place/places where you think roadway safety could be improved; if so, are you able to locate those place/places on a map?

- Yes, I do know of a place/places where safety could be improved and would like to identify them on an interactive map. (Please scan the QR code at the bottom of this survey to identify the place/places on the map you think can be improved). ***Results from respondents selecting a location on the map will be illustrated on the mapping tool (Social Pinpoint) portion of the summary.***

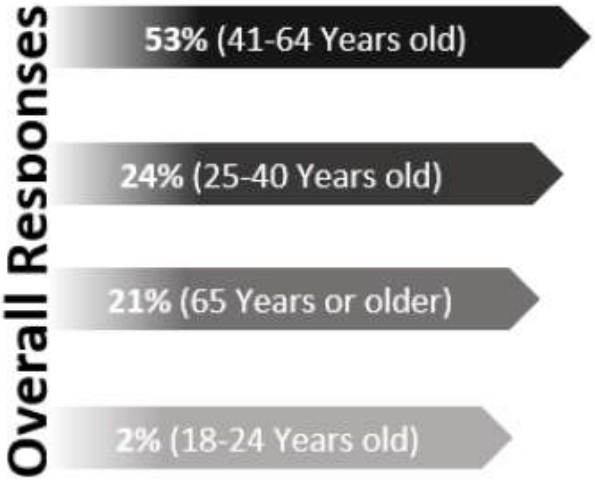
- Yes, I do know of a place/places where safety could be improved but prefer not to use the interactive mapping tool. (Please describe the place/places and the safety concern as precisely as possible in the spaces provided below.)

DEMOGRAPHICS/RESPONDENT CHARACTERISTICS

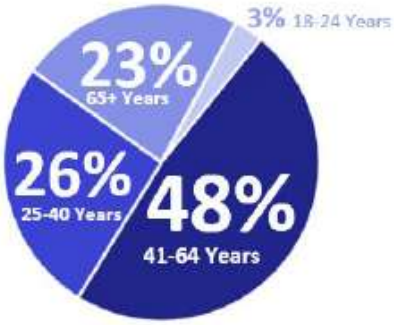
The responses to the RTSP survey represent the perspectives of a unique blend of individuals connected in some way to the Northern Arizona region. The characteristics, including gender, age, and geographic defined areas of differing outlooks in the region.

Survey question #12 – Where do you live? *(Resulting analysis produced the following input. As a point of interpretation, the differing font sizes are determined by the frequency by which a word is mentioned). NOTE: A word cloud here failed to reprint. Flagstaff was the largest answer.*

Survey question #13 – Select the age category that best describes you. 18-24 years old, 24-40 years c 41-64 years old, 65 years or older, or Decline to answer



Overall Survey results for NACOG, CYMPO and MetroPlan



Survey results for MetroPlan

Survey question #14 – Are you Hispanic, Latino or Spanish origin? Yes, No, or Don't Know/Decline to Answer



Survey question #15 – How do you describe yourself? American Indian or Alaska Native, Asian, Black, or African American, Native Hawaiian or Other Pacific Islander, White/Caucasian, More than One Race, Don't Know/Unsure, or Decline to Answer



- .8% American Indian / Alaskan Native
- .6% Asian
- .4% Native Hawaiian or Other Pacific Islander
- 79.1% White / Caucasian
- 4.5% More than one race
- .8% Don't know / Unsure
- 13.8% Decline to answer

Survey question #16 – What is your highest grade of school or year of college that you have completed? Grade School (grades 1-11), High School Degree (grade 12 or GED), Some college, Bachelor's Degree, Post-Bachelor's Degree, or Don't know/Decline to Answer



- 1% Grade School (grades 1-11)
- 2% High School Degree (Grade 12 or GED)
- 11% Some college / associate degree
- 32% Bachelor's degree
- 51% Post-bachelor's degree
- 3% Don't know/Decline to answer

Survey

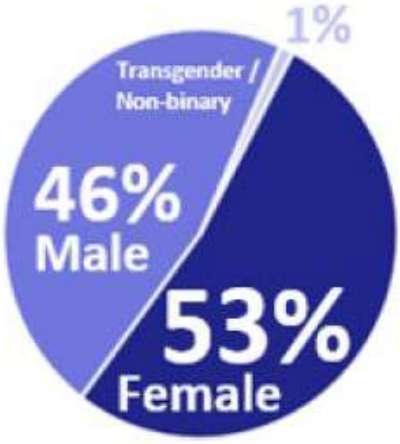
question #17 – What best describes your current employment situation? Full-time employee, Part-time employee, Unemployed, Student, Retired, or Other **N/A**

Survey question #19 – Which of the following income groups includes your total household income for 2022 before taxes? Up to $25,000, $25,000 to $49,900, $50,000 to $74,900, $75,000 to $99,900, $100,000 to $149,000, $150,000 and over, or Don't know/Decline to Answer **N/A**

Survey question #18 – Which of these conditions, if any, create difficulties for getting you where you want to go? Seeing, Hearing, Moving, Handling items, Memory, or processing or Other

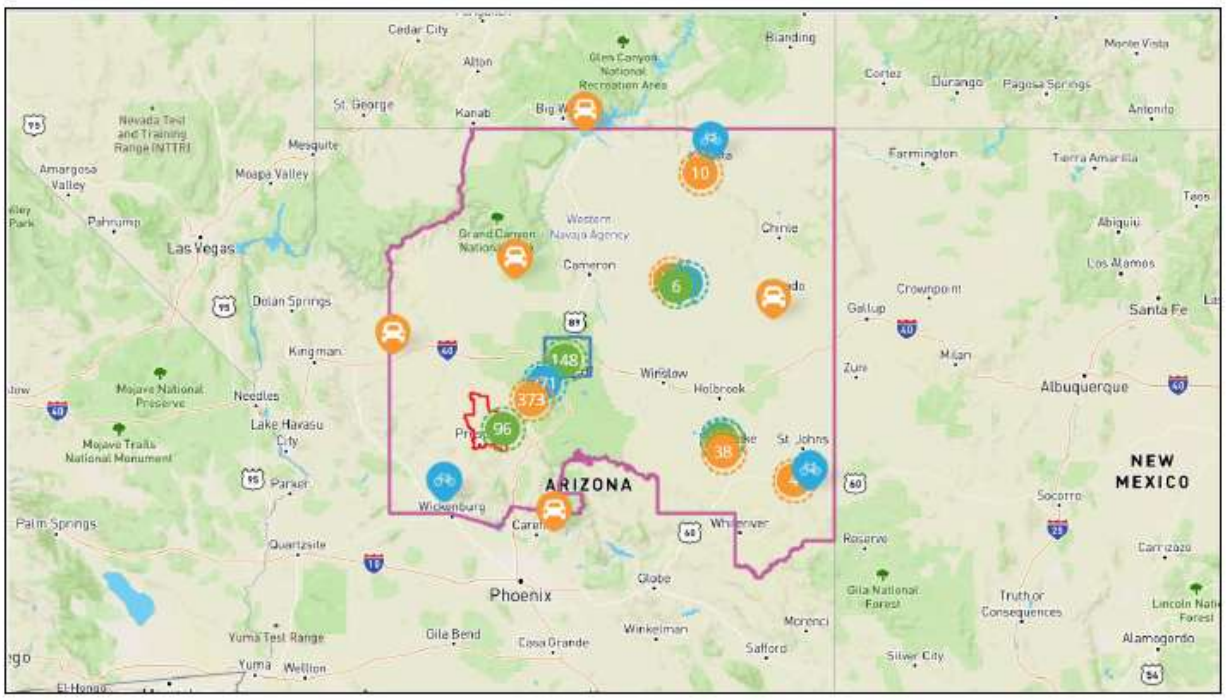


Survey question #20 – How do you describe your gender? Female, Male, Trans/Non-binary, or Decline to Answer



CHAPTER 2: MAPPING TOOL (SOCIAL PINPOINT) RESULTS INTRODUCTION

In addition to gathering data from stakeholders and the community in the Northern Arizona region, the study team utilized a mapping tool called Social Pinpoint. Participants used Social Pinpoint to locate areas of concern where they don't feel safe driving, biking, or walking. The Social Pinpoint map has a boundary drawn in pink around the NACOG region and boundaries that illustrate where the CYMPO (red) and MetroPlan (blue) regions are located. These boundaries aid in the distinction between areas of concern within each region. https://nacog.mysocialpinpoint.com/nacog-stsp# .



ALL REGION MAPPING TOOL RESULTS

Participants were asked to place pins on the map to show where they believe there is an area of concern for drivers, cyclists, and pedestrians. There was a total of ***1,264*** areas of concern identified. The following is a breakdown of each category.

ALL REGION SENTIMENT TOTALS Participants placed pins to identify areas of concern, in addition to leaving comments to describe what concerns them the most about each area. The comments ranged from positive, neutral, mixed, and negative. Below is a general overview of the sentiment based on participant comments.

ALL REGION RESPONSES FOR EACH CATEGORY OF CONCERN The comments for each area of concern are noted below for all regions combined.

- **Bicyclist: 374** comments
- **Driver: 552** comments
- **Pedestrian: 338** comments

METROPLAN REGION RESPONSES FOR EACH CATEGORY OF CONCERN The comments for each area of concern are noted below for the MetroPlan region.

- **Bicyclist: 268** comments

• **Driver: 212** comments

• **Pedestrian: 211** comments

AREA OF CONCERN – BICYCLIST The comments for Area of Concern – Bicyclist within the MetroPlan region are listed in the table below. The table includes the comment and a link to where the concern was identified on the mapping tool (Social Pinpoint – no longer active).

Bicyclist Comment

1. There should be a FUTS crossing here, providing priority to non-motorized users and treatments to slow down speeding drivers coming down the hill on San Francisco.
2. There should be a major FUTS crossing here, providing priority to non-motorized users, including traffic calming to slow down drivers who speed coming down Knoles.
3. No shoulder/bike lane/ or sidewalk on this section of West bound JW Powel.
4. No shoulder/bike lane
5. FUTS is not well maintained and therefore not usable for road cyclists. An improved bike lane in both directions would be better... cars often struggle to get around cyclists who are avoiding the bumpy section of FUTS
6. Path under freeway is crumbling and difficult for cyclists to use.
7. No road shoulder on this section of Zuni (both sides of the road), and the edges of the road are crumbling/filled with potholes, so cyclists must ride in the center of the road. This combined with the curves on Zuni make it dangerous for cyclists to ride this section.
8. Bicycling on Milton road is very dangerous, birth sides don't have bike lanes
9. The traffic control change here is a disaster. One lane turns into three with minimal markings and almost no clarity. The Enterprise-Huntington-Butler intersection should be converted to a traffic circle and bicycles and pedestrians should be given priority by elevating them above the traffic.
10. The traffic control change here is a disaster. One lane turns into three with minimal markings and almost no clarity. The Enterprise-Huntington-Butler intersection should be converted to a traffic circle and bicycles and pedestrians should be given priority by elevating them above the traffic.
11. Vehicles are often moving at excessive speeds on Cedar Hill (50-60 mph). This makes the space dangerous for pedestrians and bicyclists alike
12. The intersection at Fanning and Linda Vista is a disaster for pedestrians and bicyclists
13. There is minimal shoulder and no bike or pedestrian lane along W Rte. 66 even out to the Picture Canyon preserve.
14. Bicyclists and runners prolifically use Lake Mary Rd. I was almost run off the road by a car who honked and sped past me and my group of bicyclists. We were being courteous to the drivers and were biking on the side of the road as far as we could to the right. I would love to see a path dedicated to bicyclists and pedestrians on this road that spans its way from the city to Lake Mary. A way to peacefully enjoy the views and nature without needing to worry about safety of my life.
15. There are a lot of runners & bicyclists that use Townsend-Winona road. I would love to see a path dedicated to bicyclists and pedestrians on this road.
16. Cars come down this hill way faster than the speed limit and with the curves in the road and often debris in bike lanes this is dangerous for bikers and then the speed also creates safety issues further down the road at the roundabout. Reduce car speed on this section of road.
17. The fort valley trail crossing over 180 is very dangerous for bicycle and pedestrians
18. This crosswalk is very dangerous for bicycles. Drivers on 180 are traveling at a high rate of speed and often do not see those in the crosswalk.

19. Most traffic that leaves the Smoker's neighborhood turns left onto Hwy 89 & crosses crosswalk. A crosswalk on the right side would add lots of safety. Bikes can't trigger traffic light so use crosswalk and Most drivers don't see them. Xwalk on Maverick side would add to safety.
20. A lot of bikes use this route and go past Target, but I've seen a lot of close calls with cars turning out
21. The paved trail/sidewalk here is in such bad shape it is unrideable for my bike. The joints in the pavement are huge and can cause a crash. The road lacks bike lanes.
22. The shoulder is not well-marked or maintained for safe bicycle travel on either side of the street. Westbound traffic merges just west of Woodlands village and this area is especially narrow and hazardous for bikes.
23. Bike lanes are not present or not maintained. Traffic is very fast, and people are often speeding. The hill to the west of this intersection makes left-hand turns for cars tricky and crossing for bikes and pedestrians extremely dangerous.
24. No bike lane.
25. Creating a FUTS trail over as much of the old informal "Elks Lodge Trail" as possible would be a great addition to the community trail system and be safer for pedestrians, cyclists, and drivers. Taking advantage of the disruption from the expansion of the Switzer Water Main to do this would be a good time to do this. I recognize not all private property owners along this stretch to Mt. Elden Lookout Road would agree with my opinion on this.
26. No bike lane on Beulah, which is a problem for both cyclists and drivers. Beulah isn't wide, so when there is a cyclist, driver going in the same direction will often end up partially driving in the opposite direction lane.
27. It's hard to do anything in this intersection. There aren't enough turn lanes. Maybe a bike lane and/or a 4-way stop would also be good? Or a crosswalk?
28. There needs to either be a 4-way stop, a light, or several more turn lanes at this intersection.
29. Bicyclists have trouble turning left from Trails End Dr. onto westbound HWY 89 or crossing over to Snowflake Dr.
30. Hard to cross intersection- lots going on for drivers and cyclists
31. With the massive amount of construction work traffic is horrific, unsafe, and the plans for traffic patterns and when lanes will be improved are not known. It is a totally unsafe area for biking to work.
32. Bicyclists do live across the street or will need to cross the street to get to the bus stop. There have been a few accidents due to there not being a proper crosswalk/stop light here.
33. Bike lane on southbound Beaver ends abruptly and traffic lanes merge at a relatively high speed.
34. Biking east and west on Butler is very dangerous. Vehicles are often traveling 45+ mph, changing lanes, and making turns. The curbs put in place for a "protected bike lane" here don't seem to make things any safer. Cars whip into the slots between the curbs when they need to make turns. A protected pathway away from this "highway" is needed for bike and pedestrian safety.
35. The bike lane isn't large here and cars are making right turns into businesses and at intersections and merging into the right lane for upcoming right turns.
36. Difficult to get to the FUTS here with all the busy driveway crossings
37. The FUTS interface here is a little tough to navigate, must either ride through cinders to get to the Pine Knoll Trail or backtrack to the intersection to cross which can be tough from a stop during certain times of day.
38. No separated bike lane on San Fransisco.
39. FUTS trail is wonderful, but because not on roadway, causes concern for bicyclists who have greater speeds than pedestrians. Vehicles tend to only look Left for oncoming vehicles. They need to look both ways, for users of FUTS, before crossing and entering traffic on 180
40. Roadway storm drains located IN the bike lanes, forcing bicyclists to either ride over or around. Both options put bicyclists at risk for crash.
41. The bike lane is too narrow for vehicle speeds. Forces bikes to ride on the sidewalk against traffic if traveling eastbound. The FUTS trail is difficult because the dirt is dry and difficult to maintain traction and wet/snowy in

winter. Need additional bike infrastructure (i.e... buffered or separated bike lanes or widen sidewalk to FUTS width and change intersection to allow bicyclists to cross safely to correct side of roadway.
42. Needs crosswalks on both sides of the roadway at this intersection. No safe way for bicyclists to cross from the FUTS trail to Switzer Canyon and end up on the correct side of the road. Current crossing has bicyclists crossing against traffic and difficult to navigate crossing with high traffic volume
43. LOVE the separated bike lanes on this stretch of Butler. Vehicle speeds need to be decreased from Sawmill to Milton. Current speeds 35mph. Speeds need to decrease to 30mph, like Milton speeds through town. Both drivers and bicyclists need education on how to share the roadway and navigate new bike infrastructure
44. Needs a stop sign or continued bike lanes on University. Current traffic calming measures are not appropriate. Bicyclists and vehicles try to share the same roadway space when the bike lane disappears. Vehicle speeds, while posted 25mph, are closer to 35mph, in a neighborhood. We need to be proactive before a fatality occurs
45. No bike lanes on Woodlands, the entire length of the roadway. Vehicle speeds are posted at 40 m.
46. High traffic, needs signaled crosswalk
47. Very strange biking conditions on John Wesley Powell Blvd when going east bound to try to link to the trail here
48. Very difficult to navigate these roundabouts as bicyclist on John Wesley Powel Blvd
49. Very difficult to cross this bridge, John Wesley Powell Blvd when sheep tunnel is snowed in or flooded.
50. Very difficult to cross S. Lake Mary Rd from Zuni Dr. to connect to a trail here.
51. Snow abatement cinders are still in bike lanes on Huntington Dr. in April.
52. Bike lane has debris and cinders depending on the time of year, very difficult to make a left turn with the curb dividers.
53. Left turns from Butler Ave into this parking lot have a very hard time seeing cyclists on the FUTS trail here.
54. Snow impacts block this trail for cyclists, then snow melts block the trail, then monsoon storm flows block the trail. Trail is a major safe route for cyclists and pedestrians, but is blocked half the year
55. Bike lane disappears and the AB shoulder is difficult to navigate on a bike
56. Very difficult to turn left from westbound Butler Ave to southbound Lone Tree. The left turn signal precedes pedestrian crossing on the west side going north or south. Frequently vehicles do not stop for pedestrians or cyclists.
57. This intersection has killed a bicyclist and placed several in the hospital
58. Have nearly been struck by vehicles turning left onto 4th Ave from 4th street during rush hour traffic.
59. Highspeed traffic on 4th street and minimal separation means I'm breathing exhaust the entire ride up and down 4th Street.
60. I have noticed several bicyclists illegally crossing this intersection, and other intersections, causing vehicular traffic with the right of way to have to stop and nearly hitting the bicyclist. There needs to be a way to provide more bicyclist rider education and enforcement on bicyclists.
61. Overall, the entire stretch of FUTS trail here north is getting so broken up and weathered, it is not great to ride on. Some of the gaps in the pavement are so wide they are jarring. If a cyclist is not constantly paying attention to both cars and the trail surface, crashes are very possible. Poor surface all the way to the end at Schultz Rd.
62. This is an area of concern I have for drivers, bicyclists, and pedestrians. The FUTS travels in both directions, on the west side of the highway here. People making right turns do not look for northbound pedestrians and bicyclists.
63. Vehicles coming out of neighborhood go past stop line well into the FUTS path before stopping if they do at all. I barely miss getting nailed weekly. The drivers are only looking north for traffic to enter Hwy 180, so they never even look south. No drivers stop at the stop line, look for path traffic and then move forward to see traffic after stopping. Every crossing along this stretch is like this, riding on 180 northbound is safer – sad.
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68. This is an area of concern I have for drivers, bicyclists, and pedestrians. It is almost impossible to cross the highway to get to the FUTS in a safe manner. I rode my bicycle out here once and will never do it again because it was so dangerous.
69. Vehicles coming out of neighborhood go past stop line well into the FUTS path before stopping if they do at all. I barely miss getting nailed weekly. The drivers are only looking north for traffic to enter Hwy 180, so they never even look south. No drivers stop at the stop line, look for path traffic and then move forward to see traffic after stopping. Every crossing along this stretch is like this, riding on 180 northbound is safer - sad.
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72. Takes quite some time for vehicles to stop for pedestrians and cyclists waiting to cross the crosswalk. Many vehicles are speeding and come around the corner so fast northbound it can be sketchy to cross. Never sure if they will see me and stop.
73. Bike lanes get destroyed by bus stopping here. After 180 was re-paved, bus broke what tiny bike lane was here in just a couple of months. Another pinch point for bikes going south.
74. Bike lanes narrow southbound here, so it is very uncomfortable to ride when a car passes. I tried to ride faster or slow down to avoid a car passing me at the same time. Many places on Hwy 180 the bike narrows that it is not the correct width nor safe.
75. Vehicles running red light and speeding on Hwy
180. Nearly hit by vehicle at 45mph+ who went through red light so late I was already halfway across. I was terrified as I felt the suction of the vehicle nearly pull my off my bike and the drivers stopped at the intersection were stunned. I had to stop and sit down after crossing to stop shaking to keep riding home.
76. This is the only way in the downtown area to get from downtown to campus without potentially having to wait for a train, and it's difficult to see vehicles coming down the side streets onto Milton, and it's difficult for the vehicles to see bicyclists. The sidewalk is also very tight in this area, and the road is very dangerous to ride on, so there is a lot of accident potential.
77. The whole length of Milton is just plain frightening for cyclists.
78. There is no way for bicycles to travel west and stay on Butler Ave through this intersection without pushing 18-wheelers out of the way with their bodies to get over to the left turn lanes. The underpass is only helpful if you are

traveling south/southeast through the intersection (and it's downright frightening if you're a woman alone). If you try to cross all the streets to get west, you are dodging vehicles that don't expect you to be there. It's scary.
79. There is no safe place for bicycles to cross here, forcing bicycles to travel the wrong way and on the sidewalk if they want to go north on Milton toward Old Town neighborhood.
80. I use this intersection to access Rt 66 Urban trail from downtown. There is no bike lane here and vehicles on Verde who want to turn west often creep out ahead of the vehicle next to them on Verde, thus kind of squeezing the bicyclist. If I use the walk button provided, I am now on the sidewalk and I never feel safe crossing with the walk button without first assuring myself that a driver turning west is aware of me.
81. I have observed numerous vehicles heading north at this intersection disobeying the stop sign. Twice I have almost been hit by these vehicles while on my bike. Had I not been paying attention I would have been hit. I assume this would also be an intersection of concern for pedestrians.
82. The concrete bike path with vertical posts needs to be taken out. It is very dangerous to bicycle in this lane. The cinders, snow, trash, and trash/recycle cans create safety hazards. The concrete barriers keep cyclists from avoiding cars that are poking out of side businesses and homes to enter the street. When riding in the lane, it is difficult to turn across two lanes of traffic to make a left turn onto a side street. Just looking over your shoulder to see if it is safe can cause a collision
83. For some reason, some cars don't want to stop to let a bike cross at the school. An overpass for pedestrians and bikes would not only solve a safety issue but would help with the traffic congestion.
84. Bike lanes need to be developed between Little America to Fox Glenn. Good work on 4th street from 66 and Butler but I will not ride my bike on Butler between I40 and Fox Glenn.
85. No room for bikes no bike lanes
86. No room for bikes or bike lanes-Dangerous for bicyclists.
87. Need Pedestrian and bike bridge over 4th this intersection is no fun on a bike
88. This intersection is terrible for bikes and pedestrians. Need dedicated bike path for Arrowhead and RT66 and dedicated path/lanes connecting to east side dedicated path and a bridge. A bridge across the RT 66 and train tracks would be ideal
89. Essentially need pedestrian and bike bridges here and dedicated paths on all of cedar or some dedicated bike pathway to traverse this N E part of Flagstaff, very scary and unsafe.
90. Safe dedicated Paved Bike path on Cedar needed that would function for both directions and street made wider for bike lane. Eastbound sidewalk extended without crossing on-ramp or dedicated westbound on-ramp closed or reworked and maybe utilize the open space.
91. Intersection is so large it is fearful to move into the area.
92. Intersection is so large it is difficult to see every direction at once or to avoid turning vehicles.
93. The bike lane moves from against the curb to away from the curb to allow room for parking cars. People tend to park right where the bike lane changes, leaving no option for the bicyclist other than to move into the lane of traffic because the bike lane is blocked by the parked car.
94. Bike lane ends at intersection. Vehicles fail to use turn signals for right turn so bicyclists need to take over the entire lane to be safe. But some cars still attempt to pass bikes in the intersection.
95. Create better connections between path under freeway and University Heights in both directions.
96. Drivers tend not to stop at crossing, even if you press the button.
97. FUTS is very dangerous here. There are no markings to indicate that it's a FUTS. You allow left turners to cross over the FUTS (that should be stopped). Private parking lots do nothing to prevent conflicts at the FUTS crossings.
98. This is a dangerous crossing for bikes and peds, as drivers turning right from Route 66 to Ponderosa are driving too fast and not looking for through non-motorized traffic. Perhaps a no right turn on red or some kind of preferred crossing for nonmotorized users.

99. Plow and sweep the protected bike lanes. Better yet, raise them up to sidewalk level and make one big elevated FUTS path.
100. Tow cars that park in the bike lane. Plow the streets properly in the winter. Create no parking zones to allow plows to do their job on certain days of the week
101. Dangerous intersection for cyclists and pedestrians. Right-turning motorists do not stop for either. Create a lead time for non-motorists to cross on the walk/bike signal BEFORE motorists can turn. Better yet, prohibit right turns on red at this intersection. Create automatic walk signals at this intersection instead of forcing bikes and peds to push buttons.
102. This area is unusable in winter because it doesn't get plowed or swept. Bike lane should be added at intersection with Beulah, not removed to offer 3 lanes for motor vehicles (1 left and 2 straight). Perhaps offer connection to Beulah with bike lane on Beulah as well, then a way for cyclists to turn left safely onto McConnell.
103. FUTS crossing has no markings or signal. It should give priority to peds and bikes.
104. 100% reliable bike loop detectors needed on Plaza Way
105. Plaza Way needs a bike lane
106. Route 66 needs a bike lane or FUTS path. It used to have one heading westbound, but you removed it in favor of adding another car/ truck lane.
107. Woodlands Village needs a bike lane or, preferably, a FUTS path, as bike lanes become useless in the winter and spring.
108. An easement here would be a huge improvement for bicycles.
109. So difficult and scary to cross from forest onto fort valley. This cuts off bicycle and pedestrian traffic from access to the urban trail system. A light here would make such a difference in safety and accessibility.
110. Hazardous place for a cyclist to turn left onto Forest. Only slightly less hazardous to use the crosswalk
111. Northbound cyclists are hit here regularly.
112. Terrible road conditions. Snowbowl must be held accountable for the road conditions and fix them accordingly. I'd assume Mountain Capital Partners could afford to resurface the road.
113. Shoulder very narrow in this area, an extremely dangerous combo with afternoon sunlight in westbound driver's field of view.
114. The Sketchy area connects east to west Flagstaff. Road could use a bike lane or widening. Cars regularly speed in this area. Going to get worse with the new buildings in the area as well as the JWP extension.
115. All roads and intersections in the City of Flagstaff need improvements in bicycle safety. Bike lanes are often absent or unsafe. All roads need bike lanes and bike lanes should not be on the same level as cars.
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132. All roads in the City of Flagstaff need improvements in bicycle safety. Bike lanes are often absent or unsafe. All roads need bike lanes and bike lanes should not be on the same level as cars.
133. The problem here is that the trail just abruptly ends. Fast bikers that are not aware could crash. After the trail ends the only alternatives for southbound riders are to ride the wrong way in the northbound bike lane or cross the very busy road where drivers are going 40-50mph and ride on the southbound shoulder. There needs to be a proper southbound bike lane. The Country Club Trail needs to be extended all the way to Old Walnut Canyon Rd where there needs to be a protected intersection.
134. All roads in the City of Flagstaff need improvements in bicycle safety. Bike lanes are often absent or unsafe. All roads need bike lanes and bike lanes should not be on the same level as cars.
135. This intersection needs an underpass solution. It's a very busy intersection with drivers making right turns while looking left. Very dangerous for bikers and pedestrians.
136. This intersection needs an underpass/overpass solution. It's a very busy intersection with drivers making right turns while looking left. Very dangerous for bikers and pedestrians.
137. This is a crossing of two major trails, the Route 66 trail, and the Arizona Trail. This intersection just screams for an underpass solution. It's a very busy intersection with drivers making right turns while looking left. Very dangerous for bikers and pedestrians.
138. There is no good way to get on a bicycle from Butler and Beaver onto Rte.
66. Milton is very dangerous and unpleasant.
139. The protection added to the bike lanes on Butler are wonderful, but they are always full of debris (or snow or ice). Could they be cleaned more frequently to make them more usable and safer?
140. This overpass to get to Kiltie and popular trails off Woody Mountain road is very dangerous for cycling (and walking/rolling). There is another comment to this effect already, but it's so bad I wanted to leave another one.
141. Deadly intersection for bikers. Lots of car traffic is going too fast. Poor visibility for eastbound drivers driving into the sun.
142. Motorists often make their turn into the bike lane here, pushing bicyclists off the road.
143. Trash and recycle cans block the bike lanes. These businesses do it on purpose, but it is going to kill someone someday. I work at the hospital and ride at night, those trash cans can sneak up on you even with good head lights.

144. Taking Clay eastbound to cross Milton onto Butler- the traffic lights do not recognize bikes. If there isn't a car also crossing Milton eastbound, the light won't turn green for bikes. This happens especially in the early mornings. It forces bikes to either run a red, or cross to the northbound pedestrian crosswalk, then cross the street again to get back on the eastbound lane.
145. People are always parking in the bike lane, forcing us to merge into vehicle traffic
146. The lack of bike lanes on Woodlands is a huge concern. The 40mph traffic is too fast, especially at the south bound where people are coming off 66, speeding and not paying attention. The safest choice is to ride on the sidewalk but you're worrying about pedestrians, cinders, and turning cars.
147. An extension of the Urban Trail is needed to the "Y" and future expansion beyond that. An urban trail should eventually extend to the forest border on Mt. Elden Lookout Rd.
148. Parents routinely park in the bicycle lane waiting for students and are preventing bicycles, cars, and pedestrians. Enforcement and signage are needed.
149. Trash and recycle cans blocking lane for bikes
150. Beulah between Fort Tuthill and Flagstaff has no bike lanes and traffic moves fast. The FUTS option is slower because it is not paved and less direct.
151. SOUTH MILTON ROAD is NOT safe for cyclists. The passage under the railroad bridge is antiquated, with cracked cement. It forms a dirty pond/ice rink in winter and is not big enough for cyclists AND pedestrians. The whole town is cyclist unsafe - but especially this major corridor. An alternative to major work on S Milton is to make cycle safe routes parallel. Please DO this ASAP. I cycle ALL the time (every day) - more people would join me, if it was safe.
152. This is the only route for bikes to get out of Flag for long rides. There is not enough shoulder for bike anywhere on Lone Tree and the potential development of Pine Canyon property -- multi driveways - on the east side of the road will make this even more unsafe than it is.
153. There's no bike lane and a very narrow shoulder that makes navigation difficult for bike traffic leaving the university at peak times
154. Given that Beulah runs parallel to I-17 and that the interstate is tailored to high-speed car travel, it's reasonable that other modes of travel would be given some priority on this road. There's no bike lane despite this being a popular cycling route. Despite the interstate running adjacent, motorists often treat this road like the speed limit is 70
155. Narrow roadway with no room for bicycles. The shoulders are dirty and rough and are not allowed for road bikes. Traffic is high volume and with no turnoffs or center lane for turning.
156. Drivers approaching Fort Valley Road from the west do not stop before the crosswalk as required by law. This is dangerous for bicyclists and pedestrians using the FUTS.
157. The Ft. Valley multi-use trail is in such disrepair that it damages bikes to use. Being the the trail is so damaged, many cyclists are forced onto the road which lacks safe bike infrastructure going southbound. This is particularly dangerous near the fire station between Blue Willow and where the FUTS crosses at Sechrist.
158. Cyclists trying to turn left onto Fremont from 180 have no safe way of merging from the bike lane or trail onto a safe turn lane. Especially with Snowbowl traffic, both cars and bikes turning into the Cheshire neighborhood must make dangerous moves just to turn. A protected light is necessary.
159. This short path across private property is essential access between the city and the National Forest for bikes and pedestrians. An easement should be acquired and maintained as part of the FUTS trail system.
160. I’m a bicycle commuter. I work near the airport and live on Hospital Hill. The intersection at butler and lone tree, north bound, is far and away the sketchiest place on my ride. Just a matter of time before someone gets taken out here.
161. Woodlands Village Blvd. needs a bike lane. It's especially risky when a cyclist needs to cross to the center lane to go straight across W. Rt.
66.

162. The bike/pedestrian path ends abruptly here. There needs to some be safe, direct, clear route across HWY 180
163. A crosswalk is needed here for bicyclists using the Karen cooper trail so motorists (esp. those speeding to/from the HS) are reminded bikes are crossing.
164. Vehicles tend to park on the Southeast corner of Lake Mary and JW Powell. They park there to access trails and bike on Lake Mary road. This causes drivers traveling South on JW Powell to pull way out into Lake Mary road so they can see around the cars parked on the corner for traffic while making a left or right. They often run the stop sign to do so. There is a right and left turn lane, and the right turn lane blocks the view of Pedestrians and bicycles when crossing in the crosswalk.
165. The city does not plow the fourth street bike lanes or sweep the gravel. Super dangerous.
166. No bike lane! I ride to FAC a lot and never know if I should compete with pedestrians on the sidewalk or risk riding in the street alongside cars that might turn right and run into me
167. Was struck on my bike by a car at this intersection
168. Please consider a bridge on the FUTS where the water crosses. Otherwise, pedestrians and cyclists end up backtracking to S Knoles and there is neither a bike lane nor a sidewalk on the north side of McConnell westbound for a block. This area of the FUTS is currently flooded. And, for those of us who must ride in the night/dark, the urban trail through here is scary so having a near-street alternative that is safe from vehicles would be great. It's only one block that is in need.
169. This area is very busy and dangerous for bicycles trying to get to the bike path on the other side of rt
66. There are lots of cars that aren't watching for cyclists and pedestrians.
170. Often trash and recycling cans in the bike lane
171. Going downhill the bike lane ends in traffic. Vehicles on E Cherry Ave do not look for bikes and will barely stop at sign.
172. The terminus of the FUTS trail at the athletic club does not provide any sort of safe transition to the roadway for cyclists. Especially southbound to turn on Walnut Canyon Rd which accesses popular bike trails, the best option for cyclists is to ride against traffic on the very narrow shoulder.
173. I was cycling northbound on San Francisco and crossing Butler when a car on Butler ran a red light and nearly hit me
174. A bus stop + park n ride lot would be awesome here. Giving folks the option to bike or drive to a close bus stop would be much appreciated. Also, a bus stop at the airport seems like it would be very functional.
175. There is no marked/signed crossing where the Sinclair Wash Trail crosses S Knoles Dr. So, close the McConnell/Knoles intersection this is a very dangerous "midblock" crossing.
176. Turning left from the bike lane on Butler pretty much anywhere along the roadway is harrowing. There's no safe place to exit the protected bike lane and cross multiple lanes of traffic. Protected intersections at the signals would help a lot.
177. Nearly impossible to safely transition from the bike lane on Beulah to left turn on Lake Mary Rd. Competing with multiple lanes of very high-speed traffic.
178. If your intention is to head west from the underpass to connect to Babbot Dr./Manning CP Trail (heading south), you must ride on the sidewalk in the wrong direction and navigate the busy Sam's driveway which most drivers are looking towards the left for oncoming traffic and not you are coming from the right. There is no signage stating this is a shared trail or wayfinding that would help all users be respectful of each other. It's always a point of stress while riding.
179. The connectivity from FUTS/the bus stop on Route 66 is not great and requires a lot of interaction with vehicles if you're walking or bicycling because the only crosswalk is on the west side. No crossing on the east side of the intersection. Heading north on Arrowhead becomes an uncomfortable and long process.

180. A great opportunity to serve the people using this FUTS trail: have all motor vehicle traffic stop at this intersection at the same time to allow safe passage of people needing to get from one part of the FUTS to the next. Build it into the signal, just like in Boston.
181. I have a vision of Flagstaff in which all these horrendous 5-lane roads are reduced to 4 lanes with trees and a curb separating the newly formed bike/ped lane from the motorized vehicles going 45 mph. Wouldn't that be lovely!
182. You must have a death wish to ride a bike on Milton. I do so at 5:30am and only then. Is this the way we want our city to be? A full travel lane separated from cars by Jersey barriers would be great. This street is 2 lanes in each direction with the suicide lane down the middle. Surely one of these could be converted. Traditional bike lanes such as exist here are no match for the amount and speed of traffic here
183. This intersection has been crying out for a traffic light to stop all traffic in all directions to allow peds/bikes to safely get across for decades
184. There is no safe place for cyclists who get pushed off the road when turning east onto Townsend Winona from 89 since a curb was added and large rocks on the other side of it. Best solution: dedicated bike path SEPARATE from roadway all the way along TW Rd
185. Lots of fast-moving vehicles plus foot/bike traffic here. In Boston all traffic in every direction stops for pedestrians at 4way intersections with lights in busy areas. I would love to see that here. That's what truly prioritizing foot traffic looks like. In Boston, pedestrians can safely cross diagonally if they want to which saves time.
186. The roads in the historic downtown neighborhood are notorious among the local bicyclists for cars running stop signs and endangering bicyclists and other drivers. There have been multiple instances in the downtown neighborhood of me personally experiencing this. It would be greatly appreciated if the downtown neighborhood had stop lines on the road to help drivers recognize where they are supposed to stop and who has the right of way. Additional signage/sign visibility may also be useful.
187. Driver's turning into the gas station without checking bike lane.
188. Paint bike lanes or wide shoulder from City limits to Townsend Winona at a minimum, Silver Saddle would be ideal.
189. Way too much traffic on Bonito Street in the mornings. Bonito has become a cut through for people wanting to avoid Humphrey's - to access Sechrist, FALA, and Snowbowl. I thought it was supposed to be a bike route, but it's unsafe as such, especially with cars parked on both sides year-round. This area is supposed to be one of Flagstaff more bikeable/walkable neighborhoods and the answer is not to redesignate the streets for more traffic.
190. My son couldn't commute to Coconino high school or access forest trails near buffalo park because of this dangerous intersection
191. Curb cuts should align with the trail/how traffic moves. On Dory bicyclists must make two short 90 degree turns to follow the path
192. Vehicles move too fast on Wild West to see when pedestrians or bicyclists are waiting to cross at the park. A stop sign would improve pedestrian and cyclist crossings. No parking near the cross walk would help cars see, too.
193. The Country Club bike path that crosses over I-40 is consolidated on the east side of the road, which places cyclists on the sidewalk riding against traffic all the way to Cortland Blvd (past Oregano's). There is no easy way to cross Country Club or Cortland to travel with traffic.
194. No bike lanes on McConnell once on campus can make it challenging during heavy NAU commute times.
195. Forest Meadows St between Beulah and Woodlands Village needs better plowing during snow. The bike lane and most of the east bound car lane are covered in snow making it dangerous for a biker. The road doesn't get much sun so even on the cleared section it is very icy, and it doesn't seem like plows come back to clean it up after the snow ends.
196. Old Munds is fine if you are an avid cyclist, but the Kachina and Mountainair communities need to be connected to Flagstaff via a paved FUTS trail. more people would bike or bike to town, its nearly as fast.
197. A paved shoulder or FUTS-type trail to connect Mountainair to the park in kachina would be great

198. Bike path entrance and bridge overpass at 4th/Solaire must be kept clear of snow and ice.
199. Woodlands Blvd. needs a bike lane. The speed of drivers and lack of bike lane makes this street very dangerous for cyclists.
200. With the speed of cars coming down the hill and the sun coming up in the mornings I no longer commute on route 66 because of the lack of bike lane and speed of the average driver.
201. It would be nice if there was a bike specific way to get from 4th street north to the FUTS on
66. The safest way seems to be getting on the sidewalk near aqua plex then crossing the dirt onto the patch under the 4th street bridge.
202. The FUTS path ends on 66 at San Francisco. On 66 there is no bike lane after San Francisco. This leaves me with little good options to get to my neighborhood on Santa Fe. Usually, I am forced to ride with traffic on the
66.
203. City fails to clear the bike lane of snow and ice forcing me to ride on 66
204. City Plows and leaves snow and ice into the 4th street bike lanes. The south bound bike lane has literally not existed since December. a snow removal plan would be nice.
205. On a bicycle in the morning merging traffic at Milton and west Rte. 66 is the most dangerous part of my ride. Cars trying to turn right must merge across the bike lane.
206. The bike lane/shoulder is very narrow/non-existent in this area making it very dangerous for cyclists.
207. Cherry Ave bike lane NEVER plowed in winter, rarely has cinders removed well after car lanes are cleared. Multiple houses place trash cans in bike lane for full week and is never resolved even after multiple complaints.
208. Within protected bike lanes, S-bound on Beaver, trash cans are commonly left in the bike lane. These hazards can consume the whole width of bike lane and cyclists are blocked in due to curbs on both sides. Trash cans should be left on the sidewalk both by their owners and by city workers.
209. Long-term ice presence (weeks) after snowstorms on the S side of road, make portions of bike lane hazardous. The road is often clear for a long time, but Ebound bike lanes are impassable. Targeted use of salt and hand tools could help.
210. South side of Butler from around Warner's to ACE, there are long-term black ice features that cover the entire bike lane after snowstorms for weeks (to months this year). These are very hard to see at night. Often the main motor vehicle lanes will be clear for a long time, but the bike lane is impassable. Some targeted use of salt or hand tools could reduce this hazard.
211. During the mornings, people will cut through Clay Ave to try and avoid traffic on 66/Milton. This causes huge backups along the entirety of Clay Ave to Blackbird Roost. Especially by Clay Ave and S Florence/S Malpais Ln. At the stop sign, people will block the 4-way stop so people/cars/bikes cannot pass. Cars will try and squeeze by and drive in the bike lanes to go straight to Butler or turn onto Milton/
66. Frustration is high in the mornings and people are more prone to make risky moves.
212. All of Milton is a suicide zone for bikes. There need to be bike lanes on this major thoroughfare so that cyclists can travel across town without putting themselves at enormous risk every time.
213. The curb to protect cyclists on the east side of roads prevents cyclists from accessing bike lane from trail behind Bashas. Why does trail not go directly to Bashas parking lot?
214. The bike lane on Woody Mountain often has cinder or debris forcing me into the car lane. This is scary as the speed limit is 40mph. The bike lane abruptly ends as you approach Route 66 forcing you to merge with cars that pass then are looking to make a right-hand turn.
215. The only paved access for bicyclists between Kachina-Mountainaire and Flagstaff is I-17
216. Route 66 pedestrian path does not clear of snow in a way in which I can safely ride my bike without having to frequently get off and walk it over ice or slush. This has happened many times in the past even a week or more after our latest snow.

217. The I-40 overpass does not have a bike or pedestrian lane, it is narrow, and car visibility to bikes and pedestrians is limited because of the rise of the bridge. There are neighborhoods and whole businesses back here that people commute to/from, and this should be improved upon.
218. Intersection (?) of Forest Ave and Fort Valley is extremely dangerous for bicyclists. Coming down the trail behind Bashas, you choose to either cross Forest, where cars NEVER yield, and ride on northbound Ft Valley where the sidewalk is discontinuous, and the shoulder not protected from cars speeding along the highway. Or you can cross Fort Valley at the crosswalk that cars don't notice, and ride on the trail, where you pray that cars turning onto Ft Valley from Coconino estates will see you
219. Route 66 here is terrible for bikes. There is often debris in the bike lane, the lane is narrow when going West/non-existent, cars are going fast and making turns that are difficult on this road.
220. No sidewalks and little shoulder on east side of San Fran as you come up the hill. Cars go fast but bikes go slow headed up the hill. The only section without protection is the most dangerous
221. The urban trail becomes a sidewalk, and heading west, that intersection is extremely dangerous. Getting back onto the urban trail heading south consists of having to get onto the road at a major highway on/off ramp or illegally using the sidewalk. The intersection is massive, and full of distracted drivers. I rarely feel safe riding through, or even walking through. I have gotten close to being hit by a car here. Some kind of bridge would make heading west or south feel so much safer.
222. Downtown section of San Francisco St requires bikes to take the lane, but drivers don't yield to bikes and try to run you over. Doors opening from parked cars endanger inexperienced bicyclists who ride too close to parked cars.
223. When traveling from Clay to Butler across Milton the light does not detect a bike is present causing you to have cross twice using the dangerous crosswalks. Drivers don't yield to bikes in this intersection.
224. No bike lane on Woodlands 40 mph is too fast to ride in the road
225. No shoulder at all. No bike lane/path. No walking paths.
226. No shoulder at all. No bike paths. No walking paths.
227. No shoulder at all. No bike lane/path. No walking paths.
228. On May 28th, 2021, I was run over by a tow truck that ran a red light at the intersection of Beaver and Butler, we were headed southbound. Martin Ince did a presentation on bicycle/car crash data and this intersection, San Fran, and Butler and pretty much all of Milton were the spots where the most incidence of collisions happened. PLEASE do whatever is possible to make these intersections SAFER. These are main pedestrian thoroughfares for students and centrally located pedestrians.
229. A *really* bad place for a left turn! for *all* modes of transport using or crossing the road.
230. Thorpe Rd. from W. Cherry to N. Bonito has many drivers who ignore the speed LIMIT (including the buses) and that they are passing through a PARK past neighborhood and an elementary school. This area is dangerous for bicyclists and pedestrians. There are people crossing from the ball fields parking lot to the disk golf course and trails, Kinlani and Clark Homes students going to and from school, crossing to use the park facilities and to go to other areas of town.
231. I have almost been hit by a car using this strange “on ramp” to cedar. Why is it even there. There is only local traffic using it.
232. Bike lanes blocked by snow
233. As a westside commuter (who avoids Milton at all costs), it would be nice to have a way to cross the tracks somewhere along Coconino Ave.
234. Defensive bike riding is required when traveling along the FUTS on Fort Valley. Vehicles turning out of Coconino Estates onto Fort Valley frequently pull into the crosswalks without looking both ways for pedestrians.
235. The Historic Route 66 and Woody Mountain Road is extremely dangerous for bikers. Vehicles traveling west on 66 cut the left-hand turn onto Woody so severely they cross the left and right turn lanes on Woody. Part of the

problem is the way the traffic lines are painted on 66 (they stop too early, so people turn prematurely). With the added housing developments in this area of town, we really need a stop light here.
236. When will Southside residential streets be plowed in a timely manner? Sometimes they are never plowed! This has been a problem for decades. When can Southside get the respect, it deserves?
237. Why put tall buildings close to the street? This just creates ice on the streets that stays around a long time. We already knew this was bad from observing and living with downtown buildings and now it is a City policy for new construction. Please reverse this policy and stop building such large and tall buildings!
238. Downtown streets desperately need resurfacing! Crossing large cracks ruins bike wheels and if parallel to line of travel wheels can get caught in the cracks and cause the bicyclist to go down--I know from experience.
239. People regularly run stop signs on N. Bonito St. Check the police records for the numerous accidents. Very scary for bikes and peds.
240. No pavement marking indicating bicyclist place on highway north/south bound, highspeed intersection
241. Limited shoulder, high speed traffic, no signage/lane markings indicating bicycles may be present, the only way to get to Townsend Winona/Highway 89 northbound for bicyclists on pavement.
242. Dangerous crossing for bicyclists, suggestion to close or better control slip lane.
243. Many folks ride and run out here (including Olympic athletes) & something a bit more separated than a wide shoulder would be preferable. Often there are rocks, accident trash, glass on the shoulder, which can force you on the road. Plus, many drivers go 70- 80+ mph on this 50mph road.
244. Lots of folks use HWY 180 as a loop to/from forest road. The bike lane changes size several times & there are some decent bumps/cracks/holes in the pavement close to the edge of the road. I think the FUTS should be extended to at least Snow Bowl road if not a bit further. This would allow more bike commuters from the neighborhoods outside of town. Many drivers are courteous, but it only takes one not paying attention to kill you on a bike, especially at HWY speeds.
245. No space for bikes. I had a driver yell at me one time for being in the lane. That's the only place a bike can be. I think yet again take a lane for bikes slow traffic down. Speed limit is again 40mph through here, which is way too fast for a city.
246. In the winter or muddy weather this is an important road for those looking to get on longer rides (we often/usually can't ride our trails). Provide a better/wider/safer space for bikes--cars are going FAST toward/away from the interstate. Driver education on how to pass bikes safely is lacking in at least 1/3 of them.
247. The past 2 summers certain drivers have been using this road as a raceway, which is dangerous for everyone. We are in a city, so the speed limit should never be 40 mph (kills more peds/bikers when accidents happen). This road needs to be narrowed with less lanes for cars. This could also help in the winter with plowing and ice concerns. When plows go through, they put more snow on sidewalks corners (which never get plowed more than once).
248. Add striping for a bicycle left turn lane for bicycles traveling north on TW.
249. Biking on the east/west roads in this area (Aspen, Birch, Cherry, etc.) is dangerous due to the many vehicles that don't stop when driving north or south on Bonito, etc. This has been a serious concern for the last 20 years and I have witnessed so many vehicles cruise right through the stop signs, or slow down a bit, and move into the intersection. I ride these streets E-W and slow down/stop at nearly every intersection if a car is present, until I make eye contact and they stop.
250. Very hard intersection to cross from west to east in this large intersection. Feels very unsafe given vehicles turning south from Butler onto Lone Tree and vehicles turning east onto Butler from Lone Tree. Butler from Milton to east of Lone Tree has always felt unsafe to bike. The pilot bike lanes made this feel a bit safer, but lots of cinders in the lane sometimes and those are very slippery for bikes.
251. Dangerous to cross the crosswalks at Butler and Milton/66 intersection, particularly the north/south crosswalk. As a bicyclist, I prefer to cross over to the south corner of Clay Ave. and cross to the east to Butler with the green light for cars. However, this is often impossible as there is no way to activate the green light heading east if a car

doesn't activate it. Why not install a button for a biker to activate here? Install it immediately adjacent to the bike lane (not on the post)!
252. Fremont has little to no traffic calming measures and bicyclists, including young children often must deal with vehicles going greater than 40 mph. There is no clear signage near Cheshire park for bikes of pedestrians to safely cross.
253. Eastbound Bike Lane on Soliere ends abruptly well before the stop light. Would be great for the bike lane to continue through the stop light.
254. No sidewalk or bike lane with narrow vehicle lanes. Need bike lane from Little America to Fox Glenn park.
255. Crossing Ponderosa Parkway when heading eastbound on the route 66 bike path is dangerous. Drivers making right turns from 66 onto P. Parkway don't like to slow down so bicyclists and pedestrians must be very careful when entering the crosswalk. The westbound light is also frequently backed up so drivers making left turns from 66 onto P. Parkway will turn red if they're the last in line. This is of course dangerous for people entering the crosswalk when the walk sign turns green.
256. Those stupid bike lane blockers are so annoying! They do nothing to protect bikers!!!! they only make it more difficult for bikers to ride downtown wherever those stupid things are present. They're always full of debris, cinders, branches, and other crap! people always put their garbage bins in the way! I must ride on the street anyway just to get where I need to make turns. THOSE THINGS ARE HORRIBLE!!!!! CLEAN THE BIKE LANES!!!!!!
257. The AZT/urban trail crosses the road and is very poorly marked and difficult for drivers to see when there is a trail. In addition to the cars on Woodlands, there are also cars coming out of the Walmart parking lot and hotel parking lot adjacent to the trail so there is a lot of potential for vehicle-pedestrian or vehicle-bicyclists' collisions. A flashing crosswalk (as there is on Butler) would allow pedestrians and bicyclists to safely cross and be highly visible to vehicle traffic.
258. Townsend Winona is a terrifying road to bike down. The cars drive fast, it is curvy and there is very little shoulder to ride on.
259. Bicycle paths just disappear as you get beyond the mall. With rising housing costs, more people are living in areas like Doney Park and want to commute by bike too.
260. I desperately wish to bike east on Cedar, but the high speeds of traffic and the downhill make the bike line insufficient, in my opinion. Expanding the sidewalk to a dedicated bike path would help make things safer. Once this is done, more people would bike commute meaning less traffic on the road for drivers.
261. Bicycle crossing from triangle to north side of Cedar is scary. Cars seem to think an "on ramp" is an opportunity to speed up and the crossing is around a bend in the road, so drivers not paying attention could miss it.
262. Bicycle access to and throughout Doney Park is not safe. Very few bike lanes or paths established.
263. Please turn this sidewalk into a wide path for bikes and peds. The urban trail on the south side of the road is a lovely option but not during winter.
264. It would be so nice to have a separate bike path on this interchange that would connect to the sidewalk going over Cedar. Drivers are often looking left while merging and I think it would keep everyone safer. It would also be nice to widen the sidewalk over Cedar to be more of a bike path to better accommodate bikes and peds. Cedar is too dangerous to ride in, even a protected bike lane is not a safe choice.
265. No safe connection from westside to eastside for cyclists except to go through this very unsafe intersection.
266. While heading south at this intersection, I often feel invisible to northbound left turn drivers, they frequently keep turning left in front of me even when I have the right of way.
267. Forest, Beal, bike way, dog leg turn
268. No bike lanes. Dangerous for bicyclists... especially when there's snow.

AREA OF CONCERN – DRIVER

The comments for Area of Concern – Driver within the MetroPlan region are listed in the table below. The table includes the comment and a link to where the concern was identified on the mapping tool (Social Pinpoint – NOT ACTIVATED).

Driver Comment

1. No shoulder on overpass or at round about. Lot of runners and cyclists use this overpass, and you can't see incoming vehicles so it's difficult to know when to pass.
2. Cars going south on Beaver have no idea if on-coming traffic (coming from NAU) has right of way because there is no green turn-signal...
3. The double turn lane (one after the other) here makes it hazardous for drivers who are trying to turn as well as drivers who are trying to continue Lake Mary
4. Exiting commercial vehicles need wider turn radius, come too close to pedestrian divider (left turn onto CC). This causes the off-tracking hazard on driver side of the commercial vehicle and has caused collision with vehicle moving through the turn next to CV.
5. The lack of adequate student parking at Basis causes students to park along the entire length of Pine Cliff Drive, often blocking resident mailboxes and creating visibility hazards for residents trying to exit their driveways. The exclusive use of this street for all-day parking by students also eliminates parking capacity for residents and their guests, contractors, and service providers.
6. At Basis drop-off/pick-up times traffic is frequently completely blocked on Pine Cliff Dr due to parents' cars lined up in traffic lanes waiting to get into the school parking lot. A large offstreet pick-up area needs to be constructed to maintain traffic flow.
7. People drive too fast, speed limit is 55, people drive 65+, no police officers on standby observing. Too many accidents, hear sirens every day going northward on the
89. Within the past 2 years I have lived here, there have been two motorcycle accidents at the intersection of Burris lane, a very traumatic and sad sight to see. Still, no one slows down, they don't care who they hurt, too dangerous even for pedestrians, 89 is a danger zone!!
8. Bad visibility turning left onto 180 from Piute and cars are going way more than posted 35 mph.
9. Cars turning left from Beaver to Butler from the inside lane too often travel directly into the outside lane of Butler; meaning outside lane left turn traffic has to be incredibly alert.
10. For Westbound traffic, it narrows to 1 lane going straight. In morning "rush-hour" there is a line of cars in the left lane waiting to continue straight. Meanwhile multiple other cars in the right lane fly past the row of patient drivers and then cut into the left lane. Multiple collisions have occurred and many more close calls. Would be great if there's a safe way to ease this congestion.
11. For Westbound traffic, it narrows to 1 lane going straight. In morning "rush-hour" there is a line of cars in the left lane waiting to continue straight. Meanwhile multiple other cars in the right lane fly past the row of patient drivers and then cut into the left lane. Multiple collisions have occurred and many more close calls. Would be great if there's a safe way to ease this congestion.
12. So many vehicles speed on this street daily. I am aware that lots of people cut through the neighborhood using this street, and it is a danger to all driving/walking/biking/living there.
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14. Dutch Bros creates a dangerous mess of traffic here and should not be allowed to operate a "drive-through."
15. The confluence of Kasper and Santa Fe/66/180 onto Lockett here means that rightturns from Santa Fe/66/180 onto Lockett can be incredibly dangerous as two vehicles heading west on different roads reach the intersection at the same time. The foot/bicycle path here is super dangerous because of all the confusing auto traffic. There should

be a right-turn only from Lockett onto Santa Fe/66/180 and no turns from Santa Fe/66/180 onto Lockett. Or this should be turned into a low-speed roundabout.
16. At least once a week I see someone turn north on Beaver despite the obvious One-Way signs. This entire section of downtown should be converted to pedestrian- and bicycle-only.
17. The traffic control change here is a disaster. One lane turns into three with minimal markings and almost no clarity. The Enterprise-Huntington-Butler intersection should be converted to a traffic circle and bicycles and pedestrians should be given priority by elevating them above the traffic.
18. There is minimal shoulder and no bike or pedestrian lane along W. Rte. 66 all the way to the Picture Canyon preserve.
19. I have seen walkers on this dark road late at night. It's a super long road, but I'm wondering if there's any way to increase the safety for bikers and walkers here?
20. This intersection (Sunset and Cedar) is often very busy. There is a school here and many people park on the street. It is very difficult to see traffic traveling on Cedar when trying to cross Cedar on Sunset. A four-way stop sign here would be a big improvement for the safety of everyone. Thanks
21. Area of concern for everyone, not just drivers: some people use Soliere as a shortcut/frontage road, and go well over the speed limit, especially at the curve near Country Club. Speeding drivers frequently make dangerous attempts to pass cars going the speed limit, endangering the bus. Speeding drivers display road rage. Bikers have been killed. There is also no sidewalk for the last stretch (along the curve near Country Club), making it incredibly dangerous for pedestrians who walk it anyway.
22. CHANGE TO A ROUNDABOUT! This intersection would operate more safely with a roundabout. It would force the max speed to be 20-25 MPH and allow vehicles, peds, and bikes to get through the intersection. It would also eliminate most of serious vehicular accidents.
23. This light is timed very poorly. People constantly run this red light to get through it. It causes back up at the lights proceeding it on route 66
24. This intersection has two sides and merges onto route
66. People cannot safely merge or cross route
66.
25. Left hand turn onto route 66 hazard. Vehicles on route 66 are going too fast to safety merge.
26. The light on this intersection needs to be timed better with the light on Humphries. Drivers often get "stuck" in the intersection because there is a delay in the Humphries light turning green. Dangerous for drivers, pedestrians, and bicyclists.
27. Better parking monitoring along the roads south to the HS. Cars park along both sides making it so only one car can pass in either direction at a time, making it dangerous for drivers, pedestrians, and bicyclists.
28. Right hand turn lane is needed here.
29. The lights here need to be better coordinated with the light at Clay. There are ALWAYS cars backed up into the intersection going northbound in the mornings. The intersection needs better, fresh markings. It's a little bit of a free-for all.
30. The lights in all directions at this intersection need to be better coordinated in ALL directions. Turn signals are non-existent, too short, or out of sync with the flow of traffic. The timing of lights on this intersection needs to be better coordinated with the Milton/Rte. 66 light.
31. Need a light at this intersection. Dangerous--especially during morning commute. Impossible to make a left-hand turn when I-40 traffic is diverted to Rte.
66. SLOWER speed limit needed on W. Route 66!!!!!
32. Westbound traffic merges just west of Woodlands village. Drivers are often speeding and "racing" to merge or unaware that they need to merge.
33. This area in the am between 730 and 830 is wild.

34. Common place for wrong way drivers to try to go North on Beaver. Maybe additional signage?
35. Common spot for drivers in the right lane to turn left onto birch, crossing a line of traffic.
36. At the light there are often people who are turning left from 89 onto Smokerise OR people who are coming from the KOA across to Smokerise that run the light. There have many times of near collisions.
37. Unable to make a left turn from Trail End Drive onto 89 because there is no light at that intersection.
38. The traffic lights on Fort Valley Road at the intersections of Humphreys, Beaver, San Fransisco are not synced during the morning hours of school and work traffic. Since these intersections are very close to each other, the traffic backs up terribly. The lights at these intersections on Fort Valley need to be synced together during the morning school and work traffic hours.
39. As others have noted, out of town drivers assume these intersections are 4 way stops and pullout in front of through traffic from WC Riles or stop on west bound Birch. It does seem like "Through traffic does not stop" under the stop signs around downtown would be helpful.
40. This intersection has cars coming down Lone Tree around a blind corner at 35mph. There is no right turn lane, so the cars attempting a right turn onto Zuni must slow down all traffic coming behind them Lone Tree nearly to a stop. This spot gets icy in the winter and receives very little sunlight due to the pine trees around it. It feels unsafe.
41. Why is this the only road that avoids train flow West of 4th avenue? Why are there no other roads to the downtown area that are not interrupted by railroad crossings? A bridge over the railroad tracks at Blackbird Roost and Lower Coconino St would allow another option to reach a high flow area around the Thorpe Complex, the future Indigenous Community Center/gardens, and the schools like Marshall and Flagstaff High. We need another option other than the bottleneck here.
42. Natural obstructions to views, specifically large tree sprouts along both directions (especially surrounding street light posts), make this a dangerous turnout in either direction any time outside of winter, or even then it is hard to see. HOA landscaping for Railroad Springs has refused to trim them, saying that because the sprouts are along the sidewalk/light posts, that it is a city issue and needs to be addressed by the city.
43. Unsafe for drivers and bicyclists due to very poor road conditions. Road is within city limits, please pave this road.
44. Road not paved. Not safe for most vehicles.
45. Vehicles including heavy trucks travel up and down JW Powell at rates higher than the advertised 40 mph speed limit. This is a danger to cyclists as well as wildlife that frequently cross the road. This is only going to get worse as JW Powell is pushed through to fourth Street.
46. This intersection is a nightmare during rush hour when trying to turn left from Zuni onto Lone Tree. Traffic on Lone Tree rushes through at a high rate of speed endangering motorists as well as cyclists and pedestrians. There should at least be a roundabout to slow down traffic and allow people to merge onto Lone Tree safely.
47. Trying to make a left- or right-hand turn onto HWY89 is very difficult here. Often drivers must go around the entire neighborhood to get to Empire or Smokerise to make a turn. The speed limit increased rapidly at this curve of 89, and it's very unsafe. but driving into the neighborhood increases traffic in those areas that were previously safer.
48. When trying to make a left or right hand turn here, traffic is often too fast and backed up. It's hard for bikers and pedestrians to get through this intersection. There are also not enough streetlights on lone tree.
49. Drivers have trouble turning left from Trails End Dr. onto westbound HWY 89 or crossing over to Snowflake Dr.
50. Sacred Peaks Health Center has populated the area with patients, driving out of this location has become a hazard with oncoming traffic from the west. If taking a left from the stop sign oncoming traffic is zooming by with no care in the world.
51. The traffic through this intersection has greatly increased since the healthcare center and the increased housing development have come to the neighborhood. Trying to turn toward town from Trail's End is very dangerous given the volume and speed of traffic on Highway

89. Many people alternately use neighborhood streets to avoid having to make this dangerous turn greatly increasing traffic through this neighborhood.
52. Patients of Sacred Peaks Health Center trying to take a left onto 89 from Trails End take a big risk. The cars driving along 89 are traveling at greater than 45 mph and decisions must be made quickly. I think a traffic light would be helpful at this intersection. It could possibly save lives.
53. This is the main exit for patients and employees leaving the Sacred Peaks Health Center. The roads are usually very busy and there is only one turning lane where cars go both ways which can be very dangerous for a head-on collision. A stop light at this exit would be very helpful.
54. Cars do try and turn left or right here at the stop sign but considering how fast cars are going it is hard to do so. There have been a few accidents due to there not being a proper crosswalk/stop light here. We must use residential roads to get onto highway 89 and I am sure residents do not like the number of cars going through here at all hours of the day.
55. Over 100 accidents have been documented on this road this winter. Many of these are selfinflicted (driving into a ditch) but some of these affect the passengers and property of other vehicles. Also, while I am a cyclist, I think cycling on this road during ski season is very dangerous to not only the cyclist but also motorized vehicles. Adding bikes into the mix of heavy two-way traffic, potholes, and left over sinters is a recipe for fatal accidents.
56. I've almost been t-boned multiple times trying to get to Sprouts or nearby businesses. Cars often travel at a high rate of speed on Riordan Ranch St. and the visibility is often poor due here.
57. The W University /Milton intersection is very unnerving when traveling on Milton. Cars regularly make risky turns onto Milton or off Milton here. Cars stack up trying to turn left off northbound Milton which can block traffic. Cars move two lanes left after making the right turn from W. University near Target trying to go left on W. University on west side of Milton.
58. The bike lane and sidewalk ending here can create a conflict with all three while approaching the Grand View intersection.
59. Cyclist not using the FUTS trail ride in the road, creates a dangerous situation for both.
60. Right in - Right out is a joke, no one obeys this.
61. Stop control for WC Riles St but through street on Aspen causes confusion for out-of-town drivers. Suggest making the intersection of WC Riles and Aspen an all way stop.
62. Very icy in the winter, easy to slide into the intersection
63. Lane restrictions create hazard to large vehicles along Butler Ave., SF Street and Beaver St.
64. Red light runners in all directions at intersection of Rte66/Humphreys
65. Traffic signals at Humphreys/Rte. 66 and Humphreys/Aspen need to be timed such that traffic entering northbound on Humphreys off Rte. 66 don't block the intersection of Humphreys and Route
66.
66. Had a near miss here with a child riding a bike, he came down the steep FUTS trail into High Country Trail and drivers had to swerve into the other lanes to miss him.
67. Street parking on the west side of San Francisco can inhibit cross traffic and make this crossing of Dale very dangerous.
68. Parking at brewery marks this a one lane road, causes some issues for pedestrians, cyclists, and drivers alike.
69. Cars parked along the trailer park block the site visibility at the Main St interstation. Maple becomes a one lane street and cars travel very quickly on Maple.
70. Echo the comment about the curb barriers creating small turn lane gaps, often see drivers miss the turn lane and make an abrupt right into parking lots form the travel lane.
71. Vehicle was hit near during the holidays here when the intersection didn't clear after the first train.
72. Frequent collisions at this intersection. Lack of right turn lane causes long backups, seems to lead to risky decisions for both those making the right onto Switzer Canyon and the left.

