

US 180 Corridor Master Plan

Final Report

















June 2022





Acknowledgments

The Arizona Department of Transportation (ADOT) would like to sincerely thank the City of Flagstaff City Council and the Coconino County Board of Supervisors for their continuous involvement and support of this plan. ADOT would also like to extend a special appreciation to our Project Partners who contributed countless hours to the development of this Corridor Master Plan. ADOT was the lead and sponsor of this plan. Decision-making occurred via a consensus-based process with our Project Management Partners below, while considering input from stakeholders and the public at key milestones.

City of Flagstaff City Council

Past Present

Mayor Coral Evans
Vice Mayor Jamie Whelan
Councilmember Celia Barotz
Councilmember Jim McCarthy
Councilmember Charlie Odegaard
Councilmember Scott Overton
Councilmember Eva Putzova

Mayor Paul Deasy
Vice Mayor Miranda Sweet
Councilmember Austin Aslan
Councilmember Khara House
Councilmember Jim McCarthy
Councilmember Regina Salas
Councilmember Adam Shimoni

Coconino County Board of Supervisors

Past Present

Elizabeth Archuleta (Chair) Matt Ryan (Vice-Chair) Art Babbott Lena Fowler Jim Parks Patrice Horstman (Chair)
Jeronimo Vasquez (Vice-Chair)
Matt Ryan
Judy Begay
Lena Fowler

We acknowledge the diligent service and valuable input from Project Management and our Project Partners, and would like to provide special recognition to:

Project Management

Dan Gabiou, ADOT Project Manager
Jason James, ADOT Project Manager
Nate Reisner, ADOT Northcentral District
Steve Orosz, ADOT Northcentral District
Kevin Kugler, Michael Baker International Project Manager
Brian Snider, Michael Baker International Assistant Project Manager



















Project Partners

ADOT

Audra Merrick, David Zimmerman, Doug Carroll, Felicia Beltran, George Williams, Greg Byres, Jerry McCoy, John Wennes, Josh Fife, Lisa Tapia, Mackenzie Kirby, Saroja Devarakonda, and Sayeed Hani

BNSF Railway (BNSF)

Cheryl Townlian, Kate Kalinosky, Megan McIntyre, Paul Cristina, Ronnie Garcia, and Tiera Adams

City of Flagstaff

Carlton Johnson, Dan Folke, Jeff Bauman, Jenny Niemann, Martin Ince, Nicole Amtonopoulos, Rick Barrett, Sara Dechter, Shane Dille, and Tiffany Antol

Coconino County

Joe Rumann, Nick Hall, and Tim Dalegowski

Federal Highway Administration (FHWA)

Ammon Heier and Ed Stillings

MetroPlan (aka Flagstaff Metropolitan Planning Organization)

Dave Wessel and Jeff Meilbeck

Michael Baker International

Alex Thomas, Jessica Belowich, Matt Gomez, and Smitha Kundur

Mountain Line (aka NAIPTA)

Anne Dunno, Bizzy Collins, Heather Dalmolin, and Kate Morley

Northern Arizona University (NAU)

Dan Okoli, Erin Stam, Greg Mace, Richard Bowen, and Stephanie Bauer

United States Forest Service (aka Coconino National Forest)

Brian Poturalski, Debra Mollet, Erin Carey, Jessica Richardson, Josh Peck, Judy Adams, Mike Dechter, Nick Warnke, and Pat McGarvey



















Table of Contents

EXEC	CUTIVE SUMMARY	
1.0	US 180 CORRIDOR MASTER PLAN OVERVIEW	
1.2	US 180 CMP Purpose & Need	
1.3	US 180 CMP Vision Statement	
1.3a	Project Partner Goals & Objectives	
1.4	Planning Process	
1.4a	Public Engagement Process Summary	
2.0	US 180 CORRIDOR PROFILE.	10
2.1a	Land Ownership	11
2.1b	Existing Zoning	11
2.2	Existing Roadway Conditions & Characteristics	
2.2a	Existing Traffic Volumes & Level-of-Service (LOS)	
2.2b	Existing Non-Motorized Mobility	
2.2c 2.3	Existing Access Management & Current Guidelines	
2.4	Future Vehicular Traffic Considerations	
2.4a	Future Roadway Network	
2.4b	Design Year 2040 Traffic Volumes	
2.4c	Design Year 2040 LOS	38
3.0	EVALUATION OF CORRIDOR ALTERNATIVES	43
3.1	Corridor Alternative Evaluation & Results	
3.1a	Tier 1 Corridor Alternatives Evaluation & Results	
3.1b	Tier 2 Corridor Alternatives Evaluation & Results	
3.1c	Recommended Alternative Selection Process	60
4.0	RECOMMENDED ALTERNATIVE	
4.1	Implementation	64
VDDE	ENDICES	65

















Appendices

- Appendix A Project Charter
- Appendix B Public Involvement Plan (PIP)
- Appendix C Public Meeting Summary Reports
- Appendix D Existing Traffic Volume Synchro Input/Output Results
- Appendix E Beulah Boulevard Extension & University Avenue Extension Design Plans
- Appendix F Bus Rapid Transit Traffic Analysis & Model Results Memo
- Appendix G Controlling Design Criteria
- Appendix H Tier 3 Evaluation Criteria Task Force Notes & Outcomes
- Appendix I Detailed Planning-Level Cost Estimate

















List of Figures

Figure ES-1: US 180 CMP Study Corridor	
Figure ES-1: US 180 CMP Study Corridor	2
Figure 1-2: US 180 CMP Goals	
Figure 1-3: US 180 CMP Process Flow Chart	
Figure 2-1: Land Ownership Map	12
Figure 2-2: Existing Zoning Map	13
Figure 2-3: Functional Classification Map	
Figure 2-4: Functional Classification Map (continued)	18
Figure 2-5: Lane Configuration Map	
Figure 2-6: Lane Configuration Map (continued)	20
Figure 2-7: Intersection Lane Configuration Map	21
Figure 2-8: Intersection Traffic Control Map	22
Figure 2-9: Intersection Traffic Control Map (continued)	23
Figure 2-10: Existing Peak Hour Traffic Volumes – (MD) PM Peak Hours	26
Figure 2-11: Existing Access Points Map	
Figure 2-12: Existing Access Points Map (continued)	33
Figure 2-13: Percentage of Crashes by Injury Severity	34
Figure 2-14: US 180 All Crashes by Injury Severity Map (January 2012 – December 2016)	35
Figure 2-15: 2040 PM Peak Hour Traffic Volumes	
Figure 2-16: 2040 Intersection Control and Lane Geometry	42
Figure 3-1: Three Tier Alternative Evaluation & Screening Process Flow Chart	43
Figure 3-2: US 180 Study Corridor Segmentation	48

















List of Tables

Table ES-1: US 180 No-Build Plus Recommended Spot Improvements	
Table 1-1: US 180 No-Build Plus Recommended Spot Improvements	
Table 2-1: Existing Roadway Characteristics Inventory	
Table 2-2: Level-of-Service Criteria at Signalized and Unsignalized Intersections	
Table 2-3: Intersection Existing Level-of-Service	25
Table 2-4: Level of Service Criteria for Urban Street Facilities	
Table 2-5: Existing Pedestrian Crossing Volume	28
Table 2-6: Existing Bicycle Crossing Volume	28
Table 2-7: Minimum Spacing of Driveways to Intersections per City of Flagstaff	31
Table 2-8: Crash Severity Comparison – All Crashes	34
Table 2-9: Pedestrian & Bicycle Crash Severity Comparison	34
Table 2-10. Snow-Play Added Traffic Volume Calculations	38
Table 2-11. HCM 6 th Ed. LOS Thresholds for Interrupted Flow	38
Table 2-12. US 180 2040 AM and PM No Build Travel Times	39
Table 2-13. 2040 AM and PM No Build Network Delay	40
Table 2-14: 2040 Peak Hour LOS at Signalized and Unsignalized Intersections	40
Table 3-1: Tier 1 Alternative Evaluation & Screening Results	45
Table 3-2: US 180 Tier 2 Alternative Packaging	47
Table 3-3: Tier 2 Alternative Rankings Based on Tier 2 Evaluation Criteria Result	55
Table 3-4: Tier 2 Alternative Rankings Summary by Tier 2 Evaluation Criteria Categories	56
Table 3-5: Tier 2 Alternative Rankings Summary by Tier 2 Evaluation Criteria Categories (continued)	57
Table 4-1: US 180 No-Build Plus Recommended Spot Improvements	63

















EXECUTIVE SUMMARY

US 180 Corridor Overview

US Highway 180 (US 180) is primarily an east-west running highway that travels through Texas, New Mexico and Arizona. Arizona's portion is about 170 disconnected miles as it has been rerouted over the last several decades. In Arizona, US 180 goes through lightly populated areas between St. Johns and Holbrook, and then shares alignment with Interstate 40 (I-40) for approximately 85 miles to the City of Flagstaff. From Flagstaff, US 180 traverses northwest to its western terminus in Valle, Arizona. Illustrated in **Figure ES-1**, the US 180 Corridor Master Plan evaluates a 17.4-mile section of the highway northwest of the City of Flagstaff from the intersection of Historic Route 66 and Humphreys Street (Mile Post 215.44) to the Crowley Pit Snow Play Area (Mile Post 233.25).

This segment of US 180 is also known as the Fort Valley Highway 180 Scenic Corridor and is designated by the State of Arizona as a Scenic Road for its rural character and mountainous setting around the San Francisco Peaks. US 180 is the primary arterial thoroughfare for nearby rural residents and is suitable for low volume residential traffic. However, visitors seeking access to the Grand Canyon, Arizona Snowbowl, and other recreational sites within Coconino National Forest are dependent on US 180. The winter season is particularly challenging for traffic circulation on US 180, and at peak times the corridor is congested in a gridlock fashion, negatively affecting local traffic while also posing a tremendous threat to emergency vehicle's ability to effectively traverse the corridor. While winter congestion is often viewed as the key issue, addressing inadequate conditions for bicyclists, pedestrians, and bus riders is also essential.

The US 180 corridor stives to provide travel options for alternative modes of travel for those who walk, bike, or take public transit, but the current infrastructure to support multimodal travel options is insufficient with long stretches of no sidewalks and with narrow sidewalks where they exist. There are also no on-street bike lanes or bike ways, and the primary facility for pedestrian and bicycles is an off-street trail at some portions of the study corridor. Addressing the traffic congestion while also implementing safe and efficient travel by all modes of transportation is the priority for US 180 CMP.











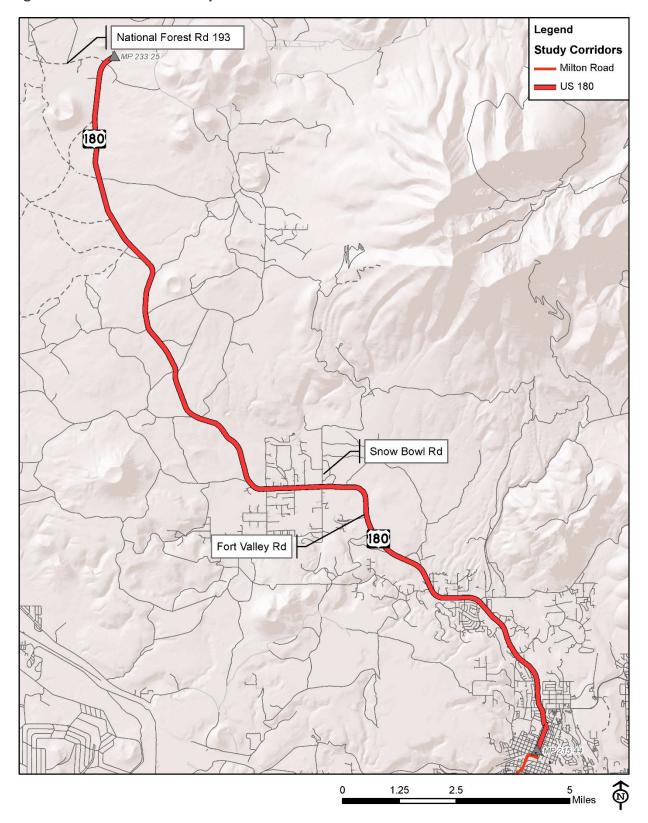








Figure ES-1: US 180 CMP Study Corridor



















US 180 CMP Purpose & Need

The purpose of the US 180 Corridor Master Plan (CMP) is to identify a 20-year vision for the US 180 corridor and addresses the Project Partner's seven goals (**Figure ES-2**). This was done by evaluating a mixture of previously recommended and newly introduced System Alternatives. These System Alternatives included 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, primarily low investment (compared to the Build Alternatives) mitigation measures that support mid and long-term System Alternatives.

The US 180 CMP process included public and stakeholder involvement that consisted of a thorough, pragmatic and community-vetted set of qualitative and quantitative evaluation criteria over a three-tiered evaluation of the System Alternatives. This process was designed to ultimately reach a Recommended Alternative by achieving an informed consensus of the Project Partners, while obtaining desires and feedback from stakeholders and the community. Reference Section 4.0 - Recommended Alternative for the information about the Recommended Alternative.

US 180 CMP Vision Statement

The Vision for the US 180 Corridor (which includes Humphreys Street and Fort Valley Road) is to enhance community character while maintaining acceptable operations in a manner that respects all users, modes of travel, local business, residential property, and the environment. The Vision for US 180 balances improvement with preservation. The improvements to US 180 will help create an environment of shared benefits. The US 180 Corridor Master Plan has determined—through extensive analysis and public input—that ADOT cannot simply build its way out of congestion within this corridor. Therefore, it is recommended here that US 180 be enhanced within the confines of the existing roadway prism.

Specifically, this means that for at least a 20-year period (through 2041), no new through lanes are recommended for US 180 and no US 180 to I-40 bypasses are recommended. All multimodal improvements, as specified below, are designed to avoid or minimize encroachment and impacts to existing businesses or property to the best extent practicable.

Table ES-1 provides a list of the final inventory of Spot Improvements included with the No-Build Plus Recommended Alternative.

The Recommended Alternative, and corresponding listing of spot improvements, are based on existing ADOT policies and the Controlling Design Criteria. Should ADOT policies change, any impacted recommendation should be re-evaluated as applicable.

In developing transportation projects, there is sometimes a tradeoff between safety, capacity, convenience, and/or comfort of mode based on transportation controls and design that result in impacts to travel times. These tradeoffs must be carefully considered in a future analysis that goes beyond the scope of a planning document.

















Some intersection and/or mid-block crossing locations that are identified as future opportunities in the US 180 Corridor Master Plan may not be implemented as proposed after being analyzed through the planning process and evaluation criteria agreed upon by partners. However, these opportunities could present themselves as we move into the future. Approval to build such crossings requires a technical evaluation process which may not support the implementation of the improvements or may require additional enhancements such as intersection improvements, median refuges, grade separations or location adjustments. If the intersection and segment level of service or other potential negative impacts improve or can be mitigated from the predicted level of service identified in the study at the horizon year, then the additional pedestrian crossings could be considered if warranted in the future. Even though this is a 20-year plan, potential changes from real to projection may be checked on a five-year basis.











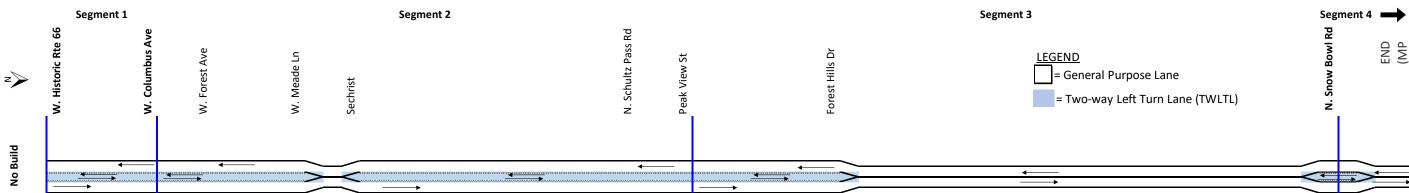








Table ES-1: US 180 No-Build Plus Recommended Spot Improvements



Spot Improvements						
Humphreys Street	Columbus Street	Forest Avenue	Sechrist Elementary School	Schultz Pass Drive	Snow Bowl Road	
Restrict U-Turns Ladder/High-Visibility Cross walks ADA-compliant curb ramps Pedestrian crossing improvements Transit signal prioritization# Add NB dual left turn lanes at Humphreys Street and Route 66 and additional NB receiving lane to Cherry Avenue as ROW becomes available **	 Ladder/High-Visibility Cross walks ADA-compliant curb ramps Bicycle signal detection and actuation Transit signal prioritization# increase pedestrian staging area 	 Two raised medians in existing south leg turn lane. 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 segments Pedestrian crossing hybrid beacon* ADA-compliant curb ramps Sidewalk widening Combined Bike Lane/Right Turn Lane for WB Forest Ave. to NB US 180 with biguela shared lane markings 	 NB right turn lane extension Pedestrian crossing hybrid beacon* ADA-compliant curb ramps Advanced pedestrian warning signage Existing bus stop on the NB side (east side) Enhanced lighting at pedestrian crossing 	 ADA-compliant curb ramps Bicycle signal detection and actuation Transit signal prioritization# 	 Additional left turn lane (SB Snow Bowl Rd) Enhance pavement striping of exist pavement section to create an additional NB receiving lane on Sno Bowl Road Ladder/High-Visibility Cross walks Pedestrian crossing hybrid beacon* Roundabout (pending further consideration) 	
		bicycle shared-lane markings Additional S	Spot Improvements			
 DMS Signage Rumble strips in non-residential areas Safety edges Delineators Guard rails Turn lane extensions Speed feedback signage (temporary applications only) Wildlife crossing at MP 224.8, MP 228.8, and MP 218 Add side walk where not present within City of Flagstaff limits 			 Shoulder widening between Magdalena Rd (MP 219.16) and Hidden Hollow Rd (MP 219.65) Restrict U-Turns Right turn restrictions Enhanced crosswalks Pedestrian scale lighting (FUTS) Pedestrian warning signage Pedestrian hybrid beacon crossing at Humphreys St and Fine St. and on US 180 at Meade St, Anderson St, near the Museum and Blue Willow St* Bicycle signage Enhanced Transit Shelters Planned bus stop on the NB side of Anderson Road (east side) 			

*ADOT requires ped crossing and new signals to meet ADOT warrants prior to installing them on Milton and US 180. The project partners would like for monitored test crossings to be allowed, where appropriate. ADOT has warranting criteria for these features and believes the warrants should meet prior installing the features.

*Proposed transit signal priority is for future consideration only, and will be considered for implementation upon meeting ADOT warrant and/or TIA that concludes no negative impacts to vehicular operations.

**The NB dual left turn lane at Humphreys Street and Route 66 and receiving lane to Birch Street are intended to be implemented as part of redevelopment. The location of where the NB receiving lane drops (Birch St) should be reevaluated during design.















1.0 US 180 CORRIDOR MASTER PLAN OVERVIEW

1.1 US 180 Corridor Overview

US Highway 180 (US 180) is primarily an east-west running highway that travels through Texas, New Mexico and Arizona. Arizona's portion is about 170 disconnected miles as it has been rerouted over the last several decades. In Arizona, US 180 goes through lightly populated areas between St. Johns and Holbrook, and then shares alignment with Interstate 40 (I-40) for approximately 85 miles to the City of Flagstaff. From Flagstaff, US 180 traverses northwest to its western terminus in Valle, Arizona. Illustrated in **Figure 1-1**, the US 180 Corridor Master Plan evaluates a 17.4-mile section of the highway northwest of the City of Flagstaff from the intersection of Historic Route 66 and Humphreys Street (Mile Post 215.44) to the Crowley Pit Snow Play Area (Mile Post 233.25).

This segment of US 180 is also known as the Fort Valley Highway 180 Scenic Corridor and is designated by the State of Arizona as a Scenic Road for its rural character and mountainous setting around the San Francisco Peaks. US 180 is the primary arterial thoroughfare for nearby rural residents and is suitable for low volume residential traffic. However, visitors seeking access to the Grand Canyon, Arizona Snowbowl, and other recreational sites within Coconino National Forest are dependent on US 180. The winter season is particularly challenging for traffic circulation on US 180, and at peak times the corridor is congested in a gridlock fashion, negatively affecting local traffic while also posing a tremendous threat to emergency vehicle's ability to effectively traverse the corridor. While winter congestion is often viewed as the key issue, addressing inadequate conditions for bicyclists, pedestrians, and bus riders is also essential.

The US 180 corridor stives to provide a travel options for alternative modes of travel for those who walk, bike, or take public transit, but the current infrastructure to support multimodal travel options is insufficient with long stretches of no sidewalks and with narrow sidewalks where they exist. There are also no on-street bike lanes or bike ways, and the primary facility for pedestrian and bicycles is an off-street trail at some portions of the study corridor. Addressing the traffic congestion while also implementing safe and efficient travel by all modes of transportation is the priority for US 180 CMP.











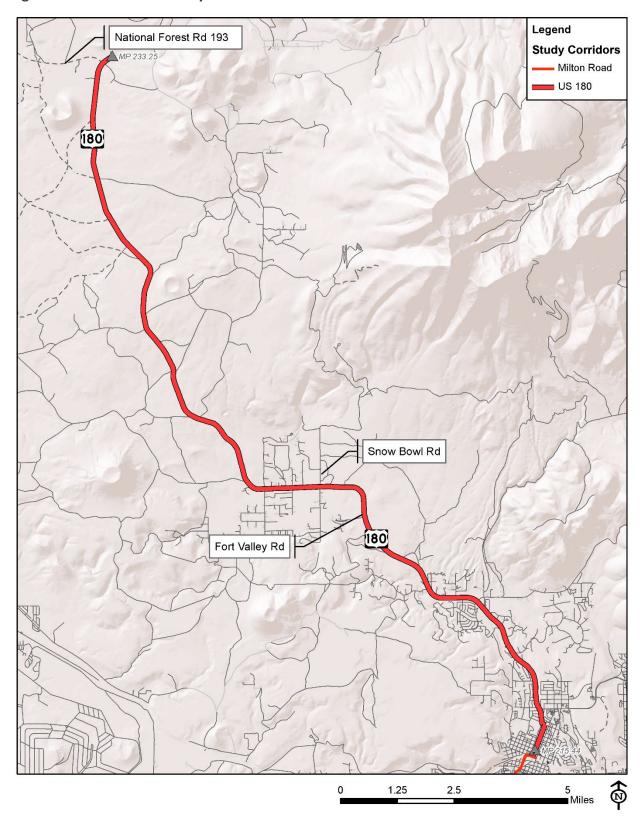








Figure 1-1: US 180 CMP Study Corridor



















1.2 US 180 CMP Purpose & Need

The purpose of the US 180 Corridor Master Plan (CMP) is to identify a 20-year vision for the US 180 corridor and addresses the Project Partner's seven goals (**Figure 1-2**). This was done by evaluating a mixture of previously recommended and newly introduced System Alternatives. These System Alternatives included 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, primarily low investment (compared to the Build Alternatives) mitigation measures that support mid and long-term System Alternatives.

The US 180 CMP process included public and stakeholder involvement that consisted of a thorough, pragmatic and community-vetted set of qualitative and quantitative evaluation criteria over a three-tiered evaluation of the System Alternatives. This process was designed to ultimately reach a Recommended Alternative by achieving an informed consensus of the Project Partners, while obtaining desires and feedback from stakeholders and the community. Reference Section 4.0 - Recommended Alternative for the information about the Recommended Alternative.

1.3 US 180 CMP Vision Statement

The Vision for the US 180 Corridor (which includes Humphreys Street and Fort Valley Road) is to enhance community character while maintaining acceptable operations in a manner that respects all users, modes of travel, local business, residential property, and the environment. The Vision for US 180 balances improvement with preservation. The improvements to US 180 will help create an environment of shared benefits. The US 180 Corridor Master Plan has determined—through extensive analysis and public input—that ADOT cannot simply build its way out of congestion within this corridor. Therefore, it is recommended here that US 180 be enhanced within the confines of the existing roadway prism.

Specifically, this means that for at least a 20-year period (through 2041), no new through lanes are recommended for US 180 and no US 180 to I-40 bypasses are recommended. All multimodal improvements, as specified below, are designed to avoid or minimize encroachment and impacts to existing businesses or property to the best extent practicable.

Table 1-1 provides a list of the final inventory of Spot Improvements included with the No-Build Plus Recommended Alternative.

The Recommended Alternative, and corresponding listing of spot improvements, are based on existing ADOT policies and the Controlling Design Criteria. Should ADOT policies change, any impacted recommendation should be re-evaluated as applicable.









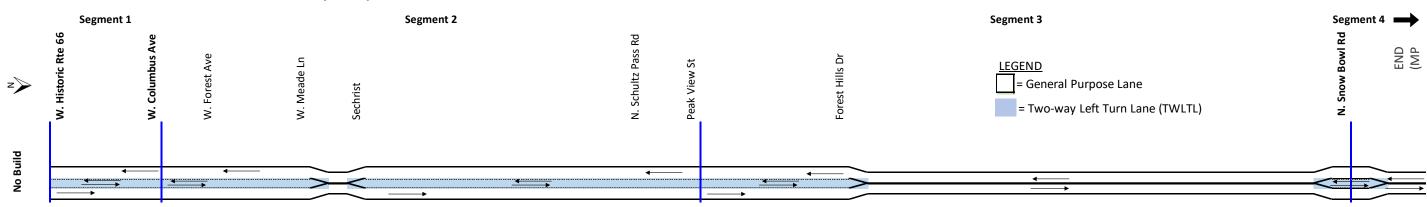








Table 1-1: US 180 No-Build Plus Recommended Spot Improvements



Spot Improvements					
Humphreys Street	Columbus Street	Forest Avenue	Sechrist Elementary School	Schultz Pass Drive	Snow Bowl Road
 Restrict U-Turns Ladder/High-Visibility Cross walks ADA-compliant curb ramps Pedestrian crossing improvements Transit signal prioritization# Add NB dual left turn lanes at Humphreys Street and Route 66 and additional NB receiving lane to Cherry Avenue as ROW becomes available ** 	 Ladder/High-Visibility Cross walks ADA-compliant curb ramps Bicycle signal detection and actuation Transit signal prioritization# increase pedestrian staging area 	 Two raised medians in existing south leg turn lane. 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 segments Pedestrian crossing hybrid beacon* ADA-compliant curb ramps Sidewalk widening Combined Bike Lane/Right Turn Lane for WB Forest Ave. to NB US 180 with bicycle shared-lane markings 	 NB right turn lane extension Pedestrian crossing hybrid beacon* ADA-compliant curb ramps Advanced pedestrian warning signage Existing bus stop on the NB side (east side) Enhanced lighting at pedestrian crossing 	 ADA-compliant curb ramps Bicycle signal detection and actuation Transit signal prioritization# 	 Additional left turn lane (SB Snow Bowl Rd) Enhance pavement striping of existing pavement section to create an additional NB receiving lane on Snow Bowl Road Ladder/High-Visibility Cross walks Pedestrian crossing hybrid beacon* Roundabout (pending further consideration)
Additional Spot Improvements					
 DMS Signage Rumble strips in non-residential areas Safety edges Delineators Guard rails Turn lane extensions Speed feedback signage (temporary applications only) Wildlife crossing at MP 224.8, MP 228.8, and MP 218 Add sidewalk where not present within City of Flagstaff limits 			 Shoulder widening between Magdalena Rd (MP 219.16) and Hidden Hollow Rd (MP 219.65) Restrict U-Turns Right turn restrictions Enhanced crosswalks Pedestrian scale lighting (FUTS) Pedestrian warning signage Pedestrian hybrid beacon crossing at Humphreys St and Fine St. and on US 180 at Meade St, Anderson St, near the Museum, and Blue Willow St* Bicycle signage Enhanced Transit Shelters Planned bus stop on the NB side of Anderson Road (east side) 		

*ADOT requires ped crossing and new signals to meet ADOT warrants prior to installing them on Milton and US 180. The project partners would like for monitored test crossings to be allowed, where appropriate. ADOT has warranting criteria for these features and believes the warrants should meet prior installing the features.











^{*}Proposed transit signal priority is for future consideration only, and will be considered for implementation upon meeting ADOT warrant and/or TIA that concludes no negative impacts to vehicular operations.

^{**}The NB dual left turn lane at Humphreys Street and Route 66 and receiving lane to Birch Street are intended to be implemented as part of redevelopment. The location of where the NB receiving lane drops (Birch St) should be reevaluated during design.



1.3a Project Partner Goals & Objectives

As part of the CMP Process, a team of Project Partners was assembled by representatives from the following agencies:



















The Project Partners were established to guide the success of the US 180 CMP planning process and consultant's efforts by maintaining a positive and supportive working relationship with all partnering agencies, communicating regularly, and staying committed to the project's core values. The Project Partners met early in the planning process to agree upon and create a Charter (Please see Appendix A) to establish a set of fundamental principles and values for the Partners to abide by for the duration of the planning process. The Project Partners also established the following seven goals (Figure 1-2) for the US 180 CMP which are not prioritized in any particular order.











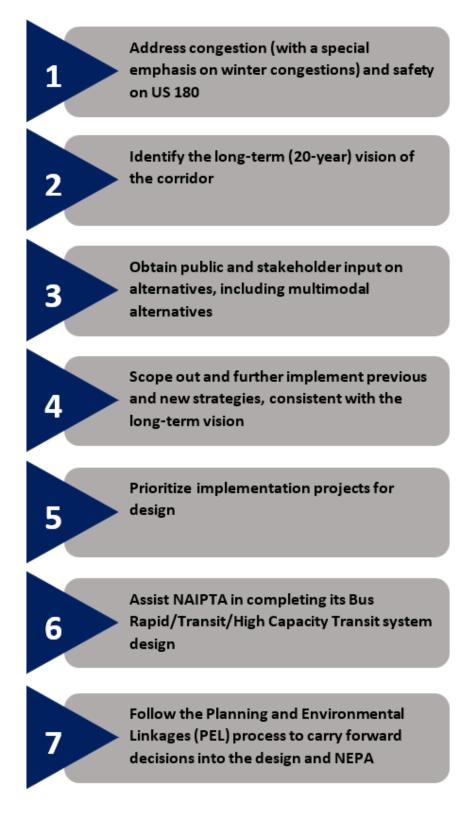








Figure 1-2: US 180 CMP Goals













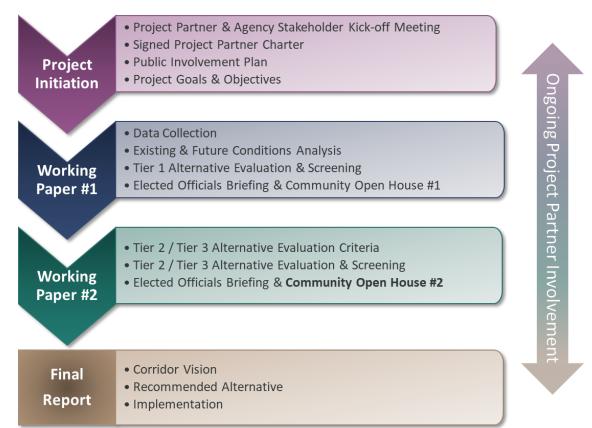




1.4 Planning Process

The US 180 CMP consisted of a thorough and lengthy process that consisted of a three-tiered technical analysis that was supported by invaluable contributions from the Project Partners, stakeholders, and members of the public. **Figure 1-3** below depicts the general steps in the US 180 CMP planning process.

Figure 1-3: US 180 CMP Process Flow Chart



This process was supported by the dedication of the Project Partners who worked tirelessly and attended 25 meetings over the course of the four-year planning process to help guide the consultant, offer important input, desires, feedback on draft documents, development of the alternatives and evaluation criteria, refinement of alternatives, creation of controlling design criteria and spot improvement inventories, and ultimately review and select the Recommended Alternative.

1.4a Public Engagement Process Summary

As part of the CMP initiation, a Public Involvement Plan (PIP) for the US 180 CMP was developed in accordance with ADOT's formal PIP and public involvement requirements. The US 180 CMP PIP demonstrated how ADOT will engage people of all races, cultures and income levels, including















minority and low-income populations in the US 180 CMP planning process. Refer to Appendix B to review the US 180 CMP Public Involvement Plan.

The two rounds of public outreach conducted for the US 180 CMP consisted of a combination of an in-person open house meeting, a virtual open house meeting, elected official briefings, and extensive comment card and project survey feedback from residents and business owners. A summary of each open house meeting is provided below. Refer to Appendix C for the first and second Public Meeting Summary Report for additional information.

Public Open House Meeting #1

The foundation of the Tier 1 Alternative Evaluation process was based on public and stakeholder feedback on the Preliminary System Alternatives presented in *Working Paper #1 – Existing & Future Conditions* (view on project website). The majority of the feedback was received at Public Open House Meeting #1 held at Flagstaff High School on May 17, 2018 in which 186 community members attended.

The primary objective of Public Open House Meeting #1 was to present the Preliminary System Alternatives for the US 180 CMP study corridor and seek public input to help the Project Partners determine which Preliminary System Alternatives should move forward into the Tier 2 Alternative Evaluation process.

Additional input and guidance on the Tier 1 Alternative evaluation process was received from a series of Project Partner meetings and from City of Flagstaff City Council and Coconino County Board of Supervisors briefings



Photo of public participation at the Public Open House Meeting #1 Held at Flagstaff High School on May 17, 2018, in which 186 community members attended.













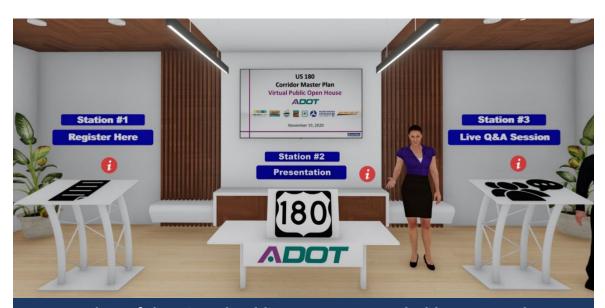




Public Open House Meeting #2

Public Open House Meeting #2 occurred on November 19, 2020, held virtually due to the COVID-19 Pandemic. The purpose of Public Open House Meeting #2 was to present the detailed three-Tier Alternative Analyses results and solicit public and stakeholder input on the Tier 3 Alternatives. Public feedback received from the open house meeting was an important contribution to complement the technical findings and assist the Project Partners in the selection of the Recommended Alternative. In fact, the public's opinion was directly integrated into the selection of the Recommended Alternative, as reflected in the series of graphics.

Public Open House Meeting #2 began with a brief presentation to explain the three-tier alternative evaluation process, provide an overview of the Tier 3 Alternative Evaluation analysis, metrics and results, and notify the participants of the online community survey. The online community survey included a series of 24 targeted questions. A total of 107 survey responses were received. In addition to feedback received from the community survey, there was also a Live Question and Answer (Q&A) session to allow meeting participants the opportunity to ask questions about the alternatives, alternatives evaluation process, and the CMP process as a whole to project representatives in a live format. The Live Q&A session was one hour long with 74 participants and a total of 41 questions recorded and answered. Public input from the survey was the feedback that contributed to the outcome of the final alternative selected.



Screenshot of the Virtual Public Open House #2 held on November 19, 2021. The virtual room was accessed here:

http://us180corridormasterplan.com/

















2.0 US 180 CORRIDOR PROFILE

US 180 is a multi-functional corridor serving residents as well as regional visitors as the gateway to the Grand Canyon and recreational sites in the Coconino National Forest.

Existing land uses along the US 180 corridor evolve from an urban/suburban character setting along the southern portions of the US 180 CMP corridor near the Flagstaff City Hall and transition to more rural residential and natural area open spaces (Coconino National Forest) along the central and northern segments of the US 180 CMP corridor.

Describing the corridor from south to north, along Humphreys Street in downtown Flagstaff, a diverse mixture of urbanized land uses including Flagstaff City Hall, Wheeler Park, Marriott Residence Inn, various shops and restaurants and convenience commercial uses catering to locals and tourists dominate the road frontage along Humphreys Street from Milton Road to Columbus Ave. Flagstaff High School, Bashas' grocery store and other retail services are located at/near the Columbus/Fort Valley Road (US 180) intersection. Some other noteworthy destinations along US 180 include the Pioneer Museum, Coconino Center for the Arts, Sechrist Elementary School, and Flagstaff Arts and Leadership Academy.

Moving north along the corridor, a series of low to medium density single family residential homes, 2-3 multi-family residential communities, intermittent commercial services, and the Museum of Northern Arizona are found along US 180 to Shultz Pass Road.

Moving north, the land use character becomes distinctively more rural in nature as it continues through Fort Valley Ranches and the Baderville area. Snow Bowl Road provides access to the Snow Bowl Ski Resort.

Continuing north, open spaces of the Coconino National Forest dominate the US 180 corridor landscape. The winter recreation areas of the Arizona Nordic Village and Crowley Pit are located here.

The Wing Mountain Snow Play Area had been a popular family destination attracting thousands of visitors every snow season. On peak winter usage, up to 1,000 visitors were not uncommon. The facility has 500 parking spaces. However, the operator canceled their special use permit to operate the facility and Wing Mountain is closed for the 2017-2018 winter recreation season and into the foreseeable future.

The Arizona Nordic Village has also been a popular winter (and summer) destination for cross country skiing, snowshoeing and other outdoor adventures. Also operated under a special use permit from the USFS, the destination remains popular and will likely expand its operations in the coming years.

Crowley Pit has historically been a smaller and less formal snow play area, but it too is closed for the 2017-2018 snow season. Challenged by the lack of structured parking, "No Parking" signs have been placed along the shoulders of US 180 (near Crowley Pit and beyond) to assist with safety in the area.

















2.1a Land Ownership

As **Figure 2-1** clearly demonstrates, the United States Forest Service is the largest landowner (Coconino National Forest) along the 17-mile US 180 CMP corridor. The areas within the current Flagstaff municipal limits are almost entirely owned by private ownership interests. Private ownership interests are also centralized in the Fort Valley/Baderville area along both sides of US 180 between Snow Bowl Road (FS 516) and Bader Road.

2.1b Existing Zoning

Consistent with the existing open space and land ownership patterns, the vast majority of the lands in the US 180 CMP study area are zoned "Open Space and Conservation" by Coconino County in the northern and central stretches of the corridor. Please see **Figure 2-2** for additional detail.

The southern stretch of the US 180 corridor is more suburban/urban in nature as you arrive into the City of Flagstaff. Private properties located in the Fort Valley/Baderville area are zoned low density rural residential districts that include Rural Residential 2-acre minimum, 2.5-acre minimum and 4-acre minimum under the Coconino County Zoning Ordinance.



Aerial view from the Kachina Peaks of the City of Flagstaff along the US

180 Corridor near the southern terminus.

















Figure 2-1: Land Ownership Map

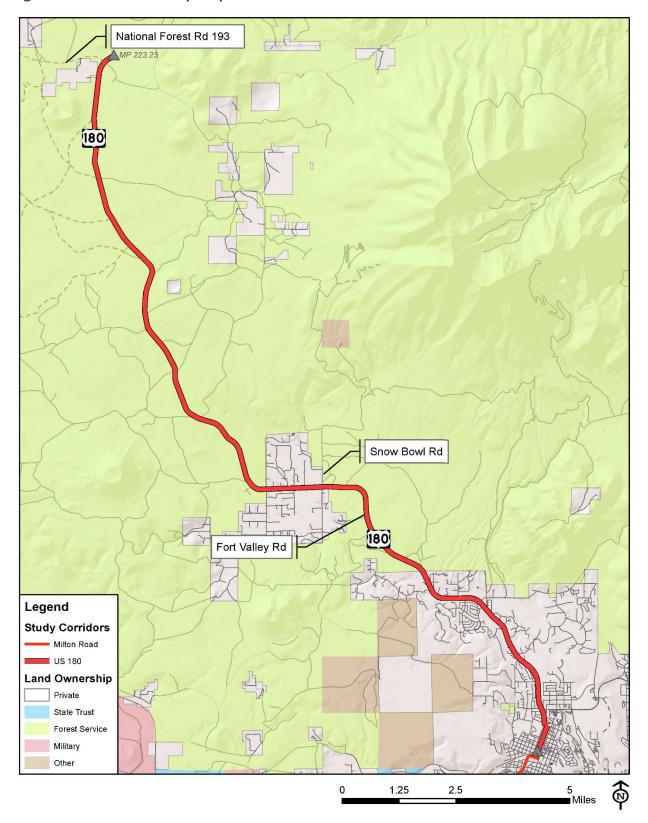










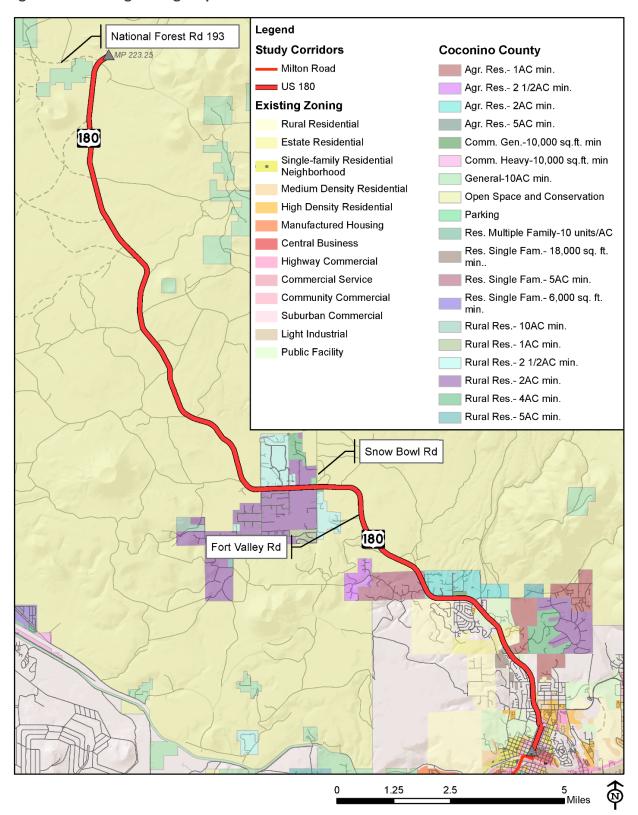








Figure 2-2: Existing Zoning Map

















2.2 Existing Roadway Conditions & Characteristics

The functional classification of US 180 changes through the corridor study limits. **Figure 2-3** and Error! Reference source not found. depict the current FHWA approved functional classification for roadways within the study area. Roadways that are not functionally classified by FHWA are not eligible for federal funding. The functional classification of the roadways within the study corridor are as follows:

- FHWA/ADOT functional classification Humphreys Street/US 180 is classified as a Minor Arterial from SR 40B to Peak View Street (approximately 0.3 miles west of Shultz Pass Road). West of Peak View Street, US 180 is classified as a Major Collector. FHWA identifies Minor Arterials in an urban setting as roadways that provide service for trips of moderate length distributing traffic with urban connections for rural collectors at a geographic range smaller than principal arterials. Major Collectors in a rural setting are defined by the FHWA as roadways that collect traffic from Local Roads generally providing intracounty travel to any county seat and other major destinations with Arterial routes. The intersecting streets on Humphreys Street / US 180 are classified as local roads and Major Collectors (Aspen Avenue, Birch Avenue, Cherry Avenue, Columbus Avenue, Forest Avenue, Navajo Drive, Meade Lane and Shultz Pass Road).
- City of Flagstaff functional classification Humphreys Street / US 180 within the study corridor is classified as a Major Arterial. City of Flagstaff Municipal Code defines a Major Arterial as a roadway with high capacity for longer trips connecting major regional activity centers with interregional, intra-regional, and interstate travel. The intersecting streets on Humphreys Street / US 180 are classified as local roads, Minor Arterials (Columbus Avenue east of Humphreys Street / US 180 and Forest Avenue), and Minor Collectors (Aspen Avenue, Birch Avenue, Cherry Avenue, Elm Avenue west of Humphreys Street / US 180, Navajo Road, Beal Road, Meade Lane, Fremont Boulevard and Peak View Street).

The US 180 CMP study corridor is primarily a three-lane corridor with one through lane in each direction and a center two-way left-turn lane south of Shultz Pass Road. Refer to **Table 2-1** for sidewalk and bike lane inventory throughout this corridor. Between Shultz Pass Road and the Wing Mountain Snow Play Area, US 180 is a two-lane roadway with one lane in each direction with the exception of the vicinity of Snow Bowl Road. US 180 widens to a three-lane roadway in the vicinity of Snow Bowl Road with one lane in each direction and a two-way left-turn lane. Dedicated left-turn and right-turn lanes exist at intersections. Curb, gutter and sidewalk exists on both sides of Humphreys Street. Curb, gutter and sidewalk does not exist on most of the US 180 CMP study corridor. **Figure 2-5**, **Figure 2-6**, and **Figure 2-7**, and depicts the existing lane configurations along the corridor, and the left/right-turn lane lengths at the following intersections:

- Humphreys Street and Milton Road;
- US 180 and Columbus Avenue;
- US 180 and Forest Avenue; and
- US 180 and Shultz Pass Road.

















The posted speed limit on Humphreys Street / US 180 is 25 miles per hour (mph). The posted speed limit on US 180 is 35 mph between Humphreys Street and Creekside Drive, 45 mph between Creekside Drive and Forest Hills Drive and 55 mph between Forest Hill Drive and the Wing Mountain Snow Play Area.

Figure 2-8 and **Figure 2-9** depict the traffic control for the study area intersections along the along the US 180 study corridor. In addition to the traffic signals, there are several stop-controlled intersections along the corridor. On Humphreys Street, the stop-controlled intersections are located at approximately 360-foot intervals along the roadway, while the roadway in more rural settings only exhibits stop signs on the side streets intersecting US-180.

Further summarized in **Table 2-1**, the characteristics previously described fluctuate across the US 180 CMP study corridor, including the exiting right-of-way. The existing right-of-way is not available for all portions of US 180, but for the sections where its available, it varies from 37' at its most narrow point, to 210' at its widest point. Generally, the US 180 right-of-way is narrower within the City of Flagstaff city limits and is typically wider outside of the City's limits as US 180 meanders through rural areas of Coconino County and the Coconino National Forest.

Table 2-1: Existing Roadway Characteristics Inventory

From	То	TWLTL	Adjacent to Lane	Right-of- way	Speed Limit
Harmony Lane	Snowbowl Road	No	Unpaved shoulder	70 - 110	55
Snowbowl Road	1300 feet east of SnowbowlRoad	Yes	Paved shoulder	NA	55
1300 feet east of Snowbowl Road	Humphreys Peak ParkingEast Lot	No	Paved shoulder	NA	55
Humphreys Peak ParkingEast Lot	Fort Valley Ranch Road	No	Paved shoulder	NA	55
Fort Valley Ranch Road	Forest Hills Lane	No	Paved shoulder	37 - 110	55
Forest Hills Lane	Hidden Hollow Road	Yes	Paved shoulder	37 - 67	45
Hidden Hollow Road	Peak View Street	No	Unpaved shoulder	66	45
Peak View Street	Fremont Boulevard/ SchultzPass Road	No	Unpaved shoulder	77 - 100	45
Fremont Boulevard/ SchultzPass Road	Country Club Spur	Yes	Unpaved shoulder (SB), curb and sidewalk (NB)	82	45
Country Club Spur	Estates Street	No	Unpaved shoulder (SB), curb and sidewalk (NB)	103	45
Estates Street	Driveway south of EstatesStreet	Yes	Unpaved shoulder (SB), curb and sidewalk (NB)	135	45
Driveway south of EstatesStreet	Winding Brook Road	Yes	Paved shoulder (SB), curb and sidewalk (NB)	105 - 210	45
Winding Brook Road	Blue Willow Road	Yes	Curb (SB), curb and sidewalk (NB)	85	45
Blue Willow Road	Colton Court Parking Lot	No	Curb (SB), curb and sidewalk (NB)	80	45















From	То	TWLTL	Adjacent to Lane	Right-of- way	Speed Limit
Colton Court Parking Lot	North Creekside Lane	Yes	Curb (SB), curb and sidewalk (NB)	80	45
North Creekside Lane	West Creekside Place	No	Curb (SB), curb and sidewalk (NB)	98	45
West Creekside Place	Quintana Lane	Yes	Curb (SB), curb and sidewalk (NB)	70 -105	35
Quintana Lane	Sechrist Elementary SchoolLane	Yes*	Guardrail (SB), curband sidewalk (NB)	65 - 90	35
Sechrist Elementary SchoolLane	Meade Lane	No*	Guardrail (SB) and paved shoulder (NB)	65	35
Meade Lane	Anderson Road	No	Guardrail (SB) and paved shoulder (NB)	90	35
Anderson Road	Forest Avenue	Yes	Curb and sidewalk (SB), paved shoulder (NB)	65	35
Forest Avenue	Navajo Road	Yes	Curb and sidewalk (SB), paved shoulder (NB)	75	35
Navajo Road	Humphreys Street	No	Curb and sidewalk	60 - 83	25
Humphreys Street	Birch Avenue	Yes	Curb and sidewalk	50	25
Birch Avenue	Aspen Avenue	No	Curb and sidewalk	50	25
Aspen Avenue	Santa Fe Avenue/Route 66	No	Curb and sidewalk	50	25

Source: MetroPlan, U.S. 180 Winter Traffic Study

Notes:

TWLTL = two-way left turn lane; SB = southbound; NB = northbound.















^{*}Median Island at Sechrist Elementary School



Figure 2-3: Functional Classification Map

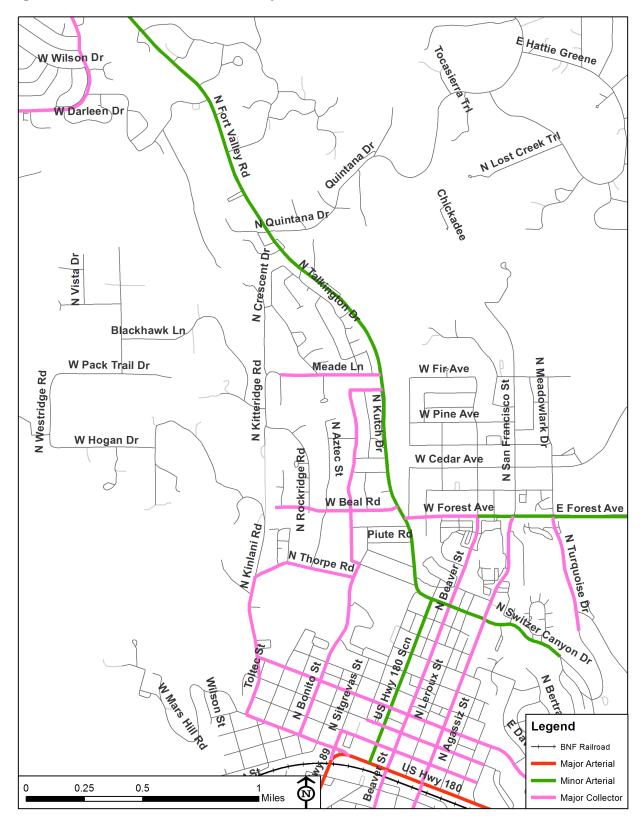


















Figure 2-4: Functional Classification Map (continued)

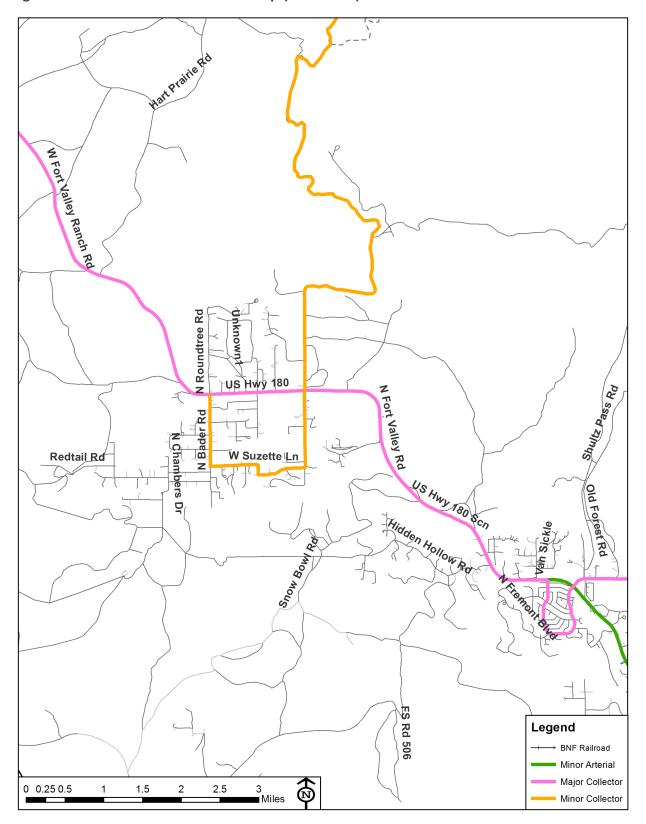


















Figure 2-5: Lane Configuration Map

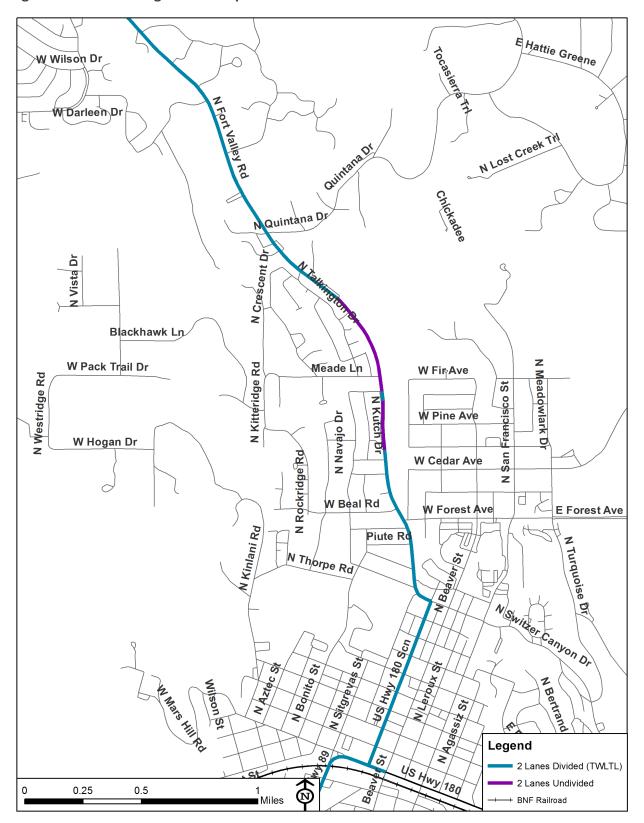
















Figure 2-6: Lane Configuration Map (continued)

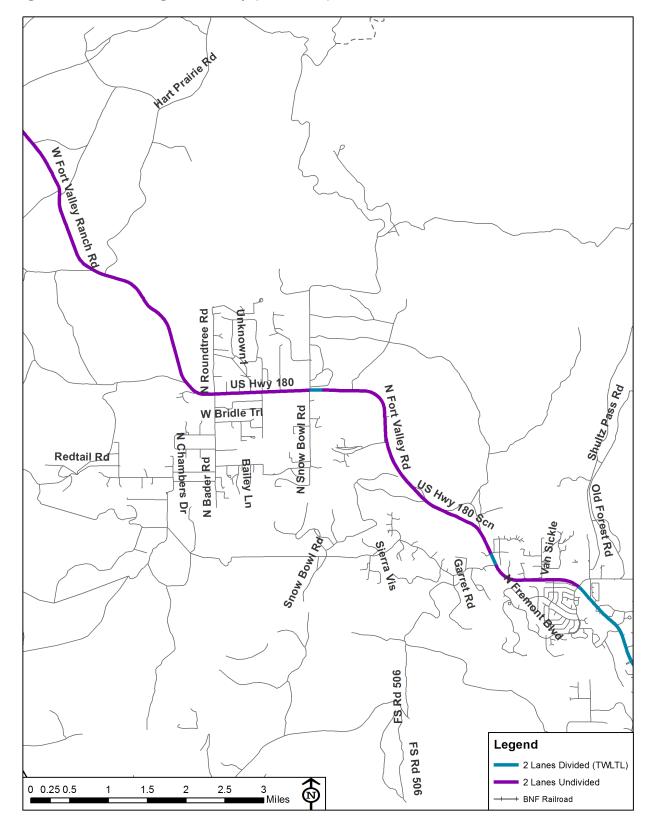


















Figure 2-7: Intersection Lane Configuration Map

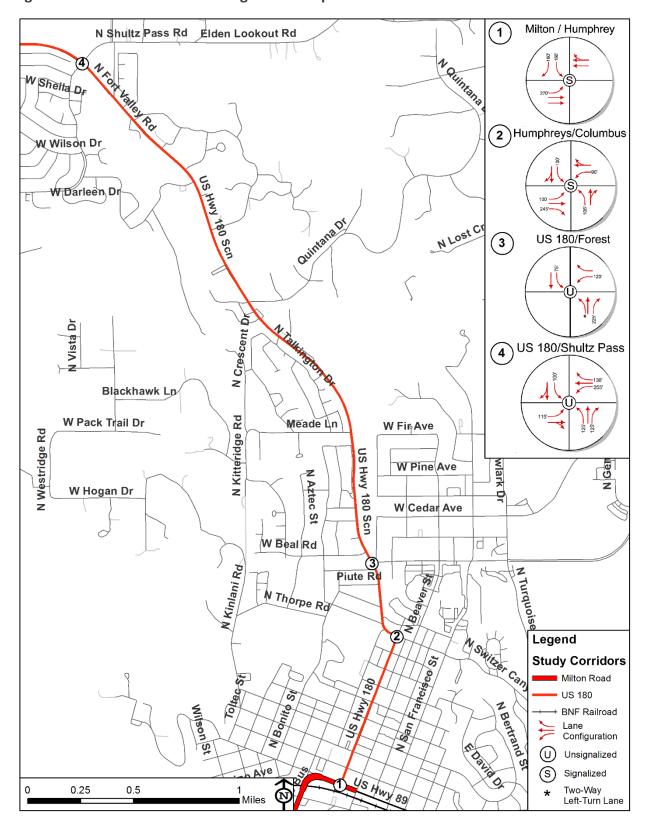










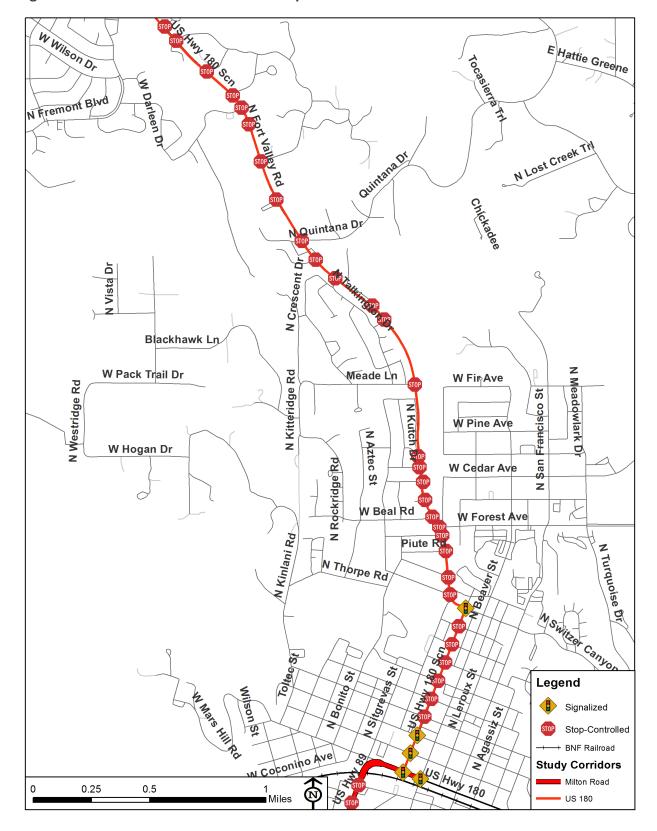








Figure 2-8: Intersection Traffic Control Map

















W Fort Valley Ranch R Roundtree Rd US HWY Bader Rd Chambers Dr W Suzette Ln Redtail Rd US HWY 180 S Hidden Hollow Rd Snow Bowlf

Figure 2-9: Intersection Traffic Control Map (continued)



2



2.5



3 ■ Miles



®





ES Rd 506



Legend

Signalized

US 180

Stop-Controlled

BNF Railroad

Study Corridors

0 0.25 0.5

1

1.5



2.2a Existing Traffic Volumes & Level-of-Service (LOS)

Peak hour turning movement counts were collected in fifteen-minute intervals from 11:00 AM to 1:00 PM and from 4:00 PM to 6:00 PM at various signalized and unsignalized intersections along the study corridor. It is important to note that the study corridor does not have a traditional AM peak hour, but rather a significant Mid-Day peak hour. Therefore, Mid-Day and PM peak hour traffic volumes were collected at intersections along the corridor.

Traffic congestion levels were estimated for the US 180 study corridor using the existing 24-hour daily traffic volumes. The degree of congestion is expressed in terms of level-of-service (LOS) and only applies to vehicles. Please note that multimodal improvements can have a negative impact on vehicle LOS. LOS is a rating system from "A", representing the best operation, to "F", representing the worst operation. In general, LOS A and B represent no congestion, LOS C and D represent moderate congestion, and LOS E and F represent severe congestion, as presented in **Table 2-4**.

The delay and LOS are calculated for the intersection and each approach. **Table 2-2** lists the LOS criteria for signalized and unsignalized intersections as stated in the HCM manual.

Table 2-2: Level-of-Service Criteria at Signalized and Unsignalized Intersections

Level-of-	Average Control Delay			
Service	Signalized Intersections	Unsignalized Intersections		
Α	≤ 10	≤10		
В	> 10-20	> 10-15		
С	>20-35	>15-25		
D	>35-55	>25-35		
Е	>55-80	>35-50		
F	>80	>50		

LOS for the study intersections were analyzed using *Synchro 9* software, which utilizes the criteria in **Table 2-2**. The input and output of these analyses are provided as Appendix E to this report. **Table 2-3** presents the 2017 LOS summary for the study intersections along the US 180 corridor The existing volumes and turning movement counts are also graphicly shown in **Figure 2-10** for the following signalized intersections:

- Humphreys Street and Milton Road;
- US 180 and Columbus Avenue;
- US 180 and Forest Avenue; and
- US 180 and Shultz Pass Road.

The signalized and unsignalized study area intersections operate at LOS "D" or better with the existing traffic volumes, existing lane geometrics and existing signal timing. All the approaches operate at LOS "D" or better with the exception of the southbound approach at the intersection of Milton Road and Humphreys Street, which operates at LOS "E" during the PM peak hour. ADOT's target LOS goal is LOS D for the Flagstaff Region.



















Table 2-3: Intersection Existing Level-of-Service

		20	2017 MD Peak		17 PM Peak
Intersection	Approach	LOS	Delay (Sec/Veh)	LOS	Delay (Sec/Veh)
	Northbound	-	-	-	-
	Southbound	D	49.3	D	51.3
Milton Rd and Humphreys St	Eastbound	Α	6.8	С	20.3
	Westbound	В	13.6	С	21.8
	Overall	В	19.6	С	28.5
	Northbound	В	15.8	В	19.2
	Southbound	С	25.0	С	32.5
Humphreys St and Columbus Ave	Eastbound	С	32.4	D	41.2
	Westbound	С	29.6	D	45.8
	Overall	С	25.8	D	35.0
	Northbound	Α	0.0	Α	0.0
	Southbound	Α	2.3	Α	3.2
US 180 and Forest Ave	Eastbound	-	-	-	-
	Westbound	В	13.2	D	29.7
	Overall	A*	3.6	A*	7.6
	Northbound	В	19.9	С	20.3
US 180 and Shultz Pass Rd	Southbound	С	20.1	С	20.2
	Eastbound	А	6.5	А	6.6
	Westbound	Α	6.1	Α	7.2
	Overall	Α	8.5	Α	9.3

^{*}Synchro output did not include HCM LOS. LOS reported is based on the Average Delay















N Shultz Pass Rd Elden Lookout Rd Milton/Humphrey N. Con Latter Ro N Quintana W Sheila Dr Humphreys/Columbus W Wilson Dr 15(16) 17(257) 17(257) 17(257) 17(257) 17(257) 17(257) 17(257) 17(257) 17(257) 17(257) 17(257) 17(257) 17(257) 18(258) 18(2 US HWY V Darleen Dr Quintana Dr N Lost CT US 180/Forest 3 N Vista Dr N Crescent Dr US 180/Shultz Pass Blackhawk Ln 2(7) 236(262) 5(5) 236(262) 5(5) 236(262) 2 Rd W Pack Trail Dr Meade Ln W Fir₀Ave Westridge Rd N Kitteridge S wlark Dr Ger W Pine Ave Hwy Aztec W Hogan Dr 180 W Cedar Ave 0-St W Beal Rd Piute R N Thorpe Rd Manz Š Can Legend Ś N Bertrand Bonito + BNF Railroad **Study Corridors** Milton Road ve. Unsignalized 0.25 0.5 Signalized 89

Figure 2-10: Existing Peak Hour Traffic Volumes – (MD) PM Peak Hours

















Table 2-4: Level of Service Criteria for Urban Street Facilities

Level-of-Service

Characterized by Highway Capacity Manual as:



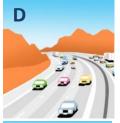
Primarily free-flow speed. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at the boundary intersections is minimal. The travel speed exceeds 85 percent of the base free-flow speed.



Reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67 percent and 85 percent of the base free-flow speed.



Stable operation. The ability to maneuver and change lanes at midsegment locations may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower travel speeds. The travel speed is between 50 percent and 67 percent of the base-flow speed.



Less stable condition in which small increases in flow may cause substantial increases in delay and decrease in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40 percent and 50 percent of the base free-flow speed.



Unstable operation and significant delay. Such operation may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30 percent and 40 percent of the base free-flow speed.



Flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30 percent or less of the base free-flow speed. Also, LOSF is assigned to the subject direction of travel if the through movement at one or more boundary intersections has a volume-to-capacity ratio greater than 1.0.



















Bicycle & Pedestrian Counts

Table 2-5 and **Table 2-6** summarizes the pedestrian and bicyclist activity at study area intersections within the US 180 study corridor during the Mid-Day and PM peak hours.

The highest number of pedestrians crossing US 180 occurred at Columbus Avenue. Pedestrian volume is generally observed to be higher during the PM peak hour at the study area intersections. There is both active and latent demand for more crossings. These intersections were chosen for bike and pedestrian counts because these are the major intersections within the city limits. Please see the list below for an inventory of intersections with a traffic signal and or crosswalk:

- Humphreys Street is signalized with one crosswalk on the north leg of the intersection
- Columbus Avenue is signalized with crosswalks on all four legs of the intersection
- Forest Avenue is stop-controlled with crosswalks on the south and east legs of the intersection.
- Schultz Pass Road is signalized with crosswalks on all four legs of the intersection.

The highest number of bicyclists crossing US 180 occurred at Shultz Pass Road. Bicycle volume is observed to be higher during the PM peak hour at the study area intersections.

Table 2-5: Existing Pedestrian Crossing Volume

Intersection	North Leg		South	South Leg		East Leg		West Leg	
intersection	Mid-Day	PM	Mid-Day	PM	Mid-Day	PM	Mid-Day	PM	
Humphreys St	6	20	0	0	0	0	0	0	
Columbus Ave	0	1	0	4	0	7	24	13	
Forest Ave	0	0	1	6	1	7	0	0	
Shultz Pass Rd	1	0	0	0	0	0	0	1	

Table 2-6: Existing Bicycle Crossing Volume

Intersection	North Leg		South	South Leg		East Leg		West Leg	
intersection	Mid-Day	PM	Mid-Day	PM	Mid-Day	PM	Mid-Day	PM	
Humphreys St	2	6	0	0	1	1	0	1	
Columbus Ave	0	3	1	6	0	3	3	3	
Forest Ave	0	0	0	5	1	7	0	1	
Shultz Pass Rd	0	17	1	2	0	8	1	3	

2.2b Existing Non-Motorized Mobility

Existing Bike Facilities

Bicycle lanes do not exist on Humphreys Street between Milton Road and Columbus Avenue. Bicycle accommodations consisting of wide shoulders exist on both sides of US 180 between Columbus Avenue and Snow Bowl Road. There are no existing bike lane roadway marking or signs posted in association with the existing bike facilities with the exception of the "Begin Right Turn Lane Yield to Bikes" signs at right-turn lanes between Sechrist Elementary School and Valley Crest Street. The Flagstaff Urban Trail System (FUTS) trail does exist along the south side of US 180 from

















Navajo Drive to Stevanna Way where it crosses the US 180 roadway and continues north to Schultz Pass Road.

Existing Pedestrian Facilities

Continuous sidewalks exist on both sides of Humphreys Street between Milton Road and Columbus Avenue. Between Humphreys Street and Shultz Pass Road, sidewalk exists on both sides of US 180 along the developed frontage, with the exception of a sidewalk gap south of Sechrist Elementary school on the north side of US 180. Some of the sidewalks in this section are part of the Flagstaff Urban Trail System (FUTS), which includes a trail along US 180 from Navajo Road to Schultz Pass Road for approximately 2.8 miles, or about 16% of the study corridor. Sidewalk does not exist on either side of US 180 between Shultz Pass Road and the northern terminus of the corridor (MP 233.25).

Existing Transit Services

Mountain Line is the transit agency in Northern Arizona operating Mountain Line, Mountain Express, Mountain Lift and Mountain Link systems in Flagstaff.

Mountain Line and Mountain Lift services are available along the US 180 study corridor. Bus service is not available on Humphreys Street between Aspen Avenue and Columbus Avenue and on US 180 between Navajo Drive and Forest Avenue. Mountain Line Route 5 runs on Humphreys Street between Milton Road and Aspen Avenue, on US 180 between Humphreys Street and Navajo Drive and between Forest Avenue and Peak View Road. Bus stops for Route 5 of Mountain Line are located at the following locations along the US 180 study corridor:

- North of Forest Avenue northbound direction,
- South of Whipple Road southbound direction,
- North of Meade Lane northbound direction
- South of Meade Lane southbound direction,
- South of Louise Drive northbound direction,
- North of Stevanna Way southbound direction,
- North of Blue Willow Road northbound direction,
- South of Valley Crest Street northbound direction, and

• South of Research Center Drive – southbound direction.

The bus stop located south of Valley Crest Street have covered structure to accommodate sitting pedestrians and provide shading structures.

Mountain Express is a seasonal service between downtown Flagstaff and Arizona Snowbowl, free for passengers. It operates on Humphreys and US 180, picking up passengers at the Flagstaff High School park-and-ride stop, south of Louise Drive — northbound direction, and north of Stevanna Way — southbound direction. This service is funded through a partnership with Arizona Snowbowl, who recognizes the importance of transit to mitigate Snowbowl traffic and its congestion impacts on residents along US 180.

Mountain Lift is a shared-ride program, which is an origin to destination, demand-responsive paratransit service that mirrors Mountain Line fixed-route service in terms of service times and

















areas. Mountain Lift service is available to people with disabilities who do not have the functional ability to ride fixed-route buses, either permanently or under certain conditions. US 180 between Hidden Hollow Road and Forest Avenue falls within the Mountain Lift service area.

2.2c Existing Access Management & Current Guidelines

Access management is defined as the process or development of a program intended to ensure that major arterials, intersections and freeway systems serving a community or region will operate safely and efficiently. Effective access management programs control the location, spacing, design, and operation of driveways, median openings and intersections to reduce the number of vehicular conflict points. Driveway and access management guidelines for ADOT and City of Flagstaff are summarized below:

ADOT

A summary of the ADOT Traffic Engineering Guidelines and Procedures (TGP) Section 1060 – Median Openings for urban areas is summarized below:

- 1. All median openings shall be designed to include median storage lanes for both directions of travel.
- 2. Spacing between median openings at intersections shall not be less than 330 feet.
- 3. In urban areas, median openings between intersections may be established for public safety and convenience if the opening is not closer than 660 feet to an intersection with an improved public street or another median opening.
- 4. Median openings may be established for business generating relatively high traffic volumes, provided that:
 - a. The minimum left-turn traffic volume is 500 vehicles per day or 100 vehicles during the peak hour in urban areas where the major street speed limit is less than 40 miles per hour.
 - b. The minimum left-turn traffic volume is 350 vehicles per day or 70 vehicles during the peak hour in urban areas where the major street posted speed limit is 40 mph or greater.
 - c. The distance to the nearest adjacent median opening is not less than 330 feet.

City of Flagstaff

A summary of the City of Flagstaff access management guidelines, included in Engineering Design Standards and Specifications for New Infrastructure Section 13-10-006-0001 are as follows:

- 1. Distances between centerlines of adjacent intersections shall be a minimum of 135 feet, regardless of the direction of the intersection streets.
- **2.** The minimum spacing of driveways to signalized and unsignalized intersections shall be in accordance with **Table 2-7**.

















Table 2-7: Minimum Spacing of Driveways to Intersections per City of Flagstaff

Posted Speed (mph)	Spacing				
rosteu speeu (ilipii)	Signalized	Unsignalized			
≤30	230	-			
30	-	115			
35	275	135			
40	320	155			
45	365	180			

Current Access

Each access point along the study corridor was identified through field review and a review of aerial mapping. All driveways and intersections along the US 180 study corridor are full access. Full access driveways and intersections generally allow all traffic movements on all approaches. These intersections are either STOP controlled on both the side streets or traffic signal controlled.

Figure 2-11 and **Figure 2-12** illustrate the locations of existing access points and intersections along the study corridor. The US 180 corridor has a large number of access points along the corridor, particularly concentrated along the Humphreys Street segment. This creates multiple potential conflict points for bicyclists, pedestrians, and vehicles, increasing the risk of collisions and congestion along the corridor. There is a total of 138 driveways along the US 180 CMP corridor, with nearly 50% of them located on Humphreys Street between Route 66 and Columbus Street. The number of each type of access are listed below:

- Seven alleys;
- 114 full access (without stop sign); and
- Five full access (with stop sign).

Humphreys Street has a two-way left-turn lane between Milton Road and Columbus Avenue. US 180 has a two-way left-turn lane between Humphreys Street and Shultz Pass Road. Due to the absence of the raised median along the corridor, access control at existing driveways and intersections is limited.

















Figure 2-11: Existing Access Points Map

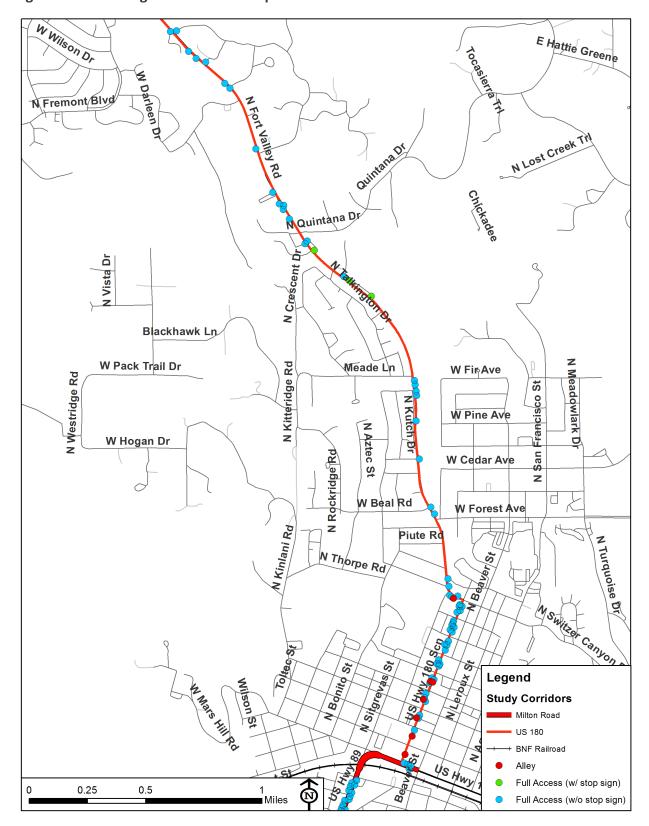










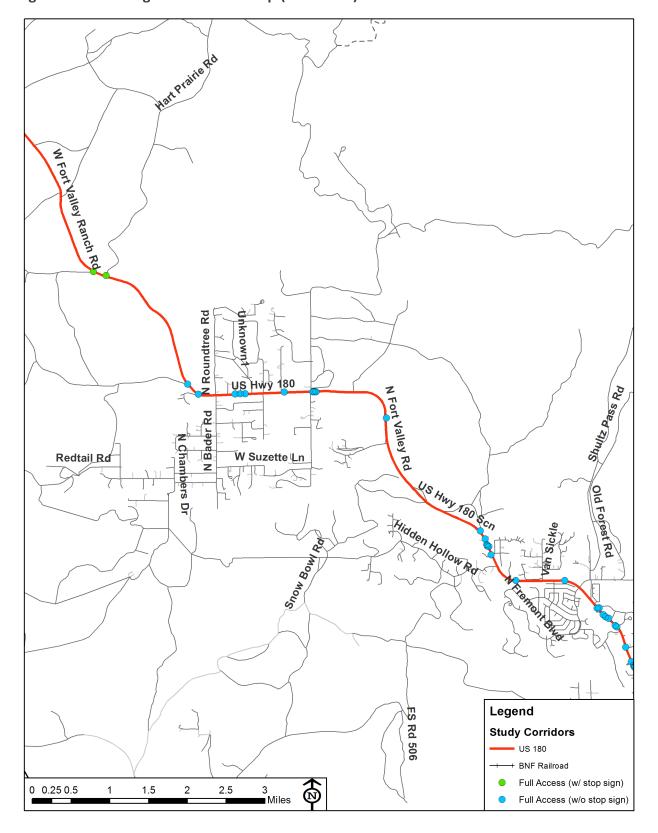








Figure 2-12: Existing Access Points Map (continued)



















2.3 Safety Considerations

An extensive crash analysis was conducted as part of the US 180 CMP planning process. Five years of crash data (January 2012 – December 2016) was analyzed to determine trends, patterns, crash types, crash rates and intersection crash breakdown analysis. 145 of 575 crashes (25%) within the study corridor resulted in an injury crash, which is less than the statewide average injury crash percentage for the year 2012 to 2016 (31%). A comparison of total crashes that occurred within the five-year period for the US 180 study corridor and the Statewide average is shown in **Table 2.8**. For a more in-depth review and analysis of crash data, see the Safety Section of *Working Paper #1 – Existing & Future Conditions* (view on project website).

An updated safety analysis should be conducted in future design stages to accommodate growth derived since the data analysis utilized in this report.

Table 2-8: Crash Severity Comparison - All Crashes

Crash Severity	n Severity Number US 180		Statewide Average %*
Fatal	7	0.12%	1%
Injury	146	25%	31%
Property Damage Only	422	75%	68%

^{*}Average of all crashes from 2012-2016

A comparison of pedestrian/bicycle crashes that occurred within the five-year period for the US 180 study corridor and the Statewide average is shown in **Table 2.9**.

Table 2-9: Pedestrian & Bicycle Crash Severity Comparison

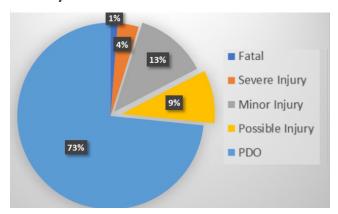
Crash Severity	Number	US 180 %	Statewide Average %*
Fatal	2	0.1%	1%
Injury	338	23%	31%
Property Damage Only	1,149	77%	68%

^{*}Average of pedestrian/bicycle crashes from 2012-2016

Figure 2-13 illustrates the percentage of crashes that occurred along the corridor during the five-year analysis period based in the severity of crashes.

Figure 2-14 shows the location of crashes along US 180 on a map and categorizing them by the severity of the injury. There is the highest concentration of crashes along the Humphreys Road segment of US 180, where land use density and concentration of driveways are the highest.

Figure 2-13: Percentage of Crashes by Injury Severity



















Legend Forest Rd 193 US 180 MP 233.25 **US 180 Crash Data Injury Severity *** FATAL INCAPACITATING INJURY 180 NON INCAPACITATING INJURY POSSIBLE INJURY NO INJURY Snow Bowl Rd 180 W Fir Ave W Juniper Ave W Cedar Ave W Oak Ave 0 1.25 2.5

Figure 2-14: US 180 All Crashes by Injury Severity Map (January 2012 – December 2016)

















2.4 Future Vehicular Traffic Considerations

The primary purpose of forecasting future traffic volumes is to estimate the additional vehicular travel demand added to existing roadways and to forecast congestion levels due to projected growth in population and employment. The culmination of the following inputs was utilized to develop a sophisticated traffic model which could compare traffic impacts of a 2040 Base-Build Condition to all alternatives evaluated. Inputs from ADOT, MetroPlan, the City of Flagstaff, and Mountain Line were utilized to develop the Base-Build Condition for the 2040 design year. To enhance modeling accuracy, any roadway funded construction project within or adjacent to the Milton Road corridor study limits was included in the Base-Build Condition of the traffic model. To be included, the project had to have been identified in an approved Capital Improvement Program (CIP) or Transportation Improvement Program (TIP). This supplemental modeling methodology, analysis and results are also described and elaborated on in Working Paper #2 – Alternative Analysis (view on project website). This model only includes considerations for vehicular traffic (including buses), multimodal transportation was not included. One consistent model was utilized to evaluate both the Milton Road and US 180 corridors.

2.4a Future Roadway Network

The following list of approved Capital Improvement Program (CIP) or Transportation Improvement Program (TIP) projects were included in the Base-Build Condition of the US 180 CMP traffic model at the time of the traffic modeling analysis:

• Humphreys Street and Route 66 – southbound to westbound add 2nd right turn lane.

Additional improvements included within the traffic model along the Milton corridor include:

- Milton Road and Plaza Way southbound to westbound right turn lane;
- Milton Road and University Avenue convert to right-in/right-out only intersection;
- Milton Road and University Drive connect University Drive west through to University Avenue;
- Beulah Boulevard extension north from Forest Meadows to Yale Drive with new roundabout intersection and University Drive/Avenue realignment (Appendix E); and
- Lone Tree Road overpass volume distribution effects due to the Lone Tree Road overpass.

The Mill Town development is an 18-acre mixed-use development in the southwest quadrant of Milton Road and University Drive that is currently undergoing final design. The development includes commercial space and a rooming and boarding facility. Transportation improvements proposed as part of this development include the Beulah Boulevard extension to University Ave, roundabout at Beulah Boulevard and University Ave, and realignment of University Ave to the signal at Milton Road and University Boulevard, as mentioned above.

















2.4b Design Year 2040 Traffic Volumes

For the purposes of this analysis, year 2040 is considered as the design year. Additional volume development efforts were undertaken between Working Paper #1 and #2 to support the microsimulation analysis of the corridor undertaken for Working Paper #2. Peak hour turning movement volumes for the intersections along the US 180 study corridor were developed in cooperation with the Mountain Line Bus Rapid Transit Study and in cooperation with Metro Plan's (formerly FMPO) Travel Demand Model, and then provided to the team as a prepared future year no build Vissim model. Traffic redistribution resulting from the CIP Lone Tree Overpass and Mill Town transportation improvements were included in the FMPO travel demand model and volume set used in developing future year traffic volumes. The volume development effort was summarized in a memo to Mountain Line and can be found in Appendix F.

Data collected and used in this analysis is limited to the data that was available during the development of the microsimulation model to meet the needs and scope of this analysis. Final design should consider updating traffic data by collecting and analyzing current traffic counts.

Peak Seasonal Traffic Volumes

US 180 is the primary route to access winter season recreational destinations, such as the Arizona Snowbowl snow sports resort. As a result, US 180 experiences an increase in traffic during the winter season. To accommodate for this condition within the existing microsimulation model, traffic was added to the model to simulate winter season peak snow-play traffic conditions for the US 180 analysis. During the AM peak, traffic was added that originated from the southern limits of the model and was destined for Arizona Snowbowl. During the PM peak, traffic was added that originated from Arizona Snowbowl and was destined for the southern limits of the model.

To obtain the added traffic during winter season peaks, traffic data was gathered from the ADOT Transportation Management System (TDMS). Counts were gathered from continuous traffic counter number 102189 on US 180, south of W Forest Avenue. Data was taken for the second Wednesday of each month from February to December of 2017 and 2018, which represented non-peak winter season traffic, and also for the second Saturday of January of 2017 and 2018, which represented peak winter season snow-play traffic. Using an AM peak of 8:00 to 9:00 AM and PM peak of 4:00 to 5:00 PM, those volumes were then averaged together for each respective peak period for the date ranges described above.

Since model volumes are for a future year 2040, the winter season peak snow-play traffic volumes were adjusted to the future year. This was done by calculating the ratio of the future year model volume to the weekday average volume between 2017 and 2018. That ratio was then applied to the peak winter season snow-play traffic to calculate a future year peak winter season snow-play traffic volume. Those calculation steps are shown in **Table 2-10**.

















Table 2-10. Snow-Play Added Traffic Volume Calculations

Description		WB US 180 AM Peak	EB US 180 PM Peak	Calculation
Microsimulation Model Volume	Α	560	770	
Average Weekday Volume	В	492	545	
Future Year Adjustment Factor	С	1.14	1.41	= A / B
Average Winter Snow-Play Peak Volume	D	742	912	
Winter Snow-Play Peak Adjusted	Е	844	1288	= C x D
Added Snow-Play Volume	F	284	518	= E – A

Future No-Build Vissim Intersection Operational Analysis

The operational analysis for the No-Build was conducted utilizing the projected turning movement volumes with existing and programmed roadway geometry improvements and existing traffic control. **Figure 2-16** shows the intersection control and lane geometry for the year 2040 along the US 180 study corridor. The operational analysis was performed using the microsimulation software PTV Vissim, version 10-8. Trafficware Synchro version 10 was used to develop optimized signal timings for the microsimulation model.

