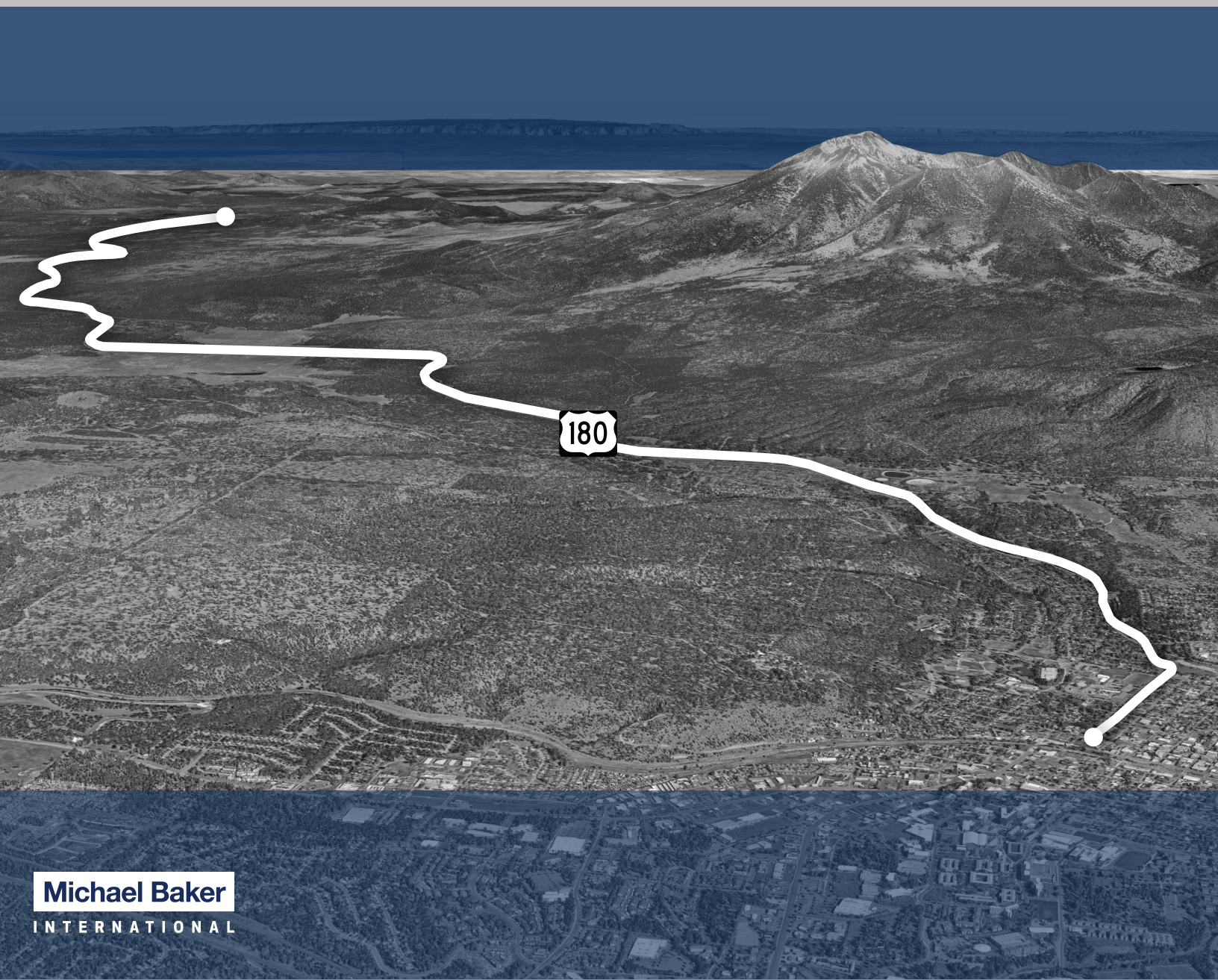




US 180 Corridor Master Plan

*Public Open House Meeting #1:
Meeting Summary Report*

June 2018



Michael Baker

INTERNATIONAL

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PURPOSE OF THE US 180 CORRIDOR MASTER PLAN

Introduction

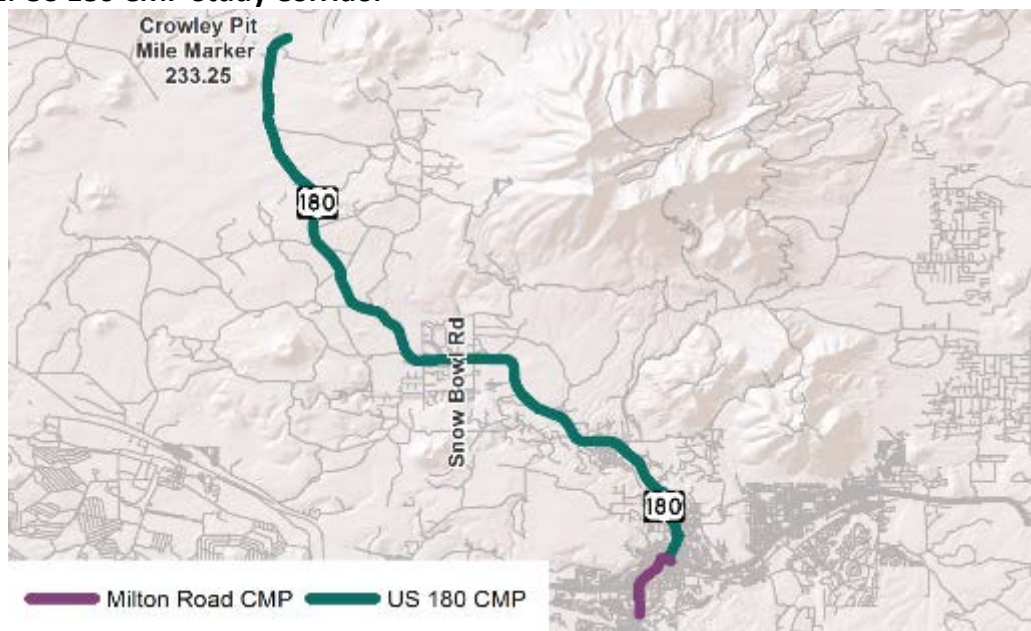
The Arizona Department of Transportation (ADOT) in conjunction with the Federal Highway Administration (FHWA), City of Flagstaff, Flagstaff Metropolitan Planning Organization (FMPO), and other project partners are studying potential improvements to US 180 between mile post 215.44 and mile post 233.25 (see **Figure 1** for map of study corridor).

The purpose of the US 180 Corridor Master Plan (CMP) is to identify a 20-year vision for the US 180 corridor that addresses current safety and traffic congestion issues 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 US 180 right-of-way, alternatives that would require an expanded right-of-way, and alternative routes separate and in addition to the US 180 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 and long-term System Alternatives.

The US 180 CMP process will include an extensive public and stakeholder involvement process that consists a thorough and community-vetted, quantitative evaluation criteria exercise for the evaluation 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 citizens.

Figure 1: US 180 CMP Study Corridor



PUBLIC OPEN HOUSE MEETING #1 PURPOSE

As part of the project process, the Public Open House Meeting #1 was held to introduce the project and obtain public and stakeholder input regarding the System Alternatives. This Report documents the process following up to the public open house, the format of the Public Open House Meeting #1 that was held to solicit public comments, and summarizes the results and the comments received at the meeting. This report also provides a summary of all comments received by May 31, 2018.

The purpose of the Public Open House Meeting #1 was to provide an introduction to the study and preliminary information regarding the study process, and to display the preliminary universe of system alternatives for the US 180 Study Corridor. In addition, this was also an opportunity for attendees to ask questions submit comments, and participate in a sticky-dot voting exercise for each alternative to lead to a list of preferred alternatives. Approximately of 186 people attended the public open house.

PUBLIC OPEN HOUSE MEETING #1 NOTIFICATION PROCEDURES

ADOT held the US 180 CMP Public Open House Meeting #1 on May 3, 2018. Public outreach methods included sending out mailers to residents adjacent to the US 180 study corridor, playing radio advertisements, posting social media announcements, and displaying paper and online newspaper advertisements. This section represents a summary of the outreach.

Newspaper Advertisements

Newspaper advertisements providing the date and location of the US 180 CMP Public Open House Meeting #1 were published in the following newspapers:

- Daily Sun News (April 24, 2018)

Copies of the advertisement can be found in Appendix A.

Online Newspaper Advertisements

The Public Open House Meeting #1 information, date, and time were also released to the public as another method to notify community members. The following websites published an advertisement for the meeting:

- Norther Arizona Gazette (www.northernarizonagazette.com)
- ADOT Media Center (www.azdot.gov/media/News/news-release.com)
- Flagstaff Biking (www.http://flagstaffbiking.org)
- Arizona Daily Sun ([ww.azdailysun.com](http://www.azdailysun.com))
- Northern Arizona's Locally Owned News Paper (www.flagstaffbusinessnews.com)

Social Media

Multiple Project Partners utilized their respective Facebook pages to advertise the Public Open House Meeting #1 to the community. The following agencies/municipalities posted on their Facebook pages:

- City of Flagstaff Facebook



- ADOT Facebook
- NAIPTA Mountain Line Facebook
- Coconino County

Website

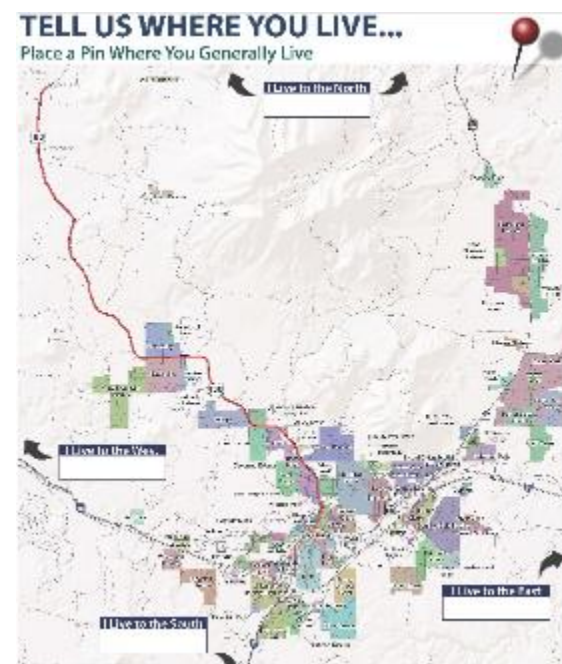
The project website was developed and the web address was published on all informational materials. Public meeting information and project details were provided on the website:
www.azdot.gov/US180CorridorMasterPlan

PUBLIC OPEN HOUSE MEETING #1 FORMAT

Introduction

The US 180 CMP Public Open House Meeting #1 was held on May 3, 2018 from 6:00 p.m. to 8:00 p.m. at The Commons at Flagstaff High School, 400 W. Elm Avenue, Flagstaff, Arizona 86001. The Public Open House Meeting #1 began with attendee registration at the entrance, where attendees were asked to sign-in and were provided an agenda of the meeting with a “road map” of the meeting room layout. The sign-in sheets were created to update the mailing list as well as account for the number of attendees. A copy of the sign-in sheets can be found in Appendix B. Attendees were then asked to participate in a pinning exercise which asked them to place a pin on a map (**Figure 2**) approximately where they lived. This exercise was widely accepted and appreciated by the attendees, which provided useful geographical reference behind the feedback and comments received at the meeting. The results from the map pinning exercise can be found in Appendix C.

Figure 2: Pinning Exercise Map



Presentation

At 6:15 p.m. the consultant project manager, Kevin Kugler, gave a brief PowerPoint presentation about the study. A copy of the PowerPoint presentation can be found in Appendix D and covered the following topics:

- Welcome & Introductions
- Meeting's Agenda
- Open House Format & Objectives
- US 180 CMP Study Corridor & Project Goals
- US 180 CMP Project Work Plan & Schedule
- Next Steps
- Methods of Providing Comments
- Q & A



Mr. Kugler began the presentation by introducing himself and welcoming all of the attendees and the Flagstaff Unified School District for hosting the meeting. Mr. Kugler then indicated that there were various colleagues and Project Partners in attendance to assist him, noting they would be wearing name tags, but did not want to take the time to introduce everyone. Mr. Kugler said he would go into a brief presentation and about the project and the format of the public meeting, and then take 3-5 questions following the presentation, but wanted to make sure all questions were answered, so additional question cards were handed out to all attendees who could fill them out and hand them in following the presentation. A copy of the question card can be found in Appendix E. Mr. Kugler then reviewed the Agenda for the evening followed by the format and objectives of the US 180 CMP Public Open House. Mr. Kugler then presented the US 180 Study Corridor, the US 180 CMP Goals, and the project process/schedule. Mr. Kugler concluded the presentation by talking about the next steps of the project and informing the attendees about the five different Stations at the meeting and described the format of the open house and the various ways to provide comments. The presentation concluded at 6:33 p.m. and the open house forum began.

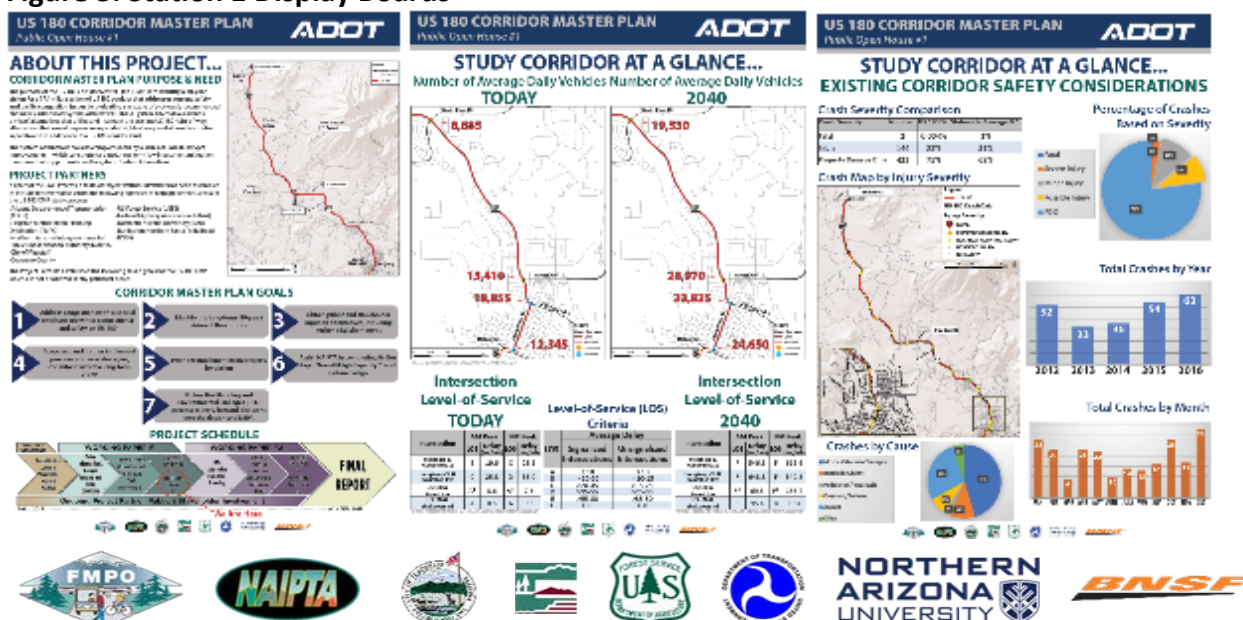
Open House

As the open house forum began, attendees were encouraged to walk around and visit the various stations, view the displays boards of the various preliminary system alternatives, ask questions of project staff, participate in the sticky-dot prioritization exercise, and fill out a comment card for each station for additional feedback. A series of display boards were created for each of five stations describing the project and showing the universe of preliminary system alternatives. The following sections describe the Public Open House Meeting #1 stations.

Station 1: About the Project/Study Area at a Glance

Station 1 provided a display board with information about the project, project purpose, project goals, and the project schedule. The station also included two display boards with existing and future conditions of the US 180 Study Corridor, which included current and future traffic volumes and existing crash data, patterns and trends. The three display boards in Station 1 are shown in **Figure 3** and can be found in Appendix F.

Figure 3: Station 1 Display Boards



Station 2: System Alternatives Utilizing Existing Right-of-Way

Station 2 provided display boards for the three preliminary system alternatives that utilize existing right-of-way within the US 180 CMP Study Corridor which include:

- Preliminary System Alternative 1: No Build (Maintain as Is),
- Base Build Spot Improvements
- Preliminary System Alternative 2: Humphreys St Southbound PM Peak Managed Lane.

The three display boards in Station 2 are shown in **Figure 4** and can be found in Appendix G.

Figure 4: Station 2 Display Boards



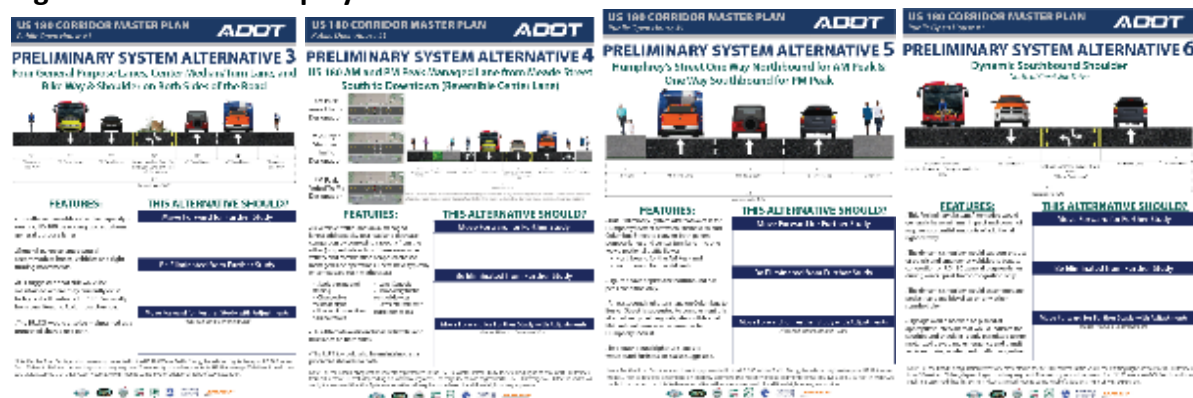
Station 3: System Alternatives that May Require Expanded Right-of-Way

Station 3 provided display boards for the four preliminary system alternatives that may require expanded right-of-way within the US 180 CMP Study Corridor; which include:

- Preliminary System Alternative 3: Four General Purpose Lanes, Center Median, Bike Lanes and Shoulders on both Sides
- Preliminary System Alternative 4: US 180 AM and PM Peak Managed Lane from Meade Street south to Downtown
- Preliminary System Alternative 5: Humphrey's Street One Way Northbound for AM Peak & One Way Southbound for PM Peak, and right turn capacity at Beaver Street and Columbus, and Humphrey's Street and SR 40B, and Preliminary
- System Alternative 6: Dynamic Southbound Shoulder.

The three display boards in Station 3 are shown in **Figure 5** and can be found in Appendix H.

Figure 5: Station 3 Display Boards



Station 4: Alternative Routes to US 180

Station 4 provided display boards for the 12 preliminary system alternative routes to the US 180 CMP Study Corridor, which include:

- Preliminary System Alternative 7: Columbus Avenue to Switzer Canyon Drive to Route 66
- Preliminary System Alternative 8: Columbus Avenue to Beaver Street to Butler Avenue (Southbound One Way) & Butler Avenue to San Francisco Street to Columbus Drive
- Preliminary System Alternative 9: Forest Avenue to Turquoise Drive to Switzer Canyon Drive to Route 66, Preliminary System Alternative 10: Cable Propelled Gondola
- Preliminary System Alternative 11: Milton Road to West Route 66 to Flagstaff Ranch Road to I-40 Preliminary System Alternative 12: Lone Tree Road
- Preliminary System Alternative 13: Mike's Pike Street/Future Overpass/Humphrey's Street one way northbound & Kendrick Street/Sitgreaves Street/existing underpass to Milton Road southbound, Preliminary System Alternative 14: Milton Road to West Route 66 to Woodland's Village Boulevard to Beulah Boulevard to John Wesley Powell Boulevard to I-17 South
- Preliminary System Alternative 15: Bader Road to FS 518 to A-1 Mountain Road to I-40
- Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
- Preliminary System Alternative 17: Wing Mountain Road to FS Road 222 to FS Road 111
- Preliminary System Alternative 18: Hidden Hollow Road to FS 506 to I-40

The three display boards in Station 4 are shown in **Figure 6** and can be found in Appendix I.

Station 5: NAIPTA Study

Northern Arizona Intergovernmental Public Transit Authority (NAIPTA) had a station describing a complementary study of how transit and transportation demand management could be used to reduce winter congestion specifically.

Mapping Exercise

In addition to Station 1 through Station 5, there was a separate station dedicated to a mapping exercise that consisted of a series of large roll plot aerial maps of the US 180 CMP Study Corridor. These roll plot maps provided an opportunity for attendees to offer custom feedback by drawing and making notations and/or observations about US 180 directly onto the large maps. Attendees were encouraged to jot down/identify areas of typical congestion, safety concern, crashes, poor lighting, and other issues and opportunities. A copy of the results from the mapping exercise can be found in Appendix J.

Public Comment Summary

This section presents a summary of the comments received during the Public Open House Meeting #1 meeting. The comments received were obtained in three different formats, which include questions cards, the sticky-dot prioritization exercise for the preliminary system alternatives, station comment cards, and emails sent to the project email address (US180@mbakerintl.com). A total of 204 comments were received as of May 31, 2018.

Question Cards

When public meetings occur, it is critical that to make an effort to collect all public feedback and input. Question cards were handed out to during the presentation to allow the attendees an opportunity to ask a question to the project team if they did not get a chance to ask a question over the microphone during the presentation, or who may not have felt comfortable asking a question over the microphone. A total of 16 question cards were collected and can be found in Appendix K.

Preliminary System Alternative Sticky-Dot Prioritization Exercise

The primary objective of Public Open House Meeting #1 Meeting #1 was to present the Preliminary System Alternatives for the US 180 study corridor, and seek public input to help the Project Partners determine which Preliminary System Alternatives should move forward for additional study or not. A simple sticky-dot prioritization exercise was utilized on the display boards at Stations 1-4 to capture which preliminary system alternatives were preferred or not by meeting attendees. Each participant was given 18 dot stickers (one for each alternative), and asked them to place a sticker based on whether they believed each Preliminary System Alternative should either *Move Forward for Further Study*, *Be Eliminated from Further Study*, or *Move Forward for Further Study with Adjustment*. **Table 1** shows the results of the sticky-dot prioritization exercise for each System Alternative with the total number of dots for each category. **Table 1** summarizes the feedback received through this sticky dot exercise. The Preliminary System Alternative display boards with the sticky-dot prioritization exercise results can be found in Appendix G through Appendix I.



Table 1: Preliminary System Alternative Sticky-Dot Prioritization Exercise Results

Station/Preliminary System Alternative	Move Forward for Further Study	Be Eliminated from Further Study	Move Forward for Further Study with Adjustment
Station 2: System Alternatives Utilizing Existing Right-of-Way			
Preliminary System Alternative 1: No Build (Maintain as Is)	Not Applicable		
Base Build Spot improvements	See Table 2		
Preliminary System Alternative 2: Humphreys St Southbound PM Peak Managed Lane	45	35	0
Station 3: System Alternatives that May Require Expanded Right-of-Way			
Preliminary System Alternative 3: Four General Purpose Lanes, Center Median, Bike Lanes and Shoulders on both Sides	51	52	0
Preliminary System Alternative 4: US 180 AM and PM Peak Managed Lane from Meade Street south to Downtown	48	36	0
Preliminary System Alternative 5: Humphrey's Street One Way Northbound for AM Peak & One Way Southbound for PM Peak, and right turn capacity at Beaver Street and Columbus, and Humphrey's Street and SR 40B	17	69	1
Preliminary System Alternative 6: Dynamic Southbound Shoulder	50	28	1
Station 4: Alternative Routes to US 180			
Preliminary System Alternative 7: Columbus Avenue to Switzer Canyon Drive to Route 66	23	36	0
Preliminary System Alternative 8: Columbus Avenue to Beaver Street to Butler Avenue (Southbound One Way) & Butler Avenue to San Francisco Street to Columbus Drive	4	48	0
Preliminary System Alternative 9: Forest Avenue to Turquoise Drive to Switzer Canyon Drive to Route 66	8	43	0
Preliminary System Alternative 10: Cable Propelled Gondola	Previously Removed by Project Partners		
Preliminary System Alternative 11: Milton Road to West Route 66 to Flagstaff Ranch Rd to I-40	4	48	0
Preliminary System Alternative 12: Lone Tree Road	65	19	0
Preliminary System Alternative 13: Mike's Pike Street/Future Overpass/Humphrey's Street one way northbound & Kendrick Street/Sitgreaves Street/existing underpass to Milton Road southbound	10	65	0
Preliminary System Alternative 14: Milton Road to West Route 66 to Woodland's Village Boulevard to Beulah Boulevard to John Wesley Powell Boulevard to I-17 South	10	36	0
Preliminary System Alternative 15: Bader Road to FS 518 to A-1 Mountain Road to I-40	67	92	0
Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40	56	78	0
Preliminary System Alternative 17: Wing Mountain Road to FS Road 222 to FS Road 111	113	28	0
Preliminary System Alternative 18: Hidden Hollow Road to FS 506 to I-40	57	56	0



In addition to the sticky-dot prioritization exercise, Public Open House Meeting #1 attendees were given the opportunity to provide additional comments on post-it notes for each preliminary system alternative. The following comments were captured on post-it notes for each preliminary system alternative:

Station 2: System Alternatives Utilizing Existing Right-of-Way

No Build (Maintain as Is)

No Additional Comments were received.

Base Build Spot Improvements

This table indicates the number of supporting votes received for each type of base build spot improvement type.

Table 2: Base Build Spot Improvements Stick-Dot Results

BASE BUILD SPOT IMPROVEMENT TYPE	NUMBER OF SUPPORTING VOTES
Mid-Block Pedestrian Crossings	44
Pedestrian/Bicycle Overpass	62
Pedestrian/Bicycle Underpass	39
Bike Lanes	33
Multi-Use Path	59

The additional comments received on the Base Build Spot Improvement Display Board included:

- Wildlife crossings?
- Mid-block crossing at Forest Avenue and US 180 (x2).
- Mid-block crossing at Late for the Train.
- Mid-block crossing at Sechrist School.
- HAWKS are ineffective when drivers are unfamiliar with them. Given that a high proportion of drivers on US 180 are visitors, HAWKS are not viable.
- US 180 is far too wide for a pedestrian/bicycle overpass
- US 180 and Forest Avenue need a better crossing – pedestrian/bicycle overpass
- Sechrist School overpass
- MNA and Sechrist School need an overpass
- Fort valley/Humphrey's Street and Columbus Avenue Intersections would be good locations for pedestrian/bicycle underpasses.
- Sechrist School underpass is a better option than an overpass because it won't stop traffic and is better for our weather. Less risk for people jumping off, rock throwing and allows tall trucks.
- Need an underpass at Sechrist School
- Forest Avenue and Fort Valley Road intersections are good locations for underpasses
- Fix corner of US 180 for wide bike lanes on both sides of the street north of Cheshire.
- Bike lanes should be eliminated when there is ample room for both bikers and walkers on asphalted oaths above the curb.
- Speeds are too high on US 180 for bike lanes.
- Need a continuous paved off-street multi-use path



- Bike must be physically protected from cars. I bike US 180 regularly and it is terrifying!
- Need a bike path from MNA to the Canyon! (x3)
- Move Sechrist School off US 180 to a different location (x3)
- Build a roundabout at Forest Avenue and US 180

Preliminary System Alternative 2: Humphreys St Southbound PM Peak Managed Lane

The additional comments received on the Preliminary System Alternative 2 Display Board included:

- City of Tucson had these and removed them in the early 2000's due to accidents and safety concerns.
 - Turn lane is currently used as alternative driving lane from Forest Avenue to Humphrey's Street
- Station 3: System Alternatives that May Require Expanded Right-of-Way

Station 3: System Alternatives that May Require Expanded Right-of-Way

Preliminary System Alternative 3: Four General Purpose Lanes, Center Median, Bike Lanes and Shoulders on both Sides

The additional comments received on the Preliminary System Alternative 3 Display Board included:

- This would not be effective unless working in conjunction with a widening or more effective use of Humphrey's Street, as the intersection at Humphrey's Street and Columbus Avenue is the bottleneck.
- Reasonable? Practical?
- Maybe if you had a bus only lane and continued infrastructure for transit to Snowbowl during winter.

Preliminary System Alternative 4: US 180 AM and PM Peak Managed Lane from Meade Street south to Downtown

The additional comments received on the Preliminary System Alternative 4 Display Board included:

- Meade is access from Fratelli's & late for the train.
- Use one 10-foot pedestrian/bike trail on each side to reduce the total width and save traditional look of the street.
- Reasonable? Practical?

Preliminary System Alternative 5: Humphrey's Street One Way Northbound for AM Peak & One Way Southbound for PM Peak, and right turn capacity at Beaver Street and Columbus, and Humphrey's Street and SR 40B

The additional comments received on the Preliminary System Alternative 5 Display Board included:

- Safety concern of vehicle accidents during inclement weather.

Preliminary System Alternative 6: Dynamic Southbound Shoulder

The additional comments received on the Preliminary System Alternative 6 Display Board included:

- Creek Side Drive is just north of Quintana Street and Grand Canyon trust on the east side.
- Way too dangerous for bikes on dynamic shoulder.



- Needs to be easily understood by tourists. As a case study look at Grant “suicide lane” in Tucson, Az. This lane was dangerous and eliminated in the early 2000’s.
- This seems extremely dangerous for cyclists.
- Need transit also for school buses dedicated lane or extra lane for cars on Forest Avenue to Sechrist, because of Sechrist Elementary School boundary (North of Forest Ave/Cedar all the way to 4th Street) parent/bus traffic comes down Forest Avenue on US 180 – Traffic is backed up to San Francisco Street on Forest Avenue in the morning, especially during ski season, and significantly impacts US 180 traffic in the morning (8:00-8:45 am).

Station 4: Alternative Routes to US 180

The additional comments received on the Preliminary System Alternative 7 through Preliminary System Alternative 18 Display Boards included:

- In lieu to Lone Tree Road Alternative Route– add an over/under pass at Ponderosa to aid north/south movement
- The Alternative Routes outside of Flagstaff are a waste of tax dollars because all snow gear rental places, restaurants, and fuels stops are in town.
- Do not go through any neighborhoods
- Preliminary System Alternative 17 is the only alternative route that does not go through a neighborhood – go this route!
- The Snow Bowl Road Route would block an important wildlife corridor. Contact Hannah Griscom at AZ Game & Fish for more information.

Station Comment Cards

Supplemental Comment Cards were provided to meeting attendees at each station for additional and further detailed input/feedback on the various preliminary system alternatives. Comment cards were not provided at Station 5: NAIPTA Transit Study. A total of 136 comment cards were received, with 27 comment cards collected at Station 1, 20 comments cards collected at Station 2, 29 comment cards collected at Station 3, and 60 comment cards collected at Station 4. The comment cards received for each station can be found in Appendix L through Appendix O.



Appendix A - US 180 Pubic Open House Meeting #1 Advertisement

Corridor Master Plan Open House

PUBLIC OPEN HOUSE

The Arizona Department of Transportation in conjunction with the Federal Highway Administration and other Project Partners, are conducting a Corridor Master Plan study for US 180 in Flagstaff and Coconino County. The study corridor consists of a 17.4-mile section of the highway from the intersection of Historic Route 66 and Humphreys Street (milepost 215.44) to the Crowley Pit Snow Play Area (milepost 233.25).

The purpose of the US 180 Corridor Master Plan is to identify a 20-year vision for the US 180 corridor that addresses current and future safety, traffic congestion, and transit issues 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 US 180 right-of-way, alternatives that would require an expanded right-of-way, and alternative routes separate and in addition to the US 180 corridor itself.

**Thursday, May 3, 2018
6 to 8 p.m.**
Flagstaff High School Commons
400 W. Elm Avenue
Flagstaff, AZ 86001

Your Input is Important!

- Participate in the public meeting
- Provide comments
- Visit the project website

www.azdot.gov/US180CorridorMasterPlan

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 that 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)



Appendix B - US 180 Public Open House Sign-In Sheets

US 180 Corridor Master Plan Public Open House #1	
Flagstaff High School: The Commons 400 W. Elm Avenue Flagstaff, Arizona 86001	Thursday, May 3, 2018 6:00 pm – 8:00 pm
Sign-In Sheet	

[illegible]

US 180 CORRIDOR MASTER PLAN

Public Open House #1 – Meeting Summary Report



US 180 Corridor Master Plan Public Open House #1	
Flagstaff High School: The Commons 400 W. Elm Avenue Flagstaff, Arizona 86001	Thursday, May 3, 2018 6:00 pm – 8:00 pm
Sign-In Sheet	

Name	E-mail
Randon Culp	
Stacy Matteson	
Cindy Daskocil	
KAREN WARREN	
Mona Schmidt	
Robbie Schmidt	
Deborah Collins	
Jana Decker	
Estelle Hollander	
Douglas Sato	
Cynthia Baughman	
ED SAINES	
Naomi Morrison	
David Blanchard	
Robert SHIPLEY	
Ethan Blasius	
BRAD LUKY	
Sharon Galbraith	
Tatiana Smith	
Jennsen Womack	
GREG SCHARF	
Christina Osgood	
JOAN MARTINO	
Magley	
Jeffrey DeLap	
Ryan Brydenthal	
Jamie Whelan	
Janet Koons	
Ala Klap	
Carlton Johnson	
Susan Helms	
ROGER SMITH	
JEFF GOULDEN	
Richard Holm	
Connie Kim	
Adam Deibel	
GREG MACE	
Mark Spinti	
Jennifer Spinti	



US 180 CORRIDOR MASTER PLAN

Public Open House #1 – Meeting Summary Report



US 180 Corridor Master Plan Public Open House #1	
Flagstaff High School: The Commons 400 W. Elm Avenue Flagstaff, Arizona 86001	Thursday, May 3, 2018 6:00 pm – 8:00 pm
Sign-In Sheet	

Name	E-mail
Barbara Cress	
Barry+Debbie Martin	
Dennis Davis	
Robert A. Davis	
Kathryn Davis	
Ann + Andrew Johnson	
Jan Mordal	
DENNIS HOMAN	
RANDY WHITAKER	
CHRIS RHODE	
DAVID SHAFER	
Don Woods	
Tom Rose	
KATHERINE FARR	
PATRICK KOHNEN	
M. WOODS	
John Tindertine	
Laura Shearin	
Alice Freer	
JANICE FREER	
KIM AUSTIN	
Julie Leid	
Christi Carlson	
Mike + Chris Mitchell	
Alida + Dawn Dierker	
Sue Martin-Coskey	
CATHY THOEMME	
JOHN VANLANDINGHAM	
Aaron Jelfert	
Richard Rogers	
Nate White	
Patric Hardman	
Mary Harmon	
Christine Cox	
JONATHAN MCINTIRE	
SAT BEST	
KEFF MAURER	
Tom Smora	
JIM DESKOCIL	
Ed Smaylik	



US 180 CORRIDOR MASTER PLAN

Public Open House #1 – Meeting Summary Report



US 180 Corridor Master Plan Public Open House #1	
Flagstaff High School: The Commons 400 W. Elm Avenue Flagstaff, Arizona 86001	Thursday, May 3, 2018 6:00 pm – 8:00 pm
Sign-In Sheet	

Name	E-mail
John Kondratuk	
Robert Strayer	
Russell Collins	
DAVE DORRICK	
Kady Rhoads	
JIM MCCARTHY	
TOM BOUGHTNER	
Louise Kisluga	
Kerth Becker	
MARK HAUGHTWORT	
EMERY LAMAN	
Hannah Griseom	
TJ Williams	
PAUL Davis	
Gerry Craig	
Randy Phillips	
JEFF Coker	
Jason Sweet	
John Vankat	
Rebecca Delcamp	
Sandra Smith	
Edward Smith	
Joan Luckow	
Kay Ainsworth	
Kyle Wormsbecker	
Linda Talbert	
LANCE DISKIN	
Margie Goulden	
Evan Worthington	
Art Behrman	
Jonah Walsh	
Matt Jardine	
Robert Vaughan	
Kim Tittelkaugh	
Daniel Folke	
DAN OKOLI	
Mariam Magbanchi	
Fayem Alhusni	
Julie Stone	
Kim CAMPBELL	



Public Open House #1 – Meeting Summary Report



US 180 Corridor Master Plan

Public Open House #1

Flagstaff High School: The Commons
400 W. Elm Avenue Flagstaff, Arizona 86001

Thursday, May 3, 2018

6:00 pm – 8:00 pm

Sign-In Sheet

[illegible]

US 180 CORRIDOR MASTER PLAN

Public Open House #1 – Meeting Summary Report

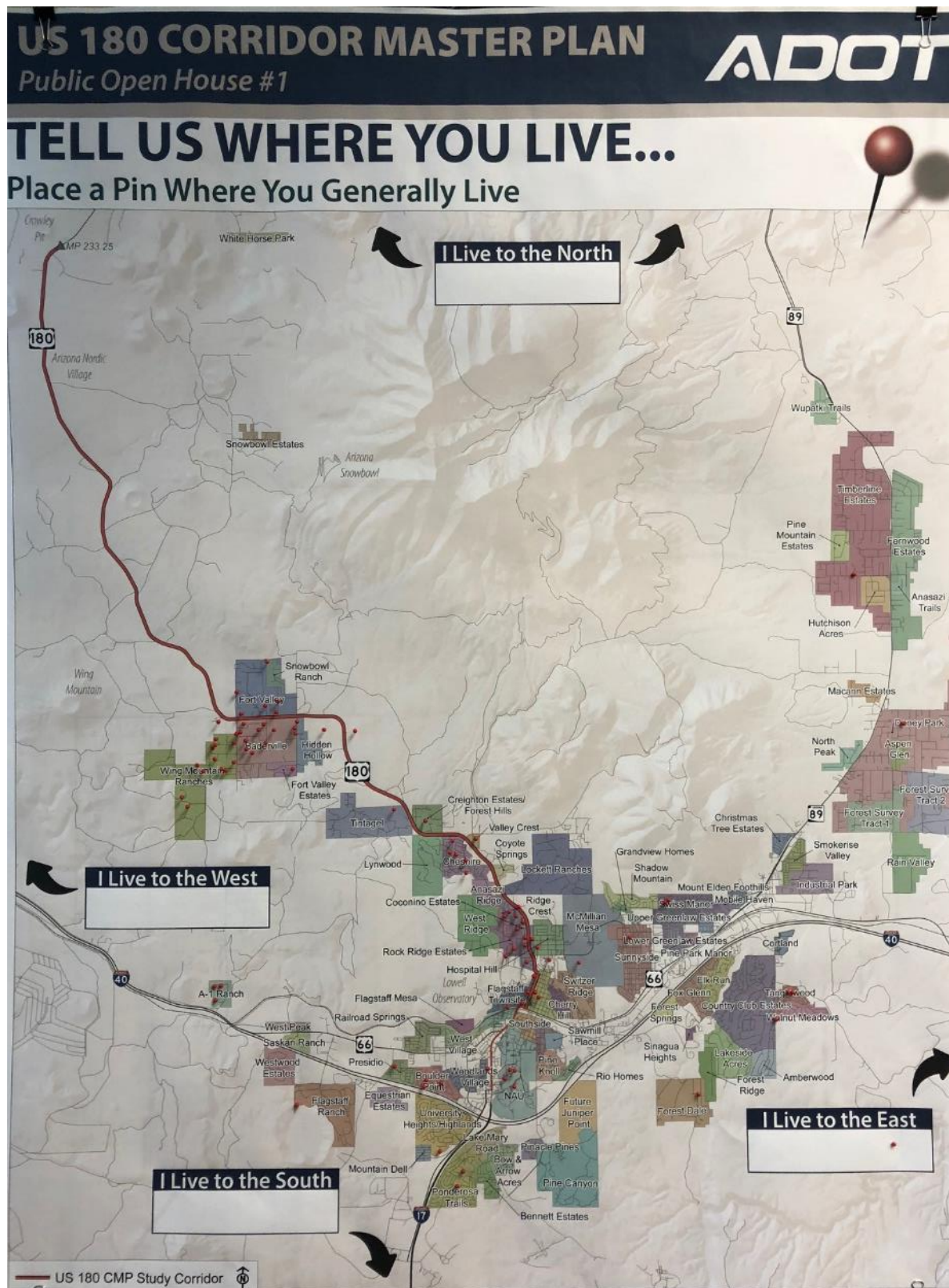


US 180 Corridor Master Plan Public Open House #1	
Flagstaff High School: The Commons 400 W. Elm Avenue Flagstaff, Arizona 86001	Thursday, May 3, 2018 6:00 pm – 8:00 pm
Sign-In Sheet	

Name	E-mail
Brian Poturalski	
Carole Gilmore	
RICHARD & LAVERNE JEROME	
BRETT & MARY WOODS	
Tim DALEGOWSKI	
MICHELE RALSTON	
DAVID & JILLIAN SARTY	
ANTHONY QUINTILE	
John Nauman	
Matt Mitchell	
MATTINIE	
CHUCK GILLICK	
Kurt Knittle	
MARILYN WEISSMAN	
Anna Wittke	
W K Moser	
David Anqing	
Austin Simmons	
Rick Barrett	
Boris Roh	
Ahmad Al-mohammedsalen	
Shayen Abashibah	
Brandon Short	
Kathy Sechrist	
Kelly Rowel (kel.rowel@gmail)	
Katarina Karpala	
CARLY LONG	
Mike Townsend	
JEFF & KATHARINE GLVIN	
N GOM, KALVIN	
JOHN TAYLOR	
MATT FAHY	
EVE COFFMAN	
Susan Galigherty	
Mike Storch	
Shane Bille	
MATTHEW RUFF	
Eric Carlson	
Guillermo Cortes	



Appendix C - US 180 Public Open House Pinning Exercise



ADOT

TELL US WHERE YOU LIVE...



