



# Milton Road Corridor Master Plan

*Public Open House Meeting #2 - Summary Report*



*January 2021*



## Table of Contents

1.0	INTRODUCTION .....	2
1.1	Milton Road Corridor Master Plan Purpose & Need.....	2
1.1a	Project Website .....	2
2.0	PUBLIC OPEN HOUSE MEETING #2 SUMMARY.....	3
2.1	Public Open House Meeting #2 Notification Procedures.....	3
2.2	Public Open House Meeting #2 Registration.....	3
2.3	Public Open House Meeting #2 Presentation .....	3
2.4	Live Question & Answer (Q&A) Session.....	4
2.5	Public Open House Meeting #2 Tier Three Alternatives Display Boards .....	4
2.6	Public Open House Meeting #2 Online Survey.....	4
2.7	US 180 & Milton Road CMP Elected Official Project Briefing .....	4
3.0	ATTACHMENTS.....	5
3.1	Attachment A – Public Open House Meeting #2 Notification Advertisements .....	6
3.2	Attachment B – Public Open House Meeting #2 Registration List .....	8
3.3	Attachment C - Public Open House Meeting #2 Presentation.....	10
3.4	Attachment D – Public Open House Meeting #2 Live Question & Answer Transcript.....	22
3.5	Attachment E - Public Open House Meeting #2 Tier 3 Alternatives Display Boards .....	32
3.6	Attachment F – Public Open House Meeting #2 Online Public Survey Results.....	40
3.7	Attachment G – US 180 & Milton Road CMP Elected Official Project Briefing .....	65



## 1.0 INTRODUCTION

### 1.1 Milton Road Corridor Master Plan Purpose & Need

The Arizona Department of Transportation (ADOT) in conjunction with the Federal Highway Administration (FHWA), City of Flagstaff, MetroPlan, and other project partners, are studying potential improvements to Milton Road between Forest Meadow Street and Beaver Street (see Figure 1).

The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for the Milton Road corridor that address project goals by evaluating a mixture of previously recommended and newly introduced System Alternatives. These System Alternatives include a mix of alternatives that utilize and maintain the existing Milton Road right-of-way, alternatives that would require an expanded right-of-way, and alternative routes separate and in addition to the Milton Road corridor itself.

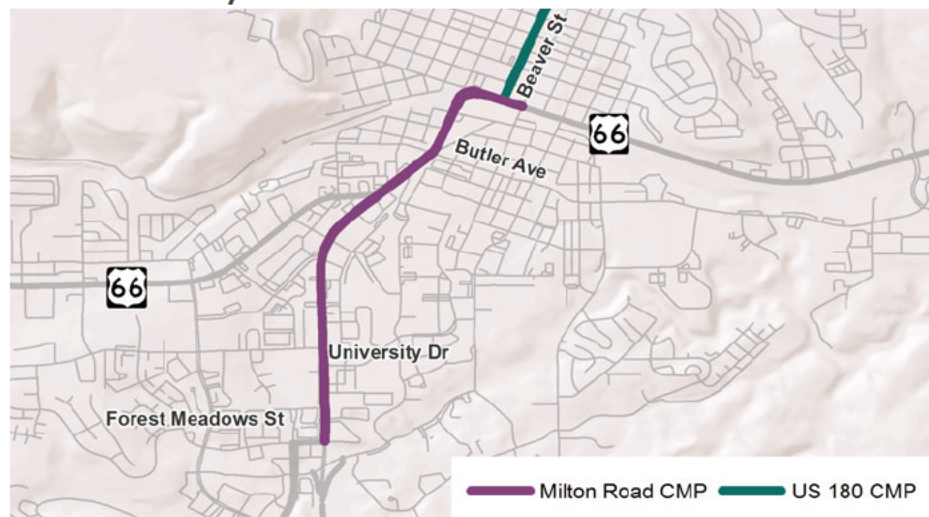
The System Alternatives are also complemented by a series of Base Build Spot Improvements – which constitute targeted, near term, low investment mitigation measures that support mid-term and long-term System Alternatives.

The Milton Road CMP process has included, and will to continue to include, public and stakeholder involvement that consists of a thorough and community-vetted, quantitative evaluation criteria exercise for the review of the System Alternatives to ultimately reach a set of preferred System Alternative(s) and achieve an informed consensus by the Project Partners, stakeholders, and the community.

#### 1.1a Project Website

A project website was developed to host all informational materials and documents related to the Study. Visit the project website for supplemental information and documents referenced in this report: [www.azdot.gov/MiltonCorridorMasterPlan](http://www.azdot.gov/MiltonCorridorMasterPlan)

Figure 1: Milton Road CMP Study Corridor



## 2.0 PUBLIC OPEN HOUSE MEETING #2 SUMMARY

As part of the project process, two public open house meetings were held over the duration of the study at two pivotal junctures of the planning process.

The first public open house was held in May of 2018 with the purpose of introducing the project, reviews of existing and future conditions of the corridor, and to obtain public and stakeholder input regarding the initial set of System Alternatives. Refer to the Milton Road CMP project website for more information and to view *Working Paper #1: Existing and Future Conditions* and the *Public Open House Meeting #1 Summary Report*.

A second public open house meeting, was held on November 18, 2020 from 6:30 p.m. to 8:00 p.m. to review the detailed three-Tier Alternative Analyses results (presented in *Working Paper #2: Alternatives Analysis*), and solicit public and stakeholder input on the Tier Two and Tier Three Alternatives through an online survey. For more information pertaining to the detailed three-Tier Alternative Analysis, please visit the project website to access *Working Paper #2: Alternatives Analysis*. This Report documents the notification process, the format of public open house meeting #2, and summarizes the results and the comments and questions received during the meeting and from the online survey. This Report includes a series of attachments, found in *Section 3.0 Attachments*, that supplement the information presented herein.

It is important to note that Public Open House Meeting #2 was conducted in a virtual format as a result of the COVID-19 pandemic. The virtual platform where the meeting was hosted can be accessed here: <http://miltonroadcorridormasterplan.com/>.

### 2.1 Public Open House Meeting #2 Notification Procedures

ADOT conducted the Milton Road CMP Public Open House Meeting #2 virtually on November 18, 2020 and began sending public notifications approximately two weeks in advance of the meeting. Public notification methods included sending out mailers to residents adjacent to the Milton Road study corridor, posting social media announcements, and displaying paper and online newspaper advertisements. The specific advisements sent can be found in *Attachment A – Public Open House Meeting #2 Notification Advertisements*.

### 2.2 Public Open House Meeting #2 Registration

The first step in the meeting process was for attendees to register for the event by providing their name and email address. There was a total of 65 people who registered for virtual Public Open House Meeting #2. A list of attendees can be found in *Attachment B – Public Open House Meeting #2 Registration List*.

### 2.3 Public Open House Meeting #2 Presentation

A prerecorded PowerPoint presentation was provided that outlined a high-level overview of the Three-Tier Alternative Analysis results and findings. The PowerPoint slides can be found in *Attachment C - Public Open House Meeting #2 Presentation* and recorded presentation can be accessed here: <https://player.vimeo.com/video/480013974>.



## 2.4 Live Question & Answer (Q&A) Session

Meeting attendees had an opportunity to ask project representatives questions about the study during a Live Q&A session. The Live Q&A session kicked off at 7:00 p.m. to allow enough time for attendees to view the prerecorded presentation prior to the Q&A event. A total of 51 attendees participated in the Live Q&A session, where a total of 24 questions were asked and answered. A detailed transcript was recorded during the Live Q&A and can be found in *Attachment D – Public Open House Meeting #2 Live Question & Answer Transcript*.

## 2.5 Public Open House Meeting #2 Tier Three Alternatives Display Boards

A series of display boards illustrating detailed information about each of the six Alternatives and the results from the Tier Three Alternatives Analysis were provided at virtual Public Open House Meeting #2 for attendees to view and/or download. There was an additional information board that identified all of the potential Spot Improvements that was included with the corresponding No-Build Plus display board. Another additional display board provided a detailed summary of the Tier Three Alternative Analysis Evaluation Criteria results. The following display boards were provided for public viewing:

- No-Build;
- No-Build Plus;
- Spot Improvement Inventory;
- Alternative 5;
- Alternative 6a;
- Alternative 6b;
- Alternative 13; and
- Tier Three Evaluation Criteria Results.

Each of the display board can be found in *Attachment E - Public Open House Meeting #2 Tier 3 Alternatives Display Boards*.

## 2.6 Public Open House Meeting #2 Online Survey

The final element of the Virtual Public Open House Meeting #2 was an online survey for attendees and other interested members of the public to complete. This survey was intended to ask targeted questions about the Milton Road study corridor, where their input would help ADOT and the Project Partners identify a recommended alternative on Milton Road. The online survey was available for two weeks and was available on the City of Flagstaff's website from November 18 to December 4. A total of 104 survey responses were received and the results of the survey can be found in *Attachment F – Public Open House Meeting #2 Online Public Survey Results*.

## 2.7 US 180 & Milton Road CMP Elected Official Project Briefing

Prior to the Virtual Public Open House Meeting #2, a project briefing was provided to the City of Flagstaff City Council and the Coconino County Board of Supervisors on the status of the Milton Road CMP through a brief PowerPoint Presentation. The Flagstaff City Council presentation was provided on October 13, 2020 focusing on the results of the Tier Two and Tier Three Alternative Analysis, Evaluation Criteria results, and which alternatives were the highest performing. A copy of the presentation can be found in *Attachment G – US 180 & Milton Road CMP Elected Official Project Briefing*.

### 3.0 ATTACHMENTS

---

*This page was intentionally left Blank*



### 3.1 Attachment A – Public Open House Meeting #2 Notification Advertisements

#### Post Card Mailer (front)

ARIZONA  
89A

## Milton Road Corridor Master Plan

### YOU'RE INVITED

### Virtual Public Open House

The Arizona Department of Transportation and other project partners in conjunction with the Federal Highway Administration are conducting a Corridor Master Plan for Milton Road in Flagstaff, AZ. The purpose of this Corridor Master Plan is to identify a 20-year vision for the Milton Road corridor that addresses current and future safety, traffic congestion, and transit issues by evaluating previously recommended and newly introduced system alternatives. These include a mix of alternatives that use and maintain the existing Milton Road right of way and alternatives that would require an expanded right of way. This virtual public open house will summarize the results of the technical analysis conducted and seek public input on the alternatives.

**We Need Your Input!**

**When:** 6:30 to 8:00 p.m. Wednesday, November 18, 2020

**Where:** Access the virtual public open house here:  
[www.azdot.gov/MiltonCorridorMasterPlan](http://www.azdot.gov/MiltonCorridorMasterPlan)

**What:**

- View a prerecorded presentation about the study
- Download and review project materials
- Participate in a community survey
- Ask questions or provide comments during a **LIVE Q&A SESSION** starting at 7:00 p.m.

Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, gender or disability. Persons who require a reasonable accommodation based on language or disability should contact Community Relations project manager Mackenzie Kirby at 928.525.6494 or email MKirby@azdot.gov. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

De acuerdo con el título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en Inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en Inglés) no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Personas que requieren asistencia (dentro de lo razonable) ya sea por el idioma o por discapacidad deben ponerse en contacto Mackenzie Kirby 928.525.6494 o en MKirby@azdot.gov. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

ADOT Project Number: P181203P
Federal Aid Number: MPD-S(018)

#### Post Card Mailer (back)

ARIZONA  
89A

## Milton Road Corridor Master Plan

### Unable to attend the meeting?

- Visit project website to see study materials, including the presentation, fact sheet, display boards, and to participate in the community survey. All information will be available from November 18 to December 4 at:  
[www.azdot.gov/MiltonCorridorMasterPlan](http://www.azdot.gov/MiltonCorridorMasterPlan)
- Submit your questions or comments to:  
[MiltonProject@mbakerintl.com](mailto:MiltonProject@mbakerintl.com)

ADOT Project Number: P181203P
Federal Aid Number: MPD-S(018)

## Newspaper and Online Advertisement Flyer

**ARIZONA**  
**89A**

# Milton Road Corridor Master Plan

## YOU'RE INVITED

### Virtual Public Open House

The Arizona Department of Transportation and other project partners in conjunction with the Federal Highway Administration are conducting a Corridor Master Plan for Milton Road in Flagstaff, AZ. The purpose of this Corridor Master Plan is to identify a 20-year vision for the Milton Road corridor that addresses current and future safety, traffic congestion, and transit issues by evaluating previously recommended and newly introduced system alternatives. These s include a mix of alternatives that use and maintain the existing Milton Road right of way and alternatives that would require an expanded right of way. This virtual public open house will summarize the results of the technical analysis conducted and seek public input on the alternatives.

### We Need Your Input!

**When:** 6:30 to 8:00 p.m. Wednesday, November 18, 2020

**What:**

- View a prerecorded presentation
- Download and review project materials
- Participate in a community survey
- Ask questions or provide comments during a **LIVE Q&A SESSION** starting at 7:00 p.m.

**Where:** Access the Virtual Public Open House here:  
[www.azdot.gov/MiltonCorridorMasterPlan](http://www.azdot.gov/MiltonCorridorMasterPlan)

**Unable to attend the meeting?**

- Visit project website to see study materials, including the presentation, fact sheet, display boards, and to participate in the community survey. All information will be available from November 18 to December 4 at: [www.azdot.gov/MiltonCorridorMasterPlan](http://www.azdot.gov/MiltonCorridorMasterPlan)
- Submit your questions or comments to [MiltonProject@mbakerintl.com](mailto:MiltonProject@mbakerintl.com)

Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, gender or disability. Persons who require a reasonable accommodation based on language or disability should contact Community Relations project manager Mackenzie Kirby at 928.525.6494 or email [MKirby@azdot.gov](mailto:MKirby@azdot.gov). Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

De acuerdo con el título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Personas que requieren asistencia (dentro de lo razonable) ya sea por el idioma o por discapacidad deben ponerse en contacto Mackenzie Kirby 928.525.6494 o en [MKirby@azdot.gov](mailto:MKirby@azdot.gov). Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

**ADOT Project Number: P181203P    Federal Aid Number: MPD-S(018)**



### 3.2 Attachment B – Public Open House Meeting #2 Registration List

Name	Email
Dan Gabiou	
Tom Eickmeyer	
Barbara Poggi-Diversified Partners	
Bizzy Collins	
Dave Zorn	
Heather Dalmolin	
Kathleen Reisner	
Doug Carroll	
Daniel Greenspan	
Robin Prema	
Jeff Meilbeck	.org
Steve Finch	
Richard Pogue	
Mary Robertson	
Gregory Mace	
Daniel Crim	
Kate Morley	
Dina Barnese	
Judy Schmitz	
Michele Ralston	
Bret Petersen	
GW	
Michele James	.org
Jeff Bauman	
Bryan Burton	
David Hayward	
David Wessel	.org
Guillermo Cortes	
Robert Larkin	
Jenny Niemann, City of Flagstaff	
Ryan Baker	
John Wennes	
Carlton Johnson	
Kyle Hornbeck	
Jamie Wjelan	
Dave and Jan Carlile	
Dan Galvin	

Name	Email
Suzanne Shenton	
Richard Huleatt	
Eli Reisner	
Tiffin Miller	
Christine Cameron	
Gisela Kluwin	
John Lovely	
Gail Jackson	
Josh Maher	
Kevin Parkes	
Julie Leid	
Robert Hoadley	
Anne Dunno	
Dara Marks Marino	
Karen Warren	
Jane Jackson	
Jim McCarthy	
Rick Barrett	
A Rusk	
Edward Hernandez	
Mark Woodson	
Michael Gorton	
Patrice Horstman	
Sharla Scovel	
Jay Lewis	
Charmayne Cleveland	
Cole Charlebois	
Uncle Don B Fireland Fanning	



### 3.3 Attachment C - Public Open House Meeting #2 Presentation

# Milton Road Corridor Master Plan

## Virtual Public Open House

November 18, 2020

1

**ADOT'S NONDISCRIMINATION NOTICE TO THE PUBLIC**

The Arizona Department of Transportation (ADOT) hereby gives public notice that it is the Agency's policy to assure full compliance with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act of 1990 (ADA), and other related authorities in all of its programs and activities.

ADOT's Title VI and ADA Programs require that no person shall, on the grounds of race, color, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.

Any person, who believes his/her Title VI or ADA rights have been violated, may file a complaint. Any such complaint must be in writing and filed with the ADOT Civil Rights Office within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For additional information about ADOT's Civil Rights programs and the procedures to file a complaint contact ADOT Civil Rights Office via the information listed below:

Felicia Beltran Title VI Nondiscrimination Program Coordinator FBeltran@azdot.gov	Krystal Smith ADA/Nondiscrimination Program Coordinator KSmith2@azdot.gov	ADOT Civil Rights Office 206 S 17 <sup>th</sup> Ave, MD 155-A Phoenix, AZ 85007 602.712.8946 602.239.6257 (fax) azdot.gov
--	--	--

2

**AVISO PÚBLICO DE LA LEY DE NO-DISCRIMINACIÓN DE ADOT**

El Departamento de Transporte del Estado de Arizona (ADOT) informa al público que esta agencia tiene como regla asegurar el cumplimiento total del Título VI de la Ley de los Derechos Civiles de 1964, del Título II de la Ley de ciudadanos Americanos con Discapacidades de 1990 (ADA) y otras normas relacionadas con todos sus programas y actividades.

Los programas del Título VI y ADA de ADOT exigen que a ninguna persona se le excluya de participar, se le nieguen beneficios o de ninguna otra manera sea sujeta a discriminación en ningún programa o actividad de ADOT por motivo de raza, color, país de origen, o discapacidad.