73. A few minutes before school ends and when students do get out, parents are lined up and stopped/parked on Fremont, the left southbound lane is a parking lot every weekday afternoon. Add this to students running out into the road, scary.
74. It is near impossible to turn right out of here at peak traffic times during the winter. I have seen drivers get impatient and cut other people off turning onto the highway because they have waited so long and have not seen a break in the traffic.
75. This is an area of concern I have for drivers, bicyclists, and pedestrians. The FUTS travels in both directions, on the west side of the highway here. People making right turns do not look for northbound pedestrians and bicyclists.
76. This is an area of concern I have for drivers, bicyclists, and pedestrians. I have observed a lot of teenagers trying to cross the street on foot to access the businesses, and there is not a crosswalk. I worry about hitting a pedestrian here when I am driving. I wish there were a crosswalk.
77. Lack of streetlights in this area and FREQUENT deer crossings and collisions with vehicles every year.
78. Desperately need a 25 mph sign here. As soon as people pass the apartment complex adjacent to the freeway, they immediately speed up.
79. Potholes
80. Potholes
81. Many times, drivers speed up to gain momentum for the hill up W. Summit Ave. They typically cut the oblique corner taking up the entire street crowding oncoming traffic that is coming down the hill. As for downhill traffic typically, the pattern is crowding the center of the street and rolling through the stop signed intersection.
82. This should be a right turn only at an intersection for cars. Too many close when people get desperate trying to turn left here.
83. Turning left onto the 66 from Railroad Springs is dangerous during heavily trafficked times. Traffic is going at high speeds on the 66, and you wind up timing your turn between cars going both directions.
84. Please don't put distracting or blocking artwork in the round about. It will become a safety hazard for traffic, pedestrians, and bicycles.
85. North/south traffic tends to run the stop sign at Leroux and Elm. Enforcement of speed limit would help.
86. The building on the NE corner blocks the view of oncoming traffic down Beaver requiring cars to pull into Beaver to get a glimpse of oncoming traffic. This presents two hazards. One for cars turning off Beaver and for those turning on to Beaver. This is especially problematic when they have the glass windows covered with shades. Is there a way to require the building to keep the shades up on this non-conforming structure for safety?
87. The speed limit on Butler should be reduced to 35 the entire length. Cars along this stretch drive as fast as 60mph, which makes for a very dangerous situation for cars entering in and off River Run.
88. Too many people still attempt to turn left in to and out of this spot even though it is a right turn in/out only. The signage and barriers for this need to be more explicit like how it is handled at the Super Walmart.
89. Difficult to cross- a lot of traffic. Dangerous for pedestrians. Vehicles on 89 turning right going too fast.
90. I think the junction of University and Milton is being addressed this year (yea!), but I have never understood why the lights along Milton are in such opposing sequences. While it has gotten better through the years, it's still way worse than anyplace I have ever li ed (and I moved around a lot!). All the thousands of cars stopping and accelerating creates a lot of unnecessary pollution and, on the safety side, encourages frustrated drivers to run red lights, which happens a lot too.
91. Traffic turning right from 89 makes cars get stuck here for long periods of time, causing congestion. Some bypass the car line on Casper by speeding through the Nimarcos parking lot to beat other cars. Cars also cut through the hotel parking lot (in between Fanning and Lockett) to get to Fanning because the line of cars is often shorter. Line of cars from Fanning backed up all the way to
89.

92. 89-Cummings intersection. The light to turn left is too short, need more time added. Many accidents here are with people turning left. Dangerous for al
93. Cedar Hill- McMillan Mesa- Drivers often going speeds over 50-60 mph.
94. Drivers turn left into the maverick where there is "no left turn" signage
95. There road markings have faded so much on this area, it's like one big lane.
96. Eastbound traffic on E. Butler turning right onto E. Butler does not see the southbound traffic on Huntington Drive turning left onto eastbound E. Butler.
97. Many accidents from westbound Plaza Way vehicles turning left onto southbound Woodlands Village Blvd.
98. Traffic on eastbound Route 66 is coming fast into town. A traffic circle here would go far to slow traffic to urban speeds.
99. Northbound S Milton Rd traffic turning left onto W Forest Meadows need to be turning into the right lane to continue W Forest Meadows past Beulah. I frequently see southbound S Milton Rd traffic turning right against the red light, and into oncoming left turning traffic forcing left turners into the left lane when they need to be in the right lane.
100. Need a traffic light here. Coming out of the south end of Snowflake it is nearly impossible to turn left. A light on this end of Snowflake would allow one to travel further north to make a left turn.
101. They should just mow down the Mandarin Buffet and expand Route 66 into NAU as a main entrance. This would alleviate the back-up at Riordan Rd., and maybe make an attractive entrance to the campus, continuing onto Tormey Drive.
102. Not enough lanes for people exiting the gas station, entering Dunkin parking lot, and people just trying to get to NAU campus via Riordan Road.
103. There used to be a No Left Turn sign at the exit from Chick-Fil-A. Even so, people would ignore it. Cars try to turn into the exit, despite the concrete barrier, then give up and decide to turn properly at the light, often almost colliding with cars entering the left-turn lane where indicated. Much congestion once you make the turn because the drive-thru customers are blocking Riordan Road.
104. Turning left off Milton into the Townsite neighborhood (toward Lowell Observatory) is challenging for people familiar with the intersection, much less people new to town. It's hard to see oncoming traffic due to the left-turn lane at Humphrey's, then yield to cars exiting Milton from the East, then look out for the crosswalk, and hope that other cars observe the stop signs! An overhaul of this corner might alleviate other problems regarding flooding, pedestrian and cyclist crossing issues.
105. In Lone Tree, every school day from 8-8:30 AM the north-bound traffic is backed up south of Pine Knowles due to 6, 8, or 10 cars all waiting to make an illegal left-hand turn from the Northbound Lone Tree into the Kinsey School parking lot. I have also experienced, when traveling southbound, cars jumping out, RIGHT IN FRONT OF MY CAR, out of the parking lot, crossing the double yellow line and making an illegal lefthand turn to the northbound traffic. Please put up a concrete barricade.
106. I have seen and been the car that almost got hit by a driver who suddenly turned onto Turquoise from the roundabout after missing the right-hand lane exit that they should have taken. This is a busy intersection that needs attention.
107. Snow clearance in the winter is unsatisfactory on Kiltie. Thousands of people drive this route every day and we need it to be much safer. There is constantly snow and ice, and with the curves and inclines it's very dangerous to drive there.
108. Water pools at this intersection in times of rain or snowmelt
109. We REALLY need to be able to turn left here into this shopping area! The only option is McConnell, which is tight and a terrible main through road, and going in behind the old IHop and coming from the back of the shopping center. Neither is a very good option
110. Is this an official crosswalk? There is no way to tell?

111. When traveling along woodlands towards Beulah, there are three lanes that intersect Beulah. We need signs above that show what each lane of travel is. Many times, people turn left in the middle lane when it is indicated only straight and right turns should be in that lane.
112. When heading west on Forest, it is difficult to make the right lane a right-turn-only. In times of high traffic, a line will form in the only straight lane, and then cars will try to merge into that line. This is especially problematic because in the morning, most of this traffic will turn left on Beaver into the hospital. It may be difficult, but it would be ideal to have two westbound lanes between San Francisco and beaver, so Hospital traffic can turn left, and other cars can continue straight
113. Many drivers don't seem to know to yield to vehicles already in the roundabout. I think the city needs to better educate drivers about the rules.
114. People cut through the Goodwill parking lot to avoid the light on Switzer and
66.
115. Parents routinely ignore traffic rules and just idle in the middle of the roadway, waiting for students and impeding traffic. All that is needed is traffic law enforcement.
116. A left turn signal is needed for northbound traffic that turns left onto Fremont. Summer Grand Canyon traffic and winter snow play traffic is extensive, and neighbors know that it is heavy, but a turn signal is needed.
117. Cross traffic routinely stops, then runs the stop sign on Cherry Ave., assuming that there is a stop sign for traffic heading north on San Francisco. It is bad and happens multiple times a day. Additionally, some northbound traffic on San Francisco stops at Cherry for no reason. All that is needed are small additional signs on Cherry Avenue stop signs that say, "Cross Traffic Does Not Stop". These small signs should be in use throughout Flagstaff
118. Northbound cars waiting to turn left from Milton to University are sometimes nearly hit head-on by cars speeding down the center lane southbound. Sometimes they ARE hit. Needs a barrier to stop southbound traffic before they collide with northbound cars.
119. Drivers turning right onto Milton aren't looking to their left, where bikes are speeding into the intersection northbound without stopping. I've seen more than one bike/car collision here. Need bike lanes that work so bikers don't illegally use the sidewalks.

120. Heading northbound on Milton and attempting to turn left onto W Clay Dr is dangerous for drivers because it doesn't have a turn signal at all. When traffic is thick on Milton, which is often, cars turning left onto W Clay must pull out into the middle of the intersection and wait until the light turns red for traffic to stop, then take the chance and go--which is dangerous and probably illegal. The simple addition of a short turn signal would help immensely.

121. Lack of safe design to accommodate northbound vehicles attempting to turn left onto Meade from Hwy 180 while southbound vehicles are attempting to turn left into pizza and coffee businesses. Very tight and unsafe convergences here must be addressed to avoid head-on collisions. This location is further complicated by bus stop pedestrians attempting to cross Hwy 180 here.

122. Vehicles waiting to turn into the restaurant often obstruct traffic on Hwy 180 in both directions. This is further complicated by vehicles entering 180 from the south, especially at release times from the high school.
123. Southbound traffic on Beaver cannot see traffic attempting to cross from Cherry (especially from Beaver left lane) due to parked vehicles on Beaver along the church side. Removal of parking along this area near the intersection would greatly improve visibility and safety for drivers on both Beaver southbound and Cherry westbound.
124. Dangerous intersection.
125. Cara turning left have a very difficult time negotiating traffic both here and at bashas there needs to be a no left turn at these stops

126. Westbound traffic slow quickly to turn right here causing vehicles to leave the roadway where pedestrians are walking in dirt shoulder. Commercial trucks entering and exiting this intersection with no turn lanes or median.
127. There is going to be an accident on lone tree killing somebody at some point because there is no room for the bicycles to go next to the road making vehicles go into oncoming traffic
128. Drivers headed westbound on Route 66 turning into Kit Carson have no turn lane and often drive between vehicles quickly headed eastbound on Route 66. No turn lane so motorists that must stop before turning often obstruct westbound traffic and at time spilt the roadway partially obstructing eastbound traffic that does not stop.
129. Single lane east bound and single lane expanding to two lanes on Route 66 with drivers exiting gas station has resulted in motor vehicle accidents here.
130. This part of the hill approaching Kinsey is a totally BLIND turn heading south on Lone Tree, just before the school. Room for a dedicated TURN LANE? Any way to "shave down the height of that area so you can SEE before turning?
131. Vehicle entering Route 66 from Railroad Springs contend with many traffic pattern changes at this location leading to past accidents.
132. High density traffic entering and exiting this neighborhood with visibility obstructions from residences entering eastbound Route 66 from Northwestern. Many vehicle accidents from Northwestern to Railroad Springs on Route 66 here.
133. The turn lane from Ft. Valley on to Beal is a "two- ton- hold -your-breath-hope-not-to-crashawaiting "due to the lack of safe length of space for entering and turning left on to Beal heading north on Ft. Valley.
134. The intersection of Thompson and W. Rt. 66 is an area of concern for drivers, bicyclists, and pedestrians. At many times of day, W. Rt.66 is extremely busy with fast-moving traffic, and it's very difficult to cross or to turn left from Thompson. This intersection needs a traffic light.
135. This intersection needs a stoplight. There is a health clinic located here and it's nearly impossible to turn left from Trails End Dr. to southbound Hwy 89. There is no center lane to turn into since that is the left turn lane for traffic turning from northbound 89 to Snowflake Dr. Pedestrians trying to cross without a crosswalk make it even more dangerous. Most local traffic ends up getting routed through Smokerise neighborhood instead.
136. Development in this corridor is making the wait times to enter/exit side streets very long. Traffic traveling on 180 going too fast. Need stop signs or traffic lights on 180.
137. Dangerous small lanes for traffic.
138. I-17 Southbound road surface is destroyed between airport and lookout: huge chunks of missing asphalt, enormous potholes, giant cracks, and so on. Extremely dangerous for highway driving. I've observed cars losing control and sitting on the shoulder with blown tires from an interstate pocked with craters. Yet absolutely no repairs are underway?! There are NO crews making emergency temporary repairs that are urgently needed. Nothing is being done on this treacherous stretch of road. Fix it.
139. Due to parking bump outs, you cannot safely see cars traveling south on Beaver when trying to merge from Benton traveling from the east
140. Vehicles tend to park on the Southeast corner of Lake Mary and JW Powell. They park there to access trails and bike on Lake Mary road. This causes drivers traveling South on JW Powell to pull way out into Lake Mary road so they can see around the cars parked on the corner for traffic while making a left or right. They often run the stop sign to do so. There is a right and left turn lane, and the right turn lane blocks the view of Pedestrians and bicycles when crossing in the crosswalk.
141. New school design leaves traffic blocking driveway when students are getting picked up.
142. Blind intersection for southbound cars. Dangerous for east bound cars. Need a warning sign about blind intersection for the south bound cars.

143. terrible intersection for residents of Mtn Dell and for those unfamiliar with local roads. MANY people coming from town (Lake Mary Rd) turns onto Palmer Ave by mistake. They end up driving up Palmer then must turn around and make that extreme right back onto to 89A
144. This intersection has become busy and challenging to navigate with traffic on Switzer and cars trying to make left hand turns out of the Frys lot and left hand turns out of the goodwill lot
145. During high flow events of the Rio de Flag, water backs up through the storm drains. This results in flooding more than 6 inches located on Route 66, beneath the railroad underpass. Could this be solved by raising the road? If not, adding a flashing caution sign for eastbound traffic would be helpful.
146. People run the University Ave stop signs a lot
147. I've witnessed many close calls as drivers attempt to access or exit McDonald's from Huntington and don't see other cars turning right (north) from Butler. That driveway should be removed.
148. I witness several illegal U-turns on Route 66 (in both directions) but primarily on the east side of Ponderosa as people are impatient waiting for the train/left turn onto Ponderosa Parkway. The center lane can get very long and block access for other drivers entering/exiting the shopping center, culvers, Starbucks, etc. These drivers will often block lanes to get in/out of these places.
149. I witness several illegal U-turns on Route 66 (in both directions) Typically in front of Bashas before the light.
150. Multiple wrecks occur here (sometimes monthly) due to traffic congestion and issues with line of site
151. Route 66 has developed several large potholes that patches no longer resolve. This creates unsafe driving conditions and damage to vehicles
152. Incredibly hard to see oncoming traffic when pulling out of the parking lot for HLC and Mountain View. Cars parked along the road obstruct views.
153. Extremely bad potholes, some large enough to wreck small automobiles. No excuse for not filling or taking an active role in repair.
154. This is one crazy traffic light. I moved to this side of town 2 years ago and I still haven't really figured it out. I enter the intersection in fear pretty much every time I'm turning south from Woodlands onto Beulah
155. Why are people in vehicles waiting in line to eat chicken waffles allowed to create a serious hazard for anyone in the southbound right lane here every night when the 40mph traffic suddenly comes to a halt and becomes a take-out line?
156. Recently snow has piled up on the southwest corner of this intersection aggravating the preexisting problem of cars turning northbound from wild West onto high country Trail not being able to see cars traveling northbound on high country Trail. Those cars are traveling very fast.
157. Turning left (north) onto Lone Tree can be a challenge due to the traffic and speeds of other vehicles at this unsignalized intersection. This also creates bike/ped conflicts.
158. Exiting this driveway is a large power box. It blocks the view of any pedestrians or bicyclists approaching from the east. You also must drive forward to see traffic coming from the east which further blocks the crossing.
159. Help all schools take care of snow removal. Make their neighborhoods a priority. Residents that are near schools must put up with drop-off and pickup traffic blocking roads that are down to one lane. A cause of this is also residents piling snow in the streets that aren't being taken care of.
160. It's time to invest in real snow removal equipment for the city and start enforcing property owners to take care of their sidewalks. Intersection corners should be handled by the city. There are many great snowblower attachments for all sizes of equipment. Team up with local excavation companies to truck out snow. For one of the snowiest cities, flagstaff sure is very bad at moving snow.
161. Please figure out a way to eliminate fast food traffic from piling up on the streets. Canes and chick-fil-a are the biggest offenders.
162. Please remove the left turn lane until the university roundabout thing gets finished, so many tourists get stuck in the left-hand turn lane to nowhere. Then as they try to merge back, they mess up traffic.

163. The lanes need to be redesignated because the increase in traffic backs up from the butler light across the tracks. The southbound lanes should both be designated as straight through with the right lane being designated as a right turn and straight through.
164. Turning left off railroad springs Blvd. is very difficult and dangerous during rush hour in the morning and evening. A traffic light could help along with bike lanes and sidewalks.
165. Dangerous pull out of Burris lane onto HYW 89 I got hit on my motorcycle here in October of 2023 and have heard of others that died here.
166. Cars entering and leaving Cheshire have been involved in numerous accidents due to traffic from Snow Bowl.
167. Making a left turn onto 180 from Meade Lane can be impossible in the morning with traffic coming from Baderville and people going to Snowbowl.
168. 24/7 traffic! Roads are the last priority. All the flagstaff's traffic is by far the worst. No matter where you're at! Nothing but congestion, trains, and ridiculous barriers for bicyclists (Butler Ave). You cannot cross over traffic without risking death. No right-hand turn lanes to help reduce lanes being backed up. I personally know people that refuse to visit flagstaff solely on the fact that traffic is HORRIFIC!
169. The NW corner of University and Woodlands does not drain. Water freezes here and vehicles southbound on Woodlands that turn right can slide into eastbound vehicles on University. This large and sometimes icy puddle is also a barrier to pedestrians crossing Woodlands on the north side of the intersection.
170. The intersection of 4th Street and Cedar Ave has seen several car accidents. The intersection is very large, so cars turning left from 4th into Cedar tend to dangerously turn in front of cars driving straight on 4th (who have the right of way). This could be solved with a change on the traffic light - if the left turning cars were only allowed to turn when the traffic light is red for those south bound on 4th.
171. No turn lane to River Run, can't to slow enough for safe turn from Butler, where traffic is fast, to avoid pedestrians/cyclists
172. Left turns for vehicles from University onto Milton are a major issue. Cars go very fast, and traffic usually causes backups. This would also apply to cars turning left from Milton to University as well. Cars usually must "floor it" to go, which can cause accidents and people to swerve into other lanes.
173. There should be a left turn light/arrow for drivers from Butler to San Francisco to get to campus. The turn lane can fill up and cause backup for drivers going straight on Butler toward Milton/ 66.
174. The flow of traffic and lack of synchronization of the traffic lights creates a severe backlog of traffic. This starts on 4th St at Butler and is greatly affected all the way up to Linda Vista.
175. Drivers coming from 66 will try to turn left onto Metz Walk at the lighted crosswalk. This backs up left turns onto Blackbird Roost from 66 since drivers will have to slowly inch out into 66 oncoming traffic to see and make a turn. I'm unsure why drivers think this is okay to do, but perhaps if there is a no-left turn sign? There's not really a place to turn onto Metz Walk, but they drive up into the left turn lanes to Blackbird Roost, if that makes sense.
176. The hill on Elliot St north of Clay Ave. Cars will quickly go up the hill and speed down Elliot to merge onto Blackbird Roost. There is a major blind spot due to the house on the corner and cars do not take it slowly. Several drivers will have near misses, with one usually having to swerve off to the side. Sometimes cars will go into the yard of the homeowner. It's also hard due to the alleyway off Elliot, since drivers cannot see and must quickly drive out before a speeding driver comes by
177. Drivers try to cut through the neighborhood to avoid traffic on Milton/ 66. This makes the roundabouts dangerous. There are no signs to tell drivers to yield. Drivers are already speeding, but this continues throughout the roundabout and merges onto the connecting road. I've seen people take the roundabout the wrong way and there are blind spots. You sometimes cannot see if another vehicle is coming unless you've merged into the circle.
178. Vehicles turning from Butler to Milton/66 tend to block and rush. Vehicles run red lights to try and turn when there's not enough time. It's unsafe for drivers trying to drive from Clay to Butler as people keep going on a red or block. This causes more frustration and people willing to run lights or swerve around other cars in the intersection.

179. Cars frequently speed and use the middle turn lane to pass. Fort Valley is perceived by cars as a highway, so they speed and pass each other. The speed limit and lack of enforcement makes it unsafe for turning traffic and bikes/pedestrians.
180. SW corner of Park and Cherry. There is a 7' tall pile of snow that goes out into the street. You cannot see traffic heading east on cherry when you're driving north on Park.
181. Intersection is difficult and dangerous to pull out of due to the speed and volume of traffic. A traffic light and/or lower speed limit would help immensely here.
182. People leave the Tavern country bar, or distracted drivers in general end up in the ditch or in this field several times each year. Now there are big boulders placed, to stop cars from hitting the landowner's fence. 25 MPH posted, 90-degree turn. If you go in the ditch here, damage and injury is likely.
183. Ice and water build up here on Cherokee in the winter, and create a very deep and large pothole, dangerous in that one could lose control of vehicle and damage car as well (winter)
184. Roads too narrow for delivery trucks and resident parking.
185. The cement barricades on Butler are dangerous. This large storm has proven how bad they are. The snow was packed in the road, narrowing the driving lanes significantly. Yet the bicyclist chose to ride in the road instead of the cleared bicycle lane.
186. Motorists driving down the hill on E Bear Paw Dr to E Old Walnut Hills do not always stop appropriately at the stop sign to make a left-hand turn. The motorists often appear to be Wyndham staff or out of town vacationers staying at the townhomes. If Wyndham could help communicate with staff/temporary residents about the area periodically, it may help. The stop sign itself is well maintained.
187. Drivers living on Old Walnut Canyon appear to travel at a high rate of speed, especially as/after they pass Walnut Hills.
188. Slushy snow-covered roads and packed in ice dams on edges.
189. Snowbowl traffic can be *horrendous* all along the Humphreys and Ft Valley Rd corridor during ski season. Expansion of the ski area is making all Flagstaff residents suffer.
190. Cars can end up unable to leave the railroad tracks!
191. Switzer Canyon Dr has been designated as an alternate route to get from I17 to Snowbowl. Traffic coming down the hill cannot see the signage to turn left at Rt66 until they are almost at the intersection of SCR and Rt 66. All that is needed is to trim tree limbs, so the sign is visible.
192. Due to the cement barriers between the bike lane and vehicle lanes, cars make sudden moves into the right turn lanes into Sawmill Place. Those entrances are not well marked and come up very quickly due to speed f traffic.
193. This intersection probably needs to be re-painted more often. With dual left turns in multiple directions without clear markings, I see vehicles cutting off other vehicles almost every time I drive through the intersection.
194. During significant snowstorms, snow is not completely cleared from Butler, leaving a significant ice berm in the turn lanes. This causes vehicles making left turns in either direction to block traffic in the left lane. I've witnessed many near misses from vehicles waiting to turn left from Butler onto Northbound San Francisco.
195. Cars coming northbound on high country are coming at a high speed (limit is 40mph) and around a corner and a hill. It is very difficult for drivers on Wild West to turn onto High Country. Speeds should be lowered, or even a stop sign added on High Country. This will only get worse with the new development coming.
196. People fly by going East and West on soldier at this point, no one obeys the speed limit which is way too high anyway especially for residents trying to get on to soldier. In the mornings trying to go to school it's a nightmare
197. West bound on University Dr as soon as you turn left off Beulah, there is a GIANT pothole. It must be four or five feet across and is a few inches deep.
198. The separated right lane on Forest for folks turning right onto Forest from San Francisco is awesome, but the paint is wearing away. I think this traffic feature is too unique for out-oftowners to quickly interpret i.e., drivers

heading east on forest through the intersection will change into the right lane before the solid white line ends. The line needs to be repainted more often to prevent misunderstanding.
199. Intersection of Pine Cliff/Cedar. It's a right turn only onto Cedar, but plenty of people are turning left. I think this intersection should be expanded to include the left turn. Maybe with a stop light, or with a dedicated left turn. The merge lane is awesome when turning right (only if isn't filled with snow).
200. Driving by Basis when the kids are let out is a nightmare. The school doesn't have enough space in the parking lot to accommodate the cars picking up kids, so the cars queue into the road blocking traffic for anyone not going to Basis. It's a two-way street, so any car wanting to go around the line must contend with opposing traffic also going around their line which causes a dangerous "chicken"-like game. Cars also fill into the bike lane preventing bike traffic.
201. South of Aspen/Beaver intersection, 3 lanes appear: left, straight, and right. The left lane splits further: a true left turn and a straight. Shouldn't this straight lane be indicated on the street paint prior (see red & yellow circle in attached photo)? If driving south and wanted to go straight, you'd stay in the middle lane, but u wouldn't know there are 2 straight lanes due to the turn only paint in the left turn lane. White solid line separates There's a solid white line separating the
202. Oncoming vehicles turning into pizza and coffee businesses often create dangerous obstruction to vehicles attempting to turn left onto Meade entering N. Coconino estates neighborhood.
203. Eastbound traffic on 180 was seriously obstructed by cars waiting in line to turn into Mama Burger. (temporarily improved due to remodel closure).
204. The new lighted crosswalk is one of the most confusing and poorly marked sequence of lights I've ever seen. Needs better instructions for drivers since they can't seem to remember the difference between a flashing yellow, solid red, and then flashing red. Causes regular traffic backups and is unsafe for pedestrians since it distracts drivers from the focus on the pedestrian.
205. People risking their lives to get into the Culvers parking lot from northbound Ponderosa, cutting across rt. 66 and slamming on their breaks without signaling before getting into the center lane.
206. The southbound traffic light sometimes changes to red while the northbound turn arrow goes from flashing yellow, to solid yellow (as if it is about to turn red) and then to green, or something close. I have witnessed several close calls and had one myself where the northbound lanes have the right of way but due to yellow light runners and the sequence of lights (which seems unusual vs the rest of the city) causes confusion for even resident drivers and has made for many unnecessary close calls.
207. Left through lane blocked by people turning left onto Humphreys. Right through lane blocked by people turning right against a train. Anyone eastbound forced to weave through stopped cars
208. Forest meadows and Beaullah. Worst intersection. So confusing with the turn lanes and a straightforward lane. This is near CoCos. Heading west. Really difficult for tourists as you think the one lane is also a straight and not just a turn left only. Bicyclists should just avoid it all together.
209. Thompson and rte. 66 need a stop light since building 2 new housing developments you cannot safely enter onto route
66. We spoke to the city before and they agreed but nothing has been done. And I see they are going to be adding another monster storage space and more housing.
210. Too hard to see when turning out of Mountain Dell
211. Traffic exiting this neighborhood and turning left increasingly must accept smaller gaps, while the e-w through traffic keeps going too fast. We need to accept some delay for E-W travelers and place a traffic light so people can exit the RR Springs neighborhood. The repaint maybe helps stage a left turn but doesn't prevent collisions at too high of a speed for city traffic.
212. Forest, Beal, bike way, dog leg turn.

AREA OF CONCERN – PEDESTRIAN

The comments for Area of Concern – Pedestrian within the MetroPlan region are listed in the table below. The table includes the comment and a link to where the concern was identified on the mapping tool (Social Pinpoint – NOT ACTIVATED).

Pedestrian Comment

1. No shoulder on overpass.
2. It would be great to provide a pedestrian and cyclist path from this area to NAU.
3. The sidewalk is not maintained on the south side of Forest Meadows. You should require landowners to maintain sidewalks along their properties. Otherwise, sidewalks never get cleared of snow, ice, and cinders. As of May 14, cinders are still covering this area.
4. When it rains this intersection floods and you need a kayak to cross the street. Pedestrians are out of luck.
5. Sidewalk missing from east side of Thomson, just south of Route 66. On snowy days, you need to walk in the street with traffic. On snowy days, sidewalks are not plowed, so you must walk in the street with traffic on icy roads.
6. 4th St. is a nightmare for pedestrians. Most of the east side of the street lacks sidewalks. There are many driveways along this street into which drivers turn without looking for pedestrians. It's not much better at cross streets.
7. Crossing Milton from Plaza is dangerous. Cars do not yield to pedestrians even when they have the walk signal.
8. Even when pedestrians have a crossing sign, the cars coming from University Heights (turning left onto Beulah) have sun in their eyes and don't yield. This is exacerbated by the fact that these cars don't have their own green turn signal (they only have yellow blinking turn signal) and therefore don't often wait for cars/bikes/pedestrians when they are turning left.
9. No sidewalk connecting Pinnacle Pines to Lone Tree and no way to get to FUTS from Pinnacle Pines entrance, so pedestrians are forced to walk in the road (Zuni)... sunset aligns with Zuni as well so it’s even more dangerous at sunrise/sunset.
10. FUTS tunnel is often dark and scary for a single person to encounter a stranger while inside.
11. Sidewalks are too narrow to share with bicycles
12. There is no way for FALA students to walk or bicycle safely between FALA and the numerous residential neighborhoods on both sides of Hwy
180. There are no regulated crosswalks between FALA and Humphreys St and no safe shoulders, pathways, or sidewalks. This leaves students needing to try to dodge fast traffic to cross the highway or to take long diversions away from the highway. The minimal shoulders also make this a dangerous stretch of road for bicyclists.
13. This is an extremely dangerous intersection for pedestrians and bicyclists due to the lack of high visibility of the crosswalk. At a minimum the intersection requires flashing lights and highly visible signage on Ft. Valley Rd. The low lighting provided by the streetlight here makes this a particularly dangerous intersection at dawn and dusk (rush hour many months of the year), when it is difficult to see pedestrians in the crosswalk.
14. Cedar has a very long area with no cross walks. From the Cedar Safeway to MEMS is the space with no cross walks. I see lots of people running across the road on this stretch of Cedar.
15. This is a dangerous intersection for all involved.
16. Need some traffic control for children walking to Flag High, FJA, Marshall.
17. Trying to cross at this intersection (Humphrey's and Elm) while walking my kids to school is not ideal. There needs to be some sort of crosswalk as there are 3 schools (Flag High, FJA and Marshall, and 2 preschools) on the other side of Humphreys. To encourage more walking and biking from students and families, we need a safe place to cross this spot. Having to go down to Birch or up to Columbus to use the crosswalk is not the most efficient for busy families trying to get to school on time.

18. So many vehicles speed on this street daily. I am aware that lots of people cut through the neighborhood using this street, and it is a danger to all driving/walking/biking/living there.
19. So many vehicles speed on this street daily. I am aware that lots of people cut through the neighborhood using this street, and it is a danger to all driving/walking/biking/living there.
20. All the lanes in south downtown are too narrow for both vehicular traffic and parking. The business areas should be closed to automobiles and open to only bikes and pedestrians.
21. The streets are too narrow for parking on both sides of the street in addition to traffic. Downtown would be best converted to a pedestrian- and bicycle-only area. A multi-storied parking garage at Birch and Elden would be the right place to put autos.
22. The traffic control change here is a disaster. One lane turns into three with minimal markings and almost no clarity. The Enterprise-Huntington-Butler intersection should be converted to a traffic circle and bicycles and pedestrians should be given priority by elevating them above the traffic.
23. Vehicles are often moving at excessive speeds on Cedar Hill (50-60 mph). This makes the space dangerous for pedestrians and bicyclists alike.
24. The intersection at Fanning and Linda Vista is a disaster for pedestrians and bicyclists.
25. I often see pedestrians (school kids and others) trying to cross Humphreys Road. They must wait for the cars or go to the lights which are far in between. Maybe there could be a stop sign for a safe spot to cross.
26. Cars barely stop at intersections and in general go way too fast on all these roads and don't always yield to pedestrians. At busy times cars will be 2 across at the stop sign coming down ponderosa when there is only 1 lane.
27. This crosswalk is very dangerous for pedestrians. Drivers on 180 are traveling at a high rate of speed and often do not see those in the crosswalk. We need a pedestrian stoplight signal on 180
28. There is a stop red light on Dortha and west Ave, but on west and six Ave it’s just a yellow light and driver don’t stop when is flashing they think is going to turn red.
29. Due to flood mitigation, sidewalks and bike paths were eliminated. One must walk in the narrow street coming from or to Safeway from Linda Vista at and past Grandview. When going north, cars are at your back.
30. This road (Neptune Dr.) is in an area with many people who walk or run regularly. There are no sidewalks or shoulders to speak of to share the road safely with motor vehicles. There are also many families with children and it’s frightening to see moms with little kids or babies in strollers trying to enjoy a walk outside on this road.
31. This road should be closed to cars. Allow deliveries in the morning. This is filled with pedestrians and cyclists and the area would make a perfect public space like every international city has.
32. The sidewalk randomly ends on both sides of the road. There is not direct route for pedestrians between the south and north ends of this road.
33. Sidewalks have an effective width of 1 foot, usually blocked by trash bins. Cars speed by you and one slip on all the cinder on the sidewalk and you'll get run over.
34. 50/50 if drivers respect the crosswalk, even when lights flashing.
35. Pedestrian signals and crosswalk would be great here. The hill makes it hard to see and there are SO MANY cars as this is the primary way to access the main entrance of Flag High.
36. There is no sidewalk or way for people to walk on either side of the street. Westbound traffic merges just west of Woodlands village and this area is especially narrow and hazardous for pedestrians.
37. There is no sidewalk or way for people to walk on either side of the street. Westbound traffic merges just west of Woodlands village and this area is especially narrow and hazardous for pedestrians.
38. There is a stop sign here that no one obeys. Cars have begun not even slowing down when going through the intersection. The city garbage trucks and even the snowplows will run the stop sign. The plows sometimes go through at around 40 miles per hour. Local traffic also speeds through the intersection and there are several kids in the neighborhood. It's only a matter of time before someone gets hit here.

39. The sidewalks between San Francisco and Ponderosa Parkway have a layer of cinders on them, unsafe for skateboards and cyclists.
40. Disagree with the notion that downtown is unsafe for pedestrians. However, do agree that Aspen Ave from Beaver to WC Riles would be the prime location to make a ped and bike only corridor. In the same vein as Pearl St in Boulder, 3rd St Promenade in Santa Monica, these areas become the main hub for the city. The Wednesday night farmers seemed to be a big success when it moved downtown a couple years ago.
41. No pedestrian/bike crossings from FUTS to commerce in over 2/3 of a mile.
42. Dangerous crosswalk with drivers blowing through stop sign and minimal visibility of pedestrians exiting trail.
43. No continuous sidewalk on either side of road going down 66, unsafe for pedestrians trying to walk to and from neighborhoods like Railroad Springs
44. This crosswalk to/from Sechrist cross 180 is very dangerous. Few cars obey the speed limit. I cross it often and believe me it's dangerous for adults, not to mention children. Cars DO NOT abide by the speed limit even during school hours. Solar powered, digital "Your Speed is" signs need to be placed both north and south of this crossing. Also, the speed limit from the Nature Conservancy building to the Humphry intersection needs to be much more rigorously enforced for the safety of all
45. This crosswalk from Forest across 180 is so very dangerous! I personally have narrowly escaped being hit. The car drove up onto the sidewalk to miss me and I was carrying the little red flag that someone put there for use when crossing. I also witnessed a child crossing with his bike and a motorist narrowly missed hitting him. A pedestrian sign with blinking lights like the one on west Rte. 66 needs to be in place. This dangerous pedestrian crossing connects to the Urban Trail system.
46. There is a need for a traffic light for pedestrians, cyclists, and drivers who are coming to Sacred Peaks Health Center. There is also a new housing development which increased the intersection traffic. We also need Mountain Line bus stop close to Sacred Peaks Health Center for our patients.
47. Pedestrians have trouble crossing HWY 89 since closest bus stop is on Christmas Tree Ln. and Snowflake Dr.
48. This is not an entrance for vehicles to AZ State Land Trust. With unauthorized removal of the barriers by people it opens abuse by owners of offroad vehicles and endangers mountain bikers and hikers--not to mention forest fire potent This needs an extension of the metal barricade to protect the area.
49. This is a school zone area with the highest speed allowed 25 mph during the morning and afternoon. Most are 15 mph. Furthermore, it is rare to see it monitored and enforced by FPD. Even 35 mph is not enforced with many exceeding the limit. Two schools and a park ought to ensure enforcement.
50. Pedestrians would like to cross but they must go down the road by Maverik fuel station to cross or they jaywalk with oncoming traffic not slowing down. a TRAFFIC light would be great if one is placed here in this location by highway 89 and Trail End Dr.
51. Many of the patients of the healthcare facility located here are dependent upon the metro buses to get here. Many of these patients are physically disabled and must walk or otherwise make their way here from the nearest bus stop.
52. Sacred Peaks Healthcare facility is located here. As a Patient/employee who uses public transportation it is a very busy road and walking from the nearest bus stop is about half a mile away and another location is across the road in the residential area. There is no way to cross the road and it is even hard to get on the highway due to the highspeed traffic.
53. City of Flagstaff, region: The infrastructure is bus/pedestrian-hostile with poor accessibility. Reluctant to tell elderly or disabled loved ones and family members to visit Flagstaff. To function efficiently in Flag, you must have a vehicle. Take cues from Europe, Japan, or basic planning curriculum at universities-- improve wheelchair access, access for low-visibility people, and maneuverability for the young and elderly. Build walkable developments, more mixed use (less SFH, NIMBY zoning).

54. This major throughway should really have improved pedestrian access. There are no sidewalks along Fourth St or the sidewalks are in horrible condition. An elderly friend tripped walking on Fourth and had a severe injury that took his life. Very poor for accessibility.
55. Pedestrians try and cross the busy Highway to get to the nearest bus stop. Many of our patients here at our clinic constantly request a crosswalk and/or stoplight here so they don't have to walk down to Maverick for the nearest bus stop. PLEASE TRY AND ADD A STOPLIGHT HERE!
56. There is a Health Care Center here and patients have complained about the traffic while trying to cross the street to get to the facility. Vehicles pass at high rates of speed and there is not enough time for people to cross the street due to the traffic speed. Some people ride the city bus and get dropped off on Snowflake Dr. and have a hard time getting across Highway
89. Elderly people use the Snowflake Dr. bus stop because the bus stop by the Maverick Gas station is too far to walk from.
57. Frequent pedestrian crossing, as health services are located on the east side of the road and the closest bus stop is on the west side. May benefit from a traffic light or pedestrian crossing light.
58. Pedestrian and bike rider hazard from lack of sidewalk for a span between FALA at 180 and Fremont, in front of Museum of No. AZ, all the way south past Creekside in front of housing, Fire Station, Grand Canyon Trust. Also, a need for a pedestrian crossing of 180 at the Museum of NO. AZ.
59. Fremont Rd. between the streetlights at 180 until Fremont to Peak View. This area has a playground at Fremont and Cooper. It's a hazard to children, families, and bike riders. There are 4 lanes-double the lanes on 180. That's too much for a residential area. The traffic dropping off and waiting for students at FALA creates a hazard 2x a day. Parents need to be directed to the park. A pullout on 180 next to FALA should be used.
60. It would really be nice to have a light and crosswalk here. Cedar intersections are way too dangerous for children, the elderly, or anyone ill. There are major health services in this residential area. Trying to cross at Cedar with a walker or wheelchair .... so dangerous... but I have seen it. A lot of elderly people live in this area. There is an $800,000 bridge across Cedar to Buffalo park, but no disabled crossing near 2 major sources of health services!!
61. Drivers rarely come to a complete stop at the stop sign going south on Bonito. I've been almost struck by both high school students and police cars (without their lights/sirens on). Honestly, this is the case for most stop signs in my neighborhood.
62. Sidewalk gets icy through here in the winter
63. Too much traffic at drop off and pick up times! There are 3 schools with parents waiting to drop or pick up kids and unexperienced drivers navigating driving to/from school.
64. School pick up and dismissal traffic is unreal! DeMiguel is a neighborhood school with children walkers/bikers. Too much traffic!!!
65. Crosswalk needs to be signaled, forcing vehicles to stop for pedestrians.
66. No compliance with school speed zones. Difficulties with kids crossing in crosswalk. Too much congestion and traffic during drop off and pick up times.
67. Drop off and Pick up at Thomas school creates traffic jams and congestion, blocks roadways and creates unsafe conditions for children/parents walking to and from school
68. Pick up and drop off at Knoles creates an unsafe situation for walkers and bikers. Too many cars waiting and blocking the roadway.
69. Too much traffic during school dismissal puts pedestrians (i.e., kids walking to and from school) at risk of crash. This area has been a concern since Basis school opened. Pick up and drop off need to be reconfigured and the school needs to partner with Mtn Line to bus kids rather than allow parents to block roadways at pick up times.
70. Need signaled crossing. Difficult to cross Humphreys with high traffic volumes. No marked crosswalks on Humphreys north of Cherry, until lighted crossing at Hwy 180.
71. High traffic, needs signaled crossing

72. It is difficult for vehicles to see pedestrians crossing Birch on Leroux, and vice versa, when cars are parked along the roadway (Birch). I suggest either a stop sign or a signaled crosswalk.
73. The downtown area is generally unsafe to walk with cars in the area. Recommend closing the street to traffic and allow busses only in downtown area
74. Hard to cross intersection as pedestrian on Lerox St. and Birch Ave.
75. Difficult to see pedestrians especially at night
76. Nearly struck pedestrians on Lone Tree Crossing
77. Crosswalk at the crest of the hill is a visibility problem.
78. No crosswalk to get across the street to the park. With four lanes of traffic frequently above the speed limit, I frequently run across the road to cross. Fremont would be much better off with two lanes of traffic and on-street parking on both sides. It hopefully would slow traffic through most of the neighborhood and make it safer to get across the street. Maybe the condo residents will park on the road instead of in the park spaces and the school (snow permitting).
79. This is an area of concern I have for drivers, bicyclists, and pedestrians. The FUTS travels in both directions, on the west side of the highway here. People making right turns do not look for northbound pedestrians and bicyclists.
80. This is an area of concern I have for drivers, bicyclists, and pedestrians. I have observed a lot of teenagers trying to cross the street on foot to access the businesses, and there is not a crosswalk.
81. Vehicles run the light and block the intersection making this crossing hazardous to the pedestrian crossing the street.
82. Once vehicles get to this intersection from the top of the hill at Lowell observatory and if they are not turning left onto Thorpe, they usually accelerate E. on W. Santa Fe Ave putting pedestrians and bicyclists at risk.
83. Vehicles tend to coast through the intersection in heading N, S, and E never even looking for pedestrian traffic
84. Many times, drivers speed up to gain momentum for the hill up W. Summit Ave. They typically cut the oblique corner taking up the entire street crowding oncoming traffic that is coming down the hill. As for downhill traffic typically, the pattern is crowding the center of the street and rolling through the stop signed intersection.
85. There is no place for pedestrians to cross here, and I often see people running across Milton just south of here.
86. I have observed numerous vehicles heading north at this intersection disobeying the stop sign. Twice I have almost been hit by these vehicles while on my bike. Had I not been paying attention I would have been hit. I assume this would also be an intersection of concern for pedestrians.
87. Cars turning right from Fort Valley onto Humphrey tend to keep rolling even if the pedestrian has the right of way to cross Eastbound.
88. To access the forest, I must cross this intersection (Humphrey/Elm) twice a day. If people drove the 25-mph speed limit it would not be as dangerous, but with the hill you can't see the southbound traffic approach especially if they are speeding. People have rolled down their windows to cuss at me for crossing. A pedestrian signal would improve the chance of my and kids walking/biking to school survival. The traffic headed to Snow Bowl won't let you cross even if the traffic is backed up.
89. Cherry is becoming more and more problematic. There needs to be a safer way for pedestrians to walk downtown from the Cherry hill neighborhood. Cinders make the road slippery, and the lack of sidewalks make cars zoo ming up the street a real concern. There are sidewalks here and there, but some of them end after a few feet requiring people to enter the road to move around uneven ground separating sidewalks.
90. Crosswalks needed!
91. No sidewalks- no room for pedestrians
92. Casper- Linda Vista - No sidewalks or crosswalks. People must stand too close to the road to wait to cross. A lot of foot traffic due to hotel guests, vagrants, pizza shop.
93. Westbound vehicle traffic can be too speedy, especially when folks try to beat the Humphrys light. There is a park here with kids playing in all seasons (lots of snow play too), plus several special events throughout the summer.

A trail crossing exists right here too. Lots of pedestrian traffic here and I'm always worried there may be a bad accident due to fast traffic. Traffic calming, a reduced speed limit, or better signing for the park is needed.
94. Red lights are commonly run by drivers, particularly those traveling on Humphrys. Drivers turning onto Humphrys sometimes are aggressive towards pedestrians in the cross walks that have walk sign
95. There needs to be a cross walk here
96. At sunrise it is nearly impossible to see pedestrians crossing Woodland Village Blvd. as the sun is directly in front of eastbound route 66 traffic.
97. Cars not fully stopping from northbound Beulah Blvd onto eastbound W Forest Meadows. Second right turn lane is difficult to see pedestrians already crossing.
98. Walk light does not work consistently when facing west from NE corner of Marketplace. Much of traffic turns right from the mall/Safeway and a working walk light is a necessity.
99. I couldn't figure out how to navigate this intersection safely on foot. Apparently, it is possible to do so but there are only two crosswalks. The "foot tunnel" does allow for safety if the pedestrian can figure out how to do so.
100. Homeowner is not clearing sidewalk. Now that the snow has melted cinders on the steep sidewalk are causing pedestrians to skid. This area gets a fair number of pedestrians.
101. Two way stop but frequently drivers on Hemberg don't stop for drivers on Steve's who have no stop sign. additionally, drivers come up Steve's very quickly from Linda vista and it is difficult to see them if you are crossing Steve's from Hemberg.
102. In a school zone, at a crosswalk going to the biggest east side park and I'd estimate maybe 1 in 8 cars will stop for you. Please place a stop light or another device to force cars to stop, or at least enforce crosswalk. This area is very dangerous.
103. Poor visibility around corner. Drivers speed on Linda vista. Area is high interest for pedestrians to cross from north to reach bushmaster or from south to get to Elden trails
104. The FUTS path along McConnell and the intersection at Beulah need to be plowed for pedestrians. Currently snowplows push mountains of snow onto the path, forcing pedestrians to scale a wall of snow and ice.
105. We need many more ped crossings on Milton.
106. The speed limit should be 25 and enforced by cameras. This road has a sidewalk on only one side of the road, so users are forced to cross from one side to the other. Additionally, many people live on the side of the street without a sidewalk, so they must cross, and it's often dangerous if someone is driving too fast around this corner.
107. Signal needed here. There are no pedestrian crossings along this stretch of Woodlands Village Blvd., and the speed limit is too high, especially for a road with blind curves and numerous driveways.
108. So scary to cross with young kids that we just don't ever do it, and instead drive the half mile to Jim Cullen park. A crosswalk with a light would make this so much better!
109. The city must enforce the ordinances related to sidewalk snow removal. Too many times this year I witnessed pedestrians walking in the road because businesses along this stretch did not shovel the sidewalks. This was most often well after 24 hours, when the snow had turned rock hard and had 0% chance of being removed by the business.
110. On three occasions I have stepped off the curb with a pedestrian green light, only to have a halted right turn driver, looking to the left for cross traffic, lurk forward toward me. Right turns on red are a danger to all users of Flagstaff crosswalks. No vehicle should be permitted to enter or travel through a crosswalk on a red light.
111. All along Butler, very dangerous. I wind my way through parking lots. "Where The Sidewalk Ends" was a bestseller book of poetry in the 90's. It also could be a book about Flagstaff. Sidewalks end EVERYWHERE, even in areas where it makes being a pedestrian dangerous.
112. Switzer Canyon north of Fry's is very dangerous. There are parking lots with cars coming in and out, the car dealership parks its cars where there should be a sidewalk. No real obvious sidewalk makes it dangerous to ride bikes to Fry's with my kids. The E side of street is same way.

113. North San Francisco needs sidewalk all the way to the hospital. Very dangerous, both sides of the street the way it suddenly ends for a couple of blocks.
114. Flanked by two high-density apt buildings, there is a one-direction stop sign at this intersection but no pedestrian aids or crosswalk, though lots of pedestrians cross to get to NAU and shops. Not well lit at night. A two-way stop sign and flashing pedestrian signal would be helping pedestrians be seen and cross more safely.
115. Driver speeds are fast, and no one stops for pedestrians at the crosswalks on Ponderosa and Pinecliff. Speedbumps?
116. Houses backing on to Fremont rarely clear snow from the sidewalks behind them - are they responsible?
117. Sidewalks always covered with thick layer of cinders
118. Please, please continue the paved trail from W Dannielle Dr to the "Y" at Schultz Pass and Elden Lookout Road. Cars driveway over the 25-speed limit and weave in and out of the pedestrians and bikers along Schultz Pass Road. Continuing the bike/pedestrian path would also allow people to safely access the forest without parking cars along the gate at the end of the paved section of Schultz Pass Road.
119. A bridge for pedestrians, perhaps contoured with the railroad tracks, would be helpful here. There is no safe place for pedestrians to conveniently and quickly cross Milton in this section.
120. Unsafe intersection
121. Unsafe intersection
122. Worse intersection
123. No shoulder or sidewalks for pedestrians at this narrow stretch of Route 66 where westbound one lane opens to two lanes. Pedestrians must enter roadway to continue walking on north side of road.
124. One of the worse intersections
125. Pedestrians crossing from Kit Carson to the gas station have no crosswalk and a variety of vehicle traffic patterns that make it difficult to determine vehicle travel path. Westbound lanes go from one lane to two lanes, to one lane, to two lanes.
126. People speed down Sitegreaves to avoid Humphreys at peak hours. This is a residential street and should employ traffic calming measures to slow down vehicles
127. Vehicle speed on this road is too high especially with a daycare located here. Traffic calming measures would benefit the entire downtown neighborhood
128. Pedestrian crossing across Route 66 does not exist. Kids taking city bus that live west of Route 66 and Thompson must cross here to get to and from bus stop. Single lane traffic at busy intersection makes this high risk for all pedestrians trying to crossroads at this intersection.
129. Crossing the FUTS here is chaotic for everyone. A pedestrian underpass would solve many of these problems.
130. This would be a great place to implement a four-way pedestrian crossing or at least a leading pedestrian interval. I've experience plenty of time where traffic making left turns onto r66 prevent foot traffic from crossing.
131. Without a crosswalk connecting FALA/the bus stop to the neighborhood, kids are often darting into traffic before and after school, weaving through cars trying to get home. It’s incredibly dangerous. Fremont does not need to be 4 lanes.
132. Have a few close encounters passing this crossing. Southbound drivers on Milton turn right onto Phoenix St. to avoid the congestion on Milton and are not always looking for pedestrians. Something like a continuous sidewalk would make this safer.
133. Getting from this bus stop over to Coconino Estates can be difficult.
134. No signed or painted pedestrian crosswalk connecting the FUTS Trail on the north side of Sitegreaves with the Wheeler Park sidewalk connecting to City Hall. The problem emerges when drivers, particularly westbound on Birch, speed up to beat the light at Humphreys, then carry their speed into the Wheeler Park zone. They encounter pedestrians and cyclists traversing the FUTS Trail to connect to Wheeler. Too much speed and too little safety for multimodal travel. Does not promote Flagstaff values.

135. This intersection needs a crosswalk. Especially for patients of Sacred Peaks Health Center who walk, bike or ride bus to the clinic. The nearest bus stop is across the highway which requires some elderly and disabled patients to try to cross the 4-5 lanes of 45-mph traffic to get to the clinic. The crosswalk would also benefit neighborhood families, bikers, and patrons of local churches and businesses.
136. No sidewalk, curb or gutter on east Thorpe Rd. This is a busy park location. The location is opposite the Senior Center. And there is a busy bus stop. But there is no sidewalk on the east side of Thorpe Rd. connecting the sidewalk at Birch to the sidewalk at Cherry. This is a stunning omission. The drainage detention area adjacent to the bus stop is (presumably) city owned. So, installation right-of-way - if necessary, at all - is under City control. Hard to imagine this oversight.
137. To cross here requires activating the flashing lights for both lanes/directions separately. Most users don't know that they must activate the next crosswalk once they reach the center island. Either install a sign on the island instructing users to activate the next cross walk signal or prioritize pedestrian use by activating the crosswalk lights in both directions/lanes using a single button.
138. Need a crosswalk here for pedestrians - school kids, wheelchair users, families are always running across highway to pizza, coffee, and bus stop!
139. This is a very dangerous area for pedestrians and cyclists. There needs to be a traffic light. The city needs to continue to not allow left hand turns off Forest and to close the road on snowy day.
140. Vehicles tend to park on the Southeast corner of Lake Mary and JW Powell. They park there to access trails and bike on Lake Mary road. This causes drivers traveling South on JW Powell to pull way out into Lake Mary road so they can see around the cars parked on the corner for traffic while making a left or right. They often run the stop sign to do so. There is a right and left turn lane, and the right turn lane blocks the view of Pedestrians and bicycles when crossing in the crosswalk.
141. The intersection of Elm and Humphries has many pedestrians crossing it. A big contributor is high school students. I have always been amazed that a major artery next to the entrance of a school does not even have a crosswalk. The second contributor to pedestrian traffic at this point is people from the east side of Humphries trying to reach Francis Short pond, FUTS trail system, Observatory trails, softball fields, disk golf and Thorpe park. When crossing here I typically must sprint.
142. In this area there is a missing sidewalk and the cars from the dealership park very close to the curb.
143. Drivers coming downhill are going fast, and at many of the pedestrian crossings drivers rarely stop for pedestrians. Would be great if cars couldn't see so easily across the roundabout.
144. No sidewalk on one side of the street, often see people crossing in random places to access the neighborhoods
145. Sections of missing sidewalk on both sides so a pedestrian must go into the street when walking in this area.
146. In the winter, the trail is unusably snowy and muddy. No sidewalk along Zuni from neighborhoods to Lone Tree is dangerous.
147. Would love to see one of the crosswalks installed here with blinking lights that instructs drivers to stop for the children crossing the highway to go to school.
148. Another great place for an all-way stop to let the flood of college kids safely get to class
149. Need crosswalk to Fratellis.
150. Crossing through the Humphrey's/180/Columbus intersection can be risky for pedestrians. Motorists turning from 180 to Humphrey's may not see pedestrians crossing from the shopping center to Humphreys because of being blocked by other cars. Pedestrians crossing from Humphrey's to the shopping center may also be missed by right turning traffic with left looking drivers. A pedestrian triggered red right arrow might help. Drivers being considerate of others would too.
151. Lots and lots of distracted driving and cell phone use by Humphrey's southbound traffic here. Pedestrians beware! Also, pedestrians would benefit from an automatic walking man light here, like those in the downtown core. Sometimes I'm too late with the button, or I assume I don't need to because there's someone on the other side

of the street. Even though there's no green arrows here, motorists will honk at pedestrians if they cross on a green light for cars without a walking man.
152. This stretch of Butler has no sidewalks or paths where pedestrians can safely walk. There are bike lanes for most of this stretch, except for the Lake Elaine portion, and children walking home from school and adults exercising and accessing arterial streets use the bike lanes. The issue is that traffic travels on this stretch well over the posted speed of 40 mph. I use this stretch frequently for biking and walking and have had to jump or step off the bike lane because of inattentive drivers.
153. Vehicles move too fast on Wild West to see when pedestrians or bicyclists are waiting to cross at the park. A stop sign would improve the ped and cyclist crossing. No parking near the cross walk would help cars see, too.
154. No proper crossing or traffic control at Zuni for bikes and peds to connect to/from the FUTS
155. This bus stop is not ADA-compliant in any fashion. Most of the time the bus can't fully make it to the curb, so you must disembark partially in the street. This could pose issues for folks in wheelchairs. It also feels uncomfortable to get off onto Route 66.
156. A leading pedestrian interval would be great at this intersection due to how busy it is with pedestrians. Additionally, I've witnessed several close calls between cars turning left (in any direction) and people crossing during that time because they didn't know the cars had a left turn light.
157. A pedestrian scramble would be great at this intersection or a leading pedestrian interval. When this intersection is busy with cars and pedestrians it can get chaotic and unsafe for all users.
158. Cars parked on the sidewalk or halfway into driveways impede the ability to walk safely as you are pushed out onto the road. This also creates further challenges for people with disabilities as curb cuts are not always available since cars block them. More enforcement is needed to insure we can walk in our neighborhood safely.
159. Crossing 66 as both a pedestrian and bicyclist at this intersection feels very uncomfortable. It's so huge and the ped. A light countdown is not sufficient for those who walk slowly or have a disability. I've seen cars not yield or slow for bikes/peds, I've also seen peds run across (during left turns for cars) to the center island to quicken their trip.
160. The bus stop on the east side of 4th is non-existent. When you walk off the bus you are basically in the parking lot with a giant tree that you must navigate around by walking through the parking lot or in the bike lane to access the signalized crossing at 3rd. That tree also blocks the view of drivers as they approach the "bus stop".
161. Crosswalks aren't clearly marked - especially at night, have almost been hit by drivers at intersection of University and Forest Meadows by True North Dentistry
162. A FUT-type trail to kachina would be great.
163. Route 66 sidewalks are not cleared of snow and ice forcing pedestrians into the street. Bike lanes aren't clear either so pedestrian are forced into actual traffic lanes.
164. North 4th street missing sidewalks (various locations both sides of road); this should be a multimodal corridor - get the ROW to make it happen.
165. Missing sidewalks - Lockett/Kaspar/Hwy 89 intersection area is a mess for pedestrians, many tourists from hotel crossing to Nimarcos; kids walking to school and accessing bus stops; eliminate left turns from Kaspar onto Lockett would help with vehicle conflicts.
166. Cars on Soliere turning left (north) onto Country Club don't yield to pedestrians and bikes.
167. Lockett Rd. sidewalks and bike lanes covered in snow on both sides. How are kids supposed to get to school? Also, the "island" crosswalk at 4th/Cedar and corner at Lockett in front of library/CCC do not get adequately cleared. My child usually bikes or walks to/from school. Hasn't been able to bike since December between snow or heavy loose cinders, and walking has been hit or miss with all the snow berms, so I must miss work to drive to/from.
168. This is a busy pedestrian crossing with the FUTS and KOA campground on the north side of 89 and the Circle K and Smokerise neighborhood on the south side. Pedestrians may only cross at the west side of the intersection which puts them in the path of the two left turn lanes coming from Smokerise turning west on 89. I regularly see near misses with cars failing to yield and almost hitting pedestrians.

169. Discontinuous sidewalk on Columbus, often blocked by trash cans.
170. No sidewalks on the East side of Lake Mary between Zuni and Anita. This side of Lake Mary is popular with pedestrians and cyclists who stay on the right side of Lake Mary and Beulah the whole way to McConnel and campus. With new apartments on Lake Mary at Mohawk, sidewalk consistency will be crucial on East side of Lake Mary Rd.
171. Cherry Ave has no sidewalks even though it is the major avenue to the neighborhood from downtown. Cars going to the Mormon Church and Airbnb's regularly speed well over the posted 25mph limit around a blind corner.
172. Four-way stop at San Francisco and Franklin. There are a lot of students walking without looking. Vehicles try to rush at busy times (8 AM and when classes get out) and don't fully stop before rushing through the intersection. There needs to be a better system for this as ped/vehicle traffic has increased.
173. The lighted pedestrian crosswalk doesn't always work. A person will press it and immediately start walking (sometimes without looking). As a driver, I cannot always see a person crossing due to the sun, so those lights really need to work! If there's snow, this isn't maintained so pedestrians have a hard time crossing. They must struggle over burns, which is not accessible.
174. No sidewalk or proper crossing at 4th St and Butler. The sides of the road are very narrow, and there is no safe way to cross the drainage to get to the urban trails across Butler or to get to the sidewalk going to Butler toward Fox Glenn Park.
175. Unkept sidewalks and no walkways through roundabouts. Cars speed, as they're trying to cut through the neighborhood and get back to 66. Cars will not yield to roundabouts and it's hard for pedestrians to know when to walk.
176. There should be a walking path, cross walk, and bike parking area for the disc golf course.
177. Cinders not cleared from sidewalks
178. Cinders and ice not cleared from steep sidewalks.
179. No safe pedestrian crossing to/from bus stop. Discontinuous sidewalk on east side of Fort Valley.
180. No safe way to cross the street where Humphreys becomes Fort Valley. Cars continue to turn when pedestrian light is on.
181. Sidewalks desperately needed South of Butler, East of San Fran.
182. There are no walking paths or sidewalks in this entire community. In winter and spring, the roads are very neglected in terms of cinder debris. Very easy to slip when walking out of the way of traffic on the hills, toward the edge of the road, due to the amount of cinder build up, and one must walk in the road, there is no sidewalk, or walking paths. This neighborhood is all hills, very few flat areas, use extreme caution when walking in traffic.
183. No shoulder at all. No bike lane/path. No walking paths. This includes all Mountainair Rd and all community surface roads. Unsafe for cyclists quite often. Some community members also hate the children riding bikes in their neighborhood streets and get quite irate.
184. Lower Greenlaw is so unsafe to walk. No sidewalks and cars speeding with no traffic calming measures. Between cars parked on the street and if there is snow, pedestrians are forced to walk/play in the middle of the street. Cars use lower Greenlaw as a cut through and speed dangerously through the neighborhood.
185. Sidewalks not always clear - children, folks walking dogs, those getting to the bus stop needing to walk in the street
186. Silver saddle ends in a convenience at one end and a school (Cromer) just on the other end of Koch field road with a trailhead in the middle. There are not safe ways for kids (or adults) to get back on forth on foot, bikes, skateboards, scooters, horses etc. especially at the top of the hill just before Koch field road.
187. 89 is often used by people on foot and cyclists and very unsafe. I have been concerned as a driver for the wellbeing of pedestrians who walk the road during the day and night when visibility is limited and for bikers/scooter riders as well.

188. Too much drive through traffic heading west on W. Birch at the end of the workday. People drive over the speed limit. Also, too much traffic heading east on W. Aspen. Not considerate, or safe. These are residential streets, not higher level, like collector streets (and should not be reclassified to carry more traffic just because people are cutting through!).
189. Serious parking issues with the events near City Hall that are not addressed. Happens with every Farmer's Market, Flea Market, fair, event, etc. People park too close to corners so peds and bikes cannot see clearly to cross intersections. People park too close to driveways and block resident access. We have asked for the Police to ticket people, but nothing happens.
190. People speed along Thorpe Rd. (aka Toltec--the maps are inconsistent). Meanwhile many people park along Thorpe, Aspen, Birch, and Cherry to go to the park, so crosswalks are also needed. There is also a lot of noise from people accelerating too hard. For years we have asked for the day and night speeding and noise to be addressed but get to traction with the City or Police.
191. Dangerous crossing from FUTS path across Fort Valley to trip generators including Fratelli's.
192. Dangerous crossing to Sechrist.
193. The area where the crosswalk is near the park is dangerous as people sped and there are 4 lanes to cross.
194. Cars turning right, off Butler and on to Milton, are looking to see if they can turn on a red light. They do not notice that the pedestrians are using a walk light to cross Milton. I have been nearly hit by right turning cars several times. I would love for there to be flashing light crossing option.
195. Vehicles making the right turn from Milton/66 onto east bound Butler very often don't stop at this light, or rush to turn right, even when the bike signal is activated. They don't look for pedestrians here. I've almost been hit many, many times crossing Butler from the north and the south. And I've witnessed many near misses of other pedestrians.
196. Fremont Blvd. is a 4-lane road that has no speed reduction measures in place. It also lacks any relevant signage near the Cheshire park. Pedestrians, including many families, often must hurry across the street. The curvature of the street also makes too hard to see cars coming when crossing.
197. Fremont is a 4-lane road through a neighborhood and past a park. People drive too fast, and the road is curved, making it hard to see pedestrians crossing. There is also no safe crossing zone--only a crosswalk that isn't raised and no signs indicating a crosswalk or park. In short, there is no need for a 4- lane road (more lanes than 180) as it encourages speeding. There is also a need for a safer way to cross to the park
198. Westbound bus stops on Soliere are difficult to get to, given the speed and volume of vehicle traffic.
199. Missing section of sidewalk on the west side of San Fransisco street
200. No sidewalk or separated walkway for Cheshire residents walking to the trailheads near the Schultz Pass and Elden Lookout intersection
201. There is a stop sign here, but most vehicles, including plow trucks, run the stop sign (sometimes at high speeds, 40 mph). There are a lot of children, pedestrians, and bicyclists in this area.
202. HAVE SEEN PEDESTRIAN ALMOST GOT HIT BY CAR TURNING.
203. This stretch of Lone Tree is very dark. For students walking or biking home after a night class at CCC, it feels very dangerous.
204. There is nowhere for pedestrians to cross Milton between Plaza and University, which is almost 1/2 a mile. It doesn't sound like much, but for students trying to get to class fast, or in bad weather, people decide it's better to cross anyways. They should be able to do safely.
205. We also need a crosswalk at Cedar/East bus stop for people needing to catch their bus. I once saw a mother with 2 toddlers and a baby, rushing to cross from one bus to the other
206. Right turn EB Rte. 66, pedestrian moving in same direction, right turn on red, left turn light Rte. 66 WB. Eyes were on left turner, almost missed pedestrian, especially with snow berms.
207. There is no crosswalk near Main and Cedar Ave, despite humans still needing to cross here. I regularly see elementary aged children crossing here on their own to get to Killip. I see people of all ages and of varying abilities

to move fast trying to make it across the street here. It's not a matter of discouraging people to cross here. I feel that the city should add a crosswalk to make the reality of how people move a safer one.
208. The trail crossing is very poorly marked. Pedestrian crossing signal would be great. I hesitate to stop to allow a pedestrian to cross, for fear that the car in the other lane won't stop as well. In addition, with all the hotels on one side and restaurants and shops on the others, but no safe pedestrian crossing, lots of jaywalking happens
209. Drivers turning off Clay aren't looking for pedestrian traffic from the student housing and frequently have near misses. Traffic on W Rte. 66 is going too fast for the pedestrian traffic.
210. Traffic is too fast on Butler for the pedestrian traffic.
211. Forest, Beal, bike way, dog leg turn
SUMMARY OF FINDINGS – METROPLAN
In addition to the data provided in this summary, a general summary of findings is as follows for MetroPlan:
Responders from the MetroPlan region primarily identified as motorists (55%) and feel safe on the roads and streets as drivers and motorcyclists. The responders felt less safe as pedestrians and bicyclists. Overall, responders feel the following behaviors of drivers are hurried, distracted, and inattentive.
Other observations responders had as it relates to making commutes safer are that distracted driving, speed and roadway conditions are the primary causes of crashes. They feel public agencies should provide more enforcement, make bike/ped improvements, and make roadway improvements. Responders believe that if people would drive the speed limit, be aware, do not use cellphones while driving, and try to be example citizens, it would make it safer to travel through the region. In addition to what responders said about other people, they believe that if they were more aware, advocated, and drove within the speed limit, it would make driving in the region safer.
During the mapping (Social Pinpoint) exercise, many bicyclists' concerns are about specific roads and intersections they believe are dangerous for various reasons, including turning is difficult for bicyclists, it's difficult to vehicles to see bicyclists, the roadway is not well maintained, and crosswalks are not well marked. There are several concerns regarding the Flagstaff Urban Trail System, including maintenance, lack of connectivity, lack of signs and signals, and dangerous vehicle crossings. Other bicyclists' concerns include snow removal, debris in bike lanes, speeding, and distracted driving. quickly. The oldest was walking faster than mom, who was holding two kids, and almost ran into a car. So, she set down the baby in the median to grab the toddler and get him to the bus. The baby stayed in the road until I ran out to get it. I imagine she was just flustered, but better city planning could have prevented it.
The driver expressed concerns about right and le turns throughout Flagstaff. Some requested turn lanes and signals be added and others expressed concern about drivers not obeying speed limit and traffic control such as "no le turn" signs. Other driver concerns include snow removal, potholes, and congestion due to poor signal timing and a lack of parking.
The most common pedestrian concern is not having crosswalks, having dangerous crosswalks, and not having sidewalks in specific locations. Other concerns included distracted drivers not yielding to pedestrians, speeding, and not having crosswalks.

