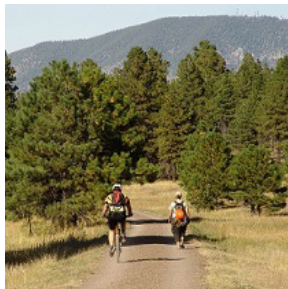
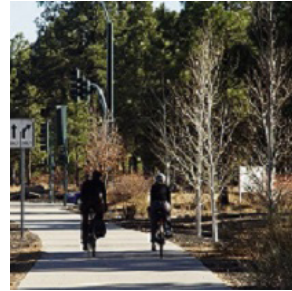
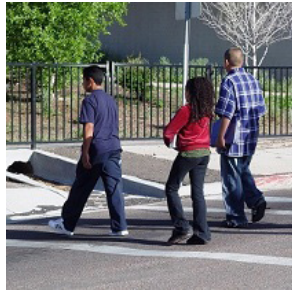


# City of Flagstaff Active Transportation Master Plan



## Working Paper 1 Existing plans, policies, regulations, and guidelines

November 2017



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## 1 | Introduction

This document is a compilation of existing plans, policies, regulations and guidelines that address or are relevant to walking, bicycling, and trails, as a way of understanding the policy and regulatory context for the pedestrian-bicycle-FUTS master plan and the planning process. This informs what plans and policies are already in place; how walking, biking, and trails have been considered and addressed in other planning documents; and what information on walking, biking, and trails already exists.

Some of the documents are out of date or have been superseded by more current documents, but are included here because they provide historical context.

The list begins with a summary plans and studies that are currently in progress. For each of the relevant existing documents, the following information is compiled:

- The name of the document.
- The year adopted or produced, and whether the document is out of date.
- Agency responsible for producing the document.
- The geographic scale covered, which may be a neighborhood, corridor, city-wide, the FMPO region, or statewide.
- A summary of the contents of the document.
- A brief description of how the document addresses walking, bicycling, and trails, unless this is already the document's focus.
- A link to an online version of the document or the plan website.

Appendix A lists all of the Regional Plan goals and policies that are directly or indirectly relevant to walking, biking, and trails.

## 2 | Current planning efforts

### High Occupancy Housing Specific Plan

Agency	City of Flagstaff
Scale	Citywide
Summary	The plan will help guide future development of High Occupancy Housing projects, which are defined as private residential projects that have a density of 30 or more units per acre. The plan discusses pedestrian and bicycle access, parking requirements, traffic impacts, transit service, and transportation demand management (TDM) strategies and incentives.
Link	<a href="http://www.flagstaff.az.gov/3419/High-Occupancy-Housing-Plan">http://www.flagstaff.az.gov/3419/High-Occupancy-Housing-Plan</a>

### Southside Neighborhood Specific Plan

Agency	City of Flagstaff
Scale	Southside neighborhood
Summary	Process to create a neighborhood plan for the Southside neighborhood, an historic area generally south of the BNSF tracks, north of the NAU campus, and east of Milton Road. Neighborhood specific plans are an amendment to the Flagstaff Regional Plan 2030 for a neighborhood or small area, and provide more detailed guidance for future land use and transportation decisions.
Link	--

### NAU Multimodal Transportation Study

Agency	Northern Arizona University
Scale	NAU campus
Summary	Plan to identify opportunities to improve walking and biking accommodation on campus.
Link	--

### Regional Strategic Transportation Safety Plan

Agency	Flagstaff Metropolitan Planning Organization, Northern Arizona Council of Governments, Central Yavapai Metropolitan Planning Organization
Scale	Coconino, Yavapai, Apache and Navajo counties

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**Summary** The plan is being developed to reduce the risk of death and serious injury due to traffic crashes on roadways by identifying and prioritizing hazards and hazard areas, and developing and implementing road improvement projects to mitigate those hazards. Three regional agencies in northern Arizona are collaborating on this planning process.

**Link** <http://www.flagstaff.az.gov/CivicAlerts.aspx?AID=1290>

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### **NAIPTA Five-Year Transit Plan (update)**

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**Agency** Northern Arizona Intergovernmental Public Transportation Authority

**Scale** Regional

**Summary** NAIPTA's five-year plan helps to establish the vision for public transportation in Flagstaff. The current planning process will update the current, approved five-year plan from 2013, and is examining current route alignments, frequencies, and service hours to find the appropriate balance between productivity (higher ridership) and coverage (larger service area).

**Link** <http://mountainline.az.gov/naipta-information/reports-plans/>

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### **NAIPTA Bus Rapid Transit Study**

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**Agency** Northern Arizona Intergovernmental Public Transportation Authority

**Scale** Various corridors within the city

**Summary** This study will evaluate options for high frequency, cross-town transit service intended to connect activity centers, reduce transit travel times, and increase transit ridership.