Cualquier persona que crea que se han violado sus derechos bajo el Título VI o el ADA, puede presentar una queja. Esta queja debe presentarse por escrito a la Oficina de Derechos Civiles de ADOT dentro de ciento ochenta (180) días a partir de la fecha en que se alega que ocurrió la discriminación. Para recibir más información sobre los programas de Derechos Civiles de ADOT y los procedimientos para presentar una queja, por favor póngase en contacto con la Oficina de Derechos Civiles de ADOT a través la información que aparece abajo:

Felicia Beltran  
Title VI Nondiscrimination  
Program Coordinator  
FBeltran@azdot.gov

Krystal Smith  
ADA/Nondiscrimination  
Program Coordinator  
KSmith2@azdot.gov

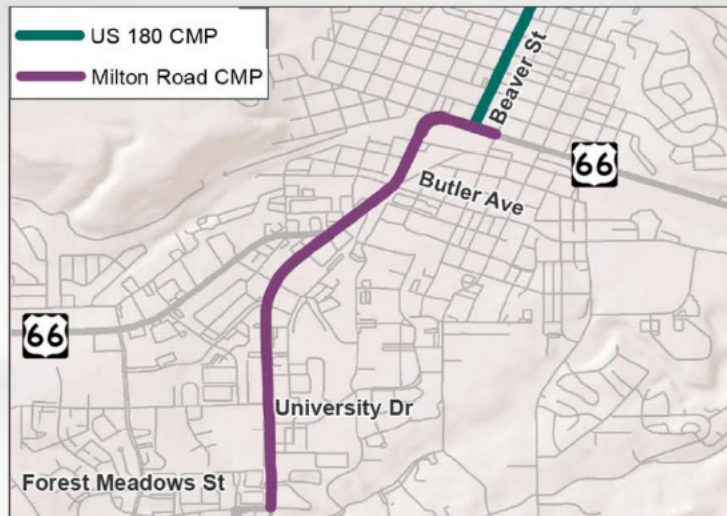
ADOT Civil Rights Office  
206 S 17<sup>th</sup> Ave, MD 155-A  
Phoenix, AZ 85007  
602.712.8946  
602.239.6257 (fax)  
azdot.gov

3



3

## Milton Road CMP Study Corridor



4



## Meeting Objectives

- ▶ Review Study Objectives
- ▶ Summary of the Study Process
- ▶ Overview of Recent Analysis and Findings
- ▶ Seek Public Input – Take the Online Survey!
  - Two evaluation criteria need your input
  - “Public Acceptance” & “Great Streets”

5



5

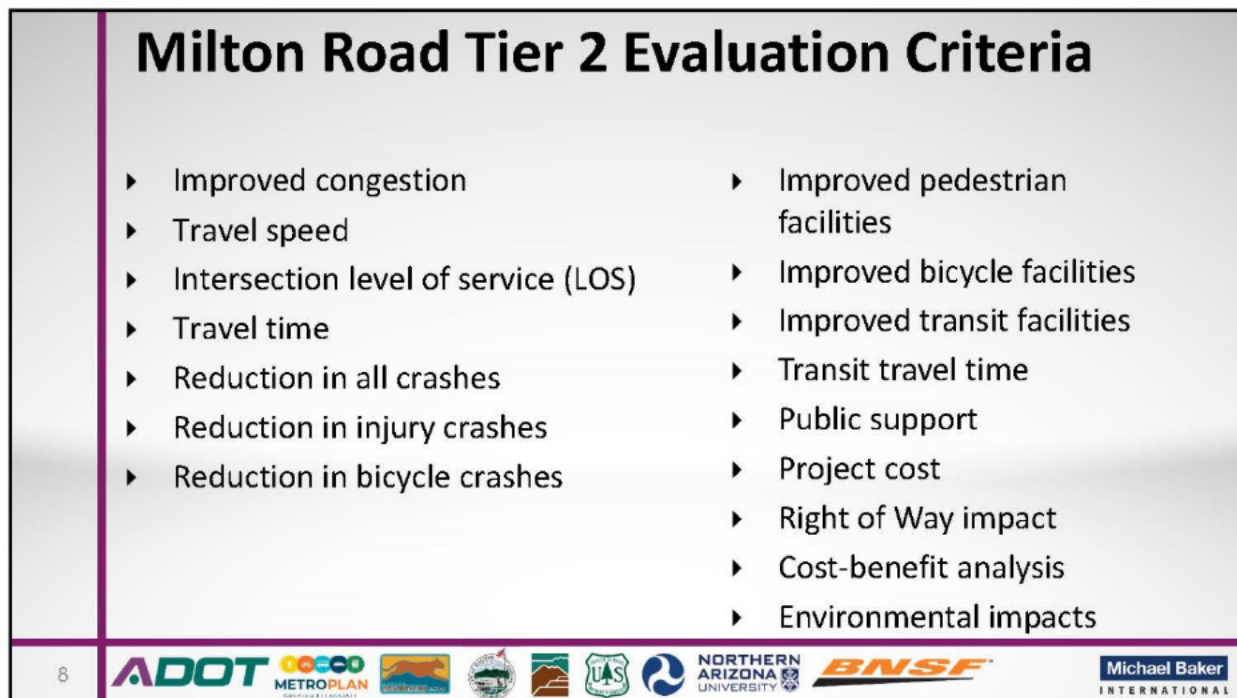
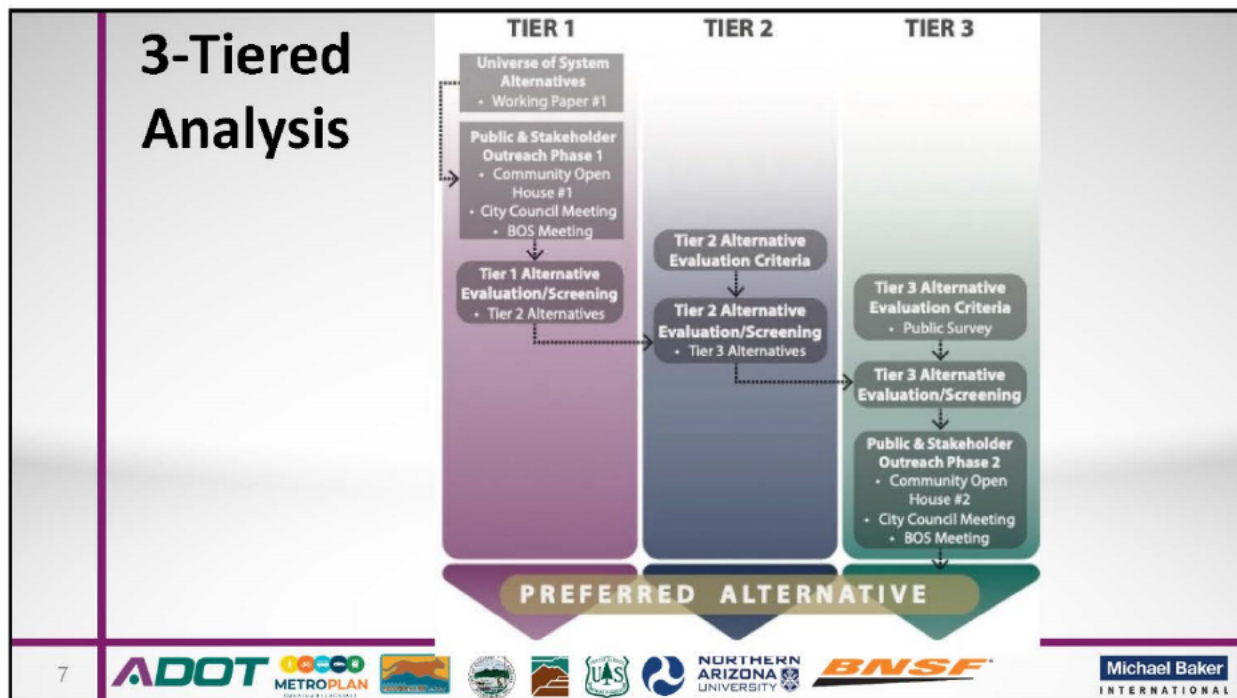
## Milton Road CMP Study Objectives

- ▶ Address congestion and safety
- ▶ Identify the long-term (20-year) vision of the corridor
- ▶ Obtain public and stakeholder input on alternatives, including multimodal alternatives
- ▶ Scope out and further implement previous and new strategies, consistent with the long-term vision
- ▶ Prioritize implementation projects for design
- ▶ Assist NAIPTA in completing its Bus Rapid Transit/High Capacity Transit system design
- ▶ Follow the “Planning and Environmental Linkages (PEL)” process to carry forward decisions into Design & NEPA

6







Milton Rd Tier 2 Results	Recommended for Tier 3 Analysis	No Build / No Build + - Project Cost: N/A - Required ROW: 0 ft - Potential Buildings Impacted: 0	No Build Evaluation Criteria Results					Rank	
	Eliminated from Tier 3 Analysis	Alternative 3 - Project Cost: \$40,514,000 - Required ROW: 26,529 ft - Potential Buildings Impacted: 8	Alternative 3 Evaluation Criteria Results					4th	
	Eliminated from Tier 3 Analysis	Alternative 4 - Project Cost: \$40,514,000 - Required ROW: 26,529 ft - Potential Buildings Impacted: 8	Alternative 4 Evaluation Criteria Results					7th	
	Recommended for Tier 3 Analysis	Alternative 5 - Project Cost: \$60,994,000 - Required ROW: 20,517 ft - Potential Buildings Impacted: 21	Alternative 5 Evaluation Criteria Results					1st	
	Recommended for Tier 3 Analysis	Alternative 6a - Project Cost: \$73,667,000 - Required ROW: 362,398 ft - Potential Buildings Impacted: 32	Alternative 6a Evaluation Criteria Results					2nd	
	Recommended for Tier 3 Analysis	Alternative 6b - Project Cost: \$55,137,000 - Required ROW: 237,564 ft - Potential Buildings Impacted: 23	Alternative 6b Evaluation Criteria Results					5th	
	Recommended for Tier 3 Analysis	Alternative 13 - Project Cost: \$57,695,000 - Required ROW: 245,096 ft - Potential Buildings Impacted: 23	Alternative 13 Evaluation Criteria Results					3rd	

9

## Tier 3 Evaluation Criteria + Weighting

Tier 3 Evaluation Criteria Categories	Public Weighting Survey Results	Project Partner Weighting Survey Results	Final Tier 3 Evaluation Criteria Category Weighting
Traffic Operations	16.6%	11.1%	13.9%
Safety			16.6%
Expand Travel Mode			19.3%
Public Acceptance	13.4%	10.8%	12.0%
Cost / Implementation	11.4%	9.8%	10.6%
Environmental Impacts	14.5%	12.6%	13.6%
Community Character	13.8%	14.2%	14.0%

Community Input Needed!



10

Milton Rd Tier 3 Results








Milton Road Tier 3 Travel Time Summary Table								
Alternative	AM Peak Hour				PM Peak Hour			
	Northbound		Southbound		Northbound		Southbound	
	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change
No Build	9.9	-	5.2	-	6.6	-	6.6	-
No Build Plus	5.9	40.7%	5.6	-7.6%	6.9	-4.8%	8.1	-23.3%
5	5.5	44.5%	5.4	-3.7%	6.8	-2.7%	7.6	-15.3%
6a	5.5	44.3%	5.7	-10.1%	6.9	-4.8%	7.4	-11.9%
6b	6.9	30.5%	6.3	-20.4%	7.3	-11.2%	7.9	-19.7%
13	6.5	34.6%	6.5	-24.5%	7.6	-15.1%	7.3	-11.3%

Total	Total
28.3	-
26.5	6.4%
25.3	10.8%
25.5	9.8%
28.4	-0.2%
27.9	1.5%

Alternative	Average AM Travel Time
No Build	7.6
No Build Plus	5.8 24.1%
5	5.5 27.9%
6a	5.6 25.6%
6b	6.6 13.0%
13	6.5 14.3%

Average PM Travel Time
6.6
7.5 -14.0%
7.2 -9.0%
7.1 -8.4%
7.6 -15.4%
7.4 -13.2%

11



Michael Baker INTERNATIONAL

11

Milton Rd Tier 3 Results	Final T3 Evaluation Criteria	No-Build	No-Build+	Alternative 5	Alternative 6a	Alternative 6b	Alternative 13
	Category	Weighted Score	Weighted Score	Weighted Score	Weighted Score	Weighted Score	Weighted Score
	Traffic Operations (13.9% Weight)	11.85	12.30	13.26	13.46	12.16	12.09
	Vehicular Safety (16.6% Weight)	16.60	15.79	12.20	11.16	12.59	12.08
	Expand Travel Mode Choices (19.3% Weight)	9.67	11.89	14.93	17.44	18.62	14.65
	Public Acceptance (12.0% Weight)						
	Cost / Implementation (10.6% Weight)	10.61	4.93	0.66	0.75	0.93	1.01
	Environmental Impacts (13.6% Weight)	11.37	11.47	13.47	13.42	11.05	10.93
	Community Character (14.0% Weight)						
	Aggregate Score Rank	60.10 1	56.38 2	54.53 5	56.22 3	55.35 4	50.75 6
12							



Milton Rd Tier 3 Results	Final T3 Evaluation Criteria			No-Build	No-Build+	Alternative 5	Alternative 6a	Alternative 6b	Alternative 13
	Category	Metrics	Weight	Weighted Score	Weighted Score	Weighted Score	Weighted Score	Weighted Score	Weighted Score
	Traffic Operations (13.9% Weight)	Level of Service	2.07%	1.60	1.60	1.91	2.07	1.75	1.67
		Travel Time (AM)	4.03%	2.90	3.83	4.03	3.90	3.34	3.39
		Travel Time (PM)	4.03%	4.03	3.53	3.70	3.72	3.49	3.56
		Network Delay (AM)	1.88%	1.57	1.63	1.83	1.88	1.82	1.84
		Network Delay (PM)	1.88%	1.74	1.70	1.79	1.88	1.76	1.63
	Vehicular Safety (16.6% Weight)	Reduction In Conflict Points	16.60%	16.60	15.79	12.20	11.16	12.59	12.08
	Expand Travel Mode Choices (19.3% Weight)	Bicycle Comfort Quality Index	4.94%	2.47	3.29	4.53	4.53	4.94	3.29
		Pedestrian Comfort Index	6.97%	2.32	3.10	5.03	6.19	6.97	4.64
		Transit Travel Time (AM)	1.83%	1.02	1.71	1.53	1.64	1.83	1.50
		Transit Travel Time (PM)	1.83%	1.60	1.53	1.58	1.83	1.64	1.48
	Public Acceptance (12.0% Weight)	Transit Ridership	3.72%	2.26	2.26	2.26	3.24	3.24	3.72
		Public Support	12.00%	+	+	+	+	+	+
13	Cost / Implementation (10.6% Weight)	Construction Cost	3.10%	3.10	3.10	0.36	0.32	0.42	0.40
		Right-of-Way (Property) Impact	4.55%	4.55	0.84	0.18	0.11	0.17	0.16
		Implementation Opportunities	2.96%	2.96	0.99	0.12	0.31	0.35	0.46
	Environmental Impacts (13.6% Weight)	Neighborhood Impacts	4.43%	4.38	4.38	4.43	4.43	4.15	4.15
		Title VI Impacts	5.36%	3.29	3.29	5.36	5.36	3.20	3.20
		Air Quality	3.79%	3.69	3.79	3.68	3.62	3.70	3.58
	Community Character (14.0% Weight)	Great Street	14.00%	+	+	+	+	+	+
		Aggregate Score	100.0%	60.10	56.38	54.53	56.22	55.35	50.75
		Rank		1	2	5	3	4	6

13

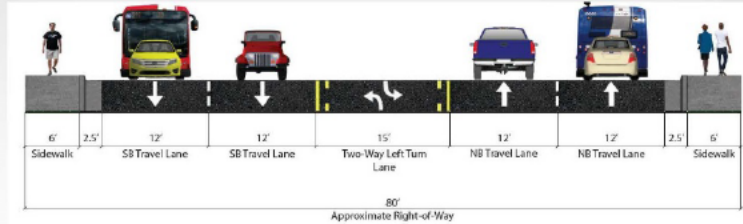
## Milton Rd Tier 3 Results

Tier 3 Alternative	Tier 3 Score	Tier 3 Rank
No Build	60.10	1
No Build Plus	56.38	2
6a	56.22	3
6b	55.35	4
5	54.53	5
13	50.75	6

14

16

## No-Build Tier 3 Results



### Tier 3 Evaluation Criteria Categories

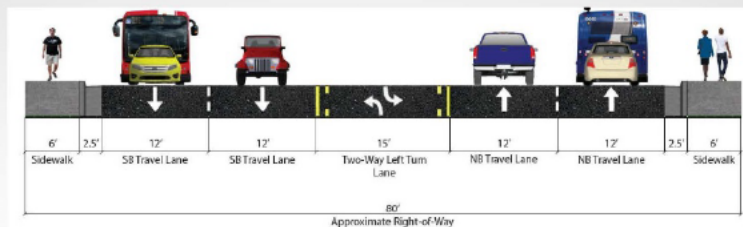
	Traffic Operations	Vehicular Safety	Expanded Travel Modes	Public Acceptance	Cost / Implementation	Environmental Impacts	Community Character
Score	11.85	16.60	9.67	+	10.61	11.37	+
Rank	6	1	6		1	4	

15



15

## No-Build Plus Tier 3 Results



### Tier 3 Evaluation Criteria Categories

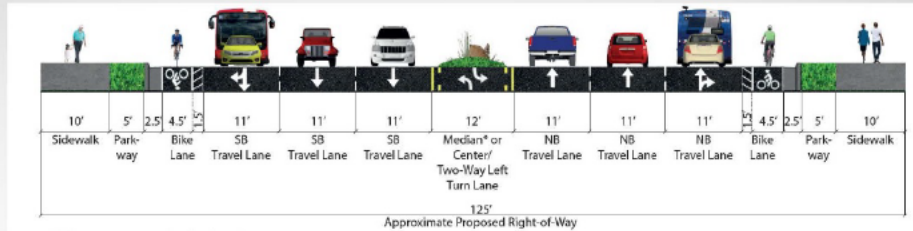
	Traffic Operations	Vehicular Safety	Expanded Travel Modes	Public Acceptance	Cost / Implementation	Environmental Impacts	Community Character
Score	12.30	15.79	11.89	+	4.93	11.47	+
Rank	3	2	5		2	3	

16



17

## Alternative 5 Tier 3 Results



\*Median treatment may vary along the study corridor.

\*\*An ADOT design exception and FHWA approval would be required for the application of 11' travel lanes.

### Tier 3 Evaluation Criteria Categories

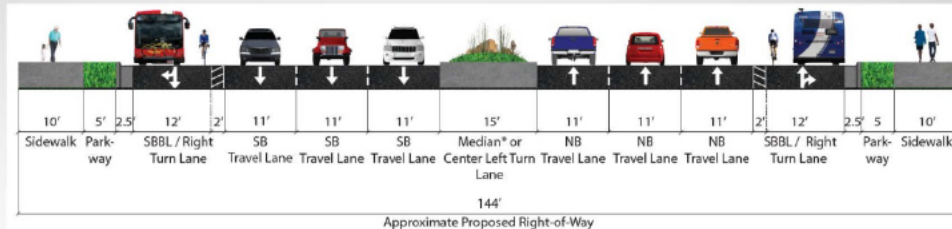
	Traffic Operations	Vehicular Safety	Expanded Travel Modes	Public Acceptance	Cost / Implementation	Environmental Impacts	Community Character
Score	13.26	12.20	14.93	+	0.66	13.47	+
Rank	2	4	3		6	1	

17



17

## Alternative 6a Tier 3 Results



\*Median treatment may vary along the study corridor.

\*\*An ADOT design exception and FHWA approval would be required for the application of 11' travel lanes.

### Tier 3 Evaluation Criteria Categories

	Traffic Operations	Vehicular Safety	Expanded Travel Modes	Public Acceptance	Cost / Implementation	Environmental Impacts	Community Character
Score	13.46	11.16	17.44	+	0.75	13.42	+
Rank	1	6	2		5	2	

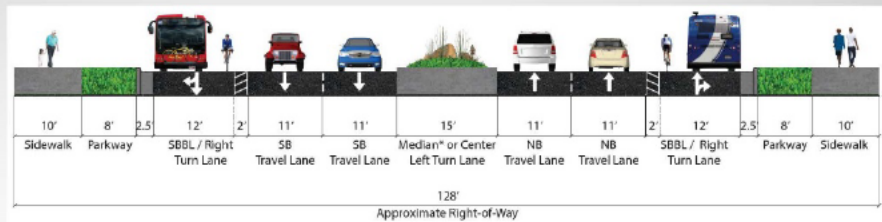
18



18



## Alternative 6b Tier 3 Results



\*Median treatment may vary along the study corridor.

\*\*An ADOT design exception and FHWA approval would be required for the application of 11' travel lanes.

### Tier 3 Evaluation Criteria Categories

	Traffic Operations	Vehicular Safety	Expanded Travel Modes	Public Acceptance	Cost / Implementation	Environmental Impacts	Community Character
Score	12.16	12.59	18.62		0.93	11.05	
Rank	4	3	1		4	5	

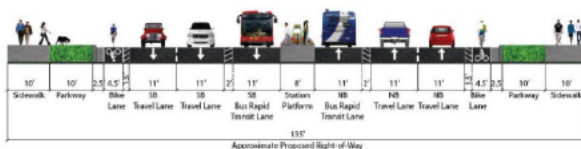
19



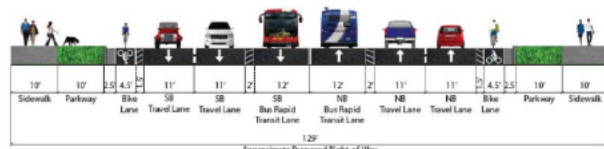
19

## Alternative 13 Tier 3 Results

### Station Platforms



### Mid-Block



\*Median treatment may vary along the study corridor.

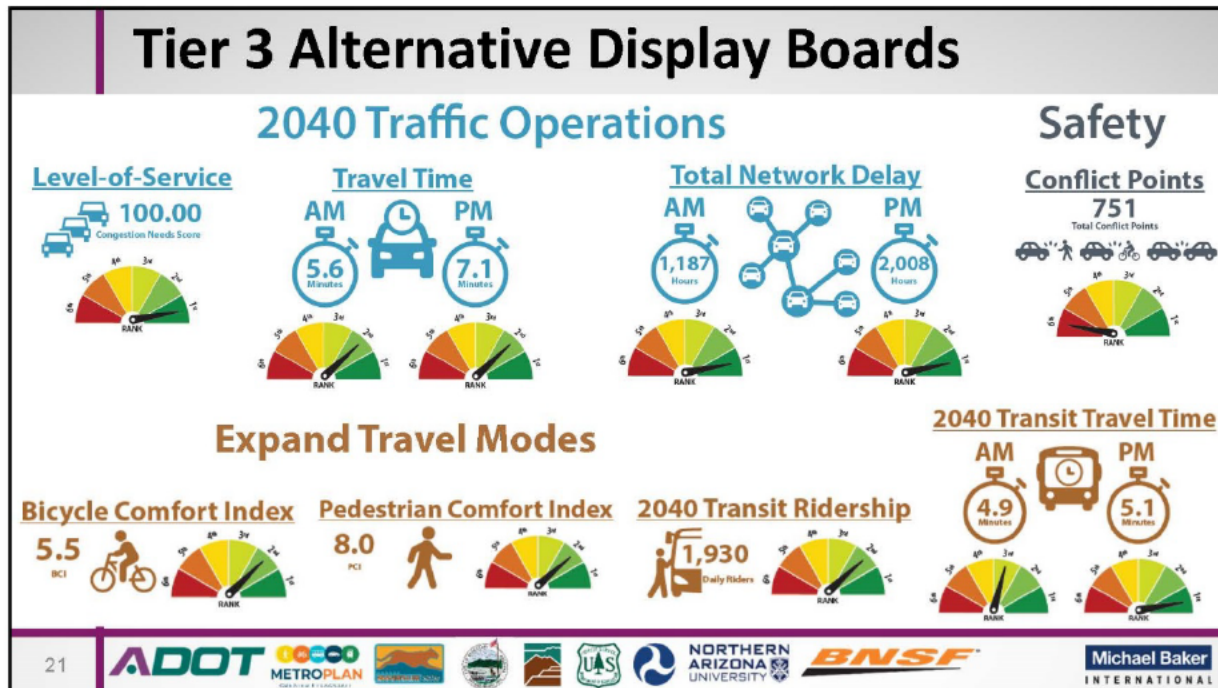
\*\*An ADOT design exception and FHWA approval would be required for the application of 11' travel lanes.