APPENDICES APPENDIX A: TWENTY QUESTION SURVEY

APPENDIX B: TRUNCATED FOUR QUESTION SURVEY

APPENDIX C: SURVEY QUESTION #7

Q 7. What do you think is the primary cause of crashes in your community?

Accidents Accidents happen. All over besides Flagstaff.
Driver habits Following too close
Driver habits Frustration
Driver habits Aggressive drivers

Driver habits Aggressive driving and distracted.
Driver habits Aggressive driving, being distracted, intoxicated.
Driver habits Aggressive or distracted motorist
Driver habits Aggressive, distracted, and hurried driving. As well as every intersection in FLG is just a little different so you never know what to do or expect. Even the pedestrian crossing lights that are new around town that last few years are all constructed differently so no one knows how to behave and that makes them super dangerous. I feel less safe crossing than I did before.
Driver habits Drivers who are not patient, attentive, or courteous
Driver habits Driving too aggressively, inattention, inability to drive safely in the weather conditions
Driver habits Selfishness is the probably the root of rushing, not paying attention, not yielding, tailgating
Driver habits Reckless inattentive driving, speeding, and non-adherence to driving rules or laws.
Driver habits Reckless/distracted driving or unsafe modes of alternative modes of transportation
Driver habits Selfish, aggressive behavior
Driver habits Road rage
Driver habits Road rage due to City Councils "The Big Shift" idea!!!
Driver habits Tail gaiting, drivers in a hurry, unskilled drivers who don't look before changing lanes. High speed police chases. People don't know how to drive in the snow. I- 17 is like off-roading now -- what terrible road surface conditions.
Driver habits Tailgating / anger / rushing
Driver habits Tailgating
Driver habits Tailgating and driving too fast. Bicycles and pedestrians not obeying the law.
Driver habits Carelessness. So, people are in a hurry often distracted not caring about driving.
Driver habits Disregard for others safety/lack of safety as a priority
Driver habits Drivers not looking for cyclists, Drivers on their phones, and drivers who do not know how-to drive-in ice and snow
Driver habits Drivers only concerned about themselves and getting to where the need to go and or being distracted by their phones and not paying attention to their surroundings.
Driver habits Drivers who are selfish, impatient, and seemingly do not care about anyone except themselves v
Driver habits Arrogance, not caring, not obeying traffic laws
Driver habits Bad judgement
Driver habits Careless driving, not being considerate of others.
Driver habits Careless, inattentive drivers, speeding
Bikes I've noticed unsafe behaviors coming more from pedestrians and cyclists, not motorists. I've observed that motorists for the most parts yield to cyclists and pedestrians. Cyclists and pedestrians, however, seem to have a sense of entitlement in that they can cross wherever and whenever they want, without regard to crossing signals, traffic laws, lights, etc. They are also often distracted by cell phone use and have headphones on so they can't hear what's going on around them
Bikes Lack of maintained bike lanes of course and the rotten weather second
Bikes Lack of greenways/bike and pedestrian exclusive pathways
Bikes Bike lanes without physical barriers and vertical separation; inconsistent sidewalks and sidewalks that are connected to the curb
Bikes Bikes not being predictable or seen. People- not being seen and vehicle centric culture. Cars- drivers operating beyond their potential
Cars Motorized vehicles
Cellphone Using phone while driving
Cellphone Cell phone distracted drivers
Cellphone Cell phone distraction
Cellphone Cell Phone Distractions
Cellphone Cell phone use; speed; distractions
Cellphone Cell phones

Cellphone Cell phones
Cellphone Cell phones and too much traffic
Cellphone Cell phones, poor signage
Cellphone Cell phones, speed and being distracted
Cellphone Drivers on their cell phones
Cellphone Phone use, not paying attention
Cellphone Phones
Cellphone Phones and one ways and badly placed stop signs
Cellphone Phones, snow
Cellphone Texting
Cellphone Texting / phone use
Cellphone Texting and red-light runners
Cellphone Texting or inattention
Cellphone Texting or otherwise inattentive and speeding
Cellphone Texting while driving
Cellphone Texting while driving.
Cellphone / DUI Texting, alcohol
Distracted Drivers pay no attention to pedestrians and cyclists.
Distracted Failure to pay attention/impatience
Distracted Haven't looked at the numbers but distracted driving seems most likely. With a large tourist population there also seems to be a lot of confusion from out-oftown drivers who do not understand some of the local traffic quirks. It can be hard to see peds and bikes who aren't wearing lights at night. Weather/sun glare can be a factor too. Seems like this would be the case in most cities.
Distracted Honestly, distracted driving or disobeying traffic laws. From my bike, I can see into people's cars well and I would say about 1 in every 10 people, maybe every 1 in 8, has their phone in their hand while driving, texting, talking, looking at directions, doing I don't know what, but their eyes leave the road frequently. As a slower mode of traffic, as well, I see people pull all kinds of illegal stunts to go faster, or so it seems. Very callous attitudes.
Distracted Human error
Distracted Hurried and distracted
Distracted Hurried and distracted drivers
Distracted Hurried distracted car drivers. Viewing other road users as of no importance. Some poor intersection designs. Huge SUVs that kill anything smaller.
Distracted Not focused on just driving
Distracted Not being aware of surroundings
Distracted In attentiveness, overpopulated and the streets/infrastructure can't handle it.
Distracted People don't pay attention to where they are going and they don't pull off into a parking lot to figure it out, they just drive all over the road and make unsafe turns
Distracted Rushing, not paying attention
Distracted Distracted drivers.
Distracted Being distracted, not paying attention to other drivers and obstacles
Distracted Motorists = distractions or risky decisions;
Distracted Disrespect for pedestrians and cyclists
Distracted Distracted
Distracted Distracted
Distracted Distracted / inattentive drivers, lack of clear signage. Crosswalks mainly available at major intersections
Distracted Distracted and careless driving
Distracted Distracted and hurried
Distracted Distracted and impaired. Oversized trucks

Distracted Distracted and impatient. I feel like most motorists are uneducated about driving. The City of Flagstaff does a poor job of clearing roads and sidewalks in the winter. The city does a poor job planning for non-motorized travel. Flagstaff does a poor job of making Flagstaff a safe and enjoyable place to walk and ride a bike.
Distracted Distracted and aggressive behavior. Drivers seem to lack traffic law knowledge.
Distracted Distracted by phones and speed
Distracted Distracted drinking and speeding
Distracted Distracted driver
Distracted Distracted drivers
Distracted Distracted drivers
Distracted Distracted drivers
Distracted Distracted drivers
Distracted Distracted drivers
Distracted Distracted drivers
Distracted Distracted driver's
Distracted Distracted drivers
Distracted Distracted drivers
Distracted Distracted drivers (texting, phone, etc.)
Distracted Distracted drivers / not enough buffered ped/bike
Distracted Distracted drivers and bicyclist who do not follow traffic laws.
Distracted Distracted drivers and poor infrastructure for non-car modes of transportation.
Distracted Distracted drivers and poor traffic flow
Distracted Distracted drivers and road shoulder space
Distracted Distracted drivers from cell phone use
Distracted Distracted drivers or out of town drivers unsure of where to go.
Distracted Distracted drivers who are in a hurry and/or frustrated about congested streets
Distracted Distracted drivers, cell phones
Distracted Distracted drivers, cyclists not obeying traffic laws (such as riding in wrong direction, not stopping at stop signs and lights)
Distracted Distracted driving
Distracted Distracted driving
Distracted Distracted driving
Distracted Distracted driving
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Distracted Distracted driving
Distracted Distracted driving (looking at cell phones)
Distracted Distracted driving and cars feeling entitled to being the only form of accepted transportation. Speeding for no reason and wanting to get to destinations as fast as possible instead of just however long it takes.
Distracted Distracted driving and cyclists acting like they get the best of the motorist and pedestrian worlds
Distracted Distracted driving and cyclists or pedestrians
Distracted Distracted Driving and frustrated people in bad traffic.
Distracted Distracted driving and trying to be in a rush.
Distracted Distracted driving combined with very poor bicycle and pedestrian infrastructure
Distracted Distracted driving due to cell phones
Distracted Distracted driving is huge. People pay more attention to their phone and fast food than they do driving and it's obvious. I think there is a lack of education among drivers about how to drive safely and the Flagstaff Police do a poor job of enforcement. In fact, the FPD does a poor job of driving safely on its own! Rarely do they use blinkers, often distracted, and hurried.
Distracted Distracted driving is the primary cause.
Distracted Distracted driving or not knowing the laws
Distracted Distracted driving or Unaware of non-car surroundings
Distracted Distracted driving, distracted pedestrians on phones, pedestrians/cyclists not following laws or believe they have right of way even when they do not.
Distracted Distracted driving. I also think people seem to always be in a hurry and that being in a car makes them anonymous.
Distracted Distracted Driving. So many people are driving whilst being on their phone.
Distracted Distracted driving/texting
Distracted Distracted driving; driving too fast
Distracted Distracted fast drivers multi-tasking, not following rules and safety guidelines. Let's not forget visitors who have no clue about how to drive in inclement weather (snow, rain, etc.) driving like it's a car commercial.
Distracted Distracted or inattentive drivers
Distracted Distracted or inattentive drivers/riders
Distracted Distracted or inattentive driving
Distracted Distracted or inattentive driving and poor road design
Distracted Distracted or sleepy drivers
Distracted Distracted rushing
Distracted Distracted, driving, poor decision making. Being in a hurry.
Distracted Distracted, following too close, impatient driving, see people running red lights often. Traffic congestion
Distracted Distracted/ impaired driving-- mainly cell phones, drunkenness, and sleepiness
Distracted Distracted/aggressive driving
Distracted Distraction
Distracted Distraction
Distracted Distraction
Distracted Distraction
Distracted Distraction
Distracted Distraction
Distracted Distraction

Distracted Distraction
Distracted Distraction
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Distracted Distraction
Distracted Distraction
Distracted Distraction
Distracted Distraction and impatience
Distracted Distraction and lack of respect for alternative modes of transportation
Distracted Distraction and speed
Distracted Distraction or sun in eyes
Distracted Distraction, being in a hurry, not considerate of others
Distracted Distraction, ice/snow
Distracted Distraction, narrow lanes, congestion, people seem to feel they have the right of way no matter what they are doing. Lack of flowing routes for traffic, overpopulation.
Distracted distractions
Distracted Distractions
Distracted Distractions (phone use, etc.) and rushing/speeding
Distracted Distractions during most times. Poor winter driving skills when it snows or is icy likely due to limited winter driving experiences during lifetime.
Distracted Don't know
Distracted Driver error
Distracted Driver inattention
Distracted Drivers being distracted and too hurried. Traffic being bumper to bumper
Distracted Drivers not staying attentive to where they are going and to lack of situational awareness.
Distracted Inattention
Distracted Inattention
Distracted Inattention
Distracted Inattention
Distracted Inattention
Distracted Inattention
Distracted Inattention
Distracted Inattention (Q5, BTW, only allows 1 answer)
Distracted Inattention and hurried driving.
Distracted Inattention of driver and pedestrians
Distracted Inattention or distracted driving, especially when tailgating.
Distracted Inattention, distraction. Unfamiliarity with traffic signals (i.e., flashing yellow turn arrow)
Distracted Inattention, rushing somewhere.
Distracted Inattention, speeding
Distracted Inattention, texting, intoxication, inclement weather (snow and ice)
Distracted Inattentive
Distracted Inattentive
Distracted Inattentive and distracted drivers
Distracted Inattentive and distracted drivers
Distracted Inattentive and reckless driving
Distracted Inattentive and uninformed (lost tourists) drivers
Distracted Inattentive drivers
Distracted Inattentive drivers
Distracted Inattentive drivers

Distracted Inattentive drivers
Distracted Inattentive drivers
Distracted Inattentive drivers
Distracted Inattentive drivers on cell phones.
Distracted Inattentive drivers, hurried drivers, and drivers not following rules of the road
Distracted Inattentive drivers.
Distracted Inattentive drivers. Turning on a red light.
Distracted Inattentive driving - rushing too much - lack of education and awareness of how to drive with various kinds of road users like bicycles and many pedestrians
Distracted Inattentive driving and cyclists that don't follow the rules of the road
Distracted Inattentive or distracted driving
Distracted Inattentive users
Distracted Inattentive, hurried
Distracted Inattentive, impatient drivers
Distracted Inattentive, road conditions, hurried
Distracted Inattentiveness
Distracted Inattentiveness
Distracted Inattentiveness
Distracted Inattentiveness
Distracted Inattentiveness
Distracted Inattentiveness (by motorists), and pedestrians and bicyclists not being situation aware.
Distracted Inattentiveness and speeding
Distracted Not paying attention
Distracted Not paying attention
Distracted Not paying attention and speeding what
Distracted Not paying attention in heavy traffic, blocking intersections
Distracted Not paying attention to pedestrians/surroundings
Distracted Not paying attention while driving; being distracted. Bicyclists in dark clothing with no lights at night.
Distracted Not paying attention, on the cell phone
Distracted Not paying attention.
Distracted Not paying attention.
Distracted Not paying attention. When I'm on my bike and stopped at a light, I see MANY people on their phones talking.
Distracted Poor attention
Distracted Driving too fast for conditions or to stop for traffic lights
Distracted Inattentive and aggressive driving, lack of adequate pedestrian and cyclist route that are not on roads, lack of cross walks that stop all traffic for pedestrians, folks making illegal turns or other bad choices instead of choosing a safer but less expedient option, speeding
Distracted Inattentiveness is caused by overcrowded roads and imperfect infrastructure. Existing infrastructure encourages car use for very short trips (sub mile) while also being incredibly hostile to bike/foot traffic. Milton is the greatest offender. Decreasing lane width and number, increasing *protected* bike infrastructure and consistent sidewalks will encourage people to stay off the roads even in extreme weather conditions.
Distracted Inattentiveness, hurriedness
Distracted Inattentiveness, poor understanding of traffic laws
Distracted Lack of attention
Distracted Lack of attention by car drivers and cyclists who don't follow traffic laws
Distracted Lack of attention to variables on the road and following too closely to correct.
Distracted Lack of attention. Being distracted.
Distracted Lack of concentration on the job at hand whether driving a car, bike, or walking.
Distracted Not obeying traffic laws. Distracted driving.

Distracted People not paying attention
Distracted People not paying attention and not enough shoulder, space, or safe bike lanes.
Distracted People not paying attention on over congested + poorly designed roadways
Distracted People not paying attention to the road
Distracted People not paying attention, confusing traffic configurations, tailgating, speeding
Distracted People not paying attention, running red lights, congested roadways.
Distracted Poor situational awareness on the driver's part.
Distracted Probably drivers not paying attention
Distracted Rushing, inattention
Distracted Not focusing on driving
Distracted /
Cellphone Distracted driving, folks from out of town lost trying to look at phone
Distracted / speed Hurried driving, cell phone use, lack of awareness of the rules of the road.
Distracted / speed Hurried, distracted, and plain rude and aggressive drivers
Distracted / speed Hurried, impatient, distracted driving.
Distracted / speed Hurrying
Distracted / speed Hurrying, distraction,
Distracted / speed Speed, distracted driving
Distracted /
Speeding Distracted driving, drivers in a hurry
Distracted /
Speeding Distracted driving, red light running and speeding
Distracted /
Speeding Inattention and speeding
Distracted /
Speeding Inattention and speeding
Distracted /
Speeding Inattention coupled with speeding
Distracted /
Speeding Driving too fast, not paying attention
Distracted / weather Distracted drivers, snow conditions
Distracted /speed Speed and distracted driving. Aggressive driving.
Driver habits Illegal traffic maneuvers at intersections
Driver habits No one respects stop lines, including police
Driver habits Selfish people thinking they can do whatever they want
Driver habits Selfishness--not thinking of others
Driver habits Sloppy driving by motor vehicle operators.
Driver habits Stupid drivers.
Driver habits Illegal U-turns between intersections.
Driver habits Drivers
Driver habits Drivers are unaccustomed to bike/ped traffic on the streets and so don't know to be aware of them. This is due to a lack of signage, appropriate right sizing of streets, use of traffic calming measures, and other safety mitigations options that are utilized in other cities, but not in Flagstaff.
Driver habits Unsafe drivers
DUI Impairment, speed, distraction **DUI** Street alcoholics
DUI Drunk driving and college students, not knowing how to drive or other people out of state
Education Student inexperience with environmental conditions.
Education The college population and influx of new out of town visitors is bringing nothing but irresponsible drivers here
Education Unskilled drivers

Education Young drivers, drunk drivers, road rage, lack of respect
Education Ignorant, overly bold student drivers
Education Improper vehicle education in the U.S. a lack of traffic controls and pedestrian accommodations.
Education It is not a homogenous culture. It's a byproduct of unfamiliar tourists, students, rez traffic and locals with different agendas, experience, and skill.
Education lack of knowledge or care for safe driving practices, want to drive too fast
Education NAU and tourist traffic
Education NAU students and Valley drivers not following local laws (driving too fast and aggressively)
Education Ppl just do not remember their driving laws
Impatience Impatience
Impatience Impatience or negligence of biking space
Impatience impatience, distractedness
Impatience Impatience, not courteous, not aware of their surroundings, and people are just not good drivers
Impatience Impatient drivers.
Driver habits Running red lights
Driver habits Not knowing rules of driving
Driver habits People not obeying traffic laws, people not paying attention and people not using common sense.
Law Enforcement Lack of cars being pulled over for speeding/doing something illegal. People think Milton is free for all. I have seen many crazy things on that road, so I avoid it. I live off 89 just passed Safeway. People think 40 mph means 50. Trying to get to my neighborhood when the speed limit jumps to 45 and they in turn think that means 55. Bikes do not pay attention to where the cars are and drive out into traffic. I have had this happen multiple times where I almost got hit trying to avoid them.
Law Enforcement No one enforcing and have seen police blocking the bike lanes that ate painted green at stop signs so, the whole city isn't following basic driving laws
Law Enforcement Not following the laws, and distracted driving.
Parking Car illegally parked on the street! And Snow not being cleared properly.
Pedestrian habits Pedestrians outside of crosswalk
Pedestrians Pedestrian inattention and pedestrian failure to obey traffic laws
Pedestrians Pedestrians, cyclists, and drivers not paying attention to their surroundings
Pedestrians Studies have shown it is now pedestrian/car accidents that are most prevalent. Less people are being killed or injured on the highway and more walking as large trucks cannot see the pedestrians/bicyclists. The vehicles are too big.

Road conditions Flagstaff's poor road design
Road conditions Infrastructure design and car-centric everything
Road conditions I've never seen a crash. What I've seen is too many lanes for driving and little or no place for pedestrians and bikes especially when there is snow
Road conditions Lack of infrastructure and roadway congestion
Road conditions Lack of proper infrastructure for street crossings and sidewards to walk along roads
Road conditions Lack of road maintenance and proper pedestrian crossings, as well as nonseparated bike lanes.
Road conditions Lack of signage and enforcement of safety laws for pedestrians and bikes. The city has prioritized cars.
Road conditions Left hand turns
Road conditions Not enough streetlights or railroad crossings
Road conditions Prioritizing the safety and convenience of drivers over bikes/pedestrians, confusing road layouts, not separating cars from bikes/pedestrians
Road conditions Road design that encourages speeding and lack of biking and walking infrastructure
Road conditions I'd leave that to someone studying it instead of anecdotal guesses from me on sporadic data points. As a biker who bikes often, those weird curb things on the bike lane lines freak me out and have caused me to nearly

crash a few times. They cause issues with trash/recycling bins and not being able to exit the lane quickly. Or if you need to pass another biker.
Road conditions Inconsistent traffic patterns
Road conditions Gridlock, overpopulation, drivers in a hurry
Road conditions I don't know. I worry about the accessibility of sidewalks with barriers, snow, and debris. I think the installation of the concrete bike barriers on beaver and butler have made travel more dangerous for bikes and vehicles.
Road conditions Streets are poorly engineered for pedestrians and cyclists. Highways through town are now residential streets.
Road conditions Vehicle to vehicle is rear end crashes (stop/go traffic) too many commercial driveways- vehicle/ped crash is crossing at unmarked locations and behavioral (drunk pedestrians)
Road conditions Blind intersections. .
Road conditions Bad infrastructure that exposes pedestrians and cyclists to vehicle traffic and encourages dangerous speeds
Road conditions Bike lanes that aren't connected. When there's not a well-maintained, dedicated bike lane it is very unsafe for cyclists.
Road conditions Blind turns, too many spots to access larger roads (lack of frontage roads), driver irritability with traffic light backups.
Road conditions Car-focused infrastructure. Certainly, drivers could be safer, but our streets could be designed better at the get go.
Road conditions City infrastructure can't support the amount of traffic. Students reckless driving especially in inclement weather
Road conditions Confusing intersections.
Road conditions Pedestrians and Bicyclists = lack of high-quality separation of vulnerable road users from faster-moving traffic.
Road conditions Poor design, lack of enforcement
Road conditions Poor infrastructure. Overly congested roads and distracted driving.
Road conditions Poor planning road and transportation design. Overly high volume of traffic in a system not designed for that level of use. All combined with added element of phone distractions of drivers and pedestrians alike.
Road conditions Poor road design, terrible traffic planning, lack of dedicated bike and pedestrian paths
Road conditions Poor road designs that prioritize vehicle movement and not the safety of cyclists or pedestrians.
Road conditions Poor street design
Road conditions Poorly planned intersections, with poor corner visibility, confusing stop signs, and poor pedestrian crosswalk planning.
Road conditions Road, path, intersection, crossing design
Road conditions Roads designed for high speeds allow people to comfortably drive fast. High speeds reduce the window’s ability to react and cause significantly worse crash outcomes.
Road conditions Roads that maximize moving motorists quickly
Road conditions Unsafe conditions mean fewer pedestrians & bikers leading; drivers don't expect them so don't look out for them
Road conditions Unsafe use of lanes such as partially blocking lanes, using turn lanes to merge with traffic, not yielding to right-of-way traffic, etc. **Speed /**
Cellphone Speeding and texting
Speed / Cellphone Speeding and texting
Speed / DUI Speed, intoxication
Speed / DUI Speed, intoxication, not having a separate space for pedestrians, cyclists
Speeding Drivers who don't take driving seriously, are not prudent.
Speeding Driving faster than conditions permit.
Speeding Excess speed

Speeding Excess speeding in areas where it's not safe. I see that auto drivers are isolated from the environment they are moving through. Distracted and inattentive drivers of automobiles from my personal experiences in Flagstaff. Excess speed in residential and high traffic volume areas combined with lack of law enforcement and auto drivers not understanding the consequence of speeding.
Speeding Excessive speed
Speeding Excessive speeds. Often, I feel posted speeds are too fast. I also think flagstaff is terrible for left turns in general and this leads to aggressive driving
Speeding Going fast at unlikely places such as parking lots, stores, and restaurants. Cutting between buildings. Being timid at turns when they shouldn't be.
Speeding Speed
Speeding Speed
Speeding Speed
Speeding Speed
Speeding Speed
Speeding Speed
Speeding Speed and attitude
Speeding Speed and failure to yield
Speeding Speed and inattention
Speeding Speed limits too high
Speeding Speed, distractions, impairment, drivers unfamiliar with area
Speeding Speed, hurried drivers
Speeding Speed, impairment, distractions, texting and driving by college kids, bicyclists don't use their lanes, and make swift changes that affect drivers
Speeding Speed, not paying attention
Speeding Speed, snow, and ice conditions
Speeding Speed, stupid new bike concrete bumper things, ill-timed streetlights on Milton, MILTON!
Speeding Speed. Speed kills man! Cellphones as well.
Speeding Speeding
Speeding Speeding
Speeding Speeding
Speeding Speeding & feeling entitled (their time is more important than other peoples)
Speeding Speeding and aggressive driving
Speeding Speeding and all people just being inattentive to their surroundings
Speeding Speeding and disregarding traffic laws
Speeding Speeding and distracted driving; drivers also get frustrated with the traffic and make poor decisions. It is hard to get across town with kids in a reasonable timeframe due to all the traffic.
Speeding Speeding and inattentiveness.
Speeding Speeding and inattentiveness.
Speeding Speeding drivers and poorly positioned signals for pedestrians especially near to the University.
Speeding Speeding for the drivers. The City needs to do a better job during winter with snow/ice removal.
Speeding Speeding, cars not paying attention to or running traffic lights or turning right or left into pedestrian crosswalks.
Speeding Speeding, distracted, and inattentive driving.
Speeding Speeding, distracted drivers
Speeding Speeding, icy roads, inattentive
Speeding Speeding, inattentiveness
Speeding Speeding, not following traffic rules. I see SO MANY people ignore stop signs and often blow red lights. I don't see a lot of enforcement out.
Speeding Speeding, people not paying attention, not coming to full stops
Speeding Speeding, tailgating, and running red lights. Police do not seem to not care about the latter two.

Speeding Unsafe, too fast roads
Speeding Everyone is in a rush.
Speeding Feeling rushed
Speeding Going through amber to red lights
Speeding High speeds and driver distraction
Speeding People are in a rush and are often distracted.
Speeding People are in too much of a hurry to get where they're going. They are often distracted by life influences as well.
Speeding People being in a hurry and being distracted
Speeding People being too rushed. Cutting in/out of traffic. There's often too much traffic to pull out when there is t a 4 way stop
Speeding People driving cars and trucks are in too much of a hurry.
Speeding people driving recklessly, too fast and on their phones
Speeding People going too fast in their vehicle
Speeding People in a hurry and not paying attention to driving and their surroundings
Speeding People in a hurry who think rules don't apply to them.
Speeding People running red lights
Speeding People speeding and not yielding to others, including pedestrians and bicyclists.
Speeding People who don't think traffic laws apply to them.
Speeding I'm really surprised at how fast motorists drive in and around Flagstaff! Especially on Milton, RT 66, Ft. Valley Road, and through school zones. I seldom see motorists being stopped for speeding. Tailgating is another major problem in my opinion. This said, I believe the biggest contributor to safety on our roads is distracted drivers!!
Speeding Being hurried, self-absorbed
Speeding Being impatient
Speeding Being in a hurry; not present
Speeding being in a rush, driving too fast, following too close, inattention to bikes
Speeding Drivers from Phoenix driving fast and with anger
Speeding Drivers in a hurry.
Speeding Drivers in two big hurry.
Speeding In a rush
Speeding Speed
Tourist Out of towners
Tourist Tourists
Tourist Tourists
Tourist Tourists and students unfamiliar with the area and conditions would be my guess
Tourist Tourists not knowing where they are going and people (drivers, less and bikers) not paying attention
Tourist Tourists, distracted drivers, layout of roads/sidewalks/bike lanes
Tourist Tourist, distracted drivers
Tourist Traffic congestion is leading people to take unnecessary risks. People are bringing city driving habits to a town with insufficient roadways.
Tourist Visitors
Tourist Visitors and students unfamiliar with where they are going and local road conditions
Tourist Visitors from out of town driving the wrong way on one-way streets, parking in the road and not designated areas downtown, not using turn lanes properly.
Tourist Out of town, angry drivers
Tourist People from out of town
Tourist Varied: lots of tourists, college town, inattentive drivers, drivers in a hurry, people driving in snowstorms when they should stay home
Traffic Excessive traffic leading to hurried, frustrated drivers.
Traffic Congested roadways.

Traffic Congestion, lack of attention
Traffic Crowded roads. It's hard to answer these questions because some roads are fine, some are chaotic and scary (such as Milton, Butler)
Traffic The unfettered growth of Flagstaff has caused the traffic to increase with no thought to the traffic patterns. It was an ignorant, short-sighted move on the part of the city council to approve so much housing when there was no room for the necessary increase in traffic that went along with it. Short sighted. I will say stupid - or criminally negligent.
Traffic Too many cars
Traffic Too many cars and not enough distance between cars when driving
Traffic Too many cars because other forms of transportation are not prioritized (why are we adding more roads instead of safer bike lanes and more bussing?)
Traffic too many cars on the road due to the boom in student housing and tourism
Traffic Too many cars, overpopulation, entitled drivers
Traffic Too many drivers in too big of a hurry and distracted college students and tourists
Traffic Too many people
Traffic Too many people from out of town not paying attention or getting lost. I've noticed if they miss their turn they stop suddenly or make illegal U-turns... Maybe we need more traffic signs or bigger street signs.
Traffic Too many people in a hurry to get where they are going. The city keeps putting up more housing and buildings and the road infrastructure can't handle this traffic anymore. Younger drivers feel that they are privileged and should have it their own way. The road conditions themselves, are horrendous!
Traffic Too many people in too much of a hurry in too small an area
Traffic Too many tourists that are unaware of surroundings, distracted drivers, people just NOT paying attention, sense of entitlement
Traffic Too many vehicles, lack of roadways to deal with drivers.
Traffic Too much traffic and too many distracted and hurry drivers
Traffic Too much traffic for the available roadway, which leads to impatience and poor decisions.
Traffic Too much traffic, tight roads, lack of sidewalks in residential areas, such as the southside. Horrible blind spots due to parked cars on streets like S Beaver
Traffic signal The yellow light is way too short. People speed through red lights
Traffic signal Flashing Yellow Lights and Speeding and Illegal Turns and or going around vehicles Not looking in crosswalks for pedestrians and/or bicycles in lanes Too Dark At night in areas with Pedestrians/Bikes not wearing reflective or light clothing- Distracted Drivers and Disregard for Pedestrians/Bicycles. Drivers speeding and angry driving
Traffic signal Inadequate traffic control
Traffic signal Increased congestion on roadways coupled with non-local drivers.
Traffic signal Much of the traffic gets bottle necked onto a few main arteries (Milton, 180, etc.) and people get more aggressive when dealing with that or trying to sneak around the bottle necks.
Traffic signal Red light violations
Traffic signal Right on red, driving through yellow light
Traffic signal Right turns while looking left, merging, turning, weather.
Traffic signal Running yellow and red lights.
Traffic signal Traffic signals- we have a blinking yellow turn, a right on red, and then the crosswalk turns on when other traffic lights are also on. Any crosswalk sign should turn ALL lights red.
Vehicle modifications Tinted windshields that prevent eye contact
Weather Weather.
Weather Bad snow drivers, drunks, cell phone (in that order)
Weather Combo of weather and speed
Weather Drivers driving into the sun on Rte. 66 seems to be common. If they can't see, why are they still moving forward? Also, drivers not noticing pedestrians in intersections
Weather Snow

Weather Snow
Weather Snow/ice
Weather Weather
Weather Weather
Weather Weather / careless driving
Weather Weather; lack of attention (being in a hurry)
Weather Ice
Weather If we negate snow/ice as an option probably distracted driving. However, on that note, inexperienced drivers in winter conditions are a serious issue.
Weather In winter slipping on ice, otherwise inattention
Weather In winter, it's poor tire tread. Otherwise, it's lack of watching out for other drivers, peds, cyclists.
Weather Inclement weather
Weather Insufficiently plowed, slick roads combined with driving too fast. There is also a lot of through traffic on W University and S Highland Mesa road and not enough room for parked cars and driving cars to pass safely. Very congested with many using those roads instead of Rt 66 to access western neighborhoods (such as Presidio in the Pines)
Weather People (not just drivers!) not adjusting to road conditions - weather, darkness, traffic, etc.
Weather Reckless driving and pour road conditions. As well as ineffective traffic control devices.
Weather Right now, it would be icy road conditions.
Weather Road conditions

APPENDIX D: SURVEY QUESTION #8
Q 8. What is one thing you think public agencies could do to make it safer to travel in our community?

Advertisement Social media tips on driving safety and courtesy in multiple languages that reach our community. There should not be a tax increase or special bond to accomplish agency involvement.
Advertisement Post readable signs that say things like: "Pay attention while driving." "Don't text & drive." "Don't tailgate."
Advertisement More public outreach campaigns about safe driving in Flagstaff.
Advertisement More public outreach/enforcement for stopping at stop signs and following traffic rules
Advertisement Work to change the culture of driving so that speed and convenience are not the primary goals of our road system but rather safety.
Advertisement Do workshops or infographics about safely driving in snow
Advertisement Informing the public about laws and cyclists understanding road laws. Knowing where the FUTS trails are and how to access them. Know that cyclists should be wearing visible outerwear, lights, and helmets.
Advertisement Messaging to prioritize safety and sanctity of life. Alternative routes (with tolls) to tourist sites
Advertisement Promote better pedestrian options, e.g., sidewalks without numerous business driveways such as on Milton Road.
Advertisement Public safety campaigns
Alternate travel Prioritize non-motorized travel

Bike / Ped improvements More pedestrian and bicyclist-centered safety education for drivers
Bike / Ped improvements More pedestrian and bike paths along congested corridors like Milton and Country Club
Bike / Ped improvements More pedestrian/bicycle crossings with flashing lights, more enforcement, speed humps, rumble strips to get drivers to pay attention near pedestrian crossings or stop signs.
Bike / Ped improvements More well-established bike lanes, stronger traffic law enforcement, better planned roadways, restrictions on development.
Bike / Ped improvements Narrow roads and better bicycle and pedestrian infrastructure
Bike / Ped improvements Need to invest in separate travel lanes for cyclists (and more attention to safe pedestrian conditions also)

Bike / Ped improvements Often bike paths just disappear. Bike paths need to be continuous and connected. On top of the hill on Lone Tree and by the hospital the bike lanes disappear for a short section leaving bikers in a car lane with no warning and nowhere to go. Additionally, cross walks running parallel to the train tracks do not change if a train is running. If a biker is not early enough to a red light to press the crosswalk button, then we do not get a walking symbol. The worse intersection is ponderosa and
66.
Bike / Ped improvements Physical separation between auto and bicycle traffic
Bike / Ped improvements Prioritize the safety of pedestrians and bikers over the eternal struggle to add more lanes, reduce traffic, etc. If you make it safe and a relaxing experience to walk and bike to work, then people won't feel the need to drive to be safe.
Bike / Ped improvements Protected bike lanes, more safe crossings for pedestrians, increase bus use by making it free and more frequent
Bike / Ped improvements Protected bike lanes, more traffic circles, ped/cycling overpasses at busy intersections
Bike / Ped improvements Provide more lane space or protected lanes for those who are at the most risk (cyclists/pedestrians)
Bike / Ped improvements Provide shared paths for cyclists and pedestrians physically separated from roads, expand the FUTS system, expand the bus system.
Bike / Ped improvements Support cyclists more- more cycling safe lanes & toads
Bike / Ped improvements True, safe bike & walkways to alleviate auto traffic
Bike / Ped improvements We need more dedicated bike/pedestrian lanes
Bike / Ped improvements 1) build more designated bike and ped crossings (at grade and above/below grade) ...fill in missing key corridor sidewalks (example: north 4th street- make it happen! use power of eminent domain if needed, turn backs on ADOT roads (Milton, W Route 66, Humphry's, part Hwy 180) will be only viable pathway to achieving community goals for bike ped crossing/improvements.
Bike / Ped improvements A pedestrian overpass in the most pedestrian used districts (i.e., downtown and Butler at San Fran and Beaver) The only good pedestrian tunnels/overpass are at Buffalo Park and at the Butler 5 points interchange at Ponderosa Pkwy. the most highly trafficked pedestrian thoroughfares are downtown and anywhere close to campus and there is little infrastructure to bypass those areas as a pedestrian.
Bike / Ped improvements Add more continuous greenways across the city, make bike lanes on every road, not just some, etc.
Bike / Ped improvements Add more separate bike and pedestrian paths
Bike / Ped improvements Be a lot more creative and progressive (looking at your engineers, ADOT, etc.) about utilizing known traffic calming and bike/ped safety features that have been tested and proven effective in other cities, but which aren't being employed (yet!) in Flagstaff. More crosswalks (e.g., by Fratelli's on 180, across Milton, etc.), more protected bike lanes, wider shoulders, better street clearing and cleaning of snow, cinders, etc.,
Bike / Ped improvements Better bicycle lanes, slower speed limit in town
Bike / Ped improvements Better bike and pedestrian routes.
Bike / Ped improvements Better bike lanes
Bike / Ped improvements Better bike lanes
Bike / Ped improvements Better bike/pedestrian paths
Bike / Ped improvements Better delineated bike lanes.
Bike / Ped improvements Better designed intersections: that provide ped/bike crossing
Bike / Ped improvements Bicycle infrastructure
Bike / Ped improvements Bicycle training about protocol and laws. Bikes should be walked in crossing streets in crosswalks.
Bike / Ped improvements Bicycle/pedestrian centric focus
Bike / Ped improvements Bike lane connectivity and protected bike lanes. I can't get to all the places I need to via safe bike lanes. This is especially true right now with FUTS being snowy/muddy.
Bike / Ped improvements Bike lanes and reduce motorized travel in downtown area
Bike / Ped improvements Bike lanes pedestrian sidewalks

Bike / Ped improvements Bike lanes separated by barriers
Bike / Ped improvements Bike lanes that are well marked, more sidewalks- ex 4th Stalin down
Bike / Ped improvements Bike only lanes
Bike / Ped improvements Bike paths
Bike / Ped improvements Bike paths separate from streets. I would love to ride my bike to the grocery store, yoga class, downtown, but I don't because I'd have to ride on the 66-business loop
Bike / Ped improvements Bikes off the roadway and on a wider sidewalk
Bike / Ped improvements Build complete networks of protected pedestrian & cyclist infrastructure, implement traffic-calming features, allow more housing close to town to reduce the need to drive
Bike / Ped improvements Build independent, separate bike lanes.
Bike / Ped improvements Build more bike/walk roadways, police areas with potential for crashes
Bike / Ped improvements Build safer/walkable communities, allow for mixed zoning, limit short term rentals
Bike / Ped improvements Cycling and pedestrian routes that are not on roads more busses and limit driving in high pedestrian areas
Bike / Ped improvements Dedicated bike lanes and bike trails that connect communities across major arteries like 66 and Milton.
Bike / Ped improvements Dedicated bike lanes away from the road
Bike / Ped improvements Dedicated bike path/lane not allowing motor vehicles
Bike / Ped improvements Dedicated pedestrian/bike safe areas at major intersections, like Milton and Butler. Overpasses, underpasses, speed-calming measures.
Bike / Ped improvements Dedicated, consistent bike lanes
Bike / Ped improvements Designate more bike/pedestrian lanes
Bike / Ped improvements Designated bicycle and pedestrian routes that do not share space with cars. Make sure churches plow sidewalks so peds don't have to walk in the street.
Bike / Ped improvements Enforcement; Bike-pedestrian only zones and right of ways
Bike / Ped improvements More bike and pedestrian areas. Consider closing Heritage Square area between Aspen and Leuroux
Bike / Ped improvements More bike lanes
Bike / Ped improvements More bike lanes
Bike / Ped improvements More bike lanes
Bike / Ped improvements More bike lanes and clear crossing areas
Bike / Ped improvements More bike lanes and pedestrian pathways
Bike / Ped improvements More bike lanes and sidewalks and better plowing of bikes lanes and sidewalks during snow events so pedestrians/bikers have appropriate transit areas and aren't forced into the road due to snow
Bike / Ped improvements More bike/pedestrian friendly sidewalks and bike lanes, infrastructure
Bike / Ped improvements More bike/pedestrian shoulders. More policing for aggressive drivers.
Bike / Ped improvements More continuous sidewalks and bike lanes. It would also be helpful to clear cinders from sidewalks and bike lanes after ice melts, if possible. Thank you!
Bike / Ped improvements More crossing paths where lights are too far apart, put in a crossing path with signals
Bike / Ped improvements More crossing signals, slower speed limits (with enforcement), cross light interval dedicated to pedestrians only -not shared with traffic turning into crosswalks. Stop using the state highway excuse to do nothing to mitigate problems on Fort Valley Rd.
Bike / Ped improvements More crosswalks for pedestrians
Bike / Ped improvements More crosswalks, more sidewalks, wider sidewalks, clearly marked bike lanes, making it clear that bikes must also obey rules of the road
Bike / Ped improvements More cycling lanes
Bike / Ped improvements More dedicated lanes for bikes and buses. More pedestrian crossings
Bike / Ped improvements More emphasis on bikers and pedestrians, better drivers ed
Bike / Ped improvements More pedestrian/bike paths off the main roads.
Bike / Ped improvements More Protected bike lanes

Bike / Ped improvements More separate walking/biking trails
Bike / Ped improvements More separated bike lanes from the road
Bike / Ped improvements More separate biking and walking paths. The FUTS is great, but not always convenient, especially in the winter
Bike / Ped improvements Pedestrian bridges
Bike / Ped improvements Pedestrians' 1st
Bike / Ped improvements Safer bicycling infrastructure
Bike / Ped improvements Safer bike lanes
Bike / Ped improvements Segregate bikes and vehicles
Bike / Ped improvements Separate bicyclist from pedestrians and from motor vehicles
Bike / Ped improvements Separate bike and pathways away from roadways
Bike / Ped improvements Separate bike/pedestrian paths
Bike / Ped improvements Separate roads from bike/pedestrian paths
Bike / Ped improvements Separated and consistent bike infrastructure.
Bike / Ped improvements Separated bike and pedestrian ways
Bike / Ped improvements Separated bike and pedestrians' paths. More crossings.
Bike / Ped improvements Separated Bike Lanes
Bike / Ped improvements Separated bike/ped infrastructure
Bike / Ped improvements Flashing ped crossing lights for crossing Milton from Butler (to Clay)
Bike / Ped improvements Follow the NACTO and FHWA guidelines for determining what types of bike facilities should be used.
Bike / Ped improvements For bikes, better bike lanes on Butler
Bike / Ped improvements Get the bikes if the roads
Bike / Ped improvements Improve ped & bike infrastructure, slow people down, make intersections safer
Bike / Ped improvements Improve protected pedestrian/bicycle road crossings and routes along busy routes.
Bike / Ped improvements Improve the bicycling infrastructure
Bike / Ped improvements In areas where there are crosswalks with flashing lights, please don't make the pedestrian press another button at the median. Please stop traffic both ways automatically. Many pedestrians assume the light is blinking all the way across and step into traffic.
Bike / Ped improvements Increase dedicated bike lanes (and keep them clear of snow/cinders so they can be used year-round). Re-set traffic lights for increased flows.
Bike / Ped improvements Increase the number and safety of bike lanes and increase the volume of public transit to reduce the number of cars on the road.
Bike / Ped improvements Make a crosswalk on fort valley from Fratellis to neighborhood
Bike / Ped improvements Make bike/Ped areas
Bike / Ped improvements Make Flagstaff a pedestrian and bicyclist friendly town. Provide infrastructure and public awareness campaigns for travelers, other than traveling by car.
Bike / Ped improvements Make it easier not to drive! Increase transit service and ped and bike infrastructure. Make direct ped/bike connections where circuitous roads make it unreasonable to walk or bike. Stop allowing neighborhoods to be designed for cars: circuitous/cul-de-sac, wide lanes and rounded street corners that encourage speeding. Enough backward, limiting ADOT rules: take back Flagstaff's roads!
Bike / Ped improvements Make more bike and walking paths. And clear them in the winter
Bike / Ped improvements Make more bike/pedestrian lanes that are separate from the car lanes - like Route 66 bike lane
Bike / Ped improvements Make more cross walks to increase safety for pedestrians and the disabled.
Bike / Ped improvements Make more designated (separate) paths for bikers and pedestrians (well away from roads), and expand roads for drivers to reduce traffic
Bike / Ped improvements Make San Francisco street one way + bike lane
Bike / Ped improvements Make tunnels for bike and pedestrian
Bike / Ped improvements Pedestrian and bicycle infrastructure

Bike / Ped improvements Pedestrian and bicyclist education
Bike / Ped improvements Pedestrian and cyclist education regarding traffic laws. Start enforcing pedestrian laws instead of targeting drivers. I have had many near misses when turning at a light and a pedestrian or cyclist bolts into the road against the crosswalk signal
Bike / Ped improvements Communicate to drivers that pedestrians are crossing by giving them a red arrow (must stop) when pedestrians have signaled, they want to cross.
Bike / Ped improvements Construct lanes for bikes and pedestrians
Bike / Ped improvements Create m be courteous ore dedicated bike lanes
Bike / Ped improvements create dedicated bike paths removing cyclists from vehicular traffic
Bike / Ped improvements Create fully separated bike lanes (not just lines or cones on the road). Maintains sidewalks and ensuring new developments have fully speedster walking and biking paths from roads.
Bike / Ped improvements Establish bike and pedestrian corridors in high traffic areas
Bike / Ped improvements Have dedicated bike lanes and put out a map of bike, safe routes, and streets.
Bike / Ped improvements Have more clearly marked crosswalks. Make crosswalks more visible and maintain the striping well. Use alternative, more in your face striping and symbols for cross walks. Make "every corner a crosswalk" the rule for Flagstaff. (Check out Corvallis, OR for more on that. It is like heaven for cyclists and pedestrians there.
Bike / Ped improvements I have been impressed by Phoenix and Tucson bikeways, where half of or the entire street is made available to bikes. This would be a great use of the new overpass at Lonetree. Half of it could be a well-designed bikeway/pedway. And do something about Milton Ave.; every time I survive a drive up that road, I think it's a miracle. Keep Snowbowl at its 2005 approved capacity and require people to register in advance to decrease number of drivers on road (and number of intoxicated drivers leaving).
Bike / Ped improvements Implement SAFER pedestrian and bike infrastructure (separate from main roads). If you add it, people will use it. Flagstaff is not setup well for cars, but it has a lot of potential to be set up for bikes and pedestrians especially with the university nearby.
Bike / Ped improvements Increase visibility for pedestrians and cyclists. Utilize messaging and ad campaigns about courteous and respectful driving.
Bike / Ped improvements Invest in better bike and pedestrian lanes, more traffic signals, and more enforcement
Bike / Ped improvements More completely separated bike/walking trails. Funnel traffic away from town. Increase safety of biking/walking, so more people feel comfortable doing it.
Bike / Ped improvements Obviously better bike lanes look at Milton around NAU also, note that bikes are considered as vehicles and yet the pressure plates controlling stop lights at intersections are not sensitive to bike weights so that forces bikers to become pedestrians
Bike / Ped improvements Require bicyclists to have warning bells for pedestrians
Bike / Ped improvements Sheltered bike lanes, frequent bus schedule
Bike / Ped improvements More separate and dedicated bike and pedestrian travel ways, especially through downtown, including underpasses and overpasses. Another thing is designing roadways with boulevard strips, unlike Milton which is a pedestrian nightmare with sidewalks next to 40 mph drivers. Plus, there is only one pedestrian crossing for a half mile stretch.
Cellphone regulations Find ways to limit phone usage
Cellphone regulations High priced tickets for cell phone use while operating a vehicle and impaired drivers.
Cellphone regulations Stop people from using their phones; it is getting harder and harder to get onto 180 from my neighborhood, need to stop 180 traffic at Meade Louise Beale.
Cellphone regulations Stricter rules on texting/driving
Cellphone regulations have a cell phone task force
Cellphone regulations Phones or speeding
Cellphone regulations Ban phones while driving. Oh, wait! It's already banned.
Cellphone regulations Eliminate cell phone use
Cellphone regulations Enact hands free driving.
Cellphone regulations Enforce hands free law

Cellphone regulations Enforce hands free phone law
Cellphone regulations Enforce laws against texting while driving
Cellphone regulations Enforce laws like no texting while driving, obeying speed limits, etc.
Cellphone regulations Enforce laws on the books . . . hire police just for traffic violations.
Cellphone regulations Enforce not using phones while driving **Decrease population** Decrease population, stop development **Decrease population** Less development **Decrease population** Listen to your customers, make timely solutions. Growth is slowly killing the limited travel options in this town. **Decrease population** Slow down the growth and attracting valley idiots **Decrease population** Terminate cancerous, endless, growth. **Driver**
Education Education and enforcement of traffic laws. **Driver**
Education Educate cyclists on how to ride in traffic **Driver**
Education Educate drivers, cyclists & pedestrians to be more aware of their surroundings. I frequently must drive at night & am often surprised by a pedestrian who is almost invisible due to dark clothing, non-reflective gear, etc. **Driver**
Education Educate NAU students on purpose of the pedestrian light on Butler **Driver**
Education Educate the public on basic traffic rules. Turn into closest lane available, use a turn signal, don't obstruct traffic. **Driver**
Education Education **Driver**
Education Mandate drivers school again, please. **Driver**
Education Reduce police and educate drivers at all stages of life. **Driver**
Education Continuous education **Driver**
Education Public information and classes. Community patrol and outreach **Driver**
Education Teach children how drivers of cars and bicycles cannot stop quickly **Driver**
Education Teach young people the proper way to be a pedestrian/cyclist in the roads **Driver**
Education Training cyclists so that they know their responsibilities, especially in traffic. **Driver**
Education Unfamiliar drivers, rez and tourists
Housing regulation Cut down on student housing and Airbnb
Housing regulation Stop building high density housing off Milton and route 66 **Housing regulation** Stop building housing until you get the road infrastructure in a better place.
Housing regulation STOP BUILDING NEW APARTMENT BUILDINGS UNTIL YOU GET THIS FIGURED OUT! How did you not think about this before? Now you're asking US to figure out the mess for you. You can't remove the extra housing, but consider, at least temporarily, decreasing the student population, or requiring more of them to live on campus.

Law Enforcement Start ticketing distracted drivers more frequently. Create separate facilities for bicyclists and pedestrians; increase crosswalks and add delayed crossings so turning cars don't try to run you over. Decrease speed limits in pedestrian and cyclist heavy areas so any accidents that do occur are less likely to be fatal. There's a lot that could be done and I don't see much of it happening, to be honest.
Law Enforcement Stepped up enforcement of distracted driver rules.
Law Enforcement Strict distracted driver enforcement
Law Enforcement Stricter enforcement of traffic laws.
Law Enforcement Ticket distracted drivers
Law Enforcement Traffic law enforcement
Law Enforcement Unmarked police cars to ticket tailgaters. More pedestrian crossing lights
Law Enforcement Vigorous enforcement of existing laws
Law Enforcement Don't be predictable or have a pattern. Show up when they are expected. Pay attention to troublemakers, certain people hanging around by stop lights wanting money
Law Enforcement Fine bikers for not following rules (like stopping at signs, not riding on sidewalks), fine homeowners/renters for not shoveling sidewalks

Law Enforcement Get some officers out there to give some tickets for illegal stuff like turning through the crosswalk when the turn arrow is clearly red! Obviously, we can't have police at every intersection all the time. but I never see any officers at any intersections at any time.
Law Enforcement Have a flashing sign that can warn drivers when the light is about to go red.
Law Enforcement Have better signs, WAY better infrastructure that can hold locals and all the tourists, better protected lanes for cyclists, clearer sidewalks that are maintained for pedestrians.
Law Enforcement Have more police present, especially in school zones and at busy intersections. We live off Fort Valley and see a lot of tailgating and even some illegal passing. With that said, we also experience quite a few drivers going under the speed limit by ten or more miles.
Law Enforcement Have officers sit at intersections more often and watch people being distracted
Law Enforcement Have police give expensive tickets for phone use in cars
Law Enforcement Hold everyone to the same standard. I must be licensed and insured to drive. Other groups that use the roads do not.
Law Enforcement I know that the police department is understaffed, but I think the community would be safer if there were more officers out there ticketing people who violate traffic laws. I'm not one to recommend something like this, but in recent years, I've noticed too many occasions where people are driving dangerously and there are no police around to site them.
Law Enforcement I think if you just post marked patrol vehicles, it would make people pay more attention to the road. You don't need to give everyone tickets to get the job done.
Law Enforcement Increase accountability
Law Enforcement Increase traffic citations
Law Enforcement Increased enforcement and higher penalties for failure to obey the law.
Law Enforcement I've lived here long enough to see the difference from when we used to have police on patrol all over town, all the time, which made a huge difference in safety and comfort level for driving. Today and for about the last 20 yrs. there are hardly any cops.
Law Enforcement More enforcement in congested areas
Law Enforcement More enforcement of distracted driving, stopping the war against the car, people are going to drive, we are a tourist town, people from Phoenix aren't going to bike to Flagstaff for the weekend, people are not going to walk/bike everywhere. Stop the BS we can't make the roads better or people will drive more, the city council considered a crazy's idea that the lone tree overpass "this is going to encourage people to drive" so let's not build it. That thinking doesn't improve traffic/safety!
Law Enforcement More enforcement of laws pertaining to vehicles, and drivers. I know in my neighborhood people park cars on the sidewalk, I call police, I am told room to walk around! There are numerous parking infractions all around neighborhoods, and police do not enforce laws, unless it is metered! Always gridlock at Beaver, Rt.66 intersection? Never anyone ticketed. No accountability out on the roads, not enough police, and police visible?
Law Enforcement More enforcement of speed, red light running, and cell phone use while driving.
Law Enforcement More enforcement!!! Cameras on traffic lights.
Law Enforcement Patrol the neighborhoods and route 66
Law Enforcement Please, for goodness' sake, enforce speeding and aggressive driving. I know that cyclists are at risk, but separate bike lanes only do so much. The main problem in our town now is that everyone drives like Californians (10-15 mph over the speed limit) and it's incredibly dangerous.
Law Enforcement Pull people over more for driving recklessly, using their phones with their hands and give them tickets and ticket bicyclists for riding on the wrong side of the road.
Law Enforcement More traffic stops
Law Enforcement More enforcement
Law Enforcement More random police presence in high traffic areas to deter certain behaviors
Law Enforcement More traffic cops
Law Enforcement Ticket more
Law Enforcement Ticket non-signalers
Law Enforcement Ticket people for texting while driving

Law Enforcement Ticket people who are breaking the law!
Law Enforcement Ticket red light runners. Install cameras at controlled intersections.
Law Enforcement Ticket texters
Law Enforcement Ticket unsafe or speeding drivers.
Law Enforcement Ticket visitors
Law Enforcement Ticket those that violate the laws already on the books
Law Enforcement Have a bigger presence and enforce current laws instead of kowtowing to the local liberal some.
Law Enforcement Enforce vehicular laws in place and ticket all drivers using cell phones illegally, including police officers.
Law Enforcement Better enforcement
Law Enforcement Employ more police to enforce traffic laws, especially using phones while driving. I see it every single day and have witnessed many close calls or been delayed due to this.
Law Enforcement Enforce and cite for bicycle violations like not stopping at stop signs
Law Enforcement Enforce clearing of sidewalks to allow people to walk on the sidewalk and not on the street.
Law Enforcement Enforce current laws and rules
Law Enforcement Enforce driving laws
Law Enforcement Enforce driving rules such as stopping for pedestrians, giving bicycles space, slowing down, using indicators
Law Enforcement Enforce existing laws
Law Enforcement Enforce existing laws for minor driving violations. I think people have become accustomed to not completely stopping at intersections, racing to get through yellow lights, not paying attention to pedestrians or bicycles, tailgating, not obeying speed limits, etc., because law enforcement prioritizes call response and minor violations go unenforced.
Law Enforcement Enforce laws already on the books regarding distracted driving.
Law Enforcement Enforce red lights
Law Enforcement Enforce rules
Law Enforcement Enforce rules against blocking intersections (e.g., 66 and Humphreys) and blocking through traffic (e.g., when making a right turn from 66 to beaver when there is a train)
Law Enforcement enforce speed limits
Law Enforcement Enforce speed limits
Law Enforcement Enforce speed limits and curb "demonstrations of speed"
Law Enforcement enforce speed limits and other violations w/ speed radar signs and police
Law Enforcement Enforce speed limits and stop sign stops and ticket those who violate these laws.
Law Enforcement Enforce speed limits!
Law Enforcement Enforce speeding
Law Enforcement Enforce stop lines
Law Enforcement Enforce the law of no phone use and more severe charges
Law Enforcement Enforce the law. How many citations has FPD issued since law changed to hands free driving?
Law Enforcement Enforce the laws
Law Enforcement Enforce the laws
Law Enforcement Enforce the laws for all
Law Enforcement Enforce the laws more often
Law Enforcement Enforce the speed limit.
Law Enforcement Enforce the traffic laws
Law Enforcement Enforce traffic laws, a police officer once ran a stop sign and almost hit me on my bike, he thought it was funny.
Law Enforcement Enforcement
Law Enforcement Enforcement
Law Enforcement Enforcement
Law Enforcement Enforcement as in aggressive enforcement.

Law Enforcement Enforcement of traffic laws on everyone pedestrian traffic and bicycles as well as e-scooter riders. A lot of bike accidents happen because the bicycle takes for granted a loose interpretation of the law claiming to be a pedestrian if something happens. Rather than they are considered a vehicle in motion by law so auto traffic rules apply.
Law Enforcement More police
Law Enforcement More police / ticketing
Law Enforcement More police writing tickets
Law Enforcement More policing
Law Enforcement More policing and ticketing
Law Enforcement More tickets for traffic violations. More awareness to sharing the road. Proper driver education prior to issuing driver's licenses.
Law Enforcement Educate the Police on proper and safe driving and enforce that in the community. Improve the roads. Flagstaff continues to develop without planning. Butler between 4th and Little America is developing massively yet no road planning. Put in pull-outs for the buses. Streamline the traffic light timing. Lower speed limits in neighborhoods. Use more roundabouts.
Law Enforcement For starters, FPD officers could model appropriate driving and use their blinkers and make safe turns and passes. I almost got hit by one coming out of their driveway on my bike because he was looking at his phone.
Law Enforcement FPD could follow up on a hit-and-run we experienced
Law Enforcement Give more moving violations and charge large fines for them.
Law Enforcement Give out a few more tickets to violators
Law Enforcement Give out far more tickets for speeding, tailgating and distracted driving.
Law Enforcement Give tickets so unskilled drivers are forced to go to traffic school.
Law Enforcement Give tickets to people on their phones. More police on the road.
Law Enforcement Improve traffic enforcement
Law Enforcement Increase patrol and enforcement of traffic laws throughout the city, in combination with lowering speeds in the city to 18 mph in residential streets and 25 mph inside the city limit elsewhere to protect everyone using streets and sidewalks, plus physically isolate autos from pedestrians/bikes.
Law Enforcement Make more of an appearance
Law Enforcement Police aren't doing anything to curb distracted drivers and running of red lights.
Law Enforcement police presence at high accident intersections and reduced speed zones
Multiuse path Add sidewalks where not existing (Butler), bike lanes, traffic light timing improvements
Multiuse path Build a separate transportation system for non-vehicular travel ... just like you would find in northern Europe
Multiuse path Build more routes on the urban trail for bicycles that will take you anywhere into town safely. Make people aware of how pedestrian crosswalks work. I've seen drivers not understanding when to stop. Also, pedestrians do not push the button to cross. Hire more police officers to help with traffic enforcement.
Multiuse path More separate paths with as few street intersections as possible.
Multiuse path More sidewalks and crossings for pedestrians
Multiuse path More sidewalks, better signage (signs are not always in logical, useful places so driver's change lanes at the last minute), widen roads.
Multiuse path More signs and lights in dark areas because it's scary to walk down a very dark street
Multiuse path Continue to improve the sidewalk, trail, and bike lane network
Multiuse path Create separate sidewalks for both pedestrians & bikers. Get people to use their signals!
Multiuse path Create very large sidewalks through town that are both pedestrian and bike traffic only, elevated off the street. And heavy, heavy fines and patrols for speeding in residential zones
Multiuse path Develop more separated travel lanes/sidewalks that encourage alternate transportation like walking and biking

Multiuse path Ensure there are adequate crosswalks where needed, stop lights instead of stop signs where needed to prevent accidents. And officers doing their jobs and pulling people over for the things in this survey and not joining them by briefly turning their lights on to speed and then turn them off right away.
Multiuse path Offer sidewalks in areas that don't have them for disabled, elderly and families who want to walk and be safe. Try to increase patrol in highly affected zones of speed and accidents/school zones
Multiuse path Open more multi-use paths to get bicycles and pedestrian traffic off the roads.
Multiuse path Plan walking routes and cycling routes separated from major car routes (not just the Butler/Beaver experiment)
Multiuse path Provide alternate transportation infrastructure like trails, pathways, and efficient and available public transportation. Flagstaff needs a safe, comprehensive, interconnected, easy to access network of trails so that walkers and bikers can get from anywhere to anywhere in Flagstaff without conflict from vehicular traffic.
Multiuse path Provide separate walking and biking paths on roads where the speed limit is over 35 mph. Also, reassess road speed limits in residential areas where posted speed is 35 or greater and reduce the limit where walking paths are not available
Multiuse path Sidewalks and sidewalks that exist are usable, proper bike lanes on all roads to include Milton, discourage driving including tourists
Multiuse path Sidewalks in areas that do not have them and cleaned after cinder gets on them. division between bicycle lanes and traffic
Multiuse path Sidewalks in every neighborhood and traffic calming measures in neighborhoods
Multiuse path Since I am answering as a cyclist, I would like more YEAR-ROUND access to urban trails. Motorists are simply not paying attention. Rather than putting in those barricades which I have seen so many people just run over (seems to be a sporting event) I think the city should use funds to build paved urban trails where bikes and cars are not necessarily in contact. I personally enjoy riding the urban trail that is along Rt 66 as an example.
N/A Not sure. Making things safer depends mostly on individual actions.
N/A Depends on what part of the town. Westside you are doing OK
N/A Nothing will make a difference. Need a comprehensive suite of actions
N/A Not sure **N/A** Quit responding to accident calls.
N/A STOP impair humans with lethal injections for pharm, doc, hospital profits
Plan Better and more progressive planning for our community (not just tourists and students)
Plan Follow the policy put in place (ATMP), and design projects that prioritize the safety of the most vulnerable users
Plan Better enforcement of speed limit
Plan Better engineering
Plan Not sure it's entirely the job of public agencies (and in the current climate, urging by "The Government" might backfire).
Public Transit Better bus access
Public Transit better transportation options and less reliance on personal vehicle travel
Public Transit Bus Stops: Make bus stops safer.
Public Transit Encourage using busses, having transportation to specific places from parking lots, enforce traffic rules for bicyclists
Public Transit Work on getting cars out of the city (especially with tourism). This will involve creating amazing public transportation & making alternative modes of transportation the preferable way to get around.
Public Transit Focus greater attention on improving safety, reliability, and access to alternative modes of transportation
Public Transit Increase accessibility of public transit and pedestrian traffic, including better snow removal on city sidewalks and by bus stops.
Public Transit Increase alternative transportation options and make the streets safer for bikes/peds, leading to decreased congestion.
Public Transit Increase car independent infrastructure
Public Transit Increase infrastructure for alternatives (bussing, biking, walking) and decrease need for cars

Public Transit Increase public transit, reduce road speeds, adopt road infrastructure like Denmark and use "strong towns" methods
Public Transit I'm not sure. Flagstaff has a good public transit system as it goes. Perhaps more carpooling, better transit to places outside of city center. A public awareness campaign about the dangers of large vehicles for peds and bikes.
Public Transit Invest in alternative options to cars.
Public Transit Invest more in non-car transportation routes
Public Transit Prioritize transit, pedestrians, and bikes at least a fraction as much as you do cars.
Public Transit We need to focus on alternative forms of travel. Expanding the number of vehicle lanes has been empirically shown to marginally improve congestion. Adding infrastructure that supports buses, bikes, and other forms of transport (walkers/scooters) will drastically improve our transportation infrastructure capacity. SPECIFICALLY, ADD A BIKE LANE/ SEPARATED PATH ON BUTLER AVE..
Regulations Prioritize vulnerable road users in every local transport policy decision (i.e., adopt/implement Vision Zero policy, view urban mobility strategies with hierarchy placing most vulnerable users atop).
Regulations Make it illegal for homeless to stand on the medians at lights. I have had to avoid them multiple times because they step down into the road. They are a distraction for drivers. Start ticketing for speeding more frequently so people hear about it and stop. There is too much traffic to not have more enforcement of laws. My daughter is learning to drive, and her #1 complaint is that other drivers do not follow the laws. And how does that make it safe for her if she is? She is scared every time she drives

Remove bike Improve bike lanes, get rid of the installed concrete barriers on bike lanes, incentivize not driving, better public transit(trains?)
Remove bike Get rid of those temporary bicycle lane curbs: watch for idiot student drivers; CREATE ALTERNATIVE ROADS (J W Powell) TO ALLEVIATE HEAVY TRAFFIC ON MILTON, BUTLER, AND ROUTE 66!
Remove bike Get rid of the stupid bike lane barriers you installed on Beaver and Butler. They make it MUCH worse for everyone due to the inability to clear snow and ice from the roadway.
Remove bike Get rid of bike lanes and require bicyclists to use and follow traffic laws. I've never seen a bicyclist getting a traffic ticket.
Remove bike Get rid of those bike lane barricades on Butler - and- Improve the road situation to accommodate the amount of traffic
Remove bike GET RID OF THOSE CONCETE PARKING BLOCKS ON BUTLER!!
Remove bike Remove the barriers along the road separating the bike lane near the university on Beaver. The bike lane barriers are useless. The snow falls, the plows push the snow into the bike lane, and now the bicyclists are now riding in the already super narrow car lanes. This bike lane barrier is a total failure, and the need to be removed immediately.
Remove bike Remove the bike lane dividers. Educate cyclists on defensive driving skills and make sure they understand their responsibilities.
Remove bike Remove the lane curbs on Milton and go up by the hospital. They restrict the necessary flow of traffic.
Remove bike Remove the stupid bike lane barriers on Butler and Humphries
Remove bike Removing the separated bike lanes on Butler and instead extending the sidewalk four or five feet to allow for a dedicated bike lane that can be easily maintained year-round.
Remove bike Stop putting in bike cement lanes. That is dangerous for cars. Bad design.
Remove bike Take out the bicycle railing on the roads, they cause more damage than benefits
Remove bike The bike lanes should not be alongside the main roads! Plan roads better to accommodate the current traffic and future traffic.
Road improvements Research ways to catch up road systems to support the size of community. Cap enrollment at NAU
Road improvements Resolve the overcrowded roadways with more east-west roadways.
Road improvements Safer road design that does not facilitate fast vehicular speeds
Road improvements Separating VRUs from motor vehicles

Road improvements Significant redesign and planning. Separate Foot/Bike traffic from motor vehicles. Provide more options for foot/bike traffic to get around town without interacting directly with motor vehicles. Get progressive!
Road improvements The crosswalk for the kids at the bottom of Forest and Hwy 180 is DEADLY. Needs a light
Road improvements Updated infrastructure for alternatives to cars, and more enforcement of traffic laws for all users.
Road improvements Visual indicators (cones or signs) when traffic is down to one lane downtown due to snow and limited street parking.
Road improvements Put a light in for 180 to Cedar is # 1. I have called regarding this and apparently this intersection is not local, but it makes it very scary to cross to go up that hill and cross 180. If I ride my bike to work or home, I worry I will get hit and taken out on my bike.
Road improvements Put in pull-outs for buses, clear sidewalks in winter, put in more bike lanes, enforce bad driving behavior, put in more roundabouts, encourage safe driving, fix potholes, address traffic light timing,
Road improvements Redesign the intersections to help traffic flow with more consistency, be consistent with crosswalk types to avoid confusion, and be consistent with road markings and signs for the same reason. Then do appropriate enforcement.
Road improvements Public agencies could increase safety for bicyclists and pedestrians by clearing the snow from the sidewalks and bike lanes along with making sure that most roads have a bike lane and or a sidewalk.
Road improvements Refresh paint for lane lines much more often. Today, 2/18/23, most of the traffic lines in Flagstaff are completely gone.
Road improvements Complete JW Powell. increase sight distance at corners by removing or trimming vegetation
Road improvements Complete sidewalks, use traffic control devices (like roundabouts, speed bumps and lights) to "wakeup" drivers.
Road improvements Complete the roadways that have been approved by voters and plan on creating the roads that are on the city's master plan
Road improvements Consider widening streets that can be widened. Shutting down others.
Road improvements Create a bypass downtown. Enact and enforce proximity to the curb parking. Route Snowbowl/ Grand Canyon traffic around town so it is not congesting our roads. Move railroad tracks to follow I-40 vs through downtown
Road improvements Cross walk lights that the pedestrian can see to confirm it is operating and the car should stop.
Road improvements Design better roads. University alignment at Milton - how hard is it to figure out that is a terrible idea and yet it takes the city 50 years to fix it. Why?
Road improvements Develop and construct new roads, especially to/from downtown area.
Road improvements Easy to navigate corridors for tourists. Separate local traffic routes for the communities. Very direct FUTS routes that are separated from the roads
Road improvements Explore additional FUTS opportunities for pedestrians and bicyclists. More one way in/One Way exits along RTE 66 and Milton. Also provide extended routes to the outskirts of the City limits on NAIPTA. JWP/4th Street, Lonetree overpass, and University Drive can't come soon enough. However, I think it’s time to start exploring alternative routes to Snowbowl from I-40 (A-1 Mountain).
Road improvements Have proper signs in the proper areas suggest stop signs, yield signs, crosswalks, etc.
Road improvements Improve and widen road systems
Road improvements Improve intersection of Milton and University (people making left turn onto University on NB Milton often hit head-on by drivers coming SB in the center lane)
Road improvements Increase the size of Sgt James traffic division
Road improvements Install roundabouts at key locations in town and create more pedestrian walkways. Better snow removal for pedestrian walkways. Maybe a way to get to Fort Valley Rd. without going through downtown
Road improvements It seems like the intersection at Route 66 and Switzer Canyon is where I see most of the crashes. The intersection doesn't seem designed to handle the traffic, but with the Dog Haus there isn't much option for a redesign, but something to keep in mind with new intersection layouts. Also, keeping consistent with design would likely cause less confusion for tourists (when every street/intersection has a different layout it can be hard to understand).