**Link** <https://www.movemeftg.com/flagstaff-transit-spine-study>

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### **Milton Road Corridor Master Plan**

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**Agency** Arizona Department of Transportation

**Scale** Milton Road corridor

**Summary** The master planning process is intended to identify a 20-year vision for the Milton Road corridor through Flagstaff, including multimodal alternatives, opportunities for high-capacity/bus rapid transit, and options to address congestion. A final report is expected in late 2018.

**Link** <https://www.azdot.gov/planning/transportation-studies/milton-road-corridor-master-plan/overview>

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### US 180 Corridor Master Plan

Agency	Arizona Department of Transportation
Scale	US180 (Humphreys Street and Fort Valley Road) corridor
Summary	The master planning process is intended to identify a 20-year vision for the US Highway 180 corridor through Flagstaff to Kendrick Park, including multimodal alternatives, opportunities for alternate routes, and options to address winter congestion and snow-play parking issues. A final report is expected in late 2018.
Link	<a href="https://www.azdot.gov/planning/transportation-studies/us-180-corridor-master-plan/overview">https://www.azdot.gov/planning/transportation-studies/us-180-corridor-master-plan/overview</a>

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### Arizona National Scenic Trail Comprehensive Plan

Agency	U.S. Forest Service
Scale	Arizona Trail corridor
Summary	As one of 11 federally designated National Scenic Trails, the Arizona Trail is required to have a comprehensive plan to guide its administration and management. The comprehensive plan will address specific management objectives and practices, future development plans for the trail, cooperative agreements with other agencies, carrying capacity, and plans for acquisition and protection along the corridor. The Arizona Trail divides before passing through Flagstaff; one branch travels through the middle of Flagstaff on FUTS trails, while a second branch (the equestrian bypass) skirts to the east. The planning process began in 2017, with plan completion anticipated in late 2019.
Link	<a href="https://www.fs.usda.gov/main/azt/land-resources-management">https://www.fs.usda.gov/main/azt/land-resources-management</a>

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### Coconino National Forest Plan

Agency	Coconino National Forest
Scale	Coconino National Forest
Summary	A forest land and resource management plan, or forest plan, provides integrated, forest-wide guidance for all forest uses and activities on National Forest lands, including trails, trail access, and recreation. This is an update of the current forest plan, which was approved in 1987. Plan completion is anticipated in late 2017.
Link	<a href="https://www.fs.usda.gov/detail/coconino/landmanagement/planning/?cid=stelprdb5334655">https://www.fs.usda.gov/detail/coconino/landmanagement/planning/?cid=stelprdb5334655</a>

### 3 | General or comprehensive plans

#### Flagstaff Regional Plan 2030 – Place Matters

Year	2014
Agency	City of Flagstaff, Coconino County, FMPO
Scale	Regional
Summary	The Flagstaff Regional Plan 2030, which is the region’s most current comprehensive plan, is intended to serve as a roadmap to implement the community’s vision of a safe, diverse, vibrant, and innovative community with a unique character and high quality of life. The document is divided into 12 elements, each of which includes goals and policies to achieve the plan’s vision.
Walking, biking, trails	The Transportation element of the plan includes two goals – Goals T.5 and T.6 – and several policies that specifically address walking and bicycling. The remaining 11 elements also include a number of goals in policies that address walking, biking, and trails, although not as directly. All of the relevant goals and policies from the Regional Plan have been reproduced in Appendix 1 of this document.
Link	<a href="http://www.flagstaff.az.gov/2936/Flagstaff-Regional-Plan-2030">http://www.flagstaff.az.gov/2936/Flagstaff-Regional-Plan-2030</a>

#### Flagstaff Area Regional Land Use and Transportation Plan

Year	2001 (out of date)
Agency	City of Flagstaff, Coconino County, FMPO
Scale	Regional
Summary	Predecessor to the Flagstaff Regional Plan 2030. Like its successor, the plan includes goals, policies, and strategies to implement the plan’s vision of a compact land use pattern, livability, and sense of community.
Walking, biking, trails	A number of goals, policies, and strategies to promote walking, biking, and trails are listed in the transportation element.
Link	<a href="http://flagstaff.az.gov/DocumentCenter/View/366">http://flagstaff.az.gov/DocumentCenter/View/366</a>

#### Coconino County Comprehensive Plan

Year	2015
Agency	Coconino County
Scale	Countywide

<b>Summary</b>	This update to the Comprehensive Plan should be completed and approved by the Board of Supervisors by the end of 2015. This plan primarily focuses on land-use policy across Coconino County, but the plan contains significant policy and discussion that intersects with the Flagstaff Regional Plan 2030. Of particular interest are the policies in support of multi-modal connectivity, accessibility to open space and trails, and the desire to enhance the walkability and bikeability of county areas within the Regional Plan boundary.
<b>Walking, biking, trails</b>	One of the plan’s goals is to improve non-motorized circulation networks to provide greater opportunities for alternative modes of travel. The plan also supports enhancement of the regional trail systems to access and link open space, recreation areas, communities, and activity centers, and discusses extension of the FUTS system to the outlying communities of Mountaineer, Kachina Village, Doney Park, Timberline-Fernwood, and Fort Valley.
<b>Link</b>	<a href="http://www.coconino.az.gov/index.aspx?NID=1111">http://www.coconino.az.gov/index.aspx?NID=1111</a>