### Tier 3 Evaluation Criteria Categories

	Traffic Operations	Vehicular Safety	Expanded Travel Modes	Public Acceptance	Cost / Implementation	Environmental Impacts	Community Character
Score	12.09	12.08	14.65		1.01	10.93	
Rank	5	5	4		3	6	

20





## Additional Information Available

- ▶ Visit [www.azdot.gov/MiltonCorridorMasterPlan](http://www.azdot.gov/MiltonCorridorMasterPlan)
- ▶ This pre-recorded presentation
- ▶ Milton Rd. Working Paper #2: Alternatives Analysis
- ▶ Information boards with detailed results for each alternative
- ▶ **Questions?** Stick around for a live Q&A session (November 18, 7-8p.m.)
- ▶ **Comments?** Take the **Online Public Survey**

23



23

# THANK YOU

Your Input Matters!

Take the Online Survey at:

[www.azdot.gov/MiltonCorridorMasterPlan](http://www.azdot.gov/MiltonCorridorMasterPlan)

**Additional Questions or Comments?**

**Please contact the Project Team at:**

[MiltonProject@mbakerintl.com](mailto:MiltonProject@mbakerintl.com)

24



21





### 3.4 Attachment D – Public Open House Meeting #2 Live Question & Answer Transcript

**MILTON ROAD CORRIDOR MASTER PLAN**  
**VIRTUAL PUBLIC OPEN HOUSE MEETING LIVE QUESTION & ANSWER SESSION**  
**NOVEMBER 18, 2020**  
**7:00 TO 8:30 PM**  
**51 total participants**

#### Introductory Comments

**Dan Gabiou:** Good evening everyone, this is Dan Gabiou, the ADOT Project Manager for the Milton Road Corridor Master Plan (CMP). I would like to welcome everyone once more to our live question and answer session. As indicated on the instruction slide on your screen, if you would like to post any questions, please use the chat function in the lower right-hand corner. We will be responding to these questions in the order in which they are received. Following the meeting, as Kevin mentioned in the presentation, should we not get to all questions, we will be responding to all questions posted tonight, we will be recording this meeting, and following up with a Q & A document on the website to respond to any unanswered questions. One more reminder to please take the community survey following the meeting between now and December 4<sup>th</sup>. This will be the best opportunity for everyone to make comments and give us very critical information to help us make some final decisions regarding the corridor master plan. With that, we can go ahead and begin discussing the chats and going over the questions.

Kevin and I are now going to be responding to the questions. The first question we have is from Jeff Meilbeck.

#### **Question #1: from Jeff Meilbeck, MetroPlan Executive Director**

Thank you for the presentation. Good job. My main question is about vision. I understand the metrics being used for scoring. However, has a vision been established for the corridor that would inform which scenarios are preferred?

**Response: Dan Gabiou -** That's a great question. Regarding the vision for the Corridor Master Plan, it is the intent that the final recommended alternative will create that 20-year vision for the corridor. The metrics identified right back to the original Corridor Master Plan goals which were identified with input from our projects partners as well as the public.

**Question #2: from Jamie Whelan, City of Flagstaff Council –** The Flagstaff City Council recently passed a climate emergency. This study seems to focus on car movement, and therefore making car travel the fastest and easiest mode choice. This clearly fails to move the Flagstaff Community towards achieving the goals of climate action. We need to reduce vehicle miles traveled by 50% by 2030 to be on track for neutrality. How does the outcome of the CMP support this goal?

**Response: Kevin Kugler -** A really good question Councilmember Whelan, that as you know and others on line here, there are a wide variety of alternatives to consider for Milton Road that include several build choices, alternative that provide for expanded vehicular capacities but they

also provide for other modes of transportation, such as pedestrian and bicycle multi modal opportunities. Also included in the range of alternatives is a No-Build alternative which is somewhat akin to a do-nothing alternative. Then we have a No-build Plus alternative which provides for selective improvements to operations and enhancements to Milton Road with minimal impacts to the right of way. So within the spectrum of alternatives and choices before us, for which we do not have a preferred alternative identified yet, there are a wide range of alternatives and choices that have different impacts on climate action. One of our evaluation criteria, that you may be aware of, has to do with greenhouse gases and air quality of which we provided a metric on that, as well as one relating to what's called network delay. So, to specifically answer your question in a little more detail Councilmember, I would direct you to section 5.6C of working paper number two that provides more detail on the results and analysis of the findings for the different alternatives relative to network delay, which incorporates vehicle miles traveled as the well as each alternative's air quality theoretical standards that would apply to the 2040 effect of greenhouse gas footprint. All that said, there are a wide variety of choices within the spectrum of alternatives for Milton Road.

**Question #3: from Daniel C.: Which plan has the highest bicycle comfort index?**

**Response: Kevin Kugler -** To answer your question specifically, and for more detail, I will direct you to working paper number two, table 5-18, with more description, within section 5.6E. This information is relative to the tier 3 criteria findings for the bicycle comfort criteria index alternatives and how those were calculated. But to specifically answer your question, alternative 6b received the highest bicycle comfort impact score. I will just go in order to completely answer your question. In order from highest rank to lowest rank they are as follows: alternative 6b, alternative 5, alternative 6a, alternative 13, no build plus alternative, then the no build alternative ranking last with respect to bicycle comfort index.

**Question #4: from David H. - Do the travel time calculations account for reduction in car trips due to improved pedestrian, bicycle and bus options?**

**Response: Dan Gabiou -** The travel time calculations were the results of a very detailed travel model which was collaboratively developed. It accounts for some changes to trips, primarily based on the anticipated bus trips and bus ridership. **Kevin Kugler -** With respect to the model, Dan is correct. There were modifications made to perceived travelers on transit but for bicyclists and pedestrians, no numbers in the traffic model were quantified per se for bicyclists and pedestrians other than to say that we did calculate the time it would take to cross Milton Road at each intersection facility, so the wider the alternative, the longer the crossing and so those metrics were identified.

**Question #5: from Robert L. - Please elaborate on why the No-Build options that do not have a solid median scored better in vehicular safety than the build options.**

**Response: Dan Gabiou:** The way that our alternatives were evaluated for the safety criteria was specific to conflict points, which associates the risk of conflict for each of the alternatives. The simple answer is that less conflict points equals less safety risks per that evaluation criteria. We also did evaluate safety indirectly through our bicycle and pedestrian indices and we also incorporated safety spot improvements for each alternative to attempt to make each alternative as safe as possible based on that specification. To clarify on the medians the build alternatives are still to be determined whether or not we would include a raised median. The graphics suggest that we could have a raised median and or left turn lane depending on the area which still needs to be further evaluated. Kevin Kugler - I'll just add for those that are interested in more information on the safety criterion that refers to conflict points. That information can be found in working paper number two, in section 5.6D and as Dan mentioned, there were safety indicators embedded in the bicycle comfort index and the pedestrian comfort index. That information is located in sections 5.6E and 5.6F respectively in working paper number two for those that want to read more detail on this subject.

**Question #6: from Heather Dalmolin, Mountain Line CEO -** Mountain Line continues to desire a Bus Rapid Transit [BRT] project as first identified in our 2013 Five-Year Plan. Scenarios which don't include significant transit enhancements put the BRT project at risk of failure. BRT failure means losing the potential to bring \$50 million in grant funding to transform a corridor in the heart of our community into a Great Street and improve the pedestrian, bicycle, and transit network that reaches far beyond Milton.

**Response: Dan Gabiou -** Great question Heather. I will start by saying that we started this process with a universe of alternatives as we called it, in order to comply with the federal highway administration processes so our decisions could carry forward to the next phase. We looked at all range of alternatives and through the tier 3 analysis process, as explained in the presentation, we attempted to narrow our alternatives to the top performing alternatives. We do have 3 build alternatives which do directly include many BRT features and I will add that all of our build alternatives do include some BRT features such as traffic signal priority included as a spot improvement. Alternative 6a and 6b also include managed lanes for buses, cyclists and right turn users to accommodate BRT - or Bus Rapid Transit - and alternative 13 is the center bus running alternative which is a dedicated lane only to buses which also includes bus queuing at certain signal locations. So again, we do have a range of alternatives that do include several BRT or bus rapid transit features. We also do consider some alternatives that have no BRT such as the No Build, and some lesser BRT features such as the No-Build Plus and Alternative 5. Thank you for your question.

**Question #7: from Tom E. -** When will a decision be made regarding ADOT's final recommendations?

**Response: Kevin Kugler -** Once the public comment period for this open house session concludes on December 4<sup>th</sup>, ADOT and our project partners will review all the comments and complete the Tier 3 analysis and then select a recommended alternative that for the overall project schedule



will be selecting that alternative this winter will then refine and enhance that recommended alternative with the discussion with the project partners likely in the spring time of 2021 with the final report and recommended alternative brought forward likely in the summer of 2021.

**Question #8: from David H. -** Based on the weighting, how much could the current ranking change based on the two remaining areas that are yet to have input?

**Response: Dan Gabiou -** I believe the combined weighting for both the public acceptance and great streets criteria which are to be determined based on public input is a total of 26% of the overall weights with a maximum of 100% value. **Kevin Kugler -** Yes, community character/great streets is weighted at 14%, and public acceptance at 12%, for a total combined of the two at 26% just as you mentioned.

**Question #9: from Richard P. -** Why was no bypass considered to divert traffic away from Milton? It seems to me there is a corridor of land along the railroad right-of-way that could have diverted traffic from the west side, where hundreds of new residences are being constructed, to downtown or the north side and 180 corridor. Why wasn't that considered?

**Response: Dan Gabiou -** We did evaluate multiple bypasses as part of the US 180 Corridor Master Plan which will be the subject of tomorrow night's meeting. That information is also available on the US 180 Corridor Master Plan website. With that, for the US 180 Corridor Master Plan, we initially evaluated four bypass alternatives. Through our process we have eliminated those bypass alternatives from further evaluation based on poor performance, high environmental impacts, and high costs. However, on the US 180 Corridor Master Plan, there are still two bypass alternatives that are listed for comments and consideration; however, the project team does not recommend them moving forward based on the findings that I just mentioned. I will also say that for the Milton Road Corridor, we did look at several alternative routes where we could re-route traffic early on in the study and those alternative routes were also eliminated earlier in the study process.

**Question #10: from Michele J. -** What are the range of costs to implement each of the top ranking alternatives? Will the State of Arizona be funding the implementation of the preferred alternative once that is determined? If not, how will the project be funded?

**Response: Kevin Kugler -** The range of costs includes a cost of zero (theoretically) for the No-Build or do nothing alternative to \$95 million for alternative 6a. I will read the total costs at this time for each of the alternatives and direct you to the working paper for more information. As the No Build is no cost, the No Build Plus which is some select enhancements with minimal right-of-way impacts is \$9.98 million, alternative 5 is \$85.4 million, alternative 6a is \$95.4 million, alternative 6b is \$74.5 million, and alternative 13 is \$77.3 million. I want to underscore the fact that these are planning level cost estimates, they are thorough in nature, but they are preliminary at this time. For more information if you are interested in costs, I will direct your attention to working

paper number two section 5.6I in terms of how those calculations were derived for each of the alternatives. **Dan Gabiou** – Currently, funding has not been identified or committed for any build alternatives. It is currently uncertain when any build alternative would be constructed, if a build alternative is recommended. With that said, the funding process, once a recommended alternative is selected, ADOT is required by law to follow a performance-based planning and programming process in which we will take the recommended alternative and compete it against all other recommended projects statewide. In that statewide competitive process, it is not guaranteed that a project would be funded in the immediate future should a build alternative be selected as the project would still need to compete against other projects statewide for funding. There are other alternative funding mechanisms to support implementation such as grants, but ADOT would have to look at and consider all funding opportunities in collaboration with our project partners on implementation.

**Question #11 from Kathy P. -** What consideration was given for cross traffic?

**Response: Dan Gabiou** - One of our evaluations criteria under the traffic operations category is related to network delay. This was a criterion that was modeled in our traffic model and did consider impacts to vehicles entering the corridor and leaving the corridor as well as traffic along Milton Road. Again, the results of the network delay and our other traffic operations criteria are available on the website, virtual room, and in our working paper two.

**Question #12 from Dara M.-** Can you elaborate on the Environmental Impacts category? I'm surprised that option 13 (center bus lane) ranked lowest of all the alternatives for environmental impacts.

**Response: Kevin Kugler** - The environmental impacts consist of three different criteria that are within that overall environmental category. These have to do with neighborhood impacts, Title VI neighborhood impacts and the air quality criterion that were previously mentioned. So, as was noted in the PowerPoint presentation each of the alternatives has varying impacts relative to the environmental categories. I will just explain that the neighborhood impacts criteria, the metrics or the way that that criterion was calculated has to do with the amount of traffic on many of the side streets connecting to Milton Road as metric for “neighborhood impacts”. The Title VI impacts criteria specifically related to the area of La Plaza Vieja which is the area behind Natural Grocers which most people know that area as an older section of town and the measurement there had to do with the amount of cut through traffic on Clay Avenue and ranking between the different alternatives. The air quality criterion had different levels of measurement with respect to its impact of vehicle miles traveled and what the theoretical air quality impacts of the greenhouse gas effect. But specific to your question, alternative 13 did rank last in terms of environmental impacts because of the impacts of those three criteria collectively, again the neighborhood impacts, Title VI neighborhood impacts and the air quality impacts indices collectively gave alternative 13 a poorer performing result unfortunately at least with respect to environmental impacts, but those are the 3 criteria or metrics that were used to get there for that particular

measure. For more information on that, I will direct you to section 5.6K, 5.6L, 5.6M, and 5.6N in the report for further details on how the metrics were calculated between all of the alternatives.

**Question #13 from Jamie Whelan, Flagstaff City Council** - Should you choose to go with the "No Build or No Build Plus", alternatives, it seems as though "improving transit" on the Milton Corridor will not be reached, all the while the \$2.1 million awarded to Mountain Line by ADOT in 2016 would not be fully achieved. Is the implementation for Transit Signal Priority in any of these choices? What are your intentions in helping getting the project development off the ground?

**Response: Dan Gabiou** – To speak to the first part of the question, if the No Build or No Build Plus alternatives were to be selected, how will that impact improvements to transit: the No Build Plus alternative does offer some benefit to transit, though certainly not as much as the other alternatives that focus on more robust bus rapid transit improvements. With that said, and to your other questions, transit signal priority is identified as a spot improvement for the No Build Plus and alternative 5 as well as the bus-centric alternatives which are 6a, 6b, and 13. To your last part of the question, what are your intentions in helping getting the project development off the ground for Mountain Line's Bus Rapid Transit project? Mountain Line has been a project partner of ours from the onset of the project, and we do have weekly call in checks with Mountain Line to coordinate on our efforts. We have been working towards consensus decisions with all of our partners each step of the way, and I do appreciate Mountain Line's patience in delaying the implementation of their Bus Rapid Transit projects as they have agreed to delay moving forward with that until we achieve a recommended alternative from Milton Road Corridor Master Plan. With that said, we're doing what we can to expedite our schedule and work with everyone. Hopefully that answers your question.

**Question #14 from David H.** - How do the cost of the build options compare to other similar projects in the state?

**Response: Kevin Kugler** - I can tell you David, that I don't think we can provide a precise answer to your question, as far as comparing specifically to other projects in the state, but what I can tell you is that a rigorous set of cost metrics went into the cost criterion for a wide variety of elements of roadway constructions, unit costs and the lengths, and so on and so forth. The project team had lengthy discussions and input from the ADOT Northcentral District as well as inputs from the City of Flagstaff to best represent the most up-to-date cost components that are reflective of the Flagstaff market. We did conduct extensive diligence to try to reflect what the typical costs to get road improvements in Flagstaff in recent years based on bid specs from other projects that ADOT and the City of Flagstaff have done. Those all came together with representatives of ADOT, Flagstaff, the consultant team to agree to what measures of cost would be determined to go into the cost estimates themselves. I'm not sure it would be fair to others across the state to compare to other projects across the state because every project is unique in and of itself.



**Question #15 from Dhiru R. P.** - How much does Mountain Line get from city and ADOT? Why can't we have an overhead, automated transit system? Third world countries make it happen, why can't we?

**Response: Dan Gabiou**— Unfortunately, I will have to follow up with you on this question. We will need to coordinate with our partners at Mountain Line to provide an appropriate response with these details and we will follow up with that and provide that in the posted Q & A paper on the website.

**Follow-up response:** The amount of funding Mountain Line receives from ADOT via competitive Federal Transit Administration (FTA) grants varies from year to year. For more detailed information about Mountain Line funding or considerations for automated transit systems, please contact Mountain Line at: <https://mountainline.az.gov/contact/>.

**Comment from David Wessel, MetroPlan Manager** – I want to clarify that the La Plaza Vieja neighborhood is behind Natural Grocers (not Whole Foods). Kevin misspoke. Also, alternative 13 widens the roadway cross section but does not increase auto capacity. Consequently, it decreases roadway performance and forces more cut-through traffic in the neighborhood.

**Response: Dan Gabiou:** Appreciate the comment and correction there Dave.

**Question #16 from Tom E.:** When will a decision be made regarding ADOT's final recommendations?

**Response: Dan Gabiou** - I believe we addressed the comment from Tom on the schedule and final recommendations. (See response to question #7)

**Question #17 from Tom E.** - When will the actual work begin?

**Response: Dan Gabiou** - Again, at this point in the study process, unfortunately we are unable to confirm a specific date because funding has not been identified or committed for any build alternatives at this stage. Once we complete the corridor master plan, that's when we would then look ahead towards implementation activities. To give you a ballpark range, the minimum likelihood, if funding were identified for a build alternative, the absolute minimum time frame is typically 3 years. That's if funding is identified and design and clearances are obtained in a very expeditious manner. In all reality, it could take several years to implement.

**Question #18 from Kathy P.** - Won't the federal government pay for a portion of costs since US 180 is a U.S. highway?

**Response: Dan Gabiou** - Good question. Milton Road is also an ADOT facility, it is part of state route 89A, so yes, Milton Road and the portion of Route 66 at the northern end of the project are all eligible for federal aid. The challenge is that the costs of the build alternatives are difficult to

implement in an expeditious manner and the state is required to go through a performance process when evaluating the statewide projects it identifies for funding. Ultimately, those projects are considered and approved by the State Transportation Board. Of course, as previously mentioned there are alternative funding sources and grants which could be applied for. Those are often very competitive.

**Question #19 from Tom E. -** How would ADOT handle the taking of any property and what right would they have to interrupt a land lease before its expiration?

**Response: Dan Gabiou -** If a build alternative is selected, ADOT does have the right to condemnation as part of a state or federally funded project, should right-of-way need to be acquired as part of the project. The build alternatives all would have some anticipated level of right-of-way impacts. The exact right-of-way impacts are still preliminary at this point due to the fact that we are still in the planning phase. The next phase, should a build alternative be recommended, and assuming that the project is funded, the project would go into the next phase - design and the National Environmental Policy Act process or NEPA. As part of the NEPA process, the design team would have to look at potential tradeoffs of different properties and try to avoid, minimize, and mitigate impacts to right-of-way. So that's why its not possible for us to identify exact specific right-of-way property impacts at this time. I hope that answers your question.

**Question #20 from Steve F. -** If the traffic signals were timed to allow traffic to flow this would allow for efficiency. They can be setup/timed for the heavy flow direction. This is a much easier solution and would cut emissions.