Road improvements Lighting around crosswalks, sidewalks, mirrors so you can see blind spots
Road improvements Move forward with voter approval on road improvements
Road improvements Infrastructure for more and safer pedestrian and bike travel. Fewer cars = fewer deaths
Road improvements Focus on infrastructure improvements that make the roads safer for cycling and walking
Road improvements Focus on more mass transit (get it out to Doney Park!), bikes, and pedestrian - just adding lanes is a failed strategy.
Road improvements Improved infrastructure (peds and bikes)
Road improvements Improved maintenance of road shoulders, sidewalks, trails for bikes & pedestrians.
Road improvements Make more lanes roads. Traffic is terrible in Flagstaff.
Road improvements Make more ways to get Downtown. Milton being clogged all the time causes anxious drivers.
Road improvements Physical changes to infrastructure
Road improvements Better infrastructure
Road improvements Better infrastructure and enforcement of laws
Road improvements Better infrastructure, areas like Milton and 4th should have barriers to inhibit left turns.
Road improvements Better infrastructure. More walkways for pedestrians and bicyclists that are separate from cars
Road improvements Better lighting, improved roads for braking, bus street alcoholic to sanctuary cities
Road improvements Better roads
Road improvements Better traffic flow and more lanes
Road improvements Build more roadways and widen the current roadways
Road improvements Design for users other than cars and commercial trucks
Road improvements Design roads and traffic signals so drivers are not so frustrated.
Road improvements Design roads to have lower speeds (e.g., narrowing road lines, adding chicanes, adding bollards to protect bike lanes, etc.)
Road improvements Design roads to slow cars down; complete streets and bike/ped safety priorities
Road improvements Design roadways for traffic calming and multimodal use
Road improvements Design streets to accommodate traffic flow (urban planning)
Road improvements more roundabouts
Road improvements More roundabouts
Road improvements More streetlights and railroad crossings
Road improvements More traffic calming features. More safe bike routes that go somewhere
Road improvements Well-lit streets, within dark sky parameters. Create bike paths.
Road improvements widen roads
Road improvements Widen sidewalks and separate bike lanes by narrowing lanes for cars
Road improvements Wider roads
Road improvements Wider roads
Road improvements Work to improve infrastructure.
Road improvements Add and dedicate more main artery options to navigate across town.
Road improvements Add more roundabouts and pedestrian-focused infrastructure. Ex. bike lanes but not just painted line or a shoulder blocked off by a concrete slab. An actual pedway built for just people.
Road improvements Road diet and traffic-calming to slow down vehicles, decrease the need for driving, better walking, and biking infrastructure
Road maintenance Snow removal from sidewalks
Road maintenance Take back the responsibility to clear all sidewalks and maintain them free of snow, debris, etc. to ensure better accessibility for pedestrians and wheelchairs.
Road maintenance The city does not plow bike lanes in winter, worse they plow into bike lanes. This forces bikes into traffic with cars on icy roads. There is a complete disregard for biker safety by the city in winter.
Road maintenance Use deicer during the winter months
Road maintenance Don't fill the bike lanes full of snow & gravel but give us our own bike lanes and plow them. I recently rode on the bike path along the train tracks, and it was treacherous with all the ice

Road maintenance Have paved, maintained, and plowed in a timely manner bike and pedestrian paths that are removed from the road
Road maintenance Increased funding for snow and ice removal
Road maintenance KEEP road signals and lanes clearly visible and working rain, snow, or shine.
Road maintenance Keep roads clear. Make the city walkable. Invest in public transport. Abolish parking minimums.
Road maintenance Keep roads repaired, put in more roads, enlarge busy roads
Road maintenance Keep snow and ice off the sidewalks and edges of the roads. Pedestrians and cyclists end up walking on the roads because there is nowhere else to walk. The ridiculous posts on Butler that are supposed to protect cyclists only make it impossible to clear the snow properly. At 7000 ft ice and snow are a factor for about 1/2 the year
Road maintenance On snow days, plow sidewalks.
Road maintenance Paint lines more regularly
Road maintenance Priorities maintenance and design based on most vulnerable.
Road maintenance Prioritize clearing snow from sidewalks and bike lanes as much as car lanes. I take the bus to work and have a harrowing walk across downtown when the sidewalks are a snowy, icy mess. Biking isn't even an option.
Road maintenance Clear and maintain sidewalks and bike lanes (including removing cinders!!!)
Road maintenance Clear lanes of travel for pedestrians and cyclists
Road maintenance Clear sidewalks in winter, also look at particularly dangerous pedestrian areas such as Linda Vista to Safeway on east side. No pedestrian options and lots of pedestrians going to the Safeway. No sidewalk at all north of Safeway, there is no option except to walk in the street. Same with walking from Linda Vista to the (nice!) walking path to Buffalo Park on Cedar. You must either climb in the forest or walk on the busy street.
Road maintenance Clear snow and ice more efficiently from roads and bike lanes
Road maintenance Clear the streets of snow. Tow cars out of the areas that are illegally parked, then clear the snow.
Road maintenance Fix gaps in the sidewalk network.
Road maintenance Fix markings and signs on streets indicating shared use with bicycles/pedestrians. More police enforcement of red-light runners, speeders, and reckless drivers
Road maintenance Fix the roads!!! Repaint crosswalks and eliminate blinking yellow left turn lights.
Road maintenance Fix the timing of the traffic lights.
Road maintenance Flagstaff's roadways are a mess. Band-aid approaches like bike lane parking stops make things worse for everyone. Look at the WHOLE picture when making decisions & take into consideration IT SNOWS here. Stuff that might work in Phoenix probably won't work in Flagstaff. Get the trains out of town more + longer trains have exacerbated Flagstaff's transportation problems and congestion.
Road maintenance Plowing in such a way that large snow piles aren't created in turning lanes.
Road maintenance Salt the roads
Road maintenance Better plowing and shoveling
Road maintenance Better removal of snow/ice in roadways, more law enforcement. More community education about safe driving in winter.
Road maintenance Better snow clearance and sidewalk cleanup of the cinders
Road maintenance Better and quicker snow removal
Road maintenance Repair damaged roadways. Better enforce against traffic violations. Install tattletale devices in all government vehicles as I see cops commit violations as frequently or more than other motorists.
Speed cameras We need speed cameras and red-light runner cameras.
Speed cameras Attach cameras on corners
Speed cameras Cameras at intersections that create automatic citations
Speed limi
Speed reduction signs More speed limit signs closer together especially in University heights drive north.
Speed reduction Slow traffic down and make it much more expensive for violations
Speed reduction Reduce road speeds

Speed reduction Decreased in speed limits
Speed reduction Lower and monitor speed limits in areas that have more pedestrians and bicycles
Speed reduction Lower speed limits
Speed reduction Lower speed limits
Speed reduction Lower speed limits (e.g., along Fort Valley and Butler), incentivize travel by public transport/bike/foot vs by car (esp. use buses vs parent drop-offs to get kids to school, reduce car traffic to Snowbowl), clean bike lanes after snowfall/cinders
Speed reduction Lower speed limits in certain areas make turning lanes more visible. Make all downtown streets one way
Speed reduction Lower the speed limits. Limit to 2 lanes each direction. Creating intersections that place the Pedestrian/Cyclist first. Maybe no turn on red.
Speed reduction Special enforcement
Speed reduction Speed
Speed reduction Speed and traffic signal enforcement, continue to invest/partner for transit
Speed reduction Speed bumps in residential and around schools, bike lane barriers or better plowing of bike lanes and FUTS
Speed reduction Speed bumps in residential areas, particularly around schools and parks.
Speed reduction Spend more for a good traffic control team and system
Speed reduction Start citing speeders and reckless drivers. Cedar by buffalo park and Chs is like a freeway as well as Milton and 66E
Speed reduction Slow cars down
Speed reduction SLOW SPEED LIMITS AND ENFORCE THEM.
Traffic cameras Monitor closely and enforce red-light running - education campaigns about how to use situational awareness for all kinds of users of roadways and crosswalks - educate about traffic controls in the area
Traffic cameras More cameras in case of accident or injury
Traffic cameras Red light cameras
Traffic cameras Use cameras and technology to identify and cite problem driving
Traffic changes Change traffic flow downtown
Traffic changes Change traffic flow to add more room for pedestrians and cyclists
Traffic changes Change traffic lights so pedestrians are not signaled to walk at the same time as cars. Also, we desperately need safe bike lanes on Ft. Valley Rd.
Traffic changes Close many roads to vehicles. We need to make drastic changes for safety in the areas where people can and will walk downtown and around the university. If these areas were free of motor vehicles, they would be very pleasant, and businesses would thrive
Traffic changes Get traffic away from the center of town
Traffic changes Figure out a way to get traffic to the west side from downtown without using Milton.
Traffic changes It doesn't seem that the roads in Flagstaff are designed to safely move the increasing traffic loading.
Traffic changes Smaller roads/less lanes, lower speed limits, better signage/road paint/markers, education, have bus and carpool only lanes, increase pedestrian infrastructure, better and safer pedestrian infrastructure, encourage/incentive less driving
Traffic changes Traffic calming measures (lower speed limits, updated road design)
Traffic changes Traffic Calming, lower vehicle speeds (with enforcement too), provide safe and convenient crossings for bikes and peds
Traffic changes Traffic calming on major arteries, which lowers speeds but increases smooth traffic flow. It really works, as I have seen in other cities.
Traffic signal Survey traffic volume regarding timing of stop lights, flashing stop lights and lights at crosswalks would help
Traffic signal Reduce the time a stop light stays red.

Traffic signal Maybe change the timing of the lights

Traffic signal Better timed stoplights, enforce existing laws
Traffic signal Eliminate left yield turns, invest heavily into protected bike infrastructure, eliminate parking minimums and building setback ordinances, do everything in their power to make walking/biking more convenient than driving. People will gravitate towards what is easier. Flagstaff city proper is a relatively small and flat area, it should be more than reasonable for people to not drive for sub mile trips. The only thing that's stopping them is hostile car infrastructure.
Traffic signal As stoplights need to be repaired/ changed, and ones that flash red at the beginning of the red signal.
Traffic signal In MY community- Coconino Estates- the single thing to improve safety would be signaled turns during busy times. For the community as a wholeparents putting their kids on busses vs the pile up's that happen around schools
Traffic signal have walk signals when all traffic is stopped; red for all cars, green for all peds
Traffic signal More user operated traffic lights at marked crossings
Traffic signal Put in a traffic light at the north end of Snowflake Dr. and Highway 89.
Traffic signal Time the lights better! So many times, I see a green light at Beaver leading to a red light at Humphreys on Route 66. Overall, the light timing in this town seems designed to make people stop as often as possible, leading to frustrated driving and speeding. Additionally, I would love to see a few more traffic circles. A great place I think, would be at East Forest Ave and N Gemini Road.
Traffic signal time the streetlights and add bike lanes

APPENDIX E: SURVEY QUESTION #9
Q 9. What is one thing you think people should do to make it safer to travel in our community?
Advocate Modify streets so that lives are valued over speed
Advocate More people can continue to advocate for bike/ped safety measures on our streets. But as a mother, I'm not too keen to ride around the streets with my baby until greater precautions are in place.
Advocate Improve the road situation to accommodate the amount of traffic
Advocate Improve urban paths for biking and create more
Advocate Increase awareness of their surroundings (pedestrians, cyclists, hazards, other vehicles, etc.)
Advocate Support efforts to build better pedestrian & cyclist infrastructure & trafficcalming features
Advocate Advocate for more bike lanes
Advocate Advocate for improved bike lanes; either recalibrate the pressure plates at intersections or install as suitable sensors to detect bicyclists (consult Portland, Oregon bike safety measures for reference)
Advocate Campaign for better bike and pedestrian safety; better awareness of people and bikes while driving
Alternate modes Make Flagstaff a pedestrian and bicyclist friendly town. Provide infrastructure and public awareness campaigns for travelers, other than traveling by car.
Alternate modes More bicycle and pedestrian accessible paths
Alternate modes More bike/pedestrian friendly sidewalks and bike lanes, infrastructure
Alternate modes More biking/walking/public transit to get cars off the roads
Alternate modes More continuous sidewalks and bike lanes. It would also be helpful to clear cinders from sidewalks and bike lanes after ice melts, if possible. Thank you!
Alternate modes Use alternative modes of transportation (allows for a different perspective) & in lieu of that drive calmly
Alternate modes Use alternatives to driving - there are too many people trying to drive here.
Alternate modes Drive at least the speed limit
Alternate modes Explore alternate modes of transportation instead of cars. Pay attention. The texting while driving law doesn't appear to be enforced at all.
Alternate modes Spend five minutes trying to walk or bike somewhere and see what it's like
Alternate modes Take the bus, walk, or bike. These are good ideas but difficult when it IS the easiest option to take a car in most instances.

Alternate modes The FUTS system is great and has limited conflicts with traffic. I use the trails when I cycle around town and am a little puzzled when I see cyclists along the major roads choose to use the relatively small bike lane compared to the wide FUTS path. Also, it's not unusual to see cars going 60+ mph on 66, not sure what that is about.
Alternate modes Be open to alternative transport and force the city to encourage and accommodate this
Alternate modes Bike when possible
Alternate modes Bike/walk more.
Alternate modes Drive themselves solo less. Less overall autos on road at any one time.
Alternate modes Walk or ride a bike as much as possible (not realistic, but a goal)
Alternate modes Walk, bike, and take transit
Alternate modes Walk, bike, carpool
Avoid area Stay in Phoenix (sarcasm). Between the students lack awareness and the out of town distracted, rushed traveler.
Be aware Less distracted driving
Be aware Prioritize pedestrian/cyclist safety. Wait for safe times to pass and give extra room.
Be aware Quit being idiots.
Be aware Stay alert
Be aware Stay alert; don't drive when tired; and be overly cautious.
Be aware Watch out for bicycles. Put down cell phones
Be aware Watch out for the other guy!!!
Be aware Look 3 ways before turning
Be aware Look around them safely
Be aware Be attentive
Be aware Be attentive
Be aware Be attentive and follow traffic laws
Be aware be attentive, aware of drivers, bicyclists, and pedestrians
Be aware Be aware and courteous of each other. Not everyone can drive. The car is NOT our only option.
Be aware Be aware of cyclists!
Be aware Be aware of others, bicyclist, pedestrians, motorist.
Be aware Be aware of pedestrians and cyclists. Slow down and avoid being hurried.
Be aware Be aware of pedestrians and cyclists. Slow down.
Be aware Be aware of the common mistakes people make driving, cycling, and walking to be on the lookout for it and be prepared to avert the danger.
Be aware Be aware of your surroundings
Be aware Be more aware
Be aware Be more aware
Be aware Be more aware of surroundings
Be aware Not be distracted
Be aware Not be distracted
Be aware Pay attention
Be aware pay attention
Be aware Pay attention
Be aware Pay attention
Be aware Pay attention
Be aware Pay Attention
Be aware Pay attention
Be aware Pay attention
Be aware Pay attention
Be aware Pay attention
Be aware Pay attention
Be aware Pay attention

Be aware Pay attention
Be aware Pay attention
Be aware Pay attention
Be aware Pay attention
Be aware Pay attention
Be aware Pay attention (to the speed, to surroundings, etc.)
Be aware Pay attention and be far more courteous and patient.
Be aware Pay attention and be more patient.
Be aware Pay attention and drive the speed limit
Be aware Pay attention and follow the existing rules of the road
Be aware Pay attention and know your route before taking off
Be aware Pay attention and obey the laws, penalize those that break them. Make them go to driver education
Be aware Pay attention and participate in being safe.
Be aware Pay attention and respect pedestrians and bicyclists. Bicyclists should also follow rules, some do not.
Be aware Pay attention and slow down
Be aware Pay attention and stay calm
Be aware Pay attention and turn off turn signals after a turn has been made.
Be aware Pay attention and understand traffic rules and laws
Be aware Pay attention and use signals, not communicating what you are doing can lead to accidents on top of anger/frustration on the part of other drivers
Be aware Pay attention be courteous but nor to impede traffic movement
Be aware Pay attention to driving
Be aware Pay attention to each other
Be aware Pay attention to just driving
Be aware Pay attention to non-motorists
Be aware Pay attention to other road users.
Be aware Pay attention to others. Vehicles need to stay out of bike lanes.
Be aware Pay attention to speed, stop/traffic signs, pedestrians, bicyclists, overall surroundings.
Be aware Pay attention to the road and others using the road
Be aware Pay attention to the road and the people on it
Be aware Pay attention to the road.
Be aware Pay attention to their driving rather than their drink, food, phone or applying makeup.
Be aware Pay attention to their driving.
Be aware Pay attention to their surroundings, e.g., "situational awareness". This applies to all parties involved, not just drivers.
Be aware Pay attention to what’s around you
Be aware Pay attention while driving, stop speeding
Be aware Pay attention while driving, watch for bikes and pedestrians.
Be aware Pay attention!
Be aware Pay attention, be weather wise, and follow driving regulations.
Be aware Pay attention.
Be aware Pay attention; don't tailgate; allow enough time to travel through Flagstaff. Bicyclists use lights at night.
Be aware Pay better attention. Take others into consideration.
Be aware Pay more attention
Be aware Pay more attention to the road. Just follow the laws
Be aware Pay more attention when driving and don’t get angry
Be aware Paying attention to your surroundings regardless of your mode of transportation
Be aware Actively look for other motorists, pedestrians, cyclists, and motorcycles wherever you are.
Be aware Avoid distractions while driving
Be aware Be especially careful, slow in big store parking lots (no sudden darting)

Be aware Be extra careful around bikes and pedestrians.
Be aware Be more attentive towards pedestrians and bikers/others.
Be aware Be more considerate of others
Be aware Become more aware
Be aware Better awareness when driving
Be aware Bicyclists should decide whether they are a vehicle or a pedestrian. I see too many bikers jumping back and forth between the sidewalk and the street as it pleases them, to feel like they can blow through stop signs or red lights, and it's often dangerous and alarming to be around them when they are doing that. It's unpredictable.
Be aware Bring awareness to cyclists, repaint crosswalks and bike lanes frequently
Be aware Decrease distractions
Be aware Drive attentively. Watch out for pedestrians and cyclists.
Be aware Drive, and only focus on driving
Be aware Drivers must be on the lookout and notice bicyclists and pedestrians and give them the right of way.
Be aware Drivers need to pay attention to cyclists and pedestrians; protect them.
Be aware focus on driving
Be aware Focus on driving rather than phone use
Be aware Focus on the road when they are driving.
Be aware Never travel distracted or impaired.
Be aware Not drive distracted
Be aware Not run/cycle along roadways during bad weather/snow. It is difficult enough for motorists to navigate low visibility and cinders/ice that make things slick without having to also navigate those using the roadways for exercise when paths or sidewalks are covered. This does not include those using bicycles for transportation.
Be aware People could be more aware of bicyclists and pedestrians while they are driving so that bicyclists and pedestrians feel safer.
Be aware People should be aware that not all road users are driving motor vehicles.
Be courteous Move over for peds and bikes
Be courteous Move the bikes off the roads
Be courteous Not think of themselves as the most important person and realize that laws do apply to them too. RESPECT.
Be courteous Relax, don't buy cars with extreme acceleration, designate an abandoned area/pseudo track where people can take their vehicles and get their aggression out before they get to town
Be courteous Remember that there are cars behind you. The decisions you make to help yourself may impact 10-20 other people
Be courteous Respect cyclists and pedestrians and share the road, and don’t own a massive truck if you have no real need for one.
Be courteous Share the road with bikes (as drivers), but also for pedestrians to cross the road wisely on NAU campus and downtown especially (use the crosswalks, look up from your phone, wait for cars that are already in the crosswalk to pass before crossing).
Be courteous Respect everyone else on the road.
Be courteous Respect!!!
Be courteous Teach courtesy
Be courteous Courteous driving. Most folks are courteous towards alternative travelers, but the bottom 5% tend to add the 95% of risk.
Be courteous Drive like pedestrians & cyclists were members of their own families.
Be courteous Drive more carefully
Be courteous Be better
Be courteous Be considerate of others
Be courteous Be courteous
Be courteous Be courteous and contentious drivers. Bikes belong on roadways. Stop for pedestrians. Be less in a hurry

Be courteous Be courteous to others on the road including drivers, pedestrians, and bicyclists
Be courteous Be courteous to pedestrians.
Be courteous Be kind and respectful of others
Be courteous Be kind to one another. Slow down. Look around.
Be courteous Be kind. Be patient when they're driving. I'm not sure how to help people understand that. Leave extra time to get to your destination so you don't feel hurried or frustrated when you're driving. Pedestrians could help by not dawdling in crosswalks - maybe even consider speeding up a bit if there are vehicles waiting, if only to make it clear they're aware of it.
Be courteous Be kind. Expect multiple methods of transportation. Pay attention. Don't hit cyclists.
Be courteous Be more courteous
Be courteous Be more courteous and obey traffic laws.
Be courteous Be more courteous and think of others
Be courteous Calm down and expect to take a little more time driving through town!
Be courteous Yield to peds/bikes
Be courteous Yield A453:B484to faster drivers, use a turn signal, learn basic traffic rules, don't randomly drag your brakes.
Be courteous Be considerate to others. We know it takes only 20 minutes to get across Flagstaff. That's not bad compared to the commute in PHX, Tucson, and Prescott. Plan early, plan. We're trying to get somewhere but some people get so urgent in congestion that it makes matters dangerous.
Bike Dedicated wide bike paths
Bike Ride bikes in safe bike pathways
Bike Ride bikes. I think if more people rode their bikes even for part of the year, they would be more aware and attentive to cyclists. We MUST make bike riding the easier option.
Bike Ride their bike
Bike Talk to bicycle organizations about pedestrian safety.
Bike More dedicated bike/pedestrian pathways - not just curbs on the side of the road. Real paths separated from the roadway by a significant barrier and trees, etc.
Bike I appreciate the green coloring on the bike path on San Francisco just north of Butler; that felt like a safety improvement
Bike Invest in sidewalks and separated (paved) bike facilities.
Defensive driving I think people need to take driving more seriously! It is the most dangerous thing we do every day and most everyone takes it for granted. Yet anyone can get a driver's license. We need to educate potential drivers properly and make obtaining a driver's license a serious proposition.
Defensive driving not feel entitled to drive everywhere in free flow conditions
Defensive driving Drive defensively
Defensive driving Drive like it's the most dangerous thing they are doing that day
Defensive driving Drive with intention
Defensive driving Drive defensively and with complete attention to the task
Defensive driving Adjust driving habits based on road conditions, especially during winter and monsoons
Defensive driving Allow for more space between cars, pedestrians, cyclists
Defensive driving Be more patient
Defensive driving Be taught that legal right of way is secondary if someone else does something unexpected!
Defensive driving Breathe. People get so angry and rushed when they are driving **Don't DUI** Get a DD, wear your seatbelt, don't speed, and obey traffic lights. **Educate** Learn traffic laws regarding ped walks, traffic circles, 4-way stops (honestly, AZ drivers don't even know how to navigate 4-way stops!); bicycle laws. **Educate** Maybe more safe driving awareness, especially around the university regarding impaired driving. **Educate** Teach children to stop at stop signs. Small children on bicycles often do not stop. **Educate** Educate
Example citizens Turn off fog lights and brights when on city streets.
Example citizens If you live here respect the rules of the road.
Example citizens Increase distance between cars

Example citizens indicate your intention before doing so, turning, crossing
Example citizens Know and follow the rules of the road.
Example citizens Know the laws and follow them.
Example citizens Learn and follow all traffic commands like stoplights, crosswalk lights, signs, and lane markings
Example citizens Learn how to drive in slippery conditions
Example citizens Learn the rules of the road
Example citizens Make driving their priority when behind the wheel.
Example citizens No not park on the street November - April i.e., don’t break the law.
Example citizens Obey all traffic laws to make health and safety a priority over "getting there first" and "me only" attitudes; once a driver kills another person, then it's too late to feel bad and say "Gee, I'm sorry, I never saw you..." Drivers who seriously injure or kill pedestrians and cyclists and are found at fault need to be prosecuted and serve time behind bars. The "Vision Zero" model for traffic safety developed in the EU should be fully adopted here in Flagstaff, AZ.
Example citizens Use their turn signals. Slow down at yellow lights. Yield for pedestrians AND bicyclists at a crosswalk. Not be on their phone at a red light.
Example citizens Use turn signals
Example citizens Use turn signals, Don't speed, Don't tailgate. If someone is going the speed limit riding on top of them does not make them go faster. Again, the lack of agencies that can enforce these things leads to them feeling like they can do whatever they want. I literally have never seen someone pull over on East route 66 or where it turns into
89. From downtown to 89 it is a free for all for speeding.
Example citizens Abide by the traffic laws that protect bikers and walkers.
Example citizens Come to complete stops, stop far enough back at pull outs/road crossings to not overlap with where pedestrians and cyclists cross
Example citizens Follow the traffic laws like you should be.
Example citizens Follow basic traffic laws
Example citizens Follow bike/driving rules
Example citizens Follow driving rules and regulations
Example citizens Follow established rules
Example citizens Follow existing laws
Example citizens Develop a respect for non-vehicular transportation - just as they have respect for vehicular transport
Example citizens Set good example (cross at walks)
Example citizens Stop acting as if they're the only person who needs to get to their destination.
Example citizens Obey the rules of the road
Example citizens Obey the speed limit.
Example citizens Obey the speed limits, don't text while driving
Example citizens Obey traffic laws, and don't drive in a hurry or when angry.
Example citizens Obey traffic rules
Example citizens Obey traffic signals
Example citizens Observe speed limits, pay attention
Example citizens One thing people should do to make it safer to travel in this community is use their turn signal!
Example citizens Obey traffic laws
Example citizens Follow laws
Example citizens Follow rules of the road, traffic signs, stopping at stop signs, stop lights.
Example citizens Follow the law.
Example citizens Follow the laws
Example citizens Follow the rules and laws!
Example citizens Follow the rules when driving, especially the cyclists.
Example citizens Follow the traffic laws

Example citizens Follow the traffic laws
Example citizens Follow traffic laws
Example citizens Follow traffic laws, be courteous.
Example citizens Follow traffic rules. There is some aggressive, dangerous driving going on in Flagstaff
Example citizens Follow traffic signs and laws.
Leave Leave
Less Cellphone Not use phones while driving
Less Cellphone not use their cell phone when driving
Less Cellphone Not use their cell phones while driving, give those not in vehicle extra space when overtaking.
Less Cellphone Not use your phone while driving
Less Cellphone Pedestrians and motorists need to put away their phones
Less Cellphone People need to put down their phones, and drive.
Less Cellphone Personally, I have decided to not use my cell phone when driving.
Less Cellphone Put their phones away
Less Cellphone Turn off phone
Less Cellphone Turn off their cell phones
Less Cellphone Turn your phone off when driving.
Less Cellphone Less texting while driving, slow down
Less Cellphone Be off their phone
Less Cellphone Disable cell phones while driving
Less Cellphone Drive conscientiously and put the phone away
Less Cellphone Drive without their phones
Less Cellphone Less phone use while driving
Less Cellphone Make phone illegal with driving and ticket for this when in a moving vehicle unless using hands free option. Also, making drivers more aware of bicyclists. We are very unsafe in Flagstaff on our bikes and thus people commute less.
Less Cellphone No cell phone use in car
Less Cellphone No phones while driving
Less Cellphone No phones while driving!! Walk or bike instead
Less Cellphone No texting
Less Cellphone Not be allowed to use phones while driving.
Less Cellphone Not text while driving
Less Cellphone Stay off phones while operating motor vehicles, limit distractions.
Less Cellphone PUT DOWN THEIR PHONES WHILE THEY ARE DRIVING and remember that pedestrians and cyclists do have the right of way in certain situations, that people who are not in cars are more vulnerable, and that it is a driver's responsibility to ALWAYS be alert and on the lookout. Every driver is a potential murderer, is honestly how I feel about it.
Less Cellphone Stop texting, slow down
Less Cellphone Not be on phones
Less Cellphone Stop texting while driving and stop turning right on red w/o stopping.
Less Cellphone Stay off their phones
Less Cellphone Stay off their phones
Less Cellphone Stay off their phones, don't drive intoxicated, always pay attention.
Less Cellphone Get off cell phone while driving.
Less Cellphone Get off cell phones
Less Cellphone Get off cell phones when on or near roadways
Less Cellphone Get off phone
Less Cellphone Get off phone and put marijuana vapes and cigs down
Less Cellphone Get off the phone. Public agencies should prioritize ticketing distracted drivers.
Less Cellphone Get off your cell phone

Less Cellphone Go to traffic school, plan for traffic, allow merging, drive defensively, stay home
Less Cellphone Hang up
Less Cellphone Hang up and drive
Less Cellphone Hang up and drive
Less Cellphone Hang up and drive
Less Cellphone Hang up the phone!
Less Cellphone Put away their phones
Less Cellphone Put cell phone down
Less Cellphone Put down cell phones
Less Cellphone Put down cell phones.
Less Cellphone Put down cellphones
Less Cellphone Put down phones
Less Cellphone Put down phones and pay attention
Less Cellphone Put down phones, don't drive if you don't have to in winter conditions
Less Cellphone Put down telephone while driving / pull over and park before using phone
Less Cellphone Put down the phone
Less Cellphone Put down the phone
Less Cellphone Put down the phone
Less Cellphone Put down their phone
Less Cellphone Put down their phones
Less Cellphone Put down their phones
Less Cellphone Put down their phones.
Less Cellphone Put others first instead of themselves not sure how to make that happen.
Less Cellphone Put phones completely away while driving
Less Cellphone Put phones down
Less Cellphone Put the cell phone down
Less Cellphone Put the cell phone down.
Less Cellphone Put the phone down. Learn the ropes of driving in extreme weather conditions, show some compassion for your common man.
Less Cellphone Put the phone down
Less Cellphone Put the phone down for drivers and follow pedestrian crosswalks for pedestrians
Less Cellphone Put the phone out of reach while driving. Stay off it while walking especially in crosswalks.
Less Cellphone Put their cell phone down.
Less Cellphone Put their cell phones away
Maintain area Clear obstructions from corners, so oncoming traffic is visible
Maintain area Clear sidewalks of snow for area they are responsible for
Maintain area Remove the snow and gravel from their sidewalk so pedestrians don't have to walk in the street.
N/A Nothing, we are fine. Leave it and stop causing issues.
N/A People cannot do much because the roads are overcrowded
Obey signal No rights on red. Stop before crossing sidewalks.
Obey signal Do not run red lights.
Obey signal Stop at red lights
Obey signal Stop at yellow lights
Obey signal Stop before lights turn red
Obey signal Stop distracted driving
Obey signal Stop doing things like looking at cell phones (distracted driving) and slow down
Obey signal Stop excepting college students. There's so much traffic. For such a small town.
Obey signal Stop for pedestrians at crosswalks and corners.
Obey signal Stop for red lights.
Obey signal Stop racing to beat yellow lights.

Obey signal Stop running red lights and pedestrians not being on phones when in crosswalks
Obey signal Stop running yellow and red lights. I see this multiple times a day.
Obey signal Stop rushing and pay attention.
Obey signal Stop supporting the false idea that faster roadways will get people to their destinations significantly faster
Obey signal Use traffic lights more than they currently do. Be more patient.
Patience Take your time and be courteous
Patience Take your time, don't take unnecessary chances
Patience Patience. a few seconds of delay don't really matter.
Pedestrian safety Use designated crosswalks
Pedestrian safety Make crosswalks more visible to motorists.
Pedestrian safety Cross at crosswalks
Pedestrian safety Crosswalk on fort valley
Plan Travel Not drive as much
Plan Travel Reevaluation of transit plans
Plan Travel People are frustrated by traffic because the roadways were designed for a much smaller population & fewer shorter train interruption. People can just figure that they need 60 minutes to get anywhere in and around Flagstaff. If they expected and scheduled that amount of time, they would be happier when it only took 45 minutes to get from east to west.
Plan Travel Accepting traffic as the norm, leave early for destination.
Plan Travel Adjust travel time expectations so we aren't driving hurriedly.
Plan Travel Avoid Fort Valley Rd. An alternative route to Snowbowl, the Peaks, and the Grand Canyon is 20 years overdue.
Plan Travel Plan for traffic, delays
Plan Travel plan for longer drive times than in the past due to lights, trains, and more traffic
Plan Travel Plan routes ahead of time
Plan Travel Allow for extra time to get to their destination. It is interesting to witness drivers dropping off kids in school areas who drop off their children then race to get to their next destination.
Public Transit Use more public transit, reduce car infrastructure, increase biking and walking infrastructure that is independent of roads.
Public Transit Utilize bus services and alternate transportation such as biking to reduce the number of vehicles on the roads
Public Transit Ride the school bus rather than car lines
Public Transit Take bus more
Public Transit Take public transportation
Public Transit Take the bus as often as possible.
Reduce drive Drive less
Reduce drive Drive less
Reduce drive Drive less
Reduce drive Drive less
Reduce drive Drive less
Reduce drive Drive less
Reduce drive Drive less
Reduce drive Drive less
Reduce drive Drive less
Reduce drive Drive less and pay attention to the road when driving
Reduce drive Drive less, take the bus more. Employers should support employees bussing
Reduce drive Drive less, vote democratic,
Reduce drive Drive less. eliminate distractions. be cognizant that a vehicle is a lethal machine.
Reduce drive Drive less. Stop right turns on red lights in highly non-motorized trafficked areas

Reduce drive Drive less. Too much driving makes desensitizes people and makes them more reckless
Reduce drive Only drive when needed
Reduce drive only travel by foot and bicycle
Regulations Honestly, I'd say some type of fee for out of towners because they don't care. My daughter got t-boned by a lady from mesa and the police officer showed more concern for her, than my daughter and falsified the report.
Report Report dangerous situations and have law response in support.
Report Community policing, traffic enforcement, and paying the police more so that they can live here for the long haul. Right now, we just train young cops for a few years then they leave. Incentivize them staying, don't disincentivize them leaving.
Request less bikes Remove the bike lane safety barriers along Butler. They are very confusing and result in quick breaking and lane changes from drivers.
Request maintenance Repaint road striping
Request police More cops
Request police Police presence ensuring things are going smoothly- everyone including bikers follow traffic laws
Request police Stop adding to the congestion for one - we have too much expansion too fast, and no way to fix the road systems. Additionally, we need robust enforcement of pedestrian and cyclist laws - they too often disregard traffic and crosswalk signals.
Request signs Need better signage for tourists,
Drive speed limit Learn to be patient
Drive speed limit Maintain speed limit
Drive speed limit Most of the problems are bad design, not people. But would be nice if drivers choose to slow down.
Drive speed limit Not speed, cops to be more visible on the road, see more cops out
Drive speed limit Slow down
Drive speed limit Slow down
Drive speed limit Slow down
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Drive speed limit Slow down
Drive speed limit Slow down
Drive speed limit Slow down
Drive speed limit Slow down
Drive speed limit Slow down
Drive speed limit Slow down
Drive speed limit Slow down
Drive speed limit Slow down - slower at intersections too
Drive speed limit Slow down (you move to fast...)
Drive speed limit Slow down and be kind
Drive speed limit Slow down and be kind to others as if they were their child.
Drive speed limit Slow down and be nicer
Drive speed limit Slow down and don't run red lights
Drive speed limit Slow down and don't tailgate.

Drive speed limit Slow down and drive less
Drive speed limit Slow down and follow traffic laws
Drive speed limit Slow down and note the speed limits
Drive speed limit Slow down and obey traffic laws and pay attention
Drive speed limit Slow down and pay attention
Drive speed limit Slow down and pay attention!
Drive speed limit Slow down and pay attention.
Drive speed limit Slow down and pay attention. Pedestrians and bikers need to pay attention, too.
Drive speed limit Slow down and quit texting while driving
Drive speed limit Slow down and realize that bike and pedestrian crossings are inadequate
Drive speed limit Slow down, in their cars
Drive speed limit Slow down no cell phone use
Drive speed limit Slow down their driving
Drive speed limit Slow down when driving mixed mode traffic.
Drive speed limit Slow down when in cars and be aware of your larger environment, including the presence of bikes and pedestrians.
Drive speed limit Slow down!
Drive speed limit Slow down, be courteous
Drive speed limit Slow down, be courteous and attentive
Drive speed limit Slow down, be more attentive, and give pedestrians and cyclists the right of way.
Drive speed limit Slow down, don't use phone while driving, take the bus when you can (especially if drinking/bad weather), wear bright clothes and night light if you walking/biking
Drive speed limit Slow down, especially in areas with a lot of pedestrians.
Drive speed limit Slow down, obey traffic laws, respect other drivers, do not drive in the left lanes except to pass on the freeways, prohibit ATV traffic in residential areas, strictly enforce no snow play along major roads and freeways. Unfortunately, there is no one thing.
Drive speed limit Slow down, pay attention
Drive speed limit Slow down, pay attention
Drive speed limit Slow down, put down their phones, and pay attention
Drive speed limit SLOW DOWN, SHARE THE ROAD
Drive speed limit Slow down, stay off phones while driving. Consider that cars are the most efficient form of single use transport in history so any amount of time you spend is faster than most travel, be considerate of folks who don't want to go that fast.
Drive speed limit Slow down, think and act more courteously
Drive speed limit Slow down, travel smart, be considerate, and cooperation
Drive speed limit Slow down, yield to other modes bike and ped
Drive speed limit Slow down.
Drive speed limit Slow down.
Drive speed limit Slow down. Give yourself extra time to account for traffic and or weather when commuting or plan alternative routes
Drive speed limit Slow down. leave areas near intersections clear so crosswalks can be seen!
Drive speed limit Slow down. Pay attention. Put the phone down.
Drive speed limit Slow down. Put cell phone away Better enforcement
Drive speed limit Slow down. Remember that pedestrians and bicyclist are not protected like cars.
Drive speed limit Slow down/keep safe distance!
Drive speed limit Slow down I don’t think the issue is the people, I think the issue is the road design.
Drive speed limit Drive at or below the speed limit based on condition of the roadway and the amount of traffic
Drive speed limit Anticipate what others might do and be prepared to stop. SLOW DOWN!
Drive speed limit Calm down and slow done
Drive speed limit Chill out

Drive speed limit Chill. Life's too short to drive like a nut
Drive speed limit Drive more slowly
Drive speed limit Drive more slowly, be aware that your giant truck/vehicle is going to win in a collision between you and a pedestrian or a bicyclist, your giant vehicle will win. Not sure what to do about this. This is a choice, and many people feel they need their big vehicles.
Drive speed limit Drive within the speed limit
Drive speed limit Drive within the speed limit
Drive speed limit Drivers slow down, bikes on proper side of road, pedestrians use crosswalks
Drive speed limit For cars, slow down, for pedestrians look at traffic and not cellphone when crossing streets.
Drive speed limit For drivers: slow down! And don't run red lights.
Drive speed limit No speeding and pay attention
Drive speed limit Relax
Drive speed limit Relax and slow down
Drive speed limit Drive slower
Drive speed limit Drive slower
Drive speed limit Drive slower and be more careful at intersections.
Drive speed limit Drive slower and watch for pedestrians and bike at every turn.
Drive speed limit Drive slower in winter driving conditions
Drive speed limit Drive slower!!!!!!! People would walk more if sidewalks clearing after snow was enforced. Sidewalks are absent in many places in Flagstaff. There are few protected crossings of major arteries, like Milton. Sidewalks without boulevard strips separating the walk from the traffic lane will never be attractive nor safe for pedestrians.
Drive speed limit Drive the posted limit, folks in this town like to go 10 under, especially on Woodlands Blvd. I have seen super slow drivers severely frustrated drivers who are really trying to get somewhere. This is common all over town except for Cedar Hill, where everyone seems to want to go 10-15 mph OVER the posted speed.
Drive speed limit Drive the speed limit
Drive speed limit Drive the speed limit
Drive speed limit Drive the speed limit, stop tailgating and put away their cell phones while driving.
Drive speed limit Drive the speed limit.
Drive speed limit Drive the speed limit.
APPENDIX F: SURVEY QUESTION #10 **Q**
10. What is one thing you could do to make it safer to travel in our community?
MetroPlan Region Topic Open-ended Responses
Advocate Promote the idea of separated walk signals (as stated above)
Advocate Fill out these surveys
Advocate FUTS and sidewalk gaps w/in City limits are filled-in and interconnected.
Advocate Get involved educating people on bike use and safety
Advocate Get involved with traffic planning
Advocate Get more involved
Advocate I could be more involved in the efforts to change these behaviors.
Advocate Encourage city police to stand at a street corner and watch how many people run red lights
Advocate Help advocate for bus and bike use.
Advocate Help identify areas that need better pedestrian accessibility
Advocate Help raise awareness
Advocate Advocate
Advocate Advocate for bicycling infrastructure
Advocate Advocate for changes to traffic law to ensure the safety of pedestrians and cyclists, as well as the necessary physical infrastructure to protect them.
Advocate Advocate for maintenance of pathways, bikeways, and safety awareness
Advocate Advocate for more bike lanes

Advocate Advocate to the council for safer roads
Advocate Answer this survey
Advocate As a biker, please kill the bike curbs AND only IF they would generate income, I would not mind red light cameras, IF monetarily practical and not a boondoggle for the camera company
Advocate Attend bicycle and pedestrian safety meetings
Advocate Lobby City officials to crack down on bad driving.
Advocate Already do-walk/bike but it is such a safety concern when bulk of drivers never walk/bike, so they disregard those who do
Advocate Eliminate blinking left yellow turn lights.
Advocate Eliminate the bike lane barriers on Butler, and lower the speed limit
Advocate Communicate concerns
Advocate Continue advocating for more efficient public transportation and bike paths
Advocate Convince our archaic city planners that what they are doing is not working and that it's not all about cars.
Advocate Improve the road situation to accommodate the amount of traffic
Advocate Petition city council to remove the bike barriers on butler
Advocate Petition Council for more enforcement
Advocate Provide feedback to officials
Advocate Pay taxes for infrastructure improvements.
Advocate Redesign the streets and pedestrian ways with the Vision Zero strategies, where infrastructure is intended to reduce auto speeds and isolate cars from pedestrians to the greatest degree possible. I feel that I live in a society here in Flagstaff where human health and safety when I leave my downtown home walking or riding my bike is a lower priority than that of others choosing to drive automobiles and believe that is completely opposite of what it should be-Safety of pedestrians should be 1st.
Advocate Speak out in the bike community, vote
Advocate Support efforts to build better pedestrian & cyclist infrastructure & trafficcalming features
Advocate Take away NAU student driver licenses.
Advocate Try and get someone to acknowledge that the college students are the main influence of bad driving here.
Advocate I share my near misses on my bike with friends to bring awareness
Advocate Keep advocating for better bike facilities
Advocate Lead the move to ask city for a crosswalk - every day we see kids, disabled folks, moms with strollers trying to cross
Advocate Motivate more people to ride their bikes. Group rides are usually fun.
Advocate Participate in interest groups and community on topics of ped and bike safety
Advocate Work with community leaders to encourage safer streets
Alternate mode Walk, bike more. The less vehicles on the road the better for all in terms of health, etc. **Alternate mode** Walk, bike, and take transit more.
Alternate mode Walk/bike more rather than relying on my car as much.
Alternate mode Take public transportation. Or walk.
Alternate mode I would like to cycle, walk, and take public transit much more, and I believe that an increase in all those things reduces the number of cars on the road, thereby automatically making the roads safer. However, without good bike lanes, frequent public transit, or priority given to clearing snow and ice from sidewalks, oftentimes driving a car seems like the only reasonable choice not to mention the safest.
Alternate mode More bike lanes, larger bike lanes. don't have pedestrians walk when driver gets green light, and you are turning right (downtown)
Alternate mode More continuous sidewalks and bike lanes. It would also be helpful to clear cinders from sidewalks and bike lanes after ice melts, if possible. Thank you!
Alternate mode Only travel by foot and bicycle
Be aware Use more caution
Be aware Watch out for peds and bikes when I'm driving.
Be aware When I drive, I try to stay attentive especially to bikes (checking mirrors on turns, etc.).

Be aware It won't be without infrastructure upgrades, so I guess just be a courteous driver and understand that visitors have no idea what they're doing.
Be aware Don't drive distracted.
Be aware Look to my right blind spot before turning right
Be aware Be as attentive and courteous as possible
Be aware Be vigilant - watch out for others
Be aware I could make sure that I stay aware of cars and other people whenever I am walking or riding my bike.
Be aware Continue to be attentive.
Be aware Be extra vigilant at cross walks and 4-way stops
Be aware Drive attentively. Watch out for pedestrians and cyclists.
Be aware Drive more attentively
Be aware Less distracted driving
Be aware Drive more defensively
Be aware Adhere to signs and people
Be aware Always be aware and be a defensive driver
Be aware Always look out for bikers speeding the wrong way on sidewalks and plowing into intersections without looking for cars
Be aware Be a careful driver.
Be aware Be aware of cyclists and pedestrians
Be aware be aware of others
Be aware Be less distracted
Be aware I drive cautiously and with courtesy.
Be aware Pay attention
Be aware Pay attention
Be aware pay attention
Be aware Pay Attention
Be aware pay attention
Be aware Pay attention
Be aware Pay attention
Be aware Pay attention
Be aware Pay attention
Be aware Pay attention
Be aware Pay attention always
Be aware Pay attention and be more patient.
Be aware Pay attention and use signals
Be aware Pay attention more
Be aware Pay attention more diligently
Be aware Pay attention the whole time while driving and riding bikes.
Be aware Pay attention to cyclists and pedestrians; protect them.
Be aware Pay attention to surroundings
Be aware Pay attention to what you are doing
Be aware watch my own driving
Be aware Always pay attention
Be aware Avoid distractions
Be aware Avoid distractions while driving
Be aware Avoid distractions while driving.
Be aware Be a more cautious courteous driver
Be aware Be attentive
Be aware Be attentive
Be aware Be more attentive

Be aware Be more attentive.
Be aware Be more aware
Be aware Be more aware of my surroundings and the other people and modes using the roadway.
Be aware Be more aware.
Be aware Drive undistracted
Be aware Not look at my dashboard screen while driving
Be aware Be alert, follow the rules/laws
Be aware Ensure full attention and engage defensive driving techniques
Be aware Have eyes in the back of my head
Be aware Not drive distracted
Be aware I plan to always be aware of the surroundings as a driver and cyclist. I may see them, but that doesn't mean they see me.
Be aware Remove distractions, adhere to traffic signals & pay attention to road conditions.
Be aware Stay alert
Be aware Stay alert and maintain a safe distance from the car in front of me.
Be aware Stay focused
Be aware Stay focused on surroundings.
Be aware Stop distracted driving and take the bus
Be aware Take my own advice and pay attention more
Be aware More attentive
Be aware Make sure to always make eye contact w a driver before crossing the street
Be aware Keep walking defensively, which is why I'm not in a wheelchair or in the morgue.
Be aware Pay attention while driving, stop speeding
Be courteous Make sure I am courteous, following all the rules, not in a hurry. Stay intentional.
Be courteous More courtesy
Be courteous Not get angry with unsafe drivers
Be courteous Not get frustrated with tourists doing dumb things I
Be courteous Be a courteous driver
Be courteous Be courteous
Be courteous Be courteous when driving a car or riding a bike
Be courteous Be courteous
Be courteous Be more mindful when driving
Be courteous I don't challenge other drivers and let them cut in or go around me.
Be patient Be patient
Be patient Be patient during traffic
Be patient Be patient with those unfamiliar with Flagstaff streets and roads
Be patient Be patient with traffic and leave early so I'm not in a rush.
Be patient Be less impatient
Be patient Be more patient
Be patient Be more patient
Be patient Be more patient with out of towners

Bike safety Use bicycle lights

Bike more Stay on designated bike lanes and be aware of cell phone drivers.
Bike more Support pro bicycle legislation
Bike more I mainly ride my bike. Because I spend most of my commuting time biking, I've learned which routes are safer than others. I've also spent so much time on my bike worried about whether drivers see me, when I do drive, I am very safe, do not use my phone, and pay attention on all sides.
Bike more I ride a bike and walk so I present little risk to anyone else.

Bike more I ride my bike most of the time, so I am doing my part
Bike more I'd prefer to bike more if it were safer
Bike more Me? give some kind of tax or refund to those who bike .... right?
Bike more More safe ways to travel via bike.
Bike more Always be predictable on a bike.
Bike more Always wear a helmet when riding a bike.
Bike more Ride a bicycle rather than drive as often as possible
Bike more Ride even more so more drivers expect to see cyclists
Bike more Ride mt bike more
Bike more Ride my bike and take the bus rather than use my car
Bike more Ride my bike more
Bike more Ride my bike more, I only drive about three times a week
Bike more Ride my bike more.
Bike more Ride my bike on urban paths and less on roads
Bike more Ride the bus to stay off streets
Bike more Role model biking to work, biking to and from errands in town. Role model courteous interactions w/ bikes/peds.
Bike more Sell more e-Bikes. Advocate for more refined and safer cycling routes.
Bike more Bike commute more to reduce the amount of overall vehicle traffic
Bike more Bike more and drive less, but little infrastructure exists in my area
Bike more Bike more often.
Bike more Bike more, slow down
Bike more Bike more.
Bike more Cycle more
Bike more Cycle more
Bike more Work for better bicycle infrastructure
Bike safety Wear a safety vest.
Bike safety Wear bright reflective clothing while walking or bicycling
Bike safety Wear bright yellow
Bike safety Wear brighter clothing
Bike safety Wear brighter clothing and do other things to call attention to myself (but I shouldn't have to do that as a pedestrian).
Bike safety Wear sunglasses
Bike safety Yeah, wear Christmas lights
Defensive Practice defensive driving.
Defensive Practice more defensive driving
Defensive Drive Defensively
Defensive Always drive defensively
Defensive Be more defensive
Defensive Be more diligent of pedestrians and cyclists
Defensive Drive defensively and cautiously
Defensive Drive defensively and with awareness of all traffic: pedestrian, bike, and vehicular
Defensive Commute defensively.
Defensive Continue to be a defensive and courteous driver
Defensive I choose to drive defensively
Drive less Walk more and drive less, but I would prefer not to.
Drive less Travel less frequently
Drive less Avoid driving unnecessarily when roads are icy
Drive less Avoid driving, especially down Milton Road.
Drive less Avoid roads during rush hours and on weekends

Drive less Drive as little as possible and use bike/walking or public transit
Drive less Drive my car less, one less car out there
Drive less Not drive a car
Drive less Not drive as much. Too much anxiety to drive anymore with the crazies on the road.
Drive less Not drive.
Drive less Not drive. Advocate for better systems of moving people.
Drive less Continue not driving when not necessary
Drive less Continue to drive as little as possible
Drive less Continue to walk and eventually ride my bicycle everywhere. Rideshare with friends and family as much as possible.
Drive less Eliminate unnecessary driving
Drive less Go out less
Drive less I could drive less (which would be easier with more pedestrian routes) also, could clear my sidewalk for pedestrians when it snows, but I don't because the plows just cover it with giant ice chunks that are impossible to move...
Drive less Make eye contact with motorists before walking or biking across any road or driveway. Stop driving.
Drive less Never drive unless it is out of town-- must figure out the bus schedule for the very bad weather days
Drive less Not drive
Drive less Park my car.
Drive less We walk and bike as much as possible to not add to the congestion. But it's not as safe as it should be.
Drive less Work from home
Educate Educate
Educate Print visitor maps that indicate when certain streets like Locket turn into Cedar
Educate Remind people about common safety and if there is a safer route
Example citizens Watch out and follow the laws.
Example citizens I think I'm safe already . . .
Example citizens I try to be safe always
Example citizens I'm already a safe driver
Example citizens I've never been at fault in an accident.
Example citizens keep a safety cushion around my vehicle
Example citizens Keep distant to have better reaction time
Example citizens Keep following traffic laws
Example citizens Keep ignoring road rage
Example citizens Keep shoulders and paths free of obstacles/debris
Example citizens Model driving with phone away, practice defensive driving-
Example citizens Not make "free right turns."
Example citizens Not tailgate. utilize insurance that alerts drivers to hard stops and other unsafe practices in real time.
Example citizens Nothing, I drive the speed limit stop at signals and signs, don't tailgate, or pass illegally.
Example citizens Nothing, I seldom drive
Example citizens Obey all traffic rules and allow for time to get to destinations.
Example citizens Practice safe driving and biking
Example citizens Pull over to let tailgaters go by and reduce my chances of being rear ended.
Example citizens Set a good positive example
Example citizens Share the love
Example citizens Stop at stop signs
Example citizens The same I am asking of everyone else. I was unable to select the other behavior words. I see many drivers who are hurried and inattentive, and quite a few who seem to be impaired, particularly at night. I also have noticed that Flagstaff area drivers tend to be more courteous than other places.
Example citizens Follow my own recommendations

Example citizens Follow the rules
Example citizens Follow the rules of the road, but that only goes so far. Again, the problem isn't the individual, it's the engineering design. Vehicles are traveling at speeds of 40+ mph at which fatality is almost guaranteed if a crash with a pedestrian occurs. We need a better design that provides safe corridors for all users. Maintenance of these corridors is also important to better prioritize. Our sidewalks are filled with cinders and never cleared.
Example citizens Follow the traffic laws
Example citizens Like everyone in the United States follow the law.
Example citizens Be an example of safe driving, regardless of how annoyed the other drivers are.
Example citizens Be the first to yield to pedestrians and make room for cyclists.
Example citizens Change lanes less and accept the traffic.
Example citizens Continue to give others space and time and grace!
Example citizens Count to three at every stop sign and use your signals.
Example citizens Don't give in to peer pressure
Example citizens Follow traffic laws
Example citizens I already bike, walk and take the bus as much as I can even though I can easily drive my own vehicle. Since I am a bicyclist and pedestrian, I am courteous to all other users when I drive as I know how awful it can be on their side.
Example citizens I already do my part.
Example citizens I am a very safe driver.
Example citizens I am as safe as I can be every day when commuting and or traveling the roadways.
Example citizens I can also make sure to limit distractions and stay focused
Example citizens I can't do anything but mind my own
Example citizens I do what I can every day
Example citizens I don't speed, use my signals, follow traffic rules, and drive defensively. I stop on yellow lights!!!
Example citizens I follow the laws and teach my daughter to do so. But when it does not become about my driving and is all about others or bikes doing illegal stuff, Or homeless crossing where they shouldn't. Then that is all it will be. I follow the laws and watch others like a hawk hoping they do not cause an accident.
Hide Hide
Law Patrol and fine the people who constantly park in the bike lane at the credit union on s. San Francisco
Law Better enforcement and reminders of laws
Law Enforce current laws
Leave Leave
Leave Leave
Cellphone Leave phone untouched
Less Cellphone less texting while driving
Less Cellphone Hang up
Less Cellphone Hang up and focus on driving
Less Cell phone Not be on my phone... Ever.
Less Cellphone Not pick up my phone at stoplights.
Less Cellphone Only check my phone at stop lights.
Less Cellphone Put down my phone
Less Cellphone Put down telephone while driving / pull over and park before using phone
Less Cellphone Put down the phone
Limit travel Drive less
Limit travel Drive less
Limit travel Drive less
Limit travel Drive less
Limit travel Drive less
Limit travel Drive less
Limit travel Drive less

Limit travel Drive less
Limit travel Drive less
Limit travel Drive less
Limit travel Drive less
Limit travel Drive less
Limit travel Drive less :)
Limit travel Drive less
Limit travel Drive less distracted
Limit travel Drive less often, leave plenty of time to arrive at any destination
Limit travel Drive less walk more
Limit travel Drive less, bike more
Limit travel Drive less, engage with others about the topic
Limit travel Drive less, slow down
Limit travel Drive less, walk and bike more.
Limit travel Drive less, walk more and be always paying a 110% attention
Limit travel Drive less.
Limit travel Drive less.
Limit travel Drive less.
Limit travel Drive less.
Limit travel Drive less. Remain attentive when driving.
Limit travel Drive less unfortunately our community caters to automobiles
Limit travel Stay at home
Limit travel Stay at home, continue walk and ride in the areas I have identified as low traffic areas.
Limit travel Stay home until the planners create safer routes around town for non-motorized travel.
Limit travel Stay home.
Limit travel Stay home.
Limit travel Stay off the roads during rush hour
Limit travel Stay off the roads when the crush of visitors and/or tourists are in town. This is especially true when we have snow events.
Limit travel Stay off the streets when NAU is having graduations or homecoming.
Limit travel Stop driving
Limit travel Stop driving
Maintain area Unsure
Maintain area Shovel the sidewalk so pedestrians and bikers can commute when it is snowy
Maintain area Clear debris from sidewalk/bike lanes
Maintain area Continue to shovel sidewalks to make way for pedestrians
Mood Be patient obey the rules
Mood Be prepared for the behavior of other road users.
Mood Being less triggered by aggression drivers
Mood Continue being a calm, courteous driver
Mood Relax.
No DUI Never travel distracted or impaired.
No drugs Stop driving high
Plan Travel Two things: 1) Since I am retired, I can go out when I want, so I can choose to drive places at less-congested times. 2) Take the time to walk more places, such as grocery store, dentist, or doctor
Plan Travel What I wish could be done: Downtown bypass route, Milton frontage roads, separated bike lanes (NOT a pained line on the road. Use NAU as an example).
Plan Travel Start early and give yourself enough time to get to your destination and pay full attention to driving.
Plan Travel Take my time, careful visual spanning in both directions (I have completely lost vision in right eye
Plan Travel Take side roads, not main roads

Plan Travel Travel on off peak hours
Plan Travel Travel outside of rush hours.
Plan Travel Try to use roadways at "off" hours.
Plan Travel Anticipate issues, think ahead, avoid conflict
Plan Travel Avoid dangerous routes when possible.
Plan Travel Avoid peak traffic time
Plan Travel Be timelier at shoveling the sidewalk after snowstorms in front of my home.
Plan Travel Don't drive at night
Plan Travel Drive during non-congestion times
Plan Travel Leave a few minutes earlier so I don’t feel rushed and have more patience with others.
Plan Travel Leave earlier
Plan Travel Leave earlier so I am not rushing.
Plan Travel Leave more time to make trips
Plan Travel Leave sooner
Plan Travel Not drive in snow!
Plan Travel Plan my route before I leave
Plan Travel Plan my route/Plan my day better.
Plan Travel Plan my trips ahead of time. Ride the bus as much as possible.
Plan Travel Plan trips better and drive less
Plan Travel As stated above - allow more time to get where I'm going and be patient.
Plan Travel Avoid Milton Road if possible.
Plan Travel Avoid congested times/areas
Plan Travel Allow more time to get to destinations
Plan Travel Allow more time to get to my destination.
Plan Travel Allow plenty of drive time so I am not rushed
Plan Travel Clean my windshield more try not to drive during our heavy traffic hours
Plan Travel Don't drive at night
Plan Travel Don't walk in the roads and cross only at crosswalks
Plan Travel Give more time for driving around town, it is taking longer than years past
Plan Travel Give myself more time to get to my destination so I am not in a hurry.
Plan Travel Insure I am not rushed when traveling to make a meeting on time.
Plan Travel I've chosen to drive in weather that is probably unsafe and could do better at planning trips around storms. I could also wear more reflective gear and lights when I ride my bike.
Plan Travel Minimize driving in high traffic times
Plan Travel Not travel as often to reduce my time on unsafe roads
Practice patience Practice patience and vigilance when traveling regardless of mode of transport
Practice patience Practice patience, especially on Fridays and weekends when there are more visitors than normal.
Practice patience Drive with patience within the City
Practice patience Patience
Practice patience Patience
Practice patience Patience. a few seconds of delay don't really matter.
Prepare vehicle Make sure my windows are clean and clear of dirt
Public Transit Use bus vice drive.
Public Transit Take the bus more
Public Transit Take the bus more often.
Public Transit Take the bus or ride my bike more frequently so there are less cars on the road.
Public Transit Take the bus. I also think that I could learn to be more careful when making turns while driving. Left turns are hard to make in Flagstaff.
Public Transit Talk to the bicyclists when they nearly run me and other pedestrians down.