2.4c Design Year 2040 LOS

Level of Service (LOS) for the study area intersections along the US 180 study corridor was analyzed for the year 2040 with the AM and PM peak hour traffic volumes. The LOS for the signalized and unsignalized study area intersections are described in **Table 2-14**. Future 2040 peak hour traffic volumes, shown in **Figure 2-15**, and future intersection control and lane geometry, shown in **Figure 2-16**, were utilized to determine the future 2040 peak hour LOS at the study area intersections.

Table 2-14 shows approach delay and overall intersection delay taken as an average for ten simulation runs from the microsimulation model study intersections. That delay was then cross-referenced with HCM 6th Ed. LOS thresholds for signalized and two-way stop-control (TWSC) intersections, as shown below in **Table 2-11**. Overall intersection LOS for TWSC intersections is reported as the worst movement, in accordance with current industry practices.

Table 2-11. HCM 6th Ed. LOS Thresholds for Interrupted Flow

	Signalized LOS Thresholds		TWS0 Thres	
LOS	Lower	Upper	Lower	Upper
Α	0	10	0	10
В	10	20	10	15
С	20	35	15	25
D	35	55	25	35
Е	55	80	35	50
F	80		50	

















Microsimulation Travel Time and Network Delay Results

Model travel times were captured for US 180 beginning at W. Historic Route 66 and ending at Mile Post (MP) 233 and are shown in **Table 2-12**. The posted speed limit on US 180 varies from

- 25 mph between W Historic Route 66 and Columbus Avenue;
- 35 mph between Columbus Avenue and N Creekside Drive;
- 45 mph between N Creekside Drive and Forest Hills Drive (approximate); and
- 55 mph between Forest Hills Drive and west beyond the study limits

Travel times and speeds in **Table 2-12** generally correspond with the posted speed limits. Moving westward, speeds increase. Speeds between W Historic Route 66 and Columbus Avenue appear much lower than the posted speed limit, however this segment has several traffic signals and high access point density. Moving westward, access point densities and flow interruptions are decreasing.

Table 2-12. US 180 2040 AM and PM No Build Travel Times

US 180 Westbound		AM	PM		
Segment	Travel Time (min)	Average Speed (mph)	Travel Time (min)	Average Speed (mph)	
W Historic Rte 66 to Columbus Ave	2.8	12	2.2	15	
Columbus Ave to Shultz Pass	4.4	36	4.7	33	
Shultz Pass to Snowball Rd	4.7	48	4.5	50	
Snowball Rd to MP 233	4.5	56	4.5	56	

US 180 Eastbound	AM		PM	
Segment	Travel Time Average (min) Speed (mph)		Travel Time (min)	Average Speed (mph)
MP 233 to Snowball Rd	4.5	56	4.6	55
Snowball Rd to Shultz Pass	4.7	51	4.8	50
Shultz Pass to Columbus Ave	4.4	35	5.0	31
Columbus Ave to W Historic Rte 66	2.1	17	2.5	14

Moving westward, US 180 is better characterized as a two-lane highway with intermittent, localized obstructions. The LOS of a two-lane highway is controlled by speed and determined by roadway features such as the presence of a passing lane, horizontal and vertical curvature, percent heavy vehicles, etc. There are several localized flow obstructions, such as the signals at W. Forest Avenue and Shultz Pass Road/Fremont Boulevard, the school zone at Sechrist Elementary School, and presence of access points along US 180 where the context is more suburban. While these obstructions can affect flow locally, they do not generally control it.

Network delay and latent delay capture the delay for all vehicles in the model. This metric is most useful in capturing the overall performance of an alternative as compared to the No Build. Network and latent delay results are presented in **Table 2-13**.

















Network delay represents the delay of vehicles in the model. Latent delay represents delay for vehicles which are beyond the model boundaries but are trying to enter the model. For example, latent delay can occur on a short link where a signal or flow interruption is causing queue to build up to and past the total link length.

A review of the network delay results indicates that the PM peak hour appears to experience more delay than the AM. It is noted that the delay is a summation for all vehicles, while the delay may increase, the number of vehicles may also increase, therefore it is not necessarily indicative of poorer overall performance.

Table 2-13. 2040 AM and PM No Build Network Delay

AM Peak Hour			PM Peak Hour			
Network Delay (hrs)	Latent Delay (hrs)	Total Delay (hrs)	Network Delay (hrs)	Latent Delay (hrs)	Total Delay (hrs)	
762	818	1580	1378	1654	3032	

Table 2-14: 2040 Peak Hour LOS at Signalized and Unsignalized Intersections

		20	2040 AM Peak		40 PM Peak
Intersection	Approach		Delay		Delay
		LOS	(Sec/Veh)	LOS	(Sec/Veh)
	Northbound	-	-	-	-
	Southbound	F	404.9	F	1476.8
Milton Rd and Humphreys St	Eastbound	F	572.2	F	263.6
	Westbound	F	622.0	F	152.6
	Overall	F	546.3	F	615.6
	Northbound	F	1256.9	F	92.0
	Southbound	D	35.4	D	42.1
Humphreys St and Columbus Ave	Eastbound	Е	67.4	F	1035.9
	Westbound	F	290.2	F	407.2
	Overall	F	648.8	F	540.3
	Northbound	Α	0.0	Α	0.0
	Southbound	Α	3.4	Α	3.1
US 180 and Forest Ave	Eastbound	-	-	-	-
	Westbound	F	572.3	F	738.5
	Overall	F*	69.3	F*	135.7
	Northbound	С	20.0	С	20.7
	Southbound	С	20.3	С	20.5
US 180 and Shultz Pass Rd	Eastbound	F	152.4	Α	7.5
	Westbound	С	23.4	С	22.7
	Overall	F	95.4	В	19.4

^{*} Vissim output. LOS reported is based on the Average Delay

^{**}See Section 2.4a for items included in analysis as part of CIP/TIP











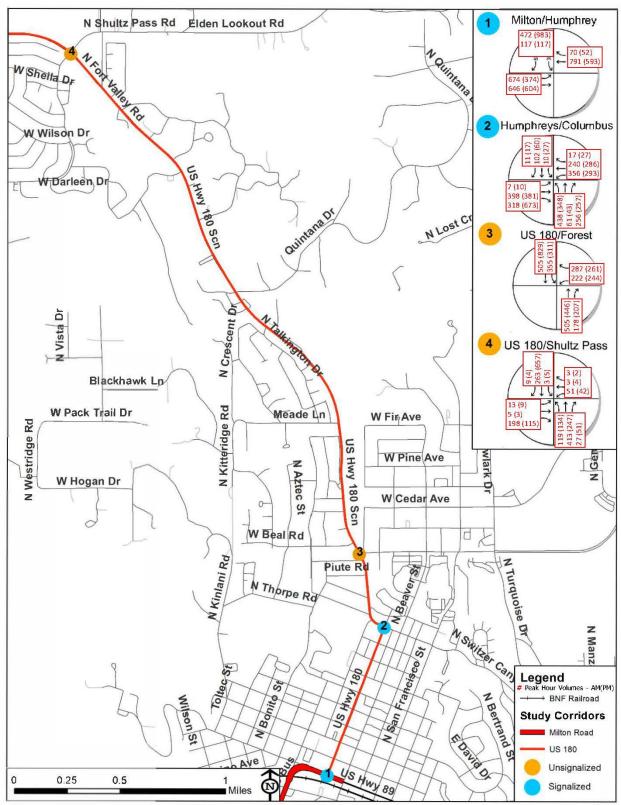








Figure 2-15: 2040 PM Peak Hour Traffic Volumes

















Milton / Humphrey N Shultz Pass Rd Elden Lookout Rd 1 1 N. Con Maller Rd N Quintana W Shella Dr 2 Humphreys/Columbus W Wilson Dr V Darleen Di Quintana Dr N Lost CI (3)US 180/Forest US 180/Shultz Pass Blackhawk Ln Rd W Pack Trail Dr Meade Ln W Fir₀Ave N Westridge Rd N Kitteridge US Hwy 180 wlark W Pine Ave N Gen N Aztec W Hogan Dr W Cedar Ave 35 W Beal Rd ③ Piute R N Thorpe Rd Legend **Study Corridors** ■ Milton Road S N Bertrand St US 180 Wilson St BNF Railroad Lane Configuration Unsignalized Signalized Two-Way Left-Turn Lane 0.5 0.25

Figure 2-16: 2040 Intersection Control and Lane Geometry















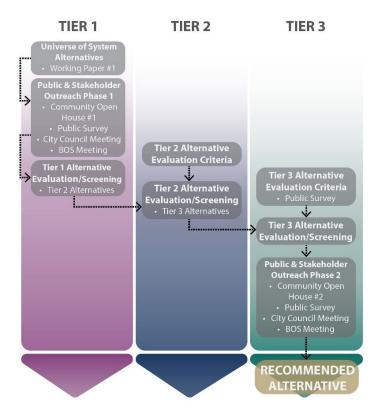


3.0 EVALUATION OF CORRIDOR ALTERNATIVES

The US 180 CMP alternative evaluation and screening process was conducted through a Three Tier approach (**Figure 3-1**), which is summarized at a high-level in this report, but outlined in greater detail in *Working Paper #2 — Alternatives Analysis* (view on project <u>website</u>). Each of the Three Tier Alternative Evaluation and Screening processes were conducted under the guidance and direction of the Project Partners with updates and meetings at major milestones during the process. The Three-Tiered approach is described below.

- **Tier 1 Alternative Evaluation** was based on public and stakeholder feedback on the Preliminary System Alternatives developed through the initial phases of the study presented in *Working Paper #1 Existing & Future Conditions* (view on project website) for the first screening of alternatives.
- **Tier 2 Alternative Evaluation** focused on the development of qualitative and quantitative evaluation criteria that analyzed and measured the performance of the Milton Road Tier 2 Alternatives.
- **Tier 3 Alternative Evaluation** expanded upon efforts conducted in the Tier 2 Alternative Evaluation phase to further analyze the remaining alternatives through a further refined series of diverse evaluation criteria focusing on quantitative measures to complement traffic modeling outputs that assessed the overall performance of the Tier 3 Alternatives.

Figure 3-1:Three Tier Alternative Evaluation & Screening Process Flow Chart



















3.1 Corridor Alternative Evaluation & Results

This section summarizes the results of the Tier 1, Tier 2, and Tier 3 Alternative Evaluation processes. For more detailed results of the Three-Tiered Alternatives Evaluation and screening process, please refer to Working Paper #2 — Alternatives Analysis (view on project website).

3.1a Tier 1 Corridor Alternatives Evaluation & Results

The foundation of Tier 1 Alternative Evaluation results was based on public and stakeholder feedback on the Preliminary System Alternatives presented in *Working Paper #1 — Existing & Future Conditions* (view on project website). Most the feedback was received at Public Open House Meeting #1, and further enhanced by the Project Partners. Additional input and guidance on the Tier 1 Alternative evaluation process was received from a series of Project Partner meetings and from City of Flagstaff City Council and Coconino County Board of Supervisors briefings.

Table 3-1 shows and summarizes the results of the sticky-dot voting and prioritization exercise conducted by the members of the public at the Public Open House Meeting #, and ultimately, which of the Tier 1 Preliminary System Alternatives were elected to move forward into Tier 2 Alternative Evaluation by the Project Partners. It is worth noting here that the Tier 1 System Alternatives included a series of; 1) two alternatives within the existing US 180 right-of-way, 2) four alternatives that contemplated expanded US 180 right-of-way scenario and, 3) a series of twelve (12) total alternate routes to US 180 (five of which were direct bypasses from US 180 to I-40 utilizing primarily US Forest service roads). All eighteen (18) alternatives were presented to the public and reviewed by the Project Partners as part of the Tier 1 Alternative Evaluation process.

Following Public Open House Meeting #1, the Project Partners deliberated over a series of meetings to discuss and select which of the Tier 1 US 180 alternatives would proceed into Tier 2 Alternative Evaluation. The Project Partners agreed to move forward with the following Preliminary System Alternatives for Tier 2 consideration:

- Preliminary System Alternative 1: No-Build (Maintain as Is);
- Preliminary System Alternative 2: Humphreys St Southbound PM Peak Managed Lane;
- 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: Humphreys Street One Way Northbound for AM Peak
 One Way Southbound for PM Peak, and right turn capacity at Beaver Street and
 Columbus, and Humphreys Street and SR 40B;
- Preliminary System Alternative 6: Dynamic Southbound Shoulder;
- Preliminary System Alternative 7: Columbus Avenue to Switzer Canyon Drive to Route 66;
- Preliminary System Alternative 12: Lone Tree Road;
- Preliminary System Alternative 17: Wing Mountain Road to FS Road 222b to FS Road 171;
 and
- Preliminary System Alternative 18: Hidden Hollow Road to FS 506 to I-40.

















Table 3-1: Tier 1 Alternative Evaluation & Screening Results

	Public Ope	en House Meeting #1 Vo	ting Results
Tier 1 Preliminary System Alternatives	Move Forward for Further Study	Be Eliminated from Further Study	Move Forward for Further Study with Adjustment
System Alternatives Utilizing Existing R	ght-of-Way		
Preliminary System Alternative 1: No-Build (Maintain as Is)		Not Applicable	
Preliminary System Alternative 2: Humphreys St Southbound PM Peak Managed Lane	45	35	0
System Alternatives that May Require Expan	ded 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: Humphreys Street One Way Northbound for AM Peak & One Way Southbound for PM Peak, and right turn capacity at Beaver Street and Columbus, and Humphreys Street and SR 40B	17	69	1
Preliminary System Alternative 6: Dynamic Southbound Shoulder	50	28	1
Alternative Routes to Milton R	oad		
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 Ave to Turquoise Dr to Switzer Canyon Dr to Rte 66	8	43	θ
Preliminary System Alternative 10: Cable Propelled Gondola	Previo	usly 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 St/Future Overpass/Humphrey's St one way NB			
& KendrickStreet/Sitgreaves Street/existing underpass to Milton Road SB	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	Ð
Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40	56	78	θ
Preliminary System Alternative 17: Wing Mountain Road to FS Road 222b to FS Road 171	113	28	0

Notes:

Alternatives displayed with a strikethrough were eliminated from further study and not included in the Tier 2 Alternative Evaluation process.















3.1b Tier 2 Corridor Alternatives Evaluation & Results

This section describes the Tier 2 Alternative Evaluation process and results. At this point in the study process, the former Tier 1 alternatives no longer were classified as "preliminary," and became to be known as "alternatives." Once the initial selection of the Tier 2 Alternatives were refined and established, another series of Project Partner meetings determined, through group consensus, that the Tier 2 Alternatives needed refinement before the evaluation could begin.

Refinement of Tier 2 Alternatives

It was recognized by the Project Partners that the Preliminary System Alternatives from Tier 1 that were selected for Tier 2 analysis generally captured the range and functionality of the preferred and desired facility. However, the Preliminary System Alternatives from Tier 1 were preliminary in nature, designed to initially gauge public support or not on broader concepts, primarily developed from previous studies, and did not include detailed specifications such as individual facility widths. The Project Partners desired greater definition on the individual roadway facility components/widths needed to be defined prior to the commencement of the formal Tier 2 evaluation. In addition, the Project Partners felt some other potential alternatives were desired to reflect the possibility of what modernized improvements, particularly for multiple modes of travel, would look like for the "build alternative" types. Four stages of refinement took place prior to evaluation which are described below:

A set of Controlling Design Criteria was collectively developed by the Project Partners to guide Tier 2 Alternative refinement of the roadway features for the Tier 2 Alternatives. The Controlling Design Criteria were created to identify and compare adopted FHWA and ADOT standards/specification with Project Partner agency standards/specifications for the various roadway features. This process helped acknowledge and document the minimum ADOT/FHWA standards in comparison to Project Partner agency current and preferred standard(s) to consider for inclusion in any refined Tier 2 Alternatives. The Controlling Design Criteria also document any variances or design exceptions that would require FHWA approval.

- 1. Over the course of several meetings, the Project Partners discussed and confirmed the series of Controlling Design Criteria that guided the refinement of the widths of certain roadway facility types. The Controlling Design Criteria exercise also helped recognize which facility improvements ADOT would/could contribute towards construction funding versus those roadway feature types above and beyond the ADOT standards that other agencies would be required to contribute towards construction cost (should the need arise). The final Controlling Design Criteria can be found in Appendix G.
- 2. The refinement of Alternative 4 To allow for a full range of alternatives for public consideration, Alternative 4 was refined to consist of a managed transit-only lane utilizing the center two-way left turn lane (TWTL) during AM and PM peak time periods, which included an effort of maintaining a diversity of public transit alternatives and allow for a full range of possibilities for traffic operation analysis. The result of this discussion and analysis yielded two hybrid alternatives for Tier 2 Alternative Evaluation: Alternative 4a TWTL AM/PM Managed lane for general traffic, and Alternative 4b TWTL AM/PM Managed lane for transit only.

















3. Conversion of Alternative 12 - No-Build with the Lone Tree Road Widening Design Concept, into the No-Build alternative. This was a direct result of the Lone Tree Overpass project being approved by Flagstaff voters via Proposition 419 – coupled with fact that – Alternative 12 already closely resembled the No-Build option and was determined redundant and ultimately eliminated from the analysis and the overpass and widening of Lone Tree Road was incorporated as part of the No-Build option.

Refer to Section 4.2 of *Working Paper #2 – Alternatives Analysis* on the project <u>website</u> for more detailed information pertaining to the refinement of the Tier 2 Alternatives.

Alternative Packaging

Recognizing that the Tier 2 Alternatives were initially developed for specific segments of the US 180 Corridor, a process of "packaging," or grouping the alternatives was necessary in order to create a complete and seamless corridor for traffic modeling purposes. The packaging process then included a merging and matching of each Alternative together with the varying character changes and intersection geometry of each roadway segment type (rural/suburban/urban). As depicted in **Table 3-2** and **Figure 3-2**, The US 180 corridor is split into four segments relative to the varying roadway and land character of each segment of US 180. The following three segments were derived through Project Partner discussion:

- 1. Urban: Humphreys Street from Route 66 to Columbus Avenue
- 2. **Suburban:** Fort Valley Road from Columbus Avenue to Peak View Street
- 3. Rural Fringe: Fort Valley Road from Peak View Street to Snowbowl Road
- 4. Rural: Fort Valley Road from Snow Bowl Road to MP 233.25

Table 3-2: US 180 Tier 2 Alternative Packaging

	Cogmont			Alter	native Pa	ckages		
	Segment		А	В	С	D	E*	F*
1	Urban		Alt 2	Alt 2	Alt 2	Alt 2		
2	Suburban	Build	Alt 3 Suburban	Alt 4a	Alt 4b	Alt 6	Alt 17	Alt 18 Hidden
3	Rural Fringe	No-E	Alt 3 Rural	Alt 6	Alt6	Alt 6	Wing Mountain Bypass	Hollow Bypass
4	Fringe		Alt 3 Rural	No-Build	No- Build	No-Build	Буразз	руразз

^{*}The US 180 is considered under the No-Build condition under Alternative Package E and Alternative Package F

The following pages provide graphical representation of the six alternative packages.



















Figure 3-2: US 180 Study Corridor Segmentation















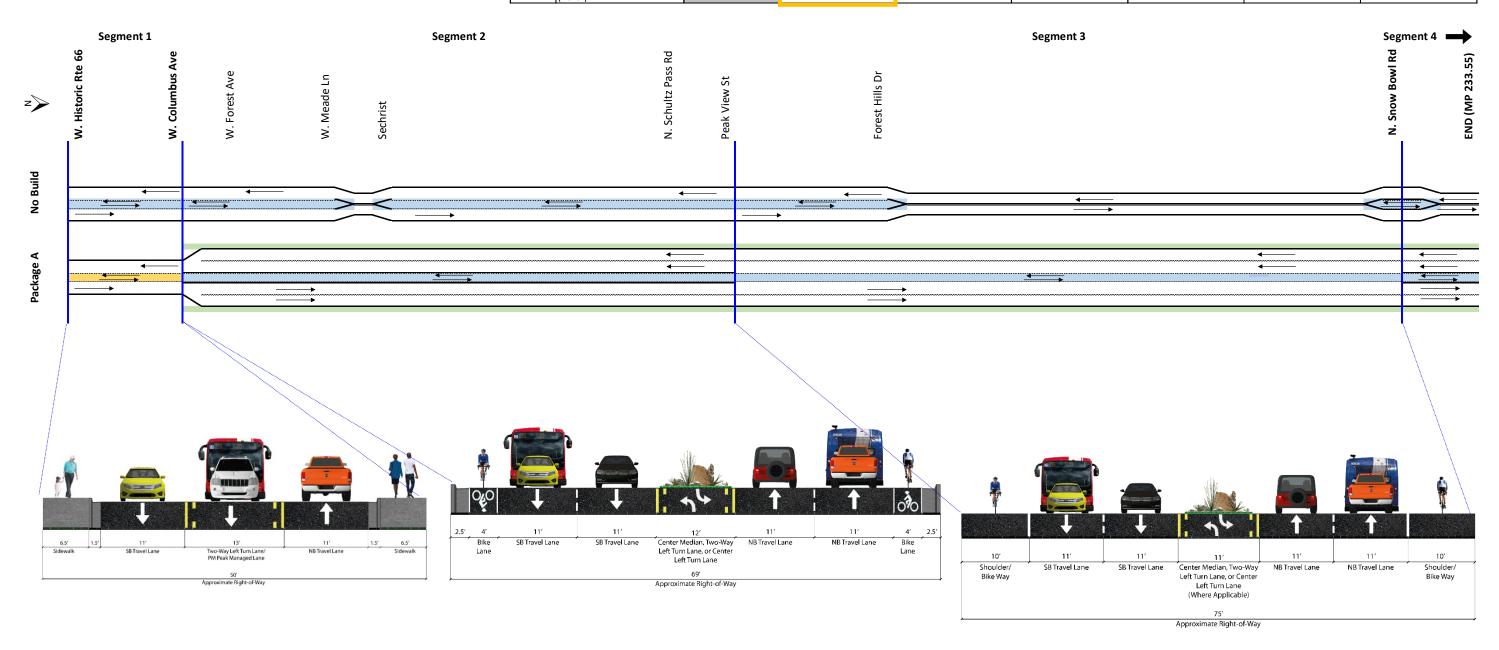




Alternative Package A

LEGEN	<u>ID</u>	
= 0	General Purpose Lane	= Two-way Left Turn Lane (TWLTL)
= E	Bike Lane/Bikeway	= TWLTL or Peak Hour Managed Lane - All Traffic
= 0	Dynamic Shoulder	= TWLTL or Peak Hour Managed Lane - Transit Only

					Alternative Package			
Segment			А	В	С	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	No Build
3	Peak View to Snowbowl Rd (Rural)		Alt 3 Rural Alt 6 (Transit) - SB bus lane Alt 6 (Transit) - SB bus lane - SB bus lane - SB bus lane		, ,	No Build	No Build	
Snowbowl Rd to MP 233.55 (Rural)			Alt 3 Rural	No Build	No Build	No Build	No Build	No Build











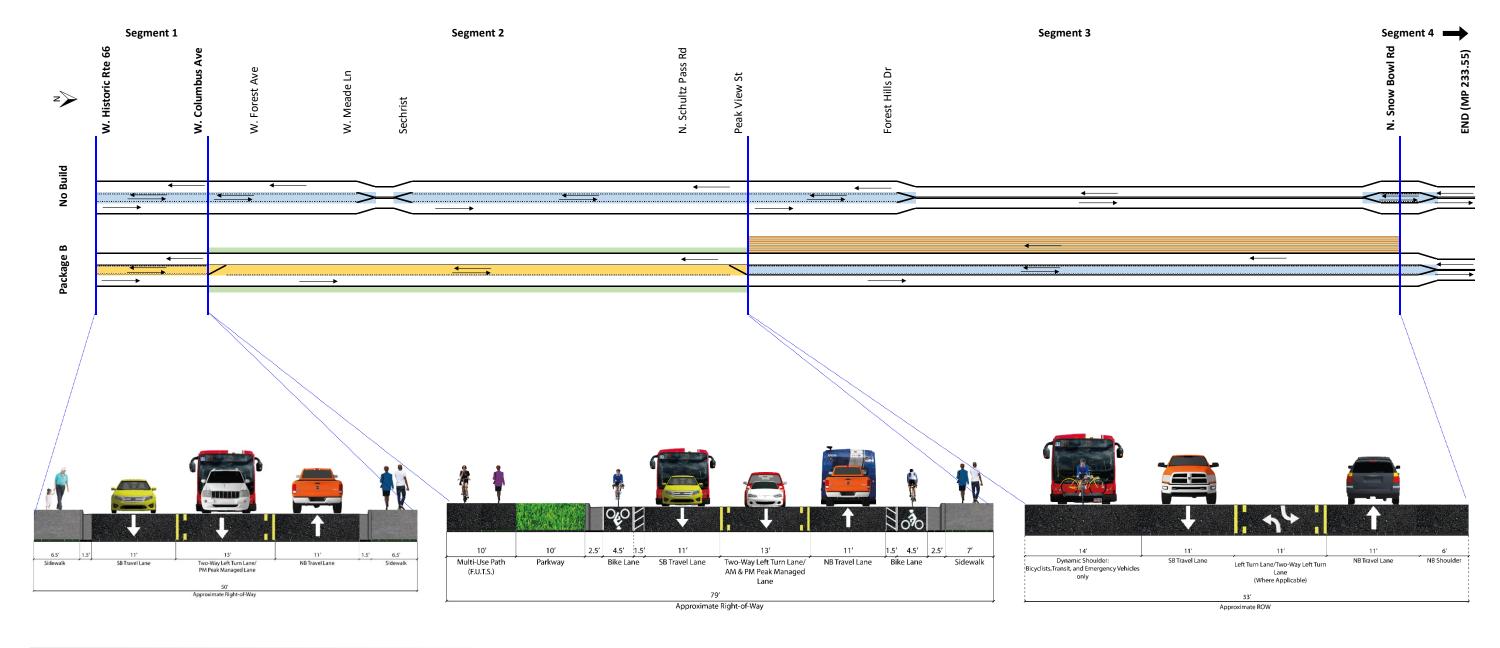




Alternative Package B

- = Two-way Left Turn Lane (TWLTL)
- = TWLTL or Peak Hour Managed Lane All Traffic
- = TWLTL or Peak Hour Managed Lane Transit Only

					Alternative Package			
Segment			А	В	С	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	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















Alternative Package C

=	G	en	era	al	Pur	pos	e	Lar	ne

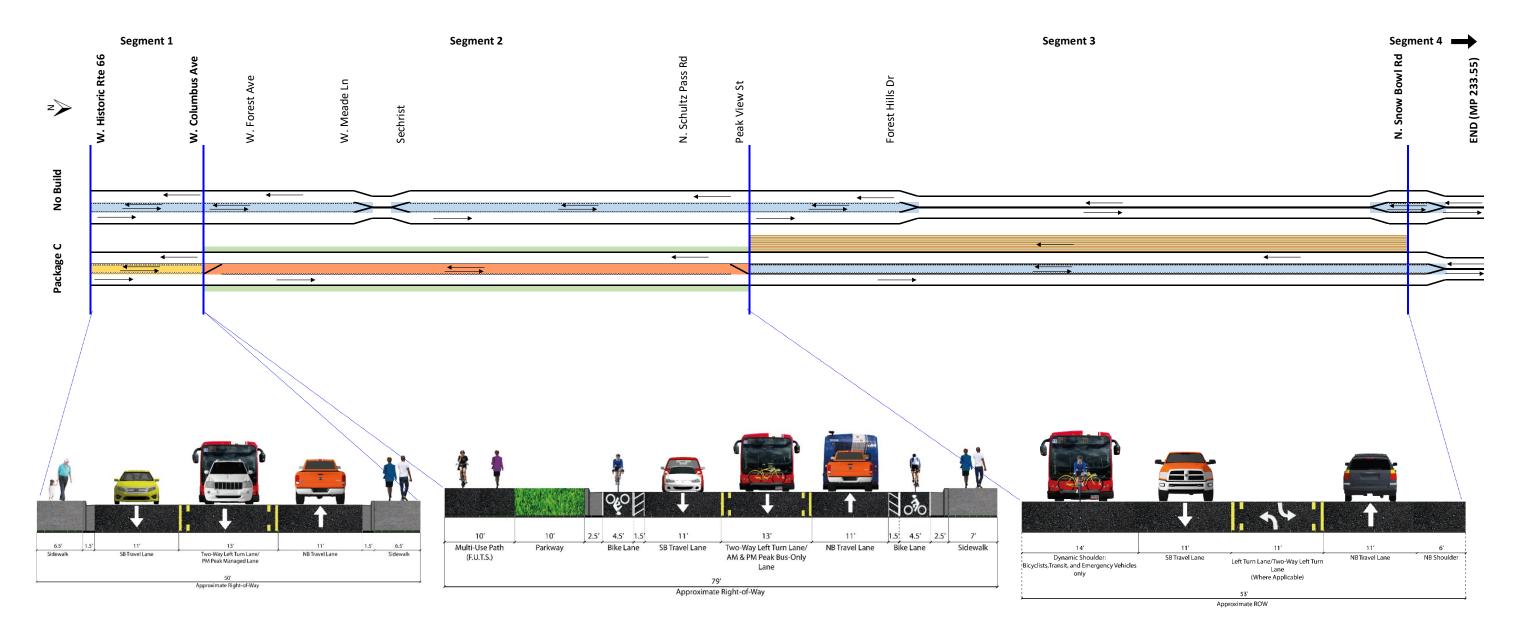
= Bike Lane/Bikeway = Dynamic Shoulder

LEGEND

= Two-way Left Turn Lane (TWLTL) = TWLTL or Peak Hour Managed Lane - All Traffic

= TWLTL or Peak Hour Managed Lane - Transit Only

					Alternative Package				
Segment			Α	В	C	D	E	F	
Segment							(Alt 17 -Wing Mtn Rd)	(Alt 18 - Hidden Hollow)	
	Route 66 to Columbus		Alt 2	Alt 2	Alt 2	Alt 2			
1	(Urban)		- AM no change	No Build	No Build				
	(Orban)		- PM SB managed lane						
	Columbus to Peak View	No Build		Alt 4A	Alt 4B (Transit)	Alt 6 (Transit)			
2	(Suburban)	No Bullu	Alt 3 Suburban	- AM managed lane NB	- AM Bus NB	- SB bus lane	No Build	No Build	
	(Suburban)			- PM managed lane SB	- PM Bus SB	- 36 bus idile			
,	Peak View to Snowbowl Rd		Alt 3 Rural	Alt 6 (Transit)	Alt 6 (Transit)	Alt 6 (Transit)	No Build	No Build	
/	(Rural)		AIL 3 KUI di	- SB bus lane	- SB bus lane	- SB bus lane	NO BUILD	NO Bulla	
Snowbowl Rd to MP 233.55			Alt 3 Rural	No Duild	No Build	No Build	No Duild	No Duild	
4	(Rural)		AILSKUIdI	No Build	NO BUIIU	NO BUIIU	No Build	No Build	











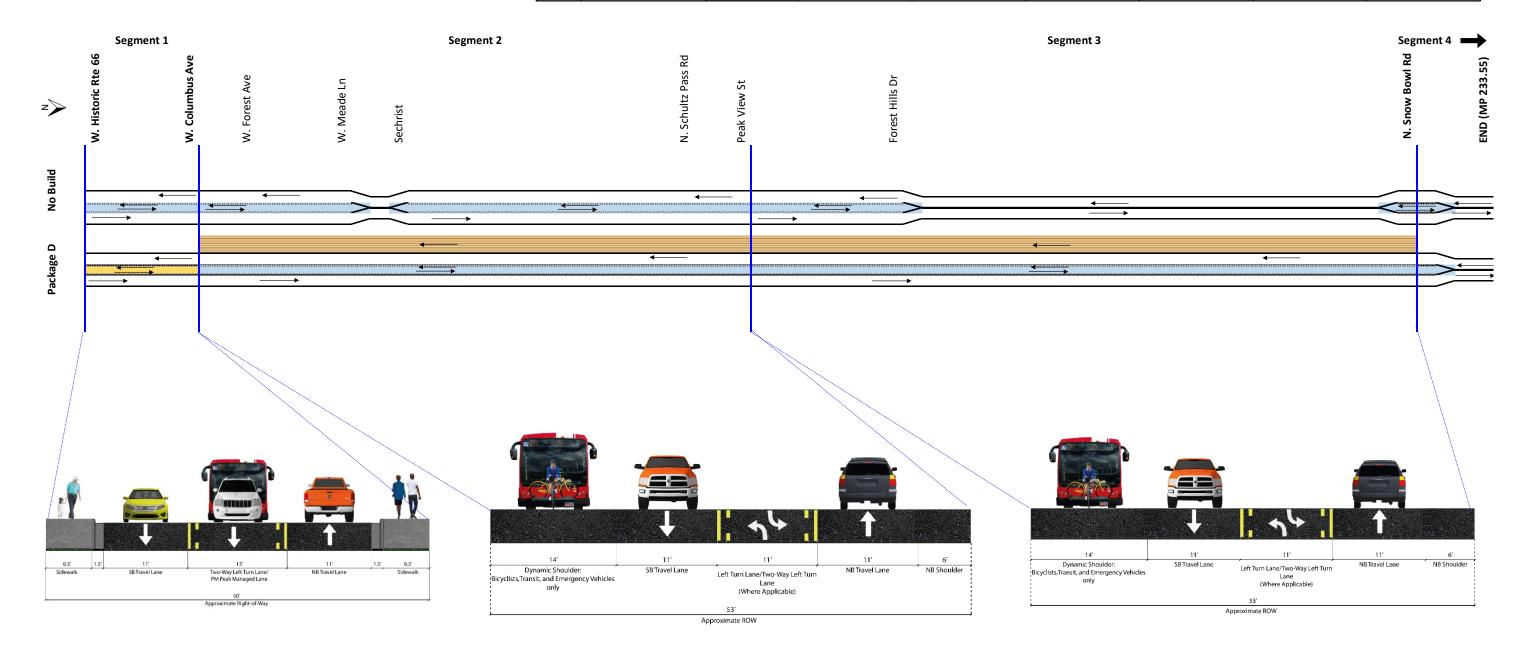




Alternative Package D

LEC	<u>GEND</u>	
	= General Purpose Lane	= Two-way Left Turn Lane (TWLTL)
	= Bike Lane/Bikeway	= TWLTL or Peak Hour Managed Lane - All Traffic
	= Dynamic Shoulder	= TWLTL or Peak Hour Managed Lane - Transit Only

					Alternative Package			
Segment			А	В	С	D	E (Alt 17 -Wing Mtn Rd)	F (Alt 18 - Hidden Hollow)
1 1	1 Route 66 to Columbus (Urban) Columbus to Peak View (Suburban)		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
1 2			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
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
Snowbowl Rd to MP 233.55 (Rural)			Alt 3 Rural	No Build	No Build	No Build	No Build	No Build













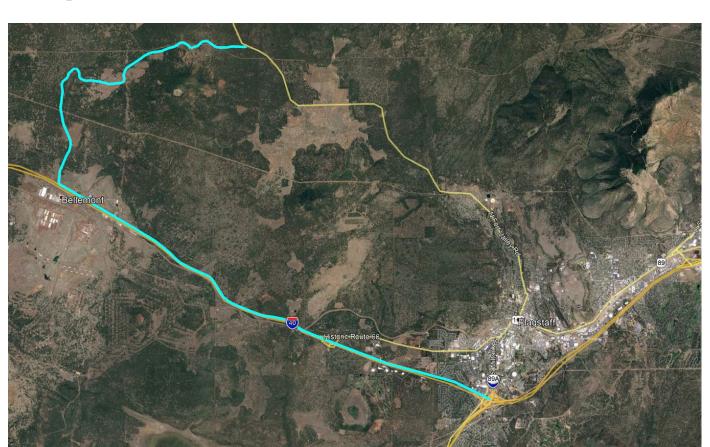


Alternative Routes

					Alternative Package			
Segment			А	В	С	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	No Build
3	Peak View to Snowbowl Rd (Rural)		I Alf 3 Rural I ' ' I ' ' I '		Alt 6 (Transit) - SB bus lane	No Build	No Build	
Snowbowl Rd to MP 233.55 (Rural)			Alt 3 Rural	No Build	No Build	No Build	No Build	No Build

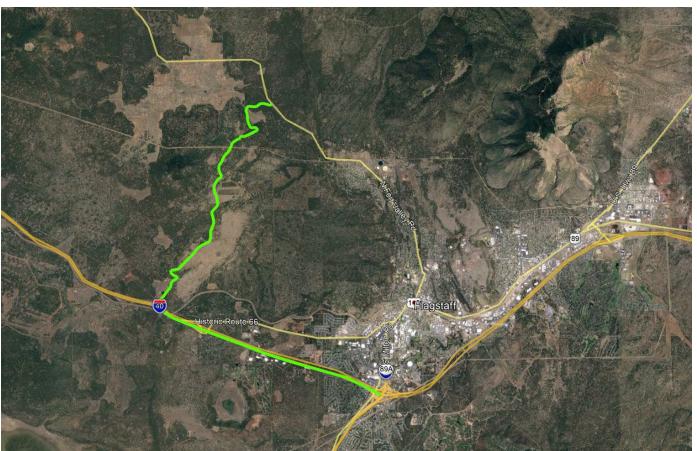
Alternative Package E

Wing Mountain Road Route



Alternative Package F

Hidden Hollow Road Route















Tier 2 Alternative Evaluation Criteria

A series of Tier 2 evaluation criteria and weightings were developed to evaluate and measure the performance of the seven Tier 2 Alternatives. The Tier 2 evaluation criteria were crafted to be diverse in nature through the combination of quantitative and qualitative measurements specific to features of each Tier 2 Alternative.

The first step in developing the evaluation criteria was to identify general categories of roadway performance to measure the operational and environmental qualities of the corridor. The Consultant Team worked with the Project Partners and agreed to use the following categories – in no particular order of importance – on to measure and compare the Tier 2 Alternatives:

- Traffic Operations;
- Safety;
- Expand Travel Mode Choices;
- Public Acceptance;

- Construction/Implementation;
- Project Economics; and
- Environmental Impacts.

Once the categories were selected, the Consultant Team and the Project Partners created a preliminary list of evaluation criteria metrics for each category. The process included researching regulatory mandates across the state and with ADOT; understanding what issues were of highest importance for the ADOT Districts; communicating with ADOT and the Project Partners to understand strategic safety initiatives of the highest value within the various organizations and agencies; investigating measures to evaluate the level of difficulty of implementation through assessment of the costs and right-of-way impacts; and the publics acceptance of each alternative.

As a result, 14 different evaluation criteria were developed over the seven categories to use in Tier 2 Alternative Evaluation process. Refer to Section 4.6 of *Working Paper #2 – Alternatives Analysis* (view on project website) for more detailed information about the development of the Tier 2 Alternative Evaluation Criteria, and the specific measures and methodologies used to calculate the results of the Tier 2 Alternative Evaluation.

Tier 2 Evaluation Criteria Results & Analysis Findings

This section describes a brief summary of the results for the Tier 2 Alternative Evaluation process of the seven Tier 2 Alternatives through the application of the Tier 2 Evaluation Criteria. Refer to Section 4.8 of *Working Paper #2 – Alternative Analysis* (view on project website) for more detailed results and a systematic synopsis for each of the Tier 2 Evaluation Criteria.

The US 180 CMP Tier 2 Alternatives range in performance rating based on the score of the Tier 2 Alternative Evaluation Criteria. The highest performing alternative received a score of 58.42 points while the lowest performing alternative received a score of 27.50 points — over a 30-point difference. **Table 3-3** ranks the alternatives from highest scoring to lowest scoring alternative.

















Table 3-3: Tier 2 Alternative Rankings Based on Tier 2 Evaluation Criteria Result

Rank	Tier 2 Alternative	Tier 2 Score
1	Alternative A	58.42
2	Alternative D	41.38
3	No-Build	34.06
4	Alternative B	30.67
5	Alternative C	30.19
6	Alternative F	27.51
7	Alternative E	27.50

As demonstrated in **Table 3-3**, Alternative A received the highest score of 58.42 points followed by Alternative D with 41.38 points, No-Build with 34.06 points, Alternative B with 30.67 points, Alternative C with 30.19 points, Alternative F with 27.51 points, and Alternative E with 27.50 points.

The results of the Tier 2 Alternative Evaluation process appeared to be aligned with the visual representation of the benefits and trade-offs associated with each of the alternatives. For instance, Alternative A intuitively could be expected to be the best performing alternative because the alternative includes a benefit for all modes of transportation by increasing vehicular capacity through the addition of two travel lanes and improving the corridor for bicyclist.

Conversely, Alternative F and Alternative E (alternative routes) did not perform as well as the other alternatives because these two alternatives do not significantly improve travel times and/or other vehicular operations of the US 180 corridor in an impactful manner. These two alternatives also have the significantly higher costs and right-of-way impacts compared to the other alternatives.

The reason why the No-Build option ranked third of all seven Tier 2 Alternatives could be primarily due to the zero cost and right-of-way impact, but also correlated with the fact that the No-Build condition performs operationally at a relatively high enough level when compared to the lower scoring alternatives across the other evaluation criteria. In theory, the No-Build option ranking third could provide a baseline for a hypothetical cost-benefit ratio where the alternatives that ranked below the No-Build have a cost/impacts that outweigh the overall benefits, while the alternatives that ranked above the No-Build have overall benefits that outweigh to the cost/impacts.

Over two pages, **Table 3-4** and **Table 3-5** provide a summary of the results for Tier 2 Alternative Evaluation process.

















Table 3-4: Tier 2 Alternative Rankings Summary by Tier 2 Evaluation Criteria Categories

	Evaluation C	riteria		Weight	No	Build	Pack	age A	Packa	ige B	Packa	ge C	Packag	ge D		age E : 17)	Package F	(Alt 18)
Category	Criteria / Measure	Threshold / Formula	Modifier		Result	Weighted Score	Result	Weighted Score	Result	Weighted Score	Result	Weighted Score	Result	Weighted Score	Result	Weighted Score	Result	Weighted Score
	Improves Congestion (Average of existing and future volumes)	Formula = (Best Result / Alternative Result) * Weight * 100 Ex - Pkg C: (6.23/9.09) * 5.25% * 100 = 3.60	N/A	5.25%	9.23	3.54	6.23	5.25	8.88	3.68	9.09	3.60	9.09	3.60	8.05	4.06	7.75	4.22
	Travel Speed as % of Base Free Flow Speed	Formula = ((Alternative Result * 100) / Best Result) * Weight * 100 / 2	N/A	3.32%														
	AM	Ex - Pkg C: ((74.5%*100)/84.9)* 3.32% * 100	.,,,,	(1.66%)	84.8%	1.61	87.4%	1.66	82.4%	1.57	84.4%	1.60	82.6%	1.57	86.9%	1.65	86.0%	1.63
Reduction in	PM	/2 = 1.46		(1.66%) 6.04%	83.4%	1.63	84.9%	1.66	76.6%	1.50	74.5%	1.46	75.3%	1.47	84.7%	1.66	84.9%	1.66
Vehicular Congestion	Improved Intersection LOS AM	Formula = (Best Result / Alternative	21/2		-	2.02	6	2.02	6	2.02		2.02	-	2.02		2.02		2.02
Congestion	PM Result) * Weight * 100 / 2 Ex - Pkg C: (6/6) * 6.04% * 100 / 2 = 3.02		N/A	(3.02%)	6	3.02		3.02		3.02	6	3.02	6	3.02	6	3.02	6	3.02
	Signal/Stop Control Delay			(3.02%)	7	2.59	7	2.59	6	3.02	6	3.02	6	3.02	7	2.59	7	2.59
		Formula = (Best Result / Alternative Result) * Weight * 100 / 2		(1.645%)	164.8	0.71	162	0.72	195.6	0.60	222.3	0.53	290.5	0.40	71.2	1.65	80.2	1.46
	Ex - Pkg C: (71.2/222.3) * 3.29% * 100 /2 =		N/A															
	PM 0.53			(1.645%)	85.3	0.92	47.5	1.65	63.8	1.23	63.1	1.24	55.5	1.41	63.2	1.24	55.1	1.42
	Travel Time: Formula = (Best Result / Alternative			4.79%														
	AM Re	Result) * Weight * 100 / 2	N/A	(2.395%)	959	2.33	931	2.40	986	2.26	965	2.31	987	2.26	935	2.39	945	2.36
	PM	Ex - Pkg C: (931/965) * 4.79% * 100 /2 = 2.31		(2.395%)	984	2.33	958	2.39	1073	2.14	1105	2.08	1092	2.10	959	2.39	957	2.40
	Reduction in Total Crashes	Formula = (Alternative Result / Best Result) * Weight * 100 Ex - Pkg C: (11.55/37.13) * 7.13% * 100 = 2.22	N/A	7.13%	0	0*	37.13	7.12	11.55	2.22	11.55	2.22	25.60	4.91	0	0*	0	0*
Safety	Reduced Injury Crashes	Formula = (Alternative Result / Best Result) * Weight * 100 Ex - Pkg C: (11.50/46.12) * 8.18% * 100 = 2.04	N/A	8.18%	0	0*	46.41	8.18	14.63	2.58	11.50	2.03	23.75	4.18	0	0*	0	0*
	Reduced Bicycle Crashes	Formula = (Alternative Result / Best Result) * Weight * 100 Ex - Pkg C: (-5.31/3.5) * 7.10% * 100 = -10.78	N/A	7.10%	0	0*	3.50	7.10	-5.31	-7.10	-5.31	-7.10	0	0*	0	0*	0	0*
		Meets or Exceeds both ADOT's minimum standard and the City/FMPO/NAIPTA's (PP) preferred standards	1															
	Pedestrian	Meets or Exceeds ADOT's minimum standard OR the City/FMPO/NAIPTA's (PP) preferred standards, but not both	0.5	7.12%	-	0.00	Varries	3.56	Varries	3.56	Varries	3.56	Varries	3.56	-	0.00	-	0.00
Expand Travel		Maintains Existing Condition Meets or Exceeds both ADOT's minimum standard	0															
Mode Choices	wiode choices	and the City/FMPO/NAIPTA's preferred standards	1															
	Bicycle	Meets or Exceeds ADOT's minimum standard OR the City/FMPO/NAIPTA's preferred standards, but not	0.5	7.48%	-	0.00	Varries	4.68	Varries	2.81	Varries	2.81	Varries	1.87	-	0.00	-	0.00
	both Maintains Existing Condition	0																
	Transit	Formula = (Best Result / Alternative		6.27%														
		Result) * Weight * 100 / 2	N/A	(3.135%)	834	2.84	862	2.74	895	2.64	893	2.65	1075	2.20	755	3.13	790	3.00
	PM	Ex - Pkg C: (755/893) * 6.27% * 100 /2 = 2.65		(3.135%)	894	2.90	866	3.00	1031	2.52	949	2.74	964	2.70	829	3.13	873	2.98













Table 3-5: Tier 2 Alternative Rankings Summary by Tier 2 Evaluation Criteria Categories (continued)

Evaluation Criteria				Weight	No Build		Package A		Package B		Package C		Package D		Package E (Alt 17)		Package F (Alt 18)	
Public Acceptance	Public Support	N/A	N/A	8.26%	0		0		0		0		0		0		0	
Construction/ Implementation	Project Cost ^{#+-}	Formula = (Best Result / (Alternative Result/10M)) * Weight * 100 Ex - Pkg C: (1/(24.576M/10M)) * 4.68% * 100	N/A	4.68%	\$0.00	4.68	\$87,291,544	0.54	\$24,576,648	1.90	\$24,576,648	1.90	\$20,652,488	2.27	\$80,265,491	0.58	\$62,352,890	0.75
	ROW Impact ^{+ -} (Square Feet)	Formula = (Best Result / (Alternative Result/10K)) * Weight * 100 Ex - Pkg C: (1/(91,728/10K)) * 4.98% * 100	N/A	4.96%	0	4.96	303,909	0.16	91,728	0.54	91,728	0.54	58,968	0.84	2,557,843	0.02	1,993,306	0.02
	Aggregate Score			83.88%	34.06		58.42		30.67		30.19		41.38		27.50		27.51	
Notes			Rank	\$	3		1		4		5		2		7		6	

Notes:

*If no bicycle lane is recommended as a component of the alternative (Alt. 2,3 rural, and 6) bicycle crash modification factors are not provided by the Clearinghouse, resulting in a score of zero. # Project Costs for managed lane alternatives do not include costs for permanant or variable message signing. +A common denominator has been added to the formula the normalize the relationship between the best result and the other results due to the large disparity between the two. -ROW impact/cost does not include any costs that may be associated with a potential impact to an existing building. Project Economics and Environmental Impacts criterion will be included in Tier 3 Alternative Evaluation Analysis.













Tier 2 Alternatives Recommended for Tier 3 Analysis

Based on the Tier 2 Modeling results and Evaluation Criteria results, the Project Partners agreed to eliminate Alternative Packages E (aka Alternative 17 - Wing Mountain bypass) and F (aka Alternative 18 - Hidden Hollow bypass) from further analysis in Tier 3, however, the group agreed that the alternative routes were being eliminated for Tier 3 analysis, but may still want to use the alternate route modeling findings to compare/contrast future US 180 alternative findings and that the future public presentation on US 180 alternatives needs to include the rationale as to why these alternatives were eliminated. Ultimately, the Project Partners felt that the significantly higher construction costs of the alternate bypass routes could not be supported/justified by the minimal/negligible improvements to traffic operations on US 180.

Without improvements to Milton Road or the application of select spot improvements, the US 180 Alternative Packages provide a negligible improvement to vehicle travel time, transit travel times, or signal LOS/delay. As a result, the Project Partners decided Alternative Packages A, B, C, and D require further discussion with the following two options to consider moving forward:

- **Option 1** Delay US 180 Tier 3 analysis until a Recommended Alternative is identified on Milton Road. Then, add the Milton Recommended Alternative plus Spot Improvements to model and re-run together with US 180 Alternative Packages.
- Option 2: Eliminate poor-performing US 180 Alternative Packages from further analysis.

The Project Partners also agreed to add a No Build Plus Spot Improvements alternative (No-Build Plus) for Tier 3 analysis.

No-Build Plus Spot Improvements – AKA "No-Build Plus"

As previously introduced, one component that separates the Tier 3 Alternative Evaluation process from the Tier 2 Alternative Evaluation process is the inclusion of spot improvements, and the introduction of the No-Build Plus — which essentially is the prior No-Build option, plus the addition of the spot improvements.

Through a progression of meetings between the Consultant Team and the Project Partners, a series of spot improvements were developed to be integrated into all the Tier 3 Alternatives, except the No-Build alternative. Spot improvements were recognized by the Project Partners as being desired to potentially inventory which type of low investment (compared to the Build Alternatives) enhancements could/should be included as part of the No-Build Plus alternative (newly introduced to the Tier 3 process), but also recognize the desire and value of incorporating (or not) of other desired enhancements such as pedestrian, bicycle, transit, safety and traffic operations along the US 180 corridor.

The spot improvements are concentrated at intersections since the alternative's cross section address the mid-block applications. Spot improvements were also characterized in one of the following categories:

















- Roadway Geometry;
- Roadway Operations;
- Vehicular Safety;
- Access Management;

- Pedestrian;
- Bicycle; and
- Transit.

Once the spot improvement inventory was completed, the Project Partners collaborated and recognized the variation in the spot improvement applications and identified the need to assign specific improvements to certain Tier 3 Alternatives. Spot improvements are assigned to the Tier 3 Alternatives by one of the three applications:

- No Build + Alternative Only;
- Build Alternatives Only; or
- All Alternatives.

Refer Section 5.1a of *Working Paper #2 – Alternatives Analysis* on the project <u>website</u> for the complete inventory of spot improvements.

Tier 3 Analysis & No-Build Plus Alternative Recommendation

Following the confirmation of the Tier 3 Evaluation Criteria, the Project Partners met on August 25, 2020 to review the US 180 CMP Tier 3 modeling results and discuss the correlation of the Milton Road CMP Tier 3 results to the US 180 CMP Tier 2 Evaluation Criteria results and the Tier 3 Alternative Evaluation and Screening process. Refer to Appendix H for the US 180 model results and meeting summary.

As noted in Section 4.9e—Working Paper #2 — Alternatives Analysis on the project website, the increase in travel time and poor performance of the operational metrics of the various US 180 Tier 2 alternative packages had a significant correlation to the operations on Milton Road — particularly in the southbound direction. Thus, since there are no significant travel time improvements on Milton Road resulting from the Milton Road Tier 3 Alternative Evaluation process, the opportunity or likelihood for operational improvements on US 180 is nearly non-existent. Refer to Appendix H for more information on how this conclusion was reached through ongoing Project Partner correspondence.

In other words, Milton Road operations are a significant influence on the impacts to operations on US 180 (particularly for southbound PM movements) and US 180 travel performance cannot be improved without first addressing the congestion issues on Milton Road. It was also noted that Mountain Line completed a US 180 Implementation Plan in 2018, finding that winter weekend congestion delays were typically in the 25- to 30-minute range. Specifically, peak travel time analyzed during the winter season from 2014-2018 showed that for 58% of the winter days, drivers experienced delay of 15 minutes or less, 19% of the winter days drivers experienced delays of 16-20 minutes, 10% of the winter days had delay of 21-30 minutes, and 13% of the days drivers experienced delays longer than 30 minutes. Recent enhancements such as increased transit headways, the enforcement of no parking along the US 180 roadway, and snow play area closures (Wing Mountain) have contributed to overall improvements on US 180 during winter weekends.



















Recognizing the combination of these multiple factors, the Project Partners discussed the following approach to the US 180 Tier 3 Alternative Evaluation Process:

- 1. Identify the No-Build Plus as the recommended alternative for US 180; and
- 2. If the public agrees, the other US 180 Tier 3 Alternates would not go through the Tier 3 Alternative Evaluation and Screening process.

The No-Build Plus alternative on US 180 offers improvements without expanding the right-of-way including bike, pedestrian, wildlife, and intersection safety improvements on US 180 per the previously identified spot improvement inventory in *Section 5.1a -Working Paper #2 – Alternatives Analysis* on the project website.

The Project Partners noted that not all bicycle and pedestrian infrastructure gaps were addressed within the existing defined spot improvement inventory and expressed shared interest in adding additional spot improvements to the No-Build Plus alternative. The refined No-Build Plus would expand to also include a select number of additional spot improvements, such as closing sidewalk gaps (not requiring additional right-of-way) that were not previously identified in the former No-Build Plus alternative. Since the Project Partners were comfortable supporting the No-Build Plus as the Recommended Alternative to the public, the remaining alternatives did not undergo the Tier 3 Alternative Evaluation process.

3.1c Recommended Alternative Selection Process

The Project Partners continued to work and select a refined set of spot improvements for US 180 once the Milton Road preferred alternative - the No Build Hybrid - was identified. This exercise, in essence, created and further defined the new No-Build Plus Recommended Alternative for the US 180 corridor

After reaching the final results of the Tier 2 Alternative Evaluation and determining the Project Partners decision to recommend the No-Build Plus as the US 180 Recommended Alternative, the next step in the US 180 CMP process was to present the Tier 2 Alternative Evaluation results and the proposed recommendation to the public to gauge their feedback and acceptance. This step was a systematic and collaborative process, including the utilization of the public/stakeholder survey inputs as well as feedback received from the project briefing of the City of Flagstaff City Council.

On Wednesday, November 19, 2021, the second public open house meeting (Public Open House Meeting #2) was held virtually due to the COVID-19 Pandemic. The purpose of Public Open House Meeting #2 was to present the detailed three-tier Alternative Analyses results and solicit public and stakeholder input on the Tier 2/Tier3 Alternatives, and ultimately share the Project Partner recommendation of the No-Build Plus as the Recommended Alternative for the US 180 CMP. Public Open House Meeting #2 began with a brief presentation to explain the three-tier alternative evaluation process, provide an overview of the Tier 3 Alternative Evaluation analysis, metrics and results, and notified the participants of the online community survey.

The online community survey included a series of 24 targeted questions. A total of 104 survey responses were received. In addition to feedback received from the community survey, there was also a Live Question and Answer (Q&A) session to allow meeting participants the opportunity to

















ask questions about the alternatives, alternatives evaluation process, and the CMP process as a whole to project representatives in a live format. The Live Q&A session was one hour long with 74 participants and a total of 41 questions recorded and answered.

In addition, and prior to the Public Open House Meeting #2, a project briefing was provided to the City of Flagstaff City Council on the status of the US 180 CMP focusing on the results of the Tier 2 Alternative Analysis, Evaluation Criteria results, and the desire to move forward with the No-Build Hybrid as the Recommended Alternative.

A brief synopsis of the public and stakeholder feedback on Tier 2 Alternatives as part of the Recommended Alternative selection process is provided in the following section. However, for more detailed information regarding the process and findings of Public Open House Meeting #2, please refer to Appendix C which includes the Public Open House Meeting #2 Meeting Summary Report. This summary report includes the virtual website used to conduct the meeting, the PowerPoint presentation, the results of the Live Q&A, the Tier 2 Alternative Evaluation display boards, and the detailed results of the online community survey.

Summary of Public/Stakeholder Feedback Received and Considered as Part of the Selection of the No Build Plus Recommended Alternative

Based on the feedback received from the online community survey and the Live Q&A session from the Public Open House Meeting #2, the following observations and considerations were made to aid the Project Partners in selecting a Recommended Alternative.

The public open house meeting #2 and the community survey enabled the consultant team to incorporate those findings to complete the "Public Acceptance" criteria and finalize the entire Tier 2 evaluation criteria analysis.

A series of questions in the online community survey asked participants, using a numeric scale, how much they would "support" or "oppose" each of the Tier 2 Alternatives, potential spot improvements as well as questions designed to gauge the public's appetite (or not) for acquisition of private property or impacts to private property (parking/buildings) that may be needed to widen the existing roadway. The public feedback received displayed no clear support or opposition for any of the Tier 2 Alternatives. However the results were mixed, and in the application of the Tier 2 evaluation criteria, only the No-Build Plus yielded a slightly positive score. All other alternatives yielded negative scores.

The public survey findings expressed significant opposition to additional right-of-way acquisition and the potential negative impacts to private properties along the US 180 frontage. Many written comments, primarily provided from residents in the area, voiced concern regarding the potential widening of US 180. While some of the public feedback and survey findings are conflicting, the Project Partners discussed and ultimately achieved consensus that the broader interpretation of the collective survey results suggested that the survey findings provided evidence that the public did not wish to see the widening of US 180. Moreover, the fact that each of the "build alternatives" yielded negative travel time impacts in the Tier 2 traffic modeling results as compared to the No-Build and No-Build Plus alternatives; coupled US 180 travel performance cannot be improved without first addressing the congestion issues on Milton Road, proved



















difficult for the Project Partners to justify or recommend a costly build alternative that did not provide a benefit to travel time in the US 180 corridor.

With and through the Project Partner deliberations on the Tier 2 evaluation criteria findings and public feedback received, Project Partner consensus was achieved to select the "No-Build Plus" as the Recommended Alternative fort the US 180 Road CMP.

4.0 RECOMMENDED ALTERNATIVE

Once the No-build Plus was selected as the Recommended Alternative, the Project Partners assembled over the course of multiple Project Partner meetings to develop and define specific facility enhancements for the corridor that aligned with US 180 CMP goals, Project Partner desired facilities, and within the scope of the No-Build Plus. A series of Spot Improvements were selected to be included for implementation and consideration of the No-Build Plus alternative.

As a result, the No-Build Plus is considered the Recommended Alternative which includes numerous multimodal improvements on US 180, but not adding lanes. The No-Build Plus alternative on US 180 still offers bicycle, pedestrian, bus user, wildlife, and intersection (safety) recommendations through the application of various spot improvements along the US 180 corridor.

Table 4-1 provides a list of the final inventory of Spot Improvements included with the No-Build Plus Recommended Alternative.

In developing transportation projects, there is sometimes a tradeoff between safety, capacity, convenience, and/or comfort of mode based on transportation controls and design that result in impacts to travel times. These tradeoffs must be carefully considered in a future analysis that goes beyond the scope of a planning document. Select at-grade crossing requests did not receive Project Partner concurrence and as a result were evaluated and resolved during an escalation ladder process. The resulting conclusion and supporting language is captured in the below paragraph.

Some intersection and/or mid-block crossing locations that are identified as future opportunities in the US 180 Corridor Master Plan may not be implemented as proposed after being analyzed through the planning process and evaluation criteria agreed upon by partners. However, these opportunities could present themselves as we move into the future. Approval to build such crossings requires a technical evaluation process which may not support the implementation of the improvements or may require additional enhancements such as intersection improvements, median refuges, grade separations or location adjustments. If the intersection and segment level of service or other potential negative impacts improve or can be mitigated from the predicted level of service identified in the study at the horizon year, then the additional pedestrian crossings could be considered if warranted in the future. Even though this is a 20-year plan, potential changes from real to projection may be checked on a five-year basis.









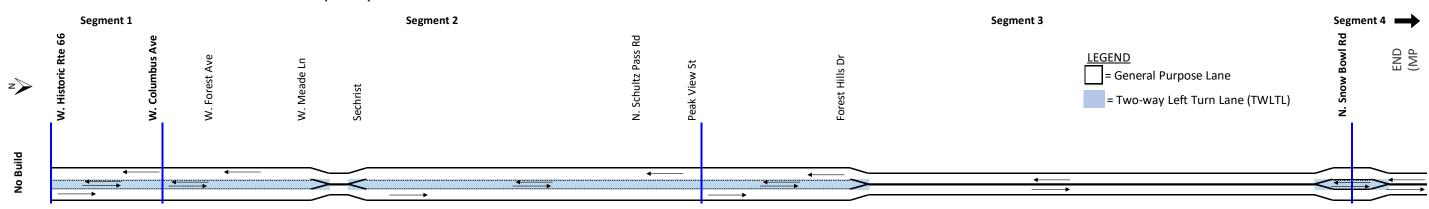








Table 4-1: US 180 No-Build Plus Recommended Spot Improvements



Spot Improvements					
Humphreys Street	Columbus Street	Forest Avenue	Sechrist Elementary School	Schultz Pass Drive	Snow Bowl Road
 Restrict U-Turns Ladder/High-Visibility Cross walks ADA-compliant curb ramps Pedestrian crossing improvements Transit signal prioritization# Add NB dual left turn lanes at Humphreys Street and Route 66 and additional NB receiving lane to Cherry Avenue as ROW becomes available ** 	 Ladder/High-Visibility Cross walks ADA-compliant curb ramps Bicycle signal detection and actuation Transit signal prioritization# increase pedestrian staging area 	 Two raised medians in existing south leg turn lane. 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 segments Pedestrian crossing hybrid beacon* ADA-compliant curb ramps Sidewalk widening Combined Bike Lane/Right Turn Lane for WB Forest Ave. to NB US 180 with bicycle shared-lane markings 	 NB right turn lane extension Pedestrian crossing hybrid beacon* ADA-compliant curb ramps Advanced pedestrian warning signage Existing bus stop on the NB side (east side) Enhanced lighting at pedestrian crossing 	 ADA-compliant curb ramps Bicycle signal detection and actuation Transit signal prioritization# 	 Additional left turn lane (SB Snow Bow Rd) Enhance pavement striping of existing pavement section to create an additional NB receiving lane on Snow Bowl Road Ladder/High-Visibility Cross walks Pedestrian crossing hybrid beacon* Roundabout (pending further consideration)
			Spot Improvements		
 DMS Signage Rumble strips in non-residential areas Safety edges Delineators Guard rails Turn lane extensions Speed feedbacksignage (temporary applications only) Wildlife crossing at MP 224.8, MP 228.8, and MP 218 Add sidewalk where not present within City of Flagstaff limits DMS Signage Shoulder widening between Magdalena Rd (MP 219.16) and Hidden Hollow Rd (MP 219.65) Restrict U-Turns Right turn restrictions Pinhanced crosswalks Pedestrian scale lighting (FUTS) Pedestrian warning signage Pedestrian warning signage Pedestrian hybrid beacon crossing at Humphreys St and Fine St. and on US 180 at Meade St, Anderson St, and Blue Willow St* Bicycle signage Add sidewalk where not present within City of Flagstaff limits Enhanced Transit Shelters Planned bus stop on the NB side of Anderson Road (east side) 					

*ADOT requires ped crossing and new signals to meet ADOT warrants prior to installing them on Milton and US 180. The project partners would like for monitored test crossings to be allowed, where appropriate. ADOT has warranting criteria for these features and believes the warrants should meet prior installing the features.















^{*}Proposed transit signal priority is for future consideration only, and will be considered for implementation upon meeting ADOT warrant and/or TIA that concludes no negative impacts to vehicular operations.

^{**}The NB dual left turn lane at Humphreys Street and Route 66 and receiving lane to Birch Street are intended to be implemented as part of redevelopment. The location of where the NB receiving lane drops (Birch St) should be reevaluated during design.



4.1 Implementation

The Vision and Spot Improvements of the Recommended Alternative may be implemented in a manner which would not negatively impact businesses or homes, while offering multimodal improvements. Because of this, it is recommended that all Project Partners work together to implement the recommended improvements as soon as funding becomes available, using whatever funding is attainable. The construction cost estimate is \$2,824,000.

The preliminary construction cost estimate for the study corridor was developed using Fiscal Year 2020/21 unit costs. A detailed Cost Estimate can be referenced in Appendix I. The detailed planning-level cost estimate includes estimate spreadsheets, spot improvement cost estimates, construction costs, and factor percentages. All costs and factors rates were either provided by or reviewed and approved by ADOT.

It is anticipated that ADOT would fund the improvements of this plan over time as funding becomes available via ADOT's performance-based Planning to Programming (P2P) process, ADOT's Highway Safety Improvement Program (HSIP), or other funding that may become available to the state. All ADOT-funded programs are competitive, so funding is not guaranteed.

Any recommended improvements that exceed ADOT's standards are anticipated to be funded by Project Partners as funding becomes available via their respective programming processes. Should ADOT's Project Partners desire to offer funding and partner on any improvement implementation, they should contact the ADOT District Engineer. Should ADOT's Project Partners desire to apply for grants to implement any improvements, they should contact ADOT's Grant Coordinator, Kohinoor Kar, (kkar@azdot.gov or 602-712-8239) prior to applying.

















APPENDICES

- Appendix A Project Charter
- Appendix B Public Involvement Plan (PIP)
- Appendix C Public Meeting Summary Reports
- Appendix D Existing Traffic Volume Synchro Input/Output Results
- Appendix E Beulah Boulevard Extension & University Avenue Extension Design Plans
- Appendix F Bus Rapid Transit Traffic Analysis & Model Results Memo
- Appendix G Controlling Design Criteria
- Appendix H Tier 3 Evaluation Criteria Task Force Notes & Outcomes
- Appendix I Detailed Planning-Level Cost Estimate

















Appendix A - Project Charter

Page intentionally left blank















PARTNERSHIP CHARTER

Milton Road & US 180 Corridor Master Plans

August 2, 2017

ADOT FMPO NAIPTA CITY OF FLAGSTAFF **COCONINO COUNTY**

USFS **FHWA** NAU

















MISSION STATEMENT

AS PROJECT PARTNERS, WE ARE COMMITTED TO FOSTERING AND MAINTAINING A POSITIVE AND SUPPORTIVE WORKING RELATIONSHIP WITH ALL AGENCY PROJECT PARTNERS THROUGHOUT THIS MASTER PLANNING PROCESS. AS PROJECT PARTNERS, WE HOLD COMMUNICATION, THESE COMMITMENTS, AND COOPERATION AS CORE PRINCIPLES FACILITATING THE SUCCESS OF THESE CORRIDOR MASTER PLANS.

PARTNERSHIP VALUES

MUTUAL RESPECT POSITIVE COMMUNICATION TRUST IN EACH OTHER COMMIT TO ATTEND MEETINGS **FOLLOW THROUGH ON**

ASSIGNMENTS

LISTENING WITH AN OPEN MIND **OPENNESS** LEAD BY EXAMPLE WILLING TO COMPROMISE **VALUE INNOVATIVE IDEAS**

HONESTY TACT PERSONAL INTEGRITY **HAVE FUN**



PARTNERSHIP CHARTER

Milton Road & US 180 Corridor Master Plans

August 2, 2017

2017 PARTNERSHIP GOALS

TEAMWORK

Develop and maintain a positive partnering relationship by encouraging the support and mutual respect of all project partners and the planning process.

MUTUAL GOALS

Seek to accomplish the mutually beneficial objectives of finalizing the long term vision for Milton Road and US 180 and prioritize future design projects for both corridors.

CONTINUOUS IMPROVEMENT

Evaluating the progress of the partnership and identify opportunities for improvement as needed.

TIMELINESS

Being on time for meetings, promptly following up on requests for information and following up on commitments.

CONFLICT RESOLUTION

Embrace conflicts as opportunities for improvement and be willing to resolve differences in a constructive and timely manner.



















Milton Road & US 180 Corridor Master Plans

August 2, 2017

Milton Road Corridor Master Plan Goals

- 1) Address year round congestion and safety on Milton Rd.
- 2) Identify the Long-Term (20-year) vision of the corridor.
- 3) Obtain public and stakeholder input on alternatives, including multimodal alternatives (answer the question: Are we going to expand Milton Rd?)
- 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/High Capacity Transit system design.
- 7) Follow the "PEL" process to carry forward decisions into Design & NEPA.



















PARTNERSHIP CHARTER

Milton Road & US 180 Corridor Master Plans

August 2, 2017

US 180 Corridor Master Plan Goals

- 1) Address congestion (with special emphasis on winter congestion) 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 (answer the question: Are we going to expand US 180 or create an Alternate Route?)
- 4) Scope out and further implement previous and new strategies, consistent with the Long-Term vision.
- 5) Prioritize implementation projects for design.
- 6) Address snow play parking issues on US 180 during winter weekends.
- 7) Follow the "PEL" process to carry forward decisions into Design

















PARTNERSHIP CHARTER

Milton Road & US 180 Corridor Master Plans

August 2, 2017



SIGNED, WEDNESDAY, AUGUST 2nd, 2017

Fury. Bown	Pm G	
MKONTONAL	The state of the s	
Rabanett	Debra Mollet	,
Deputic	Euly Mr	
XI Mace	am Dyn	
Joe Rue	Man Im	
a Preter		



















Appendix B - Public Involvement Plan (PIP)

Page intentionally left blank















ADOT

Milton Road & US 180 Corridor Master Plan

Public Involvement Plan
December 2017





















TABLE OF CONTENTS

l.	PLAN OVERVIEW	1
II.	PROJECT PURPOSE	
III.	STUDY AREA	2
IV.	PUBLIC INVOLVEMENT GOALS & OBJECTIVES FOR THIS PROJECT	3
٧.	PROJECT PARTNERS & AGENCY STAKEHOLDERS	
l.	PROJECT PARTNERS	
II.	PROJECT STAKEHOLDERS	
VI.	KEY PROJECT MESSAGES	
VII.		
	A. Project Website(s)	
	B. Media Relations	6
	C. SOCIAL MEDIA	
	D. Public Open House Meetings	7
	1. Public Open House Meeting #1: Project Introduction, Existing/Future Conditions Overview & Tier 1	
	Evaluation Criteria on Proposed Alternatives	
	2. Public Open House Meeting #2: Tier 2 Evaluation Criteria & Recommended Alternatives	8
	E. ELECTED OFFICIAL PROJECT BRIEFINGS	8
	F. Business Outreach	9
	G. TITLE VI, ENVIRONMENTAL JUSTICE& LIMITED ENGLISH PROFICIENCY	9





I. PLAN OVERVIEW

The purpose of this Public Involvement Plan (PIP) is to describe how the Project Partners, stakeholders, business owners and residents of Flagstaff and Coconino County will be involved in the Milton Road and US 180 Corridor Master Plans project/process. It is very important to encourage public involvement at all stages of decision making, and is critical at the onset of the study and planning stages.

The Public Involvement Plan will support the already defined study tasks, objectives, and schedule and help assist the study team to understand the issues, concerns, needs, and desires of all project partners, stakeholders, business owners and residents. Given the nature of this project, it is vital that the Project Partners, residents, business owners, and other stakeholders provide input for a successful study.

This PIP is intended to be a working document, and will be updated as needed as the project progresses. This Public Involvement Plan includes goals, communication/engagement methods and tools, project timeline, key messages, and a list of primary stakeholders. Most importantly the PIP will be a set of guidelines, techniques, and examples that ADOT will use to interact and engage the public throughout the study process.

The Arizona Department of Transportation is a multimodal transportation agency responsible for planning, building and operating a complex highway system. ADOT's mission is to provide a safe, efficient, cost-effective transportation system. ADOT recognizes that transportation is personal to users which is why the agency holds this public involvement philosophy: "As ADOT strives to create and maintain a transportation system for Arizona that improves the quality of life and bolsters the state's economy, we will include a diversity of voices and viewpoints from across the state that provide valuable insight to help inform the decision-making process". This public involvement plan for the Milton Road & US 180 Corridor Master Plan reflects this agency philosophy and is designed to engage as many groups as possible who will benefit from, be impacted by or are interested in the transportation project alternatives.

II. PROJECT PURPOSE

The purpose and goals of the Milton Road and US 180 Corridor Master Plans project as agreed upon by the Project Partners is to:

- 1) Prepare two Corridor Master Plans one for Milton Road, one for US 180.
- 2) Address year round safety and congestion on Milton Rd. and US 180 (with special emphasis on winter congestion and safety on US 180).
- 3) Identify the Long-Term (20-year) vision of each corridor.
- 4) Obtain public and stakeholder input on the alternatives, including multi-modal alternatives. This will be achieved in part by answering the following questions:

Are we going to expand Milton Rd?





Are we going to expand US 180 or create an Alternate Route?

- 5) Scope out and further implement previous and new strategies, consistent with the Long-Term vision for each corridor.
- 6) Prioritize implementation projects for design for each corridor.
- 7) Assist NAIPTA in completing its Bus Rapid/High Capacity Transit system design.
- 8) Address snow play parking issues on US 180 during winter weekends.
- 9) Follow the PEL process to carry forward decisions into Design & NEPA.

III. STUDY AREA

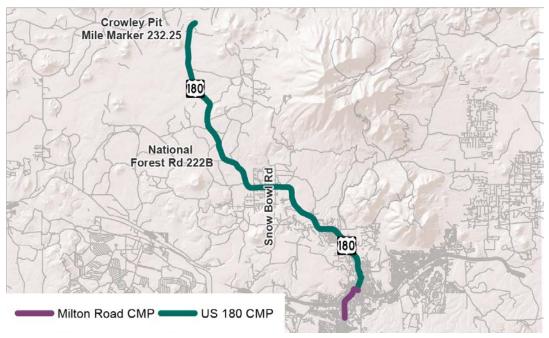
The Milton Road CMP study area consists of a 1.8 mile segment that includes begins at W. Forest Meadows Street (MP 402.16) to the south to Beaver Street (MP 180.2) to the north.







The US 180 CMP study area consists of a 17.4 mile from segment from its intersection with Milton Road near downtown (MP215.44) to the Crowley Pit Snow Play Area (MP 232.25).



IV. PUBLIC INVOLVEMENT GOALS & OBJECTIVES FOR THIS PROJECT

The primary goals of the Public Involvement Plan are to:

- Enhance and broaden the awareness of this project.
- Promote an understanding of purpose and need for the Milton Road and US 180 Corridor Master Plans.
- Provide ample opportunities for residents, business owners and stakeholders of Flagstaff and Coconino County to provide input during the study process, and prior to recommendations being made.

V. PROJECT PARTNERS & AGENCY STAKEHOLDERS

I. Project Partners

The ADOT Multi-Modal Planning Division is conducting this study in cooperation with several Project Partnering Agencies committed to preparing a long-term Corridor Master Plans (CMPs) for Milton Road and US 180. A Project Partner is a stakeholder who is actively engaged in the leadership of the project by helping develop the project charter that includes a mission statement, values, goals and objectives. Project Partners will meet at least bi-monthly, review deliverables, provide strategic direction, and input through the duration of the CMPs. The Project Partnering Agencies for this project include:





ADOT FMPO Coconino County NAIPTA USFS City of Flagstaff FHWA NAU

II. Project Stakeholders

Project stakeholders include representatives from the Partner agencies, but also include an expanded group of representatives from other agencies and organizations. The Project Stakeholders will meet with Project Partners at key milestones to review and provide input on major deliverables. An Agency Stakeholder list will be provided to the Project Partners for review.

The Project Partners and Project Stakeholders are tasked with overseeing the project study team's efforts over the course of the entire process. They will review draft documents, attend meetings at key project milestones and offer feedback and guidance to ensure that the CMPs meet desired project goals and objectives. Project Stakeholders will also assist the study team in advertising, communicating and delivering public notices for public open house meetings and scheduled meetings with elected officials to receive project updates at key project milestones.

VI. KEY PROJECT MESSAGES

Responses to frequently asked questions regarding the study will be updated below. These messages will be revised and refined as project objectives and concerns and public outreach evolves. These responses should generally be used by the Project Partners, Stakeholders, and Study Team, over the course of the study.

Where will this project be conducted?

The Milton Road CMP study area consists of a 1.8 mile segment that includes begins at W. Forest Meadows Street (MP 402.16) to the south to Beaver Street (MP 180.2) to the north.

The US 180 CMP study area consists of a 17.4 mile from segment from its intersection with Milton Road near downtown (MP215.44) to the Crowley Pit Snow Area turnoff (MP 232.25).

There have been previous studies evaluating these issues – how will this study be different?

A key objective of this project is to address year round safety and congestion on Milton Rd. and US 180 (with special emphasis on winter congestion and safety on US 180). The project will identify the Long-Term (20-year) vision of each corridor and prioritize implementation projects for design for each corridor. Residents, business owners and other stakeholders of Flagstaff and Coconino County will be encouraged to participate in the study process at key project milestones.





The analysis and various alternatives from the previous studies will be useful for the study team to evaluate a variety of existing alternatives and perhaps generate additional alternatives for the potential widening of Milton Road. The project will investigate and how those alternatives (and their respective right-of-way needs) may impact adjacent properties today and in the future.

For US 180, the study team will also utilize information from previous studies and evaluate potential methods to enhance safety and reduce congestion on US 180. Methods to be evaluated will generally include capacity of existing roadway, alternative transportation methods and an alternative route.

As a resident of Flagstaff/Coconino County, how can I be involved in this project, and what ways will I be notified of project information and meetings?

This process will include two pubic open house meetings, as well as briefings to the Flagstaff City Council and Coconino County Board of Supervisors at key project milestones. Information on dates/times of public meetings will be broadly distributed through; public service announcements and local newspapers such as the Arizona Daily Sun and Flagstaff Business News, through a project link on the ADOT, City of Flagstaff and Coconino County websites; emails to Flagstaff and Coconino County list serve subscribers; Chamber of Commerce members/subscribers; and ADOT, Flagstaff and Coconino County social media outlets such as Twitter and Facebook.

VII. PUBLIC OUTREACH TOOLS & METHODS

a. Project Website(s)

An inviting, user-friendly website will be important to this project. ADOT will host a project webpage on the ADOT existing website which will serve as the hub for all project information. The website will serve as a repository for project documents as well as a virtual notice board for upcoming meetings, surveys, and social media. Other participation tools can be embedded in or linked to from the main project webpage. The project consultant will be responsible for preparing and providing website content material (based on deliverables prepared in association with relevant project tasks such as working papers and maps) and public meeting notices. ADOT staff will be responsible for posting said material and maintaining the project website. The Study Team will periodically review website content to ensure consistency of project information and collaborate with ADOT staff to identify any possible modifications to enhance the effectiveness of this outreach tool.





b. Media Relations

The study team will periodically develop press release content and supply it to ADOT for disbursement to necessary print and online media outlets. There will be up to three press releases that will promote the Milton Road/US 180 CMP study process, milestones, and public open house meetings. These press releases will help to increase exposure of the study with a goal to gain more public input and participation. Confirmation of the preferred print and online media organizations will be coordinated with ADOT, Flagstaff and Coconino County staff, however, preliminary outlets likely include:

- 1. Arizona Daily Sun: http://azdailysun.com/
- 2. Flagstaff Business News: http://www.flagstaffbusinessnews.com/
- 3. Greater Flagstaff Chamber of Commerce Blog: https://www.flagstaffchamber.com/blog-feed/
- 4. ABC 15-Flagstaff: http://www.abc15.com/flagstaff
- 5. ABC 15 Northern Arizona: http://www.abc15.com/northernarizona
- 6. KAFF News: https://gcmaz.com/category/news/flagstaff/

In addition to the press releases, the study team will also prepare advertisements/flyers for each community meeting. These advertisements and flyers will consists of the purpose of the meetings, date, location, and time to be clearly conveyed. As well as complying with Title VI and NEPA. The study team will public an advertisement and news release at least seven business days prior to any open house/public meetings. Not only will the public get these notifications, elected officials will also be invited to any open house/public meeting. These advertisements/flyers may also be placed by ADOT/City/County staff in:

- 1. Electronic notifications
- 2. Posted on project website
- 3. Local non-profit groups
- 4. Faith based organizations
- 5. Email blast to City and County list serve subscribers
- 6. Included in local utility mailers
- 7. HOA Newsletters
- 8. City and/or County Newsletters
- 9. Posted in other public places that are identified by the study team

c. Social Media

During the course of this process, the use of ADOT, Flagstaff and Coconino County's current social media platforms to inform residents of any public meetings, events, project status updates, and milestones. Content and scheduling will be provided by the study team, and ADOT/City/County to be tasked with the dispersal of information to necessary social media accounts.





Facebook

- a. https://www.facebook.com/CityofFlagstaff/
- b. https://www.facebook.com/CoconinoCounty
- c. https://www.facebook.com/AZDOT/

2. Twitter

- a. https://twitter.com/CityofFlagstaff
- b. https://twitter.com/coconinocounty
- c. https://twitter.com/ArizonaDOT

3. YouTube

- a. https://www.youtube.com/user/coconinocnty
- b. https://www.youtube.com/user/ArizonaDOT
- 4. Board of Supervisor Meeting Videos
 - a. http://www.coconino.az.gov/1589/BOS-Video-Stream

d. Community Contacts list

A contact list/mailing lists will be created for any residents or stakeholders that wish to stay continuously updated throughout the project. These contacts will be collected at each public meeting. In addition to the community contact list, any comments received will be logged in a data base noting the day/time of comments, who the comment was from, the comment, and any follow up/explanation/answers to the comments.

e. Public Open House Meetings

During the course of the study there will be two public open house meetings. It is important to provide the Flagstaff and Coconino County community – those who are affected by actions – an opportunity to participate in this important study. These meetings will be important to collect, exchange, and provide information to and from residents and stakeholders. During these meetings the public will be provided with printed materials of fact sheets that will help enhance the public involvement, and encourage more public participation. The public will The following are the two public open house meetings proposed for this project:

1. Public Open House Meeting #1: Project Introduction, Existing/Future Conditions Overview & Tier 1 Evaluation Criteria on Proposed Alternatives

The Study Team will facilitate the first public open house meeting to review the findings of Working Paper #1. A high level summary review of previous studies, existing and future conditions of land use patterns, traffic data and crash history, roadway/pavement conditions, existing rights-of-way, demographic and socioeconomic characteristics, and general environmental conditions overview will be provided. In addition to introducing





the overall project to the community and providing existing conditions information, the workshop will engage attendees in a discussion about its assets, issues, and objectives for the project in a brief high-level understanding.

The majority of the meeting will cover the first tier of the two-tiered Alternatives Analysis Screening process. This meeting will solicit input on the evaluation criteria and weighting used to develop the first tier of alternatives for consideration as recommended projects. Attendees will receive a presentation on the methodology that went into creating the Tier 1 evaluation criteria and proposed alternatives and have an opportunity to rank each proposed alternative themselves. The opportunities and constraints of each alternative will be presented and discussed with meeting attendees.

The workshop portion of the public meeting will be conducted using state-of-the-art Interactive Audience Response Technology that will electronically survey the attendees over preferences of evaluation criteria used as well as each of the alternatives presented.

2. Public Open House Meeting #2: Tier 2 Evaluation Criteria & Recommended Alternatives

The second public open house meeting will review the methodology and results of the evaluation criteria for the Tier 2 screening of alternatives. The Study Team will review the conceptual engineering plans with environmental, utility, and R/W and Tier 2 "Planning Level" evaluation criteria and weighting. Attendees will have the opportunity to rank each of the final recommended alternatives. The opportunities and constraints of each alternative will be presented and discussed with meeting attendees.

The workshop portion of the public meeting will be conducted using state-of-the-art Interactive Audience Response Technology that will electronically survey the attendees over preferences of evaluation criteria used as well as each of the alternatives presented.

f. Elected Official Project Briefings

Similar to the timing of the public open house meetings, the City of Flagstaff City Council and Coconino County Board of Supervisors will each receive project briefings in advance of the public open house meetings to receive progress updates and obtain input on draft Working Paper #1 (Existing and Future Conditions Overview/Tier 1 Alternatives) and draft Working Paper #2 (Tier 2 Evaluation Criteria and Proposed Alternatives). Each meeting will consist of a presentation and dialogue with the elected officials to solicit their input and guidance on draft Working Paper elements and recommendations prior to the scheduling of each public open house meeting.





g. Business Outreach

As the planning process evolves and the spectrum of alternatives are narrowed through the Tier 2 alternatives review and analysis process, outreach to local businesses with property frontage upon Milton Road will occur.

The Study Team may utilize one or more methods of outreach to local business owners. The precise approach will be dependent upon the nature, location and impact of the recommended alternatives for Milton Road.

Business outreach methods will likely consist of one or more of the following options; business workshops, focus group meetings, one-on-one meetings, distribution of flyers, door to door surveys or some combination of these methods.