**Response: Dan Gabiou -** Thank you for the comment Steve. With any build alternatives we will certainly look at any opportunities to improve the signal timing.

**Question #21 from Christine Cameron, City of Flagstaff -** Can you please discuss your engagement with [Burlington Northern Santa Fe Railway] (BNSF) and their comments on the CMP study?

**Response: Dan Gabiou -** Thank you Christine. BNSF is one of our project partners. We have included BNSF representatives in this process from the very beginning of this CMP process. They are invited to all of our monthly progress meetings with our other project partners and have had opportunities to review all major milestones and work products throughout our 3-year process.

**Question #22 from Kate Morley, Mountain Line Deputy CEO -** With regards to the previous question from Dhiru, Mountain Line believes a Bus Rapid Transit (BRT) project is appropriate for the corridor. This would include capital improvements for transit on the corridor but not be rail or overheard as cheaper options are bus lanes and transit signal priority. We are in the first phase of the project development for the BRT with support from the Federal Transit Administration who could provide up to 80% funding for the project. Outcomes from this study will impact the BRT.

**Response: Dan Gabiou** - Thank you for explaining that process Kate and again we appreciate Mountain Line's patience and allowing the Milton Road Corridor Master Plan to finish identifying a recommended alternative, at which time Mountain Line will continue with their BRT project and continue that effort.

**Question #23 from Tom E.** - Once a decision is made, will there be an opportunity to petition the decision?

**Response: Dan Gabiou** - This being a planning-level study, it typically doesn't have the same legal aspects as a project that's in the design or NEPA phase where it would undergo a formal public hearing or a Record of Decision or something formal of that nature from a design project. With the Milton Road Corridor Master Plan, we are intending to review all the public information, complete our analysis, and review the results with our project partners to ultimately make the final decision. We did directly include the public's comments through the major steps of the way starting with public meetings starting in May of 2018 which we used the public input to reduce our alternatives. We further used the public input to refine our evaluation criteria weighting and will again use this final input to help us identify a recommended alternative.

**Question #24 from Richard P.** - Is there another public meeting on the US 180 corridor proposal? I thought I heard there would be another meeting tomorrow?

**Response: Dan Gabiou** - That is correct Richard, and a good reminder. ADOT will be doing this again tomorrow (November 19<sup>th</sup>) for the US 180 Corridor Master Plan, so I would appreciate, if you're interested in participating in that meeting as well. If you go to the US 180 Corridor Master Plan website, which is in the recent advertisement, that will have all the same information as you have for Milton Road. There's also a link to that corridor master plan from the Milton Road website which you used to get here. **Tristan Black, Michael Baker, Intl.** - Yes Richard, tomorrow at the same time will be a meeting focused on US 180 in the same format as today.

**Comment from Dan Gabiou** – Thank you to everyone for the positive feedback and your participation this evening. And confirming, as Tristan mentioned, the US 180 is at the same time tomorrow, good point. It will begin at 630 pm in the same fashion. We will have the virtual room available from 6:30 to 7 with all the materials for your view. Concurrently with that we will be showing the presentation for the US 180 Corridor Master Plan from 630 to 7 and will begin the Q & A session from 7 to 8 pm tomorrow.

**Comment from Jamie Whelan, Flagstaff City Council to everyone** - We need a scenario that achieves the best balance of many goals and policies embraced by the community. This includes climate action, air quality, multimodal transportation, increased equity, and transit goals. As a member of the Mountain Line Board of Directors, I believe strong transit improvements bring us closer to reaching those goals. I support an outcome that doesn't prioritize cars and embraces all modes of transportation because that helps the Flagstaff community reach its policies.



**Response: Dan Gabiou:** Thank you for that comment. We do hope that we created and evaluated a broad range of alternatives that helps us achieve that in various ways and do appreciate everyone's input to help us refine which alternative best achieves the corridor master plan goals as well as the City's goals and policies as well as those of our other stakeholders' various policies. Thank you for the comment.

### Concluding Comments

**Dan Gabiou:** I do not see any more questions at this time. So again, thank you all very, very much for your time, again please take that survey, it's very important. We hope to see you all tomorrow evening, same time, very similar place for the US 180 Corridor Master Plan Virtual Public Open House and Live Q & A. I would just like to close with one more comment. I just want to thank Kevin Kugler and his team at Michael Baker. You've all done a very great job and been very dedicated since the start, and again want to thank our project partners. This has been a very detailed and involved process and we wouldn't have gotten this far without the contributions from all of our project partners and the public, so thank you all from the public again and we look forward to viewing your comments.

### 3.5 Attachment E - Public Open House Meeting #2 Tier 3 Alternatives Display Boards

## MILTON ROAD CORRIDOR MASTER PLAN **ADOT** Public Open House #2

### No-Build

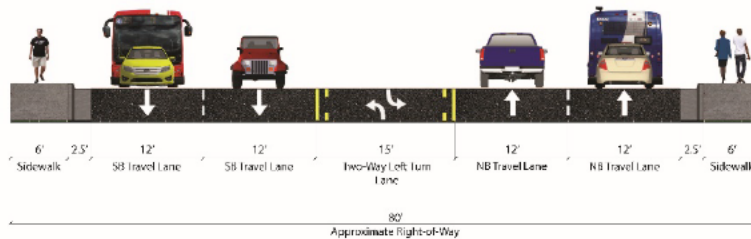
The No-Build option represents the existing roadway conditions of Milton Road, which includes two travel lanes in each direction with a center two-way left turn lane, and (generally) six-foot sidewalks on both sides of the corridor, though the width of the sidewalk is narrower than six feet in some locations. The No-Build option is the only alternative that would not impact private properties. Finally, it is critical to include the No-Build option as the baseline condition to highlight positive and/or negative change relative to the other alternatives.

#### Tier 3 Rank

1<sup>st</sup>

#### Tier 3 Score

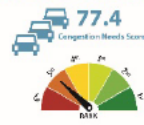
60.10



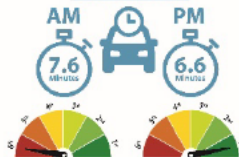
### Tier 3 Evaluation Criteria Results

#### 2040 Traffic Operations

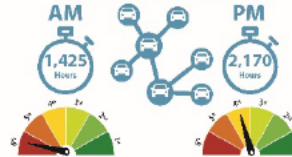
##### Level-of-Service



##### Travel Time

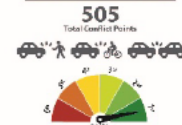


##### Total Network Delay



#### Safety

##### Conflict Points



#### Expand Travel Modes

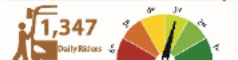
##### Bicycle Comfort Index



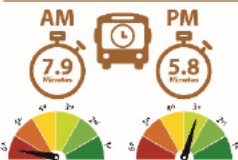
##### Pedestrian Comfort Index



##### 2040 Transit Ridership



##### 2040 Transit Travel Time



#### Cost / Implementation

##### Project Cost



##### Right-of-Way Impact

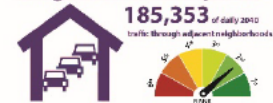


##### Implementation Opportunities



#### Environmental Impacts

##### Neighborhood Impacts



##### Clay Ave Cut-thru Traffic



##### Air Quality



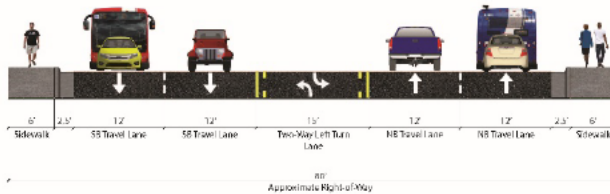
# MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #2



## No-Build Plus

The No-Build Plus option represents the existing roadway conditions of Milton Road, which includes two travel lanes in each direction with a center two-way left turn lane, and (generally) six-foot sidewalks on both sides of the corridor, though the width of the sidewalk is narrower than six-foot in some locations. The No-Build Plus maintains the existing condition with the inclusion of a series of spot improvements.



Tier 3 Rank

2<sup>nd</sup>

Tier 3 Score

56.38

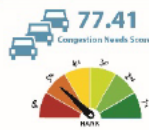
### Spot Improvements

- High visibility crosswalks
- ADA-compliant curb ramps
- Pedestrian improvements
- Bike signal actuation
- Additional turn lanes
- Transit stops
- Transit signal prioritization

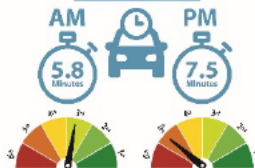
## Tier 3 Evaluation Criteria Results

### 2040 Traffic Operations

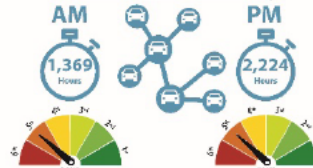
#### Level-of-Service



#### Travel Time



#### Total Network Delay



### Safety

#### Conflict Points



### Expand Travel Modes

#### Bicycle Comfort Index



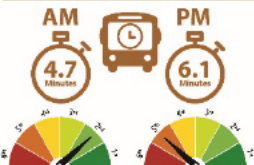
#### Pedestrian Comfort Index



#### 2040 Transit Ridership



#### 2040 Transit Travel Time

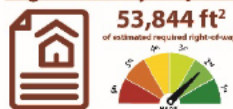


### Cost / Implementation

#### Project Cost



#### Right-of-Way Impact

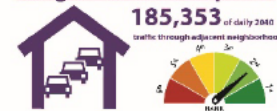


#### Implementation Opportunities

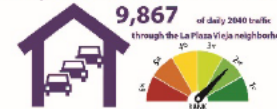


### Environmental Impacts

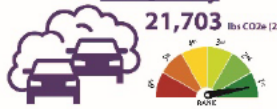
#### Neighborhood Impacts



#### Clay Ave Cut-thru Traffic



#### Air Quality





# MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #2



## Milton Road Spot Improvements Inventory

Spot Improvement Alternatives Applicability Key  
 No Build + Alternative Only  
 Build Alternatives Only  
 All Alternatives

Corridor Intersections	Roadway Geometry	Roadway Operations	Vehicular Safety	Access Management	Pedestrian	Bicycle	Transit
Forest Meadows Street		<ul style="list-style-type: none"> <li>Adopted left-turn lane to make dual left (NB/Milton to WB Forest Meadows)</li> <li>Adopted traffic signal</li> <li>Adopted right-turn lane through intersection and to McClelland on on-ramp</li> </ul>		<ul style="list-style-type: none"> <li>Revised U-Turns</li> <li>3-foot buffer to on-ramp</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>Revised signal timing</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle signal detection and activation</li> <li>Controlled bike lane through intersection</li> </ul>	
Sundance Drive	<ul style="list-style-type: none"> <li>Redesign to widening road</li> </ul>			<ul style="list-style-type: none"> <li>3-foot buffer to on-ramp</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> <li>ADA-compliant crosswalk improvements</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle signal detection and activation</li> </ul>	
University Drive				<ul style="list-style-type: none"> <li>Revised U-Turns</li> <li>High-turn work zone</li> <li>3-foot buffer to on-ramp</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> <li>ADA-compliant crosswalk improvements</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle signal detection and activation</li> </ul>	<ul style="list-style-type: none"> <li>Transit signal prioritization</li> </ul>
University Avenue	<ul style="list-style-type: none"> <li>Right-of-way acquired by the University of the Southwest (UoSW) intersection and roundabout with Dental Blvd</li> <li>Right-of-way to WB turn radius to improve access to on-ramp</li> </ul>			<ul style="list-style-type: none"> <li>Revised U-Turns</li> <li>Revised left-turn</li> <li>Revised right-turn</li> <li>Revised right-turn lane through intersection and to McClelland on on-ramp</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> <li>ADA-compliant crosswalk improvements</li> </ul>		
Chambers Drive				<ul style="list-style-type: none"> <li>Revised U-Turns</li> <li>Revised left-turn</li> <li>Revised right-turn</li> <li>Revised right-turn lane through intersection and to McClelland on on-ramp</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> <li>ADA-compliant crosswalk improvements</li> </ul>	<ul style="list-style-type: none"> <li>Controlled bike lane through intersection</li> </ul>	<ul style="list-style-type: none"> <li>Transit signal prioritization</li> </ul>
Piazza Way	<ul style="list-style-type: none"> <li>Improve the roadway geometry of the intersection including improving the radius and application of frictional ramps</li> <li>Revised signal timing</li> <li>Lengthen the stop for NB left-turn lane</li> </ul>	<ul style="list-style-type: none"> <li>Dedicated right and left turn lanes for vehicles</li> <li>Revised left-turn</li> </ul>		<ul style="list-style-type: none"> <li>Revised U-Turns</li> <li>Revised left-turn</li> <li>Revised right-turn</li> <li>Revised right-turn lane through intersection and to McClelland on on-ramp</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> <li>ADA-compliant crosswalk improvements</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle signal detection and activation</li> <li>Controlled bike lane through intersection</li> </ul>	
Euclid Road		<ul style="list-style-type: none"> <li>Dedicated right and left turn lanes for vehicles</li> <li>Revised left-turn</li> </ul>		<ul style="list-style-type: none"> <li>Revised U-Turns</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> <li>ADA-compliant crosswalk improvements</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle signal detection and activation</li> <li>Controlled bike lane through intersection</li> </ul>	
Haines Road 65		<ul style="list-style-type: none"> <li>Dedicated right and left turn lanes for vehicles</li> <li>Revised left-turn</li> </ul>		<ul style="list-style-type: none"> <li>Revised U-Turns</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> <li>ADA-compliant crosswalk improvements</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle signal detection and activation</li> <li>Controlled bike lane through intersection</li> </ul>	<ul style="list-style-type: none"> <li>Transit signal prioritization</li> </ul>
Willow Lane		<ul style="list-style-type: none"> <li>Revised left-turn</li> </ul>		<ul style="list-style-type: none"> <li>Revised U-Turns</li> <li>Revised left-turn</li> <li>Revised right-turn</li> <li>Revised right-turn lane through intersection and to McClelland on on-ramp</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> <li>ADA-compliant crosswalk improvements</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle signal detection and activation</li> <li>Controlled bike lane through intersection</li> </ul>	
Rail City Avenue	<ul style="list-style-type: none"> <li>Add a park stop with the left-turn lane</li> </ul>	<ul style="list-style-type: none"> <li>Revised left-turn</li> <li>Revised right-turn</li> <li>Revised right-turn lane through intersection and to McClelland on on-ramp</li> </ul>	<ul style="list-style-type: none"> <li>Move turn lane stop closer to the intersection (on-ramp)</li> </ul>	<ul style="list-style-type: none"> <li>Revised U-Turns</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> <li>ADA-compliant crosswalk improvements</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle signal detection and activation</li> <li>Controlled bike lane through intersection</li> </ul>	<ul style="list-style-type: none"> <li>Transit signal prioritization</li> </ul>
Market Street	<ul style="list-style-type: none"> <li>Revised left-turn</li> </ul>	<ul style="list-style-type: none"> <li>Revised left-turn</li> </ul>		<ul style="list-style-type: none"> <li>Revised U-Turns</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> <li>ADA-compliant crosswalk improvements</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle signal detection and activation</li> <li>Controlled bike lane through intersection</li> </ul>	
Tucson Avenue				<ul style="list-style-type: none"> <li>Revised U-Turns</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> <li>ADA-compliant crosswalk improvements</li> </ul>		
Phoenix Avenue		<ul style="list-style-type: none"> <li>Traffic signal</li> </ul>		<ul style="list-style-type: none"> <li>Revised U-Turns</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> <li>ADA-compliant crosswalk improvements</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle signal detection and activation</li> <li>Controlled bike lane through intersection</li> </ul>	<ul style="list-style-type: none"> <li>Transit signal prioritization</li> </ul>
Santa Fe Avenue	<ul style="list-style-type: none"> <li>Revised left-turn</li> </ul>	<ul style="list-style-type: none"> <li>Revised left-turn</li> </ul>		<ul style="list-style-type: none"> <li>Revised U-Turns</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> <li>ADA-compliant crosswalk improvements</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle signal detection and activation</li> <li>Controlled bike lane through intersection</li> </ul>	<ul style="list-style-type: none"> <li>Transit signal prioritization</li> </ul>
Mariposa Street		<ul style="list-style-type: none"> <li>Revised left-turn</li> </ul>		<ul style="list-style-type: none"> <li>Revised U-Turns</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> <li>ADA-compliant crosswalk improvements</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle signal detection and activation</li> <li>Controlled bike lane through intersection</li> </ul>	<ul style="list-style-type: none"> <li>Transit signal prioritization</li> </ul>
Sumner Street				<ul style="list-style-type: none"> <li>Revised U-Turns</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> <li>ADA-compliant crosswalk improvements</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle signal detection and activation</li> <li>Controlled bike lane through intersection</li> </ul>	<ul style="list-style-type: none"> <li>Transit signal prioritization</li> </ul>

# MILTON ROAD CORRIDOR MASTER PLAN

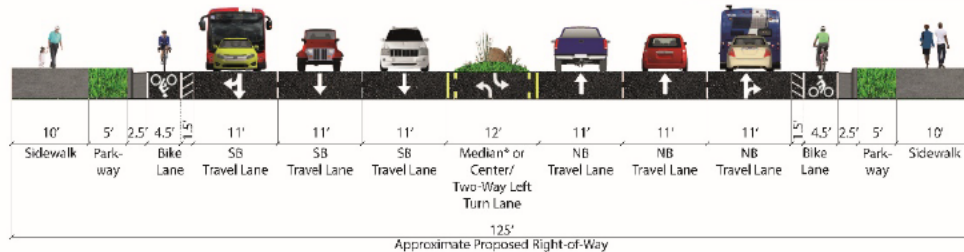
Public Open House #2



## Alternative 5

This Alternative offers both increased capacity and opportunities for expanded mode choices through the introduction of two vehicular lanes and the addition of buffered bike lanes on both sides of the road. Alternative 5 includes six, 11-foot general purpose travel lanes with center median/left turn lane and 6-foot bicycle lanes and 10-foot sidewalks. Alternative 5 also includes enhanced facilities back of curb with a 10-foot sidewalk with a parkway on both sides of the road.

**Tier 3 Rank**  
**5<sup>th</sup>**  
**Tier 3 Score**  
**54.53**



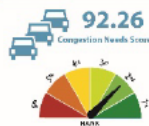
\*Median treatment may vary along the study corridor.

\*\*An ADOT design exception and FHWA approval would be required for the application of 11' Travel Lanes.

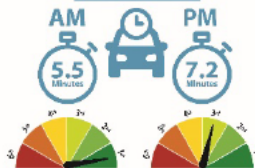
## Tier 3 Evaluation Criteria Results

### Traffic Operations

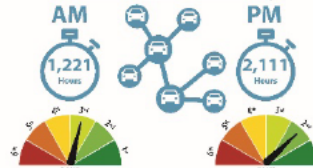
#### Level-of-Service



#### Travel Time

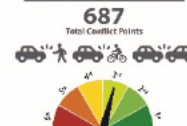


#### Total Network Delay



### Safety

#### Conflict Points



### Expand Travel Modes

#### Bicycle Comfort Index



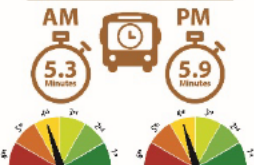
#### Pedestrian Comfort Index



#### Transit Ridership



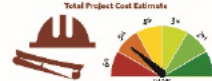
#### Transit Travel Time



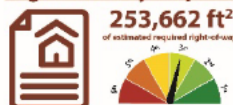
### Cost / Implementation

#### Project Cost

\$84,417,000



#### Right-of-Way Impact

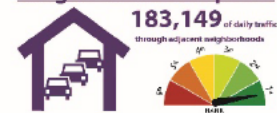


#### Implementation Opportunities

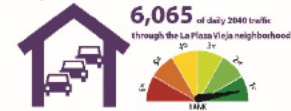


### Environmental Impacts

#### Neighborhood Impacts



#### Clay Ave Cut-thru Traffic



#### Air Quality



## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #2



### Alternative 6a

This Alternative offers a combination of both increased capacity and opportunities for expanded mode choices by adding both an additional vehicular lane and a shared bus-bike lane (SBBL) in each direction.