**NORTHERN
ARIZONA
UNIVERSITY** 



Appendix D - US 180 Public Open House PowerPoint Presentation



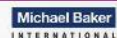
TONIGHT'S AGENDA

- I. Welcome & Introductions
- II. Open House Format & Objectives
- III. Project Introduction
 - a) Study Corridor Limits
 - b) Project Partners
 - c) Project Goals
- IV. Project Work Plan & Project Schedule
- V. Next Steps
- VI. How You Can Provide Comments Tonight



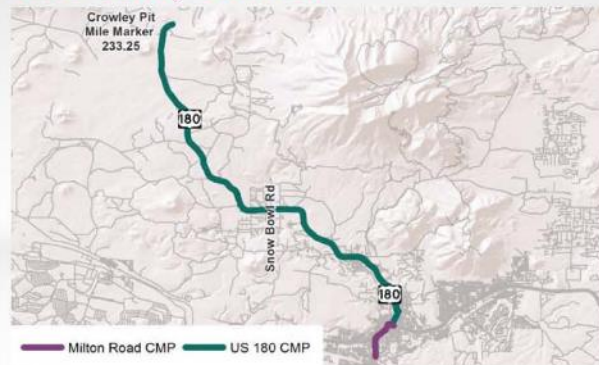
II. OPEN HOUSE FORMAT & OBJECTIVES

- 1) Introduce the Project to Residents and Stakeholders
- 2) Confirm the Project Goals
- 3) Receive Your Feedback On:
 - Identifying any new or modified alternatives for US 180;
 - Identifying any alternatives for US 180 that should be eliminated; and
 - NAIPTA's concurrent US 180 Study



III. PROJECT INTRODUCTION

US 180 CMP Study Corridor



ADOT

FMPO

NAIPTA

Coconino County

US Forest Service

NORTHERN ARIZONA UNIVERSITY

BNSF

Michael Baker INTERNATIONAL

III. PROJECT INTRODUCTION

Project Partners:

- Arizona Department of Transportation
- Flagstaff Metropolitan Planning Organization
- City of Flagstaff
- Coconino County
- US Forest Service
- Federal Highways Administration
- Northern Arizona University
- Northern Arizona Intergovernmental Public Transportation Authority
- Burlington Northern Santa Fe Railroad

ADOT

FMPO

NAIPTA

Coconino County

US Forest Service

NORTHERN ARIZONA UNIVERSITY

BNSF

Michael Baker INTERNATIONAL



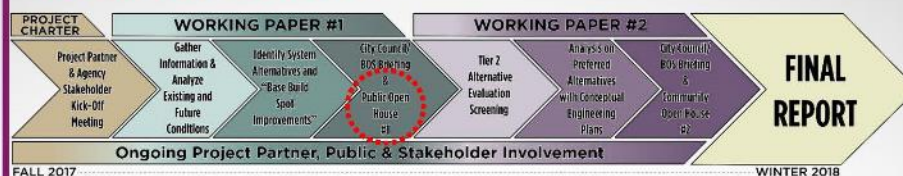
III. PROJECT INTRODUCTION

US 180 CMP Goals:

- 1 Address congestion (with a special emphasis on winter congestions) and safety on US 180
- 2 Identify the long-term (20-year) vision of the corridor
- 3 Obtain public and stakeholder input on alternatives, including multimodal alternatives
- 4 Scope out and further implement previous and new strategies, consistent with the long-term vision
- 5 Prioritize implementation projects for design
- 6 Assist NAIPTA in completing its Bus Rapid/Transit/High Capacity Transit system design
- 7 Follow the Planning and Environmental Linkages (PEL) process to carry forward decisions into the design and NEPA

IV. PROJECT WORK PLAN & PROJECT SCHEDULE

US 180 CMP Process:



V. NEXT STEPS

- ▶ Eliminate, add or refine alternatives based on public input
- ▶ Perform detailed analysis of refined alternatives
- ▶ Public surveys on refined alternatives
- ▶ Second Public Open House Meeting (Fall 2018)
- ▶ Final Recommendations (December 2018)



VI. How You Can Provide Comments Tonight

THERE ARE MANY WAYS...

- 1) Questions and Comments at 5 “Stations”
- 2) Ask any Project Representative
- 3) Poster Boards/Sticky Dot/Sticky Note Exercises at Stations
- 4) Mapping Exercise – roll plots
- 5) Comment Cards – at each Station
- 6) Visit the Project Website at:
 - www.azdot.gov/US180CorridorMasterPlan
 - Submit comments or questions to: US180Project@mbakerintl.com



Appendix E - US 180 Public Open House Question Card

US 180 CORRIDOR MASTER PLAN
Public Open House #1



QUESTION CARD

If you have a question(s) that you would like answered at the end of the presentation, please write your question(s) on this card and pass it to an ADOT project representative. We have limited time for questions and answers to allow you time to speak directly with project staff. If we do not get to your question, we encourage you to speak with a project representative. Thank you for printing legibly.

Name: _____

Email: _____



Appendix F - Station 1: About the Project/Study Area at a Glance Display Boards

US 180 CORRIDOR MASTER PLAN
Public Open House #1

ADOT

ABOUT THIS PROJECT...
CORRIDOR MASTER PLAN PURPOSE & NEED

The purpose of the US 180 Corridor Master Plan (CMP) is to **identify a 20-year vision** for a 17.4 miles section of US 180 corridor that **addresses current safety and traffic congestion issues** 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 US 180 right-of-way, alternatives that would require an expanded right-of-way, and alternative routes separate and in addition to the US 180 corridor itself.

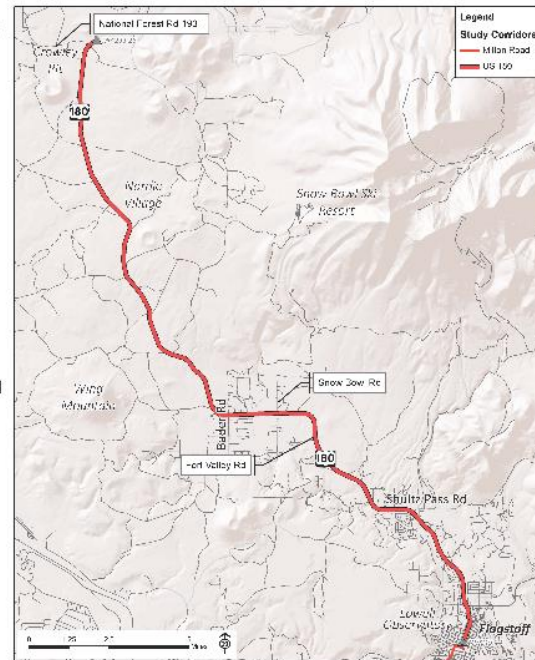
The System Alternatives are also complemented by a series of Base Build Spot Improvements – which constitute targeted, near-term low investment mitigation measures that support mid- and long-term System Alternatives.

PROJECT PARTNERS

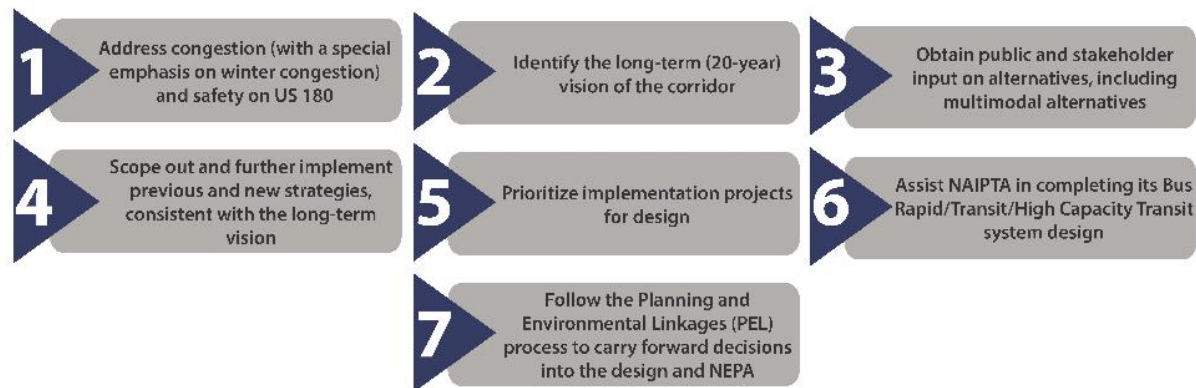
As part of the CMP Process, a team of Project Partners (Partners) has been assembled to include representatives from the following agencies to help guide the success of the US 180 CMP study process:

- Arizona Department of Transportation (ADOT)
- Flagstaff Metropolitan Planning Organization (FMPO)
- Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA)
- City of Flagstaff
- Coconino County
- US Forest Service (USFS)
- Federal Highways Administration (FHWA)
- Northern Arizona University (NAU)
- Burlington Northern Santa Fe Railroad (BNSF)

The Project Partners established the following seven goals for the US 180 CMP which are not prioritized in any particular order:



CORRIDOR MASTER PLAN GOALS



PROJECT SCHEDULE

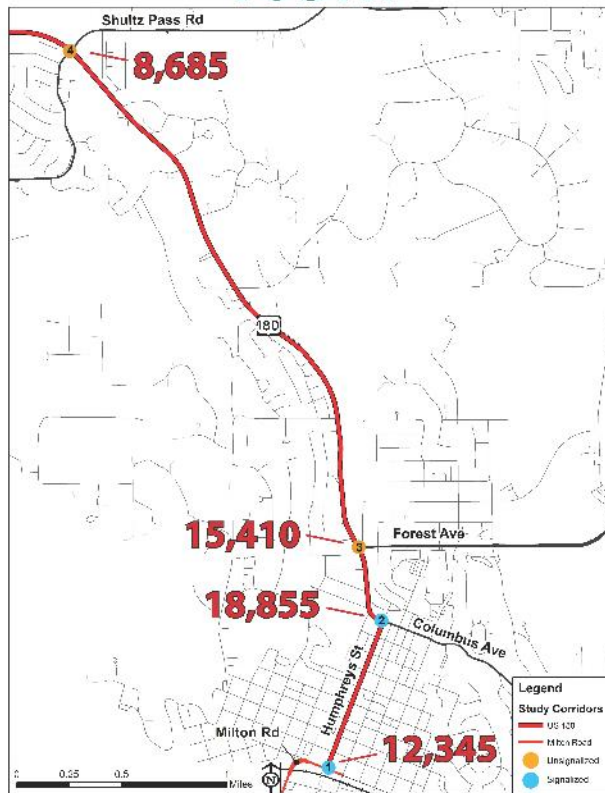


US 180 CORRIDOR MASTER PLAN
Public Open House #1

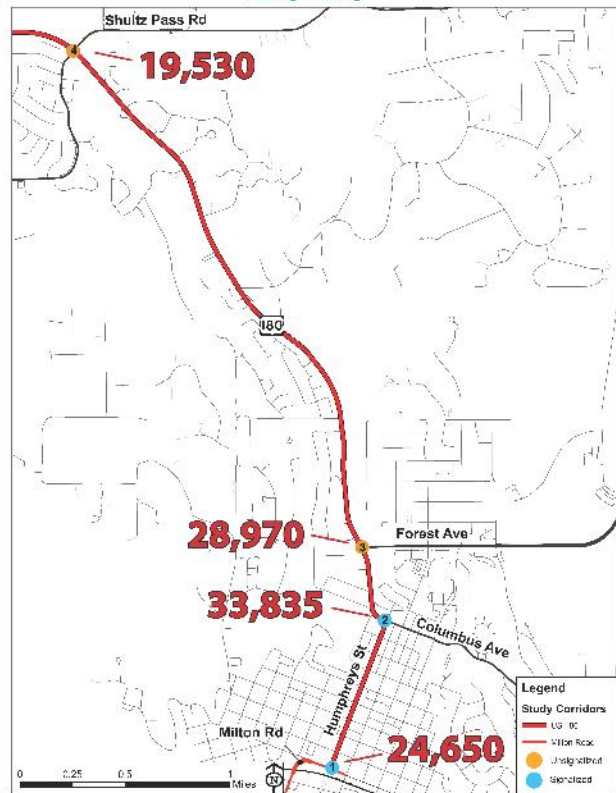


STUDY CORRIDOR AT A GLANCE...

Number of Average Daily Vehicles **TODAY** Number of Average Daily Vehicles **2040**



NOTE: Vehicle Counts Observed on Tuesday, September 12, 2017



Intersection Level-of-Service TODAY

Intersection	AM Peak		PM Peak	
	LOS	Delay (Sec/Veh)	LOS	Delay (Sec/Veh)
Milton Rd & Humphreys St	B	19.6	C	28.5
Humphreys St & Columbus Ave	C	25.8	D	35.0
US 180 & Forest Ave	A*	3.6	A*	7.6
US 180 & Shultz Pass Rd	A	8.5	A	9.3

*Significant delay due to the high LOS LOS reported is based on the average delay.

Level-of-Service (LOS) Criteria

LOS	Average Delay	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	≤ 10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

Intersection Level-of-Service 2040

Intersection	AM Peak		PM Peak	
	LOS	Delay (Sec/Veh)	LOS	Delay (Sec/Veh)
Milton Rd & Humphreys St	F	546.3	F	615.6
Humphreys St & Columbus Ave	F	648.8	F	540.3
US 180 & Forest Ave	F*	69.3	F*	135.7
US 180 & Shultz Pass Rd	F	95.4	B	19.4

*Significant delay due to the high LOS LOS reported is based on the average delay.



US 180 CORRIDOR MASTER PLAN
Public Open House #1

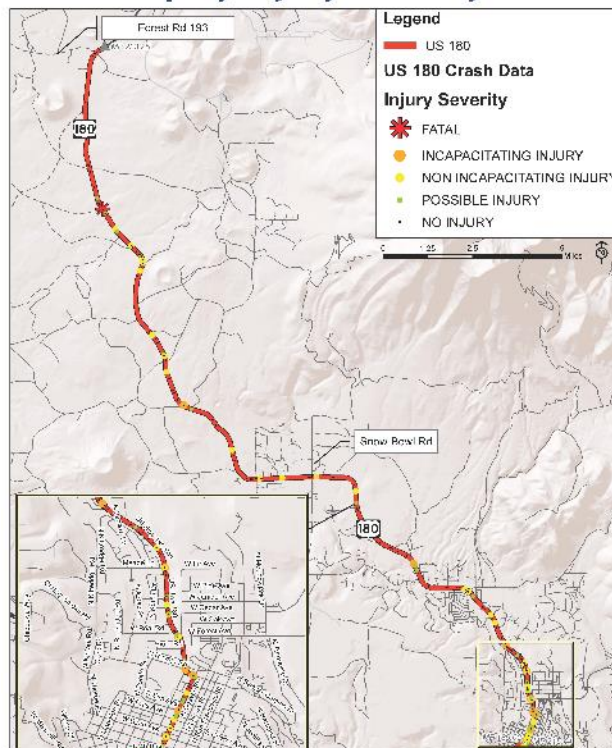


STUDY CORRIDOR AT A GLANCE... EXISTING CORRIDOR SAFETY CONSIDERATIONS

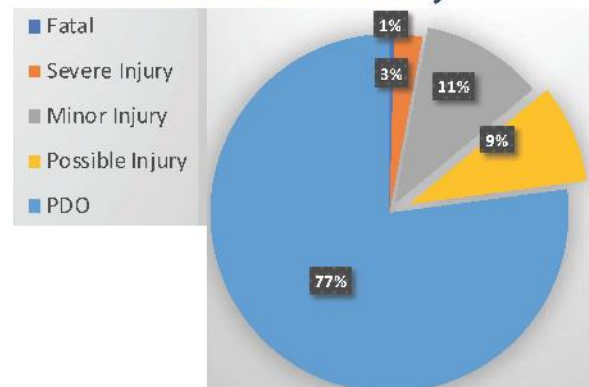
Crash Severity Comparison

Crash Severity	Number	US 180 %	Statewide Average %*
Fatal	2	0.004%	1%
Injury	146	25%	31%
Property Damage Only	422	75%	68%

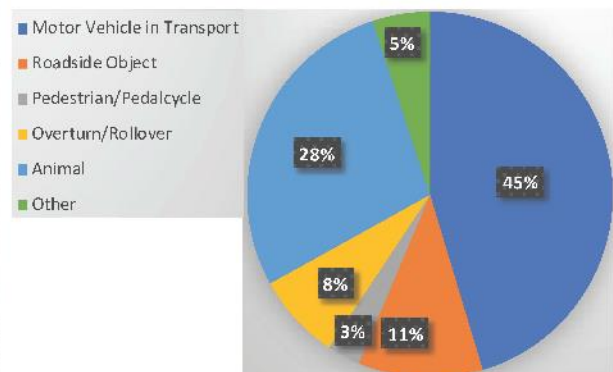
Crash Map by Injury Severity



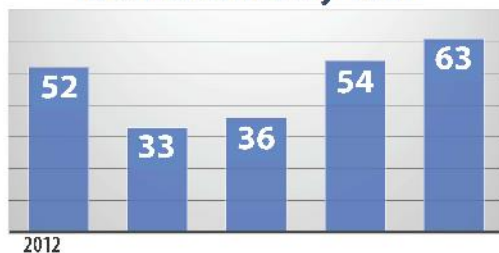
Percentage of Crashes Based on Severity



Crashes by Cause



Total Crashes by Year



Total Crashes by Month



Appendix G - Station 2: System Alternatives Utilizing Existing Right-of-Way Display Boards

US 180 CORRIDOR MASTER PLAN

Public Open House #1

ADOT

PRELIMINARY SYSTEM ALTERNATIVE 2

Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)

Mid-Day / Standard Traffic Designation

PM Peak Period / Winter Traffic Designation

Approximate ROW

Note: Detailed traffic studies are necessary to apply this concept to any arterial/highway such as US 180 to address matters of safety, access management (especially with the high number of existing driveways) and multimodal considerations.

FEATURES:

- A "Reversible Lane" as the name implies, is a concept in which the center traffic lane (turn lane) may travel in either direction (however just southbound traffic during winter PM peak periods only), depending upon the time, day and/or operation sign/signal displayed.
- Reversible traffic lanes (aka managed lanes) add capacity to a road and decrease congestion by borrowing capacity from the other (off-peak) direction. There are a wide variety and combination of approaches to managed lane operations. These have typically encompassed such methods as:
 - Static signing and striping
 - Changeable message signs
 - Economic incentives / disincentives
 - Lane Controls
 - Temporary traffic control devices
 - Law enforcement / legal restrictions
- It is important to note that this alternative would only be implemented along the US 180 corridor on Humphrey's Street between Columbus Avenue and Historic Route 66.

THIS ALTERNATIVE SHOULD?

Move Forward for Further Study

Be Eliminated from Further Study

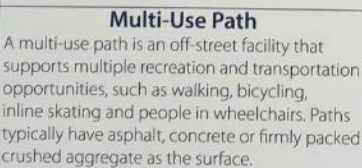
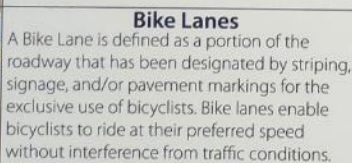
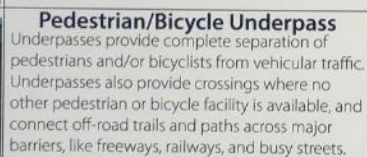
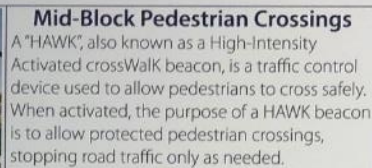
Move Forward for Further Study with Adjustments

Please Fill out a Comment Card

ADOT

What is a Base Build Spot Improvement?

Would You Favor any of these Improvement Facilities on US

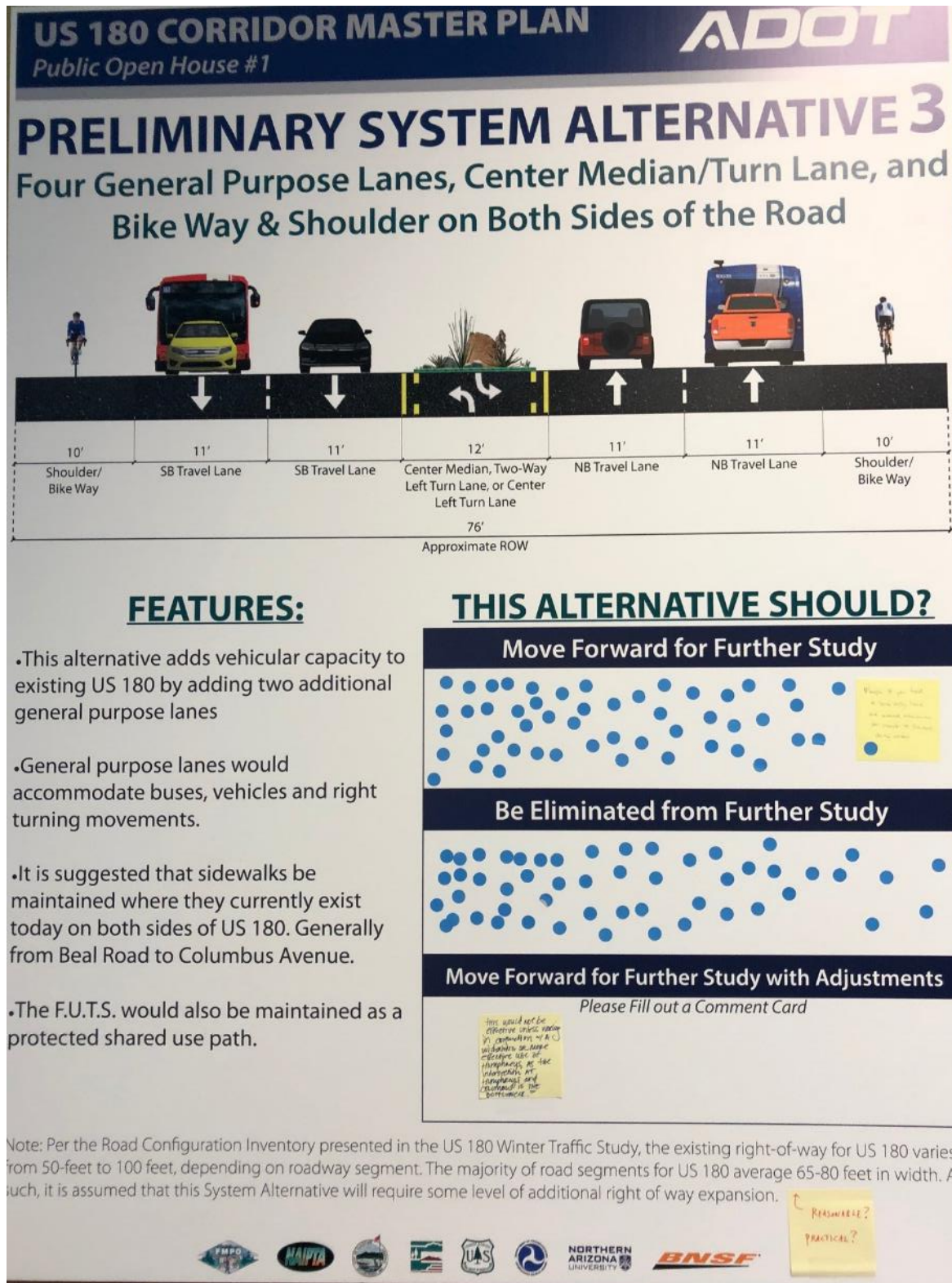


TURN AROUND
② FROST +
180

**Tell Us
Where
on US 180!**



Appendix H - Station 3: System Alternatives that May Require Expanded Right-of-Way Display Boards



US 180 CORRIDOR MASTER PLAN

Public Open House #1

ADOT

PRELIMINARY SYSTEM ALTERNATIVE 4

US 180 AM and PM Peak Managed Lane from Meade Street South to Downtown (Reversible Center Lane)

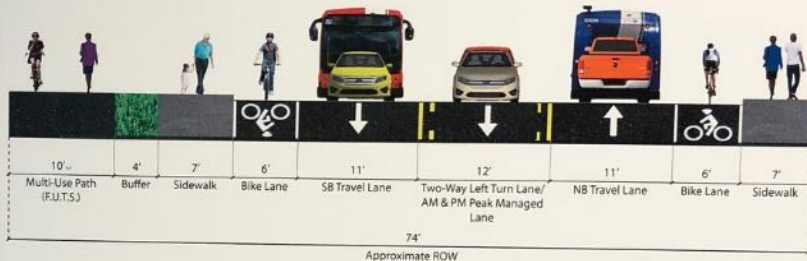
AM Peak
Period Traffic
Designation



Mid-Day /
Standard
Traffic
Designation



PM Peak
Period Traffic
Designation



Note: Detailed traffic studies are necessary to apply this concept to any arterial/highway such as US 180 to address matters of safety, access management (especially with the high number of existing driveways) and multimodal considerations.

FEATURES:

• Reversible traffic lanes (aka managed lanes) add capacity to a road and decrease congestion by borrowing capacity from the other (off-peak) direction. There are a wide variety and combination of approaches to managed lane operations. These have typically encompassed such methods as:

- Static signing and striping
- Changeable message signs
- Economic incentives / disincentives
- Lane Controls
- Temporary traffic control devices
- Law enforcement / legal restrictions

• This Alternative also includes sidewalks and bike lanes on both sides

• The F.U.T.S. would also be maintained as a protected shared use path.

Note: Per the Road Configuration Inventory presented in the US 180 Winter Traffic Study, the existing right-of-way for US 180 varies from 50-feet to 100 feet, depending on roadway segment. The majority of road segments for US 180 average 65-80 feet in width. As such, it is assumed that this System Alternative will require some level of additional right of way expansion.

THIS ALTERNATIVE SHOULD?

Move Forward for Further Study



Be Eliminated from Further Study



Move Forward for Further Study with Adjustments

Please Fill out a Comment Card

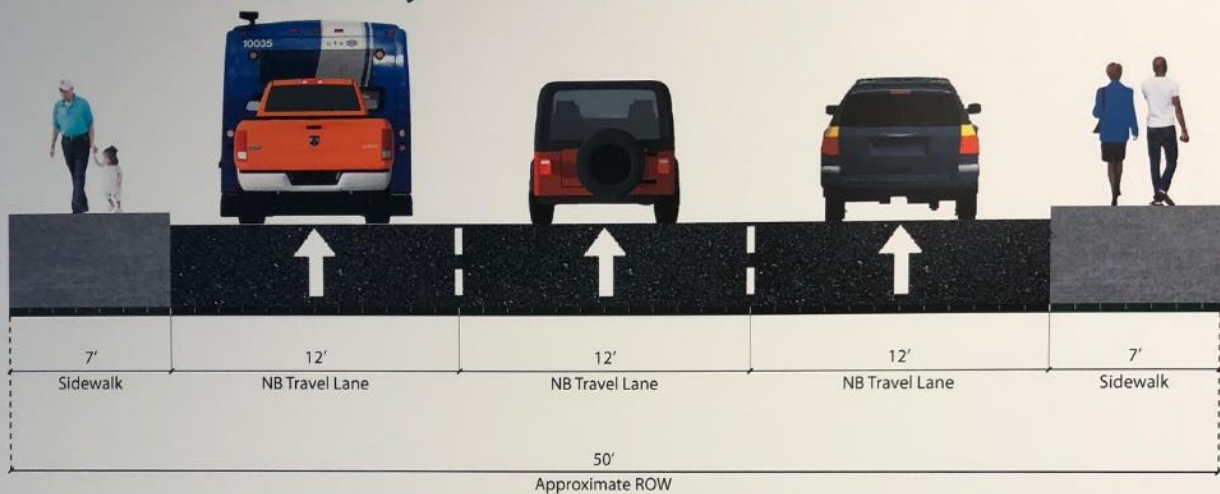


US 180 CORRIDOR MASTER PLAN Public Open House #1

ADOT

PRELIMINARY SYSTEM ALTERNATIVE 5

Humphrey's Street One Way Northbound for AM Peak &
One Way Southbound for PM Peak



FEATURES:

- This Preliminary System Alternative calls for Humphrey's Street between Business 40 and Columbus Street to convert both general purpose lanes and center turn lane into one way directional traffic flows:

- Northbound for the AM Peak and
- Southbound for the PM Peak

- Figure above depicts the northbound AM peak condition only.

- An eastbound right turn lane on Columbus to Beaver Street is suggested to complement this alternative by helping mitigate southbound PM peak volumes as an alternative to Humphrey's Street.

- Two southbound right turn lanes to westbound Business 40 is also suggested.

THIS ALTERNATIVE SHOULD?

Move Forward for Further Study

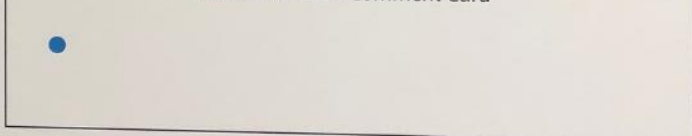


Be Eliminated from Further Study



Move Forward for Further Study with Adjustments

Please Fill out a Comment Card



Note: Per the Road Configuration Inventory presented in the US 180 Winter Traffic Study, the existing right-of-way for US 180 varies from 50-feet to 100 feet, depending on roadway segment. The majority of road segments for US 180 average 65-80 feet in width. As such, it is assumed that this System Alternative will require some level of additional right of way expansion.



US 180 CORRIDOR MASTER PLAN **ADOT**

Public Open House #1

PRELIMINARY SYSTEM ALTERNATIVE 6

Dynamic Southbound Shoulder

North of Creekside Drive

Approximate ROW

FEATURES:

- This Preliminary System Alternative would generally have minimal impact and does not require substantial amounts of additional right-of-way
- The dynamic shoulder would support the use of transit and emergency vehicles to bypass congestion on US 180 general purpose lanes during winter peak traffic congestion only
- The dynamic shoulder would accommodate pedestrians and bicyclists on any other standard day.
- Signage would need to be placed at appropriate intervals that would indicate the southbound shoulder is only permitted to non-motorized travel, and emergency and transit vehicles during winter peak traffic congestion.

THIS ALTERNATIVE SHOULD?

Move Forward for Further Study

Be Eliminated from Further Study

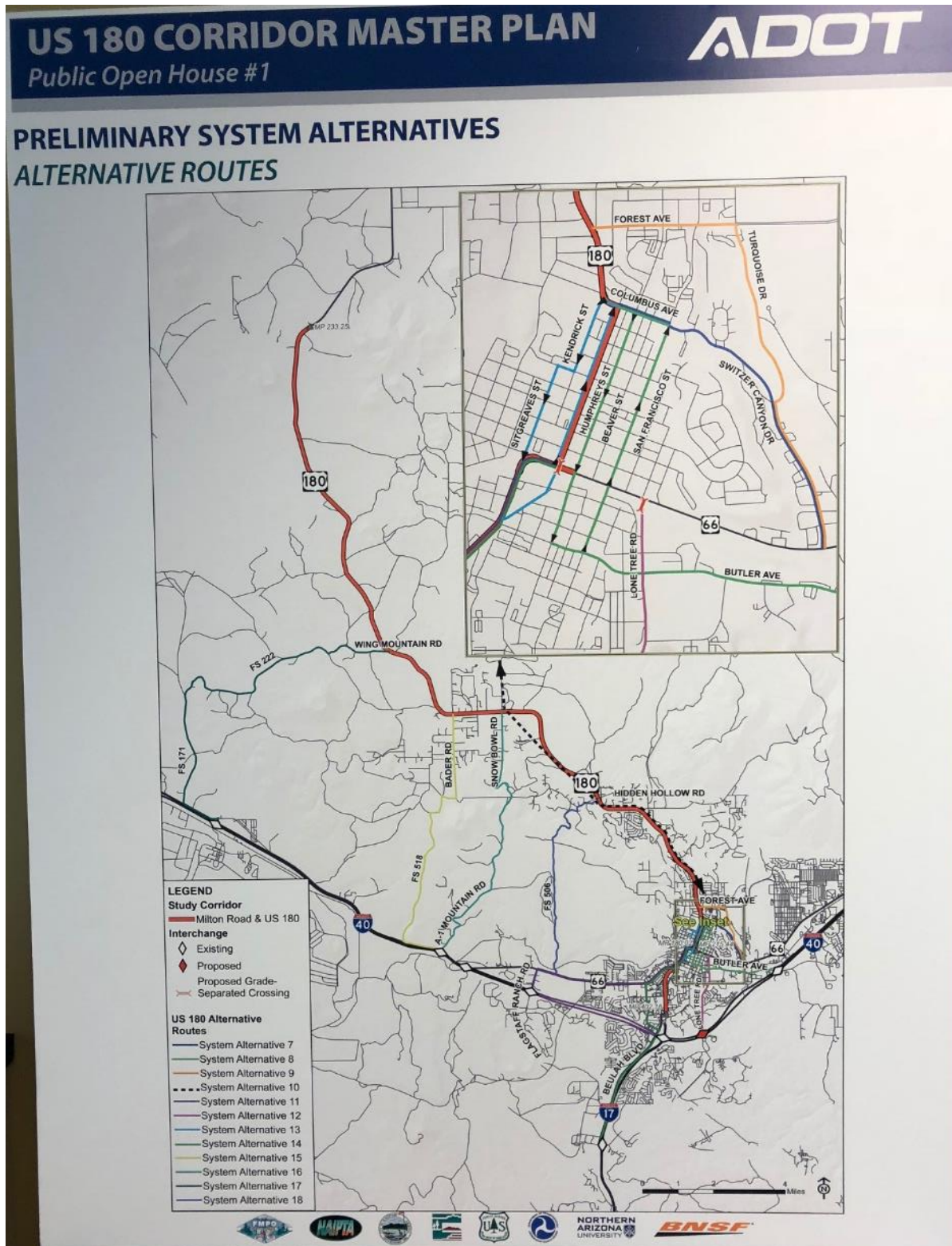
Move Forward for Further Study with Adjustments

Please Fill out a Comment Card

Note: Per the Road Configuration Inventory presented in the US 180 Winter Traffic Study, the existing right-of-way for US 180 varies from 50-feet to 100 feet, depending on roadway segment. The majority of road segments for US 180 average 65-80 feet in width. As such, it is assumed that this System Alternative will require some level of additional right of way expansion.



Appendix I - Station 4: Alternative Routes to US 180 Display Boards



US 180 CORRIDOR MASTER PLAN
Public Open House #1



PRELIMINARY SYSTEM ALTERNATIVES 7, 8, & 9
ALTERNATIVE ROUTES

MAP	DESCRIPTION	THIS ALTERNATIVE SHOULD?		
	System Alternative 7 Columbus -> Switzer Canyon -> Route 66 • 1.3 miles • 2 General Purpose (GP) lanes and a center turn lane. • Travelers with southern destinations could proceed east on Route 66 to Ponderosa Pkwy., then to Butler Ave. and its interchange with I-40 west to then proceed to I-17 south.	Move Forward for Further Study	Be Eliminated from Further Study	Move Forward for Further Study with Adjustments <i>Please Fill out a Comment Card</i>
	System Alternative 8 Columbus -> Beaver -> Butler (SB One Way) & Butler -> San Francisco -> Columbus (NB One Way) • 2.8 miles • Columbus Ave. is 3 a lane collector with 2 GP lanes and a center turn lane. • Beaver St. (SB) & San Francisco St. (NB) are one-way streets with 2-3 GP lanes with parking on both sides. Both roads include at-grade railroad crossings.	Move Forward for Further Study	Be Eliminated from Further Study	Move Forward for Further Study with Adjustments <i>Please Fill out a Comment Card</i>
	System Alternative 9 Forest -> Turquoise -> Switzer Canyon -> Route 66 • 1.8 miles • Adequate dedicated left turn lane at SB US 180 at Forest Ave. • Forest Ave. is a 3 lane collector 2 GP lanes and a center turn lane with bike lanes to San Francisco St. Forest Ave. has moderate grades and is a 5 lane facility with 4 GP lanes and a center turn lane.	Move Forward for Further Study	Be Eliminated from Further Study	Move Forward for Further Study with Adjustments <i>Please Fill out a Comment Card</i>



US 180 CORRIDOR MASTER PLAN Public Open House #1				
PRELIMINARY SYSTEM ALTERNATIVES 10, 11, & 12				
ALTERNATIVE ROUTES				
MAP	DESCRIPTION	THIS ALTERNATIVE SHOULD?		
	System Alternative 10 Cable Propelled Gondola Detailed studies would be necessary to explore the economic cost effectiveness and environmental potential of a gondola system with respect to siting in proximity to the environmentally and culturally sensitive Kachina Peaks Wilderness Area.	Move Forward for Further Study	Be Eliminated from Further Study	Move Forward for Further Study with Adjustments <i>Please Fill out a Comment Card</i>
	System Alternative 11 Milton -> Route 66 -> Flagstaff Ranch Road -> I-40 •SB approach to Route 66 has a 250 ft. dedicated right turn. •Route 66 at its widest is 5 lanes with 4 GP lanes and a center turn lane, and is 3 lanes at its narrowest with 2 GP lanes and a center turn lane. •Flagstaff Ranch Rd. offers full traffic interchange access to I-40 where the majority of winter recreation vehicles likely will continue approximately 2.75 miles to I-17 south.	Move Forward for Further Study	Be Eliminated from Further Study	Move Forward for Further Study with Adjustments <i>Please Fill out a Comment Card</i>
	System Alternative 12 Lone Tree Road •Located approximately 3/4 miles east of Milton Rd. •Planned to be 100 ft. ROW with 4 GP lanes, a raised median, bike lanes, pathways on both sides, a sidewalk on one side and a FUTS trail on one side. •Requires a traffic interchange to connect with I-40 and a grade-separated BNSF railway to connect with Route 66.	Move Forward for Further Study	Be Eliminated from Further Study	Move Forward for Further Study with Adjustments <i>Please Fill out a Comment Card</i>



US 180 CORRIDOR MASTER PLAN Public Open House #1				
PRELIMINARY SYSTEM ALTERNATIVES 13, 14, & 15				
ALTERNATIVE ROUTES				
MAP	DESCRIPTION	THIS ALTERNATIVE SHOULD?		
	System Alternative 13 Mike's Pike -> Humphreys (NB one way) & Kendrick -> Sitgreaves -> Milton -NB traffic to Mike's Pike St. to a future proposed overpass to Humphreys St. with a managed lane concept. -SB traffic to 2 lane Kendrick St. then right turn at Elm St. to Sitgreaves St. which is a 2 lane local street with on-street parking. Then merge onto Milton Rd. southbound. Additional analysis needed of overpass and adjacent redevelopment efforts.	Move Forward for Further Study	Be Eliminated from Further Study	Move Forward for Further Study with Adjustments <i>Please fill out a Comment Card</i>
	System Alternative 14 Milton -> Route 66 -> Woodland's Village -> Beulah -> John Wesley Powell -> I-17 South -Route 66 is a 5 lane roadway with 4 GP lanes and a center turn lane. -Woodland's Village Blvd is a 4 lane divided access controlled collector roadway with 2 GP lanes. -2.75 miles of 2 lane roadway on Beulah Blvd. to the JW Powell traffic interchange to I-17.	Move Forward for Further Study	Be Eliminated from Further Study	Move Forward for Further Study with Adjustments <i>Please fill out a Comment Card</i>
	System Alternative 15 Bader -> FS 518 -> A-1 Mountain -> I-40 -Route is 7.6 miles. -Requires extensive coordination with Coconino County, the US Forest Service and would require federal environmental clearance. -Proposed facility could be a dirt road or paved roadway.	Move Forward for Further Study	Be Eliminated from Further Study	Move Forward for Further Study with Adjustments <i>Please fill out a Comment Card</i>

Don't go through any redlands



US 180 CORRIDOR MASTER PLAN Public Open House #1				
PRELIMINARY SYSTEM ALTERNATIVES 16, 17, & 18				
ALTERNATIVE ROUTES				
MAP	DESCRIPTION	THIS ALTERNATIVE SHOULD?		
	System Alternative 16 Snow Bowl Road -> A-1 Mountain Road -> I-40 •Route is 7.3 miles. •Requires extensive coordination with Coconino County, the US Forest Service and would require federal environmental clearance. •Proposed facility could be a dirt road or paved roadway.	Move Forward for Further Study	Be Eliminated from Further Study	Move Forward for Further Study with Adjustments <i>Please Fill out a Comment Card</i>
	System Alternative 17 Wing Mountain Rd -> FS 222 -> FS 171 -> I-40 •Route is 7.3 miles. •Utilizes existing traffic interchange in Bellmont, AZ. •Requires extensive coordination with Coconino County, the US Forest Service and would require federal environmental clearance. •Proposed facility could be a dirt road or paved roadway.	Move Forward for Further Study	Be Eliminated from Further Study <i>Not a viable option. Too many road crossings. Go down valley. 4/14/17</i>	Move Forward for Further Study with Adjustments <i>Please Fill out a Comment Card</i>
	System Alternative 18 Hidden Hollow Rd -> FS 506 -> Route 66 -> I-40 •Route is 5.5 miles. •A southbound right turn deceleration lane on US 180 approaching Hidden Hollow Road will likely be necessary. •Requires extensive coordination with Coconino County, the US Forest Service and would require federal environmental clearance. •Proposed facility could be a dirt road or paved roadway.	Move Forward for Further Study	Be Eliminated from Further Study	Move Forward for Further Study with Adjustments <i>Please Fill out a Comment Card</i>

The Snow Bowl trail is closed. Fuel stops are in Flagstaff. This is a waste of time. 4/14/17.

Appendix J - Mapping Exercise

The entire roll plot cannot be included in this report due to their size, however, the files can be downloaded using the link provided below:

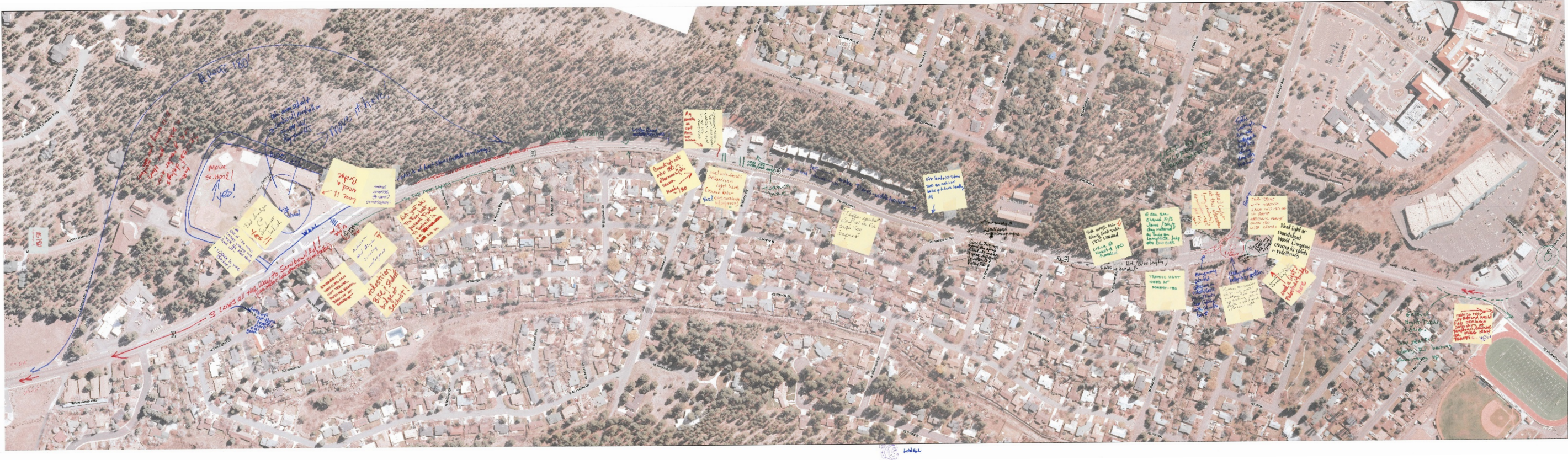
<https://eftp.mbakerintl.com/message/APB6r7RsjmkFd8QxKNCjsR>

Contact brian.snider@mbakerintl.com if the link is not working or has expired.

Route 66 to Columbus Avenue



Columbus Avenue to Quintana Road



Schultz Pass Road to Forest Hills Road



Appendix K – US 180 Public Open House Presentation Question Cards

US 180 CORRIDOR MASTER PLAN
Public Open House #1

QUESTION CARD

If you have a question(s) that you would like answered at the end of the presentation, please write your question(s) on this card and pass it to an ADOT project representative. We have limited time for questions and answers to allow you time to speak directly with project staff. If we do not get to your question, we encourage you to speak with a project representative. Thank you for printing legibly.