The Study Team will coordinate closely with the City of Flagstaff and other Agency Stakeholders to refine the precise business outreach approach as the Tier 2 alternatives analysis is completed.

h. Intergovernmental Collaboration

The collaboration of other government agency's his highly encouraged, and every effort to include the applicable governmental agencies will be made.

i. Title VI, Environmental Justice& Limited English Proficiency

In order to comply with Title VI of the Civil Rights Act, Environmental Justice, and Limited English Proficiency (LEP), socioeconomic data was collected from the Environmental Protection Agency's EJ Screen Tool. As 579 persons (or 5% of the total population) within the CMP areas Speak English "less than very well", it is anticipated that public outreach materials will be translated and include language to contact ADOT if a translator is required. It is not anticipated that public meeting translators or other CMP materials would be translated at this time, pending confirmation from Local Officials and the ADOT Civil Rights Office.





Appendix C - Public Meeting Summary Reports

Page intentionally left blank















ADOTUS 180 Corridor Master Plan

Public Open House Meeting #1: Meeting Summary Report

June 2018

















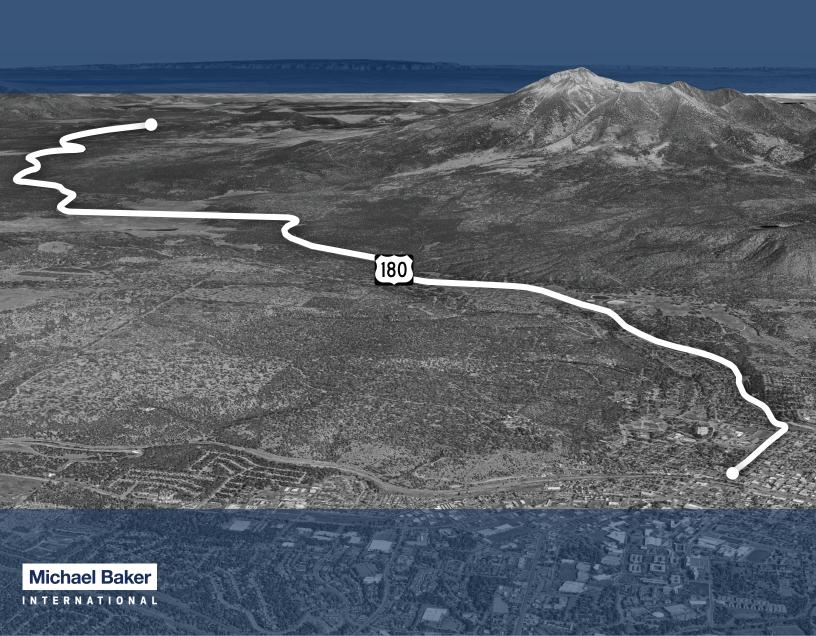




Table of Contents

Purpose of the US 180 Corridor Master Plan	3
Introduction	
Public Open House Meeting #1 Purpose	4
Public Open House Meeting #1 Notification Procedures	
Newspaper Advertisements	4
Online Newspaper Advertisements	4
Social Media	4
Website	5
Public Open House Meeting #1 Format	
Introduction	5
Presentation	
Open House	
Station 1: About the Project/Study Area at a Glance	
Station 2: System Alternatives Utilizing Existing Right-of-WayStation 3: System Alternatives that May Require Expanded Right-of-Way	
Station 4: Alternative Routes to US 180	
Station 5: NAIPTA Study	
Mapping Exercise	
Public Comment Summary	
Preliminary System Alternative Sticky-Dot Prioritization Exercise	
Station Comment Cards	14
Appendix A - US 180 Pubic Open House Meeting #1 Advertisement	15
Appendix B - US 180 Public Open House Sign-In Sheets	10
Appendix C - US 180 Public Open House Pinning Exercise	22
Appendix D - US 180 Public Open House PowerPoint Presentation	24
Appendix E - US 180 Public Open House Question Card	29
Appendix F - Station 1: About the Project/Study Area at a Glance Display Boards	30
Appendix G - Station 2: System Alternatives Utilizing Existing Right-of-Way Display Boards	3
Appendix H - Station 3: System Alternatives that May Require Expanded Right-of-Way Display Boards	35
Appendix I - Station 4: Alternative Routes to US 180 Display Boards	39
Appendix J - Mapping Exercise	
Route 66 to Columbus Avenue Columbus Avenue to Quintana Road	
FMPO NORTHERN	

















US 180 CORRIDOR MASTER PLAN





Quintana Road to Shultz Pass Road	
Schultz Pass Road to Forest Hills Road	47
Appendix K – US 180 Public Open House Presentation Question Cards	48
Appendix L- Station 1: About the Project/Study Area at a Glance Comment Cards	56
Appendix M - Station 2: System Alternatives Utilizing Existing Right-of-Way Comment Cards	70
Appendix N - Station 3: System Alternatives that May Require Expanded Right-of-Way Comment Cards	80
Appendix O - Station 4: Alternative Routes to US 180 Comment Cards	109



















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.

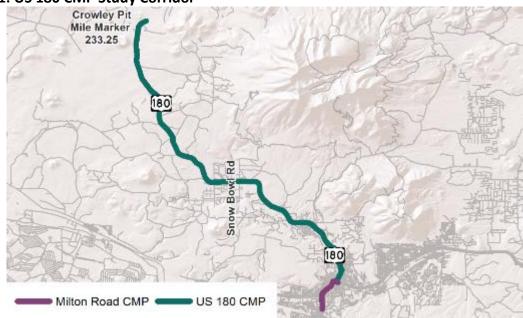


Figure 1: US 180 CMP Study Corridor



















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)
- 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

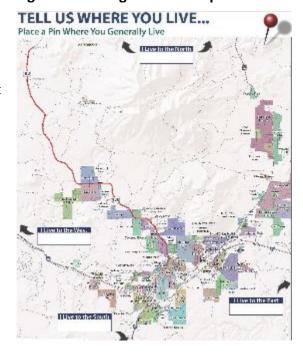
The project website was developed and the web address was published on all informational materials. Public meeting information and project details were provided on the website: www.azdot.gov/US180CorridorMasterPlan

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.

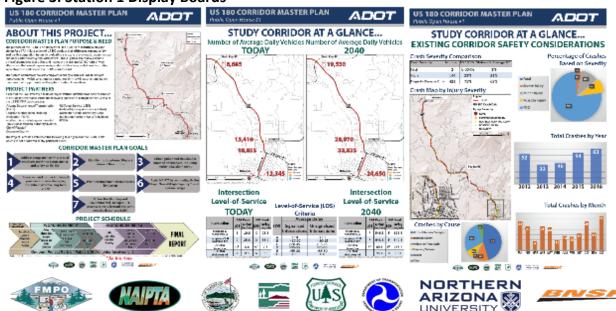
Open House

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





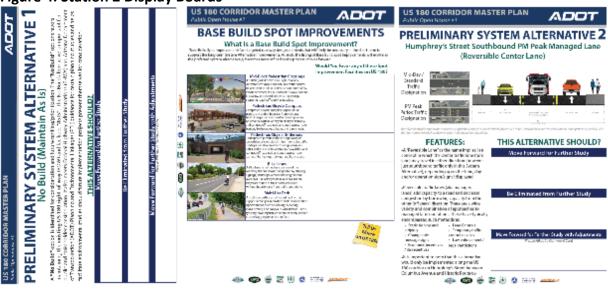
Station 2: System Alternatives Utilizing Existing Right-of-Way

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.











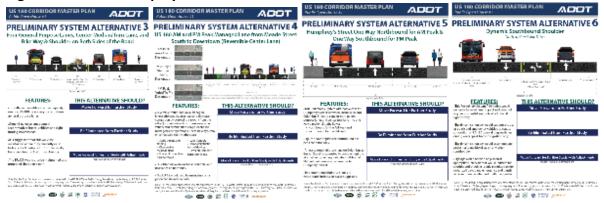








Figure 5: Station 3 Display Boards



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.











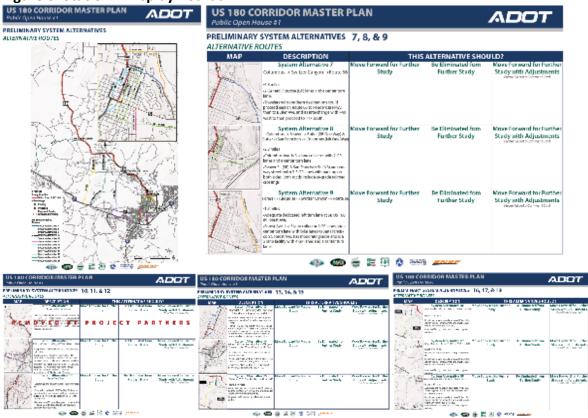








Figure 6: Station 4 Display Boards



















US 180 CORRIDOR MASTER PLAN

Public Open House Meeting #1 #1 – Meeting Summary Report



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 (<u>US180@mbakerintl.com</u>). 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-V	Vay		
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	

















Public Open House #1 – Meeting Summary Report



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

















Public Open House #1 – Meeting Summary Report



- 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.

















Public Open House #1 – Meeting Summary Report



- 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 wat 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 (mile post 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.















NORTHERN ARIZONA UNIVERSITY



ADOT Project Number: P181203P

Federal Aid Number: MPD-S(018)



















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

US 180 Corridor Master P	an
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	

ame	E-mail .
MEPLE HENDERSON roothe Worms becker Main Fule Robert D. Best	
rooke Worms hecker	1
Valu File	1
A.A. Rook	1
OBERT VI ISEOD	
	1800
1000	100
100	1000
	1 3 10000
82000	0.00 × 0.000 ×
- 20	
102	

-	- MAGI
7.0	
	T 11-
	1470
— : : : : : : : : : : : : : : : : : : :	
	SemONIA (SERTO HI) A
ADOT	NORTHERN ARIZONA PLINIVERSITY OF



















400 M Fly Avenue Fly to the action of the second	US 180 Corridor Master P	lan
400 M Flor Avenue Floratell Advance Conne	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

Name	E-mail
Kandon Cup	
Stay Matteson	
CINCO DOSKOCIL BAREN WORDEN	
Mona Schmidt	1
ROBOM Schonist	1
Deborch Collins	1
Sum Declitar	
Estella Hollander	
Dors (as Sabo	
Cuylla Quanuer	
ED SANING	-
David Blanchard	
Rubert SMIPLEY	
Ethan Blasius	1
BRAD LUKY	
Sharon Gallerasin	
Tatianna Smith	
Jennsen Womack GREG SCHARF	
Chairly Buch	
JOAN MARTINION	
Magleys	1
Lettrey DeLap	
Rylan Brydenthal	
amie Whelan	
Janet Koons	
Orla Klays	
Susan Helms	1
PAGER SMITH	1
ROGER SMITH FEFF GOVEDEN	1
Richard Holm	
Counce Kim ADAM DENSEL	
ADAM DEISEL	
GRES MACE	
Mark Sainti	1
Jennifer Spinti	
	NORTHERN





































US 180 Corridor Master Pl Public Open House #1	an
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	
Depay & LAUIU	
Robert A. DAVis	
Kethrun Davie	
And & Amore Shuson	
JAN Must	
DENVIS HOMAN	
RANDS WHITH KER	
CHRIS PHODE	
DAVID SHAFFER	
Dow woods	
Ton Rose	1
KATHERINE FARR	1
PATPICK KOHNEN	
M. WOODS	
Laura shearin	
AUCE FREET	1
JANICE FREET	
KIM AUSTIN	
Julie Leid	
Christi Carlson	1
Mike & Ches Mitchell	1
Alidation Dierher	
Sue Martin-Coskey	1
CATHY THOEMMES	1
JOHN VANLANDINGHAM	1
Agren Se Fort	1
Richard Rogers	
Nat white	
Paige Jardina	
Mary Harmon	
Chrostin Cox	
JONATHAN MCINTIRE	
SAT BEST	
WEST Maurer	
Tom Smorth	
Jim Doskocil	
Ed Smarkle	
ADOT 4	WID STEEL OF NORTHERN ARIZONA UNIVERSITY



















US 180 Corridor Master	
Public Open House	#1
Flagstaff High School: The Commons	Thursday, May 3, 2018
	6:00 pm - 8:00 pm

Name	E-mail
JUHN KONDRATUK	
Robert Straver	
Rissell Collins/	
DAVE DORRICK	
Kody Phoads	
JIM MCCAISTHY	
TOM BOUGHNER	
Lysise Kisluzen	
MARK HAUGHWOUT	
Hannah Griscom	1
TI What Griscom	1
PAUX DAVIS	1
Gorne Chair	1
Raddy Phillips	1
JEFF COKER	
duson Suers	
John Venkat	
Repecca Delays	
Sardra Smoth	
Eaward Smith	
JOHN LUCKOW	
Kay Ainsweath	
Linda Jalbert	
FINAL SUITER	1
Margie Goulden	
Evan Warthington	1
Art Bules	1
Jonah Walsh	1
Matt Tarding.	
Losed + Noighta	
Lim Tittelkaugh	
Janrel rolke	
DAN OROLI	
Marium Algabanes	1
Fylon Alphushi	1
Julie stone	1
Kim CAMPBELL	NOPTHERN
ADOT AMPON	WIND ARIZONA A



















US 180 Corridor Master P	lan
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 Call	E-mail 4.5
Name Alicyn Gittin Chia Barotz Mckenzie Jones Lawa Kesster	
v	
10 H	
-	
-	
AFURO	NORTHERN
ADOT (NORTHERN ARIZONA & ARIZONA





































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

Name Division Name	E-mail				0 1		
Brian Poturalski							
Carole Gilmore							
RICHARO & LAVERNE JEANNE							
BRETT & MARY WOODS							
TIM DALEGOWSKI							
MICHELE RALSTON							
BAUM & SALAM SARTY							
ANTHONY QUINTILE							
John Naunger							
Matt Mitchell							
Moutenine	Į.						
CHUCK GILLICK	l						
Kurt Knittle							
MARILYN WEISSMAN							
Anne Witter	l						
w & Moser							
David Anning							
Austin Simmons	l						
Rick Barrett							
Bors Kin							
Annas Armohammadsalen							
shayed Aboshibah							
Brandon Short							
Katy Sechrist							
Kelly Rowell (well-rowell)							
Kostarina Karidla () gmw)							
CARLY LONG!							
DREFF TOWNSEND	1						
NOOM, KOIVIN							
EVE COFFMAN							
Susan Golightty							
Mile Valeri	1						
Shave Dille	1						
MATHIA PAR	1						
The state of the s	1						
Guillermo Contes							
		1 =	643	ND.	RTHERN	muse	
ADOT (IIPIU)		JUAS (AR	IZDNA 🔯	22245	











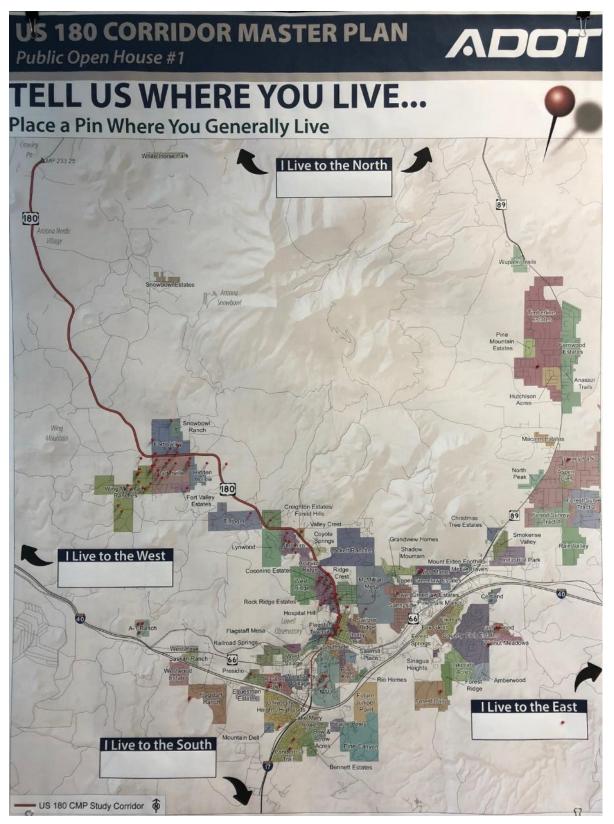








Appendix C - US 180 Public Open House Pinning Exercise











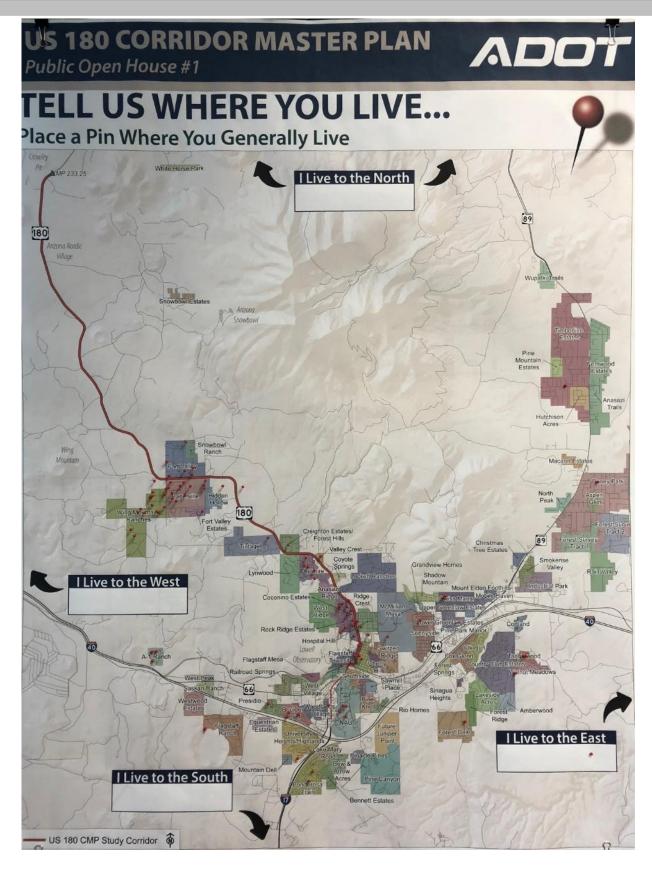






























Appendix D - US 180 Public Open House PowerPoint Presentation























TONIGHT'S AGENDA

- I. Welcome & Introductions
- II. Open House Format & Objectives
- III. Project Introduction
 - a) Study Corrior 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



























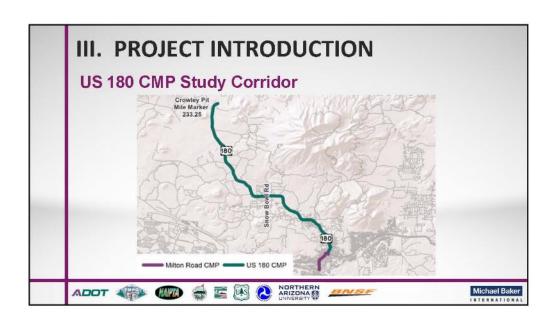












III. PROJECT INTRODUCTION

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



























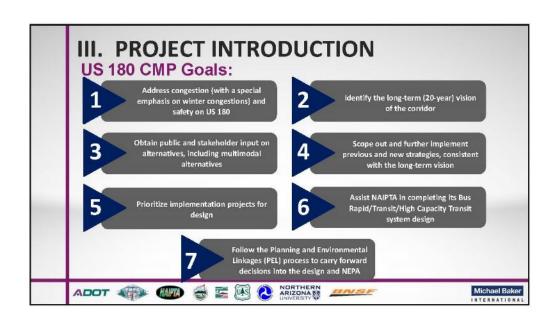


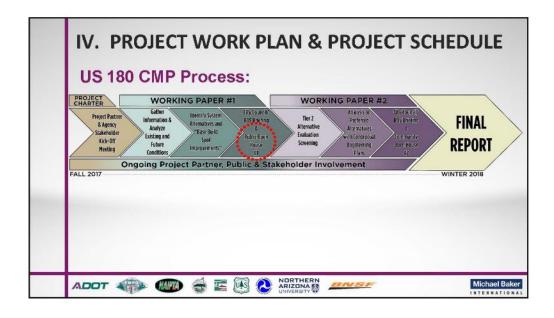






























V. NEXT STEPS

- 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...

- Questions and Comments at 5 "Stations" 1)
- Ask any Project Representative 2)
- 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



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.

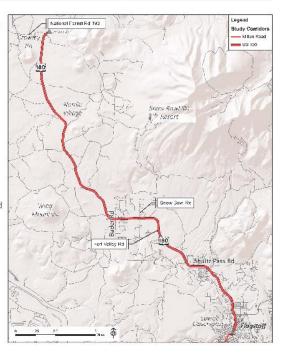
The System Alternatives are also complemented by a series of Base Build Spot Improvements - which constitute targeted, near-term low investment mitigation measures that support mid- and long-term System Alternatives.

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) •Burlington Northern Santa Fe Railroad
- Coconino County
- US Forest Service (USES)
- ·Federal Highways Administration (FHWA)
- •Northern Arizona University (NAU)

 City of Flagstaff (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

into the design and NEPA





















Public Open House #1



STUDY CORRIDOR AT A GLANCE...

Number of Average Daily Vehicles Number of Average Daily Vehicles

TODAY

Shultz Pass Rd

19,530

15,410

Forest Ave

Legend
Study Corridors
Stud

Intersection Level-of-Service TODAY

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

Level-of-Service (LOS) Criteria

	Average Delay		
LOS	Signalized Intersections	Unsignalized Intersections	
Α	≤ 10	≤ 10	
В	> 10-20	> 10-15	
C	>20-35	>15-25	
D	>35-55	>25-35	
Е	>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 5t & 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	В	19.4



































Public Open House #1

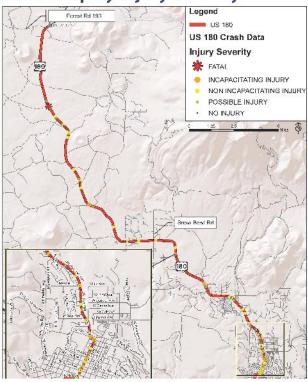


STUDY CORRIDOR AT A GLANCE... **EXISTING CORRIDOR SAFETY CONSIDERATIONS**

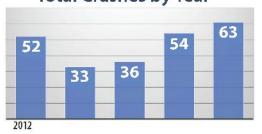
Crash Severity Comparison

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



Total Crashes by Year

























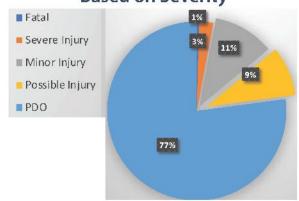




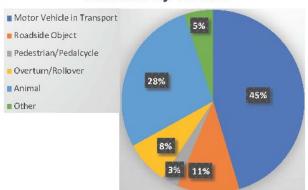




Percentage of Crashes Based on Severity



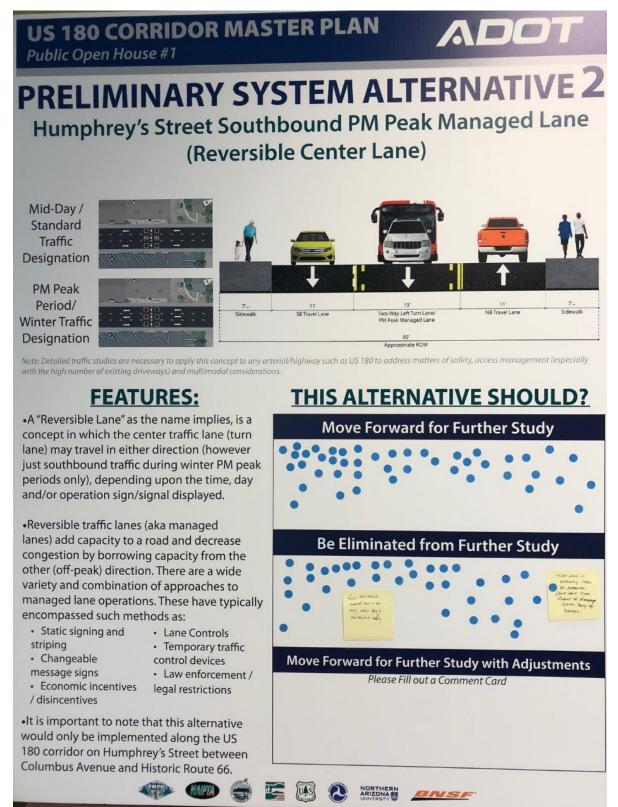
Crashes by Cause



Total Crashes by Month



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





















US 180 CORRIDOR MASTER PLAN ADOT Public Open House #1 **BASE BUILD SPOT IMPROVEMENTS** What is a Base Build Spot Improvement? "Base Build Spot Improvements" are targeted roadway design elements that will likely be necessary in the short-term to support the long-term System Alternative improvements. As such, the listing of Base Build Spot Improvements will evolve as the preferred System Alternative(s) becomes more refined as the process moves forward. Would You Favor any of these Wildle Improvement Facilities on US Mid-Block Pedestrian Crossings A "HAWK", also known as a High-Intensity Activated crossWalk beacon, is a traffic control device used to allow pedestrians to cross safely. When activated, the purpose of a HAWK beacon is to allow protected pedestrian crossings, stopping road traffic only as needed. Pedestrian/Bicycle Overpass Overpasses provide complete separation of pedestrians and/or bicyclists from vehicular traffic. Overpasses also provide crossings where no other pedestrian or bicycle facility is available, and connect off-road trails and paths across major parriers, like freeways, railways, and busy streets. Pedestrian/Bicycle Underpass pedestrians and/or bicyclists from vehicular traffic Underpasses also provide crossings where no other pedestrian or bicycle facility is available, and FORAES connect off-road trails and paths across major barriers, like freeways, railways, and busy streets. **Bike Lanes** A Bike Lane is defined as a portion of the roadway that has been designated by striping, signage, and/or pavement markings for the exclusive use of bicyclists. Bike lanes enable bicyclists to ride at their preferred speed without interference from traffic conditions. Multi-Use Path A multi-use path is an off-street facility that supports multiple recreation and transportation opportunities, such as walking, bicycling, nline skating and people in wheelchairs. Paths typically have asphalt, concrete or firmly packed crushed aggregate as the surface. JURN MECH DECROST + Tell Us Where on US 180



















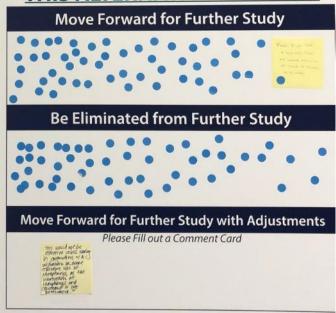
Appendix H - Station 3: System Alternatives that May Require Expanded Right-of-Way Display Boards



FEATURES:

- •This alternative adds vehicular capacity to existing US 180 by adding two additional general purpose lanes
- •General purpose lanes would accommodate buses, vehicles and right turning movements.
- •It is suggested that sidewalks be maintained where they currently exist today on both sides of US 180. Generally from Beal Road to Columbus Avenue.
- •The F.U.T.S. would also be maintained as a protected shared use path.

THIS ALTERNATIVE SHOULD?



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.





































Public Open House #1

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



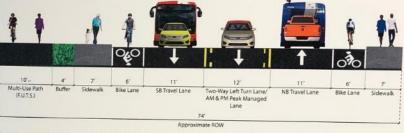
Mid-Day / Standard Traffic Designation

PM Peak

Designation







lote: 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 consideration

FEATURES:

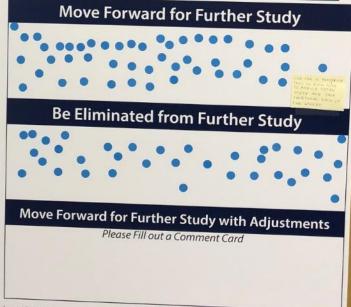
•Reversible traffic lanes (aka managed lanes) add capacity to a road and decrease congestion by borrowing capacity from the other (off-peak) direction. There are a wide variety and combination of approaches to managed lane operations. These have typically encompassed such methods as:

- · 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.

THIS ALTERNATIVE SHOULD?



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.



































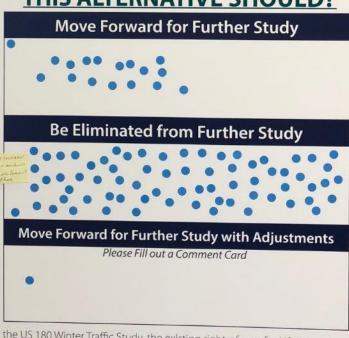


US 180 CORRIDOR MASTER PLAN Public Open House #1 PRELIMINARY SYSTEM ALTERNATIVE 5 Humphrey's Street One Way Northbound for AM Peak & One Way Southbound for PM Peak Sidewalk Sidewalk NB Travel Lane NB Travel Lane NB Travel Lane 50 Approximate ROW

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?



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.

























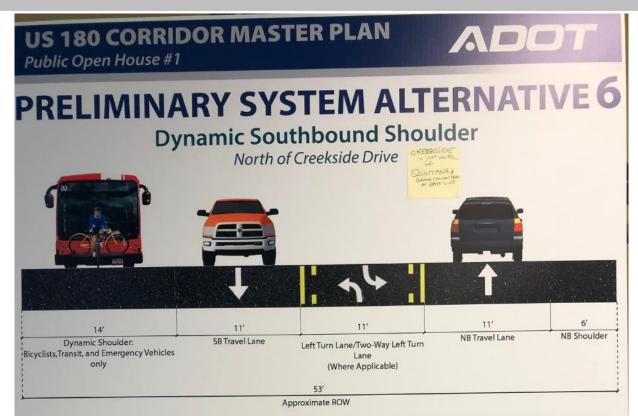








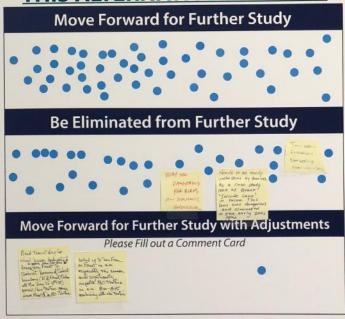




FEATURES:

- •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 nonmotorized travel, and emergency and transit vehicles during winter peak traffic congestion.

THIS ALTERNATIVE SHOULD?



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.





























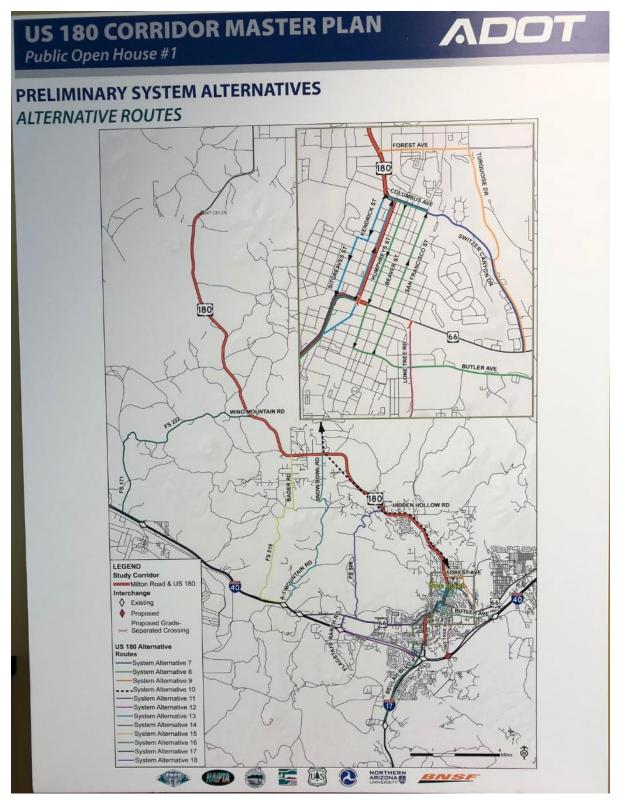








Appendix I - Station 4: Alternative Routes to US 180 Display Boards















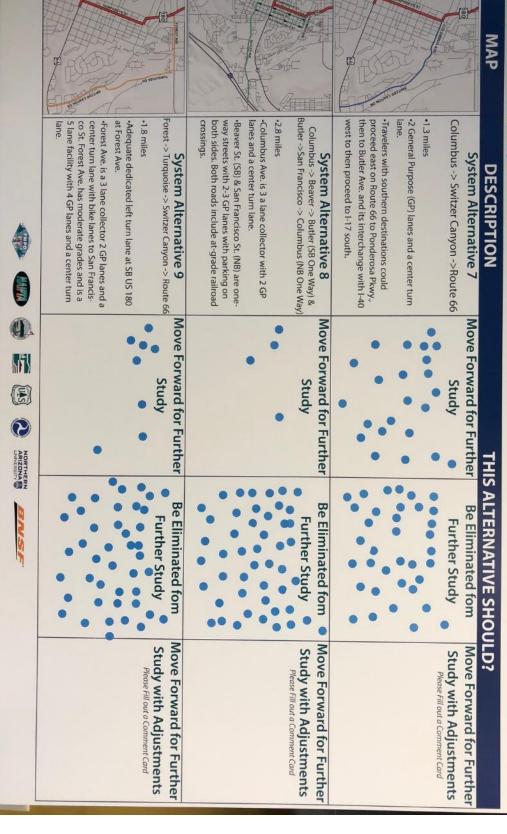






Public Open House #1

PRELIMINARY SYSTEM ALTERNATIVES 7, 8, & 9 ALTERNATIVE ROUTES





















PRELIMINARY SYSTEM ALTERNATIVES Public Open House #1 LTERNATIVE ROUTES 180 CORRIDOR MASTER PLAN Detailed studies would be necessary to explore the economic cost effectiveness and environmental •SB approach to Route 66 has a 250 ft. dedicated Milton ->Route 66 -> Flagstaff Ranch Road -> I-40 Peaks Wilderness Area. •Route 66 at its widest is 5 lanes with 4 GP right turn. access to I-40 where the majority of winter narrowest with 2 GP lanes and a center turn lane lanes and a center turn lane, and is 3 lanes at its approximately 2.75 miles to I-17 south recreation vehicles likely will continue Flagstaff Ranch Rd. offers full traffic interchange •Planned to be 100 ft. ROW with 4 GP lanes, a sides, a sidewalk on one side and a FUTS trail raised median, bike lanes, pathways on both Located approximately 3/4 miles east of Milton connect with Route 66. 1-40 and a grade-separated BNSF railway to Requires a traffic interchange to connect with cticality of a gandol system with teaching of a situ of in provide to the situ of in provide the system with t System Alternative 10 System Alternative 11 System Alternative 12 Cable Propelled Gondola DESCRIPTION Lone Tree Road 10, 11, & 12 Move Forward for Further Move Forward for Further Move Forward for Further M Study Study (3) 0 THIS ALTERNATIVE SHOULD? П ARIZONA MA Be Eliminated from Be Eliminated from Be Eliminated from BNISE Further Study **Further Study Further Study** Move Forward for Further Move Forward for Further **Move Forward for Further** Study with Adjustments Study with Adjustments Study with Adjustments Please Fill out a Comment Card Please Fill out a Comment Card









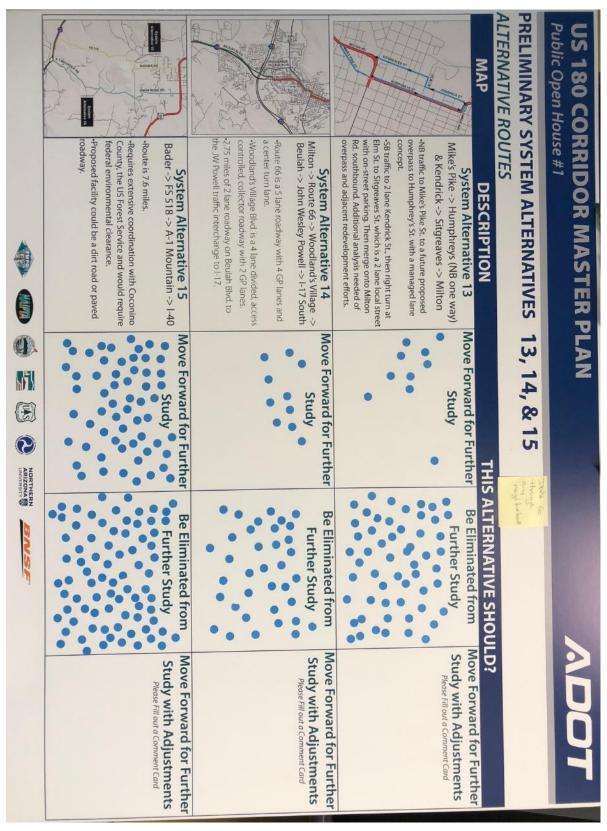






























PRELIMINARY SYSTEM ALTERNATIVES LTERNATIVE ROUTES Public Open House # 180 CORRIDOR MASTER PLAN System Alternative 17 Wing Mountain Rd -> FS 222 -> FS 171 -> I-40 Snow Bowl Road -> A-1 Mountain Road -> I-40 ·Proposed facility could be a dirt road or paved ·Proposed facility could be a dirt road or paved County, the US Forest Service and would require •Requires extensive coordination with Coconino ·Route is 7.3 miles. County, the US Forest Service and would require Utilizes existing traffic interchange in Bellmont, AZ. federal environmental clearance. County, the US Forest Service and would require US 180 approaching Hidden Hollow Road will A southbound right turn deceleration lane on Proposed facility could be a dirt road or paved federal environmental clearance. Requires extensive coordination with Coconino federal environmental clearance. Requires extensive coordination with Coconino likely be necessary. Route is 5.5 miles. Route is 7.3 miles. System Alternative 18 Hidden Hollow Rd -> FS 506 -> Route 66 -> I-40 System Alternative 16 DESCRIPTION **Move Forward for Further** Move Forward for Further Move Forward for Further 16, 17, & 18 1 Study Study 0 ARIZONA S THIS ALTERNATIVE SHOULD? Be Eliminated from Be Eliminated from Be Eliminated from **Further Study Further Study Further Study** Move Forward for Further **Move Forward for Further** Move Forward for Further Study with Adjustments Study with Adjustments Study with Adjustments Please Fill out a Comment Card the stop or



















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 <u>brian.snider@mbakerintl.com</u> if the link is not working or has expired.

Route 66 to Columbus Avenue



















Columbus Avenue to Quintana Road











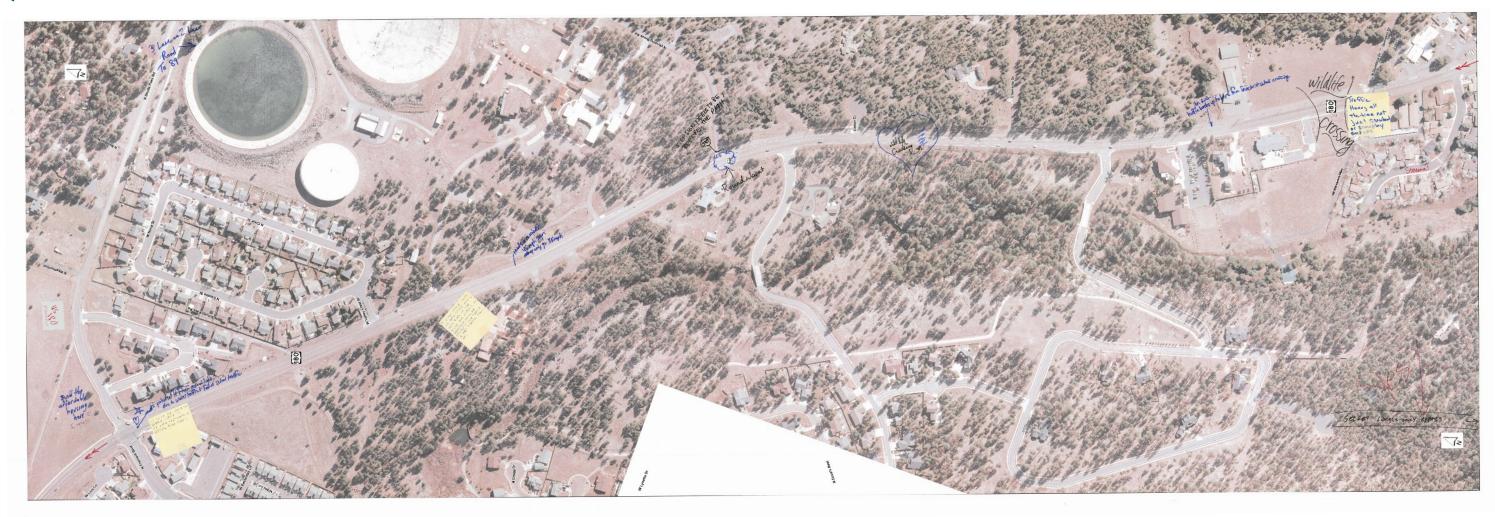








Quintana Road to Shultz Pass Road



















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
you have a question(s) that you would like answered at the end of the presentation, please write your question(s) on his card and pass it to an ADOT project representative. We have limited time for questions and answers to allow you me to speak directly with project staff. If we do not get to your question, we encourage you to speak with a project presentative. Thank you for printing legibly. Comment: Nestriction truck traffic Through Milton; 180: All town buses or grant trucks Should use 1-40 to 64 to go to grand Canyon.
·*
IS 180 CORRIDOR MASTER PLAN white Open House #1
QUESTION CARD
you have a question(s) that you would like answered at the end of the presentation, please write your question(s) on is card and pass it to an ADOT project representative. We have limited time for questions and answers to allow you ne to speak directly with project staff. If we do not get to your question, we encourage you to speak with a project presentative. Thank you for printing legibly.
IF ONE OF THE ALTERNATE POUTES TAKES OVER PORTIONS OF THE COCONINO
ALATON 14, FOURT
1) HOW WILL ADOT PROCURE THE LAND?
2) WHAT PORTIOUS OF LAND WILL BE USED IN A LAND SWAP SO THE EVATIONAL / CEXCULUS FOREST IS NOT PRODUCED IN SIZE?
ame:Email:

















Public Open House #1 – Meeting Summary Report



US 180 CORRIDOR MASTER PLAN

Public Open House #1

ADOT

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 DID THE SNOY AMEN STOP

AT CROWLEY PIT AND NOT GO

TO VALLE? THIS IS A 20 your

PLAN. LOTS OF MOLE ALTERNATIVES.

Name: TERRY	O'NEAL						Email:	
/	4	PAPE	0	U AS	2	NORTHERN ARIZONA ES DYSTRIES W	BN	

US 180 CORRIDOR MASTER PLAN

Public Open House #1

ADOT

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.

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

Name: _______ Email: ______



















Public Open House #



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.

ALMOST ALL SOCIATIONS / ALTS. GNOWN ON POSTCRS SHOW TECHNOLOGICAL ISSUES

AND ARE SILCRY IN SOCIAL / CULTURAL

155UES: 15 THERE ANY ONE ON THE

"TEAM" IS WHO IS SETTIFICALLY
IN SOCIAL & CULTURAL IMPACTS?

Name: John Tingarthal

US 180 CORRIDOR MASTER PLAN

Public Open House #1

ADOT

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 are you cutting off

the guestions?

People seem to want to
Keep up the Vorbal Conversation.

Name: ______ Email: _____



















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.

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

Duble Complexes #1

Public Open House #1

ADOT

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.

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

ANY CHANCE OF LEFT TURN ARROW FROM 180 ONTO FREMONT? WOULD HER MESIDENOS

Name: John Kondraful Email:

















Public Open House #1 – Meeting Summary Report



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 cetz liven'ts is not going to be wedened - because the 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:

AGICANTE AND STREET

Email:____

US 180 CORRIDOR MASTER PLAN

Public Open House #1

ADOT

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 reighborhoods when you can go through uninhabited forest land? Sure it will cost more but that going through menghborhoods will cost in

Sd -Name: Sandra Shutu

Email:























Public Open House #1 – Meeting Summary Report



US 180 CORRIDOR MASTER PLAN
Public Open House #1

Service of the Servic

ADOT

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.

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

ADOT

OUESTION 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.

town. If the Eurrent (80 right of way is used how will you make sechnist shoot, Late for Train, to Forest crossings safe??

There is no good ped breway three downtown. Can this project fix

Name: this?



















Public Open House #1

ADUI

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 reaceful life style but bring down property value?

Name: Savara Snuth

US 180 CORRIDOR MASTER PLAN

ADOT

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 B so much of the planing concerned with single driver cors and trucks. If ADOT is serious about solving these problems they need to make proposals that include issues of buildy in fill, reduced parky lots, genuine and safe pedestran as bile options. Otherwise ADOT is just buildy new roads to be listantly filled op with more cars.

Name: Jabo - Matteson

Етаі

















Public Open House #1 – Meeting Summary Report



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 not put the road Through an underdoped area? Build a new road?

Name:							Email:
	ATT A	HAIPTA	4	4	TUAS!	(2)	HORTHERN ANGONASE BPUSE

US 180 CORRIDOR MASTER PLAN

Public Open House #1

ADOT

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 LEVEZ. THEY ARE NOT GOING.

Name: TEMY O'NCH



















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

100000000000000000000000000000000000000	180 CORRIDOR MASTER PLAN c 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 ELANGE (MANHAINED) ROAD JOZ TO AL MOUNTAIN
2.	What roadway issues do you think the US 180 corridor will have in the next 20 years? SIGNIFICANT GROWTH INI GRAND GRAYON TRAFFIC, SNOWBOWL TRAFFIC, AND RESIDENTIAL TRAFFIC FROM NEW HOSING
3.	What do you see as the TOP THREE issues for the US 180 corridor? - CONGES 17 ON - SAFETY - OVER USE
	Please provide any additional comments you may wish to offer: THANK YOU FOR ADDRESSIME THE MOBIEM
OPTIO Name:	NAL ONLY: Apar Deisse
	180 CORRIDOR MASTER PLAN c 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) permount byposs from 1-40 + Bellmont to FS Roal 222. Dale most trust traffe. Of 180 new neighborhood + Schools.
2.	What roadway issues do you think the US 180 corridor will have in the next 20 years? **Torl Crystox**
3.	What do you see as the TOP THREE issues for the US 180 corridor? Crystin creaters
4.	Please provide any additional comments you may wish to offer:
OPTION	
	ADDRIVEN AND ADDRIVEN



















US 180 CORRIDOR MASTER PLAN ADOTPublic Open House #1 STATION 1 COMMENT CARD What can be done now to prepare for the future of the US 180 corridor? (20 years) Happed if week occurs BTWN mede in + schulty has What roadway issues do you think the US 180 corridor will have in the next 20 years? Too Many Vehicles What do you see as the TOP THREE issues for the US 180 corridor? 1. ALTERNATIVE ROUTE for situation in 2. Trappic which primary US180 Route is stocked signals Please provide any additional comments you may wish to offer: OPTIONAL ONLY: Email: US 180 CORRIDOR MASTER PLAN $\Lambda D D T$ 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 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. What roadway issues do you think the US 180 corridor will have in the next 20 years? Its not sufficient to accommodate traffic What do you see as the TOP THREE issues for the US 180 corridor? Safety Expense Please provide any additional comments you may wish to offer: OPTIONAL ONLY:











ARIZONA BELLEVIER ARIZONA BELLEVIER









Public Open House #1

ADO1

STATION 1 COMMENT CARD

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

Determine where between Flag + Williams on alternative road can be constructed of I-80 connecting to 180 above snowbow Road. What roadway issues do you think the US 180 corridor will have in the next 20 years?

Grid lock on certain Ray o times

What do you see as the TOP THREE issues for the US 180 corridor? Must make 2 lanes in each direction on Hunghays.

Please provide any additional comments you may wish to offer:

OPTION Name:	AL	only:	mi	1st						Ema		
/	1	/	6	哪	CHIPTE !	5	W S	0	NORTHERN ARIZONA SE	23		

US 180 CORRIDOR MASTER PLAN Public Open House #1

ADO

STATION 1 COMMENT CARD

- What can be done now to prepare for the future of the US 180 corridor? (20 years) Build (or use existing) alternative road.
- What roadway issues do you think the US 180 corridor will have in the next 20 years? More accidents. More traffic delays.
- 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 players
- Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

ARIZONARY ARIZONARY

Email:



















US TBU CURRIDUR WASTER PLAN

Public Open House #1

ADOT

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? I THINK THAT THORE SHOULD ONLY ISE A DOUBLE YELLOW LINES BETWEEN HUMPHYS + SNOWBOWL ROAD

Please provide any additional comments you may wish to offer:

PLOTAGE DO NOT PROCEED WITH ANY PEANS TO GO THROUGH EXCISITIAL WEBORHOUDS.

OPTIONAL ONLY: Email: Nows

US 180 CORRIDOR MASTER PLAN Public Open House #1

ADOT

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?

enough

Please provide any additional comments you may wish to offer:

OPTIONAL ONLY: Name:





























US 180 CORRIDOR MASTER PLAN ADOTPublic Open House #1 STATION 1 COMMENT CARD What can be done now to prepare for the future of the US 180 corridor? (20 years) more traffic to Fla Ranch Rd - 66 - M. 1tm 2. What roadway issues do you think the US 180 corridor will have in the next 20 years? In side Flassfull What do you see as the TOP THREE issues for the US 180 corridor?

A bunch of NIMBY'S purshing Flags planning Please provide any additional comments you may wish to offer:

Nove G.C. traffic to by on Williams OPTIONAL ONLY: Name: ARESTANDE MARIEMAN MARIEMAN MARIEMAN MARIEMANN US 180 CORRIDOR MASTER PLAN ADOTPublic Open House #1 STATION 1 COMMENT CARD What can be done now to prepare for the future of the US 180 corridor? (20 years) action - no more discussions What roadway issues do you think the US 180 corridor will have in the next 20 years? Sever congestion What do you see as the TOP THREE issues for the US 180 corridor? Currently:

1) Speeding vehicles, especially always commute hours.

2) Conspection 3) an alternative route must be Please provide any additional comments you may wish to offer:

Videning the road is only a landaid piex, an alternative route must be built. 1è 180/140

Email:

Connect











WITH SE INS & ADSTRACT.









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)
- 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:
	Orajeded relatele use of 180 outside city limits cannot be
	based solely llamel on pastingages because the anibility
	desel solely land on gastinereases because the availability
OPTIO	NAL ONLY John Vanker
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)

BXPASS TANOUGH U.S.F.S. 222

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

1 - DEPRIBANT ON WRATHER SNOW

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

O PROVIDE A ALTRADATE EGRES TO I.40

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

OPTIONAL ONLY:

Name: _

-

G I

UAS)

2

NORTHES ARIZONA

INN ET PL



















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)
- 2. 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? 3.

Please provide any additional comments you may wish to offer:

What you crashes are weather related in the winter months. This may indicate a need for auroperational solution as well as a design Issue.

US 180 CORRI	DOR	MAS	STER	PLAN
Public Open House #				

ADO1

STATION 1 COMMENT CARD

- What can be done now to prepare for the future of the US 180 corridor? (20 years) Aguire property for alternative routes.
- 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?

Safoty (bike + car) winter used sohools along 180

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:































US 180 CORRIDOR MASTER PLAN Public Open House #1

ADOT

What can be done now to prepare for the future of the US 180 forridor? (20, years) humber of days of congestion Consider alternate routeto snowplay areas (Al Mountain Rd) low show winters like the one we just had the only snow is at higher elevations (e.g. a 8000 ft near the Mandic Center). Developing snow play 2. 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.

3. What do you see as the TOP THREE issues for the US 180 caridor? Making road safe for bicy clists rank coming property to expand road to Making road safe for bicy clists 2. Planning for winter traffic congestion evation snowplay areas -> too expensive? 4. Please provide any additional comments you may wish to offer: one as in other pourts of town want help be cause people will go to where the grow is (along 180). OPTIONAL ONLY: Name: Jennifer Spint Email: ARZONARY BOUNE

US 180 CORRIDOR MASTER PLAN Public Open House #1

ADOT

STATION 1 COMMENT CARD

What can be done now to prepare for the future of the US 180 corridor? (20 years) More U.S. 180 out west of city; there will still De local traffic (lots ofit) on HUMPRHEYS, 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?
 - L. SAFETY
 - 2. CONSTANT GRIDLOCK
 - 3. WILL NOT BUILD AM PAYED 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,

OPTIONAL ONLY

1805, CARPOOL, TRAFFIC INFORMATION FOR ACTUAL Email: ANIZONA SI ANIZONA SI



















Public Open House #1

ADOT

STATION 1 COMMENT CARD

	STATION I COMMENT CARD
1.	What can be done now to prepare for the future of the US 180 corridor? (20 years) Bike Path to Baclantle
2.	What roadway issues do you think the US 180 corridor will have in the next 20 years? Cogestar RIT Bottle Neck of Down the Need to Bypass Down think.
3.	What do you see as the TOP THREE issues for the US 180 corridor? (2) Is only Route option (3) Forest / Humphrey Introsections (4) Dead by For ears & Bike Ped Please provide any additional comments you may wish to offer: crossing
4.	Please provide any additional comments you may wish to offer: crossing
OPTIO Name:	NAL ONLY: **********************************
US	180 CORRIDOR MASTER PLAN

AUU

STATION 1 COMMENT CARD

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

Same \$ 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?

Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name:































Public Open House #1

ADO1

STATION 1 COMMENT CARD

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

go Findme as concerned in # will be declicated

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?

1. Sevsonal traffic not crouch to Calicute \$ to paring alternates

Z. Over afacity scassnully (when to NAUTSVAME) now!

3. No real alternatives with out big \$ as his hard prit | cheep of this already tried

Please provide any additional comments you may wish to offer:

Truffic courts should be coptification roads to hard intersections of Bewer St, Senfrancisest,

Switzer Company forest St connecting to US180 or Rt 66 because we are already using these as
Oftenates to US 180. Casein point when Beaver has been closed, the trooffic on US180 Handheys)

NALONLY:









US 180 CORRIDOR MASTER PLAN

Public Open House #1

ADD

STATION 1 COMMENT CARD

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?

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

Congestion North (ski-school traffic) in a.m. 8-9:00 ish
"South (ski) from 2:30.3:00 - 6:00
Intersection 180 + Med - Fratelli buiness + neighborhood share turn

Please provide any additional comments you may wish to offer:

are - Many near misses

or I turn (D) on Mea De of south wound turn into





















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 alternative now tes, Build bike lanes, Address congestion @ Secrest school What roadway issues do you think the US 180 corridor will have in the next 20 years?
2.	What roadway issues do you think the US 180 corridor will have in the next 20 years?
	Traffic congestion, safety
3.	What do you see as the TOP THREE issues for the US 180 corridor?
0	Bike/pedestrian selety @ Delays by secrest school
3	Delays by Snow play Please provide any additional comments you may wish to offer:
4.	Please provide any additional comments you may wish to offer:
_	If you collected the data, I bet you would find delays by secrest for greater than those caused by snow play salonly: Parid Anning
E	by secrest for greater than those caused by snow play
OPTION Name:	VALONLY: Parid Anning Emails
	AND SE IN CONTRACTOR AND

US 180 CORRIDOR MASTER PLAN

Public Open House #1

ADOT

STATION 1 COMMENT CARD

- What can be done now to prepare for the future of the US 180 corridor? (20 years) 1.
- 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? 3.

Please provide any additional comments you may wish to offer:

OPTIONAL ONLY: Name:



























De over



Please install a sermanent, solar sowered "Your Speed Is" sign near Whiting + Fort Valley Rd. Frew cars travel The speed limit and this makes it so dangerous to turn onto F+ Valley Rd. This is also clangerous for bicyclists. I this is every slay speeding traffic + not limited to winter

JS 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?
- Please provide any additional comments you may wish to offer:

ON BACK M

































HOLD BE HNALYZED CMP DOCUMENT) SEEM "GNSERVATIVE." 5 OVER SEVERAL

T8U CURRIDUR WAS TER PLAN

Public Open House #1

ADO

STATION 1 COMMENT CARD

What can be done now to prepare for the future of the US 180 corridor? (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. bite & pekestran Safety 3. Daily traffic on Humphreys + out	Follow to	Museum
	The state of the s		

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

Please provide any additional comments you may wish to offer:

Please turnover

OPTIONAL ONLY: Barbara Cress



































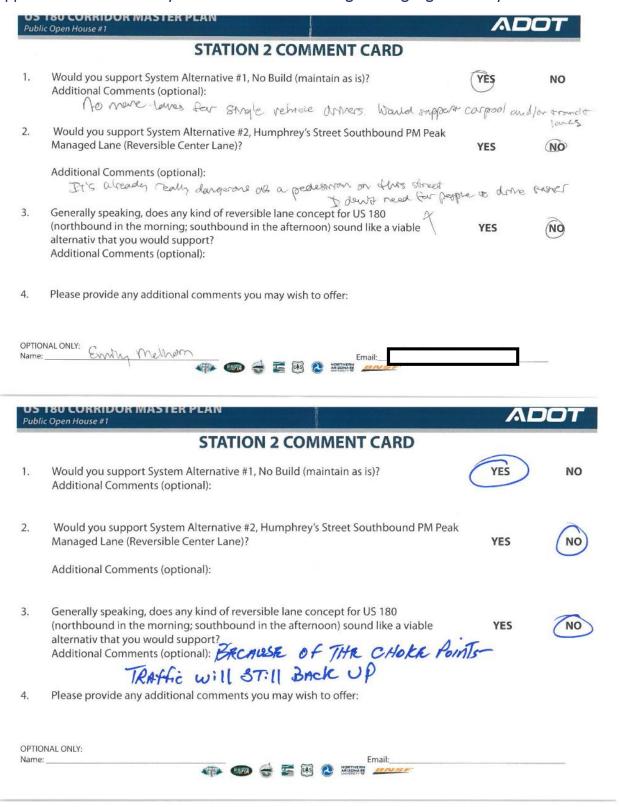








Appendix M - Station 2: System Alternatives Utilizing Existing Right-of-Way Comment Cards



















Public Open House #1 – Meeting Summary Report



Publi	c Open House #1	AL	
	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)?	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 alternativ that you would support? Additional Comments (optional):	YES	NO
4.	Please provide any additional comments you may wish to offer:		
	I DON'TTHINK HOLY 180 SHOULD B	e wid	lened.
OPTIO	NAL ONLY:		
	ADDRIVERNA		
	TOA CADDINAD MARTED DE AN	(1 ppm) 1 ppm	
	180 CORRIDOR MASTER PLAN ic Open House #1	AL	DOT
		ΛL	DOT
	c Open House #1	YES	NO
Publi	STATION 2 COMMENT CARD Would you support System Alternative #1, No Build (maintain as is)?		
1. 2.	Would you support System Alternative #1, No Build (maintain as is)? Additional Comments (optional): Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? Additional Comments (optional): Additional C	YES YES Le it clear Se types Le types Le types	NO NO of launes
1. 2. 3. 4	STATION 2 COMMENT CARD Would you support System Alternative #1, No Build (maintain as is)? Additional Comments (optional): Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? Additional Comments (optional): Additional Comments (optional): And The Status is Also do exercishes increase when the Generally speaking, does any kind of reversible lane concept for US 180 are imple (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support? Additional Comments (optional): Additional Comments (optional): Additional Comments (optional): Please provide any additional comments you may wish to offer: Please provide any additional comments you may wish to offer: Would you support System Alternative #1, No Build (maintain as is)? Additional Comments (optional): Addi	YES Ke it clean se types mented?	No No No Inly obvious of launes No

















Public Open House #1 – Meeting Summary Report



ADOT

Publi	c Open House #1	701	
	STATION 2 COMMENT CARD		1
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)?	YES	NO
3.	Additional Comments (optional): Fix hundry to milton 4 time 1/3 HS In title the Generally speaking, does any kind of reversible lane concept for US 180 (postbloaud in the marriage synthesized in the afference) cound like a violate	YES YES	offle reclassion
	(northbound in the morning; southbound in the afternoon) sound like a viable alternativ that you would support? Additional Comments (optional):	163	(NO)
4.	Please provide any additional comments you may wish to offer: No Blead and Comments of the Reaction of the Re	STI.	
OPTIC Name	NAL ONLY:	50	
raume	WE SE SE SE AND		
	180 CORRIDOR MASTER PLAN ic Open House #1	AL	DOT
	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)?	YES	NO
	Additional Comments (optional): We simply need note space.		
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 alternativ that you would support? Additional Comments (optional):	YES /	/ NO
4.	Please provide any additional comments you may wish to offer:		
OPTIC Name			
	MORTHER AND		



















100000000000000000000000000000000000000	180 CORRIDOR MASTER PLAN ic Open House #1	ADO)T
	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)?	YES	NO
	Additional Comments (optional):		
4. Ili		e in morning of days not	NO DARGE SERVER
	180 CORRIDOR MASTER PLAN c Open House #1 STATION 2 COMMENT CARD	ADC)T
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 alternativ that you would support? Additional Comments (optional):	YES	NO
4.	Please provide any additional comments you may wish to offer:		
	NAL ONLY:		
Name	Email: Approximation of the control		

















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)? Additional Comments (optional): No Additional Comme		
2.	Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? absolutely but really its NO		
	Managed Lane (Reversible Center Lane)? abso lutely, but really its (YES) Additional Comments (optional): 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 alternativ that you would support? Additional Comments (optional): the best option but in time or please provide any additional comments you may wish to offer: be Sufficient.		
4.	Please provide any additional comments you may wish to offer: be Sufficient.		
OPTIOI Name:			
	ADD THE WORLD SEE THE SECOND S		
	80 CORRIDOR MASTER PLAN Open House #1		
The second second			
	STATION 2 COMMENT CARD		
1.			
	Would you support System Alternative #1, No Build (maintain as is)? Additional Comments (optional):		
1.	Would you support System Alternative #1, No Build (maintain as is)? Additional Comments (optional): Absolutely Not Would you support System Alternative #2, Humphrey's Street Southbound PM Peak		
1.	Would you support System Alternative #1, No Build (maintain as is)? Additional Comments (optional): Absolvely Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? YES NO		
1.	Would you support System Alternative #1, No Build (maintain as is)? Additional Comments (optional): Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? 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 YES NO		
1. 2. 3. 4. OPTION	Would you support System Alternative #1, No Build (maintain as is)? Additional Comments (optional): Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? 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? Additional Comments (optional): Additional Comments (optional): Additional Comments (optional): Additional Comments (optional):		

















Public Open House #1 – Meeting Summary Report



	180 CORRIDOR MASTER PLAN c Open House #1	A	DOT	
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 alternativ that you would support? Additional Comments (optional):	YES	NO	
4.	Please provide any additional comments you may wish to offer: Reversible lanes - do accidents increase NAL ONLY: is the national data show? Email:	e? 1	what	
OPTIO Name:	NALONLY: is the national data snow.			
	A SE CO AMERICAN			
	180 CORRIDOR MASTER PLAN Open House #1	A	DOT	
	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)?	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 alternativ that you would support? Additional Comments (optional):	YES	NO	
4. OPTIO	Please provide any additional comments you may wish to offer; sul Now of these things resolves it you are trye NALONLY: The 2+ lanes of the books to I lane of	ins to	6 Contraction of the contraction	











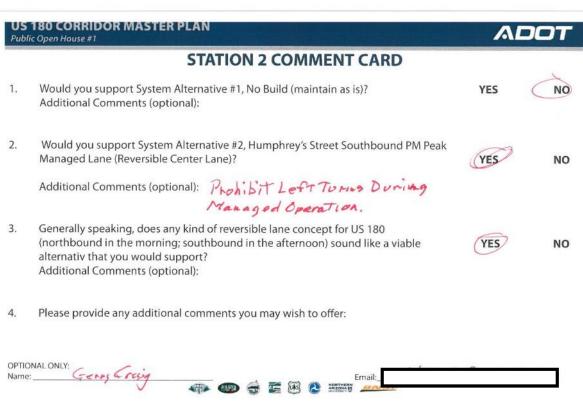








US 180 CORRIDOR MASTER PLAN ADOT Public Open House #1 STATION 2 COMMENT CARD YES NO 1. Would you support System Alternative #1, No Build (maintain as is)? Additional Comments (optional): Would you support System Alternative #2, Humphrey's Street Southbound PM Peak 2. Managed Lane (Reversible Center Lane)? NO Additional Comments (optional): Generally speaking, does any kind of reversible lane concept for US 480 3. (northbound in the morning; southbound in the afternoon) sound like a viable NO alternativ that you would support? Additional Comments (optional): 4. Please provide any additional comments you may wish to offer: 5-3-2018 OPTIONAL ONLY: Name: **Email**



















Public Open House #1 – Meeting Summary Report



US 180 CORRIDOR MASTER PLAN ADOT 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 YES NO alternativ that you would support? Additional Comments (optional): Please provide any additional comments you may wish to offer: 4. OPTIONAL ONLY:

US 180 CORRIDOR MASTER PLAN ADOT Public Open House #1 STATION 2 COMMENT CARD 1. Would you support System Alternative #1, No Build (maintain as is)? 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 YES NO alternativ that you would support? Additional Comments (optional): 4. Please provide any additional comments you may wish to offer: OPTIONAL ONLY: Email: ARIZONA B

















Public Open House #1 – Meeting Summary Report



US 180 CORRIDOR MASTER PLAN ADOT Public Open House #1 STATION 2 COMMENT CARD 1. Would you support System Alternative #1, No Build (maintain as is)? NO Additional Comments (optional): 2. Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? YES 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 alternativ 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 WASTER PLAN ADOT Public Open House #1 STATION 2 COMMENT CARD

1. Would you support System Alternative #1, No Build (maintain as is)?



NO

2. Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)?

YES



Additional Comments (optional):

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? Additional Comments (optional):

YES



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

OPTIONAL ONLY: Name:































US 180 CORRIDOR MASTER PLAN ADOT 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 2. Managed Lane (Reversible Center Lane)? YES NO Additional Comments (optional): how to family set Northbound travelers + residents out to how to family set Northbound travelers + residents out to Ft. Valley theft turn at 1266 + Humpheys also backs up and during 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 alternativ that you would support? Additional Comments (optional): ould be handled for locals + fourists Please provide any additional comments you may wish to offer: OPTIONAL ONLY: Barbara Cress

Something needs to be done about the left turn island by the undupass—
it backs up in pm + interfere with Milton +
Rt 66 troppie + left turn onto Humphays,

If left onto Sente Fe was & closed, then
left onto Humphays would not block troppie—
could back up to where island is now



















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

	80 CORRIDO Open House #1	OR MASTER PLAN		ADO	TC
		STATION 3 C	OMMENT CARD	~	
1.		at adding additional travel lanes on estion (emphasis on winter recreatio		P	NO
	Additional Cor	mments (optional):			
2.		aking, would you prefer that future a mphasis on winter recreation) and so nore:			
	a.	Existing right of way only	d. US 180 is fine t	the way it is	
	b. c.	Expanded right of way only Either is ok to study		ong as the solution	
	Additional Con	mments (optional):			
3.		aking, does any kind of reversible lar n the morning; southbound in the a		ble YES	NO
		t you would support? nments (optional):			
4.	Please provide	any additional comments you may	wish to offer:		
OPTION Name:	NAL ONLY:		Email		
ranne;		*** *** ***	Email:		



















Public Open House #1



STATION 3 COMMENT CARD

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):

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:

- Existing right of way only Expanded right of way only Either is ok to study
- US 180 is fine the way it is
- 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? Additional Comments (optional):

Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name:

Fmail:

































Public Open House #1



STATION 3 COMMENT CARD

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



Additional Comments (optional):

Fill Bottlenechs - more Frogtic DF US 180.

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:

- Existing right of way only
- Expanded right of way only b.
- Either is ok to study
- US 180 is fine the way it is
- Don't care as long as the solution

helps reduce congestion

Additional Comments (optional):

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

YES



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

Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name:

































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.	There are towns by no cars allowed in Certain areas or campus, 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
1.	Please provide any additional comments you may wish to offer:
PTION lame:	NAL ONLY: Email:
	AND SEE OF COMMENTAL MARKET MA



















US 180 CORRIDOR MASTER PLAN Public Open House #1 STATION 3 COMMENT CARD Do you feel that adding additional travel lanes on US 180 is necessary to help NO address congestion (emphasis on winter recreation) and safety? Additional Comments (optional): an alternative - personant Bypass work your 1.40 & Bellmont to 222 wing mt. is the only selection - this will aliminate most trust traffic be somely traffic. 180 your Humphreys to Surpose Study who 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: Existing right of way only US 180 is fine the way it is a. b. Expanded right of way only Don't care as long as the solution Either is ok to study helps reduce congestion Additional Comments (optional): Generally speaking, does any kind of reversible lane concept for US 180 YES NO (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support? Additional Comments (optional): Please provide any additional comments you may wish to offer: OPTIONAL ONLY:



Name:











Fmail:

NORTHERN AREZONA W







	180 CORRIDOR MASTER PLAN lic Open House #1		AD	
	STATION 3 COMM	IENT CARD		
1.	Do you feel that adding additional travel lanes on US 180 i address congestion (emphasis on winter recreation) and s		YES	NO
	Additional Comments (optional):			
2.	Generally speaking, would you prefer that future alternation congestion (emphasis on winter recreation) and safety uting 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. d. e. he 	US 180 is fine the way in Don't care as long as th lps reduce congestion		
	Additional Comments (optional):			
3.	Generally speaking, does any kind of reversible lane conce (northbound in the morning; southbound in the afternoon alternative that you would support? Additional Comments (optional):		YES	NO
ł. T	Please provide any additional comments you may wish to here are ski pesot in other at take the shuttles up town. Seems simple en	offer:	re perf	le





OPTIONAL ONLY
Name: Soutsansor Bes









Email:





MARTHERN AND SALEDNARY AND SALEDNARY AND SALEDNARY



US	180 CORRIDOR MASTER PLAN
	ic 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
٥.	(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:





ARIZONAS ARIZONAS



Public Open House #1



STATION 3 COMMENT CARD

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):

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:



Existing right of way only Expanded right of way only Either is ok to study

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

Additional Comments (optional):

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





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

Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name:

































US 180 CORRIDOR MASTER PLAN Public Open House #1 STATION 3 COMMENT CARD Do you feel that adding additional travel lanes on US 180 is necessary to help NO address congestion (emphasis on winter recreation) and safety? YES Additional Comments (optional): yes, as long as they are coordinated with traffic flow at affected Stoplights. 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: US 180 is fine the way it is Existing right of way only Don't care as long as the solution Expanded right of way only Either is ok to study 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 yes, as long as coordnated I with appropriate upgrading/managing Stoplights at R+66+ Butter, R+.66+ Humphreys + Bob Humphrey's + Columbus. alternative that you would support? Additional Comments (optional): Please provide any additional comments you may wish to offer:



OPTIONAL ONLY:











Email:

ARIZONA SI







US 180 CORRIDOR MASTER PLAN ADO 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 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: Existing right of way only a. US 180 is fine the way it is b. Expanded right of way only Don't care as long as the solution Either is ok to study helps reduce congestion Additional Comments (optional): Senot cards to IfD west to Williams left North 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): Please provide any additional comments you may wish to offer:

OPTIONAL ONLY: Name:































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?



Additional Comments (optional):

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

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:

- Existing right of way only
- Expanded right of way only Either is ok to study
- US 180 is fine the way it is
- 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

dditional Comments (optional): only temperarily until you move alternative that you would support?

Additional Comments (optional):

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

OPTIONAL PNLY Frey De Lep



























Public Open House #1



STATION 3 COMMENT CARD

 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):

 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):

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

YES NO

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

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

OPTIONAL ONLY:

Name:



















Public Open House #1 – Meeting Summary Report



US 180 CORRIDOR MASTER PLAN

Public Open House #1



STATION 3 COMMENT CARD

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



Additional Comments (optional):

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:

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



US 180 is fine the way it is

Don't care as long as the solution

helps reduce congestion

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? Additional Comments (optional):

Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name:

































Public Open House #1



STATION 3 COMMENT CARD

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:



Existing right of way only Expanded right of way only Either is ok to study

US 180 is fine the way it is

Don't care as long as the solution e.

helps reduce congestion

Additional Comments (optional):

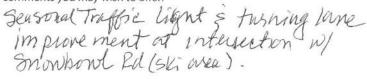
3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable



NO

alternative that you would support? But I is confusing / Additional Comments (optional):

Please provide any additional comments you may wish to offer:



OPTIONAL ONLY:











ARIZONA W ARIZON









Public Open House #1

STATION 3 COMMENT CARD

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):

The studies suggest cars are runny into each other. Trying to move then factor will not under this safer.

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:

- Existing right of way only
- Expanded right of way only
- Either is ok to study

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 neighborhoots merely sometimes should change the structure of those neighborhoots.

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):

Please provide any additional comments you may wish to offer:

Bitce land must be separated from cars, physically. Otherwise they are not safe and just collect the Libre for cars.

OPTIONAL ONLY:

Name:

ARIZONA W ARIZON



























Public Open House #1



STATION 3 COMMENT CARD

 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:



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):

 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: _

































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):

If just seems like it would take forever of WON'T Save The Problem,

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:



Existing right of way only



US 180 is fine the way it is

Expanded right of way only

Either is ok to study

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? Additional Comments (optional):

Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name:

































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?



Additional Comments (optional): Show play is not going away

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:

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

Additional Comments (optional):

An alternative voute really is needed

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? Additional Comments (optional):

Please provide any additional comments you may wish to offer: Bike used should be encouraged. The ride from town to Snowbour should be sefet

OPTIONAL ONLY:































Public Open House #1



STATION 3 COMMENT CARD

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



NO

Additional Comments (optional):

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

Circle one or more:

- Existing right of way only a.
- b. Expanded right of way only Either is ok to study
- US 180 is fine the way it is d.
- 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



alternative that you would support?

Additional Comments (optional):

Frelin Syp #6 (Very Dangerous if not Very Clear) Main purpose for

Emergency vehicles & Local (weekly) use. Edynamic)

Weekend use by townists (NOT Dynamic).

Please provide any additional comments you may wish to offer:

Move Forward W

OPTIONAL ONLY:

Name:

Email

US ANDRITHERN ARIZONA W























US 180 CORRIDOR MASTER PLAN Public Open House #1 STATION 3 COMMENT CARD Do you feel that adding additional travel lanes on US 180 is necessary to help YES NO address congestion (emphasis on winter recreation) and safety? Additional Comments (optional): Bus lames only 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: Existing right of way only US 180 is fine the way it is a. b. Expanded right of way only Don't care as long as the solution Either is ok to study helps reduce congestion Additional Comments (optional): Generally speaking, does any kind of reversible lane concept for US 180 YES (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support? Additional Comments (optional): Please provide any additional comments you may wish to offer: OPTIONAL ONLY: Email:



Name:











ARIZONAS ARIZONAS







Public Open House #1



STATION 3 COMMENT CARD

 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):

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:



Existing right of way only Expanded right of way only 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):

 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? 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 En Infor Spinti





























Public Open House #1 – Meeting Summary Report



US 180 CORRIDOR MASTER PLAN

Public Open House #1



STATION 3 COMMENT CARD

	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):

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
- Don't care as long as the solution

helps reduce congestion

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

VEC



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 OBBRT J. BEST

































Public Open House #1



STATION 3 COMMENT CARD

1.	address congestion (emphasis on winter recreation) and safety?	YES	NO
	Additional Comments (optional): No Bottle Neck is 180/		
	intersection of then lights on bumphing	is to	3

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:

- Existing right of way only
- b. Expanded right of way only
- 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

Just needs safe expansion for Bicyclists - NO DEAPPENTING
Bile Paths

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):

too many side streets that weed trans larer -

Please provide any additional comments you may wish to offer:

Bike lanes Both sides that Don't Disappear Free & Frequent Buses Bus only Lands.





















US 180 CORRIDOR MASTER PLAN Public Open House #1 STATION 3 COMMENT CARD 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 in areas where right of way would not need to be expand Additional Comments (optional): unless on unoccupied areas 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: Existing right of way only US 180 is fine the way it is Expanded right of way only Don't care as long as the solution Either is ok to study helps reduce congestion Additional Comments (optional): Worst area is between forest & Sochust u 9.14. 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? Additional Comments (optional): Dadrade Chetuit Please provide any additional comments you may wish to offer: Comments on a yellow hote OPTIONAL ONLY: MODING MORNSON





Ialso live of 180















	80 CORRIDOR MASTER PLAN Open House #1		AD	OT
J-/	STATION 3 COMM	MENT CARD		
1.	Do you feel that adding additional travel lanes on US 180 address congestion (emphasis on winter recreation) and		YES	NO
	Additional Comments (optional):			
2.	Generally speaking, would you prefer that future alternat congestion (emphasis on winter recreation) and safety ut right-of-way? Circle one or more: a. Existing right of way only d. b. Expanded right of way only e. c. Either is ok to study he	ilize existing right-of-way only, or ex US 180 is fine the way it is	panded	
	Additional Comments (optional):			
3.	Generally speaking, does any kind of reversible lane conc (northbound in the morning; southbound in the afternoonal alternative that you would support? Additional Comments (optional):		YES	NO
4.	Please provide any additional comments you may wish to	o offer:		
OPTION				



Name: __











Email:





ANGENIARE ANGENIARE



Public Open House #1



STATION 3 COMMENT CARD

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



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:

Existing right of way only

Expanded right of way only b.

Either is ok to study

US 180 is fine the way it is

Don't care as long as the solution

helps reduce congestion

Additional Comments (optional):

Winter competer is N 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



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

Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:



































	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? Additional Comments (optional): It would help, however, still Junnely into limited fown surface streets (Humphreys + Beaver) and onto already overcrowded Milton by he 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 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
3.	Additional Comments (optional): I don't understand the guestion Generally speaking, does any kind of reversible lane concept for US 180
8	alternative that you would support? Additional Comments (optional): fo ke a convenient way for But there still has to ke a convenient to home or reople to go North to get to 180 to return to home or continue on Hwy 180 out of town
4. OPTIO	Please provide any additional comments you may wish to offer: to solve snow play hot of truffic or daily traffic - for snow play hot of the alternatives would be very helpful and for Routine traffic could possibly help. NAL ONLY: Barbara Cye ST Email:
Name:	Email:
	WIND SEE US & MORTHERAN MICHAEL SEE



















Ideas For Snow play congestion 1. instead of the closing parking areas clear out multiple parking areas along 180 my signage "Parking! mile ahead, etc. For those who want to "play!" They are going to Come + with Wing Mt + Ex Crowley closed they need some where to pack + play, of course - play areas NOT on 180 would help also. 2. Human Traffix the Control officers and along lights on the Columbus and on Rt 66 at Switzer + Humphey to direct triffice (no troffic lights). It was trief before + worked well. Best strategy to seen in 35 years I've lived in Cheshire.

















Public Open House #1 – Meeting Summary Report



Comment

I would like to see the bypass go through Forest Land (like around Wing Mountain). Not going on local toads post houses, limited access except at Wing Min, possibility to expand in the future if ADOT owns the right of way. Can serve as fire break for Flygstatt. Need & poside wildlike Cossing areas (under or overpasses). The buy the first land, The trust land, Then the first l we can also help with the top land settlement. - Anne Wittee



















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

	180 CORRIDOR MASTER PLAN ADOT
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 if fine the way it is
3.	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? Only y if dolorit go down Bady Rd of Snowbowl rd where people the This distrays the value of their home. Their children work be Safe, etc. Doesn't relieve congestion for any one down they 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 Int 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)? Optional: Why or why not? But they are all bandaides
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 Sit greaves 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?
OPTIC lame	PINAL ONLY: Email: ANGENERA SE ANGENERA S
	No.



















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 a.
 - I prefer that any proposed solution look at alternative routes instead of widening US 180 b.
 - C. I believe that US 180 if 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?
- 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? es they Tort Valley Neighborhood

- Would you support the use of alternative routes to US 180 that use existing 7 4. city/county roadways (Preliminary System Alternatives 7 - 14)? 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 5. 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 Sit greaves 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:































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

Combrare 16+ 18 do would rave

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

Circle All That You Support:

Cambrue to vew Rate and ding private propert

Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain

Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain

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 MITUITIVE FOR PHORNIX REQUED; LESS INTOMORE
AS EPTIONS 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)? Optional: Why or why not?



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 16: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves 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:





















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 if 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? 77-115 ALTERNATE ROUTE 15 ABJUNTELY NECESSARY NO MHER SULUTIONS WILL SUFICE CT SOLVE THE WEFUL 120 PROBLEMS. 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 0 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 0 Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40 Optional: Why or why not? ARE BETTER THAN with ECLOTS New. 15-17 ALL OFFEE OPRUM 58 ROAD THE LEAVE TWO DIRECTIONS Would you support the use of alternative routes to US 180 that use existing YES NO city/county roadways (Preliminary System Alternatives 7 - 14)? Optional: Why or why not? NONE ARS OF THESE SUFFICEN ENDUGH TO CURRENT PROBUEMS ADD DE11 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 Sit greaves 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:

















UAS



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):

0

I prefer that any proposed solutions look to widen US 180 -> highthy only

- b. I prefer that any proposed solution look at alternative routes instead of widening US 180
- c. I believe that US 180 if 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 (Preliminary System Alternatives 15, 16, 17, and 18) Optional: Why or why not?

NO

FS. Rd ZZZ & down to 40

 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)? 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 Sit greaves 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?





















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): (a.) 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 b. I believe that US 180 if fine the way it is C. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES (Preliminary System Alternatives 15, 16, 17, and 18) Optional: Why or why not? Because you want to funnel traffic thru neighborhoods in Badeville, resspassing, littler, & noise pollution are problems already. 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)? co use 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 5. 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 Sit greaves 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. Use center lane for



















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 if 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? Unnecessary to address winter congestion

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? with reason - can these alt routes he so taked 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 Sit greaves St to Milton Rd (southbound one way) When how he reliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulan Ave to
 - John Wesley Powell to I-17

Optional: Why or why not? No more traffic they down town

OPTIONAL ONLY: Linda Ja Bert

















NO



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):
 - a. I prefer that any proposed solutions look to widen US 180

B.3 I prefer that any proposed solution look at alternative routes instead of widening US 180 I believe that US 180 if 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 (Preliminary System Alternatives 15, 16, 17, and 18)



Optional: Why or why not?

I don't feel that Managing traffic using existing toadst lights transit has been properly explored and exhausted. Alternative routes would only address snowbould traffic, not overall congestion issues If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?

impacts.

have rural character t wild life

Circle All That You Support:

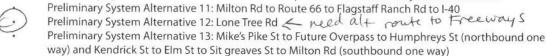
Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40

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



- Would you support the use of alternative routes to US 180 that use existing 4. city/county roadways (Preliminary System Alternatives 7 - 14)? 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 5. 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 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?

AZGFD OPTIONAL ONLY: Name:



















Public Open House #1 – Meeting Summary Report



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
 - prefer that any proposed solution look at alternative routes instead of widening US 180 believe that US 180 if 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?

BELAVSG THEY GO THOUGH NIETHOUSS.

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 OTHER ANE THOUGH NIEGITODALENDS.

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?



- If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the 5. 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 Sit greaves 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:

LAS ARIZONA BELLES



















Public Open House #1



STATION 4 COMMENT CARD

- Which would you prefer to help address congestion (emphasis on winter recreation) and safety on 1. US 180 (Circle One Only):
 - (a.) 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 b.
 - I believe that US 180 if fine the way it is C.

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 charge negleothoods - would approve of though Sorat where it does imped exiting homes

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

- ON ON Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40 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?

designated highway. He bought on suzers to be way soon 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? Timpacts homes that the le they are in country - Elle migration

- 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 Sit greaves 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?





















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):

a Ipr

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 if fine the way it is
- 2. Would you support the construction of alternate routes to US 180 that connect US 180 to 1-40? VES NO (Preliminary System Alternatives 15, 16, 17 and 18)

 Optional: Why or why not? Least impact to resodere w/ Children.

 Buder of abre has 6 families with chibren under 5. Right now they can play and go from house to house. More traffic would ruin this and undermid the community.

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 Sit greaves 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: (by le Wormsbecker



























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

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

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

Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES (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 17: Wing Mountain Rd to FS 222 to FS 171 to I-40 > Preliminary System Alternative 18: Hidden Hollow Rd to F5 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)? 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 Sit greaves 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?































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):
 - 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 if fine the way it is
- Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES/ (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?

Consider leaving 180 via Ft Valley Ranch

Rood (i.e. bolives Hidden Hollow and

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?

Avoids most

- 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 Sit greaves 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: _____

4



[u**≱**s]

NDRY ARCE

Email:



















Put	olic Open House #1	ADOT
1.	STATION 4 COMMENT CARD Which would you prefer to help address congestion (emphasis on winter recreation) and saf US 180 (Circle One Only):	ety on
	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 I believe that US 180 if fine the way it is	180
2.	Would you support the construction of alternate routes to US 180 that connect US 180 to I-4 (Preliminary System Alternatives 15, 16, 17, and 18) Optional: Why or why not? At Re 17 only - no hwys through I We need to learn from history - Pcoper do a If you support the use of alternative routes to US 180, which of the Alternatives would you con	
3.	If you support the use of alternative routes to US 180, which of the Alternatives would you consupporting? Circle All That You Support:	onsider heigh
_	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? Franch Support my alt rule the wildline Hollow Rd to FS 506 to Route 66 to I-40	rough
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? Redrect concestion away from Milho	YES NO
5.	If you support the use of alternative routes to US 180 that utilize existing city/county roadwa Alternatives would you consider supporting?	ays, which of the
	 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 (southbou 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 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 way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way) Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to John Wesley Powell to I-17 	Route 66) t (northbound one
	Optional: Why or why not? More traffic away from Milton & Hen	uphrup
	IONAL ONLY:	
Nam	le:	



















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):



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 if 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						
	(Preliminary System Alternatives 15, 16, 17, and 18) along the Pipeline						
	Optional: Why or why not?	0					
	I would also like to See a 2 Love Road From Shultzto	05					
	To 89 WHL 3 on 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)? 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 Sit greaves 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:	
	477	PAPTA	=	4	UAS	2	NORTHERN ANIZONA SO CONTROL OF THE PROPERTY OF	



















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 0
 - I believe that US 180 if fine the way it is
- 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?