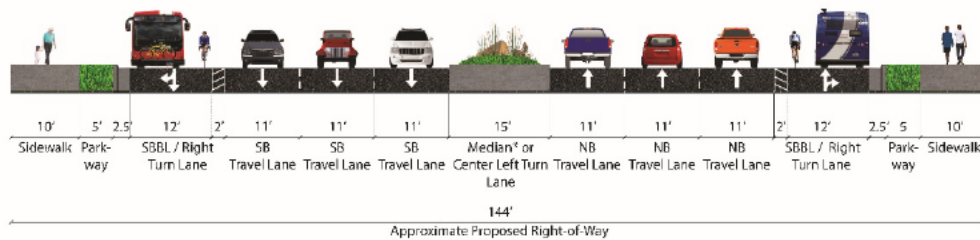
Alternative 6a includes six, 11-foot general purpose lanes, two 14-foot SBBLs, and center median/turn lane with 10-foot sidewalks. Alternative 6a also includes enhanced facilities back of curb with a 10-foot sidewalk and a parkway on both sides of the road.

Tier 3 Rank

3<sup>rd</sup>

Tier 3 Score

56.22



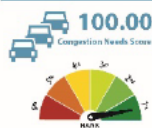
\*Median treatment may vary along the study corridor.

\*\*An ADOT design exception and ARPA approval would be required for the application of 11' travel lanes.

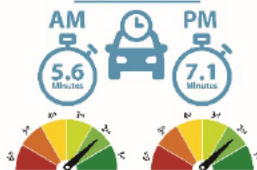
## Tier 3 Evaluation Criteria Results

### Traffic Operations

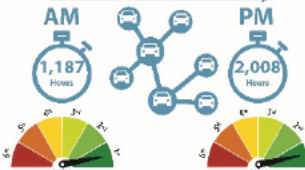
#### Level-of-Service



#### Travel Time

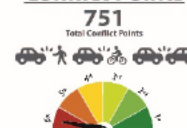


#### Total Network Delay



### Safety

#### Conflict Points



### Expand Travel Modes

#### Bicycle Comfort Index



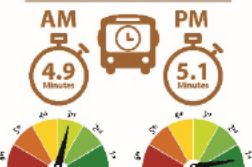
#### Pedestrian Comfort Index



#### Transit Ridership



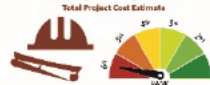
#### Transit Travel Time



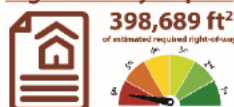
### Cost / Implementation

#### Project Cost

\$95,463,000



#### Right-of-Way Impact

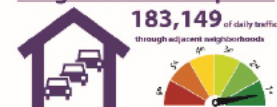


#### Implementation Opportunities

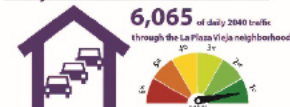


### Environmental Impacts

#### Neighborhood Impacts



#### Clay Ave Cut-thru Traffic



#### Air Quality





# MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #2



## Alternative 6b

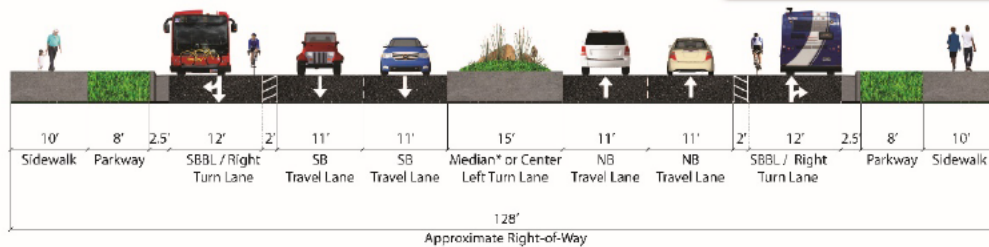
This Alternative primarily provides increased opportunities for expanded mode choices by adding a shared bus-bike lane (SBBL) in each direction, while also introducing a larger buffer between the vehicular lanes and the widened sidewalk. Alternative 6b includes four, 11-foot general purpose lanes, two 14-foot SBBLs, 15-foot center median/turn lane with 8-foot parkway buffers and 10-foot sidewalks.

Tier 3 Rank

4<sup>th</sup>

Tier 3 Score

55.35



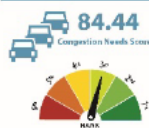
\*Median treatment may vary along the study corridor.

\*\*An ADOT design exception and FHWA approval would be required for the application of 11' travel lanes.

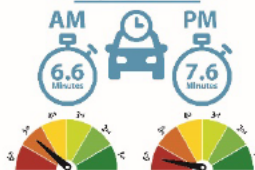
## Tier 3 Evaluation Criteria Results

### Traffic Operations

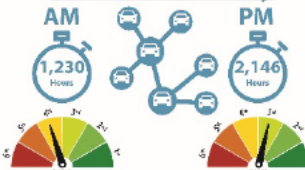
#### Level-of-Service



#### Travel Time

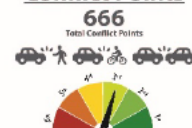


#### Total Network Delay



### Safety

#### Conflict Points



### Expand Travel Modes

#### Bicycle Comfort Index



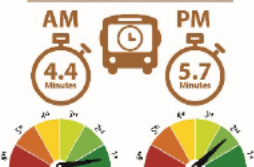
#### Pedestrian Comfort Index



#### Transit Ridership



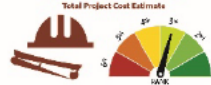
#### Transit Travel Time



### Cost / Implementation

#### Project Cost

\$74,504,000



#### Right-of-Way Impact

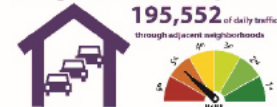


#### Implementation Opportunities



### Environmental Impacts

#### Neighborhood Impacts



#### Clay Ave Cut-thru Traffic



#### Air Quality

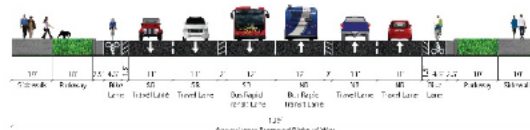


**ADOT**

**Tier 3 Rank**  
**6<sup>th</sup>**

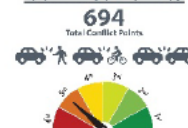
**Tier 3 Score**  
**50.75**

### Mid-Block



<sup>22</sup>An NEOI design exception and H-VIA approval would be required for the application of TITs to travellers.

## Safety



## Environmental Impacts



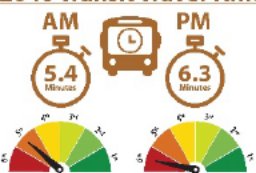
### Clay Ave Cut-thru Traffic



## Air Quality



## 154



# MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #2

Category	Metric	Weight	No Build		No Build		Alternative 5		Alternative 6a		Alternative 6b		Alternative 13	
			Rank	Weighted Score	Rank	Weighted Score	Rank	Weighted Score	Rank	Weighted Score	Rank	Weighted Score	Rank	Weighted Score
Traffic Operations (13.6% Weight)	Level of Service (Volume / Capacity Ratio)	2.07%	77.41	1.60	77.41	1.60	92.26	1.91	100.00	2.07	84.44	1.75	80.42	1.67
	Travel Time (AM) - minutes	4.0310%	7.58	2.90	5.75	3.83	5.46	4.03	5.64	3.50	6.59	3.34	6.40	3.39
	Travel Time (PM) - minutes	4.0310%	6.58	4.03	7.50	3.53	7.17	3.70	7.13	3.72	7.59	3.49	7.40	3.56
Vehicle Safety (14.6% Weight)	Network Delay (AM) - hours	1.88%	1,724.73	1.57	1,863.00	1.63	1,211.03	1.83	1,195.90	1.88	1,225.86	1.82	1,217.48	1.84
	Network Delay (PM) - hours	1.88%	2,170.18	1.74	2,224.00	1.70	2,111.09	1.79	2,038.35	1.88	2,145.28	1.76	2,133.74	1.63
	Reduction in Conflict Points	15.60%	505.00	16.50	531.00	15.79	687.00	12.20	751.00	11.16	666.00	12.59	694.00	12.08
Excess Travel Mode Choice (18.3% Weight)	Bicycle Comfort Quality Index	4.94%	3.00	2.47	4.00	3.29	5.50	4.53	5.50	4.53	6.00	4.64	4.00	3.29
	Pedestrian Comfort Index	6.07%	3.00	2.32	4.00	3.10	6.50	5.03	8.00	6.19	9.00	6.97	6.00	4.64
	Transit Travel Time (AM) - minutes	1.83%	7.52	1.02	4.70	1.71	5.28	1.53	4.91	1.64	4.40	1.63	5.36	1.50
Public Acceptance (12.06% Weight)	Transit Travel Time (PM) - minutes	1.83%	5.83	1.40	6.10	1.53	5.90	1.58	5.08	1.83	5.87	1.64	6.31	1.48
	Transit Reliability	3.72%	1,347	2.26	1,347	2.26	1,347	2.26	1,930	3.24	1,930	3.24	2,219	3.72
	Public Support	12.06%												
Cost / Implementation (16.6% Weight)	Construction Cost	3.10%	0.0	3.10	9,804.00	3.10	85,477.00	0.36	9,445.00	0.32	14,524.00	0.42	7,134,000	0.40
	ROW Impact (Square Feet)	4.55%	0.0	4.55	53,884	0.84	253,662	0.18	390,689	0.11	271,345	0.17	286,207	0.16
	Implementation Opportunities	2.99%	100.00	2.96	33.4	0.59	4.1	0.12	10.4	0.31	11.9	0.35	15.4	0.46
Environmental Impacts (13.6% Weight)	Neighborhood Impacts	4.43%	185,353	4.38	185,313	4.38	183,149	4.43	183,149	4.43	195,552	4.15	195,552	4.15
	Tree Impacts	3.58%	9,857	3.29	9,857	3.29	6,065	3.36	6,065	3.36	10,171	3.20	10,171	3.20
	Air Quality	5.79%	22,304.92	3.69	21,702.54	3.79	22,317.27	3.68	22,729.43	3.62	22,285.08	3.70	22,961.71	3.58
Community Character (14.6% Weight)	Great Street	14.06%												
Aggregate Score			100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%



### 3.6 Attachment F – Public Open House Meeting #2 Online Public Survey Results



## Milton Corridor Master Plan #2

December 7, 2020, 3:23 PM

### Contents

i. Summary of responses	2
-------------------------	---

**Milton Corridor Master Plan #2**

Milton Road Corridor Master Plan - Recommended Alternative Survey

## Summary Of Responses

As of December 7, 2020, 3:23 PM, this forum had: Topic Start

Topic End

Attendees: 463 November 12, 2020, 1:55 PM

December 7, 2020, 3:22 PM

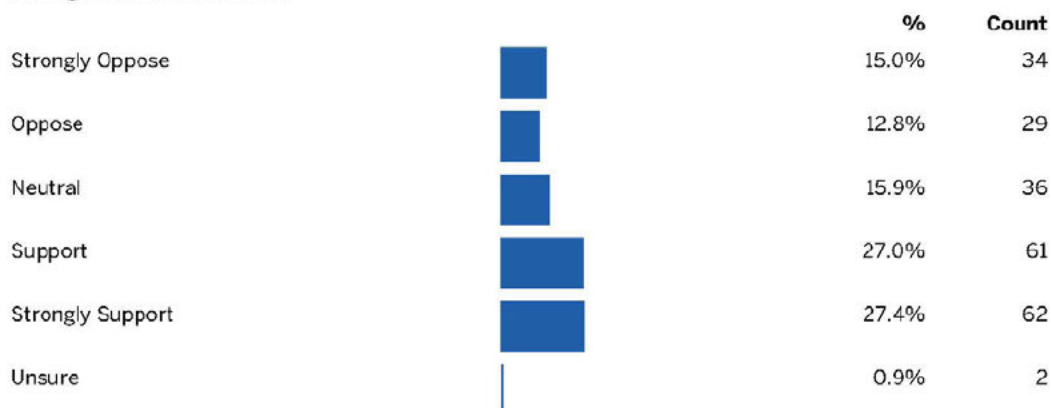
Responses: 226

Hours of Public Comment: 11.3

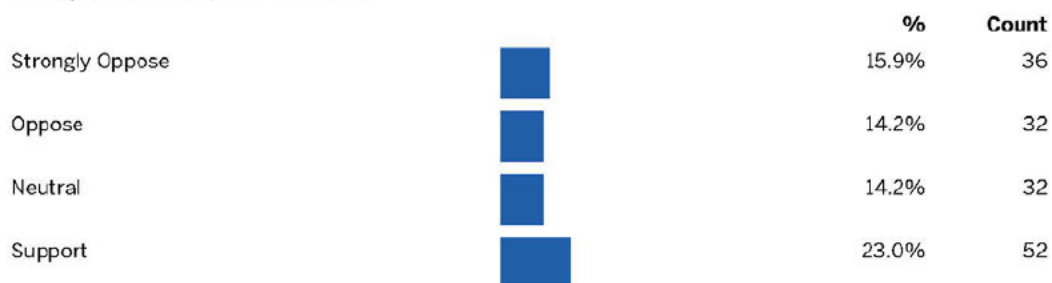
### QUESTION 1

Do you support widening the right of way on Milton Road for the purpose of:

#### adding dedicated bus lanes



#### adding travel lanes (for all vehicles)




**Milton Corridor Master Plan #2**







Milton Road Corridor Master Plan - Recommended Alternative Survey

		%	Count
Strongly Support		30.1%	68
Unsure		1.3%	3

**adding bicycle lanes**

		%	Count
Strongly Oppose		6.2%	14
Oppose		8.0%	18
Neutral		10.2%	23
Support		19.9%	45
Strongly Support		54.4%	123
Unsure		1.3%	3

**wider sidewalks**

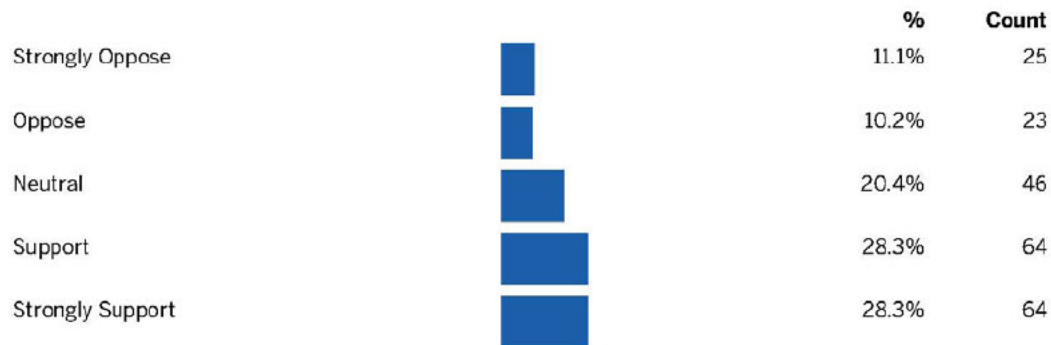
		%	Count
Strongly Oppose		5.8%	13
Oppose		13.3%	30
Neutral		23.9%	54
Support		21.2%	48
Strongly Support		31.9%	72
Unsure		0.9%	2

**landscaped areas (landscaped areas act as a buffer between traffic and pedestrians)**



**Milton Corridor Master Plan #2**

Milton Road Corridor Master Plan - Recommended Alternative Survey



QUESTION 2

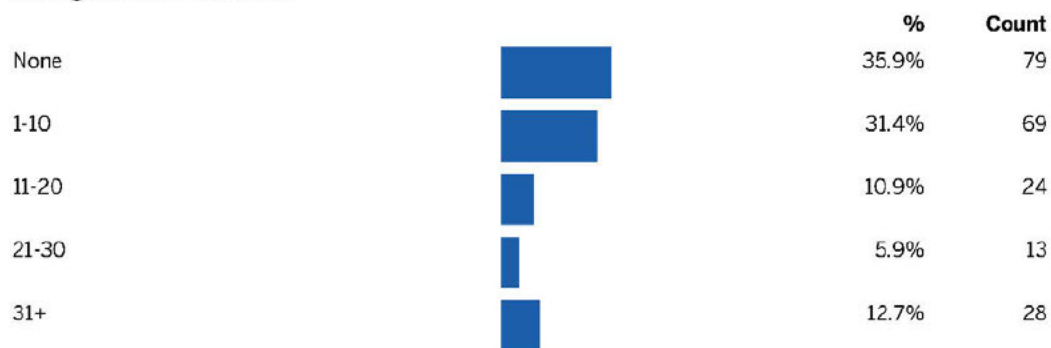
**Do you have any additional comments about widening Milton Road or not?**

Answered	92
Skipped	134

QUESTION 3

**How many buildings would you be willing to remove in order to add the following features?**

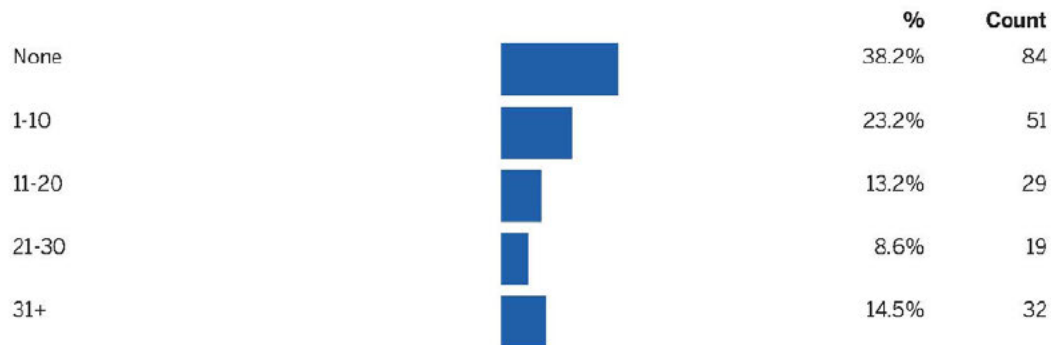
**Adding dedicated bus lanes**



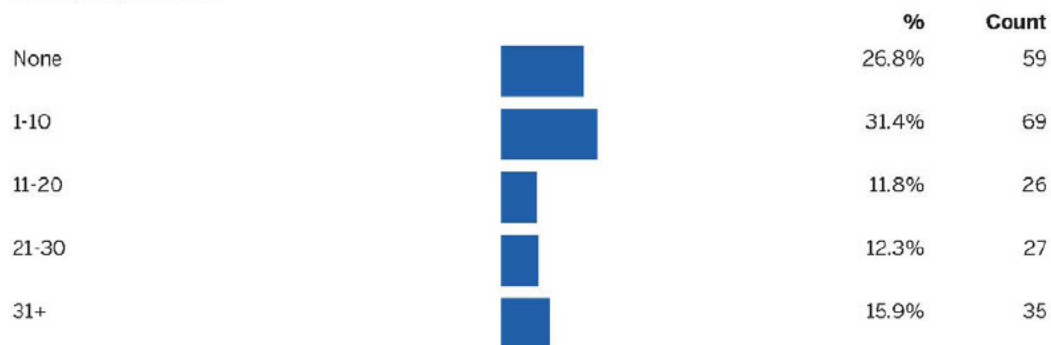
**Adding travel lanes (for all vehicles)**

**Milton Corridor Master Plan #2**

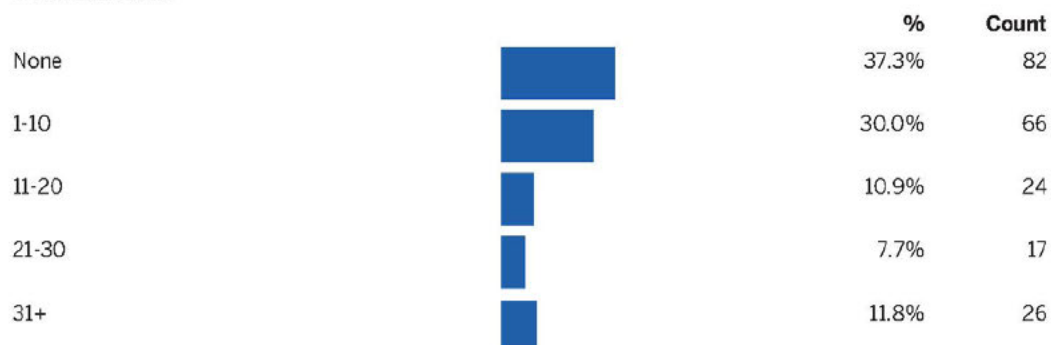
Milton Road Corridor Master Plan - Recommended Alternative Survey