*comment: restriction truck traffic through
Milton's 180. All tour buses or giant trucks
should use I-40 to get to go to grand Canyon.*

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1

QUESTION CARD

If you have a question(s) that you would like answered at the end of the presentation, please write your question(s) on this card and pass it to an ADOT project representative. We have limited time for questions and answers to allow you time to speak directly with project staff. If we do not get to your question, we encourage you to speak with a project representative. Thank you for printing legibly.

*IF ONE OF THE ALTERNATE ROUTES TAKES OVER PORTIONS OF THE COCONINO
NATIONAL FOREST*

- 1) HOW WILL ADOT ACQUIRE THE LAND?*
- 2) WHAT PORTIONS OF LAND WILL BE USED IN A LAND SWAP SO THE
NATIONAL / COCONINO FOREST IS NOT REDUCED IN SIZE?*

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN Public Open House #1



QUESTION CARD

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WHY DID THE STUDY AREA STOP
AT CROWLEY PIT AND NOT GO
TO VALLE? THIS IS A 20 year
PLAN. LOTS OF MORE ALTERNATIVES.

Name:

TERRY O'NEAL

Email:

US 180 CORRIDOR MASTER PLAN Public Open House #1



QUESTION CARD

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Is this study being done because of traffic problems
during snowy weather times only?

Name:

Email:



US 180 CORRIDOR MASTER PLAN Public Open House #1

QUESTION CARD

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Almost All solutions / Acts. shown
on posters show technological issues
and are silent on social / cultural
issues. Is there anyone on the
"team" who is ^{has expertise} ~~specifically~~
in social & cultural impacts?

Name: John Tingerthel



Email:

US 180 CORRIDOR MASTER PLAN Public Open House #1

QUESTION CARD

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Why are you cutting off
the questions?

people seem to want to
keep up the verbal conversation!

Name:



Email:



QUESTION CARD

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We would like to have a Left turn signal
from 180 onto Fremont.

Thank you

Name: Sarah Kondratuk



Email:

QUESTION CARD

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CAN THERE BE A RIGHT TURN ARROW FROM
180 ONTO HUMPHRIES. THERE IS A LEFT TURN
ARROW FROM HUMPHRIES ONTO 180. COULD USE
THIS TIME.

ANY CHANCE OF LEFT TURN ARROW FROM
180 ONTO FREMONT? WOULD HELP RESIDENTS

Name: John Kondratuk



Email:



US 180 CORRIDOR MASTER PLAN Public Open House #1

QUESTION CARD

If you have a question(s) that you would like answered at the end of the presentation, please write your question(s) on this card and pass it to an ADOT project representative. We have limited time for questions and answers to allow you time to speak directly with project staff. If we do not get to your question, we encourage you to speak with a project representative. Thank you for printing legibly.

I hope the 180 within city limits is not going to be widened - because the ~~house~~ house values of many people will decline and we will have the road right under the windows. Impact on environment and quality of ~~five~~ lives will be great.

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN Public Open House #1

QUESTION CARD

If you have a question(s) that you would like answered at the end of the presentation, please write your question(s) on this card and pass it to an ADOT project representative. We have limited time for questions and answers to allow you time to speak directly with project staff. If we do not get to your question, we encourage you to speak with a project representative. Thank you for printing legibly.

Why would you consider disrupting existing neighborhoods when you can go through uninhabited forest land? Sure it will cost more but ~~that~~ going through neighborhoods will cost us

Name: Ed - Sandra Shute

Email:



US 180 CORRIDOR MASTER PLAN Public Open House #1

QUESTION CARD

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What plans are evolving to handle emergency evacuation routes, even in the corridor from Humphreys to north of Cheshire?

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN Public Open House #1

QUESTION CARD

If you have a question(s) that you would like answered at the end of the presentation, please write your question(s) on this card and pass it to an ADOT project representative. We have limited time for questions and answers to allow you time to speak directly with project staff. If we do not get to your question, we encourage you to speak with a project representative. Thank you for printing legibly.

- 180 is a dangerous road to cross in town. If the current 180 right of way is used how will you make Sechrist school, Lake for Train, & Forest crossings safe??
- There is no good ped/bikeway thru downtown. Can this project fix this?

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN Public Open House #1

QUESTION CARD

If you have a question(s) that you would like answered at the end of the presentation, please write your question(s) on this card and pass it to an ADOT project representative. We have limited time for questions and answers to allow you time to speak directly with project staff. If we do not get to your question, we encourage you to speak with a project representative. Thank you for printing legibly.

If you ignore property owners and decide a route that goes on our street are you going to give us a significant tax cut because you not only disrupt our peaceful lifestyle but bring down property value? —

Ed +

Name:

Sandra Smith

Email:



US 180 CORRIDOR MASTER PLAN Public Open House #1

QUESTION CARD

If you have a question(s) that you would like answered at the end of the presentation, please write your question(s) on this card and pass it to an ADOT project representative. We have limited time for questions and answers to allow you time to speak directly with project staff. If we do not get to your question, we encourage you to speak with a project representative. Thank you for printing legibly.

Why is so much of the planning concerned with single driver cars and trucks. If ADOT is serious about solving these problems they need to make proposals that include issues of building infill, reduced parking lots, genuine and safe pedestrian or bike options. Otherwise ADOT is just building new roads to be instantly filled up with more cars.

Name:

Jason Matteson

Email:



US 180 CORRIDOR MASTER PLAN Public Open House #1

QUESTION CARD

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Why not put the road through an undeveloped area? Build a new road?

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN Public Open House #1

QUESTION CARD

If you have a question(s) that you would like answered at the end of the presentation, please write your question(s) on this card and pass it to an ADOT project representative. We have limited time for questions and answers to allow you time to speak directly with project staff. If we do not get to your question, we encourage you to speak with a project representative. Thank you for printing legibly.

MUST INCLUDE PULL OUTS ON 180 FOR SNOW PLAYERS ALL THE WAY TO THE 7,000 FT LEVEL. THEY ARE NOT GOING TO ~~STAY~~ STOP COMING.

Name: TERY O'NEAL

Email:



Appendix L- Station 1: About the Project/Study Area at a Glance Comment Cards

US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)
A WIDENED GRAVEL (MAINTAINED) ROAD 222 TO A1 MOUNTAIN
2. What roadway issues do you think the US 180 corridor will have in the next 20 years?
SIGNIFICANT GROWTH IN GRAND CANYON TRAFFIC, SNOWBOWL TRAFFIC, AND RESIDENTIAL TRAFFIC FROM NEW HOUSING
3. What do you see as the TOP THREE issues for the US 180 corridor?
*- CONGESTION
- SAFETY
- OVER USE*
4. Please provide any additional comments you may wish to offer:
THANK YOU FOR ADDRESSING THE PROBLEM

OPTIONAL ONLY:

Name:

Adam Deibel

Email:



US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)
Permanent bypass from I-40 + Bellmont to FS Road 222. Take most truck traffic off 180 new neighborhoods + schools.
2. What roadway issues do you think the US 180 corridor will have in the next 20 years?
more congestion
3. What do you see as the TOP THREE issues for the US 180 corridor?
*Congestion
emergency access
accidents*
4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name:

Email:



US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)

alternative route - current residents are trapped if wreck occurs BTWN meade ln + schultz hwy

2. What roadway issues do you think the US 180 corridor will have in the next 20 years?

Too many vehicles

3. What do you see as the TOP THREE issues for the US 180 corridor?

1. ALTERNATIVE ROUTE for situations in which primary US180 route is blocked

2. Insufficient Traffic signals

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____



Email: _____

US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)

Build a toll on 180. residents have a pass to get through. All other traffic (snow play) must park in snow play parking area south of town & take a bus to the snow play area.

2. What roadway issues do you think the US 180 corridor will have in the next 20 years?

Its not sufficient to accomodate traffic

3. What do you see as the TOP THREE issues for the US 180 corridor?

Safety
Expense

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____



Email: _____



US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)

Determine where between Flag & Williams an alternative road can be constructed if I-180 connects to 180 above snowbowl Road.

2. What roadway issues do you think the US 180 corridor will have in the next 20 years?

Grid lock on certain days & times

3. What do you see as the TOP THREE issues for the US 180 corridor?

Must have 2 lanes in each direction on Highways.

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name:

Jonathan M. Jutan



Email:

US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)

Build (or use existing) alternative road.

2. What roadway issues do you think the US 180 corridor will have in the next 20 years?

More accidents. More traffic delays.

3. What do you see as the TOP THREE issues for the US 180 corridor?

*1. Slow, delayed traffic
2. Too many accidents
3. Inconsiderate snow plows.*

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name:



Email:



US 180 CORRIDOR MASTER PLAN
Public Open House #1

ADOT

STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)

2. What roadway issues do you think the US 180 corridor will have in the next 20 years?

3. What do you see as the TOP THREE issues for the US 180 corridor?

I think that there should only be a "DOUBLE YELLOW" LINES
BETWEEN HUMPHREYS + SNOWBOWL ROAD

4. Please provide any additional comments you may wish to offer:

PLEASE DO NOT PROCEED WITH ANY PLANS TO GO THROUGH EXISTING
NEIGHBORHOODS

OPTIONAL ONLY:

Name:

J. M.



Email:

NONE

US 180 CORRIDOR MASTER PLAN
Public Open House #1

ADOT

STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)

2. What roadway issues do you think the US 180 corridor will have in the next 20 years?

3. What do you see as the TOP THREE issues for the US 180 corridor?

not enough speed
Signs from snow bowl heading
Down

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name:



Email:



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)

more traffic to Flag Ranch Rd - 66 - Milton

2. What roadway issues do you think the US 180 corridor will have in the next 20 years?

Inside Flagstaff

3. What do you see as the TOP THREE issues for the US 180 corridor?

A bunch of NIMBY's pushing Flag's planning failures on other communities

4. Please provide any additional comments you may wish to offer:

Move G.C. traffic to 64 by Williams

OPTIONAL ONLY:

Name: _____

Email: _____



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)

Action - no more discussions.

2. What roadway issues do you think the US 180 corridor will have in the next 20 years?

Severe congestion

3. What do you see as the TOP THREE issues for the US 180 corridor? *Currently:*

1) Speeding vehicles, especially during commute hours A.M. + P.M. -

2) Congestion

3) an alternative route must be built

4. Please provide any additional comments you may wish to offer:

Widening the road is only a bandaid fix. An alternative route must be built. i.e. 180/I40 connect

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)
2. What roadway issues do you think the US 180 corridor will have in the next 20 years?
3. What do you see as the TOP THREE issues for the US 180 corridor?

4. Please provide any additional comments you may wish to offer:

Projected vehicle use of 180 outside city limits cannot be based solely/largely on past increases because the availability of private land for residences is very limited.

OPTIONAL ONLY:

Name:

John Vanhook

Email:



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)

By Pass THROUGH U.S.F.S. 222

2. What roadway issues do you think the US 180 corridor will have in the next 20 years?

1 - DEPENDANT ON WEATHER SNOW

3. What do you see as the TOP THREE issues for the US 180 corridor?

① PROVIDE A ALTERNATE EGRESS TO I-40

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name:

Email:



US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)
2. What roadway issues do you think the US 180 corridor will have in the next 20 years?
3. What do you see as the TOP THREE issues for the US 180 corridor?
4. Please provide any additional comments you may wish to offer:

What % of crashes are weather related in the winter months. This may indicate a need for an operational solution as well as a design issue.

OPTIONAL ONLY:

Name: *Gerry Craig*

Email:



US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)
2. What roadway issues do you think the US 180 corridor will have in the next 20 years?
3. What do you see as the TOP THREE issues for the US 180 corridor?
4. Please provide any additional comments you may wish to offer:

Acquire property for alternative routes.

*Safety (bike + car)
winter used
schools along 180*

4. Please provide any additional comments you may wish to offer:

There needs to be more than one route out of town going north on 180.

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1

STATION 1 COMMENT CARD

- What can be done now to prepare for the future of the US 180 corridor? (20 years)
 Maybe this is just too expensive given number of days of congestion
 Consider alternate route to snowplay areas (Al Mountain Rd). During low snow winters like the one we just had, the only snow is at higher elevations (e.g. 8000 ft, near the Nordic Center). Developing snow play
- What roadway issues do you think the US 180 corridor will have in the next 20 years?
 It is already difficult to turn left or right from Forest onto 180 at certain times of the day. This intersection needs traffic control Now - light or roundabout.
- What do you see as the TOP THREE issues for the US 180 corridor?
 1. Acquiring property to expand road 2. Making road safe for bicyclists
 2. Planning for winter traffic congestion
 3. Developing alternate route to higher elevation snowplay areas -> too expensive?
- Please provide any additional comments you may wish to offer:
 areas in other parts of town want help because people will go to where the snow is (along 180).

OPTIONAL ONLY:

Name: Jennifer Spinti

Email:



US 180 CORRIDOR MASTER PLAN

Public Open House #1

STATION 1 COMMENT CARD

- What can be done now to prepare for the future of the US 180 corridor? (20 years)
 Move U.S. 180 out west of city; there will still be local traffic (lots of it) on HUMPHREYS, COLUMBUS, FORT VALLEY.
- What roadway issues do you think the US 180 corridor will have in the next 20 years?
 TOO MANY
- What do you see as the TOP THREE issues for the US 180 corridor?
 1. SAFETY
 2. CONSTANT GRIDLOCK
 3. WILL NOT BUILD ANY PAVED ALTERNATIVES TO THE WEST OF CITY
- Please provide any additional comments you may wish to offer:
 MANY OF THE ALTERNATIVES WILL RUIN NEIGHBORHOODS THAT ARE HISTORIC. THINK WEST OF CITY FOR ROAD, BUS, CARPOOL, TRAFFIC INFORMATION FOR AERIAL RESULTS.

OPTIONAL ONLY:

Name: ROBERT J. BEST

Email:



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 1 COMMENT CARD

- What can be done now to prepare for the future of the US 180 corridor? (20 years)
Bike Path to Badland
- What roadway issues do you think the US 180 corridor will have in the next 20 years?
*Congestion Rte Bottleneck of Downtown
Need to Bypass Downtown.*
- What do you see as the TOP THREE issues for the US 180 corridor?
*① Is only Route options
② Forest / Humphrey Intersection
③ Sechrist - IS Deadly*
- Please provide any additional comments you may wish to offer: *crossing For cars & bike / Ped.*

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 1 COMMENT CARD

- What can be done now to prepare for the future of the US 180 corridor? (20 years)
Save \$ to Improve
- What roadway issues do you think the US 180 corridor will have in the next 20 years?
MAINTENANCE
- What do you see as the TOP THREE issues for the US 180 corridor?
Safety, Space, Maintenance
- Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)

go find me as concerned not will be dedicated

2. What roadway issues do you think the US 180 corridor will have in the next 20 years?

3. What do you see as the TOP THREE issues for the US 180 corridor?

1. Seasonal traffic not enough to dedicate \$ to paving alternatives

2. Over capacity seasonally (winter + NAU + summer) now!

3. No real alternatives without big \$ as low hanging fruit / cheap options already tried

4. Please provide any additional comments you may wish to offer:

Traffic counts should be captured on road at key intersections of Beaver St, San Francisco St, Switzer Canyon, Forest St connecting to US 180 or Rt 66 because we are already using these as alternatives to US 180. Case in point when Beaver has been closed, the traffic on US 180 (Humphreys)

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)

2. What roadway issues do you think the US 180 corridor will have in the next 20 years?

3. What do you see as the TOP THREE issues for the US 180 corridor?

Congestion North (ski-school traffic) in a.m. 8-9:00 ish

" South (ski) from 2:30-3:00 - 6:00

Intersection 180 + Meade - Fratelli business + neighborhood share turn

4. Please provide any additional comments you may wish to offer:

~~Any traffic fig~~

lane - many near misses as I turn (L) on Meade & south bound turn into business

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 1 COMMENT CARD

- What can be done now to prepare for the future of the US 180 corridor? (20 years)
*Build alternative routes, Build bike lanes,
Address congestion @ Secrest school*
 - What roadway issues do you think the US 180 corridor will have in the next 20 years?
Traffic congestion, safety
 - What do you see as the TOP THREE issues for the US 180 corridor?
*① Bike/pedestrian safety ② Delays by Secrest school /
③ Delays by snow play*
 - Please provide any additional comments you may wish to offer:
*If you collected the data, I bet you would find delays
by Secrest far greater than those caused by snow play*
- OPTIONAL ONLY: Name: David Arning Email:



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 1 COMMENT CARD

- What can be done now to prepare for the future of the US 180 corridor? (20 years)
- What roadway issues do you think the US 180 corridor will have in the next 20 years?
- What do you see as the TOP THREE issues for the US 180 corridor?
Speeding vehicles
- Please provide any additional comments you may wish to offer:

See over ✓

OPTIONAL ONLY:
Name: _____

Email: _____



Please install a permanent, solar powered "Your Speed Is" sign near Whiting + Fort Valley Rd. Few cars travel the speed limit and this makes it so dangerous to turn onto Ft Valley Rd. This is also dangerous for bicyclists. This is every day speeding traffic + not limited to winter traffic.

STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)
2. What roadway issues do you think the US 180 corridor will have in the next 20 years?
3. What do you see as the TOP THREE issues for the US 180 corridor?
4. Please provide any additional comments you may wish to offer:

ON BACK ~~~~~

OPTIONAL ONLY:
Name:

MAT FAHY

Email:



PROJECTIONS OF GROWTH
(PAGES 72 AND FOLLOWING
IN CMP DOCUMENT) SEEM
UNREALISTICALLY LOW.
SEVERAL YEARS' DATA
SHOULD BE ANALYZED,
NOT JUST 15/16, MOVING
AVERAGES OVER SEVERAL
MONTHS (NOT JUST SEPTEMBER/
JANUARY COMPARISONS) SHOULD
BE CALCULATED, ETC.
PROJECTIONS ON PAGE 79 ARE
FRIGHTENING - AND THEY'RE
MOSTLY LIKELY "CONSERVATIVE."

STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)

2. What roadway issues do you think the US 180 corridor will have in the next 20 years?

more traffic
more bikes

3. What do you see as the TOP THREE issues for the US 180 corridor?

1. busy snow weekends in winter
2. bike + pedestrian safety
3. Daily traffic on Humphreys + out Ft Valley to Museum

4. Please provide any additional comments you may wish to offer:

Please turn over

OPTIONAL ONLY:

Name: Barbara Cress

Email: _____



- There are 2 separate issues:
- ① 180 congestion on snow weekends
 - ② Humphreys and 180 traffic daily-long-term problem
- ① for the few snow weekends a year there was one strategy employed a few years ago that was very effective
 - Place human traffic control officers on Columbus at Humphreys, Beaver, San Francisco to direct traffic manually - no traffic lights. ~~Switzer~~ Also officers at ~~the~~ Humphreys + Rt 66, Rt 66 for control
 - this would involve some costs but only when the need was present - it worked very well the few times it was tried. Traffic at Humphreys either turn South or went straight to Switzer. Also North traffic was allowed to turn left onto Ft Valley periodically.



Appendix M - Station 2: System Alternatives Utilizing Existing Right-of-Way Comment Cards



STATION 2 COMMENT CARD

- Would you support System Alternative #1, No Build (maintain as is)? ☒ YES ☐ NO
Additional Comments (optional):
No more lanes for single vehicle drivers. Would support carpool and/or transit lanes.
- Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? YES ☐ ☒ NO
Additional Comments (optional):
It's already really dangerous as a pedestrian on this street. I don't need four people to drive faster.
- Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support? YES ☐ ☒ NO
Additional Comments (optional):
- Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: Emily Melhorn

Email:



STATION 2 COMMENT CARD

- Would you support System Alternative #1, No Build (maintain as is)? ☒ YES ☐ NO
Additional Comments (optional):
- Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? YES ☐ ☒ NO
Additional Comments (optional):
- Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support? YES ☐ ☒ NO
Additional Comments (optional): *BECAUSE OF THE CHOKER POINTS TRAFFIC WILL STALL BACK UP*
- Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 2 COMMENT CARD

- Would you support System Alternative #1, No Build (maintain as is)? YES ☐ NO ☒
Additional Comments (optional):
- Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? YES ☒ NO ☐
Additional Comments (optional):
- Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support? YES ☒ NO ☐
Additional Comments (optional):
- Please provide any additional comments you may wish to offer:

I DON'T THINK HWY 180 SHOULD BE WIDENED.

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 2 COMMENT CARD

- Would you support System Alternative #1, No Build (maintain as is)? YES ☐ NO ☐
Additional Comments (optional):
- Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? YES ☒ NO ☐

Additional Comments (optional):

- Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support? YES ☒ NO ☐
Additional Comments (optional):

- Please provide any additional comments you may wish to offer:
I have concerns about signage on the middle lane to make it clearly obvious what its status is. Also, do crashes increase when these types of lanes are implemented?
Additional lights needed for those trying to cross Humphrey's/turn left.
It seems like this is a viable alternative that won't increase the width of the right-of-way

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1

ADOT

STATION 2 COMMENT CARD

- Would you support System Alternative #1, No Build (maintain as is)? YES ☐ NO ☒
Additional Comments (optional):
- Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? YES ☒ NO ☐
Additional Comments (optional): *But also need to fix highway to Milton & time lights for traffic flow*
- Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support? YES ☐ NO ☒
Additional Comments (optional): *Bottle neck is DT down town*
- Please provide any additional comments you may wish to offer:
No more lanes available - on 77 Open Beaver!

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1

ADOT

STATION 2 COMMENT CARD

- Would you support System Alternative #1, No Build (maintain as is)? YES ☐ NO ☒
Additional Comments (optional):
- Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? YES ☐ NO ☐
Additional Comments (optional): *We simply need more space.*
- Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support? YES ☒ NO ☐
Additional Comments (optional): *Depends*
- Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 2 COMMENT CARD

1. Would you support System Alternative #1, No Build (maintain as is)? ☒ YES ☐ NO
Additional Comments (optional):

2. Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? ☐ YES ☐ NO

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support? ☒ YES ☐ NO
Additional Comments (optional):

Flag high bus traffic comes from 4th in a.m. - Forest-Beaver-Columbus + 2 on Humphrey to access PHS in a.m. PHS bus traffic exit on Humphreys all directions in p.m. I live off 180 + work with school buses. Traffic is only severe in mornings with parent to Sechrist Traffic combined with Shadowol in a.m. morning + shadowol traffic in p.m. Other seasons + time of days not serious. Humphreys combines traffic from other areas + is almost always bad.

OPTIONAL ONLY:

Name: Naomi Morrison

Email:

US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 2 COMMENT CARD

1. Would you support System Alternative #1, No Build (maintain as is)? ☐ YES ☒ NO
Additional Comments (optional):

2. Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? ☒ YES ☐ NO

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support? ☒ YES ☐ NO
Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 2 COMMENT CARD

- Would you support System Alternative #1, No Build (maintain as is)? ☒ YES ☐ NO
Additional Comments (optional): *w/ a parking lot for snowplows south of town,*
- Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? ☒ YES ☐ NO
Additional Comments (optional): *absolutely, but really its only a bandaid. The problem is much larger than that.*
- Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternativ that you would support? ☒ YES ☐ NO
Additional Comments (optional): *humphreys is the best option but in time or even immediately, it won't be sufficient.*
- Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 2 COMMENT CARD

- Would you support System Alternative #1, No Build (maintain as is)? ☐ YES ☒ NO
Additional Comments (optional): *Absolutely Not*
- Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? ☐ YES ☐ NO
Additional Comments (optional):
- Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternativ that you would support? ☒ YES ☐ NO
Additional Comments (optional): *It would be OK but only as a short-term temporary*
- Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: *Jonathan McIntire*

Email: _____



STATION 2 COMMENT CARD

1. Would you support System Alternative #1, No Build (maintain as is)? YES ☐ NO ☒
Additional Comments (optional):
2. Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? YES ☐ NO ☒
Additional Comments (optional):
3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support? YES ☐ NO ☒
Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:
Reversible lanes - do accidents increase? what is the national data show?

OPTIONAL ONLY:
Name: _____

Email: _____



STATION 2 COMMENT CARD

1. Would you support System Alternative #1, No Build (maintain as is)? YES ☐ NO ☒
Additional Comments (optional):
2. Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? YES ☐ NO ☒
Additional Comments (optional):
3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support? YES ☐ NO ☒
Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:
None of these things resolve ^{su} you are trying to move 2+ lanes of traffic to 1 lane of traffic

OPTIONAL ONLY:
Name: _____

Email: _____



STATION 2 COMMENT CARD

- Would you support System Alternative #1, No Build (maintain as is)? YES NO
Additional Comments (optional):
- Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? YES NO
Additional Comments (optional): *CITY & COUNTY LIGHTING ORDINANCES MUST BE FOLLOWED BY ADOT*
- Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support? YES NO
Additional Comments (optional): *WITHIN CITY & COUNTY BOUNDARIES*
- Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:
Name: _____

Email: _____



5-3-2018

STATION 2 COMMENT CARD

- Would you support System Alternative #1, No Build (maintain as is)? YES NO
Additional Comments (optional):
- Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? YES NO
Additional Comments (optional): *Prohibit Left Turns During Managed Operation.*
- Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support? YES NO
Additional Comments (optional):
- Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:
Name: *Genas Greig*

Email: _____



STATION 2 COMMENT CARD

1. Would you support System Alternative #1, No Build (maintain as is)? YES NO
Additional Comments (optional):

2. Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? YES NO
Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support? YES NO
Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:
Name: _____



Email: _____

STATION 2 COMMENT CARD

1. Would you support System Alternative #1, No Build (maintain as is)? YES NO
Additional Comments (optional):

2. Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? YES NO
Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support? YES NO
Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:
Name: _____



Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 2 COMMENT CARD

1. Would you support System Alternative #1, No Build (maintain as is)?
Additional Comments (optional): YES ☒ NO ☐
2. Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)?
Additional Comments (optional): YES ☐ NO ☒
3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support?
Additional Comments (optional): YES ☐ NO ☒
4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:
Name: _____



Email: _____

US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 2 COMMENT CARD

1. Would you support System Alternative #1, No Build (maintain as is)?
Additional Comments (optional): YES ☒ NO ☐
2. Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)?
Additional Comments (optional): YES ☐ NO ☒
3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support?
Additional Comments (optional): YES ☐ NO ☒
4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:
Name: _____



Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1

ADOT

STATION 2 COMMENT CARD

1. Would you support System Alternative #1, No Build (maintain as is)? YES NO
Additional Comments (optional):

2. Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? YES NO
Additional Comments (optional):

① how to ~~from~~ get Northbound travel + residents out to Ft. Valley? Left turn at Rt 66 + Humphreys also backs up ~~on~~ during drive home hours, so people need northbound option.
3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support? YES NO
Additional Comments (optional):

if concerns above could be handled for locals + tourists
4. Please provide any additional comments you may wish to offer:

over →

OPTIONAL ONLY:
Name:

Barbara Cress

Email:



- Something needs to be done about the left turn "island" by the underpass - it backs up in pm + interfere with Milton + Rt 66 traffic + left turn onto Humphreys. If left onto Santa Fe was ~~the~~ closed, then left onto Humphreys would not block traffic - could back up to where "island" is now



Appendix N - Station 3: System Alternatives that May Require Expanded Right-of-Way Comment Cards

US 180 CORRIDOR MASTER PLAN

Public Open House #1

STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?



YES

NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- | | |
|-------------------------------|---|
| a. Existing right of way only | d. US 180 is fine the way it is |
| b. Expanded right of way only | e. Don't care as long as the solution helps reduce congestion |
| c. Either is ok to study | |

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES

NO

alternative that you would support?

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

☒ YES

☐ NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- a. Existing right of way only
b. Expanded right of way only
☒ c. Either is ok to study

- d. US 180 is fine the way it is
e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

☒ YES

☐ NO

alternative that you would support?

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES

☒ NO

Additional Comments (optional):

*Still bottlenecks — more traffic
off US 180.*

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

NO

- | | |
|-------------------------------|---|
| a. Existing right of way only | d. US 180 is fine the way it is |
| b. Expanded right of way only | e. Don't care as long as the solution helps reduce congestion |
| c. Either is ok to study | |

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES

☒ NO

alternative that you would support?

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

☒ YES

☐ NO

Additional Comments (optional):

if you let the traffic through
close the campus! make snowplayers park south of town & take a bus to the snow play areas. There are towns w/ no cars allowed in certain areas or campus. Its the least expensive option.

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- a. Existing right of way only
- b. Expanded right of way only
- c. Either is ok to study

- ☒ d. US 180 is fine the way it is
- e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

☐ YES

☐ NO

alternative that you would support?

Additional Comments (optional):

NO we live down here. why are we being punished, make the out of towners pay for this & make them take a bus

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN Public Open House #1

STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES

☒ NO

Additional Comments (optional):

An alternative-permanent Bypass road from I-40 & Bellemont to 222 W. Mt. is the only solution - this will eliminate most truck traffic & simply traffic. 180 from Humphreys to Snowbowl should be local traffic only.

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- | | |
|-------------------------------|---|
| a. Existing right of way only | d. US 180 is fine the way it is |
| b. Expanded right of way only | e. Don't care as long as the solution helps reduce congestion |
| c. Either is ok to study | |

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES

NO

alternative that you would support?

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES

NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- a. Existing right of way only
- b. Expanded right of way only
- c. Either is ok to study

- d. US 180 is fine the way it is
- e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES

NO

alternative that you would support?

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

There are ski resorts in other places where people must take the shuttles up to ski. Cars are left in town. Seems simple enough. People love their cars - so what

OPTIONAL ONLY

Name:

Satsansar Best

Email:



US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES

NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- a. Existing right of way only
☒ b. Expanded right of way only
☐ c. Either is ok to study

- d. US 180 is fine the way it is
 e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES

☒ NO

alternative that you would support?

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?



NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- | | |
|--|---|
| a. Existing right of way only | d. US 180 is fine the way it is |
| <input checked="" type="radio"/> b. Expanded right of way only | e. Don't care as long as the solution helps reduce congestion |
| c. Either is ok to study | |

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES

☒ NO

alternative that you would support?

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

☒ YES

☐ NO

Additional Comments (optional):

yes, as long as they are coordinated with traffic flow at affected Stop lights.

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- a. Existing right of way only
b. Expanded right of way only
☒ c. Either is ok to study

- d. US 180 is fine the way it is
e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

☒ YES

☐ NO

alternative that you would support?
Additional Comments (optional):

yes, as long as coordinated with appropriate upgrading/managing Stoplights at Rt.66+Butler, Rt.66+Humphreys + ~~Bee~~ Humphrey's + Columbus.

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES

☒ NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- a. Existing right of way only
- b. Expanded right of way only
- c. Either is ok to study

- ☒ d. US 180 is fine the way it is
- e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

Send cards to I40 west to Williams before North

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES

☒ NO

alternative that you would support?

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES

☒ NO

Additional Comments (optional):

You need to move it out of town. Alt 18 is the best

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- a. Existing right of way only
b. Expanded right of way only
☒ c. Either is ok to study

- d. US 180 is fine the way it is
e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

☒ YES

NO

alternative that you would support?

Additional Comments (optional):

only temporarily until you move 180 out of town

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY
Name:

Jeffrey DeLap

Email:



US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES

NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- | | |
|-------------------------------|---|
| a. Existing right of way only | d. US 180 is fine the way it is |
| b. Expanded right of way only | e. Don't care as long as the solution helps reduce congestion |
| c. Either is ok to study | |

Additional Comments (optional):

CITY & COUNTY LIGHTING ORDINANCES MUST BE FOLLOWED BY ADOT WITHIN CITY & COUNTY BOUNDARIES.

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES

NO

alternative that you would support?

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES ☐ NO ☒

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- | | |
|-------------------------------|--|
| a. Existing right of way only | d. <input checked="" type="radio"/> US 180 is fine the way it is |
| b. Expanded right of way only | e. Don't care as long as the solution helps reduce congestion |
| c. Either is ok to study | |

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES ☐ NO ☒

alternative that you would support?

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?



NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- a. Existing right of way only
☒ b. Expanded right of way only
☐ c. Either is ok to study

- d. US 180 is fine the way it is
 e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable



NO

alternative that you would support? *But it is confusing!*
 Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

Seasonal Traffic light & turning lane improvement at intersection w/ Snowbowl Rd (ski area).

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN Public Open House #1

STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES

☒ NO

Additional Comments (optional):

The studies suggest cars are running into each other. Trying to move them faster will not make this safer.

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- a. Existing right of way only
b. Expanded right of way only
c. Either is ok to study

- ☒ d. US 180 is fine the way it is
e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

The congestion issue is overstated. There is no reason cars passing through neighborhoods merely something should change the structure of those neighborhoods.

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES

NO

alternative that you would support?

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

Bike lanes must be separated from cars, physically. Otherwise they are not safe and just collect the debris from cars.

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES

NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:



- a. Existing right of way only
- b. Expanded right of way only
- c. Either is ok to study

- d. US 180 is fine the way it is
- e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES

NO

alternative that you would support?

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES

☒ NO

Additional Comments (optional):

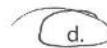
It just seems like it would take forever & won't solve the problem.

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:



- a. Existing right of way only
b. Expanded right of way only
c. Either is ok to study



- d. US 180 is fine the way it is
e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

☒ YES

NO

alternative that you would support?

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

☒ YES ☐ NO

Additional Comments (optional): *Snow play is not going away*

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- | | |
|---|---|
| a. Existing right of way only | d. US 180 is fine the way it is |
| b. Expanded right of way only | e. Don't care as long as the solution helps reduce congestion |
| <input checked="" type="radio"/> c. Either is ok to study | |

Additional Comments (optional):

An alternative route really is needed

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

☒ YES ☐ NO

alternative that you would support?

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

Bike used should be encouraged. The ride from town to Snowbowl should be safety

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?



NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- a. Existing right of way only
b. Expanded right of way only
c. ☒ Either is ok to study

- d. US 180 is fine the way it is
e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES

☒ NO

alternative that you would support?

Additional Comments (optional):

*Freight Sys #6 (Very Dangerous if not Very Clear) Main purpose for
Emergency vehicles & Local (weekly) use. (Dynamic)
Weekend use by tourists (NOT Dynamic).*

4. Please provide any additional comments you may wish to offer:

Move Forward w/ Study ☺

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES

NO

Additional Comments (optional):

Bus lanes only

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- a. Existing right of way only
- b. Expanded right of way only
- c. Either is ok to study

- d. US 180 is fine the way it is
- e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES

NO

alternative that you would support?

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN Public Open House #1

STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES

NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- a. Existing right of way only
b. Expanded right of way only
c. Either is ok to study

- d. US 180 is fine the way it is
e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES

NO

alternative that you would support?

Additional Comments (optional):

I support the middle lane being switched, but not the entire road

4. Please provide any additional comments you may wish to offer:

Dynamic shoulder doesn't solve any congestion issues

OPTIONAL ONLY:

Name: Jennifer Spinti

Email:



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES



Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- | | |
|-------------------------------|---|
| a. Existing right of way only | d. US 180 is fine the way it is |
| b. Expanded right of way only | e. Don't care as long as the solution helps reduce congestion |
| c. Either is ok to study | |

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES



alternative that you would support?

Additional Comments (optional):

NOT WHEN PEOPLE CALL THEM
SUICIDE LANES IN OTHER LOCALES.

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY

Name: ROBERT J. BEST

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES



Additional Comments (optional):

No Bottle Neck is 180/Humphrey intersection & then lights on Humphrey to Milton which is Always backed up.

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- a. Existing right of way only
- b. Expanded right of way only
- c. Either is ok to study

- d. US 180 is fine the way it is
- e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

Just needs safe expansion for Bicyclists - no disappearing Bike Paths

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support?

YES



Additional Comments (optional):

too many side streets that need turn lanes -

4. Please provide any additional comments you may wish to offer:

Bike lanes Both sides that Dont Disappear or narrow.
Free & Frequent Buses
Bus only Lanes.

OPTIONAL ONLY:

Name:

Elizabeth

Email:



US 180 CORRIDOR MASTER PLAN Public Open House #1

STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES NO

Additional Comments (optional):

in areas where right of way would not need to be expanded unless on unoccupied areas

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- ☒ a. Existing right of way only
☐ b. Expanded right of way only
☐ c. Either is ok to study

- ☐ d. US 180 is fine the way it is
☐ e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

Worst area is between Forest & Sedrist School in a.m.

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES NO

alternative that you would support?

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

*Comments on a yellow note already
Sedrist boundary is north of Forest/Cedar to 4th Street. Parents/bus traffic coming off Forest to 180 causes major congestion between Forest & Sedrist
8:00 - 8:45 or so*

OPTIONAL ONLY:

Name:

Naomi Morrison

Email:

I also live off 180



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES

☒ NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- | | |
|--|---|
| <input checked="" type="radio"/> a. Existing right of way only | d. US 180 is fine the way it is |
| b. Expanded right of way only | e. Don't care as long as the solution helps reduce congestion |
| c. Either is ok to study | |

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES

☒ NO

alternative that you would support?

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES



Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- a. Existing right of way only
- b. Expanded right of way only
- c. Either is ok to study

- d. US 180 is fine the way it is
- e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

Winter congestion is ~ 14 days per year

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES



alternative that you would support?

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES

☒ NO

Additional Comments (optional):

traffic
It would help, however, still funnel into limited town surface streets (Humphreys + Beaver) and onto already overcrowded Milton by the underpass.

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- | | |
|-------------------------------|---|
| a. Existing right of way only | d. US 180 is fine the way it is |
| b. Expanded right of way only | e. Don't care as long as the solution helps reduce congestion |
| c. Either is ok to study | |

Additional Comments (optional):

I don't understand the question

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES

☒ NO

alternative that you would support?

Additional Comments (optional):

But there still has to be a convenient way for people to go North to get to 180 to return to home or continue on Hwy 180 out of town

4. Please provide any additional comments you may wish to offer:

Again - are you ~~trying~~ trying to solve snow play traffic or daily traffic - for snow play not of the alternatives would be very helpful. ~~For~~ For Routine traffic could possibly help.

OPTIONAL ONLY:

Name:

Barbara Cress

Email:



Ideas For Snow play congestion

1. instead of ~~the~~ closing parking areas clear out multiple parking areas along 180 w/ signage "Parking 1 mile ahead," etc. For those who want to "play." They are going to come + with Wing Mt + ~~the~~ Crowley closed they need some where to park + play. Of course - play areas NOT on 180 would help also.
2. Human Traffic ~~Flow~~ Control officers along lights on ~~at~~ Columbus and on Rt 66 at Switzer + Humphrey to direct traffic (no traffic lights). It was tried before + worked well. Best strategy I've seen in 35 years I've lived in Cheshire.



Comment

I would like to see the bypass go through Forest Land (like around Wing Mountain). Not going on local roads past houses, limited access except at Wing Mtn, possibility to expand in the future if ADOT owns the right of way. Can serve as fire break for Flagstaff. Need to provide wildlife crossing areas (under or overpasses).

If we trade Nat. Forest Land for AZ State Trust Land, ^{then buy the trust land,} then we can also help with the Hopi Land settlement.

- Anne Wittle



Appendix O - Station 4: Alternative Routes to US 180 Comment Cards

US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):

- a. ☒ I prefer that any proposed solutions look to widen US 180
- b. ☐ I prefer that any proposed solution look at alternative routes instead of widening US 180
- c. ☐ I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? ☒ YES ☐ NO
(Preliminary System Alternatives 15, 16, 17, and 18)

Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:

- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
- Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
- ☒ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
- Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?

People live on all the other options

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? ☒ YES ☐ NO

Optional: Why or why not?

But they are all band-aids

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
- Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
- ☒ Preliminary System Alternative 12: Lone Tree Rd
- Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
- Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
 (Preliminary System Alternatives 15, 16, 17, and 18)
 Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
 Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **EVER** **YES** **NO**
 Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

No Routes thru Tort Valley Neighborhood EVER

Optional: Why or why not?

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

*more direct
Combine 16 + 18 to new route*

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?

Circle All That You Support:

continue to new route avoiding private property

- ☒ Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
- ☒ Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
- ☒ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
- ☒ Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?

*Most intuitive for Phoenix Region; progressively
as options move north on 180.*

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
- Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
- Preliminary System Alternative 12: Lone Tree Rd
- Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
- Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - ☒ b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? ☒ YES ☐ NO
 (Preliminary System Alternatives 15, 16, 17, and 18)
 Optional: Why or why not? THIS ALTERNATE ROUTE IS ABSOLUTELY NECESSARY. NO OTHER SOLUTIONS WILL SUFFICE TO SOLVE THE US 180 PROBLEMS.

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
 Circle All That You Support:
 - ☒ Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - ☒ Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - ☒ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - ☐ Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not? ALL ARE BETTER THAN WHAT EXISTS NOW. 15-17 ALL OFFER THE OPTION TO LEAVE SR ROAD IN TWO DIFFERENT DIRECTIONS

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? ☒ YES ☐ NO
 Optional: Why or why not? NONE OF THESE OPTIONS ARE SUFFICIENT ENOUGH TO ADDRESS THE CURRENT PROBLEMS

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - ☐ Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - ☐ Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - ☐ Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - ☐ Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - ☐ Preliminary System Alternative 12: Lone Tree Rd
 - ☐ Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - ☐ Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - ☒ a. I prefer that any proposed solutions look to widen US 180 *→ lightly only*
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? ☒ YES ☐ NO
 (Preliminary System Alternatives 15, 16, 17, and 18)
 Optional: Why or why not?
FS. Rd 222 & down to 40

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
 Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - ☒ • Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40 *— WINTER*
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? ☐ YES ☐ NO
 Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - ☒ • Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:

Name: *K. FARR*

Email:



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):

- a. ☒ I prefer that any proposed solutions look to widen US 180
- b. ☐ I prefer that any proposed solution look at alternative routes instead of widening US 180
- c. ☐ I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** ☒ **NO**

Optional: Why or why not?

Because you want to funnel traffic thru neighborhoods in Baderville. Traffic trespassing, litter, & noise pollution are problems already.

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?

Circle All That You Support:

- ☐ Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
- ☐ Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
- ☒ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
- ☐ Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?

This is the least intrusive expensive. won't fix congestion issues.

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)?

YES **NO**

Optional: Why or why not?

Widen 180 or use center lane for traffic

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- ☒ Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
- ☐ Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
- ☐ Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
- ☐ Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
- ☒ Preliminary System Alternative 12: Lone Tree Rd
- ☐ Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
- ☐ Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

Widen 180 or use shuttle buses. OR Use center lane for outgoing traffic in late afternoon.

OPTIONAL ONLY
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - ☒ a. I prefer that any proposed solutions look to widen US 180
 - ☐ b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - ☐ c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
 (Preliminary System Alternatives 15, 16, 17, and 18)
 Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
 Circle All That You Support:
 - ☐ Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - ☐ Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - ☐ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - ☐ Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not? *unnecessary to address winter congestion*

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**
 Optional: Why or why not? *with reason - can these alt routes be rotated eg - don't use Forest during heavy snow, etc*

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - ☒ Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - ☒ Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - ☐ Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - ☐ Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - ☐ Preliminary System Alternative 12: Lone Tree Rd
 - ☐ Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way) *new housing this is more congestion*
 - ☒ Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not? *No more traffic thru downtown*

OPTIONAL ONLY: *Linda Lambert*
 Name: _____

Email:



US 180 CORRIDOR MASTER PLAN

Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - ☒ b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES ☒ NO

(Preliminary System Alternatives 15, 16, 17, and 18)

Optional: Why or why not?

I don't feel that managing traffic using existing roads + lights + transit has been properly explored and exhausted. Alternative routes would only address snowbound traffic, not overall congestion issues.