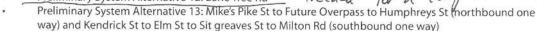
NO

- 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)? Optional: Why or why not?



NO

- 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



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: Dove las Saho
Name:





























Public Open House #1 – Meeting Summary Report

Optional: Why or why not?



NO

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 if fine the way it is
- Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES (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.

- 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 1-40 Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

TYAFFIC OFF

US 180- needs to have an alternative nonte Schrist school. (3) current removents Are TRApped if there is a blocking Would you support the use of alternative routes to US 180 that use existing YES city/county roadways (Preliminary System Alternatives 7 - 14)

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 Sit greaves 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

Dresnt Solve the Moblem t has
OPTIONAL ONLY: EXTREME expense. "BANDAIL" Approach.
Name:



























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 b.
 - I believe that US 180 if fine the way it is

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



We subsidize Snowbord + visitors should have to come through Flagstaff. Otherwise we are giving revenue to elsewhere in county! If you support the use of alternative routes to US 180, which of the Alternatives would you consider

Besides, major wildlife comidors in forest of town. 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?

See above. I am shocked that borced park-and-ride bus to Swow bool is not an option instead. Better yet, charge Would you support the use of alternative routes to US 180 that use existing so city (ES) NO

city/county roadways (Preliminary System Alternatives 7 - 14)? Optional: Why or why not?



Flagstaff subsidizes Swowbowl - visitors' dollars
Should be kept in Flag.

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 Sit greaves 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?

5.

Why or why not? Fourth Street should connect to

JW Powell.

Make Swowbow Visitors USE a Park 4-ride System!



















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):
 - I prefer that any proposed solutions look to widen US 180
 - 6 I prefer that any proposed solution look at alternative routes instead of widening US 180
 - I believe that US 180 if fine the way it is
- Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? (YES) (Preliminary System Alternatives 15, 16, 17, and 18) Optional: Why or why not?



NO

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)? Optional: Why or why not?



NO

- 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 Sit greaves 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:































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):
 - 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 if fine the way it is
- 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?



NO

- 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?





- 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 Sit greaves 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 if 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? It moves congestion (Traffic) out of Town and eleviates bottle Necking trafficon Ft. Valley.

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?
Alterative 18 - moves traffic out of Flag
and comes out beyond most Residental Homes.

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?

NO - Does not eliminate traffic problem.

NO - Very Costly to Purchase property Businesses

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 Sit greaves 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

NONE Optional: Why or why not?

The Flagstaff area will continue to grow. This problem needs attention Now! — it will just be more expensive atalater time.

OPTIONAL ONLY: Name:

AND SE US & MORTHERN ARIZONARI AND SEE

















Public Open House #1 – Meeting Summary Report



US 180 CORRIDOR MASTER PLAN

Public Open House #1



YES

NO

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 a.)
 - I prefer that any proposed solution look at alternative routes instead of widening US 180
 - I believe that US 180 if fine the way it is
- Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? 2. (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 3. 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?

7 PAUED!

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? ONLY IF THEY ARE PAVED!



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 ope way) and Kendrick St to Elm St to Sit greaves 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? HUMPREY'S IS THE MAJOR BOTTLENECK !

OPTIONAL ONLY:































Public Open House #1 – Meeting Summary Report



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):
 - 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 I believe that US 180 if fine the way it is
- Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES
 (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 an imal cornder noise, frash, loss of peace ful enjoyment the Would you support the use of alternative routes to US 180 that use existing

YES NO

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 Sit greaves 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:

4.































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 if fine the way it is

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?



NO

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

0

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?





- 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 Jurquoise 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 Sit greaves 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:





























Public Open House #1 – Meeting Summary Report



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):
 - 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
 - I believe that US 180 if fine the way it is
- Would you support the construction of alternate routes to US 180 that connect US 180 to I-40?
 YES (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?

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)? Optional: Why or why not?

YES NO

- 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 Sit greaves 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:

(FFG)







NORTHERN ARIZONA SI Ems.



















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):



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 if fine the way it is

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

NO

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 case congestion on Milton/Humphreys The goal

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

Same as above

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 Sit greaves 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:

Relieve the traffic on Humphreys! 30 yrs. on themphreys and it is ridiculous,



















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 if fine the way it is C

Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES (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 3. 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)? No FS Optional: Why or why not?



NO

- 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 Sit greaves 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?

"TIONAL ONLY:































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):
 - 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 if fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to 1-40? YES NO (Preliminary System Alternatives 15, 16, 17, and 18)

Optional: Why or why not? You must get (80) out of Town. Anything else only puts of the inevitable. The city is going to Grow, You would have to purchase to much private property

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider to widen 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 12 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 disrups the least property owners. Gets 180 out of town and alows Room for Growth.

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

- 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 Sit greaves 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 problem when you go thru town. We need to quit thinking flagstaff is not going to grow and plan optional only or it, for a change.

Deffrey Delap

Email:

Leftrey Delap

















Public Open House #1 – Meeting Summary Report



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 a.
 - I prefer that any proposed solution look at alternative routes instead of widening US 180 b.
 - I believe that US 180 if fine the way it is C.
- Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES (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)? 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 Sit greaves 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:



















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):
 - 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 if fine the way it is
- Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES
 (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?

1 Line on bulg od

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 Sit greaves 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:





























Public Open House #1 – Meeting Summary Report



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 (b.) I believe that US 180 if fine the way it is
- 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?



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 F5 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?





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 Sit greaves 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:































Public Open House #1 – Meeting Summary Report



US 180 CORRIDOR MASTER PLAN

Public Open House #1



NO

STATION 4 COMMENT CARD

- 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 if fine the way it is
- Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES
 (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?
- 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 Sit greaves 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: EMILY



























Public Open House #1 – Meeting Summary Report



US 180 CORRIDOR MASTER PLAN

Public Open House #1

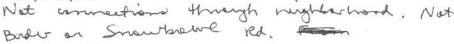


STATION 4 COMMENT CARD

- Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - (a.) 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 b.
 - I believe that US 180 if 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 (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)? 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 Sit greaves 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:































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):



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 if fine the way it is

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

I support using south snowhow! Rd.

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 show bowl Rd makes the most sense to me

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 Sit greaves 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?































Public Open House #1 – Meeting Summary Report



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):
 - 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 if fine the way it is
- Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES
 (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?
- 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 Sit greaves 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:

tw

































Public Open House #1 – Meeting Summary Report



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):
 - 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 if 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 2. (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?

Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? IMPROPOS INTO NRISHBURHOODS 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 Sit greaves 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:

































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): This solution only works the Milton solution once a. I prefer that any proposed solutions look to widen US 180 ~ Ъ. I prefer that any proposed solution look at alternative routes instead of widening US 18Q addressed C. I believe that US 180 if 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 1-40-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 NO city/county roadways (Preliminary System Alternatives 7 - 14)? 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 Sit greaves 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: NORTHERN ARIZONA E



















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):



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 if fine the way it is

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? Safety, #'s of vehicles, neighborhood congestion



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 Sit greaves 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:

































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): 6. 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 if fine the way it is C. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? (YES NO 2. (Preliminary System Alternatives 15, 16, 17, and 18) Optional: Why or why not? the best to avoid residences of least-cost to construct but pertup \$ 15,16,18 for locals there a, relief. In white living in Chestine if access to flore to the cost of the co 3. 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 0 Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40 Optional: Why or why not? wing mit straightest, avoids residental and least climbing hills or descending in back elevation. Niso oxists connects close to 1-40 Exit but the Pilot Gas intersection, /exit 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? Not Alts 7-9 as they are already being asternational used as alt. Proof when Beaver st was short down his winter twice trullic backups on Humphreys - it was horr, ble!! Please count front is on Suntaincampn, Sontraincisco Rewit, Humphry's veve starraines as total using traffic. 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 sed 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) 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 Sit greaves 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:

ARIZONA S







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 1. US 180 (Circle One Only): I prefer that any proposed solutions look to widen US 180 a. I prefer that any proposed solution look at alternative routes instead of widening US 180 b. I believe that US 180 if fine the way it is C. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES (Preliminary System Alternatives 15, 16, 17, and 18) Optional: Why or why not? The property and distributed as the 180 and back to Town and taking lead off 180 and If you support the use of alternative routes to US 180, which of the Alternatives would you consider Optional: Why or why not? 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 Bade- wille Rd, FS 506 would curve HWest Would you support the use of alternative routes to US 180 that use existing YES 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? Pretiniary System ALT Preliminary Sy Canyon Dr to Route 66 Preliminary Sy: t to Butler Ave (southbound one way) and USe F.S. 506 North done way) Butler Ave to S Preliminary Sy: to Switzer Canyon Dr to Route 66 Preliminary Sy: Flagstaff Ranch Rd to I-40 Preliminary Sy: Snow bow (Rd Preliminary Sy: verpass to Humphreys St (northbound one way) and Kend (southbound one way) combine ALT 15 Preliminary Sys Woodland's Village Blvd to Beulah Ave to John Wesley Pc and 18 Optional: Why or why



OPTIONAL ONLY:

Name:











Email:





AD SE IN CONTROL SE



Public Open House #1 STATION 4 COMMENT CARD Which would you prefer to help address congestion (emphasis on winter recreation) and safety on 1. 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 if 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? I Tor heavy homes + other businesses, Museums et along that route - schools Churchesales. O the need to get traffic longestion out of lenter of town & residential areas. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting? Circle All That You Support: 3 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 2 Preliminary System Alternative 187 Hidden Hollow Rd to FS 506 to Route 66 to I-40 Optional: Why or why not? NO Would you support the use of alternative routes to US 180 that use existing 4. city/county roadways (Preliminary System Alternatives 7 - 14)? Optional: Why or why not? City roadway + street already enerburdened. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the 5. 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 Sit greaves 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 1-17 The main goal should be to save our City - Optional: Why or why not? all of the above are located in resident of + business areas, But for business of Completely destruction to all residential OPTIONAL ONLY: Name: AND ANIENAS ANIENAS

















Public Open House #1 – Meeting Summary Report



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 1. 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
 - I believe that US 180 if fine the way it is C.
- 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)? 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 Sit greaves 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? What ever happened

180 to help traffic on et 66 + Milton on a daily bases and

talso as alternative of 180 & dos closed due to

are cut off with no atternatives

Email

if 180 b doside



OPTIONAL ONLY:

















Public Open House #1



STATION 4 COMMENT CARD

Which would you prefer to help address congestion (emphasis on winter recreation) and safety on 1. 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 if fine the way it is

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



NO

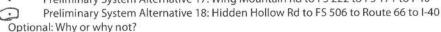
If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?

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



Would you support the use of alternative routes to US 180 that use existing 4. city/county roadways (Preliminary System Alternatives 7 - 14)? 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 5. 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 Sit greaves 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:

































Public Open House #1



STATION 4 COMMENT CARD

Which would you prefer to help address congestion (emphasis on winter recreation) and safety on 1. 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 if 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?



NO

If you support the use of alternative routes to US 180, which of the Alternatives would you consider 3. 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)? 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 Sit greaves 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:

































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 if fine the way it is

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?



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?

NOT INTRUSIUR TO OUR NEIGHBOR HOODS

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 Sit greaves 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 AFARTMENTS BEING
BUILT.

BUILT.

HYW. 66 IS ALREADY TAXRO AT

RUSH HOUR!

Email:

OPTIONAL ONLY: Name:

























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 (b.) I prefer that any proposed solution look at alternative routes instead of widening US 180 I believe that US 180 if fine the way it is Would you support the construction of alternate routes to US 180 that connect US 180 to I-40! 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? 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? 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 Sit greaves 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 C. I believe that US 180 if fine the way it is Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES (Preliminary System Alternatives 15, 16, 17, and 18) Optional: Why or why not? SAFETY, ADD CAPACITY, ADD ACCESS TO FOREST. 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 1-40 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)? 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 5. 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 L ute 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 Sit greaves 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:



















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 if 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-49
- Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not? TRADIC should not be routed though baderwille

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?



NO

- 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 Sit greaves 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:





























Public Open House #1 - Meeting Summary Report



US 180 CORRIDOR MASTER PLAN

Public Open House #1

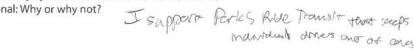


STATION 4 COMMENT CARD

- 1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - 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
 - I believe that US 180 if 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 (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)? Optional: Why or why not?

YES



- 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 Sit greaves 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:

































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
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 if fine the way it is
- Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES (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)? Optional: Why or why not?



NO

- 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 Sit greaves 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?

Consider: Milton To 66 To Yale Bedlah To JWP To I-17.































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):
 - 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 if fine the way it is

2. Would you support the construction of afternate routes to US 180 that connect US 180 to I-407 (Preliminary System Alternatives 15, 16(17, and 18)



NO

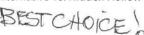
3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?

Circle All That You Support:

Optional: Why or why not?

- 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)? Optional: Why or why not?

YES



- 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 Sit greaves 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:

































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 1. US 180 (Circle One Only): I prefer that any proposed solutions look to widen US 180 (a.) I prefer that any proposed solution look at alternative routes instead of widening US 180 b. I believe that US 180 if 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 2. (Preliminary System Alternatives 15, 16, 17, and 18) Optional: Why or why not? Routing people to the snow (at 8000 ft elevation near Nordic around Flagstaff would eliminate congestion downtown. If you support the use of alternative routes to US 180, which of the Alternatives would you consider 3. supporting? Circle All That You Support: Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-49. 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 Would you support the use of alternative routes to US 180 that use existing NO 4. city/county roadways (Preliminary System Alternatives 7 - 14)? 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 Sit greaves 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



















Public Open House #1

ADOT

STATION 4 COMMENT CARD

- 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 if fine the way it is
- Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES
 (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)? 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 Sit greaves 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 ADM M MOM SON



















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):
 - 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
 - I believe that US 180 if 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?

CITY AND COUNTY LIGHTING

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































Public Open House #1 - Meeting Summary Report



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

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

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



NO

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?





- 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 Sit greaves 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 CONGENTION !!!

OPTIONAL ONLY: Name:























Public Open House #1 – Meeting Summary Report



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): a. 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 if fine the way it is C. 2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES (Preliminary System Alternatives 15, 16, 17, and 18) Optional: Why or why not? Destroy neighbor her & ther up more open space and frestland all be cause FLAG doesn't ELAG BUSILLAND If you support the use of alternative routes to US 180, which of the Alternatives would you consider 3. 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)? 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 Sit greaves 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**:



















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):
 - I prefer that any proposed solutions look to widen US 180 a.
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - I believe that US 180 if 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:

00 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 00 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 RELEIVES

SOME CONGESTION IN CITY

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

- 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 Sit greaves 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 KUIN HISTORIC AREAS (except 14, which is bed)

OPTIONAL ONLY: KOBERT J. Brast































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

ES

NO

 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?



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 Sit greaves 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: ____



































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 b. I believe that US 180 if fine the way it is C. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES (Preliminary System Alternatives 15, 16, 17, and 18) to take the amount of troffic off Humphreys of Fit Valley If you support the use of alternative routes to US 180, which of the Alternatives would you consider 3. 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 10: Snow Bowl Road to A-1 Mountain Road to I-40 for far out Preliminary System Alternative 18: Hidden Hallow Bd to FS 222 to FS 171 to I-40 Preliminary System Alternative 18: Hidden Hollow Rd to FS 222 to FS 171 to I-40 not far lal: Why or why not? Le would be pass most of down town Optional: Why or why not? 15 + 16 would by pass most of downtown + residential areas 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? Solve the city conjection - just different routes but same traffic amount 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 Sit greaves 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 bach OPTIONAL ONLY: Barbara Cress



























Alternative 15-18 should not be considered just to alleviate snow play traffic. also the long-term publicus of local troffic

Roads outside of fown of A-1 Mtn would not rially help locals on a daily commute and/or would create communities. A bellway amond ent circling fown would help more than soving dist forest road, Not just for 180 but milton + Rt 66



















US 180 Corridor Master Plan

Public Open House Meeting #2 - Summary Report







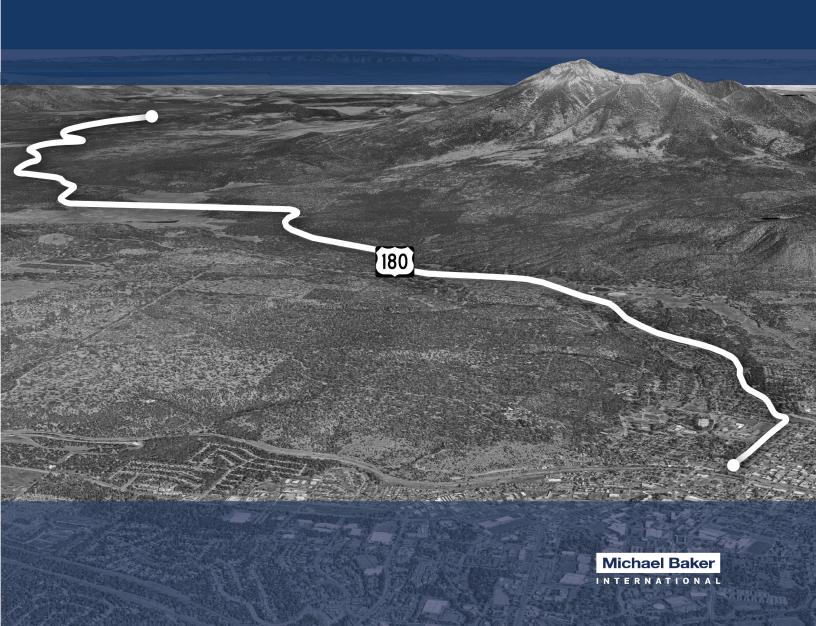








January 2021





Contents

1.0	INTRODUCTION	3
1.1	US 180 Corridor Master Plan Purpose & Need	3
1.1a 2.0	Project WebsitePUBLIC OPEN HOUSE MEETING #2 SUMMARY	
2.1	Public Open House Meeting #2 Notification Procedures	4
2.2	Public Open House Meeting #2 Registration	4
2.3	Public Open House Meeting #2 Presentation	4
2.4	Live Question & Answer (Q&A) Session	5
2.5	Public Open House #2 Tier Three Alternatives Display Boards	5
2.6	Public Open House Meeting #2 Online Survey	5
2.7 3.0	US 180 & Milton Road CMP Elected Official Project Briefing	
3.1	Attachment A – Public Open House Meeting #2 Notification Advertisements	6
3.2	Attachment B – Public Open House Meeting #2 Registration List	8
3.3	Attachment C - Public Open House Meeting #2 Presentation	10
3.4	Attachment D – Public Open House Live Question & Answer Transcript	21
3.5	Attachment E - Public Open House Meeting #2 Tier Three Alternatives	34
3.6	Attachment F – Public Open House Meeting #2 Online Public Survey Results	42
3.7	Attachment G – US 180 & Milton Road CMP Elected Official Project Briefing	81



















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.

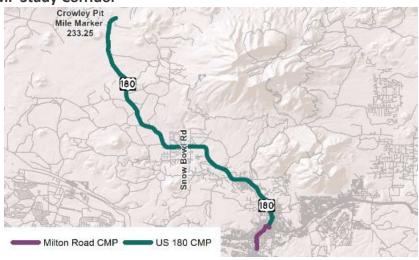
The System Alternatives are also complemented by a series of Base Build Spot Improvements – which constitute targeted, near term low investment mitigation measures that support mid and long-term System Alternatives.

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 prestation 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 preforming. A copy of the presentation can be found in Attachment G-US 180 & Milton Road CMP.



















3.0 ATTACHMENTS

This page was intentionally left Blank



















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

Post Card Mailer (front)

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.















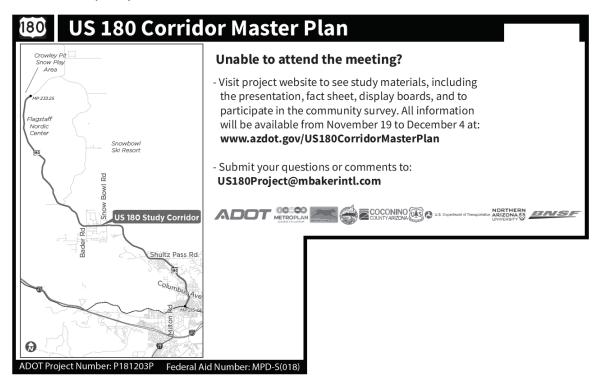
Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, gender or disability. Persons who require a reasonable accommodation based on language or disability should contact Community Relations project 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)

















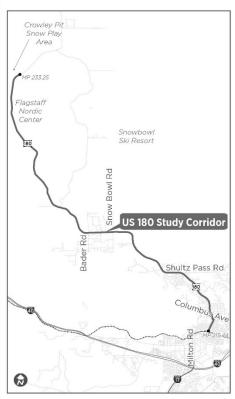




Newspaper and Online Advertisement Flyer

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 O&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. 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)



















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	katriches on@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	nlm12@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	I_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

















	- 1
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@dpcre.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

US 180 Corridor Master Plan Virtual Public Open House















November 19, 2020

Michael Baker

1

ADOT'S NONDISCRIMINATION NOTICE TO THE PUBLIC

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

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

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

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









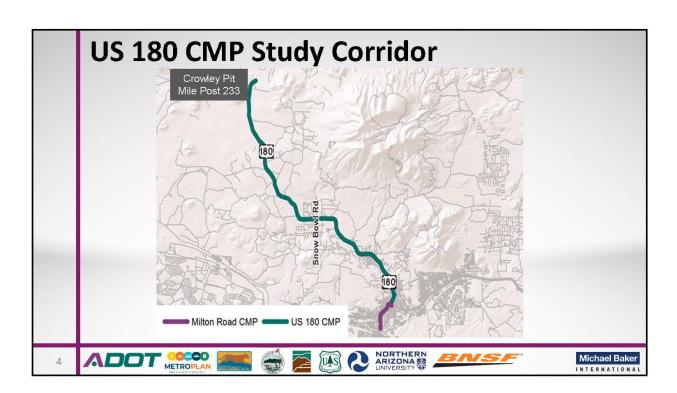








Michael Baker





















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"



















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





























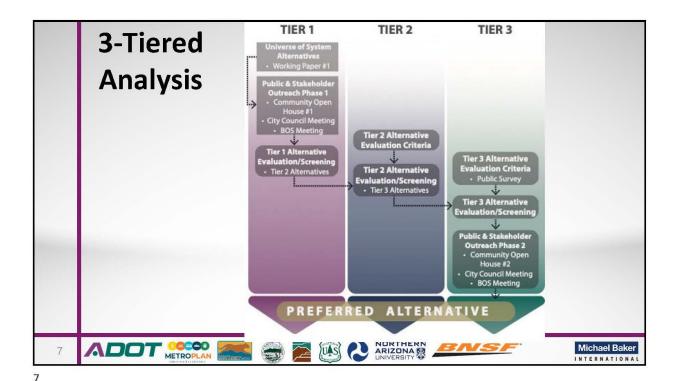












No Build – Existing Condition

Alt 4a

Alt 4b

Alt 4b

Alt 4b

Alt 6



ADOT OCCOPIAN















Michael Baker





US 180 Tier 2 Evaluation Criteria Evaluation Criteria Evaluation Criteria Weight Weight Category Criteria / Measure Category Criteria / Measure Reduction in Pedestrian Facilities 7.12% **Expand Travel** Improves Congestion 5.25% Vehicular **Mode Choices** Bicycle Facilities 7.48% Travel Speed as % of Base Congestion 3.32% Transit Travel Time 6.27% Free Flow Speed Public 6.04% Improved Intersection LOS Acceptance Signal/Stop Control Delay 3.29% Public Support 8.26% Travel Time 4.79% Reduced in Total Crashes Safety 7.13% Construction/ 4.68% Project Cost Reduced Injury Crashes 8.18% **Implementation** Reduced Bicycle Crashes 7.10% **ROW Impact** 4.96% (Square Feet) Michael Baker UAS(10







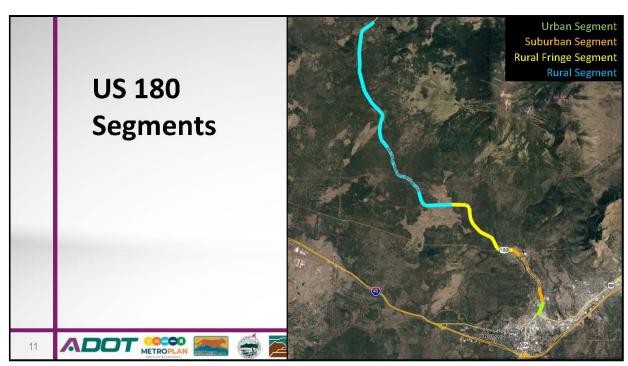


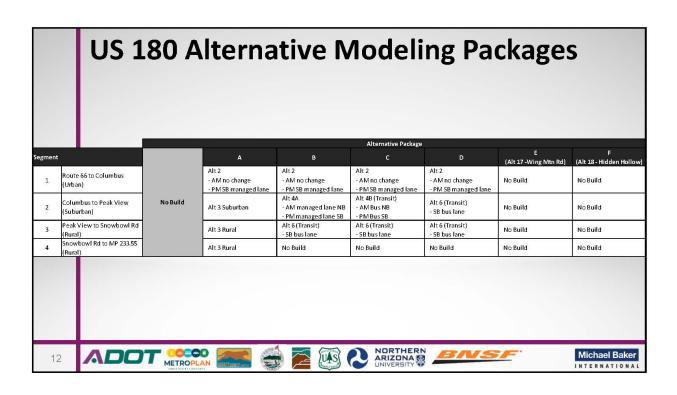




















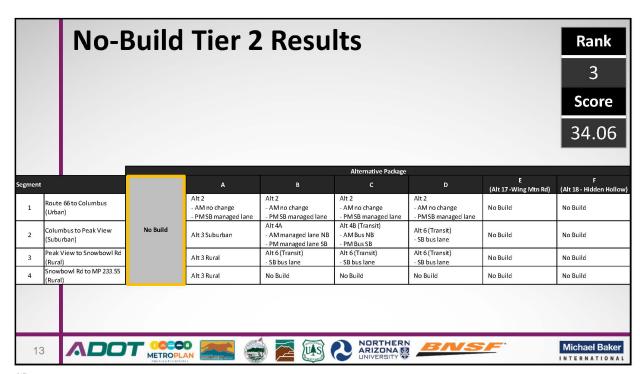


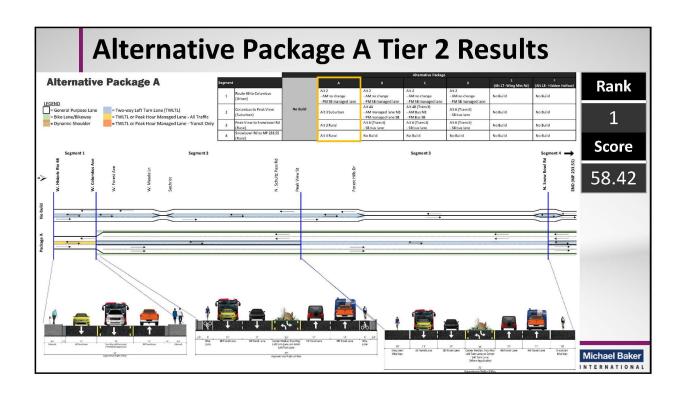




















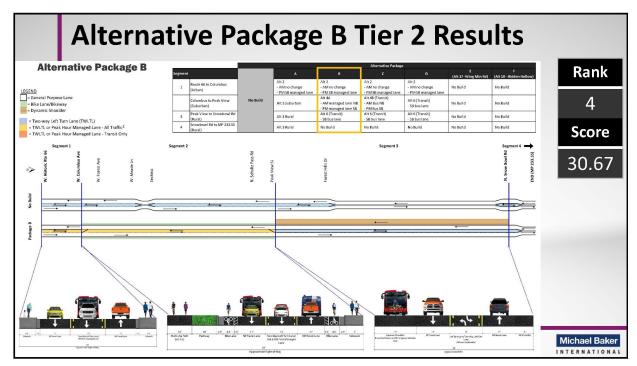


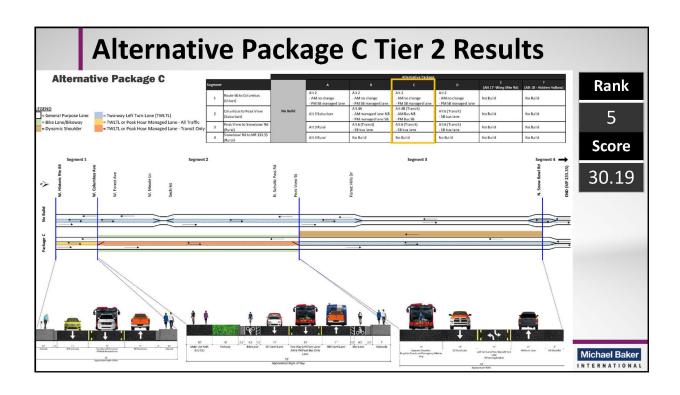




















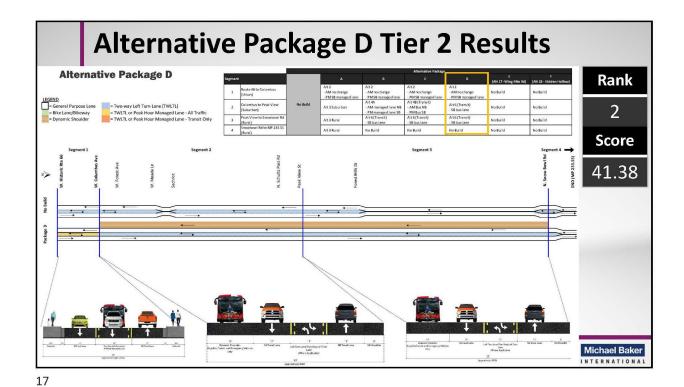












Alternative Package E & F Tier 2 Results -AM no change -AM no change -PMSB managed lane -PMSB managed lane -PMSB managed lane -AM monaged lane -AM Bus NB -AM Bus SB -AM Bus SB -AM GTransit) -AM no change -AM no No Build Alternative Package E **Alternative Package F Wing Mountain Road Route** Hidden Hollow Road Route Rank Rank 6 Score **Score** 27.50 27.51 ADOT OCCOR NORTHERN ARIZONA UNIVERSITY Michael Baker UAS















US 180 Corridor Travel Times

	AM Peak Hour			PM Peak Hour					
Altemative	Westbound		Eastbound		Westbound		Eastbound		
Altemative	Travel Time	Travel Time %	Travel Time	Travel Time %	Travel Time	Travel Time %	Travel Time	Travel Time %	
	(min)	Change	(min)	Change	(min)	Change	(min)	Change	Overall Impact
No Build	16.3	8	15.7	i i	15.9		16.9	•	Neutral
A	15.9	98.4%	15.2	98.4%	15.5	98.4%	16.4	98.4%	Positive, yet neglibile
В	16.5	98.3%	16.4	98.3%	16.0	98.3%	19.8	98.0%	Negative
С	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 Mntn bypass	15.6	98.4%	15.6	98.3%	15.7	98.4%	16.3	98.4%	Positive, yet neglibile
F Hidden Hollow bypass	15.9	98.4%	15.7	98.3%	15.8	98.3%	16.1	98.4%	Positive, yet neglibile

19

















19

US 180 Results

- 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
 - -"PLUS" this alternative will make multimodal improvements on US 180, but will not increase the number of travel lanes



































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

















Michael Bake

21

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







































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

US 180 CORRIDOR MASTERPLAN
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 Magadelena 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 signalizing 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 Magdelena 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 whey 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 noncapital 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 ADOI Public Open House #2 No-Build Tier 2 Rank 3rd 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 Tier 2 Score option as the baseline condition to highlight positive and/or negative change relative to the other alternatives 34.06 Tier 2 Evaluation Criteria Results **Reduction in Vehicular Congestion** 2040 Travel Time 2040 Intersection Level-of-Service **2040 Intersection Delay** AM PM AM 2040 Congestion Improvement 2040 Speed as a % of Free Flow Speed 9.2 **AM** PM 87.4% **Expand Travel** Cost / Safety **Implementation** Modes **Reduction in All Crashes Project Cost Improved Bicycle Facilities** \$0 **Reduction in Injury-Related Crashes ImprovedPedestrian Facilities** factor Right-of-Way Impact Oft2 **Reduction in Bicycle-Related Crashes 2040 Transit Travel Time**



















ADOT

US 180 Spot Improvements Inventory

Spot Improvement Alternative Applicability Key

² Build Alternatives Only

				Spot Improvement Cated	anrios -		³ All Alternative
						Transit	
	Geometry	Roduway Operations	Vernicular Safety	Access Management	redestriali	Dicycle	
Humphrey's Street (signalized)		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 lares on Humphrey's SP) Florida T Concept, in conjunction with the appropriate signal phasing adjustmental*		Restrict U-Turns ^a	Ladder/High-Visibility Cross walks? ADA-compliant curb ramps? Pedestrian crossing improvements?	Sicycle signal detection and actuation Combined Bike Lane/Right Turn Lane	Transit signal prioritization ⁸
Columbus Street (signalized)	Roundabout	Dual left turn lanes (NB Humphrey's to WB US 180) Declizated 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			Ladder/High-Visibility Cross walks? ADA-compliant curb ramps? Sidewalk widening? Angle ramps on the SE corner with a pork chop!	Bicycle signal detection and actuation! Combined Bike lane/Right Turn Lane!	Transit signal prioritization?
Forest Avenue (stop controlled)		Restrict WB left turn ⁴		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 segments?	Pedestrian signal Ladder/High-Visibility Cross walks ADA-compliant curb ramps Sidewalk widening	Combined Bike Lane/Right Turn Lane for WB Forest Ave, to NB US 180 with sharrow ³ Continue WB bike lane through intersection ²	
Sechrist Drive (stop controlled)		NB right turn lane extension?			Pedestrian signal (RRFB) Ladder/fligh-Visibility Cross walks ^a ADA-compliant curb ramps ^a Sidewalk widening Grade separated crossing ^a Pedestrian warning signage ^a		Existing bus stop on the NB si (east side) ⁹
Schultz Pass Drive (signalized)					Ladder/High-Visibility Cross walks ³ ADA-compliant curb ramps ³	Bicycle signal detection and actuation? Combined Bike Lane/Right Turn Lane?	• Transit signal prioritization ³
Snow Bowl Road (Stop Controlled)	Roundabout Truffic signal	Additional right turn lane (W8 US 189) Additional left turn lane (S8 Snow Bowl Rd) Enhance pavement striping of existing pavement section to create an additional NB receiving lane on Snow Bowl			Ladder/High-Visibility Cross walks ¹ Pedestrian signaf	 Bicycle signal detection and actuation (if traffic signal is installed)? 	
Other Spot Improvements		Road* - Right turn deceleration laines* - Left turn lanes* - DVS Sign-que's signal at Elm Street* Em Street*	Rumble strips Safety edges Safety edges High vidishity edge line striping High vidishity edge line striping Delineators Guard rails High vidishity signage High vidishity signage Wildrife crossage AZOTO guidant signage Wildrife crossage Torn line establishity signage Torn line establishity signage Torn line establishity signage Torn line establishity signage Soulde videoning between Mugdalania Rel (MP 219.16) and Hidden Hollow RG (MP 219.5) inprovement could coat more than just the coat of additional powement due to the steep sloge.	Reved Medians with left turn lane Reduct U-Turns ² Reduct U-Turns ² Reduct U-Turns ² Reduct U-Turns ²	Pedestrian mid-block crossings/signabs Wild Woods General Wild Woods General Wild Woods General Enhanced crosswalks Pedestrian crosswalks Pedestrian crossing at Meade, Anderson St, and near the Museum	Bike Lane Duffered Dike Lane Muttiesse path Becycle mid-bles Becycle mid-bles Becycle mid-bles Becycle signapa	Enhanced Transt Shelters ¹ Plannet bus stop on the NS side of Anderson Road (east side)

















ADOT

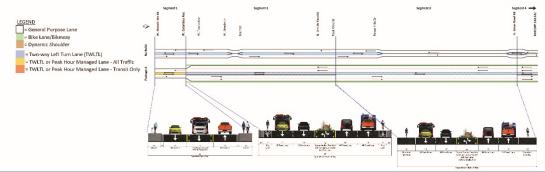
Public Open House #2

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

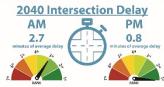
Tier 2 Rank st Tier 2 Score



Tier 2 Evaluation Criteria Results

Reduction in Vehicular Congestion

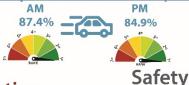






2040 Congestion Improvement 2040 Speed as a % of Free Flow Speed





Expand Travel Modes

Improved Bicycle Facilities

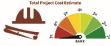




Project Cost \$87,291,544

Cost /

Implementation









ImprovedPedestrian Facilities



Right-of-Way Impact 303,909 ft²







Reduction in Bicycle-Related Crashes 3.5%



























Public Open House #2



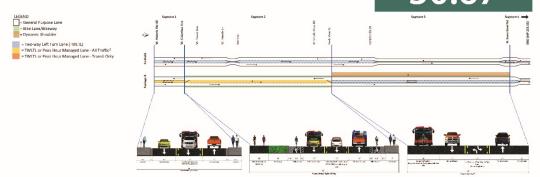
Alternative B

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

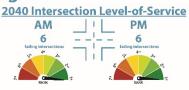


Tier 2 Evaluation Criteria Results

Reduction in Vehicular Congestion







2040 Congestion Improvement

8.9 Congestion Needs Score 2040 Speed as a % of Free Flow Speed

AM PM
82.4% 76.6%

11.6%

Expand Travel Modes

Improved Bicycle Facilities

2.8



ImprovedPedestrian Facilities



Project Cost \$24,576,648 Total Project Cost Estimate

Cost /

Implementation





Safety

Reduction in All Crashes

. . .



Right-of-Way Impact 91,728 ft²





Reduction in Bicycle-Related Crashes



RANK
*accreating to the Crosh Modification Factors Clearinglinuse, installing little James result in an increase of vehicle-bicycle collisis



















US 180 CORRIDOR MASTER PLAN Public Open House #2 Alternative C Tier 2 Rank 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 Evaluation Criteria Results **Reduction in Vehicular Congestion** 2040 Travel Time **2040 Intersection Delay** 2040 Intersection Level-of-Service **AM PM AM** 2040 Congestion Improvement 2040 Speed as a % of Free Flow Speed AM 84.4% 74.5% **Expand Travel** Cost / Safety Modes **Implementation Reduction in All Crashes Project Cost Improved Bicycle Facilities** 11.6% \$24,576,648 **Reduction in Injury-Related Crashes ImprovedPedestrian Facilities** 11.5% Right-of-Way Impact 91,728 ft² **Reduction in Bicycle-Related Crashes** 2040 Transit Travel Time **AM**



















Public Open House #2



Alternative D

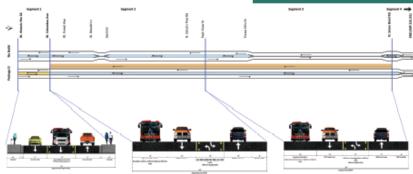
Alternative D consists of three roadway segments to reflect the changing character over its length:

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 **n**d Tier 2 Score 41.38

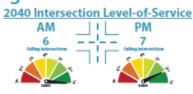


Tier 2 Evaluation Criteria Results

Reduction in Vehicular Congestion







2040 Congestion Improvement 2040 Speed as a % of Free Flow Speed





Expand Travel Modes

Improved Bicycle Facilities



Cost / Implementation

Project Cost \$20,652,488





Reduction in All Crashes







ImprovedPedestrian Facilities



Right-of-Way Impact



23.8%



























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.

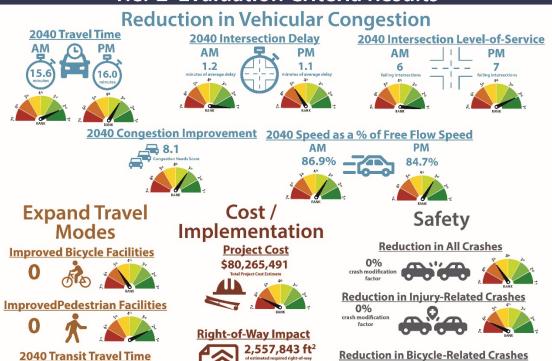
7th
Tier 2 Score
27.50

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





















Public Open House #2



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 1/2 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 Tier 2 Score





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







2040 Congestion Improvement 2040 Speed as a % of Free Flow Speed





Expand Travel Modes

Improved Bicycle Facilities









Cost /









Reduction in Injury-Related Crashes







ImprovedPedestrian Facilities



























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

1 | www.opentownhall.com/9964



















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

217 Responses: 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

		% Count
Strongly Oppose	19.8	% 41
Oppose	17.9	% 37
Neutral	22.7	% 47
Support	15.5	% 32
Strongly Support	18.8	% 39
Unsure	2.9	% 6
adding travel lanes (for all vehicles)		

	%	Count
Strongly Oppose	24.6%	51
Oppose	18.8%	39
Neutral	13.5%	28

2 | www.opentownhall.com/9964



















 ${\tt US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

	%	Count
Support	18.4%	38
Strongly Support	21.7%	45
Unsure	1.9%	4
adding bicycle lanes	•	
	%	Count
Strongly Oppose	11.1%	23
Oppose	3.4%	7
Neutral	11.6%	24
Support	25.6%	53
Strongly Support	47.3%	98
Unsure	0.5%	1
wider sidewalks		
	%	Count
Strongly Oppose	12.1%	25
Oppose	9.7%	20
Neutral	27.1%	56
Support	24.6%	51
Strongly Support	23.2%	48
Unsure	1.4%	3

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

3 | www.opentownhall.com/9964



















 ${\tt US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

	%	Count
Strongly Oppose	9.7%	20
Oppose	13.0%	27
Neutral	27.5%	57
Support	21.3%	44
Strongly Support	24.2%	50
Unsure	2.4%	5

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 to 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

	%	Count
None	59.5%	119
1-10	21.5%	43

4 | www.opentownhall.com/9964



















 ${\tt US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

	%	Count
11-20	5.0%	10
21-30	4.0%	8
31+	7.5%	15
adding travel lanes (for all vehicles)		
N	%	Count
None	53.5%	107
1-10	23.5%	47
11-20	8.0%	16
21-30	4.5%	9
31+	10.0%	20
adding bicycle lanes		
	%	Count
None	45.5%	91
1-10	27.0%	54
11-20	13.0%	26
21-30	3.5%	7
31+	10.0%	20
wider sidewalks		
	<u></u>	Count
None	58.5%	117

5 | www.opentownhall.com/9964



















 ${\tt US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)} \, \cdot \, Recommended\,Alternatives\,Survey$

%	Count	
21.0%	42	
9.5%	19	
3.0%	6	
6.5%	13	
%	Count	
57.5%	115	
25.0%	50	
7.0%	14	
3.0%	6	
6.0%	12	
	21.0% 9.5% 3.0% 6.5% % 57.5% 25.0% 7.0% 3.0%	21.0% 42 9.5% 19 3.0% 6 6.5% 13

QUESTION 4

Do you have any other comments about potential impacts to buildings on Humphreys Street?

Answered 48 Skipped 169

- any area bike buildings businesses character current don help historic humphrey humphreys lanes like make more much need question remove removed removing road routes see sidewalks so street support t than them think too traffic way what

OUESTION 5

How many parking lots along Humphreys Street would you be willing to remove in order to add the following

6 | www.opentownhall.com/9964



















 ${\tt US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

features?

adding dedicated bus lanes

	%	Count
None	48.5%	99
1-10	22.5%	46
11-20	7.8%	16
21-30	6.4%	13
31+	12.3%	25

adding travel lanes (for all vehicles)

	%	Count
None	44.6%	91
1-10	24.0%	49
11-20	8.8%	18
21-30	6.4%	13
31+	13.2%	27

adding bicycle lanes

	%	Count
None	36.8%	75
1-10	26.5%	54
11-20	11.3%	23
21-30	9.3%	19

7 | www.opentownhall.com/9964



















 ${\tt US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

		% Count
31+	14.7	7% 30
wider sidewalks	_	
wider sidewalks		% Count
None	43.6	5% 89
1-10	26.0	9% 53
11-20	10.8	3% 22
21-30	5.9	9% 12
31+	11.3	23
landscaped areas	_	
		% Count
None	42.6	5% 87
1-10	28.9	9% 59
11-20	7.8	3% 16
21-30	4.4	9
31+	11.8	3% 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

8 | www.opentownhall.com/9964



















 ${\tt US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

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

9 | www.opentownhall.com/9964



















 ${\sf US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

		%	Count
Strongly Oppose		10.9%	23
Oppose	Ī	3.3%	7
Neutral		10.9%	23
Support		30.3%	64
Strongly Support		43.1%	91
Unsure		0.5%	1
wider sidewalks			
Strongly Oppose		% 16.1%	Count 34
Oppose	-	10.9%	23
	_		
Neutral		27.0%	57
Support		22.7%	48
Strongly Support		20.4%	43
Unsure		1.4%	3
landscaped areas			
Charach Caraca	_	%	Count 42
Strongly Oppose		19.9%	42
Oppose		11.8%	25
Neutral		26.1%	55
Support		18.5%	39

10 | www.opentownhall.com/9964



















 ${\tt US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

	%	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** bless **bus** cheshire defort 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
No	ne	64.4%	132
1-1		17.1%	35
11-	20	6.3%	13
21	30	2.0%	4
31		8.3%	17

adding travel lanes (for all vehicles)

11 | www.opentownhall.com/9964

















%

Count



US 180 Corridor Master Plan #2

 ${\tt US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

None	58.0%	119
1-10	17.1%	35
11-20	11.7%	24
21-30	3.9%	8
31+	8.8%	18
adding bicycle lanes	%	Count
None	51.2%	105
1-10	23.4%	48
11-20	10.7%	22
21-30	5.9%	12
31+	8.3%	17
wider sidewalks		
None	% 56.1%	Count 115
1-10	23.4%	48
11-20	9.3%	19
21-30	4.4%	9
31+	4.9%	10

landscaped areas

12 | www.opentownhall.com/9964



















 ${\tt US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

	%	Count
None	63.4%	130
1-10	20.5%	42
11-20	6.3%	13
21-30	2.9%	6
31+	4.9%	10

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

	%	Count
None	48.5%	99
1-10	25.5%	52
11-20	9.3%	19
21-30	2.0%	4

13 | www.opentownhall.com/9964

















 ${\sf US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

	9	6 Count
31+	11.89	6 24
adding travel lanes (for all vehicles)		
	9,	
None	44.69	6 91
1-10	25.59	6 52
11-20	10.39	6 21
21-30	4.99	6 10
31+	13.29	6 27
adding bicycle lanes	_	
	9,	6 Count
None	34.89	6 71
1-10	33.89	69
11-20	11.39	6 23
21-30	5.99	6 12
31+	12.79	6 26
wider sidewalks	_	
	9,	6 Count
None	44.19	6 90
1-10	28.49	6 58
11-20	0.00	6 20
11-20	9.89	0 20

14 | www.opentownhall.com/9964

















 ${\tt US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

		%	Count
21-30		5.4%	11
31+		10.8%	22
landscaped areas			
		%	Count
None		50.0%	102
1-10		26.0%	53
11-20		8.3%	17
21-30	Ī	4.4%	9
31+		9.3%	19
	_		

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 to 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

15 | www.opentownhall.com/9964



















 ${\tt US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

	%	Count		
Strongly Disagree	27.0%	55		
Disagree	24.0%	49		
Neutral	13.2%	27		
Agree	9.3%	19		
Strongly Agree	8.8%	18		
Improve vehicle travel time				
	%	Count		
Strongly Disagree	12.3%	25		
Disagree	12.3%	25		
Neutral	19.6%	40		
Agree	34.3%	70		
Strongly Agree	16.7%	34		
Improve bus travel time (get to final bus stop faster)				
	%	Count		
Strongly Disagree	13.7%	28		
Disagree	11.3%	23		
Neutral	31.9%	65		
Agree	23.0%	47		
Strongly Agree	13.7%	28		
				

Improve bus frequency (less wait time at bus stops)

16 | www.opentownhall.com/9964

















 ${\tt US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

	%	Count
Strongly Disagree	11.3%	23
Disagree	9.8%	20
Neutral	33.8%	69
Agree	23.5%	48
Strongly Agree	14.7%	30
Add bicycle lanes		
	%	Count
Strongly Disagree	8.8%	18
Disagree	6.4%	13
Neutral	13.7%	28
Agree	32.4%	66
Strongly Agree	32.8%	67
Wider sidewalks		
		Count
Strongly Disagree	11.3%	23
Disagree	12.7%	26
Neutral	27.0%	55
Agree	24.5%	50
Strongly Agree	17.2%	35

Landscaped areas (landscaped buffers between the road and sidewalk)

17 | www.opentownhall.com/9964



















 ${\tt US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

	%	Count
Strongly Disagree	14.2%	29
Disagree	14.7%	30
Neutral	33.8%	69
Agree	23.0%	47
Strongly Agree	9.3%	19
More pedestrian crossings		
	%	Count
Strongly Disagree	5.9%	12
Disagree	11.8%	24
Neutral	21.6%	44
Agree	32.4%	66
Strongly Agree	24.5%	50
Preserve existing buildings on private property		
		Count
Strongly Disagree	6.4%	13
Disagree	7.4%	15
Neutral	32.8%	67
Agree	25.5%	52
Strongly Agree	24.0%	49

Preserve parking lots on private property

18 | www.opentownhall.com/9964

















 ${\sf US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

	%	Count	
Strongly Disagree	8.8%	18	
Disagree	25.5%	52	
Neutral	34.3%	70	
Agree	13.2%	27	
Strongly Agree	12.7%	26	
Preserve small parks (such as Wheeler Park)			
	%	Count	
Strongly Disagree	2.5%	5	
Disagree	6.4%	13	
Neutral	9.8%	20	
Agree	26.0%	53	
Strongly Agree	52.0%	106	
Other (Enter comments about other enhancements below)			
	%	Count	
Strongly Disagree	2.0%	4	
Disagree	2.0%	4	
Neutral	17.2%	35	
Agree	1.5%	3	
Strongly Agree	3.9%	8	
-			

19 | www.opentownhall.com/9964



















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

1 all alternative beaver better bike bikes both bus buses downtown elm from 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

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

20 | www.opentownhall.com/9964

















 ${\tt US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

Improve vehicle travel time

	%	Count
Strongly Disagree	15.2%	32
Disagree	11.4%	24
Neutral	19.9%	42
Agree	30.8%	65
Strongly Agree	17.1%	36

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

	%	Count
Strongly Disagree	13.3%	28
Disagree	10.4%	22
Neutral	30.8%	65
Agree	24.6%	52
Strongly Agree	14.7%	31

Improve bus frequency (less wait time at bus stops)

	%	Count
Strongly Disagree	12.8%	27
Disagree	7.1%	15
Neutral	37.4%	79
Agree	19.4%	41
Strongly Agree	16.1%	34

Add bicycle lanes

21 | www.opentownhall.com/9964



















 ${\tt US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

_	%	Count
Strongly Disagree	7.1%	15
Disagree	7.1%	15
Neutral	11.8%	25
Agree	30.8%	65
Strongly Agree	38.9%	82
Wider sidewalks	%	Count
Strongly Disagree	13.7%	29
Disagree	12.8%	27
Neutral	28.4%	60
Agree	22.7%	48
Strongly Agree	14.2%	30
Landscaped areas (landscaped buffers between the road and sidewalk)		
Strongly Disagree	% 16.6%	Count 35
Disagree	16.1%	34
Neutral	27.5%	58
Agree	22.3%	47
Strongly Agree	10.4%	22

More pedestrian crossings

22 | www.opentownhall.com/9964



















 ${\sf US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

	%	Count
Strongly Disagree	10.0%	21
Disagree	8.1%	17
Neutral	16.6%	35
Agree	28.0%	59
Strongly Agree	32.7%	69
Preserve existing buildings on private property		
	%	Count
Strongly Disagree	5.7%	12
Disagree	11.8%	25
Neutral	29.4%	62
Agree	23.2%	49
Strongly Agree	24.2%	51
Preserve parking lots on private property		
	%	Count
Strongly Disagree	9.0%	19
Disagree	22.7%	48
Neutral	33.2%	70
Agree	14.2%	30
Strongly Agree	13.7%	29
		

Preserve small parks (such as Wheeler Park)

23 | www.opentownhall.com/9964

















 ${\tt US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

	%	Count
Strongly Disagree	2.8%	6
Disagree	7.1%	15
Neutral	17.5%	37
Agree	23.7%	50
Strongly Agree	43.1%	91

Other (Enter comments about other enhancements below)

	%	Count
Strongly Disagree	1.4%	3
Disagree	0.9%	2
Neutral	14.7%	31
Agree	0.9%	2
Strongly Agree	6.6%	14

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 is school sechrist snowbowl so speed stop traffic valley

24 | www.opentownhall.com/9964

















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?

		% C	Count
Yes	81.	8%	171
No	18.	2%	38

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 beal bike continuous crossing forest fort from futs going lane lanes make more museum need needs path pedestrian pedestrian 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)

	%	Count
1	35.3%	72
2	6.9%	14
3	9.8%	20
4	5.4%	11
5	10.8%	22

25 | www.opentownhall.com/9964

















 ${\tt US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

	%	Count
6	2.5%	5
7	5.9%	12
8	3.9%	8
9	12.7%	26

No Build Plus – (no additional lanes; add enhancements with some limited impacts to property) – Recommended Alternative by ADOT

	%	Count	
1	11.3%	23	
2	4.4%	9	
3	6.4%	13	
4	2.5%	5	
5	11.3%	23	
6	8.3%	17	
7	10.8%	22	
8	11.8%	24	
9	27.9%	57	
Alternative Package A			
	%	Count	
1	26.5%	54	
2	5.4%	11	

26 | www.opentownhall.com/9964

















US 180 Corridor Master Plan #2

US 180 Corridor Master Plan (Including Humphreys Street and Fort Valley Road) - Recommended Alternatives Survey

	9,	6 Count
3	8.39	6 17
4	2.99	6 6
5	9.39	6 19
6	7.89	6 16
7	9.39	6 19
8	3.49	6 7
9	13.79	6 28
Alternative Package B	_	
	9	6 Count
1	25.59	6 52
2	7.49	6 15
3	8.39	6 17
4	3.49	6 7
5	15.29	6 31
6	7.49	6 15
7	7.89	6 16
8	6.99	6 14
9	3.99	6 8

Alternative Package C

27 | www.opentownhall.com/9964

















Count



US 180 Corridor Master Plan #2

 ${\sf US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

		Count
1	27.9%	57
2	6.9%	14
3	10.8%	22
4	4.4%	9
5	15.7%	32
6	6.9%	14
7	10.3%	21
8	2.5%	5
9	0.5%	1
Alternative Package D		
Alternative Package D	%	Count
Alternative Package D	% 30.4%	Count 62
1	30.4%	62
1 2	7.4%	62 15
1 2 3	30.4% 7.4% 9.8%	62 15 20
1 2 3 4	30.4% 7.4% 9.8% 3.4%	62 15 20 7
1 2 3 4 5	30.4% 7.4% 9.8% 3.4% 14.7%	62 15 20 7 30

28 | www.opentownhall.com/9964

Created with OpenGov | December 7, 2020, 3:20 PM

7

3.4%















8



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		
a concession of the accession of the acc	%	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
-		

29 | www.opentownhall.com/9964



















 ${\tt US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

	%	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 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

30 | www.opentownhall.com/9964



















 ${\tt US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

	%	Count
Create more pedestrian crossings	56.5%	117
Enhance existing and new pedestrian crossings	60.9%	126
Preserve historic buildings	60.9%	126
Preserve all existing buildings	15.9%	33
Preserve parking	11.1%	23
Small parks and green spaces	58.5%	121
Other	10.6%	22

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)

	%	Count
1	40.3%	77
2	4.7%	9
3	9.9%	19
4	4.2%	8
5	7.9%	15
6	1.6%	3
7	8.9%	17

31 | www.opentownhall.com/9964

















 ${\tt US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

	%	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

32 | www.opentownhall.com/9964















Count



US 180 Corridor Master Plan #2

 ${\tt US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

5	8.4%	16
6	5.2%	10
7	7.3%	14
8	2.6%	5
9	16.2%	31
Alternative Package B	_	
	%	Count
1	30.9%	59
2	5.2%	10
3	10.5%	20
4	3.7%	7
5	11.0%	21
6	8.9%	17
7	5.2%	10
8	7.3%	14
9	3.1%	6
Alternative Package C		
	%	Count
Í	32.5%	62
2	5.8%	11

33 | www.opentownhall.com/9964

















Count



US 180 Corridor Master Plan #2

 ${\tt US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

3	12.0%	23
4	4.2%	8
5	13.1%	25
6	7.3%	14
7	7.3%	14
8	2.1%	4
9	1.6%	3
Alternative Package D		
Alternative Package D	%	Count
Alternative Package D	% 32.5%	Count 62
1	32.5%	62
2	32.5% 6.8%	62 13
1 2 3	32.5% 6.8% 11.5%	62 13 22

Alternative Package E - Wing Mountain Bypass

34 | www.opentownhall.com/9964

Created with OpenGov | December 7, 2020, 3:20 PM

5.2%

2.1%

1.6%

10

4

3















7

8

9



 ${\tt US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

	%	Count
1	39.3%	75
2	3.7%	7
3	2.1%	4
4	4.2%	8
5	8.9%	17
6	4.2%	8
7	4.2%	8
8	8.4%	16
9	17.8%	34

Alternative Package F - Hidden Hollow Bypass

	%	Count
1	37.2%	71
2	3.7%	7
3	2.1%	4
4	3.7%	7
5	11.0%	21
6	3.1%	6
7	3.7%	7
8	5.2%	10

35 | www.opentownhall.com/9964



















 ${\tt US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

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 sedirist 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

36 | www.opentownhall.com/9964



















 ${\tt US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

%	Count
4.7%	10
	4.7%

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)

37 | www.opentownhall.com/9964

















 ${\tt US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

	%	Count	
American Indian/Alaska Native	0.9%	2	
Black/African American	0.5%	1	
Hawaiian Native/Other Pacific Islander	0.5%	1	
Hispanic/Latino	3.3%	7	
White/Caucasian (Non Hispanic)	76.9%	163	
Other	0.9%	2	
Don't Know	0.5%	1	
Choose Not to Answer	17.9%	38	

QUESTION 30

How long have you lived in the Flagstaff community?

	%	Count
Less Than 5 years	10.3%	22
More than 5 years	86.0%	184
l live outside the Flagstaff area	2.3%	5
Choose Not to Answer	1.4%	3

QUESTION 31

What is your preferred way of receiving updates or providing input on the US 180 Corridor Master Plan?

	%	Count
Email	61.5%	131

38 | www.opentownhall.com/9964



















 ${\tt US\,180\,Corridor\,Master\,Plan\,\,(Including\,Humphreys\,Street\,and\,Fort\,Valley\,Road)\,-\,Recommended\,Alternatives\,Survey}$

		%	Count
Online survey		16.4%	35
Virtual Public Meeting		7.0%	15
In-person Public Meeting		1.4%	3
Social Media	Ţ	3.8%	8
Other		0.9%	2
No Preference	1	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 musnaz nau net org yahoo

39 | www.opentownhall.com/9964













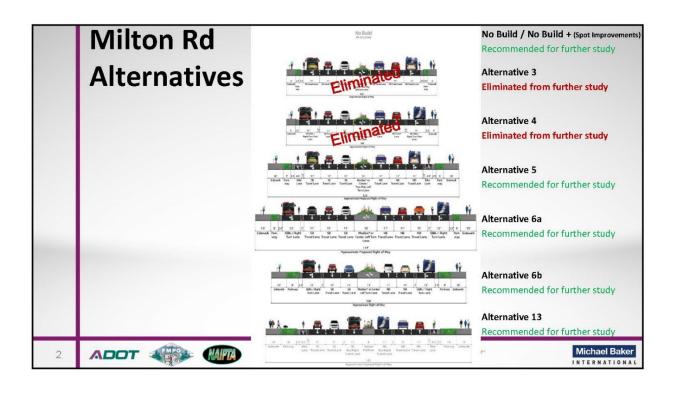




3.7 Attachment G – US 180 & Milton Road CMP Elected Official Project Briefing



1











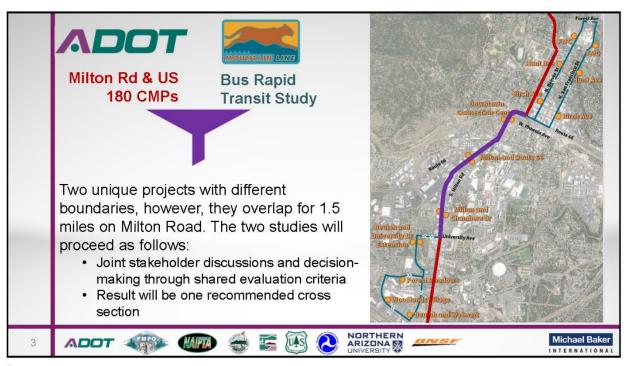




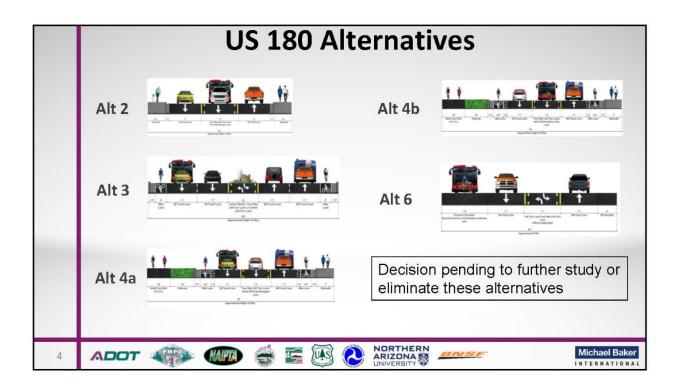








3











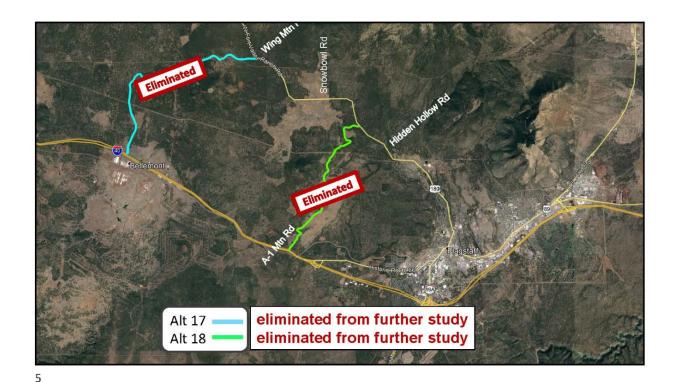












Project Schedule

Alternatives Analysis Spring 2020

Working Paper #2
 Summer 2020

Elected Official briefings
 Summer 2020

Public Meetings Summer 2020

Final Report / Fall 2020

Recommended Alternative

ADO





































THANK YOU

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

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

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

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





































Appendix D — Existing Traffic Volume Synchro Input/Output Results

Page intentionally left blank















	۶	→	←	•	\	✓			
Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations	ሻ	^	∱ %		*	7			
Traffic Volume (vph)	400	722	711	96	169	479			
Future Volume (vph)	400	722	711	96	169	479			
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750			
Total Lost time (s)	4.2	4.7	4.7		5.5	4.2			
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00			
Frpb, ped/bikes	1.00	1.00	0.99		1.00	1.00			
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00			
Frt	1.00	1.00	0.98		1.00	0.85			
Flt Protected	0.95	1.00	1.00		0.95	1.00			
Satd. Flow (prot)	1625	3260	3171		1630	1458			
Flt Permitted	0.28	1.00	1.00		0.95	1.00			
Satd. Flow (perm)	475	3260	3171		1630	1458			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00			
Adj. Flow (vph)	400	722	711	96	169	479			
RTOR Reduction (vph)	0	0	6	0	0	354			
Lane Group Flow (vph)	400	722	801	0	169	125			
Confl. Peds. (#/hr)	20			20	20	20			
Turn Type	pm+pt	NA	NA		Prot	Over			
Protected Phases	5	2	6		4	5			
Permitted Phases	2								
Actuated Green, G (s)	84.5	84.5	64.1		15.3	16.2			
Effective Green, g (s)	84.5	84.5	64.1		15.3	16.2			
Actuated g/C Ratio	0.77	0.77	0.58		0.14	0.15			
Clearance Time (s)	4.2	4.7	4.7		5.5	4.2			
Vehicle Extension (s)	2.0	0.2	0.2		1.5	2.0			
Lane Grp Cap (vph)	534	2504	1847		226	214			
v/s Ratio Prot	c0.11	0.22	0.25		c0.10	0.09			
v/s Ratio Perm	c0.47								
v/c Ratio	0.75	0.29	0.43		0.75	0.58			
Uniform Delay, d1	6.5	3.8	12.8		45.5	43.8			
Progression Factor	1.00	1.00	1.00		1.00	1.00			
Incremental Delay, d2	5.2	0.3	0.7		12.0	2.6			
Delay (s)	11.7	4.1	13.6		57.5	46.4			
Level of Service	В	Α	В		Е	D			
Approach Delay (s)		6.8	13.6		49.3				
Approach LOS		Α	В		D				
Intersection Summary									
HCM 2000 Control Delay			19.6	H	CM 2000	Level of Servic	e	В	
HCM 2000 Volume to Capac	city ratio		0.77					-	
Actuated Cycle Length (s)	.,		110.0	Sı	um of lost	time (s)		14.4	
Intersection Capacity Utiliza	tion		71.2%		U Level c			С	
Analysis Period (min)			60						
c Critical Lane Group									

	۶	→	•	•	←	•	4	†	~	/	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Ĭ	†	7	, j	ĵ»		*	ĵ»		¥	ĵ»	
Traffic Volume (vph)	21	166	319	416	171	15	250	58	243	14	48	12
Future Volume (vph)	21	166	319	416	171	15	250	58	243	14	48	12
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.6	4.6	4.6	4.0	4.8		4.0	5.2		4.0	5.6	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.88		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	1716	1458	1630	1695		1630	1508		1630	1664	
Flt Permitted	0.64	1.00	1.00	0.39	1.00		0.59	1.00		0.58	1.00	
Satd. Flow (perm)	1099	1716	1458	666	1695		1016	1508		989	1664	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	21	166	319	416	171	15	250	58	243	14	48	12
RTOR Reduction (vph)	0	0	272	0	4	0	0	128	0	0	8	0
Lane Group Flow (vph)	21	166	47	416	182	0	250	173	0	14	52	0
Turn Type	Perm	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	11.9	11.9	11.9	33.0	33.0		37.3	32.4		19.3	18.4	
Effective Green, g (s)	11.9	11.9	11.9	33.0	33.0		37.3	32.4		19.3	18.4	
Actuated g/C Ratio	0.15	0.15	0.15	0.41	0.41		0.46	0.40		0.24	0.23	
Clearance Time (s)	4.6	4.6	4.6	4.0	4.8		4.0	5.2		4.0	5.6	
Vehicle Extension (s)	1.5	1.5	1.5	2.0	1.5		1.5	1.5		1.5	1.5	
Lane Grp Cap (vph)	162	254	216	481	696		582	608		244	381	
v/s Ratio Prot		0.10		c0.19	0.11		c0.08	0.11		0.00	0.03	
v/s Ratio Perm	0.02		0.03	c0.17			c0.12			0.01		
v/c Ratio	0.13	0.65	0.22	0.86	0.26		0.43	0.28		0.06	0.14	
Uniform Delay, d1	29.7	32.3	30.1	19.1	15.6		13.7	16.1		23.4	24.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	4.6	0.2	16.8	0.1		0.2	1.2		0.0	0.7	
Delay (s)	29.8	36.9	30.3	35.9	15.7		13.9	17.3		23.4	25.4	
Level of Service	С	D	С	D	В		В	В		С	С	
Approach Delay (s)		32.4			29.6			15.8			25.0	
Approach LOS		С			С			В			С	
Intersection Summary												
HCM 2000 Control Delay			25.8	Н	CM 2000	Level of	Service		С			
HCM 2000 Volume to Capa	city ratio		0.70									
Actuated Cycle Length (s)			80.3	S	um of lost	time (s)			18.2			
Intersection Capacity Utiliza	ation		67.7%	IC	CU Level o	of Service	9		С			
Analysis Period (min)			60									

c Critical Lane Group

	•	•	†	/	>	↓	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	*	7	†	7	ሻ	†	
Traffic Volume (veh/h)	46	187	384	50	157	420	
Future Volume (Veh/h)	46	187	384	50	157	420	
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly flow rate (vph)	46	187	384	50	157	420	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			TWLTL			TWLTL	
Median storage veh)			2			2	
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	1118	384			384		
vC1, stage 1 conf vol	384						
vC2, stage 2 conf vol	734						
vCu, unblocked vol	1118	384			384		
tC, single (s)	6.4	6.2			4.1		
tC, 2 stage (s)	5.4						
tF (s)	3.5	3.3			2.2		
p0 queue free %	88	72			87		
cM capacity (veh/h)	377	664			1174		
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2	
Volume Total	46	187	384	50	157	420	
Volume Left	46	0	0	0	157	0	
Volume Right	0	187	0	50	0	0	
cSH	377	664	1700	1700	1174	1700	
Volume to Capacity	0.12	0.28	0.23	0.03	0.13	0.25	
Queue Length 95th (ft)	10	29	0.23	0.03	12	0.23	
Control Delay (s)	15.9	12.6	0.0	0.0	8.5	0.0	
Lane LOS	C	12.0 B	0.0	0.0	Α	0.0	
Approach Delay (s)	13.2	U	0.0		2.3		
Approach LOS	В		0.0		2.0		
Intersection Summary			2.4				
Average Delay	,,		3.6				
Intersection Capacity Utiliz	zation		44.7%	IC	U Level	of Service	
Analysis Period (min)			60				

	•	→	•	•	←	•	•	†	/	>	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	^		ሻ	†	7	ሻ	†	7	ሻ	₽	
Traffic Volume (vph)	2	236	6	67	216	33	5	2	54	38	5	8
Future Volume (vph)	2	236	6	67	216	33	5	2	54	38	5	8
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	5.8	5.8		5.8	5.8	5.8	5.4	5.4	5.4	5.4	5.4	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1630	1709		1630	1716	1458	1630	1716	1458	1630	1557	
Flt Permitted	0.62	1.00		0.61	1.00	1.00	0.75	1.00	1.00	0.76	1.00	
Satd. Flow (perm)	1069	1709		1044	1716	1458	1285	1716	1458	1298	1557	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	2	236	6	67	216	33	5	2	54	38	5	8
RTOR Reduction (vph)	0	2	0	0	0	13	0	0	42	0	6	0
Lane Group Flow (vph)	2	240	0	67	216	20	5	2	12	38	7	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		6			2			8			4	
Permitted Phases	6	6		2		2	8		8	4		
Actuated Green, G (s)	39.2	39.2		39.2	39.2	39.2	14.6	14.6	14.6	14.6	14.6	
Effective Green, g (s)	39.2	39.2		39.2	39.2	39.2	14.6	14.6	14.6	14.6	14.6	
Actuated g/C Ratio	0.60	0.60		0.60	0.60	0.60	0.22	0.22	0.22	0.22	0.22	
Clearance Time (s)	5.8	5.8		5.8	5.8	5.8	5.4	5.4	5.4	5.4	5.4	
Vehicle Extension (s)	6.0	6.0		1.5	1.5	1.5	2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	644	1030		629	1034	879	288	385	327	291	349	
v/s Ratio Prot		c0.14			0.13			0.00			0.00	
v/s Ratio Perm	0.00			0.06		0.01	0.00		0.01	c0.03		
v/c Ratio	0.00	0.23		0.11	0.21	0.02	0.02	0.01	0.04	0.13	0.02	
Uniform Delay, d1	5.1	6.0		5.5	5.9	5.2	19.6	19.6	19.7	20.1	19.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.0	0.5		0.3	0.5	0.0	0.1	0.0	0.2	0.1	0.0	
Delay (s)	5.1	6.5		5.8	6.3	5.2	19.7	19.6	19.9	20.2	19.6	
Level of Service	А	А		Α	Α	А	В	В	В	С	В	
Approach Delay (s)		6.5			6.1			19.9			20.1	
Approach LOS		А			А			В			С	
Intersection Summary												
HCM 2000 Control Delay			8.5	H	CM 2000	Level of	Service		Α			
HCM 2000 Volume to Capa	city ratio		0.21									
Actuated Cycle Length (s)			65.0		um of lost				11.2			
Intersection Capacity Utiliza	ition		49.5%	IC	U Level	of Service	!		Α			
Analysis Period (min)			60									

Analysis Period (min) c Critical Lane Group

	۶	→	•	•	\	4			
Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations	ኝ	† †	†		*	7			
Traffic Volume (vph)	508	748	880	89	171	557			
Future Volume (vph)	508	748	880	89	171	557			
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750			
Total Lost time (s)	4.2	4.7	4.7		5.5	4.2			
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00			
Frpb, ped/bikes	1.00	1.00	0.99		1.00	1.00			
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00			
Frt	1.00	1.00	0.99		1.00	0.85			
Flt Protected	0.95	1.00	1.00		0.95	1.00			
Satd. Flow (prot)	1630	3260	3193		1630	1458			
Flt Permitted	0.18	1.00	1.00		0.95	1.00			
Satd. Flow (perm)	308	3260	3193		1630	1458			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00			
Adj. Flow (vph)	508	748	880	89	171	557			
RTOR Reduction (vph)	0	0	7	0	0	267			
Lane Group Flow (vph)	508	748	962	0	171	290			
Confl. Peds. (#/hr)	20			20	20	20			
Turn Type	pm+pt	NA	NA		Prot	Over			
Protected Phases	5	2	6		4	5			
Permitted Phases	2								
Actuated Green, G (s)	76.2	76.2	47.5		13.6	24.5			
Effective Green, g (s)	76.2	76.2	47.5		13.6	24.5			
Actuated g/C Ratio	0.76	0.76	0.48		0.14	0.24			
Clearance Time (s)	4.2	4.7	4.7		5.5	4.2			
Vehicle Extension (s)	2.0	0.2	0.2		1.5	2.0			
Lane Grp Cap (vph)	558	2484	1516		221	357			
v/s Ratio Prot	c0.22	0.23	0.30		c0.10	0.20			
v/s Ratio Perm	c0.47								
v/c Ratio	0.91	0.30	0.63		0.77	0.81			
Uniform Delay, d1	20.5	3.7	19.7		41.7	35.6			
Progression Factor	1.00	1.00	1.00		1.00	1.00			
Incremental Delay, d2	23.9	0.3	2.1		15.6	13.9			
Delay (s)	44.4	4.0	21.8		57.3	49.5			
Level of Service	D	А	С		Е	D			
Approach Delay (s)		20.3	21.8		51.3				
Approach LOS		С	С		D				
Intersection Summary									
HCM 2000 Control Delay			28.5	H	CM 2000	Level of Service	:	С	
HCM 2000 Volume to Capa	acity ratio		0.92						
Actuated Cycle Length (s)	<u>,</u>		100.0	Sı	um of lost	time (s)	1	4.4	
Intersection Capacity Utiliz	ation		82.5%			of Service		Е	
Analysis Period (min)			60						
c Critical Lane Group									

	۶	→	•	•	←	•	4	†	~	/	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Ĭ	†	7	, j	ĵ»		¥	ĵ»		¥	ĵ»	
Traffic Volume (vph)	14	258	344	404	257	16	385	57	236	14	88	24
Future Volume (vph)	14	258	344	404	257	16	385	57	236	14	88	24
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.6	4.6	4.6	4.0	4.8		4.0	5.2		4.0	5.6	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.88		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	1716	1458	1630	1701		1630	1508		1630	1661	
Flt Permitted	0.59	1.00	1.00	0.25	1.00		0.56	1.00		0.58	1.00	
Satd. Flow (perm)	1015	1716	1458	428	1701		966	1508		996	1661	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	14	258	344	404	257	16	385	57	236	14	88	24
RTOR Reduction (vph)	0	0	282	0	3	0	0	126	0	0	10	0
Lane Group Flow (vph)	14	258	62	404	270	0	385	167	0	14	102	0
Turn Type	Perm	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)	16.3	16.3	16.3	38.5	38.5		41.5	36.5		19.1	18.1	
Effective Green, g (s)	16.3	16.3	16.3	38.5	38.5		41.5	36.5		19.1	18.1	
Actuated g/C Ratio	0.18	0.18	0.18	0.43	0.43		0.46	0.41		0.21	0.20	
Clearance Time (s)	4.6	4.6	4.6	4.0	4.8		4.0	5.2		4.0	5.6	
Vehicle Extension (s)	1.5	1.5	1.5	2.0	1.5		1.5	1.5		1.5	1.5	
Lane Grp Cap (vph)	183	310	264	428	727		585	611		218	334	
v/s Ratio Prot		0.15		c0.19	0.16		c0.14	0.11		0.00	0.06	
v/s Ratio Perm	0.01		0.04	c0.21			c0.16			0.01		
v/c Ratio	0.08	0.83	0.24	0.94	0.37		0.66	0.27		0.06	0.31	
Uniform Delay, d1	30.6	35.5	31.5	20.8	17.5		17.2	17.9		28.2	30.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	18.8	0.2	44.0	0.1		2.1	1.1		0.0	2.4	
Delay (s)	30.7	54.4	31.7	64.8	17.6		19.3	19.0		28.2	33.0	
Level of Service	С	D	С	E	В		В	В		С	С	
Approach Delay (s)		41.2			45.8			19.2			32.5	
Approach LOS		D			D			В			С	
Intersection Summary												
HCM 2000 Control Delay			35.0	Н	CM 2000	Level of	Service		D			
HCM 2000 Volume to Capa	city ratio		0.87									
Actuated Cycle Length (s)			90.0	S	um of lost	time (s)			18.2			
Intersection Capacity Utiliza	ation		80.4%	IC	CU Level of	of Service	9		D			
Analysis Period (min)			60									

c Critical Lane Group

Movement WBL WBR NBT NBR SBL SBT Lane Configurations 1
Lane Configurations
Traffic Volume (veh/h) 50 339 638 53 242 516 Future Volume (Veh/h) 50 339 638 53 242 516 Sign Control Stop Free Free Grade 0% 0% 0% 0% Peak Hour Factor 1.00 1.00 1.00 1.00 1.00 1.00 Hourly flow rate (vph) 50 339 638 53 242 516 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type TWLTL TWLTL Median storage veh) 2 2 2 Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 1638 638 638 vC1, stage 1 conf vol 638 vC2, stage 2 conf vol 1000 vCu, unblocked vol 1638 638 638 tC, single (s) 5.4 tF (s) 3.5 3.3 2.2 p0 queue free % 79 29 74 cM capacity (veh/h) 239 477 946 Direction, Lane # WB 1 WB 2 NB 1 NB 2 SB 1 SB 2
Future Volume (Veh/h) 50 339 638 53 242 516 Sign Control Stop Free Free Grade 0% 0% 0% 0% Peak Hour Factor 1.00 1.00 1.00 1.00 1.00 1.00 Hourly flow rate (vph) 50 339 638 53 242 516 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type TWLTL TWLTL Median storage veh) 2 2 2 Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 1638 638 638 vC1, stage 1 conf vol 638 vC2, stage 2 conf vol 1000 vCu, unblocked vol 1638 638 638 tC, single (s) 5.4 tF (s) 3.5 3.3 2.2 p0 queue free % 79 29 74 cM capacity (veh/h) 239 477 946 Direction, Lane # WB 1 WB 2 NB 1 NB 2 SB 1 SB 2
Sign Control Stop Grade Free Own Per Call Indicated Free Own Free Own Free Own Free Own Free Own Free Own Pedestrance Free Own Fr
Grade 0% 0% 0% 0% Peak Hour Factor 1.00 1.00 1.00 1.00 1.00 1.00 Hourly flow rate (vph) 50 339 638 53 242 516 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type TWLTL TWLTL Median storage veh) 2 2 2 Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 1638 638 638 vC1, stage 1 conf vol 638 vC2, stage 2 conf vol 1000 vCu, unblocked vol 1638 638 638 tC, single (s) 6.4 6.2 4.1 tC, 2 stage (s) 5.4 tF (s) 3.5 3.3 2.2 p0 queue free % 79 29 74 cM capacity (veh/h) 239 477 946 Direction, Lane # WB 1 WB 2 NB 1 NB 2 SB 1 SB 2
Peak Hour Factor 1.00
Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type TWLTL Median storage veh) 2 Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 1638 vC1, stage 1 conf vol 638 vC2, stage 2 conf vol 1000 vCu, unblocked vol 1638 638 tC, single (s) 6.4 6.2 4.1 tC, 2 stage (s) 5.4 tF (s) 3.5 3.3 2.2 p0 queue free % 79 29 74
Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type TWLTL Median storage veh) 2 Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 1638 vC1, stage 1 conf vol 638 vC2, stage 2 conf vol 1000 vCu, unblocked vol 1638 638 tC, single (s) 6.4 6.2 4.1 tC, 2 stage (s) 5.4 tr tr tF (s) 3.5 3.3 2.2 p0 queue free % 79 29 74 cM capacity (veh/h) 239 477 946 Direction, Lane # WB 1 WB 2 NB 1 NB 2 SB 1 SB 2
Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type TWLTL Median storage veh) 2 Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 1638 vC1, stage 1 conf vol 638 vC2, stage 2 conf vol 1000 vCu, unblocked vol 1638 638 tC, single (s) 6.4 6.2 4.1 tC, 2 stage (s) 5.4 15.4 tF (s) 3.5 3.3 2.2 p0 queue free % 79 29 74 cM capacity (veh/h) 239 477 946 Direction, Lane # WB 1 WB 2 NB 1 NB 2 SB 1 SB 2
Percent Blockage Right turn flare (veh) TWLTL TWLTL Median type TWLTL TWLTL Median storage veh) 2 2 Upstream signal (ft) 2 2 pX, platoon unblocked 4 4 vC1, stage 1 conf vol 638 638 vC2, stage 2 conf vol 1000 4 vCu, unblocked vol 1638 638 638 tC, single (s) 6.4 6.2 4.1 tC, 2 stage (s) 5.4 4 4 tF (s) 3.5 3.3 2.2 p0 queue free % 79 29 74 cM capacity (veh/h) 239 477 946 Direction, Lane # WB 1 WB 2 NB 1 NB 2 SB 1 SB 2
Right turn flare (veh) Median type TWLTL TWLTL Median storage veh) 2 2 Upstream signal (ft) 2 2 pX, platoon unblocked 4 4 vC, conflicting volume 638 638 vC1, stage 1 conf vol 638 638 vC2, stage 2 conf vol 1000 4 vCu, unblocked vol 1638 638 638 tC, single (s) 6.4 6.2 4.1 4.1 tC, 2 stage (s) 5.4 4 4.1 4.1 4.1 tC, 2 stage (s) 5.4 <td< td=""></td<>
Median type TWLTL TWLTL Median storage veh) 2 2 Upstream signal (ft) pX, platoon unblocked VC, conflicting volume 1638 638 vC1, stage 1 conf vol 638 638 638 vC2, stage 2 conf vol 1000 VCu, unblocked vol 1638 638 638 tC, single (s) 6.4 6.2 4.1 1
Median type TWLTL TWLTL Median storage veh) 2 2 Upstream signal (ft) pX, platoon unblocked VC, conflicting volume 1638 638 vC1, stage 1 conf vol 638 638 638 vC2, stage 2 conf vol 1000 VCu, unblocked vol 1638 638 638 tC, single (s) 6.4 6.2 4.1 1
Median storage veh) 2 2 Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 1638 638 vC1, stage 1 conf vol 638 vC2, stage 2 conf vol 1000 vCu, unblocked vol 1638 638 tC, single (s) 6.4 6.2 4.1 tC, 2 stage (s) 5.4 tr tF (s) 3.5 3.3 2.2 p0 queue free % 79 29 74 cM capacity (veh/h) 239 477 946 Direction, Lane # WB 1 WB 2 NB 1 NB 2 SB 1 SB 2
Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 1638 638 vC1, stage 1 conf vol 638 vC2, stage 2 conf vol vCu, unblocked vol 1638 638 638 tC, single (s) 6.4 6.2 4.1 tC, 2 stage (s) tF (s) 3.5 3.3 2.2 p0 queue free % 79 29 74 cM capacity (veh/h) 239 477 946 Direction, Lane # WB 1 WB 2 NB 1 NB 2 SB 1 SB 2
pX, platoon unblocked vC, conflicting volume vC1, stage 1 conf vol vC2, stage 2 conf vol vCu, unblocked vol tC, single (s) tF (s)
vC, conflicting volume 1638 638 vC1, stage 1 conf vol 638 vC2, stage 2 conf vol 1000 vCu, unblocked vol 1638 638 tC, single (s) 6.4 6.2 4.1 tC, 2 stage (s) 5.4 4.1 tF (s) 3.5 3.3 2.2 p0 queue free % 79 29 74 cM capacity (veh/h) 239 477 946 Direction, Lane # WB 1 WB 2 NB 1 NB 2 SB 1 SB 2
vC1, stage 1 conf vol 638 vC2, stage 2 conf vol 1000 vCu, unblocked vol 1638 638 tC, single (s) 6.4 6.2 4.1 tC, 2 stage (s) 5.4 tF (s) 3.5 3.3 2.2 p0 queue free % 79 29 74 cM capacity (veh/h) 239 477 946 Direction, Lane # WB 1 WB 2 NB 1 NB 2 SB 1 SB 2
vCu, unblocked vol 1638 638 638 tC, single (s) 6.4 6.2 4.1 tC, 2 stage (s) 5.4 2.2 tF (s) 3.5 3.3 2.2 p0 queue free % 79 29 74 cM capacity (veh/h) 239 477 946 Direction, Lane # WB 1 WB 2 NB 1 NB 2 SB 1 SB 2
tC, single (s) 6.4 6.2 4.1 tC, 2 stage (s) 5.4 tF (s) 3.5 3.3 2.2 p0 queue free % 79 29 74 cM capacity (veh/h) 239 477 946 Direction, Lane # WB 1 WB 2 NB 1 NB 2 SB 1 SB 2
tC, 2 stage (s) tF (s) 3.5 3.3 2.2 p0 queue free % 79 29 74 cM capacity (veh/h) 239 477 946 Direction, Lane # WB 1 WB 2 NB 1 NB 2 SB 1 SB 2
tF (s) 3.5 3.3 2.2 p0 queue free % 79 29 74 CM capacity (veh/h) 239 477 946 Direction, Lane # WB 1 WB 2 NB 1 NB 2 SB 1 SB 2
p0 queue free % 79 29 74 cM capacity (veh/h) 239 477 946 Direction, Lane # WB 1 WB 2 NB 1 NB 2 SB 1 SB 2
cM capacity (veh/h) 239 477 946 Direction, Lane # WB 1 WB 2 NB 1 NB 2 SB 1 SB 2
Direction, Lane # WB 1 WB 2 NB 1 NB 2 SB 1 SB 2
Volume Total 50 339 638 53 242 516
Volume Left 50 0 0 242 0
Volume Right 0 339 0 53 0 0
cSH 239 477 1700 1700 946 1700
Volume to Capacity 0.21 0.71 0.38 0.03 0.26 0.30
Queue Length 95th (ft) 20 168 0 0 26 0
Control Delay (s) 24.0 30.5 0.0 0.0 10.1 0.0
Lane LOS C D B
Approach Delay (s) 29.7 0.0 3.2
Approach LOS D
Intersection Summary
Average Delay 7.6
Intersection Capacity Utilization 65.9% ICU Level of Service
Analysis Period (min) 60

	•	→	•	•	←	•	4	†	/	>	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	ĵ»		¥	†	7	Ĭ	†	7	¥	ĵ»	
Traffic Volume (vph)	7	262	5	180	364	78	6	7	118	47	6	5
Future Volume (vph)	7	262	5	180	364	78	6	7	118	47	6	5
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	5.8	5.8		5.8	5.8	5.8	5.4	5.4	5.4	5.4	5.4	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1630	1711		1630	1716	1458	1630	1716	1458	1630	1599	
Flt Permitted	0.53	1.00		0.59	1.00	1.00	0.75	1.00	1.00	0.75	1.00	
Satd. Flow (perm)	916	1711		1020	1716	1458	1287	1716	1458	1292	1599	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	7	262	5	180	364	78	6	7	118	47	6	5
RTOR Reduction (vph)	0	1	0	0	0	31	0	0	91	0	4	0
Lane Group Flow (vph)	7	266	0	180	364	47	6	7	27	47	7	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		6			2			8			4	
Permitted Phases	6	6		2		2	8		8	4		
Actuated Green, G (s)	39.2	39.2		39.2	39.2	39.2	14.6	14.6	14.6	14.6	14.6	
Effective Green, g (s)	39.2	39.2		39.2	39.2	39.2	14.6	14.6	14.6	14.6	14.6	
Actuated g/C Ratio	0.60	0.60		0.60	0.60	0.60	0.22	0.22	0.22	0.22	0.22	
Clearance Time (s)	5.8	5.8		5.8	5.8	5.8	5.4	5.4	5.4	5.4	5.4	
Vehicle Extension (s)	6.0	6.0		1.5	1.5	1.5	2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	552	1031		615	1034	879	289	385	327	290	359	
v/s Ratio Prot		0.16			c0.21			0.00			0.00	
v/s Ratio Perm	0.01			0.18		0.03	0.00		0.02	c0.04		
v/c Ratio	0.01	0.26		0.29	0.35	0.05	0.02	0.02	0.08	0.16	0.02	
Uniform Delay, d1	5.2	6.1		6.2	6.5	5.3	19.6	19.6	19.9	20.3	19.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.0	0.6		1.2	0.9	0.1	0.1	0.1	0.5	0.1	0.0	
Delay (s)	5.2	6.7		7.4	7.4	5.4	19.8	19.7	20.4	20.4	19.6	
Level of Service	А	А		А	А	А	В	В	С	С	В	
Approach Delay (s)		6.6			7.2			20.3			20.2	
Approach LOS		А			Α			С			С	
Intersection Summary												
HCM 2000 Control Delay			9.3	H	CM 2000	Level of	Service		Α			
HCM 2000 Volume to Capa	city ratio		0.30									
Actuated Cycle Length (s)			65.0		um of lost				11.2			
Intersection Capacity Utiliza	ition		57.0%	IC	U Level	of Service	:		В			
Analysis Period (min)			60									

Analysis Period (min)
c Critical Lane Group



Appendix E – Beulah Boulevard Extension & University Avenue Extension Design Plans

Page intentionally left blank

















PROJECT ENGINEER:

SHEPHARD-WESNITZER, INC. CONTACT: STEPHEN IRWIN, P.E. 110 WEST DALE AVE. FLAGSTAFF, AZ 86001 (928) 773-0354

PROPERTY INFORMATION:

APN: 103-21-001
ZONING: PUBLIC FACILITY (PF)
1801 S. MILTON RD.
FLAGSTAFF, AZ 86001

APN: 103-21-002 ZONING: RURAL RESIDENTIAL 701 W. UNIVERSITY AVE. FLAGSTAFF, AZ 86001 APN 103-21-002

APN 103-21-001

GEOTECHNICAL REPORT:

SPEEDIE AND ASSOCIATES
REPORT #150594SF
4025 EAST HUNTINGTON DR.
FLAGSTAFF, AZ 86004
(928) 526-6681

DRAINAGE REPORT:

SHEPHARD-WESNITZER, INC.
REPORT NAME: 30% DRAINAGE REPORT FOR BEULAH
BOULEVARD EXTENTION & UNIVERSITY AVENUE
REALIGNMENT
110 WEST DALE AVE.
FLAGSTAFF, AZ 86001
(928) 773-0354

UTILITY COMPANY CONTACTS

CONTACT: MANUEL HERNANDEZ

MANUEL.HERNANDEZ4@CENTURYLINK.COM

112 NORTH BEAVER STREET

PHONE: (928) 779-4935

CONTACT: SANFORD YAZZIE

SANFORD.YAZZIE@ALTICEUSA.COM

1601 SOUTH PLAZA WAY

PHONE: (928) 266-0672

FLAGSTAFF, AZ 86001

FLAGSTAFF, AZ 86001

ALTICE USA

CONTACT: RYAN WIESNER

2200 E. HUNTINGTON

FLAGSTAFF, AZ 86004

FLAGSTAFF, AZ 86001

MCONBOY@UESAZ.COM

PHONE: (928) 226-2269

RYAN.WIESNER@APS.COM

PHONE: (928) 773-6447

UNISOURCE ENERGY SERVICES

CONTACT: MARTIN CONBOY
2901 W SHAMRELL BLVD #110

CITY CONCEPT APPROVAL

THE CITY APPROVES THESE PLANS FOR CONCEPT ONLY.
ALL LIABILITY FOR ERRORS AND OMISSIONS IS THE
RESPONSIBILITY OF THE DESIGN ENGINEER.