**Adding bicycle lanes**



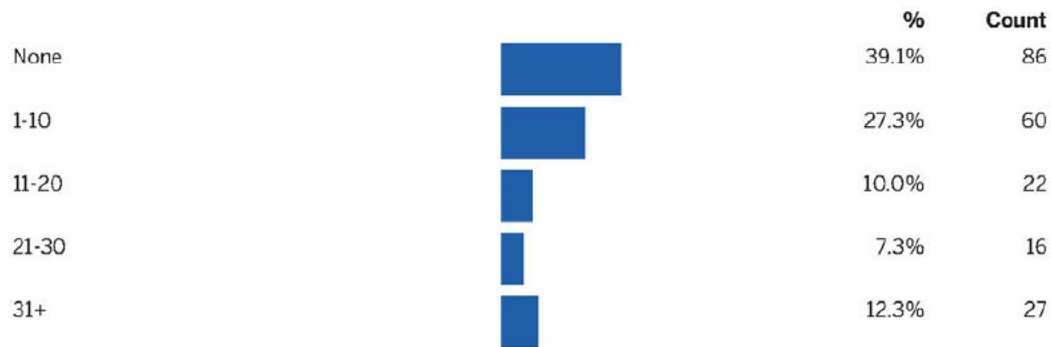
**Wider sidewalks**



**Landscaped areas**

**Milton Corridor Master Plan #2**

Milton Road Corridor Master Plan - Recommended Alternative Survey



QUESTION 4

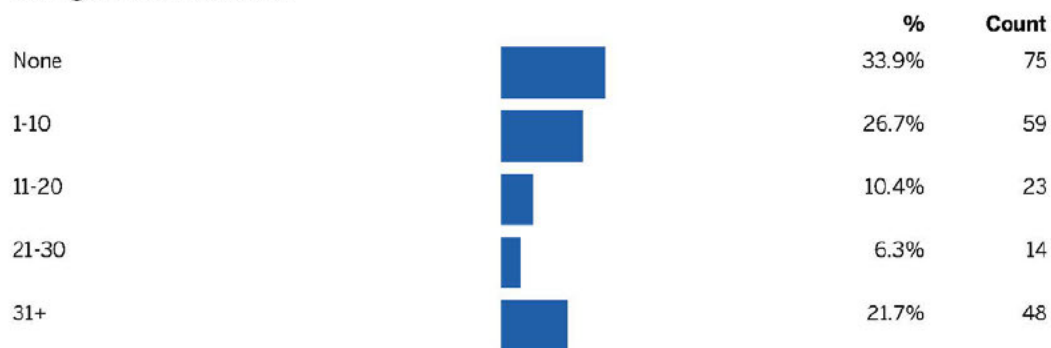
**Do you have any other comments about potential impacts to buildings on Milton Road?**

Answered	56
Skipped	170

QUESTION 5

**How many parking lots would you be willing to remove in order to add the following features?**

**Adding dedicated bus lanes**

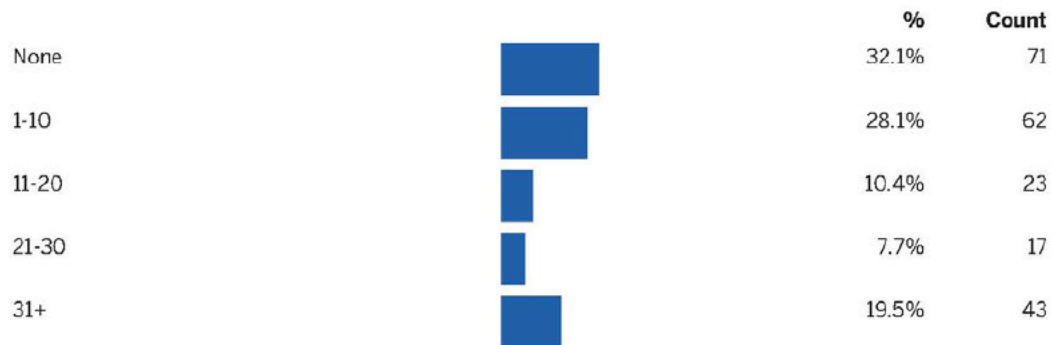


**Adding travel lanes (for all vehicles)**

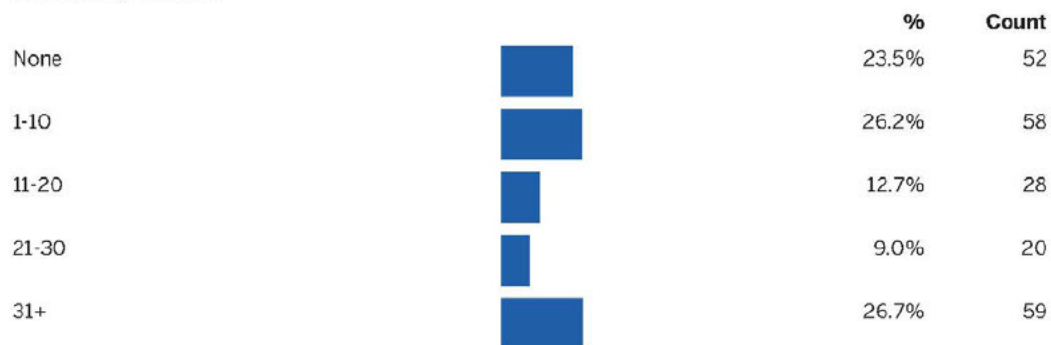


**Milton Corridor Master Plan #2**

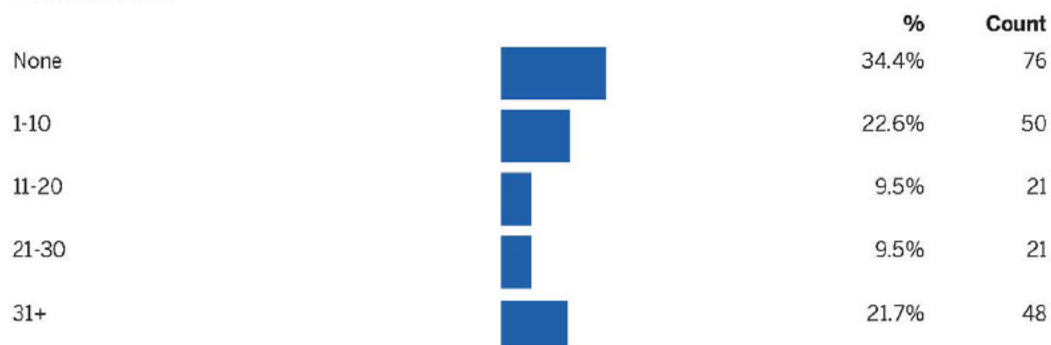
Milton Road Corridor Master Plan - Recommended Alternative Survey



**Adding bicycle lanes**



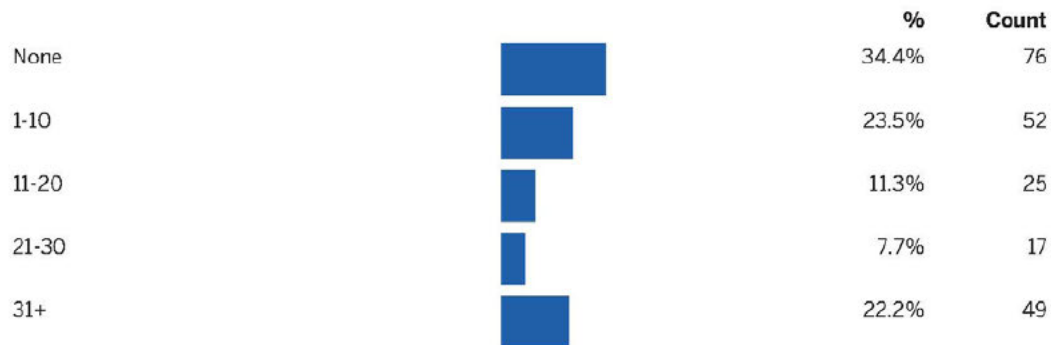
**Wider sidewalks**



**landscaped areas**

**Milton Corridor Master Plan #2**

Milton Road Corridor Master Plan - Recommended Alternative Survey



QUESTION 6

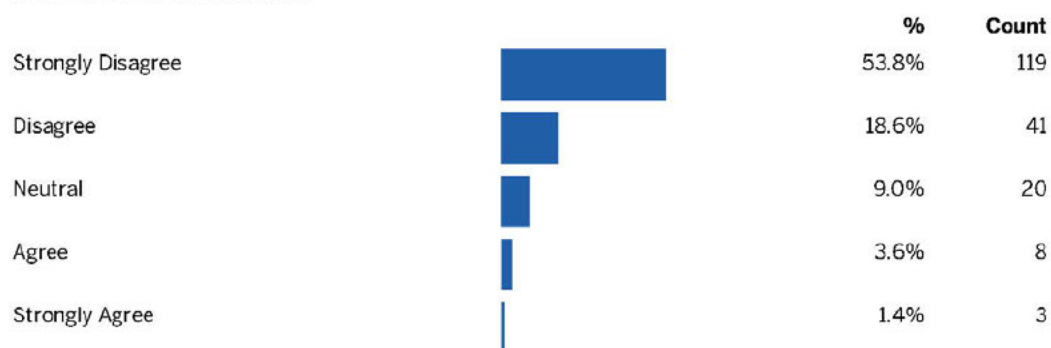
**Do you have any other comments about potential impacts to parking lots on Milton Road?**

Answered	58
Skipped	168

QUESTION 7

**What types of enhancements are needed on Milton Road? Please rate each improvement.**

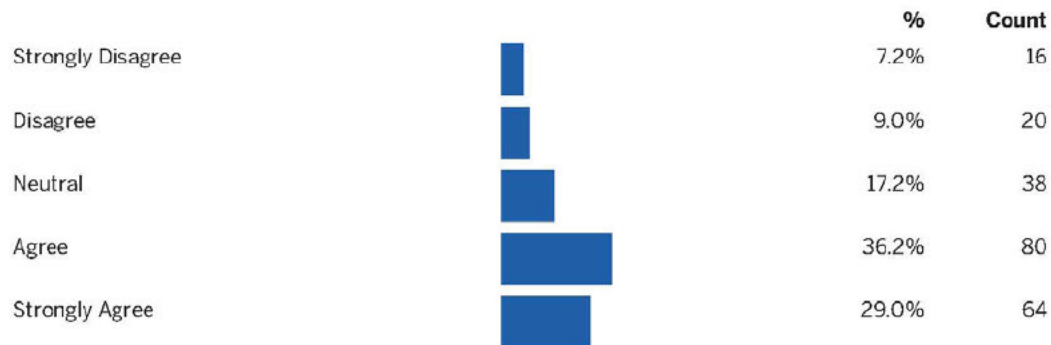
**No enhancements are needed**



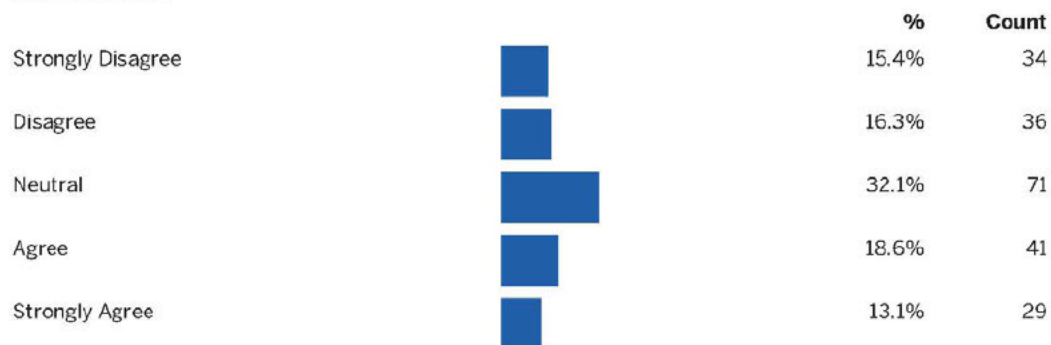
**Improve vehicle travel time**

**Milton Corridor Master Plan #2**

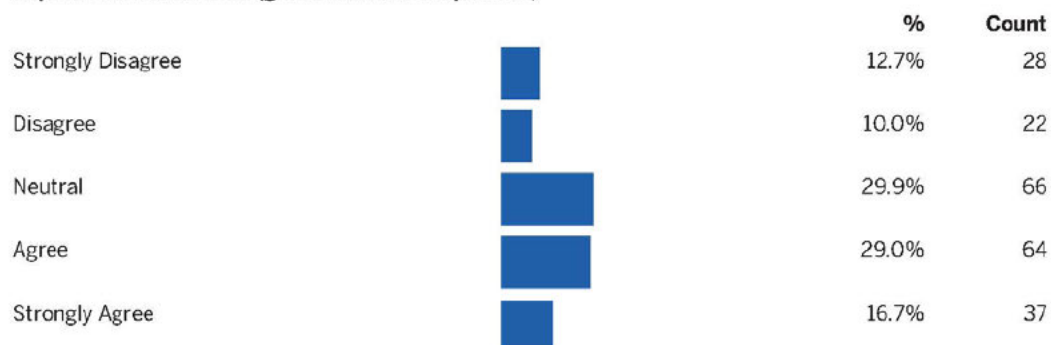
Milton Road Corridor Master Plan - Recommended Alternative Survey



**Raised medians**



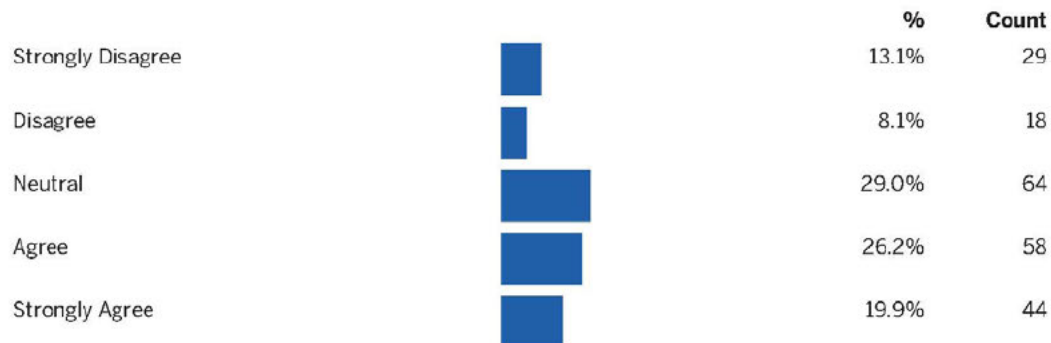
**Improve bus travel time (get to final bus stop faster)**



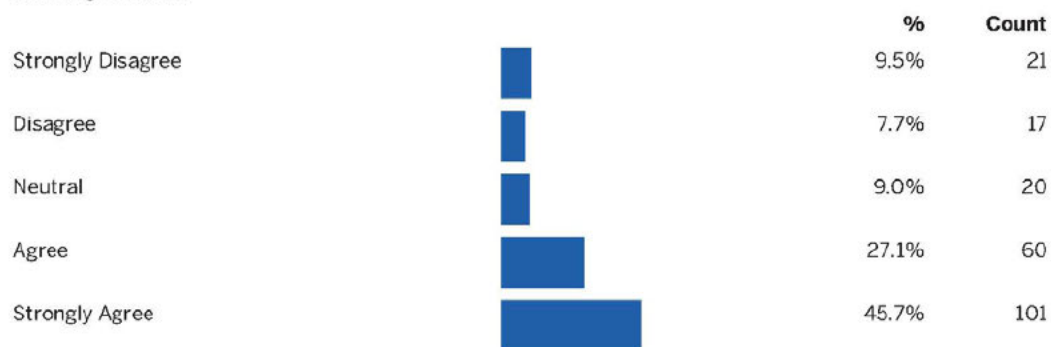
**Improve bus frequency (less wait time at bus stops)**

**Milton Corridor Master Plan #2**

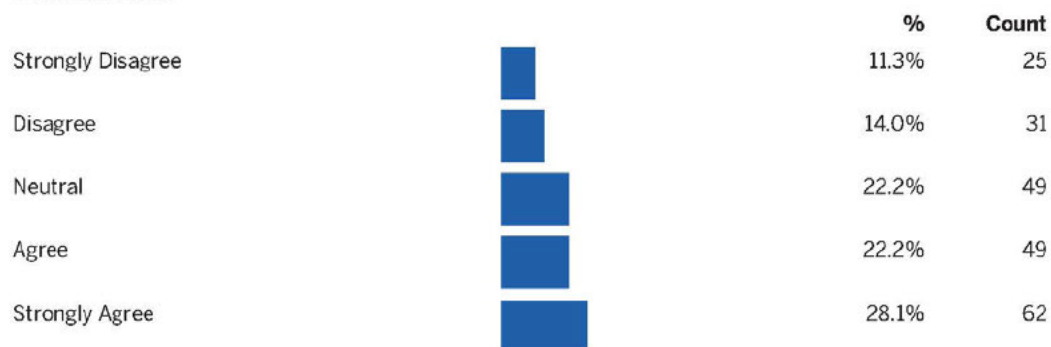
Milton Road Corridor Master Plan - Recommended Alternative Survey



**Add bicycle lanes**



**Wider sidewalks**

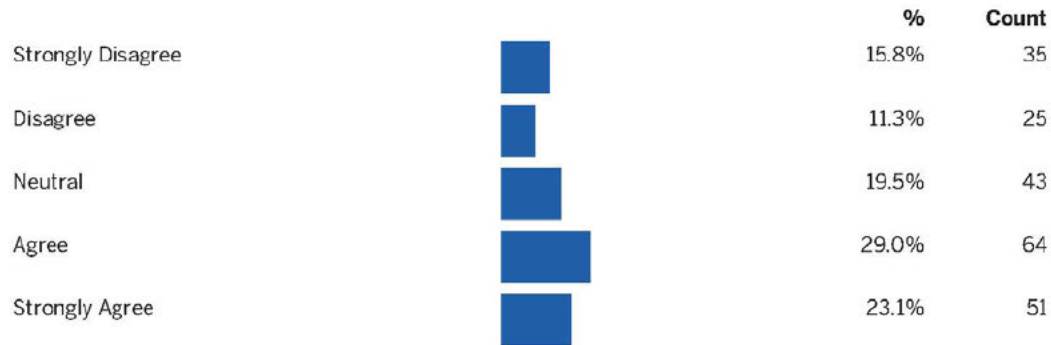


**Landscaped areas (landscaped buffers between the road and sidewalk)**

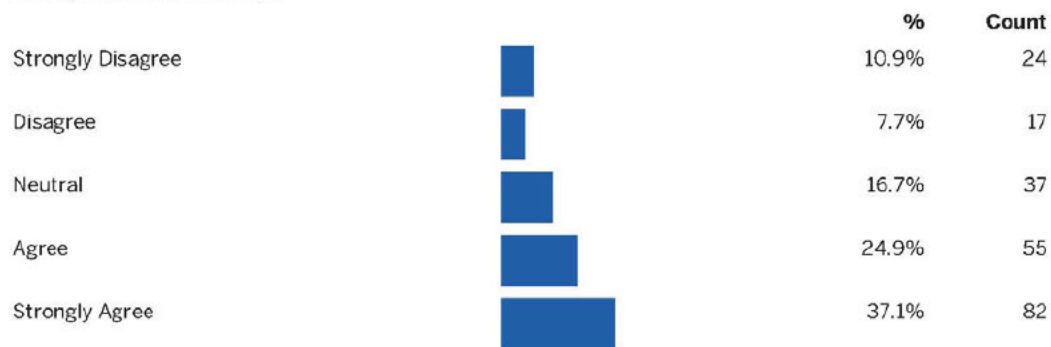


**Milton Corridor Master Plan #2**

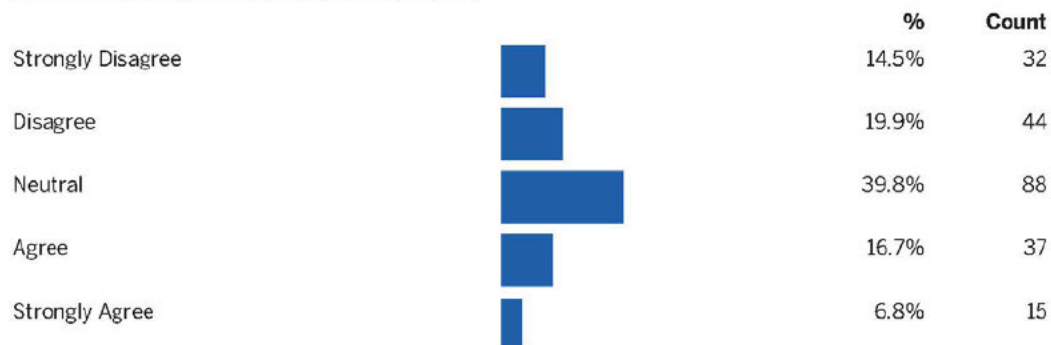
Milton Road Corridor Master Plan - Recommended Alternative Survey