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?

Circle All That You Support:

would be more expensive + have rural character + wildlife impacts.

 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?

None, but I dislike Alt. 18 the most due to wildlife Corridor that runs through the route.

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES ☒ NO

Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - ☒ • Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd *← need alt. route to Freeways*
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:
Name:

AZGFD
Hannah Givern

Email:



US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?
BECAUSE THEY GO THROUGH NEIGHBORHOODS.

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?
ALL OTHERS ARE THROUGH NEIGHBORHOODS.

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not? ALL-

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1

ADOT

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):

- a. ☒ I prefer that any proposed solutions look to widen US 180
- b. ☐ I prefer that any proposed solution look at alternative routes instead of widening US 180
- c. ☐ I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** ☒ **NO**
(Preliminary System Alternatives 15, 16, 17, and 18)

Optional: Why or why not?

Because you have large neighborhoods - would approve if through forest where it doesn't impact existing homes

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?

Circle All That You Support:

- ☐ Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40 **NO** **NO** **NO**
- ☐ Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
- ☐ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
- ☐ Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?

None - Widen existing highway - That is designated highway. People who bought homes on 180 knew it was a highway. We bought on streets to be away from highway

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** ☒ **NO**

Optional: Why or why not?

Impacts homes that think they are in country - Elbe migration

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- ☐ Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
- ☐ Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
- ☐ Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
- ☐ Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
- ☐ Preliminary System Alternative 12: Lone Tree Rd
- ☐ Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
- ☐ Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:

Name: Sandra Smith

Email:



US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - ☒ a. I prefer that any proposed solutions look to widen US 180
 - ☐ b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - ☐ c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? ☒ YES ☐ NO
 (Preliminary System Alternatives 15, 16, 17, and 18)
 Optional: Why or why not? *Least impact to residence w/ children. Bader rd alone has 6 families with children under 5. Right now they can play and go from house to house. More traffic would ruin this and undermine the community.*

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
 Circle All That You Support:
 - ☐ Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - ☐ Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - ☒ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - ☒ Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? ☐ YES ☒ NO
 Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - ☐ Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - ☐ Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - ☐ Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - ☐ Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - ☐ Preliminary System Alternative 12: Lone Tree Rd
 - ☐ Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - ☐ Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:
Name: Kyle Wormsbecker

Email:



US 180 CORRIDOR MASTER PLAN Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - ☒ a. I prefer that any proposed solutions look to widen US 180
 - ☐ b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - ☐ c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES ☐ NO ☒

(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - ☐ Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - ☐ Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - ☒ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - ☐ Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES ☐ NO ☒

Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - ☐ Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - ☐ Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - ☐ Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - ☐ Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - ☐ Preliminary System Alternative 12: Lone Tree Rd
 - ☐ Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - ☐ Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

OPTIONAL ONLY:
Name: _____

E. Smith

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1

ADOT

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?

Consider leaving 180 via Ft Valley Ranch Road i.e. between Hidden Hollow and Snowbowl

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** NO
Optional: Why or why not?
avoids most residences!

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):

- a. ☒ I prefer that any proposed solutions look to widen US 180
- b. ☐ I prefer that any proposed solution look at alternative routes instead of widening US 180
- c. ☐ I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
(Preliminary System Alternatives 15, 16, 17, and 18)

Optional: Why or why not?

*alt Rte 17 only - no hwy's through neighborhoods
We need to learn from history - People do not want hwy thru neighborhoods*

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?

Circle All That You Support:

NONE

- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
- Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
- Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
- Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?

I can not support any alt route through neighborhoods

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**

Optional: Why or why not?

Re direct congestion away from Milton / Humphreys

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
- Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
- ✗ Preliminary System Alternative 12: Lone Tree Rd
- Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
- Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

more traffic away from Milton & Humphreys

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - ☒ b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? ☒ YES ☐ NO
 (Preliminary System Alternatives 15, 16, 17, and 18)
 Optional: Why or why not?

along the Pipeline

I would also like to see a 2 Lane Road From Shultz Pass To 89 with 3 or 4 Feeders south into town

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
 Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? ☐ YES ☐ NO
 Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not?

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - ☒ b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? ☒ YES NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - ☒ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? ☒ YES NO
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - ☒ Preliminary System Alternative 12: Lone Tree Rd *Needed for a long time!!*
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:
Name:

Douglas Sabo

Email:



US 180 CORRIDOR MASTER PLAN Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - ☒ b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? ☒ YES ☐ NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

TAKE TRAFFIC outside + OFF 180 + Redirects to I-40 which can handle the Traffic.

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:

- ☐ Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
- ☐ Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
- ☐ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
- ☒ Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?

*US 180 - needs to have an alternative route
① growing populations. ② Bottlenecks Traffic when it gets to Sechrist School. ③ Current residents are TRAPPED if there is a blocking wreck.*

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? ☒ YES ☐ NO
Optional: Why or why not?

NOT EFFECTIVE

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- ☐ Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
- ☐ Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
- ☐ Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
- ☐ Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
- ☐ Preliminary System Alternative 12: Lone Tree Rd
- ☐ Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
- ☐ Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

Doesn't Solve the Problem + has extreme expense. "BAND-AID" Approach.

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):

- a. I prefer that any proposed solutions look to widen US 180
- b. I prefer that any proposed solution look at alternative routes instead of widening US 180 ?
- c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES ☒ NO ☐

(Preliminary System Alternatives 15, 16, 17, and 18)

Optional: Why or why not?

We subsidize Snowbowl + visitors should have to come through Flagstaff. Otherwise we are giving revenue to elsewhere in county!

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?

Circle All That You Support:

- Preliminary System Alternative 15: ~~Bader Rd to FS 518 to A-1 Mountain Rd to I-40~~
- Preliminary System Alternative 16: ~~Snow Bowl Road to A-1 Mountain Road to I-40~~
- Preliminary System Alternative 17: ~~Wing Mountain Rd to FS 222 to FS 171 to I-40~~
- Preliminary System Alternative 18: ~~Hidden Hollow Rd to FS 506 to Route 66 to I-40~~

Optional: Why or why not?

Besides, major wildlife corridors in forest west of town.

See above. I am shocked that forced park-and-ride bus to Snowbowl is not an option instead. Better yet, charge so city gets revenue!

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)?

Optional: Why or why not?

Flagstaff subsidizes Snowbowl - visitors' dollars should be kept in Flag.

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
- Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
- Preliminary System Alternative 12: Lone Tree Rd
- Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
- Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

Fourth Street should connect to JW Powell.

OPTIONAL ONLY:

Name: _____

Email: _____

Make snowbowl visitors use a park + -ride system!



US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - ☒ b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? ☒ YES ☐ NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - ☒ • Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? ☒ YES ☐ NO
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - ☒ • Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not?

OPTIONAL ONLY:

Name: _____ Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - ☒ b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? ☒ YES ☐ NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - ☐ Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - ☒ Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - ☐ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - ☒ Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES ☐ ☒ NO
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - ☐ Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - ☐ Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - ☐ Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - ☐ Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - ☐ Preliminary System Alternative 12: Lone Tree Rd
 - ☐ Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - ☐ Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):

- a. I prefer that any proposed solutions look to widen US 180
- ☒ b. I prefer that any proposed solution look at alternative routes instead of widening US 180
- c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? ☒ YES ☐ NO
(Preliminary System Alternatives 15, 16, 17, and 18)

Optional: Why or why not?

It moves congestion (Traffic) out of Town and elevates bottle Necking traffic on Ft. Valley.

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?

Circle All That You Support:

- ☐ Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
- ☐ Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
- ☐ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
- ☒ Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?

Alternative 18 - moves traffic out of Flag and comes out beyond most Residential Homes.

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? ☐ YES ☒ NO

Optional: Why or why not?

NO - Does not eliminate traffic problem.
No - Very Costly to Purchase property/Businesses

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- ☐ Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
- ☐ Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
- ☐ Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
- ☐ Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
- ☐ Preliminary System Alternative 12: Lone Tree Rd
- ☐ Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
- ☐ Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

NONE

The Flagstaff area will continue to grow.
This problem needs attention now! - it will just be more expensive at a later time.

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. ☒ I prefer that any proposed solutions look to widen US 180
 - b. ☐ I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. ☐ I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? ☒ YES ☐ NO
 (Preliminary System Alternatives 15, 16, 17, and 18)
 Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
 Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not? PAVED!

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? ☒ YES ☐ NO
 Optional: Why or why not? ONLY IF THEY ARE PAVED!

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not? HUMPHREY'S IS THE MAJOR BOTTLENECK!

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES ☐ NO ☒ (Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not? *Too much impact on animal corridor noise, trash, loss of peaceful enjoyment & quality of life*

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES ☐ NO ☒
Optional: Why or why not? *same as above*

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not?

OPTIONAL ONLY:

Name: _____ Email: _____



US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. ☐ I prefer that any proposed solutions look to widen US 180
 - b. ☒ I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. ☐ I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? ☒ YES ☐ NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - ☒ Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - ☒ Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - ☒ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - ☒ Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? ☐ YES ☒ NO
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - ☒ Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - ☒ Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - ☒ Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - ☒ Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - ☒ Preliminary System Alternative 12: Lone Tree Rd
 - ☒ Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - ☒ Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not?

OPTIONAL ONLY:

Name: _____ Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?

My house is on this Bader Rd.

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1

STATION 4 COMMENT CARD

- Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - ☒ I prefer that any proposed solutions look to widen US 180
 - ☐ I prefer that any proposed solution look at alternative routes instead of widening US 180
 - ☐ I believe that US 180 is fine the way it is
- Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? ☒ YES ☐ NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

- If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:



- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
- Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
- Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
- Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?

It would ease congestion on Milton/Humphreys – the goal

- Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? ☒ YES ☐ NO
Optional: Why or why not?

Same as above

- If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - ☒ Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - ☒ Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

Relieve the traffic on Humphreys! 30 yrs. on Humphreys and it is ridiculous how busy the road has become

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):

- ☒ a. I prefer that any proposed solutions look to widen US 180
- ☐ b. I prefer that any proposed solution look at alternative routes instead of widening US 180
- ☐ c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES ☒ NO

(Preliminary System Alternatives 15, 16, 17, and 18)

Optional: Why or why not?

Community impacts!

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?

Circle All That You Support:

- ☒ Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
- ☒ Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
- ☐ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
- ☐ Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES ☒ NO

Optional: Why or why not?

NO FS

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- ☒ Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
- ☒ Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
- ☒ Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
- ☒ Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
- ☒ Preliminary System Alternative 12: Lone Tree Rd
- ☒ Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
- ☒ Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:

Email: _____



US 180 CORRIDOR MASTER PLAN Public Open House #1

STATION 4 COMMENT CARD

- Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - I prefer that any proposed solutions look to widen US 180
 - ☒ I prefer that any proposed solution look at alternative routes instead of widening US 180
 - I believe that US 180 is fine the way it is
- Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? ☒ YES ☐ NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not? *You must get 180 out of town. Anything else only puts off the inevitable. The city is going to grow. You would have to purchase too much private property to widen 180.*
- If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not? *Alt. 18 is the plan that disrupts the least property owners. Gets 180 out of town and allows room for growth.*
- Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? ☐ YES ☒ NO
Optional: Why or why not?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
- If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting? *No*
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not? *You can not expand 180 enough to take care of the problems when you go thru town. We need to quit thinking Flagstaff is not going to grow and plan for it, for a change.*

OPTIONAL ONLY:
Name:

Jeffrey DeLap

Email:



US 180 CORRIDOR MASTER PLAN Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):

- a. I prefer that any proposed solutions look to widen US 180
- b. I prefer that any proposed solution look at alternative routes instead of widening US 180
- c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? (Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

YES ☒ NO

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:

- ☒ Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - ☒ Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - ☒ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - ☒ Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
- Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)?
Optional: Why or why not?

YES ☒ NO

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- ☒ Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
- ☒ Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
- ☒ Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
- ☒ Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
- ☒ Preliminary System Alternative 12: Lone Tree Rd
- ☒ Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
- ☒ Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?
1 Line on bader rd

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - ☒ b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? ☒ YES ☐ NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?
IT'S THE ONLY OPTION TO REDUCE CONGESTION

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - ☒ Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - ☒ Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - ☒ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - ☒ Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? ☐ YES ☒ NO
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - ☐ Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - ☐ Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - ☐ Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - ☐ Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - ☐ Preliminary System Alternative 12: Lone Tree Rd
 - ☐ Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - ☐ Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not?

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - ☒ b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? ☒ YES ☐ NO
 (Preliminary System Alternatives 15, 16, 17, and 18)
 Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
 Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? ☐ YES ☐ NO
 Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

new suggestion: locals only lane

OPTIONAL ONLY:
Name: _____

Emily

Email: _____



US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - ☒ a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES ☒ NO

(Preliminary System Alternatives 15, 16, 17, and 18)

Optional: Why or why not?

Not connections through neighborhood. Not Bader or Snowbowl Rd. ~~from~~

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - ☒ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES ☒ NO

Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):

- a. I prefer that any proposed solutions look to widen US 180
 b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
 (Preliminary System Alternatives 15, 16, 17, and 18)

Optional: Why or why not?

*I live in Fort Valley. 2nd route to town needed
 I support using South Snowbowl Rd.*

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?

Circle All That You Support:

- ☒ Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
- ☒ Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
- ☐ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
- ☐ Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?

*The intersection of 180 and snowbowl Rd makes
 the most sense to me*

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**

Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- ☐ Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
- ☐ Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
- ☐ Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
- ☐ Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
- ☐ Preliminary System Alternative 12: Lone Tree Rd
- ☐ Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
- ☐ Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:

Name: Ethan Blasius

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - ☒ c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** ☒ **NO**
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** ☒ **NO**
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:
Name: _____

fm

Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
 (Preliminary System Alternatives 15, 16, 17, and 18)
 Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
 Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**
 Optional: Why or why not?
Improves into neighborhoods

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not?

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):

a. ☒ I prefer that any proposed solutions look to widen US 180 - *This solution only works once the Milton solution is addressed also!*

b. ☐ I prefer that any proposed solution look at alternative routes instead of widening US 180

c. ☐ I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**

(Preliminary System Alternatives 15, 16, 17, and 18)

Optional: Why or why not? *As long as they do not go through neighborhoods!*

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?

Circle All That You Support:

 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - ☒ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40 ~~to I-40~~
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**

Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

☒ Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66

☒ Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)

☒ Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66

☒ Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40

☒ Preliminary System Alternative 12: Lone Tree Rd

☒ Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)

☒ Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. ☒ I prefer that any proposed solutions look to widen US 180
 - b. ☐ I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. ☐ I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? ☒ YES ☐ NO
 (Preliminary System Alternatives 15, 16, 17, and 18)
 Optional: Why or why not? *Safety, #s of vehicles, neighborhood congestion*

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
 Circle All That You Support:
 - ☒ Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - ☒ Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - ☐ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - ☐ Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES ☐ NO ☐
 Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - ☐ Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - ☐ Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - ☐ Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - ☐ Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - ☐ Preliminary System Alternative 12: Lone Tree Rd
 - ☐ Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - ☐ Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not?

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):

- a. ☒ I prefer that any proposed solutions look to widen US 180
 b. ☐ I prefer that any proposed solution look at alternative routes instead of widening US 180
 c. ☐ I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? ☒ YES ☐ NO
 (Preliminary System Alternatives 15, 16, 17, and 18)
 Optional: Why or why not?

#1 best to avoid residences & least cost to construct but perhaps 15, 16, 18 for locals have a relief. In winter living in Cheshire if access to Flagstaff was closed, my ONLY option to get out is a multi-hour drive to Valle then Williams to I-40! Not a good option!

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
 Circle All That You Support:

- ☐ Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
- ☐ Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
- ☒ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
- ☐ Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?

Why not straightest, avoids residential and least climbing hills or descending in grade elevation. Also ~~alt 17~~ connects close to I-40 Exit but the Pilot Gas intersection/exist needs improvement

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? ☒ YES ☐ NO
 Optional: Why or why not?

Not Alts 7-9 as they are already being ~~used~~ used as alt. Proof when Beaver St was shut down this winter twice traffic backups on Humphreys - it was horrible!! Please don't put it on Sante Fe Canyon, San Francisco River, Humphreys over sitgreaves as total US 180 traffic

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- Already used Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 Already used Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 Already used Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 End it! Great! Preliminary System Alternative 12: Lone Tree Rd
 Doesn't help Milton Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 yes Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:

Name: _____ Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** NO
(Preliminary System Alternatives 15, 16, 17, and 18)

Optional: Why or why not?

Keep Tourist and visitors easy routes back to Town and taking load off 180 and downtown streets

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?

Circle All That You Support:

- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
- Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
- Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
- Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?

Use ALT 15 and 18 and connect them south of Baderville Rd, FS 506 would curve N. West to meet FS 518

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** NO

Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- Preliminary System Alternative 15: Canyon Dr to Route 66
- Preliminary System Alternative 16: t to Butler Ave (southbound one way) and d one way)
- Preliminary System Alternative 17: to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 18: Flagstaff Ranch Rd to I-40
- Preliminary System Alternative 19: verpass to Humphreys St (northbound one (southbound one way)
- Preliminary System Alternative 20: Woodland's Village Blvd to Beulah Ave to

Optional: Why or why not?

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - ☒ b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? ☒ YES ☐ NO
 (Preliminary System Alternatives 15, 16, 17, and 18)
 Optional: Why or why not? *Too many homes + other businesses, museums etc. along that route - schools, churches, etc.
 ② We need to get traffic congestion out of center of town + residential areas.*

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
 Circle All That You Support:
 - ☒ Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - ☒ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - ☒ Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? ☐ YES ☒ NO
 Optional: Why or why not? *City roadway + street - already overburdened.*

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - ☒ Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not? *The main goal should be to save our city - business + especially residential areas. Stop this!
 all of the above are located in residential + business areas.
 Bad for business + completely destructive to all residential*

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1

STATION 4 COMMENT CARD

- Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - I prefer that any proposed solutions look to widen US 180
 - I prefer that any proposed solution look at alternative routes instead of widening US 180
 - I believe that US 180 is fine the way it is
- Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?
- If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?
- Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**
Optional: Why or why not?
- If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:

Name:

Email:

What ever happened to a road over to McMillan Mesa + around Buffalo Park to connect to 180 to help traffic on Rt 66 + Milton on a daily basis and also as alternative if 180 is closed due to accident, fire, etc. Those out 180 are cut off with no alternatives if 180 is closed.



US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - ☒ b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? ☒ YES ☐ NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - ☒ Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - ☒ Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - ☒ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - ☒ Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? ☐ YES ☒ NO
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - ☐ Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - ☐ Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - ☐ Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - ☐ Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - ☐ Preliminary System Alternative 12: Lone Tree Rd
 - ☐ Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - ☐ Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not?

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - ☒ b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? ☒ YES ☐ NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - ☒ Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - ☒ Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - ☒ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - ☒ Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES ☒ NO
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - ☐ Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - ☐ Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - ☐ Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - ☐ Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - ☐ Preliminary System Alternative 12: Lone Tree Rd
 - ☐ Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - ☐ Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not?

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - ☒ b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? ☒ YES ☐ NO
 (Preliminary System Alternatives 15, 16, 17, and 18)
 Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
 Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - ☒ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? ☒ YES ☐ NO
 Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

NO - DUE TO THE HIGH DENSITY APARTMENTS BEING BUILT.

HWY. 66 IS ALREADY TAXED AT RUSH HOUR!

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - ☒ b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? (Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not? ☒ YES ☐ NO

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - ☒ Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - ☒ Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - ☒ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - ☒ Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)?
Optional: Why or why not? ☒ YES ☐ NO

There is not room for a 180 that is much bigger

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - ☐ Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - ☐ Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - ☐ Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - ☐ Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - ☒ Preliminary System Alternative 12: Lone Tree Rd
 - ☒ Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - ☐ Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not?

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. ☒ I prefer that any proposed solutions look to widen US 180
 - b. ☐ I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. ☐ I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? ☒ YES ☐ NO
 (Preliminary System Alternatives 15, 16, 17, and 18)
 Optional: Why or why not? *SAFETY, ADD CAPACITY, ADD ACCESS TO FOREST.*

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
 Circle All That You Support:

- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - ☒ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

 Optional: Why or why not? *Voted already w/*

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? ☒ YES ☐ NO
 Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - ☒ b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - ☒ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?
TRAFFIC should not be routed through badenwille

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? ☒ **YES** **NO**
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

LOCALS only LANES

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** ☒ **NO**
 (Preliminary System Alternatives 15, 16, 17, and 18)
 Optional: Why or why not? *I support Parks Ride Transit that keeps motorists drivers out of ones*

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
 Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** ☒ **NO**
 Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not?

OPTIONAL ONLY:

Name: _____ Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. ☒ I prefer that any proposed solutions look to widen US 180
 - b. ☐ I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. ☐ I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES ☒ NO ☐
 (Preliminary System Alternatives 15, 16, 17, and 18)
 Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
 Circle All That You Support:
 - ☐ Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - ☐ Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - ☐ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - ☐ Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES ☒ NO ☐
 Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - ☒ Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - ☒ Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - ☒ Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - ☒ Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - ☒ Preliminary System Alternative 12: Lone Tree Rd
 - ☐ Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - ☐ Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not? *ALT 12 Consider: Milton To 66 To Yale/Bedlah To JWP To I-17.*

OPTIONAL ONLY:

Name: Gerry Craig

Email:



US 180 CORRIDOR MASTER PLAN

Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
 (Preliminary System Alternatives 15, 16, 17, and 18)
 Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
 Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not? **BEST CHOICE!**

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**
 Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. ☒ I prefer that any proposed solutions look to widen US 180
 - b. ☐ I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. ☐ I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? ☒ YES ☐ NO
 (Preliminary System Alternatives 15, 16, 17, and 18)
 Optional: Why or why not?

Routing people to the snow (at 8000 ft elevation near Nordic Center) around Flagstaff would eliminate congestion downtown.

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
 Circle All That You Support:
 - ☒ Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - ☒ Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - ☒ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - ☒ Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

I support the most cost-effective

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? ☒ YES ☐ NO
 Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - ☒ Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - ☐ Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - ☐ Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - ☐ Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - ☐ Preliminary System Alternative 12: Lone Tree Rd
 - ☐ Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - ☒ Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not?

OPTIONAL ONLY

Name: Jennifer Spinti

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
- a. I prefer that any proposed solutions look to widen US 180
 - ☒ b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:

- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
- Optional: Why or why not?

Not sure these would help because many people spend night in hotels + have to access Snodgrass Flan + all students + locals

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)?
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
- Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
- Preliminary System Alternative 12: Lone Tree Rd
- Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
- Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:
Name: _____

Sarah Manson



Email: _____

Transportation



US 180 CORRIDOR MASTER PLAN

Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
 (Preliminary System Alternatives 15, 16, 17, and 18)
 Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
 Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**
 Optional: Why or why not?

CITY AND COUNTY LIGHTING ORDINANCES MUST BE FOLLOWED BY ADOT WITHIN CITY AND COUNTY BOUNDARIES

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?



OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - ☒ b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? ☒ YES ☐ NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - ☒ • ~~Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40~~
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? ☐ YES ☒ NO
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not? DOES NOT REDUCE CONGESTION !!!

OPTIONAL ONLY:

Name: _____ Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is
2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES ☒ NO ☐

(Preliminary System Alternatives 15, 16, 17, and 18)

Optional: Why or why not?

Destroy neighborhood impact FLAG Business *clear up more open space and forest land all because FLAG doesn't know how to plan*
3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?

Circle All That You Support:

 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?
4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES ☒ NO ☐

Optional: Why or why not?
5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - ☒ Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - ☒ Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - ☒ Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - ☒ Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is
2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:

- ☒ Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
- ☒ Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
- ☒ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
- ☒ Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?

SHOULD HELP RELIEVE
SOME CONGESTION IN CITY

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
- Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
- Preliminary System Alternative 12: Lone Tree Rd
- Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
- Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

ALL WOULD RUIN
HISTORIC AREAS (except 14, which is bad)

OPTIONAL ONLY:

Name: ROBERT J. PEASE

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not?

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
 (Preliminary System Alternatives 15, 16, 17, and 18)
 Optional: Why or why not?
To take the amount of traffic off Humphreys & Ft Valley + Milton

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
 Circle All That You Support:
 - ☒ Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - ☒ Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - ☒ Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - ☐ Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?
15 & 16 would bypass most of downtown + residential areas

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**
 Optional: Why or why not?
Doesn't really solve the city congestion - just different routes but same traffic amount

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

Please see back →

OPTIONAL ONLY:
Name:

Barbara Cress

Email:



Alternative 15-18 should not be considered
just to alleviate snow play traffic.

~~also the long-term problems of local traffic~~
~~probably~~

Roads outside of town off A-1 Mtn
would not really help locals on a daily
commute and/or would create
way too much traffic through rural
communities. A beltway - ~~around~~
~~and~~ circling town would help
more than paving dirt forest road.
Not just for 180 but Milton + Rt 66



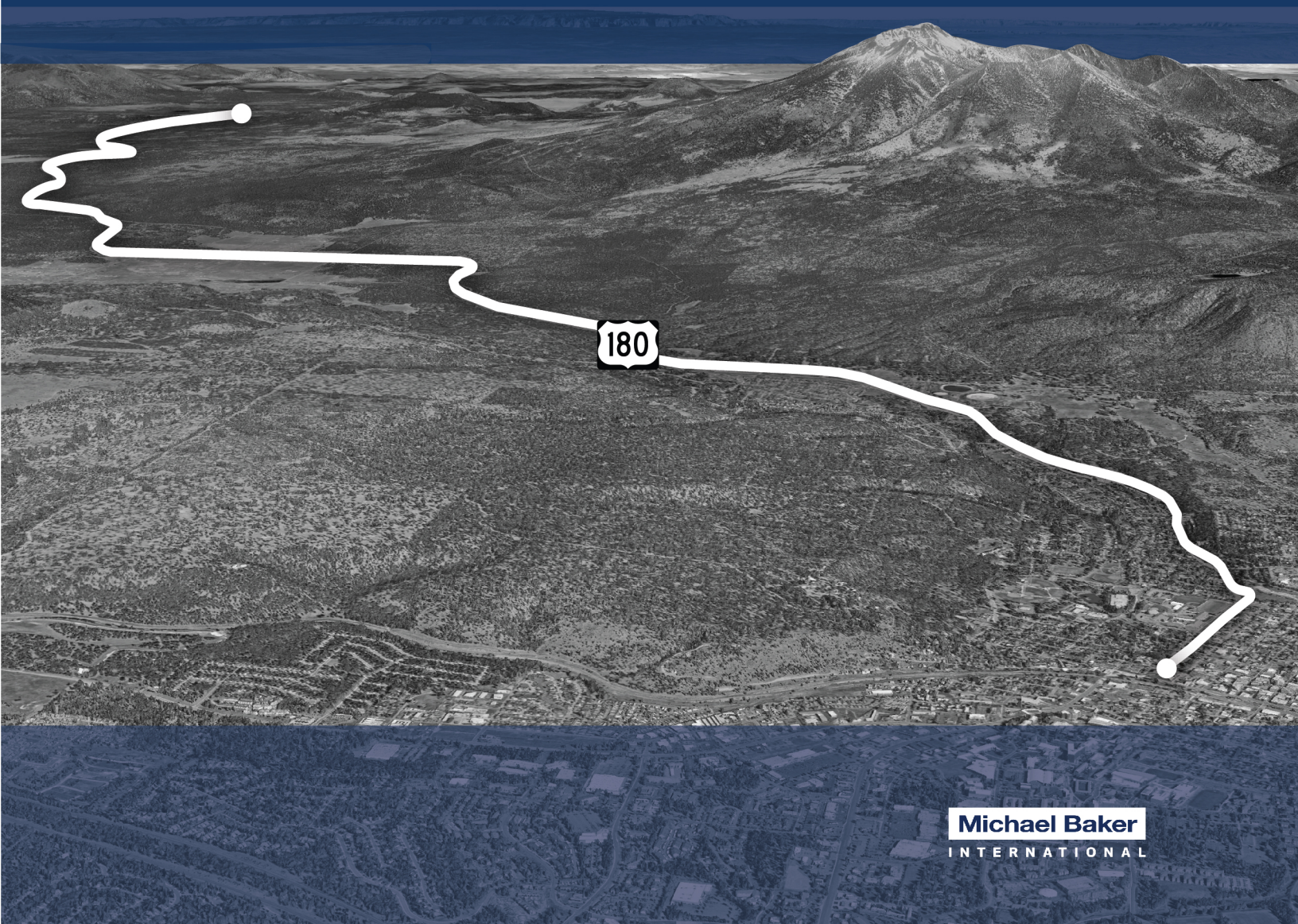


US 180 Corridor Master Plan

Public Open House Meeting #2 - Summary Report



January 2021



Michael Baker
INTERNATIONAL

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1.0 INTRODUCTION

1.1 US 180 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 US 180 between Route 66 (MP 215.44) and Crowley Pit (MP 233.25) (see **Figure 1**).

The purpose of the US 180 Corridor Master Plan (CMP) is to identify a 20-year vision for the US 180 corridor that addresses the seven goals (expressed in Figure 1-1 below) 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 US 180 right-of-way, alternatives that would require an expanded right-of-way, and alternative routes separate and in addition to the US 180 corridor itself.

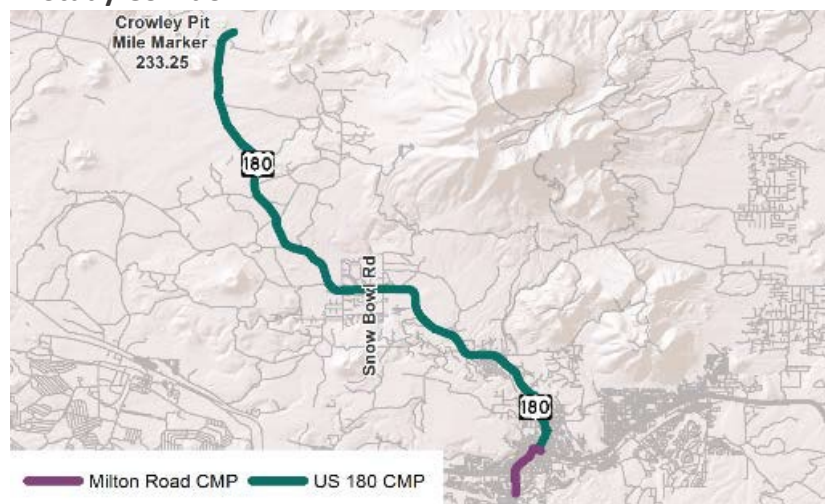
The System Alternatives are also complemented by a series of Base Build Spot Improvements – which constitute targeted, near term low investment mitigation measures that support mid and long-term System Alternatives.

The US 180 CMP process has included, and will continue to include public and stakeholder involvement that consists of a thorough and community-vetted, quantitative evaluation criteria exercise for the evaluation 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 citizens.

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/US180CorridorMasterPlan

Figure 1: US 180 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 US 180 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, aka Public Open House Meeting #2, was held on November 19, 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://us180corridormasterplan.com/>

2.1 Public Open House Meeting #2 Notification Procedures

ADOT conducted the US 180 CMP Public Open House Meeting #2 virtually on November 19, 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 US 180 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 53 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/480014234>.

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 74 attendees participated in the Live Q&A session, where a total of 41 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 Live Question & Answer Transcript.

2.5 Public Open House #2 Tier Three Alternatives Display Boards

A series of display boards illustrating detailed information about each of the seven Alternatives and the results from the Tier Two 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. 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;
- Spot Improvement Inventory;
- Alternative A;
- Alternative B;
- Alternative C;
- Alternative E;
- Alternative F; and
- Tier Two Evaluation Criteria Results.

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

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 members of the public to complete. This survey was intended to ask targeted questions about the US 180 study corridor, where input would help ADOT and the Project Partners identify a recommended alternative for US 180. The online survey was available for two weeks and was available on the City of Flagstaff's website from November 19 to December 4. A total of 107 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, an update was provided to the City of Flagstaff City Council and the Coconino County Board of Supervisors on the status of the US 180 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 where the highest performing. A copy of the presentation can be found in *Attachment G – US 180 & Milton Road CMP*.

3.0 ATTACHMENTS

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

Post Card Mailer (front)

180 US 180 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 US 180 in Flagstaff and Coconino County. The purpose of this Corridor Master Plan is to identify a 20-year vision for the US 180 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 US 180 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. Thursday, November 19, 2020

Where: Access the virtual public open house here:
www.azdot.gov/US180CorridorMasterPlan

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)

180 US 180 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 19 to December 4 at:
www.azdot.gov/US180CorridorMasterPlan
- Submit your questions or comments to:
US180Project@mbakerintl.com

ADOT Project Number: P181203P

Federal Aid Number: MPD-S(018)

Newspaper and Online Advertisement Flyer

US 180 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 US 180 in Flagstaff and Coconino County. The purpose of this Corridor Master Plan is to identify a 20-year vision for the US 180 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 US 180 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. Thursday, November 19, 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/US180CorridorMasterPlan

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 19 to December 4 at: **www.azdot.gov/US180CorridorMasterPlan**
- Submit your questions or comments to **US180Project@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. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

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

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

Name	Email
Kathy Perkins	katricheson@aol.com
Dennis Sperle	dsperle@yahoo.com
Greg Hartman	qas264@yahoo.com
Kate Wyatt	kbalm29@gmail.com
Kathy Perkins	katricheson@aol.com
White	1120 N Rockridge Rd
Jeff Meilbeck	jeff.meilbeck@metroplanflg.org
Katie Landry	katielandry@me.com
B. Mizer	Wisermizer@gmail.com
Doug Carroll	doug.carroll721@gmail.com
Kathy Perkins	katricheson@aol.com
Bret Petersen	bpetersen
Mary Kershaw	mkershaw@musnaz.org
Kate Morley	kmorley@naipta.az.gov
Naomi Morrison	n1m12@hotmail.com
Monica Gaylord	Monicagaylord@yahoo.com
Michele Roberts	merinflag@gmail.com
Richard Pogue	2924 S Camel Dr
JR Murray	jrmurray@snowbowl.ski
Michele Ralston	mralston@coconino.az.gov
John Lovely	lovelyjandc@aol.com
Michael Bamberg	mbamberg22@gmail.com
Launi Kester	l_kester@msn.com
jen blue	oldcaves@yahoo.com
Sara Dechter	sdechter@flagstaffaz.gov
Barry and Debbie Martin	high8240land@earthlink.net
Stephanie Walsh	stephanie.tebo@gmail.com
Dina Barnese	dinabarnese@gmail.com
Janet Koons	Jankoons360@msn.com
Heidi Yaqub	hyaqub@azdot.gov
Jill Grams	jillsgrams@yahoo.com
Paul Grams	paul.grams@gmail.com
Dan Galvin	dan.galvin@wsp.com
Bizzy Collins	bcollins@naipta.az.gov
Rick Barrett	rbarrett@flagstaffaz.gov
Jim McCarthy	JM436MC@gmail.com
Serge Drogi	sdrogi@outlook.com

Name	Email
Andy Cook	finagaincook@yahoo.com
Lorraine Crim	lcrim@coconino.az.gov
Amelia George	ageorge@musnaz.org
Guillermo Cortes	gcortes@swiaz.com
Sherman Stephens	Wecare4uu@aol.com
Jaime Gutierrez	jaimeg602@yahoo.com
Jay Lewis	jaylewis81@gmail.com
Barbara Poggi	Barbara.poggi@dpcrc.com
Heather Green	hmgreen1259@gmail.com
jane jackson	jejackson541@gmail.com
Kathryn Kozak	kathryn.kozak@gmail.com
Eve Coffman	elkcoffman2aol.com
Lance Wigley	lance.t.wigley@gmail.com
Gregory Mace	gregory.mace@nau.edu
Sue Martin-Caskey	smartincaskey@gmail.com
Kathleen Flaccus	kkflaccus@gmail.com

3.3 Attachment C - Public Open House Meeting #2 Presentation

1

US 180

Corridor Master Plan

Virtual Public Open House

November 19, 2020

1

2

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

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

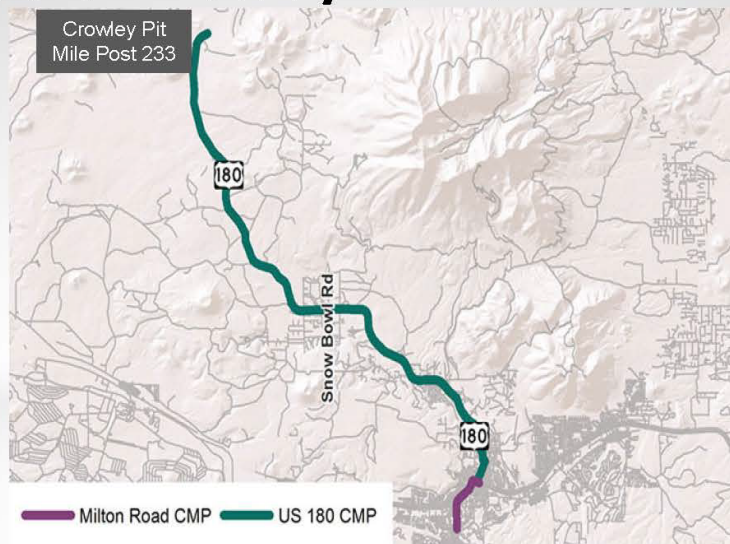
ADOT Civil Rights Office
206 S 17th Ave, MD 155-A
Phoenix, AZ 85007
602.712.8946
602.239.6257 (fax)
azdot.gov

3



3

US 180 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



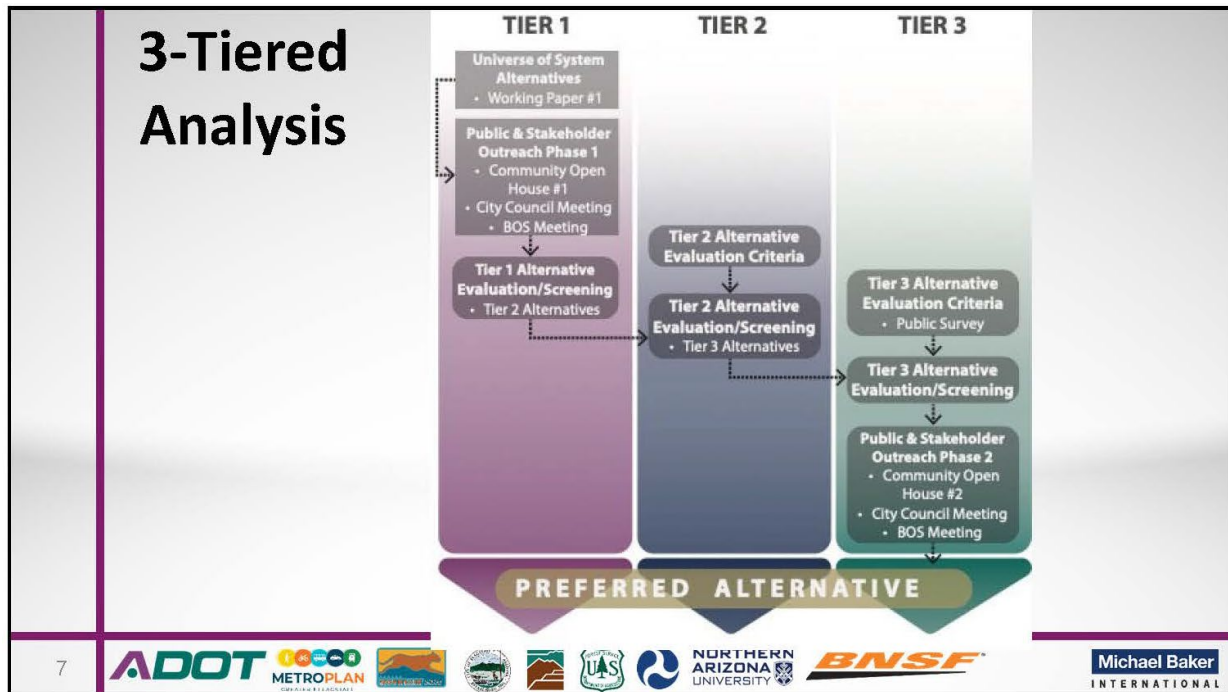
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US 180 CMP Study Objectives

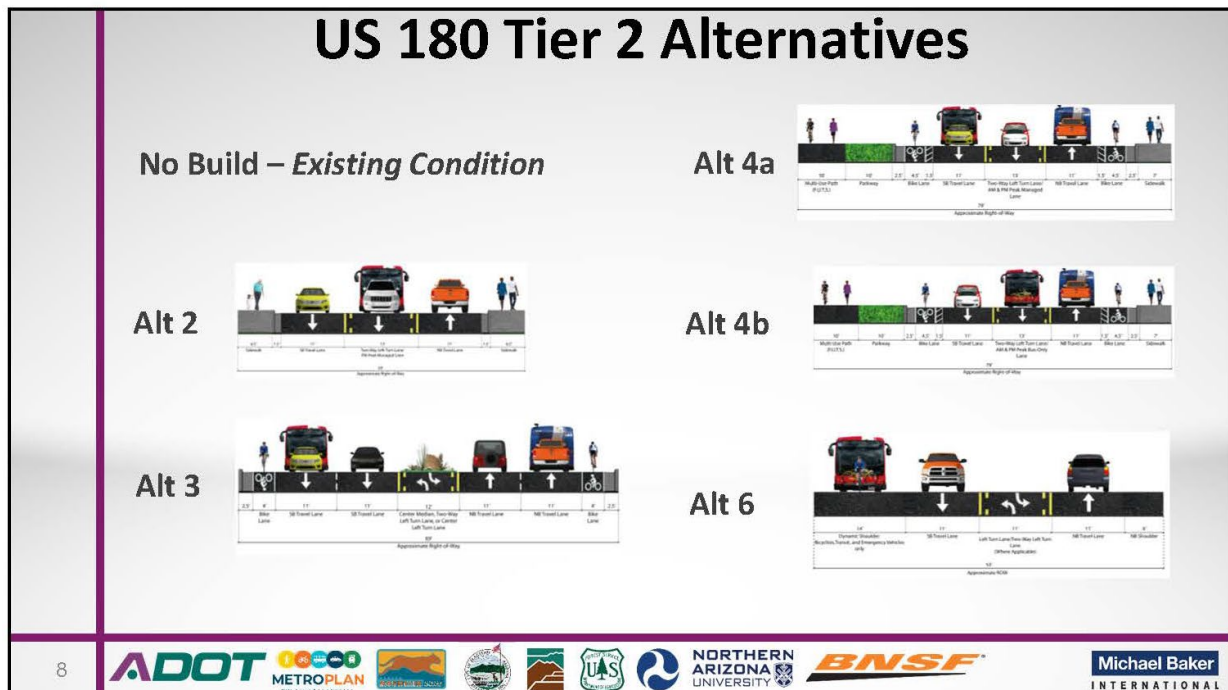
- ▶ Address congestion and safety
 - Special emphasis on winter congestion for US 180
- ▶ Identify the long-term (20-year) vision of the corridor
- ▶ Obtain public and stakeholder input on alternatives, including multimodal alternatives
- ▶ Scope out and further implement previous and new strategies, consistent with the long-term vision
- ▶ Prioritize implementation projects for design
- ▶ Assist Mountain Line in completing its Bus Rapid Transit/High Capacity Transit system design
- ▶ Follow the Planning & Environmental Linkages process to carry forward decisions into Design & NEPA