Public Transit If the bus had a route to my work and my work had a deal to get yearly passes so I didn't have to drive, I totally would! Less people on the road and commuting to work would save gas and less traffic.
Reduce congestion be willing to park and walk a bit further (to reduce congestion and demand for on-street parking in congested areas)
Report drivers Call a hotline to report license plates of red-light runners.
Report drivers Citizen arrest all doctors, nurses, pharm biz, local criminal puppet of pharm politicians
Report drivers I already attempt to aid stranded or injured motorists when they are obstructing the roads, especially in icy conditions. I regularly call paramedics for drunk and unconscious pedestrians.
Report drivers Inform people of their wrongdoings
Report drivers Maybe report reckless driving.
Report drivers Photo of license plates of people that have violated safe driving practices, so they get a fine.
Request maintenance More plows and cinder trucks
Request signs Have proper signs in the proper areas suggest stop signs, yield signs, crosswalks, etc.
Request signs Put up signs on my neighborhood street encouraging people to slow down. Even at 25 MPH it’s too fast for narrow streets with kids on it.
Drive speed limit When I do drive, I tend to speed.
Drive speed limit Drive within speed limits
Drive speed limit Avoid being rushed and while on bicycle avoid riding against traffic even if it makes transitions easier at times.
Drive speed limit Drive safely and calmly
Drive speed limit Drive slower
Drive speed limit Drive slower and be patient
Drive speed limit Drive slower.
Drive speed limit Drive the speed limit
Drive speed limit Drive the speed limit.
Drive speed limit Slow down
Drive speed limit Slow down
Drive speed limit Slow down
Drive speed limit Slow down
Drive speed limit Slow down
Drive speed limit Slow down
Drive speed limit Slow down
Drive speed limit Slow down
Drive speed limit Slow down
Drive speed limit Slow down at a yellow light. Not check my phone at a red light.
Drive speed limit Slow down, in my car
Drive speed limit Slow down my driving.
Drive speed limit Slow down, drive the speed limit and use directionals.
Drive speed limit slow down.
Drive speed limit Slow down.
Drive speed limit Slow down.
Drive speed limit Slow down. Leave the house even earlier to plan for traffic.
Drive speed limit Slow down. Pay attention.
Drive speed limit Watch my speed
Drive speed limit I can always slow down and focus more as a driver
Drive speed limit I can keep reminding myself not to rush.
Drive speed limit I could stop speeding
Drive speed limit I'm generally a slow and courteous driver and I support financial investments in bike/ped infrastructure. Perhaps advocate more for funding alternate modes of travel.

Drive speed limit Keep following the speed limit
Vote Vote
Vote Vote democratic.
Vote Vote for officials who don't have utopian vision that walking and cycling are someday going to eclipse vehicles as the primary means of transportation in flagstaff. We need leadership not people who live in a world where reason is exchanged for fantasy. Make the travel safe for cars and travel will become safe for walking and cycling naturally.
Vote Vote, I guess? we seem to really like road infrastructure regardless of how expensive it is.
Vote Vote the City Council out of office & put in people with realistic city improvement ideas
Vote Vote yes for transit, bike, and ped funding
Walk more I could walk more instead of driving.
Walk more As a pedestrian I can do nothing to make cars stop.
Walk more Walk more

Appendix C: Safety Performance and Equity Analysis Technical Memorandum

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TECHNICAL MEMORANDUM

December 27, 2023 Project# 28189

To: Jenn O'Connor
NACOG Planning Director
119 East Aspen Avenue
Flagstaff, AZ 86001

From: Kittelson & Associates, Inc.

RE: Northern Arizona Regional Transportation Safety Plan – Roadway Crash Network Screening and Equity Analysis

INTRODUCTION

Kittelson & Associates ("Kittelson") is assisting Northern Arizona Council of Governments (NACOG), MetroPlan Flagstaff (MetroPlan), and Central Yavapai Metropolitan Planning Organization (CYMPO) in preparing their Regional Transportation Safety Plan to develop a holistic approach to addressing local road safety in their regions. This memorandum documents the spatial analysis which evaluates roadway and crash data to identify specific locations and roadway characteristics associated with increased crash risk for potential safety improvements. The findings from this analysis will inform the countermeasure identification, project development, and the goals for the plans.

This memorandum is organized into the following sections:

- Data Summary
- Spatial Analysis Methodology
- Priority Locations
- Emphasis Area Screening
- Equity Analysis
- Next Steps

DATA SUMMARY

Kittelson developed a database of the most recent five years of reported crashes, covering January 1, 2017 through December 31, 2021. Original crash data is sourced from the Arizona Crash Information System (ACIS) which provides motor vehicle crash information compiled from traffic reports submitted to Arizona Department of Transportation (ADOT) by various law enforcement agencies at the state, county, city, and tribal levels. ADOT's Traffic Safety and Information Technology teams maintain the latest data, thus establishing ACIS as the primary resource for crash information in Arizona.

According to ACIS, there were 44,202 reported crashes in total between January 1, 2017 and December 31, 2021. 2,704 crashes were removed from the spatial analysis database due to the inability to accurately locate the crashes on the roadway network, occurring on roads/trails outside the network, or other geolocation errors. The resulting number of crashes included in the final database and used for spatial analysis was 41,498 crashes.

SPATIAL ANALYSIS METHODOLOGY

This section describes the network screening methodology of the roadway network within three the regional jurisdictions in Northern Arizona – NACOG, MetroPlan, and CYMPO. These geographies of these three regional governments include roadways within the following counties of Northern Arizona:

- Navajo County
- Yavapai County
- Apache County
- Coconino County

Crash Weighing System

Kittelson identified the intersections and segments with the highest crash severity using the Equivalent Property Damage Only (EPDO) network screening performance measure from the AASHTO Highway Safety Manual, 1st Edition (HSM). We performed the EPDO screening calculation for all public at-grade locations (intersections and roadway segments) within the region. Private roads and many unimproved roadways were excluded from the analysis. The EPDO performance measure is described below and moving forward throughout this document is referred to as a crash severity score.

Table 1 shows the crash severity score weights assigned to individual crashes based on the crash severity. The crash weights are calculated from the crash costs provided in ADOT's *2021 Motor Vehicle Crash Facts for the State of Arizona* assigning each crash with a score based on the relative crash cost as compared to a Property Damage Only (PDO) crash.

The provided weights prioritize crashes based on their relative severity with fatal and serious injury crashes receiving the highest priority and PDO crashes receiving the least priority in the scoring.

INTERSECTION METHODOLOGY

Kittelson defined crashes as intersection or segment crashes in Northern Arizona. An intersection crash is defined as a crash that occurs within 250 feet of the intersection as recommended by the Highway Safety Manual (HSM). These crashes were spatially joined and summarized in ArcGIS to show the total number of crashes by severity at each intersection. Where intersections were less than 500 feet from each other, crashes were assigned to the nearest of the two intersections. Crashes occurring more than 250 feet from any

Table 1. Crash Weights by Severity

Crash Severity	Crash Cost	Crash Weights
Fatal	$9,515,371	890.95
Suspected Serious Injury	$550,499	51.54
Suspected Minor Injury	$149,132	13.96
Possible Injury	$103,145	9.66
Property Damage Only	$10,680	1.00

Source: Arizona Department of Transportation, 2021 Motor Vehicle Crash Facts for the State of Arizona. September 2022.

intersection were separated to be used in the segment analysis discussed below.

Kittelson calculated the crash severity score for the intersections by multiplying each crash severity total by the associated weight (by intersection type) and summing the results, using the following formula:

> **Crash Severity Score** = Fatal weight * # of fatal crashes + serious injury weight * # of serious injury crashes + other visible injury weight * # of other visible injury crashes + complaint of pain injury weight * # of complaint of pain injury weight crashes + PDO crashes

Kittelson annualized the crash severity score by dividing the score by the number of years of crash data (5) used in the analysis.

ROADWAY SEGMENT METHODOLOGY

After completing the intersection analysis, Kittelson used the crashes that occurred more than 250 feet from the nearest intersection to conduct a separate segment analysis. We used a Python script in ArcGIS to split the Northern Arizona road network into overlapping one-mile segments and incrementing these segments by half-mile. This methodology helps to identify portions of roadway with the highest crash severity scores and greatest potential for safety improvements.

After splitting the network, the Python script spatially joined non-intersection crashes to each segment. Like the intersection methodology above, roadway segment crashes were summarized by severity, and the totals were multiplied by the crash severity weights. The weighted crash severity scores of the crashes were totaled and annualized by the number of years of crash data (5) to generate an annualized crash severity score. These scores were then normalized by dividing the annualized crash severity score by the total roadway segment length.

PRIORITY LOCATIONS

This section describes the priority intersections and segments using the annualized crash severity score methodology. The crash severity score method considers the weighting factors related to the societal costs of fatal, injury, and property damage-only crashes to develop an equivalent severity score that considers both the frequency and severity of crashes. This method highlights the sites that have high frequencies of more severe crash outcomes which typically warrant further investigation and countermeasure application. These locations are often the most competitive for Highway Safety Improvement Program (HSIP) grant applications, as the benefit-to-cost ratio used by HSIP relies on the crash severity scoring methodology.

Additional priority locations or alternative ways of developing priority location lists may be identified for implementation of projects. For example, the emphasis area analysis conducted as part of this study helps determine the association between roadway, intersection, or crash characteristics and the risk of crash occurrence. Crash risk analyses are helpful to proactively identify the roadways or intersection features, or crash characteristics that are associated with crash risk before the crashes happen to systemic treatments at locations with certain risk factors. Hence, the crash severity scoring is often used to determine priority locations based on historical crash patterns for quantitative safety performance while crash risk analyses are helpful in determining and recommending systemic countermeasures/treatments.

PRIORITY LOCATION SCORE RESULTS

Kittelson identified priority intersections and segments by reviewing the annualized/normalized crash severity scores from the network screening results for each regional jurisdiction. Network screening results can be visualized in the web map located at https://arcg.is/09qaSC. The web map also overlays U.S. Department of Transportation's (USDOT's) definition of areas of persistent poverty as well as transportation and historically disadvantaged communities. These layers are explained further in the Equity Analysis section of this memorandum.

The priority locations were developed from the highest scoring locations in each region. The resulting list of priority intersections for NACOG, MetroPlan, and CYMPO are provided in Table 2, Table 4, and Table 6, respectively. The resulting list of priority roadway segments for NACOG, MetroPlan, and CYMPO are provided in Table 3, Table 5, and Table 7, respectively. As a note, locations were also developed for each county, local jurisdiction, and tribal nation within the three regional jurisdictions. The resulting list of priority locations for these jurisdictions can be viewed in Appendix A.

HIGH INJURY NETWORKS

High injury networks (HINs) were constructed for NACOG, MetroPlan, and CYMPO by identifying a subset of the intersection and roadway segment outputs. A minimum crash severity score threshold for the 90th percentile of all crash severity scores.

HINs are a blend of analysis and judgment to provide a large enough share of the roadway network to be meaningful but not so large as to lack utility in prioritizing and communicating roadway safety needs to the public. This balance is even more pronounced for larger HINs that cover vastly different land use patterns and community sizes. To strike this balance, each regional HIN was produced using the 90th percentile minimum threshold for the crash severity scores to be considered for the HIN, followed by review of the distribution of segments and intersections meeting this threshold along the roadway network. Nearby segments or corridors of intersections meeting the minimum threshold were then combined and dissolved to create the HIN through an iterative process.

HINs can make for a useful communication tool because the data are reduced to a simple binary: roads and intersections are on or off the HIN. At the same time, this data reduction masks variation, so the underlying granular sliding windows or intersection-level data may be more useful for internal prioritization procedures. Unlike intersection hot spot analysis, sliding windows analysis and HINs can identify entire corridors that have experienced patterns of crashes, leading to the possibility of systemic treatments.

The HINs developed for NACOG, MetroPlan, and CYMPO can be viewed in the web map located at: https://kai.maps.arcgis.com/apps/instant/basic/index.html?appid=388eef13040a4fb7b86aac2a827b42a8.

EMPHASIS AREA SCREENING

Using the same methodologies mentioned prior, each regional jurisdiction was screened focusing on the following roadway safety emphasis areas for both intersections and roadway segments:

- Aggressive Driving
- Lane Departures

- Older (64+) Road Users
- Younger (Under 25) Road Users
- No or Unknown Restraints
- Inclement Weather Conditions
- Distracted Driving
- Pedestrian- or Bicyclist- Involved
- Motorcycle-Involved
- Animal-Involved
- Night or Dark Conditions

The emphasis area screening results for intersections and roadway segments can be visualized via web maps at https://arcg.is/9rGqf0 and https://arcg.is/1TyLGi, respectively.

Table 2. Priority Intersections by Crash Severity Score – NACOG

ID	Intersection Name	Annualized Crash Severity Score
1	I-17 NB EXIT 287 & STATE ROUTE 260	575.22
2	STATE ROUTE 260 & WESTERN DR	405.08
3	PAGE SPRING RD & STATE ROUTE 69	384.05
4	SPRING LN & SR-69	375.01
5	COUNTY RD 3172 & COUNTY RD 3173	356.38
6	STATE ROUTE 89 & STATE ROUTE 89A	356.38
7	STATE ROUTE 260 (WHITE MOUNTAIN RD) & WOOLFORD RD	282.41
8	STATE ROUTE 71 & STATE ROUTE 89	226.29
9	STATE ROUTE 89A & MAIN & SKYLINE DR	216.24
10	STATE ROUTE 89A & WILLARD ST	215.32
11	COUNTY 5020 & STATE ROUTE 180A	210.58
12	AULTMAN PKWY & STATE ROUTE 260	209.66
13	STATE ROUTE 89 & LOY BUTTE RD/ANGEL VALLEY RD	202.80
14	STATE ROUTE 89 & LAKE POWELL/TUNNEL RD	201.62
15	STATE ROUTE 89 & LAKE POWELL BLVD/SCENIC VIEW	201.15
16	OLD RIM RD/RIM RD & STATE ROUTE 260	192.49
17	STATE ROUTE 260 & YOUNG RD	192.29
18	STATE ROUTE 89A & RED ROCK LOOP RD	192.09
19	BOURDON RANCH RD & ROUNDUP DR	191.29
20	BLOODY BASIN RD & TONELEA TRL	190.83

Source: Kittelson & Associates, Inc. (2023)

Table 3. Priority Roadway Segments by Crash Severity Score – NACOG

ID	Roadway Segment	Segment Length (mi)	Annualized Crash Severity Score	Normalized Crash Severity Score
1	SR-89 *Between 0.8 mi north of Purtymun Ln and Purtymun Ln*	0.8	548.61	699.38
2	E Maren Ave *Between S Maggie Mine Rd and E Lisa Dr*	0.3	178.19	610.75
3	SR-87 *Between 4.5 mi south of General Crook Trl and 2 mi north of Loutihan Ln*	1.1	629.30	581.26
4	W Denny Ln *Between Iron Springs Rd and 0.3 mi west of Iron Springs Rd*	0.3	178.19	567.55
5	I-40 EB/I-40 BL Connector *Between I-40 BL and I-40 EB*	0.3	180.98	532.54
6	Middle Verde Rd *Between Castle Ln and Montazuma Casde Rd*	0.3	178.19	527.39
7	I-17 NB *Between 0.5 mi south of Mud Springs Rd and 0.5 mi south of Rock Springs Rd*	0.8	374.36	464.53
8	US-89 *Between 5.5 mi north of Navahopi Rd and 7 mi north of Navahopi Rd*	1.5	541.16	360.77
9	Rim Rd *Between Willow Run and Larson Rd*	0.5	178.19	326.89
10	SR-89 NB *Between 0.7 mi south of Mina Rd and 2.1 mi north of Date Creek Rd*	3.7	1,177.50	319.51

Source: Kittelson & Associates, Inc. (2023)

Table 4. Priority Intersections by Crash Severity Score – MetroPlan

ID	Intersection Name	Annualized Crash Severity Score
1	MARKETPLACE DR & STATE ROUTE 89	486.34
2	STATE ROUTE 89 & SNOWFLAKE DR/TRAILS END DR	376.67
3	COUNTRY CLUB DR & STATE ROUTE 89	280.83
4	ROUTE 66 & STATE ROUTE 89 (MILTON RD)	263.51
5	CUMMINGS ST & STATE ROUTE 89	263.50
6	COUNTRY CLUB DR & EB I-40 EXIT 201	213.81
7	CORTLAND BLVD/SOLIERE AVE & COUNTRY CLUB DR	211.60
8	DORTHA AVE & FOURTH ST	199.69
9	BEAVER ST & BUTLER AVE	192.51
10	BURRIS LN & STATE ROUTE 89	186.25
11	FOX LAIR DR & SOLIERE AVE	184.38
12	ROUTE 66 & TEST DR	180.72
13	NORTHGATE LOOP & STATE ROUTE 89	179.19
14	LITZLER DR & UNIVERSITY HEIGHTS DR	178.59
15	ARROWHEAD AVE & CENTER ST	178.39
16	PEAKS PKWY & SUNSET BLVD	178.39
17	CANYON LOOP & KACHINA TRL	178.19
18	BRAMLEY LN & STATE ROUTE 89	178.19
19	FANNING DR & ROUTE 66	116.33

Note: One priority intersection in MetroPlan jurisdiction was dropped due to further site investigation.

Source: Kittelson & Associates, Inc. (2023)

Table 5. Priority Roadway Segments by Crash Severity Score – MetroPlan

ID	Roadway Segment	Segment Length (mi)	Annualized Crash Severity Score	Normalized Crash Severity Score
1	I-40 WB/I-17 NB Connector *Between I-40 WB and I-17 NB*	0.5	200.41	430.79
2	I-40 EB *Between 0.6 mi east of Country Club Dr and East of 4th St*	2.0	546.97	273.48
3	I-40 WB *Between 1.5 mi East of Beulah Blvd and 2.2 mi East of Beulah Blvd*	0.7	182.38	268.93
4	Milton Rd *Between Route 66 and Forest Meadows St*	1.0	210.74	210.74
5	I-17 NB *Between North of Old Munds Hwy and 0.8 mi South of Mountainaire Rd*	3.1	612.58	199.71
6	US-180 *Between Rain Valley Rd and El Paso Flagstaff Rd*	0.9	178.59	198.39
7	SR-89 *Between Pine del Dr and 1 mi south of Pine del Dr*	1.0	180.99	184.15
8	Cedar Ave *Between 4th St and Gemini Rd*	1.2	206.73	167.95
9	Soleire Ave *Between Country Club Dr and Elk Run St*	1.2	196.62	167.84
10	US-89 *3.5 mi north of Kaitlin Way and Kaitlin Way*	3.5	573.29	161.49

Source: Kittelson & Associates, Inc. (2023)

Table 6. Priority Intersections by Crash Severity Score – CYMPO

ID	Intersection Name	Annualized Crash Severity Score
1	BUNKER PL & PRESCOTT LAKES PKWY	360.37
2	GATEWAY BLVD/PRESCOTT LAKES PKWY & STATE ROUTE 69	243.55
3	RUTH ST & WHIPPLE ST	240.53
4	FLORENTINE RD & GLASSFORD HILL RD	240.29
5	DIAMOND DR & STATE ROUTE 69	223.59
6	NICHOLET TRL/SMOKE TREE LN & WILLOW CREEK RD	212.92
7	KACHINA PL & STATE ROUTE 69	207.93
8	MENDECINO DR & STATE ROUTE 69	204.93
9	PERKINSVILLE RD & ROAD 1 EAST	201.74
10	GLASSFORD HILL RD & GRANVILLE WAY	201.09
11	RAMADA DR & STATE ROUTE 69	200.96
12	OVERLAND RD & STATE ROUTE 89	197.08
13	ROBERT RD & SPOUSE DR	195.16
14	KLOSS AVE & STATE ROUTE 69	193.22
15	LITTLE RANCH RD & STATE ROUTE 89	192.29
16	FRONTAGE RD & MEADOWLARK DR	192.10
17	CAMPBELL ST & MERRITT ST	188.50
18	FAIR ST/DOUGHERTY ST & GAIL GARDNER WAY	185.45
19	OLD CHISHOLM TRL & STIRRUP HIGH DR	183.98
20	LEGEND HILLS RD & STATE ROUTE 89A	183.78

Source: Kittelson & Associates, Inc. (2023)

Table 7. Priority Roadway Segments by Crash Severity Score – CYMPO

ID	Roadway Segment	Segment Length (mi)	Annualized Crash Severity Score	Normalized Crash Severity Score
1	Prescott St *Between Jones St and Holiday Dr*	0.3	178.19	578.72
2	SR-89 NB *Between 0.6 mi north of Willow Creek Rd and north of Willow Creek Rd*	0.3	180.32	552.88
3	Powers Ave *Between Robert Rd and Castle Track Dr*	0.4	178.19	408.43
4	Smoke Tree Ln *Between Cabaret St and Golden Bear Dr*	0.5	178.19	364.21
5	Road 1 E *Between Road 3 S and Road 4 S*	0.5	178.19	359.57
6	SR-89 NB *Between east of Granite Dells Pkwy and 0.6 mi west of Larry Caldwell Dr*	1.9	622.05	325.75
7	SR-69 *Between west of Prescott Canyon Dr and 1.1 mi west of Larry Caldwell Dr*	1.0	291.69	284.98
8	SR-69 *Between 0.5 mi east of Old Black Canyon Hwy and Prescott Lakes Pkwy*	3.1	476.86	152.78
9	SR-89 NB *Between 1 mi south of Outer Loop Rd and north of Willow Creek Rd*	3.1	424.24	136.66
10	N Williamson Valley Rd *Between Southview Dr and Longview Dr*	1.5	186.71	127.88

Source: Kittelson & Associates, Inc. (2023)

EQUITY ANALYSIS

This section presents the equity analysis for NACOG, MetroPlan, and CYMPO. Equity is a fundamental consideration of the U.S. Federal Highway Administration's (FHWA) Safe System Approach, particularly given that pedestrian and bicyclist fatality rates on a per-capita basis vary by race,[1] income, age, and gender to varying degrees in varying places.[2] These outcomes better prioritize project development and underscore the need to explicitly examine correlations between sociodemographic and risk factors related to roadway infrastructure and operations. Furthermore, an equity analysis ideally encompasses more than just safety analysis, given known limitations of crash data (e.g., underreporting or near misses) and the lack of systemic exposure estimates to contextualize risk.

Kittelson used USDOT's Equitable Transportation Community (ETC) Explorer[3] and RAISE Persistent Poverty[4] tools to identify priority equity areas in the study regions. Table 8 provides the total number and the percentage of fatal or suspected serious injury crashes in disadvantaged areas in each region. As the table demonstrates, the majority of all reported fatal or suspected serious injury crashes occur in disadvantaged areas in Northern Arizona (58.9%). Within MetroPlan's and CYMPO's jurisdiction, nearly 40% of reported fatal or suspected serious injury crashes occurred in disadvantaged areas. In the NACGO region, approximately 70% of fatal or suspected serious injury crashes occurred in disadvantaged areas.

Table 8. Proportion of Fatal or Suspected Serious Injury Crashes in Disadvantaged Areas in Each Region

Regional Jurisdiction	Number of Fatal or Suspected Serious Injury Crashes in Region	Number of Fatal or Suspected Serious Injury Crashes in Disadvantaged Areas in Region	% of Fatal or Suspected Serious Injury Crashes in Disadvantaged Areas in Region
NACOG	1,593	1,057	66.4%
MetroPlan	258	97	37.6%
CYMPO	311	119	38.3%
Total	**2,162**	**1,273**	**58.9%**

Source: Kittelson & Associates, Inc. (2023)

Figure 1, Figure 2, and Figure 3 illustrate the disadvantaged areas in relation to the priority locations identified prior at the census tract level for NACOG, MetroPlan, and CYMPO, respectively. Out of the 90 priority projects identified across the three regions, 41 of priority projects are within a disadvantaged area (45.6%). The projects are almost evenly split amongst the three regions with 16 projects in NACOG, 11 projects in MetroPlan, and 14 projects in CYMPO. Table 9 summarizes the total number of priority projects within a disadvantaged area for each region.

[1] Federal Highway Administration. "Integrating Equity into the Safe System Approach" Presentation. Accessed Apr. 17, 2023: https://highways.dot.gov/safety/zero-deaths/integrating-equity-safe-system-approach-presentation.

[2] Vision Zero Network. N.d. *Equity Strategies for Practitioners.* Accessed April 17, 2023: https://visionzeronetwork.org/wp-content/uploads/2017/05/VisionZero_Equity.pdf

[3] https://www.transportation.gov/priorities/equity/justice40/etc-explorer

[4] https://datahub.transportation.gov/stories/s/RAISE-Persistent-Poverty-Tool/tsyd-k6ij/

Table 9: Summary of Overlap Between Regional Priority Projects and Disadvantaged Areas

Regional Jurisdiction	Number of Priority Intersection Projects in a Disadvantaged Area	Number of Priority Segment Projects in a Disadvantaged Area	Total Number of Priority Projects in a Disadvantaged Area
NACOG	9	7	16
MetroPlan	6	5	11
CYMPO	9	5	14
Total	**24**	**17**	**41**

Source: Kittelson & Associates, Inc. (2023)

Figure 1. Equity Analysis – NACOG

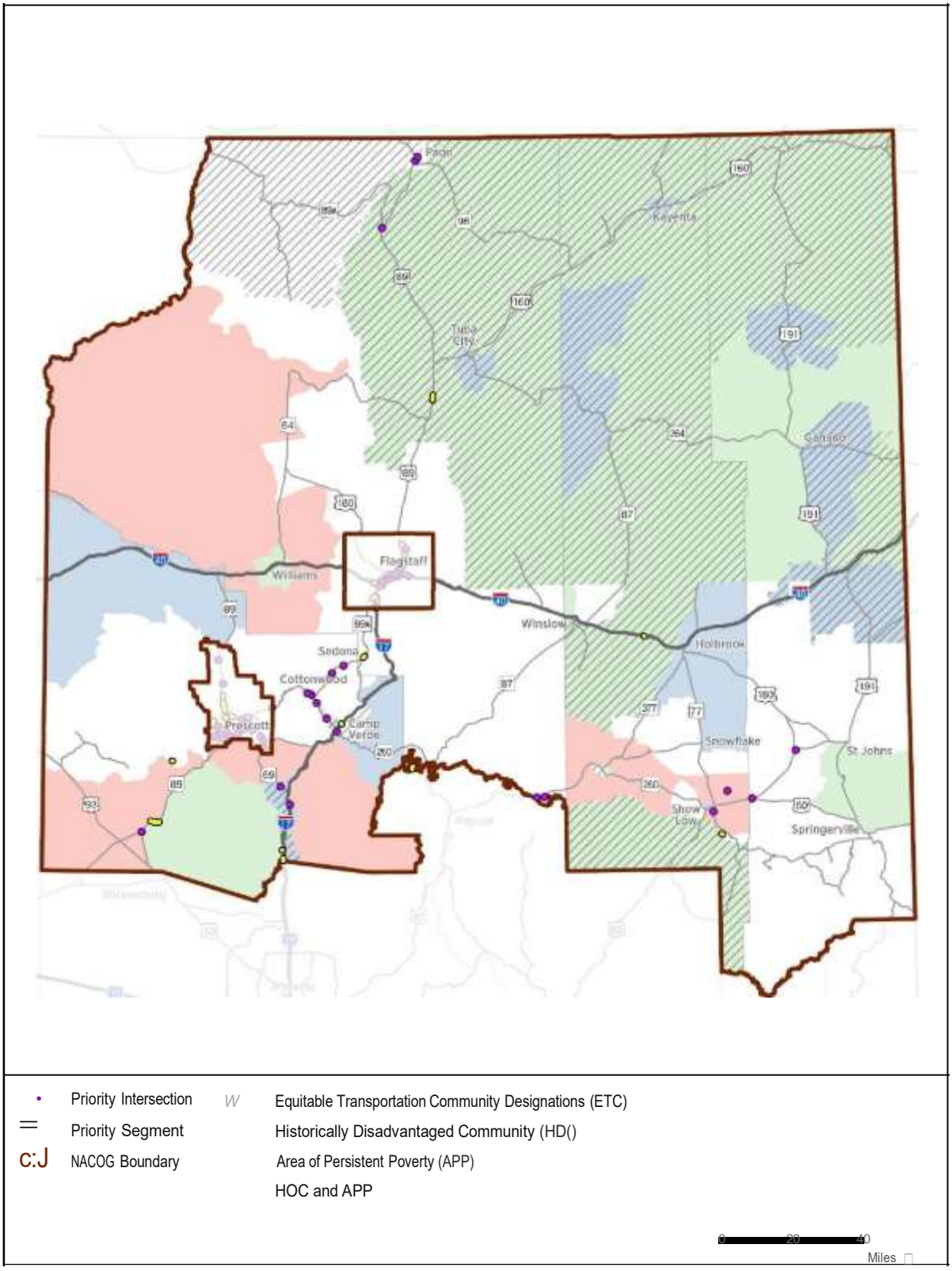


Figure 2. Equity Analysis – MetroPlan

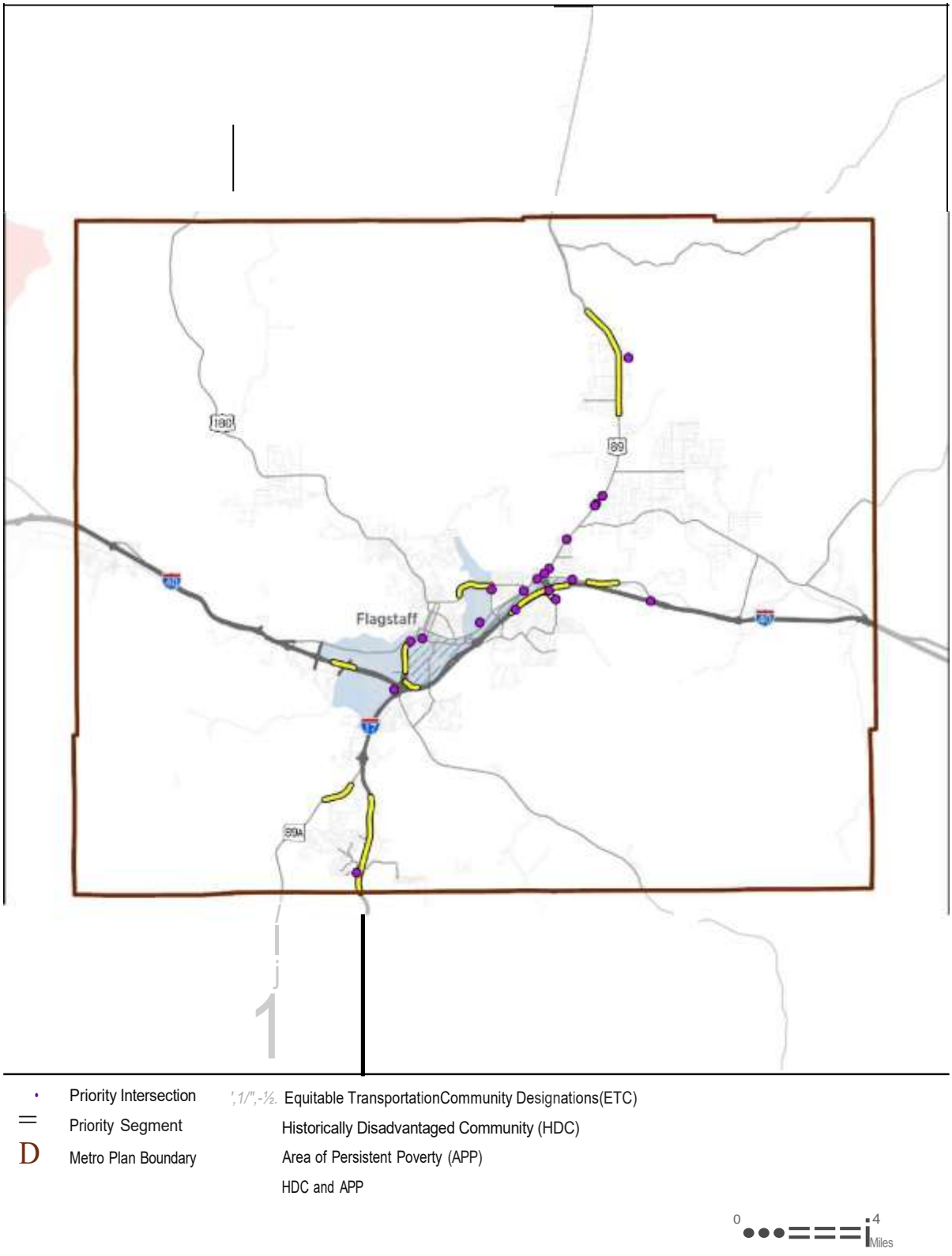
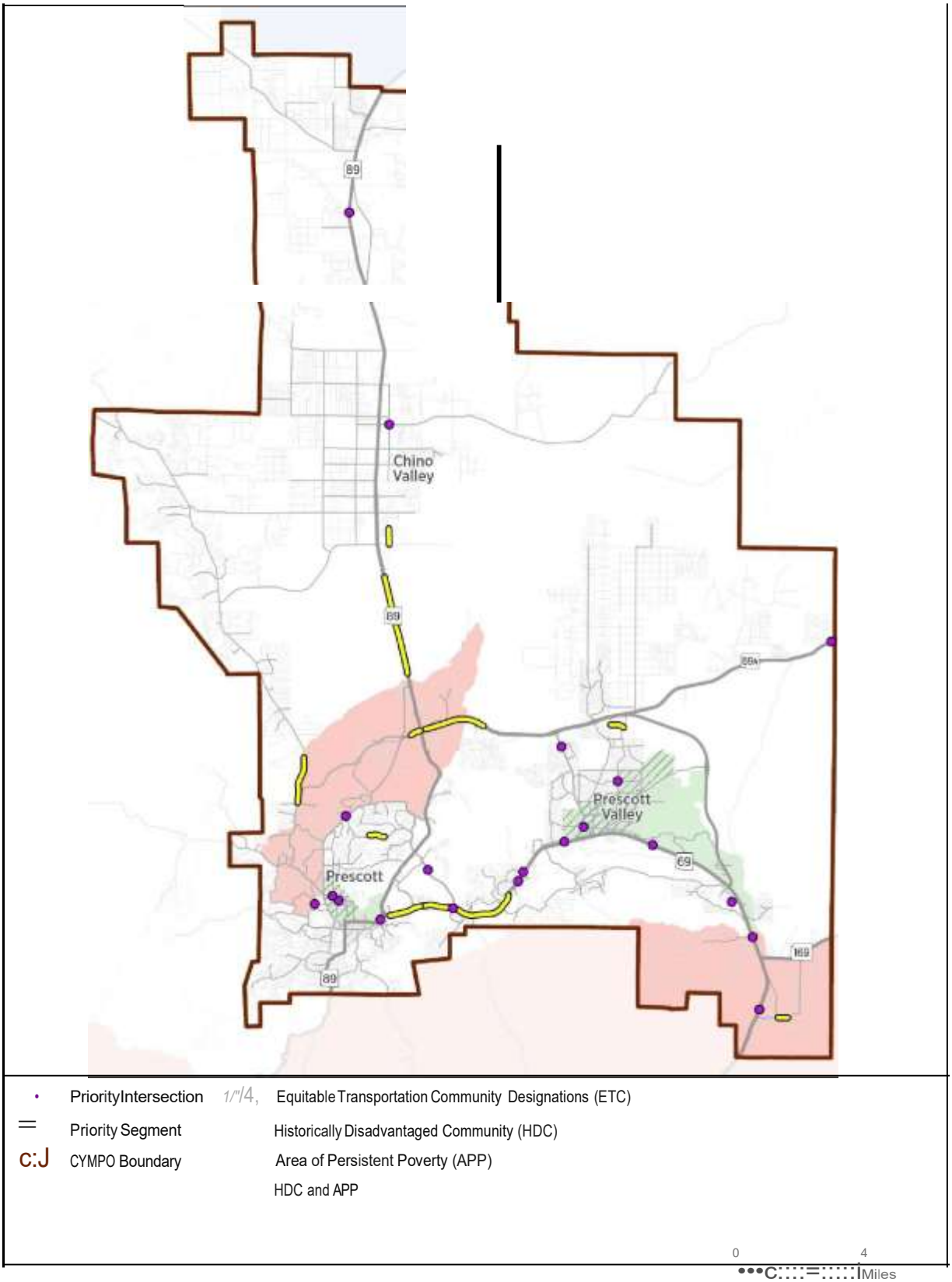


Figure 3. Equity Analysis – CYMPO



NEXT STEPS

The findings presented above will be discussed, reviewed, and confirmed with NACOG, MetroPlan, and CYMPO staff and stakeholders, as desired. This information will be used to develop systemic packages and stand-alone projects for selected priority locations that will most likely provide the greatest potential crash reduction. These project scopes will help inform the projects that will be most competitive for funding and most likely to improve roadway safety across each region. This information can also be used to understand general risk factors on regional roadways that should be considered in future projects when looking at systemic treatments or modifications to locations that have historically not had high crash frequencies or severities. Subsequently, the NACOG, CYMPO, and MetroPlan Regional Transportation Safety Plans will be drafted and finalized for each region's future planning efforts.

APPENDIX A

Priority Intersections and Segments for Northern Arizona Counties, Local Jurisdictions, and Tribal Nations

ID	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	County	Tribal Nation	Region
25166 COUNTY 3172 & COUNTY 3172	2	0	0	0	0	2	0.40	356.38		Apache		NACOG
31060 COUNTY 5020 & US-180A	1	2	4	0	3	10	2.00	210.58		Apache		NACOG
37981 I-40 EB EXIT 325 A & NAVAJO ROAD	1	0	1	0	1	3	0.60	181.18		Apache	Navajo Reservation	NACOG
24898 US-191/US-180 & COUNTY 2014/COUNTY 2269	1	0	1	0	0	2	0.40	180.98		Apache		NACOG
38994 US-160 & SR-191/TSE' NKANI-FLAT ROCK SCENIC BYWY	1	0	0	1	3	5	1.00	180.72		Apache	Navajo Reservation	NACOG
38811 US-191 & US-191/BIA 012	1	0	0	1	1	3	0.60	180.32		Apache	Navajo Reservation	NACOG
24478 COUNTY N1158 & STATE ROUTE 373	1	0	0	0	1	2	0.40	178.39		Apache		NACOG
18239 COUNTY ROAD 1325 & COUNTY ROAD N1334	1	0	0	0	0	1	0.20	178.19		Apache		NACOG
24466 COUNTY N1027 & STATE ROUTE 373	1	0	0	0	0	1	0.20	178.19		Apache		NACOG
24742 STATE ROUTE 260 & STATE ROUTE 373	1	0	0	0	0	1	0.20	178.19		Apache		NACOG
37915 I-40 EB EXIT 354 & HAWTHORNE ROAD	1	0	0	0	0	1	0.20	178.19		Apache	Navajo Reservation	NACOG
38064 BIA 064 & BIA 007	1	0	0	0	0	1	0.20	178.19		Apache	Navajo Reservation	NACOG
38810 STATE ROUTE 191 & BIA 102	1	0	0	0	0	1	0.20	178.19		Apache	Navajo Reservation	NACOG
38824 STATE ROUTE 191 & STATE ROUTE 264 & BIA 015	1	0	0	0	0	1	0.20	178.19		Apache	Navajo Reservation	NACOG
38830 STATE ROUTE 264 & BIA 027	1	0	0	0	0	1	0.20	178.19		Apache	Navajo Reservation	NACOG
38840 STATE ROUTE 160 & BIA 035	1	0	0	0	0	1	0.20	178.19		Apache	Navajo Reservation	NACOG
25998 COUNTY 8235 & COUNTY N8150	0	1	1	0	0	2	0.40	13.10		Apache		NACOG
25234 COUNTY 5020 & COUNTY N8595	0	1	0	0	0	1	0.20	10.31		Apache		NACOG
38842 STATE ROUTE 160 & ACCESS (W/O US-191)	0	1	0	0	0	1	0.20	10.31		Apache	Navajo Reservation	NACOG
37987 I-40 EB EXIT 311& PETRIFIED FOREST LOOP ROAD	0	1	0	0	0	1	0.20	10.31		Apache		NACOG
25076 COUNTY 3087 & COUNTY 3116	0	0	2	0	3	5	1.00	6.19		Apache		NACOG
37573 I-40 WB ON-RAMP EXIT 341 & CEDAR POINT RDOAD	0	0	2	0	3	5	1.00	6.19		Apache	Navajo Reservation	NACOG
31054 STATE ROUTE 61 & COUNTY N8670	0	0	2	0	1	3	0.60	5.79		Apache		NACOG
37670 COUNTY 7230 & US-191	0	0	2	0	0	2	0.40	5.59		Apache		NACOG
38052 I-40 WB EXIT 333 & US-191	0	0	1	1	1	3	0.60	4.92		Apache		NACOG
38922 STATE ROUTE 64 & STATE ROUTE 160	0	0	1	1	0	2	0.40	4.72		Apache	Navajo Reservation	NACOG
31101 COUNTY 3167 & US-60	0	0	1	0	2	3	0.60	3.19		Apache		NACOG
31173 COUNTY N3031/COUNTY N3330 & US-60	0	0	1	0	2	3	0.60	3.19		Apache		NACOG
31214 STATE ROUTE 61 & US-60	0	0	1	0	2	3	0.60	3.19		Apache		NACOG
38995 STATE ROUTE 160 & STATE ROUTE 191	0	0	1	0	2	3	0.60	3.19		Apache	Navajo Reservation	NACOG
24291 POLE KNOLL TR & STATE ROUTE 260	0	0	1	0	1	2	0.40	2.99		Apache		NACOG
24867 STATE ROUTE 191/US-180 & COUNTY 2220	0	0	1	0	1	2	0.40	2.99		Apache		NACOG

ID	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	County	Tribal Nation	Region
38027 STATE ROUTE 89 & STATE ROUTE 89A	2	0	0	0	0	2	0.40	356.38		Coconino	Navajo Reservation	NACOG
24668 OLD RIM RD/RIM RD & STATE ROUTE 260	1	1	1	0	6	9	1.80	192.49		Coconino		NACOG
24400 STATE ROUTE 260 & YOUNG RD/OLD RIM RD	1	1	1	0	5	8	1.60	192.29		Coconino		NACOG
24531 BURRIS LN & STATE ROUTE 89	1	0	1	2	7	11	2.20	186.25		Coconino		MetroPlan
23428 PINON HARVEST BLVD & TALL TREE ST	1	0	1	0	1	3	0.60	181.18		Coconino		NACOG
24536 DENALI DR & STATE ROUTE 89	1	0	0	0	5	6	1.20	179.19		Coconino		MetroPlan
24245 SPRING VALLEY RD & STATE ROUTE 64	1	0	0	0	3	4	0.80	178.79		Coconino		NACOG
17570 OLD ROUTE 66 & SHERWOOD FOREST RD	1	0	0	0	1	2	0.40	178.39		Coconino		NACOG
23885 PEAKS PKWY & SUNSET BLVD	1	0	0	0	1	2	0.40	178.39		Coconino		MetroPlan
24284 SHEEP SPRING ROAD & STATE ROUTE 260	1	0	0	0	1	2	0.40	178.39		Coconino		NACOG
38990 INDIAN ROUTE 21/INDIAN ROUTE 6784 & US-160	1	0	0	0	1	2	0.40	178.39		Coconino	Navajo Reservation	NACOG
16344 CANYON LOOP & KACHINA TRL	1	0	0	0	0	1	0.20	178.19		Coconino		MetroPlan
24529 BRAMLEY LN & STATE ROUTE 89	1	0	0	0	0	1	0.20	178.19		Coconino		MetroPlan
31691 ARIZONA BLVD & YELLOWMANS TRAILER CT	1	0	0	0	0	1	0.20	178.19		Coconino	Navajo Reservation	NACOG
37390 CENTER RD & LAPP LOOP	1	0	0	0	0	1	0.20	178.19		Coconino		NACOG
37790 EDGEWATER DR & MAIN ST	1	0	0	0	0	1	0.20	178.19		Coconino	Navajo Reservation	NACOG
37688 RANCH LAND RD & STATE ROUTE 99	1	0	0	0	0	1	0.20	178.19		Coconino		NACOG
38950 INDIAN ROUTE 67801 & US-160	1	0	0	0	0	1	0.20	178.19		Coconino	Navajo Reservation	NACOG
24522 SILVER SADDLE RD & STATE ROUTE 89	0	2	4	5	10	21	4.20	43.45		Coconino		MetroPlan
37907 UPPER ANTELOPE POINT RD/COUNTY ROAD 222 & STATE ROUTE 98	0	2	1	2	11	16	3.20	29.47		Coconino	Navajo Reservation	NACOG
38025 US-160 & STATE ROUTE 89	0	2	1	2	4	9	1.80	28.07		Coconino	Navajo Reservation	NACOG
13800 CRESTLINERD & MIDWAY LN	0	2	0	1	1	4	0.80	22.75		Coconino		NACOG
37238 STATE ROUTE 89 & STATE ROUTE 64	0	0	3	3	32	38	7.60	20.57		Coconino	Navajo Reservation	NACOG
24528 TOWNSEND WINONA RD & STATE ROUTE 89	0	0	2	4	30	36	7.20	19.31		Coconino		MetroPlan
8733 STATE ROUTE 260 & STATE ROUTE 87	0	1	1	1	6	9	1.80	16.23		Coconino		NACOG
23087 RAIN VALLEY RD & TOWNSEND WINONA RD	0	1	1	0	4	6	1.20	13.90		Coconino		MetroPlan
37879 STATE ROUTE 89 & WAHWEAP DR	0	1	1	0	0	2	0.40	13.10		Coconino		NACOG
16876 I-17 NB EXIT 333 & MOUNTAINAIRE RD/KACHINA BLVD	0	1	0	1	4	6	1.20	13.04		Coconino		MetroPlan

ID	Intersection Name	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	Region
23335	MARKETPLACE & STATE ROUTE 89	2	7	6	14	70	99	19.80	486.34	Flagstaff	MetroPlan
24690	STATE ROUTE 89 & SNOWFLAKE DR/TRAILS END DR	2	1	3	0	8	14	2.80	376.67	Flagstaff	MetroPlan
24913	COUNTRY CLUB DR & STATE ROUTE 89	1	2	11	16	102	132	26.40	280.83	Flagstaff	MetroPlan
16915	US-66 & SR-89 (MILTON AVE)	1	4	5	10	54	74	14.80	263.51	Flagstaff	MetroPlan
24691	CUMMINGS ST & HIGHWAY 89	1	2	13	9	55	80	16.00	263.50	Flagstaff	MetroPlan
24906	I-40 EB EXIT 201 & COUNTRY CLUB DR	1	0	5	8	31	45	9.00	213.81	Flagstaff	MetroPlan
24696	CORTLAND BLVD/SOLIERE AVE & COUNTRY CLUB DR	1	1	4	4	21	31	6.20	211.60	Flagstaff	MetroPlan
17557	DORTHA AVE & THIRD ST	1	1	1	3	13	19	3.80	199.69	Flagstaff	MetroPlan
24171	BEAVER AVE & BUTLER ST	1	0	2	1	34	38	7.60	192.51	Flagstaff	MetroPlan
16023	FOX LAIR DR & SOLIERE AVE	1	0	2	0	3	6	1.20	184.38	Flagstaff	MetroPlan
24488	US-180 (ROUTE 66) & TEST DR	1	0	0	1	3	5	1.00	180.72	Flagstaff	MetroPlan
14327	LITZLER DR & UNIVERSITY HEIGHTS DR	1	0	0	0	2	3	0.60	178.59	Flagstaff	MetroPlan
17052	ARROWHEAD AVE & CENTER ST	1	0	0	0	1	2	0.40	178.39	Flagstaff	MetroPlan
24733	US-180 (ROUTE 66) & FANNING DR	0	4	11	15	77	107	21.40	116.33	Flagstaff	MetroPlan
24892	STATE ROUTE 89A (MILTON RD) & BUTLER AVE	0	1	14	24	84	123	24.60	112.56	Flagstaff	MetroPlan
16795	STATE ROUTE 89 (MILTON RD) & FOREST MEADOWS ST	0	3	12	14	64	93	18.60	104.28	Flagstaff	MetroPlan
16897	US-180 (ROUTE 66) & PONDEROSA PKWY	0	2	9	19	98	128	25.60	102.05	Flagstaff	MetroPlan
16555	STATE ROUTE 89 (MILTON RD) & RIORDAN RD	0	2	12	7	66	87	17.40	80.85	Flagstaff	MetroPlan
16567	STATE ROUTE 89 (MILTON RD) & UNIVERSITY AVE	0	2	10	8	73	93	18.60	78.60	Flagstaff	MetroPlan

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
2	I-17 NB	North of Old Munds Hwy	0.8 mi South of Mountainaire Rd	3.1	NS	3	1	13	6	99	122	24.40	612.58	199.71		Coconino		MetroPlan
3	I-17 NB	0.8 mi South of Mountainaire Rd	9.7 mi North of Stoneman Lake Rd	17.0	NS	7	12	96	33	438	586	117.20	1790.48	105.54		Coconino		NACOG
10	I-17 SB	7.9 mi North of Stoneman Lake Rd	4.6 mi North of Stoneman Lake Rd	3.1	NS	1	4	10	2	28	45	9.00	256.82	83.64		Coconino		NACOG
21	I-40 EB	1.6 mi West of Hipkoe Dr	East of I-40 EB Winslow Job Corp Center Rd OffRamp	4.8	EW	0	8	15	6	34	63	12.60	142.75	29.95		Coconino		NACOG
23	I-40 EB	2.6 mi East of Twin Arrows Rd	8 mi West of Twin Arrows Rd	10.7	EW	4	8	28	19	123	182	36.40	934.73	87.66		Coconino		NACOG
24	I-40 EB	East of Devil Dog Rd	1.7 mi West of Pine Springs Rd	4.0	EW	2	1	3	3	60	69	13.80	392.86	98.22		Coconino		NACOG
27	I-40 EB	East of Townsend Winona Rd	0.6 mi East of Walnut Canyon Rd	6.1	EW	3	2	36	10	95	146	29.20	694.04	114.07		Coconino		MetroPlan
30	I-40 WB	9.8 mi west of US-66	0.9 mi west of Garland Prairie Rd	13.2	EW	2	10	50	19	251	332	66.40	686.01	51.80		Coconino		NACOG
34	I-40 WB	1.9 mi west of Meteor City Rd	0.8 mi west of Buffalo Rd	13.5	EW	4	14	24	12	90	144	28.80	965.29	71.50		Coconino		NACOG
35	I-40 WB	1.6 mi west of Pine Springs Rd	0.7 mi east of Monte Carlo Rd	5.6	EW	2	13	17	10	109	151	30.20	578.99	103.75		Coconino		NACOG
36	I-40 WB	0.5 mi east of Flagstaff Ranch Rd	5.6 mi east of Garland Prairie Rd	9.3	EW	3	7	35	15	174	234	46.80	768.25	82.75		Coconino		MetroPlan
38	I-40 WB	2.1 east of Meteor City Rd	Meteor City Rd	2.1	EW	0	3	4	2	9	18	3.60	47.76	22.94		Coconino		NACOG
46	Old Highway 66	0.7 mi west of Sherwood Forest Rd	Cool Pines Rd	0.4	EW	0	1	0	0	0	1	0.20	10.31	24.40		Coconino		NACOG
52	SR-64	6.9 mi south of Corsair Dr	4.7 mi north of Wilawa Rd	1.5	NS	1	0	1	0	16	18	3.60	184.18	122.79		Coconino		NACOG
53	SR-64	San Marcos Rd	Sunset Strip Rd	1.6	NS	1	0	2	1	13	17	3.40	188.31	115.49		Coconino		NACOG
54	SR-64	0.9 mi north of Hawkins Ranch Rd	South of Cinder Pit Rd	3.0	NS	2	2	3	0	5	12	2.40	386.38	128.79		Coconino		NACOG
78	SR-87	4.5 mi south of General Crook Trl	2 miles north of Loutihan Ln	1.1	NS	3	6	6	7	13	35	7.00	629.30	581.26		Coconino		NACOG
79	SR-87	1.4 mi south of McGee Rd	1.1 mi north of Well Field Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Coconino		NACOG
80	SR-87	south of Lake Mary Rd	1.9 mi south of Lake Mary Rd	1.5	NS	2	0	0	0	9	11	2.20	358.18	238.89		Coconino		NACOG
82	SR-87	south of Starlight Dr	1.7 mi south of Starlight Dr	1.5	NS	1	0	1	0	8	10	2.00	182.58	121.72		Coconino		NACOG
83	SR-87	West of Blue Ridge Dr	East of Clear Creek Pines Acess Rd	1.5	EW	1	0	0	0	5	6	1.20	179.19	119.46		Coconino		NACOG
84	SR-87	15 mi south of Rock Station Rd	7.6 mi north of Starlight Dr	1.5	NS	1	0	1	0	3	5	1.00	181.58	121.06		Coconino		NACOG
86	SR-87	2.4 mi east of General Crook Trl	0.9 mi east of General Crook Trl	1.5	EW	1	0	1	0	12	14	2.80	183.38	122.28		Coconino		NACOG
87	SR-87	1.5 mi west of General Crook Trl	3 mi west of General Crook Trl	1.5	NS	1	0	3	1	7	12	2.40	189.90	126.60		Coconino		NACOG
106	SR-98	23.9 mi West of US-160	29.4 mi West of US-160	5.5	EW	3	0	1	0	2	6	1.20	537.76	97.78		Coconino	Navajo Reservation	NACOG
107	SR-98	42 mi North of US-160	43.5 mi North of US-160	1.5	NS	1	0	0	0	4	5	1.00	178.99	119.33		Coconino	Navajo Reservation	NACOG
108	SR-98	33 mi West of US-160	34.5 mi West of US-160	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Navajo Reservation	NACOG
109	SR-98	1.6 mi West of Navajo Mountain Rd	3.1 mi West of Navajo Mountain Rd	1.5	EW	1	0	0	0	1	2	0.40	178.39	118.93		Coconino	Navajo Reservation	NACOG
110	SR-98	38 mi West of US-160	39.5 mi West of US-160	1.5	EW	1	0	0	1	2	4	0.80	180.52	120.35		Coconino	Navajo Reservation	NACOG
114	SR-179 NB	2.3 mi north of Bell Rock Blvd	1.1 mi North of Bell Rock Blvd	1.2	NS	0	4	3	3	22	32	6.40	59.81	49.19		Coconino		NACOG
116	SR-179 SB	1.1 mi Back o Beyond Rd	1.1 mi north of Bell Rock Blvd	0.8	NS	0	0	1	1	2	4	0.80	5.12	6.55		Coconino		NACOG
118	SR-260	East of Mogollon Rim Rd	0.6 mi west of Old Rim Rd	9.9	EW	5	11	31	18	186	251	50.20	1162.89	117.55		Coconino		NACOG
145	SR-264	14.2 mi East of US-160	10.7 mi East of US-160	3.5	EW	2	0	0	0	1	3	0.60	356.58	101.88		Coconino	Navajo Reservation	NACOG
146	SR-264	10.8 mi East of Coalmine Rd	9.3 mi East of Coalmine Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Hopi Reservation	NACOG
161	SR-89	6.8 mi south of Landon Springs Rd	0.6 mi north of Forest House Rd	5.5	NS	0	5	20	12	78	115	23.00	146.18	26.58		Coconino		NACOG
176	US-89	South of Elden Springs Rd	Townsend Winona Rd	2.4	NS	2	0	4	2	38	46	9.20	379.01	160.34		Coconino		MetroPlan
177	US-89	Townsend Winone Rd	0.5 south of Townsend Winone Rd	0.5	NS	0	0	7	2	16	25	5.00	26.61	53.89		Coconino		MetroPlan
188	US-89	5 mi North of Moenave Rd	3 mi North of Moenave Rd	2.0	NS	2	1	1	0	5	9	1.80	370.48	185.24		Coconino	Navajo Reservation	NACOG
189	US- 89	North of Black Mesa Pump Station Rd	1.4 mi north of Spider Web Ranch Rd	5.0	NS	3	1	2	1	9	16	3.20	554.20	110.84		Coconino		NACOG
190	US-89	5.5 mi North of Navahopi Rd	7 mi North of Navahopi Rd	1.5	NS	3	0	2	0	5	10	2.00	541.16	360.77		Coconino	Navajo Reservation	NACOG
191	US-89 NB	1.2 mi south of Tub Ranch Rd	6.7 mi south of Sunset Crater Wupatki Loop	8.5	NS	6	4	10	3	30	53	10.60	1150.10	135.31		Coconino		NACOG
192	US-89	19 mi South of Haul Rd	20.5 mi South of Haul Rd	1.5	NS	0	3	4	0	11	18	3.60	44.30	29.53		Coconino	Navajo Reservation	NACOG
193	US-89	Navahopi Rd	1.4 south of Navahopi Rd	1.4	NS	1	1	2	0	7	11	2.20	195.48	139.18		Coconino	Navajo Reservation	NACOG
194	US-89	3.5 north of Kaitlin Way	Kaitlin Way	3.5	NS	3	2	4	1	25	35	7.00	573.29	161.49		Coconino		MetroPlan
195	US-89 NB	North of Lenox Park	3.3 mi North of Lenox Park	3.3	NS	1	0	9	10	29	49	9.80	228.44	69.77		Coconino		MetroPlan
196	US-89	6.2 mi South of Marble Canyon Damsite Rd	10.2 mi South of Marble Canyon Damsite Rd	4.0	NS	2	1	0	0	3	6	1.20	367.29	91.82		Coconino	Navajo Reservation	NACOG
197	US-89	3.8 mi North of Marble Canyon Damsite Rd	2.3 mi North of Marble Canyon Damsite Rd	1.5	NS	1	0	0	0	2	3	0.60	178.59	119.06		Coconino	Navajo Reservation	NACOG
198	US-89	6.5 mi South of US-160	5 mi South of US-160	1.5	NS	1	0	1	0	2	4	0.80	181.38	120.90		Coconino	Navajo Reservation	NACOG
199	US-89	East of Dam Access Rd	West of Glen Canyon Dam Access Rd	1.0	EW	0	2	2	0	5	9	1.80	27.20	27.20		Coconino		NACOG
209	US-160	West of Goldtooth Circle Rd	1.7 mi West of Goldtooth Circle Rd	1.5	EW	1	0	0	0	1	2	0.40	178.39	118.93		Coconino	Navajo Reservation	NACOG
211	US-160	9.9 mi East of Fairgrounds Rd	6.9 mi East of Fairgrounds Rd	3.0	EW	3	0	0	0	1	4	0.80	534.77	178.26		Coconino	Navajo Reservation	NACOG
212	US-160	15.9 mi East of Fairgrounds Rd	14.4 mi East of Fairgrounds Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Navajo Reservation	NACOG
213	US-160	3.7 mi West of SR-98	5.2 mi West of SR-98	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Navajo Reservation	NACOG
223	US-180	3 mi north of Hart Prairie Rd	2.5 mi north of Hart Prairie Rd	1.5	NS	1	1	2	0	5	9	1.80	195.08	130.06		Coconino		MetroPlan
224	US-180	0.5 mi north of Fort Valley Ranch Rd	0.8 mi north of Hidden Hollow Rd	1.5	NS	1	1	1	0	12	15	3.00	193.69	129.13		Coconino		MetroPlan
225	US-180	south of Hart Prairie Rd	North of Roundtree Rd	1.5	NS	1	0	0	2	9	12	2.40	183.85	122.52		Coconino		MetroPlan
244	US-89	West of House Rock Rd	2 miles East of Burma Rd	3.5	EW	1	2	2	0	8	13	2.60	205.99	58.86		Coconino		NACOG
245	US-89	1 mi west of Burma Rd	2.5 mi west of Burma Rd	1.5	EW	1	1	0	2	3	7	1.40	192.96	128.64		Coconino		NACOG
246	US-89	7.5 mi south of Winter Rd	8.5 mi South of Winter Rd	1.0	NS	0	2	0	0	1	3	0.60	20.82	20.82		Coconino		NACOG
247	US-89	10 mi south of Winter Rd	12.5 mi south of Winter Rd	2.5	NS	0	6	6	2	10	24	4.80	84.47	33.78		Coconino		NACOG
248	US-89	north of Mariah's Way	2 mi south of Mariah's Way	2.5	NS	2	0	4	2	1	9	1.80	371.61	148.64		Coconino		NACOG
269	Antelope Point Rd	0.5 mi North of Lake Pump Rd	1 mi South of Lake Pump Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Navajo Reservation	NACOG
270	NF-82E	1.5 east of Lake Mary Rd	Lake Mary Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Coconino		NACOG
271	NF-84	1.5 north of Rim Rd	Rim Rd	1.5	NS	0	1	0	0	1	2	0.40	10.51	7.01		Coconino		NACOG
272	Black Mesa Pump Station Rd	1.3 mi West of US-89	2.8 mi West of US-89	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Navajo Reservation	NACOG
273	Crimson Rd	0.6 mi south of Settlers Trl	0.6 mi north of Happy Trails Dr	0.9	NS	0	1	0	0	0	1	0.20	10.31	10.99		Coconino		MetroPlan
275	Leupp-Oraibi Rd	11.3 mi North of Sand Springs Rd	9.8 mi North of Sand Springs Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Hopi Reservation	NACOG
276	US-89T	0.6 mi South of Windmill Corral	2.1 mi South of Windmill Corral	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.77		Coconino	Navajo Reservation	NACOG
277	US-89T	8 mi South of Windmill Corral	9.5 mi South of Windmill Corral	1.5	NS	1	0	0	0	1	2	0.40	178.39	118.96		Coconino	Navajo Reservation	NACOG
278	US-89T	5 mi South of Copper Mine Rd	6.5 mi South of Copper Mine Rd	1.5	NS	1	0	1	0	1	3	0.60	181.18	120.81		Coconino	Navajo Reservation	NACOG
279	IR-2121	3.1 mi North of US-160	1.6 mi North of US-160	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Navajo Reservation	NACOG
280	IR-6330	6.9 mi East of Powerline Rd	5.4 mi East of Powerline Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Navajo Reservation	NACOG
282	Lake Mary Rd	2.2 mi north of Stoneman Lake Rd	0.8 mi south of Stoneman Lake Rd	3.0	NS	0	2	2	2	7	13	2.60	31.47	10.49		Coconino		NACOG
283	Lake Mary Rd	1 north of SR-87	SR-87	1.0	NS	0	1	0	0	0	1	0.20	10.31	10.31		Coconino		NACOG
284	Lake Mary Rd	0.5 miles North of Mormon Lake Rd	1 mi south of Mormon Lake Rd	1.5	NS	1	0	2	1	5	9	1.80	186.71	124.47		Coconino		NACOG
285	Lake Mary Rd	2.5 mi south of Mormon Lake Rd	3.7 mi north of Stoneman Lake Rd	1.5	NS	0	1	0	2	3	6	1.20	14.77	9.85		Coconino		NACOG
286	Lake Mary Rd	3 mi south Lake Mary Lodge Rd	0.4 mi north of Lake Mary Boar Lndg	1.1	NS	0	1	0	0	1	2	0.40	10.51	9.64		Coconino		MetroPlan
287	Lake Mary Rd	0.4 mi north of Lake Mary Boar Lndg	South of Lake Mary Boat Lndg	0.4	NS	0	0	1	0	1	2	0.40	2.99	7.31		Coconino		NACOG