### NAU Campus Master Plan

<b>Year</b>	2010 (current)
<b>Agency</b>	Northern Arizona University
<b>Scale</b>	NAU campus
<b>Summary</b>	Long-term plan to guide development of the NAU campus. Objectives for the plan include accommodating enrollment growth, connecting the campus and the community, integrating academics and student life, supporting recruitment and retention, and applying sustainability principles.
<b>Walking, biking, trails</b>	Includes a recommendation for a central pathway that provide continuous north-south pedestrian and bike connectivity through campus. Discusses issues with existing bicycle circulation and facilities on campus, but makes no specific recommendations for improvements
<b>Link</b>	<a href="http://nau.edu/uploadedFiles/Administrative/Finance_and_Administration/Facility_Services/Folder_Templates/2010_MasterPlan.pdf">http://nau.edu/uploadedFiles/Administrative/Finance_and_Administration/Facility_Services/Folder_Templates/2010_MasterPlan.pdf</a>

## 4 | Transportation plans

### Regional Transportation Plan – Blueprint 2040

Year	2017
Agency	FMPO
Scale	FMPO region
Summary	Regional document that establishes transportation priorities and helps to set direction. The plan evaluates a number of potential transportation projects against measures of congestion, arterial density, multimodal service, safety, and economic development, and recommends a 20-year program comprising the highest scoring projects.
Walking, biking, trails	Considerations for walking and biking are discussed at length in the document. The recommended 20-year program includes about \$72 million for transit infrastructure and service, \$21 million for pedestrian and bicycle projects, and \$187 million for new roadways and roadway widening.
Link	<a href="http://www.flagstaff.az.gov/DocumentCenter/View/50022">http://www.flagstaff.az.gov/DocumentCenter/View/50022</a>

### Coordinated Public Transit – Human Service Transportation Plan

Year	2017
Agency	FMPO, NAIPTA
Scale	Regional
Summary	The region’s guide to improving mobility for disadvantaged populations, including low income, disabled, and elderly. The plan recommends a series of strategies, programs, and projects to help address gaps in transportation services for these target populations.
Walking, biking, trails	Acknowledges the importance of walking and biking in enhancing mobility for all segments of the population.
Link	<a href="http://www.flagstaff.az.gov/DocumentCenter/View/45839">http://www.flagstaff.az.gov/DocumentCenter/View/45839</a>

### NAIPTA Flagstaff Five-Year and Long Range Transit Plan

Year	2013
Agency	Northern Arizona Intergovernmental Public Transportation Authority
Scale	Regional

**Summary** Establishes the vision for public transportation in Flagstaff by dividing the region into the core area, city neighborhoods, and the region, and outlining a different vision for each. The document includes a service plan, capital projects, funding plan, and implementation steps for the short, mid, and long-term.

**Walking, biking, trails** Although primarily a plan for transit service and facilities, the document does cover some bike/ped practices that support transit, such as bike share programs, sidewalk connectivity and pedestrian access to bus stops, guaranteed ride home programs, and dedicated bus/bike lanes.

**Link** <http://mountainline.az.gov/wp-content/uploads/2014/11/NAIPTA-5-Year-Long-Range-Plan.pdf>

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## 5 | Neighborhood plans

### La Plaza Vieja Neighborhood Specific Plan

Year	2015
Agency	City of Flagstaff
Scale	La Plaza Vieja neighborhood
Summary	Specific Plans are adopted separately as amendments to the Flagstaff Regional Plan 2030 for a neighborhood or smaller geographic area. This neighborhood plan update gives direction to future land-use and transportation decisions in La Plaza Vieja, a historic neighborhood generally bounded by Milton Road, Route 66, and the BNSF tracks. The neighborhood plan is of particular interest to pedestrian and bicycle planning because of the central role La Plaza Vieja plays in the history, community character and transportation connectivity for Flagstaff.
Walking, biking, trails	The Transportation chapter includes sections describing neighborhood considerations for transit, the pedestrian environment, bicycling, and the Flagstaff Urban Trails System. Some of the more significant transportation goals include a FUTS trail connection through the neighborhood, enhanced crossings for pedestrians and bikes on perimeter streets, and traffic calming and enhancements throughout the neighborhood.
Link	<a href="http://www.flagstaff.az.gov/DocumentCenter/View/48015">http://www.flagstaff.az.gov/DocumentCenter/View/48015</a>