6





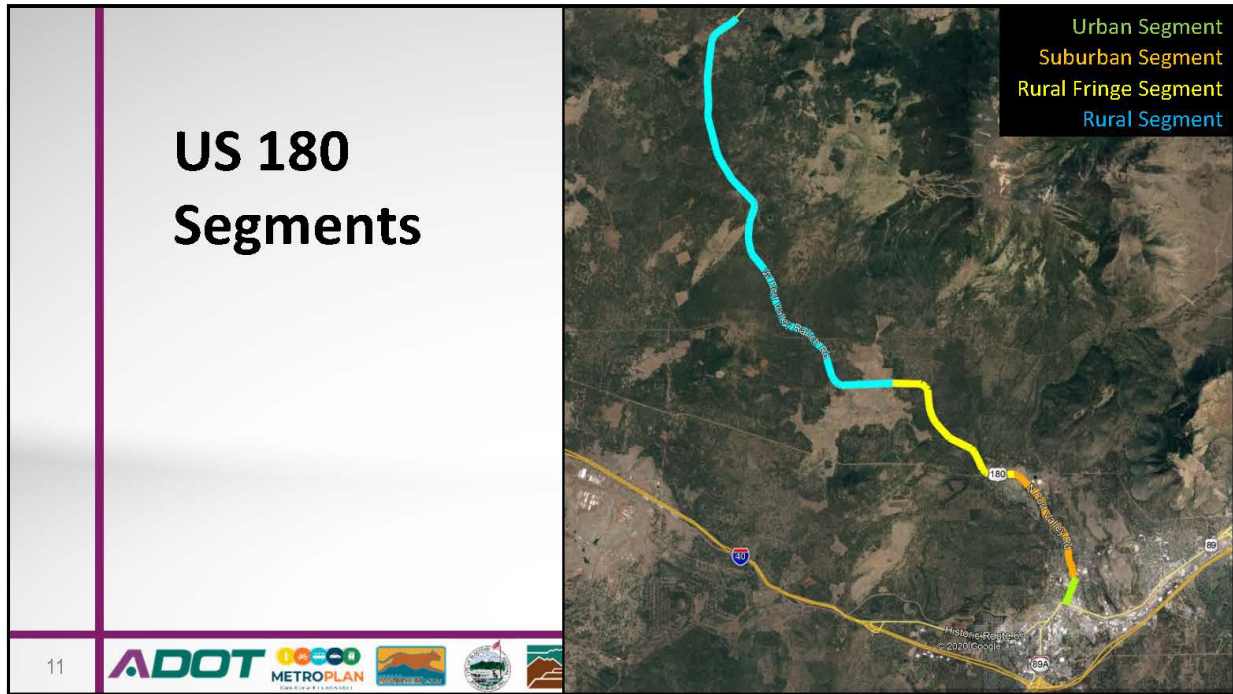
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US 180 Tier 2 Evaluation Criteria			
Evaluation Criteria			Weight
Category	Criteria / Measure		
Reduction in Vehicular Congestion	Improves Congestion		5.25%
	Travel Speed as % of Base Free Flow Speed		3.32%
	Improved Intersection LOS		6.04%
	Signal/Stop Control Delay		3.29%
	Travel Time		4.79%
Safety	Reduced in Total Crashes		7.13%
	Reduced Injury Crashes		8.18%
	Reduced Bicycle Crashes		7.10%
Evaluation Criteria			Weight
Category	Criteria / Measure		
Expand Travel Mode Choices	Pedestrian Facilities		7.12%
	Bicycle Facilities		7.48%
	Transit Travel Time		6.27%
Public Acceptance	Public Support		8.26%
Construction/Implementation	Project Cost		4.68%
	ROW Impact (Square Feet)		4.96%
10			
ADOT METROPLAN U.S. ARIZONA UNIVERSITY BNSF Michael Baker INTERNATIONAL			



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US 180 Alternative Modeling Packages							
Segment		Alternative Package					
		A	B	C	D	E (Alt 17 - Wing Mtn Rd)	F (Alt 18 - Hidden Hollow)
1	Route 66 to Columbus (Urban)	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	No Build	No Build
2	Columbus to Peak View (Suburban)	No Build	Alt 3 Suburban	Alt 4A - AM managed lane NB - PM managed lane SB	Alt 4B (Transit) - AM Bus NB - PM Bus SB	Alt 6 (Transit) - SB bus lane	No Build
3	Peak View to Snowbowl Rd (Rural)		Alt 3 Rural	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	No Build	No Build
4	Snowbowl Rd to MP 233.55 (Rural)		Alt 3 Rural	No Build	No Build	No Build	No Build

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No-Build Tier 2 Results

Rank

3

Score

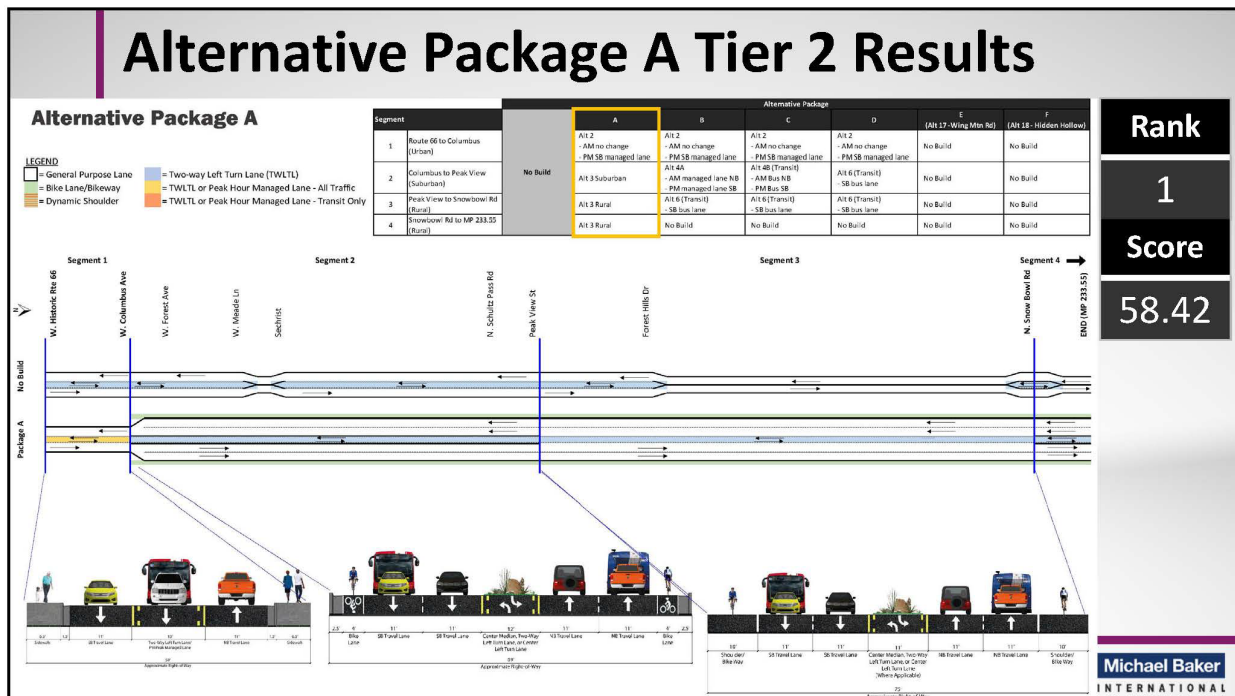
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Segment		No Build	Alternative Package					
	A		B	C	D	E (Alt 17 -Wing Mtn Rd)	F (Alt 18 - Hidden Hollow)	
1	Route 66 to Columbus (Urban)		Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	No Build	No Build
2	Columbus to Peak View (Suburban)		Alt 3 Suburban	Alt 4A - AM managed lane NB - PM managed lane SB	Alt 4B (Transit) - AM Bus NB - PM Bus SB	Alt 6 (Transit) - SB bus lane	No Build	No Build
3	Peak View to Snowbowl Rd (Rural)		Alt 3 Rural	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	No Build	No Build
4	Snowbowl Rd to MP 233.55 (Rural)	Alt 3 Rural	No Build	No Build	No Build	No Build	No Build	

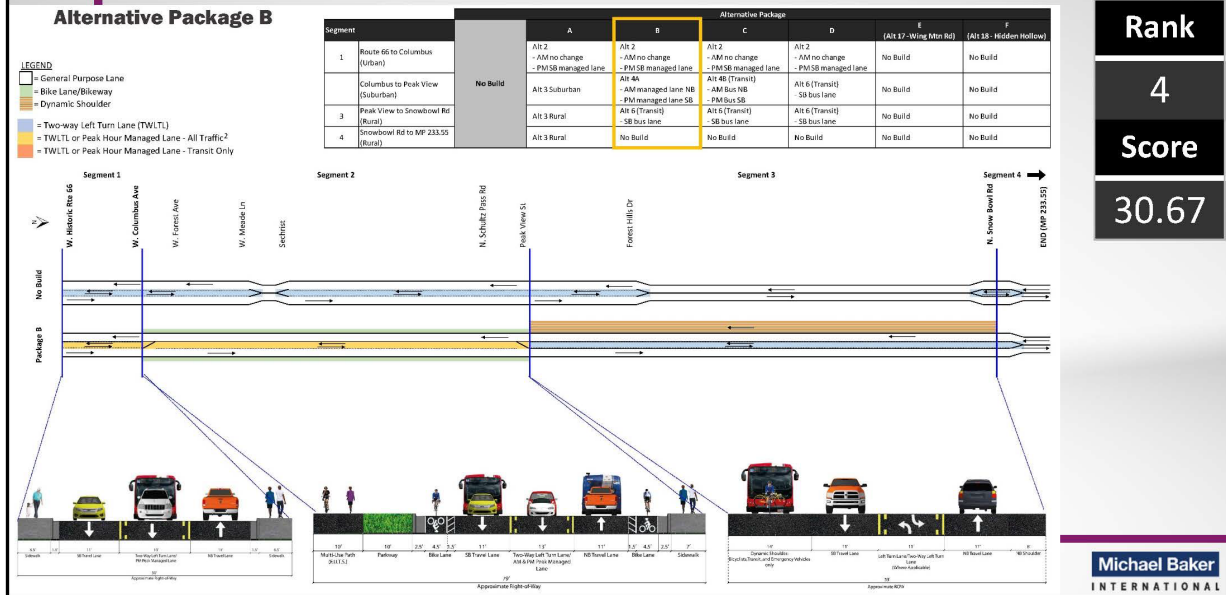
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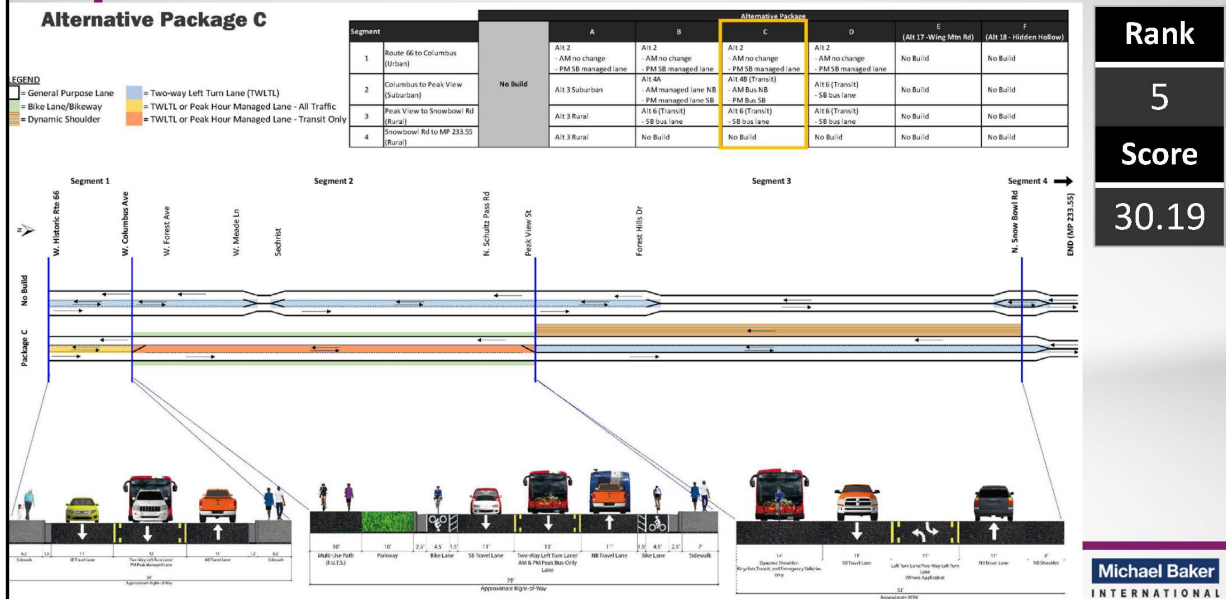


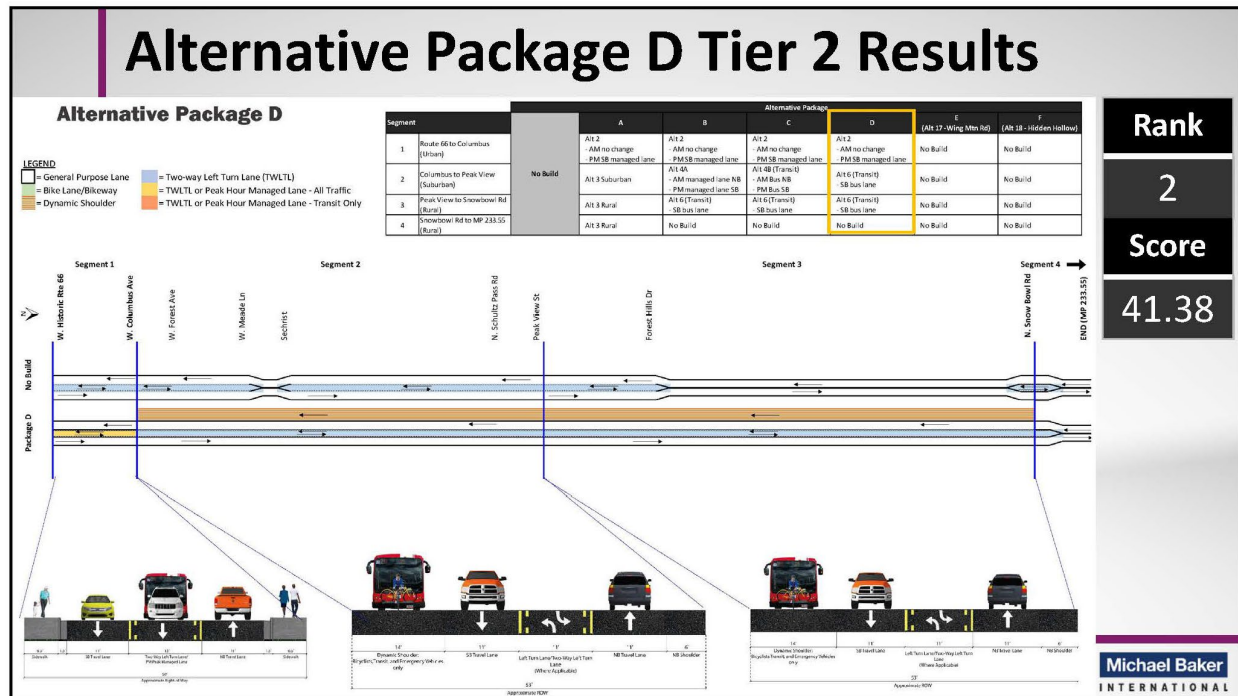
Alternative Package B Tier 2 Results



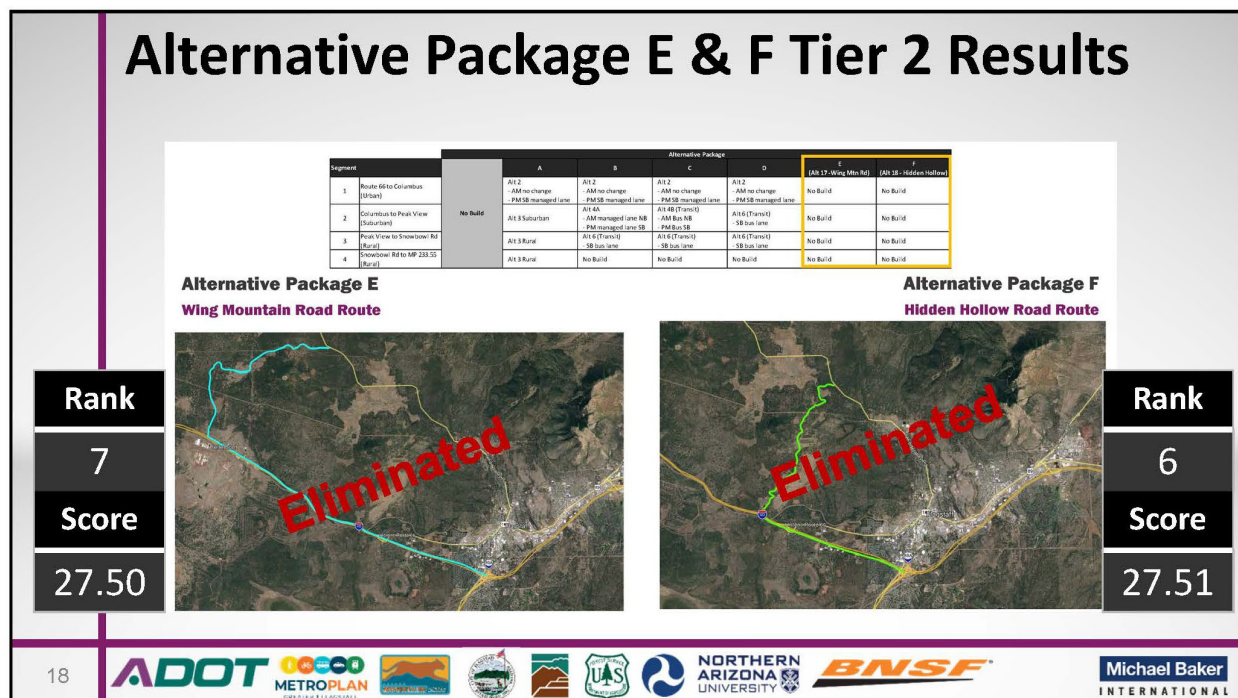
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Alternative Package C Tier 2 Results





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18

18

US 180 Corridor Travel Times									
Alternative	AM Peak Hour				PM Peak Hour				Overall Impact
	Westbound		Eastbound		Westbound		Eastbound		
	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	16.3	-	15.7	-	15.9	-	16.9	-	Neutral
A	15.9	98.4%	15.2	98.4%	15.5	98.4%	16.4	98.4%	Positive, yet negligible
B	16.5	98.3%	16.4	98.3%	16.0	98.3%	19.8	98.0%	Negative
C	16.5	98.3%	15.6	98.3%	16.3	98.3%	20.5	98.0%	Negative
D	17.2	98.2%	15.7	98.3%	16.2	98.3%	20.2	98.0%	Negative
E Wing Mtn bypass	15.6	98.4%	15.6	98.3%	15.7	98.4%	16.3	98.4%	Positive, yet negligible
F Hidden Hollow bypass	15.9	98.4%	15.7	98.3%	15.8	98.3%	16.1	98.4%	Positive, yet negligible
19	<div><div><div>ADOT</div><div>METROPLAN</div><div>Maricopa County</div><div>Yuma County</div><div>U.S. Highway 180</div><div>NORTHERN ARIZONA UNIVERSITY</div><div>BNSF</div><div>Michael Baker INTERNATIONAL</div></div></div>								

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US 180 Results	<ul style="list-style-type: none"> ➤ The analysis concludes there is a significant correlation between traffic delays on US 180 and the traffic operations on Milton Rd. ➤ Without improvements to travel time on Milton Road, the potential to see improvement on US 180 is very unlikely. ➤ Many comments received from the public on US 180 during the first round of public involvement generally did not support bypass routes or additional travel lanes on US 180. ➤ ADOT and the Project Partners recommend the No-Build Plus alternative for US 180 <ul style="list-style-type: none"> –“PLUS” - this alternative will make multimodal improvements on US 180, but will not increase the number of travel lanes
	<div> <div>20</div> <div> </div> </div>

Additional Information Available

- ▶ Visit www.azdot.gov/US180CorridorMasterPlan
- ▶ This pre-recorded presentation
- ▶ US 180 Working Paper #2: Alternatives Analysis
- ▶ Information boards with detailed results for each alternative
- ▶ **Questions?** Stick around for a live Q&A session (November 19, 7-8p.m.)
- ▶ **Comments?** Take the **Online Public Survey**

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THANK YOU

Your Input Matters!

Take the Online Survey at:

www.azdot.gov/US180CorridorMasterPlan

Additional Comments or Questions?

Please contact the Project team at:

US180Project@mbakerintl.com

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

**US 180 CORRIDOR MASTER PLAN
VIRTUAL PUBLIC OPEN HOUSE MEETING LIVE QUESTION AND ANSWER SESSION
NOVEMBER 19, 2020
7:00 TO 8:30 PM
74 total peak participants**

Introductory Comments

Dan Gabiou: Thank you Kevin, and welcome everyone. My name is Dan Gabiou and I am the ADOT Project Manager for the US 180 Corridor Master Plan (CMP). We appreciate you all being here tonight. The presenter just speaking is Kevin Kugler, our consultant project manager with Michael Baker International. While Matt is bringing up the instruction slide, if everyone could please make sure you're muted to avoid any background noise. At this time, we're going to begin the live Q & A. If you could please post your questions into the chat box in the lower right hand corner, we will begin to answer those as we receive them. As Kevin mentioned in the presentation, if we don't get to answer all the questions tonight, we will be posting a question and answer meeting summary and respond to all questions and post it on the website. Remember to please take the survey, and we appreciate your patience as we run through these questions. With that, let's go ahead and start with our first question.

Question #1: from Jaime G. - All of the plans west of Snow Bowl Road show "no build". Does that mean this section would remain untouched in all scenarios?

Response: Dan Gabiou- Good question Jaime and that is correct. All of the alternatives that we analyzed, including the recommended alternative, we did not identify any spot improvements west of Snow Bowl Road. With that said, per the survey, you still have the opportunity to identify any needs or improvements needed west of Snow Bowl Road within the Corridor Master Plan limits and our team will evaluate those are receiving the survey comments.

Question #2: from Kathy P. - I think widening 180 between Magdalena and Hidden Hollow is crucial. (Especially in the area called "dead man's curve"). It is a very dangerous stretch with no forgiveness.

Response: Dan Gabiou- I appreciate the comment Kathy. We did analyze the segments with various alternatives. As Kevin mentioned, the project team is recommending the No-Build Plus alternative to the public, however we will be seeking public input to confirm, or identify the need to evaluate other alternatives. With that said, the No-Build Plus alternative does consider safety throughout the entire corridor, and through the comments, if you identify any specific areas that require safety improvements that are not listed we would appreciate if you identify that so we can evaluate that. In the virtual room and on the website, we do have a poster board that shows

and lists all of the spot improvements that we are recommending for US 180. I would recommend that everyone review that list as you complete your review and begin the survey.

Question #3: from Andy C. - How will comments/questions provided tonight be incorporated into the results?

Response: Dan Gabiou - As Kevin mentioned, part of the evaluation criteria is public acceptance which is weighted at over 8% of the overall weighting for our evaluation criteria. We will review the public comments and following the meeting, we will confirm which alternative will be the recommended alternative. As mentioned, the current recommendation is the No-Build Plus alternative. Should numerous public comments suggest a need to further evaluate other alternatives, we will consider that before making our final recommendation.

Question #4: from Dina B. - Are the specifics/details of the "No build Plus Spot" alternative available on the website?

Response: Dan Gabiou - Great question, yes they are. If you look at both the website and virtual room, we do have a poster board of the No-Build Plus alternative that shows the birds eye view that Kevin mentioned, as well as a list of spot improvements that we're recommending, along with a list of potential spot improvements for consideration. Once we get input from the public and should we confirm the No Build Plus or a different alternative as the recommended alternative, we will go ahead and refine that recommended alternative and further consider any other spot improvements that the public identifies as part of your comments.

Question #5: from Michael B. - Will the Forest Ave and 180 intersection have safety improvements for pedestrian crossing?

Response: Kevin Kugler - The short answer is likely yes. There are a series of spot improvements that have been identified potentially for Forest Avenue and US 180. For that particular intersection, we are keenly aware of some safety considerations, including preliminary discussions with City staff as well as ADOT district engineers. So, at this time those specific enhancements or improvements to Forest Avenue and 180 haven't been recommended, but I can assure you that's one area that has been a particular focus in the evaluation of US 180.

Question #6: from Barry and Debbie M. - What is the "plus" in the no build option?

Response: Dan Gabiou - We do have the spot improvements that we have identified for the No-Build Plus on the website. There are a series of multimodal improvements we have identified, as Kevin mentioned.

Question #7: from Jay L. - Alternative A seems to include expanded right of way west of Snow Bowl road, Dan. Please clarify with regard to your first response.

Response: Dan Gabiou- Again, west of Snow Bowl Road we are not recommending expanded right of way for the build alternatives. **Kevin Kugler** – Dan, your answer is correct. The recommendation is for the No-Build Plus at this time from the project partners. With respect to the question for the alternative package A, those portions within that package for the rural component for US 180, alternative 3 does have an expanded right of way slightly in that area. Though I do caution that through the entire 17-mile corridor of US 180, the existing right of way varies in width at different locations. This is not a precise answer, it requires a little more detail, but I think the response should be underscored by Dan's initial comment that the project partners have made a recommendation for No-Build Plus which would not involve or include any expansion of right-of-way on US 180.

Question #8: from J. G. - Where can we find a description of your "no build plus" alternative?

Response: Kevin Kugler - There's a lot of detail here on this and I would definitely encourage you to go to the project website for more information. There is a series of different types of spot improvements that are specific to the different characters or segments of the roadway. And you can see in the slide here without getting in too much detail, but on Humphreys Street there's 5 different proposed spot improvements that could be selected from as we begin to refine this process moving forward. Everything from pedestrian crossing improvements to transit signal prioritization to restricting U-turns. I am referring specifically to the Humphreys Street section of US 180. If you move across the slide to Columbus Street, that area could include possibly anything from high visibility crosswalks, to transit signal prioritization, bicycle detection and actuation systems. You begin to see that some spot improvements overlap as you move from segment to segment of the roadway corridor. This is because different sections share similar or common attributes that might require the same spot improvements, but at the end of the day these spot improvements as noted in the PowerPoint and as Dan eluded to, they help improve pedestrian facilities, bicycle facilities, safety and even in some cases some wildlife crossings. Without getting too detailed or belaboring the point, please refer to this slide and you can see it goes from Humphreys to Columbus to Forest Avenue, Sechrist, Schulz Pass, where there is the menu for opportunities for spot improvements if you will for potential application to the corridor that is yet to be refined as we move forward in the process.

Question #9: from Kathy P. - Is a traffic signal considered at Snowbowl Road?

Response: Dan Gabiou- We did look at potentially signaling Snow Bowl Road or considering a roundabout. Under the No-Build Plus alternative that we're recommending, we do not specifically have that recommendation, but it could be considered for another alternative as we select a recommended alternative. As a reminder of what Kevin mentioned for the No Build Plus alternative, what's currently being recommended at Snow Bowl Road would be an additional left turn lane from southbound Snowbowl Road onto Fort Valley Road or US 180. It would also include

enhanced pavement striping of the existing pavement section to create an additional northbound receiving lane on Snow Bowl Road, ladder, high visibility cross walks, and a pedestrian signal. But again, that could all be refined and revised with our final recommended alternative. So with that, if you would like to see another particular improvements such as a traffic signal at Snowbowl Road, please make sure to make that comment when you take the survey so we can review all those comments and help us make a recommendation at that intersection.

Question #10: from Barry and Debbie M. - We need a safe bicycle lane to get to and from town from the fort valley area.

Response: Dan Gabiou- We are looking at bicycle improvements with the alternatives including widening the shoulder in that particular segment where the shoulder tends to shrink so that is something, we're considering with all of the alternatives.

Question #11: from Sherman S. - Can the median at Sechrist School be removed and three lanes / middle lane reversible from Route 66 to Peakview?

Response: Dan Gabiou- Sherman, I believe we do have some alternatives that address this problem. **Kevin Kugler** -Yes, that was contemplated in the alternative modeling packages. In this area, there was a managed lane facility in that location identified in alternative 4a which became alternative package 4b which was rolled up into alternative package C. Specifically to the reversible lane, there have been comments from the project partners specific to the functionality of the median in that location which as we move forward in the refinement of the spot improvements and recommended alternative, we will be taking a closer look at that as we move forward.

Question #12: from JR - I strongly suggest you reconsider the safety concerns from Magdalena to Hidden Hollow. the issue is inadequate or lack of shoulders. this must be a "spot improvement". somehow this critical short distance has been overlooked.

Response: Dan Gabiou- I do recall, I thought that we did have that specific improvement on our spot improvement list, so we'll confirm. That comment has been shared with us multiple times since the get go both from the public and our partners and we're aware of that issue. Again, please make sure to make that comment in the survey and appreciate that comment suggestion.

Question #13: from Agnes D. - I echo Kathy's comment... the 90 degree corner is very dangerous and the lack of adequate bike lanes on each side is increasing the potential for deadly collision between cars and bikes

Response: Dan Gabiou- Again, for all comments, please make sure that you also submit comments in our online survey.

Question #14: from Robby - Is there a way to differentiate between the road sections on the survey in the 4 segments, I only see two there?

Response: Kevin Kugler - Relative to the survey itself, I would have to double check that Dan. That might be something we have to look into and get back to Robby. I will try to look at it while we're continuing here. **Dan Gabiou**- I think what Robby is getting at is in the survey we do have two sets of questions, one specific for Humphreys Street and one specific for Fort Valley Road, the other portion of US 180. I think what Robby is getting at here is in our evaluation as you can see here on the screen, we do have four segments for the urban section which is from Humphreys Street/ Route 66 to Columbus Avenue, segment 2 is from Columbus Avenue to Fitzhugh, segment 3 goes onto Snowbowl Road, and segment 4 is west of Snowbowl Road. Good observation Robby, the reason we set up the survey just to show the Humphreys Street and Fort Valley Segments is mainly to distinguish the very different characteristic along Humphreys Street, particularly the urban and much higher impacts for right-of-way that could be obtained by widening through there. So we wanted to make sure that was clearly distinguished, but with that as you provide input on the survey on the various alternatives, please do keep in mind these different segments, and the breakdown of the alternatives within the alternative packages.

Question #15: from Sherman S. - Why no pedestrian or BICYCLE lanes shown in Alternative D.

Response: Kevin Kugler - It primarily has to do with the packaging of the cross-section alternatives. It just so happens that alternative D consists of the cross section of alternative 2 and alternative 6. These two particular facilities, by coincidence, do not contain bike lanes where the remaining other alternatives that were identified as alternative 3, 4a and 4b, each of those have dedicated bike lane facilities. It is by sheer coincidence, the packaging of and mixing of alternative 2 and 6 into that modeling package D do not have bike lanes. And the coincidence being that over the mixing and matching of the character of the corridor meaning urban, suburban, and rural, we mixed those alternative packages to validate and correspond the metrics from a traffic flow stand point, so Alternative D just happens to be the one that does not have bike lanes.

Question #16: from Andy C. - To Kathy's comment, I don't see the road widening/bike lane at "dead man's curve" in the spot improvements, unless it is under "other spot improvements" as "bike lane." Please make sure it is included in that list.

Response: Dan Gabiou- Thank you for checking that Andy and appreciate the comment Multiple comments on this. We will definitely keep this under consideration and again, please make sure to make the comment on the survey as well.

Question #17: from Heather G - Can you speak to how you considered potential increases in traffic in the next 20 years and do the evaluation criteria consider this? Along with this, can you speak to how existing and future traffic noise levels have been considered?

Response: Dan Gabiou- To answer the first part, yes, we are looking at a 20-year vision for this corridor and we are looking at traffic levels 20 years from now. Those traffic levels were included in our traffic model and analysis to evaluate traffic operations. So, if you refer to the working paper and other poster boards, you will see the analysis and you can see how that is reflected. For the second part of the question, we didn't necessarily evaluate noise levels at this stage. However, if any build alternatives are selected which would widen the roadway, it's required in the next phase during design and as part of the National Environmental Policy Act, that noise analysis be conducted. That would analyze all noise impacts, typically within a quarter mile of the roadway for all receivers to analyze and mitigate impacts of noise. **Kevin Kugler -** I'll add on that the inputs that went into the traffic model that were coordinated locally with MetroPlan, in terms of the traffic volumes, so there's a lot of continuity in our model and MetroPlan's model for consistency.

Question #18: from Agnes D. - Description of no build plus:

<https://azdot.gov/sites/default/files/media/2020/11/US180-No-Build-Plus-Alternative.pdf>

Response: Dan Gabiou- Thank you for linking that. So, for anyone having difficulties finding this No Build Plus graphic on the website, this link reminder from Agnes as you can see in the chat. If you want to pull up the larger or clear graphic.

Question #19: from Sherman S. - What is the proposed crossover at Sechrist school?

Response: Kevin Kugler - As I mentioned in the previous response, the existing pedestrian crossing and median configuration has received some direct attention in this process with respect to safety and its functionality as it exists today. I had mentioned, as shown on the No Build Plus poster board on the screen, there is a series of potential spot improvements that are being considered. If I am understanding the question correctly, crossover I'm taking that as a crossing of the road, there's a few different things to consider at Sechrist Drive, but the crossing itself, the spot improvements identified include a high visibility ladder crosswalk, pedestrian warning signage, there's coordination that would be needed with Mountain Line of course with their stop in that location, but at the end of the day, to try to answer the question directly we do not have a prescribed solution at this point. The upcoming process, as we mentioned with the No Build Plus alternative, is meeting with the project partners, reviewing the input that you provide as the public to help guide us as to what you would like to see there. When we get to the refinement of the final alternative moving forward, we will be taking a sharper look at this particular area around the school for safety and pedestrian enhancements. So I will use this as a shameless plug to please take the survey and give us some input on this because it's vitally important to the contribution to our solution building particularly for this area.

Question #20: from Barry and Debbie M. - Consider extending the urban trail to fort valley please. That would provide safe passage to and from town.

Response: Dan Gabiou- I will take a note of that and consider that, and as Kevin mentioned, please make sure to make the comments in the survey.

Question #21: from Kathy P. - Living on the corner of 180 and Bader, I can tell you that the traffic going westbound past Snowbowl has increased. Not only snow play and Nordic Center, but traffic to the Grand Canyon. Has no consideration been given to this issue? Quite a few ambulances go that way weekly.

Response: Dan Gabiou- We did again consider the traffic levels an future traffic levels and we didn't find that improvements would be needed west of Snowbowl Road at this time based on the current analysis, but again, please make sure to make that comment in the survey. If we get more comments like that, then it is something we will need to go back and take a further look into and see if we need to identify further improvements west of Snowbowl Road.

Question #22: from Robby - What is timeline for bike and pedestrian improvements you mention?

Response: Dan Gabiou- It is still to be determined when any construction improvements would occur. Once we finalize our corridor master plan with a recommendation, we're then required to consider those improvements along with all statewide improvements in order to commit funding from ADOT. The typical process is once the project is selected for funding through ADOT's performance-based process and approved by our State Transportation Board, it typically takes a minimum of three years, and again that is if funding is approved. So, it could very well take longer than three years to construct any improvements. With that said, there are always opportunities to expedite things, but that's just a general sense of the timing for a typical ADOT project.

Question #23: from Michael B. - Could you please elaborate on what a "ladder/high visibility crosswalk" entails?

Response: Kevin Kugler - In general terms, a high visibility crosswalk has to do with the reflective value of paint on the pavement. If you can picture an extension ladder and apply that vision in your mind to a crosswalk they would be two bold lines on the outside of the ladder that contain the area where the pedestrians should be contained within a typical crosswalk. The ladder portions are very thick, broad stripes through the duration for the segment of the crosswalk. The high visibility portion really meaning newer technologies applied to the paint that have enhanced or improved reflectivity value in particularly at nighttime and for application in school zones in particular, would utilize a yellow paint. So, without showing a picture, I think that's the best way I can describe that, and I hope that answers the question.

Question #24: from Richard P. - It appears to me that in every common consideration of the citizens of Flagstaff, we perceive there are problems with traffic flow through the Milton and Highway 180 corridors. This is compounded by the projections that the population of the Flagstaff

area is growing at the rate of thousands per year. Could you please summarize why exactly that you prefer "no build" options in both cases? Everyone who lives in Flagstaff thinks there are problems with traffic flow in these areas. Why, precisely, do you prefer to do absolutely nothing to address these concerns?

Response: Dan Gabiou- Very valid questions and comments Richard. To answer your question precisely, there are multiple considerations of why our project team is recommending the no build plus, still to be determined based on public comment. First, as Kevin mentioned in the presentation, there is either a negative traffic impact or negligible positive impact for the bypass alternatives when it comes to travel time based on the build alternatives. Also to be considered is that for the Milton Road corridor, which compounds the issue and creates a bottle neck based on the traffic on Milton Road on those busy winter congestion weekends, the build alternatives on Milton Road that we're evaluating in the separate Milton Road Corridor Master Plan, are also experiencing a negative southbound travel impact in the pm timeframe when people are leaving Flagstaff, which is based on several spot improvements that were recommended for those alternatives on Milton Road. Further, when it comes to the bypasses in particular, there were other build alternatives that were widening significantly as Kevin mentioned, there are significant costs associated with those alternatives, right-of-way impacts, such as potential impacts to homes and businesses. Also, there are negative environmental impacts in particular with the bypass alternatives so unfortunately, this is a situation where we've looked at every alternative that we could consider and evaluated them, but the alternatives weren't resulting in improvement to travel time. With that, we couldn't justify widening the road if we're not going to see an improvement to travel time particularly due to the negative impacts that I suggested. So, I hope that answers your question. I will say that there have been and continue to be many other non-capital improvements that have been made within the corridor particularly by many of our project partners, which for the past couple years has resulted in only a 25 to 30 minute delay during the winter congestion peak periods which was provided by data from Mountain Line. Their buses that have been traveling to and from Snowbowl Road during those winter time frames, so the strategy that we're offering and recommending is that we look at improvements such as what you have on the screen here to improve safety, improve multi-modal enhancements to the best of our ability, to promote other modes of traffic to help alleviate congestion and to continue to look at non- capital improvements through the corridor to help address the traffic congestion.

Question #25: from Sherman S. - What are utility issues between Columbus past Sechrist?

Response: Kevin Kugler - Sherman, the short response is in a corridor master plan study like this we've been evaluating roadway and multi- modal options for enhancements, capacity improvements and operational efficiencies and effectiveness. Utilities is one issue that is not typically a focus of a study like this, so I do not know the answer to your question without some follow up with my friends at the City of Flagstaff and perhaps the ADOT Northcentral District. I might underscore the fact that with the No Build Plus option as the current recommendation from the project partners, there's limited need or opportunity to expand the right-of-way, so there would be limited need or opportunity to have utility conflict or relocations. Finally, I will note that

if and when any type of improvements occurs on US 180, those utility issues and/or conflicts would be identified in the design phase which is beyond the conceptual planning phase that this project entails currently. So, I hope that answers your question.

Question #26: from Amelia G. - Have you considered additional pedestrian crossing points along Fort Valley between Humphreys and Wing Mountain snowplay area?

Response: Dan Gabiou- Yes Amelia, good question. We do have several pedestrian crossing points identified and recommended with the No Build Plus alternative and others with some of the other build alternatives. Currently we are considering pedestrian improvements at Meade, Anderson Street near the Museum, Sechrist Drive, and Humphreys Street at the Humphreys and Route 66 intersection. With that, if you could please provide comments in the survey to any of the spot improvements that we have listed and any pedestrian crossing locations that we don't. We certainly appreciate your input on how we can enhance the corridor even more.

Question #27: from Sherman S. - What is the preferred bridge/walkway to cross 180 at Sechrist?

Response: Dan Gabiou- Kevin eluded to a similar question, we currently don't have a final preferred pedestrian crossing type identified but we will further evaluate that based on the input that we received from the public and make that final recommendation in the final report based on the input that we receive.

Question #28: from Sherman S. - What does the fire department say about the traffic pinch at Sechrist?

Response: Dan Gabiou- We haven't had much input from the Fire Department to date, we could certainly reach out to them to get their input along with DPS, and local law enforcement. As part of our safety analysis, we also look at crash data, and of course we have professional engineers evaluate that segment, both on our consultant team and ADOT team to identify the appropriate safety countermeasures. So, we will be sure to follow up on that in particular as it has been brought up several times to ensure that we identify and apply an appropriate safety countermeasure for that area. Again, please make sure to make those comments in the survey as well.

Question #29: from Robby - So there is no known timeline for ANY safety or pedestrian improvements to the 180 corridor??

Response: Dan Gabiou- Currently there is not Robby, but as I mentioned, once we identify the recommended improvements, it goes into a process of evaluating and competing against all other statewide needs, with that typically the minimum timeframe it takes from a project conception to the final recommendation until construction, it typically takes a minimum of three years if a project is selected for funding. Again, there are other alternative funding sources that could help

expedite some improvements. There are multiple funding sources out there from various federal agencies, ADOT and other partners, so generally speaking it typically takes a minimum of three years once a project is programmed in a five-year construction program so that could be expedited. So as a reminder, none of the improvements identified at this point are currently funded. There are several other projects in the corridor that are under construction right now so that comment doesn't apply to those projects, as those are under design and construction.

Question #30: from Heather G - Have you coordinated with the ongoing development of the Coconino County Emergency Plan? Specifically in regards to evacuation routes in the event of wildfire or other emergency requiring evacuation?

Response: Dan Gabiou- We do have representatives from Coconino County as part of our project team to help us from the beginning of the project to identify alternatives and improvements to help with the emergency plan. With that, there's often not one simple solution or fix that can fully address some of the emergency situations, particularly in the snow play area but we did identify some to consider. Such as we do have one alternative where we have a hard shoulder used for buses and emergency vehicles as one of our alternatives to consider. Other build alternatives do have shoulder improvements that emergency vehicles could utilize under certain situations though again please make sure to include those comments in the survey and thank you for the questions and comments.

Question #31: from Andy C. - How does ADOT consider the impact of pedestrian, bicycle, and transit improvements on how people choose to travel? Is it recognized that traffic congestion will be reduced when people have safe alternatives to their car?

Response: Dan Gabiou- We did look at a range of multi-modal improvements and as part of our traffic modeling. We do consider the impacts to some extent when we anticipate more transit rider usage in particular. Kevin or Jessica, I'm not sure if you have anything to add specifically to get a little bit more into the details to address Andy's questions. **Kevin Kugler** - I might add that yes, you aptly answered the question Dan. I might build onto that, we discussed the fact that Milton Road and US 180 are invariably linked in terms of performance and operations. In the Tier 3 traffic modeling analysis that was conducted particularly for Milton Road, those alternatives did recognize a mode-shift as they call it from a certain number of people or that would convert from using their automobiles to buses, so that was identified in the traffic modeling process as well.

Question #32: from Michelle R.: Will you be addressing the mounds of dirt that are being moved from the construction site on 180 to the property in Baderville this evening?

Response: Dan Gabiou- Unfortunately, I don't have the details of the current construction project but I can take that comment and follow up with our district who oversees construction for the City if it is a City project and respond to that in the follow up Q & A that we'll post. Also, with our contact information you can follow up with us and if you could provide us with your contact

information privately, we can make sure that we get you to the appropriate people that have information on that project.

Question #33: from Heather G - Does anyone know what the future plans are for the piece of 'forest' that now exists between Sechrist School and the Fratelli's Pizza area across from Meade?

Response: Dan Gabiou- Kevin, I'm not sure if you have any information on this? **Kevin Kugler** - No Dan, not immediately off the top of my head in terms of what types of land use or development activities that would be occurring specifically to that area, but similar to Dan's response on the last question, we can follow up with members of our project partners whether that particular property is in the City of Flagstaff which I think it is or Coconino County and of course we do have forest service representation as part of our project partners too so while we don't know the answer to your question of the top of our heads, we will, if you will contact us directly we're glad to put you in contact with representative of those agencies that are better equipped to answer that question.