288	Leupp Rd	1.5 mi east of Roosevelt Rd	1.3 mi east of Roosevelt Rd	0.2	EW	0	0	0	1	0	1	0.20	1.93	9.06	Coconino		MetroPlan
289	Leupp Rd	2.8 mi north of Roosevelt Rd	1.5 mi north of Roosevelt Rd	1.3	NS	0	1	0	1	2	4	0.80	12.64	9.83	Coconino		NACOG
290	Leupp Rd	1.5 mi east of grandfalls Rd	east of grandfalls Rd	1.5	EW	1	0	0	1	1	3	0.60	180.32	120.21	Coconino		NACOG
291	Leupp Rd	2.7 mi East of Grandfalls Rd	1.7 mi East of Grandfalls Rd	1.3	EW	1	0	0	0	0	1	0.20	178.19	135.21	Coconino	Navajo Reservation	NACOG
292	Leupp Rd	Marcou Way/Navajo Rd	2 mi west of Hopi Rd	2.5	EW	1	1	2	0	2	6	1.20	194.48	77.79	Coconino		NACOG
293	NF-564	0.4 mi north of NF-169	1.1 mi south of NF-169	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79	Coconino		NACOG
294	Mountainaire Rd	0.5 north of Old Munds Hwy	Old Munds Hwy	0.5	NS	0	1	1	0	0	2	0.40	13.10	26.28	Coconino		MetroPlan
295	Old Rim Rd	West of Mill Rd	1 miles west of Mill Rd	1.0	EW	0	1	0	0	0	1	0.20	10.31	10.31	Coconino		NACOG
296	S Cosnino Rd	1.1 mi west of Rabbit Ridge Rd	2.1 mi west of Rabit Ridge Rd	1.0	EW	0	1	0	1	0	2	0.40	12.24	12.24	Coconino		MetroPlan
297	NF-153	5.9 mi north of Quail Ridge Ln	4.4 mi north of Quail Ridge Ln	1.5	NS	0	1	0	0	1	2	0.40	10.51	7.01	Coconino		NACOG
298	NF-153	2.3 mi south of I-17	3.8 mi south of I-17	1.5	NS	0	1	0	0	0	1	0.20	10.31	6.87	Coconino		NACOG
299	N Slayton Ranch Rd	Sunbeam St	1 south of Sunbeam St	1.0	NS	0	1	0	0	1	2	0.40	10.51	10.51	Coconino		MetroPlan
300	N Slayton Ranch Rd	South of Homewood Ln	North of Carl Rd	0.5	NS	0	0	0	1	2	3	0.60	2.33	4.66	Coconino		MetroPlan
301	NF-179	6.6 mi south of Nelson Fire Rd	8.1 mi south of Nelson Fire Rd	1.5	NS	0	1	0	0	0	1	0.20	10.31	6.87	Coconino		NACOG
302	Stoneman Lake Rd	0.9 mi west of Lake Mary Rd	East of K T Ranch Rd	2.0	EW	0	1	0	0	1	2	0.40	10.51	5.25	Coconino		NACOG
306	E Crestline Rd	Turkey Trl	Pinewood Blvd	0.5	NS	0	1	0	0	0	1	0.20	10.31	18.99	Coconino		NACOG
311	E Priarie Edge Rd	5.5 mi east of Parkinsville Rd	4.5 mi east of Parkinsville Rd	1.0	EW	0	1	0	0	0	1	0.20	10.31	10.31	Coconino		NACOG
315	N Snow Bowl Rd	2.9 mi south of Alpenglow Rd	0.5 mi north of US-180	2.0	NS	0	2	2	0	8	12	2.40	27.80	13.90	Coconino		MetroPlan
316	NF-516	south of Alpenglow Rd	1.8 mi south of Alpenglow Rd	2.0	NS	0	0	5	4	10	19	3.80	23.69	11.84	Coconino		MetroPlan
317	S Garland Priarie Rd	2.8 mi north of Trinity Ranch Rd	1.3 mi north of Trinity Ranch Rd	1.5	NS	1	0	0	1	0	2	0.40	180.12	120.08	Coconino		NACOG
319	S Perkinswille Rd	3.9 ni north of Drake Rd	2.4 mi south of Drake Rd	1.5	NS	0	1	0	0	0	1	0.20	10.31	6.87	Coconino		NACOG
321	W Brannigan Park Rd	1 north of Hughes Ave	Hughes Ave	1.0	NS	0	1	0	0	0	1	0.20	10.31	10.31	Coconino		MetroPlan
322	W Mt Elden Lookout Rd	0.5 mi east of N Yarrow Tri	East of Schultz Pass Rd	0.5	EW	0	1	0	0	0	1	0.20	10.31	20.08	Coconino		MetroPlan
461	US-89 SB	0.7 mi north of Shultz Pass Lockett Meadow Rd	South of Camino De Los Vientos	2.9	NS	0	3	6	3	30	42	8.40	59.48	20.31	Coconino		MetroPlan
473	I-17 NB	South of Rocky Park Rd	5.2 mi North of Stoneman Lake Rd	3.8	NS	2	4	13	11	111	141	28.20	477.37	125.87	Coconino		NACOG
482	I-40 WB	1.6 mi East of Devil Dog Rd	0.6 mi West of Pine Springs Rd	3.0	EW	1	2	12	3	38	56	11.20	245.72	81.45	Coconino		NACOG
489	SR-64	2.7 mi north of US-180	1.2 mi north of US-180	1.5	NS	1	0	0	0	3	4	0.80	178.79	119.19	Coconino		NACOG
490	SR-87	8.4 mi north of General Crook Trl	7.4 mi north of General Crook Trl	1.0	NS	0	1	3	1	6	11	2.20	21.82	21.82	Coconino		NACOG
497	SR-98	11.2 mi South of Upper Antelope Rd	12.7 mi South of Upper Antelope Rd	1.5	NS	1	0	0	1	1	3	0.60	180.32	120.21	Coconino	Navajo Reservation	NACOG
505	SR-260	6.2 mi west of Rim Rd	7.7 mi west of Rim Rd	1.5	EW	0	2	3	3	4	12	2.40	35.59	23.73	Coconino		NACOG
507	SR-89	Pine del Dr	1 south of Pine del Dr	1.0	NS	1	0	0	0	14	15	3.00	180.99	184.15	Coconino		MetroPlan
510	SR-89	South of Leo Schnur Ln	0.8 mi north of Purlymun Ln	1.4	NS	0	2	5	1	26	34	6.80	41.71	29.26	Coconino		NACOG
512	US-89 NB	1.7 mi north of Sunset Crater Wupatki Loop	1 mi north of Sunset Crater Wupatki Loop	0.7	NS	0	0	1	1	7	9	1.80	6.12	9.07	Coconino		NACOG
520	SR-64	9.2 mi north of Wilawa Rd	8.2 mi north of Wilawa Rd	1.0	NS	0	1	1	2	22	26	5.20	21.36	21.36	Coconino		NACOG
540	NF-153	1 east of Quail Ridge Ln	Quail Ridge Ln	1.0	EW	0	1	0	1	1	3	0.60	12.44	12.85	Coconino		NACOG
541	Copper Mine Rd/US-89T	South of Border St	1 mi south of Border St	1.0	NS	0	1	1	2	5	9	1.80	17.96	17.96	Coconino		NACOG
542	SR-98	West of Upper Antelope Rd	1.1 mi East of E Copperhead Rd	0.7	EW	1	0	1	0	5	7	1.40	181.98	245.13	Coconino		NACOG
543	IR-21	IR-6251	IR-7	1.3	EW	1	0	0	0	0	1	0.20	178.19	138.00	Coconino		NACOG

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
5	I-17 NB	I-40	North of Old Munds Hwy	3.9	NS	1	3	18	7	87	116	23.20	290.31	74.91	Flagstaff	Coconino		MetroPlan
28	I-40 EB	East of Butler Ave	West of Beulah Blvd	4.0	EW	0	4	16	7	138	165	33.00	127.04	31.76	Flagstaff	Coconino		MetroPlan
37	I-40 WB	East of Butler Ave	West of Beulah Blvd	4.0	EW	2	2	8	6	75	93	18.60	425.93	106.48	Flagstaff	Coconino		MetroPlan
47	I-40 WB I-17 NB Connector	I-40 WB	I-17 NB	0.5	EW	1	1	3	1	8	14	2.80	200.41	430.79	Flagstaff	Coconino		MetroPlan
178	US-89	1.6 north of Country Club Dr	Country Club Dr	1.6	NS	1	3	4	4	43	55	11.00	236.61	144.07	Flagstaff	Coconino		MetroPlan
179	Rte 66	Country Club Dr	San Francisco St	4.1	EW	2	5	18	25	108	158	31.60	528.08	128.00	Flagstaff	Coconino		MetroPlan
180	Rte 66	1.2 east of Railroad Springs Blvd	Railroad Springs Blvd	1.2	EW	0	1	3	6	17	27	5.40	33.68	28.59	Flagstaff	Coconino		MetroPlan
181	US-180	Rain Valley Rd	El Paso Flagstaff Rd	0.9	EW	1	0	0	0	2	3	0.60	178.59	198.39	Flagstaff	Coconino		MetroPlan
303	Butler Ave	Foxglenn St	I-40	1.4	EW	0	2	5	5	29	41	8.20	50.04	36.76	Flagstaff	Coconino		MetroPlan
304	Butler Ave	Ponderosa Pkwy	Lone Tree Rd	1.0	EW	0	1	4	4	22	31	6.20	33.61	34.54	Flagstaff	Coconino		MetroPlan
305	Cedar Ave	4th St	Gemini Rd	1.2	EW	1	2	1	1	16	21	4.20	206.73	167.95	Flagstaff	Coconino		MetroPlan
307	Huntington Dr	4th St	1.2 west of 4th St	1.2	EW	0	1	2	2	21	26	5.20	23.96	19.30	Flagstaff	Coconino		MetroPlan
308	Huntington Dr	Industrial Dr	Fanning Dr	0.8	EW	0	1	0	0	4	5	1.00	11.11	13.86	Flagstaff	Coconino		MetroPlan
309	Industrial Dr	Nestle Purina Ave	Steves Blvd	1.6	EW	0	1	2	0	1	4	0.80	16.09	10.31	Flagstaff	Coconino		MetroPlan
310	Pine Knoll Dr	Maricopa St	Huffer Ln	1.1	EW	0	1	2	1	7	11	2.20	19.23	17.93	Flagstaff	Coconino		MetroPlan
312	Soleire Ave	Country Club Dr	Elk Run St	1.2	EW	1	1	2	1	3	8	1.60	196.62	167.84	Flagstaff	Coconino		MetroPlan
313	4th St	Lockett Rd	I-40	1.2	NS	0	1	2	3	14	20	4.00	24.49	20.93	Flagstaff	Coconino		MetroPlan
314	Mountain Meadow Dr	El Paso Dr	Lynch Ave	0.3	NS	0	1	0	0	1	2	0.40	10.51	33.27	Flagstaff	Coconino		MetroPlan
318	Lake Mary Rd	Wildlife Dr	Frontier Ave	1.7	EW	0	0	0	1	4	5	1.00	2.73	1.57	Flagstaff	Coconino		MetroPlan
323	University Ave	Milton Rd	Forest Meadows St	0.6	EW	0	1	0	3	3	7	1.40	16.70	28.75	Flagstaff	Coconino		MetroPlan
476	Milton Rd	Rte 66	Forest Meadows St	1.0	NS	1	0	5	6	35	47	9.40	210.74	210.74	Flagstaff	Coconino		MetroPlan
483	I-40 WB	2.7 mi East of Country Club Dr	0.7 mi East of Country Club Dr	2.0	EW	1	0	6	2	32	41	8.20	205.21	102.60	Flagstaff	Coconino		MetroPlan
484	I-40 EB	0.6 mi East of Country Club Dr	East of 4th St	2.0	EW	3	0	0	3	33	39	7.80	546.97	273.48	Flagstaff	Coconino		MetroPlan
485	I-40 WB	1.5 mi East of Beulah Blvd	2.2 mi East of Beulah Blvd	0.7	EW	1	0	1	0	7	9	1.80	182.38	268.93	Flagstaff	Coconino		MetroPlan

Network Screening

Greenlight Traffic Engineering

Equivalent Property Damage Only (EPDO) Method

- Crash severity score weights each crash by severity using ADOT crash costs
- Property damage only crash weight is 1
- Fatal crash weight is 891:
  - $9,515,371/$10,680
- EPDO values are annualized for the five-year analysis period (2017-2021)
  - Score of 178.2 would be equivalent to a fatal crash occurring at the location every 5 years

Fatality	$9,515,371
Suspected Serious Injury	$550,499
Suspected Minor Injury	$149,132
Possible Injury	$103,145
Property Damage Only	$10,680

Appendix E: Top 20 Priority Locations by Agency

ID	Intersection	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction Location	Region
23335	MARKETPLACE DR & STATE ROUTE 89	2	7	6	14	70	99	19.80	486.34	Flagstaff	MetroPlan
24690	STATE ROUTE 89 & SNOWFLAKE DR/TRAILS END DR	2	1	3	0	8	14	2.80	376.67	Flagstaff	MetroPlan
24913	COUNTRY CLUB DR & STATE ROUTE 89	1	2	11	16	102	132	26.40	280.83	Flagstaff	MetroPlan
24691	CUMMINGS ST & STATE ROUTE 89	1	2	13	9	55	80	16.00	263.50	Flagstaff	MetroPlan
17557	DORTHA AVE & FOURTH ST	1	1	1	3	13	19	3.80	199.69	Flagstaff	MetroPlan
16915	ROUTE 66 & STATE ROUTE 89A (MILTON RD)	1	4	5	10	54	74	14.80	263.51	Flagstaff	MetroPlan
24906	COUNTRY CLUB DR & EB I-40 EXIT 201	1	0	5	8	31	45	9.00	213.81	Flagstaff	MetroPlan
16023	FOX LAIR DR & SOLIERE AVE	1	0	2	0	3	6	1.20	184.38	Flagstaff	MetroPlan
24696	CORTLAND BLVD/SOLIERE AVE & COUNTRY CLUB DR	1	1	4	4	21	31	6.20	211.60	Flagstaff	MetroPlan
14327	LITZLER DR & UNIVERSITY HEIGHTS DR	1	0	0	0	2	3	0.60	178.59	Flagstaff	MetroPlan
23885	PEAKS PKWY & SUNSET BLVD	1	0	0	0	1	2	0.40	178.39	Coconino	MetroPlan
24171	BEAVER ST & BUTLER AVE	1	0	2	1	34	38	7.60	192.51	Flagstaff	MetroPlan
24531	BURRIS LN & STATE ROUTE 89	1	0	1	2	7	11	2.20	186.25	Coconino	MetroPlan
24488	ROUTE 66 & TEST DR	1	0	0	1	3	5	1.00	180.72	Flagstaff	MetroPlan
17052	ARROWHEAD AVE & CENTER ST	1	0	0	0	1	2	0.40	178.39	Flagstaff	MetroPlan
24536	NORTHGATE LOOP & STATE ROUTE 89	1	0	0	0	5	6	1.20	179.19	Coconino	MetroPlan
16344	CANYON LOOP & KACHINA TRL	1	0	0	0	0	1	0.20	178.19	Coconino	MetroPlan
24733	FANNING DR & ROUTE 66	0	4	11	15	77	107	21.40	116.33	Flagstaff	MetroPlan
24529	BRAMLEY LN & STATE ROUTE 89	1	0	0	0	0	1	0.20	178.19	Coconino	MetroPlan
24531	BURRIS LN & STATE ROUTE 89	1	0	1	2	7	11	2.20	186.25	Coconino	MetroPlan
24536	DENALI DR & STATE ROUTE 89	1	0	0	0	5	6	1.20	179.19	Coconino	MetroPlan
23885	PEAKS PKWY & SUNSET BLVD	1	0	0	0	1	2	0.40	178.39	Coconino	MetroPlan
16344	CANYON LOOP & KACHINA TRL	1	0	0	0	0	1	0.20	178.19	Coconino	MetroPlan
24529	BRAMLEY LN & STATE ROUTE 89	1	0	0	0	0	1	0.20	178.19	Coconino	MetroPlan
24522	SILVER SADDLE RD & STATE ROUTE 89	0	2	4	5	10	21	4.20	43.45	Coconino	MetroPlan
24528	TOWNSEND WINONA RD & STATE ROUTE 89	0	0	2	4	30	36	7.20	19.31	Coconino	MetroPlan
23087	RAIN VALLEY RD & TOWNSEND WINONA RD	0	1	1	0	4	6	1.20	13.90	Coconino	MetroPlan
16876	I-17 NB EXIT 333 & MOUNTAINAIRE RD/KACHINA BLVD	0	1	0	1	4	6	1.20	13.04	Coconino	MetroPlan
23335	MARKETPLACE & STATE ROUTE 89	2	7	6	14	70	99	19.80	486.34	Flagstaff	MetroPlan
24690	STATE ROUTE 89 & SNOWFLAKE DR/TRAILS END DR	2	1	3	0	8	14	2.80	376.67	Flagstaff	MetroPlan
24913	COUNTRY CLUB DR & STATE ROUTE 89	1	2	11	16	102	132	26.40	280.83	Flagstaff	MetroPlan
16915	US-66 & SR-89 (MILTON AVE)	1	4	5	10	54	74	14.80	263.51	Flagstaff	MetroPlan
24691	CUMMINGS ST & HIGHWAY 89	1	2	13	9	55	80	16.00	263.50	Flagstaff	MetroPlan
24906	I-40 EB EXIT 201 & COUNTRY CLUB DR	1	0	5	8	31	45	9.00	213.81	Flagstaff	MetroPlan
24696	CORTLAND BLVD/SOLIERE AVE & COUNTRY CLUB DR	1	1	4	4	21	31	6.20	211.60	Flagstaff	MetroPlan
17557	DORTHA AVE & THIRD ST	1	1	1	3	13	19	3.80	199.69	Flagstaff	MetroPlan
24171	BEAVER AVE & BUTLER ST	1	0	2	1	34	38	7.60	192.51	Flagstaff	MetroPlan
16023	FOX LAIR DR & SOLIERE AVE	1	0	2	0	3	6	1.20	184.38	Flagstaff	MetroPlan
24488	US-180 (ROUTE 66) & TEST DR	1	0	0	1	3	5	1.00	180.72	Flagstaff	MetroPlan
14327	LITZLER DR & UNIVERSITY HEIGHTS DR	1	0	0	0	2	3	0.60	178.59	Flagstaff	MetroPlan
17052	ARROWHEAD AVE & CENTER ST	1	0	0	0	1	2	0.40	178.39	Flagstaff	MetroPlan
24733	US-180 (ROUTE 66) & FANNING DR	0	4	11	15	77	107	21.40	116.33	Flagstaff	MetroPlan
24892	STATE ROUTE 89A (MILTON RD) & BUTLER AVE	0	1	14	24	84	123	24.60	112.56	Flagstaff	MetroPlan

16795	STATE ROUTE 89 (MILTON RD) & FOREST MEADOWS ST			0	3	12	14	64	93	18.60	104.28	Flagstaff	MetroPlan			
16897	US-180 (ROUTE 66) & PONDEROSA PKWY			0	2	9	19	98	128	25.60	102.05	Flagstaff	MetroPlan			
16555	STATE ROUTE 89 (MILTON RD) & RIORDAN RD			0	2	12	7	66	87	17.40	80.85	Flagstaff	MetroPlan			
16567	STATE ROUTE 89 (MILTON RD) & UNIVERSITY AVE			0	2	10	8	73	93	18.60	78.60	Flagstaff	MetroPlan			

							Crashes	Crashes	Crashes			Frequency	Score	Score			
2	I-17 NB	North of Old Munds Hwy	0.8 mi South of Mountainaire Rd	3.067379931	NS	3	1	13	6	99	122	24.40	612.5752434	199.7063479		Coconino	MetroPlan
5	I-17 NB	I-40	North of Old Munds Hwy	3.875517695	NS	1	3	18	7	87	116	23.20	290.3074719	74.90804965	Flagstaff	Coconino	MetroPlan
27	I-40 EB	East of Townsend Winona Rd	0.6 mi East of Walnut Canyon Rd	6.084518795	EW	3	2	36	10	95	146	29.20	694.0433146	114.0670837		Coconino	MetroPlan
28	I-40 EB	East of Butler Ave	West of Beulah Blvd	4.000000089	EW	0	4	16	7	138	165	33.00	127.0405056	31.7601257	Flagstaff	Coconino	MetroPlan
36	I-40 WB	0.5 mi east of Flagstaff Ranch Rd	5.6 mi east of Garland Prairie Rd	9.284034496	EW	3	7	35	15	174	234	46.80	768.2532022	82.74992974		Coconino	MetroPlan
37	I-40 WB	East of Butler Ave	West of Beulah Blvd	4.000000013	EW	2	2	8	6	75	93	18.60	425.9300749	106.4825184	Flagstaff	Coconino	MetroPlan
47	I-40 WB I-17 NB Connector	I-40 WB	I-17 NB	0.465209506	EW	1	1	3	1	8	14	2.80	200.4091948	430.7934214	Flagstaff	Coconino	MetroPlan
176	US-89	South of Elden Springs Rd	Townsend Winona Rd	2.363820089	NS	2	0	4	2	38	46	9.20	379.0149813	160.3400289		Coconino	MetroPlan
177	US-89	Townsend Winone Rd	0.5 south of Townsend Winone Rd	0.493788676	NS	0	0	7	2	16	25	5.00	26.61224719	53.89400061		Coconino	MetroPlan
178	US-89	1.6 north of Country Club Dr	Country Club Dr	1.64	NS	1	3	4	4	43	55	11.00	236.6145318	144.0671045	Flagstaff	Coconino	MetroPlan
179	Rte 66	Country Club Dr	San Francisco St	4.125770505	EW	2	5	18	25	108	158	31.60	528.0838577	127.9964208	Flagstaff	Coconino	MetroPlan
180	Rte 66	1.2 east of Railroad Springs Blvd	Railroad Springs Blvd	1.177851854	EW	0	1	3	6	17	27	5.40	33.67649813	28.59145488	Flagstaff	Coconino	MetroPlan
181	US-180	Rain Valley Rd	El Paso Flagstaff Rd	0.900204533	EW	1	0	0	0	2	3	0.60	178.5904682	198.3887679	Flagstaff	Coconino	MetroPlan
194	US-89	3.5 north of Kaitlin Way	Kaitlin Way	3.55	NS	3	2	4	1	25	35	7.00	573.2918352	161.492013		Coconino	MetroPlan
195	US-89 NB	North of Lenox Park	3.3 mi North of Lenox Park	3.274285458	NS	1	0	9	10	29	49	9.80	228.440618	69.7680825		Coconino	MetroPlan
223	US-180	3 mi north of Hart Prairie Rd	2.5 mi north of Hart Prairie Rd	1.50000004	NS	1	1	2	0	5	9	1.80	195.0849064	130.0566008		Coconino	MetroPlan
224	US-180	0.5 mi north of Fort Valley Ranch Rd	0.8 mi north of Hidden Hollow Rd	1.500000092	NS	1	1	1	0	12	15	3.00	193.6921723	129.1281069		Coconino	MetroPlan
225	US-180	south of Hart Prairie Rd	North of Roundtree Rd	1.500592858	NS	1	0	0	2	9	12	2.40	183.8535768	122.5206263		Coconino	MetroPlan
273	Crimson Rd	0.6 mi south of Settlers Trl	0.6 mi north of Happy Trails Dr	0.937806308	NS	0	1	0	0	0	1	0.20	10.30897004	10.9926431		Coconino	MetroPlan
286	Lake Mary Rd	3 mi south Lake Mary Lodge Rd	0.4 mi north of Lake Mary Boar Lndg	1.09021383	NS	0	1	0	0	1	2	0.40	10.50897004	9.639365918		Coconino	MetroPlan
288	Leupp Rd	1.5 mi east of Roosevelt Rd	1.3 mi east of Roosevelt Rd	0.213219109	EW	0	0	0	1	0	1	0.20	1.931554307	9.059011232		Coconino	MetroPlan
294	Mountainaire Rd	0.5 north of Old Munds Hwy	Old Munds Hwy	0.50	NS	0	1	1	0	0	2	0.40	13.10170412	26.2847697		Coconino	MetroPlan
296	S Cosnino Rd	1.1 mi west of Rabbit Ridge Rd	2.1 mi west of Rabit Ridge Rd	1.000000046	EW	0	1	0	1	0	2	0.40	12.24052434	12.24052378		Coconino	MetroPlan
299	N Slayton Ranch Rd	Sunbeam St	1 south of Sunbeam St	0.999496694	NS	0	1	0	0	1	2	0.40	10.50897004	10.51426193		Coconino	MetroPlan
300	N Slayton Ranch Rd	South of Homewood Ln	North of Carl Rd	0.500000033	NS	0	0	0	1	2	3	0.60	2.331554307	4.66310831		Coconino	MetroPlan
303	Butler Ave	Foxglenn St	I-40	1.361185741	EW	0	2	5	5	29	41	8.20	50.03938202	36.76161197	Flagstaff	Coconino	MetroPlan
304	Butler Ave	Ponderosa Pkwy	Lone Tree Rd	0.972866041	EW	0	1	4	4	22	31	6.20	33.6061236	34.54342344	Flagstaff	Coconino	MetroPlan
305	Cedar Ave	4th St	Gemini Rd	1.230915167	EW	1	2	1	1	16	21	4.20	206.7326966	167.9504016	Flagstaff	Coconino	MetroPlan
307	Huntington Dr	4th St	1.2 west of 4th St	1.241503854	EW	0	1	2	2	21	26	5.20	23.95754682	19.2971989	Flagstaff	Coconino	MetroPlan
308	Huntington Dr	Industrial Dr	Fanning Dr	0.801247289	EW	0	1	0	0	4	5	1.00	11.10897004	13.8645961	Flagstaff	Coconino	MetroPlan
309	Industrial Dr	Nestle Purina Ave	Steves Blvd	1.560671858	EW	0	1	2	0	1	4	0.80	16.0944382	10.31250619	Flagstaff	Coconino	MetroPlan
310	Pine Knoll Dr	Maricopa St	Huffer Ln	1.072453265	EW	0	1	2	1	7	11	2.20	19.22599251	17.92711453	Flagstaff	Coconino	MetroPlan
312	Soleire Ave	Country Club Dr	Elk Run St	1.171443367	EW	1	1	2	1	3	8	1.60	196.6164607	167.8412002	Flagstaff	Coconino	MetroPlan
313	4th St	Lockett Rd	I-40	1.170324412	NS	0	1	2	3	14	20	4.00	24.48910112	20.92505367	Flagstaff	Coconino	MetroPlan
314	Mountain Meadow Dr	El Paso Dr	Lynch Ave	0.315909789	NS	0	1	0	0	1	2	0.40	10.50897004	33.26573093	Flagstaff	Coconino	MetroPlan
315	N Snow Bowl Rd	2.9 mi south of Alpenglow Rd	0.5 mi north of US-180	1.999999928	NS	0	2	2	0	8	12	2.40	27.80340824	13.90170462		Coconino	MetroPlan
316	NF-516	south of Alpenglow Rd	1.8 mi south of Alpenglow Rd	2.00085884	NS	0	0	5	4	10	19	3.80	23.68988764	11.83985955		Coconino	MetroPlan
318	Lake Mary Rd	Wildlife Dr	Frontier Ave	1.734638986	EW	0	0	0	1	4	5	1.00	2.731554307	1.574710547	Flagstaff	Coconino	MetroPlan
321	W Brannigan Park Rd	1 north of Hughes Ave	Hughes Ave	1.00	NS	0	1	0	0	0	1	0.20	10.30897004	10.30897002		Coconino	MetroPlan
322	W Mt Elden Lookout Rd	0.5 mi east of N Yarrow Tri	East of Schultz Pass Rd	0.513311394	EW	0	1	0	0	0	1	0.20	10.30897004	20.08326751		Coconino	MetroPlan
323	University Ave	Milton Rd	Forest Meadows St	0.580992906	EW	0	1	0	3	3	7	1.40	16.70363296	28.7501496	Flagstaff	Coconino	MetroPlan
461	US-89 SB	0.7 mi north of Shultz Pass Lockett Meadow Rd	South of Camino De Los Vientos	2.929023977	NS	0	3	6	3	30	42	8.40	59.47797753	20.30641538		Coconino	MetroPlan
476	Milton Rd	Rte 66	Forest Meadows St	1.000000016	NS	1	0	5	6	35	47	9.40	210.7434644	210.743461	Flagstaff	Coconino	MetroPlan
483	I-40 WB	2.7 mi East of Country Club Dr	0.7 mi East of Country Club Dr	1.999999993	EW	1	0	6	2	32	41	8.20	205.2099813	102.604991	Flagstaff	Coconino	MetroPlan
484	I-40 EB	0.6 mi East of Country Club Dr	East of 4th St	2.000000057	EW	3	0	0	3	33	39	7.80	546.9660674	273.4830259	Flagstaff	Coconino	MetroPlan
485	I-40 WB	1.5 mi East of Beulah Blvd	2.2 mi East of Beulah Blvd	0.678179619	EW	1	0	1	0	7	9	1.80	182.3832022	268.9305267	Flagstaff	Coconino	MetroPlan
507	SR-89	Pine del Dr	1 south of Pine del Dr	0.98286302	NS	1	0	0	0	14	15	3.00	180.9904682	184.1461776		Coconino	MetroPlan

Appendix F: Complete Streets and Vision Zero

Complete Streets Complete Streets policies formalize a community's intent to plan, design, and maintain streets so they are safe for all users of all ages and abilities. Policies direct transportation planners and engineers to consistently design and construct the right-of-way to accommodate all anticipated users, including pedestrians, bicyclists, public transportation users, motorists, and freight vehicles. Complete Streets can be achieved through a variety of policies; ordinances and resolutions; rewrites of design manuals; inclusion in comprehensive plans; internal memos from directors of transportation agencies; policies adopted by city and county councils; and executive orders from elected officials, such as Mayors or Governors. All policies should include the 10 elements of a Complete Streets policy (https://smartgrowthamerica.org/resources/elements-complete-streets-policy/).



Complete Streets Policy

Greenlight Traffic Engineering

City of Phoenix
Complete Streets Policy *Only 5 pages

Vision: To help the City of Phoenix

- Become more **walkable**, **bikeable** and **public transit** friendly
- Foster **social engagement**
- Instill **community** pride
- **Grow** the local economy and property values
- Identify projects that will improve **equitable transportation access** for vulnerable and transit-dependent populations
- Improve the **livability** and long-term **sustainability** of the region.

Complete Streets Policy

Greenlight Traffic Engineering

GOALS: Ensure the rights-of-way:

- Are planned, designed, constructed, operated, and maintained with the ultimate goal of **serving a variety of transportation modes**
- Will contribute to **active transportation and public health**
- Accommodate transportation users of **all ages and abilities**
- Are economically and environmentally **sustainable**
- Are designed to be compatible with the surrounding contexts and **connecting transportation networks**
- Comply with state and federal law and City code and Ordinance S-41094
- Follow the **Complete Streets Planning and Design Principles** which **will be integrated** into the Street Transportation Design Guidelines
- Provide **new or improved connectivity** between all transportation modes and adjacent land uses.

Complete Streets Policy

Howard County, Maryland
Complete Streets Policy



Complete Streets Policy

Vision:

"To ensure that Howard County is a place for individuals of all backgrounds to live and travel freely, safely, and comfortably, public and private roadways in Howard County shall be **safe and convenient** for residents of all ages and abilities who **travel by foot, bicycle, public transportation or automobile, ensuring sustainable communities** Countywide."

Complete Streets Policy

Greenlight Traffic Engineering

Above and beyond policy details:

- Developed a **design manual** for complete streets
- Integrated Pedestrian and Bicycle **master plans**
- **Scoped projects** for design and construction
- Developed 9-part Complete Streets **training videos**
  - For developers, designers, and the general public
- Developed a **sidewalk policy**
- Developed a transportation **project prioritization system**



Complete Streets Policy

Greenlight Traffic Engineering

Transportation Project Prioritization System

A project scoring mechanism for all potential capital transportation projects

Project scoring system (50 possible points)

- Multimodal access and safety (20 possible)
- Equity (10 possible)
- Crash history (10 possible)
- System preservation/maintenance (10 possible)
- Bonus points for cost sharing (10 points)

Vision Zero Policy

Greenlight Traffic Engineering

U.S. Department of Transportation
Federal Highway Administration

THE SAFE SYSTEM APPROACH

Zero is our goal. A Safe System is how we get there.

The **zero deaths** vision acknowledges that even one death on our transportation system is unacceptable and focuses on safe mobility for **all road users**.

Vision Zero Policy

Greenlight Traffic Engineering



HUMAN-CENTRIC APPROACH

1. Death/serious injury is unacceptable
2. Humans make mistakes
3. Humans are vulnerable
4. Responsibility is shared
5. Safety is proactive
6. Redundancy is crucial

Vision Zero Policy

Greenlight Traffic Engineering



Vision Zero Policy

Greenlight Traffic Engineering

City of Phoenix 2022 Vision Zero Action Plan

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Vision Zero Policy

Greenlight Traffic Engineering

VISION

Phoenix aspires to reduce the number of fatal and serious injury crashes on its streets to ZERO by 2050

GOALS

- Create a Road Safety Action Plan that moves to VISION ZERO
- Engage the public through an inclusive engagement process
- Use data to drive decisions
- Embrace the 5 E's of safety (Evaluation, Engineering, Enforcement, Education, & Equity)
- Establish a culture of safety
- Develop and implement strategies and countermeasures
- Establish performance measures for evaluation

Vision Zero Policy

Greenlight Traffic Engineering

HIN INTERSECTIONS

Location	HIN Segment Tier (1-3)	RSAP Equity Analysis	USDOT Underserved Community	Key Crash Characteristics	Status: RC, PC, P, F
35th Ave & Glendale Ave	1	Yes	Yes	- 50% Left Turn (LT) crashes - 50% nighttime - 3 ped & 1 bike crashes (40%) - Fatal crash ped south of crosswalk	P
51st Ave & McDowell Rd	1	Yes	Yes	- 56% nighttime or dawn/dusk - 44% peds (3 on west leg) - 75% peds at night or dawn/dusk	P

HIN SEGMENTS PROJECTS

Location	HIN Segment Tier (1-3)	RSAP Equity Analysis	USDOT Underserved Community	Key Crash Characteristics	Status: RC, PC, P, F
35th Ave: Moreland St to Van Buren St	1	Yes	Yes	- 8 ped crashes (32% of all crashes) accounted for 4 fatalities (57%). All but 1 ped crash were within 300' of a signalized intersection - 1 bicyclist crash accounted for an additional fatality - Near even mix of daytime and darkness crashes	P
7th St: Hatcher Rd to Mountain View Rd	1	Yes	Yes	- 55% peds (2 fatal) - 1 bike crash (fatal) - 64% nighttime - [illegible] in 2017	P

Vision Zero Policy

Greenlight Traffic Engineering

City of Boulder, CO
2023
Vision Zero Action Plan

*Less emphasis on community engagement efforts than Phoenix

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Planning Context 3
Snapshot of Key Findings 4
Evaluating What We've Done to Date 6
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Vision Zero Action Plan AP-1

Vision Zero Policy

Greenlight Traffic Engineering

***Vision Zero** is Boulder's goal to eliminate all severe traffic crashes involving people using all modes of travel.*

*no end date

There are five Vision Zero objectives:

1. Eliminate crashes resulting in serious injuries and fatalities.
2. Reduce other types of crashes.
3. Improve travel comfort and security.
4. Enhance awareness of and community engagement with Vision Zero.
5. Improve data and be transparent.

Vision Zero Policy

Greenlight Traffic Engineering

Action	4 E's	Timeframe	Partners*	Performance Metric(s)
1. Implement **specific countermeasures** at high crash locations (peds, bikes, vehicles)		Ongoing	Transportation, PD	% of intersections addressed on an annual basis ***Target:*** *45 intersections with specific mitigation identified for implementation*
2. Continue to **pursue federal funding** for and construct Highway Safety Improvement Program projects		Ongoing	Transportation	# of projects funded and completed ***Target:*** *3 projects per funding cycle*
3. Proactively implement **new signal timing practices** at identified intersections		Ongoing	Transportation	% of intersections addressed on an annual basis

*Less scoping to actions

Appendix G: Recommended Projects

MetroPlan High-Level Estimate of Probable Project Cost

Location	Roadway Ownership	Intersection/ Segment	Project Type	Selection Method	Scope	Estimated Cost	Lat. (X)	Long. (Y)	From X, Y	To X, Y
Flagstaff	ADOT	Milton Rd & Riordan Rd	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Improve traffic signal timing and coordination, left turn phasing evaluation/improvement, and high-visibility crosswalks	$219,000	35.190434	-111.661081	35.190434, -111.661081	
Flagstaff	ADOT	Rt 66 & Ponderosa Pkwy	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Install high-visibility crosswalks, speed feedback signs, and protected bicycle lanes	$213,000	35.195164	-111.628338	35.195164, -111.628338	
Flagstaff	ADOT	State Route 89A (Milton Rd) & Butler Ave	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Install green bicycle lane crossing markings, improve traffic signal timing and coordination, and reflective signal head tape	$243,000	35.195255	-111.655312	35.195255, -111.655312	
Flagstaff	Flagstaff	Country Club Dr & US 89	Intersection	Agency Comment/ Top Crash Hotspot	Install reflective signal head tape, speed feedback signs at approaches, green bicycle lane crossing markings, and improve traffic signal timing and coordination	$284,000	35.221174	-111.587864	35.221174, -111.587864	
Flagstaff	ADOT	Rt 66 from Country Club Dr to San Francisco St	Segment	Agency Comment/ Top Crash Hotspot	Install speed feedback signs, green bicycle lane crossing markings, and improve traffic signal timing and coordination	$539,000	35.220265	-111.586835	35.220265, -111.586835	35.197199, -111.648098
Flagstaff	Flagstaff	Butler Ave from Mustang Wy to I-40	Segment	Agency Comment/ Top Crash Hotspot	Install green bicycle lane crossing markings, sidewalks, and bicycle lanes	$4,051,000	35.196328	-111.598141	35.194789, -111.600353	35.191911, -111.620822
Flagstaff	Flagstaff	Cedar Ave from Gemini Rd to West St	Bicycle/ Pedestrian	Public Comment/ Top Crash Hotspot	Install protected bicycle lanes, green bicycle lane crossing markings, HAWK/PHB mid-block crossing at trailhead, and additional roadway lighting	$4,194,000	35.213827	-111.631271	35.213827, -111.631271	35.218087, -111.622075
Flagstaff	ADOT	Rt 66 & Milton Rd	Intersection	Public Comment/ Top Crash Hotspot	Maintain turning sight distance (vegetation/tree removal), install enhanced pedestrian crosswalks, bicycle lanes to intersection, and green bicycle lane crossing markings	$231,000	35.192834	-111.658531	35.192834, -111.658531	
Flagstaff	Flagstaff	Rt 66 & Fanning Dr	Intersection	Public Comment/ Top Crash Hotspot	Install enhanced crosswalks, a leading pedestrian interval, and reflective signal head tape	$255,000	35.215744	-111.595563	35.215744, -111.595563	
Flagstaff	Flagstaff	US 89 & Cummings St (Mall Driveway)	Intersection	Public Comment/ Top Crash Hotspot	Install enhanced crosswalks, a leading pedestrian interval, and reflective signal head tape	$255,000	35.223654	-111.584158	35.223654, -111.584158	
Flagstaff	Flagstaff	US 89 & Snowflake Dr/Trails End Dr	Intersection	Public Comments/ Top Crash Hotspot	Maintain intersection sight distance and install speed feedback signs at approaches	$67,000	35.238996	-111.571662	35.238996, -111.571662	
Flagstaff	Flagstaff	Butler Ave & Huntington Dr	Intersection	Agency Comment/Public Comments	Install green bicycle lane crossing markings and reflective signal head tape	$69,000	35.192274	-111.627798	35.192274, -111.627798	
Flagstaff	ADOT	Rt 66 & Railroad Spring Blvd	Intersection	Agency Comment/Public Comments	Maintain turning sight distance (vegetation/tree removal), install crosswalk, and consider installing traffic signal control	$1,105,000	35.187827	-111.68075	35.187827, -111.680750	
Flagstaff	Flagstaff	US-89 from Snowflake Dr to Country Club Dr	Segment	Top Crash Hotspot	Install speed feedback signs and conduct targeted speed enforcement	$42,000	35.239005	-111.571712	35.239005, -111.571712	35.221180, -111.587785
Flagstaff	ADOT	Milton Rd from Rt 66 to Forest Meadows St	Segment	Top Crash Hotspot	Install speed feedback signs, improve traffic signal timing and coordination, and conduct targeted speed enforcement	$216,000	35.192847	-111.658488	35.192847, -111.658488	35.179027, -111.661335
Flagstaff	ADOT	US-180 & Forest Ave	Intersection	Public Comments	Refresh/enhance pavement markings, maintain turning sight distance (vegetation/tree removal), and intersection consider traffic signal control	$1,060,000	35.210684	-111.649209	35.210684, -111.649209	
Flagstaff	ADOT	US-180 & Schultz Pass Rd	Intersection	Public Comments	Refresh/enhance pavement markings, install reflective signal head tape, install flashing yellow left turn phase	$275,000	35.238621	-111.669023	35.238621, -111.669023	
Flagstaff	Flagstaff	Lockett Rd & Kaspar Dr	Intersection	Public Comments	Install stop bars, crosswalk, maintain intersection sight distance, and no U-Turn signage	$154,000	35.217061	-111.594217	35.217061, -111.594217	
Flagstaff	ADOT	Elm Ave & Humphreys St (US-180)	Intersection	Public Comments	Refresh/enhance pavement markings and install crosswalks	$111,000	35.202892	-111.649196	35.202892, -111.649196	
Coconino County	ADOT	Townsend Winona Rd & US 89	Intersection	Agency Comment/ Top Crash Hotspot	Install reflective signal head tape, traffic signal ahead warning signage, and reduce speed limit at approaches	$62,000	35.245186	-111.564763	35.245186, -111.564763	

Location	Roadway Ownership	Intersection/ Segment	Project Type	Selection Method	Scope	Estimated Cost	Lat. (X)	Long. (Y)	From X, Y	To X, Y
Coconino County	ADOT	Silver Saddle Rd & US 89	Intersection	Top Crash Hotspot	Install reflective signal head tape and all protected left-turn phasing,	$209,000	35.269846	-111.545332	35.269846, -111.545332	
Coconino County	ADOT	US-89 from North of Lenox Park to 3.3 mi North of Lenox Park	Segment	Top Crash Hotspot	Install/maintain ROW fencing, animal warning signage, median barrier, and speed limit reduction during adverse weather with dynamic speed limit signs	$2,733,000	35.340808	-111.557856	35.340808, -111.557856	35.382712, -111.580659
Coconino County	ADOT	US-89 from 3.5 north of Kaitlin Way to Kaitlin Way	Segment	Top Crash Hotspot	Install/Maintain ROW fencing, speed limit reduction during adverse weather with dynamic speed limit signs, and street lighting	$13,674,000	35.296206	-111.542623	35.296206, -111.542623	35.342195, -111.559458
Coconino County	ADOT	US-89 from South of Elden Springs Rd to Townsend Winona Rd	Segment	Top Crash Hotspot	Install/Maintain ROW fencing, speed limit reduction during adverse weather with dynamic speed limit signs, and street lighting	$13,674,000	35.27771	-111.542958	35.277710, -111.542958	35.245171, -111.564788

MetroPlan High-Level Estimate of Probable Systemic Project Cost

Location	Roadway Ownership	Intersection/ Segment	Project Type	Selection Method	Scope	Estimated Cost
Flagstaff	Flagstaff/ADOT	• Milton Rd & Riordan Rd • State Route 89A (Milton Rd) & Butler Ave • Country Club Dr & US 89 • Rt 66 & Fanning Dr • US 89 & Cummings St (Mall Driveway) • US-180 & Schultz Pass Rd	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Improve traffic signal timing and coordination, left turn phasing, and pedestrian interval evaluation/improvement	$1,218,000
Flagstaff	Flagstaff/ADOT	• Milton Rd & Riordan Rd • Rt 66 & Ponderosa Pkwy • Cedar Ave from Gemini Rd to West St • Rt 66 & Milton Rd • Rt 66 & Fanning Dr • US 89 & Cummings St (Mall Driveway) • Lockett Rd & Kasper Dr • Elm Ave & Humphreys St (US-180)	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Install enhanced pedestrian crosswalk	$2,624,000
Flagstaff	Flagstaff	• State Route 89A (Milton Rd) & Butler Ave • Country Club Dr & US 89 • Rt 66 & Fanning Dr • US 89 & Cummings St (Mall Driveway) • Butler Ave & Huntington Dr • US-180 & Schultz Pass Rd	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Install reflective signal head tape	$282,000
Flagstaff	Flagstaff	• Rt 66 & Ponderosa Pkwy • Country Club Dr & US 89 • Rt 66 from Country Club Dr to San Francisco St • US-89 from Snowflake Dr to Country Club Dr • Milton Rd from Rt 66 to Forest Meadows St	Intersection/ Segment	Agency Comment/Public Comment/Top Crash Hotspot	Installing speed feedback signs	$267,000
Flagstaff	Flagstaff	• Rt 66 & Ponderosa Pkwy • State Route 89A (Milton Rd) & Butler Ave • Country Club Dr & US 89 • Rt 66 from Country Club Dr to San Francisco St • Cedar Ave from Gemini Rd to West St • Rt 66 & Milton Rd • Butler Ave & Huntington Dr	Intersection/ Segment	Agency Comment/Public Comment/Top Crash Hotspot	Install improved bicycle lanes	$851,000

Location	Roadway Ownership	Intersection/ Segment	Project Type	Selection Method	Scope	Estimated Cost
Flagstaff	Flagstaff	• Rt 66 & Milton Rd • Rt 66 & Fanning Dr • US-180 & Forest Ave • US-180 & Schultz Pass Rd	Segment/ Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Refresh pavement and markings	$317,000
Flagstaff	Flagstaff	• Rt 66 & Milton Rd • Rt 66 & Railroad Spring Blvd • US-180 & Forest Ave • US-180 & Fratelli's Driveway (S of Meade Ln) • Lockett Rd & Kasper Dr	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Sight distance improvement/maintenance (vegetation/tree removal)	$129,000
Flagstaff	Flagstaff	• Rt 66 & Railroad Spring Blvd • US-180 & Forest Ave	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Consider installing a traffic signal	$2,068,000
Coconino County	ADOT	• Townsend Winona Rd & US 89 • Silver Saddle Rd & US 89	Intersection	Agency Comment/ Top Crash Hotspot	Install reflective signal head tape	$70,000
Coconino County	ADOT	• Townsend Winona Rd & US 89 • US-89 from North of Lenox Park to 3.3 mi North of Lenox Park • US-89 from 3.5 north of Kaitlin Way to Kaitlin Way • US-89 from South of Elden Springs Rd to Townsend Winona Rd	Intersection/ Segment	Agency Comment/ Top Crash Hotspot	Speed management strategies; such as reducing speed limit at approaches or during adverse weather conditions	$359,000
Coconino County	ADOT	• US-89 from North of Lenox Park to 3.3 mi North of Lenox Park • US-89 from 3.5 north of Kaitlin Way to Kaitlin Way • US-89 from South of Elden Springs Rd to Townsend Winona Rd	Segment	Agency Comment/ Top Crash Hotspot	Install/maintain ROW fencing	$2,083,000

MetroPlan High-Level Estimate of Probable Project Cost

Unit Costs

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS

Project Name MetroPlan RTSP
Improvement Speed Feedback Sign - Segment (1 Mile Unit)

Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. REMOVALS					
1	REMOVE TREE, DIAMETER > 12 IN.	EA	1	$ 1,125	$ 1,125
				Subtotal	**$ 1,125**
2. INSTALLATIONS					
2	PERFORATED SQUARE TUBE SIGN POST	LF	20	$ 68	$ 1,350
3	SPEED FEEDBACK SIGN	EA	2	$ 6,552	$ 13,104
				Subtotal	**$ 14,454**
				Construction Subtotal	**$ 15,579**
3. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 15,579	$ 2,500
5	TRAFFIC CONTROL	PERCENT	10%	$ 15,579	$ 2,500
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 15,579	$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 15,579	$ 2,340
8	CONTINGENCY	PERCENT	20%	$ 15,579	$ 3,120
9	ESCALATION	PERCENT	10%	$ 15,579	$ 1,560
				Subtotal	**$ 15,020**
				Construction Total	**$ 30,599**
4. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	$ 30,599	$ 10,000
11	POST DESIGN	PERCENT	2%	$ 30,599	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 41,599**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**MetroPlan RTSP**				
Improvement	**Speed Feedback Sign - Intersection (1 Intersection Unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. REMOVALS					
1	REMOVE TREE, DIAMETER > 12 IN.	EA	1	$ 1,125	$ 1,125
				Subtotal	**$ 1,125**
2. INSTALLATIONS					
2	PERFORATED SQUARE TUBE SIGN POST	LF	20	$ 68	$ 1,350
3	SPEED FEEDBACK SIGN	EA	2	$ 6,552	$ 13,104
				Subtotal	**$ 14,454**
				Construction Subtotal	**$ 15,579**
3. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 15,579	$ 2,500
5	TRAFFIC CONTROL	PERCENT	10%	$ 15,579	$ 2,500
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 15,579	$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 15,579	$ 2,340
8	CONTINGENCY	PERCENT	20%	$ 15,579	$ 3,120
9	ESCALATION	PERCENT	10%	$ 15,579	$ 1,560
				Subtotal	**$ 15,020**
				Construction Total	**$ 30,599**
4. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	$ 30,599	$ 10,000
11	POST DESIGN	PERCENT	2%	$ 30,599	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 41,599**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**MetroPlan RTSP**				
Improvement	**Warning and regulatory signage (1 Intersection Unit)(4 signs)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	PERFORATED SQUARE TUBE SIGN POST	LF	40	$ 68	$ 2,700
2	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	SF	36	$ 10	$ 2,835
				Subtotal	**$ 5,535**
				Construction Subtotal	**$ 5,535**
2. CONSTRUCTION SOFT COSTS					
3	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 5,535	$ 2,500
4	TRAFFIC CONTROL	PERCENT	10%	$ 5,535	$ 2,500
5	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 5,535	$ 3,000
6	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 5,535	$ 830
7	CONTINGENCY	PERCENT	20%	$ 5,535	$ 1,110
8	ESCALATION	PERCENT	10%	$ 5,535	$ 550
				Subtotal	**$ 10,490**
				Construction Total	**$ 16,025**
3. DESIGN AND POST DESIGN COSTS					
9	DESIGN	PERCENT	30%	$ 16,025	$ 10,000
10	POST DESIGN	PERCENT	2%	$ 16,025	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 27,025**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**MetroPlan RTSP**				
Improvement	**Warning and regulatory signage (1 Mile Segment Unit) (2 signs in one direction)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	PERFORATED SQUARE TUBE SIGN POST	LF	20	$ 68	$ 1,350
2	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	SF	18	$ 10	$ 2,835
				Subtotal	**$ 4,185**
				Construction Subtotal	**$ 4,185**
2. CONSTRUCTION SOFT COSTS					
3	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 4,185	$ 2,500
4	TRAFFIC CONTROL	PERCENT	10%	$ 4,185	$ 2,500
5	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 4,185	$ 3,000
6	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 4,185	$ 630
7	CONTINGENCY	PERCENT	20%	$ 4,185	$ 840
8	ESCALATION	PERCENT	10%	$ 4,185	$ 420
				Subtotal	**$ 9,890**
				Construction Total	**$ 14,075**
3. DESIGN AND POST DESIGN COSTS					
9	DESIGN	PERCENT	30%	$ 14,075	$ 10,000
10	POST DESIGN	PERCENT	2%	$ 14,075	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 25,075**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**MetroPlan RTSP**				
Improvement	**Adding Bike lane with conflict zone green paint (by narrowing the lane) (1 Mile Unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. REMOVALS					
1	OBLITERATE PAVEMENT MARKING (STRIPES)	LF	21,120	$ 1.15	$ 24,288
				Subtotal	**$ 24,288**
2. INSTALLATIONS					
2	PERFORATED SQUARE TUBE SIGN POST	LF	40	$ 68	$ 2,700
3	5' x 1.5' SOLID GREEN LINE AND 1.5' GAP (90 MIL ALKYD THERMOPLASTIC)	LF	300	$ 23	$ 6,750
4	PAVEMENT SYMBOL (EXTRUDED THERMOPLASTIC) (ALKYD) (0.090")	EA	4	$ 300	$ 1,200
5	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	21,120	$ 0.88	$ 18,480
6	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	SF	36	$ 10	$ 2,835
				Subtotal	**$ 31,965**
				Construction Subtotal	**$ 56,253**
3. CONSTRUCTION SOFT COSTS					
7	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 56,253	$ 5,630
8	TRAFFIC CONTROL	PERCENT	10%	$ 56,253	$ 5,630
9	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 56,253	$ 3,000
10	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 56,253	$ 8,440
11	CONTINGENCY	PERCENT	20%	$ 56,253	$ 11,250
12	ESCALATION	PERCENT	10%	$ 56,253	$ 5,630
				Subtotal	**$ 39,580**
				Construction Total	**$ 95,833**
4. DESIGN AND POST DESIGN COSTS					
13	DESIGN	PERCENT	30%	$ 95,833	$ 28,750
14	POST DESIGN	PERCENT	2%	$ 95,833	$ 1,920
				Design Total	**$ 30,670**
				Grand Total	**$ 126,503**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS

Project Name MetroPlan RTSP
Improvement Bicycle lane crossing markings (1 Mile Unit)

Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	PERFORATED SQUARE TUBE SIGN POST	LF	40	$ 68	$ 2,700
2	5' x 1.5' SOLID GREEN LINE AND 1.5' GAP (90 MIL ALKYD THERMOPLASTIC)	LF	300	$ 23	$ 6,750
3	PAVEMENT SYMBOL (EXTRUDED THERMOPLASTIC) (ALKYD) (0.090")	EA	4	$ 300	$ 1,200
4	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	21,120	$ 0.88	$ 18,480
5	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	SF	36	$ 10	$ 2,835
				Subtotal	**$ 31,965**
				Construction Subtotal	**$ 31,965**
2. CONSTRUCTION SOFT COSTS					
6	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 31,965	$ 3,200
7	TRAFFIC CONTROL	PERCENT	10%	$ 31,965	$ 3,200
8	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 31,965	$ 3,000
9	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 31,965	$ 4,790
10	CONTINGENCY	PERCENT	20%	$ 31,965	$ 6,390
11	ESCALATION	PERCENT	10%	$ 31,965	$ 3,200
				Subtotal	**$ 23,780**
				Construction Total	**$ 55,745**
3. DESIGN AND POST DESIGN COSTS					
12	DESIGN	PERCENT	30%	$ 55,745	$ 16,720
13	POST DESIGN	PERCENT	2%	$ 55,745	$ 1,110
				Design Total	**$ 17,830**
				Grand Total	**$ 73,575**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS

Project Name MetroPlan RTSP
Improvement Bicycle lane crossing markings (1 Intersection Unit)

Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	PERFORATED SQUARE TUBE SIGN POST	LF	20	$ 68	$ 1,350
2	5' x 1.5' SOLID GREEN LINE AND 1.5' GAP (90 MIL ALKYD THERMOPLASTIC)	LF	200	$ 23	$ 4,500
3	PAVEMENT SYMBOL (EXTRUDED THERMOPLASTIC) (ALKYD) (0.090")	EA	4	$ 300	$ 1,200
4	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	200	$ 0.88	$ 175
5	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	SF	18	$ 10	$ 2,835
				Subtotal	**$ 10,060**
				Construction Subtotal	**$ 10,060**
2. CONSTRUCTION SOFT COSTS					
6	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 10,060	$ 2,500
7	TRAFFIC CONTROL	PERCENT	10%	$ 10,060	$ 2,500
8	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 10,060	$ 3,000
9	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 10,060	$ 1,510
10	CONTINGENCY	PERCENT	20%	$ 10,060	$ 2,010
11	ESCALATION	PERCENT	10%	$ 10,060	$ 1,010
				Subtotal	**$ 12,530**
				Construction Total	**$ 22,590**
3. DESIGN AND POST DESIGN COSTS					
12	DESIGN	PERCENT	30%	$ 22,590	$ 10,000
13	POST DESIGN	PERCENT	2%	$ 22,590	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 33,590**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**MetroPlan RTSP**				
Improvement	**Traffic Signal with protected left-turn movements (1 Intersection Unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	ELECTRICAL CONDUIT (3") (PVC)	LF	50	$ 146	$ 7,313
2	CONCRETE SIDEWALK RAMP	EA	4	$ 10,125	$ 40,500
3	PAVEMENT SYMBOL (EXTRUDED THERMOPLASTIC) (ALKYD) (0.090")	EA	8	$ 300	$ 2,400
4	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	1360	$ 0.88	$ 1,190
5	ELECTRICAL CONDUIT (2-3") (PVC) (TRENCH)	LF	140	$ 146	$ 20,475
6	PULL BOX	EA	6	$ 2,250	$ 13,500
7	POLE FOUNDATION (TYPE R)	EA	4	$ 11,700	$ 46,800
8	MAST ARM (60 FT.) (TAPERED)	EA	4	$ 37,125	$ 148,500
9	EMERGENCY VEHICLE PREEMPTION UNIT	EA	4	$ 5,625	$ 22,500
10	TRAFFIC SIGNAL FACE (TYPE F)	EA	4	$ 1,350	$ 5,400
11	TRAFFIC SIGNAL FACE (TYPE G)	EA	8	$ 1,688	$ 13,500
12	TRAFFIC SIGNAL MOUNTING ASSEMBLY	EA	12	$ 450	$ 5,400
13	SIGNAL POLE	EA	4	$ 15,000	$ 60,000
14	LUMINAIRE	EA	4	$ 2,329	$ 9,315
15	LUMINAIRE MAST ARM (25 FT.) (TAPERED)	EA	4	$ 10,125	$ 40,500
16	CONTROL CABINET	EA	1	$ 12,000	$ 12,000
17	CONDUCTORS	LS	1	$ 22,500	$ 22,500
				Subtotal	**$ 471,793**
				Construction Subtotal	**$ 471,793**
2. CONSTRUCTION SOFT COSTS					
18	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 471,793	$ 47,180
19	TRAFFIC CONTROL	PERCENT	10%	$ 471,793	$ 47,180
20	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 471,793	$ 4,720
21	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 471,793	$ 70,770
22	CONTINGENCY	PERCENT	20%	$ 471,793	$ 94,360
23	ESCALATION	PERCENT	10%	$ 471,793	$ 47,180
				Subtotal	**$ 311,390**
				Construction Total	**$ 783,183**
3. DESIGN AND POST DESIGN COSTS					
24	DESIGN	PERCENT	30%	$ 783,183	$ 234,950
25	POST DESIGN	PERCENT	2%	$ 783,183	$ 15,660
				Design Total	**$ 250,610**
				Grand Total	**$ 1,033,793**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**MetroPlan RTSP**				
Improvement	**HAWK/PHB (1 crossing Unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	ELECTRICAL CONDUIT (3") (PVC)	LF	50	$ 146	$ 7,313
2	CONCRETE SIDEWALK RAMP	EA	2	$ 10,125	$ 20,250
3	PAVEMENT SYMBOL (EXTRUDED THERMOPLASTIC) (ALKYD) (0.090")	EA	2	$ 300	$ 600
4	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	100	$ 0.88	$ 88
5	ELECTRICAL CONDUIT (2-3") (PVC) (TRENCH)	LF	140	$ 146	$ 20,475
6	PULL BOX (NO. 8) (PE-071-1)	EA	1	$ 2,250	$ 2,250
7	POLE FOUNDATION (TYPE R)	EA	1	$ 11,700	$ 11,700
8	MAST ARM (60 FT.) (TAPERED)	EA	1	$ 37,125	$ 37,125
9	TRAFFIC SIGNAL FACE (TYPE F)	EA	2	$ 1,350	$ 2,700
10	TRAFFIC SIGNAL MOUNTING ASSEMBLY (PELCO SKYBRACKET TENON MOUNTS)	EA	2	$ 450	$ 900
11	POLE	EA	1	$ 15,000	$ 15,000
12	LUMINAIRE	EA	1	$ 2,329	$ 2,329
13	LUMINAIRE MAST ARM (25 FT.) (TAPERED)	EA	1	$ 10,125	$ 10,125
14	CONTROL CABINET	EA	1	$ 12,000	$ 12,000
15	CONDUCTORS	LS	1	$ 22,500	$ 22,500
16	PULL BOX	EA	1	$ 2,250	$ 2,250
				Subtotal	**$ 167,604**
				Construction Subtotal	**$ 167,604**
2. CONSTRUCTION SOFT COSTS					
17	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 167,604	$ 16,760
18	TRAFFIC CONTROL	PERCENT	10%	$ 167,604	$ 16,760
19	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 167,604	$ 2,500
20	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 167,604	$ 25,140
21	CONTINGENCY	PERCENT	20%	$ 167,604	$ 33,520
22	ESCALATION	PERCENT	10%	$ 167,604	$ 16,760
				Subtotal	**$ 111,440**
				Construction Total	**$ 279,044**
3. DESIGN AND POST DESIGN COSTS					
23	DESIGN	PERCENT	30%	$ 279,044	$ 83,710
24	POST DESIGN	PERCENT	2%	$ 279,044	$ 5,580
				Design Total	**$ 89,290**
				Grand Total	**$ 368,334**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS

Project Name MetroPlan RTSP
Improvement Intersection lighting (4 each)

Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	ELECTRICAL CONDUIT (2-3") (PVC) (TRENCH)	LF	200	$ 146	$ 29,250
2	POLE FOUNDATION (TYPE R)	EA	4	$ 11,700	$ 46,800
3	LUMINAIRE	EA	4	$ 2,329	$ 9,315
4	LUMINAIRE MAST ARM (25 FT.) (TAPERED)	EA	4	$ 10,125	$ 40,500
5	POLE	EA	4	$ 15,000	$ 60,000
6	CONDUCTORS	LS	1	$ 12,000	$ 12,000
				Subtotal	**$ 197,865**
				Construction Subtotal	**$ 197,865**
2. CONSTRUCTION SOFT COSTS					
7	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 197,865	$ 19,790
8	TRAFFIC CONTROL	PERCENT	10%	$ 197,865	$ 19,790
9	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 197,865	$ 2,500
10	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 197,865	$ 29,680
11	CONTINGENCY	PERCENT	20%	$ 197,865	$ 39,570
12	ESCALATION	PERCENT	10%	$ 197,865	$ 19,790
				Subtotal	**$ 131,120**
				Construction Total	**$ 328,985**
3. DESIGN AND POST DESIGN COSTS					
13	DESIGN	PERCENT	30%	$ 328,985	$ 98,700
14	POST DESIGN	PERCENT	2%	$ 328,985	$ 6,580
				Design Total	**$ 105,280**
				Grand Total	**$ 434,265**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS

Project Name MetroPlan RTSP
Improvement One Side Street Lighting (One Mile Unit, Spacing 270')

Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	ELECTRICAL CONDUIT (2-3") (PVC) (TRENCH)	LF	5680	$ 146	$ 830,700
2	POLE FOUNDATION	EA	20	$ 11,700	$ 234,000
3	LUMINAIRE	EA	20	$ 2,329	$ 46,575
4	LUMINAIRE MAST ARM (25 FT.) (TAPERED)	EA	20	$ 10,125	$ 202,500
5	POLE	EA	20	$ 15,000	$ 300,000
6	CONDUCTORS	LS	1	$ 40,625	$ 40,625
				Subtotal	**$ 1,654,400**
				Construction Subtotal	**$ 1,654,400**
2. CONSTRUCTION SOFT COSTS					
7	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 1,654,400	$ 165,440
8	TRAFFIC CONTROL	PERCENT	10%	$ 1,654,400	$ 165,440
9	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 1,654,400	$ 16,540
10	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 1,654,400	$ 248,160
11	CONTINGENCY	PERCENT	20%	$ 1,654,400	$ 330,880
12	ESCALATION	PERCENT	10%	$ 1,654,400	$ 165,440
				Subtotal	**$ 1,091,900**
				Construction Total	**$ 2,746,300**
3. DESIGN AND POST DESIGN COSTS					
13	DESIGN	PERCENT	30%	$ 2,746,300	$ 823,890
14	POST DESIGN	PERCENT	2%	$ 2,746,300	$ 54,930
				Design Total	**$ 878,820**
				Grand Total	**$ 3,625,120**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name MetroPlan RTSP Improvement Traffic signal head reflective tape (Four leg intersection with 12 heads)(1 intersection unit)					
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	TRAFFIC SIGNAL FACE BACKPLATE	EA	12	$ 900	$ 10,800
2	REFLECTIVE SIGNAL HEAD BACK PLATE TAPE	LF	72	$ 10	$ 720
				Subtotal	**$ 11,520**
				Construction Subtotal	**$ 11,520**
2. CONSTRUCTION SOFT COSTS					
3	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 11,520	$ 2,500
4	TRAFFIC CONTROL	PERCENT	10%	$ 11,520	$ 2,500
5	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 11,520	$ 2,500
6	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 11,520	$ 1,730
7	CONTINGENCY	PERCENT	20%	$ 11,520	$ 2,300
8	ESCALATION	PERCENT	10%	$ 11,520	$ 1,150
				Subtotal	**$ 12,680**
				Construction Total	**$ 24,200**
3. DESIGN AND POST DESIGN COSTS					
9	DESIGN	PERCENT	30%	$ 24,200	$ 10,000
10	POST DESIGN	PERCENT	2%	$ 24,200	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 35,200**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name MetroPlan RTSP Improvement Traffic Signal Modification (New Protected Left Turn Movement) (1 Intersection Unit)					
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. REMOVALS					
1	REMOVE SIGNAL FACE	EA	8	$ 688	$ 5,500
				Subtotal	**$ 5,500**
2. INSTALLATIONS					
2	ELECTRICAL CONDUIT (3") (PVC)	LF	400	$ 146	$ 58,500
3	TRAFFIC SIGNAL FACE (TYPE G)	EA	8	$ 1,350	$ 10,800
4	TRAFFIC SIGNAL MOUNTING ASSEMBLY	EA	8	$ 450	$ 3,600
				Subtotal	**$ 72,900**
				Construction Subtotal	**$ 78,400**
3. CONSTRUCTION SOFT COSTS					
5	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 78,400	$ 7,840
6	TRAFFIC CONTROL	PERCENT	10%	$ 78,400	$ 7,840
7	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 78,400	$ 2,500
8	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 78,400	$ 11,760
9	CONTINGENCY	PERCENT	20%	$ 78,400	$ 15,680
10	ESCALATION	PERCENT	10%	$ 78,400	$ 7,840
				Subtotal	**$ 53,460**
				Construction Total	**$ 131,860**
4. DESIGN AND POST DESIGN COSTS					
11	DESIGN	PERCENT	30%	$ 131,860	$ 39,560
12	POST DESIGN	PERCENT	2%	$ 131,860	$ 2,640
				Design Total	**$ 42,200**
				Grand Total	**$ 174,060**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project No.	MetroPlan RTSP				
Improvement	High-visibility crosswalk (ladder type) (One 36' crossing)				
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	12" SOLID YELLOW LINE (90 MIL ALKYD THERMOPLASTIC)	LF	192	$ 5	$ 864
2	PERFORATED SQUARE TUBE SIGN POST	LF	40	$ 68	$ 2,720
3	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	EA	4	$ 10	$ 40
				Subtotal	$ 3,624
				Construction Subtotal	$ 3,624
2. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 3,624	$ 2,500
5	TRAFFIC CONTROL	PERCENT	10%	$ 3,624	$ 2,500
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 3,624	$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 3,624	$ 540
8	CONTINGENCY	PERCENT	20%	$ 3,624	$ 720
9	ESCALATION	PERCENT	10%	$ 3,624	$ 360
				Subtotal	$ 9,620
				Construction Total	$ 13,244
3. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	$ 13,244	$ 10,000
11	POST DESIGN	PERCENT	2%	$ 13,244	$ 1,000
				Design Total	$ 11,000
				Grand Total	$ 24,244

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project No.	MetroPlan RTSP				
Improvement	High-visibility crosswalk (ladder type) (Four 36' crossing)				
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	12" SOLID YELLOW LINE (90 MIL ALKYD THERMOPLASTIC)	LF	768	$ 5	$ 3,456
2	PERFORATED SQUARE TUBE SIGN POST	LF	160	$ 68	$ 10,880
3	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	EA	16	$ 10	$ 160
				Subtotal	$ 14,496
				Construction Subtotal	$ 17,952
3. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 17,952	$ 2,500
5	TRAFFIC CONTROL	PERCENT	10%	$ 17,952	$ 2,500
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 17,952	$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 17,952	$ 2,690
8	CONTINGENCY	PERCENT	20%	$ 17,952	$ 3,590
9	ESCALATION	PERCENT	10%	$ 17,952	$ 1,800
				Subtotal	$ 16,080
				Construction Total	$ 34,032
4. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	$ 34,032	$ 10,210
11	POST DESIGN	PERCENT	2%	$ 34,032	$ 1,000
				Design Total	$ 11,210
				Grand Total	$ 45,242

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project No.	MetroPlan RTSP				
Improvement	Sidewalk (100' unit) (100'x6'_)				
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	VERTICAL CURB AND GUTTER, STANDARD DETAIL 220-1, TYPE "A"	LF	100	$ 63	$ 6,300
2	CONCRETE SIDEWALK	SF	600	$ 20	$ 12,000
				Subtotal	**$ 18,300**
				Construction Subtotal	**$ 18,300**
3. CONSTRUCTION SOFT COSTS					
3	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 18,300	$ 2,500
4	TRAFFIC CONTROL	PERCENT	10%	$ 18,300	$ 2,500
5	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 18,300	$ 2,500
6	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 18,300	$ 2,750
7	CONTINGENCY	PERCENT	20%	$ 18,300	$ 3,660
8	ESCALATION	PERCENT	10%	$ 18,300	$ 1,830
				Subtotal	**$ 15,740**
				Construction Total	**$ 34,040**
4. DESIGN AND POST DESIGN COSTS					
9	DESIGN	PERCENT	30%	$ 34,040	$ 10,210
10	POST DESIGN	PERCENT	2%	$ 34,040	$ 1,000
				Design Total	**$ 11,210**
				Grand Total	**$ 45,250**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	MetroPlan RTSP				
Improvement	Refresh Roadway Markings/Restriping (1 Mile)(two lane and TWLTL)				
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	PAVEMENT SYMBOL (EXTRUDED THERMOPLASTIC) (ALKYD) (0.090")	EA	2	$ 300	$ 600
2	8" SOLID YELLOW LINE (90 MIL ALKYD THERMOPLASTIC)	LF	21120	$ 0.88	$ 18,586
3	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	10560	$ 0.88	$ 9,293
				Subtotal	**$ 28,478**
				Construction Subtotal	**$ 28,478**
2. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 28,478	$ 2,850
5	TRAFFIC CONTROL	PERCENT	10%	$ 28,478	$ 2,850
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 28,478	$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 28,478	$ 4,270
8	CONTINGENCY	PERCENT	20%	$ 28,478	$ 5,700
9	ESCALATION	PERCENT	10%	$ 28,478	$ 2,850
				Subtotal	**$ 21,520**
				Construction Total	**$ 49,998**
3. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	$ 49,998	$ 15,000
11	POST DESIGN	PERCENT	2%	$ 49,998	$ 1,000
				Design Total	**$ 16,000**
				Grand Total	**$ 65,998**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	MetroPlan RTSP				
Improvement	Sight distance maintenance (1 Intersection Unit)				
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. REMOVALS					
1	REMOVE TREE, DIAMETER > 12 IN.	EA	2	$ 1,125	$ 2,250
2	CLEARING AND GRUBBING	ACRE	0.5	$ 5,000	$ 2,500
				Subtotal	$ 4,750
				Construction Subtotal	$ 4,750
2. CONSTRUCTION SOFT COSTS					
3	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 4,750	$ 2,500
4	TRAFFIC CONTROL	PERCENT	10%	$ 4,750	$ 2,500
5	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 4,750	$ 3,000
6	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 4,750	$ 710
7	CONTINGENCY	PERCENT	20%	$ 4,750	$ 950
8	ESCALATION	PERCENT	10%	$ 4,750	$ 480
				Subtotal	$ 10,140
				Construction Total	$ 14,890
3. DESIGN AND POST DESIGN COSTS					
9	DESIGN	PERCENT	30%	$ 14,890	$ 10,000
10	POST DESIGN	PERCENT	2%	$ 14,890	$ 1,000
				Design Total	$ 11,000
				Grand Total	$ 25,890

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project No.	MetroPlan RTSP				
Improvement	Stop bar (1 two-way stop intersection)				
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	12" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	24	$ 1.65	39.6
				Subtotal	$ 40
				Construction Subtotal	$ 40
2. CONSTRUCTION SOFT COSTS					
2	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 40	$ 2,500
3	TRAFFIC CONTROL	PERCENT	10%	$ 40	$ 2,500
4	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 40	$ 3,000
5	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 40	$ 3,000
6	CONTINGENCY	PERCENT	20%	$ 40	$ 3,000
7	ESCALATION	PERCENT	10%	$ 40	$ 3,000
				Subtotal	$ 17,000
				Construction Total	$ 17,040
3. DESIGN AND POST DESIGN COSTS					
8	DESIGN	PERCENT	30%	$ 17,040	$ 10,000
9	POST DESIGN	PERCENT	2%	$ 17,040	$ 1,000
				Design Total	$ 11,000
				Grand Total	$ 28,040

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**MetroPlan RTSP**				
Improvement	**Cable| Median Barrier (1 mile Unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	CHAIN LINK CABLE BARRIER	LF	5280	$ 50	$ 264,000
				Subtotal	**$ 264,000**
				Construction Subtotal	**$ 264,000**
2. CONSTRUCTION SOFT COSTS					
2	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 264,000	$ 26,400
3	TRAFFIC CONTROL	PERCENT	10%	$ 264,000	$ 26,400
4	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 264,000	$ 3,000
5	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 264,000	$ 39,600
6	CONTINGENCY	PERCENT	20%	$ 264,000	$ 52,800
7	ESCALATION	PERCENT	10%	$ 264,000	$ 26,400
				Subtotal	**$ 174,600**
				Construction Total	**$ 438,600**
3. DESIGN AND POST DESIGN COSTS					
8	DESIGN	PERCENT	30%	$ 438,600	$ 131,580
9	POST DESIGN	PERCENT	2%	$ 438,600	$ 8,770
				Design Total	**$ 140,350**
				Grand Total	**$ 578,950**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**MetroPlan RTSP**				
Improvement	**Right of way fencing (1 mile Unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	CHAIN LINK FENCE, TYPE 1 (72")	LF	5280	$ 20	$ 105,600
				Subtotal	**$ 105,600**
				Construction Subtotal	**$ 105,600**
2. CONSTRUCTION SOFT COSTS					
2	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 105,600	$ 10,560
3	TRAFFIC CONTROL	PERCENT	10%	$ 105,600	$ 10,560
4	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 105,600	$ 3,000
5	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 105,600	$ 15,840
6	CONTINGENCY	PERCENT	20%	$ 105,600	$ 21,120
7	ESCALATION	PERCENT	10%	$ 105,600	$ 10,560
				Subtotal	**$ 71,640**
				Construction Total	**$ 177,240**
3. DESIGN AND POST DESIGN COSTS					
8	DESIGN	PERCENT	30%	$ 177,240	$ 53,170
9	POST DESIGN	PERCENT	2%	$ 177,240	$ 3,540
				Design Total	**$ 56,710**
				Grand Total	**$ 233,950**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project No.	MetroPlan RTSP				
Improvement	Sidewalk on both sides of road (1 mile unit) (5280'x6' x2)				
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	VERTICAL CURB AND GUTTER, STANDARD DETAIL 220-1, TYPE "A"	LF	10,560	$ 63	$ 665,280
2	CONCRETE SIDEWALK RAMP	EA	5	$ 10,125	$ 50,625
3	CONCRETE SIDEWALK	SF	41184	$ 20	$ 823,680
				Subtotal	**$ 1,539,585**
				Construction Subtotal	**$ 1,539,585**
3. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 1,539,585	$ 153,960
5	TRAFFIC CONTROL	PERCENT	10%	$ 1,539,585	$ 153,960
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 1,539,585	$ 15,400
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 1,539,585	$ 230,940
8	CONTINGENCY	PERCENT	20%	$ 1,539,585	$ 307,920
9	ESCALATION	PERCENT	10%	$ 1,539,585	$ 153,960
				Subtotal	**$ 1,016,140**
				Construction Total	**$ 2,555,725**
4. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	$ 2,555,725	$ 766,720
11	POST DESIGN	PERCENT	2%	$ 2,555,725	$ 51,110
				Design Total	**$ 817,830**
				Grand Total	**$ 3,373,555**

Appendix H: Story Maps



Background

The Northern Arizona Regional Transportation Safety Plan (RTSP) is a planning effort of MetroPlan Flagstaff, seeking to reduce the risk of death and serious injury on roadways. This plan utilizes vehicle crash data between 2017-2021, stakeholder and public input, and other roadway condition data to ensure all required elements of a Safety Action Plan are met as defined in the Safe Streets and Roads for All (SS4A) Federal grant program.