## 6 | Statewide pedestrian and bicycle plans

### ADOT Statewide Bicycle and Pedestrian Plan

Year	2013
Agency	Arizona Department of Transportation
Scale	Statewide
Summary	ADOT's plan to address accommodation of bicycles and pedestrians on the state highway system. Recommended strategies in the plan are organized around five topics: safety; infrastructure; education; policies, plans and programs; and design guidelines.
Walking, biking, trails	Covers pedestrian and bicycle infrastructure on state highways, which in Flagstaff include I-40, I-17, Milton Road, most of Route 66, Humphreys Street, Fort Valley Road, part of Highway 89, and part of Country Club Drive.
Link	<a href="https://apps.azdot.gov/files/ADOTLibrary/Multimodal_Planning_Division/Bicycle-Pedestrian/Bicycle_Pedestrian_Plan_Update-Final_Report-1306.pdf">https://apps.azdot.gov/files/ADOTLibrary/Multimodal_Planning_Division/Bicycle-Pedestrian/Bicycle_Pedestrian_Plan_Update-Final_Report-1306.pdf</a>

### ADOT Pedestrian Safety Action Plan

Year	2017
Agency	Arizona Department of Transportation
Scale	Statewide
Summary	Update of the 2009 Pedestrian Safety Action Plan. Objectives for the plan update include an evaluation of the progress and effectiveness of the 2009 plan, an analysis of pedestrian crashes for the last five years, and a summary of strategies and countermeasures to reduce pedestrian crashes and fatalities on the state highway system.
Walking, biking, trails	Identifies three high crash segments (Milton Road from Forest Meadows to Route 66, East Route 66 from Arrowhead to Park Drive, Milton Road/Route 66 from Route 66 to Elden Street) and two high-crash intersections (Milton Road/Route 66 and Humphreys Street/Birch Avenue) on the state highway system in Flagstaff.
Link	<a href="http://www.azbikeped.org/downloads/ADOT-Pedestrian-Safety-Action-Plan.pdf">http://www.azbikeped.org/downloads/ADOT-Pedestrian-Safety-Action-Plan.pdf</a>

### **ADOT Bicycle Safety Action Plan**

Year	2012
Agency	Arizona Department of Transportation
Scale	Statewide
Summary	Proposes improvements, programs, and strategies to help reduce injury and fatal bicycle crashes on state highways, based primarily on a comprehensive analysis of bicycle crashes. The document also identifies state highway segments with high crash rates, and suggests potential countermeasures for each location.
Walking, biking, trails	Identifies four high crash priority street segments in Flagstaff: Milton Road from I-17 to Route 66, Route 66 from Milton to Elden, Route 66 from Switzer Canyon to Lockett, and Humphreys Street/Fort Valley Road from Route 66 to Meade. No high crash priority intersections were identified in Flagstaff.
Link	<a href="http://www.azbikeped.org/downloads/archive/2012-09-Bicycle_Safety_Action_Plan.pdf">http://www.azbikeped.org/downloads/archive/2012-09-Bicycle_Safety_Action_Plan.pdf</a>



## 7 | County multimodal plans

### Doney Park Multimodal Transportation Study

Year	2011
Agency	Coconino County
Scale	Doney Park
Summary	Plan for shared use paths, equestrian trails, sidewalks, and bike lanes in Doney Park, an unincorporated community of about 8000 residents located to the north and east of Flagstaff.
Walking, biking, trails	Includes several recommended projects that connect directly to existing or planned City sidewalks, bike lanes, and FUTS trails.
Link	<a href="http://coconino.az.gov/documentcenter/view/2945">http://coconino.az.gov/documentcenter/view/2945</a>

### Kachina Village Multimodal Transportation Study

Year	2010
Agency	Coconino County
Scale	Kachina Village
Summary	This study identifies future needs for pedestrian, bicycle, and transit mobility in an unincorporated community located six miles south of Flagstaff along I-17.
Walking, biking, trails	The plan recommends a commuter trail connection between Kachina Village and the FUTS system, generally following the existing Highlands Trail.
Link	<a href="http://coconino.az.gov/documentcenter/view/473">http://coconino.az.gov/documentcenter/view/473</a>

## 8 | Bicycle plans

### Flagstaff Bicycle Plan

Year	1991 (out of date)
Agency	City of Flagstaff
Scale	City
Summary	Report and recommendations from the City of Flagstaff's Ad Hoc Bikeways Committee, which met over a 1-month period in 1990 to review and recommend revisions to the existing and proposed bicycle plans, programs, and facilities. The plan covers a wide range of bicycle issues, including bicycle facility development, education, advocacy, enforcement, registration, funding and implementation
Link	<a href="http://flagstaff.az.gov/DocumentCenter/View/45524">http://flagstaff.az.gov/DocumentCenter/View/45524</a>

### Flagstaff Bike Plan

Year	ca 1980 (out of date)
Agency	City of Flagstaff
Scale	City
Summary	The plan is based on six projects goals to promote safety and bicycle use as an alternative to the automobile, and a series of objectives and policies to implement those goals. The bulk of the plan describes a recommended city-wide bikeway system consisting of urban trails, bike lanes, and bike routes, makes specific recommendations for bike facilities on numerous streets in the network, lists design criteria for these facilities, and sets priorities for implementation of projects.
Link	<a href="http://flagstaff.az.gov/DocumentCenter/View/45523">http://flagstaff.az.gov/DocumentCenter/View/45523</a>