**More pedestrian crossings**



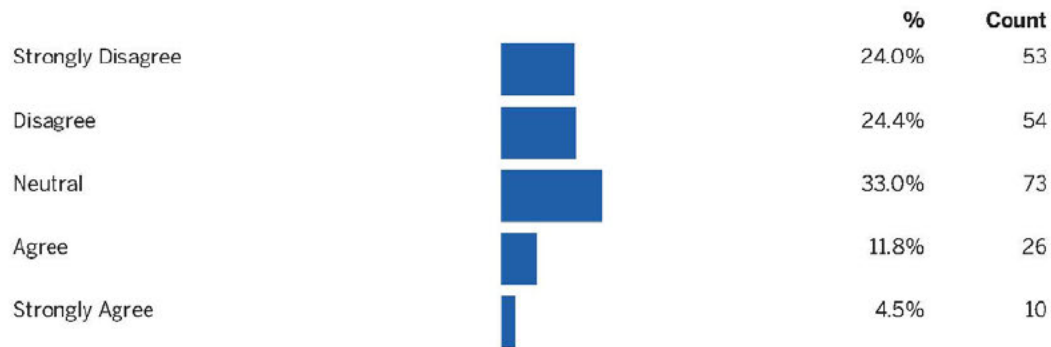
**Preserve existing buildings on private property**



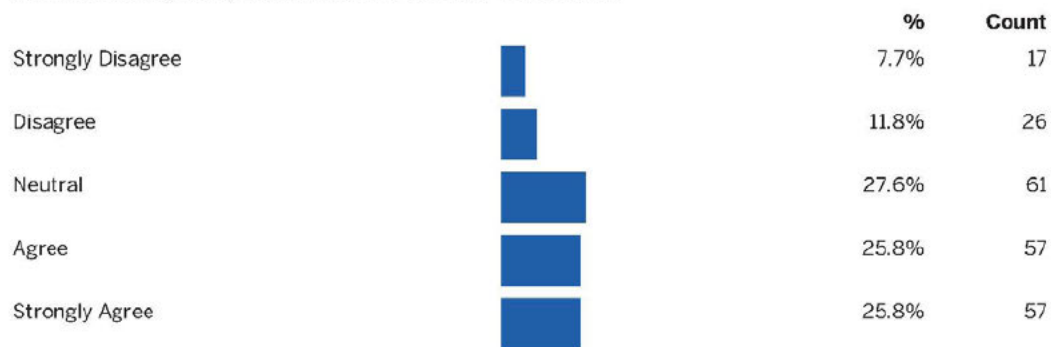
**Preserve parking lots on private property**

**Milton Corridor Master Plan #2**

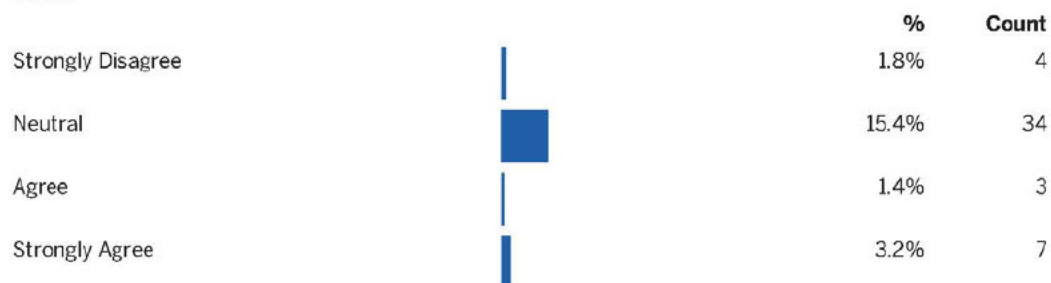
Milton Road Corridor Master Plan - Recommended Alternative Survey



**Preserve small parks (such as the NAU Green or Colton Park)**



**Other:**



QUESTION 8

**Milton Corridor Master Plan #2**

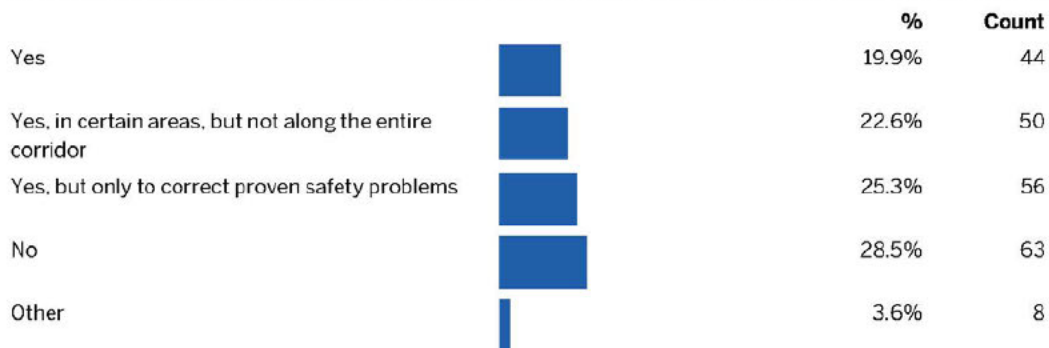
Milton Road Corridor Master Plan - Recommended Alternative Survey

**Do you think there are other enhancements that are needed on Milton Road?**

Answered	61
Skipped	165

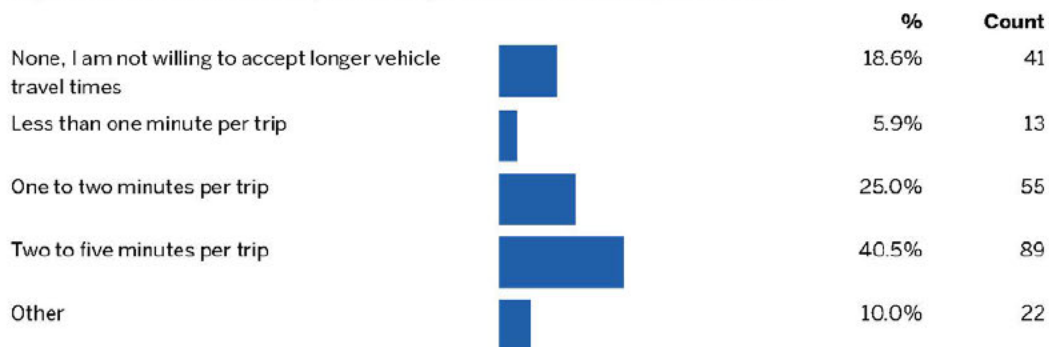
**QUESTION 9**

**A raised median on Milton Road could improve safety but would limit access and left turning movements to and from individual business driveways. Would you support the construction of a raised median on Milton Road?**



**QUESTION 10**

**In 2040, if nothing is done, it is estimated to take 7 mins to drive from Forest Meadows St to Humphreys St on Milton Rd. How much of an increase in vehicle travel time would you be willing to accept in order to bring improvements for bus users, cyclists and pedestrians to an acceptable level?**



**Milton Corridor Master Plan #2**

Milton Road Corridor Master Plan - Recommended Alternative Survey

QUESTION 11

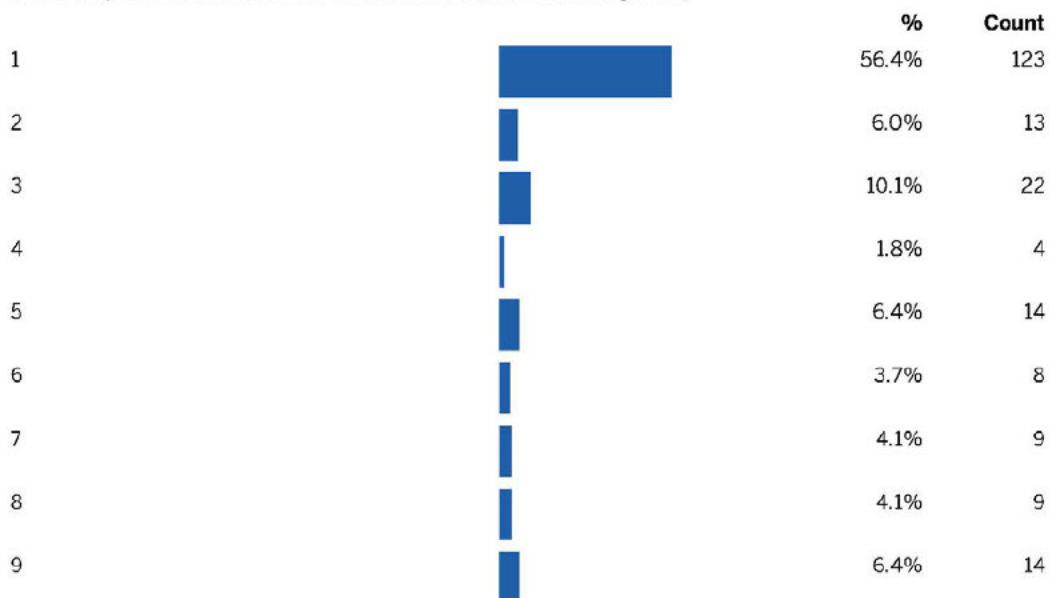
**Do you have any other comments about Milton Road enhancements that you would like to share?**

Answered	52
Skipped	174

QUESTION 12

**Please rate how much you support each of the below Milton Road alternatives.**  
[1 = Strongly Oppose, 3 = Oppose, 5 = Neutral, 7 = Support, 9 = Strongly Support]

**No Build (no additional lanes or enhancements; leave roadway as is)**



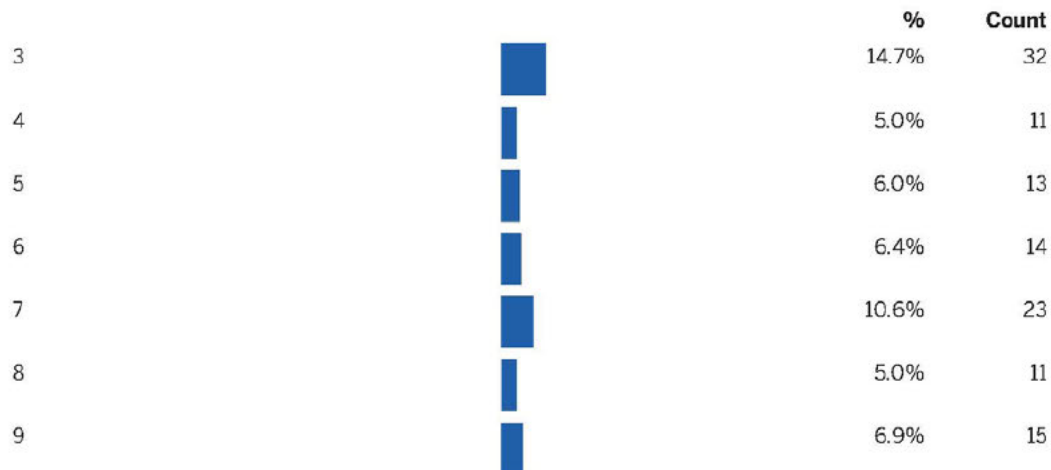
**No Build Plus (no additional lanes; add enhancements with some limited impacts to property)**



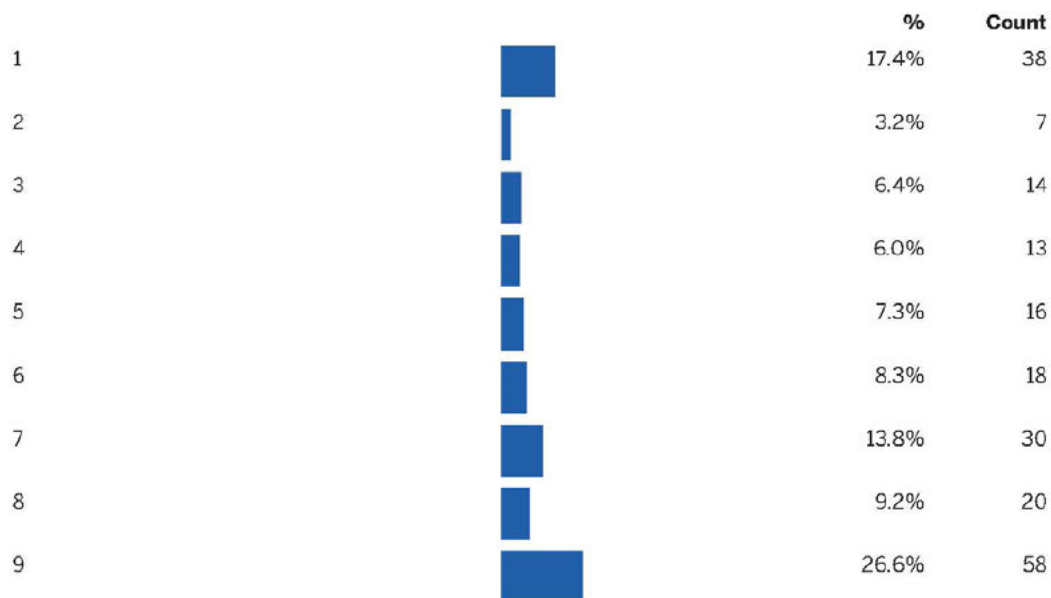


**Milton Corridor Master Plan #2**

Milton Road Corridor Master Plan - Recommended Alternative Survey



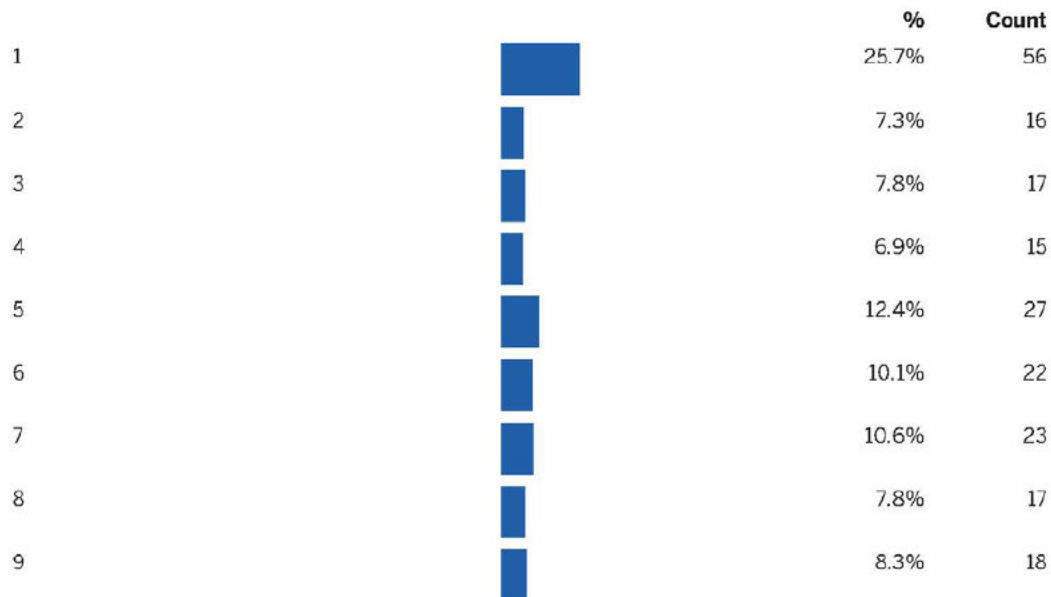
**Alternative 5 (six travel lanes/six foot bike lanes/10 foot sidewalk)**



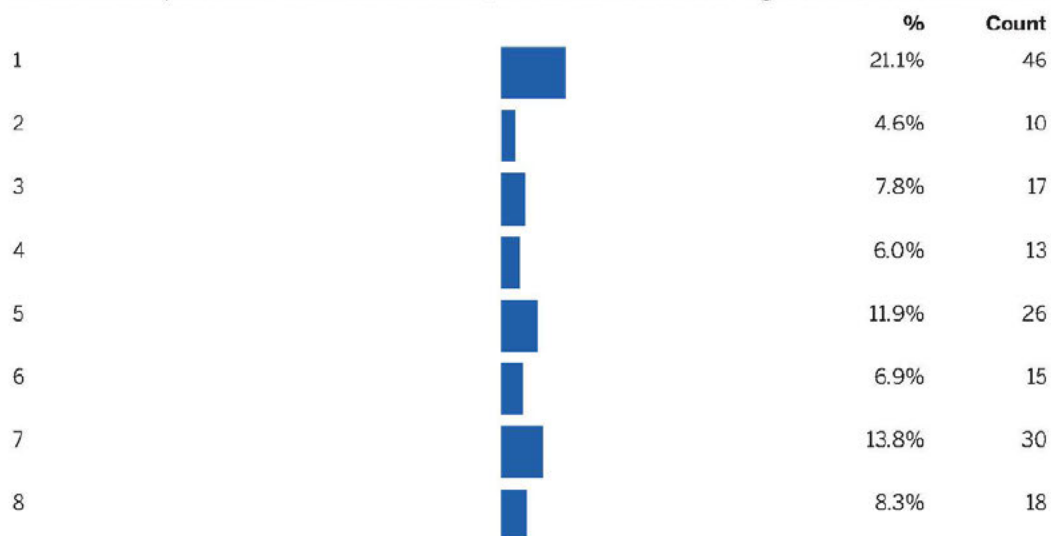
**Alternative 6a (six travel lanes/two dedicated, shared bus/bike lanes + right turn lane/10 foot sidewalks)**

**Milton Corridor Master Plan #2**

Milton Road Corridor Master Plan - Recommended Alternative Survey



**Alternative 6b (four travel lanes/two dedicated, shared bus/bike lanes + right turn lane/10 foot sidewalks)**



**Milton Corridor Master Plan #2**

Milton Road Corridor Master Plan - Recommended Alternative Survey

		%	Count
9		17.9%	39

**Alternative 13 (two dedicated center-running bus lanes/four travel lanes/six foot bike lanes/10 foot sidewalks)**

		%	Count
1		29.4%	64
2		3.7%	8
3		8.3%	18
4		4.6%	10
5		14.7%	32
6		4.1%	9
7		9.6%	21
8		7.3%	16
9		16.1%	35