CITY ENGINEER:

Y: DATE:

CITY PUBLIC WORKS DIRECTOR

Y: DATE:

CITY WATER SERVICES DIRECTOR

BY: DATE:

AUTHORIZATION TO CONSTRUCT:

THE SIGNATURES ABOVE ARE REQUIRED BEFORE THE CONTRACTOR CAN COMMENCE. UNSIGNED, THESE PLANS HAVE NOT BEEN COMPLETED WITH RESPECT TO AGENCY REVIEW AND APPROVAL.

UTILITY COMPANY APPROVAL

ARIZONA PUBLIC SERVICE

BY: DATE:
UNISOURCE

BY: DATE:

BY: DATE

CENTURYLINK

ALTICE USA

BY: DAT

UTILITY CONFLICTS

UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE AND WERE COMPILED FROM RECORD DRAWINGS, SURVEY, AND CONSTRUCTION PLANS FURNISHED BY OTHERS. THE CONTRACTOR IS ULTIMATELY RESPONSIBLE FOR DETERMINING THE ACTUAL LOCATIONS OF ALL UNDERGROUND LINES THAT MAY AFFECT WORK PRIOR TO CONSTRUCTION.

WE ARE AWAITING THE RESPONSE OF THE UTILITY COMPANIES IN REGARDS TO THE UTILITY CONFLICTS. SEE THE RESPECTIVE APPROVAL LETTERS FOR MORE INFORMATION REGARDING CONFLICTS AND CONSULT THE UTILITY CONFLICT TABLE TO THE RIGHT.

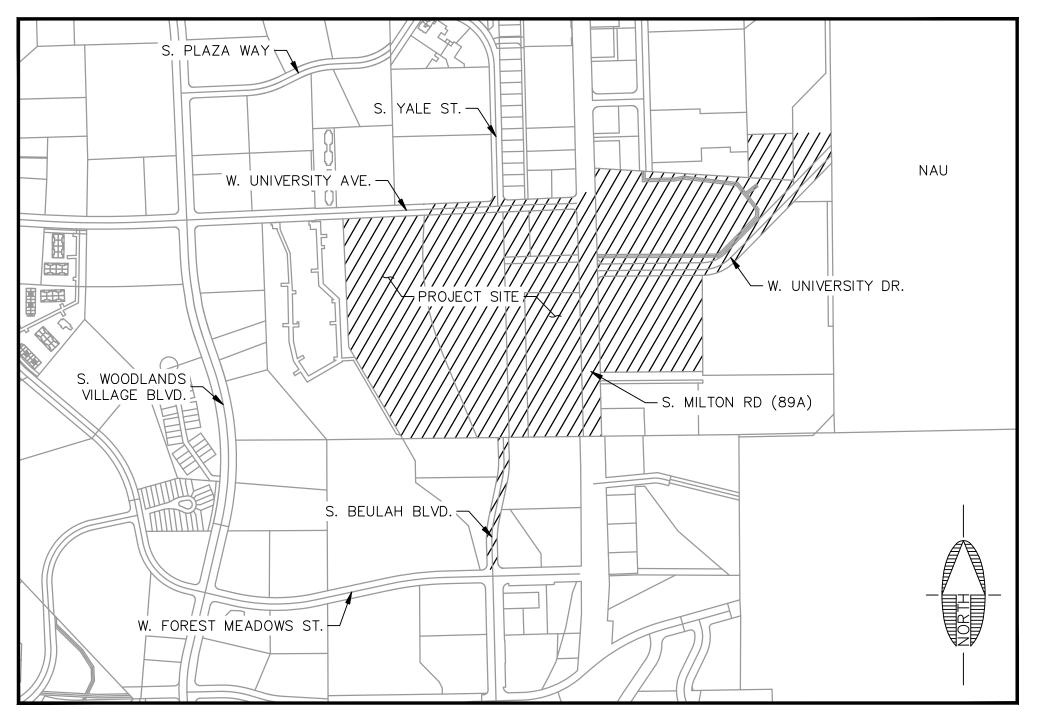
60% CONSTRUCTION PLANS

FOR

BEULAH BOULEVARD EXTENSION & UNIVERSITY AVENUE REALIGNMENT

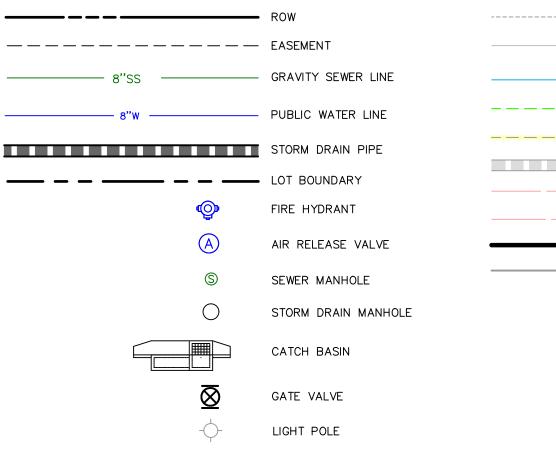
FLAGSTAFF, ARIZONA

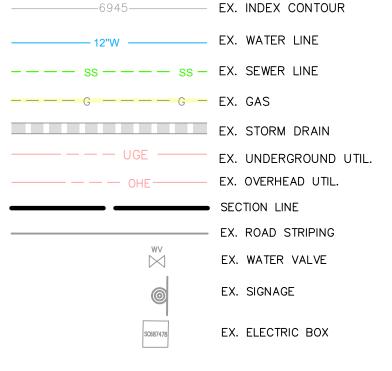
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 21, TOWNSHIP 21 NORTH, RANGE 7 EAST, GILA AND SALT RIVER MERIDIAN, COCONINO COUNTY, CITY OF FLAGSTAFF, ARIZONA



VICINITY MAP

LEGEND





- EX. INTERMEDIATE CONTOUR

LANDSCAPE APPROVAL

BY SIGNING THESE PLANS, THE DESIGNER OF THE LANDSCAPING PLANS CONFIRMS THAT THESE CIVIL PLANS HAVE BEEN REVIEWED, IS AWARE OF THE SCOPE OF THE PROJECT, AND HAS IDENTIFIED AND ADDRESSED ANY POTENTIAL CONFLICTS BETWEEN THE CIVIL AND LANDSCAPING PLANS.

LANDSCAPE DESIGNER: DATE:

A.D.E.Q. SEWER APPROVAL:

FILE NUMBER: DA

A.D.E.Q. WATER APPROVAL:

Sheet Number | Sheet Title

FILE NUMBER: DATE

Sheet List Table

Sheet Number	Sheet Title
GN01	COVER
GN02	C.O.F. NOTES
DT01	C.O.F. DETAILS
DT02	C.O.F. DETAILS
DT03	GENERAL CIVIL DETAILS
DTO4	ROAD SECTION DETAILS
GC05	GEOMETRICS CONTROL
DM01	DEMO-UNIVERSITY-YALE (1)
DM02	DEMO-UNIVERSITY (2)
DM03	DEMO-BEULAH (3)
DM04	DEMO-ONSITE (4)
DM05	DEMO- MILTON (5) ADOT
	· ·
PV01	PAVING & STORM-UNIVERSITY (1)
DT06	ROUNDABOUT DETAIL
PV02	PAVING & STORM-UNIVERSITY (2)
PV03	PAVING & STORM-UNIVERSITY (3)
PV04	PAVING & STORM-UNIVERSITY (4)
PV05	PAVING & STORM-BEULAH (5)
PV06	PAVING & STORM-BEULAH (6)
PV07	PAVING & STORM-YALE (7)
PV08	PAVING & STORM-FRESQUEZ (8)
PV09	PAVING & STORM- MILTON-(9) ADOT
DR01	WOODLAND DETENTION POND
WS01	WATER & SEWER-UNIVERSITY (1)
WS02	WATER & SEWER-UNIVERSITY (2)
WS03	WATER & SEWER - UNIVERSITY (3)
WS05	WATER & SEWER-BEULAH (5)
WS06	WATER & SEWER-BEULAH (6)
WS07	WATER & SEWER-YALE (7)
WS08	WATER & SEWER-FRESQUEZ (8)
WS09	WATER & SEWER-MILTON (9) ADOT
WS10	WOODLAND VILLAGE SEWER
SS01	SIGNAGE & STRIPING-UNIVERSITY (1)
SS02	SIGNAGE & STRIPING-UNIVERSITY (2)
SS03	SIGNAGE & STRIPING—BEULAH (3)
	SIGNAGE & STRIPING—YALE & FRESQUEZ (4)
SS04	· · ·
SS05	SIGNAGE & STRIPING-MILTON (5) ADOT
UP01	DEMO-UNDERPASS
UP02	PAVING & STORM-UNDERPASS
UP03	WATER & SEWER-UNDERPASS
DT07	DETAILS CONTECH - 1
DT08	DETAILS CONTECH - 2
DT09	DETAILS CONTECH - 3 NOTES & MATERIALS
L-001 L-002	NOTES & MATERIALS NOTES & PLANT SCHEDULE
L-101	LANDSCAPE PLAN
L-102	LANDSCAPE PLAN
L-103	LANDSCAPE PLAN
L-104	LANDSCAPE PLAN
L-105 L-201	LANDSCAPE PLAN ENLARGEMENT PLAN
L-301	IRRIGATION PLAN
L-501	HARDSCAPE DETAILS
L-502	HARDSCAPE DETAILS
	LANDSCAPE DETAILS
L-504	DETAILS
TS-01 TS-02	TRAFFIC SIGNAL: GENERAL NOTES TRAFFIC SIGNAL REMOVAL PLAN: MILTON ROAD & UNIVERSITY DRIVE
TS-02	TRAFFIC SIGNAL PLAN: MILTON ROAD & UNIVERSITY DRIVE
	TRAFFIC SIGNAL EQUIPMENT SCHEDULE: MILTON ROAD & UNIVERSITY DRIVE
TS-04	

60%

PRELIMINARY

NOT FOR CONSTRUCTION,

BIDDING OR RECORDING

C.O.F. Project #PZ XX-XXXX

NO. OF **62**

DRAWING NO.

: \ZUI8\I8IZI\DKAMINGS\CONSIRUCIION PLANS\COVER.DWG J

BECOME PUBLIC PROPERTY

- 2. PLAN REVIEW BY THE CITY DOES NOT EXTEND TO MATERIAL QUANTITIES SHOWN ON THE PLANS.
- 3. A PUBLIC WORKS PERMIT, ISSUED BY THE CITY, IS REQUIRED FOR ALL WORK IN CITY RIGHTS-OF-WAY OR EASEMENTS AND FOR CONSTRUCTION OF ANY IMPROVEMENTS INTENDED TO
- 4. THE CITY SHALL BE NOTIFIED TWENTY—FOUR (24) HOURS PRIOR TO BEGINNING DIFFERENT PHASES OF CONSTRUCTION SO THAT CITY INSPECTORS MAY BE SCHEDULED.
- ALL MATERIALS AND WORKMANSHIP SHALL COMPLY WITH TITLE 13, ENGINEERING DESIGN AND STANDARDS AND SPECIFICATIONS FOR NEW INFRASTRUCTURE, CURRENT "MAG UNIFORM STANDARD SPECIFICATIONS AND DETAILS FOR PUBLIC WORKS CONSTRUCTION", THE CITY OF FLAGSTAFF STORMWATER DESIGN MANUAL. AND WITH GENERALLY ACCEPTED ENGINEERING DESIGN AND CONSTRUCTION PRACTICE. ALL WORK AND MATERIALS, WHICH DO NOT CONFORM TO THE STANDARDS AND SPECIFICATIONS, ARE SUBJECT TO REMOVAL AND REPLACEMENT AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR IS RESPONSIBLE FOR REVIEWING CHAPTER 13-21 OF THESE STANDARDS WHICH MAKES MINOR MODIFICATIONS TO CERTAIN MAG SPECIFICATIONS AND DETAILS.
- 6. ANY WORK PERFORMED WITHOUT THE KNOWLEDGE AND APPROVAL OF THE CITY ENGINEER OR HIS AUTHORIZED REPRESENTATIVE IS SUBJECT TO REMOVAL AND REPLACEMENT AT THE CONTRACTOR'S EXPENSE.
- THE CITY ENGINEER OR HIS AUTHORIZED REPRESENTATIVE MAY SUSPEND THE WORK BY WRITTEN NOTICE WHEN, IN HIS JUDGMENT, PROGRESS IS UNSATISFACTORY, WORK BEING DONE IS UNAUTHORIZED OR DEFECTIVE, WEATHER CONDITIONS ARE UNSUITABLE, OR THERE IS DANGER TO THE PUBLIC HEALTH OR SAFETY.
- 8. THE CITY ENGINEER MAY ORDER ANY OR ALL MATERIALS USED IN THE WORK TO BE TESTED ACCORDING TO THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) AND THE AMERICAN SOCIETY FOR TESTING AND MATERIALS (ASTM) STANDARDS. THE CONTRACTOR SHALL, AT HIS EXPENSE, SUPPLY ALL SAMPLES REQUIRED FOR
- . ACCESS WHICH MEETS SECTION 13-13-004-0001, FIRE ACCESS SHALL BE IN PLACE AND APPROVED BEFORE AND AT ALL TIMES DURING ON-SITE COMBUSTIBLE CONSTRUCTION AND/OR PRIOR TO ISSUANCE OF BUILDING PERMITS IN NEW SUBDIVISIONS. FIRE DEPARTMENT AND ENGINEERING SECTION APPROVAL IS REQUIRED FOR OBSTRUCTION OF ACCESS OR WATER SYSTEM
- 10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF THE STREETS AND OF PARTIALLY COMPLETED PORTIONS OF THE WORK UNTIL FINAL ACCEPTANCE OF THE WORK. THE CONTRACTOR SHALL SUBMIT TO THE CITY ENGINEER FOR APPROVAL A CONSTRUCTION SCHEDULE FOR ANY STREETS REQUIRED TO BE CLOSED OR PARTIALLY CLOSED FOR THE CONSTRUCTION ACTIVITY. THE CONTRACTOR SHALL REOPEN THE STREETS NO LATER THAN THE OPENING DATE SHOWN ON THE CONSTRUCTION SCHEDULE OR UPON ORDER OF THE CITY ENGINEER. THE REGULATION AND CONTROL OF CONSTRUCTION TRAFFIC SHALL BE AS DIRECTED BY THE CITY ENGINEER OR HIS AUTHORIZED REPRESENTATIVE.
- 11. APPROVAL OF A PORTION OF THE WORK IN PROGRESS DOES NOT GUARANTEE ITS FINAL ACCEPTANCE. TESTING AND EVALUATION MAY CONTINUE UNTIL WRITTEN FINAL ACCEPTANCE OF A COMPLETE WORKABLE UNIT. ANY DEFECTS WHICH APPEAR IN THE WORK WITHIN ONE (1) YEAR FROM THE DATE OF ACCEPTANCE AND WHICH ARE DUE TO IMPROPER WORKMANSHIP OF INFERIOR MATERIALS SUPPLIED SHALL BE CORRECTED BY OR AT THE EXPENSE OF THE OWNER/DEVELOPER OR THE CONTRACTOR.
- 12. ACCEPTANCE OF COMPLETED PUBLIC IMPROVEMENTS WILL NOT BE GIVEN UNTIL DEFECTIVE OR UNAUTHORIZED WORK IS REMOVED, AND FINAL CLEAN-UP IS COMPLETE. 13. LOCATION OF UNDERGROUND UTILITIES BEFORE WORK IS BEGUN IS TO BE ACCOMPLISHED IN
- ACCORDANCE WITH ARS 40-360.22. 14. IF WORK IS DONE ON PRIVATE PROPERTY IN RELATION TO A PROJECT CONSTRUCTED UNDER THESE STANDARDS, THE CONTRACTOR WILL PROVIDE THE CITY WITH WRITTEN AUTHORIZATION FROM THE PROPERTY OWNER TO DO SO.
- 15. THE ESTABLISHMENT AND USE OF TEMPORARY CONSTRUCTION YARDS SHALL CONFORM TO THE CURRENT CITY ZONING CODE STANDARDS FOR "TEMPORARY USES"
- 16. ALL EXCAVATED MATERIAL SHALL BE DISPOSED OF IN ACCORDANCE WITH APPLICABLE CITY CODES AND REGULATIONS. THE CONTRACTOR SHALL OBTAIN ALL REQUIRED CITY APPROVALS AND PERMITS, AS DEEMED NECESSARY BY THE CITY, TO DISPOSE OF EXCAVATED MATERIAL.
- 17. ALL CONSTRUCTION STAKING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR/DEVELOPER AND PERFORMED UNDER THE DIRECT SUPERVISION OF A REGISTERED LAND SURVEYOR OR CIVIL
- 18. ALL TRAFFIC SIGN SHEETING SHALL BE TYPE VIII AS DESIGNED BY ASTM D4956-07E1 STANDARD SPECIFICATIONS FOR RETRO REFLECTIVE SHEETING FOR TRAFFIC CONTROL, UNLESS SPECIFIED OTHERWISE ON THE CONSTRUCTION PLANS
- 19. WHEN THE CONSTRUCTION PLANS SPECIFY GRAFFITI CONTROL ON BRIDGES OR OTHER STRUCTURES, THE CONTRACTOR SHALL SEAL THE STRUCTURE FIRST USING MONOCHEM AQUASEAL ME 12 AND THEN APPLY MONOCHEM PERMASHIELD, SACRIFICIAL GRAFFITI CONTROL SYSTEM (OR APPROVED EQUAL).
- 20. ALL AREAS DISTURBED DURING CONSTRUCTION SHALL BE STABILIZED AND RESEEDED IN ACCORDANCE WITH CHAPTER 13-17 OF THIS TITLE. IN THE EVENT THAT THE CONSTRUCTION ACTIVITY DISTURBS MORE THAN ONE (1) ACRE, A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) SHALL BE PREPARED IN ORDER TO OBTAIN A CONSTRUCTION GENERAL PERMIT FROM ADEQ. (ORD. 22017-22, REP&REEN, 07/05/2017)

C.O.F. WATER AND SEWER NOTES

ALL DESIGN, CONSTRUCTION, TESTING AND INSPECTION SHALL CONFORM TO THE ADEQ REQUIREMENTS: WATER DISTRIBUTION IN ACCORDANCE WITH BULLETINS 10 AND 8, AND SEWER COLLECTION IN ACCORDANCE WITH AAC TITLE 18. IN THE EVENT THE ADEQ REQUIREMENTS CONFLICT WITH THESE STANDARDS, THE MORE RESTRICTIVE SHALL APPLY.

- A. ROUGH GRADING SHALL BE COMPLETED WITHIN ONE-TENTH $(\frac{1}{10})$ OF A FOOT OF PLAN GRADE AND APPROVED BY THE CITY ENGINEER'S AUTHORIZED REPRESENTATIVES PRIOR TO INSTALLATION OF
- B. NO TRENCH SHALL BE FILLED WITH BEDDING MATERIAL OR BACKFILL UNTIL THE EXCAVATION AND PIPE LAYING, RESPECTIVELY, HAVE BEEN APPROVED BY THE CITY ENGINEER'S AUTHORIZED
- C. A WATER PRESSURE TEST IS REQUIRED OF ALL WATER LINES AND A HYDROSTATIC OR AIR TEST IS REQUIRED OF ALL SEWER LINES AND MANHOLES. TESTS ARE TO BE CONDUCTED AFTER BACKFILLING IS COMPLETE AND COMPACTED ON ALL PUBLIC AND/OR PRIVATE UNDERGROUND
- D. WATER AND SEWER SERVICE LINES ARE TO BE MARKED AS SHOWN ON THE STANDARD SERVICE DETAILS.
- . WATER LINE DISINFECTION IS TO BE ACCOMPLISHED AS OUTLINED IN ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY (ADEQ) "BULLETIN NO. 8." WATER PIPE CLASSIFICATION SHALL BE CLASS 305 FOR A.W.W.A. C-900 PVC AND CLASS 350 FOR DUCTILE IRON UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER. C-900 SHALL CONFORM TO CAST-IRON-EQUIVALENT OUTSIDE DIAMETER AND HAVE ELASTROMERIC GASKETS AND COUPLINGS. ALL DUCTILE IRON PIPE LINES SHALL BE POLYETHYLENE ENCASED IN
- ACCORDANCE WITH MAG SPECIFICATIONS. G. ALL MATERIALS THAT COME INTO CONTACT WITH DRINKING WATER SHALL CONFORM TO NSF STANDARD 61 INCLUDING, BUT NOT LIMITED TO, GASKETS, LUBRICANTS, PIPE FITTINGS, AND VALVES. (NSF-PW SEAL) (R18-4-119B).
- H. ALL PUBLIC SANITARY SEWER LINES AND PRIVATE SEWER SERVICE LINES WITHIN A PUBLIC UTILITY EASEMENT OR RIGHT-OF-WAY WILL BE INSPECTED PRIOR TO ACCEPTANCE BY THE CITY. WATER AND SEWER MAINS SHALL BE SEPARATED IN ORDER TO PROTECT PUBLIC WATER SYSTEMS
- REQUIREMENTS ARE AS FOLLOWS:
- a. WITHIN SIX (6) FEET, HORIZONTAL DISTANCE, AND LESS THAN TWO (2) FEET, VERTICAL DISTANCE, ABÓVE THE TOP OF A SEWER MAIN UNLESS EXTRA PROTECTION IS PROVIDED. EXTRA PROTECTION SHALL CONSIST OF CONSTRUCTING THE SEWER MAIN WITH MECHANICAL JOINT DUCTILE IRON PIPE OR WITH SLIP-JOINT DUCTILE IRON PIPE IF JOINT RESTRAINT IS PROVIDED. ALTERNATE EXTRA PROTECTION SHALL CONSIST OF ENCASING BOTH THE WATER AND SEWER MAINS IN AT LEAST SIX (6) INCHES OF CONCRETE FOR AT LEAST TEN (10)
- FEET BEYOND THE AREA COVERED BY THIS SUBSECTION. b. WITHIN TWO (2) FEET HORIZONTALLY AND TWO (2) FEET BELOW THE SEWER MAIN. WHEN A WATER MAIN IS PLACED BELOW A SEWER MAIN, EXTRA PROTECTION IS ALWAYS REQUIRED REGARDLESS OF THE VERTICAL SEPARATION.

2. NO WATER PIPE SHALL PASS THROUGH OR COME INTO CONTACT WITH ANY PART OF A SEWER MANHOLE. THE MINIMUM HORIZONTAL SEPARATION BETWEEN WATER MAINS AND

- MANHOLES SHALL BE SIX (6) FEET, MEASURED FROM THE CENTER OF THE MANHOLE. 3. THE MINIMUM SEPARATION BETWEEN FORCE MAINS OR PRESSURE SEWERS AND WATER MAINS SHALL BE TWO (2) FEET VERTICALLY AND SIX (6) FEET HORIZONTALLY UNDER ALL CONDITIONS. WHERE A SEWER FORCE MAIN CROSSES ABOVE OR LESS THAN SIX (6) FEET BELOW A WATER LINE, THE SEWER MAINS SHALL BE ENCASED IN AT LEAST SIX (6) INCHES OF CONCRETE OR CONSTRUCTED USING MECHANICAL JOINT
- 4. EVEN WHEN EXTRA PROTECTION IS UTILIZED, THE MINIMUM CLEARANCE BETWEEN WATER AND SEWER SHALL BE ONE (1) FOOT.

DUCTILE IRON PIPE FOR TEN (10) FEET ON EITHER SIDE OF THE WATER MAIN.

- 5. THE SEPARATION REQUIREMENTS DO NOT APPLY TO BUILDING, PLUMBING, OR INDIVIDUAL
- WHEN HYDROSTATIC TESTING IS PERFORMED, SEWER LINES SHALL BE TESTED FOR INFILTRATION / EXFILTRATION PER ADEQ ENGINEERING BULLETIN NO. 11. MANHOLES SHALL BE TESTED BY FILLING THE MANHOLE WITH WATER. THE APPLICANT SHALL ENSURE THAT THE DROP IN WATER LEVEL DOES NOT EXCEED ONE-THOUSANDTH (0.001) OF THE TOTAL MANHOLE VOLUME IN ONE (1) HOUR.
- WHEN AIR TESTING IS PERFORMED. SEWER LINES SHALL BE TESTED IN ACCORDANCE WITH ASTM F1417-92. MANHOLES SHALL BE TESTED IN ACCORDANCE WITH ASTM C1244. SEWER PIPE SHALL BE SDR 35, ASTM D3034 FOR PVC PIPE, OR CLASS 150 DIP LINED WITH PROTECTO 401 CERAMIC EPOXY OR HDPE ASTM F894. ALL DUCTILE IRON PIPELINES SHALL BE POLYETHYLENE ENCASED IN ACCORDANCE WITH MAG SPECIFICATIONS. SPECIAL DESIGN CONSIDERATIONS MAY REQUIRE A HIGHER CLASS RATING OF DIP.

- M. ALL WATER AND SEWER DESIGN AND CONSTRUCTION SHALL CONFORM TO THE CURRENT ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY (ADEQ) REQUIREMENTS. WHEN ADEQ REQUIREMENTS
- ARE IN CONFLICT WITH THESE STANDARDS, THE MORE RESTRICTIVE SHALL APPLY. N. TRACER WIRES AND TAPES SHALL BE INSTALLED PRIOR TO TESTING THE WATER OR SEWER MAIN

AS REQUIRED BY SECTION 13-09-001-0002. (STRIP WIRE 2 INCHES AT TERMINATION OF THE

- O. WATER VALVES SHALL BE ADJUSTED IN ACCORDANCE WITH CITY OF FLAGSTAFF ENGINEERING DETAIL NO. 9-03-060 AND MANHOLES SHALL BE ADJUSTED IN ACCORDANCE WITH CITY OF FLAGSTAFF DETAIL NO. 9-03-062.
- P. ONE HUNDRED PERCENT (100%) OF THE SEWER LINE SHALL BE TESTED FOR UNIFORM SLOPE BY REMOTE CAMERA AND TESTED FOR SHORT-TERM DEFLECTION 1. WHEN A SEWER SERVICE IS REQUIRED TO BE ABANDONED, IT SHALL BE ABANDONED AT THE PROPERTY LINE AND CAPPED USING THE APPROPRIATE MATERIALS (PVC, CLAY, OR
- CONCRETE). 2. WHEN AN EXISTING WATER SERVICE IS REQUIRED TO BE ABANDONED, IT SHALL BE ABANDONED AT THE MAIN. THE SADDLE AND CORP. STOP SHALL BE REMOVED AND THE
- MAIN CLAMPED WITH AN APPROVED FULL CIRCLE REPAIR CLAMP. Q. THE LOCATION OF WATER SERVICES SHALL BE IDENTIFIED BY BRANDING A "W" ON THE TOP OR FACE OF CURB.
- R. SEWER SERVICE LOCATIONS SHALL BE IDENTIFIED BY BRANDING AN "S" ON THE TOP OR FACE OF THE CURB. (ORD. 2017-22, REP&REEN, 07/05/2017)

C.O.F. PAVING NOTES

L. NO WATER SETTLING OF TRENCH FILL MATERIAL IS ALLOWED.

- A. EXACT POINT OF MATCHING TERMINATION AND OVERLAY, IF NECESSARY, SHALL BE DETERMINED IN THE FIELD BY THE CITY ENGINEER OR HIS AUTHORIZED REPRESENTATIVE. WHEN A LONGITUDINAL JOINT ASSOCIATED WITH A TRENCH PATH, PAVEMENT MATCHUP OR OTHER OCCURS ON A STREET THAT INCLUDES A BIKE LANE, THE JOINT SHALL BE LOCATED OUTSIDE THE BIKE LANE. B. NO JOB WILL BE CONSIDERED COMPLETE UNTIL:
- 1. ALL CURBS, PAVEMENTS, SIDEWALKS, CATCH BASINS, STORM DRAINS, AND MANHOLES HAVE BEEN CLEANED OF ALL DIRT AND DEBRIS;
- 2. SURVEY MONUMENTS ARE INSTALLED AND STAMPED; AND
- 3. ALL FRAMES, COVERS, AND VALVE BOXES ARE ADJUSTED TO GRADE. C. NO PAVING CONSTRUCTION SHALL BE STARTED UNTIL ALL UTILITY LINES ARE COMPLETED AND
- APPROVED UNDER PROPOSED PAVED AREAS D. BASE COURSE WILL NOT BE PLACED UNTIL SUBGRADE HAS BEEN APPROVED BY THE CITY ENGINEER OR HIS AUTHORIZED REPRESENTATIVE.
- E. THE LOCATION OF ALL WATER VALVES, FIRE HYDRANTS, AND MANHOLES MUST AT ALL TIMES DURING CONSTRUCTION BE REFERENCED AND MADE ACCESSIBLE TO THE CITY.
- F. UTILITY FACILITIES IN CONFLICT WITH THIS WORK WILL BE RELOCATED BY THE PERMITTEE OR THE UTILITY OWNER. THIS ACTIVITY SHALL BE COORDINATED WITH THE OWNER OF THE UTILITY TO PREVENT ANY UNNECESSARY INTERRUPTION OF SERVICE TO EXISTING CUSTOMERS. G. EXISTING STREET NAME SIGNS. TRAFFIC SIGNS AND DEVICES ASSOCIATED WITH THE PROJECT
- SHALL BE MAINTAINED DURING CONSTRUCTION AND RELOCATED BY THE CONTRACTOR AS SHOWN ON THE APPROVED PLANS. H. ANY CHANGES OR ADDITIONS TO PAVEMENT MARKINGS CAUSED BY PAVEMENT OVERLAY, CHIP
- SEAL, OR INSTALLATION OF UNDERGROUND FACILITIES SHALL BE SHOWN ON THE APPROVED I. ON PROJECTS WHERE THE CONTRACTOR CAUSES EXCESSIVE DAMAGE TO AN EXISTING PAVED
- STREET OR THERE ARE MULTIPLE STREET CUTS (MAXIMUM OF FOUR (4) IN FIVE HUNDRED (500) FEET) AN ASPHALT OVERLAY SHALL BE REQUIRED.
- J. A PRIME COAT IS NOT REQUIRED UNLESS SO SPECIFIED IN THE SOILS AND PAVEMENT REPORT AND/OR SHOWN ON THE PLANS.
- K. ALL CURB AND GUTTER, SIDEWALK, DRIVEWAYS, AND SIDEWALK RAMPS SHALL BE CONSTRUCTED ON A MINIMUM THREE (3) INCHES OF AGGREGATE BASE COURSE (ABC). THE ABC SHALL BE CONSTRUCTED PER MAG SECTION 310, AND SHALL BE COMPACTED TO NINETY-FIVE (95%) RELATIVE DENSITY. ALL PRECAST STRUCTURES SUCH AS MANHOLE BASES, CATCH BASINS, AND BOX CULVERTS SHALL BE CONSTRUCTED ON A MINIMUM OF THREE (3) INCHES OF ABC.
- L. PERMANENT PAVEMENT MARKINGS. 1. LONGITUDINAL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH SECTION
- 2. TRANSVERSE PAVEMENT MARKINGS SUCH AS STOP BARS, CROSSWALKS, ARROWS, AND LEGENDS SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 13-16-006-0002. M. TEMPORARY PAVEMENT MARKINGS.
- TEMPORARY PAVEMENT MARKINGS, WHEN APPROVED, SHALL BE INSTALLED IN ACCORDANCE WITH SECTIONS 13-16-006-0001 AND 13-16-006-0002.
 - 1. THE USE OF TEMPORARY MARKINGS IS STRONGLY DISCOURAGED AND MAY ONLY BE USED WITH PRIOR APPROVAL. WHEN IT IS USED. THE CONTRACTOR MUST BE AVAILABLE TO RESTRIPE AS NEEDED
 - UNTIL THE PERMANENT MARKINGS CAN BE INSTALLED. 2. WHEN IT IS IMPRACTICABLE FOR THE CONTRACTOR TO PROVIDE PERMANENT MARKINGS, THE CITY PUBLIC WORKS DEPARTMENT MAY INSTALL THE MARKINGS ON BEHALF OF THE CONTRACT PROVIDED THE FEE FOR THE WORK IS AGREED UPON AND PAID FOR IN
- N. THE MAXIMUM THICKNESS OF A SINGLE LIFT OF PAVEMENT SHALL BE FOUR (4) INCHES. (ORD. 2017-22, REP&REEN, 07/05/2017)

C.O.F. GRADING AND DRAINAGE NOTE "ADEQUATE DRAINAGE, EROSION AND SEDIMENT CONTROL MEASURES, BEST MANAGEMENT

PRACTICES, AND/OR OTHER STORM WATER MANAGEMENT FACILITIES SHALL BE PROVIDED AND MAINTAINED AT ALL TIMES DURING CONSTRUCTION. DAMAGES TO ADJACENT PROPERTY AND/OR THE CONSTRUCTION SITE CAUSED BY CONTRACTOR'S PROPERTY OR PROPERTY OWNER'S FAILURE TO PROVIDE AND MAINTAIN ADEQUATE DRAINAGE AND EROSION/SEDIMENT CONTROL FOR THE CONSTRUCTION AREA SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND/OR PROPERTY OWNER."

C.O.F. SEEDING NOTES

TO BE APPLIED ON ALL CUT/FILL SLOPES.

THE CONTRACTOR SHALL RESEED ALL DISTURBED AREA ACCORDING TO THE PROVISIONS OF THIS SECTION. THE WORK UNDER THIS SECTION SHALL CONSIST OF FURNISHING, HAULING, PLACING, AND APPLYING EROSION CONTROL (SEED, MULCH, AND EROSION CONTROL BLANKETS) TO ALL DISTURBED AREAS WITHIN THE PROJECT AREAS AS SHOWN ON THE PLANS. REFER TO THE CITY OF FLAGSTAFF ENGINEERING STANDARDS, TITLE 13, CHAPTER 17 FOR SEEDING REQUIREMENTS.

SHEPHARD-WESNITZER GENERAL NOTES

ARIZONA ADMINISTRATIVE CODE INTERNATIONAL PLUMBING CODE (IPC)

INTERNATIONAL BUILDING CODE (IBC) NAU DESIGN GUIDELINES AND TECHNICAL STANDARDS, ICC A117.1, ACCESSIBILITY STD

THE GENERAL CONTRACTOR AND ALL SUBCONTRACTORS ARE REQUIRED TO OBTAIN COPIES OF THESE, AS WELL AS ANY OTHER STANDARDS OR SPECIFICATIONS REQUIRED TO SUCCESSFULLY COMPLETE THE WORK AS DESCRIBED IN THESE PLANS AND/OR ANY SPECIAL PROVISIONS PREPARED FOR THE PROJECT. THIS REQUIREMENT EXTENDS TO ANY STANDARDS, DETAILS, OR SPECIFICATIONS REFERENCED BY THE CONSTRUCTION DOCUMENTS AND NOT INCLUDED IN THE LIST ABOVE.

QUANTITY ESTIMATE AND PAYMENT PROVISIONS IF ANY MATERIAL QUANTITIES ARE SHOWN ON THESE PLANS, THEY ARE TO BE CONSIDERED AS APPROXIMATE ONLY AND ARE FURNISHED AS A CONVENIENCE TO THE CONTRACTOR IN EVALUATING THE MAGNITUDE OF THE PROJECT SCOPE. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE ACTUAL QUANTITIES OF WORK REQUIRED AND BASE HIS BID ON HIS OWN INDEPENDENT ESTIMATE OF THE WORK SCOPE AND QUANTITIES OF

THE ESTIMATED QUANTITIES MAY NOT DIRECTLY CORRESPOND TO A BID SCHEDULE/SCHEDULE OF VALUES INCLUDED IN THE CONTRACT DOCUMENTS. PAYMENT FOR ANY WORK ACCOMPLISHED SHALL BE IN ACCORDANCE WITH THE PAYMENT PROVISIONS OUTLINED IN THE CONTRACT DOCUMENTS.

UTILITY COORDINATION THE CONTRACTOR SHALL HAVE THE RESPONSIBILITY FOR COORDINATING ALL UTILITY RELOCATIONS, VALVE BOX/MANHOLE OR OTHER SURFACE APPURTENANCE ADJUSTMENTS, RESOLUTION OF UTILITY CONFLICTS, OBTAINING NECESSARY PERMITS, SCHEDULING BLUE STAKE. CONDUCTING EXPLORATORY EXCAVATIONS IN ADVANCE OF UTILITY INSTALLATIONS. AND GENERAL CONFORMANCE TO UTILITY AGENCY REQUIREMENTS AND SPECIFICATIONS FOR CONDUCTING THE WORK.

THE CONTRACTOR IS SPECIFICALLY ADVISED TO EXAMINE THE SITE FOR EVIDENCE OF AND CONFLICTS WITH EXISTING UTILITIES PRIOR TO SUBMITTING HIS BID. EXISTING UTILITIES HAVE BEEN SHOWN ON THE PLANS IN THEIR APPROXIMATE LOCATIONS BASED ON FIELD OBSERVATIONS AND ANY FURNISHED RECORD INFORMATION, BUT THERE IS NO GUARANTEE THAT ALL UTILITY CONFLICTS HAVE BEEN IDENTIFIED. AT THE TIME OF CONSTRUCTION, THE EXACT SIZES. TYPES. AND LOCATIONS OF EXISTING UNDERGROUND IMPROVEMENTS SHALL BE DETERMINED BY THE CONTRACTOR AND HE SHALL FURNISH MATERIALS AS

THE CONTRACTOR SHALL PERFORM ALL NECESSARY POTHOLES AND UTILITY LOCATING AT LEAST TWO WEEKS IN ADVANCE OF ALL UNDERGROUND UTILITY WORK TO ENSURE EXPEDIENT COMPLETION OF THE WORK IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS. LOCATING EXISTING UTILITIES FOR THE PURPOSE OF IDENTIFYING CONFLICTS IN ADVANCE OF THE UTILITY RELOCATIONS IS AN IMPORTANT ELEMENT OF THE PROJECT. FAILURE OF THE CONTRACTOR TO LOCATE EXISTING UTILITIES AT LEAST TWO WEEKS IN ADVANCE OF THE CONSTRUCTION ACTIVITIES WILL DIMINISH HIS ABILITY TO MAKE A CLAIM FOR DELAYS FOR UTILITY RELOCATIONS.

NECESSARY TO CONSTRUCT THE REQUIRED CONNECTIONS.

ALL FRAMES, COVERS AND VALVE BOXES IN THE CONSTRUCTION AREA SHALL BE ADJUSTED TO FINAL FINISH GRADES, WHETHER INDICATED ON THE PLANS OR NOT. ANY NECESSARY ADJUSTMENTS WHICH ARE NOT SEPARATELY ITEMIZED IN THE BID SCHEDULE SHALL BE CONSIDERED INCIDENTAL TO THE WORK.

THE APPROPRIATE UTILITY COMPANIES SHALL BE NOTIFIED BY THE CONTRACTOR PRIOR TO ANY CONSTRUCTION. "BLUE STAKE" NUMBER IS 1-800-STAKE-IT. CONTRACTOR SHALL ALLOW TWO WORKING DAYS AFTER "BLUE STAKE" IS NOTIFIED, BEFORE COMMENCING ANY EXCAVATION WORK IN PROXIMITY OF BURIED UTILITIES.

AT LEAST TWO WORKING DAYS PRIOR NOTICE IS REQUIRED BEFORE DISRUPTING EXISTING UTILITY SERVICES TO MAKE CONNECTIONS. THE NOTICE MUST INCLUDE THE EXACT TIME OF THE DISRUPTION OF SERVICE AND THE EXPECTED DURATION OF THE LOSS OF SERVICE. THE NOTICE SHALL BE FURNISHED TO THE OWNER OR OTHERS AS SPECIFIED IN THE CONTRACT DOCUMENTS.

THE LOCATION OF ALL WATER VALVES MUST AT ALL TIMES DURING CONSTRUCTION BE REFERENCED AND MADE AVAILABLE TO THE GOVERNING WATER COMPANY/DEPARTMENT.

PERMITS

CITY OF FLAGSTAFF PERMITS A PUBLIC IMPROVEMENTS PERMIT AND A GRADING PERMIT ARE REQUIRED FOR THIS PROJECT, CONTACT COMMUNITY DEVELOPMENT AT 928-213-2606 TO INITIATE THE PROCESS CONTACT THE ENGINEERING INSPECTION DEPARTMENT AND STORM WATER DEPARTMENT AT LEAST 72 HOURS PRIOR TO COMMENCEMENT OF THE PROJECT TO COORDINATE INSPECTIONS. GRADING CERTIFICATION IS REQUIRED. WHICH SHALL BE SEALED BY THE SURVEYOR AND GEOTECHNICAL ENGINEER; SPECIAL INSPECTION CERTIFICATION FOR ANY BUILT IN PLACE

STRUCTURES WILL ALSO BE REQUIRED. AS-BUILTS ARE REQUIRED WITH THE CERTIFICATION.

EARTHWORK SUMMARY

ON SITE GRADING: CUT: 39,000 CY

FILL: 5,000 CY (NET EXPORT 34,000)

EARTHWORK VOLUMES SHOWN ABOVE ARE BASED ON IN-PLACE VOLUMES REQUIRED FOR SITE GRADING. QUANTITIES ARE NOT ADJUSTED FOR SHRINKAGE (SEE GEOTECH REPORT FOR ESTIMATED SHRINKAGE FACTORS). THESE RESULTS MAY NOT REFLECT THE FINAL CONSTRUCTED QUANTITIES. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN QUANTITY DETERMINATIONS. ADDITIONAL EARTHWORK QUANTITIES SHALL BE CONSIDERED INCIDENTAL TO BUILDING CONSTRUCTION. ANY WASTE MATERIAL SHALL BE INCIDENTAL TO CONSTRUCTION.

SHEPHARD-WESNITZER GENERAL NOTES PROJECT SPECIFICATIONS

ALL WORK SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING STANDARDS AND SPECIFICATIONS, AND ANY SPECIAL PROVISIONS PREPARED FOR THE PROJECT. THE TERM "CURRENT" MEANS THE DATE OF THE SPECIFICATIONS IN EFFECT AS OF THE DATE OF THE ENGINEERS SEAL ON THESE PLANS.

MARICOPA ASSOCIATION OF GOVERNMENTS (M.A.G.) UNIFORM STANDARD SPECIFICATIONS AND DETAILS FOR PUBLIC WORKS CONSTRUCTION CITY OF FLAGSTAFF ENGINEERING DESIGN AND CONSTRUCTION STANDARDS & SPECIFICATION AMERICAN WATER WORKS ASSOCIATION STANDARDS ARIZONA ADMINISTRATIVE CODE

INTERNATIONAL PLUMBING CODE (IPC) INTERNATIONAL BUILDING CODE (IBC)

THE GENERAL CONTRACTOR AND ALL SUBCONTRACTORS ARE REQUIRED TO OBTAIN COPIES OF THESE, AS WELL AS ANY OTHER STANDARDS OR SPECIFICATIONS REQUIRED TO SUCCESSFULLY COMPLETE THE WORK AS DESCRIBED IN THESE PLANS AND/OR ANY SPECIAL PROVISIONS PREPARED FOR THE PROJECT. THIS REQUIREMENT EXTENDS TO ANY STANDARDS, DETAILS, OR SPECIFICATIONS REFERENCED BY THE CONSTRUCTION DOCUMENTS AND NOT INCLUDED IN THE LIST ABOVE.

QUANTITY ESTIMATE AND PAYMENT PROVISIONS IF ANY MATERIAL QUANTITIES ARE SHOWN ON THESE PLANS. THEY ARE TO BE CONSIDERED AS APPROXIMATE ONLY AND ARE FURNISHED AS A CONVENIENCE TO THE CONTRACTOR IN EVALUATING THE MAGNITUDE OF THE PROJECT SCOPE. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE ACTUAL QUANTITIES OF WORK REQUIRED AND BASE HIS BID ON HIS OWN INDEPENDENT ESTIMATE OF THE WORK SCOPE AND QUANTITIES OF MATERIALS REQUIRED.

THE ESTIMATED QUANTITIES MAY NOT DIRECTLY CORRESPOND TO A BID SCHEDULE/SCHEDULE OF VALUES INCLUDED IN THE CONTRACT DOCUMENTS. PAYMENT FOR ANY WORK ACCOMPLISHED SHALL BE IN ACCORDANCE WITH THE PAYMENT PROVISIONS OUTLINED IN THE CONTRACT DOCUMENTS.

UTILITY COORDINATION THE CONTRACTOR SHALL HAVE THE RESPONSIBILITY FOR COORDINATING ALL UTILITY RELOCATIONS. VALVE BOX/MANHOLE OR OTHER SURFACE APPURTENANCE ADJUSTMENTS RESOLUTION OF UTILITY CONFLICTS. OBTAINING NECESSARY PERMITS. SCHEDULING BLUE STAKE, CONDUCTING EXPLORATORY EXCAVATIONS IN ADVANCE OF UTILITY INSTALLATIONS

CONDUCTING THE WORK. THE CONTRACTOR IS SPECIFICALLY ADVISED TO EXAMINE THE SITE FOR EVIDENCE OF AND OBSERVATIONS AND ANY FURNISHED RECORD INFORMATION, BUT THERE IS NO GUARANTEE THAT ALL UTILITY CONFLICTS HAVE BEEN IDENTIFIED. AT THE TIME OF CONSTRUCTION,

AND GENERAL CONFORMANCE TO UTILITY AGENCY REQUIREMENTS AND SPECIFICATIONS FOR

CONTRACTOR TO LOCATE EXISTING UTILITIES AT LEAST TWO WEEKS IN ADVANCE OF THE CONSTRUCTION ACTIVITIES WILL DIMINISH HIS ABILITY TO MAKE A CLAIM FOR DELAYS FOR

TO FINAL FINISH GRADES, WHETHER INDICATED ON THE PLANS OR NOT. ANY NECESSARY ADJUSTMENTS WHICH ARE NOT SEPARATELY ITEMIZED IN THE BID SCHEDULE SHALL BE CONSIDERED INCIDENTAL TO THE WORK.

THE APPROPRIATE UTILITY COMPANIES SHALL BE NOTIFIED BY THE CONTRACTOR PRIOR TO ANY CONSTRUCTION. "BLUE STAKE" NUMBER IS 1-800-STAKE-IT. CONTRACTOR SHALL ALLOW TWO WORKING DAYS AFTER "BLUE STAKE" IS NOTIFIED, BEFORE COMMENCING ANY EXCAVATION WORK IN PROXIMITY OF BURIED UTILITIES.

THE DISRUPTION OF SERVICE AND THE EXPECTED DURATION OF THE LOSS OF SERVICE. THE NOTICE SHALL BE FURNISHED TO THE OWNER OR OTHERS AS SPECIFIED IN THE CONTRACT DOCUMENTS.

REFERENCED AND MADE AVAILABLE TO THE GOVERNING WATER COMPANY/DEPARTMENT

A PRE-CONSTRUCTION MEETING WITH THE CITY OF FLAGSTAFF IS REQUIRED PRIOR TO THE START OF ANY WORK. CONTACT THE CITY OF FLAGSTAFF PROJECT MANAGER TO SCHEDULE THE MEETING.

AN ADOT ENCROACHMENT PERMIT WILL BE REQUIRED FOR ALL WORK WITHIN S. MILTON ROAD

EARTHWORK SUMMARY

SITE GRADING:

UNADJUSTED CUT: 42,700 CY UNADJUSTED FILL: 8,800 CY

REVISIONS

EARTHWORK VOLUMES SHOWN ABOVE ARE BASED ON IN-PLACE VOLUMES REQUIRED FOR SITE GRADING. QUANTITIES ARE NOT ADJUSTED FOR SHRINKAGE (SEE GEOTECH REPORT FOR ESTIMATED SHRINKAGE FACTORS). THESE RESULTS MAY NOT REFLECT THE FINAL CONSTRUCTED QUANTITIES. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN QUANTITY DETERMINATIONS. ADDITIONAL EARTHWORK QUANTITIES SHALL BE CONSIDERED INCIDENTAL TO BUILDING CONSTRUCTION. ANY WASTE MATERIAL SHALL BE INCIDENTAL TO CONSTRUCTION

GENERAL PLAN NOTES-ADOT **ENCROACHMENT PERMITS**

- A. "ALL WORK WITHIN THE ARIZONA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY, HELD EITHER IN EASEMENT, FEE OR DEDICATED, SHALL DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH ADOT PUBLICATIONS AS CURRENTLY REVISED, INCLUDING BUT NOT
 - (1). STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION 2008 EDITION.
 - (2). CONSTRUCTION STANDARD DRAWINGS MAY 2012 EDITION INCLUDING
 - (3). TRAFFIC ENGINEERING STANDARDS, GUIDELINES AND REFERENCES (A). GUIDELINES AND PROCESSES - JUNE 2015
 - (B). ARIZONA MANUAL OF APPROVED SIGNS (MOAS) (C). SIGNING AND MARKING STANDARD DRAWINGS.
 - (D). SIGNALS AND LIGHTING STANDARD DRAWINGS (E). MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES - 2009 EDITION (F). ARIZONA SUPPLEMENT TO MANUAL OF UNIFORM TRAFFIC CONTROL
 - DEVICES 2009 EDITION (G). ANY AND ALL OTHER ADOT TRAFFIC ENGINEERING REFERENCES (4). APPROVED PRODUCTS LIST - CURRENT EDITION
 - (5). EROSION AND POLLUTION CONTROL MANUAL FOR HIGHWAY DESIGN AND CONSTRUCTION - DECEMBER 2012
- (6). EROSION/SEDIMENT AND WATER QUALITY PROTECTION BEST MANAGEMENT PRACTICES (BMP) DETAILS B. IN ADDITION ANY AND ALL MATERIALS UTILIZED IN CONSTRUCTION WITHIN THE
- RIGHTS-OF-WAY OF THE ARIZONA DEPARTMENT OF TRANSPORTATION SHALL MEET THE REQUIREMENTS OF STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION -2008 EDITION AND/OR BE AN APPROVED MATERIAL LISTED IN THE CURRENT ADOT APPROVED PRODUCTS LIST ALSO KNOWN AS THE APL.
- C. ADOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION 2008 EDITION SECTION 106.08 SHALL APPLY WHEN PLANS REQUIRE THE USE OF AN ALTERNATIVE OR A SUBSTITUTION ARTICLE OF EQUIPMENT, MATERIAL OR PROCESS. D. ADDITIONALLY, SECTION 106.14 OF THE ADOT STANDARD SPECIFICATIONS FOR ROAD AND
- BRIDGE CONSTRUCTION 2008 EDITION SHALL APPLY WHEN A PRODUCT THAT IS NOT LISTED IN THE CURRENT APL PROPOSED FOR USE.
- ALL MATERIALS UTILIZED FOR A PERMITTED ACTIVITY SHALL BE SAMPLED AND TESTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE FOLLOWING UNLESS OTHERWISE APPROVED IN WRITING BY THE ADOT:
- -SECTION 106.04 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION - 2008 EDITION
- -THE ADOT MATERIALS TESTING MANUAL. -THE ADOT MATERIALS POLICY AND PROCEDURES DIRECTIVES MANUAL -APPLICABLE FEDERAL, AASHTO OR ASTM SPECIFICATION OR TEST DESIGNATIONS. -APPLICABLE SPECIFICATION OR TEST DESIGNATIONS OF OTHER RECOGNIZED
- ORGANIZATIONS. THE TERM "ENGINEER" AS STATED IN SECTION 106.08 AND SECTION 106.14 OF THE ADOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION - 2008 EDITION SHALL REFER TO THE ADOT DISTRICT DEVELOPMENT ENGINEER, THE DISTRICT ASSISTANT DISTRICT ENGINEER OR THE DISTRICT ENGINEER.
- TRENCHING FOR UTILITIES WITHIN ADOT RIGHT-OF-WAY MUST BE COMPLETED AT NIGHT BETWEEN 7 PM AND 7 AM. AFTER 7 AM, THE TRENCH WILL HAVE TO BE PLATTED AND TRAFFIC RETURNED TO NORMAL.

ADOT SIGNING AND MARKING NOTES

. PAVEMENT MARKINGS

- a. ALL WORK TO BE DONE WITHIN THE ADOT RIGHT-OF-WAY SHALL CONFORM TO THE CURRENT EDITION OF THE ADOT SIGNING AND MARKING STANDARD DRAWINGS. b. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT THE FINAL SURFACE COURSE IS PLACED SO THAT THE STRIPING IS OFFSET 1-FOOT CLEAR OF THE
- CONSTRUCTION JOINT, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. c. THE DIMENSIONS SHOWN TO PAVEMENT STRIPING ARE TO THE CENTER OF THE STRIPING OR, IN THE CASE OF DOUBLE STRIPING, TO THE CENTER OF THE DOUBLE
- d. AT THE COMPLETION OF THE FINAL PAVEMENT SURFACE, CENTERLINES, LANE LINES, EDGE LINES, AND THE STOP BAR SHALL BE STRIPED WITH ONE APPLICATION OF STANDARD REFLECTORIZED TRAFFIC PAINT AT THE LOCATION OF THE PERMANENT STRIPING. THE PAINT SHALL HAVE A MAXIMUM THICKNESS OF 15 MILS WET. e. THE FINAL STRIPING SHALL BE REFLECTORIZED DUAL COMPONENT EPOXY PER SECTION 709 OF THE 2008 ADOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, PLACED OVER THE EXISTING STRIPING 30 DAYS AFTER COMPLETION OF THE FINAL PAVEMENT SURFACE, OR AS DIRECTED BY THE
- ENGINEER. AT THE CONTRACTOR'S OPTION, ONLY TRANSVERSE MARKINGS AND/OR SYMBOLS MAY BE STRIPED WITH 90 MIL, (0.090 INCH) THICK ALKYD EXTRUDED THERMOPLASTIC REFLECTORIZED STRIPING ACCORDING TO SECTION 704 OF THE 2008 ADOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. f. THE CONTRACTOR SHALL CLEAN THE ROADWAY SURFACE TO THE SATISFACTION OF THE ENGINEER, BY SWEEPING AND AIR-JET BLOWING, IMMEDIATELY PRIOR TO THE PLACEMENT OF ALL PAVEMENT MARKINGS. THE ROADWAY SURFACE SHALL BE DRY
- AND THE AIR AND PAVEMENT MARKING TEMPERATURES SHALL NOT BE LESS THAN 55 DEGREE F FOR THE PLACEMENT OF THERMOPLASTIC MARKINGS. q. ALL RAISED PAVEMENT MARKERS SHALL HAVE AN ABRASION RESISTANT COATING ON THE FACE OF THE PRISMATIC REFLECTORS AND SHALL CONFORM TO THE DETAILS OF STD. DWG. M-19. THEY SHALL BE INSTALLED WITH A BITUMINOUS
- ADHESIVE THAT IS ON THE ADOT APPROVED PRODUCTS LIST NEAREST EDGE OF EACH MARKER SHALL BE OFFSET 2 INCHES FROM NEAREST EDGE OF THE STRIPING. FOR BROKEN WHITE OR YELLOW STRIPING, THE
- INCLUDING ANY ADJUSTMENTS BASED UPON THE "NO PASSING ZONE" SURVEY. THE "NO PASSING ZONE" CREW MAY BE REACHED AT (602) 228-0889, (602) 228-2508,
- OR (602) 228-4932. WHEN STRIPE OBLITERATION IS NECESSARY, IT SHALL BE ACCOMPLISHED BY WATER BLASTING. IF THE EXISTING SURFACE IS DAMAGED DUE TO THE OBLITERATION, A NEW SURFACE COURSE SHALL BE PLACED AS DIRECTED BY ADOT.

FACE OF EACH MARKER IS FACING THE DIRECTION OF TRAFFIC AND IS

k. ALL RAISED PAVEMENT MARKERS SHALL BE INSTALLED SO THAT THE REFLECTIVE

PERPENDICULAR TO THE DIRECTION OF TRAFFIC FLOW. I. THREE WORKING DAYS PRIOR TO FINAL STRIPING LAYOUT, PLEASE CONTACT ADOT NORTHERN REGIONAL SIGNING AND STRIPING SECTION AT 928-527-0899, ANTHONY LOPEZ, TO COORDINATE THE LAYOUT INSPECTIONS.

- a. ALL SIGNS SHALL BE IN COMPLIANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES THE ADOT SIGNING AND MARKING STANDARD DRAWINGS, AND THE TRAFFIC ENGINEERING MANUAL OF APPROVED SIGNS. SEE WEB SITE FOR THE ADOT MANUAL OF APPROVED SIGNS.
- HTTP: //WWW.AZDOT.GOV/BUSINESS/ENGINEERING-AND-CONSTRUCTION/TRAFFIC b. THE BOTTOM OF EACH SIGN SHALL BE AT LEAST 7 FEET ABOVE THE NEAREST EDGE OF PAVEMENT AND AT LEAST 7 FEET ABOVE THE GROUND UNDER THE SIGN. c. THE CONTRACTOR SHALL INSTALL THE SIGNS SO THE NEAREST EDGE OF CORNER OF EACH SIGN IS OFFSET 12 FEET FROM THE NEAREST EDGE OF PAVEMENT,
- EXCEPT AS OTHERWISE INDICATED. d. ALL SIGNS SHALL BE FABRICATED OF FLAT SHEET ALUMINUM WITH DIRECT APPLIED COPY OR SILK-SCREENED LEGEND. e. ALL SIGNS SHALL BE INSTALLED ON NEW SQUARE TUBE POSTS WITH FOUNDATIONS

f. ALL BOLTS USED TO INSTALL SIGNING SHALL HAVE HEX HEADS, NOT SLOTTED

g. THE CONTRACTOR SHALL USE ONLY CADMIUM-PLATED OR ZINC-PLATED STEEL WASHERS, NOT NYLON WASHERS, BETWEEN EACH BOLT HEAD AND THE FACE OF

AS INDICATED ON DWG. S-1 AND S-3 WITH 2 NUTS PER BOLT.

h. THE RETRO-REFLECTIVE SHEETING ON ALL NEW SIGNS SHALL MEET THE CRITERIA ESTABLISHED FOR TYPE IX OR XI SHEETING IN ACCORDANCE WITH ASTM D4956. ALL YELLOW SHEETING SHALL BE FLUORESCENT YELLOW. i. THE CONTRACTOR SHALL PRESERVE ALL ROADWAY SIGNS, SIGN SUPPORTS, OBJECT MARKERS, AND MILEPOST MARKERS, AND SHALL REPLACE WITH NEW ANY SIGNS, SIGN SUPPORTS, AND MARKERS DAMAGED AS A RESULT OF THE

- CONSTRUCTION AT THE CONTRACTOR'S EXPENSE. ;. EXISTING SIGNS NOT SHOWN ON THE PLANS THAT DO NOT NEED TO BE REMOVED SHALL REMAIN. IF CONSTRUCTION ACTIVITIES REQUIRE THE REMOVAL OF SIGNS. TEMPORARY SIGNS SHALL BE PLACED AS NEAR AS POSSIBLE TO THE PREVIOUS
- LOCATION AS DIRECTED BY THE ENGINEER, UNLESS OTHERWISE SPECIFIED IN THE PLANS, UNTIL NEW SIGNS ARE INSTALLED. k. SHOP DRAWINGS FOR ANY D-3 SIGNING WILL BE REQUIRED TO BE SUBMITTED TO

ANTHONY LOPEZ (928-527-0899) FOR APPROVAL PRIOR TO INSTALLATION.

. UPON THE INSTALLATION OF EACH FINISHED SIGN, THE CONTRACTOR SHALL PLACE INFORMATION ON THE BACK OF THE SIGN AS SHOWN ON THE SIGN IDENTIFICATION DETAILS IN STD. DWG. S-13. m. THREE WORKING DAYS PRIOR TO FINAL SIGNING LAYOUT, PLEASE CONTACT ADOT NORTHERN REGIONAL SIGNING AND STRIPING SECTION AT 928-527-0899. ANTHONY

NAU GENERAL NOTES

NAU CONSTRUCTION PERMIT IS REQUIRED FOR CONSTRUCTION ON W. UNIVERSITY DR. AND CAMPUS PROPERTY. WORK SHALL COMPLY WITH NAU DESIGN GUIDELINES AND TECHNICAL STANDARDS. A PRE-CONSTRUCTION MEETING WITH NAU IS REQUIRED. CONSTRUCTION INSPECTIONS BY NAU PERSONNEL ARE ALSO REQUIRED.

LOPEZ, TO COORDINATE THE LAYOUT INSPECTIONS.

PRELIMINARY

NOT FOR CONSTRUCTION BIDDING OR RECORDING

C.O.F. Project #PZ XX-XXXX

0

% 3 ≥ €

110 W. Flagsta 928. 928.77

DRAWING NO.

CONFLICTS WITH EXISTING UTILITIES PRIOR TO SUBMITTING HIS BID. EXISTING UTILITIES HAVE h. WHERE RAISED PAVEMENT MARKERS ARE PLACED BETWEEN DOUBLE YELLOW BEEN SHOWN ON THE PLANS IN THEIR APPROXIMATE LOCATIONS BASED ON FIELD STRIPING, THEY SHALL BE CENTERED IN THE 6-INCH GAP BETWEEN LINES. WHERE RAISED PAVEMENT MARKERS ARE PLACED ALONG SOLID WHITE STRIPING, THE ALL WORK SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE THE EXACT SIZES, TYPES, AND LOCATIONS OF EXISTING UNDERGROUND IMPROVEMENTS FOLLOWING STANDARDS AND SPECIFICATIONS, AND ANY SPECIAL PROVISIONS PREPARED FOR FROM POSSIBLE CONTAMINATION. ALL DISTANCES ARE MEASURED PERPENDICULARLY FROM THE SHALL BE DETERMINED BY THE CONTRACTOR AND HE SHALL FURNISH MATERIALS AS MARKERS SHALL BE PLACED TO ALIGN WITH THE BROKEN STRIPING. OUTSIDE OF THE SEWER MAIN TO THE OUTSIDE OF THE WATER MAIN. SEPARATION THE PROJECT. THE TERM "CURRENT" MEANS THE DATE OF THE SPECIFICATIONS IN EFFECT NECESSARY TO CONSTRUCT THE REQUIRED CONNECTIONS. i. (IF APPLICABLE) THE CONTRACTOR SHALL NOTIFY THE ENGINEER TWO WEEKS AS OF THE DATE OF THE ENGINEERS SEAL ON THESE PLANS. THE CONTRACTOR SHALL PERFORM ALL NECESSARY POTHOLES AND UTILITY LOCATING AT PRIOR TO THE APPLICATION OF THE FINAL SURFACE COURSE TO SCHEDULE A "NO 1. A WATER MAIN SHALL NOT BE PLACED: LEAST TWO WEEKS IN ADVANCE OF ALL UNDERGROUND UTILITY WORK TO ENSURE PASSING ZONE" SURVEY BY STATE FORCES. THE "NO PASSING ZONE" SURVEY SHALL MARICOPA ASSOCIATION OF GOVERNMENTS (M.A.G.) UNIFORM STANDARD SPECIFICATIONS EXPEDIENT COMPLETION OF THE WORK IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS SUPERSEDE THE PERMANENT PAVEMENT MARKING PLANS. THE CONTRACTOR SHALL AND DETAILS FOR PUBLIC WORKS CONSTRUCTION LOCATING EXISTING UTILITIES FOR THE PURPOSE OF IDENTIFYING CONFLICTS IN ADVANCE OF NOT APPLY THE PAVEMENT MARKING ON THE FINAL PAVEMENT SURFACE UNTIL THE THE UTILITY RELOCATIONS IS AN IMPORTANT ELEMENT OF THE PROJECT. FAILURE OF THE CITY OF FLAGSTAFF ENGINEERING DESIGN AND CONSTRUCTION STANDARDS & SPECIFICATION ENGINEER APPROVES THE LAYOUT FOR THE PERMANENT PAVEMENT MARKINGS, AMERICAN WATER WORKS ASSOCIATION STANDARDS

CITY OF FLAGSTAFF PERMITS

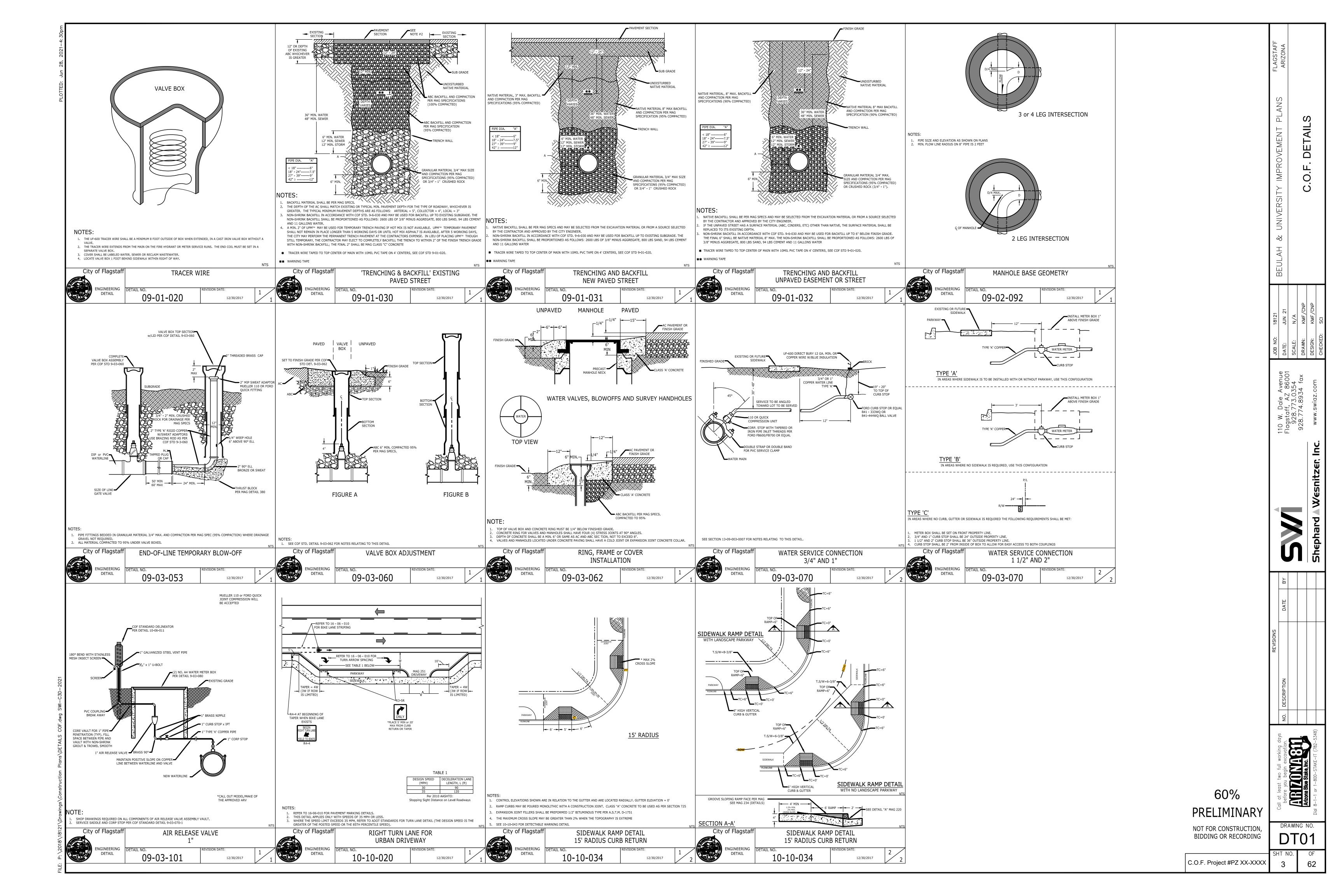
ALL FRAMES, COVERS AND VALVE BOXES IN THE CONSTRUCTION AREA SHALL BE ADJUSTED

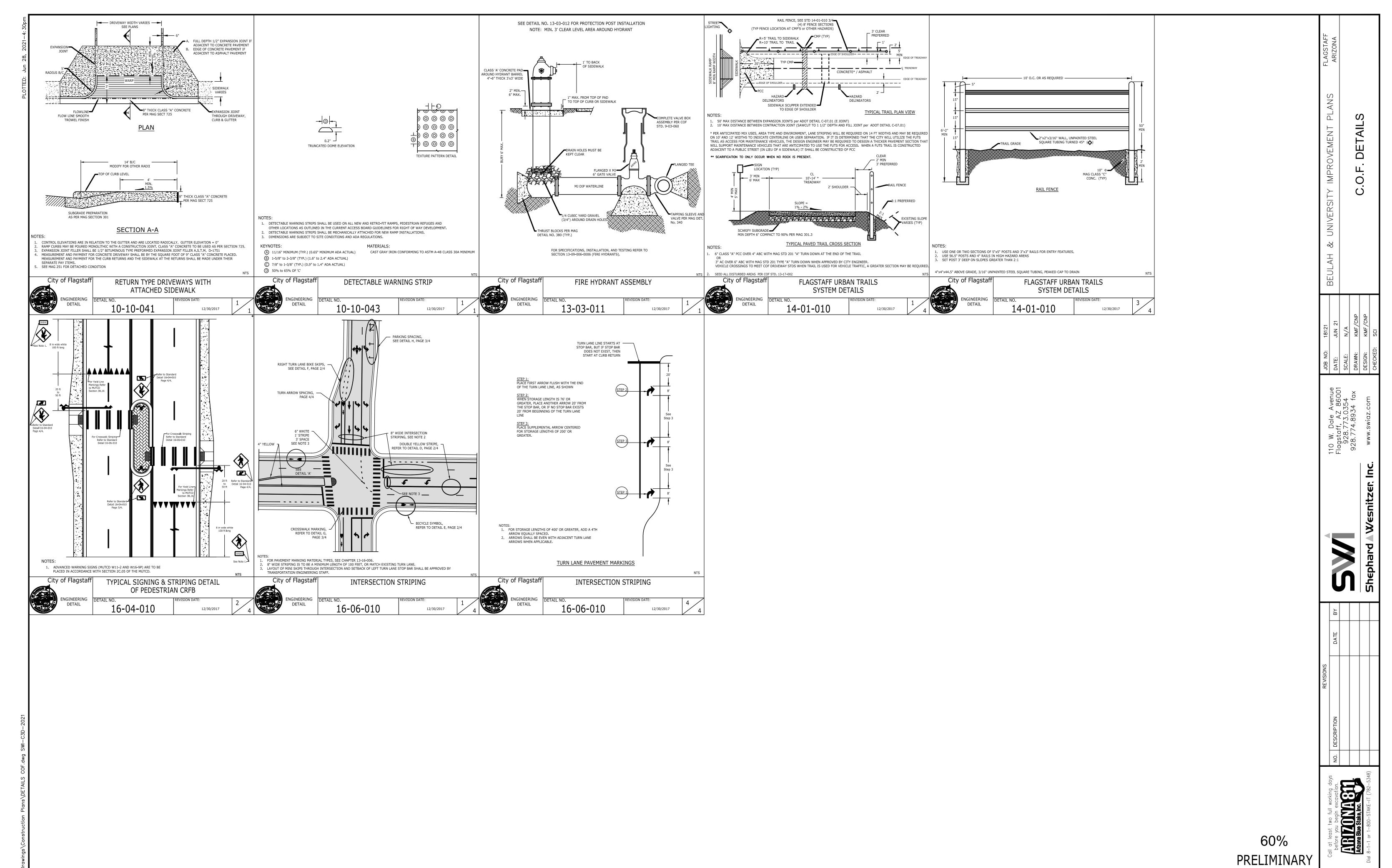
AT LEAST TWO WORKING DAYS PRIOR NOTICE IS REQUIRED BEFORE DISRUPTING EXISTING UTILITY SERVICES TO MAKE CONNECTIONS. THE NOTICE MUST INCLUDE THE EXACT TIME OF

THE LOCATION OF ALL WATER VALVES MUST AT ALL TIMES DURING CONSTRUCTION BE

A PUBLIC IMPROVEMENTS PERMIT AND A GRADING PERMIT ARE REQUIRED FOR THIS PROJECT, CONTACT COMMUNITY DEVELOPMENT AT 928-213-2606 TO INITIATE THE PROCESS. CONTACT THE ENGINEERING INSPECTION DEPARTMENT AND STORM WATER DEPARTMENT AT LEAST 72 HOURS PRIOR TO COMMENCEMENT OF THE PROJECT TO COORDINATE INSPECTIONS. GRADING CERTIFICATION IS REQUIRED. WHICH SHALL BE SEALED BY THE SURVEYOR AND GEOTECHNICAL ENGINEER; SPECIAL INSPECTION CERTIFICATION FOR ANY BUILT IN PLACE

STRUCTURES WILL ALSO BE REQUIRED. AS-BUILTS ARE REQUIRED WITH THE CERTIFICATION.





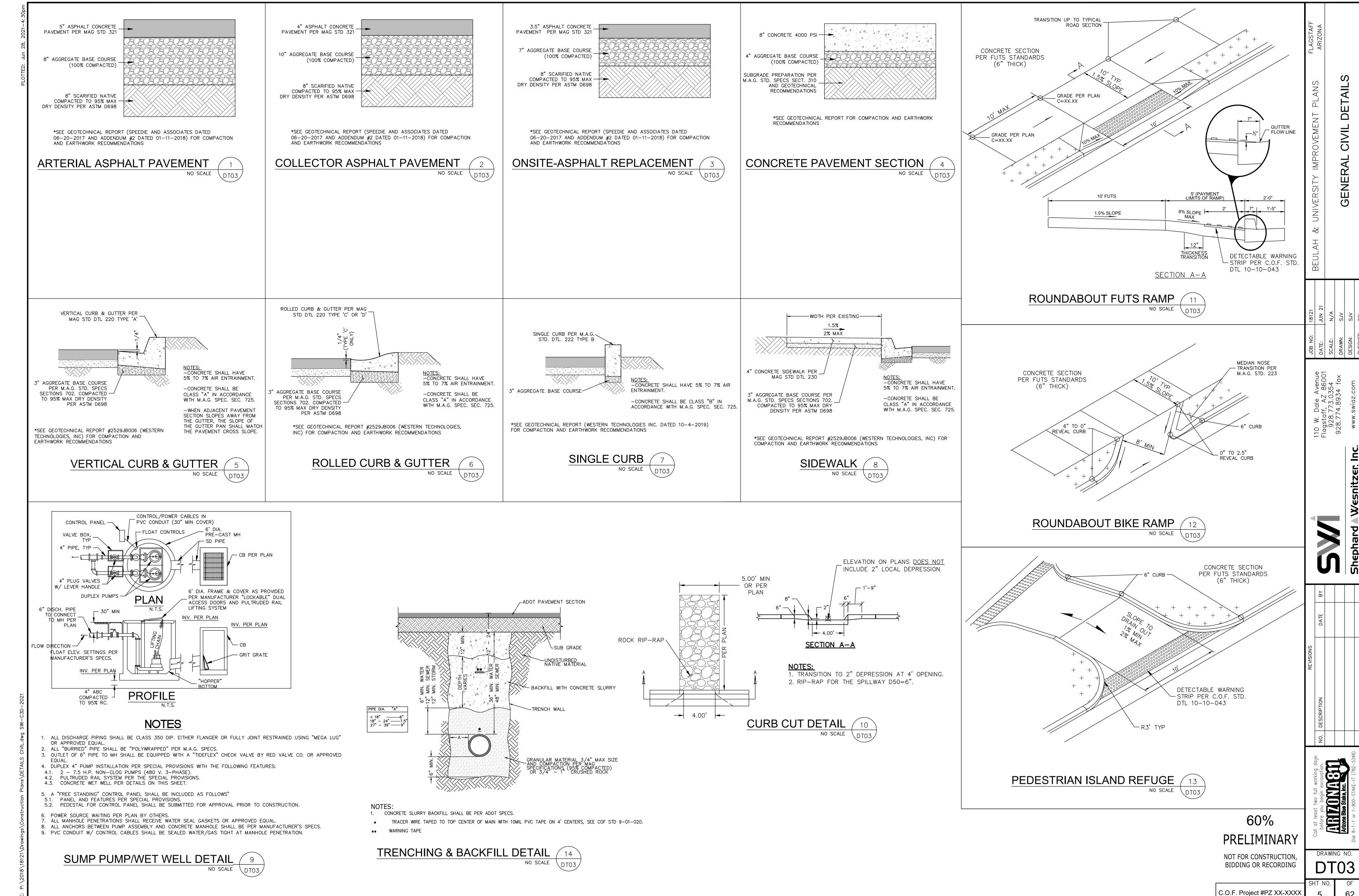
NOT FOR CONSTRUCTION, BIDDING OR RECORDING

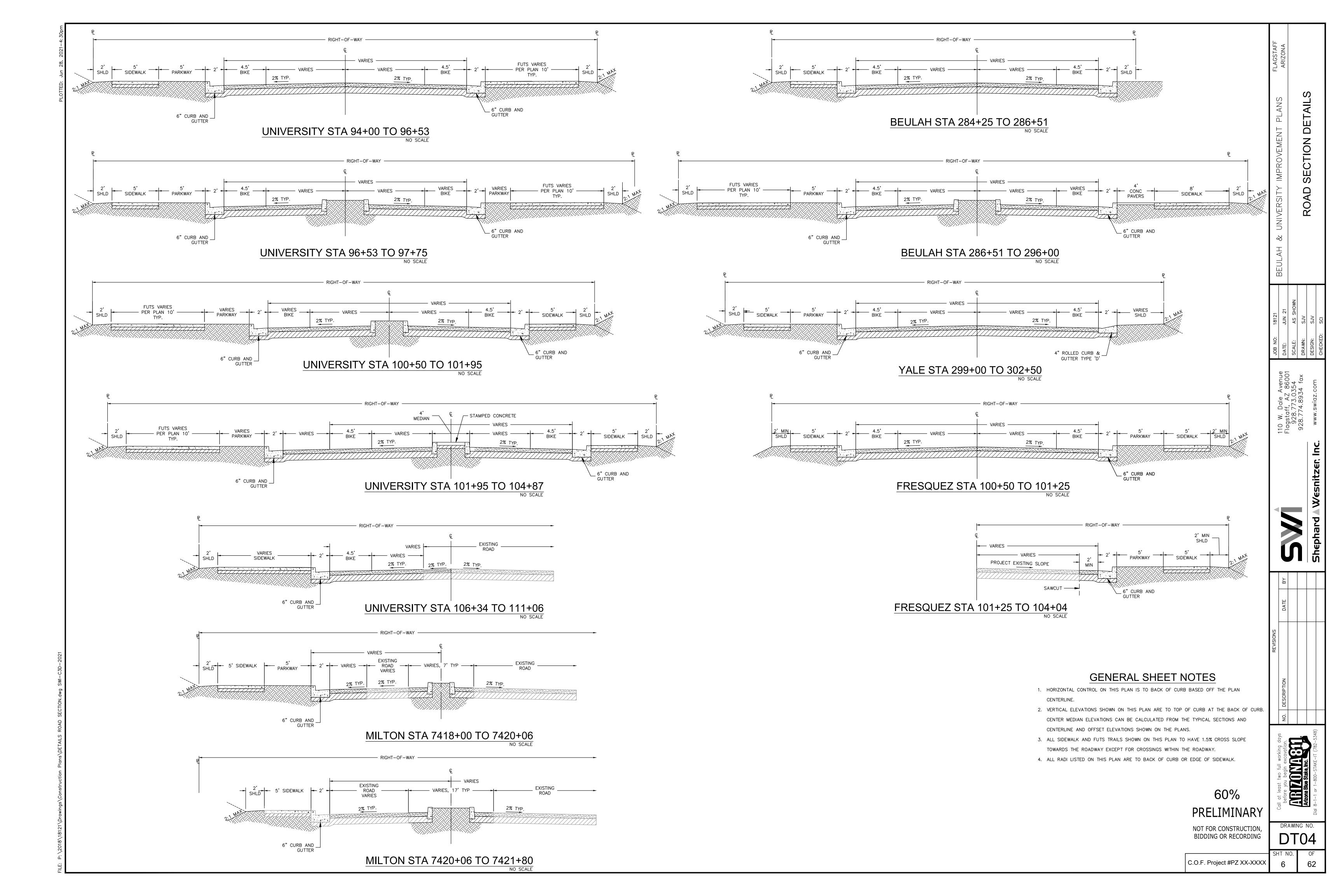
DRAWING NO.