## 9 | Trail plans

### Final Report – Flagstaff Urban Trails System Ad Hoc Committee

Year	1988 (out of date)
Agency	City of Flagstaff
Scale	City
Summary	This document is the final report of the Flagstaff Urban Trails System Ad Hoc Committee, and was created to guide implementation of the city-wide trail system described in the City’s Growth Management Guide 2000. The plan identifies three trail links, totaling 3.2 miles in length that could be built in the short term to establish a functional system. The plan also discusses longer term considerations for maintenance, operations, on-going funding, promotion, and partnerships with other land management agencies.
Link	<a href="http://flagstaff.az.gov/DocumentCenter/View/10810">http://flagstaff.az.gov/DocumentCenter/View/10810</a>

## 10 | Surveys

### Walking and Biking Survey

Year	2016
Agency	City of Flagstaff
Scale	City-wide
Summary	Survey conducted in the summer of 2014 intended to collect information about where walking and biking is good and where there are issues, what are the factors that making walking and biking good or problematic, and what could be done to improve walking and biking in Flagstaff. A total of 458 surveys were submitted for the survey.
Link	<a href="http://www.flagstaff.az.gov/DocumentCenter/View/48276">http://www.flagstaff.az.gov/DocumentCenter/View/48276</a>

### Pedestrian and Bicycle Project Survey

Year	2016
Agency	City of Flagstaff
Scale	Citywide
Summary	Respondents were asked to rate the importance and priority of a variety of pedestrian and bicycle projects in five categories: missing sidewalks, missing bike lanes, planned FUTS trails, enhanced at-grade crossings, and potential overpasses/underpasses. Surveys were submitted by 294 respondents.
Link	<a href="http://www.flagstaff.az.gov/DocumentCenter/View/49378">http://www.flagstaff.az.gov/DocumentCenter/View/49378</a>

### Milton Road Walking and Biking Survey

Year	2016
Agency	City of Flagstaff
Scale	Milton Road corridor
Summary	This survey was conducted to gain a better understanding of the walking and bicycling issues along Milton Road, which in previous surveys is consistently identified as the least comfortable and most difficult street in Flagstaff for walking and bicycling. Respondents were invited to share their thoughts about walking and biking along or across Milton Road, and were asked to rate a variety of potential facilities to accommodate pedestrians and bicyclists on Milton Road. A total of 189 surveys were completed.
Link	<a href="http://www.flagstaff.az.gov/DocumentCenter/View/50191">http://www.flagstaff.az.gov/DocumentCenter/View/50191</a>

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### FUTS Trail Users Survey

Year	2017
Agency	City of Flagstaff
Scale	Citywide
Summary	Survey of 375 FUTS trail users, intended to collect information about who uses the trails, how the trails are used, how users perceive the trails, what users like about the trails, and how the system can be improved. The survey repeats a previous survey of FUTS trail uses from 2012 (see entry below).
Link	<a href="http://www.flagstaff.az.gov/DocumentCenter/View/54784">http://www.flagstaff.az.gov/DocumentCenter/View/54784</a>

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### FUTS Trail User Survey

Year	2012
Agency	City of Flagstaff
Scale	City
Summary	Results of a survey of 220 Flagstaff Urban Trails System (FUTS) users. The survey was intended to determine patterns of trail use, solicit user's perception of the system, learn what's good about the FUTS and what needs improvement, and identify specific locations for new trails and trail improvements.
Link	<a href="http://flagstaff.az.gov/DocumentCenter/View/15241">http://flagstaff.az.gov/DocumentCenter/View/15241</a>

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### FMPO Trip Diary Survey

Year	2012
Agency	FMPO
Scale	Region
Summary	This detailed survey of regional travel patterns is used to inform future transportation planning. Randomly selected participants are asked to keep a log or "diary" of their travel for one assigned day; respondents are also asked to complete a survey covering a variety of transportation topics. The first Trip Diary Survey was conducted in 2006, and will be repeated every six years to provide trend data. The survey measures changes in mode share – the percentage of trips made by walking, biking, and transit. Also provides detailed information about walking and biking travel patterns.
Link	<a href="http://www.flagstaff.az.gov/DocumentCenter/View/41704">http://www.flagstaff.az.gov/DocumentCenter/View/41704</a>

### **Bicycle Commuter Survey**

Year	2011 (current)
Agency	City of Flagstaff
Scale	City
Summary	Results of a survey of more than 300 bicycle commuters; undertaken to collect information about bicycling in Flagstaff, including who cyclists are, how they ride, and what motivates or discourages them from riding; and to identify what works for cyclists in Flagstaff and what needs improvement.
Link	<a href="http://flagstaff.az.gov/DocumentCenter/View/14236">http://flagstaff.az.gov/DocumentCenter/View/14236</a>

### **Bicycle Town Hall Meeting Summary Report**

Year	2008 (out of date)
Agency	City of Flagstaff
Scale	City
Summary	Summary of an open house conducted by the City of Flagstaff and Flagstaff Biking Organization during Bike-to-Work Week in 2008 and intended to learn what can be done to make bicycling an appealing option for more people. Approximately 60 members of the community attended the event and completed open-ended comment cards that asked what's good about cycling in Flagstaff, and what needs improvement.
Link	<a href="http://flagstaff.az.gov/DocumentCenter/View/7564">http://flagstaff.az.gov/DocumentCenter/View/7564</a>