METRO PLAN
GREATER FLAGSTAFF



Safe streets and roads are the foundation of a livable region. When people step out their front door, they expect and deserve a safe way to get where they're going, whether it's walking or bicycling in the neighborhood, getting to transit, or

Figure 1. A damaged vehicle on the shoulder of a wet roadway, showing the aftermath of a weather-related crash.

driving down a highway.

Why is roadway safety important?

By analyzing and addressing potential roadway hazards, implementing effective traffic management strategies, and improving infrastructure, safety planning efforts like the Northern Arizona Regional Transportation Safety Plan reduce the number of crashes, injuries, and fatalities.

In the last 5 years (2017-2021), the Flagstaff region had over 10,000 crashes that led to 3,450 serious injuries and 62 deaths. The Regional Transportation Safety Plan provides 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. ***Our vision is zero deaths.***



Crash Data

Crash data was drawn from Arizona Department of Transportation (ADOT) for a five-year period beginning in January 2017. Severe or fatal crashes as well as clusters of crashes were investigated to identify causes and solutions.

Crashes were attributed to an intersection or to a 0.5-mile section of the roadway to ensure solutions were prescribed for the correct locations and roadway features.

To interact with the map, start by clicking the button with two opposite-facing diagonal arrows in the upper right corner. Navigate around the map and use the zoom feature(+/- buttons on the right-hand side of the screen) to view points of interest in greater detail.



Network Screening

The Regional Transportation Safety Plan effort employed a network screening, or a detailed analysis of all crashes and

their contributing factors, to break down safety issues into a variety of causes and trends in roadway conditions and human behaviors that may contribute to future crashes. This helps MetroPlan identify and prioritize locations in greatest need of improvement.

The network screening process considers crash history (as shown above), roadway factors, and traffic characteristics to score the safety performance of every roadway segment and intersection. The network screening serves to objectively provide a list of locations where safety improvements are likely to save the most lives and reduce injuries.

To interact with the map, start by clicking the button with two opposite-facing diagonal arrows in the upper right corner. Navigate around the map and use the zoom feature(+/- buttons on the right-hand side of the screen) to view points of interest in greater detail.

Trends

Greater Flagstaff's crash data trends were analyzed as part of the Regional Transportation Safety Plan effort, helping to locate persistent problem areas, identify problematic crash behaviors and roadway conditions that contribute toward crashes, and gauge success of locations where safety improvements have already been installed. A full analysis of crash data is included in the full Regional Transportation Safety Plan. The charts below show a summary of relevant safety-related trends for the Greater Flagstaff area.



Figure 2. Total number of crashes, 2017-2021. Data retrieved from Arizona Department of Transportation.

Figure 2 (right) shows the total number of crashes for each year between 2017 and 2021. While the table displays a statistical downward trend in the total annual number of

crashes, note that 2020 is an outlier year that experienced a significantly lower number of crashes due to the effects of the COVID-19 pandemic.

Figure 3 (below) breaks down observed crashes by the severity of injury reported. This attribute is exceedingly important in identifying locations in greatest need of safety improvement.

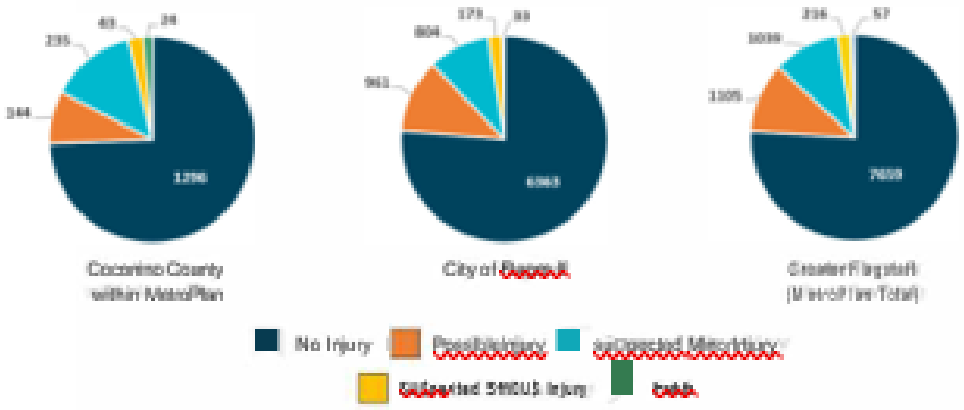


Figure 3. Total number of vehicle crashes, 2017-2021, categorized by severity for the City of Flagstaff, Coconino County where it coincides with MetroPlan Flagstaff's planning area, and Greater Flagstaff overall (the sum of the aforementioned). Data retrieved from Arizona Department of Transportation.

Crashes during the 2017-2021 period were also categorized by their crash manner, a metric which captures the angles at which the incident occurs - results are displayed in the table below. Crash manner analysis helps further characterize dangerous situations on Greater Flagstaff roadways and serves as another step toward mitigating those conditions. The crash type and manner is often linked to the severity of the incident; for example, head on crashes tend to be the most dangerous while sideswipe accidents see less severe injuries.

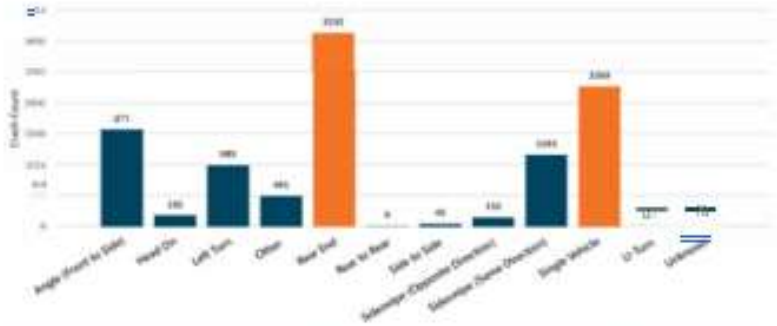
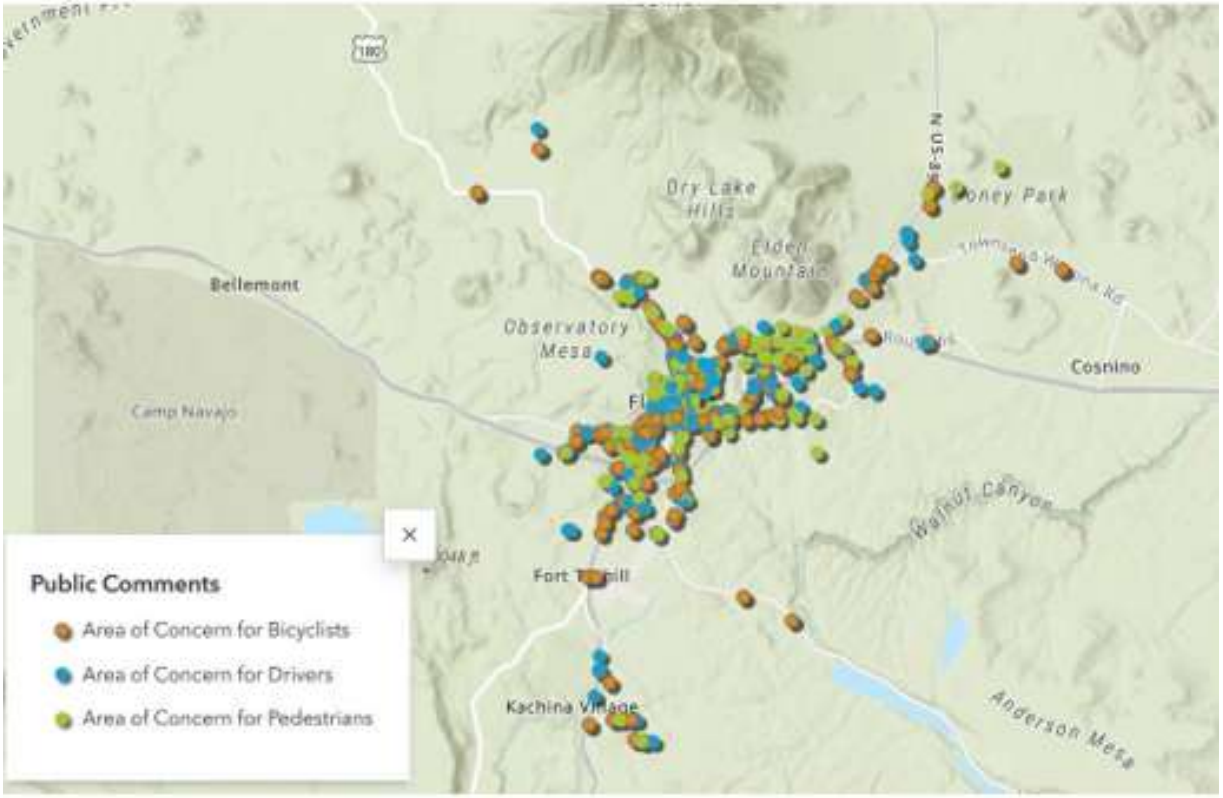


Figure 4. Crashes within the MetroPlan Flagstaff planning area, 2017-2021, categorized by crash manner. Data retrieved from Arizona Department of Transportation.



Public Involvement

Public involvement for the RTSP planning process was multi-faceted, leveraging the existing working relationships among a variety of local, county, regional, and state government representatives, as well as community organizations to reach vital stakeholders and the public to provide valuable input for the plan.

To interact with the map, start by clicking the button with two opposite-facing diagonal arrows in the upper right corner. Navigate around the map and use the zoom feature(+/- buttons on the right-hand side of the screen) to view points of interest in greater detail.



MetroPlan Flagstaff utilized in-person events in and around Flagstaff, an online survey and mapping tool, regular meetings open to local stakeholders and the public, and an online planning webpage as channels for communicating project information and requesting input from the public. A full summary of public involvement efforts and analysis of responses is included in the full Regional Transportation Safety Plan.

Strategies & Policy

The RTSP data analysis, public involvement efforts, and ongoing planning have resulted in the identification of a set of fourteen different safety emphasis areas. After careful review, MetroPlan has adopted eight of the identified safety emphasis

areas where particular attention should be paid by jurisdictions when identifying and implementing safety improvements:



Figure 5. MetroPlan Flagstaff's eight roadway safety emphasis areas.

These safety emphasis areas guided the identification of priority projects, and will continue to influence policy guidance going forward. Crashes were analyzed and categorized within these emphasis areas (a single crash may be identified as contributing to more than one emphasis area, as a crash may have had multiple factors associated, e.g. a lane departure crash where speeding and not wearing a seat belt were observed).

The Regional Transportation Safety Plan effort has also resulted in a robust set of broader, network-wide safety strategies and policy recommendations, including the following examples:

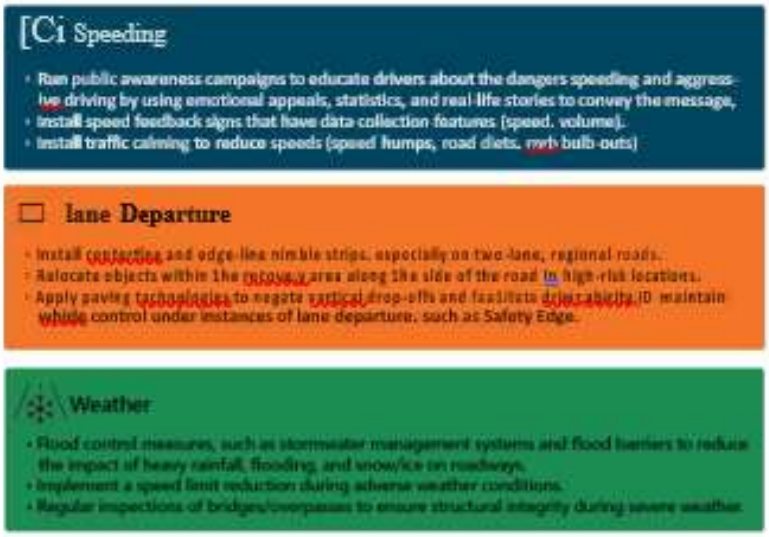


Figure 6. Sample of the safety strategies recommended for the MetroPlan Flagstaff area as a result of the Northern Arizona Regional Transportation Safety Plan effort.

The full extent of the safety strategies and policy improvements is accessible in the full Regional Transportation Safety Plan document, available on the MetroPlan Flagstaff website. Below, you'll find an interactive map of recommended safety priority projects, developed using a weighted combination of the safety emphasis areas, Arizona Department of Transportation 2017-2021 crash data, and comments from stakeholders and the public.



Priority Projects

Surface transportation improvement projects were selected based on a combination of the crash data, network screenings specific to each identified safety emphasis area, public involvement, and agency comments.

To interact with the map, start by clicking the button with two opposite-facing diagonal arrows in the upper right corner. Navigate around the map and use the zoom feature(+/- buttons on the right-hand side of the screen) to view points of interest in greater detail. Click or tap on each point or line to understand more about the location, safety concerns, and recommended improvements.

Below, the three highest priority safety improvements for the MetroPlan region are shown in greater detail. These are not the only recommended projects, but are intended to illustrate the depth of the recommendations and their strong ties to MetroPlan Flagstaff's identified safety emphasis areas. MetroPlan will inform the respective jurisdictional authorities of these opportunities, encourage their response, and assist in the pursuit of funding.

Intersection of S Milton Road & W Riordan Road



View Location (Google Maps)

This location was identified through the quantitative crash data analysis, as well as comments provided by MetroPlan, the City of Flagstaff, and the public.

This project applies the identified safety strategies through recommended improvements, which include improvement of traffic signal timing and coordination, left turn phasing evaluation and/or improvement, high-visibility crosswalks, and potentially restricting U-Turns.

Intersection of Butler Avenue and Lone Tree Road



View Location (Google Maps)

This location was identified through the quantitative crash data analysis, as well as comments provided by MetroPlan, the City of Flagstaff, and the public.

This project applies the identified safety strategies through recommended improvements, which include installation of refreshed left turn guide markings and reflective signal head tape.

Route 66 & Ponderosa Parkway



View Location (Google Maps)

This location was identified through the quantitative crash data analysis, as well as comments provided by MetroPlan, the City of Flagstaff, and the public.

This project applies the identified safety strategies through recommended improvements, which include installation of high-visibility crosswalks, speed feedback signs, and protected bicycle lanes.

Appendix I: Combining Crash Modification Factors

Combining Crash Modification Factors According to *U.S FHWA Investigation of Existing and Alternative Methods for Combining Multiple CMFs*, "A CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site." In numerous safety projects, multiple safety measures are implemented at specific locations. Each safety measure holds a distinct CMF. To determine the cumulative safety impacts of these measures at a site, combined CMF methods are employed. Readers are directed at the FHWA Crash Modification Factors Clearinghouse[1] for more information.

[1] http://www.cmfclearinghouse.org/ [1] FHWA, Office of Safety, Proven Safety Countermeasures, https://safety.fhwa.dot.gov/provencountermeasures/ [1] https://www.nhtsa.gov/sites/nhtsa.gov/files/2021-09/15100_Countermeasures10th_080621_v5_tag.pdf [1] http://www.cmfclearinghouse.org/

Appendix J: Safety-Related Policies from Foundational Plans

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. 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.

City of Flagstaff Regional Plan 2030

T8 City, County, and Mountain Line to prioritize safety in maintenance and operations decisions with a particular focus on the most vulnerable system users. T11 City to prioritize maintenance of dedicated pedestrian and bicycle facilities the same as roadways, including snow and debris removal. T15 City and County to plan for scooters, skateboards, bicycles, and similar small or micro-mobility devices and their use. T16 City to embrace pilot programs and demonstration projects to encourage bicycling, walking, and transit use to attract new users including creative repurposing of public right-of-way to benefit these modes. T17 MetroPlan to lead the development of a travel demand management program for the region in coordination with City, County, NAU, Mountain Line, and others. T19 Bikeways and pedestrian walkways are designed with adequate width, protection from traffic, access through intersections, signing, and markings to provide user safety and comfort. T20 City to provide dedicated accommodations for bicycles and pedestrians at intersections where bicycle facilities, sidewalks, or multiuse paths exist where deemed necessary. T24 The region to design or rebuild regional roads and streets as "Complete Streets" supporting all modes of transportation.

City of Flagstaff Regional Plan 2045 The safety risks on the roads and streets are not unique to this Region, but the exposure and risk within the Region are higher than average, which makes responding more urgent. *Safety and Convenience for the Most Vulnerable* One of the commonly heard themes during the scenario planning process was the need for the Region to improve infrastructure for vulnerable road users: people who walk, ride, roll, and use transit. Parking Goal (PK) - City Only The City manages the supply and costs of public and private parking to support a safe and walkable environment, successful and consistent enforcement, and to ensure efficient use of parking infrastructure for all users. Transit Goal (TR) The Region increases public transportation frequency, safety, accessibility, and services to make it an affordable and convenient alternative to driving. Multimodal Transportation Goal (MT) The Region promotes a variety of affordable and accessible transportation modes to reduce reliance on single-occupancy vehicles, reduce transportation costs for residents, and provide safe, and convenient transportation options. Policy MT.1 Expand Intelligent Transportation Systems (ITS) to improve safety, accessibility, mobility, reliability, traffic control, and lighting for all modes. MT.5 Increase the accessibility, connectivity, and use of pedestrian and bicycling infrastructure, including the Flagstaff Urban Trail System and other trail systems, as a critical element of a safe and livable community and to promote transit access. Policy MT.7 Create curb management policies and programs to increase walkability and support activated streets and safety. TS.3a Provide and maintain Complete Streets and systems with functional, comfortable, and safe sidewalks, bicycle facilities, and transit stops, that provide accommodation for all users, even in temporary or interim conditions (City only). Policy TS.3b

Provide elements of Complete Streets that are appropriate for rural roadways and when funding and opportunities are identified (County only). Policy TS.4 Design all roads to accommodate all people safely and where appropriate, include art; contextual landscaping; pedestrian, bicycle, and transit facilities; and appropriate architectural features. TS.1 Prioritize the safety and accessibility of vulnerable road users as the primary consideration in planning for streets and transportation systems. Policy R.4 Effectively locate facilities to accommodate the staff, training, and resources needed to provide safe, equitable, and risk-based emergency response to all hazards for all community members. Public Safety Goal (PS) The Region provides high-quality emergency response and public safety services including

Law Enforcement, fire, medical, and ambulance transport services for all. Policy PS.1 Ensure adequate access on public rights-of-way for emergency response and well-maintained evacuation routes for public safety while managing daily public safety risks in transportation rights-of-way.

Code	Update traffic rules and devices to ensure the safe operation of micromobility vehicles on streets, sidewalks, and bike paths.	Mid term
Fund	Maintain streets, pedestrian paths, bikeways, crossings, and FUTS trails in good condition and free of snow, debris, and obstructions so they are safe and functional for all users, regardless of transportation mode or ability.	Continuous
Complete a transportation master plan for the City.	City Engineering	MetroPlan, Mountain Line, City Planning and Development Services

MetroPlan Vulnerable Road Users Safety Action Plan | Policies and Strategies

VZ-1	Apply Safe System principles across all planning, engineering, and policy decisions.
Purpose	To integrate Safe System principles into every stage of planning, engineering, and policymaking, ensuring transportation systems are proactively designed to anticipate human error, minimize crash severity, and protect all road users—especially the most vulnerable.
Strategies	• MetroPlan adopts a Vision Zero Resolution that sets forth a goal of reducing serious and fatal crashes by 40% by the year 2045. • Ensure that all long-range planning and project prioritization efforts include safety performance outcomes aligned with the Vision Zero resolution. • Work with partners to strategically prioritize projects with a focus on complete streets, vision zero, and transportation safety.

	• Annually review Capital Improvement Plans, maintenance, and preservation projects to identify opportunities for safety improvements with all users in mind. • Have the MetroPlan Technical Advisory Committee (TAC) serve as the Safety Committee. • Embed the 40% reduction target into the Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), Safety Action Plan, and other MetroPlan regional planning documents.
VZ-2	**Maintain public awareness of the magnitude and cause of regional traffic injuries and fatalities.**
Purpose	To institutionalize a consistent and transparent process for evaluating transportation safety outcomes and adjusting strategies accordingly. The policy ensures that Vision Zero implementation remains accountable, data-informed, and responsive to community needs and changing conditions.
Strategies	• Establish, maintain, and report annually a review of Vision Zero targets, goals, and performance as a means of accountability. • Share findings with partners to support consistent safety messaging, funding prioritization, and policy alignment. • Incorporate the Regional Transportation Safety Action Plan into the Regional Transportation Plan (RTP) and integrate safety analysis into its development.
VZ-3	**Support and advance the implementation of transportation demonstration projects as a low-cost, short-term approach to test and evaluate potential long-term transportation improvements.**
Purpose	To provide a structured yet flexible framework for piloting innovative street designs, temporary infrastructure, and mobility enhancements that align with the region's goals for Vision Zero.
Strategies	• Identify potential demonstration projects with support from the City and County Engineering and Planning staff. • Develop a process for before and after studies of demonstration projects, resident engagement, and site prioritization. • Develop a toolkit to be used by partners for repeatable interventions across the region
VZ-4	**Integrate Speed Management into planning, programming, and policy decisions**

Purpose	Speed management is a core component of a Safe System approach, recognizing that vehicle speed directly influences both the likelihood and severity of crashes. This policy promotes setting and managing vehicle speeds that align with safety and the surrounding street context.
Strategies	• Support speed management training for MetroPlan staff and partners on behalf of the region. • Recommend countermeasures and speed management strategies explicitly in MetroPlan transportation plans and priorities. • Coordinate Road Safety Assessments (RSA)2 on behalf of partners through the ADOT process.
VZ-5	**Collaborate with schools, partners, and community organizations to coordinate planning and implementation of Safe Routes to School programming.**
Purpose	This policy supports the development of safe, convenient, and accessible walking, biking, and transit routes for students traveling to and from school. It prioritizes traffic safety measures and education programs that reduce barriers, encourage active transportation, and protect children from traffic-related risks.
Strategies	• Collaborate with schools, local governments, law enforcement, and community organizations to coordinate Safe Routes to School planning and implementation. • Seek funding through state and federal Safe Routes to School programs. • Collect and analyze data around schools to identify travel modes, speeds, and crashes. • Organize “Walk to School” and “Bike to School” days to encourage active transportation. • Work with partners and FUSD to ensure site planning for schools incorporates traffic safety review prior to siting/opening new, reconstructed, or relocated school(s). • Provide pedestrian and bicycle safety education in school curricula. • Work with local colleges/universities to create and implement a new walking, biking, driving, and transit riding safety campaign for students. • Conduct safety reviews of the transportation network in school zones.
VZ-6	**MetroPlan is committed to advancing a culture of safety through inclusive transportation education and encouragement campaigns.**

[2] https://azdot.gov/planning/traffic-safety/road-safety-assessments

Purpose	These campaigns aim to inform, engage, and influence behavior among all road users—drivers, pedestrians, bicyclists, and transit riders—to reduce serious injuries and fatalities and support the region's Vision Zero and Safe System goals. To ensure that transportation safety education is a core component of regional safety planning, complementing engineering and enforcement efforts.
Strategies	• Deploy pop-up education at community events, farmer's markets, schools, and transit hubs. • Develop and provide Vision Zero messaging on an ongoing basis to be delivered to the public, neighborhood groups, and stakeholder group meetings. • Provide targeted outreach and training when adding new infrastructure to teach street users how to navigate a newly constructed facility. • Develop and implement a marketing campaign centered on people crossing and drivers yielding – a primary safety issue in the region. • Build upon and distribute educational materials related to intersection and crossing safety for all road users.
VZ-7	**MetroPlan will recognize the importance of proven transportation safety technologies**
Purpose	MetroPlan recognizes the critical role of proven safety technology in advancing regional transportation safety and achieving Vision Zero goals. Technologies such as automated speed enforcement, intelligent speed assistance, signal timing improvements, and real-time data monitoring have been shown to reduce traffic-related fatalities and serious injuries.3
Strategies	• Include proven technology projects in MetroPlan's funding strategies and grant applications (e.g., Safe Streets and Roads for All, HSIP). • Encourage the installation of automated enforcement cameras4 for red light violations on the High Injury Network using crash data and analysis from the Vulnerable Road Users Safety Action Plan and the Regional Transportation Safety Plan while. • Encourage the direction of revenue generated by traffic citations go directly to support prioritized transportation safety projects.

[3] Red light running cameras should only trigger when some other device depicts a probable violation, the data is stored locally with limited ability to share – both legal and technical, processed quickly, and destroyed upon adjudication. An independent auditor reviews the process annually. Strong policies would need to be put in place and legal protections against firms that deploy the equipment – including independent audits of their systems.

[4] https://www.azleg.gov/Briefs/Senate/PHOTO%20TRAFFIC%20ENFORCEMENT%202022.PDF

	• Encourage the use of safety technologies in locations and situations where data shows they can have the greatest impact in preventing crashes and saving lives.
VZ-8	**Support data-driven decision-making and access to technical assistance.**
Purpose	Through this policy, MetroPlan will coordinate with partners to obtain timely, accurate crash and safety data, analytical tools, and planning support for the region to advance Vision Zero goals. To ensure that the region has the data, tools, and guidance needed to identify safety issues, prioritize projects, and evaluate the impact of interventions in alignment with a Safe System approach.
Strategies	• Provide technical resources and assistance, data analysis, and planning support to partners by providing crash prediction models, traffic count programs, bicycle and pedestrian count programs. • Maintain a database of information on street design features to enable systemic safety analysis. Perform systemic safety analysis to determine street factors associated with crash types for each mode, for the development of a Risk Exposure Assessment Tool. • Host an annual Transportation Safety Summit.
VZ-9	**MetroPlan will collaborate with partners to meet local, regional, and state Vision Zero goals**
Purpose	To create a unified, regional approach to traffic safety that builds on shared data, coordinated strategies, and equitable investment. Through regional leadership and interagency partnerships, MetroPlan aims to help all member agencies and stakeholders make measurable progress toward Vision Zero, while ensuring that strategies reflect local needs and community priorities.
Strategies	• Facilitate information sharing between jurisdictions to align safety goals and deployment strategies. Incorporate best practices. • Support partners in using data to prioritize projects, apply for funding, and evaluate safety interventions. • Share success stories and lessons learned from partner agencies to promote innovation and continuous improvement. • Support statewide policies and strategies that support Vision Zero. • Encourage the state to prioritize safety in project programming. • Collaborate with ADOT, FHWA, and other regional partners to ensure consistent performance metrics.

VZ-10	Prioritize funding and grant-seeking projects that reduce serious injuries and fatalities for all road users, in alignment with Vision Zero goals.
Purpose	To guide MetroPlan's funding strategies and grant applications toward projects that advance safer, more equitable multimodal transportation networks and to accelerate progress toward Vision Zero's target of eliminating traffic fatalities and serious injuries.
Strategies	• Develop a process that prioritizes regional projects around safety. • Identify a sustainable funding source for staffing, education efforts, and program management.

City of Flagstaff Active Transportation Master Plan

Goals As set forth in this plan, it is the goal of the City of Flagstaff to: Create an inclusive multimodal transportation system that provides access, mobility, and efficient transportation options for people of all ages and abilities. Recognize that people who travel on foot, by bicycle, or by transit are legitimate users of the transportation system and deserve the same considerations as motorized users. Ensuring that safety and accommodation for vulnerable road users, including pedestrians and bicyclists, is a primary consideration in planning for our streets and transportation systems. Provide an excellent level of accommodation for pedestrians and bicyclists in transportation planning, design, operations, and maintenance. Promote equity by actively working to ensure that all segments of the population have equal access to safe and functional transportation and equal opportunity for mobility, regardless of age, ability, gender, race, income status, location, or situation. Maintain Flagstaff's streets, sidewalks, bikeways, crossings, and FUTS trails in good condition and free of snow, debris, and blockages to ensure safety and functionality for all users, regardless of transportation mode. Provide a range of functional and attractive transportation options so that all residents and visitors have choices in how they move around the city. Integrate transportation and land use planning such that development decisions support transportation goals, and transportation planning advances the community's vision for the built environment. Build networks for walking and biking that are continuous, attractive, safe, comprehensive, and convenient. Provide crossings where they are needed and useful, and avoid building streets that function as barriers, in recognition of the essential need for pedestrians and bicyclists to cross streets. Design and build transportation infrastructure that is appropriate for the context of the corridor, neighborhood, or district where it is located. Reduce the demand for single-occupancy vehicle use and increase options for walking, biking, and transit as a fundamental approach to transportation planning. Make transportation decisions that support a variety of community values, including community character, sustainability, public health, economic vitality, environmental stewardship, equity.

1.1 Implement networks for walking and biking that are continuous, attractive, safe, comprehensive, and convenient.

1.2 Provide frequent and comfortable crossings to eliminate barriers and avoid breaks in pedestrian and bicycle networks.

1.3 Ensure the availability of functional bike parking.

1.4 Incorporate wayfinding signage to enhance the functionality of walking and biking networks.

1.5 Work with the City's transportation partners to unify walking and biking networks.

1.6 Connect walking and biking facilities with regional trails and open space to ensure convenient access from all Flagstaff neighborhoods.

1.7 Identify and take advantage of opportunities to fund and implement the pedestrian and bicycle network. 2 Maintenance and operations

2.1 Maintain walking and biking infrastructure in a state of good repair.

2.2 Clear ice and snow from pedestrian and bicycle facilities to keep them usable through the winter months.

2.3 Keep walking and biking facilities free of blockages and debris.

2.4 Limit the impact of closures on walking and biking facilities.

2.5 Improve and enhance existing pedestrian and bicycle facilities to meet basic levels of functionality and accessibility. 3 Support and encouragement

3.1 Use information and maps to promote, encourage, and make it easier to walk and bike.

3.2 Promote events and activities that support walking and biking.

3.3 Work towards equity and inclusion in pedestrian and bicycle programs.

3.4 Incorporate universal access as a key component of walking and biking.

3.5 Pursue other programs and facilities that are supportive of walking and biking.

3.6 Develop beneficial relationships with our community partners to promote walking and biking.

3.7 Explore ways to grow City staff resources for active transportation. 4 Safety

4.1 Establish comprehensive

Education and safety programs for pedestrians, bicyclists, and motorists.

4.2 Adopt a comprehensive transportation safety action plan and strategy with the explicit intent and goal to eliminate

Traffic fatalities and serious injuries.

4.3 Re-establish a community-wide Safe Routes to School (SRTS) program

4.4 Work with the Flagstaff Police Department to advance enforcement efforts that improve safety for pedestrians and bicyclists.

4.5 Verify that walking and biking facilities allow and encourage safe behavior for all users. 5 Transportation and land use planning

5.1 Use Travel Demand Management (TDM) as a guiding principle for transportation and land use planning.

5.2 Establish a “complete transportation” process for all City transportation plans and projects that incorporates broad community objectives.

5.3 Review current transportation-related standards, guidelines, and processes to identify opportunities to implement this plan and better support walking and biking.

5.4 Adopt design guidelines that reflect best practices for streets, intersections, pedestrian and bicycle facilities, and trails.

5.5 Incorporate principles of placemaking in street design and pedestrian and bicycle infrastructure. 6 Evaluation

6.1 Collect and analyze data related to walking and biking.

6.2 Provide opportunities for community engagement and feedback.

6.3 Conduct regular assessments of walking and biking conditions.

Appendix K: Examples of Safety Criteria in Project Prioritization

The Sun Corridor Metropolitan Planning Organization (SCMPO) Regional Transportation Plan (RTP) 2040 includes safety in its Project Scoring and Prioritization Criteria. The RTP project scoring criteria assigns up to 20 points (out of 100) to a project that improves safety by implementing an FHWA proven safety countermeasure or a recommendation from the SCMPO STSP. The Western Arizona Council of Governments (WACOG) Project Application form includes safety criteria in project development and prioritization. Error! Reference source not found. and Error! Reference source not found. show the safety and bicycle and pedestrian project scoring criteria used by WACOG.

Table 1: *WACOG Project Prioritization Safety Scoring*

SAFETY SCORING CRITERIA				25 Points Available
Check all that apply				
Safety Countermeasures	Yes ☐	No ☐	Project incorporates one or more of the FHWA or WACOG STSP (Safety Plan) safety countermeasures AND/OR addresses a specific location with identified safety deficiencies	Points Available Yes = 20, No = 10
	Yes ☐	No ☐	Does roadway exhibit a five (5)-year historic fatal and total crash rate above the State average?	Points Available Yes = 5, No = 2.5
Safety Total:				

Table 2: *WACOG Project Prioritization Bicycle and Pedestrian Scoring*

BICYCLE, PEDESTRIAN, AND TRANSIT MOBILITY				15 Points Available
Improves bus, bicycle, or pedestrian operations, safety, convenience and comfort, e.g., bike lanes, bus stops, ADA ramps & sidewalks, etc. Check all that apply				
Bicycle, Pedestrian & Transit	Yes ☐	No ☐	Project provides tangible improvement to, bicycle, or pedestrian facilities, safety, mobility, or convenience.	Points Available Yes = 7.5, No = 2.5
	Yes ☐	No ☐	Project provides tangible improvement to Bus facilities, safety, mobility or convenience	Points Available Yes = 7.5, No = 2.5
Bike, PED & Transit Total:				

ADOT's Planning-to-Programming (P2P) process incorporates safety into its scoring for Modernization projects by assigning values to the expected reduction in crashes as a result of the project, and if the project has been identified in the state's Strategic Highway Safety Plan. MetroPlan can advocate for weighting safety higher. Examples from elsewhere in the country include the Northwest Arkansas MPO where if the crash rate in a project area is higher than the statewide average for similar facilities, the project receives the maximum three points, with lower points score for lower rates. The Androscoggin Transportation Resource Center, an MPO in Maine, awards priority points to all TIP projects that correct a safety problem at a state- identified high-crash location. However, a project can also receive a partial safety score if it has an identifiable crash pattern that can be corrected, even if it is not on a high-crash location link/node.

STAFF REPORT

REPORT DATE: April 1, 2026

MEETING DATE: April 22, 2026

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Tami Suchowiejko, Business Manager

SUBJECT: Draft FY2027 Budget

1. RECOMMENDATION:

None. This item is for information and discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 1: Maximize Funding for Transportation Projects and Programs
Objective 1.1: Align capital and programmatic needs with priorities and fund sources.

3. BACKGROUND:

Adopting an annual budget, while considering a 5-Year Draft Budget for MetroPlan, provides the level of forethought and fiscal responsibility needed for MetroPlan to continue to thrive. By reviewing actual expenses and projecting trends, MetroPlan is better able to plan for the future, take corrective action, capitalize on opportunities, and ensure that financial resources are aligned with organizational goals.

The budget drafted is based on revenues as projected by ADOT at this time. The FY2027 budget has reliable revenues that are already obligated. The 5-Year look-ahead assumes the continuation of surface transportation funding for formula programs except for the carbon reduction program at current levels. However, the drafting of a new surface transportation infrastructure bill is in its early stages and could change future year forecasts dramatically.

Fiscal Year 2027 Draft Budget

Revenues:

The draft FY2027 budget has a projected increase of 8% in revenues from FY2026. Most of the increase is due to a new 5305e grant awarded for Mountain Line's Operational Assessment. Another factor contributing to the increased revenue is the draw down of all remaining Carbon Reduction Program (CRP) funding FY2027. Federal funding is shown in the federal surplus line of the budget which indicates we will have $889,900 in surplus funds for future years.

Expenses:

Overall, expenditures increased by just 3% over FY26. Expenses in the budget include the following:

Salaries and Employee Related Expenses (ERE)

- The salary and ERE budget decreased by 11%. This change is due to vacancies in positions not planned to be filled. The salary and ERE budget include a 3% annual increase for staff, aligned with Mountain Line's pay plan for FY2026.

Operating

- The operating budget is proposed at $311,501, a 38% increase. This is due to the use of the remaining CRP funding in FY2027. The projects identified for this funding are safety campaign, website update, and promotional materials. Generally, most operating expenses have also increased by 3% or due to rising costs and inflation.

Travel and Training

- Travel and training are proposed to increase from $24,720 to $38,607, or 46%. While the budget for staff travel remains about the same, the increase is due to the use of Transportation Alternatives funding to send the Transportation Demand Management Planner and two Physical Education teachers to the National Safe Routes to School Conference in October.

Projects

- The project budget has a slight increase of 2%. Below is a list of the major projects included in the FY27 budget:
    - $261,872 in CRP funding, which includes $90K for data collection for traffic counts, $95K for project prioritization, and the remaining $68K for a project still to be identified
    - $223,985 which is the remaining Transportation Alternatives grant funding for the Safe Routes to School missing infrastructure funding
    - $679,611 in consultant expenses for the Safe Streets and Roads for All grant, with the remaining grant funding to be expended over the next two years.
    - $369,564 in awarded 5305e funds for transit planning for missing transit infrastructure and an operational assessment

Surplus:

The FY2025 Federal Surplus is estimated at $889,900. ADOT allows agencies to loan surplus to future years. The 5-Year Financial Plan reallocates these funds to future years to ensure staffing is maintained

despite conservative revenue estimates. By FY2033, the Federal Surplus is reduced to $712,704 in planned surplus.

Assumptions:

The 5-Year Financial Plan has been developed with the following assumptions:

- Revenue projects are assumed to remain flat.
- The Carbon Reduction Program is not renewed at the expiration of the 5-Year IIJA (Infrastructure Investment and Jobs Act).
- A 3% annual increase in operational costs unless an expense is otherwise known.
- A 3% annual increase in salaries and benefits.
- No additional competitive funds are received.

Staff believe these assumptions are conservative and that the proposed budget provides for the long-term health of the organization.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

Pending

5. FISCAL IMPACT:

The FY2027 Draft Budget is developed alongside the Five-Year Budget which demonstrates that MetroPlan is solvent and sustainable through FY2032.

6. ALTERNATIVES:

None. This item is for information and discussion only.

7. ATTACHMENTS:

FY2027 Draft Budget

FY2027 Draft Five-Year Budget

		STBG	PL	CRP	SPR	FTA 5305D	FTA 5305E	PL- SATO	Consolidated Planning Grants- transit	SS4A	TA	Members	Totals
REVENUE													
FY27 Revenue		558,765.00	105,695.00	177,029.00	75,257.00	81,757.00	115,750.00	4,178.00		812,083.00		35,000.00	**1,965,514.00**
FY26 Carryforward Estimated		495,055.00	60,510.00	253,843.00	14,615.00	84,443.00	232,749.00	7,064.89			467,426.00	8.78	**1,615,714.67**
Total Authorized Federal		1,053,820.00	166,205.00	430,872.00	89,872.00	166,200.00	348,499.00	11,242.89	-	812,083.00	467,426.00	35,008.78	**3,581,228.67**
Match Rate		0.057	0.057	0.057	0.200	0.057	0.057	-	0.057	0.20	0.057		
Required Match		63,698.56	10,046.33	26,044.22	22,468.00	10,046.02	21,065.16	-		203,020.75	28,253.75		**384,642.78**
MATCH Breakdown		18,898.65	8,627.90	25,959.61	16,528.55	9,985.30	21,065.16	-	-	194,809.35	22,248.86	-	**318,123.37**
In-Kind		18,898.65	8,627.90	25,959.61	16,528.55	9,985.30	-	-	-	84,910.16	9,819.75	-	**174,729.92**
MP Cash Match		-	-	-	-	-	-	-	-	-	-	-	**-**
City Cash Match		-	-	-	-	-	-	-	-	84,910.16	12,456.00	-	**97,366.16**
County Cash Match		-	-	-	-	-	-	-	-	-	-	-	**-**
Mountain Line Cash Match		-	-	-	-	-	21,065.16	-	-	25,000.00	-	-	**46,065.16**
Other Cash Match		-	-	-	-	-	-	-	-	-	-	-	**-**
Total Cash Match		-	-	-	-	-	21,065.16	-	-	109,910.16	12,456.00	-	**143,431.32**
Match Total		18,898.65	8,627.90	25,959.61	16,528.55	9,985.30	21,065.16	-	-	194,820.32	22,275.75	-	**318,161.23**
check		-	-	-	-	-	-	-	-	(10.97)	(26.89)	-	**(37.86)**
Interest Income		-	-	-	-	-	-	-	-	-	-	5,000.00	**5,000.00**
Total Cash Revenue		**1,053,820.00**	**166,205.00**	**430,872.00**	**89,872.00**	**166,200.00**	**369,564.16**	**11,242.89**	**-**	**921,993.16**	**479,882.00**	**40,008.78**	**3,729,659.98**
Expenditures:													
Salaries		**186,168.68**	**99,339.68**	**-**	**48,314.00**	**112,043.62**	**-**	**-**	**-**	**98,695.51**	**74,279.63**	**4,693.83**	**623,534.96**
Benefits		**42,646.56**	**33,116.02**	**-**	**15,955.76**	**45,901.52**	**-**	**-**	**-**	**29,164.03**	**31,898.07**	**1,415.03**	**200,096.99**
Salary/ERE:		**228,815.24**	**132,455.70**	**-**	**64,269.76**	**157,945.14**	**-**	**-**	**-**	**127,859.54**	**106,177.70**	**6,108.87**	**823,631.95**
check													-
Allocation:		27.78%	16.08%	0.00%	7.80%	19.18%	0.00%	0.00%	0.00%	15.52%	12.89%	0.74%	**100.00%**
Remaining federal after Salary/ ERE		*(825,004.76)*	*(33,749.30)*	*(430,872.00)*	*(25,602.24)*	*(8,254.86)*	*(348,499.00)*	*(11,242.89)*	-	*(684,223.46)*		*(28,899.91)*	

Task 100		STBG	PL	CRP	SPR	FTA 5305D	FTA 5305E	PL- SATO	Consolidated Planning Grants- transit	SS4A	TA	Members	Totals
Payroll Processing Expense	19,423.55	5,396.11	4,123.68	-	1,515.66	3,724.79	-	-	-	2,015.29	2,503.97	144.06	**19,424.00**
Phone and Internet	5,744.47	1,595.88	923.82	-	448.25	1,273.85	-	-	-	719.51	740.54	42.61	**5,744.00**
Memberships	3,605.00	3,605.00											**3,605.00**
Copying and Printing	1,545.00							1,545.00					**1,545.00**
Office Supplies	566.50							566.50					**567.00**
Postage and Freight	566.50							566.50					**567.00**
Books and Subscriptions	-												**-**
Recognition and Awards	750.00											750.00	**750.00**
Insurance	4,554.00	1,833.37	192.98		93.64	230.12				186.29	2,008.70	8.90	**4,554.00**
Food	1,811.27											1,811.27	**1,811.00**
Legal Services	12,360.00	12,360.00											**12,360.00**
Financial Services (CPA/Audit)	24,720.00	24,720.00											**24,720.00**
Other Services	-	-						-				-	**-**
IT Support	13,349.13	3,708.56	2,905.10	-	1,041.66	2,559.92	-	-	-	1,313.99	1,720.89	99.01	**13,349.00**
Computer Equipment	5,150.00	5,150.00											**5,150.00**
Office Equipment	1,030.00	1,030.00											**1,030.00**
Public Outreach	20,000.00	-		169,000.00							19,000.00		**188,000.00**
Legislative Services	19,992.00											19,992.00	**19,992.00**
Computer Software	5,903.45		2,602.73		1,500.00			1,800.73					**5,903.00**
Operations:	141,070.87	59,398.92	10,748.31	169,000.00	4,599.21	7,788.67	-	4,478.73	-	4,235.08	25,974.10	22,847.85	**309,071.00**
Travel, Lodging and Meals	15,913.50	15,913.50									10,000.00		**25,913.50**
Conference Registration	4,243.60	4,243.60									3,145.00		**7,388.60**
Staff Education and Training	5,304.50	5,304.50											**5,304.50**
Travel and Training:	25,461.60	25,461.60	-	-	-	-	-	-	-	-	13,145.00	-	**38,606.60**
Special Project Consultant	751,963.00			163,872.00			369,564.16				218,527.00		**751,963.00**
Special Project Administration											5,458.00		**5,458.00**
Data Collection- Consultant	90,000.00			90,000.00									**90,000.00**
Modeling	8,000.00			8,000.00									**8,000.00**
RTP Consultant	500,000.00									679,611.00			**679,611.00**
Planning Contingency	-				-		-						**-**
Projects:	1,349,963.00	-	-	261,872.00	-	-	369,564.16	-	-	679,611.00	223,985.00	-	**1,535,032.00**

	STBG	PL	CRP	SPR	FTA 5305D	FTA 5305E	PL- SATO	Consolidated Planning Grants- transit	SS4A	TA	Members	
Total Expenditures:	**313,675.76**	**143,204.01**	**430,872.00**	**68,868.98**	**165,733.81**	**369,564.16**	**4,478.73**	**-**	**811,705.61**	**369,281.80**	**28,956.72**	**2,706,341.58**
Check	740,144.24	23,000.99	-	21,003.02	466.19	(0.00)	6,764.17	-	110,287.55	110,600.20	11,052.06	**1,023,318.41**
Surplus (Available future years)	740,144.24	23,000.99	-	21,003.02	466.19	(0.00)	6,764.17	-	377.39	98,144.20	6,052.06	**895,952.25**

METROPLAN
GREATER FLAGSTAFF

FY27 Budget and Five Year Plan

Detailed Report

	FY 2026 Adopted	FY 2027 Projected	FY2028 Projected	FY2029 Projected	FY2030 Projected	FY2031 Projected	FY2032 Projected			
Revenue:										
Federal Grants										
STBG	702,574	1,053,820	1,208,609	1,541,712	1,564,165	1,506,407	1,490,236			
PL	319,652	166,205	176,541	187,358	190,252	188,945	191,987			
CRP	400,712	430,872	-	-	-	-	-			
SPR	75,601	89,872	99,123	92,366	93,953	97,815	97,657			
5305d	77,090	166,200	77,556	93,336	92,265	89,038	89,926			
5305e	228,076	348,499	(0)	(0)	(0)	(0)	(0)			
PL- SATO	9,664	11,243	10,860	10,997	9,543	7,929	7,249			
Consolidated Planning Grants	-	-	-	-	-	-	-			FY2026-FY2027 Change
SS4A	736,000	812,083	812,460	412,601	1,623	1,623	1,623			
Transportation Alternatives	718,079	467,426	98,144	(0)	-	-	-			
Federal Revenue:	3,267,448	3,546,220	2,483,294	2,338,370	1,951,801	1,891,757	1,887,861	Change	$	278,771.86
										8%
Member Dues	31,475	35,009	41,052	46,812	51,702	53,551	54,414			
Interest Income	1,200	5,000	5,000	5,000	5,000	5,000	5,000			
City Cash Match	-	97,366	101,558	49,375	-	-	-			
County Cash Match	-	-	-	-	-	-	-			
Mountain Line Cash Match	57,019	46,065	(0)	(0)	-	-	-			
Local Revenue:	89,694	183,440	147,610	101,187	56,702	58,551	59,414			
Total Revenue:	3,357,142	3,729,660	2,630,904	2,439,556	2,008,503	1,950,308	1,947,275	Change	$	372,517.67
										10%
Expenditures:										
Salaries	702,789	623,535	437,021	450,132	463,636	477,545	491,871			
Benefits	216,934	200,097	137,142	139,865	142,669	145,557	148,491			
Salary/ERE:	919,723	823,632	574,163	589,996	606,305	623,102	640,362	change	$	(96,090.75)
										-11%
Payroll Processing Expense	14,571	19,424	20,006	21,433	21,225	21,861	22,517			
Phone and Internet	5,577	5,744	5,917	6,094	6,270	6,465	6,659			
Memberships	3,500	3,605	3,713	3,825	3,939	4,057	4,179			
Copying and Printing	1,500	1,545	1,591	1,639	1,688	1,739	1,791			
Office Supplies	550	567	450	601	619	638	657			
Postage and Freight	550	567	450	601	619	638	657			
Books and Subscriptions	-	-	-	-	-	-	-			
Recognition and Awards	-	750	250	258	265	273	281			
Insurance	5,650	4,554	4,691	4,831	4,976	5,126	5,279			
Food	1,273	1,811	1,866	1,922	1,979	2,039	2,100			
Legal Services	12,000	12,360	12,731	13,113	13,506	13,911	14,329			
Financial Services (CPA/Audit)	24,000	24,720	25,462	26,225	27,012	27,823	28,657			
Other Services	-	-	-	-	-	-	-			
IT Support	14,750	13,349	13,750	14,662	14,587	15,025	15,475			
Computer Equipment	5,000	5,150	5,305	5,464	5,628	5,796	5,970			
Office Equipment	1,000	1,030	1,061	1,093	1,126	1,159	1,194			
Public Outreach	57,000	188,000	25,000	20,000	8,000	10,300	10,609			
Legislative Services	19,992	19,992	20,592	21,210	21,210	21,846	22,501			
Computer Software	5,615	5,903	6,201	6,383	6,571	6,644	6,844			
Operations:	172,528	309,071	149,036	149,354	139,220	145,340	149,699	Change	$	136,543.00
										38%
Travel, Lodging and Meals	15,450	25,914	17,301	15,194	17,389	17,911	18,448			
Conference Registration	4,120	7,389	4,734	4,052	4,637	4,776	4,919			
Staff Education and Training	5,150	5,305	4,917	5,065	5,796	5,970	6,149			
Travel and Training:	24,720	38,607	26,952	24,311	27,823	28,657	29,517	Change	$	13,886.60
										46%
Special Project Consultant	908,750	751,963	-	-	-	-	-			
Special Project Administration	49,300	5,458	-	-	-	-	-			
Data Collection- Consultant	35,500	90,000	20,685	85,865	92,000	22,000	22,000			
Modeling	18,500	8,000	8,500	8,500	9,000	9,270	9,548			
RTP Consultant	500,000	679,611	679,611	339,806	-	-	350,000			
Planning Contingency	-	-	-	-	-	-	-			
Projects:	1,512,050	1,535,032	708,796	434,171	101,000	31,270	381,548	Change	$	22,982.00
										2%
Total Expenditures:	2,629,021	2,706,342	1,458,947	1,197,832	874,347	828,369	1,201,126	Change	$	77,320.85
% change from prior year	-3%	3%	-46%	-18%	-27%	-5%	45%			3%
Total Surplus:	1,484,734	895,952	1,166,959	1,187,351	1,129,156	1,116,939	731,964			
Federal Surplus:	1,484,725	889,900	1,155,147	1,170,649	1,110,605	1,097,526	712,704			
Total Expenditure Plus Surplus	4,113,746	3,596,242	2,614,094	2,368,481	1,984,952	1,925,895	1,913,830			
Local Fund Balance	159,814	170,857	181,617	191,508	198,357	204,219	209,066			

STAFF REPORT

REPORT DATE: April 3, 2026

MEETING DATE: April 22, 2026

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Mandia Gonzales, Transportation Planner

SUBJECT: Notice of Draft Transportation Improvement Program

1. RECOMMENDATION:

None. This item is for information and discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 2: Deliver Plans that Meet Partner and Community Needs

Objective 2.2: Expand the inclusion of transportation-disadvantaged community members and organizations in planning processes from setting planning priorities to implementing outcomes.

3. BACKGROUND:

Each metropolitan planning organization (MPO) must prepare a Transportation Improvement Plan (TIP), in accordance with 49 USC 5303(i), to accomplish the objectives outlined by the MPO, the state, and the public transportation providers with respect to the development of the metropolitan area's transportation network. This plan must identify how the metropolitan area will manage and operate a multi-modal transportation system (including transit, highway, bicycle, pedestrian, and accessible transportation) to meet the region's economic, transportation, development, and sustainability goals - among others - for a 20+ year planning horizon while remaining fiscally constrained.

The projects listed in the TIP come from City, County, and State adopted plans that outline priority projects for the region. These recommended projects for inclusion into the TIP, come from robust public outreach and have been adopted or approved by regional agencies.

Public Comment Notice:

MetroPlan released the Draft FY 2027-2030 Transportation Improvement Program (TIP) for public comment on April 12th via MetroPlan's website, social media, and news ad. Public comment will be available for 45-days, ending on Wednesday, May 27th.

The purpose of public comment for the Transportation Improvement Program (TIP) is to ensure community input shapes the 4-year plan of federally funded transportation projects. It allows residents to review project priorities, ensure compliance with long-range plans, and verify that investments meet regional needs, such as transit, bicycle, pedestrian, and roadway improvements.

MetroPlan invites the TAC to review the draft and provide any comments by Wednesday, May 27th, 2026.

The MetroPlan TIP is anticipated to be adopted by the Executive Board on June 6th, 2026.

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

This item was not presented to the Management Committee.

5. FISCAL IMPACT:

The fiscal impact is nominal, including staff time for ensuring federal compliance, coordination of projects, posting information, and communicating with relevant parties.

6. ALTERNATIVES:

None. This item if for information and discussion only.

7. ATTACHMENTS:

Draft Transportation Improvement Program, also available online: https://www.metroplanflg.org/tip

METROPLAN
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MetroPlan
Fiscal Year 2027 – 2031
Transportation Improvement Program

Executive Board Tentative Approval Date
PENDING: June 6, 2024
Pending *FHWA/FTA Approval*

This MetroPlan FY2027-2031, adopted by the MetroPlan Executive Board on June 6, 2024, has been developed in accordance with all Federal and State requirements.

_____

Miranda Sweet, MetroPlan Chair
City of Flagstaff, Vice- Mayor

This report was produced with financial assistance from the Arizona Department of Transportation, Federal Transit Administration and the Federal Highway Administration.
CFDA – FHWA: 20.205 CFDA - FTA:
5310/5311/5316/5317 – 20.513
5303 – 20.505

PUBLIC PROCESS DATES

February 24, 2026 – Ad in Daily Sun and web posting: Public Call for Projects

April 12, 2026 - Ad and posting: Public Review/Call for Comments

April 22, 2026 – Technical Advisory Committee (TAC) Reviews Draft

May 27, 2026 – Technical Advisory Committee (TAC) recommendation to the Executive Board for TIP adoption

June 5, 2026 – Executive Board Adoption

MetroPlan of Greater Flagstaff
216 W. Phoenix Ave.
Flagstaff, AZ 86001
928-266-1293
www.metroplanflg.org

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2027 – 2031 Transportation Improvement Program

Chapter I: Introduction

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General

This Transportation Improvement Program (TIP) is a multi-year, multi-agency listing of transportation improvements for the MetroPlan area covering a period of five years, from 2027 through 2031.

The TIP represents the project selection document for federally funded projects in the MetroPlan region. Project priorities are indicated by the year the project is programmed. For federally funded projects, the year programmed as indicated in the TIP refers to the state fiscal year ending June 30. Last year's improvements are the Annual Listing of Projects. These are projects successfully obligated that year. They are shown on each table in a gray-shaded column.

- **Chapter II** identifies all federal funds used by MetroPlan for its daily operations and planning functions. This includes FHWA Planning Funds (PL), FHWA Surface Transportation Block Grant funds (STBG), ADOT State Planning & Research funds (SPR), and FHWA Carbon Reduction Program funds (CRP). Please refer to MetroPlan's Unified Planning Work Program for how these funds are programmed.

- **Chapter III** identifies all projects that received discretionary funding achieved through competitive programs at the federal and state levels. Grants change year-by-year and may include one or more of RAISE, INFRA, RURAL, HSIP, TA, PROTECT, AZ Smart, Congressionally Directed Spending, or other programs.

- **Chapter IV** provides an accounting of planned transit projects in the region. These projects are proposed by Mountain Line, also known as the Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA), using Section 5307 or 5339 small urban area funds, or 5311 rural transit funds. Another table records awards granted or applied for by service providers for the Elderly and Disabled (Section 5310 funds).

- **Chapter V** lists projects on the federal-aid system routes that are locally funded and administered by either the City of Flagstaff or Coconino County.

- **Chapter VI** includes projects on state highways identified by the Arizona Department of Transportation (ADOT) that are recommended for consideration and funding by the Arizona State Transportation Board. These projects are taken from the ADOT's tentative five-year plan. A separate table in this chapter also lists one project – the Lone Tree Traffic Interchange – which does not appear on ADOT's 5-year plan but is proposed by MetroPlan in the illustrative year.

- **Chapter VII** includes pavement preservation projects on federal-aid system routes for Coconino County and the City of Flagstaff.