Question #34: from Nat W. - The dangerous (Cars, Pedestrian and Bike) dogleg intersection at Forest and Beal needs to be improved. Is this being consideration?

Response: Dan Gabiou- Kevin I'm not sure if you have that intersection at hand that you could share? Forest and Beal? **Kevin Kugler** - One moment Dan, let me check. I'm not going to have much to offer with respect to Forest and Beal, but certainly, as we mentioned before Forest and US 180 has received a lot of consideration, we can take Beal Street under advisement and make sure we follow up on that with the City and ADOT. **Dan Gabiou-** Thank you Kevin, and again Nat if you could please provide that comment as part of the survey, we will make sure we log it tonight and again, the survey would be very helpful to provide that comment. We'll take that into consideration.

Question #35: from Kathy P. - Is there any consideration for additional speed limit signs?

Response: Dan Gabiou- That is determined by our ADOT district engineering office. We have professional engineering staff that follow standard guidelines to determine the location and frequency of our speed limit signs. We'll take that comment under consideration and see if more are needed within the corridor and appreciate the question. And please make sure to provide that question/ comment within the survey.

Question #36: from Kathryn K. - Has there been any consideration of mitigating sound to the neighborhood?

Response: Dan Gabiou- I briefly eluded to this earlier, during design and the National Environmental Policy Act or NEPA process, a specific noise evaluation will be done if the recommended alternative widens or elevates the roadway and with that it would evaluate the

corridor typically within a quarter mile of the road for all the receivers and identify and implement appropriate mitigation based on the sound and noise analysis. That was not done as part of the study, it would be done in the next phase, if again we were to widen or elevate the roadway.

Question #37: from Robby - Could we lower the speed limit from Cheshire to town to make it more comfortable for bikes and pedestrians?

Response: Dan Gabiou- Again, when it comes to speed limits it is determined from our local ADOT district office based on standards, but we'll take that under consideration. Typically speed limits are lowered under a road diet situation which we're not recommending here but sometimes they could be for other situations so we will take that under consideration. Appreciate the comments, and again, please make the comments in the survey.

Question #38: from Kathryn Kozak - How about putting a surface on the road?

Response: Dan Gabiou- We do look at resurfacing the road on a regular basis based on conditional needs. There are many conditional surface improvements needs throughout the state so it's very competitive but typically we try to resurface the roads on a regular basis from a maintenance preservation perspective to try to enhance the lifespan of the road. So, we continuously evaluate that every year statewide for our entire highway network and try our best to resurface the road as soon as is reasonable.

Question #39: from Michael B. - Has there been any thought to add additional police presence to keep people from parking along 180 during snowplay?

Response: Dan Gabiou- Yes, and that has been implemented for the past few years through partnership and coordination with our ADOT district office and DPS and local law enforcement. Our ADOT district office did put up more no parking signs along the corridor, and through our partnership with law enforcement, has been enforced very thoroughly for the past few years. We do believe that has made a difference in reducing some of the traffic within the corridor and is one of those non-capital improvements I had mentioned. Great question, and if you feel anything more is needed to that effect, please make that comment in the survey.

Question #40: from Kathryn K. - I was thinking of the surface like are on highway in phoenix to reduce sound?

Response: Dan Gabiou- Now I understand. I believe what you are referring to Kathryn is the methodology called rubberized asphalt which is a popular treatment within the Valley and the greater Phoenix Area. We would have to consider that. I think typically my understanding is that in some areas, particularly with snow it doesn't always work as well but I will have to follow up to confirm on that. The main reason that we piloted using that in the Valley was to try to reduce noise, that is something we would want to apply in other areas of the state to help with noise

abatement. However, I will say that it is more expensive and difficult to apply that across the state because of the higher costs. But with that, again that is a potential noise abatement for in design in NEPA so we will look at all potential noise abatement options. Typically, that goes through a public involvement process as well in the next phase to review the different options and apply the best to the area.

Question #41: from Dan Galvin - Rubberized asphalt crumbles in cold temps.

Response: Dan Gabiou- Thank you Dan, that's what I was trying to get at earlier but much better said, appreciate that. Again, in certain areas the rubberized asphalt does not work well.

Concluding Comments

Dan Gabiou: While we are waiting to see if any other questions come in, I do want to thank everyone for your time tonight. I really appreciate all the great questions and comments. I will remind everyone once more, I've been a broken record, but we have to say it, please take the survey. That is going to be the best way that you can influence our final decision making for the corridor master plan. We also have the Milton Road Corridor Master Plan Survey available. Both of those corridors have a direct relationship with each other, so we do appreciate you taking the surveys for both the US 180 Corridor Master Plan and Milton Road Corridor Master Plan. Again, it appears we don't have any more follow up questions so thank you all very much for your time and have a great night. Thank you.

3.5 Attachment E - Public Open House Meeting #2 Tier Three Alternatives

US 180 CORRIDOR MASTER PLAN Public Open House #2



No-Build

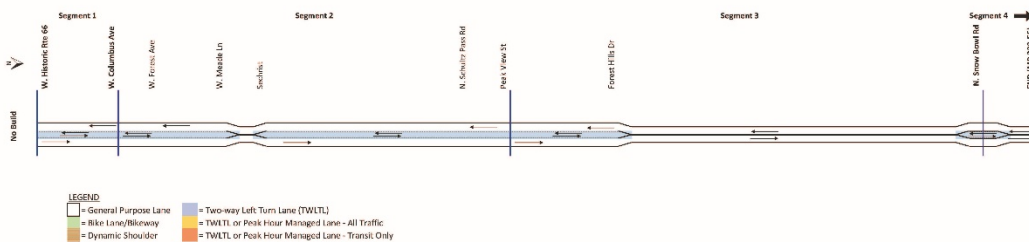
The No-Build option favors maintaining the existing US 180 right of way and facilities "as is". The No-Build option is the only alternative that would not impact private properties. Finally, it is critical to include the No-Build option as the baseline condition to highlight positive and/or negative change relative to the other alternatives

Tier 2 Rank

3rd

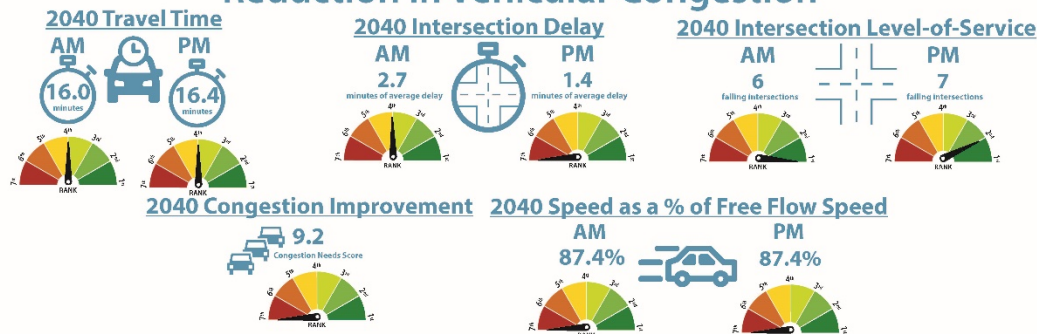
Tier 2 Score

34.06

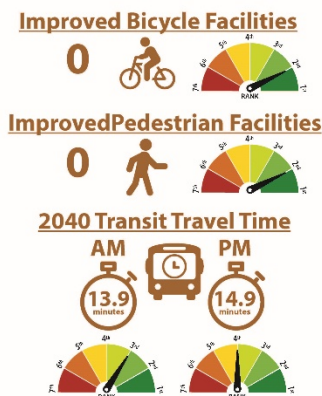


Tier 2 Evaluation Criteria Results

Reduction in Vehicular Congestion



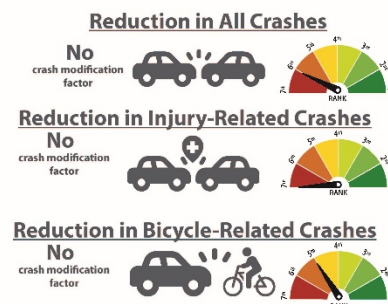
Expand Travel Modes



Cost / Implementation



Safety



US 180 CORRIDOR MASTER PLAN

Public Open House #2



US 180 Spot Improvements Inventory

Spot Improvement Alternative Applicability Key
 Build Alternatives Only
 All Alternatives

Corridor Intersections	Spot Improvement Categories						
	Roadway Geometry	Roadway Operations	Vehicular Safety	Access Management	Pedestrian	Bicycle	Transit
Humphrey's Street (signalized)		<ul style="list-style-type: none"> Dual Left turn on SB Humphrey's St to EB Milton Rd. Dual Left Turn on Milton Rd to NB Humphrey's St (requires two NB travel lanes on Humphrey's St) Florida T Concept, in conjunction with the appropriate signal phasing adjustments? 		<ul style="list-style-type: none"> Restrict U-Turns¹ 	<ul style="list-style-type: none"> Ladder/High-Visibility Cross walks¹ ADA-compliant curb ramps¹ Pedestrian crossing improvements² 	<ul style="list-style-type: none"> Bicycle signal detection and actuation³ Combined Bike Lane/Right Turn Lane⁴ 	<ul style="list-style-type: none"> Transit signal prioritization⁵
Columbus Street (signalized)	<ul style="list-style-type: none"> Roundabout 	<ul style="list-style-type: none"> Dual left turn lanes (NB Humphrey's to WB US 180) Dedicated right and left turn phase for vehicles (EB US 180 to SB Humphrey's) Longer left turn phases (NB Humphrey's to WB US 180) Overlap EB right turn phase with NB left turn phase 			<ul style="list-style-type: none"> Ladder/High-Visibility Cross walks¹ ADA-compliant curb ramps¹ Sidewalk widening¹ Angle ramps on the SE corner with a pork chop 	<ul style="list-style-type: none"> Bicycle signal detection and actuation³ Combined Bike Lane/Right Turn Lane⁴ 	<ul style="list-style-type: none"> Transit signal prioritization⁵
Forest Avenue (stop controlled)		<ul style="list-style-type: none"> Restrict WB left turn¹ 		<ul style="list-style-type: none"> Two raised medians in existing turn lanes (south and east legs). Keep the raised medians for the pedestrian refuge and for the center running lane alts, the center lane will have to merge into the other lane at these segments¹ 	<ul style="list-style-type: none"> Pedestrian signal¹ Ladder/High-Visibility Cross walks¹ ADA-compliant curb ramps¹ Sidewalk widening¹ 	<ul style="list-style-type: none"> Combined Bike Lane/Right Turn Lane for WB Forest Ave. to NB US 180 with sharrow⁶ Continue WB bike lane through intersection² 	
Schriest Drive (stop controlled)		<ul style="list-style-type: none"> NB right turn lane extension¹ 			<ul style="list-style-type: none"> Pedestrian signal (RAFB) Ladder/High-Visibility Cross walks¹ ADA-compliant curb ramps¹ Sidewalk widening¹ Grade-separated crossing¹ Pedestrian warning signage¹ 		<ul style="list-style-type: none"> Existing bus stop on the NB side (east side)⁷
Schultz Pass Drive (signalized)					<ul style="list-style-type: none"> Ladder/High-Visibility Cross walks¹ ADA-compliant curb ramps¹ 	<ul style="list-style-type: none"> Bicycle signal detection and actuation³ Combined Bike Lane/Right Turn Lane⁴ 	<ul style="list-style-type: none"> Transit signal prioritization⁵
Snow Bowl Road (Stop Controlled)	<ul style="list-style-type: none"> Roundabout Traffic signal 	<ul style="list-style-type: none"> Additional right turn lane (WB [6518]) Additional left turn lane (SB Snow Bowl Rd)¹ Enhance pavement striping of existing pavement section to create an additional NB receiving lane on Snow Bowl Road¹ 			<ul style="list-style-type: none"> Ladder/High-Visibility Cross walks¹ Pedestrian signal¹ 	<ul style="list-style-type: none"> Bicycle signal detection and actuation (if traffic signal is installed) 	
Other Spot Improvements		<ul style="list-style-type: none"> Right turn deceleration lanes¹ Left turn lanes¹ DMS Signage¹ Traffic/pedestrian signal at Elm Street 	<ul style="list-style-type: none"> Rumble strips¹ Safety edges¹ High visibility edge line striping¹ Raised pavement markers¹ Delineators¹ Guard rails¹ High visibility signage¹ Wildlife crossing¹ (AZOTD guidance - NB 224.8, 228.8, and 218) Turn lane extensions¹ Speed feedback signage¹ Shoulder widening between Magdalena Rd (MP 219.16) and Hidden Hollow Rd (MP 219.65) – this spot improvement could cost more than just the cost of additional pavement due to the steep slope.¹ 	<ul style="list-style-type: none"> Raised Medians with left turn lanes¹ Restrict U-Turns¹ Right turn restrictions¹ 	<ul style="list-style-type: none"> Pedestrian mid-block crossings/signals¹ Mid-block sidewalk widening¹ Enhanced crosswalks¹ Pedestrian scale lighting (FUTS)¹ Pedestrian warning signage¹ Pedestrian crossing at Meade, Anderson St, and near the Museum 	<ul style="list-style-type: none"> Bike Lane¹ Buffered Bike Lane¹ Multi-use path¹ Bicycle mid-block crossings/signals¹ Bicycle signage¹ 	<ul style="list-style-type: none"> Enhanced Transit Shelter¹ Planned bus stop on the NB side of Anderson Road (east side)¹

US 180 CORRIDOR MASTER PLAN

Public Open House #2



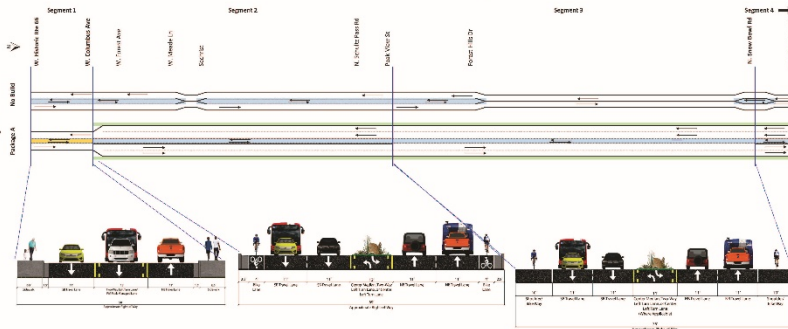
Alternative A

Alternative A consists of three roadway segments to reflect the changing character over its length:

- Segment 1: no changes to current roadway (Rte 66 – Columbus Avenue)
- Segment 2: one additional travel lane in each direction with bike lanes (Columbus Avenue to Peak View Street)
- Segment 3: one additional travel lane in each direction and a bikeway on the shoulder (Peak View to Snow Bowl Road)

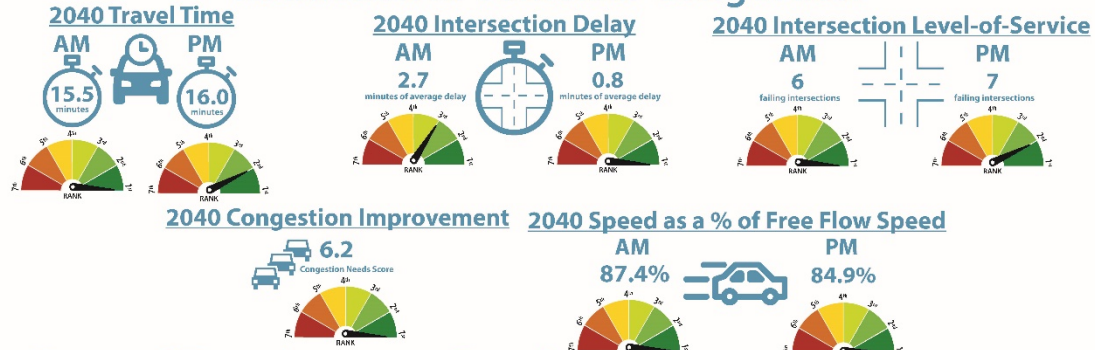
Tier 2 Rank
1st
Tier 2 Score
58.42

- LEGEND**
- General Purpose Lane
 - Bike Lane/Bikeway
 - Dynamic Shoulder
 - Two-way Left Turn Lane (TWLTL)
 - TWLTL or Peak Hour Managed Lane - All Traffic
 - TWLTL or Peak Hour Managed Lane - Transit Only

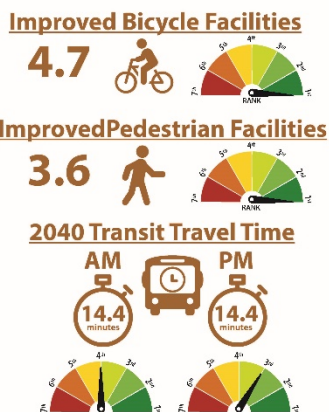


Tier 2 Evaluation Criteria Results

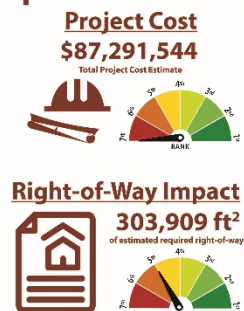
Reduction in Vehicular Congestion



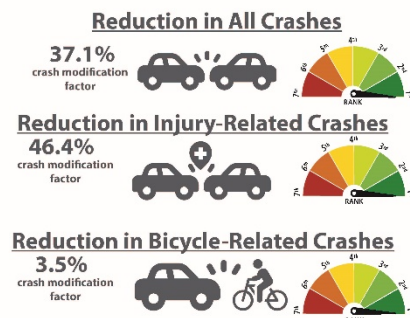
Expand Travel Modes



Cost / Implementation



Safety



US 180 CORRIDOR MASTER PLAN Public Open House #2

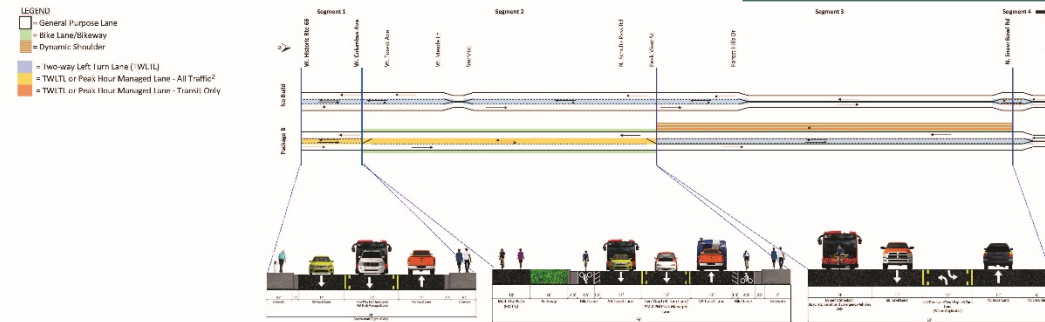


Alternative B

Alternative B consists of three roadway segments to reflect the changing character over its length:

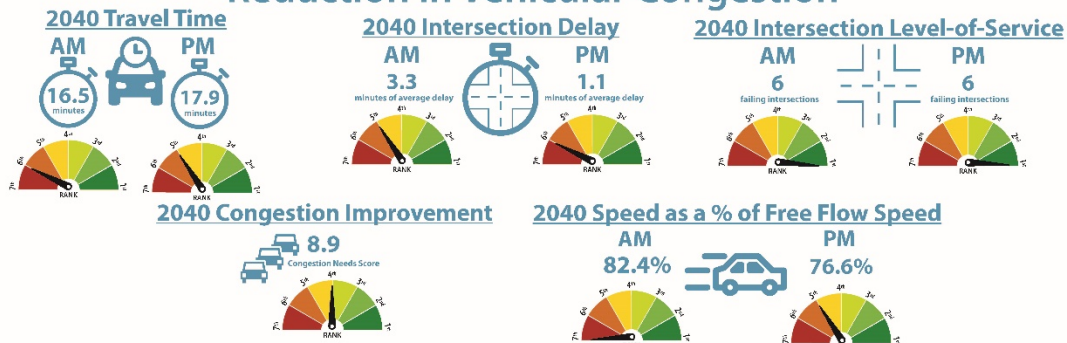
- Segment 1: no changes to current roadway (Rte 66 – Columbus Avenue)
- Segment 2: one additional travel lane in each direction with bike lanes (Columbus Avenue to Peak View Street)
- Segment 3: the addition of a dynamic southbound shoulder for transit, emergency vehicles, and bicyclists (Peak View to Snow Bowl Road)

Tier 2 Rank
4th
Tier 2 Score
30.67



Tier 2 Evaluation Criteria Results

Reduction in Vehicular Congestion



Expand Travel Modes

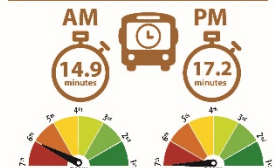
Improved Bicycle Facilities



Improved Pedestrian Facilities



2040 Transit Travel Time



Cost / Implementation

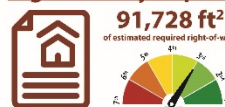
Project Cost

\$24,576,648

Total Project Cost Estimate



Right-of-Way Impact



Safety

Reduction in All Crashes



Reduction in Injury-Related Crashes



Reduction in Bicycle-Related Crashes



*according to the Crash Modification Factors Clearinghouse, installing bike lanes result in an increase of vehicle-bicycle collisions

US 180 CORRIDOR MASTER PLAN Public Open House #2

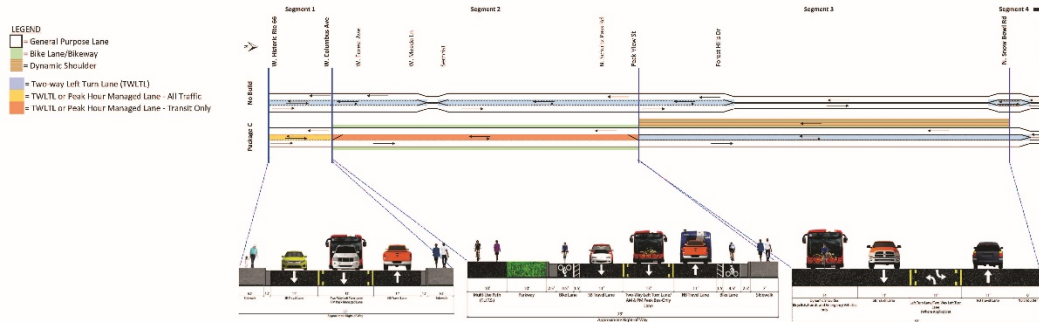
ADOT

Alternative C

Alternative C consists of three roadway segments to reflect the changing character over its length:

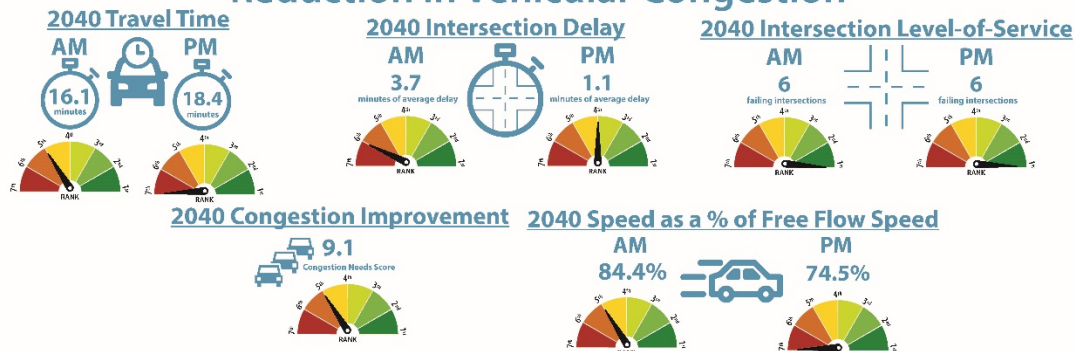
- Segment 1: no changes to current roadway (Rte 66 – Columbus Avenue)
- Segment 2: the addition of bike lanes and a southbound transit lane (Columbus Avenue to Peak View Street)
- Segment 3: the addition of a dynamic southbound shoulder for transit, emergency vehicles, and bicyclists (Peak View to Snow Bowl Road)

Tier 2 Rank
5th
Tier 2 Score
30.19



Tier 2 Evaluation Criteria Results

Reduction in Vehicular Congestion



Expand Travel Modes

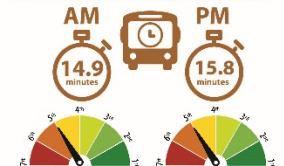
Improved Bicycle Facilities



Improved Pedestrian Facilities



2040 Transit Travel Time



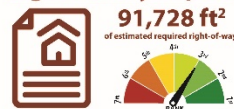
Cost / Implementation

Project Cost

\$24,576,648

Total Project Cost Estimate

Right-of-Way Impact



Safety

Reduction in All Crashes



Reduction in Injury-Related Crashes



Reduction in Bicycle-Related Crashes



^aAccording to the Crash Modification Factors Chapterhouse, installing bike lanes result in an increase of vehicle-bicycle collisions

US 180 CORRIDOR MASTER PLAN Public Open House #2

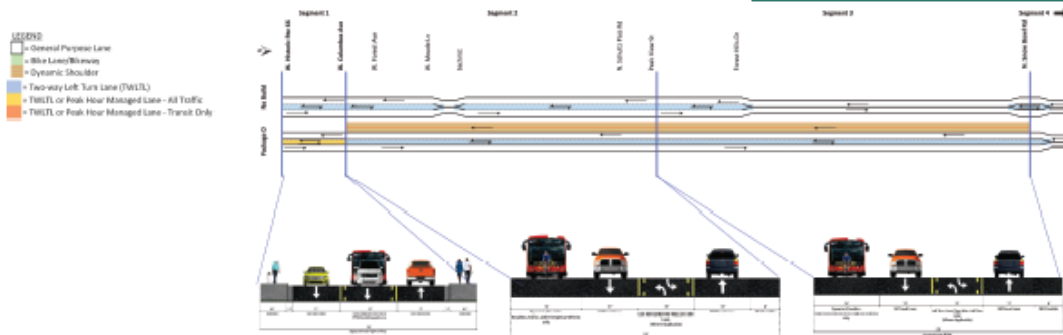


Alternative D

Alternative D consists of three roadway segments to reflect the changing character over its length:

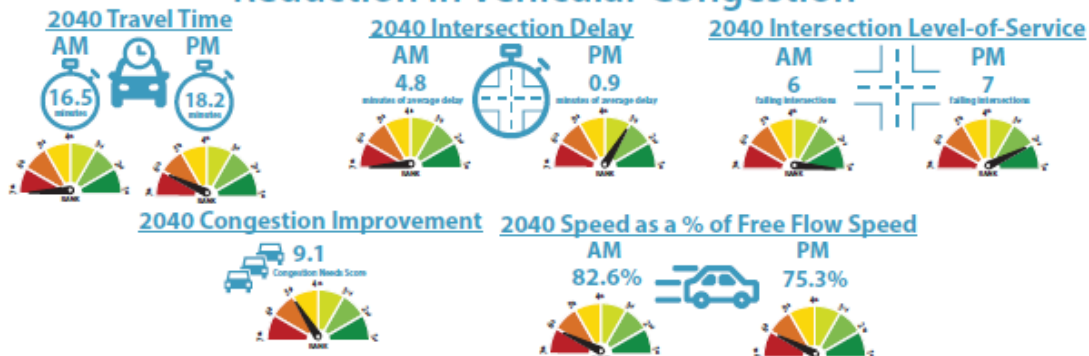
- Segment 1: no changes to current roadway (Rte 66 – Columbus Avenue)
- Segment 2: the addition of a dynamic southbound shoulder for transit, emergency vehicles, and bicyclist (Columbus Avenue to Peak View Street)
- Segment 3: the addition of a dynamic southbound shoulder for transit, emergency vehicles, and bicyclists (Peak View to Snow Bowl Road)

Tier 2 Rank
2nd
Tier 2 Score
41.38



Tier 2 Evaluation Criteria Results

Reduction in Vehicular Congestion



Expand Travel Modes

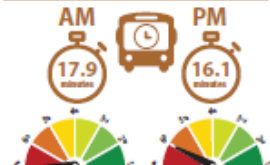
Improved Bicycle Facilities

1.9

Improved Pedestrian Facilities

3.6

2040 Transit Travel Time



Cost / Implementation

Project Cost

\$20,652,488
Total Project Cost Estimate

Right-of-Way Impact

58,968 ft²
of increased required right-of-way

Safety

Reduction In All Crashes

25.6%
crash modification factor

Reduction In Injury-Related Crashes

23.8%
crash modification factor

Reduction In Bicycle-Related Crashes

No
crash modification factor

US 180 CORRIDOR MASTER PLAN

Public Open House #2



Alternative E

Alternative E is an alternative route formerly proposed by the US 180 Winter Traffic Study to directly connect US 180 to I-40. This alternative route is 3.7 miles west of Snow Bowl Road and is a 10.3 mile connection to I-40 through Bellemont, AZ utilizing the Wing Mountain access road (FS 222B) to Forest Service Roads 222 and 171.

Tier 2 Rank
7th
Tier 2 Score
27.50

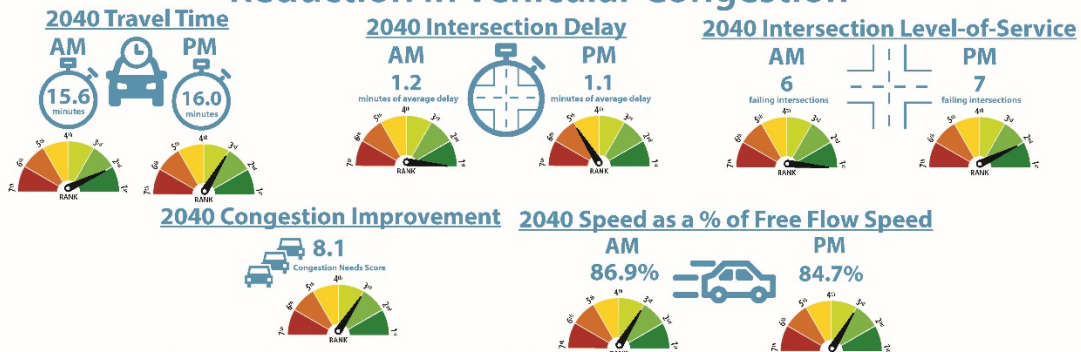
Wing Mountain Road Route



The Arizona Department of Transportation (ADOT) and its partner agencies have eliminated this alternative from further consideration due to minimal travel time improvements, high costs, negative right-of-way impacts, and negative environmental impacts.

Tier 2 Evaluation Criteria Results

Reduction in Vehicular Congestion



Expand Travel Modes

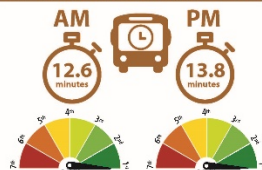
Improved Bicycle Facilities



Improved Pedestrian Facilities



2040 Transit Travel Time

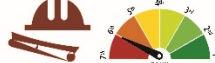


Cost / Implementation

Project Cost

\$80,265,491

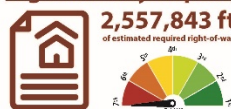
Total Project Cost Estimate



Right-of-Way Impact

2,557,843 ft²

of estimated required right-of-way



Safety

Reduction in All Crashes



Reduction in Injury-Related Crashes



Reduction in Bicycle-Related Crashes



US 180 CORRIDOR MASTER PLAN

Public Open House #2

ADOT

Alternative F

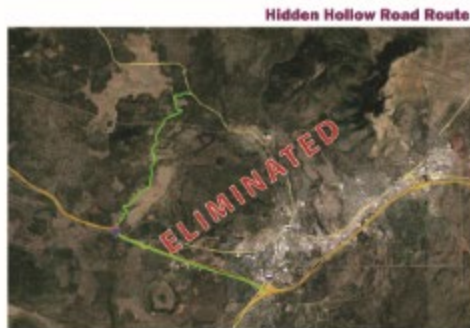
Alternative F is an alternative route formerly proposed by the US 180 Winter Traffic Study to directly connect US 180 to I-40. This alternative route is 6.9 miles that utilizes existing forest service roads to bypass Flagstaff by connecting US 180 to I-40. Travelers leaving Snow Bowl would head towards Flagstaff on US 180 and make a right turn onto FS 6149 for approximately ½ a mile to access FS 668D and FS 506/518 for the remainder of the alignment. A southbound right turn deceleration lane on US 180 approaching FS 6149 will be necessary.

Tier 2 Rank

6th

Tier 2 Score

27.51



The Arizona Department of Transportation (ADOT) and its partner agencies have eliminated this alternative from further consideration due to minimal travel time improvements, high costs, negative right-of-way impacts, and negative environmental impacts.

Tier 2 Evaluation Criteria Results

Reduction in Vehicular Congestion



Expand Travel Modes

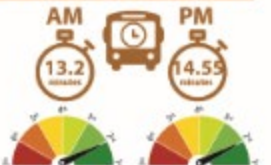
Improved Bicycle Facilities



Improved Pedestrian Facilities



2040 Transit Travel Time



Cost / Implementation

Project Cost

\$62,352,890



Right-of-Way Impact



Safety

Reduction in All Crashes



Reduction in Injury-Related Crashes



Reduction in Bicycle-Related Crashes



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



US 180 Corridor Master Plan #2

December 7, 2020, 3:20 PM

Contents

i. Summary of responses	2
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US 180 Corridor Master Plan #2

US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey

Summary Of Responses

As of December 7, 2020, 3:20 PM, this forum had: Topic Start

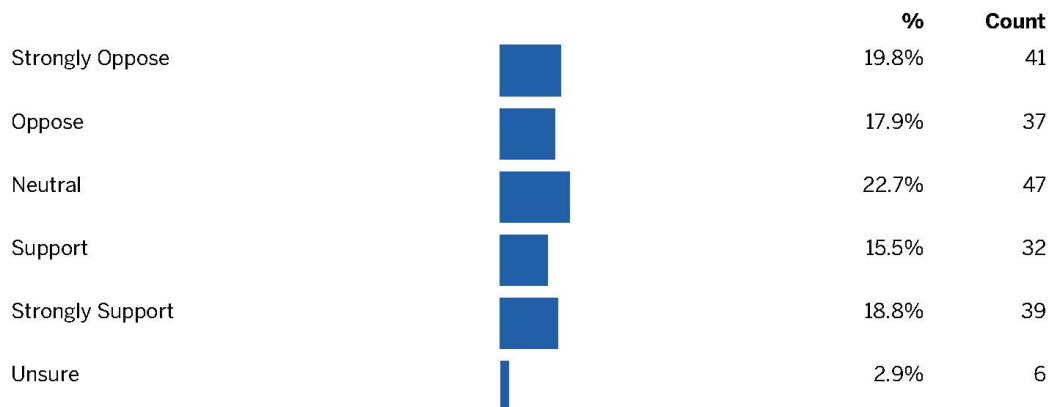
Topic End

Attendees:	444	November 11, 2020, 8:46 AM	December 7, 2020, 3:19 PM
Responses:	217		
Hours of Public Comment:	10.9		

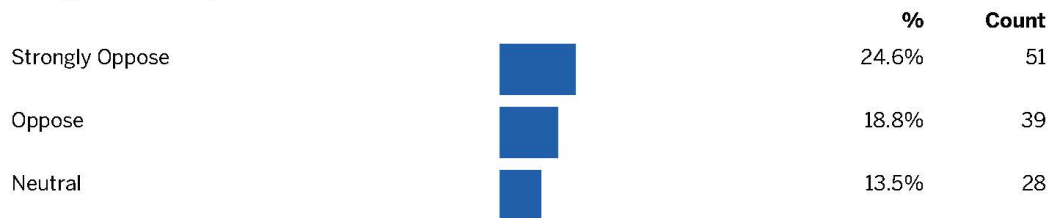
QUESTION 1

Do you support widening the right of way on Humphreys Street (between Route 66 and Fort Valley Road/Columbus Avenue) for the purpose of:

adding dedicated bus lanes

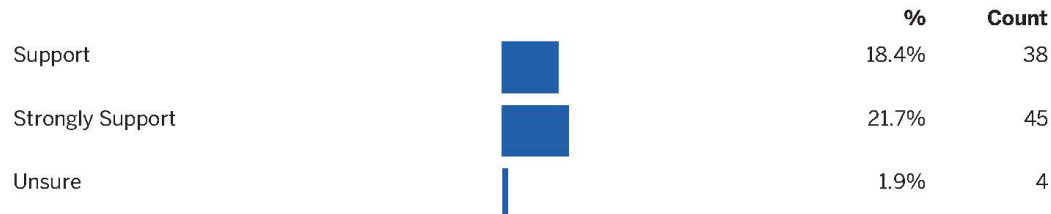


adding travel lanes (for all vehicles)

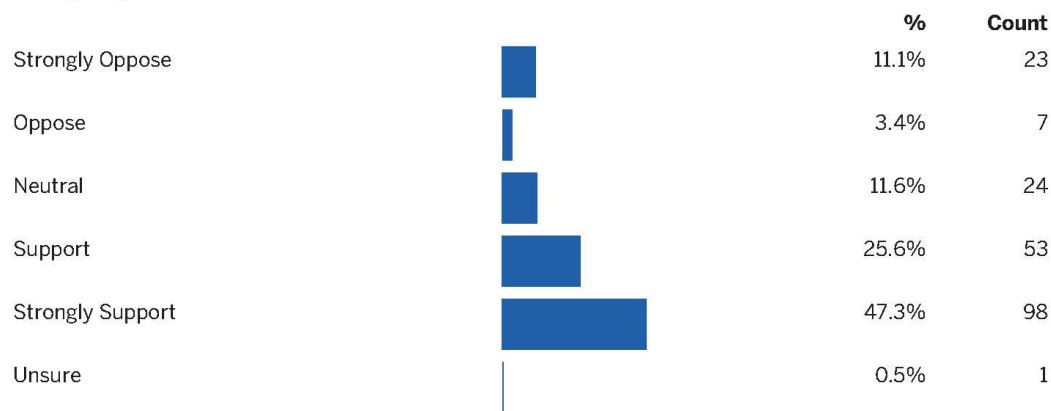


US 180 Corridor Master Plan #2

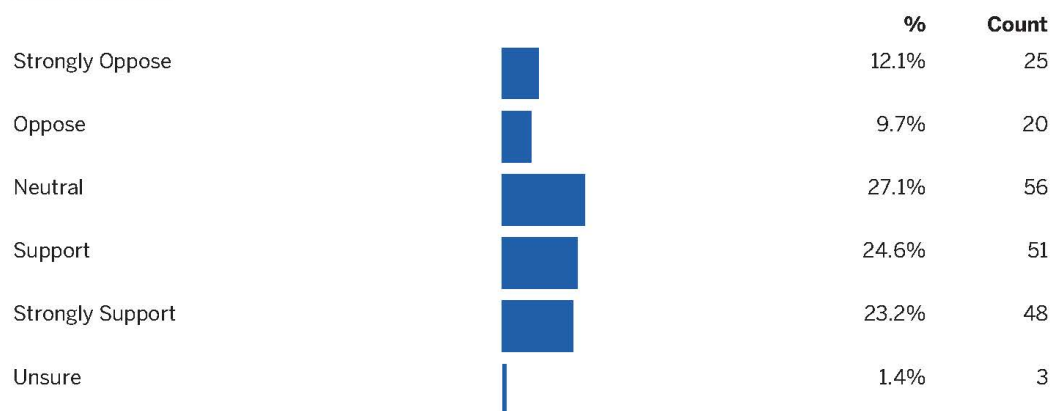
US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey



adding bicycle lanes



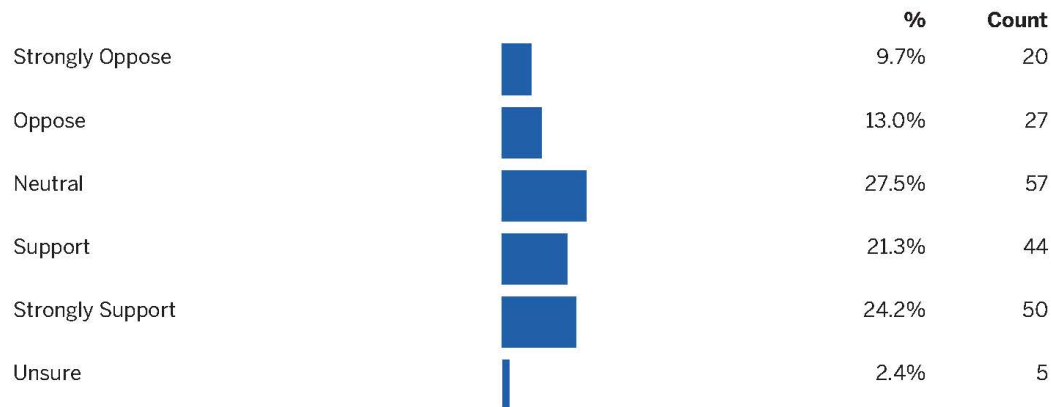
wider sidewalks



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

US 180 Corridor Master Plan #2

US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey



QUESTION 2

Do you have any additional comments about widening Humphreys Street or not?