## 11 | Design guidelines

### FMPO Pedestrian and Bicycle Design Guide

Year	2003 (out of date)
Agency	FMPO
Scale	Region
Summary	This document was prepared by the FMPO for the benefit of its member agencies – City of Flagstaff, Coconino County, and ADOT – and is intended to provide design guidance for developers, engineers, planners, and agency staff in designing safe and convenient facilities for pedestrians and bicyclists. Design guidance is provided for sidewalks, pathways, FUTS trails, bike lanes, and bike routes. Design elements are determined on context of the facility; for example whether the facility is located in an urban, suburban, or rural area, and if the facility is primarily commuter or recreational in function.
Link	<a href="http://www.flagstaff.az.gov/ArchiveCenter/ViewFile/Item/868">http://www.flagstaff.az.gov/ArchiveCenter/ViewFile/Item/868</a>

## 12 | Regulations and standards

### City of Flagstaff Zoning Code

Year	2011
Agency	City of Flagstaff
Scale	City
Summary	Establishes specific standards for new development and redevelopment, including land use, density, building height and mass, parking, landscaping, lighting, and resource protection.
Walking, biking, trails	Includes numerous provisions that directly affect pedestrian and bicycle facilities and accommodation
Link	<a href="http://www.flagstaff.az.gov/DocumentCenter/View/51513">http://www.flagstaff.az.gov/DocumentCenter/View/51513</a>

### City of Flagstaff Engineering and Design Standards

Year	2012
Agency	City of Flagstaff
Scale	City
Summary	Sets out minimum design and construction standards for all types of public infrastructure and facilities, including sidewalks, bike lanes, and FUTS trails
Walking, biking, trails	Chapter 13.10 Street Design covers a number of elements related to pedestrian and bicycle facilities, such as sidewalk width, corner radii, bike lane presence and width, traffic design speeds, and traffic calming features. 13.23 Standard Drawings cover a multitude of public infrastructure, notably accessible curb ramps, shared-use pathway underpasses, and bike racks. Standard Drawing 14-01-010 includes detailed standards for construction of paved and unpaved FUTS trails, and represents the most-detailed design guidance available for FUTS trails.
Link	<a href="http://www.flagstaff.az.gov/482/Engineering-Design-Standards">http://www.flagstaff.az.gov/482/Engineering-Design-Standards</a>



## Appendix A | Relevant goals and policies from Regional Plan

### Direct goals and policies

The Transportation Element of the Flagstaff Regional Plan 2030 includes two goals – Goals T.5 and T.6 – and several policies that specifically address walking and bicycling. These are listed below.

#### *Chapter X: Transportation*

- **Goal T.5.** Increase the availability and use of pedestrian infrastructure, including FUTS, as a critical element of a safe and livable community.
  - Policy T.5.1. Provide accessible pedestrian infrastructure with all public and private street construction and reconstruction projects.
  - Policy T.5.2. Improve pedestrian visibility and safety and raise awareness of the benefits of walking.
  - Policy T.5.3. Identify specific pedestrian mobility and accessibility challenges and develop a program to build and maintain necessary improvements.
  - Policy T.5.4. Design streets with continuous pedestrian infrastructure of sufficient width to provide safe, accessible use and opportunities for shelter.
  
- **Goal T.6.** Provide for bicycling as a safe and efficient means of transportation and recreation.
  - Policy T.6.1. Expand recognition of bicycling as a legitimate and beneficial form of transportation.
  - Policy T.6.2. Establish and maintain a comprehensive, consistent, and highly connected system of bikeways and FUTS trails.
  - Policy T.6.3. Educate bicyclists and motorists about bicyclist safety through education programs, enforcement, and detailed crash analyses.
  - Policy T.6.4. Encourage bikeways and bicycle infrastructure to serve the needs of a full range of bicyclist experience levels.
  - Policy T.6.5. Provide short- and long-term bicycle parking where bicy-

clists want to travel.

- Policy T6.6. Integrate policies to increase bicycling and meet the needs of bicyclists into all relevant plans, policies, studies, strategies, and regulations.

### Indirect goals and policies

A number of goals in policies in the remaining 11 elements also address walking, biking, and trails, although not as directly. A summary of the relevant goals and policies from the Regional Plan are reproduced below.

#### *Chapter IV – Environmental Planning and Consideration*

- **Goal E&C.1.** Proactively improve and maintain the region’s air quality.
  - Policy E&C.1.1. Engage public agencies concerned with the improvement of air quality, and implement state and regional plans and programs to attain overall federal air quality standards (in particular ozone, particulate matter, and carbon monoxide) on a long- term basis
- **Goal E&C.2.** Reduce greenhouse gas emissions.
  - Policy E&C.2.1. Encourage the reduction of all energy consumption, especially fossil-fuel generated energy, in public, commercial, industrial, and residential sectors.