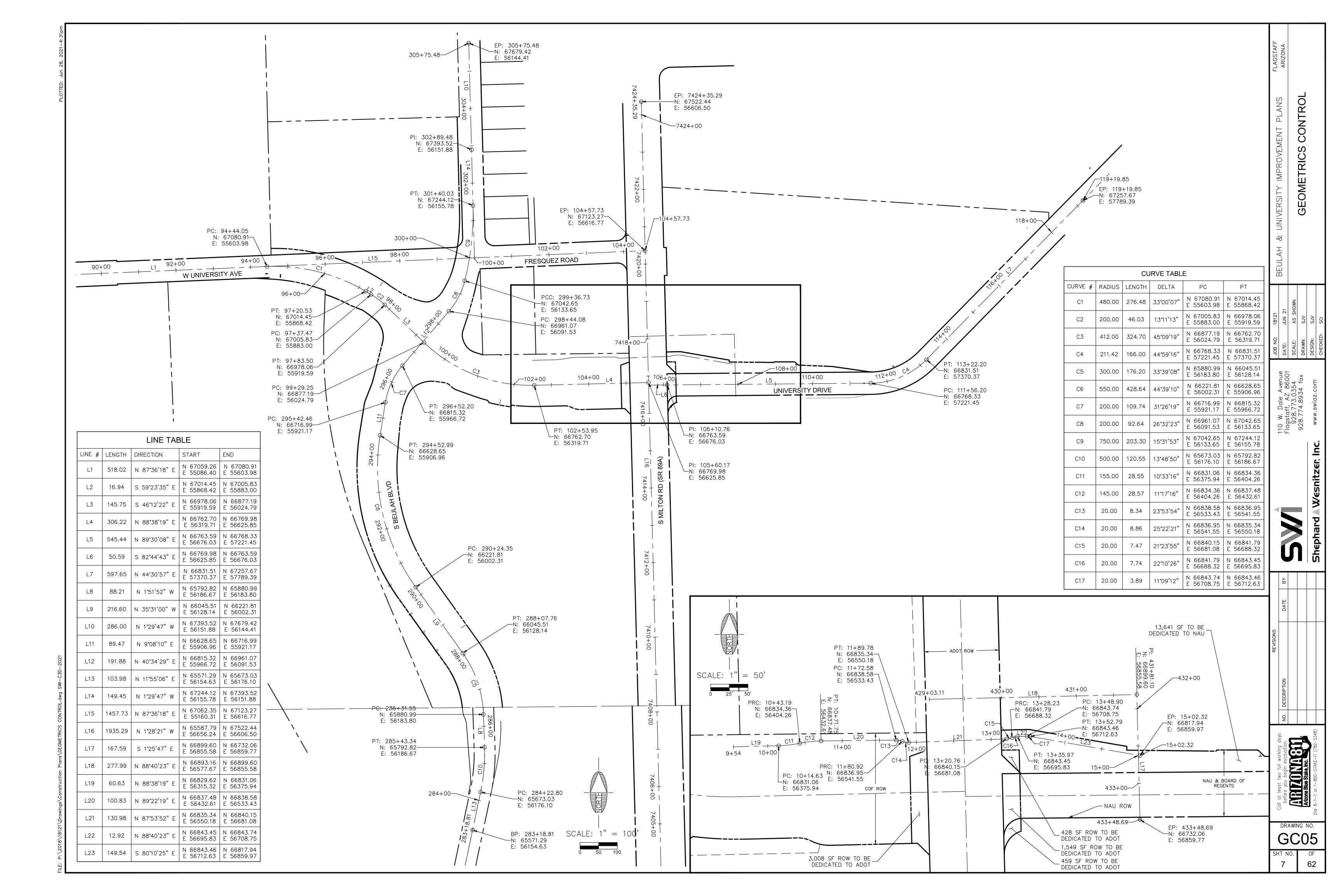
DRAWING NO.

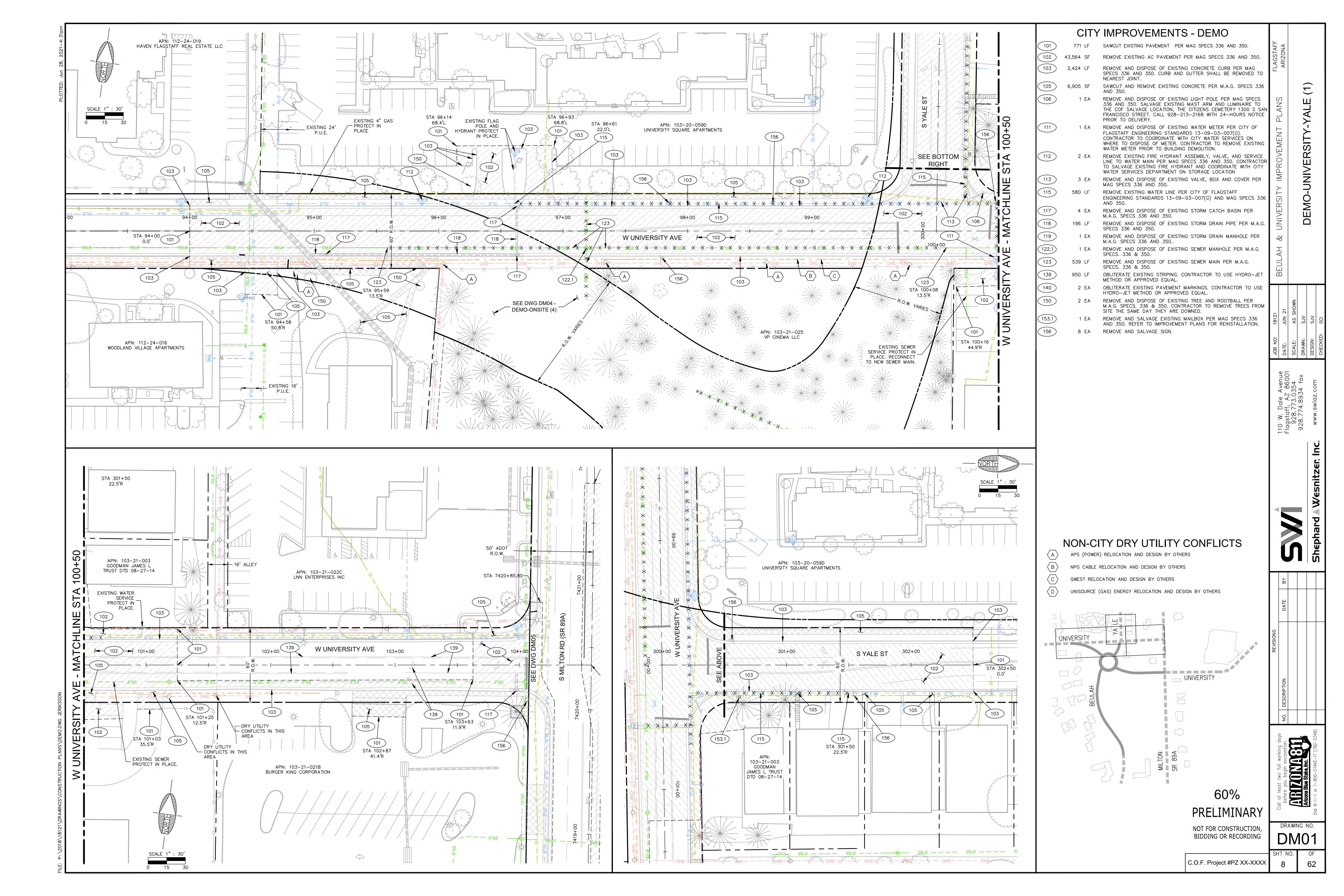
DT02

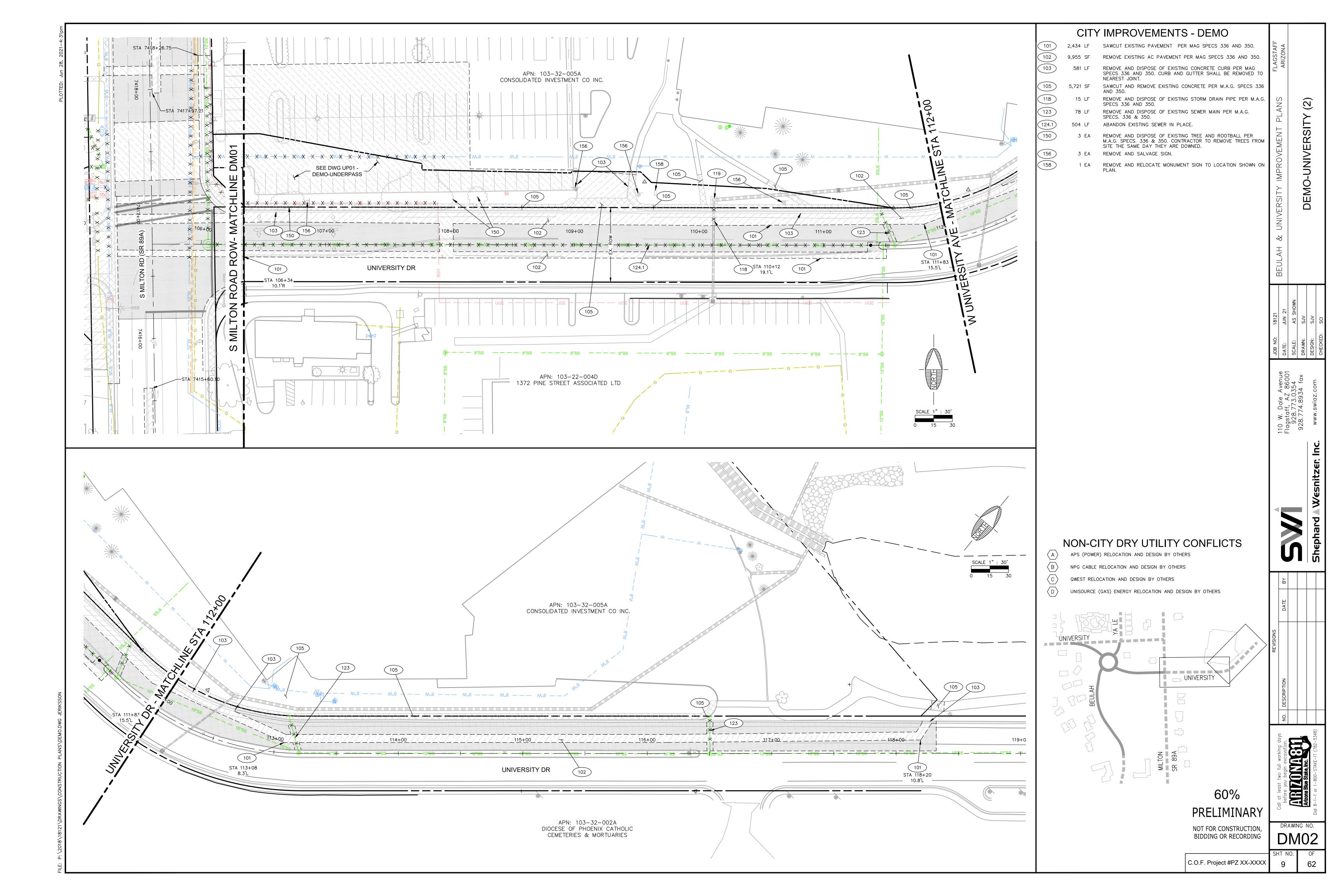
C.O.F. Project #PZ XX-XXXX

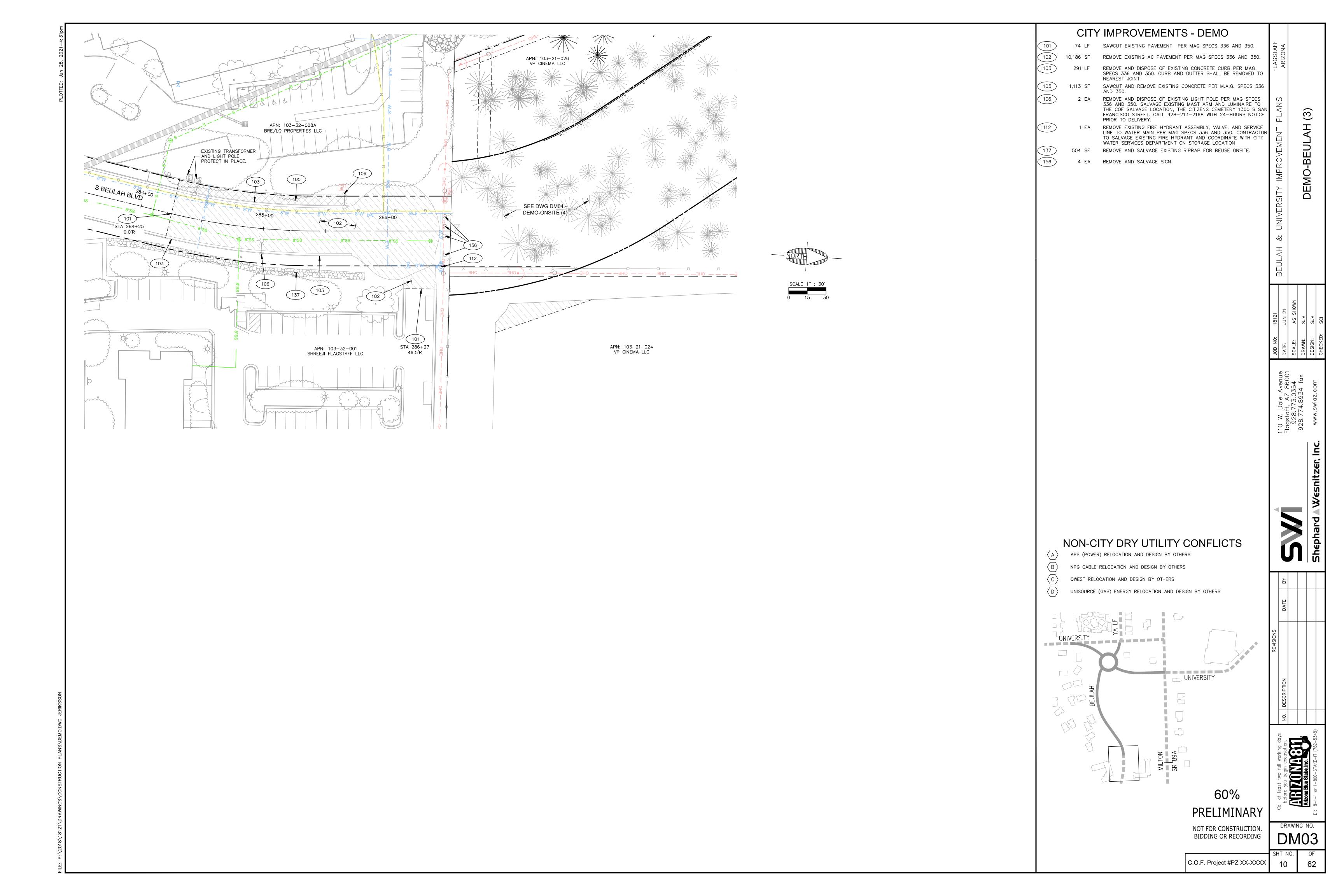


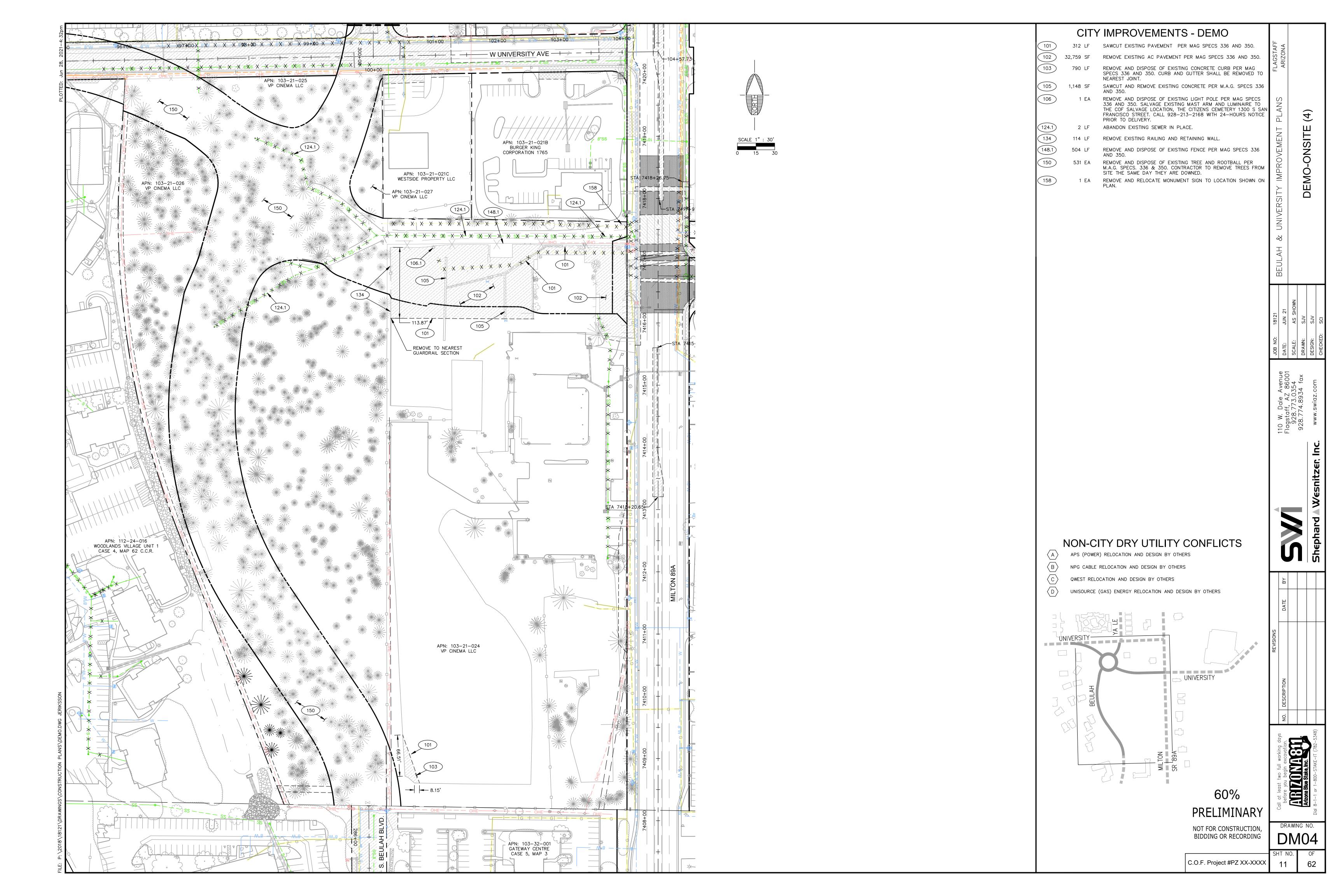


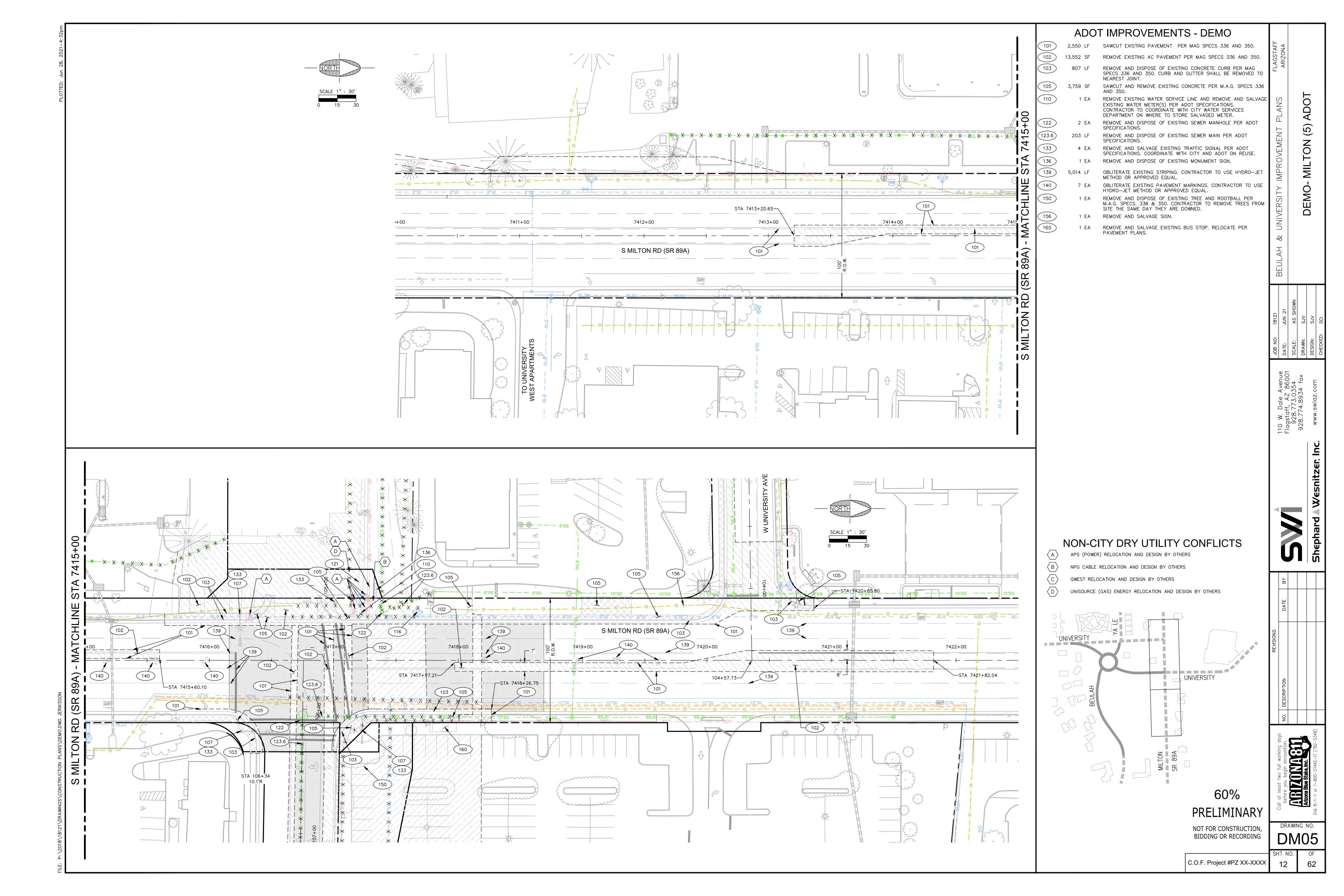


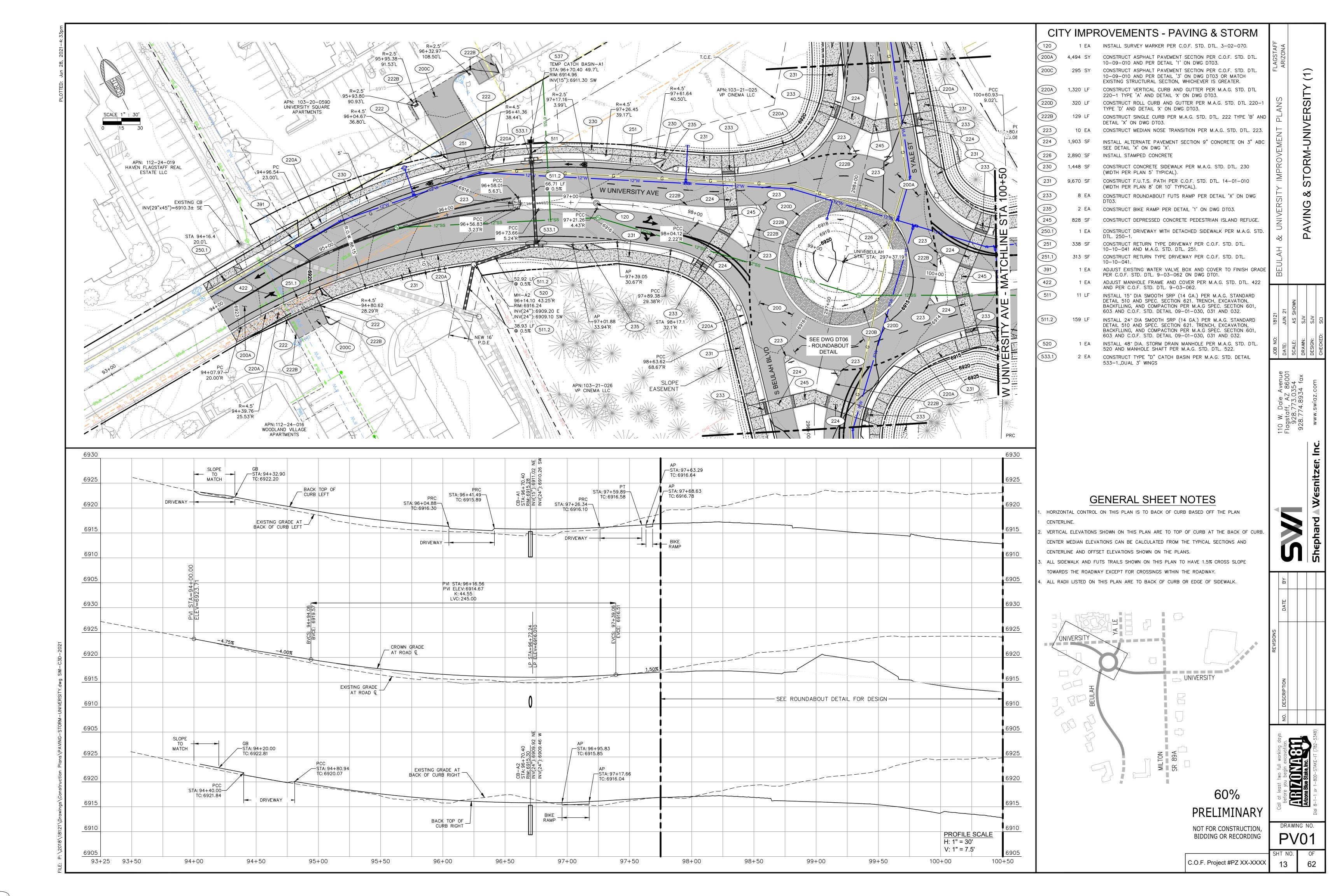


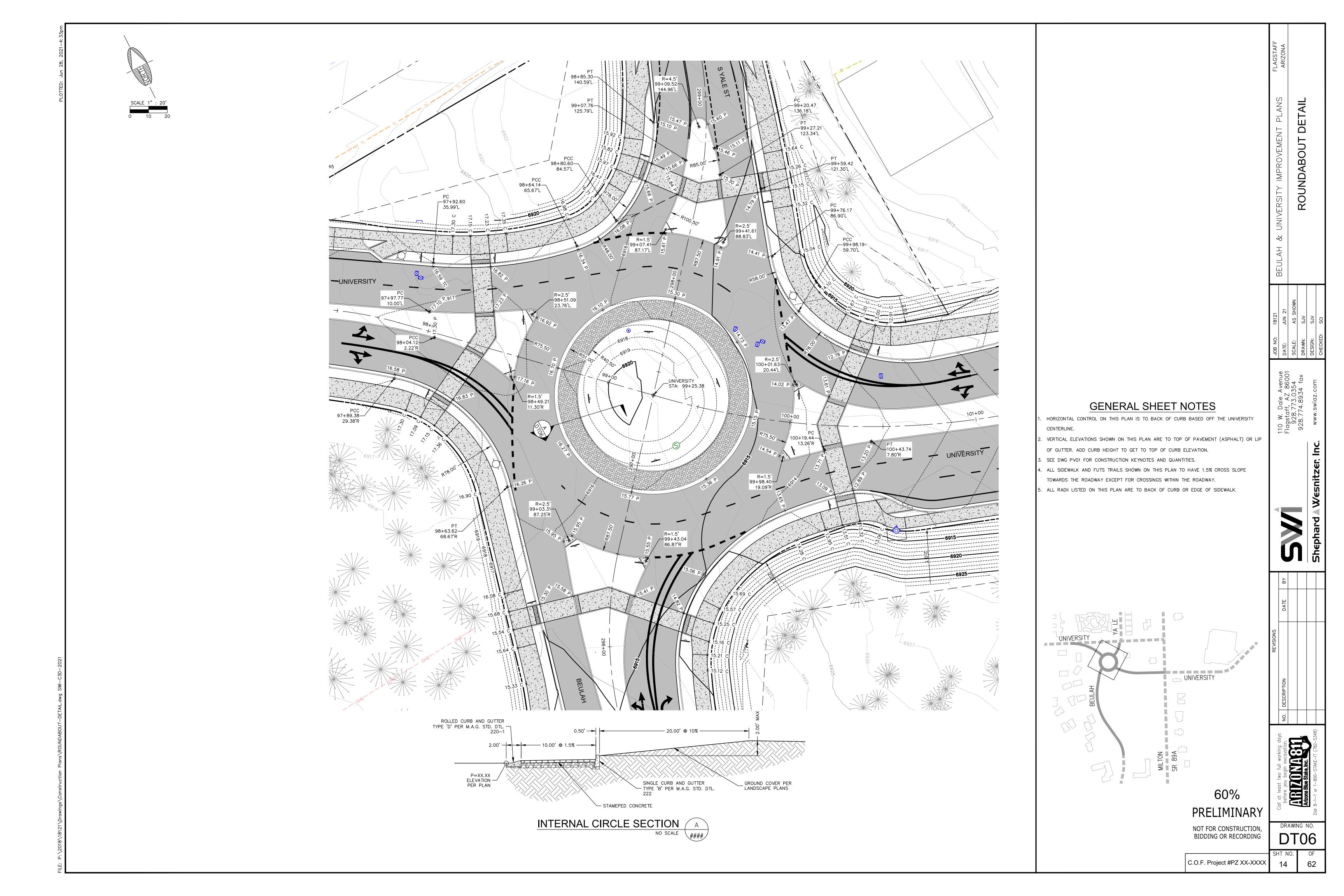


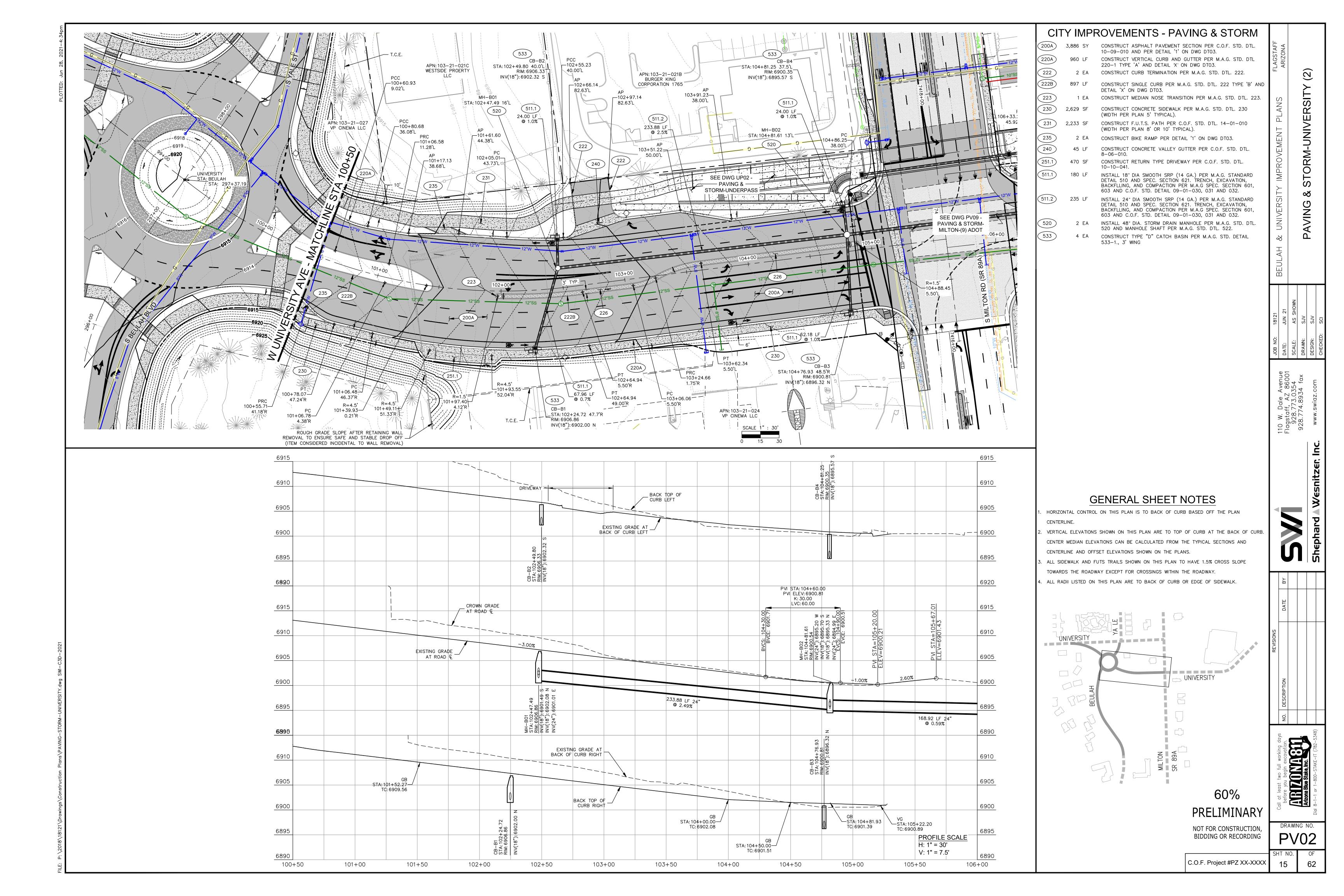


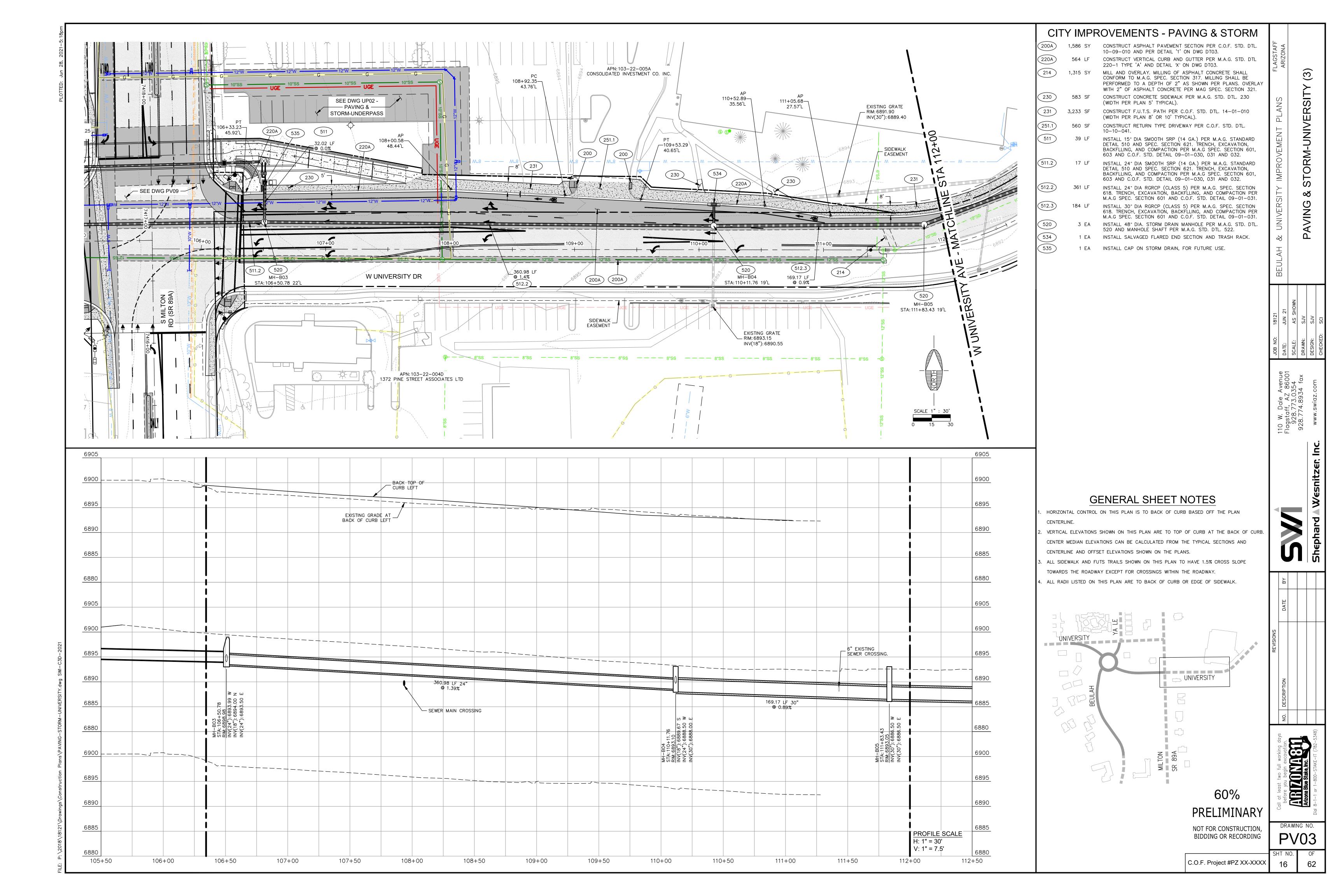


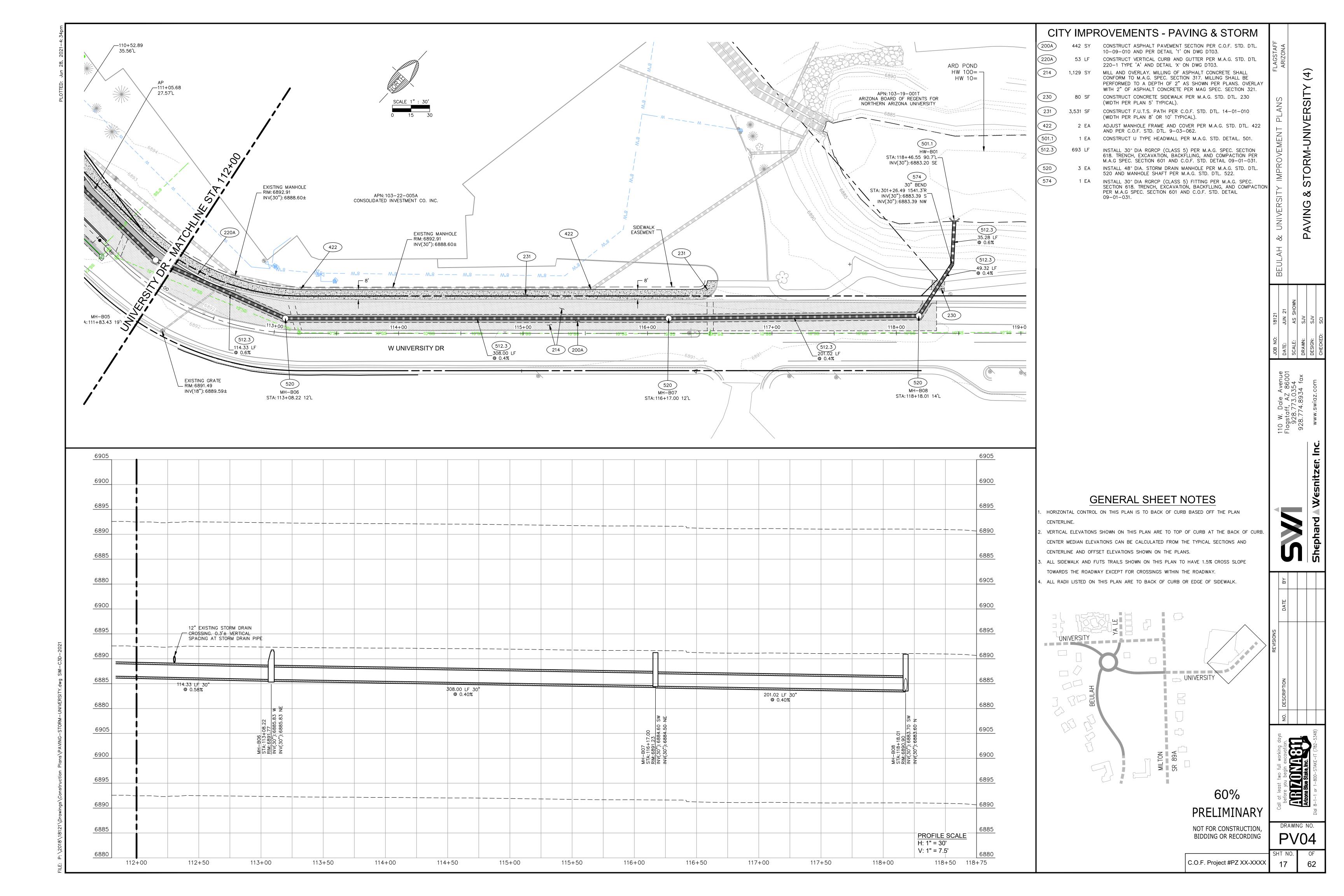


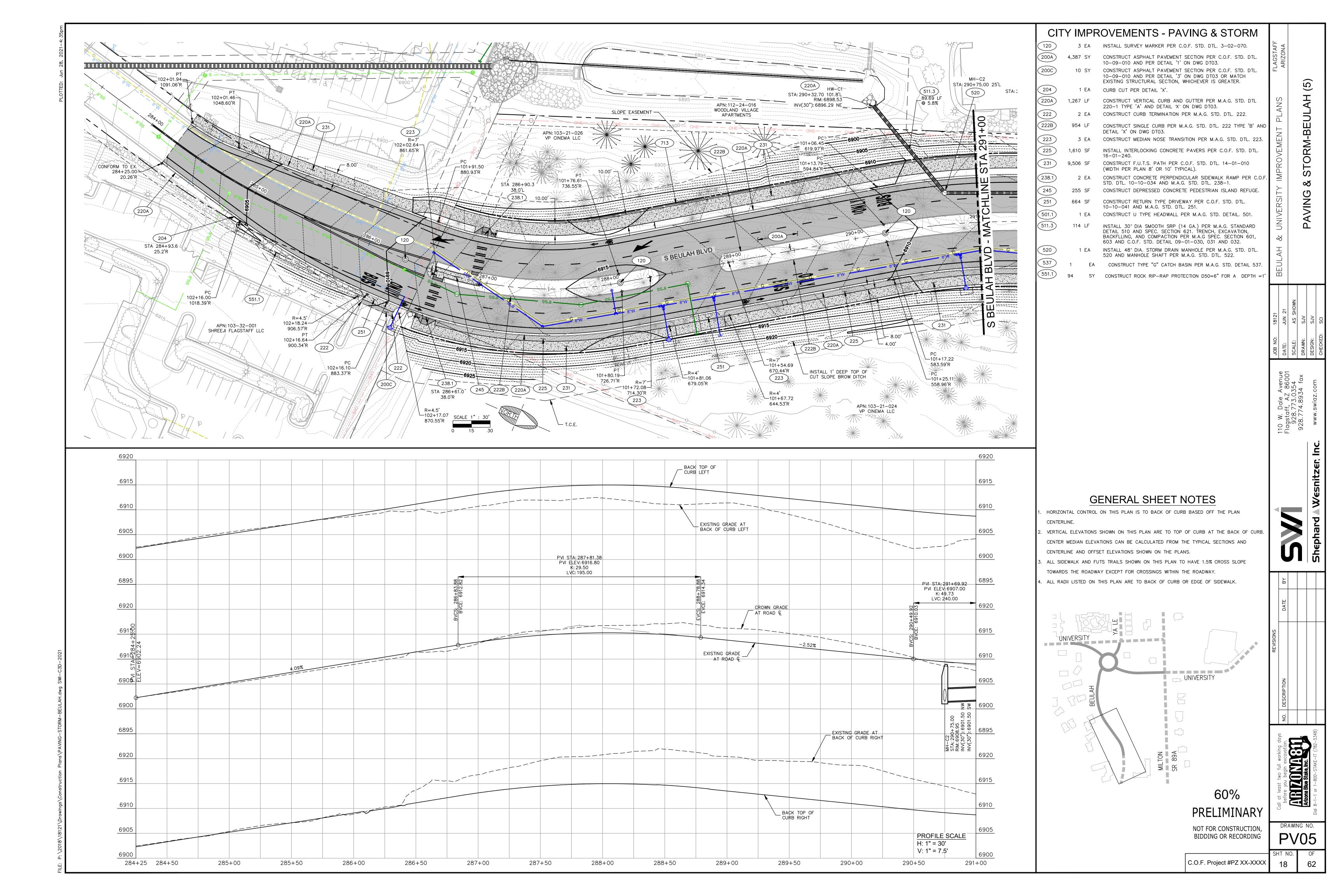


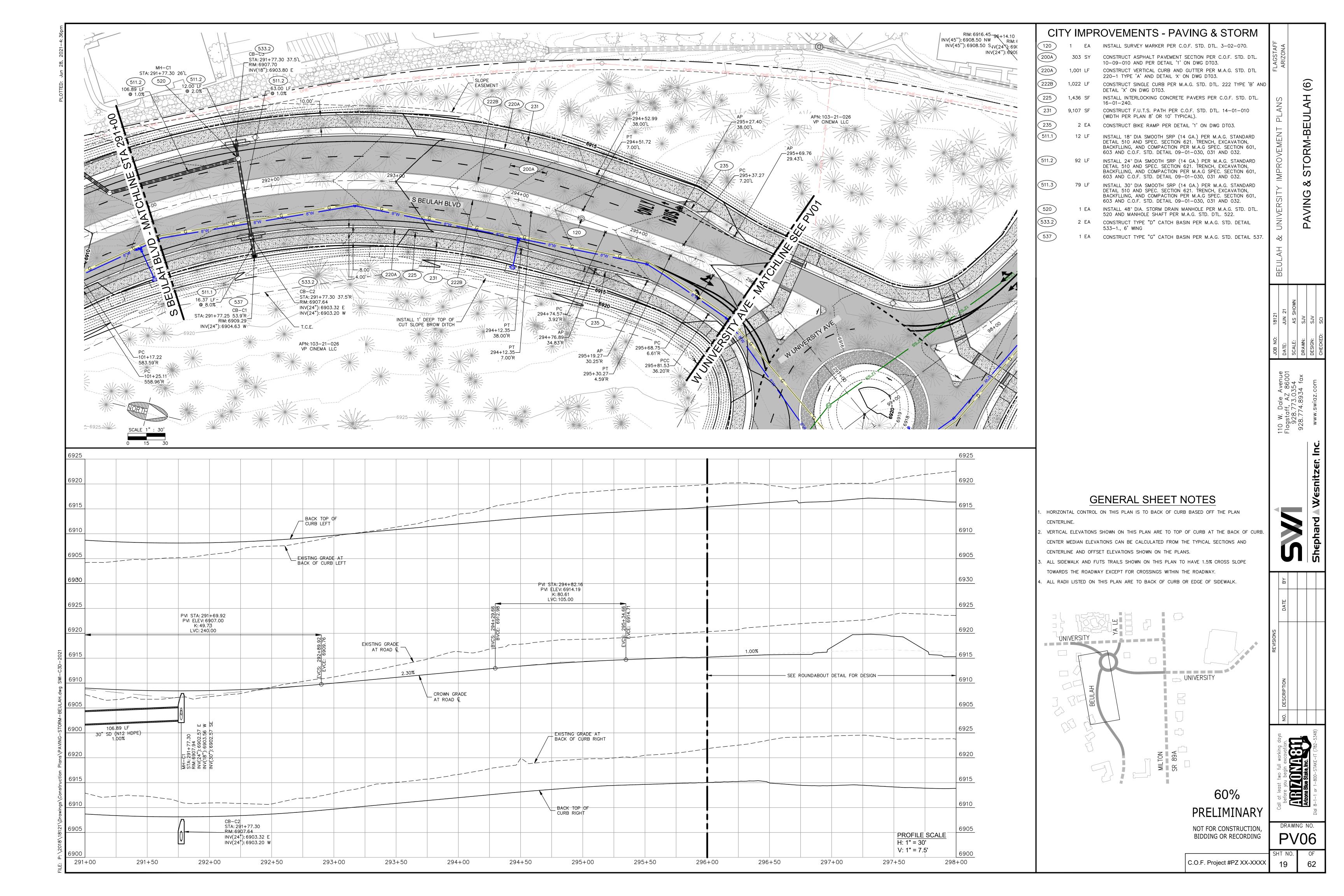


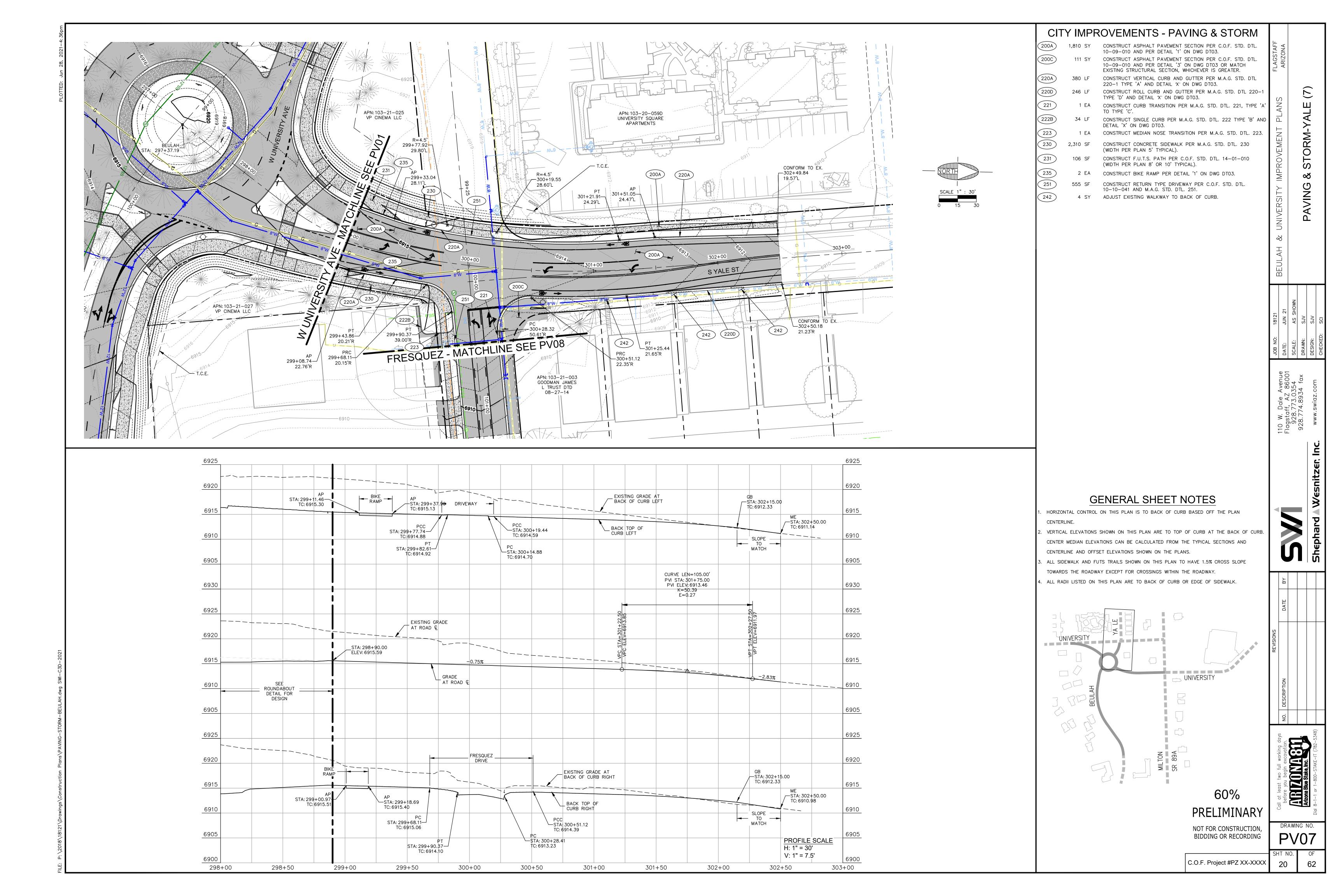


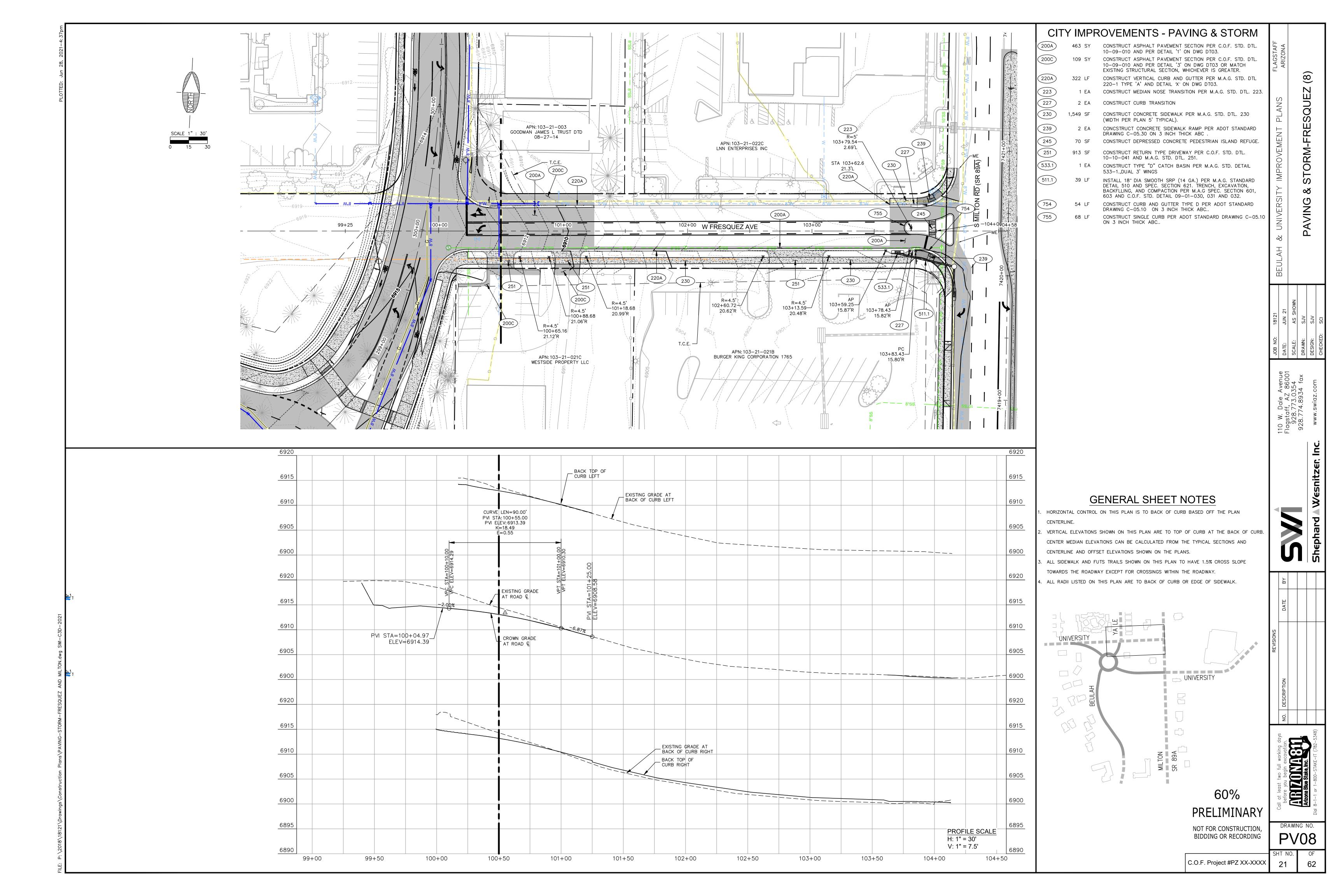


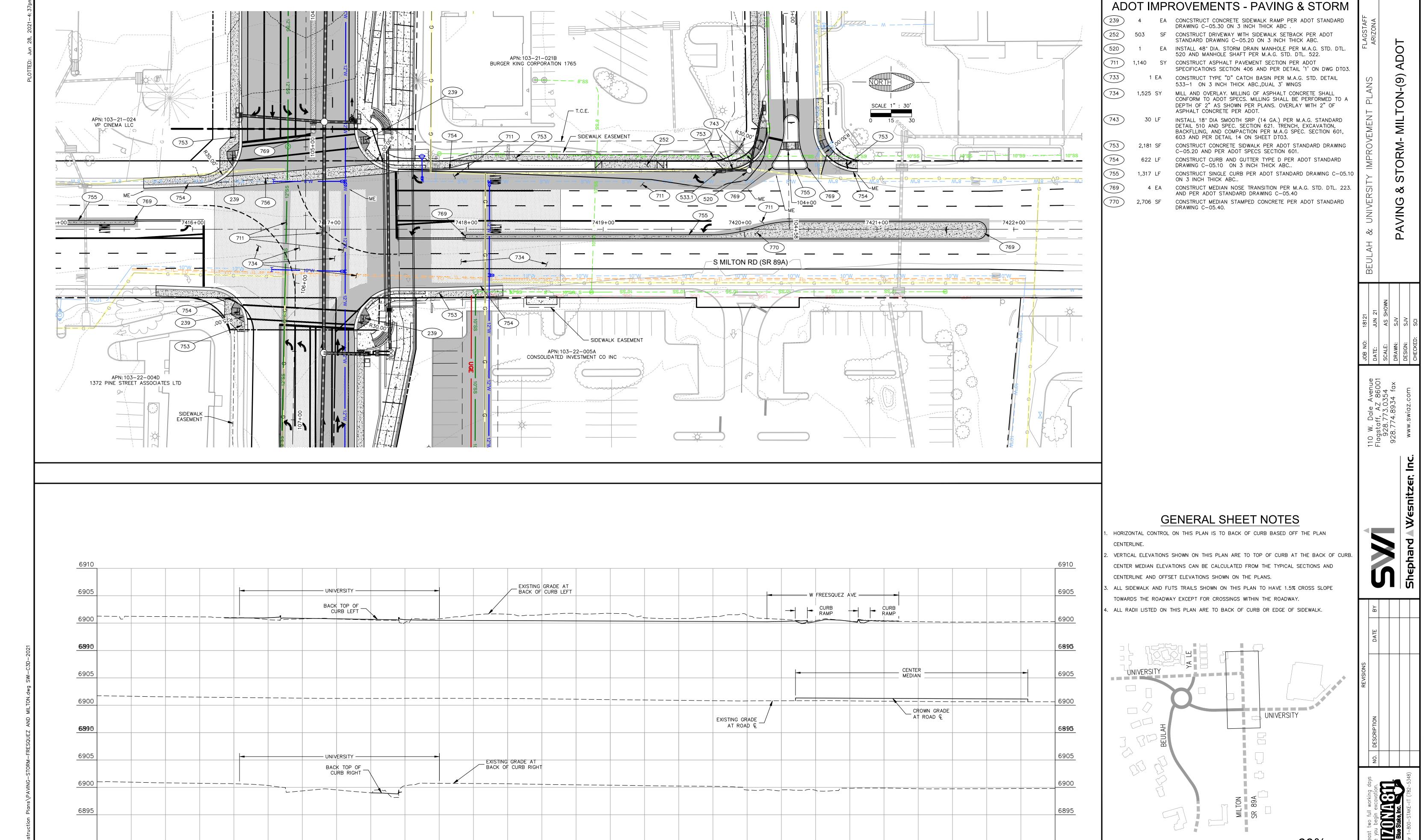












7415+50

7416+00

7416+50

7417+00

7417+50

7418+00

7418+50

7419+00

7419+50

7420+00

7420+50

7421+00

7421+50

ARTZONA Blue Stake, Inc.

DRAWING NO.

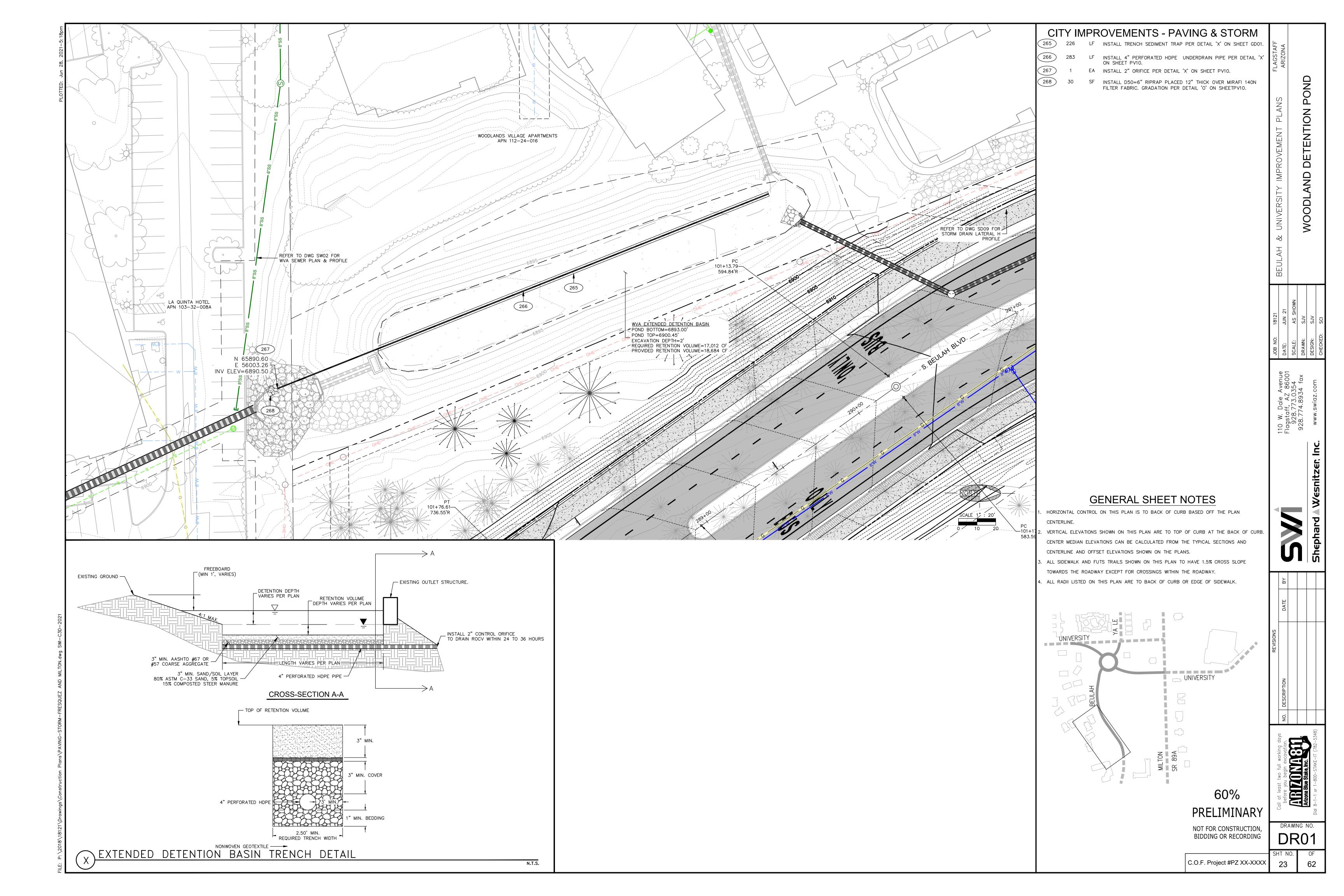
C.O.F. Project #PZ XX-XXXX

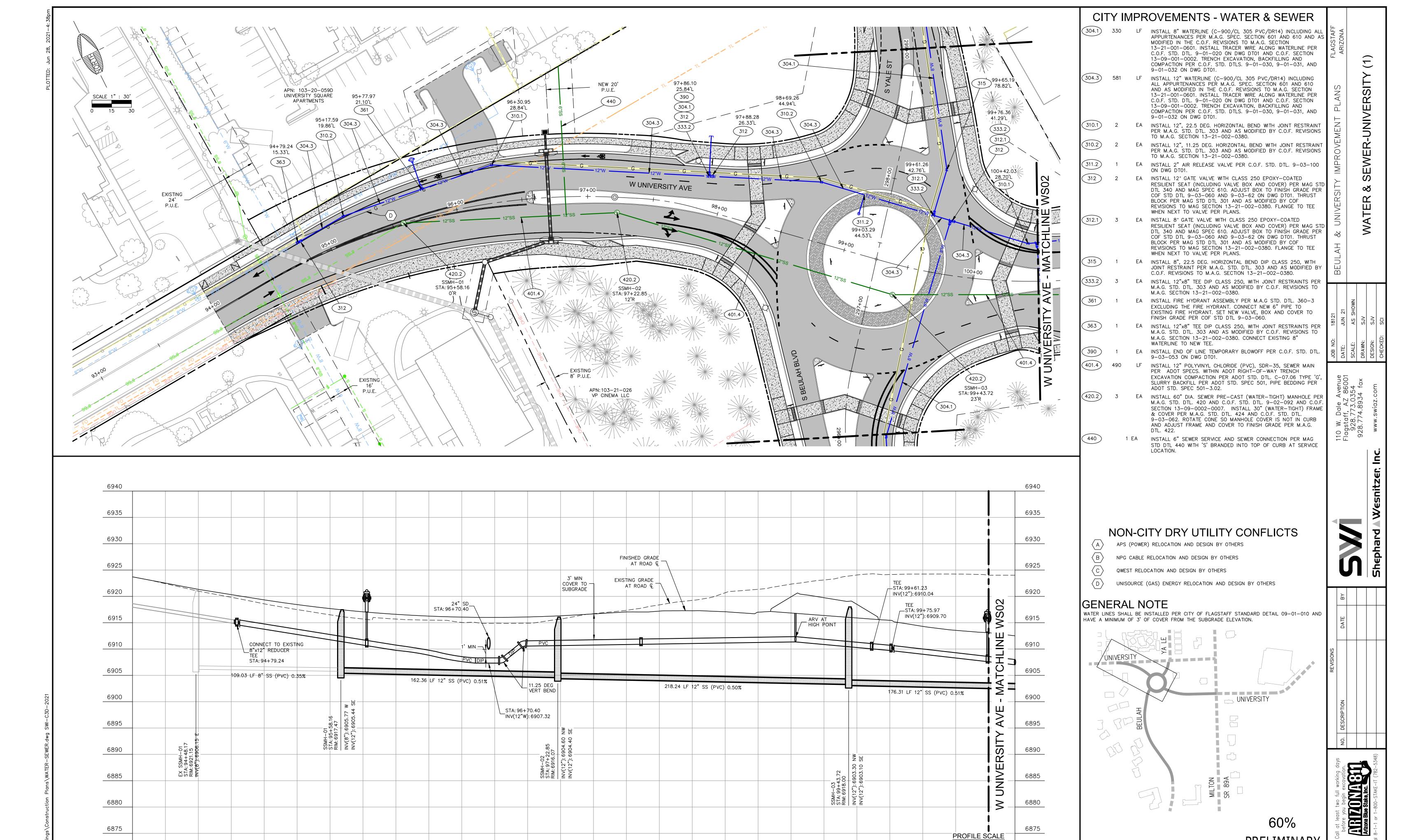
PRELIMINARY

NOT FOR CONSTRUCTION BIDDING OR RECORDING

62

22





99+00

6875

6870

95+00

95+50

97+00

97+50

DRAWING NO. **WS01**

C.O.F. Project #PZ XX-XXXX

PRELIMINARY

NOT FOR CONSTRUCTION

BIDDING OR RECORDING

6875

6870

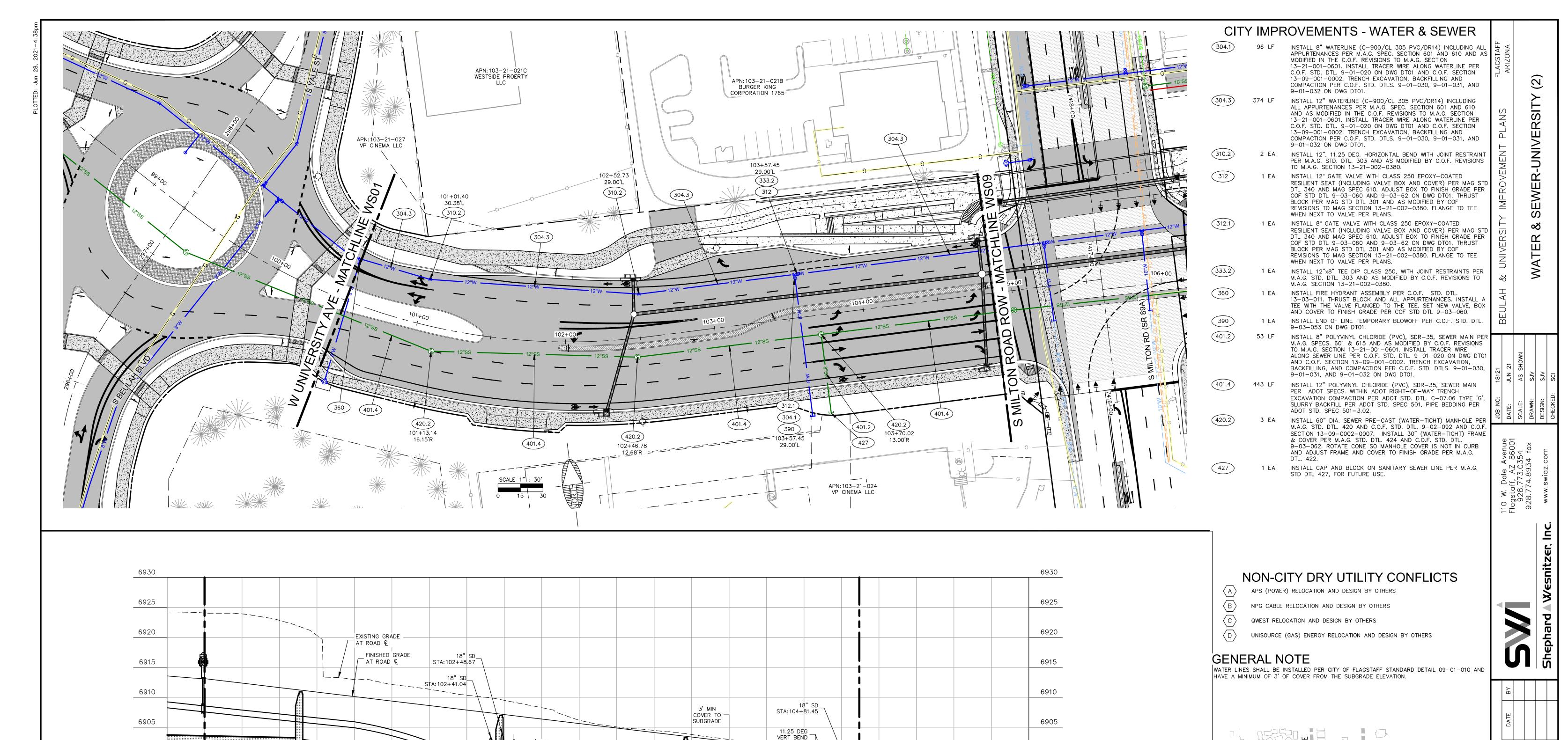
PROFILE SCALE

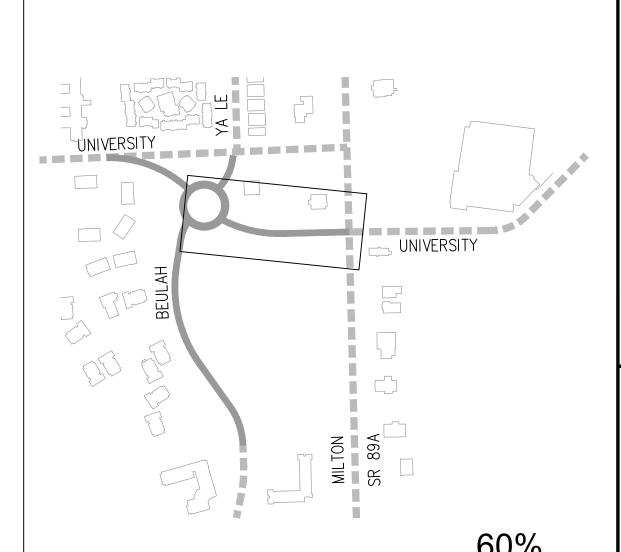
100+50 100+70

H: 1" = 30' V: 1" = 7.5'

24

62





PRELIMINARY

NOT FOR CONSTRUCTION BIDDING OR RECORDING

C.O.F. Project #PZ XX-XXXX

25 62

ARTONA 811. Artzona Blue Stake, Inc.

DRAWING NO.