Answered	73
Skipped	144

- 180 66 adding additional bike buildings bus columbus dedicated do does don downtown enough from humphrey humphreys lane lanes left make more much need other pedestrian really road s see so street t they too traffic turn vehicles widening

QUESTION 3

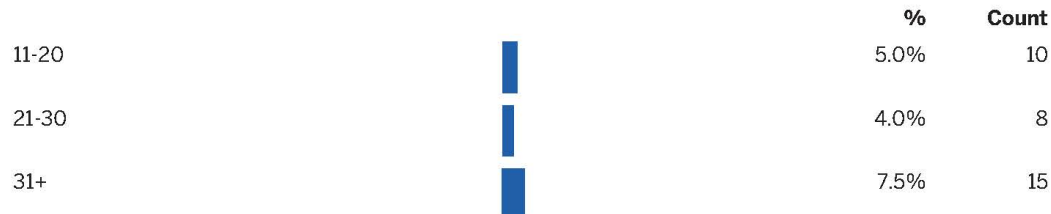
How many buildings along Humphreys Street would you be willing to remove in order to add the following features?

adding dedicated bus lanes

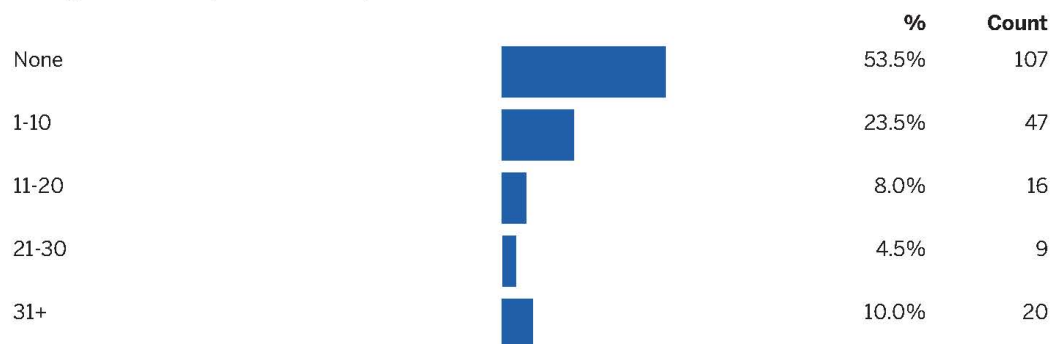


US 180 Corridor Master Plan #2

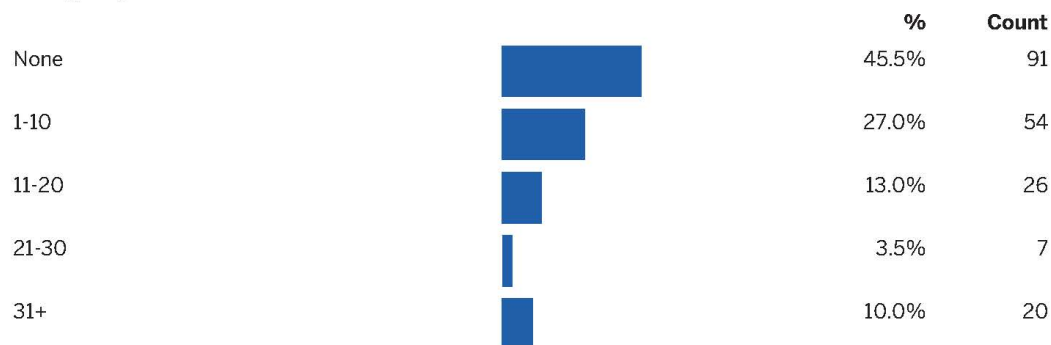
US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey



adding travel lanes (for all vehicles)



adding bicycle lanes

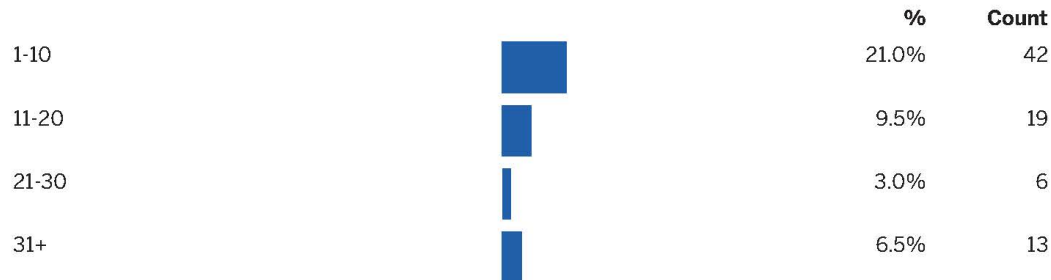


wider sidewalks

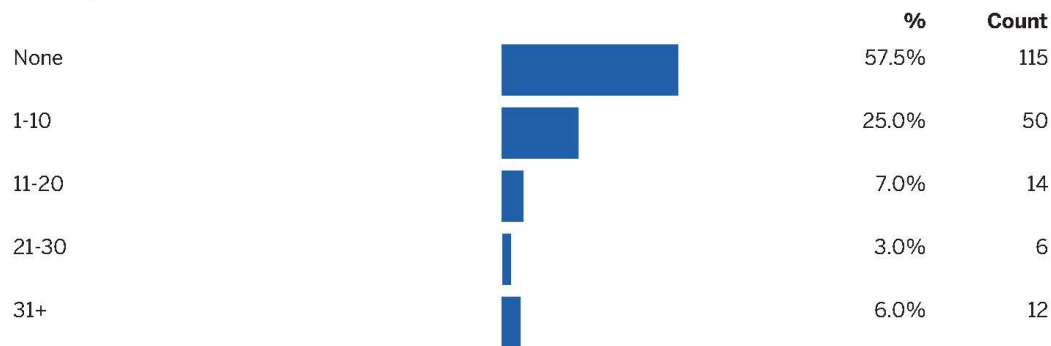


US 180 Corridor Master Plan #2

US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey



landscaped areas



QUESTION 4

Do you have any other comments about potential impacts to buildings on Humphreys Street?

Answered	48
Skipped	169

- any area bike build buildings businesses character current don help historic humphrey humphreys lanes like make more much need question remove removed removing road route s see sidewalks so street support t than them think too traffic way what

QUESTION 5

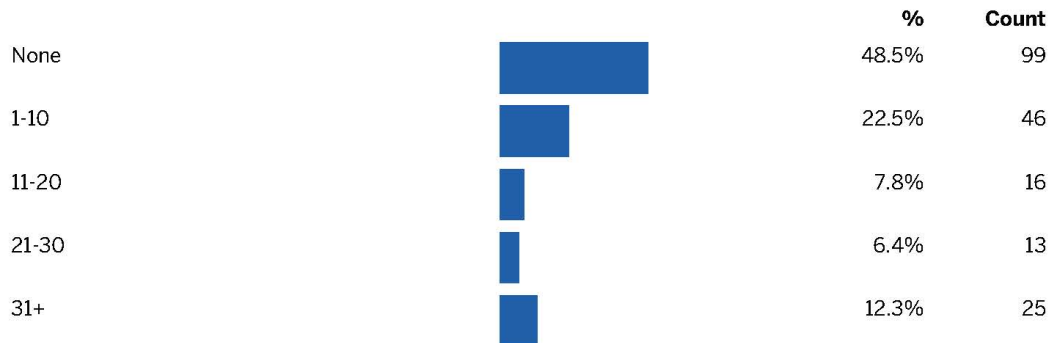
How many parking lots along Humphreys Street would you be willing to remove in order to add the following

US 180 Corridor Master Plan #2

US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey

features?

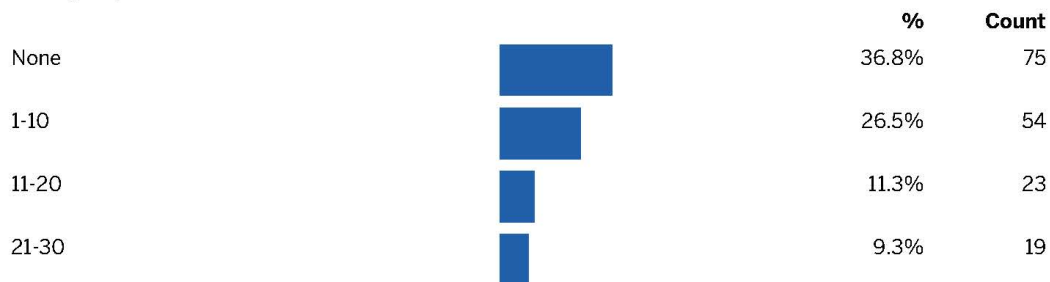
adding dedicated bus lanes



adding travel lanes (for all vehicles)



adding bicycle lanes



US 180 Corridor Master Plan #2

US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey

		%	Count
31+		14.7%	30

wider sidewalks

		%	Count
None		43.6%	89
1-10		26.0%	53
11-20		10.8%	22
21-30		5.9%	12
31+		11.3%	23

landscaped areas

		%	Count
None		42.6%	87
1-10		28.9%	59
11-20		7.8%	16
21-30		4.4%	9
31+		11.8%	24

QUESTION 6

Do you have any other comments about potential impacts to parking lots on Humphreys Street?

Answered	41
Skipped	176

- 180 additional along bike buildings bus businesses climate do don downtown flagstaff humphrey humphreys

US 180 Corridor Master Plan #2







US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey

impact lanes long lot lots need off only options other parking provide remove removed road s small street t than them think wagon were what







QUESTION 7

Do you support widening the right of way on Fort Valley Road (between Humphreys Street and the Wing Mountain Snow Play area) for the purpose of:

adding dedicated bus lanes

		%	Count
Strongly Oppose		28.0%	59
Oppose		15.6%	33
Neutral		17.5%	37
Support		15.2%	32
Strongly Support		19.4%	41
Unsure		2.8%	6

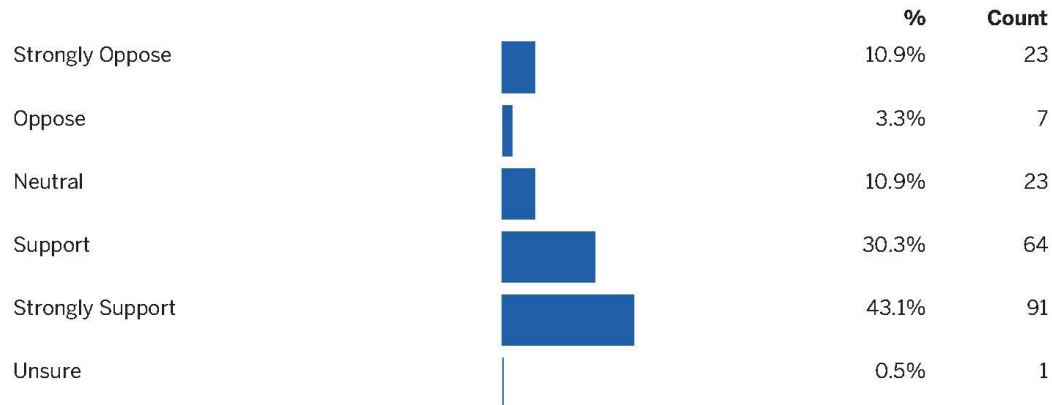
adding travel lanes (for all vehicles)

		%	Count
Strongly Oppose		28.9%	61
Oppose		11.8%	25
Neutral		10.0%	21
Support		23.7%	50
Strongly Support		23.7%	50
Unsure		1.4%	3

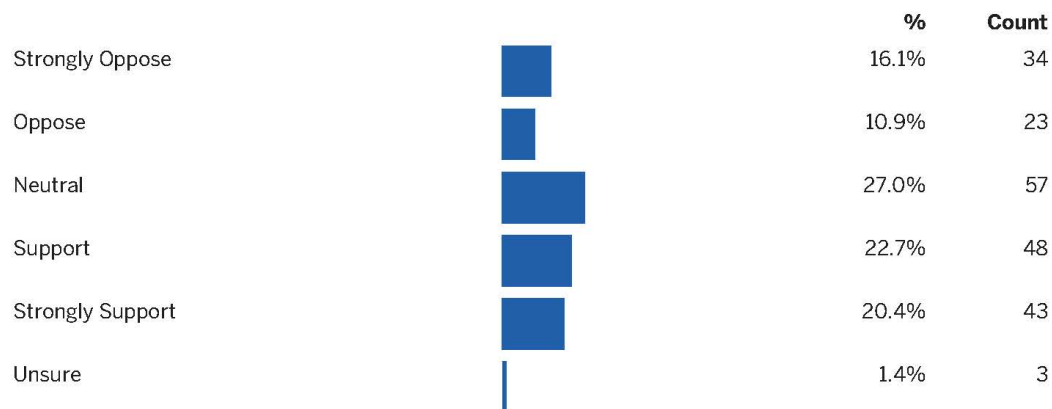
adding bicycle lanes

US 180 Corridor Master Plan #2

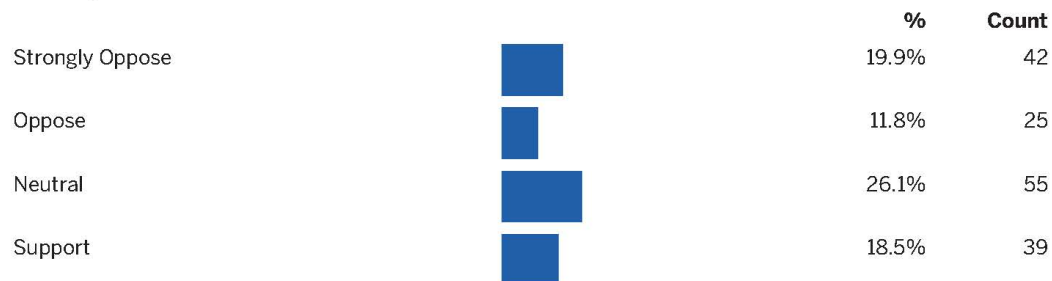
US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey



wider sidewalks



landscaped areas



US 180 Corridor Master Plan #2

US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey

		%	Count
Strongly Support		18.0%	38
Unsure		1.9%	4

QUESTION 8

Do you have any additional comments about widening Fort Valley Road or not?

Answered	83
Skipped	134

180 all along also area between bike bikes bus cheshire do fort from get lane lanes more museum need needs only pedestrian people right road s safe see shoulder sidewalks snowbowl speed traffic up use valley vehicles way widening wing

QUESTION 9

How many buildings (including residential homes) along Fort Valley Road would you be willing to remove in order to add the following features?

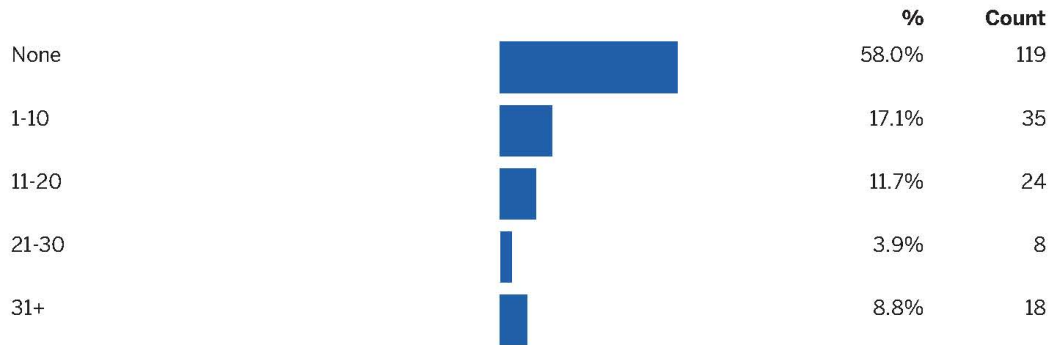
adding dedicated bus lanes

		%	Count
None		64.4%	132
1-10		17.1%	35
11-20		6.3%	13
21-30		2.0%	4
31+		8.3%	17

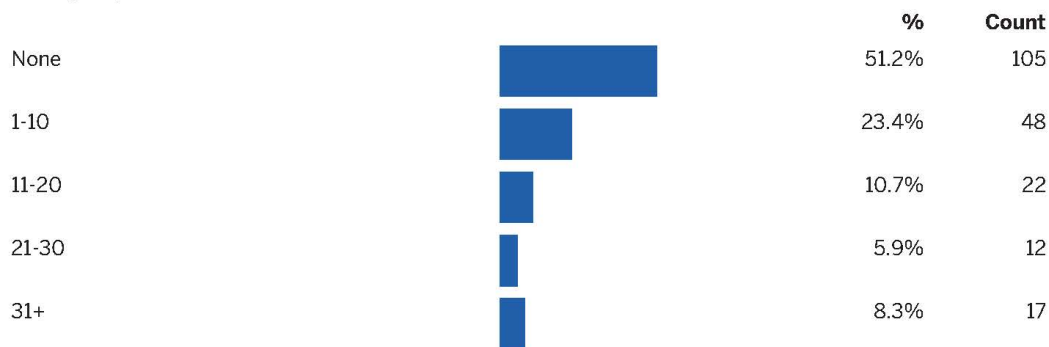
adding travel lanes (for all vehicles)

US 180 Corridor Master Plan #2

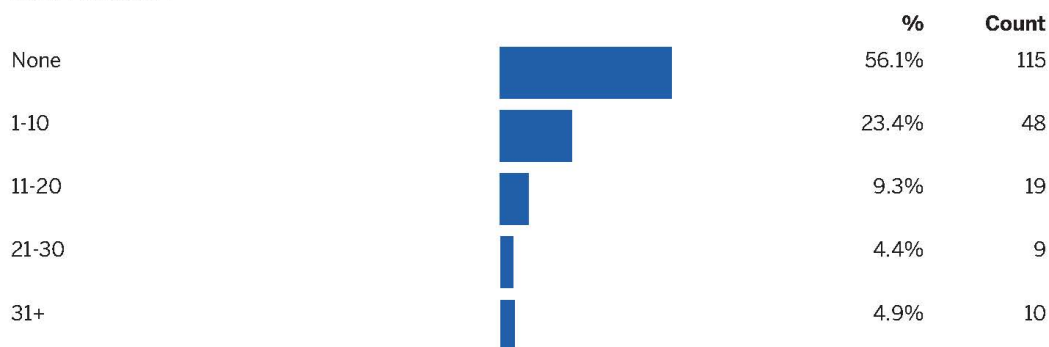
US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey



adding bicycle lanes



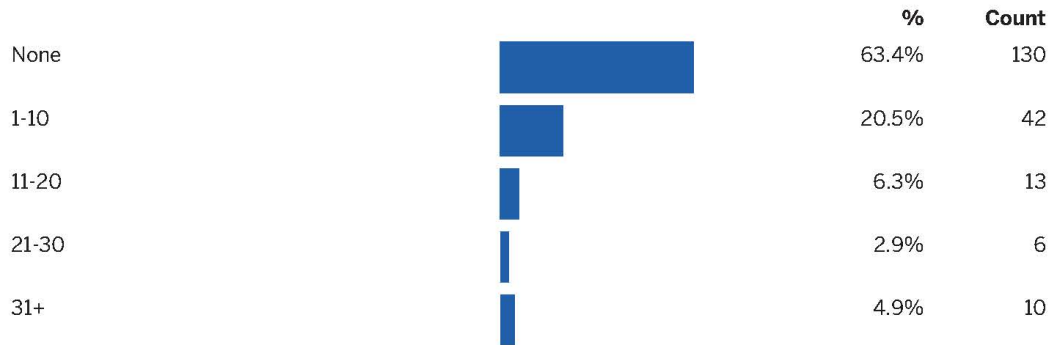
wider sidewalks



landscaped areas

US 180 Corridor Master Plan #2

US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey



QUESTION 10

Do you have any other comments about potential impacts to buildings on Fort Valley Road?

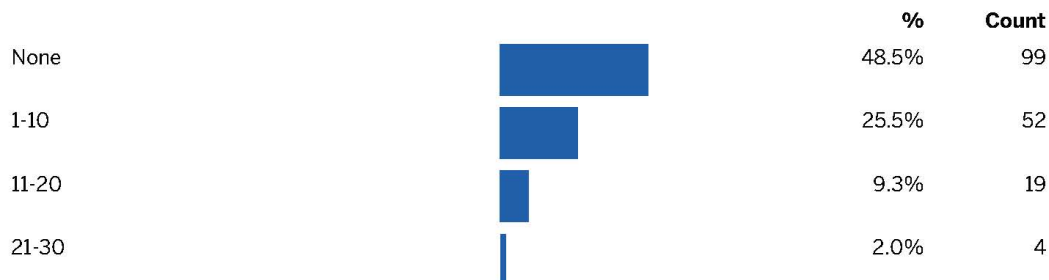
Answered	49
Skipped	168

- 180 all along also any bike buildings do existing fort from get good homes just more museum need noise only people property question rd removed removing road route s school side snowbowl so street support t traffic valley very

QUESTION 11

How many parking lots along Fort Valley Road would you be willing to remove in order to add the following features?

adding dedicated bus lanes



US 180 Corridor Master Plan #2

US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey

		%	Count
31+		11.8%	24

adding travel lanes (for all vehicles)

		%	Count
None		44.6%	91
1-10		25.5%	52
11-20		10.3%	21
21-30		4.9%	10
31+		13.2%	27

adding bicycle lanes

		%	Count
None		34.8%	71
1-10		33.8%	69
11-20		11.3%	23
21-30		5.9%	12
31+		12.7%	26

wider sidewalks

		%	Count
None		44.1%	90
1-10		28.4%	58
11-20		9.8%	20

US 180 Corridor Master Plan #2

US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey



QUESTION 12

Do you have any other comments about potential impacts to parking lots on Fort Valley Road?

Answered	41
Skipped	176

-180 all along apartments bike bus could do few fort ft get how incentives just lots more museum need new only other out
parking people property road s school sechrist survey t them think those traffic use valley which

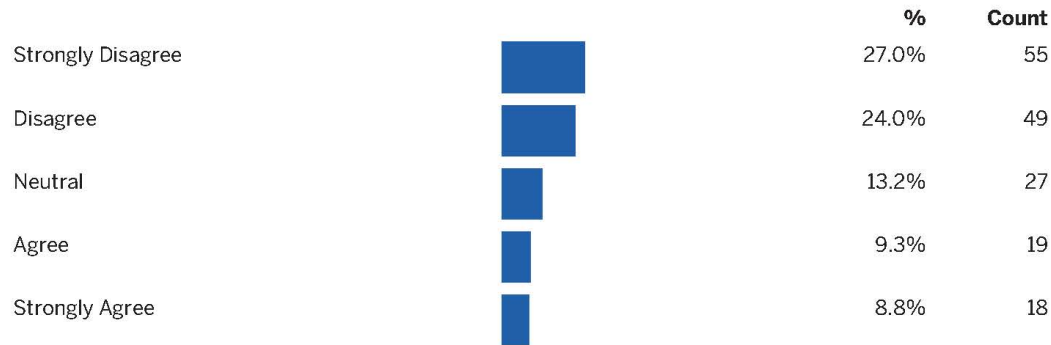
QUESTION 13

What types of enhancements do you agree are needed on Humphreys Street?

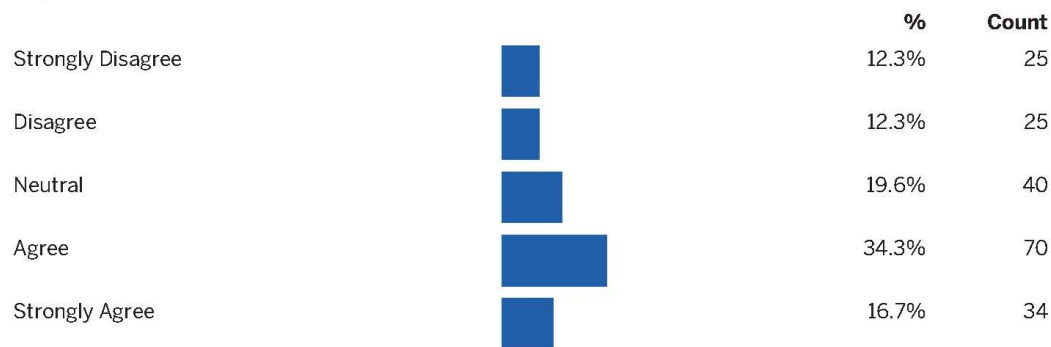
No enhancements are needed

US 180 Corridor Master Plan #2

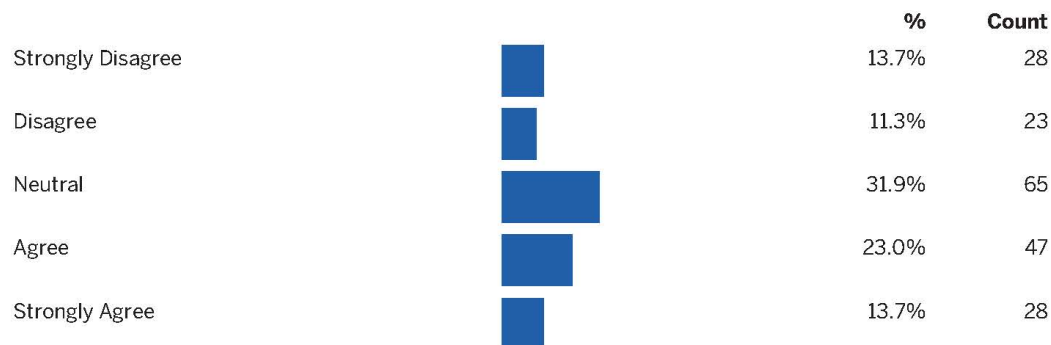
US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey



Improve vehicle travel time



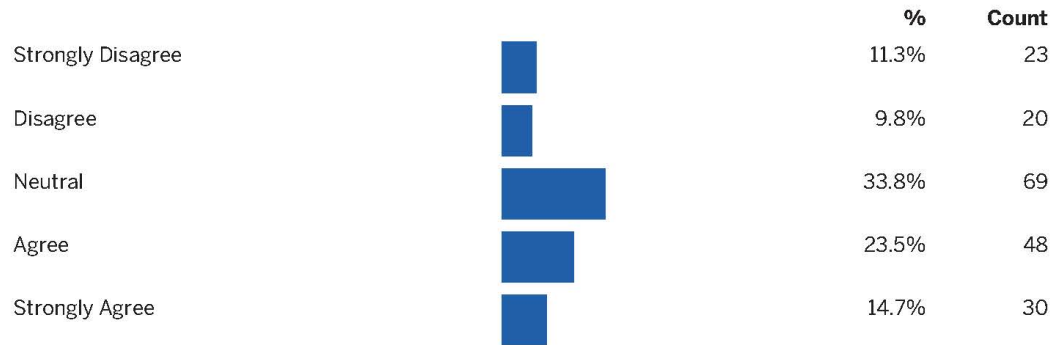
Improve bus travel time (get to final bus stop faster)



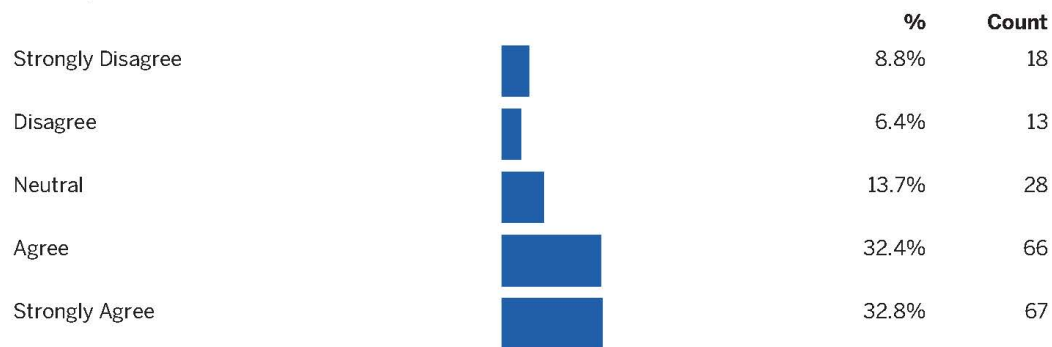
Improve bus frequency (less wait time at bus stops)

US 180 Corridor Master Plan #2

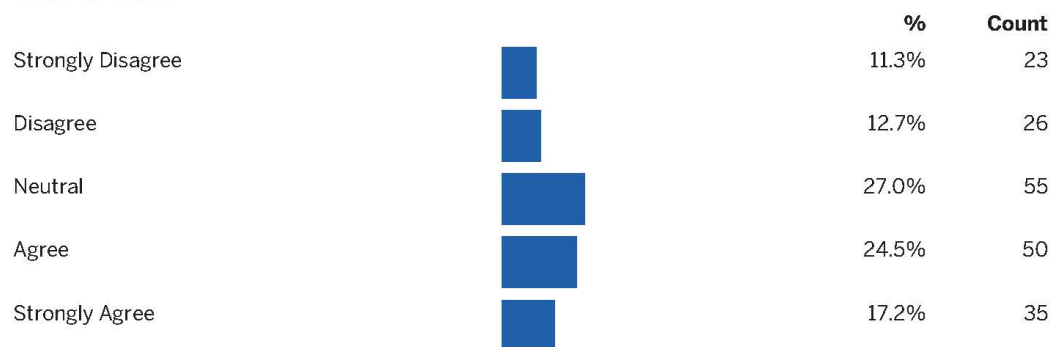
US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey



Add bicycle lanes



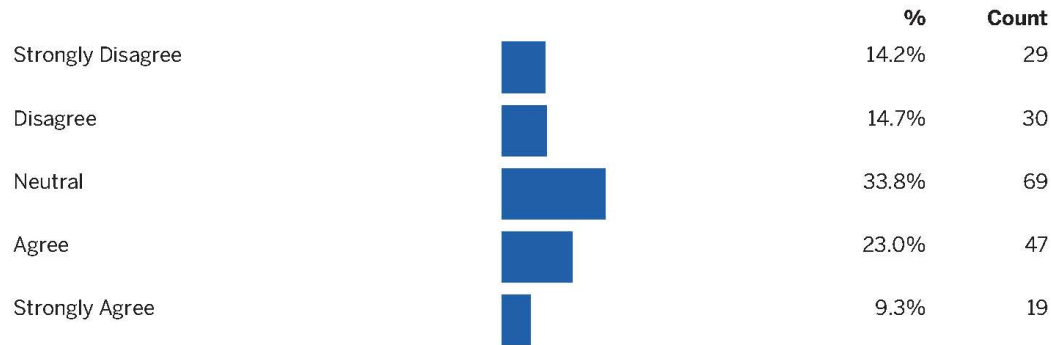
Wider sidewalks



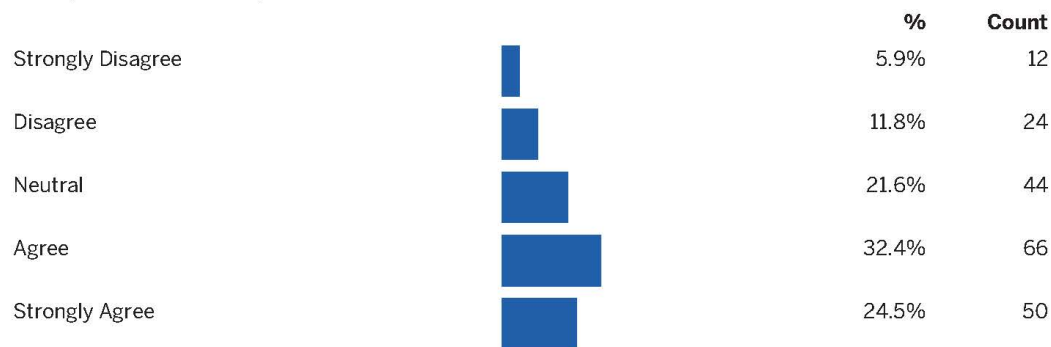
Landscaped areas (landscaped buffers between the road and sidewalk)

US 180 Corridor Master Plan #2

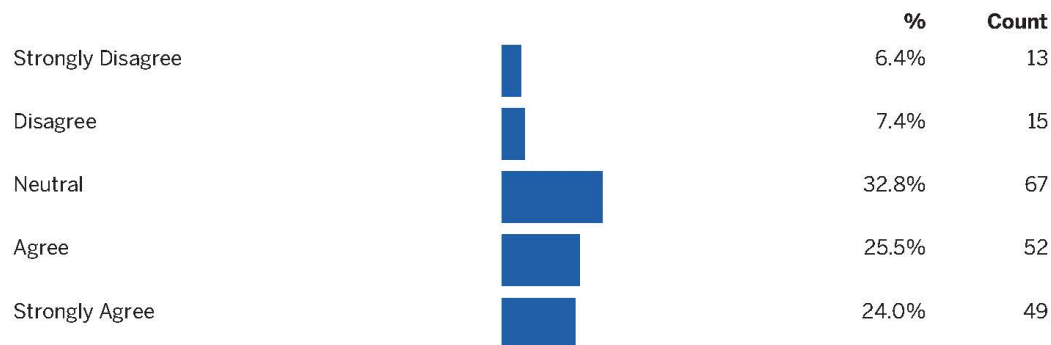
US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey



More pedestrian crossings



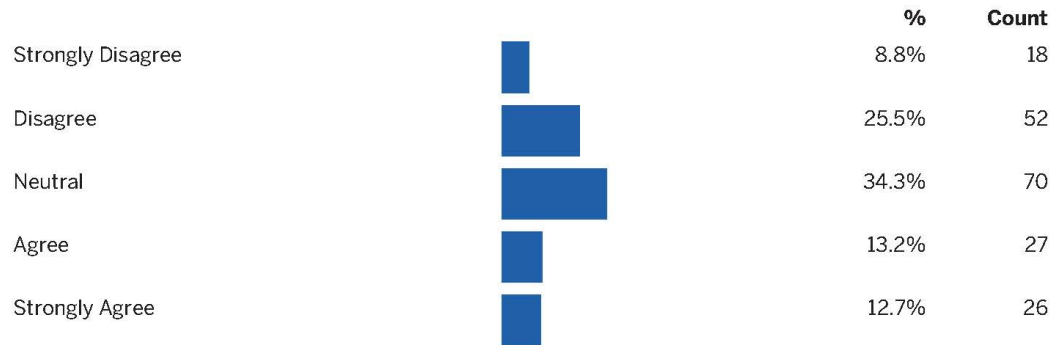
Preserve existing buildings on private property



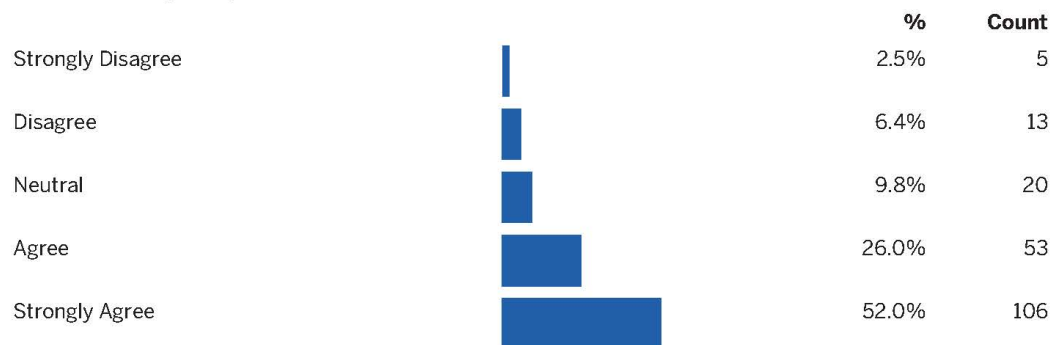
Preserve parking lots on private property

US 180 Corridor Master Plan #2

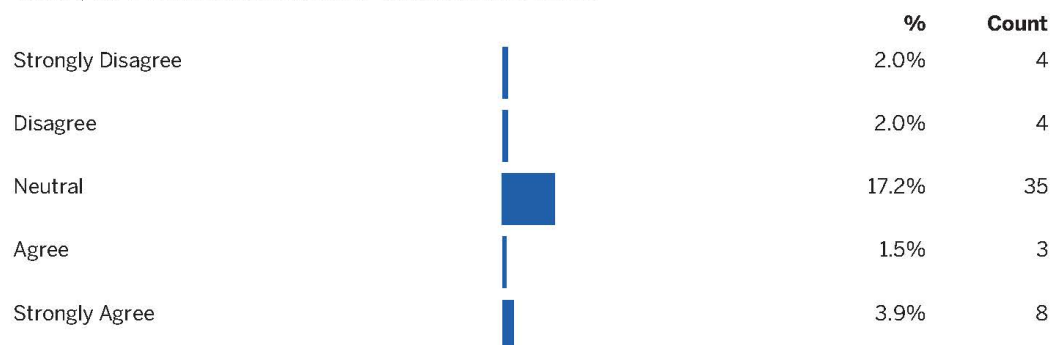
US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey



Preserve small parks (such as Wheeler Park)



Other (Enter comments about other enhancements below)



US 180 Corridor Master Plan #2

US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey

QUESTION 14

Do you think there are other enhancements that are needed on Humphreys Street?

Answered	40
Skipped	177

all alternative beaver better bike bikes both bus buses downtown elm from high humphreys improved lane lanes left light make northbound off one only other peds people road safety school signage at stop time traffic turn use way well

QUESTION 15






Do you support adding an additional northbound travel lane on Humphreys Street, which would allow an additional left-turn lane from Route 66 to Humphreys Street? (This may require the removal of several buildings and parking lots.)

		%	Count
Yes		39.6%	76
No		60.4%	116

QUESTION 16

What types of enhancements are needed on Fort Valley Road? Please rate each improvement.

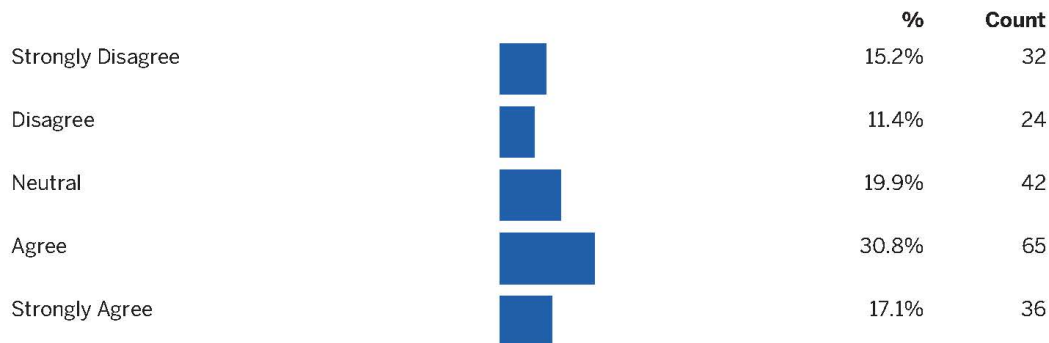
No enhancements are needed

		%	Count
Strongly Disagree		33.2%	70
Disagree		22.3%	47
Neutral		12.3%	26
Agree		7.1%	15
Strongly Agree		9.5%	20

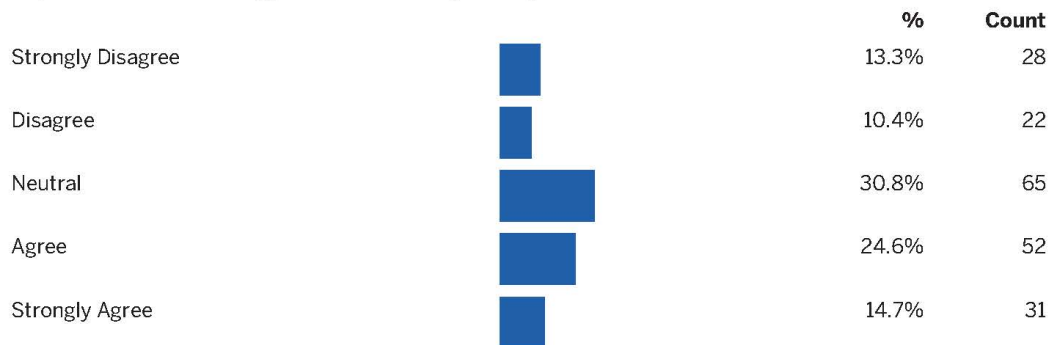
US 180 Corridor Master Plan #2

US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey

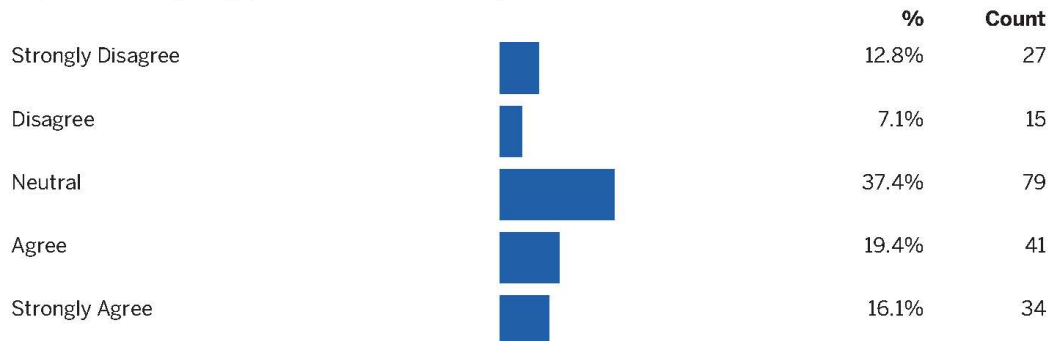
Improve vehicle travel time



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



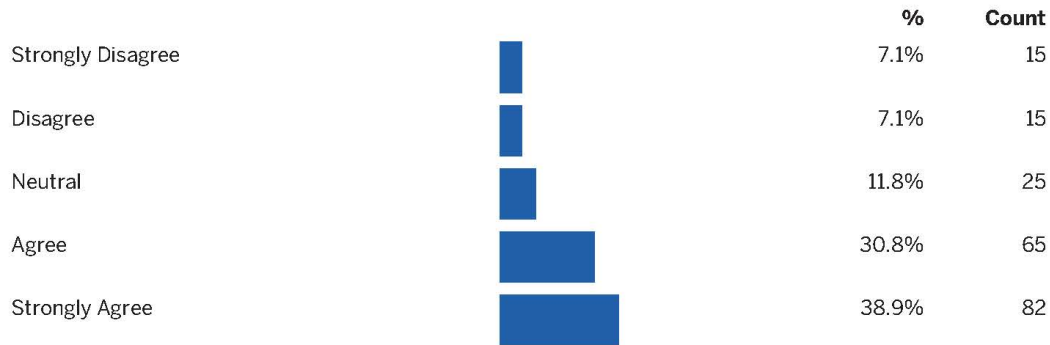
Improve bus frequency (less wait time at bus stops)



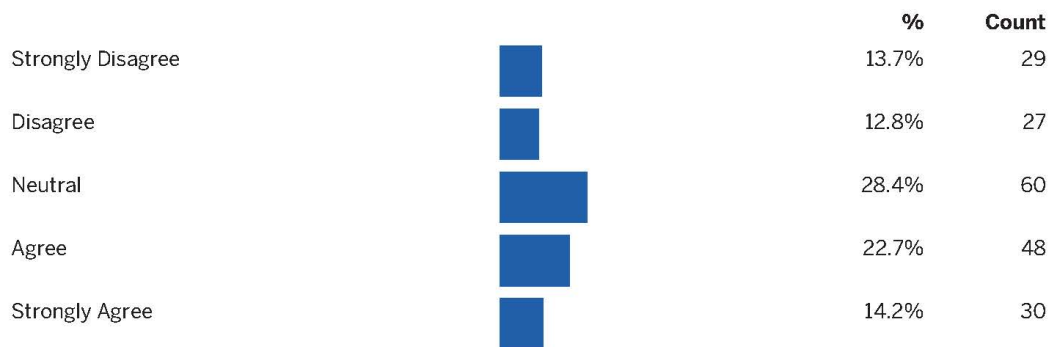
Add bicycle lanes

US 180 Corridor Master Plan #2

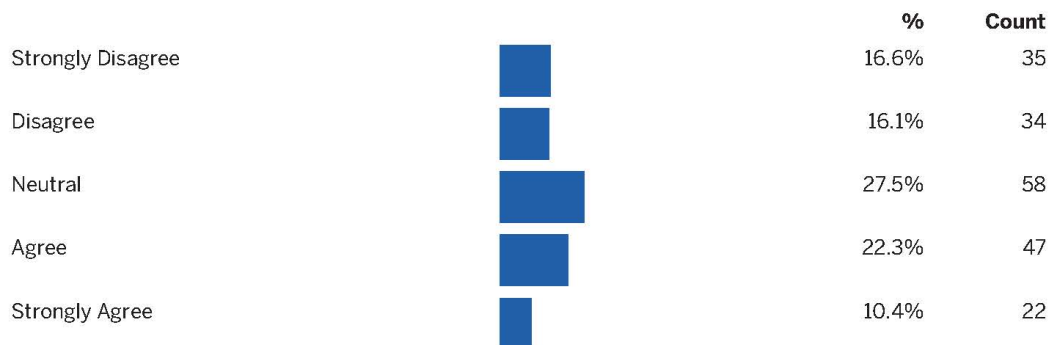
US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey



Wider sidewalks



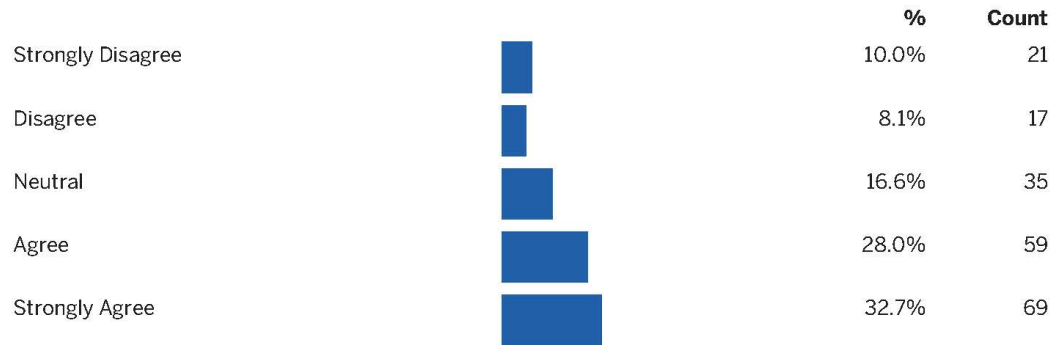
Landscaped areas (landscaped buffers between the road and sidewalk)



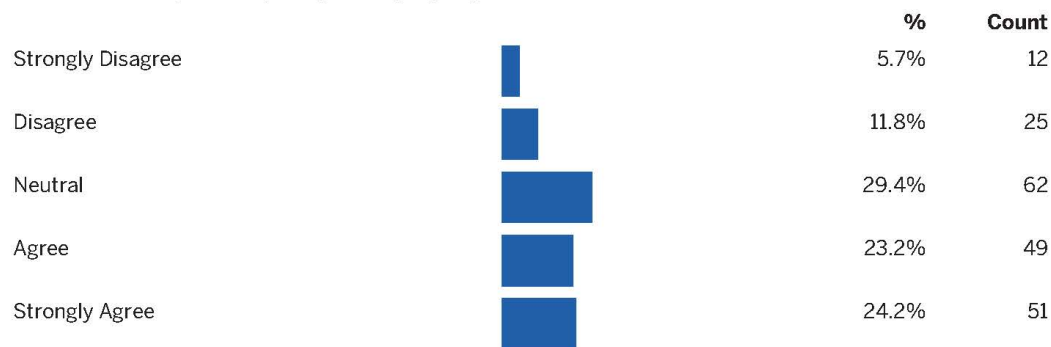
More pedestrian crossings

US 180 Corridor Master Plan #2

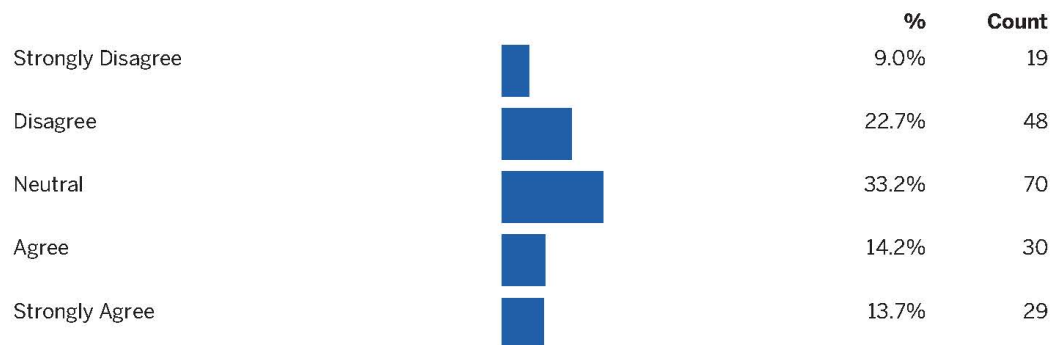
US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey



Preserve existing buildings on private property



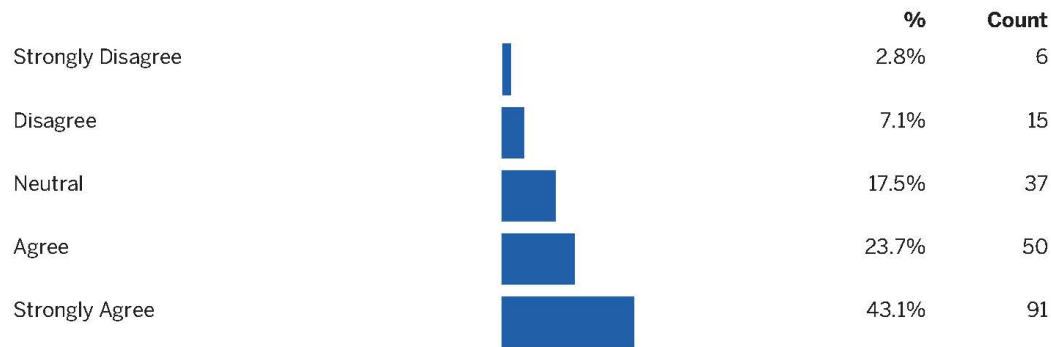
Preserve parking lots on private property



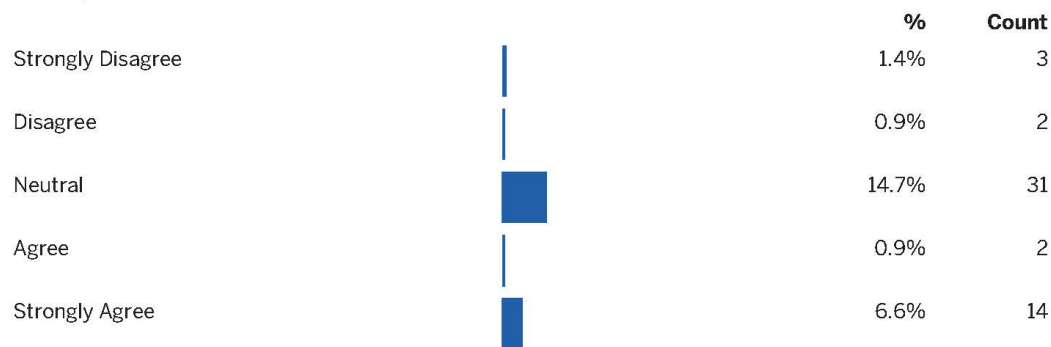
Preserve small parks (such as Wheeler Park)

US 180 Corridor Master Plan #2

US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey



Other (Enter comments about other enhancements below)



QUESTION 17

Do you think there are other enhancements that are needed on Fort Valley Road?