QUESTION 13

**Why do you support your preferred alternative? Why do you not support others?**

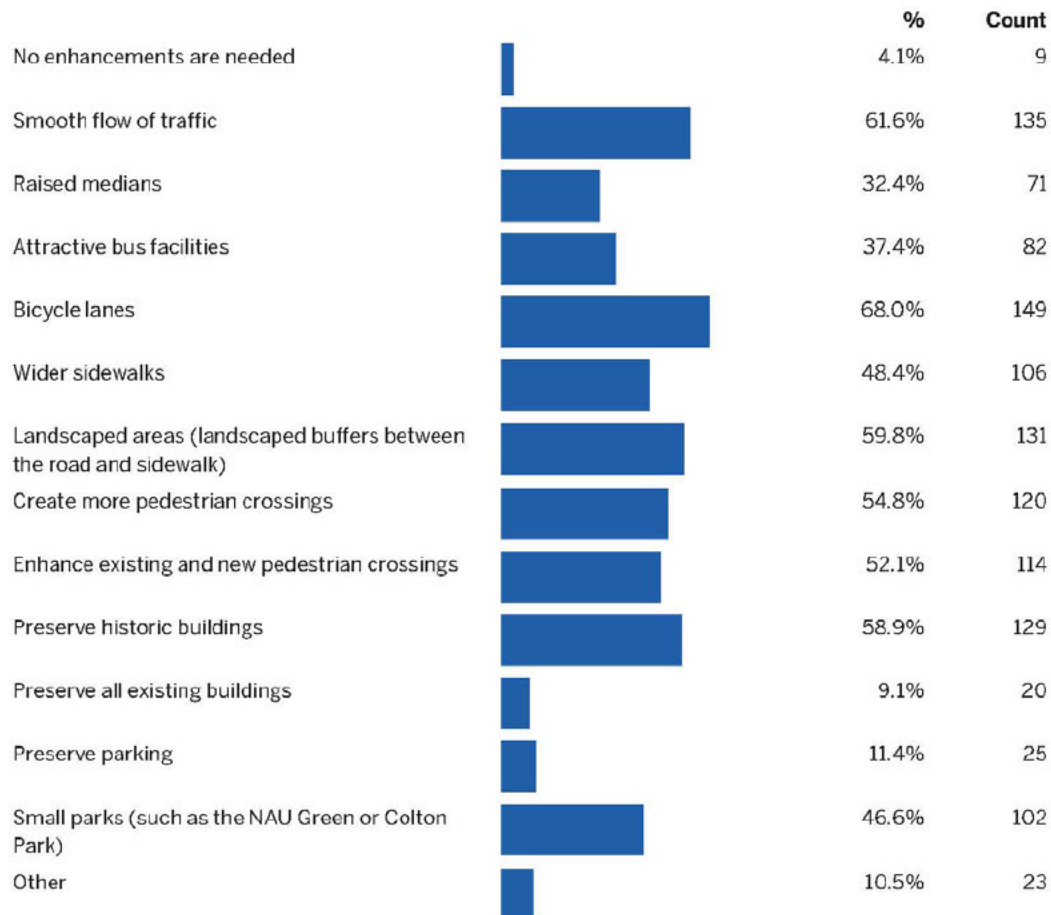
Answered	130
Skipped	96

QUESTION 14

**Which enhancements do you feel are needed to make Milton Road a "Great Street"? (select as many as you want)**

**Milton Corridor Master Plan #2**

Milton Road Corridor Master Plan - Recommended Alternative Survey



QUESTION 15

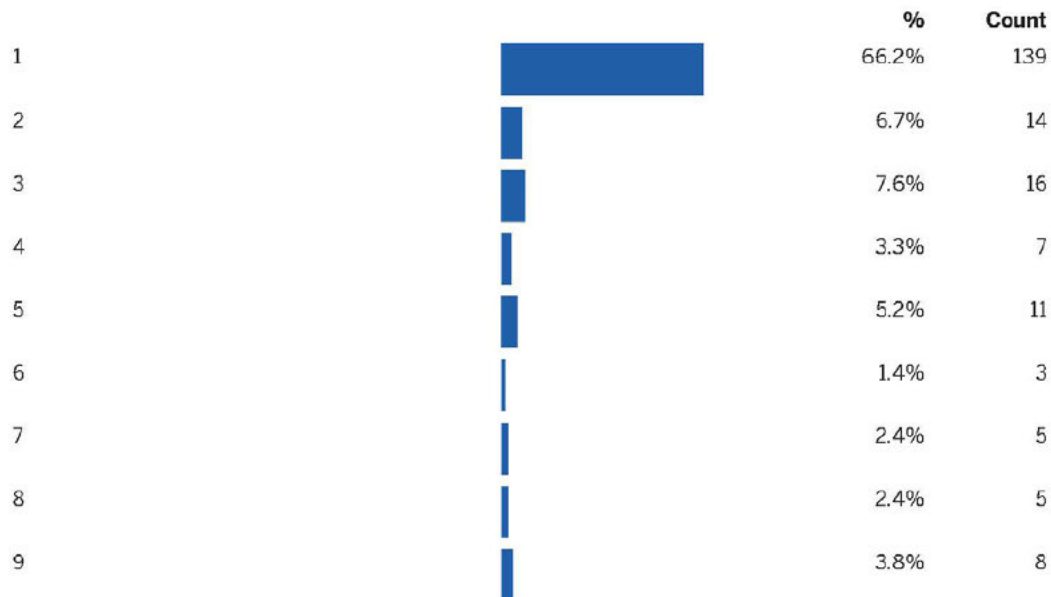
Please rate how well each alternative would make Milton Road a "Great Street"? (1 = Very Poorly, 3 = Poorly, 5 = Fairly Well, 7 = Well, 9 = Very Well)

**No Build (leave roadway as is)**

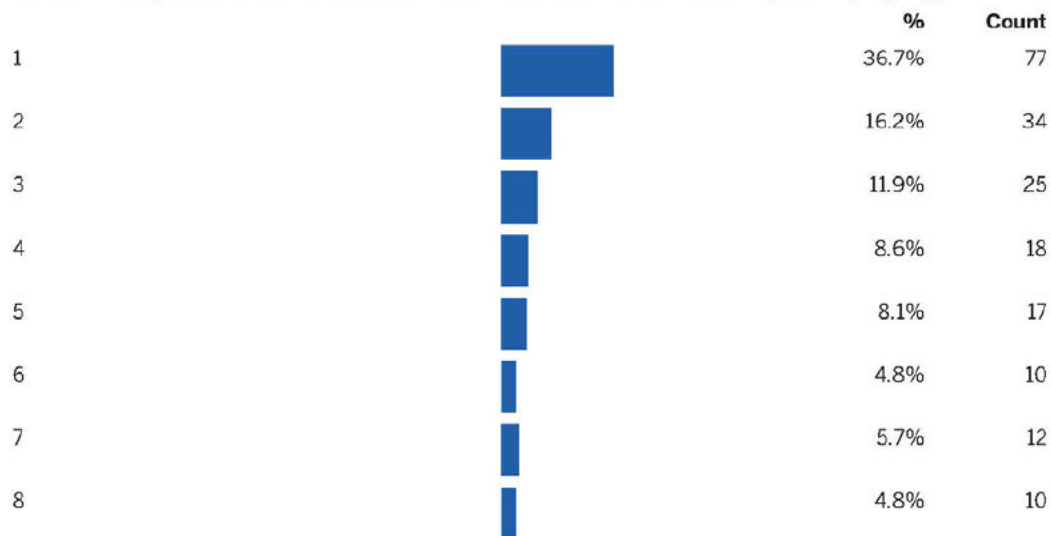


**Milton Corridor Master Plan #2**

Milton Road Corridor Master Plan - Recommended Alternative Survey



**No Build Plus (no additional lanes; add enhancements with some limited impacts to property)**



**Milton Corridor Master Plan #2**

Milton Road Corridor Master Plan - Recommended Alternative Survey

		%	Count
9		1.4%	3

**Alternative 5 (six travel lanes/six foot bike lanes/10 foot sidewalk)**

		%	Count
1		13.8%	29
2		5.2%	11
3		6.7%	14
4		8.1%	17
5		11.4%	24
6		8.6%	18
7		13.8%	29
8		8.6%	18
9		21.9%	46

**Alternative 6a (six travel lanes/two dedicated, shared bus/bike lanes/10 foot sidewalks)**

		%	Count
1		18.6%	39
2		7.6%	16
3		10.5%	22
4		6.2%	13
5		15.7%	33
6		9.0%	19

**Milton Corridor Master Plan #2**

Milton Road Corridor Master Plan - Recommended Alternative Survey

		%	Count
7		11.0%	23
8		7.6%	16
9		11.4%	24

**Alternative 6b (four travel lanes/two dedicated, shared bus/bike lanes/10 foot sidewalks)**

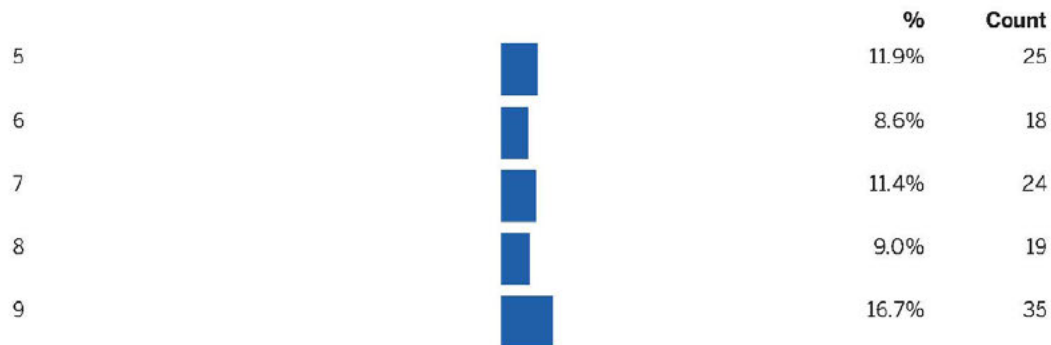
		%	Count
1		18.1%	38
2		5.7%	12
3		5.2%	11
4		6.2%	13
5		16.2%	34
6		8.6%	18
7		14.8%	31
8		10.0%	21
9		13.3%	28

**Alternative 13 (two dedicated center-running bus lanes/four travel lanes/six foot bike lanes/10 foot sidewalks)**

		%	Count
1		20.5%	43
2		5.2%	11
3		6.7%	14
4		5.7%	12

**Milton Corridor Master Plan #2**

Milton Road Corridor Master Plan - Recommended Alternative Survey



QUESTION 16

**Please provide any additional comments about Milton Road as a "Great Street" here:**

Answered	48
Skipped	178

QUESTION 17

**What age group are you in?**



QUESTION 18



**Milton Corridor Master Plan #2**

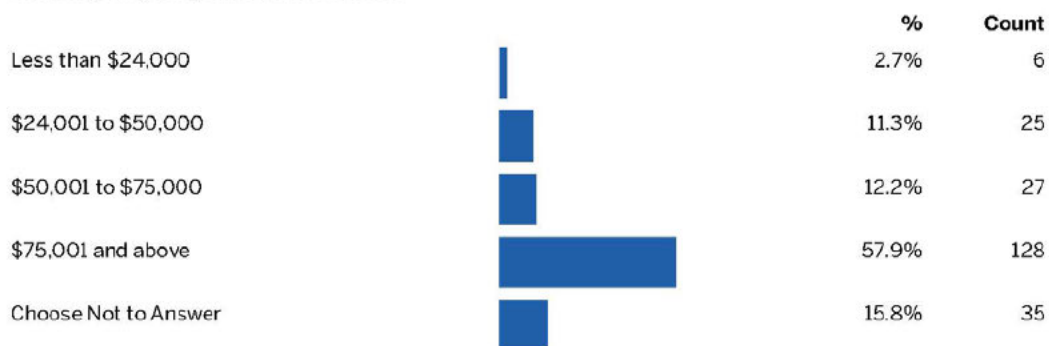
Milton Road Corridor Master Plan - Recommended Alternative Survey

**What gender do you identify with?**



QUESTION 19

**What is your yearly household income?**



QUESTION 20

**Do you own property, or own or manage a business on Milton Road or R66 (within the study corridor)?**

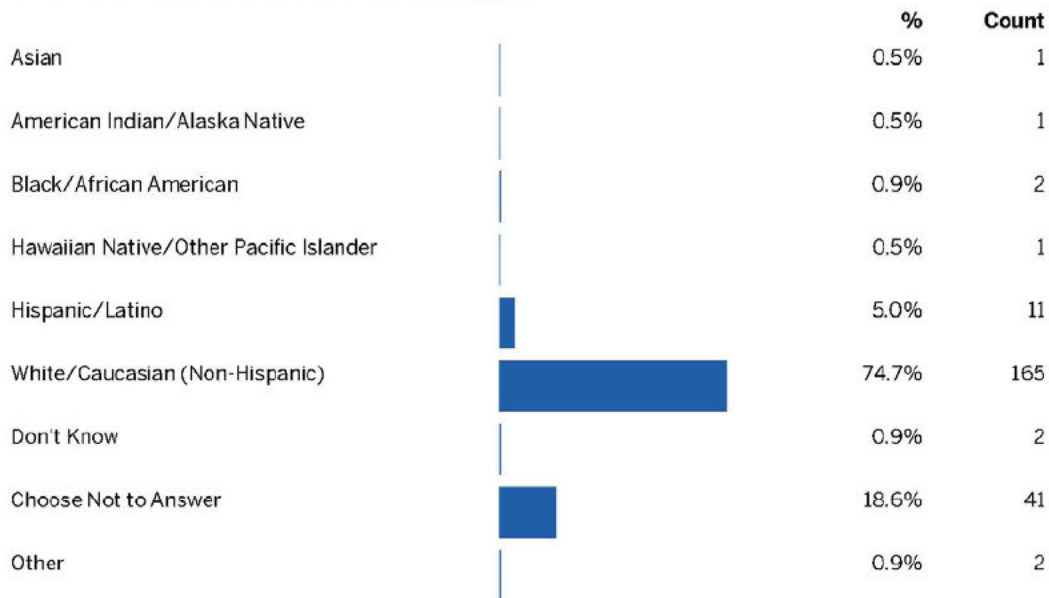


**Milton Corridor Master Plan #2**

Milton Road Corridor Master Plan - Recommended Alternative Survey

QUESTION 21

**What is your Ethnicity/Race? (Check all that apply)**



QUESTION 22

**How long have you lived in the Flagstaff community?**

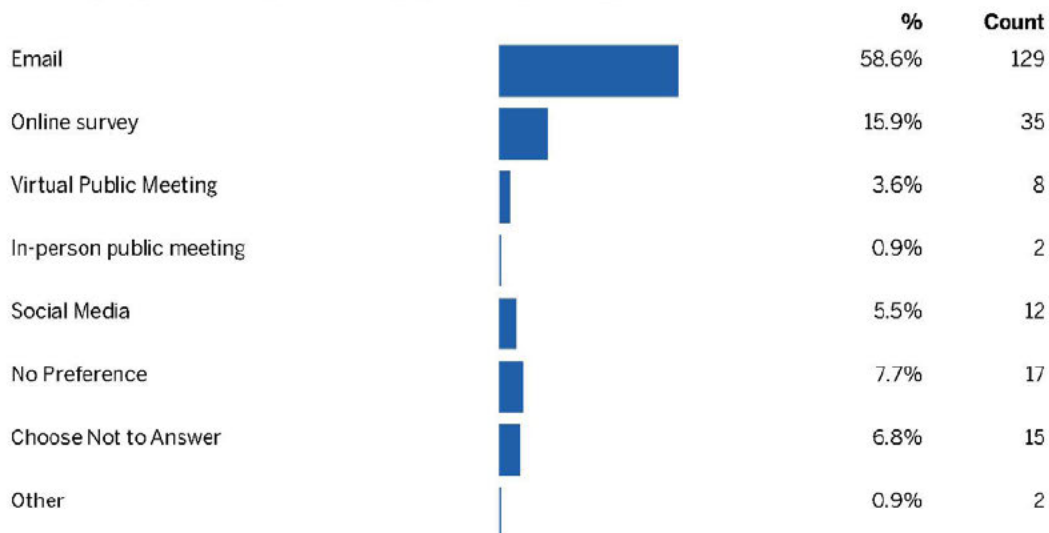


QUESTION 23

**Milton Corridor Master Plan #2**

Milton Road Corridor Master Plan - Recommended Alternative Survey

**What is your preferred way of receiving updates or providing input on the Milton Road Corridor Master Plan?**



**QUESTION 24**

**Optional: To sign up to receive automatic notifications of future public engagement opportunities, please provide your email address:**

Answered	67
Skipped	159

3.7 Attachment G – US 180 & Milton Road CMP Elected Official Project Briefing

# US 180 & Milton Road Corridor Master Plans Stakeholder Update









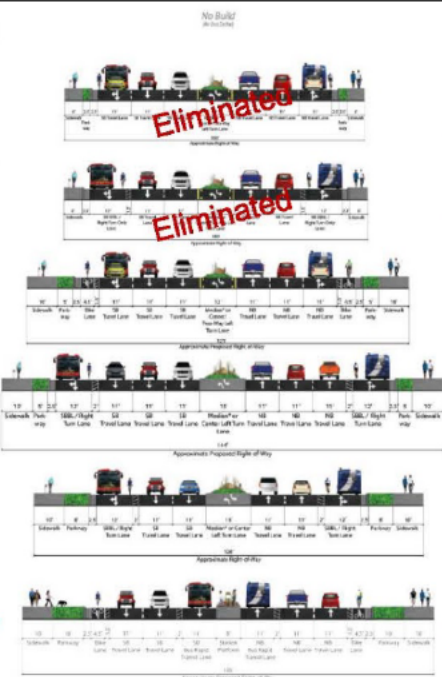



January 24, 2020

**Michael Baker**  
INTERNATIONAL

1

## Milton Rd Alternatives



**No Build / No Build + (Spot Improvements)**  
Recommended for further study

**Alternative 3**  
Eliminated from further study

**Alternative 4**  
Eliminated from further study




**Alternative 5**  
Recommended for further study

**Alternative 6a**  
Recommended for further study

**Alternative 6b**  
Recommended for further study


**Alternative 13**  
Recommended for further study

2






**Michael Baker**  
INTERNATIONAL

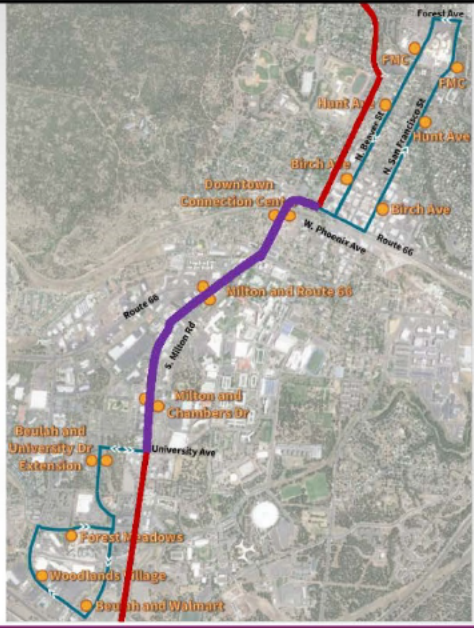




**Milton Rd & US 180 CMPs**











**Bus Rapid Transit Study**



Two unique projects with different boundaries, however, they overlap for 1.5 miles on Milton Road. The two studies will proceed as follows:

- Joint stakeholder discussions and decision-making through shared evaluation criteria
- Result will be one recommended cross section


3


3

## US 180 Alternatives


**Alt 2**




**Alt 3**




**Alt 4a**



**Alt 4b**











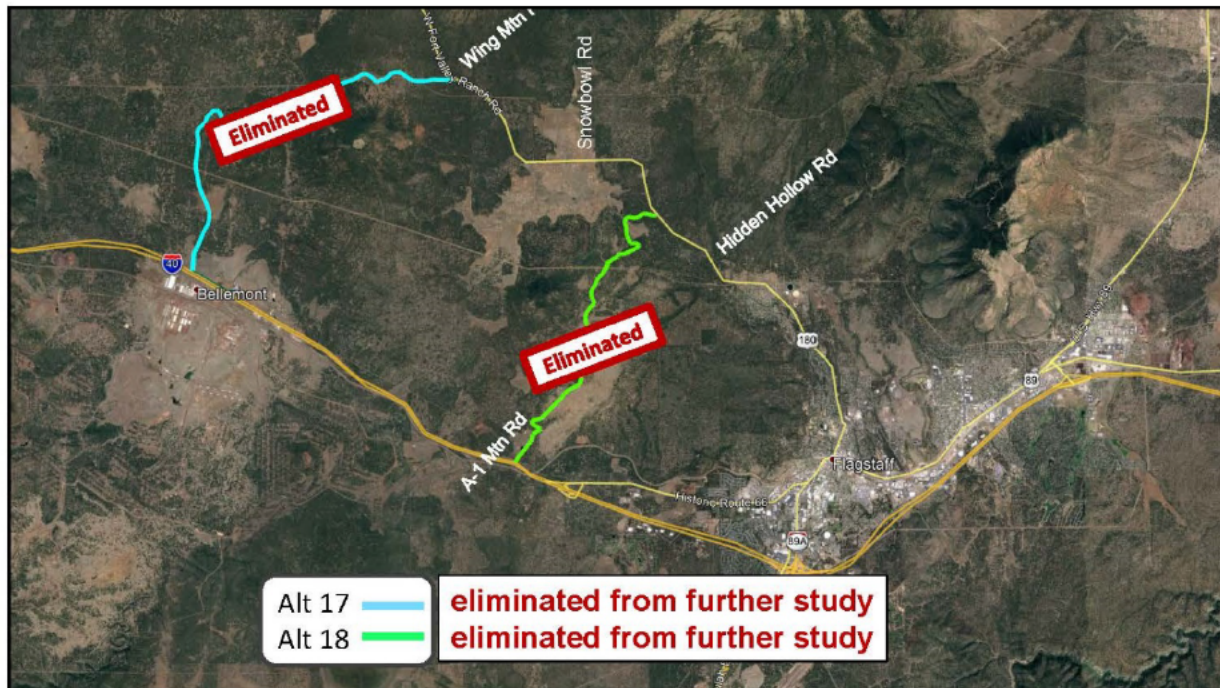
**Alt 6**



Decision pending to further study or eliminate these alternatives

4

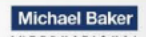











5

Project Schedule		
• Alternatives Analysis		Spring 2020
• Working Paper #2		Summer 2020
• Elected Official briefings		Summer 2020
• Public Meetings		Summer 2020
• Final Report / Recommended Alternative		Fall 2020

6



# THANK YOU

<https://azdot.gov/planning/transportation-studies/us-180-corridor-master-plan>

<https://azdot.gov/planning/transportation-studies/us-180-corridor-master-plan>

**Dan Gabiou**  
ADOT Project Manager  
(602)712-7025  
dgabiou@azdot.gov

**Kevin Kugler**  
Project Manager  
(602)798-7521  
kkugler@mbakerintl.com

7