#### *Chapter V – Open Space*

- **Goal OS.1.** The region has a system of open lands, such as undeveloped natural areas, wildlife corridors and habitat areas, trails, access to public lands, and greenways to support the natural environment that sustains our quality of life, cultural heritage, and ecosystem health.
  - Policy OS.1.4. Use open space as opportunities for non-motorized connectivity, to interact with nature, and to enjoy the views and quiet.
  - Policy OS.1.5. Integrate open space qualities into the built environment.

### **Chapter VI – Water Resources**

- **Goal WR.5.** Manage watersheds and storm water to address flooding concerns, water quality, environmental protections, and rainwater harvesting.
  - Policy WR.5.2. Incorporate pedestrian access, trails, and watchable wildlife opportunities into natural watercourses when practical.

### **Chapter VII – Energy**

- **Goal E.1.** Increase energy efficiency.
  - Policy E.1.3. Empower all community members to make smarter energy choices through education and incentives.
  - Policy E.1.5. Promote and encourage the expansion and use of energy-efficient modes of transportation: Public transportation, Bicycles, Pedestrians

### **Chapter VIII – Community Character**

- **Goal CC.4.** Design and develop all projects to be contextually sensitive, to enhance a positive image and identity for the region.
  - Policy CC.4.1. Design streetscapes to be context sensitive and transportation systems to reflect the desired land use while balancing the needs of all modes for traffic safety and construction and maintenance costs.
  - Policy CC.4.4. Design streets and parking lots to balance automobile facilities, recognize human-scale and pedestrian needs, and accentuate the surrounding environment.

### **Chapter IX – Growth Areas & Land Use**

- **Goal LU.2.** Develop Flagstaff’s Greenfields in accordance with the Regional Plan and within the growth boundary.
  - Policy LU.2.1. Design new neighborhoods that embody the characteristics of Flagstaff’s favorite neighborhoods – that is, with a mix of uses, a variety of housing types and densities, public spaces, and greater connectivity with multimodal transportation options.

- Policy LU.2.2. Design new development to coordinate with existing and future development, in an effort to preserve view sheds, strengthen connectivity, and establish compatible and mutually supportive land uses.
- Policy LU.3.2. Coordinate land use, master planning, and recreational uses, when feasible, with local, state, and federal land management agencies and tribal land owners
- **Goal LU.10.** Increase the proportion of urban neighborhoods to achieve walkable, compact growth.
  - Policy LU.10.1. Prioritize connectivity within all urban neighborhoods and activity centers.
  - Policy LU.10.2. Support on-street parking, shared lots, and parking structures.
  - Policy LU.10.3. Value the traditional neighborhoods established around downtown by maintaining and improving their highly walkable character, transit accessibility, diverse mix of land uses, and historic building form.
  - Policy LU.10.4. Develop specific plans for neighborhoods and activity centers to foster desired scale and form.
  - Policy LU.10.5. Consider vacant and underutilized parcels within the City's existing urban neighborhoods as excellent locations for contextual redevelopment that adds housing, shopping, employment, entertainment, and recreational options for nearby residents and transit patrons.
  - Policy LU.10.6. In mixed use developments, encourage residential uses located above and behind commercial uses within urban areas as well as a variety of housing types where appropriate.
  - Policy LU.10.7. Invest in infrastructure and right-of-way enhancements as an incentive for private investment in urban neighborhoods and activity centers.
  - Policy LU.10.8. Include institutional uses, such as schools, within the urban context.
  - Policy LU.10.9. Civic spaces must be well designed, accessible, and cen-

tral to the urban fabric.

- **Goal LU.11.** Prioritize the continual reinvigoration of downtown Flagstaff, whose strategic location, walkable blocks, and historic buildings will continue to be a vibrant destination for all.
  - Policy LU.11.1. All businesses and community services on the ground floor should be pedestrian accessible directly from a public space, such as a street, alley, square, plaza, or interior corridor.
  - Policy LU.11.2. Encourage new multi-story mixed-use buildings to have windows and doors facing the sidewalks.
  - Policy LU.11.3. Design new downtown buildings to have a majority of the total linear frontages of mixed-use and nonresidential building facades built to the sidewalk.
- **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.12.7. Provide multiple routes and pathways for vehicular and pedestrian movement.
  - 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.12.9. As defined in the FUTS Master Plan, include trail access points, bicycle parking, and bicycle facilities
  - Policy LU.13.1. Prioritize connectivity for walking, biking, and driving within and between surrounding neighborhoods.
  - Policy LU.13.8. Locate civic spaces, parks, and institutional uses within neighborhood pedestrian sheds.
  - Policy LU.13.9. Use open space and FUTS trails to provide walking and biking links from residential uses to employment, shopping, schools, parks, and neighborhoods.
  - Policy LU.14.4. Connect rural neighborhoods using roads, trails (equestrian, foot, and bicycle), and public access to the Nation-