Answered	66
Skipped	151

180 along area arizona between bike bus button CROSS crossing crossings crosswalk dangerous dedicated forest fort from intersection lane lanes light mna more museum near need needs northern pedestrian people road s school sechrist snowbowl so speed stop traffic valley

US 180 Corridor Master Plan #2

US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey

QUESTION 18

Do you support adding a continuous sidewalk along Fort Valley Road within the City of Flagstaff city limits?



QUESTION 19

Do you have any other comments about Humphreys Street or Fort Valley Road that you would like to share?

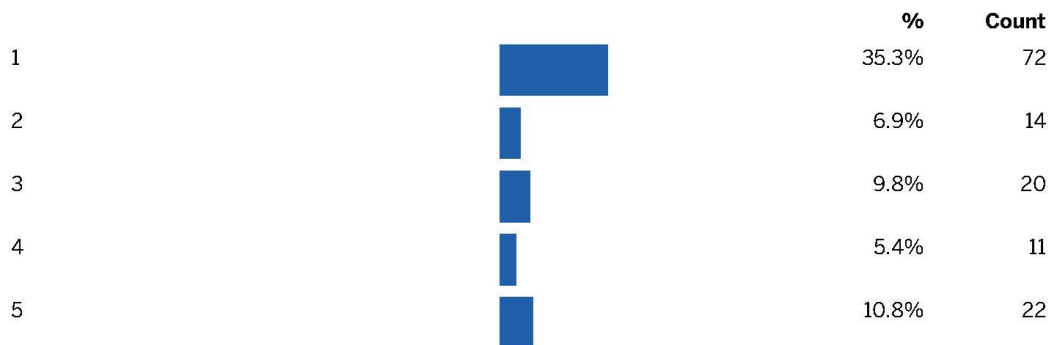
Answered	67
Skipped	150

180 all along beat bike continuous crossing forest fort from futs going lane lanes make more museum need needs path pedestrian pedestrians people please road s school sechrist side sidewalk snowbowl speed t they traffic trail turn up Use valley

QUESTION 20

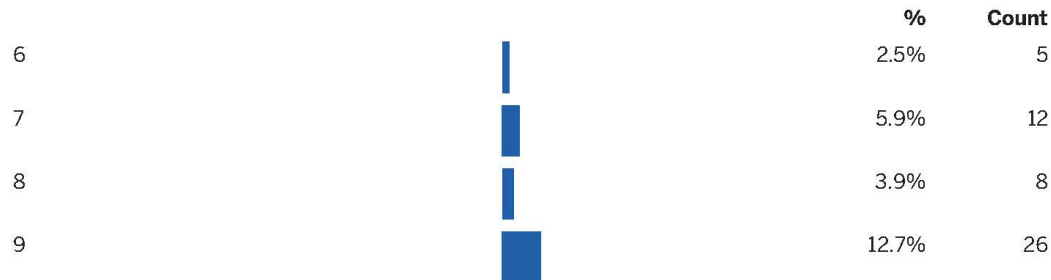
Please rate how much you support each of the below US 180 alternatives. [1 = Strongly Oppose, 3 = Oppose, 5 = Neutral, 7 = Support, 9 = Strongly Support]

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

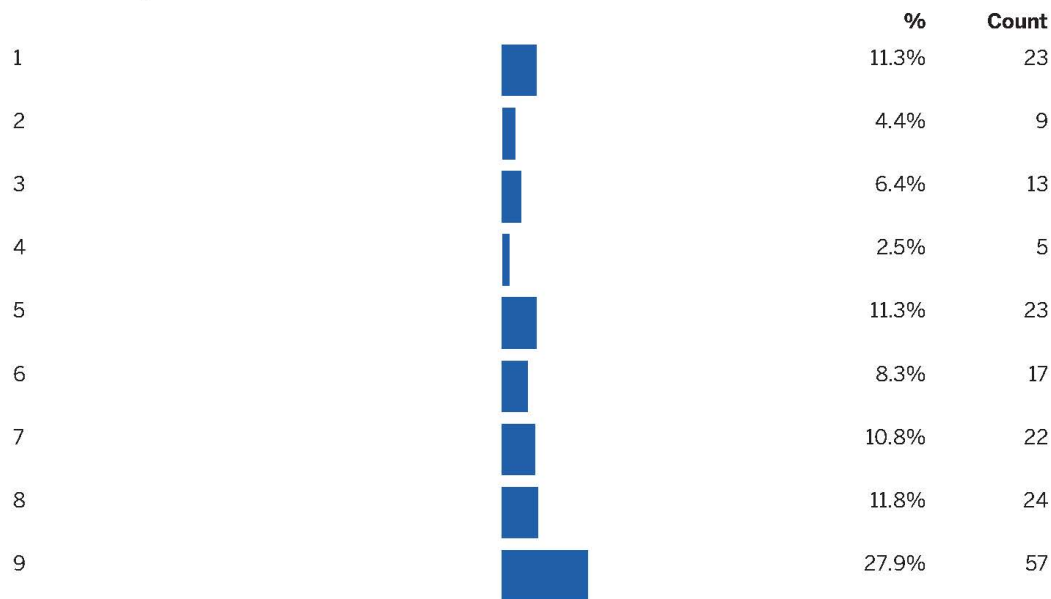


US 180 Corridor Master Plan #2

US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey



No Build Plus – (no additional lanes; add enhancements with some limited impacts to property) – Recommended Alternative by ADOT

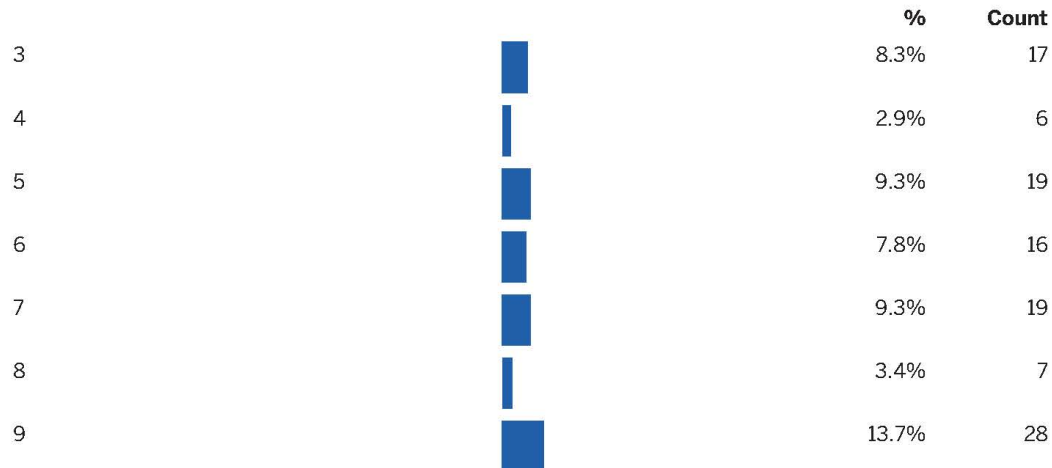


Alternative Package A

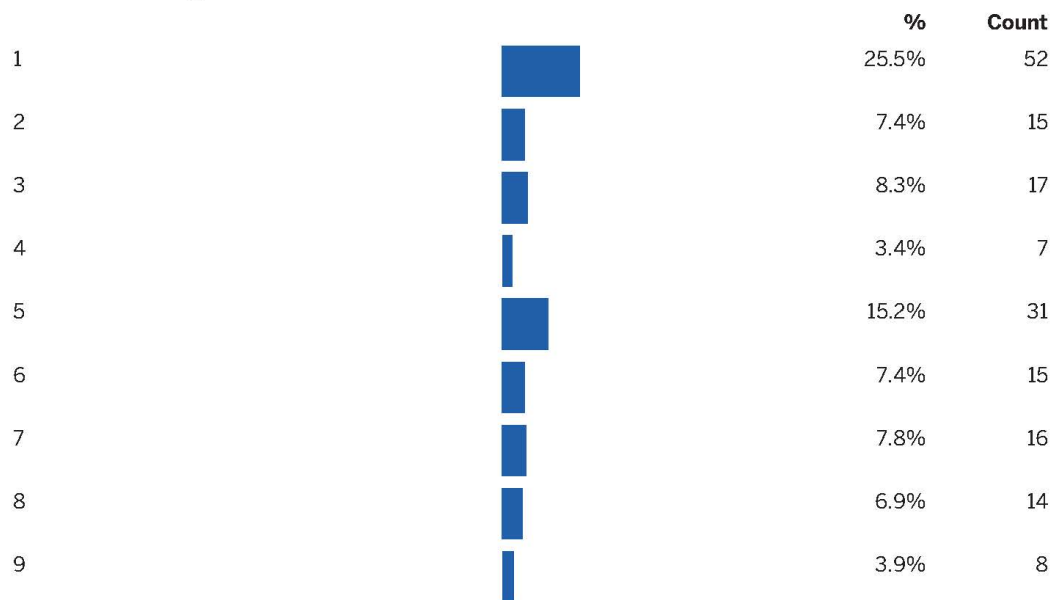


US 180 Corridor Master Plan #2

US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey



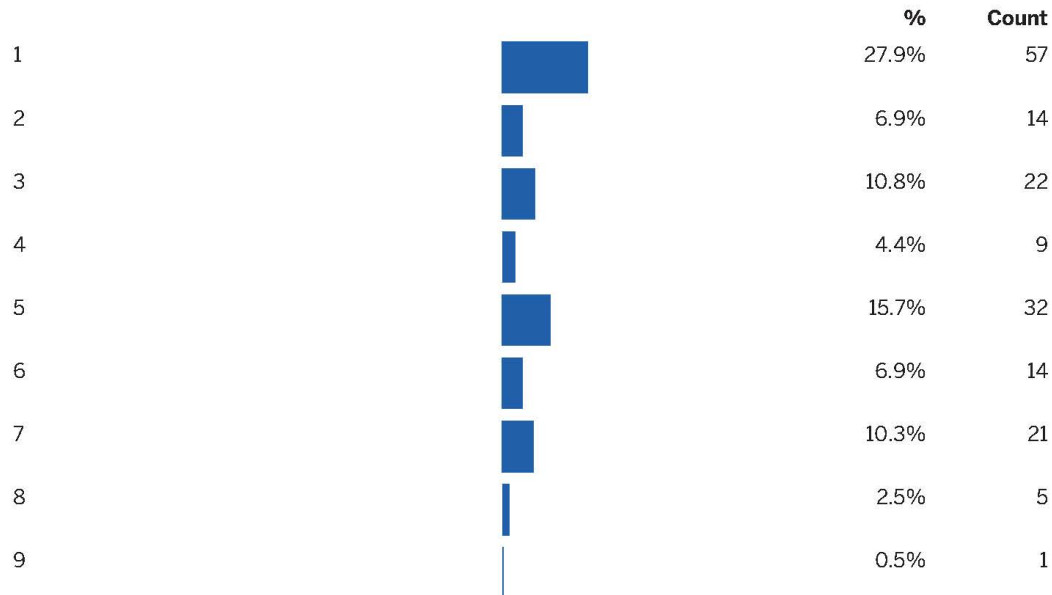
Alternative Package B



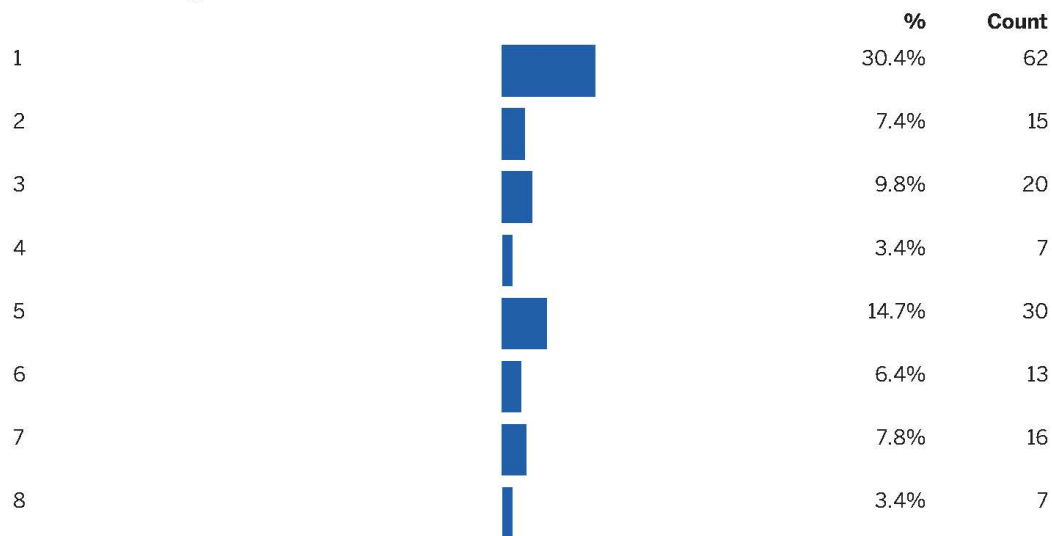
Alternative Package C

US 180 Corridor Master Plan #2

US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey



Alternative Package D



US 180 Corridor Master Plan #2

US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey

		%	Count
9		2.0%	4

Alternative Package E – Wing Mountain Bypass

		%	Count
1		33.8%	69
2		4.4%	9
3		2.0%	4
4		2.5%	5
5		8.8%	18
6		4.9%	10
7		10.3%	21
8		8.3%	17
9		16.7%	34

Alternative Package F – Hidden Hollow Bypass

		%	Count
1		35.3%	72
2		2.9%	6
3		1.5%	3
4		2.9%	6
5		7.4%	15
6		4.4%	9

US 180 Corridor Master Plan #2

US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey

		%	Count
7		9.8%	20
8		2.9%	6
9		25.0%	51

QUESTION 21

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

Answered	128
Skipped	89

180 all along also alternative bike build bus bypass do don flagstaff from impact improvements lane lanes like
more most much need only option options pedestrian plus really road safety snowbowl so support t think through traffic use
valley way

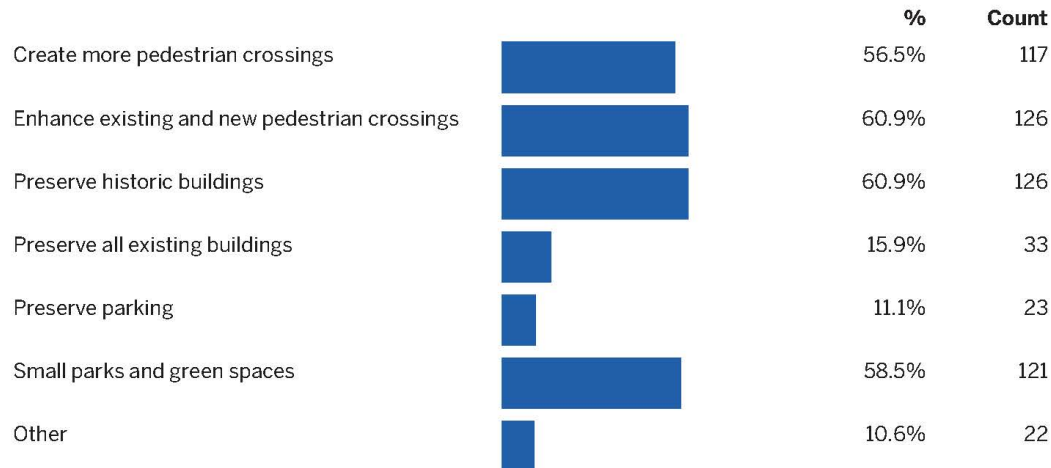
QUESTION 22

Which enhancements do you feel are needed to make Ft. Valley Road a "Great Street"?

		%	Count
No enhancements are needed		11.6%	24
Smooth flow of traffic		47.3%	98
Attractive bus facilities		22.2%	46
Attractive bus facilities		13.0%	27
Bicycle lanes		71.5%	148
Wider sidewalks		36.7%	76
Landscaped areas (landscaped buffers between the road and sidewalk)		49.3%	102

US 180 Corridor Master Plan #2

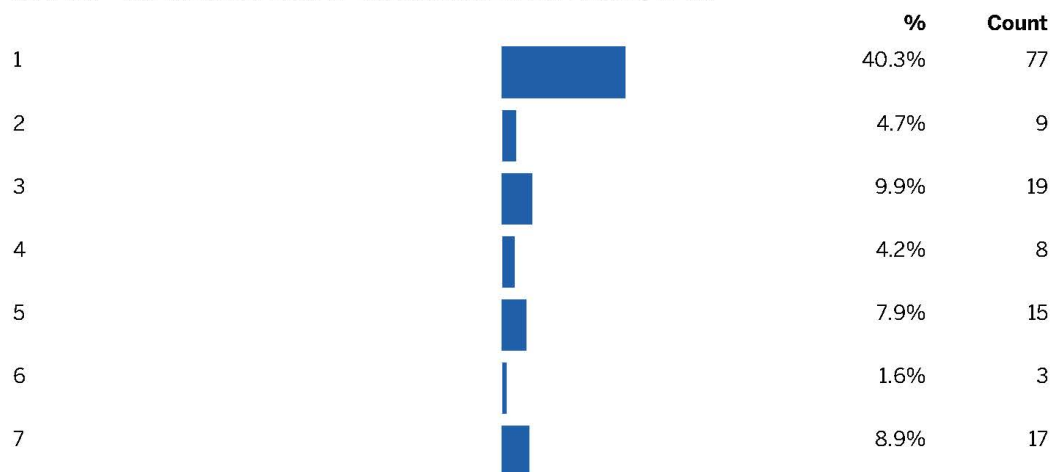
US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey



QUESTION 23

Please rate how well each alternative would make Fort Valley Road (US 180) a "Great Street". [1 = Very Poorly, 3 = Poorly, 5 = Fairly Well, 7 = Well, 9 = Very Well]

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



US 180 Corridor Master Plan #2

US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey

		%	Count
8		3.7%	7
9		11.0%	21

No Build Plus – (no additional lanes; add enhancements with some limited impacts to property) – Recommended Alternative by ADOT

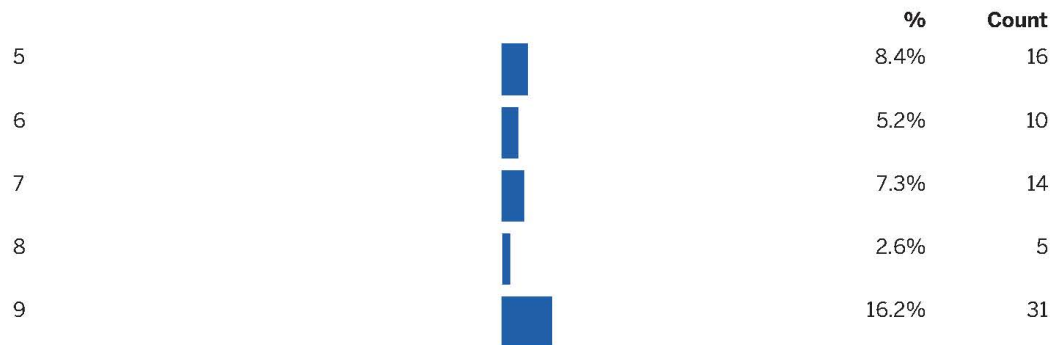
		%	Count
1		14.1%	27
2		5.8%	11
3		8.9%	17
4		4.7%	9
5		12.0%	23
6		7.9%	15
7		12.6%	24
8		9.4%	18
9		19.9%	38

Alternative Package A

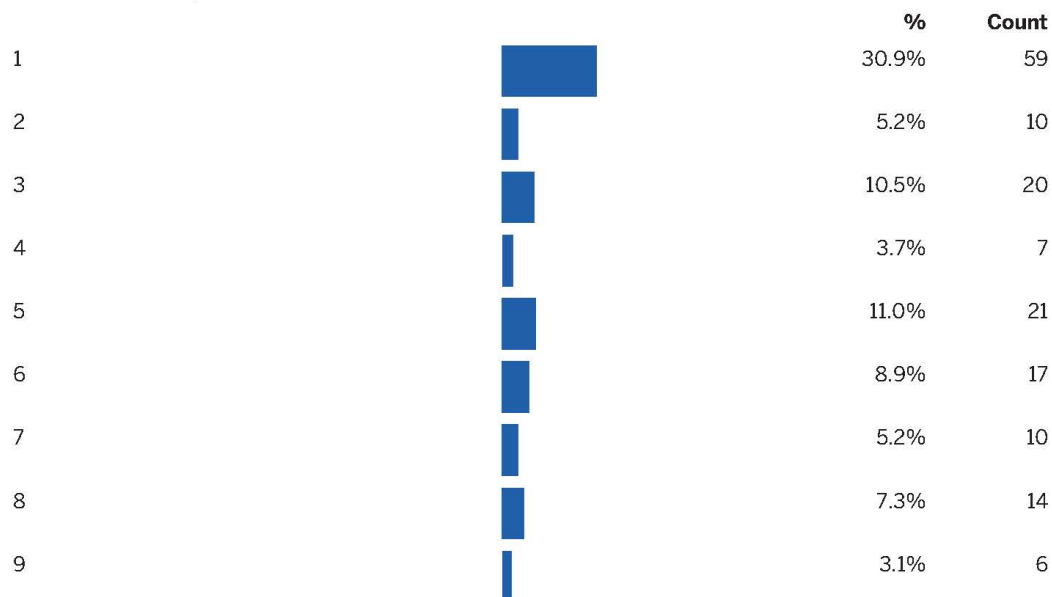
		%	Count
1		31.4%	60
2		5.2%	10
3		6.3%	12
4		4.2%	8

US 180 Corridor Master Plan #2

US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey



Alternative Package B

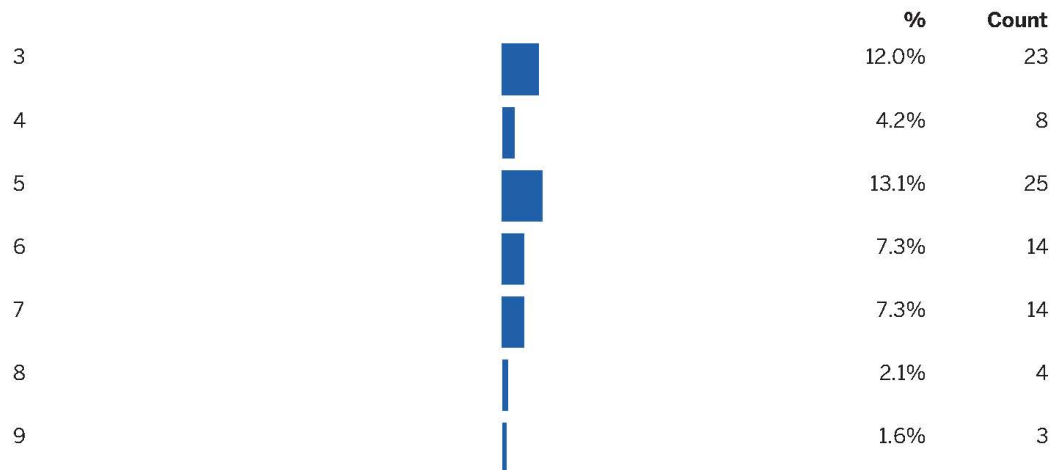


Alternative Package C

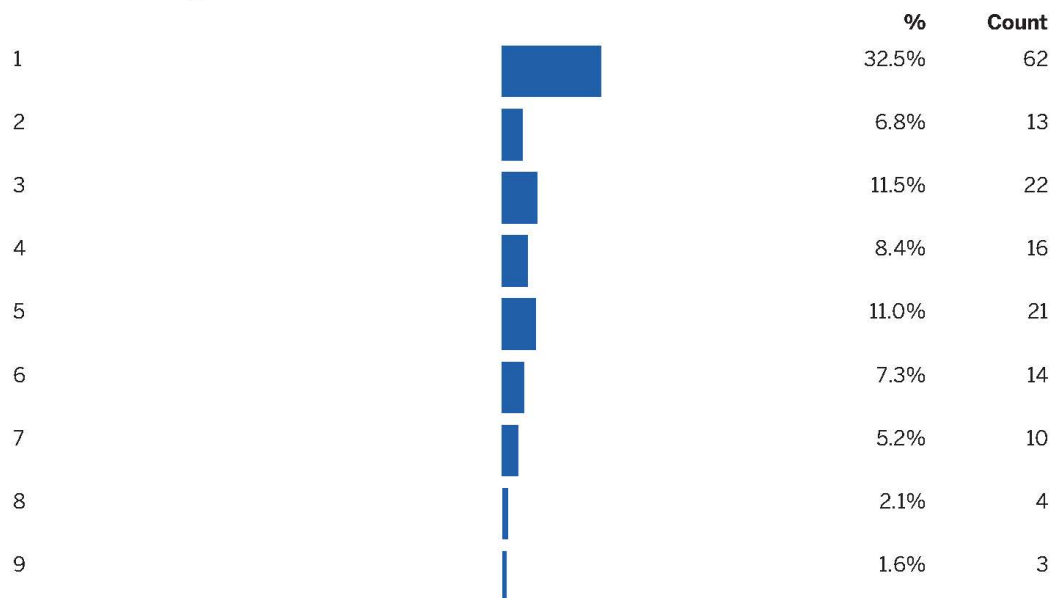


US 180 Corridor Master Plan #2

US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey



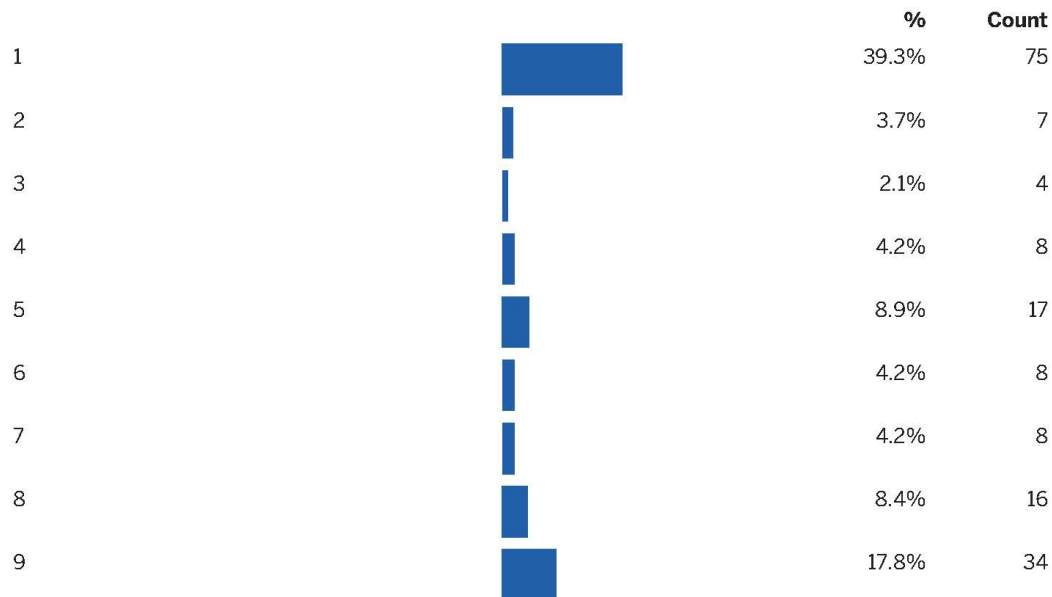
Alternative Package D



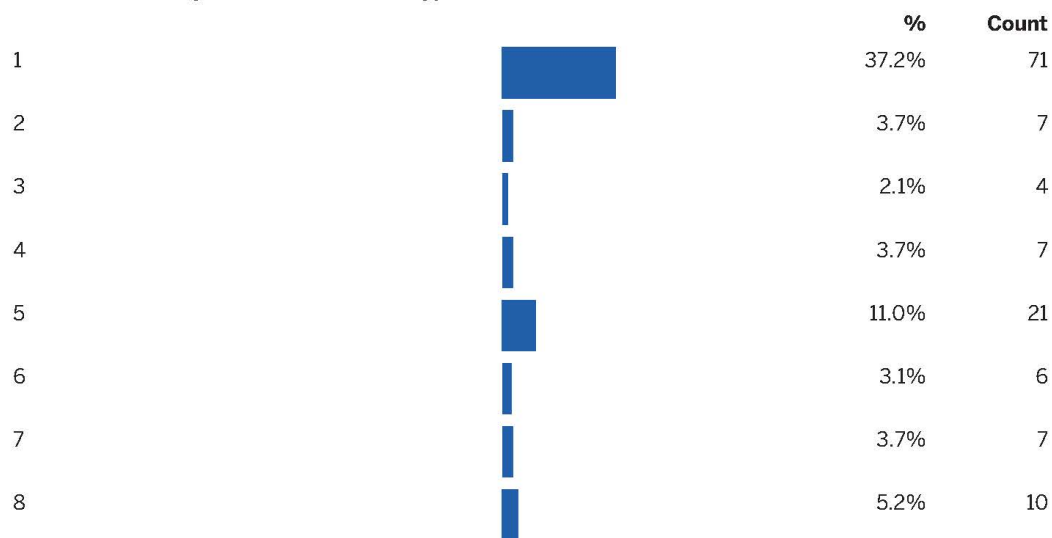
Alternative Package E – Wing Mountain Bypass

US 180 Corridor Master Plan #2

US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey



Alternative Package F – Hidden Hollow Bypass



US 180 Corridor Master Plan #2

US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey

		%	Count
9		22.5%	43

QUESTION 24

Please provide any additional comments about Fort Valley Road as a Great Street here:

Answered	42
Skipped	175

180 along area bike cars do don even fort from ft great keep lanes less like more need needed one pedestrian people
rd residents road rural s safe safety sechrist sidewalks street t think town traffic use valley who

QUESTION 25

What age group are you in?

		%	Count
19-25 years old		0.9%	2
26 to 59 years old		57.3%	122
60 years or older		36.2%	77
Choose Not to Answer		5.6%	12

QUESTION 26

What gender do you identify with?

		%	Count
Female		42.5%	91
Male		52.8%	113

US 180 Corridor Master Plan #2

US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey

		%	Count
Choose Not to Answer		4.7%	10

QUESTION 27

What is your yearly household income?

		%	Count
Less than \$24,000		1.9%	4
\$24,001 to \$50,000		8.0%	17
\$50,001 to \$75,000		15.6%	33
\$75,001 and above		52.8%	112
Don't Know		0.5%	1
Choose Not to Answer		21.2%	45

QUESTION 28

Do you own property, or own or manage a business on US 180 (including Humphreys Street or Fort Valley Road) within the study corridor?

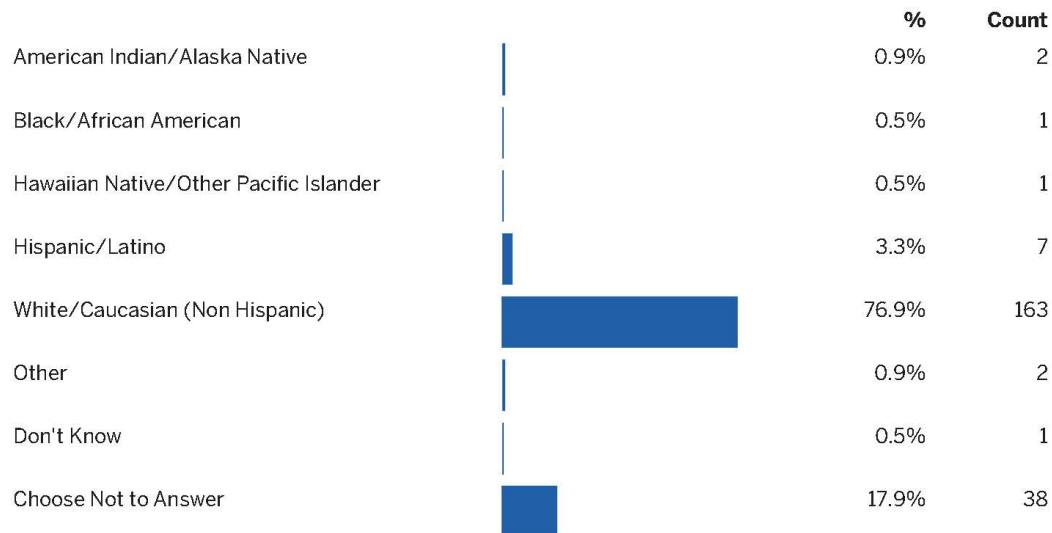
		%	Count
Yes		26.2%	56
No		69.2%	148
Choose Not to Answer		4.7%	10

QUESTION 29

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

US 180 Corridor Master Plan #2

US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey



QUESTION 30

How long have you lived in the Flagstaff community?










QUESTION 31

What is your preferred way of receiving updates or providing input on the US 180 Corridor Master Plan?



US 180 Corridor Master Plan #2

US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey

		%	Count
Online survey		16.4%	35
Virtual Public Meeting		7.0%	15
In-person Public Meeting		1.4%	3
Social Media		3.8%	8
Other		0.9%	2
No Preference		3.8%	8
Choose Not to Answer		5.2%	11

QUESTION 32

OPTIONAL

To sign up to receive automatic notifications of future public engagement opportunities on this project, please provide your email address:

Answered	93
Skipped	124

aol com edu gmail hotmail jim lowell msn msnaz nau net org yahoo

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



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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

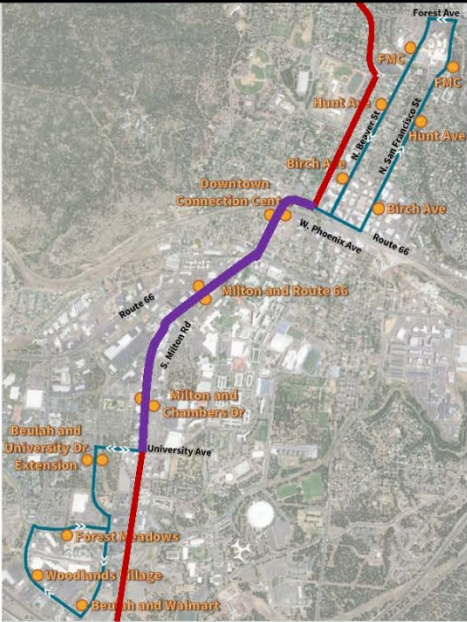




Milton Rd & US 180 CMPs











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

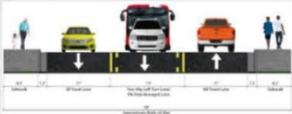











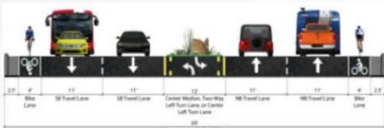
3

US 180 Alternatives

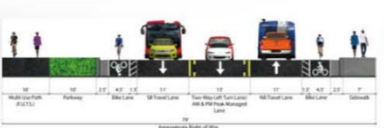
Alt 2




Alt 3




Alt 4a



Alt 4b












Alt 6

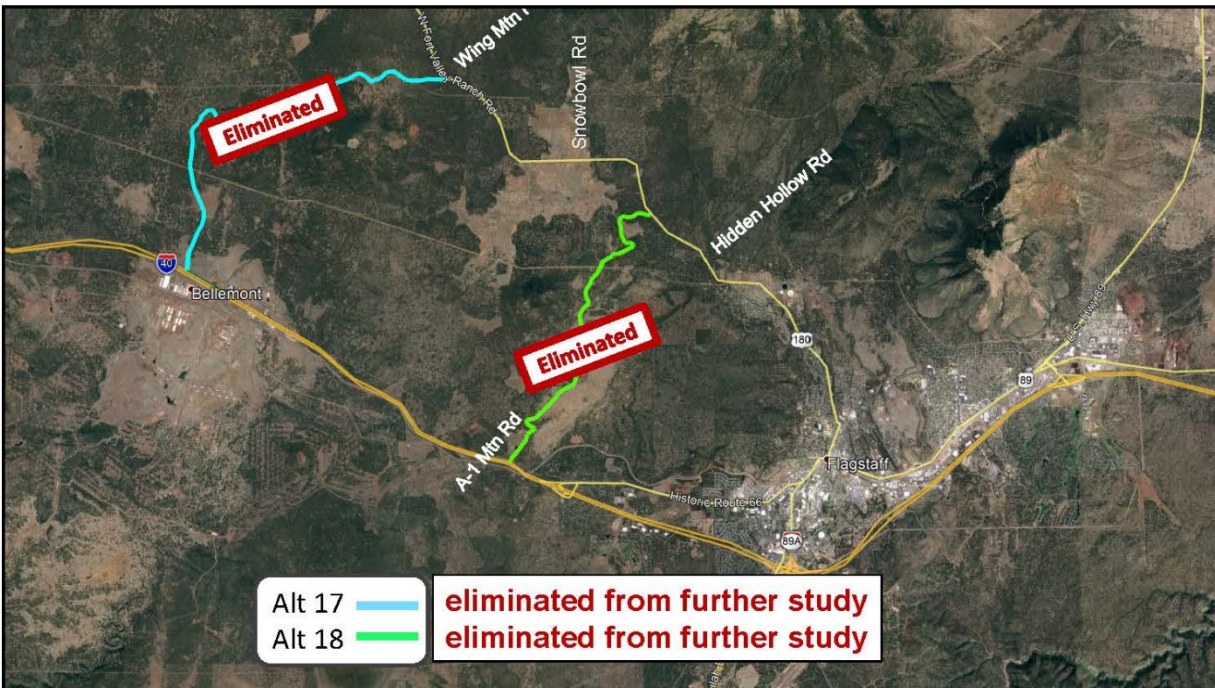


Decision pending to further study or eliminate these alternatives

4





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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

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THANK YOU

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

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

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