WS02

OAD WSO ERSI 6875 S MILTON RO MATCHLINE 6870 5 + 46.7; 5.95 6896. 6896. 6865 PROFILE SCALE H: 1" = 30' V: 1" = 7.5' 6860

104+00

129.66 LF 12" SS (PVC) 2.24%

STA: 104+81.46

INV(12" W): 6892.76

123.47 LF 12" SS (PVC) 2.02%

103+00

102+50

103+50

STA: 102+48.60 ¯lNV(12"W): 6899.30 6900

6895

6890

6885

6880

106+00

DOWNWARD -GRADE EAST

105+50

SSMH-07

105+00

STA: 104+99.68

_INV(12"): 6890.50 W

INV(12"): 6890.30 E

∟RIM: 6900.50

176.31 LF 12 SS (PVC) 0.51%

IH-04 ::101+13.1 :6910.89 (12"):690: (12"):690:

SSMH STA: RIM: (1 INV(1

101+00

101+50

102+00

6900

6895

6890

6885

6880

6875

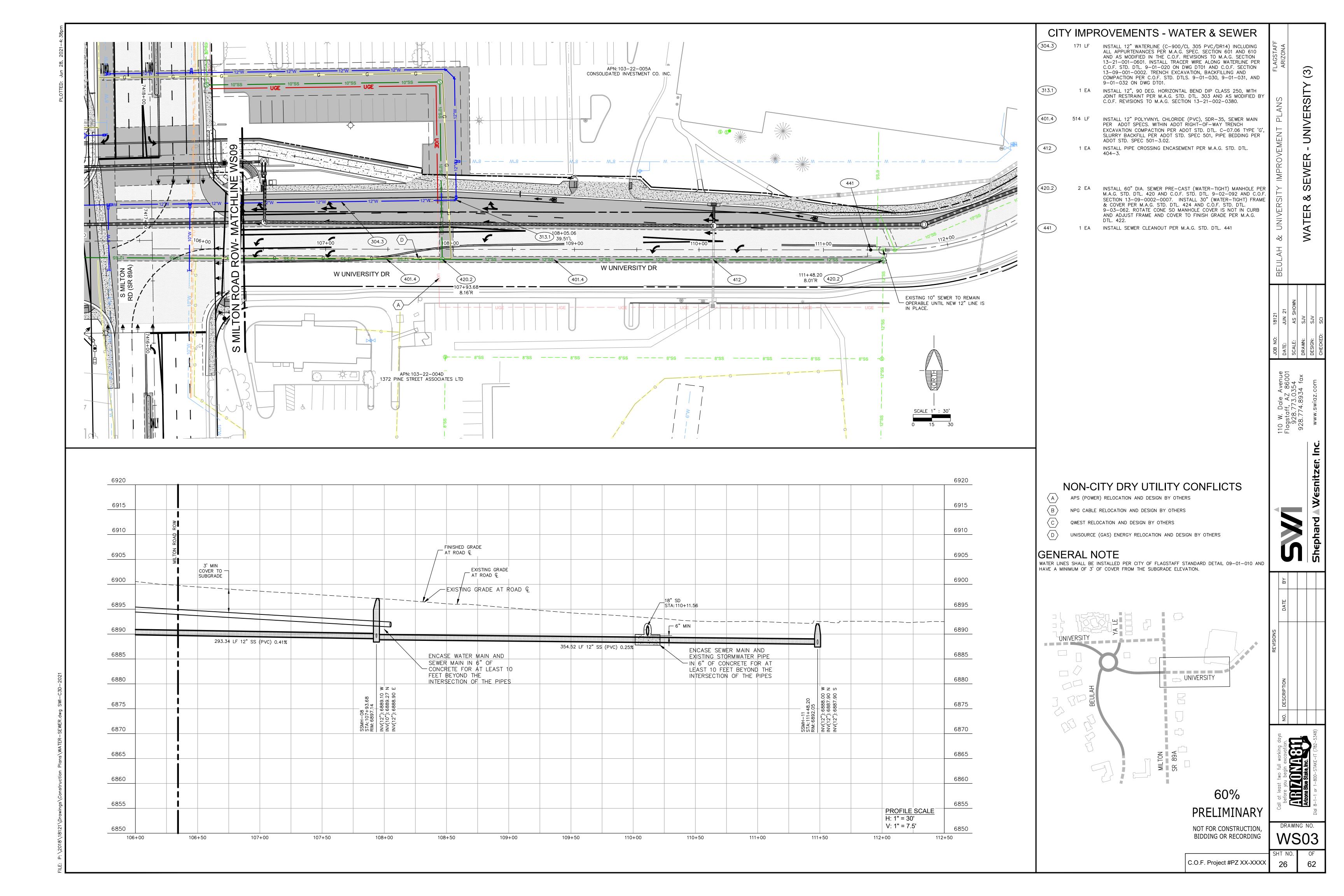
6870

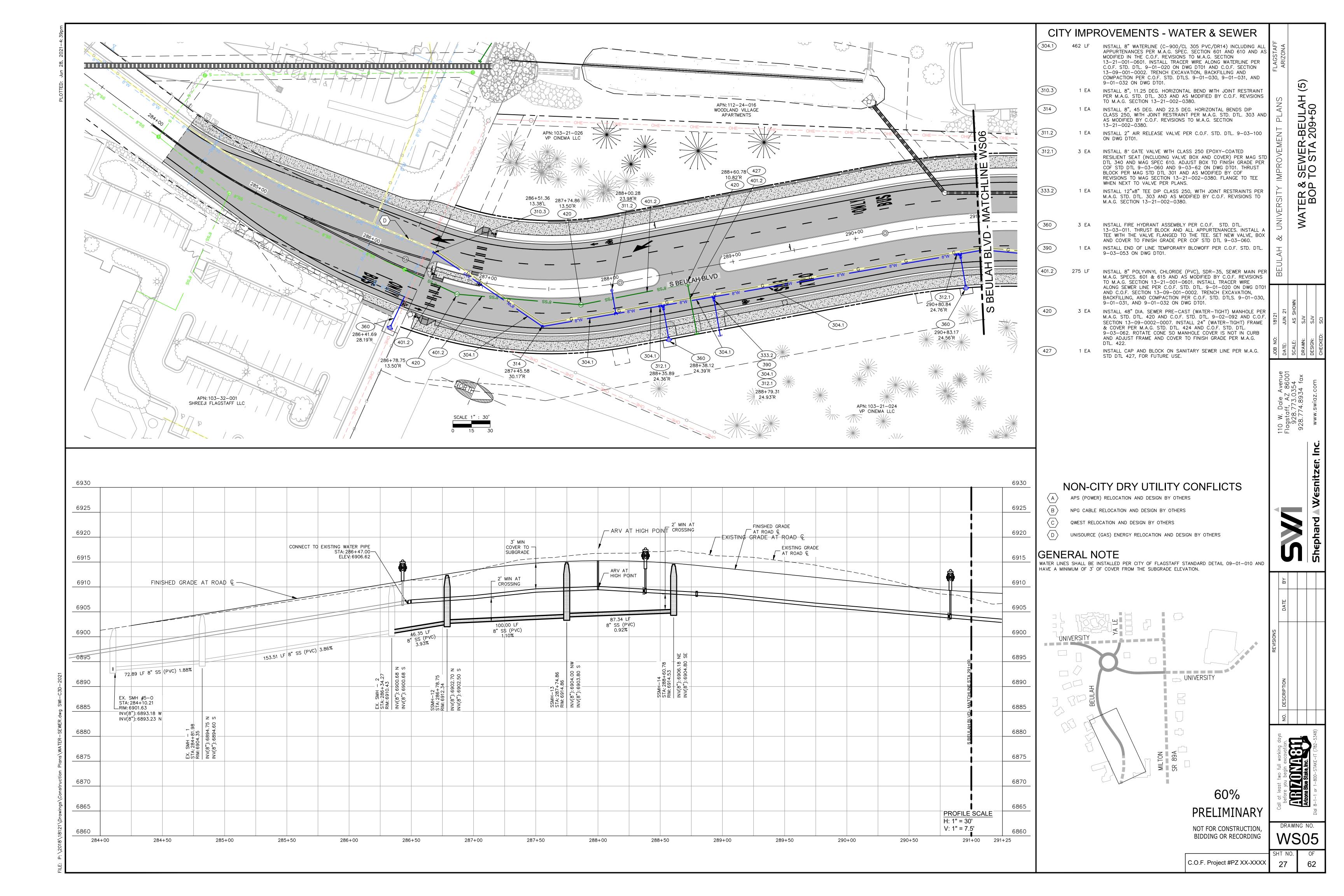
6865

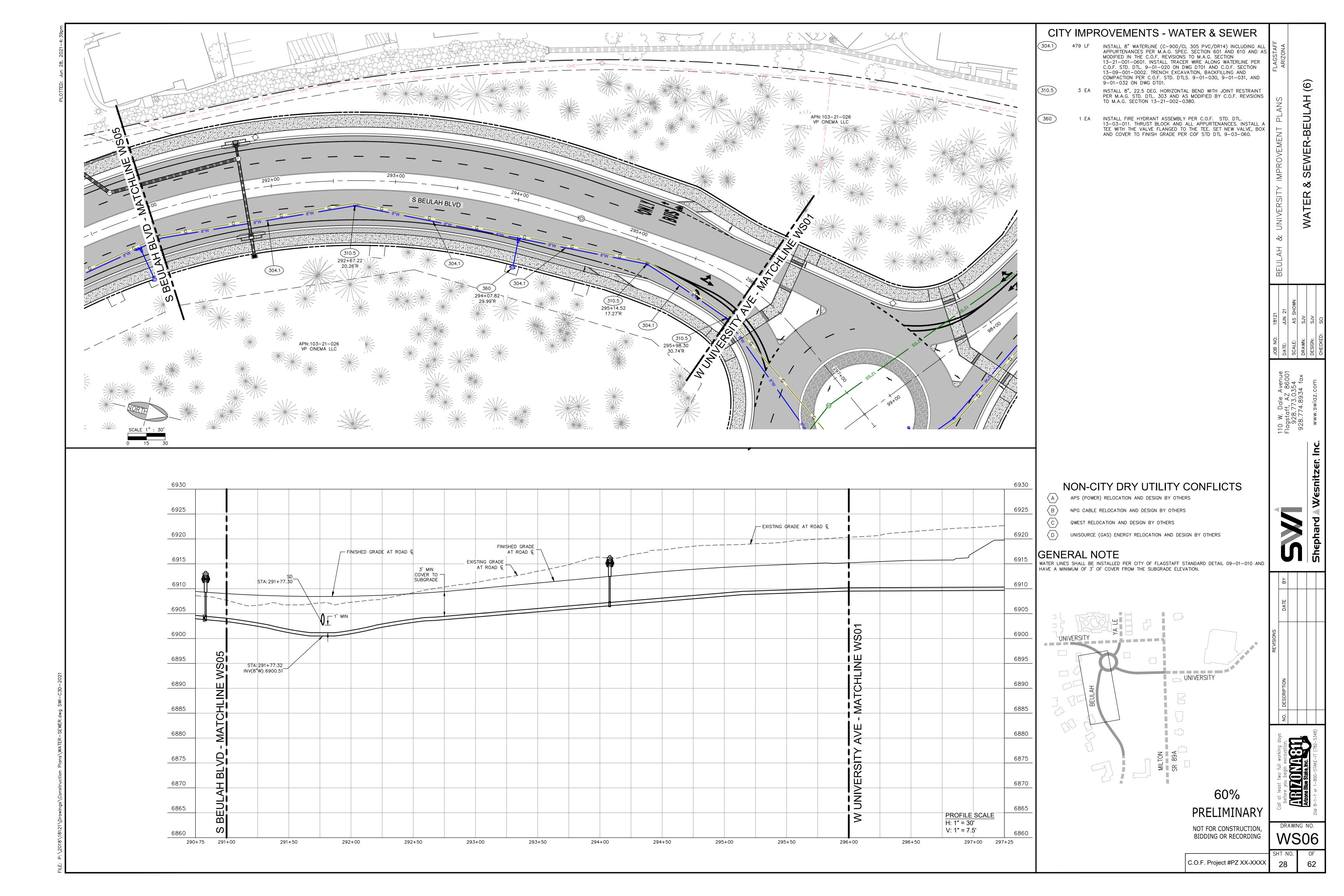
6860

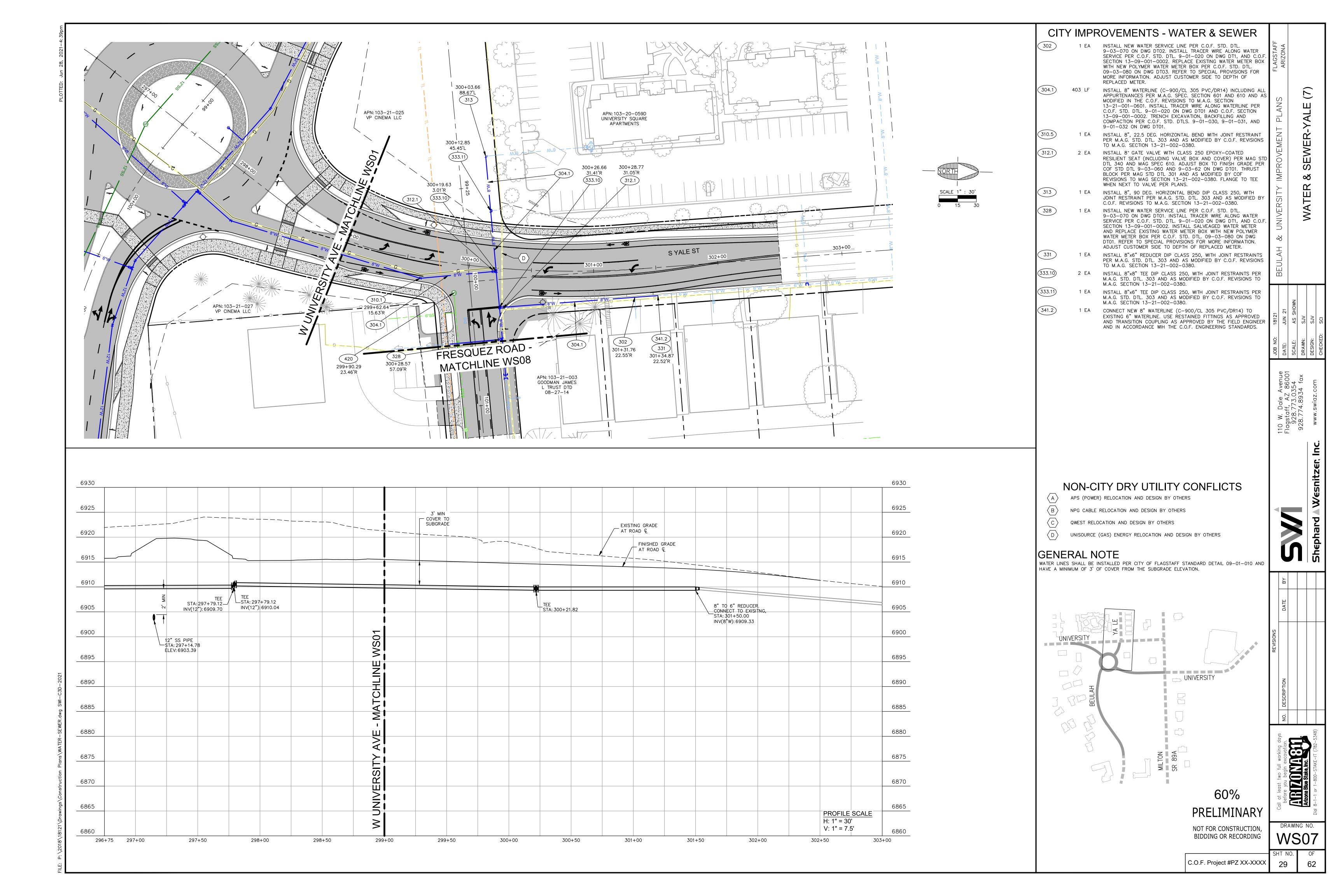
100 + 25

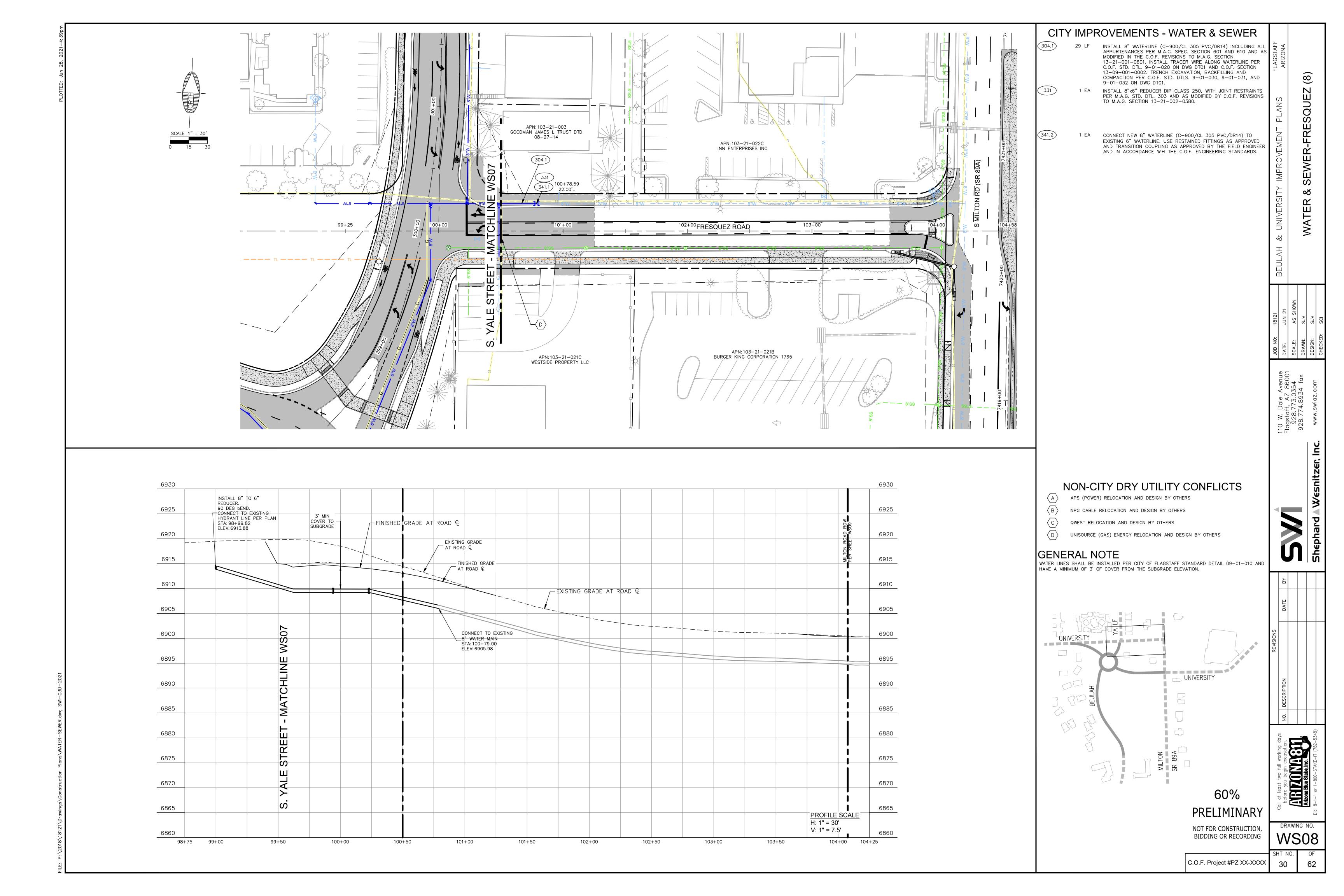
100+50

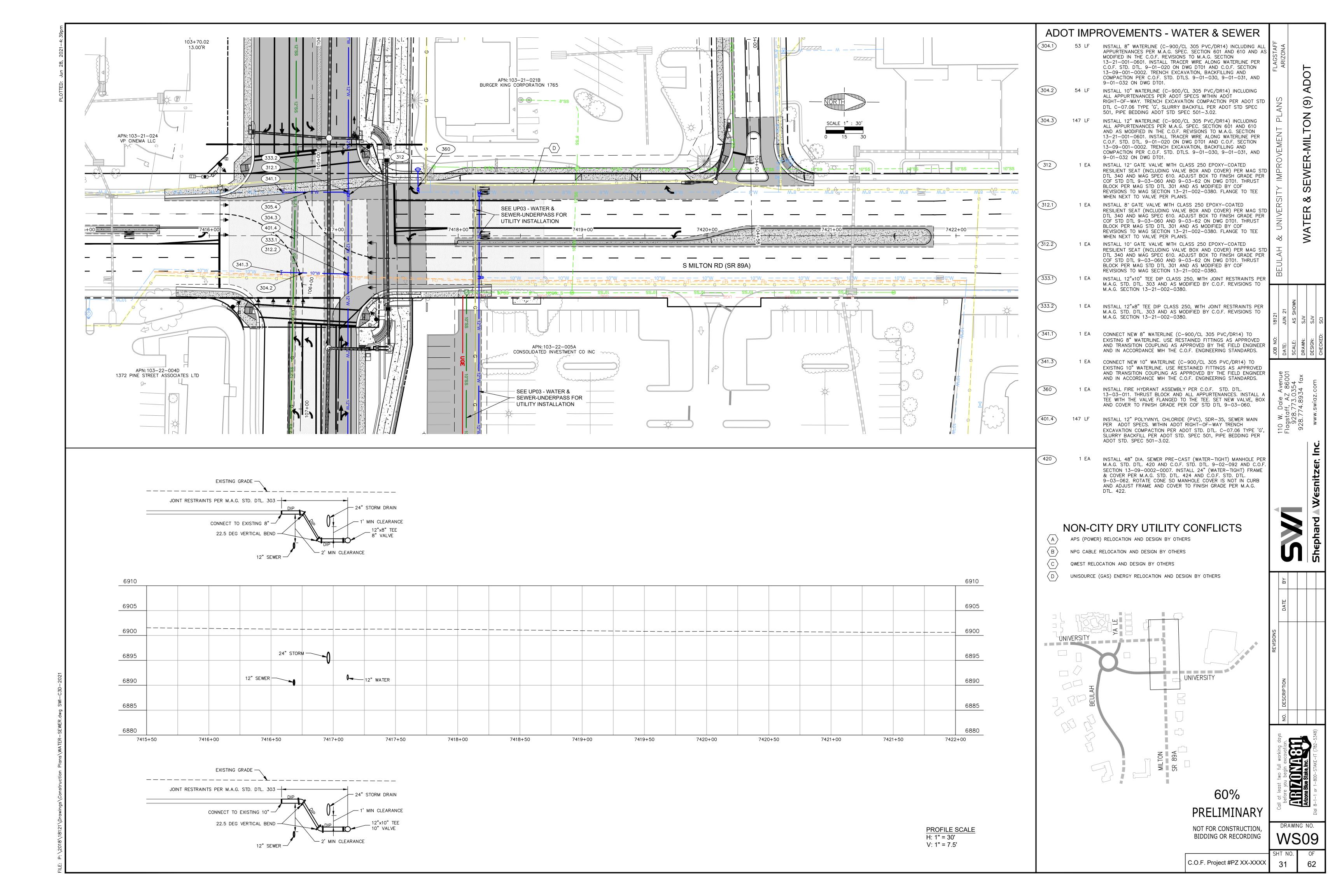


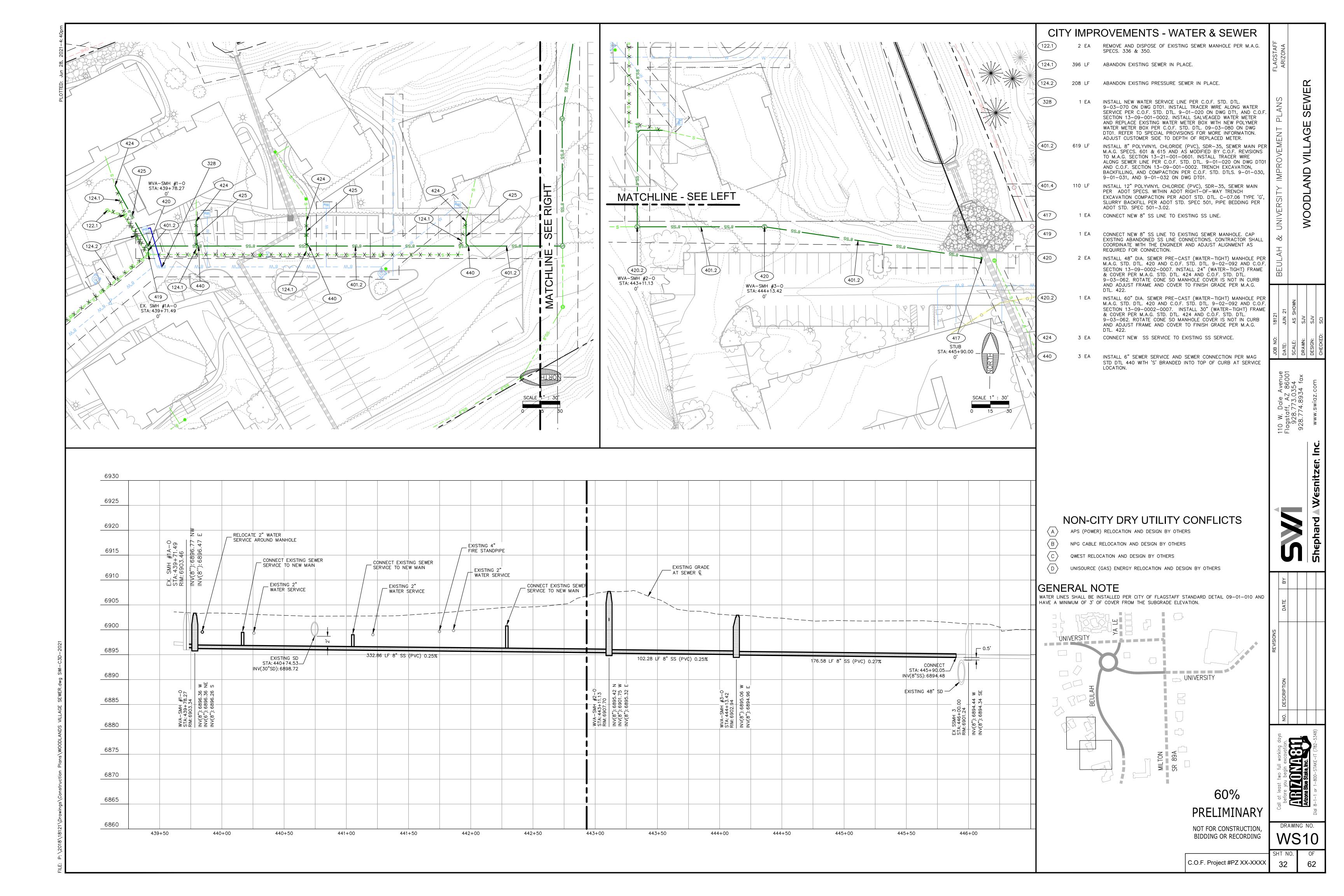


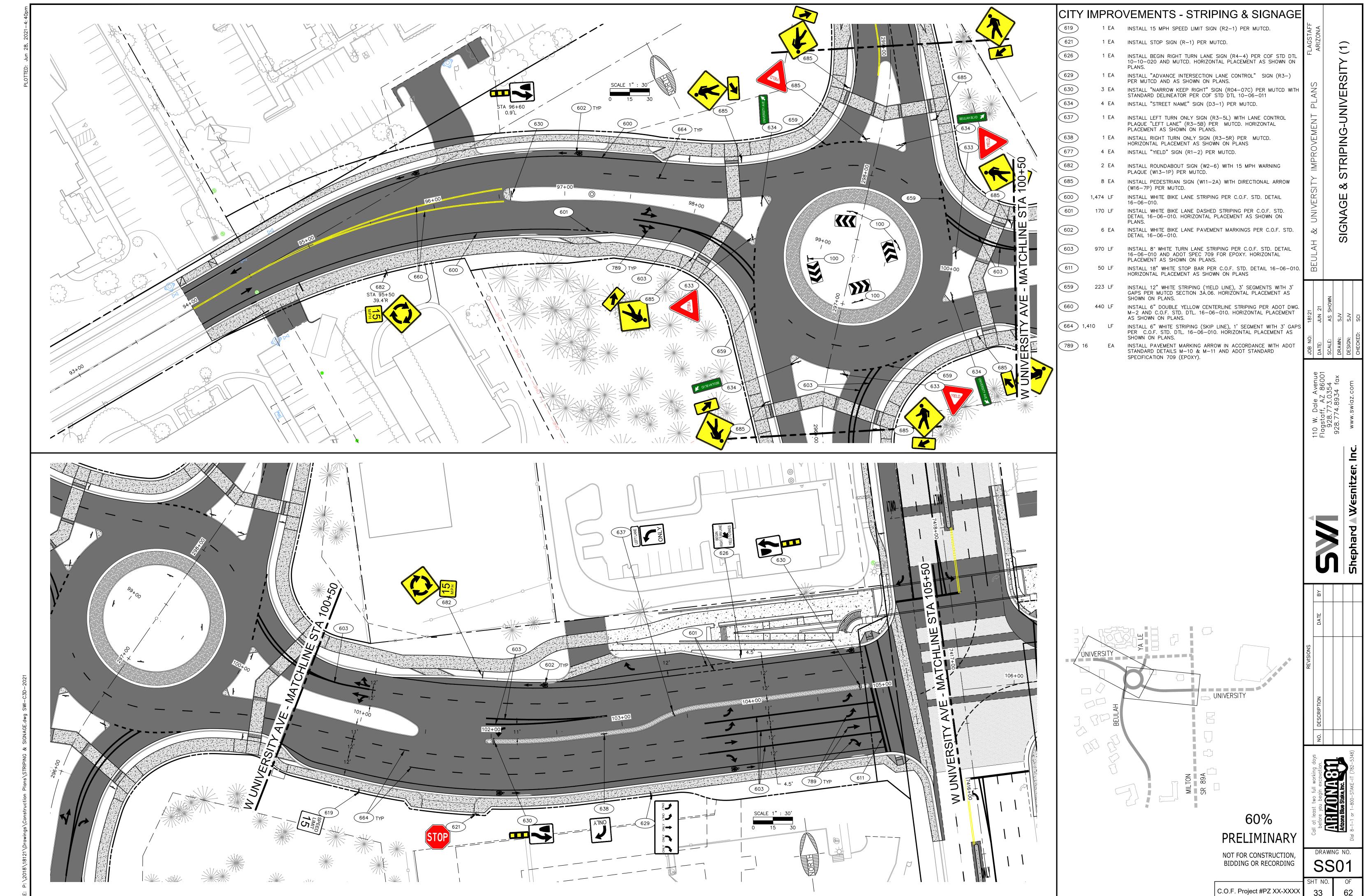


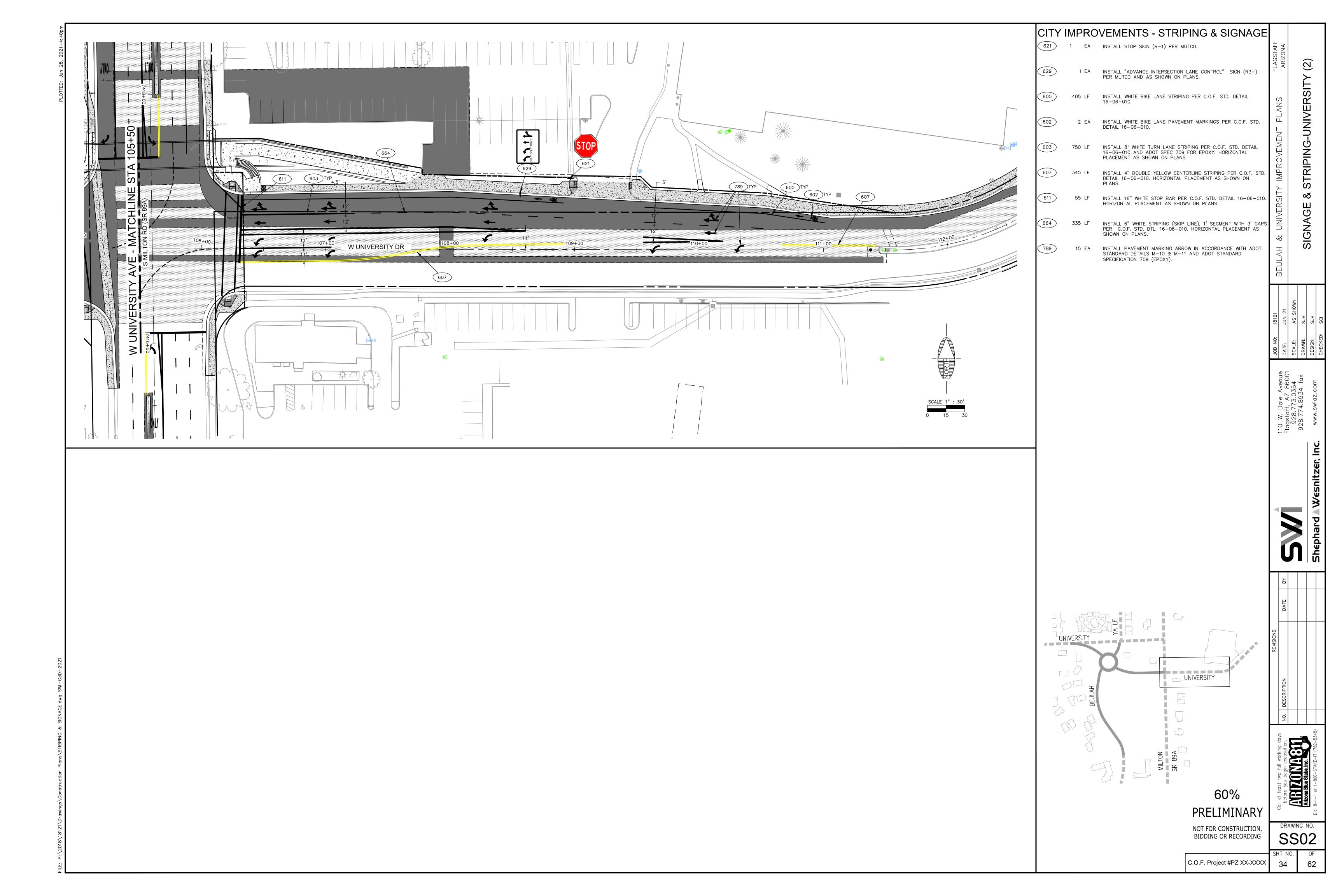


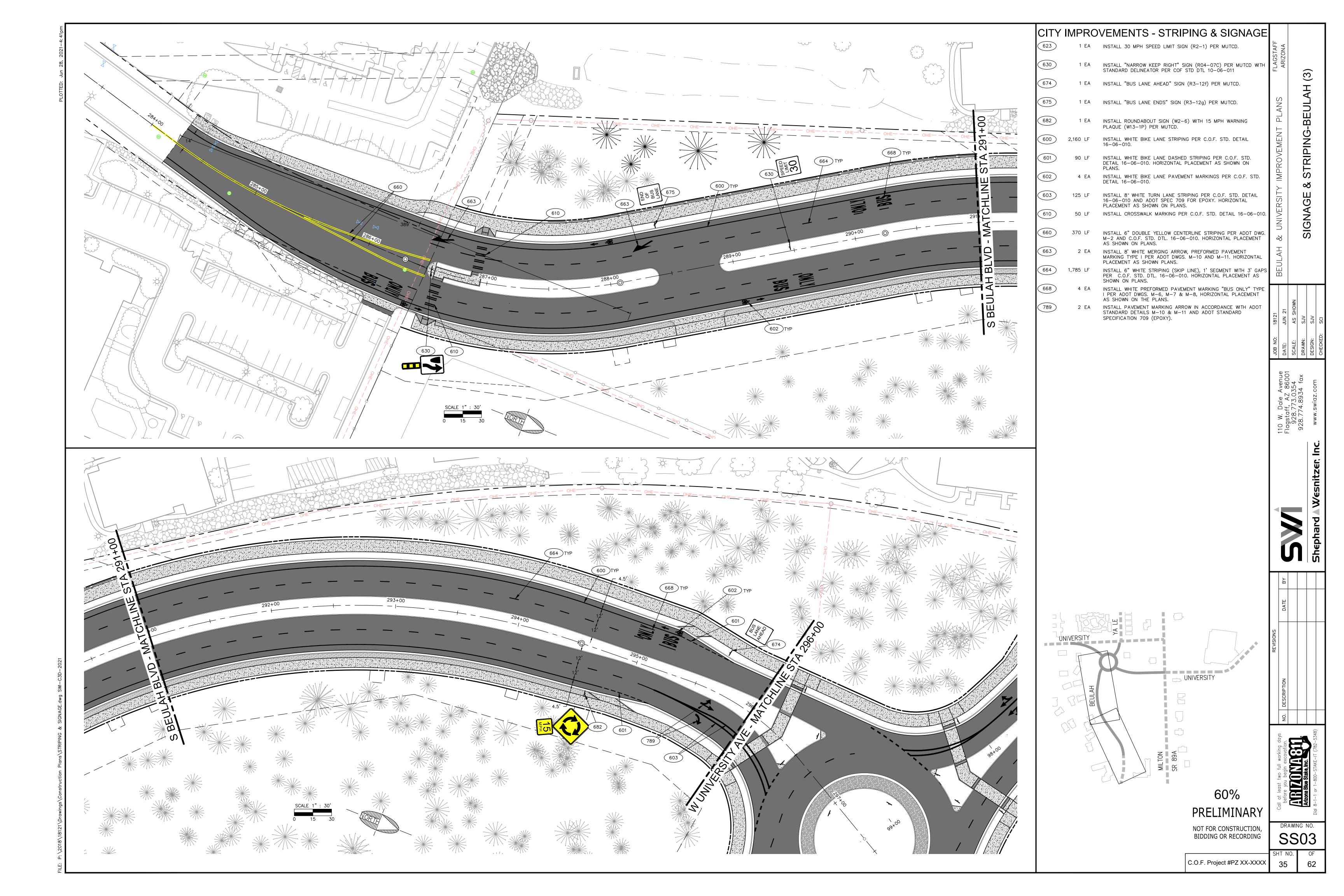


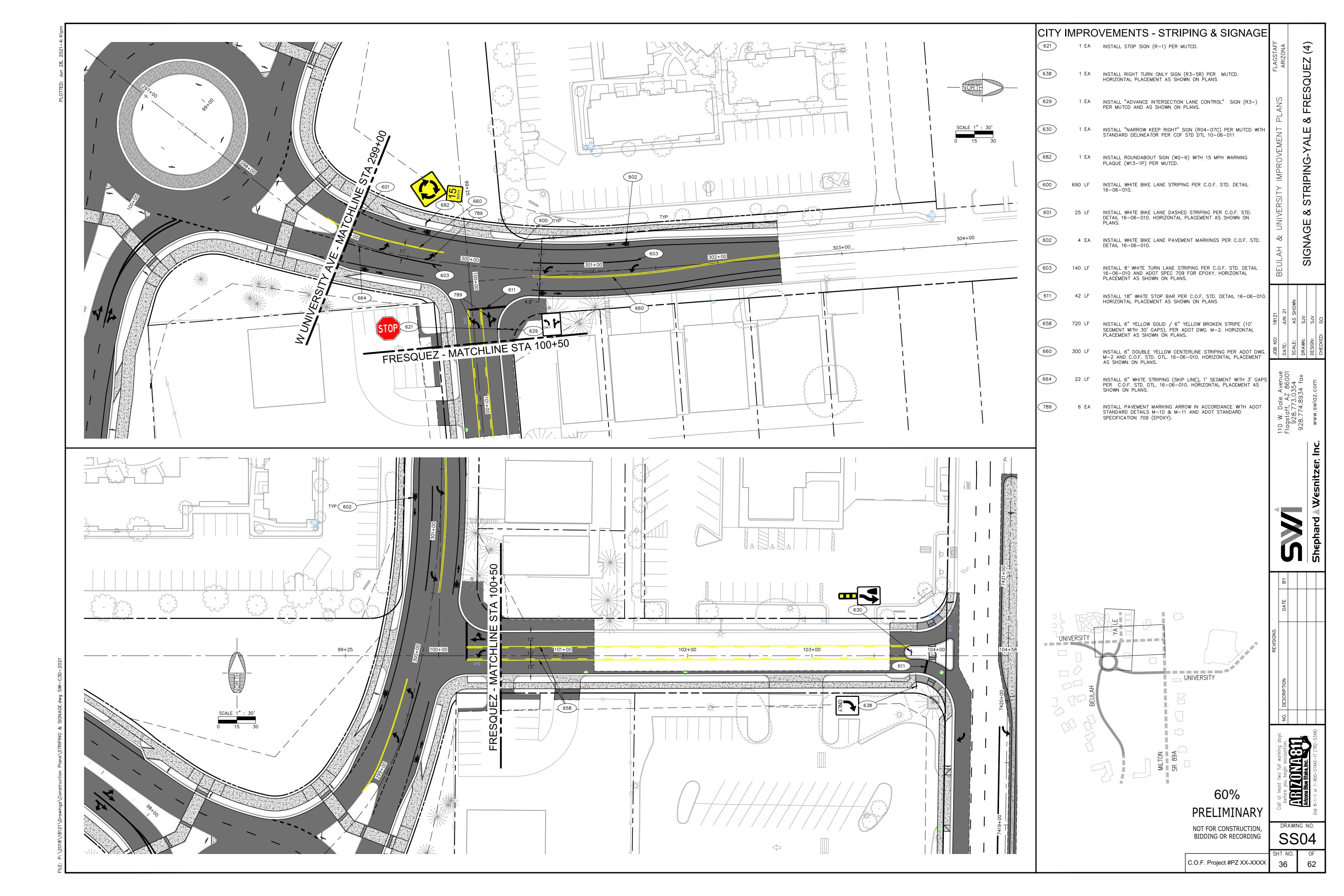


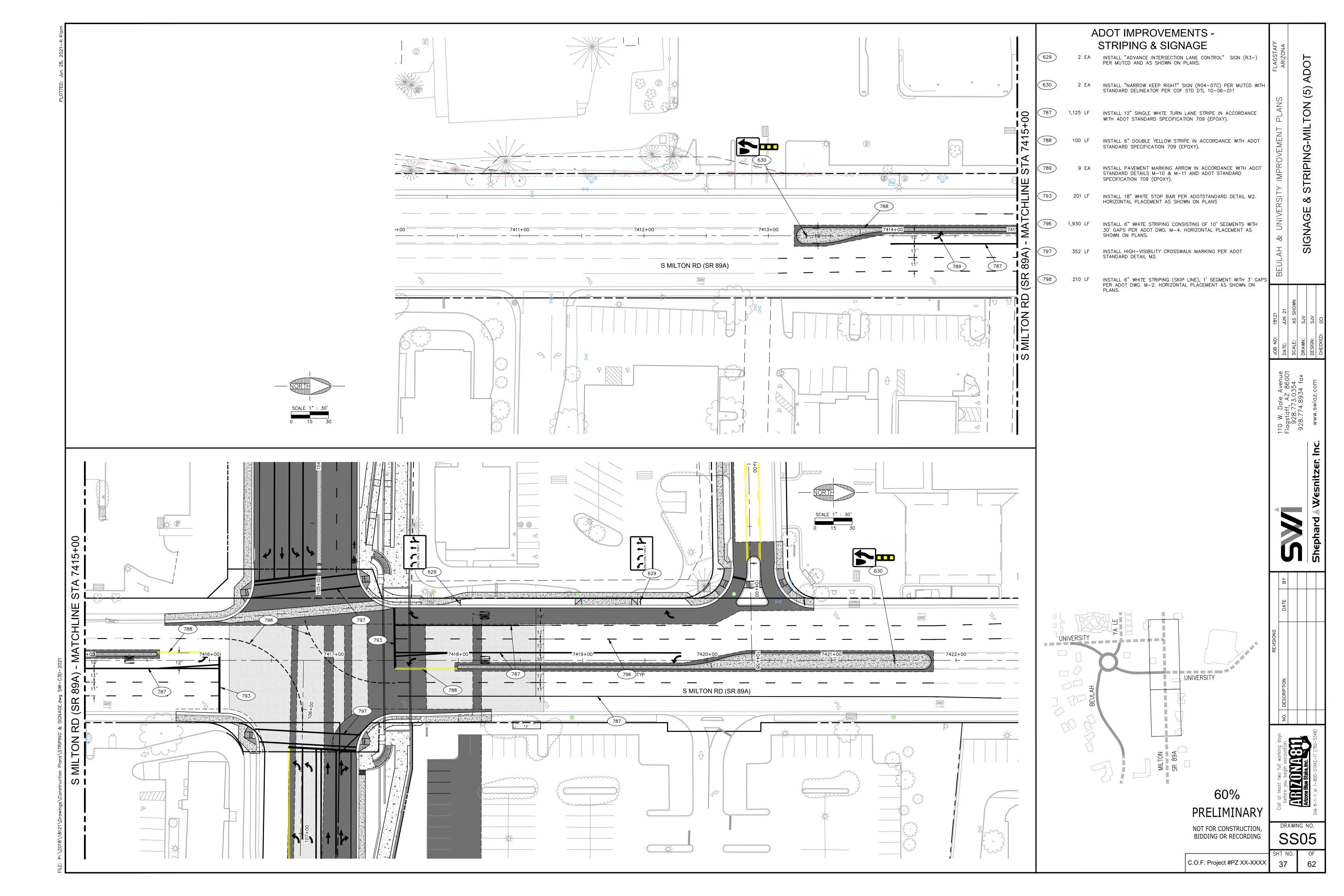


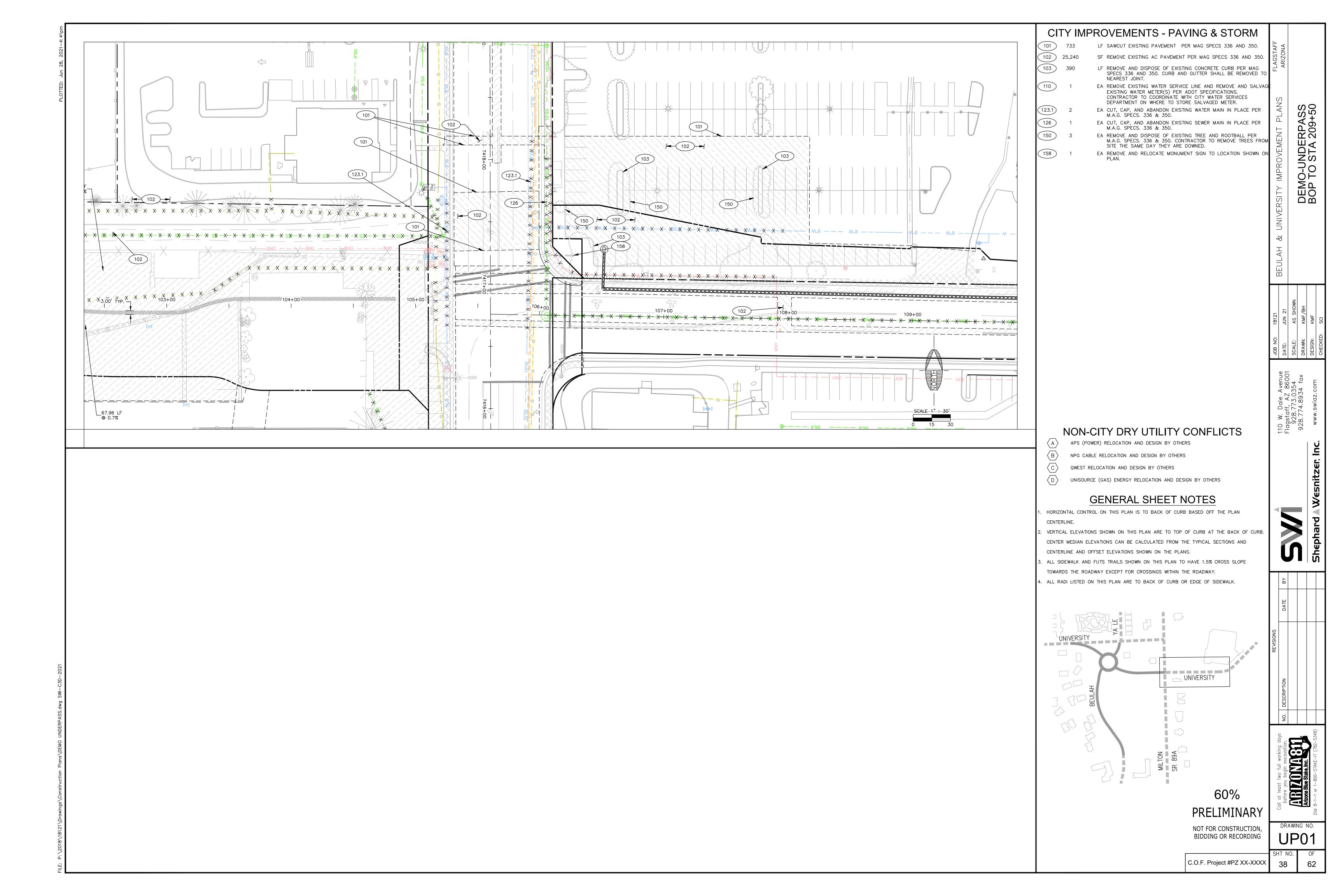


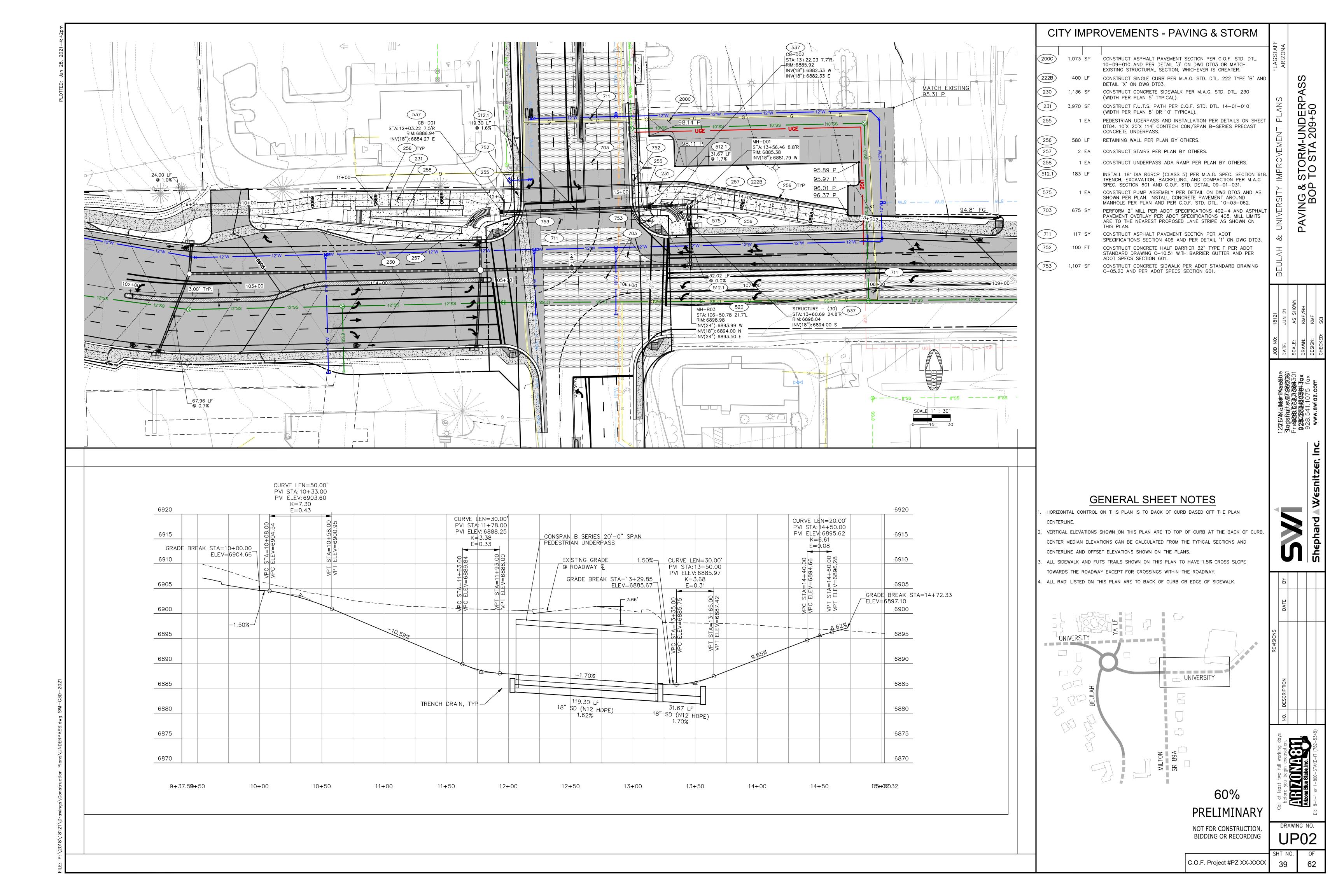


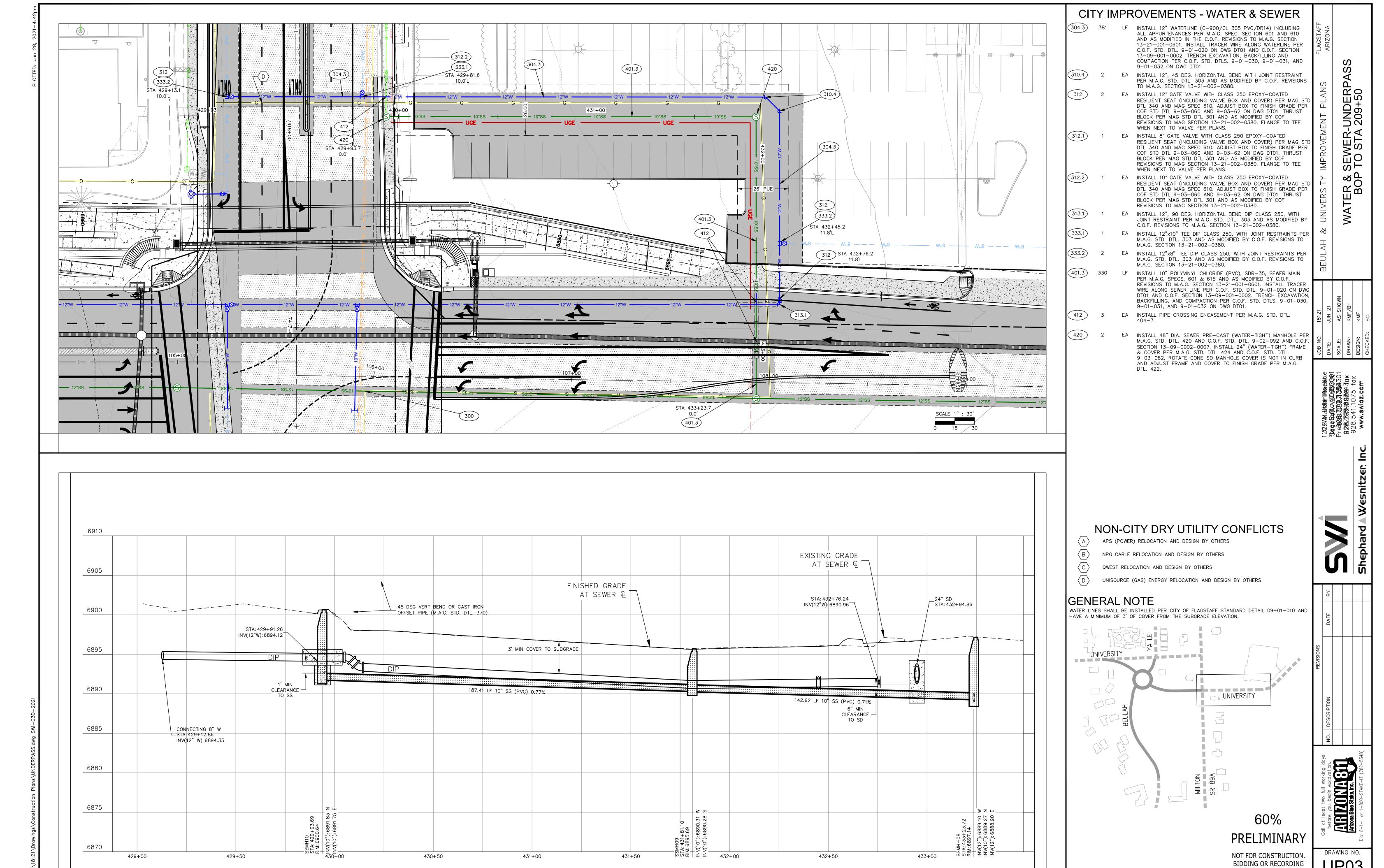








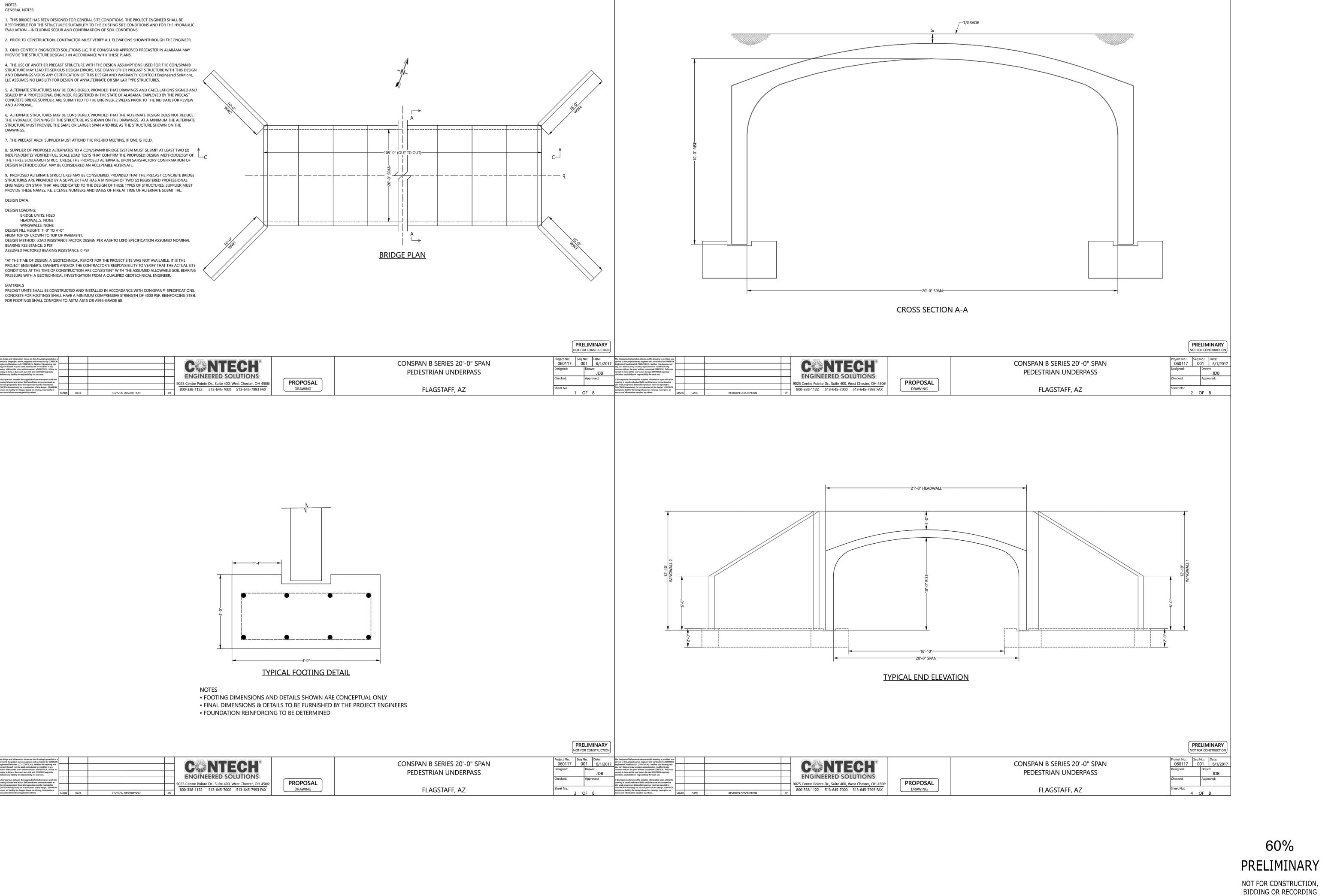




UP03

C.O.F. Project #PZ XX-XXXX

40



NOT FOR CONSTRUCTION, BIDDING OR RECORDING

C.O.F. Project #PZ XX-XXXX

62 41

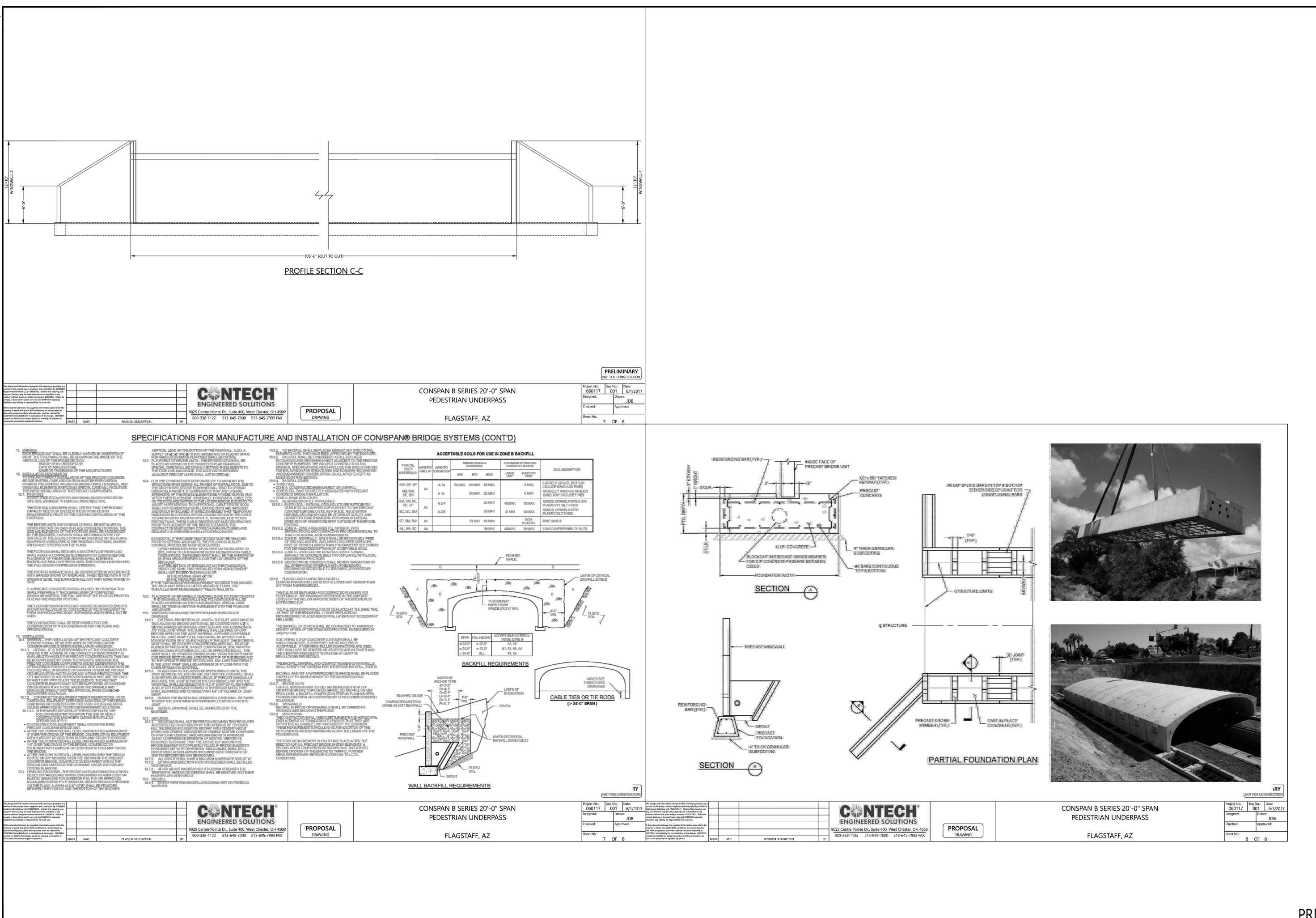
DRAWING NO.

DT07

Arizona Blue Stake, Inc.

CONTECH

DETAIL



PRELIMINARY

NOT FOR CONSTRUCTION

DRAWING NO. DT08 BIDDING OR RECORDING

C.O.F. Project #PZ XX-XXXX

62 42

ARIZONA STATES AND A STATES AND S

7

CH

ONTE

TAIL

110 W. Dale Avenue Flagstaff, AZ 86001 928.773.0354 928.774.8934 fax

1.1. TYPE - THIS WORK SHALL CONSIST OF FURNISHING AND CONSTRUCTING A CON/SPAN® BRIDGE SYSTEM IN ACCORDANCE WITH THESE SPECIFICATIONS AND IN REASONABLY CLOSE CONFORMITY WITH THE LINES, GRADES, DESIGN AND DIMENSIONS SHOWN ON THE PLANS OR AS ESTABLISHED BY THE ENGINEER. IN SITUATIONS WHERE TWO OR MORE SPECIFICATIONS APPLY TO THIS WORK, THE MOST STRINGENT REQUIREMENTS SHALL GOVERN

1.2. DESIGNATION - PRECAST REINFORCED CONCRETE CON/SPAN® BRIDGE UNITS MANUFACTURED IN ACCORDANCE WITH THIS SPECIFICATION SHALL BE DESIGNATED BY SPAN AND RISE. PRECAST REINFORCED CONCRETE WINGWALLS AND HEADWALLS MANUFACTURED IN ACCORDANCE WITH THIS SPECIFICATION SHALL BE DESIGNATED BY LENGTH, HEIGHT, AND DEFLECTION ANGLE. PRECAST REINFORCED CONCRETE EXPRESS™ FOUNDATION UNITS MANUFACTURED IN ACCORDANCE WITH THIS SPECIFICATION SHALL BE DESIGNATED BY LENGTH, HEIGHT AND

. <u>DESIGN</u>
2.1. SPECIFICATIONS - THE PRECAST ELEMENTS ARE DESIGNED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" 17TH EDITION, ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION. OFFICIALS, 2002. A MINIMUM OF ONE FOOT OF COVER ABOVE THE CROWN OF THE BRIDGE UNITS IS REQUIRED IN THE INSTALLED CONDITION, (UNLESS NOTED OTHERWISE ON THE SHOP DRAWINGS AND DESIGNED ACCORDINGLY.)

3.1. CONCRETE - THE CONCRETE FOR THE PRECAST ELEMENTS SHALL BE AIR-ENTRAINED WHEN INSTALLED IN AREAS SUBJECT TO FREEZE-THAW CONDITIONS, COMPOSED OF PORTLAND CEMENT, FINE AND COARSE AGGREGATES, ADMIXTURES AND WATER, AIR-ENTRAINED CONCRETE SHALL CONTAIN 6 ± 2 PERCENT AIR. THE AIR- ENTRAINING ADMIXTURE SHALL CONFORM TO AASHTO M154. THE MINIMUM CONCRETE COMPRESSIVE STRENGTH SHALL BE AS SHOWN ON THE SHOP DRAWINGS

3.1.1. PORTLAND CEMENT - SHALL CONFORM TO THE REQUIREMENTS OF ASTM SPECIFICATIONS C150-TYPE I, TYPE II, OR TYPE III CEMENT

3.12.COARSE AGGREGATE - SHALL CONSIST OF STONE HAVING A MAXIMUM SIZE OF 1 INCH. AGGREGATE SHALL MEET.

REQUIREMENTS FOR ASTM C33. 3.1.3. WATER REDUCING ADMIXTURE - THE MANUFACTURER MAY SUBMIT, FOR APPROVAL BY THE ENGINEER, A WATER-REDUCING ADMIXTURE FOR THE PURPOSE OF INCREASING WORKABILITY AND REDUCING THE WATER REQUIREMENT FOR THE CONCRETE.

3.1.4. CALCIUM CHLORIDE - THE ADDITION TO THE MIX OF CALCIUM CHLORIDE OR ADMIXTURES CONTAINING CALCIUM CHLORIDE WILL NOT BE PERMITTED.

3.1.5.MIXTURE - THE AGGREGATES, CEMENT AND WATER SHALL BE PROPORTIONED AND MIXED IN A BATCH MIXER TO PRODUCE A HOMOGENEOUS CONCRETE MEETING THE STRENGTH REQUIREMENTS OF THIS SPECIFICATION. THE PROPORTION OF PORTLAND CEMENT IN THE MIXTURE. SHALL NOT BE LESS THAN 564 POUNDS (6 SACKS) PER CUBIC YARD OF CONCRETE.

3.2. STEEL REINFORCEMENT

3.2.1. THE MINIMUM STEEL YIELD STRENGTH SHALL BE 60,000 PSI. UNLESS OTHERWISE NOTED ON THE SHOP DRAWINGS 3.2.2. ALL REINFORCING STEEL FOR THE PRECAST ELEMENTS SHALL BE FABRICATED AND PLACED IN ACCORDANCE WITH THE DETAILED SHOP DRAWINGS SUBMITTED BY THE

3.2.3.REINFORCEMENT SHALL CONSIST OF WELDED WIRE FABRIC CONFORMING TO ASTM SPECIFICATION A 185 OR A 497, OR DEFORMED BILLET STEEL BAR'S CONFORMING TO ASTM SPECIFICATION A 615, GRADE 60. LONGITUDINAL DISTRIBUTION REINFORCEMENT MAY CONSIST OF WELDED WIRE FABRIC OR DEFORMED BILLET-STEEL BARS.

3.3. STEEL HARDWARE 3.3.1.BOLTS AND THREADED RODS FOR WINGWALL

CONNECTIONS SHALL CONFORM TO ASTM A 307. NUTS SHALL CONFORM TO AASHTO M292 (ASTM A194) GRADE 2H. ALL BOLTS, THREADED RODS AND NUTS USED IN WINGWALL CONNECTIONS SHALL BE MECHANICALLY ZINC COATED IN ACCORDANCE WITH ASTM B695 CLASS 50.

3.3.2.STRUCTURAL STEEL FOR WINGWALL CONNECTION PLATES AND PLATE WASHERS SHALL CONFORM TO AASHTO M 270 (ASTM A 709) GRADE 36 AND SHALL BE HOT DIP GALVANIZED AS PER AASHTO M111 (ASTM A123).

3.3.3.INSERTS FOR WINGWALLS SHALL BE 1" DIAMETER TWO-BOLT PRESET WINGWALL ANCHORS AS MANUFACTURED BY DAYTON SUPERIOR CONCRETE ACCESSORIES, MIAMISBURG, OHIO, (800) 745-3700 AND SHALL BE MECHANICALLY ZINC COATED IN ACCORDANCE WITH ASTM B895 CLASS 50.

3.3.4.FERRULE LOOP INSERTS SHALL BE F-64 FERRULE LOOP INSERTS AS MANUFACTURED BY DAYTON SUPERIOR CONCRETE ACCESSORIES, MIAMISBURG, OHIO, (800)

3.35.HOOK BOLTS USED IN ATTACHED HEADWALL CONNECTIONS SHALL BE ASTM A307.

3,3,6,INSERTS FOR DETACHED HEADWALL CONNECTIONS SHALL BE AISI TYPE 304 STAINLESS STEEL, EXPANDED COIL INSERTS AS MANUFACTURED BY DAYTON SUPERIOR

MARK

DATE

CONCRETE ACCESSORIES, MIAMISBURG, OHIO, (800) 745-3700. COIL RODS AND NUTS USED IN HEADWALL CONNECTIONS SHALL BE AISI TYPE 304 STAINLESS STEE WASHERS USED IN HEADWALL CONNECTIONS SHALL BE EITHER AISI TYPE 304 STAINLESS STEEL PLATE WASHERS OR AASHTO M270 (ASTM A709) GRADE 36 PLATE WASHERS HOT DIP GALVANIZED AS PER AASHTO M111 (ASTM A123).

3.3.7.MECHANICAL SPLICES OF REINFORCING BAR'S SHALL BE MADE USING THE DOWEL BAR SPLICER SYSTEM AS MANUFACTURED BY DAYTON SUPERIOR CONCRETE ACCESSORIES, MIAMISBURG, OHIO, (800) 745-3700, AND SHALL CONSIST OF THE DOWEL BAR SPLICER (DB-SAE) AND DOWEL-IN (DI).

 MANUFACTURE OF PRECAST ELEMENTS - SUBJECT TO THE PROVISIONS OF SECTION 5. BELOW, THE PRECAST ELEMENT DIMENSION AND REINFORCEMENT DETAILS SHALL BE AS PRESCRIBED IN THE PLAN AND SHOP DRAWINGS PROVIDED BY THE

MANUFACTURER. 4.1. FORMS - THE FORMS USED IN MANUFACTURE SHALL BE SUFFICIENTLY RIGID AND ACCURATE TO MAINTAIN THE REQUIRED PRECAST ELEMENT DIMENSIONS WITHIN THE PERMISSIBLE VARIATIONS GIVEN IN SECTION 5 OF THESE SPECIFICATIONS. ALL CASTING SURFACES SHALL BE OF A

SMOOTH MATERIAL 4.2. PLACEMENT OF REINFORCEMENT 4.2.1. PLACEMENT OF REINFORCEMENT IN PRECAST BRIDGE

UNITS- THE COVER OF CONCRETE OVER THE OUTSIDE CIRCUMFERENTIAL REINFORCEMENT SHALL BE 2" MINIMUM. THE COVER OF CONCRETE OVER THE INSIDE CIRCUMFERENTIAL REINFORCEMENT SHALL BE 13/4" MINIMUM, UNLESS OTHERWISE NOTED ON THE SHOP DRAWINGS. THE CLEAR DISTANCE OF THE END CIRCUMFERENTIAL WIRES SHALL NOT BE LESS THAN 1" NOR MORE THAN 2" FROM THE ENDS OF EACH SECTION REINFORCEMENT SHALL BE ASSEMBLED UTILIZING SINGLE OR MULTIPLE LAYERS OF WELDED WIRE FABRIC (NOT TO EXCEED 3 LAYERS), SUPPLEMENTED WITH A SINGLE LAYER OF DEFORMED BILLET-STEEL BARS, WHEN NECESSARY WELDED WIRE FABRIC SHALL BE COMPOSED OF CIRCUMFERENTIAL AND LONGITUDINAL WIRES MEETING THE SPACING REQUIREMENTS OF 4.3, BELOW, AND SHALL CONTAIN SUFFICIENT LONGITUDINAL WIRES EXTENDING THROUGH THE BRIDGE UNIT TO MAINTAIN THE SHAPE AND POSITION OF THE REINFORCEMENT, LONGITUDINAL DISTRIBUTION REINFORCEMENT MAY BE WELDED WIRE FABRIC OR DEFORMED BILLET-STEEL BARS AND SHALL MEET THE SPACING REQUIREMENTS OF 4.3, BELOW, THE ENDS OF THE LONGITUDINAL DISTRIBUTION REINFORCEMENT SHALL BE NOT MORE THAN 3" AND NOT

4.2.2.BENDING OF REINFORCEMENT FOR PRECAST BRIDGE UNITS - THE OUTSIDE AND INSIDE CIRCUMFERENTIAL REINFORCING STEEL FOR THE CORNERS OF THE BRIDGE SHALL BE BENT TO SUCH AN ANGLE THAT IS APPROXIMATELY EQUAL TO THE CONFIGURATION OF THE

LESS THAN 11/8" FROM THE ENDS OF THE BRIDGE UNIT

BRIDGE'S OUTSIDE CORNER. 4.2.3. PLACEMENT OF REINFORCEMENT FOR PRECAST WINGWALLS AND HEADWALLS - THE COVER OF CONCRETE OVER THE LONGITUDINAL AND TRANSVERSE REINFORCEMENT SHALL BE 2" MINIMUM. THE CLEAR DISTANCE FROM THE END OF EACH PRECAST ELEMENT TO THE END OF REINFORCING STEEL SHALL NOT BE LESS THAN 11½" NOR MORE THAN 3". REINFORCEMENT SHALL BE ASSEMBLED UTILIZING A SINGLE LAYER OF WELDED WIRE FABRIC. OR A SINGLE LAYER OF DEFORMED BILLET-STEE

BARS, WELDED WIRE FABRIC SHALL BE COMPOSED OF TRANSVERSE AND LONGITUDINAL WIRES MEETING THE SPACING REQUIREMENTS OF 4.3, BELOW, AND SHALL CONTAIN SUFFICIENT LONGITUDINAL WIRES EXTENDING THROUGH THE ELEMENT TO MAINTAIN THE SHAPE AND PÓSITION OF THE REINFORCEMENT. LONGITUDINAL REINFORCEMENT MAY BE WELDED WIRE FABRIC OR DEFORMED BILLET-STEEL BARS AND SHALL MEET THE SPACING REQUIREMENTS OF 4.3, BELOW.

4.2.4.PLACEMENT OF REINFORCMENT FOR PRECAST FOUNDATION UNITS - THE COVER OF CONCRETE OVER THE BOTTOM REINFORCEMENT SHALL BE 3 INCHES MINIMUM. THE COVER OF CONCRETE FOR ALL OTHER REINFORCEMENT SHALL BE 2 INCHES MINIMUM. THE CLEAR DISTANCE FROM THE END OF EACH PRECAST ELEMENT TO THE END OF REINFORCING STEEL SHALL NOT BE LESS THAN 2 INCHES NOR MORE THAN 3 INCHES, REINFORCEMENT SHALL BE ASSEMBLED UTILIZING A SINGLE LAYER OF WELDED WIRE FABRIC OR A SINGLE LAYER OF DEFOREMED BILLET-STEEL BARS. WELDED WIRE FABRIC SHALL BE COMPOSED OF TRANSVERSE AND LONGITUDINAL WIRES MEETING THE SPACING REQUIREMENTS OF 4.3, BELOW, AND SHALL CONTAIN SUFFICIENT LONGITUDINAL WIRES EXTENDING THROUGH THE ELEMENT TO MAINTAIN THE SHAPE AND POSITION OF THE REINFORCEMENT. LONGITUDINAL REINFORCEMENT MAY BE WELDED WIRE FABRIC OR DEFORMED BILLET-STEEL BARS AND SHALL MEET THE SPACING REQUIREMENTS OF 4.3, BELOW.

4.3. LAPS, WELDS, SPACING 4.3.1.LAPS, WELDS, AND SPACING FOR PRECAST BRIDGE UNITS -TENSION SPLICES IN THE CIRCUMFERENTIAL. REINFORCEMENT SHALL BE MADE BY LAPPING, LAPS MAY BE TACK WELDED TOGETHER FOR ASSEMBLY PURPOSES, FOR SMOOTH WELDED WIRE FABRIC, THE

OVERLAP SHALL MEET THE REQUIREMENTS OF AASHTO 5.11.2.5.2 AND 5.11.6.2. FOR DEFORMED WELDED WIRE FABRIC, THE OVERLAP SHALL MEET THE REQUIREMENTS OF AASHTO 5.11.2.5.1 AND 5.11.6.1. THE OVERLAP OF WELDED WIRE FABRIC SHALL BE MEASURED BETWEEN THE OUTER-MOST LONGITUDINAL WIRES OF EACH FABRIC SHEET, FOR DEFORMED BILLET-STEEL BARS, THE OVERLAR SHALL MEET THE REQUIREMENTS OF AASHTO 5.11,2.1 FOR SPLICES OTHER THAN TENSION SPLICES, THE OVERLAP SHALL BE A MINIMUM OF 1'-0" FOR WELDED WIRE FABRIC OR DEFORMED BILLET-STEEL BARS. THE SPACING CENTER TO CENTER OF THE CIRCUMFERENTIAL WIRES IN A WIRE FABRIC SHEET SHALL BE NOT LESS THAN 2" NOR MORE THAN 4". THE SPACING CENTER TO CENTER OF THE LONGITUDINAL WIRES SHALL NOT BE MORE THAN 8". THE SPACING CENTER TO CENTER OF THE LONGITUDINAL DISTRIBUTION STEEL FOR EITHER LINE OF REINFORCING IN THE TOP SLAB SHALL BE NOT MORE THAN 1'-4".

4.3.2.LAPS, WELDS, AND SPACING FOR PRECAST WINGWALLS, HEADWALLS AND FOUNDATIONS - SPLICES IN THE REINFORCEMENT SHALL BE MADE BY LAPPING. LAPS MAY BE TACK WELDED TOGETHER FOR ASSEMBLY PURPOSES FOR SMOOTH WELDED WIRE FABRIC, THE OVERLAP SHALL MEET THE REQUIREMENTS OF AASHTO 5.11.2.5.2 AND 5.11.6.2. FOR DEFORMED WELDED WIRE FABRIC, THE OVERLAP SHALL MEET THE REQUIREMENTS OF AASHTO 5.11.2.5.1 AND 5.11.6.1. FOR DEFORMED BILLET-STEEL BARS. THE OVERLAP SHALL MEET THE REQUIREMENTS OF AASHTO 5.11.2.1. THE SPACING CENTER-TO-CENTER OF THE WIRES IN A WIRE FABRIC SHEET SHALL BE NOT LESS THAN 2" NOR MORE THAN 8".

4.4. CURING - THE PRECAST CONCRETE ELEMENTS SHALL BE CURED FOR A SUFFICIENT LENGTH OF TIME SO THAT THE CONCRETE WILL DEVELOP THE SPECIFIED COMPRESSIVE STRENGTH IN 28 DAYS OR LESS, ANY ONE OF THE FOLLOWING METHODS OF CURING OR COMBINATIONS THERE OF SHALL BE USED: 4.4.1.STEAM CURING - THE PRECAST ELEMENTS MAY BE LOW-PRESSURE STEAM CURED BY A SYSTEM THAT WILL

MAINTAIN A MOIST ATMOSPHERE 4.4.2.WATER CURING - THE PRECAST ELEMENTS MAY BE WATER CURED BY ANY METHOD THAT WILL KEEP THE SECTIONS

4,4,3,MEMBRANE CURING - A SEALING MEMBRANE CONFORMING TO THE REQUIREMENTS OF ASTM SPECIFICATION C309 MAY BE APPLIED AND SHALL BE LEFT INTACT UNTIL THE REQUIRED CONCRETE COMPRESSIVE STRENGTH IS ATTAINED. THE CONCRETE TEMPERATURE AT THE TIME OF APPLICATION SHALL BE WITHIN +/- 10 DEGREES F OF THE ATMOSPHERIC TEMPERATURE, ALL SURFACES SHALL BE KEPT MOIST PRIOR TO THE APPLICATION OF THE COMPOUNDS AND SHALL BE DAMP WHEN THE COMPOUND IS APPLIED.

4.5. STORAGE, HANDLING & DELIVERY 4.5.1.STORAGE - PRECAST CONCRETE BRIDGE ELEMENTS SHALL BE LIFTED AND STORED IN "AS-CAST" POSITION, PRECAST CONCRETE HEADWALL AND WINGWALL UNITS ARE CAST STORED AND SHIPPED IN A FLAT POSITION. THE PRECAST ELEMENTS SHALL BE STORED IN SUCH A MANNER TO PREVENT CRACKING OR DAMAGE, STORE ELEMENTS USING TIMBER SUPPORTS AS APPROPRIATE. THE UNITS SHALL NOT BE MOVED UNTIL THE CONCRETE COMPRESSIVE STRENGTH HAS REACHED A MINIMUM OF 2500 PSI, AND THEY SHALL NOT BE STORED IN AN UPRIGHT POSITION

4.5.2.HANDLING - HANDLING DEVICES SHALL BE PERMITTED IN EACH PRECAST ELEMENT FOR THE PURPOSE OF HANDLING AND SETTING. SPREADER BEAMS MAY BE REQUIRED FOR THE LIFTING OF PRECAST CONCRETE BRIDGE ELEMENTS TO

PRECLUDE DAMAGE FROM BENDING OR TORSION FORCES. 4.5.3.DELIVERY - PRECAST CONCRETE ELEMENTS MUST NOT BE SHIPPED UNTIL THE CONCRETE HAS ATTAINED THE SPECIFIED DESIGN COMPRESSIVE STRENGTH, OR AS DIRECTED BY THE DESIGN ENGINEER, PRECAST CONCRETE ELEMENTS MAY BE UNLOADED AND PLACED ON THE GROUND AT THE SITE UNTIL INSTALLED, STORE ELEMENTS USING TIMBER SUPPORTS AS APPROPRIATE

4.6. QUALITY ASSURANCE - THE PRECASTER SHALL DEMONSTRATE ADHERENCE TO THE STANDARDS SET FORTH IN THE NPCA QUALITY CONTROL MANUAL. THE PRECASTER SHALL MEET EITHER SECTION 4.6.1 OR 4.6.2

4.6.1.CERTIFICATION - THE PRECASTER SHALL BE CERTIFIED BY THE PRECAST/PRESTRESSED CONCRETE INSTITUTE PLANT CERTIFICATION PROGRAM OR THE NATIONAL PRECAST CONCRETE ASSOCIATION'S PLANT CERTIFICATION PROGRAM PRIOR TO AND DURING PRODUCTION OF THE PRODUCTS COVERED BY THIS SPECIFICATION.

4.6.2.QUALIFICATIONS, TESTING AND INSPECTION 4.6.2.1. THE PRECASTER SHALL HAVE BEEN IN THE BUSINESS OF PRODUCING PRECAST CONCRETE PRODUCTS SIMILAR TO THOSE SPECIFIED FOR A MINIMUM OF THREE YEARS, HE SHALL MAINTAIN A PERMANENT QUALITY CONTROL DEPARTMENT OR RETAIN AN INDEPENDENT TESTING AGENCY ON A CONTINUING BASIS. THE AGENCY SHALL ISSUE A REPORT, CERTIFIED BY A LICENSED ENGINEER. DETAILING THE ABILITY OF THE PRECASTER TO PRODUCE QUALITY PRODUCTS CONSISTENT WITH

INDUSTRY STANDARDS. 4.6.2.2. THE PRECASTER SHALL SHOW THAT THE FOLLOWING TESTS ARE PERFORMED IN ACCORDANCE WITH THE ASTM STANDARDS INDICATED. TESTS SHALL BE PERFORMED AS INDICATED IN SECTION 6 OF THESE SPECIFICATIONS.

4.6.2.2.1. AIR CONTENT: C231 OR C173

4.6.2.2.2. COMPRESSIVE STRENGTH: C31,C39,C497 4.6.2.3. THE PRECASTER SHALL PROVIDE DOCUMENTATION DEMONSTRATING COMPLIANCE WITH THIS SECTION TO CONTECH® ENGINEERED SOLUTIONS AT REGULAR INTERVALS OR UPON REQUEST,

4.6.2.4. THE OWNER MAY PLACE AN INSPECTOR IN THE PLANT WHEN THE PRODUCTS COVERED BY THIS SPECIFICATION ARE BEING MANUFACTURED. 4.6.3. DOCUMENTATION - THE PRECASTER SHALL SUBMIT

PRECAST PRODUCTION REPORTS TO CONTECH® ENGINEERED SOLUTIONS AS REQUIRED.

PERMISSIBLE VARIATIONS 5.1. BRIDGE UNITS

5.1.1.INTERNAL DIMENSIONS - THE INTERNAL DIMENSION SHALL VARY NOT MORE THAN 1% FROM THE DESIGN DIMENSIONS NOR MORE THAN 11/2"WHICHEVER IS LESS

5.1.2. SLAB AND WALL THICKNESS - THE SLAB AND WALL THICKNESS SHALL NOT BELESS THAN THAT SHOWN IN THE DESIGN BY MORE THAN 2". A THICKNESS MORE THAN THAT REQUIRED IN THE DESIGN SHALL NOT BE CAUSE FOR

5.1,3,LENGTH OF OPPOSITE SURFACES - VARIATIONS IN LAYING LENGTHS OF TWO OPPOSITE SURFACES OF THE BRIDGE UNIT SHALL NOT BE MORE THAN **!**" IN ANY SECTION . EXCEPT WHERE BEVELED ENDS FOR LAYING OF CURVES ARE SPECIFIED BY THE PURCHASER.

5.1.4. LENGTH OF SECTION - THE UNDERRUN IN LENGTH OF A

SECTION SHALL NOT BE MORE THAN 🔀 "IN ANY BRIDGE UNIT 5.1.5. POSITION OF REINFORCEMENT - THE MAXIMUM VARIATION IN POSITION OF THE REINFORCEMENT SHALL BE ±1/2". IN NO CASE SHALL THE COVER OVER THE REINFORCEMENT BE LESS THAN 1½" FOR THE OUTSIDE CIRCUMFERENTIAL STEEL OR BE LESS THAN 1" FOR THE INSIDE CIRCUMFERENTIAL STEEL AS MEASURED TO THE EXTERNAL OR INTERNAL SURFACE OF THE BRIDGE. THESE TOLERANCES OR COVER REQUIREMENTS DO NOT APPLY TO MATING SURFACES OF THE JOINTS.

5.1.6. AREA OF REINFORCEMENT - THE AREAS OF STEEL REINFORCEMENT SHALL BE THE DESIGN STEEL AREAS AS SHOWN IN THE MANUFACTURER'S SHOP DRAWINGS, STEEL AREAS GREATER THAN THOSE REQUIRED SHALL NOT BE CAUSE FOR REJECTION. THE PERMISSIBLE VARIATION IN DIAMETER OF ANY REINFORCEMENT SHALL CONFORM TO THE TOLERANCES PRESCRIBED IN THE ASTM SPECIFICATION FOR THAT TYPE OF REINFORCEMENT

5.2. WINGWALLS & HEADWALLS 5.2.1. WALL THICKNESS - THE WALL THICKNESS SHALL NOT VARY

FROM THAT SHOWN IN THE DESIGN BY MORE THAN 1/2" 5.2.2.LENGTH/HEIGHT OF WALL SECTIONS - THE LENGTH AND HEIGHT OF THE WALL SHALL NOT VARY FROM THAT SHOWN N THE DESIGN BY MORE THAN 🔏 ".

5.2.3. POSITION OF REINFORCEMENT - THE MAXIMUM VARIATION IN THE POSITION OF THE REINFORCEMENT SHALL BE ±1/2". IN NO CASE SHALL THE COVER OVER THE REINFORCEMENT

BE LESS THAN 1½". 5.2.4.SIZE OF REINFORCEMENT - THE PERMISSIBLE VARIATION IN DIAMETER OF ANY REINFORCING SHALL CONFORM TO THE TOLERANCES PRESCRIBED IN THE ASTM SPECIFICATION FOR THAT TYPE OF REINFORCING. STEEL AREA GREATER THAN THAT REQUIRED SHALL NOT BE CAUSE FOR

REJECTION. 5.3. FOUNDATION UNITS

5.3.1. WALL THICKNESS - THE WALL THICKNESS SHALL NOT VARY FROM THAT SHOWN IN THE DESIGN BY MORE THAN 1/2". 5.3.2 LENGTH/ HEIGHT/WIDTH OF FOUNDATION SECTIONS - THE LENGTH, HEIGHT AND WIDTH OF THE FOUNDATION UNITS SHALL NOT VARY FROM THAT SHOWN IN THE DESIGN BY

MORE THAN & 5.3.3. POSITION OF REINFORCEMENT - THE MAXIMUM VARIATION IN THE POSITION OF THE REINFORCEMENT SHALL BE ± 1/2". IN NO CASE SHALL THE COVER OVER THE REINFORCEMENT BE

LESS THAN 1½".

5.3.4.SIZE OF REINFORCEMENT - THE PERMISSIBLE VARIATION IN DIAMETER OF ANY REINFORCING SHALL CONFORM TO THE TOLERANCES PRESCRIBED IN THE ASTM SPECIFICATION FOR THAT TYPE OF REINFORCING, STEEL AREA GREATER THAN THAT REQUIRED SHALL NOT BE CAUSE FOR

REJECTION. TESTING/ INSPECTION

6.1. TESTING 6.1.1.TYPE OF TEST SPECIMEN - CONCRETE COMPRESSIVE STRENGTH SHALL BE DETERMINED FROM COMPRESSION TESTS MADE ON CYLINDERS OR CORES. FOR CYLINDER TESTING, A MINIMUM OF 4 CYLINDERS SHALL BE TAKEN FOR EACH BRIDGE ELEMENT. EACH ELEMENT SHALL BE CONSIDERED SEPARATELY FOR THE PURPOSE OF TESTING AND ACCEPTANCE.

6.1.2.COMPRESSION TESTING - CYLINDERS SHALL BE MADE AND TESTED AS PRESCRIBED BY THE ASTM C39 SPECIFICATION. CYLINDERS SHALL BE CURED IN THE SAME ENVIRONMENT AS THE BRIDGE ELEMENTS, CORES SHALL BE OBTAINED AND TESTED FOR COMPRESSIVE STRENGTH IN ACCORDANCE WITH THE PROVISIONS OF THE ASTM C42. SPECIFICATION.

6.1.3. ACCEPTABILITY OF CYLINDER TESTS - WHEN THE AVERAGE COMPRESSIVE STRENGTH OF ALL CYLINDERS TESTED IS EQUAL TO OR GREATER THAN THE DESIGN COMPRESSIVE

STRENGTH, AND NOT MORE THAN 10% OF THE CYLINDERS TESTED HAVE A COMPRESSIVE STRENGTH LESS THAN THE DESIGN CONCRETE STRENGTH, AND NO CYLINDER TESTED HAS A COMPRESSIVE STRENGTH LESS THAN 80% OF THE DESIGN COMPRESSIVE STRENGTH, THEN THE ELEMENT SHALL BE ACCEPTED. WHEN THE COMPRESSIVE STRENGTH OF THE CYLINDERS TESTED DOES NOT CONFORM TO THESE ACCEPTANCE CRITERIA, THE ACCEPTABILITY OF THE ELEMENT MAY BE DETERMINED AS DESCRIBED IN SECTION 6.1.4, BELOW.

6.1.4. ACCEPTABILITY OF CORE TESTS - THE COMPRESSIVE STRENGTH OF THE CONCRETE IN A BRIDGE ELEMENT IS ACCEPTABLE WHEN THE AVERAGE CORE TEST STRENGTH IS EQUAL TO OR GREATER THAN THE DESIGN CONCRETE STRENGTH, WHEN THE COMPRESSIVE STRENGTH OF A CORE TESTED IS LESS THAN THE DESIGN CONCRETE STRENGTH, THE PRECAST ELEMENT FROM WHICH THAT CORE WAS TAKEN MAY BE RE-CORED. WHEN THE COMPRESSIVE STRENGTH OF THE RE-CORE IS EQUAL TO OR GREATER THAN THE DESIGN CONCRETE STRENGTH, THE COMPRESSIVE STRENGTH OF THE CONCRETE IN THAT BRIDGE ELEMENT IS ACCEPTABLE.

6.1.4.1. WHEN THE COMPRESSIVE STRENGTH OF ANY RECORE IS LESS THAN THE DESIGN CONCRETE STRENGTH, THE PRECAST ELEMENT FROM WHICH THAT CORE WAS TAKEN SHALL BE REJECTED. 6.1.4.2. PLUGGING CORE HOLES - THE CORE HOLES SHAL BE PLUGGED AND SEALED BY THE MANUFACTURES IN A MANNER SUCH THAT THE ELEMENTS WILL

MEET ALL OF THE TEST REQUIREMENTS OF THIS SPECIFICATION, PRECAST ELEMENTS SO SEALED SHALL BE CONSIDERED SATISFACTORY FOR USE 6.1.4.3. TEST EQUIPMENT - EVERY MANUFACTURER FURNISHING PRECAST ELEMENTS UNDER THIS SPECIFICATION SHALL FURNISH ALL FACILITIES AND PERSONNEL NECESSARY TO CARRY OUT THE TEST

REQUIRED. 6.2. INSPECTION - THE QUALITY OF MATERIALS, THE PROCESS OF MANUFACTURE, AND THE FINISHED PRECAST ELEMENTS SHALL BE SUBJECT TO INSPECTION BY THE PURCHASER.

THE BRIDGE UNITS SHALL BE PRODUCED WITH FLAT BUTT ENDS. THE ENDS OF THE BRIDGE UNITS SHALL BE SUCH THAT WHEN THE SECTIONS ARE LAID TOGETHER THEY WILL MAKE A CONTINUOUS LINE WITH A SMOOTH INTERIOR FREE OF APPRECIABLE RREGULARITIES, ALL COMPATIBLE WITH THE PERMISSIBLE VARIATIONS IN SECTION 5, ABOVE. THE JOINT WIDTH BETWEEN ADJACENT PRECAST UNITS SHALL NOT EXCEED 🔏 ". WORKMANSHIP/FINISH

THE BRIDGE UNITS, WINGWALLS, HEADWALLS AND FOUNDATION UNITS SHALL BE SUBSTANTIALLY FREE OF FRACTURES. THE ENDS OF THE BRIDGE UNITS SHALL BE NORMAL TO THE WALLS AND CENTERLINE OF THE BRIDGE SECTION, WITHIN THE LIMITS OF THE VARIATIONS GIVEN IN SECTION 5, ABOVE, EXCEPT WHERE BEVELED ENDS ARE SPECIFIED. THE FACES OF THE WINGWALLS AND HEADWALLS SHALL BE PARALLEL TO EACH OTHER, WITHIN THE LIMITS OF VARIATIONS GIVEN IN SECTION 5, ABOVE. THE SURFACE OF THE PRECAST ELEMENTS SHALL BE A SMOOTH STEEL FORM OR TROWELED SURFACE. TRAPPED AIR POCKETS CAUSING SURFACE DEFECTS SHALL BE CONSIDERED AS PART OF A SMOOTH, STEEL FORM FINISH.