al Forest

- Policy LU.15.4. Accommodate safe and convenient walking, biking, and transit facilities in existing and proposed employment centers.
- Policy LU.17.1. Enhance connectivity and coordinated planning efforts with neighborhoods contiguous to special planning areas.
- Policy LU.18.5. Plan for and support multi-modal activity centers and corridors with an emphasis on pedestrian and transit friendly design.
- Policy LU.18.8. Increase residential densities, live-work units, and home occupations within the activity center’s pedestrian shed.
- Policy LU.18.15. Actual pedestrian-shed boundaries will be established considering opportunities and constraints posed by natural and man-made barriers like terrain or the interstate, road networks, and existing development patterns.
- Policy LU.18.16. Adopt traffic regulations to increase awareness of pedestrian oriented design for activity centers.
- Policy LU.19.4. Balance automobile use, parking, bicycle access, while prioritizing pedestrian safety along all corridors.

**Chapter X – Transportation**

- **Goal T.1.** Improve mobility and access throughout the region
  - Policy T.1.1. Integrate a balanced, multimodal, regional transportation system.
  - Policy T.1.2. Apply Complete Street Guidelines to accommodate all appropriate modes of travel in transportation improvement projects.
  - Policy T.1.3. Transportation systems are consistent with the place type and needs of people.
  - Policy T.1.4. Provide a continuous transportation system with convenient transfer from one mode to another.

- Policy T.1.5. Manage the operation and interaction of all modal systems for efficiency, effectiveness, safety, and to best mitigate traffic congestion.
- Policy T.1.6. Provide and promote strategies that increase alternate modes of travel and demand for vehicular travel to reduce peak period traffic.
- Policy T.1.7. Coordinate transportation and other public infrastructure investments efficiently to achieve land use and economic goals.
- Policy T.1.8. Plan for development to provide on-site, publicly-owned transportation improvements and provide adequate parking.
- **Goal T.2.** Improve transportation safety and efficiency for all modes.
  - Policy T.2.1. Design infrastructure to provide safe and efficient movement of vehicles, bicycles, and pedestrians.
  - Policy T.2.2. Consider new technologies in new and retrofitted transportation infrastructure.
  - Policy T.2.3. Provide safety programs and infrastructure to protect the most vulnerable travelers, including the young, elderly, mobility impaired, pedestrians, and bicyclists.
  - Policy T.2.4. Consider dedicated transit ways where appropriate.
  - Policy T.2.5. Continue to seek means to improve emergency service access, relieve and manage peak hour congestion, and expand multi-modal options in the US 180 corridor.
- **Goal T.3.** Provide transportation infrastructure that is conducive to conservation, preservation, and development goals to avoid, minimize, or mitigate impacts on the natural and built environment.
  - Policy T.3.2. Promote transportation systems that reduce the use of fossil fuels and eventually replace with carbon neutral alternatives.
  - Policy T.3.8. Promote transportation options such as increased public transit and more bike lanes to reduce congestion, fuel

consumption, and overall carbon emissions and promote walkable community design.

- **Goal T.7.** Provide a high-quality, safe, convenient, accessible public transportation system, where feasible, to serve as an attractive alternative to single-occupant vehicles.
  - **Policy T.7.3.** Support a public transit system design that encourages frequent and convenient access points, for various transportation modes and providers, such as private bus and shuttle systems, park-and-ride lots for cars and bicycles, and well placed access to bus, railroad, and airline terminal facilities.
  - **Policy T.7.5.** Incorporate adopted plans and policies for non-motorized and public transportation in the permitting process for all development or land use proposals, including provisions for efficient access and mobility, and convenient links between pedestrian, bicycle, and transit facilities.

### ***Chapter XIII – Neighborhoods, Housing, & Urban Conservation***

- **Policy NH.1.3.** Interconnect existing and new neighborhoods through patterns of development, with complete streets, sidewalks, and trails.

### ***Chapter XV – Recreation***

- Goal REC.1.** Maintain and grow the region’s healthy system of convenient and accessible parks, recreation facilities, and trails.



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## Appendix B | Council goals

### **Economic Development**

Grow and strengthen a more equitable and resilient economy.

### **Affordable Housing**

Support development and increase the inventory of public and private affordable housing for renters and home-owners throughout the community.

### **Social Justice**

Advance social justice in our community.

### **Transportation and Other Public Infrastructure**

Deliver quality community assets and continue to advocate and implement a highly performing multi-modal transportation system.

### **Building and Zoning/ Regional Plan**

Revise the zoning code to remove ambiguities, and ensure it is consistent with community values and the regional plan.

### **Climate Change**

Take meaningful climate change action.

### **Water Conservation**

Become a national leader in water conservation in all sectors.

### **Environmental and Natural Resources**

Actively manage and protect all environmental and natural resources.

### **Personnel**

Attract and retain quality staff.

### **Community Outreach**

Enhance public transparency and accessibility.

### **Town & Gown**

Enhance relationships between the City and institutions of higher education.

### **Code Compliance**

Achieve comprehensive and equitable code compliance.