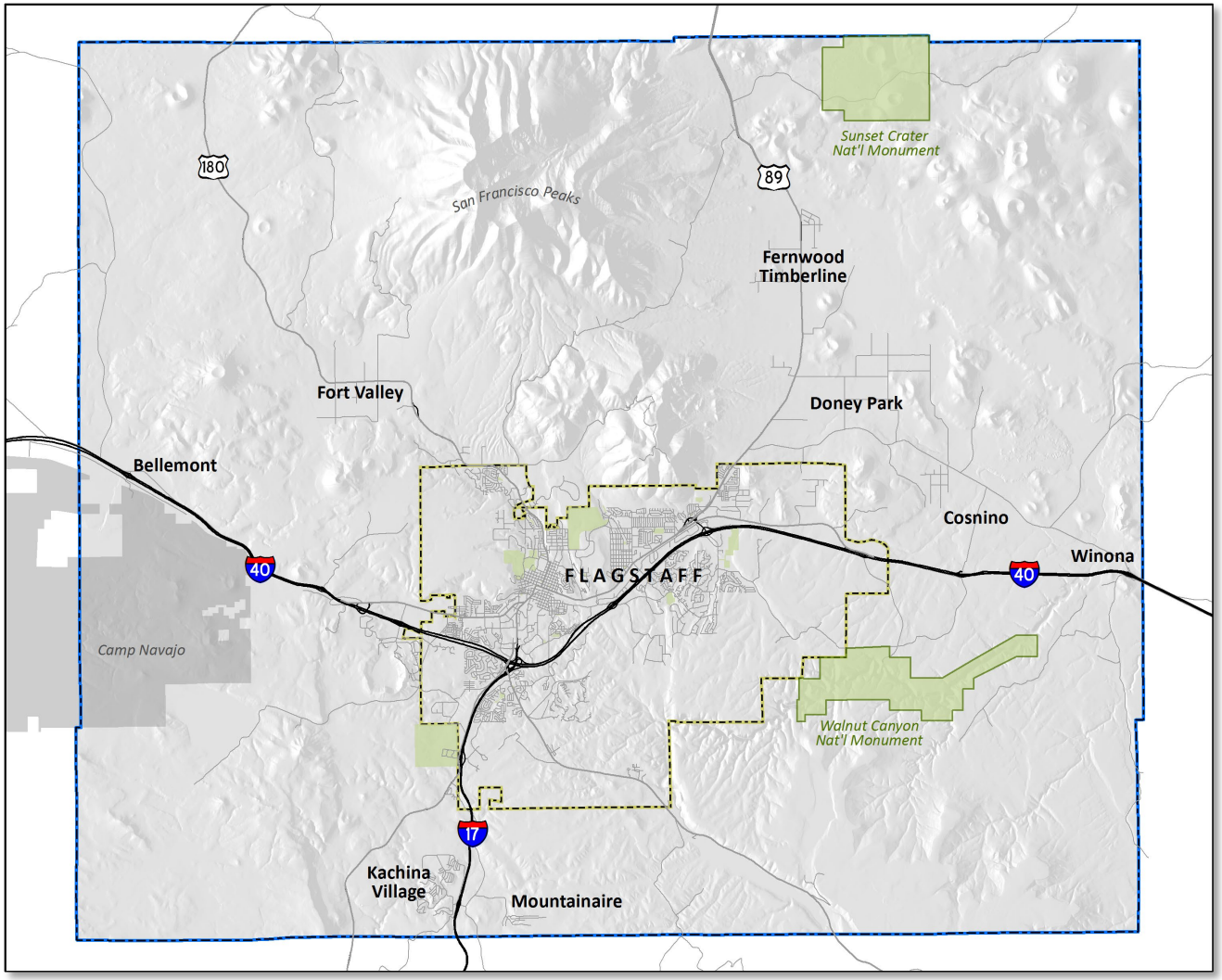
Each of the projects proposed for implementation in this TIP is consistent with the FMPO (now MetroPlan) Regional Transportation Plan, which was adopted on June 1, 2023.

Geographic Area

Figure 1 on the following page illustrates the MetroPlan boundary. The area covers 525 square miles and stretches south to the unincorporated communities of Kachina Village and Mountainaire, north to the San Francisco Peaks, east to the unincorporated community of Winona, and west to the unincorporated community of Bellemont.

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Figure 1: MetroPlan Boundary



Statutory Requirements

Under federal guidelines, the TIP is a staged, four or five-year program of transportation projects that is consistent with and implements the MetroPlan Regional Transportation Plan. The TIP must be prepared in such detail as to identify projects (or groupings of projects of similar types), to assign these projects to appropriate staging periods, and to identify costs and funding sources. Further, it must be revised at least every four years and be endorsed by MetroPlan.

The purpose of the TIP is to synthesize the short-range plans and programs of all local agencies to ensure coordination, to schedule projects of area-wide significance, which are recommended in the Regional Transportation Plan, and to provide systems level overview of the proposed improvements for the entire area. Further, the TIP is a central program management tool for structuring metropolitan transportation programs and reflects the integrated nature of the regional transportation system.

The TIP must be approved by the MetroPlan Executive Board and the Governor of Arizona or their designee. Following such approvals, the TIP shall be included in the Statewide Transportation Improvement Program (STIP) prepared by the Arizona Department of Transportation.

MetroPlan's TIP is a product of the regional transportation planning process that is carried on cooperatively by MetroPlan with the City of Flagstaff, Coconino County, Mountain Line, and ADOT. Working together, these agencies plan and sponsor projects that conduct the policies and recommendations of the regional plan. This process is detailed in **Figure 2.**

The public input process consists of a "Call for Projects" and a public comment period. Meetings at which the Technical Advisory Committee and Executive Board review drafts, recommend adoption, and adopt the program are open to the public. Projects submitted by the public would be compared against the fiscally constrained budget and other projects in the program for priority and scored against the criteria contained in our TIP prioritization process (available upon request). Comments received by the public will be presented to the Technical Advisory Committee and Executive Board, addressed in the meeting minutes, and appropriate changes, if any, to the program or process will be made.

The Transportation Improvement Program (TIP) includes Mountain Line (aka Northern Arizona Intergovernmental Public Transportation Authority) final program of projects for Sections 5307 and 5339 funding under the Federal Transit Administration, unless amended. Public notice for the TIP also satisfies FTA public notice requirements for the final program of projects

TIP Prioritization Process

The TIP prioritization process is described in the Regional Transportation Plan: Blueprint 2040. In overview, the process establishes a scoring system for broad modal and safety categories. Criteria and their respective potential scores within each category are related to the RTP goals and objectives.

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Fiscal Constraint Analyses

The MetroPlan FY 2027-2031 TIP is fiscally constrained. There are several aspects of fiscal constraint applied to this year's TIP.

Cost estimation

Cost estimates have been reviewed by the sponsoring agencies and updated in the document.

Inflation

MetroPlan applies a 2.5% inflation per year out to the year-of-expenditure when appropriate.

Funding Estimates

Surface Transportation Block Grant Program (STBG): FMPO uses current ADOT ledger estimates. Suballocations from ADOT are updated as federal appropriations are made available.

Transit Funding (5307): These funds assume current year allocations and a 2% per year increase.

Transit Funding (local taxation): In 2016, City of Flagstaff voters approved the consolidation and extension to 2030 of several initiatives passed in 2008. These include support for existing service, purchase of hybrid buses, expansion of service into new neighborhoods, and increase of frequency on existing routes. Delivery of these services has been adapted to correspond with projected revenues.

In 2024, the City of Flagstaff voters approved Proposition 488 which authorizes a Mountain Line transit sales tax increase to $0.50 per $100 purchase (up from 0.0295% to 0.0500%) effective July 1, 2025. It extends the tax to June 30, 2040, to fund increased service frequency, longer hours, electric buses, and new routes.

Local Projects (local taxation): In 2018, voters approved an extension of the road and pedestrian bicycle taxes in a combined tax (Proposition 419) and approved Proposition 420, which will fund the Lone Tree Railroad Overpass. As revenue projections change over time, the City has made necessary adjustments to its capital program.

In 2014, the City and County passed local sales tax measures of 0.30% and 0.33% respectively to pay for road repair. The County tax also supports operations.

Highway User Revenue Funds (HURF): These funds are predominantly used by the City and County for maintenance operations. They will occasionally be used as match against federal projects.

HURF and locally dedicated funding for roads and streets maintenance help ensure funds for capital projects programmed or identified in the TIP will not be shifted to general maintenance.

Planning Funds: For planning, including Metropolitan Planning (PL), State Planning & Research (SPR) and Carbon Reduction Program (CRP), MetroPlan uses current ADOT ledger estimates.

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Federal Performance Targets

Moving Ahead for Progress in the 21st Century (MAP-21) identified the following national transportation system goal areas:

- Safety,
- Infrastructure Conditions,
- Congestion Reduction,
- System Reliability,
- Freight Movement & Economic Vitality, and
- Environmental Sustainability.

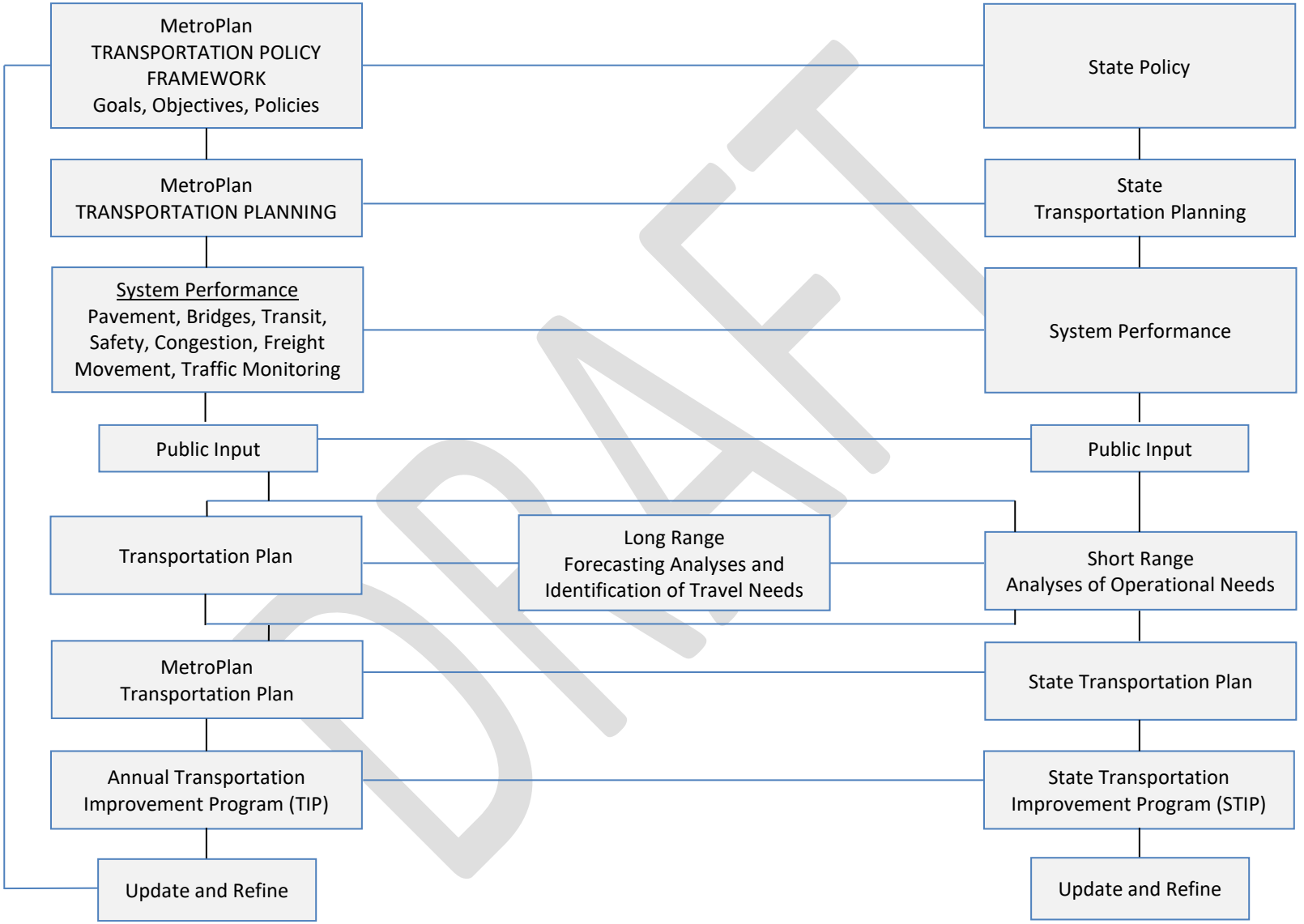
Per federal requirement the State of Arizona has adopted targets for these measures. MetroPlan adopted all the state measures except for transit. Transit goals were set in cooperation with Mountain Line Transit.

The projects in the MetroPlan TIP collectively address these goals and targets. ADOT, the City and County will invest tens of millions of dollars in system preservation including many bridge rehabilitation and replacement projects. Mountain Line set its own transit asset management goals. Its documented reports to MetroPlan show that goals are being reached effectively via investments documented in this TIP. The City and ADOT have Highways Safety Improvement Program (HSIP) projects to address known safety concerns, and the City's larger corridor improvement projects, like Lone Tree Road, Butler Avenue, and Fourth Street, will address safety issues in their respective designs. Those same corridor projects are building capacity, resiliency, and redundancy into the arterial network that will make the system more reliable. Congestion and reliability on the National Highway System in the region are not a concern with two exceptions regarding freight: US 89 movement to I-40 in front of the Flagstaff Mall and at the I-17/I-40 system interchange. The TIP does not address these due to fiscal constraints.

The Flagstaff region meets federal air quality standards and therefore does not conduct direct air-quality modeling or monitoring. However, the City of Flagstaff adopted a Carbon Neutrality Plan, and *Stride Forward,* MetroPlan's most recent regional transportation plan, focused on carbon reduction as evidence of our regional commitment to addressing climate change. So, MetroPlan member agencies are investing heavily in bicycle, pedestrian, and transit, which local research shows positively contributes to economic vitality and environmental sustainability. Though greenhouse gas emissions are no longer a federal requirement to monitor, MetroPlan will work with the City to track vehicle miles traveled in accordance with local goals.

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Figure 2: FMPO TRANSPORTATION PLANNING PROCESS



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2027 – 2031 Transportation Improvement Program

Chapter II: MetroPlan Planning & Administration Funds

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(Table 1)

Regional Transportation Plan Goals, Performance Measures, and Fiscal Constraints

Planning and administration funds are programmed and budgeted through the Unified Planning & Work Program with funding levels identified from the ADOT ledger. Planning projects and activities are vetted by the Technical Advisory Committee and Executive Board and are aligned directly with the Regional Transportation Plan or subsidiary plans like the Regional Transportation Safety Plan. MetroPlan routinely adopts state performance measures with the exception of transit which are developed by Mountain Line and adopted by MetroPlan.

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2027 – 2031 Transportation Improvement Program

Chapter III: Federal & State Discretionary Grant Projects

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(Table 2 + Map)

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Regional Transportation Plan Goals, Performance Measures and Fiscal Constraint

BUTLER AVENUE COMPLETE STREETS CONVERSION

Funding: Safe Streets and Roads for All (SS4A)

The project includes installing bike lanes that are grade-separated from motor vehicle traffic; three protected intersections; a new pedestrian crossing; upgrades to an existing pedestrian crossing; and pedestrian comfort features, such as landscape buffers, that also result in reducing speeds through the historic Southside Neighborhood in the core of Flagstaff.

BUTLER AVE. AND 4TH STREET IMPROVEMENT PROJECT

Funding: Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

The Butler-Fourth Improvements Project is a combined project formerly shown as the Butler Avenue Widening and Butler-4th Intersection Reconstruction projects. The project consists of widening Butler Avenue from Little America to Sinagua Heights Subdivision and widening Fourth Street from Warm Springs Trail/Sparrow Avenue to the upcoming Canyon Del Rio development south of Butler Avenue.
Several intersections, new and existing, will be impacted along Butler Avenue. The Herold Ranch Road intersection will be re-aligned and converted to a roundabout. The Butler Avenue and Fourth Street intersection will consider a roundabout vs signalized intersection and will be raised to reduce flooding impacts from Spruce Avenue Wash. The project will include ITS (Fiber Optic Conduit) facilities and enhanced bicycle and pedestrian treatments, including off-street bike lanes and sidewalks within project limits.

SAFE STREETS MASTER PLAN

Funding: Safe Streets and Roads for All (SS4A)

MetroPlan, the City of Flagstaff, Mountain Line, and Coconino County have partnered to create a Transportation Master Plan to provide clear direction for implementing the City and County Regional Plan and MetroPlan Regional Transportation Plan policies, especially those pertaining to transportation, land use, growth, accessibility, and safety. That clear direction will, in part, be established through the development of Complete Street Guidelines and transportation-related Code Revisions as part of this endeavor.

FLAGSTAFF AMTRAK PLATFORM IMPROVEMENTS

Funding: Congressionally Directed Spending (CDS) & Consolidated Rail Infrastructure and Safety Improvements (CRISI)

The project includes reconstructing the existing north platform and constructing a new south platform to improve efficiency and reduce the need for train movement disruptions. The upgrade ensures compliance with the Americans with Disabilities Act (ADA) and integrates with the city's Downtown Mile Safety and Connectivity project. The improvements aim to modernize the station, which serves as a vital transportation hub in downtown Flagstaff.

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2027 – 2031 Transportation Improvement Program

Chapter IV: Federal Transit Projects

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Table 3,3a and b/ Map

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Regional Transportation Plan Goals, Performance Measures, and Fiscal Constraint

The Regional Transportation Plan seeks to implement the land use policies of the City-County Regional Plan. That plan includes a variety of goals and policies to promote a high-quality, equitable, and convenient transit system, examples of which include:

- Policy E.1.5. Promote and encourage the expansion and use of energy-efficient modes of transportation: Public transportation
- Goal LU.12. Accommodate pedestrians, bicyclists, transit riders, and private cars to supplement downtown's status as the best-served and most accessible location in the region.
- Policy LU.12.8. Provide for strong connections from the Flagstaff Medical Campus to the Northern Arizona University campus via pedestrian paths, bicycle connections, streets, and transit service.
- Policy LU.13.2. Consider public transit connections in suburban development.
- Policy LU.15.4. Accommodate safe and convenient walking, biking, and transit facilities in existing and proposed employment centers.
- Policy NH.1.4. Foster points of activities, services, increased densities, and transit connections in urban and suburban neighborhoods.
- Policy NH.4.6. Consider and integrate public transportation when possible in planning housing developments, to help reduce a household's transportation costs and minimize impact on the community's roads and transportation system.
- Goal PF.2. Provide sustainable and equitable public facilities, services, and infrastructure systems in an efficient and effective manner to serve all population areas and demographics.
- Policy LU.11.4. Encourage various housing types that appeal to a diverse age range and income.

Capital projects, including a downtown connection center, contribute to safe operations, and assist Mountain Line to continue to meet its performance goals. Mountain Line consistently meets the federally mandated targets it sets for state of good repair and others through the investments outlined in the TIP. Funds identified are routinely in line with federal appropriations.

The operations and capital expenditures identified in this Transportation Improvement Program are consistent with Mountain Line's most recently adopted 5-year Transit Plan, *Flagstaff in Motion,* that is referenced in the MetroPlan's RTP. They support a transit system that provides effective geographic coverage of the region and existing and planned concentrations of residents and their places of employment.

Mountain Line works within its appropriated funds, limits large discretionary grants to one-time capital expenses, and by policy maintains a conservative funds balance. The application review process behind the 5310 and 5311 projects listed assure they are fiscally constrained.

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2027 – 2031 Transportation Improvement Program

Chapter V: Local Non-Federal Aid Projects

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Table 4 + Map

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Regional Plan Goals, Performance Measures and Fiscal Constraint

Safety, arterial connectivity and lane density, and multimodal accommodation are emphasized in the Regional Transportation Plan and this Transportation Improvement Program. Consistent with MetroPlan's *Stride Forward* plan, all roadway projects should support walking, bicycling, and transit, reduce reliance on single-occupant vehicle travel, and help lower greenhouse gas emissions from the transportation system. These investments are complemented by dedicated pedestrian, bicycle, and transit funding that advances regional climate goals, supports the City of Flagstaff's Carbon Neutrality Plan, and promotes a more resilient, equitable, and sustainable transportation network.

Projects described below are funded with locally generated funds through dedicated sales taxes or through state-shared revenue funds, primarily the Highway User Revenue fund. Consequently, fiscal constraint is achieved annually through the respective capital improvement programming and budgets for the City and County. These locally funded projects are not directly accountable to federal transportation measures. However, the project prioritization process in the regional transportation plan that informed the supporting tax initiatives includes considerations for safety.

Fourth Street Phase I&II and J.W. Powell Phase I&II

- Creates a connection between Lake Mary Road and Butler Avenue
- Offers alternative route to I-40
- Opens significant areas for needed residential development and will be built in partnership with the private sector.

Lone Tree Road Widening

- Widens Lone Tree Road from 2 to 4 lanes between Butler Avenue and Pine Knoll Drive
- Improves circulation for the entire central area
- Creates a potential alternative to Milton Road
- Promotes multimodal transportation options by adding missing bike lanes and sidewalks to the intersection
- Completes a planned FUTS along the west side of Lone Tree Road

Butler Avenue Complete Streets Conversion

- Widens Butler Avenue from 2 to 4 lanes between Little America and Sinagua Heights
- Improve access to the Country Club area
- Provides transportation infrastructure support for development of Canyon del Rio
- Promotes multimodal transportation options by adding missing bike lanes and sidewalks along the street
- Completes planned FUTS trails along the street
- Reconstructs the intersection at Butler Ave and Fourth St
- Facilitates flow eliminating existing bottleneck.

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- The intersection will be raised by several feet to eliminate flooding and provide a separate grade crossing.

Pedestrian-Bicycle-FUTS Projects
- Funds a variety of multimodal projects, including missing sidewalks, missing bike lanes, pedestrian/bicycle crossings, and FUTS trails.
- Promotes multi-modal transportation options by completing and enhancing networks for walking and biking.

West Route 66 Improvements
- Intersection reconstruction for a single intersection along West Route 66
- Which intersection will be determined in a subsequent planning study
- Facilitates traffic flow along a major street corridor in a rapidly developing area of the city

Country Club / Oakmont Intersection
- Reconstruction of the intersection at Country Club Drive and Oakmont Drive
- Facilitates traffic flow by adding traffic signal, through and turn lanes to intersection
- Promotes multimodal transportation options by adding missing bike lanes and sidewalks to the intersection
- Completes missing segments of FUTS trail through the intersection

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2027 - 2031 Transportation Improvement Program

Chapter VI: ADOT Projects

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Table /Map

Regional Transportation Plan Support, Performance Measures, and Fiscal Constraints

MetroPlan concurs with the ADOT projects in the Statewide TIP and finds them compatible with the regional transportation plan. Projects listed are from the tentative 5-year construction program and include pavement preservation, bridge, safety, and other project types.

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2027 - 2031 Transportation Improvement Program

Chapter VII: Local Agency Pavement Preservation Projects

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(TABLE/MAP)

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Regional Transportation Plan Support, Performance Measures and Fiscal Constraint

Roadway operations and maintenance are handled individually by each agency and under their respective policies. The Regional Plan – and more particularly the MetroPlan Regional Transportation Plan – speak to the need for proper maintenance of our transportation systems.

ADOT's Northcentral District and Northern Arizona Region Traffic office are responsible for operations and maintenance of roads in the region on the state highway system, including Interstate 40, Interstate 17, US Highway 89, State Route 89A, Business 40, and US Highway 180. ADOT maintains Intergovernmental Agreements (IGA) with the City of Flagstaff for maintenance of streetlights, sidewalks and FUTS trails.

The City of Flagstaff is responsible for all streets within City limits not on the state highway system, including a number of federal-aid eligible roads.

Coconino County's boundaries extend well beyond MetroPlan's 525-square mile area. Major roads within the FMPO region under the County's jurisdiction are Lake Mary Road, Townsend-Winona Road, Leupp Road, Silver Saddle Road, Koch Field Road, Stardust Trail, Campbell Avenue, Copeland Avenue, Kachina Village Boulevard, Mountainaire Road and many rural minor collectors.

Recent inflation and staffing recruitment challenges have made meeting local performance expectations more challenging.

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2027 - 2031 Transportation Improvement Program

Chapter VIII: Grant Pending & Unfunded Projects

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Projects listed in Table 8 have grant applications submitted or are otherwise identified as probable grant applications by MetroPlan member agencies. Projects on this list are presumed compliant with the current regional transportation plan with justification included in any relevant grant proposal. Upon award, these projects will be amended into an active year of the TIP and an explanation of their role in service of the regional transportation plan will be provided.

The projects identified in the "Illustrative" section of this Transportation Improvement Program (TIP) are provided for planning and informational purposes only. These projects represent priority needs but currently lack the committed financial resources required for inclusion in the fiscally constrained portion of the TIP. Inclusion in this list does not constitute a commitment of federal, state, or local funds, nor does it guarantee a specific timeline for implementation. These projects are considered "illustrative" and are not eligible for federal authorization until such time as the TIP is formally amended to demonstrate fiscal constraint.

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https://estip.azdot.gov/

Table 1. FMPO General Administration and Planning Funds (Surface Transportation Block Grant, Metro Planning, State Planning, Congestion Relief)

Updated: 3/12/2026

NOTES	TIP Amendment ID	Agency	MP Proj ID	ADOT Proj ID	Project name - location - description Functional class - Type/Phase Length - Lanes Before - Lanes After	Fund Source	Project cost	Total Federal Share (27-31)	Total Local Match	FY 2026	FY 2027	FY 2028	FY 2029	FY2030	FY2031	Local Required Match	Additional Match	Total All Funds 2027-2031
ADOT ID not valid		FMPO	MPU-25-01	100120	**General administration and planning** See Unified Planning Work Program	STBG	N/A	$2,530,725	$152,971	$456,566	$506,145	$506,145	$506,145	$506,145	$506,145	$152,971		$ 2,683,696
		FMPO	MPU-25-02		**General administration and planning** See Unified Planning Work Program	PL	N/A	$814,690	$49,244	$156,611	$162,938	$162,938	$162,938	$162,938	$162,938	$49,244		$ 863,934
PENDING		FMPO	MPU-27-01	103553	Training and Outreach Support See Unified Planning Work Program	LTAP	N/A	$10,000			$2,000	$2,000	$2,000	$2,000	$2,000	$0		$ 10,000
		FMPO			**General administration and planning** See Unified Planning Work Program	5305d	N/A	$385,450	$23,299		$77,090	$77,090	$77,090	$77,090	$77,090	$23,299		$ 408,749
		FMPO			**General administration and planning** See Unified Planning Work Program	5305e	N/a	$1,125,000	$68,001		$225,000	$225,000	$225,000	$225,000	$225,000	$68,001		$ 1,193,001
		FMPO	MPU-25-03		**General administration and planning** See Unified Planning Work Program	SPR	N/A	$625,000	$156,250	$125,000	$125,000	$125,000	$125,000	$125,000	$125,000	$156,250		$ 781,250
		FMPO	MPU-25-04		**General administration and planning** See Unified Planning Work Program *Safe Routes to School Coordinator salary & benefits, Safe Routes program public outreach, data collection contractor, modeling*	CRP	N/A	$885,465	$221,366	$170,216	$177,093	$177,093	$177,093	$177,093	$177,093	$221,366		$ 1,106,831
		TOTALS					**$0**	**$6,376,330**	**$671,131**	**$908,393**	**$1,275,266**	**$1,275,266**	**$1,275,266**	**$1,275,266**	**$1,275,266**	**$671,131**	**$0**	**$7,047,461**

Phase Codes: s = study; d = design; r = right-of-way; c = construction; u = utilities

Table 2. Other Federal and State Non-Transit Grant projects within the FMPO area

Updated: 3/12/2026

NOTES	TIP Amendment ID	Agency	MP Proj ID	DOT Proj I	Project name - location - description Functional class - Type/Phase Length - Lanes Before - Lanes After	Fund Source	Project cost	Total Federal Share (27-31)	Total Local Match	FY 2026	FY 2027	FY 2028	FY 2029	FY2030	FY2031	Local Required Match	Additional Match	Total All Funds 2027-2031
		MetroPlan	MPS-25-1	104943	Safe Streets Master Plan All roads of regional significance Concept complete street/safe street designs n/a | n/a | n/a	SS4A	$2,675,000	$2,140,000	$535,000				$2,140,000			$535,000		$2,675,000
In amendment process for FY26 3/12/2026 Applying to TA for construction	F26-FMPO-01	Coconino National Forest	MOP-25-30-30	105811	Mt. Elden Lookout Rd. to US-89 Mt. Elden Lookout Rd. to US-89 Trail connection scoping NA Scoping/Design	TA		$0	$7,125	$117,875						$7,125		$7,125
		Coconino County	MCP-27-01		**Skeet & Neptune Dr. School Access (G-20% match)** Skeet & Neptune Dr. East Side Sidewalk Minor Collector	TA/CC		$2,000,000	$400,000		$2,000,000					$400,000		$2,400,000
Keep: P2P nomination/future construction funds		City of Flagstaff	MFP-25-29-29	105821	Fort Valley Rd Mobility Enhancements Scoping Fort Valley Rd. (US 180) Missing Sidewalks, Scoping Urban Minor Arterial Scoping/Design	TA TAP Flex		$0	$0	$35,810 $592,439								
ADOT ID Not Valid. Pending more info from CoF. Grant agreement has been signed		City of Flagstaff	MFS-27-01	104041	**Bulter Ave. Complete Streets Conversion** Milton to Sawmill Complete Streets Conversion Urban minor arterial Construction	SS4A 419 AZ Smart	$12,014,989	$9,611,991	$0		$9,611,991					$2,400,000		$12,011,991
	F26-FMPO-01	City of Flagstaff	MFS-26-57		**Woody Mountain/W. Route 66 Intersection** Woody Mountain/W. Route 66 Intersection Traffic Light Urban minor arterial | All Construction	2025 Legislative Appropriation (Senate Bill 1737)		$1,900,000		$1,900,000 C							$1,900,000
AZSMART RAISE Application Construction in 2030	F26-FMPO-01	City of Flagstaff	MFH-25-04	103557	John Wesley Powell Blvd - Airport Lake Mary Road to Pulliam Drive New road construction Urban minor arterial | All	419 Az SMART	$ 19,382,938 YOE 2023	$16,327,000			$1,825,000		$14,502,000					$16,327,000

					1.35 | 0 | 2												
ADOT ID Not Valid		City of Flagstaff	MFR-25-15	104942	**Flagstaff Amtrak Platform Improvements** 1 E. Route 66 | San Francisco to Beaver NA | Provide ADA-compliant Historical Platform 600' | NA | NA	CDS CRISI		$8,839,600	$1,247,400				$3,850,000 $4,989,600			$1,247,400		$10,087,000
Project Name Updated / Pending Admin Modification 3/18	F26-FMPO-01	City of Flagstaff	MFS-25-20	104884	**US 89; Country Club Dr to Marketplace Dr, City of** Country Club to Marketplace | Lighting & Signal Principal Arterial | All .48 | 4 | 4	HSIP HSIP	$2,741,889				$551,763 d		$1,568,010 c			$2,280		$2,122,053
Not Obligated Yet. Pending Fed. Approval.		City of Flagstaff	MFH-25-07	101525	Butler Ave - Fourth St Improvements I-40 to Sinagua Heights Dr Road widening & intersection improvements Urban minor arterial | All .84 | 2 | 4	RAISE(BUILD) 419 AZ SMART	$ 48,632,198	$19,000,000	$10,027,992		$ 19,000,000 $7,100,000 $2,927,992					$10,027,992		$29,027,992
		TOTALS					**$ 85,447,014**	**$ 59,818,591**	**$ 12,217,517**	**$ 2,646,124**	**$ 43,016,746**	**$ 0**	**$ 27,049,610**	**$ 0**	**$ 0**	**$ 14,619,797**	**$ 0**	**$ 76,558,161**

Phase Codes: a = ADOT administration fee; s = study; d = design; r = right-of-way; c = construction; u = utilities

Table 3. Federal Transit Projects in the FMPO Region

Updated: 03/12/2026

NOTES	TIP Amendment ID	Agency	MP Proj ID	DOT Proj ID	Project name - location - description Functional class - Type/Phase	Fund Source	Project cost	Total Federal Share (23 21)	Total Local Match	FY2026	FY 2027	FY 2028	2029	FY2030	FY2031	Local Required	Additional Match	Total All Funds
						F5305e												
ADOT ID not valid		Mountain Line	MMT-24-11	100135	Operating Assistance, including Project Management	including STIC		$ 22,669,215	$ 83,261,609	$ 4,400,508	$ 4,533,843	$ 4,533,843	$ 4,533,843	$ 4,533,843	$ 4,533,843	$ 83,261,609		$ 105,930,824
ADOT ID not valid		Mountain Line	MMT-24-12	100137	Passenger Shelters, Signs, and Poles	State Flex		$ 293,860	$ 819,710	$ 58,772	$ 58,772	$ 58,772	$ 58,772	$ 58,772	$ 58,772	$ 819,710		$ 1,113,570
ADOT ID not valid		Mountain Line	MMT-24-20	104040	5307 Maintenance Facility Construction	5307	$ 834,838	$ -	$ 104,980	$ 419,919						$ 104,980		$ 104,980
		Mountain Line	MMT-24-17	104046	Support Vehicles	5307/5340	$ 522,720	$ -	$ 55,680	$ 222,720						$ 55,680		$ 55,680
		Mountain Line	MMT-27-03		5307 Maintenance Facility **Construction**	5307/5339		$ -	$ 1,400,000	$ 5,600,000						$ 1,400,000		$ 1,400,000
		Mountain Line	MMT-25-31-31	104043	5307 Low Emission Replacement Buses (2)	5307	$ 839,044	$ -	$ 87,577	$ 350,306						$ 87,577		$ 87,577
		Mountain Line	MMT-23-25-25	105009	5339 Low Emission Replacement Buses (2)	5339	$ 1,742,407	$ -	$ 282,537	$ 1,130,146						$ 282,537		$ 282,537
	F26-FMPO-01	Mountain Line	MMT-26-55		Transit Improvements: Bus Shelter Installation	5307				$ 32,160						$32,160		$ 32,160
						5307				$ 2,157,036						$2,157,036		$ 2,157,036
						5339				$ 690,055						$690,055		$ 690,055
		Mountain Line	MMT-27-04		5339 Low Emission Replacement Buses (2)	5339		$ -	$ 86,875	$ 347,501						$ 86,875		$ 86,875
		Mountain Line	MMT-27-05		General Route Infrastructure Improvements	5339		$ -	$ 801,920	$ 3,207,678						$ 801,920		$ 801,920
Updated to match ESTIP		Mountain Line	MMT-26-37-31	101530	DCC Bus Plaza Construction	5307	$17,006,227	$ 5,214,458	$ -	$806,311	$ 5,214,458	$1,531,705						$ 5,214,458
		TOTAL ALL CATEGORIES					**$20,945,236**	**$28,177,533**	**$86,900,887**	**$19,423,112**	**$9,807,073**	**$4,592,615**	**$4,592,615**	**$4,592,615**	**$4,592,615**	**$89,780,138**	**$0**	**$117,957,671**

= multi-phased or multi-funded projects under the same ID number

Fiscal Year is local fiscal year of July 1 thru June 30 to express year of obligation.

***Local Match increases by an average of 2% annually. Local match is combination of City taxes, NAU and other partner*

Table 3a. FTA Section 5310 transit projects within the FMPO area

Updated: 3/12/2026

NOTES	TIP Amendment ID	Agency	MP Proj ID	DOT Proj ID	Project name - location - description	Fund Source	Project cost	Total Federal	Total Local	FY 2026	FY 2027	FY 2028	FY 2029	FY2030	FY2031	Local	Additional	Total All
		Mountain Line	MMT-27-01		ADA Plus	5310	$ 630,000.00	$ 525,000	$ 105,000	$ 105,000	$ 105,000	$ 105,000	$ 105,000	$ 105,000	$ 105,000	$ 105,000	$ -	$ 630,000
		Mountain Line	MMT-27-02		Mountain Line Taxi Program	5310	$ 372,000.00	$ 310,000	$ 62,000	$ 62,000	$ 62,000	$ 62,000	$ 62,000	$ 62,000	$ 62,000	$ 62,000	$ -	$ 372,000
		TOTALS					**$ 1,002,000**	**$ 835,000**	**$ 167,000**	**$ 167,000**	**$ 167,000**	**$ 167,000**	**$ 167,000**	**$ 167,000**	**$ 167,000**	**$ 167,000**	**$ -**	**$ 1,002,000**

Table 3b. FTA Section 5311 transit projects within the FMPO area

Updated: 3/12/2026

NOTES	TIP Amendment ID	Agency			Project name - location - description	Fund Source	Project cost	Total Federal	Total Local	FY 2026	FY 2027	FY 2028	FY 2029	FY2030	FY2031	Local	Additional	Total All
		NAIPTA	MMT-22-01		Administration	5311		$ 140,000	$ 124,800	$ 28,000	$ 28,000	$ 28,000	$ 28,000	$ 28,000	$ 28,000	$ 124,800		$ 264,800
		NAIPTA	MMT-2202		Vanpool Service Contract	5311		$ 256,000	$ 0	$ 51,200	$ 51,200	$ 51,200	$ 51,200	$ 51,200	$ 51,200			$ 256,000
		TOTALS						**$ 396,000**	**$ 124,800**	**$ 79,200**	**$ 79,200**	**$ 79,200**	**$ 79,200**	**$ 79,200**	**$ 79,200**	**$ 124,800**	**$ -**	**$ 520,800**

Table 4. Non-Federal Aid Projects on the Federal Aid System

Updated: 3/12/2026

LOCAL FUNDS ONLY

Funding amounts for City of Flagstaff projects reflect current budgetary allocations rather than final expenditures. As projects progress through design and construction, TIP amendments will be issued to reflect updated cost estimates and project scopes.

NOTES	TIP Amendment ID	Agency	MP Proj ID	DOT Proj ID	Project name - location - description	Fund Source	Project cost	Total Federal	Total Local	FY 2026	FY 2027	FY 2028		FY2030	FY2031	Local	Additional	Total All
		City of	MFH-25-01	102340	Lone Tree Railroad Overpass	420	$ 74,353,275	N/A	N/A	$ 26,482,865	$48,600,000	$35,100,000	$7,266,370			n/a		$90,966,370

		Flagstaff			Franklin Ave to Route 66 Construct new road and railroad overpass Urban minor arterial | All .5 | 0 | 4						c						
		City of Flagstaff	MFH-25-02		**Fourth Street & JW Powell Extension** Butler Avenue to Pine Canyon New road construction Urban minor arterial | All 2.47 | 0 | 2	419		N/A	N/A	$ 8,750,000	$14,500,000				n/a		$14,500,000
		City of Flagstaff	MFH-25-04	103557	John Wesley Powell Blvd - Airport Lake Mary Road to Pulliam Drive New road construction Urban minor arterial | All 1.35 | 0 | 2	419	$ 14,502,000	N/A	N/A	$ 7,000,000				$14,502,000		n/a		$14,502,000
		City of Flagstaff	MFH-25-05	103555	Lone Tree Road Widening Pine Knoll Dr to J.W. Powell Blvd Road widening Urban minor arterial | All 1.02 | 2 | 4	419	$ 11,468,000	N/A	N/A	$ 200,000				$19,837,000		n/a		$19,837,000
		City of Flagstaff	MFH-25-06		**Lone Tree Road Widening** O'Leary Dr to Pine Knoll Dr Road widening Urban minor arterial | All .43 | 2 | 4	419		N/A	N/A	$ 200,000				$2,706,000		n/a		$2,706,000
		City of Flagstaff	MFH-25-06	101523	Lone Tree Road Widening Butler to Oleary Road widening Urban minor arterial | All .3 | 2 | 4	419	$ 11,900,000	N/A	N/A	$500,000	$2,000,000 c					n/a		
		City of Flagstaff	MFH-25-08	101527	Pedestrian-Bicycle-FUTS Projects Various - see City Capital Improvement Program Design and construct new facilities Expenditures are annual averages n/a | n/a | n/a	419	$ 18,388,000	N/A	N/A	$ 1,470,000		$5,000,000				n/a		$5,000,000
ADOT ID not valid		City of Flagstaff	MFH-25-09	102347	**West Route 66** Project location to be determined Urban minor arterial | All ? | ? | ?	419		N/A	N/A		$1,350,000					n/a		$1,350,000
ADOT ID not valid		City of Flagstaff	MFH-25-10	100128	**Country Club / Oakmont Intersection** Country Club Dr and Oakmont Dr Intersection reconstruction Urban collector | All .5 | 2 | 2	419		N/A	N/A	$ 100,000	$2,000,000					n/a		$2,000,000
		City of Flagstaff	MFH-25-14		**US89 - Smokerise Intersection Improvements** US89 - Smokerise Dr Intersection improvements Urban collector | All .1 | 4 | 4	419		N/A	N/A		$930,000					n/a		
		City of Flagstaff	MFH-25-11	103559	San Francisco - Franklin Signal San Francisco - Franklin Install new signal Urban collector | All .1 | 2 | 2	419	$ 400,000	N/A	N/A		$ 400,000					n/a		$400,000
		Coconino County	MCS-27-03		**Leupp Road Saftey Improvements** Leupp Road Saftey Improvements Minor arterial	CC		N/A	N/A		$330,000	$1,900,000				n/a		$2,230,000
		TOTALS					**$131,261,275**				**$70,970,000**	**$42,227,000**	**$30,348,370**	**$37,045,000**	**$0**			**$157,613,370**

Phase Codes: s = study; d = design; r = right-of-way; c = construction; u = utilities

Table 5. Arizona Department of Transportation: 5-Year Highway Construction Program

Updated: 05-14-2024

NOTES	TIP Amendment ID	Agency	MP Proj ID	DOT Proj I	Project name - location - description Functional class - Type/Phase Length - Lanes Before - Lanes After	Fund Source	Project cost	Total Federal Share (27-31)	Total Local Match	FY 2026	FY 2027	FY 2028	FY 2029	FY2030	FY2031	Local Required Match	Additional Match	Total All Funds 2027-2031

Listed as NACOG (In FMPO)		ADOT	n/a	104377	Ramp E-N Overpass #2450 I-17 milepost 340.01 to 340.02 Bridge rehabilitation Interstate / Interstate| Bridge | All .01 | 2 | 2	Bridge	$ 4,000,000	$ 4,000,000	$ 0	$ 600,000			$4,000,000					$ 4,000,000
		ADOT	n/a	104411	Alvan Clark Way to N Fanning Drive SR 40 B from Alvan Clark Way to N Fanning Drive Pavement rehabilitation	NHPP	$20,275,104	$ 0	$ 1,092,925		$18,216,698					$1,092,925		$1,092,925
		ADOT	n/a	100199	Cosnino Rd TI UP I 40 Bridge 1361 milepost 207 to 208 (1 mile) Bridge rehabilitation Interstate / Interstate| Bridge | All	NHPP	$9,750,000	$ 9,194,250	$ 555,750		$707,250 D		$8,487,000 C			$42,750 $513,000		$9,750,000
Listed as NACOG (In FMPO)		ADOT	n/a	104376	Riordan ATSF Railroad Overpass I-40 milepost 190 to 191 Bridge Replacement Interstate / Railroad | Bridge | All 1 | 4 | 4	Bridge	$52,500,000	$ 47,156,500	$ 2,843,500		$15,330,250		$31,826,250			$2,843,500		$50,000,000
		TOTALS					**$86,525,104**	**$60,350,750**	**$4,492,175**	**$600,000**	**$16,037,500**	**$0**	**$44,313,250**	**$0**	**$0**	**$4,492,175**	**$0**	**$64,842,925**
		Phase Codes: s = study; d = design; r = right-of-way; c = construction; u = utilities																
		Table 6. Pavement preservation & Bridge Repair projects within the FMPO area																
		Updated: 03/17/2026																
NOTES	*TIP Amendment ID*	*Agency*	*MP Proj ID*	*DOT Proj ID*	*Project name - location - description Functional class - Type/Phase Length - Lanes Before - Lanes After*	*Fund Source*	*Project cost*	*Total Federal Share (27-31)*	*Total Local Match*	*FY 2026*	*FY 2027*	*FY 2028*	*FY 2029*	*FY2030*	*FY2031*	*Local Required Match*	*Additional Match*	*Total All Funds 2027-2031*
		City of Flagstaff	MFH-25-15	104023	Overlay - Chip Seal varies varies varies	HURF	varies	N/A	N/A	$2,100,000	$2,100,000					n/a		$2,100,000
		City of Flagstaff	MFH-25-16	100155	Pavement Overlay varies varies varies	RRSS	varies	N/A	N/A	$13,553,983	$10,000,000 c	$7,500,000	$8,400,000	$8,300,000		n/a		$34,200,000
		Coconino County	MCH-28-01		**Magdalena Rd - Drainage Improvements** Magdalena Rd Drainage Improvements Local | All	CC		N/A	N/A			$100,000	$400,000			n/a		$500,000
		Coconino County	MCH-28-02		**Choff Trail Pavement Rehab** Choff Trail Pavement Rehab Local | All	CC		N/A	N/A			$127,000	$1,300,000			n/a		$1,427,000
		Coconino County	MCH-29-01		**Townsend-Winona Rd Mill and Fill** Townsend-Winona Rd Mill and Fill Minor Arterial	CC		N/A	N/A				$1,000,000			n/a		$1,000,000
		Coconino County	MCH-29-02		**Suzette Lane and Bader Road Drainage** Suzette Lane and Bader Road Drainage Improvements Local | Enginering	CC		N/A	N/A				$95,000			n/a		$95,000
		Coconino County	MCH-25-1		**Townsend-Winona Road** US 89 to Koch Field Auxiliary lane and widen shoulders Urban collector | All 2.43 | 2 | 2	CC	$ 250,000	N/A	N/A				$250,000 d			n/a		$250,000
		Coconino County	MCH-31-01		**Walpi Ovi Pavement Rehab** Walpi Ovi Pavement Rehab Local | All	CC		N/A	N/A					$64,064	n/a		$64,064
		Coconino County	MCH-27-02		**Dunam St. West Side Drainage Improvements** Dunam St. West Side Drainage Improvements Local | All	CC		N/A	N/A		$850,000					n/a		$850,000
		Coconino	MCH-31-01		**Kwa Ovi Pavement Rehab**	CC		N/A	N/A						$106,773	n/a		$106,773

		County			Pavement Rehab														
					Pavement Rehab														
					Local | Consruction														
		TOTALS								**$15,653,983**	**$12,100,000**	**$7,500,000**	**$8,400,000**	**$8,300,000**	**$0**	**$0**	**$0**	**$36,300,000**
		Phase Codes: s = study; d = design; r = right-of-way; c = construction; u = utilities																	

Table 8. Illustrative (Unfunded) Projects by Agency

Updated: 03/12/2026

The projects identified in the "Illustrative" section of this Transportation Improvement Program (TIP) are provided for planning and informational purposes only. These projects represent priority needs but currently lack the committed financial resources required for inclusion in the fiscally constrained portion of the TIP. Inclusion in this list does not constitute a commitment of federal, state, or local funds, nor does it guarantee a specific timeline for implementation. These projects are considered "illustrative" and are not eligible for federal authorization until such time as the TIP is formally amended to demonstrate fiscal constraint.

NOTES	TIP Amendment ID	Agency	MP Proj ID	DOT Proj ID	Project name - location - description Functional class - Type/Phase Length - Lanes Before - Lanes After	Fund Source	Est. Project cost	Total Federal Share (27-31)	Total Local Match	FY 2026	FY 2027	FY 2028	FY 2029	FY2030	FY2031	Local Required Match	Additional Match	Est. Total Funds
Provide by County		Coconino	MCS-29-21-21		**Townsend Winona Rd Intersection Improvements** US 89 and Koch Field Auxilary Lanes Minor arterial | Engineering 3 | 2 | 2	TBD		N/A	N/A				$250,000 d					$250,000
Provide by County		Coconino	MCP-25-01		**Coconino County Multi Modal Connectivity Network Plan** Entire County including MetroPlan n/a | n/a | n/a	TA	$1,005,000	N/A	N/A				$804,000			$201,000		$1,005,000
Provide by County		Coconino	MCP-24-11		**Sidewalks - Skeet Dr: Silver Saddle to Neptune and Neptune Dr: Skeet to Lunar** Rural collectors : Construction 1.5 | 2 | 2	TA		N/A	N/A				$1,297,542			$78,430		$1,375,972
RTP BluePrint 2030		ADOT	MAH-25-01	100578	Lone Tree/I-40 Traffic Interchange I-40 at MP196.5 New interchange Interstate/Urban principal arterial | All 2 | 3 | 3	TBD	$ 129,882,000	N/A	N/A				$ 129,882,000					$ 129,882,000
Stratigic Grants Plan		Coconino	MCH-29-03		**East Bellemont TI**			N/A	N/A									$72,000,000
					New Traffic Interchange (D)	Earmark				$3,000,000								
					New Traffic Interchange (D)	ural Tribal Assist				$2,500,000								
					New Traffic Interchange (C)	INFRA/RURAL							$60,000,000			$12,000,000 - $3,420,000		
					Rural Arterial													
Stratigic Grants Plan		City of Flagstaff	MFP-25-21		**Milton/ Santa Fe Bikeway & Railroad Springs** Sitgreaves to Forest Meadows Plans for bikeways within the corridor ? | ? | ?	ATIIP/TA		N/A	N/A		$463,100 P/D		$15,000,000 C			$127,353		$15,590,453
Stratigic Grants Plan		City of Flagstaff			**US180 Safety Improvements** US 180 Corridor Improvements	TA RTAC Bill		N/A	N/A	$1,500,000 C	$8,000,000 C							$8,000,000
Stratigic Grants Plan		City of Flagstaff			**West Route 66**	Earmark RTAC Bill		N/A	N/A		$4,000,000 D	$18,000,000 D						$22,000,000
Stratigic Grants Plan		City of Flagstaff			**JWP Lake Mary Road to I-17**	AZ SMART RAISE/BUILD		N/A	N/A	$2,300,000	$23,000,000 C							$23,000,000
Stratigic Grants Plan		City of Flagstaff			**Sunnyside/ 4th Streets Improvements** Northeast Area Schools	AZ SMART RAISE/BUILD SS4A		N/A	N/A		$2,000,000 P/D	$30,000,000 $30,000,000 C						$62,000,000
Stratigic Grants Plan		City of Flagstaff			**Interchanges | Lone Tree and Woody Mt.** Planning/ Feasibility Study for Lone Tree & Woody Mountain Roads Lone Tree Realignment and interchange (P/D) Lone Tree Realignment and interchange (C) Design and Construction | Woody Mountain Bridge	ural/Tribal Assist. AZ SMART INFRA/RURAL RAISE/BUILD		N/A	N/A		$2,500,000	$3,000,000	$100,000,000 $20,000,000					$125,500,000

Stratigic Grants Plan		City of Flagstaff			**BNSF Culvert** Design and Construction reduce the tailwater condition at BNSF culvert 338.9 and US 66	TBD		N/A	N/A	$20,000,000							$20,000,000
Stratigic Grants Plan		City of Flagstaff			**Downtown Mobility Study** Planning	TA		N/A	N/A		$250,000						$250,000
Stratigic Grants Plan		City of Flagstaff			**Crossings and Traffic Calming (D/C)** Locations Vary	SS4A		N/A	N/A	$15,000,000							$15,000,000
Stratigic Grants Plan		Coconino County			**Cromer Elementary missing sidewalks ©** Neptune Dr (Skeet Dr to Lunar Dr) | Skeet Dr (Silver Saddle Rd to Neptune Dr)	TA		N/A	N/A		$1,300,000						$1,300,000
Stratigic Grants Plan		Coconino County			**Safe Routes to School and Bus Stops (P)**	SS4A		N/A	N/A		$700,000						$700,000
Stratigic Grants Plan		Coconino County			**Lake Mary widening** Between N & S Mormon Loop Lake Access. (D) Lake Mary Bike Lanes (P/C)	FLAP		N/A	N/A								$0
Stratigic Grants Plan Stratigic Grants Plan		Coconino County City of			**Leupp Rd and Lake Mary Rd.** Rumble Strips (C) Rumble Strips (C)	 AZ SMART HSIP		N/A	N/A								$0
Updated by City		City of Flagstaff	MFH-25-19		**La Plaza Vieja Road & Drainage** Clay Ave/Malpais | Traffic Calming - Drainage Collector & Local | Construction Intersection | 2 | 2	CDS		N/A	N/A		$1,500,000	$1,200,000					$2,700,000
Pending: CoF Keep or		City of Flagstaff	MFH-25-22		**Connecting Communities: Expanding Electric** Intstall EV charging stations in disadvantaged areas City of Flagstaff; Sedona d, c	Charging and		N/A	N/A								$0
Pending: CoF Keep or remove		City of Flagstaff	MFP-26-01		**Conceptual Planning Amendment to the Active Transportation Master Plan** p	SS4A	$1,306,423	N/A	N/A							$261,285	$261,285
Provided by ML		Mountain Line			**DCC Bus Plaza**	TBD	$1,795,139	N/A	N/A		$ 1,436,111					$ 359,028	$1,795,139
Provided by ML		Mountain Line			**Security and Technology Improvements**	TBD	$1,224,096	N/A	N/A		$ 979,277					$ 244,819	$1,224,096
Provided by ML		Mountain Line			**General Route Infrastructure Improvements**	TBD	$4,009,598	N/A	N/A		$ 3,207,678					$ 801,919	$4,009,598
Provided by ML		Mountain Line			**Replacement Fleet - buses**	TBD	$16,295,424	N/A	N/A		$ 2,546,160	$ 2,622,545	$ 2,622,545	$ 2,622,545	$ 2,622,545	$ 3,259,085	$16,295,424
Provided by ML		Mountain Line			**Expansion Fleet - buses**	TBD	$700,000	N/A	N/A		$ 240,000		$ 150,000		$ 150,000	$ 160,000	$700,000
Provided by ML		Mountain Line			**Replacement Fleet - cutaway buses**	TBD	$4,590,000	N/A	N/A		$ 2,400,000	$ 1,272,000				$ 918,000	$4,590,000
Provided by ML		Mountain Line			**Park n Ride Transit Center**	TBD	$3,000,000	N/A	N/A						$ 2,400,000	$ 600,000	$3,000,000
Provided by ML		Mountain Line			**NAU Partnerships**	TBD	$7,000,000	N/A	N/A						$ 5,600,000	$ 1,400,000	$7,000,000
Provided by ML		Mountain Line			**Low-No Emission Infrastructure**	TBD	$10,000,000	N/A	N/A						$ 8,000,000	$ 2,000,000	$10,000,000
Provided by ML		Mountain Line			**New Bus Way - Various Locations**	TBD	$10,000,000	N/A	N/A						$ 8,000,000	$ 2,000,000	$10,000,000
Provided by ML		Mountain Line			**Kaspar Bus Storage**	TBD	$32,000,000	N/A	N/A						$ 25,600,000	$ 6,400,000	$32,000,000
Provided by ML		Mountain Line			**First Last Mile Infrastructure (capital)**	TBD	$13,100,000	N/A	N/A						$ 10,480,000	$ 2,620,000	$13,100,000

STAFF REPORT

REPORT DATE: April 7, 2026

MEETING DATE: April 22, 2026

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: David Wessel, Planning Manager

SUBJECT: Safe Streets Master Plan (SSMP) Update

1. RECOMMENDATION:

None. This item is for discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

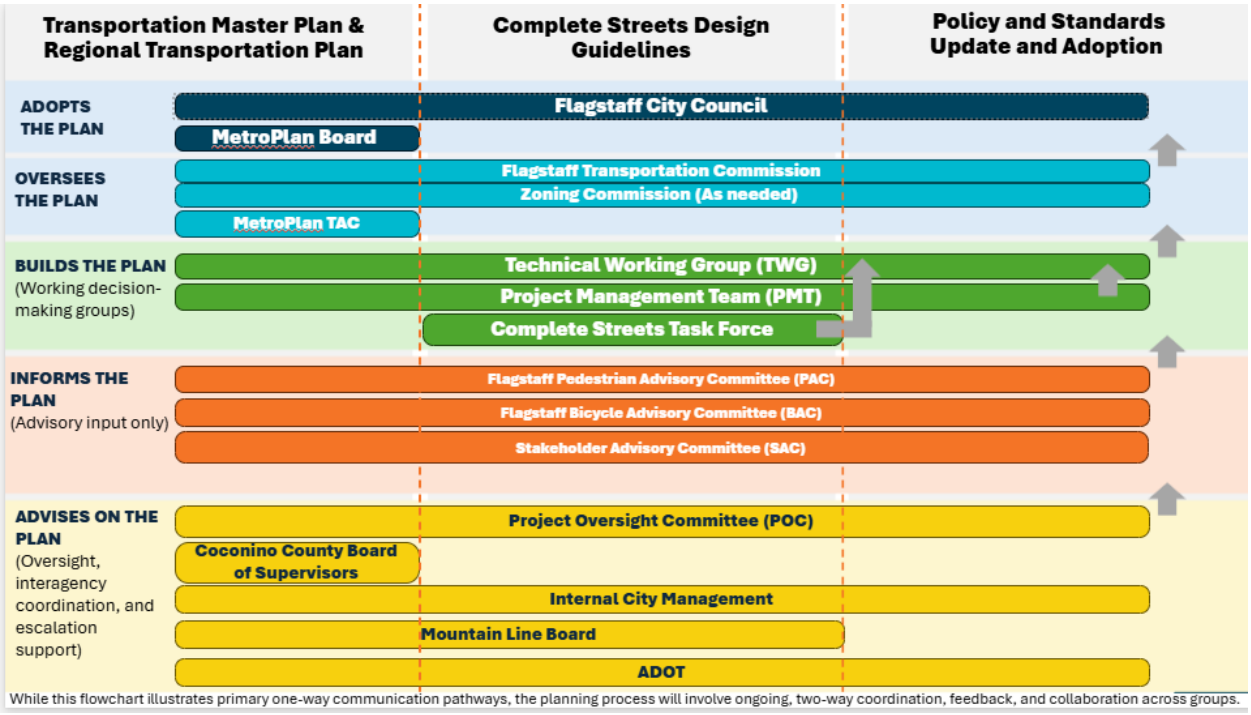
Goal 2: Deliver Plans that Meet Partner and Community Needs
Objective 2.4: Position partners for successful implementation of plans.

3. BACKGROUND:

The SSMP is a $2.7 million project scoped to deliver a transportation master plan for City of Flagstaff supported by complete streets guidelines, and related code revisions by December 2028. The SSMP will also deliver a Regional Transportation Master Plan for the MetroPlan. A federal Safe Streets and Roads for All grant is the primary funding source with most of the matching funds provided by the City.

The Project Management Team (Team), working closely with Kittelson and Associates (KA), have completed gathering background data, and relevant plans. Members of the Technical Working Group and Complete Streets Task Force have been identified, and discussions on Stakeholder Advisory Group members are ongoing. The Technical Working Group held its first meeting and was introduced to the project. It has been decided that a Citizens Advisory Committee will not be formed and the desired input will be obtained through the public participation process. KA is drafting the Community Profile and a Gap Audit assessing divergence between policy, code, and practice. A public participation plan draft will soon be completed. KA has been authorized to begin work on the Adoption Strategy (Task 3) and elements of the Master Plan (Task 4) and will soon be authorized to begin updating the regional transportation model (another Task 4 element). Authorizing tasks sequentially as work is approved gives staff firmer control over the budget. Contractually, authorization gives KA confidence to initiate work by subconsultants on respective tasks including their input to the expansion on the methods and data to be used. This expansion is memorialized in an Approach Memo, an instrument used by the City in the LASS CAP project. Fine-grained scope and methodology details are agreed to by all parties prior to authorized work beginning. Acceptance of these memos is effectively a “technical greenlight.

The diagram below illustrates the general workflow up through those that advise on the plan to those that adopt it. However, numerous feedback loops and iterations are expected.



A key group tasked with providing advice and oversight to the Project Management Team is the **Project Oversight Committee** comprised of management and director level staff. Invitations have been issued to this group that will advise on policy direction and serve to resolve conflicts should they escalate to their level (see attached list).

The status for several major tasks is provided here:

Accepted /Complete:

- Project Management Plan (approved)
- Data collection (substantial completion)
- Existing plans collection (substantial completion and prioritized for review)

Approach Memos

- Task 3 – Foundations for Adoption & Alignment (issued)

- Task 4.3 – Transportation Master Plan, Community Profile (issued)
- Task 4.4 – Transportation Master Plan, State of the System Assessment (issued)
- Task 4.5 – Travel Demand Model Update (pending)

In Progress/Next Steps:

- Community Profile
- Public Participation Plan and Previous Engagement Summary
- Gap Audit
- Policies, Plans summary
- Roadmap to Adoption / Project Charter

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

Pending

5. FISCAL IMPACT:

The total amount grant award is $2,675,000. The federal award is $2,140,000, and the City of Flagstaff is putting in cash and in-kind match valued at $500,000 with Mountain Line and Coconino County contributing a combined $35,000. Approximately $236,000 of the city match will be in-kind contributions. Approximately $400,000 of the grant funds are programmed for staff salary and benefits. A 15% contingency will be held back from the total contract price.

6. ALTERNATIVES:

None. This item is for discussion only.

7. ATTACHMENTS:

None

STAFF REPORT

REPORT DATE: April 7, 2026

MEETING DATE: April 22, 2026

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: David Wessel, Planning Manager

SUBJECT: Traffic Count Program Update

1. RECOMMENDATION:

None. This item is for discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 2: Deliver Plans that Meet Partner and Community Needs
Objective 2.3: Fill gaps in transportation data and make data accessible.

3. BACKGROUND:

MetroPlan collects traffic count data and has since its inception. The counts serve several purposes: model calibration, transportation impact analysis support, traffic studies, and Highway Performance Monitoring System (HPMS) support in cooperation with ADOT. HPMS requires and includes numerous counts on local streets on a six-year cycle, which made an annual program to cycle through the counts appealing. Staff would then apply growth factors in interim years. Growth factors include regional and state growth, functional class, road volume and capacity, and development growth size and proximity to a count location. The growth factor method will be implemented to support the Safe Streets Master Plan. However, after several years, staff are moving away from annual counts for multiple reasons. First, it is time consuming requiring annual procurement efforts and analysis of several growth factors. Second, a five-year span between counts at one location results in increasing uncertainty and inaccuracy each year. Third, an underlying motivation for annual counts and updates related to an interest in updating the regional transportation model annually. Lack of staffing, complexity, and relatively slow growth make this objective impractical and unnecessary.

Instead, MetroPlan will return to past practice of conducting region-wide traffic counts every three years. Annual pedestrian and bicycle counts will be conducted to assist with Safe Routes to School monitoring. Turn movement counts on one or two corridors will be conducted annually to assist with signal timing or corridor studies as requested by MetroPlan partners. The number and types of counts are in the following tables.

COUNTS EVERY THREE YEARS

Type	Hours	Quantity	Unit $ (2025)
V	48	190	150
V-C-S	72	69	275
V-C-S	168	16	300
TMC	9	15	475
P-B	14	50	438
		340	

ANNUAL OPTION W/ EVERY THREE YEARS

Type	Hours	Quantity	Unit $
V-C-S	168	16	300
TMC	9	15	475
P-B	14	20	438

V = volume | C = Class | S = Speed | TMC = Turn Movement Count | P-B = Pedestrian-Bicycle

4. TAC AND MANAGEMENT COMMITTEE DICUSSION:

Pending

5. FISCAL IMPACT:

Accounting for inflation, the estimated budget impact is $90,000 every three years initiating in FY2027 and $21,000 in the intervening years.

6. ALTERNATIVES:

None. This item is for discussion only.

7. ATTACHMENTS:

None

STAFF REPORT

REPORT DATE: April 10, 2026

MEETING DATE: April 22, 2026

TO: Honorable Chair and Members of the Technical Advisory Committee

FROM: Kate Morley, Executive Director

SUBJECT: MetroPlan Happenings

1. RECOMMENDATION:

None. This item is for information and discussion only.

2. RELATED STRATEGIC WORKPLAN ITEM:

Goal 3: Build MetroPlan's Visibility in the Community
Objective 3.3: Promote the Value MetroPlan Brings to the Community

Goal 4: Implement Programs that Encourage Mode Shift
Objective 4.1: Conduct community-oriented multimodal demonstration and pilot projects.

3. BACKGROUND:

Chair Sweet and Member Vasquez traveled to Phoenix for the annual RTAC luncheon and met with members of the House and Senate to talk about the West Route 66 project and the AZ SMART Fund. Both also submitted letters to the House Transportation Committee ahead of hearing the bills. The bills will now be considered as part of the budget process.

Members Aslan and Williams spoke at the State Transportation Board meeting in January to inform the Board of the need to fund improvements on US 180. The Board also submitted a formal public comment on the project.

Executive Director Morley has been meeting with candidates for City Council to provide them with an overview of MetroPlan.

Staff have been participating in a number of ADOT plans, including the statewide freight plan, route transfer study, and the update of the COG and MPO, which outlines processes for cooperation.

Grants

The City applied for, and was awarded, an AZ SMART design and engineering grant for John Wesley Powell Blvd between I-17 and Lake Mary Road. Member Daggett spoke at the State Transportation Board hearing where the project was considered.

MetroPlan had its $180,000 Reconnecting Communities research award rescinded. The project was a partnership with NAU to further the CRANC bike comfort tool. The project was awarded in October 2024 and was paused with the new administration.

Community Events

Ride Your Bike Week is an annual community event organized by the Flagstaff Biking Organization (FBO) to promote cycling for commuting, fun, and errands instead of driving. It features a week-long riding challenge of events and opportunities to get out and ride. MetroPlan partners with FBO to organize this event, which will occur May 10-16, 2026. The schedule of events is as follows:

- **Sunday, May 10**: Bike to Fun at the Farmer's Market (booth with educational jeopardy questions, prizes, and information about the week-long events)
- **Monday, May 11**: Kick-Off Ride at City Hall @ 7:00 am (Proclamation will be read, followed by a short downtown ride before work)
- **Tuesday, May 12**: Bike to School Day/*Kidical Mass Ride, and Ice Cream Social
- **Wednesday, May 13**: Bike to Breakfast 6:30-9:00 am
- **Thursday, May 14**: Bike to Dine
- **Friday, May 15**: Bike to Work
- **Saturday, May 16**: Bike to Shop

*The Kidical Mass Ride is a MetroPlan-sponsored event. We invite the TAC to join MetroPlan staff for a community ride followed by Ice Cream at Sechrist Elementary School on May 12 at 4:00 pm.

ADOT State Freight Plan

Staff are participating in the updates to the State's Freight Plan as part of the Technical Advisory Committee. ADOT and consultants are continuing to collect and analyze data such as network performance and reliability. Notable updates at this time include new statewide goals and performance measures. More information is available at https://azdot.gov/planning/transportation-programs/arizona-state-freight-plan

The State is requesting stakeholders for feedback in identifying freight congestion bottlenecks. TAC members are encouraged to participate on or before April 22nd.
https://experience.arcgis.com/experience/befa4d5c9ab84b2fbea8b73bb42f0365

4. TAC AND MANAGEMENT COMMITTEE DISCUSSION:

This item was not brought to the Management Committee.

5. FISCAL IMPACT:

None. This item is for updates only.

6. ALTERNATIVES:

None. This item is for information and discussion only.

7. ATTACHMENTS:

None.