REPAIRS PRECAST ELEMENTS MAY BE REPAIRED. IF NECESSARY, BECAUSE OF IMPERFECTIONS IN MANUFACTURE OR HANDLING DAMAGE AND WILL BE ACCEPTABLE IF, IN THE OPINION OF THE PURCHASER, THE REPAIRS ARE SOUND. PROPERLY FINISHED AND CURED. AND THE REPAIRED SECTION CONFORMS TO THE REQUIREMENTS OF THIS SPECIFICATION.

10.REJECTION THE PRECAST ELEMENTS SHALL BE SUBJECT TO REJECTION ON ACCOUNT OF ANY OF THE SPECIFICATION REQUIREMENTS. INDIVIDUAL PRECAST ELEMENTS MAY BE REJECTED BECAUSE OF ANY OF THE FOLLOWING:

10.1.FRACTURES OR CRACKS PASSING THROUGH THE WALL EXCEPT FOR A SINGLE END CRACK THAT DOES NOT EXCEED ONE. HALF THE THICKNESS OF THE WALL

10.2.DEFECTS THAT INDICATE PROPORTIONING, MIXING, AND MOLDING NOT IN COMPLIANCE WITH SECTION 4 OF THESE **SPECIFICATIONS** 10.3.HONEYCOMBED OR OPEN TEXTURE.

10.4.DAMAGED ENDS, WHERE SUCH DAMAGE WOULD PREVENT

MAKING A SATISFACTORY JOINT.

I NOT FOR CONSTRUCTION

he design and information shown on this drawing is provided as a service to the project owner, engineer and contractor by CONTECH Engineered Solutions LLC ('CONTECH'). Neither this drawing, nor any part thereof, may be used, reproduced or modified in any nanner without the prior written consent of CONTECH. Failure to comply is done at the user's own risk and CONTECH expressly sclaims any liability or responsibility for such use. **ENGINEERED SOLUTIONS** f discrepancies between the supplied information upon which the drawing is based and actual field conditions are encountered as 9025 Centre Pointe Dr., Suite 400, West Chester, OH 4506! site work progresses, these discrepancies must be reported to CONTECH immediately for re-evaluation of the design. CONTECH 800-338-1122 513-645-7000 513-645-7993 FAX accepts no liability for designs based on missing, incomplete or

REVISION DESCRIPTION

PROPOSAL DRAWING

CONSPAN B SERIES 20'-0" SPAN PEDESTRIAN UNDERPASS

FLAGSTAFF, AZ

Project No.:	Seq No.:		Date:
060117	00	01	6/1/201
Designed:		Draw	n:
			JDB
Checked:		Appro	oved:
Sheet No.:			
6	5 ()F	8

NOT FOR CONSTRUCTION BIDDING OR RECORDING

C.O.F. Project #PZ XX-XXXX

accurate information supplied by others

PRELIMINARY

DT09

62 43

DRAWING NO.

AR ZONA 811. Arizona Blue Stake, Inc.

 \mathcal{C}

NO

Avenue 86001 354 4 fax

3.03.08

DC ff, 777.4.

110 W. Flagstar 928. 928.77

GENERAL NOTES FOR CONSTRUCTION

- 1. AT LEAST ONE INTERNATIONAL MUNICIPAL SIGNAL ASSOCIATION (IMSA) LEVEL I AND ONE LEVEL II CERTIFIED TRAFFIC SIGNAL TECHNICIAN ON SITE DURING ALL PHASES OF ANY TRAFFIC SIGNAL WORK. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE VERIFICATION OF CERTIFICATION. IF A JOB IS INSPECTED AND A CERTIFIED TECHNICIAN IS NOT ON SITE, THE JOB WILL BE SHUT DOWN.
- 2. TRAFFIC CONTROL SHALL CONFORM TO THE CITY OF FLAGSTAFF TRAFFIC BARRICADE STANDARDS AND/OR AS DIRECTED BY THE CITY OR ADOT
- 3. UTILITY LOCATIONS SHOWN ARE BASED UPON THE BEST AVAILABLE INFORMATION AT THE TIME. LOCATION OF UTILITIES SHOWN ON THIS PLAN ARE FOR REFERENCE ONLY. THE ENGINEER DOES NOT GUARANTEE THESE LOCATIONS NOR THE FACT THAT SOME MAY BE LEFT OUT. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT BLUE STAKE AND ALL INVOLVED AGENCIES PRIOR TO CONSTRUCTION.
- 4. CONTACT APPROPRIATE UTILITIES FOR UTILITY LOCATION PRIOR TO START OF CONSTRUCTION.
- 5. ALL TRAFFIC EQUIPMENT AND CONSTRUCTION SHALL CONFORM TO THE ADOT STANDARDS, STANDARD SPECIFICATIONS. DRAWINGS AND REQUIREMENTS.
- 6. ALL EXISTING TRAFFIC CONTROL DEVICES (INCLUDING STOP SIGNS) AND STREET LIGHTS SHALL REMAIN IN OPERATION UNTIL NEW INSTALLATIONS ARE ENERGIZED AND OPERATIONAL.
- 7. ALL UNDERGROUND MATERIALS (INCLUDING CONDUIT, FOUNDATIONS, PULL BOXES, SIDEWALK, AND CURB AND GUTTER) SHALL BE PROVIDED AND INSTALLED BY THE CONTRACTOR UNLESS OTHERWISE NOTED ON PLANS OR IN THE SPECIFICATIONS.
- 8. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL CONTACT THE CITY TRAFFIC DEPARTMENT TO COORDINATE INSPECTION REQUIREMENTS AND THE PRE-CONSTRUCTION MEETING.
- 9. PRIOR TO START OF WORK, CONTRACTOR TO NOTIFY ADOT TRAFFIC SIGNAL SUPERVISOR A MINIMUM OF 72 HOURS IN ADVANCE.
- 10. ALL SURFACE MATERIALS, INCLUDING LANDSCAPING AND SPRINKLER SYSTEMS. THAT ARE DISTURBED BY EXCAVATING AND BACKFILLING OPERATIONS SHALL BE REPLACED IN KIND EQUAL TO OR EXCEEDING ORIGINAL CONDITIONS.
- 11. THE CONTRACTOR SHALL OBTAIN ALL PERMITS PRIOR TO CONSTRUCTION.
- 12. ANY WORK PERFORMED WITHOUT THE APPROVAL OF THE ADOT INSPECTOR AND/OR ALL WORK AND MATERIAL NOT IN CONFORMANCE WITH THE SPECIFICATIONS IS SUBJECT TO REMOVAL AND REPLACEMENT AT THE CONTRACTOR'S EXPENSE.
- 13. ADOT IS NOT RESPONSIBLE FOR LIABILITY ACCRUED DUE TO DELAYS AND/OR DAMAGES TO UTILITIES IN CONJUNCTION WITH THIS CONSTRUCTION.
- 14. THE CONTRACTOR SHALL INSTALL "TRAFFIC CONTROL CHANGE AHEAD" SIGN ON U-CHANNEL POSTS ON EACH APPROACH TO THE INTERSECTION. SIGNS SHALL BE REMOVED BY THE CONTRACTOR AFTER 45 DAYS.
- 15. ALL SIGNS AND STRIPING SHALL BE INSTALLED PRIOR TO THE DAY OF SIGNAL TURN ON.
- 16. ALL QUESTIONS CONCERNING TRAFFIC SIGNAL DESIGN SHOULD BE DIRECTED TO CIVTECH INC., 10605 N. HAYDEN RD., SUITE 140, SCOTTSDALE AZ. 480-659-4250, ATTN: JAY YENERICH.

GENERAL NOTES FOR TRAFFIC SIGNALS

- 1. ALL MATERIAL AND INSTALLATION SHALL CONFORM TO THE 2008 STANDARD SPECIFICATIONS AND ADOT'S MOST CURRENT TRAFFIC SIGNALS AND LIGHTING STANDARD DRAWINGS.
- 2. THE LOCATIONS OF UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE. ALL INVOLVED UTILITIES MAY NOT BE SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE, PER SECTION 730-6 OF THE STANDARD SPECIFICATIONS. FOR CONTACTING ALL UTILITIES FOR EXACT LOCATIONS PRIOR TO ANY CONSTRUCTION ACTIVITY.
- 3. FOR ELECTRICAL SERVICE, THE CONTRACTOR SHALL COORDINATE WITH DANNY CAPLES OF CITIZENS ELECTRIC COMPANY AT (928) 692-2760. ALL APPLICATIONS FEES AND CONNECTIONS FEES WILL BE PAID BY THE CONTRACTOR TO CITIZENS ELECTRIC COMPANY AFTER REVIEW BY THE ADOT ENGINEER. THE CONTRACTOR WILL THEN SUBMIT THE PAID INVOICES TO THE RESIDENT ENGINEER FOR REIMBURSEMENT THROUGH ITEM NUMBER 9240015, PROVIDE ELECTRICAL SERVICES. SEE SPECIAL PROVISIONS.
- 4. SEE STRIPING PLANS TO VERIFY ACTUAL LANE DIMENSIONS AND STOP BAR LOCATIONS.
- 5. ALL BACK PLATES FOR SIGNAL FACES SHALL BE LOUVERED.
- 6. ALL PULL BOXES SHALL BE LEFT IN A CLEAN CONDITION, FREE OF DIRT AND DEBRIS UPON COMPLETION OF THE WORK.
- 7. EXTEND CONDUITS TO NEW PULL BOX LOCATIONS AS SHOWN ON THE PLANS.
- 8. THE CONTRACTOR SHALL FIELD VERIFY ALL POLE LOCATIONS WITH THE ENGINEER, PRIOR TO ANY CONSTRUCTIONS ACTIVITY.
- 9. TOP OF POLE FOUNDATION SHALL BE THE SAME ELEVATION AS THE TOP OF THE FINISHED SIDEWALK RAMP. OR THE ADJACENT FINISHED ROADWAY SURFACE, IN SLOPED AREAS. CONSTRUCT COMPACTED FILL AROUND FOUNDATIONS FOR FULL STRUCTURAL SUPPORT AT POLES.
- 10. NEW TRAFFIC SIGNAL EQUIPMENT SHALL BE OPERATIONAL BEFORE EXISTING TRAFFIC SIGNAL EQUIPMENT IS TAKEN OUT OF SERVICE AND REMOVED.
- 11. NEW CONDUIT UNDER ROADWAY SHALL BE PLACED BY HORIZONTAL DRILLING METHOD. CONTRACTOR SHALL NOT TRENCH EXISTING PAVEMENT WITHOUT PRIOR APPROVAL OF ADOT INSPECTOR.
- 12. APPLICABLE SIGNAL INDICATIONS SHALL BE WIDE ANGLE LED TYPE LAMPS IN ACCORDANCE WITH THE ADOT STANDARD DETAILS.
- 13. ALL PEDESTRIAN INDICATIONS SHALL BE LEDS. PEDESTRIAN INDICATORS SHALL BE COUNTDOWN STYLE.
- 14. THE EMERGENCY VEHICLE PRE-EMPTION SHALL BE PER ADOT REQUIREMENTS. THE CONTRACTOR AND ADOT ARE TO TEST THE SYSTEM AND SHALL HAVE A REPRESENTATIVE FROM THE EMERGENCY VEHICLE PRE-EMPTION SYSTEM ON SITE FOR TESTING WITH ADOT ON THE SIGNAL TURN ON DATE.
- 15. ALL POLES, PULLBOX LOCATIONS, AND FOUNDATIONS SHALL BE FIELD LOCATED BY THE CONTRACTOR AND VERIFIED BY THE ADOT INSPECTOR PRIOR TO CONSTRUCTION.
- 16. ALL SIGNAL FOUNDATIONS SHALL BE FLAT, NOT DISHED OR BLOCKED/OUT. FOUNDATIONS SHALL BE NO LOWER THAN BACK OF SIDEWALK AND/OR 6 1/2 INCH ABOVE THE EDGE OF THE ROAD AND SHALL NOT BE GROUTED.
- 17. THE VIDEO DETECTION CABLE SHALL RUN UN-SPLICED FROM THE CONTROL CABINET TO THE CAMERA.
- 18. REFER TO POLE SCHEDULE, DETAILS, TABLES, AND EQUIPMENT NOTES FOR ADDITIONAL INFORMATION
- 19. THE CONTRACTOR SHALL CONTACT ADOT 48 HOURS BEFORE DRILLING POLES FOR NEW ADA PUSH BUTTON ASSEMBLIES AND TRAFFIC SIGNAL MOUNTING ASSEMBLIES FOR EXACT LOCATIONS. MOUNTING AND NIPPLES SHALL HAVE SUFFICIENT LENGTH TO ACCOMPLISH INTENDED FACE VISIBILITY.
- 20. THE CONTRACTOR SHALL PROVIDE AND USE "3M SEAL PACKS" FOR ALL CONDUCTOR SPLICES IN PULL BOXES. THE CONTRACTOR SHALL PROVIDE AND USE SPLIT-BOLTS FOR SPLICING ALL NEUTRALS AND GROUNDING CONDUCTORS IN PULL BOXES.
- 21. THE CONTRACTOR SHALL CONTACT ADOT TO SCHEDULE THE WIRING OF THE SIGNAL CABINET, A MINIMUM OF 5 WORKING DAYS IN ADVANCE.

ABBREVIATIONS

CONCRETE CITY OF FLAGSTAFF DET DETAIL EXISTING GRADE ΕX **EXISTING** FG FINISHED GRADE FL FLOWLINE GRADE BREAK NOT TO SCALE ON CENTER PΒ PUSHBUTTON PEDESTRIAN PROPOSED RADIUS

SHEET

STD

STANDARD

TOP OF WALL TYPICAL TYP WELDED WIRE FABRIC

TOP OF FOOTING

LEGEND

---- CENTERLINE RIGHT OF WAY ----- NEW TRAFFIC SIGNAL CONDUIT -----FO--- NEW FIBER OPTIC CONDUIT -----IC --- NEW INTERCONNECT CONDUIT ---- EXISTING TRAFFIC SIGNAL CONDUIT — - -FO— EXISTINIG FIBER OPTIC CONDUIT — — — EXISTING INTERCONNECT CONDUIT NEW TRAFFIC SIGNAL "A" POLE

NEW TRAFFIC SIGNAL POLE • EXISTING TRAFFIC SIGNAL "A" POLE EXISTING TRAFFIC SIGNAL POLE

TRAFFIC SIGNAL HEAD ← ↑

EXISTING TRAFFIC SIGNAL HEAD ▲ CIRCULAR RAPID FLASHING BEACONS

METER PEDESTAL CONTROLLER CABINET

• NO. 5 PULL BOX NO. 7 PULL BOX

NO. 7 PULL BOX WITH EXTENSION NO. 9 PULL BOX

PEDESTRIAN SIGNAL HEAD

PEDESTRIAN PUSH BUTTON CCTV CAMERA

VIDEO DETECTION UNIT EMERGENCY VEHICLE PRE-EMPTION

STREET NAME SIGN

POINT OF ELECTRICAL SERVICE

 $\langle \overrightarrow{X}\overrightarrow{X}\rangle$ $\langle \overrightarrow{X}\overrightarrow{X}\rangle$ TRAFFIC SIGNAL EQUIPMENT IDENTIFIER (SEE POLE SCHEDULE)

CONDUIT RUN NUMBER (XX) (XX)(SEE CONDUCTOR SCHEDULE)

IDENTIFIER

PS

CONSTRUCTION NOTE **IDENTIFIER**

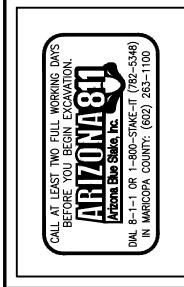
U

480. **A** E

O • #



REV/DATE DESC.



BEU SIGN Signal I Notes Traffic Genera MIL TR/

<u>a</u>

PRELIMINARY 90% Review

NOT FOR CONSTRUCTION OR RECORDING

TS-01

SHEET

01 OF 06

CAUTION OVERHEAD POWER & UNDERGROUND UTILITIES

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND

NOTICE:

CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY O THE CONTRACTOR; NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

ANY WORK PERFORMED WITHOUT THE APPROVAL OF THE CITY OF FLAGSTAFF & ADOT ENGINEER AND/OR ALL WORK AND MATERIAL NOT IN CONFORMANCE WITH THE PLANS AND SPECIFICATIONS IS SUBJECT TO REMOVAL AND REPLACEMENT AT THE CONTRACTOR'S EXPENSE

XXXX S. MILTON RD FLAGSTAFF, AZ 86001

EXISTING SIGNALS NOTES (REMOVE & SALVAGE)

- 1. REMOVE AND SALVAGE EXISTING POLES, MAST ARMS, LUMINAIRES, MOUNTING ASSEMBLIES, CONTROL CABINET AND SIGNAL FACES. THE SALVAGED EQUIPMENT SHALL BE DELIVERED TO THE ADOT TRAFFIC OPERATIONS SUPPLY CENTER, XXXXXXXXXXXXX, FLAGSTAFF, ARIZONA. WHEN IT IS READY FOR DELIVERY THE CONTRACTOR SHALL CONTACT XXXXXXXX AT XXX-XXX-XXXX.
- 2. ALL EXISTING PULL BOXES AND FOUNDATIONS (NOT BEING USED) SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AS PER SECTIONS 202-3.04 AND SECTIONS 737-3.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.
- 3. REMOVE AND DISPOSE OF THE EXISTING CONDUITS AND CONDUCTORS NOT BEING USED, PER SECTION 737-3.03 OF THE STANDARD SPECIFICATIONS, OR AS DIRECTED BY THE ENGINEER.

CONSTRUCITON NOTES

CAUTION

OVERHEAD POWER &

NOTICE:

UNDERGROUND UTILITIES

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE

SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN

REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE

RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY

CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF

THE CONTRACTOR; NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR

SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

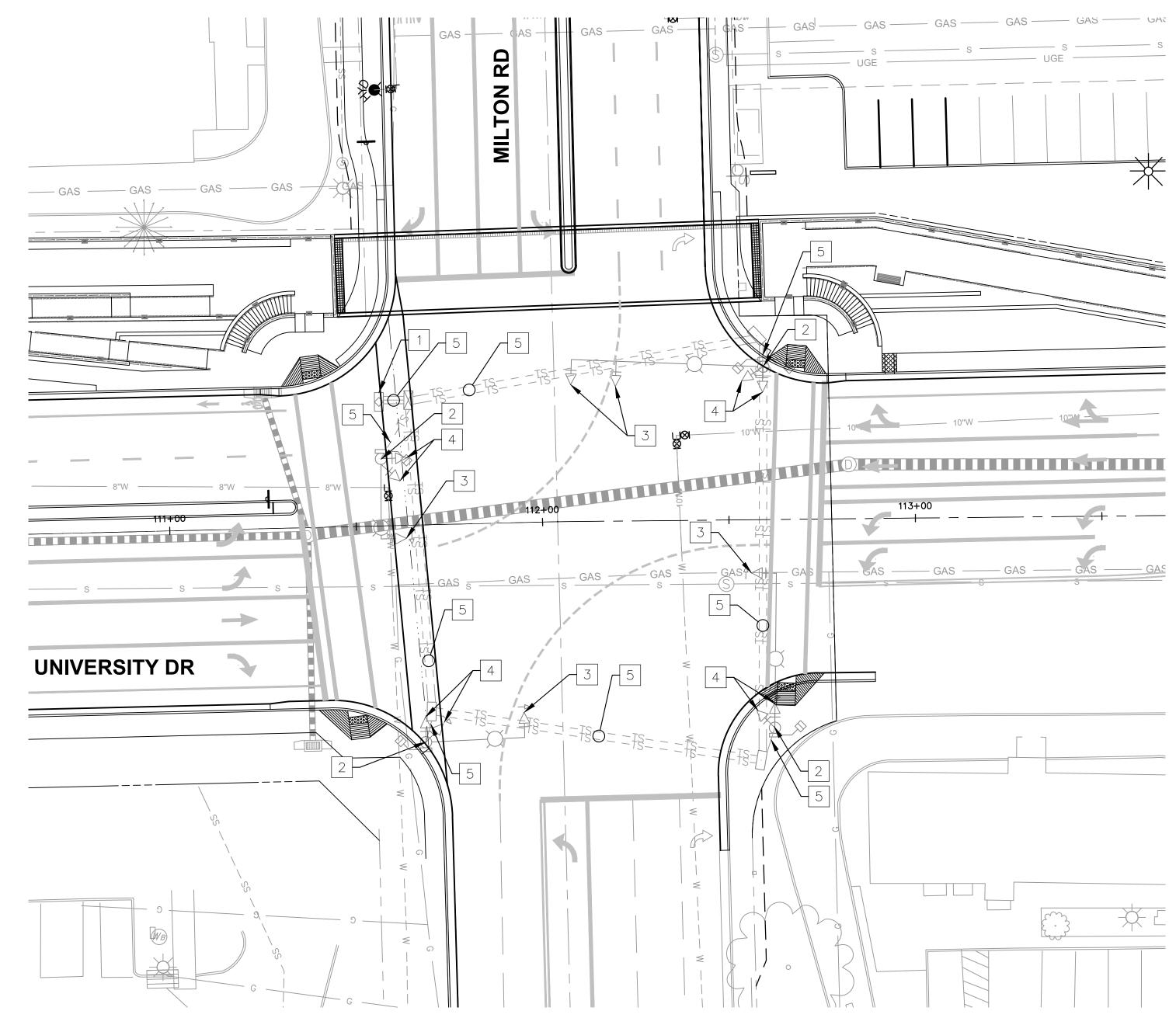
INDEPENDENTLY VERIFIED BY THE OWNER OR ITS

COMMENCING WORK, AND AGREES TO BE FULLY

EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE

LOCATE AND PRESERVE ANY AND ALL UNDERGROUND

- 1. REMOVE EXISTING CONTROL CABINET AND METER PEDESTAL.
- 2. EXISTING TRAFFIC SIGNAL POLE AND EQUIPMENT TO BE REMOVED.
- 3. REMOVE AND SALVAGE EXISTING TYPE F AND TYPE R TRAFFIC SIGNAL HEAD AND TYPE II MOUNT AND DELIVER TO ADOT.
- 4. REMOVE AND SALVAGE EXISTING TYPE F TRAFFIC SIGNAL HEADS AND TYPE V/VII MOUNTS AND DELIVER TO ADOT.
- 5. REMOVE PULL BOXES AND ABANDON EXISTING CONDUIT IN PLACE.



LEGEND CENTERLINE RIGHT OF WAY NEW TRAFFIC SIGNAL CONDUIT NEW FIBER OPTIC CONDUIT NEW INTERCONNECT CONDUIT EXISTING TRAFFIC SIGNAL CONDUIT EXISTINIG FIBER OPTIC CONDUIT EXISTING INTERCONNECT CONDUIT NEW TRAFFIC SIGNAL "A" POLE - NEW TRAFFIC SIGNAL POLE O EXISTING TRAFFIC SIGNAL "A" POLE -O EXISTING TRAFFIC SIGNAL POLE TRAFFIC SIGNAL HEAD ↑<>⊢ EXISTING TRAFFIC SIGNAL HEAD CIRCULAR RAPID FLASHING BEACONS METER PEDESTAL CONTROLLER CABINET NO. 5 PULL BOX NO. 7 PULL BOX NO. 7 PULL BOX WITH EXTENSION NO. 9 PULL BOX PEDESTRIAN SIGNAL HEAD PEDESTRIAN PUSH BUTTON CCTV CAMERA VIDEO DETECTION UNIT EMERGENCY VEHICLE PRE-EMPTION STREET NAME SIGN POINT OF ELECTRICAL SERVICE TRAFFIC SIGNAL EQUIPMENT IDENTIFIER (SEE POLE SCHEDULE)

CONDUIT RUN NUMBER

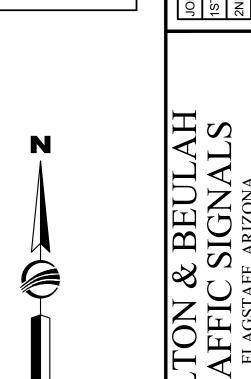
CONSTRUCTION NOTE

IDENTIFIER

IDENTIFIER

 $\begin{bmatrix} XX \end{bmatrix} \quad \begin{bmatrix} XX \end{bmatrix}$

(SEE CONDUCTOR SCHEDULE)



ALL STATIONING FROM MILTON ROAD FOR THIS SHEET. STATIONS AND OFFSETS SHOWN ARE APPROXIMATE, ACTUAL LOCATIONS ARE TO BE FIELD VERIFIED BY THE SIGNAL INSPECTOR PRIOR TO SIGNAL POLE AND EQUIPMENT INSTALLATION.

ANY WORK PERFORMED WITHOUT THE APPROVAL OF THE CITY OF FLAGSTAFF & ADOT ENGINEER AND/OR ALL WORK AND MATERIAL NOT IN CONFORMANCE WITH THE PLANS AND SPECIFICATIONS IS SUBJECT TO REMOVAL AND REPLACEMENT AT THE CONTRACTOR'S EXPENSE.

SERVICE ADDRESS

SCALE: 1" = 20'

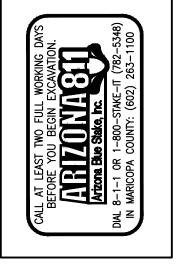
XXXX S. MILTON RD

FLAGSTAFF, AZ 86001





REV/DATE



I Removal Plan d University Driv

PRELIMINARY 90% Review

NOT FOR CONSTRUCTION OR RECORDING

SHEET

TS-02

02 OF 06

GENERAL NOTES FOR TRAFFIC SIGNALS

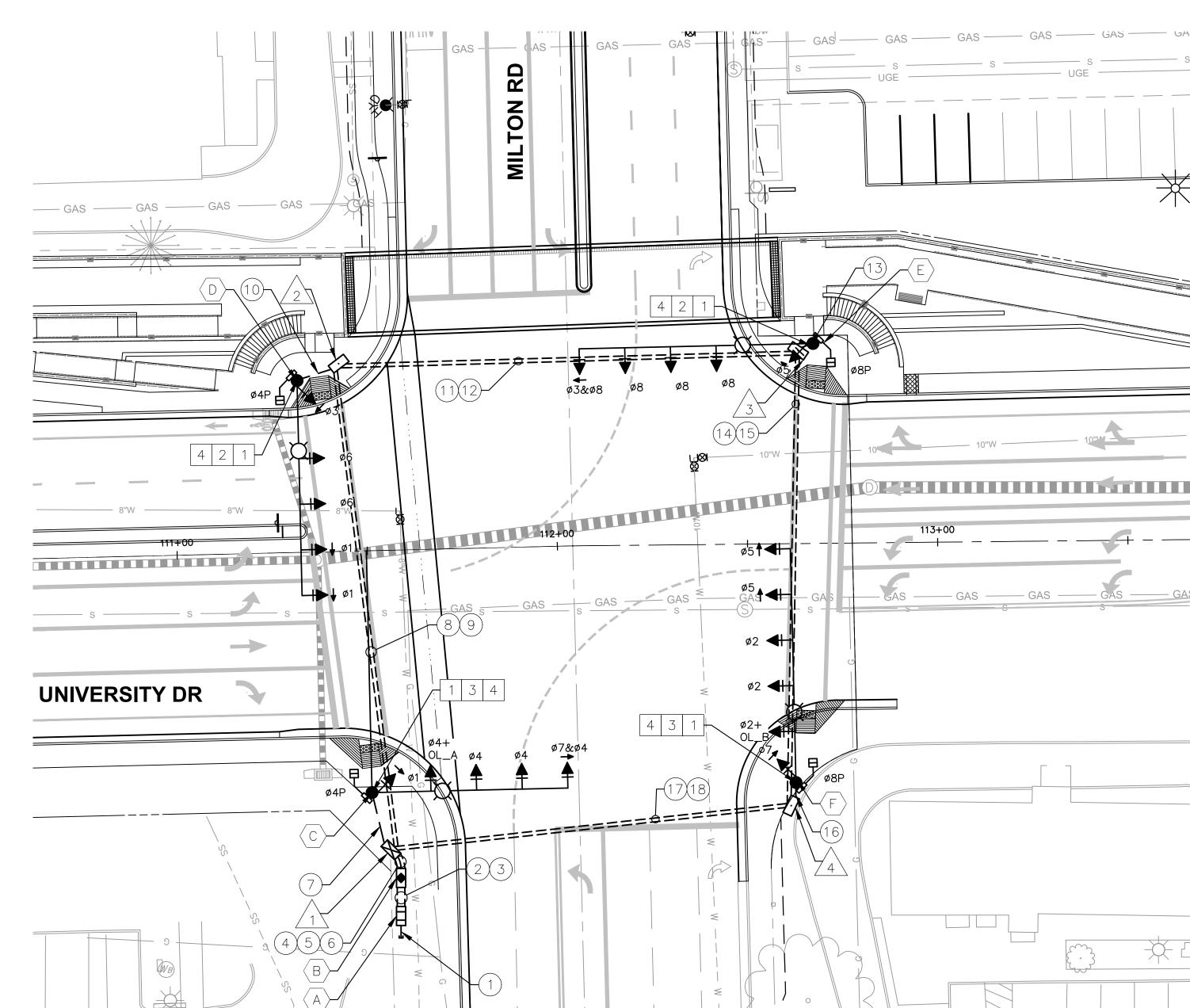
- 1. ALL MATERIAL AND INSTALLATION SHALL CONFORM TO THE 2008 STANDARD SPECIFICATIONS AND ADOT'S MOST CURRENT TRAFFIC SIGNALS AND LIGHTING STANDARD DRAWINGS.
- 2. THE LOCATIONS OF UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE. ALL INVOLVED UTILITIES MAY NOT BE SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE, PER SECTION 730-6 OF THE STANDARD SPECIFICATIONS, FOR CONTACTING ALL UTILITIES FOR EXACT LOCATIONS PRIOR TO ANY CONSTRUCTION ACTIVITY.
- 3. FOR ELECTRICAL SERVICE, THE CONTRACTOR SHALL COORDINATE WITH DANNY CAPLES OF CITIZENS ELECTRIC COMPANY AT (928) 692-2760. ALL APPLICATIONS FEES AND CONNECTIONS FEES WILL BE PAID BY THE CONTRACTOR TO CITIZENS ELECTRIC COMPANY AFTER REVIEW BY THE ADOT ENGINEER. THE CONTRACTOR WILL THEN SUBMIT THE PAID INVOICES TO THE RESIDENT ENGINEER FOR REIMBURSEMENT THROUGH ITEM NUMBER 9240015, PROVIDE ELECTRICAL SERVICES. SEE SPECIAL PROVISIONS.
- 4. SEE STRIPING PLANS TO VERIFY ACTUAL LANE DIMENSIONS AND STOP BAR LOCATIONS.
- 5. ALL BACK PLATES FOR SIGNAL FACES SHALL BE LOUVERED.
- 6. ALL PULL BOXES SHALL BE LEFT IN A CLEAN CONDITION, FREE OF DIRT AND DEBRIS UPON COMPLETION OF THE WORK.
- 7. EXTEND CONDUITS TO NEW PULL BOX LOCATIONS AS SHOWN ON THE PLANS.
- 8. THE CONTRACTOR SHALL FIELD VERIFY ALL POLE LOCATIONS WITH THE ENGINEER. PRIOR TO ANY CONSTRUCTIONS ACTIVITY.
- 9. TOP OF POLE FOUNDATION SHALL BE THE SAME ELEVATION AS THE TOP OF THE FINISHED SIDEWALK RAMP, OR THE ADJACENT FINISHED ROADWAY SURFACE, IN SLOPED AREAS. CONSTRUCT COMPACTED FILL AROUND FOUNDATIONS FOR FULL STRUCTURAL SUPPORT AT POLES.
- 10. NEW TRAFFIC SIGNAL EQUIPMENT SHALL BE OPERATIONAL BEFORE EXISTING TRAFFIC SIGNAL EQUIPMENT IS TAKEN OUT OF SERVICE AND REMOVED.
- 11. NEW CONDUIT UNDER ROADWAY SHALL BE PLACED BY HORIZONTAL DRILLING METHOD. CONTRACTOR SHALL NOT TRENCH EXISTING PAVEMENT WITHOUT PRIOR APPROVAL OF ADOT INSPECTOR.
- 12. APPLICABLE SIGNAL INDICATIONS SHALL BE WIDE ANGLE LED TYPE LAMPS IN ACCORDANCE WITH THE ADOT STANDARD DETAILS.
- 13. ALL PEDESTRIAN INDICATIONS SHALL BE LEDS. PEDESTRIAN INDICATORS SHALL BE COUNTDOWN STYLE.
- 14. THE EMERGENCY VEHICLE PRE-EMPTION SHALL BE PER ADOT REQUIREMENTS. THE CONTRACTOR AND ADOT ARE TO TEST THE SYSTEM AND SHALL HAVE A REPRESENTATIVE FROM THE EMERGENCY VEHICLE PRE-EMPTION SYSTEM ON SITE FOR TESTING WITH ADOT ON THE SIGNAL TURN ON DATE.
- 15. ALL POLES, PULLBOX LOCATIONS, AND FOUNDATIONS SHALL BE FIELD LOCATED BY THE CONTRACTOR AND VERIFIED BY THE ADOT INSPECTOR PRIOR TO CONSTRUCTION.
- 16. ALL SIGNAL FOUNDATIONS SHALL BE FLAT, NOT DISHED OR BLOCKED/OUT. FOUNDATIONS SHALL BE NO LOWER THAN BACK OF SIDEWALK AND/OR 6 1/2 INCH ABOVE THE EDGE OF THE ROAD AND SHALL NOT BE GROUTED.
- 17. THE VIDEO DETECTION CABLE SHALL RUN UN-SPLICED FROM THE CONTROL CABINET TO THE CAMERA.
- 18. REFER TO POLE SCHEDULE, DETAILS, TABLES, AND EQUIPMENT NOTES FOR ADDITIONAL INFORMATION.
- 19. THE CONTRACTOR SHALL CONTACT ADOT 48 HOURS BEFORE DRILLING POLES FOR NEW ADA PUSH BUTTON ASSEMBLIES AND TRAFFIC SIGNAL MOUNTING ASSEMBLIES FOR EXACT LOCATIONS. MOUNTING AND NIPPLES SHALL HAVE SUFFICIENT LENGTH TO ACCOMPLISH INTENDED FACE VISIBILITY.
- 20. THE CONTRACTOR SHALL PROVIDE AND USE "3M SEAL PACKS" FOR ALL CONDUCTOR SPLICES IN PULL BOXES. THE CONTRACTOR SHALL PROVIDE AND USE SPLIT-BOLTS FOR SPLICING ALL NEUTRALS AND GROUNDING CONDUCTORS IN PULL BOXES.
- 21. THE CONTRACTOR SHALL CONTACT ADOT TO SCHEDULE THE WIRING OF THE SIGNAL CABINET, A MINIMUM OF 5 WORKING DAYS IN ADVANCE.

CAUTION OVERHEAD POWER & UNDERGROUND UTILITIES

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND

NOTICE:

CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY O THE CONTRACTOR; NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.



CONSTRUCITON NOTES

- 1. INSTALL R9-3 ON POLE, SEE POLE SCHEDULE.
- 2. INSTALL R9-3bL ON POLE, SEE POLE SCHEDULE.
- 3. INSTALL R9-3bR ON POLE, SEE POLE SCHEDULE.

PULL BOX SCHEDULE

LOCATION*

111+79, 79' RT

111+43, 49' LT

112+63, 51' LT

112+62, 69' RT

4. INSTALL R9-2 ON POLE, SEE POLE SCHEDULE.

TYPE

NO. 7 W/ EXTENSION

NO. 7

NO. 7

NO. 7

NO.

NO PEDESTRIAN CROSSING	
Sign R9-3 18" x 18"	









8 - PHASING SEQUENCE SCHEMATIC

LEGEND

CENTERLINE RIGHT OF WAY NEW TRAFFIC SIGNAL CONDUIT NEW FIBER OPTIC CONDUIT

NEW INTERCONNECT CONDUIT EXISTING TRAFFIC SIGNAL CONDUIT EXISTINIG FIBER OPTIC CONDUIT EXISTING INTERCONNECT CONDUIT

NEW TRAFFIC SIGNAL "A" POLE

NEW TRAFFIC SIGNAL POLE O EXISTING TRAFFIC SIGNAL "A" POLE

EXISTING TRAFFIC SIGNAL POLE ↑

TRAFFIC SIGNAL HEAD

EXISTING TRAFFIC SIGNAL HEAD CIRCULAR RAPID FLASHING BEACONS

METER PEDESTAL CONTROLLER CABINET

NO. 5 PULL BOX NO. 7 PULL BOX

NO. 7 PULL BOX WITH EXTENSION NO. 9 PULL BOX

PEDESTRIAN SIGNAL HEAD PEDESTRIAN PUSH BUTTON

VIDEO DETECTION UNIT EMERGENCY VEHICLE PRE-EMPTION

CCTV CAMERA

STREET NAME SIGN POINT OF ELECTRICAL SERVICE TRAFFIC SIGNAL EQUIPMENT IDENTIFIER $\langle \widetilde{X} \rangle \langle X \rangle$

(SEE POLE SCHEDULE) CONDUIT RUN NUMBER (SEE CONDUCTOR SCHEDULE)

IDENTIFIER

CONSTRUCTION NOTE IDENTIFIER

> 10' 20' SCALE: 1" = 20'

ALL STATIONING FROM MILTON ROAD FOR THIS SHEET. STATIONS AND OFFSETS SHOWN ARE APPROXIMATE. ACTUAL LOCATIONS ARE TO BE FIELD VERIFIED BY THE SIGNAL INSPECTOR PRIOR TO SIGNAL POLE AND EQUIPMENT INSTALLATION.

ANY WORK PERFORMED WITHOUT THE APPROVAL OF THE CITY OF FLAGSTAFF & ADOT ENGINEER AND/OR ALL WORK AND MATERIAL NOT IN CONFORMANCE WITH THE PLANS AND SPECIFICATIONS IS SUBJECT TO REMOVAL AND REPLACEMENT AT THE CONTRACTOR'S EXPENSE

SERVICE ADDRESS

XXXX S. MILTON RD FLAGSTAFF, AZ 86001 U



REV/DATE DESC.



JOB NO:	19-1140
1ST SUBMITTAL: 03/15/2021	AL: 03/15/2021
2ND SUBMITTAL:	AL:
3RD SUBMITTAL:	AL:
DESIGN:	S. PEÑA
DRAWN:	S. PEÑA
CHECKED:	J. YENERICH

Signal F $\frac{8}{2}$ S

PRELIMINARY 90% Review

NOT FOR CONSTRUCTION OR RECORDING

SHEET

TS-03 03 OF 06

REMARKS

INSTALL NEW

INSTALL NEW

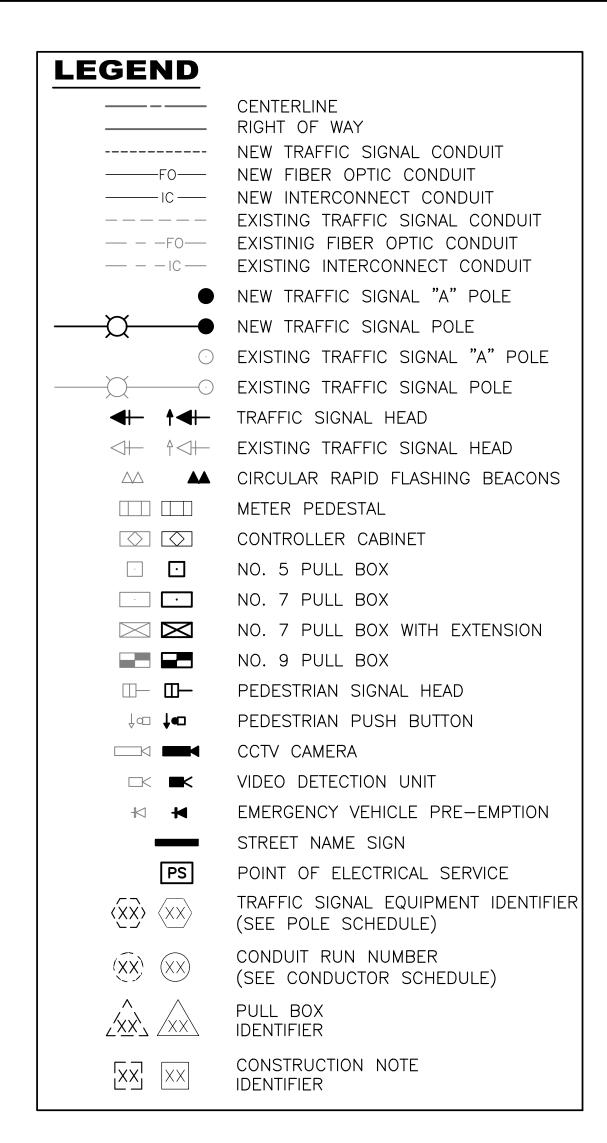
INSTALL NEW

INSTALL NEW

EQUIPMENT NOTES

- 1. THE CONTROL CABINET SHALL BE WIRED AND LABELED WITH THE SAME PHASE NUMBER DESIGNATIONS FOR INITIAL AND FUTURE PHASES AS SHOWN IN THE PHASE MOVEMENT DIAGRAM, OR AS NOTED ON THE PLANS. ANY CONTROL CABINET NOT WIRED ACCORDINGLY WILL BE REJECTED BY THE ENGINEER.
- 2. THE CONTRACTOR SHALL FIELD VERIFY ALL POLE LOCATIONS WITH THE ENGINEER PRIOR TO ANY CONSTRUCTION ACTIVITY.
- 3. ALL EXPOSED CONDUIT AND FITTINGS INSTALLED ABOVE GROUND SHALL BE RIGID METAL PER THE STANDARD SPECIFICATIONS.
- 4. THE CONTRACTOR SHALL CONTACT XXXXXXX OF ADOT AT (XXX) XXX—XXXX BEFORE DRILLING POLES FOR PUSH BUTTON ASSEMBLIES AND TRAFFIC SIGNAL MOUNTING ASSEMBLIES, FOR EXACT LOCATION.
- 5. THE CONTRACTOR SHALL CONTACT XXXXXXX OF ADOT AT (XXX) XXX—XXXX TO SCHEDULE THE WIRING OF THE SIGNAL CABINET.
- 6. THE CONTRACTOR SHALL CONTACT XXXXXXXX OF ADOT AT (XXX) XXX—XXXX TO SCHEDULE THE SIGNAL TURN—ON. THE ADOT ELECTRICAL INSPECTOR SHALL SCHEDULE THE SIGNAL TURN—ON WITH ADOT TRAFFIC OPERATIONS, A MINIMUM OF 10 DAYS IN ADVANCE.
- 7. THE LOOP DETECTORS SHALL EACH HAVE A SEPARATE CHANNEL IN THE CONTROL CABINET AND THE DETECTOR RACK. THE CABINET AND THE RACK SHALL BE WIRED FOR DELAY TIMING CAPABILITY.
- 8. ALL STRIPING SHALL BE INSTALLED PRIOR TO THE DAY OF TURN-ON.
- 9. ALL LOOP DETECTORS SHALL BE INSTALLED AND FUNCTIONAL BEFORE THE DAY OF TURN-ON.
- 10. THE CONTROL CABINET SHALL BE DELIVERED TO ADOT TRAFFIC OPERATIONS CENTER AT XXXXXXXXXXXXXXXX, FLAGSTAFF, ARIZONA FOR TESTING PER SECTION 734-2.01 (E) & (F) OF THE STANDARD SPECIFICATIONS.
- 11. A RAISED PCC PAD 48" X 4" X 48" SHALL BE PLACED IN FRONT OF CABINET FOUNDATION. PAD SHALL BE SET 2" BELOW THE FOUNDATION ELEVATION. SLOPE PAD AWAY FROM CABINET (2% MIN.). FOUNDATION AND RAISED PCC PAD SHALL BE INCLUDED AS PART OF CONTROLLER CABINET (TYPE V). SEE ADOT STD DWG T.S. 2-4.
- 12. IT WILL BE THE RESPONSIBILITY OF THE CONTROLLER MANUFACTURER TO PROVIDE TRAFFIC SIGNAL PHASING THAT WILL SUPPORT THE PHASE DIAGRAM NOTED ON THE TRAFFIC SIGNAL DESIGN. THE TRAFFIC SIGNAL CONTROLLER CABINET SHALL HAVE A 16 POSITION MAIN PANEL.
- 13. THE STATIONS AND OFFSET FOR TRAFFIC SIGNAL POLES WHICH ARE SHOWN ON THE PLANS AND IN THE POLE/EQUIPMENT SCHEDULE ARE APPROXIMATE. THE FINAL LOCATION OF EACH POLE SHALL BE STAKED IN THE FIELD BY THE CONTRACTOR TO ENSURE THAT PEDESTRIAN PUSH BUTTON ASSEMBLIES ARE ACCESSIBLE TO WHEELCHAIR—BOUND PEDESTRIANS.
- 14. ALL PEDESTRIAN HEADS SHALL BE COUNTDOWN TYPE PER ADOT STD DWG T.S. 8-7.
- 15. INSTALL VIDEO DETECTION CAMERA ON LUMINAIRE MAST ARM AS SHOWN.
- 16. INSTALL ADA COMPLIANT AUDIBLE PEDESTRIAN PUSH BUTTON PER ADOT SPECIFICATIONS.

			NE	ΓΑΙ	ND	POLE	SCH	EDULE	
CABINET	CABIN TYPE		JIPMENT		A	SSEMBLY N	OTES	REMARKS	LOCATION
A A METER	METER PAD W/ BYPASS UPS	TESCO		ONE"		REMOVE EXISTING		XXX S. MILTON RD FLAGSTAFF, AZ 86001 FOUNDATION PER ADOT STD DWG NO. T.S. 2-6	STA 111+59 96' RT
CONTROLLER	NEMA TS2 TYPE 1	ECONO NEMA COI	LITE CO TS2 TY NTROLLE	BALT PE 2 R		INSTALL NEW		-	STA 111+59 86' RT
POLES D.	l l	TYPE	MAST SIG.	ARMS LUM.	SIGN MTG.	ALS FACE	PED P.B. SIGN	REMARKS	LOCATION
NEW ADOT TYPE "R" POLE (T.S. 4–15) IISNS II-G II-F II-F II-H	→ DED VDC	R	50'	20'	1-II 1-II 1-II 1-II 1-V 1-V	1-G 1-F 1-F 1-H 1-G 1-PED	R10-3e(R)	INSTALL NEW INSTALL R9-3 ON POLE INSTALL R9-3bR ON POLE INSTALL R9-2 ON POLE	STA 111+50, 63.5' R
	V-PED G C	R	55'	20'	1-II 1-II 1-II 1-II 1-V 1-V	1-G 1-G 1-F 1-F 1-G 1-PED	R10-3e(L)	INSTALL NEW INSTALL R9-3 ON POLE INSTALL R9-3bl ON POLE INSTALL R9-2 ON POLE	STA 111+32, 45' LT
NEW ADOT TYPE "W" POLE (T.S. 4–17) ISNS	V-PED C	w	60'	20'	1-II 1-II 1-II 1-V 1-V	1-G 1-F 1-F 1-F 1-G 1-PED	R10-3e(R)	INSTALL NEW INSTALL R9-3 ON POLE INSTALL R9-3bl ON POLE INSTALL R9-2 ON POLE	STA 112+70, 53' LT
NEW ADOT TYPE "W" POLE (T.S. 4–17) IISNS II-G II-F II-F VD		w	60'	20'	1-II 1-II 1-II 1-II 1-V 1-V	1-G 1-F 1-F 1-H 1-G 1-PED	R10-3e(L)	INSTALL NEW INSTALL R9-3 ON POLE INSTALL R9-3bR ON POLE INSTALL R9-2 ON POLE	STA 112+63, 63' RT





18" x 18"

CROSSWALK

Sign R9-3L
18" × 12"

OSS NLY

WALKS
Sign R9-2
12" x 18"



18" x 12"

- * ALL STATIONING FROM MILTON ROAD FOR THIS SHEET. STATIONS AND OFFSETS SHOWN ARE APPROXIMATE, ACTUAL LOCATIONS ARE TO BE FIELD VERIFIED BY THE SIGNAL INSPECTOR PRIOR TO SIGNAL POLE AND EQUIPMENT INSTALLATION.
- * ANY WORK PERFORMED WITHOUT THE APPROVAL OF THE CITY OF FLAGSTAFF & ADOT ENGINEER AND/OR ALL WORK AND MATERIAL NOT IN CONFORMANCE WITH THE PLANS AND SPECIFICATIONS IS SUBJECT TO REMOVAL AND REPLACEMENT AT THE CONTRACTOR'S EXPENSE.

SERVICE ADDRESS

XXXX S. MILTON RD FLAGSTAFF, AZ 86001 PRELIMINARY

90%
Review

BEUL, SIGNAJ

MIL TR/ Equipment and Univers

Signal Road

Traffic (Milton

O = =

C

A E

REV/DATE

Arizona Bue Stake, hc.

Arizona Bue Stake, hc.

8-1-1 OR 1-800-STAKE-II (782-53

DESC.

NOT FOR CONSTRUCTION OR RECORDING

TS-04

SHEET

04 OF 06



THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND

NOTICE:

CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE <u>CONTRACTOR</u>; NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

	CONE) (``T	<u> </u>	R				ח		F												
			_											1 4 4	4.0				4.5			14-7	
	CONDUIT RUN NO.	1	2	3	4	5	6	7		8	9		0	_	12		3	14			6	17	
AWG	CONDUIT SIZE (IN)	3	2	2	4	4	4	3		3	3	,	3	3	3		3	3	3		3	3	3
AWG	NUMBER OF CABLES				2			4	2	2		2	3	2		3	2	2		2	3	2	\vdash
	NUMBER OF CONDUCTORS				20			4	7	20		4	7	20		4	7	20		4	7	20	
	SIGNAL \$1				4			Т	4	4		+	4	20			 	20			 	4	
	SIGNAL \$2				3															6			
	SIGNAL \$3				4					4			8				4	4				4	
11.40.4	SIGNAL \$4				3			9		3							<u> </u>	<u> </u>				3	
IMSA	SIGNAL \$5				4												4	1			8		
	SIGNAL \$6				3					3		6					<u>'</u>	<u> </u>				3	
	SIGNAL \$7				4				4	4											4	4	
	SIGNAL Ø8				3					Ė						9		3			Ė	Ė	\Box
	SIGNAL OL_A				3			3										Ť					
	SIGNAL OL_B				3															3			
	SIGNAL COMMON							4	2			2	3			3	2			2	3		
	SIGNAL SPARES				9			3	4	22		0	6	40		0	4	32		0	6	22	
#8	SIGNAL COMMON				1					1				1				1				1	
11 -																							
EVP	EVP POLE C					1		1															1
	EVP POLE D					1					1		1										
	EVP POLE E					1										•	1						
	EVP POLE F					1													1		1		1
Video Detection	POLE C					1		1															1
	POLE D					1					1		1										
	POLE E					1										•	1						
	POLE F					1													1	·	1		1
#12	LIGHTING 240V		2					2	2	2			2	2			2	2		2	2	2	Ш
																							Ш
#6	SERVICE 120/240V			3																			
	ļ																	_			<u> </u>		Щ
#8	INSULATED BOND(GREEN))	1	1	1	1	1	1		1	1		1	1	1		1	1	1		1	1	\perp 1
	OFD/405 2 422 /2 : 5:	_																_					Щ
	SERVICE ● 120/240V	•																-					\square
	CONDUIT DUN NO		_	7	4	_	_	_	7		_			4 4	1.0		7	4 4	1 -	4		47	10
	CONDUIT RUN NO.	1 7	2	3	4	5	6		7 	8	9	_	0	_	12		3	14			6		18
	CONDUIT SIZE (IN)	3	2	2	4	4	3	٠	3	3	3	<u> </u>	3	3	3	,	3	3	3	,	3	3	3

E - EXISTING CONDUIT

• - INSTALLED BY APS

* - NEW CONDUCTOR BY OTHERS

CONDUCTOR NOTE

(1) MINIMUM NUMBER OF CONDUCTORS REQUIRED (NON-I.M.S.A. TYPE)

(2) MINIMUM NUMBER OF CABLES REQUIRED (INCLUDING I.M.S.A. TYPES)

IMSA CABLE 19-1, #14 AWG HI-TEMP, 20 CONDUCTOR											
CABLE	CABLE	CONDUCTO BASIC	OR COLOR TRACER	SIGNAL							
#1	#2	COLOR	STRIPE	INTERVAL							
	ø5	RED	WHITE	RED							
ø1	OR	BLACK	WHITE	YELLOW							
	OVERLAP A	GREEN	WHITE	GREEN							
	ø6	RED	_	RED							
ø2	OR	ORANGE	_	YELLOW							
	OVERLAP B	GREEN	_	GREEN							
	ø7	BLACK	RED	RED							
ø3	OR	ORANGE	RED	YELLOW							
	OVERLAP C	BLUE	RED	GREEN							
	ø8	RED	BLACK	RED							
ø4	OR	ORANGE	BLACK	YELLOW							
	OVERLAP D	GREEN	BLACK	GREEN							
		BLUE	_	WALK							
ø2 PED.	ø6 PED.	BLACK	_	DON'T WALK							
		WHITE	BLACK	PUSH BUTTON							
		BLUE	WHITE	WALK							
ø4 PED.	ø8 PED.	RED	GREEN	DON'T WALK							
		WHITE	RED	PUSH BUTTON							
COMMON	COMMON	WHITE	_	PUSH BUTTON COM							
SPARE	SPARE	BLUE	BLACK	SPARE							

	110107	TO TO T	, , , , , , , , , , , , , , , , , , , ,		R & 7 CONDUC						
SIGNAL HEADS OUTBOARD & FAR LEFT			HEADS SIDEMOUNT	PEDESTR	IAN HEADS	PUSH BUTTON					
7 CONDUCTOR CABLE		4 CONDUC	CTOR CABLE	4 CONDUC	CTOR CABLE	4 CONDUCTOR CABLE					
BASIC	SIGNAL	BASIC	SIGNAL	BASIC	SIGNAL	BASIC	PUSH BUTTON				
COLOR	INTERVAL	COLOR	INTERVAL	COLOR	INTERVAL	COLOR					
RED	RED	RED	RED	RED	DON'T WALK	RED	PUSH BUTTON				
BLACK	YELLOW	BLACK	YELLOW	GREEN	WALK	WHITE	P.B. COM.				
GREEN	GREEN	GREEN	GREEN	WHITE	PED. COM.	GREEN	SPARE				
ORANGE	YELLOW ARROW	WHITE	VEH. COM.	BLACK	SPARE	BLACK	SPARE				
BLUE	GREEN ARROW	•					•				
WHITE	VEH. COM.		THE CABLE SHALL BE TAGGED AS								
WHT/BLK TR	VEH. COM.	TO ASSIGNED I	TO ASSIGNED PHASE.								

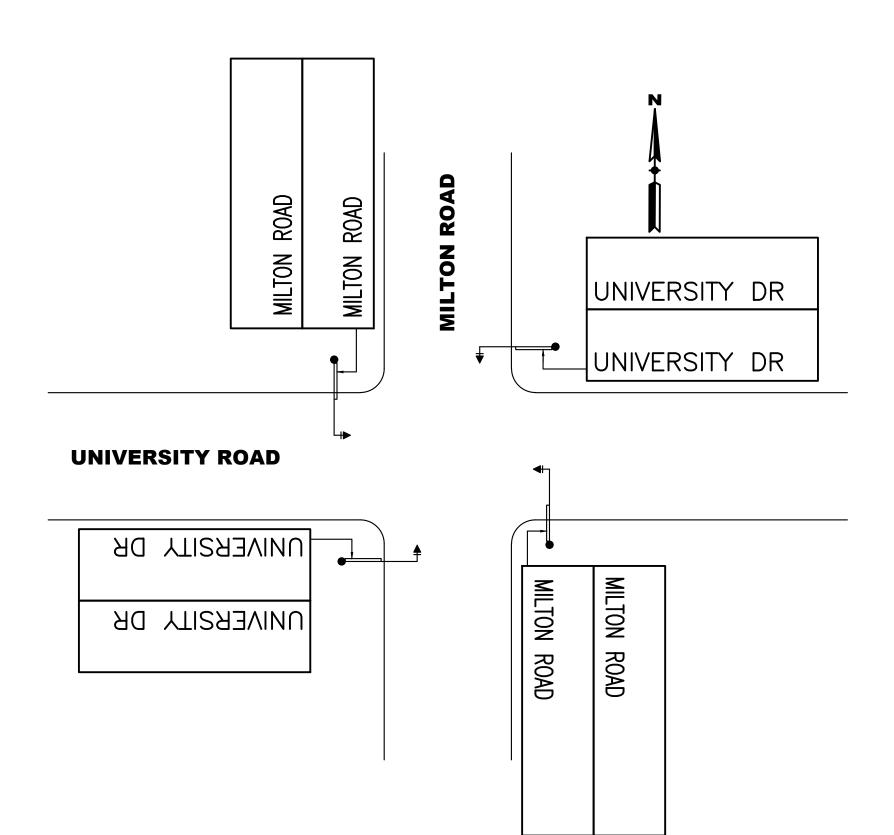
April 29, 2021 - 12:24pm

* ALL STATIONING FROM MILTON ROAD FOR THIS SHEET. STATIONS AND OFFSETS SHOWN ARE APPROXIMATE, ACTUAL LOCATIONS ARE TO BE FIELD VERIFIED BY THE SIGNAL INSPECTOR PRIOR TO SIGNAL POLE AND EQUIPMENT INSTALLATION.

ANY WORK PERFORMED WITHOUT THE APPROVAL OF THE CITY OF FLAGSTAFF & ADOT ENGINEER AND/OR ALL WORK AND MATERIAL NOT IN CONFORMANCE WITH THE PLANS AND SPECIFICATIONS IS SUBJECT TO REMOVAL AND REPLACEMENT AT THE CONTRACTOR'S EXPENSE.

SERVICE ADDRESS

XXXX S. MILTON RD FLAGSTAFF, AZ 86001



TRAFFIC SIGNAL STREET NAME SIGNS

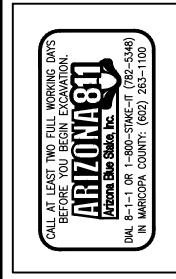
PER CITY OF FLAGSTAFF ENGINEERING DETAIL 16-05-020
* ROUTE 66 SIGN BACKGROUND TO BE WHITE LETTERING ON BROWN

CIVTECH INC

A80.659.4250 p

Suite 140
Scottsdale, AZ 85260 info@civtech.com

REV/DATE DESC.



JOB NO: 19-1140
1ST SUBMITTAL: 03/15/2021
2ND SUBMITTAL:
3RD SUBMITTAL:
DESIGN: S. PEÑA
DRAWN: S. PEÑA
CHECKED: J. YENERICH

ILTON & BEULAH
'RAFFIC SIGNALS
FLAGSTAFF, ARIZONA
Signal Conductor Schedule
Road and University Drive

PRELIMINARY

90%
Review

NOT FOR CONSTRUCTION OR RECORDING

SHEET
TS-05

05 OF 06

CAUTION
OVERHEAD POWER &
UNDERGROUND UTILITIES

CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR; NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE

REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE

RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND

INDEPENDENTLY VERIFIED BY THE OWNER OR ITS

COMMENCING WORK, AND AGREES TO BE FULLY

SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN

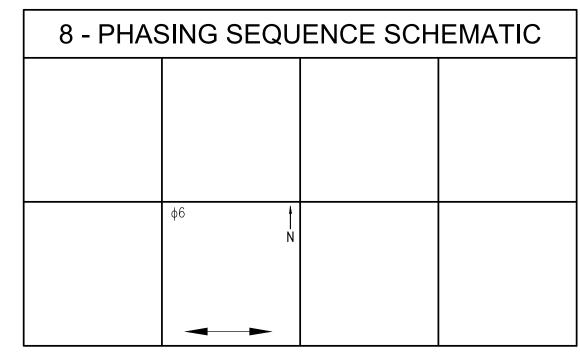
Sal Pena

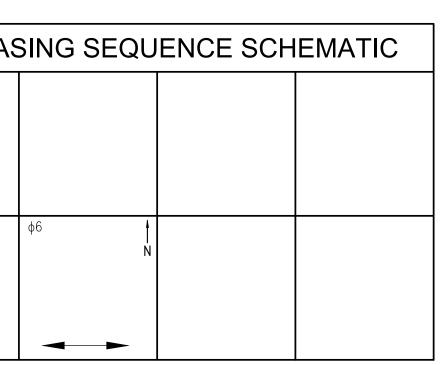
GENERAL NOTES FOR TRAFFIC SIGNALS

- 1. ALL MATERIAL AND INSTALLATION SHALL CONFORM TO THE 2008 STANDARD SPECIFICATIONS AND ADOT'S MOST CURRENT TRAFFIC SIGNALS AND LIGHTING STANDARD DRAWINGS.
- 2. THE LOCATIONS OF UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE. ALL INVOLVED UTILITIES MAY NOT BE SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE, PER SECTION 730-6 OF THE STANDARD SPECIFICATIONS. FOR CONTACTING ALL UTILITIES FOR EXACT LOCATIONS PRIOR TO ANY CONSTRUCTION ACTIVITY.
- 3. FOR ELECTRICAL SERVICE, THE CONTRACTOR SHALL COORDINATE WITH DANNY CAPLES OF CITIZENS ELECTRIC COMPANY AT (928) 692-2760. ALL APPLICATIONS FEES AND CONNECTIONS FEES WILL BE PAID BY THE CONTRACTOR TO CITIZENS ELECTRIC COMPANY AFTER REVIEW BY THE ADOT ENGINEER. THE CONTRACTOR WILL THEN SUBMIT THE PAID INVOICES TO THE RESIDENT ENGINEER FOR REIMBURSEMENT THROUGH ITEM NUMBER 9240015, PROVIDE ELECTRICAL SERVICES. SEE SPECIAL PROVISIONS.
- 4. SEE STRIPING PLANS TO VERIFY ACTUAL LANE DIMENSIONS AND STOP BAR LOCATIONS.
- 5. ALL BACK PLATES FOR SIGNAL FACES SHALL BE LOUVERED.
- 6. ALL PULL BOXES SHALL BE LEFT IN A CLEAN CONDITION, FREE OF DIRT AND DEBRIS UPON COMPLETION OF THE WORK.
- 7. EXTEND CONDUITS TO NEW PULL BOX LOCATIONS AS SHOWN ON THE PLANS.
- 8. THE CONTRACTOR SHALL FIELD VERIFY ALL POLE LOCATIONS WITH THE ENGINEER, PRIOR TO ANY CONSTRUCTIONS ACTIVITY.
- 9. TOP OF POLE FOUNDATION SHALL BE THE SAME ELEVATION AS THE TOP OF THE FINISHED SIDEWALK RAMP, OR THE ADJACENT FINISHED ROADWAY SURFACE, IN SLOPED AREAS. CONSTRUCT COMPACTED FILL AROUND FOUNDATIONS FOR FULL STRUCTURAL SUPPORT AT POLES.

	PULL BOX SCHEDULE													
NO.	TYPE	LOCATION*	REMARKS											
	NO. 5	201+53, 45' LT	INSTALL NEW											
2	NO. 5	201+47, 2'RT	INSTALL NEW											
3	NO. 5	201+19, 1'LT	INSTALL NEW											
4	NO. 5	201+14, 44' RT	INSTALL NEW											

CON	CONDUCTOR SCHEDULE											
	CONDUIT RUN NO.											
	CONDUIT SIZE (IN)	3	3	3	3	3	3	3				
AWG												
	NUMBER OF CABLES	1		1		1		1				
IMCA	NUMBER OF CONDUCTORS	4		4		4		4				
IMSA	SIGNAL HEADS	1	1	1	1	1	1	1				
	SIGNAL COMMON	1	1	1	1	1	1	1				
	SIGNAL SPARES	1	1	1	1	1	1	1				
#8	SIGNAL COMMON	1	1	1	1	1	1	1				
"												
#12	LIGHTING 240V	1	1					1				
"												
#8	INSULATED BOND(GREEN)	1	1	1	1	1	1	1				
"	,											
	CONDUIT RUN NO.	1	2	3	4	5	6	7				
	CONDUIT SIZE (IN)	3	3	3	3	3	3	3				





POLE SCHEDULE												
POLES		MAST	ARMS	SIGN	ALS	PED - P.B. SIGN	REMARKS	LOCATION				
NO.	TYPE	SIG.	LUM.	MTG.	FACE	SIGN	REMARKS	LOCATION				
A D NEW ADOT TYPE "Q" POLE (T.S. 4-13) (C.O.F. DTL 16-04-010)	Q	25'	10'	1-VII 1-VII	1-D 1-D	R10-3e(R)	INSTALL NEW	STA 201+58, 41' LT STA 201+10, 40' RT				
B C NEW ADOT TYPE "A" POLE (T.S. 4-1)	A	15'	-	1-VII	1-D	R10-3e(L)	INSTALL NEW	STA 201+52, 2' RT STA 201+13, 3' RT				

LEGEND CENTERLINE RIGHT OF WAY NEW TRAFFIC SIGNAL CONDUIT NEW FIBER OPTIC CONDUIT NEW INTERCONNECT CONDUIT EXISTING TRAFFIC SIGNAL CONDUIT EXISTINIG FIBER OPTIC CONDUIT — — — EXISTING INTERCONNECT CONDUIT NEW TRAFFIC SIGNAL "A" POLE - NEW TRAFFIC SIGNAL POLE O EXISTING TRAFFIC SIGNAL "A" POLE — EXISTING TRAFFIC SIGNAL POLE TRAFFIC SIGNAL HEAD ← ↑

EXISTING TRAFFIC SIGNAL HEAD ▲ CIRCULAR RAPID FLASHING BEACONS METER PEDESTAL CONTROLLER CABINET NO. 5 PULL BOX NO. 7 PULL BOX NO. 7 PULL BOX WITH EXTENSION NO. 9 PULL BOX PEDESTRIAN SIGNAL HEAD PEDESTRIAN PUSH BUTTON CCTV CAMERA VIDEO DETECTION UNIT EMERGENCY VEHICLE PRE-EMPTION

STREET NAME SIGN

(SEE POLE SCHEDULE)

CONDUIT RUN NUMBER

CONSTRUCTION NOTE

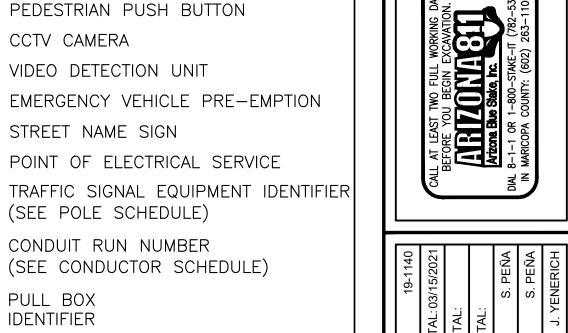
IDENTIFIER

IDENTIFIER

 $\begin{bmatrix} XX \end{bmatrix} \quad \begin{bmatrix} XX \end{bmatrix}$

POINT OF ELECTRICAL SERVICE

(SEE CONDUCTOR SCHEDULE)



U

REV/DATE

DESC.

SCALE: 1" = 20'

ALL STATIONING FROM MILTON ROAD FOR THIS SHEET. STATIONS AND OFFSETS SHOWN ARE APPROXIMATE, ACTUAL LOCATIONS ARE TO BE FIELD VERIFIED BY THE SIGNAL INSPECTOR PRIOR TO SIGNAL POLE AND EQUIPMENT INSTALLATION.

ANY WORK PERFORMED WITHOUT THE APPROVAL OF THE CITY OF FLAGSTAFF & ADOT ENGINEER AND/OR ALL WORK AND MATERIAL NOT IN CONFORMANCE WITH THE PLANS AND SPECIFICATIONS IS SUBJECT TO REMOVAL AND REPLACEMENT AT THE CONTRACTOR'S EXPENSE.

SERVICE ADDRESS

XXXX S. MILTON RD FLAGSTAFF, AZ 86001

PRELIMINARY 90% Review

Signal Plan Pedestrian

NOT FOR CONSTRUCTION OR RECORDING

TS-11

SHEET

06 OF 06

CAUTION OVERHEAD POWER & UNDERGROUND UTILITIES

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND

NOTICE:

CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR; NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

\CSRV02\Civtech\Civtech\Projects\19-1140 SWI Beulah Blvd & University Dr Traffic Signal Design, Flagstaff\Dwg\19-1140_TSPL11.dwg

PC: 200+88.21

200+00

Sal Pena

DRIVEWAY



Appendix F - Bus Rapid Transit Traffic Analysis & Model Results Memo

Page intentionally left blank

















AECOM 756 East Winchester Street Suite 400 Salt Lake City, UT 84107

Project name: NAIPTA BRT Design

Project ref: 60568704

From: Travis Bailey

Date: August 1, 2019

CC: Kate Morley; Lori Labrum; Jodi Pearson

Memo

To: Bizzy Collins

Introduction

As part of the traffic analysis for the NAIPTA Bus Rapid Transit project, the AECOM team has prepared a detailed VISSIM model of the BRT corridor for existing (2018) and future (2040) conditions. These models are also being used as a base for the Arizona Department of Transportation's (ADOT) evaluation of the Milton Road and US-180 corridor. The existing conditions model was calibrated and provided to ADOT's consultant, Michael Baker International, for review and comment. Comments were received, addressed and incorporated into the existing and future conditions models.

The AECOM team estimated the volumes for the future (2040) models by applying calculated growth rates to current traffic counts using the methodology documented in the email dated January 16, 2019, which was sent to ADOT, NAIPTA, and FMPO. Michael Baker International was also provided the opportunity to comment on the no-build model. Comments were received and incorporated. Existing and future conditions models were provided to Michael Baker International for use on ADOT's project. The purpose of this memo is to formally document the process used to estimate future traffic volumes and present resulting volumes for key intersections in the project area.

Methodology

The Flagstaff Metropolitan Planning Organization (FMPO) maintains a travel demand model for the Flagstaff area. FMPO provided volumes from their travel demand models for the years 2015 and 2040. The 2040 travel demand model includes programmed improvements including the Lone Tree Road overpass and Beulah Boulevard extension, which are expected to divert traffic away from otherwise congested corridors. The AECOM team used these volumes to calculate the ADT annual growth rate at each roadway segment with the following formula:

 $\frac{\left(\frac{\textbf{2040 } \textit{MPO } \textit{Volume} - \textbf{2015 } \textit{MPO } \textit{Volume}}{\textbf{2015 } \textit{MPO } \textit{Volume}}\right)}{\textbf{2040} - \textbf{2015}}$

We applied the ADT annual growth rates to recent ADT counts to estimate 2040 No-Build ADT throughout the network. We then used 2017/2018 traffic counts to calculate the peak hour K and D factors at each intersection, by approach. We applied the K factors to estimate the peak hour traffic for each approach and applied the D factor to estimate directional split yielding 2040 peak hour directional, approach volumes at each intersection. We then estimated the 2040 turning movement counts based on 2017/2018 turning percentages. We balanced our turning movement estimates by applying the Furness method, which is an iterative method of balancing traffic, at each intersection. After applying the Furness method, we further balanced turning movement volumes, as needed, based on engineering judgement. We then balanced the traffic volumes between intersections as needed.

Results

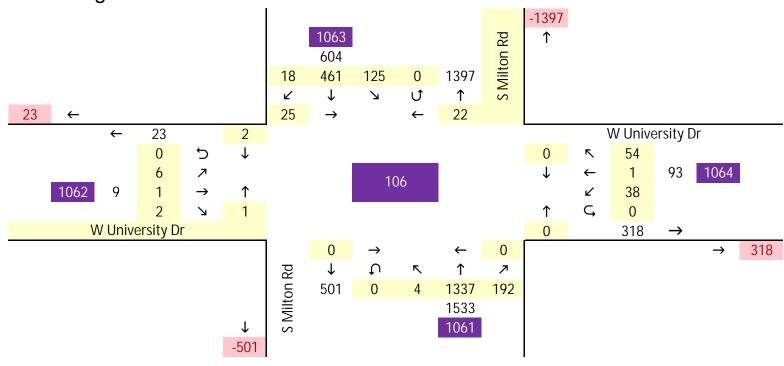
Table 1 displays the calculated growth rates at each leg of key intersections in the project corridor. Typical growth rates at these key intersections ranged between 0.5% and 2.5% with two notable exceptions: the west leg of the intersection of Clay Ave and Milton Rd and the south leg of the intersection of Rte. 66 and Beaver St. The growth rates at these locations were 5.5% and 12.7%, respectively. Appendix A contains a more detailed display of the current turning movement counts and projected traffic volumes at each of the intersections listed in Table 1.

Table 1. Calculated growth rates at each leg of key intersections.

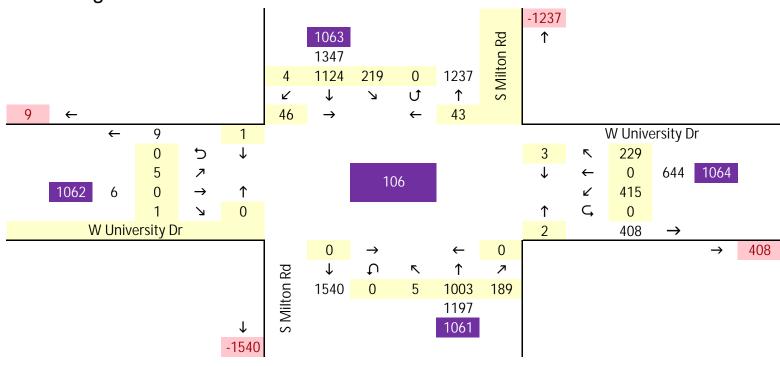
Intersection Name	Intersection Number	South Approach	North Approach	West Approach	East Approach
University Dr / Milton Rd	106	1.7%	1.7%	1.8%	1.9%
Rte. 66 / Milton Rd	109	0.9%	0.5%	0.9%	1.0%
Clay Ave / Milton Rd	111	0.3%	1.0%	5.5%	0.4%
Rte. 66 / Humphreys St	115	N/A	0.3%	0.7%	0.7%
Rte. 66 / Beaver St	116	12.7%	2.0%	0.7%	1.6%
Columbus Ave / Humphreys St	324	0.9%	1.0%	0.2%	1.5%
Columbus Ave / Beaver St	325	1.8%	1.2%	1.5%	2.5%

Appendix A

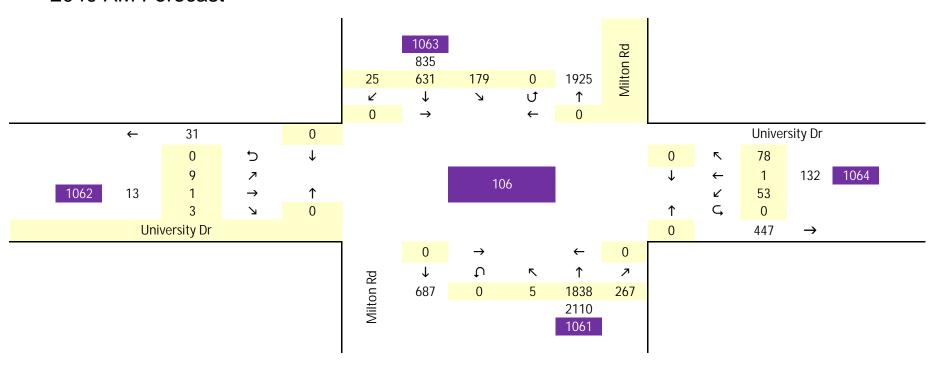
Intersection 106 2018 Existing AM O-D



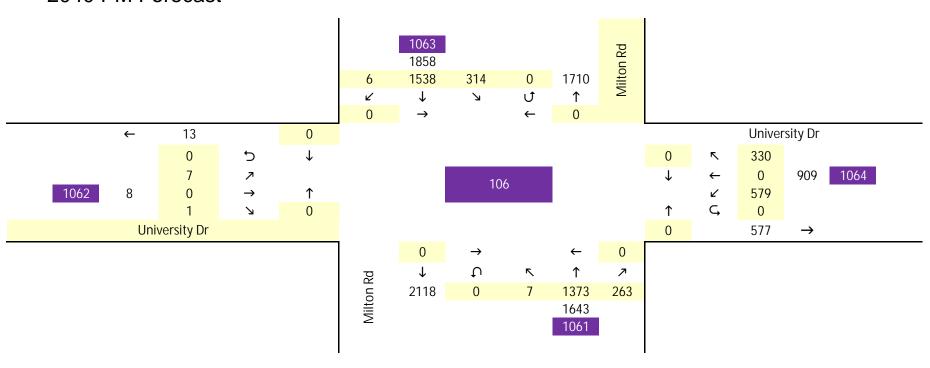
Intersection 106 2018 Existing PM O-D



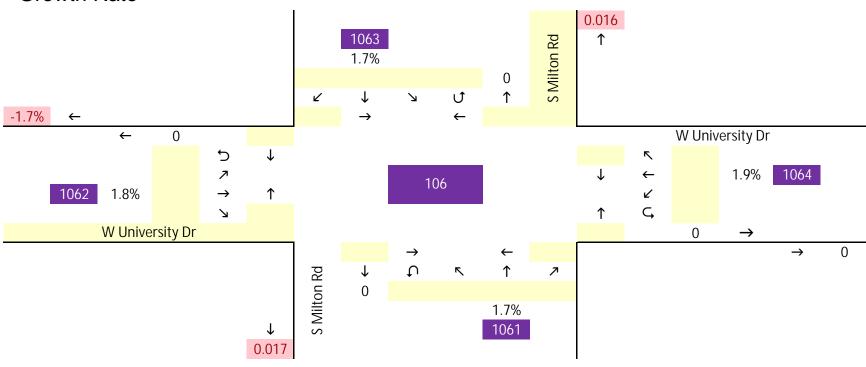
Intersection 106 2040 AM Forecast



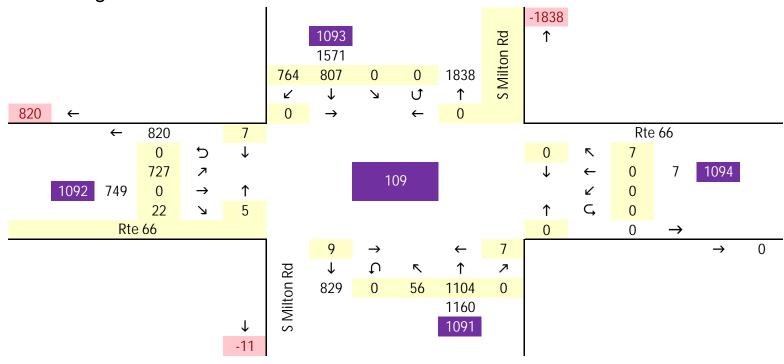
Intersection 106 2040 PM Forecast



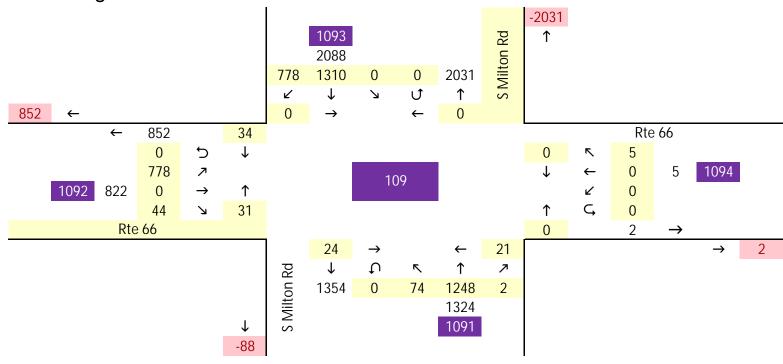
Intersection 106 Growth Rate



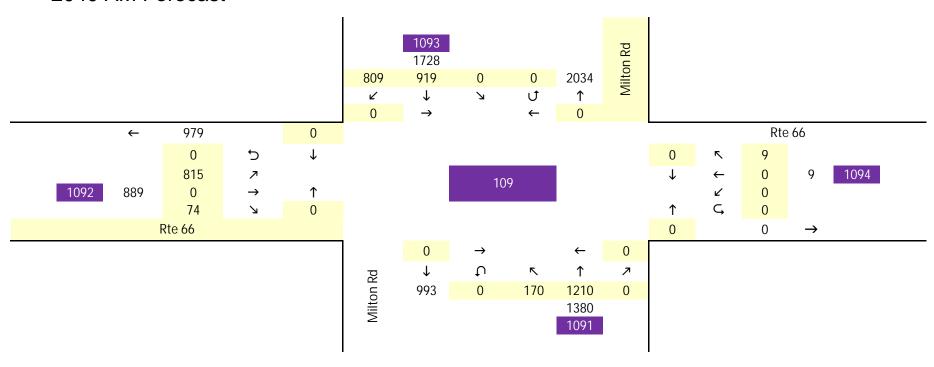
Intersection 109 2018 Existing AM O-D



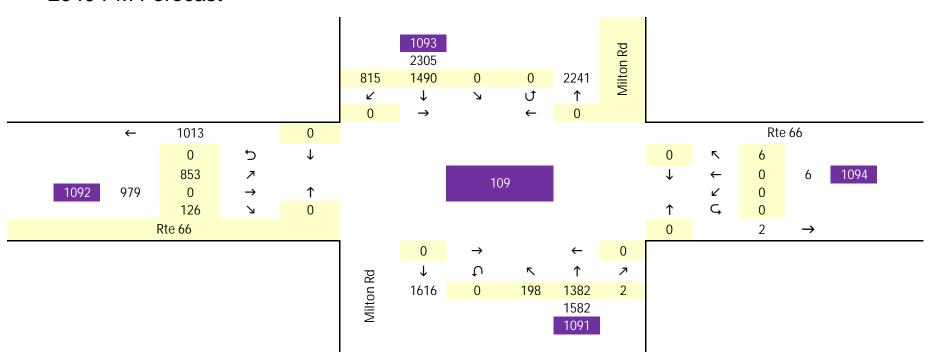
Intersection 109 2018 Existing PM O-D



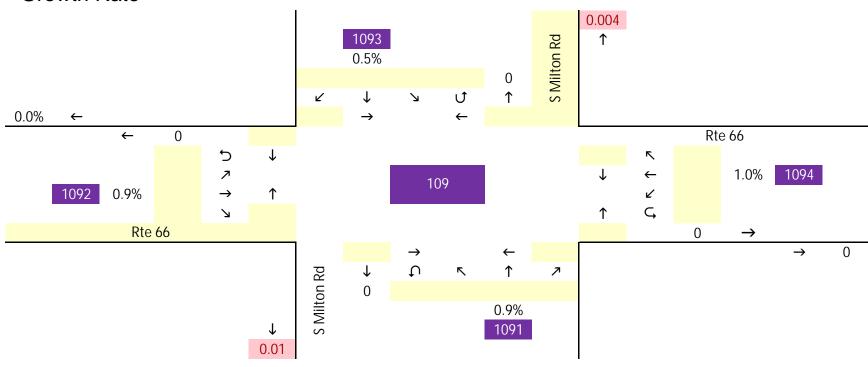
Intersection 109 2040 AM Forecast



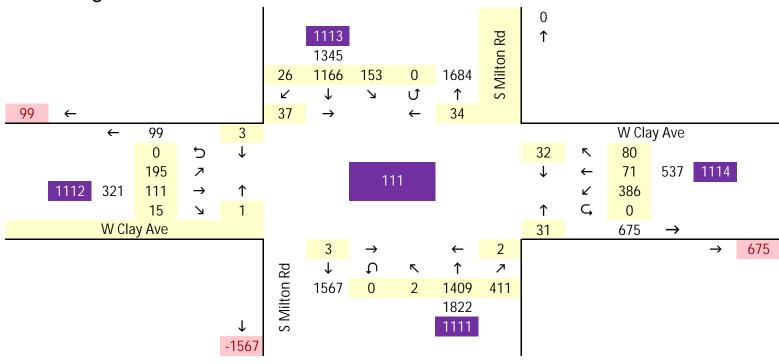
Intersection 109 2040 PM Forecast



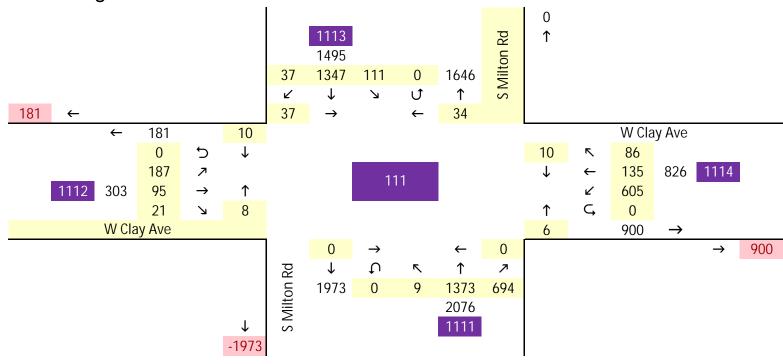
Intersection 109 Growth Rate



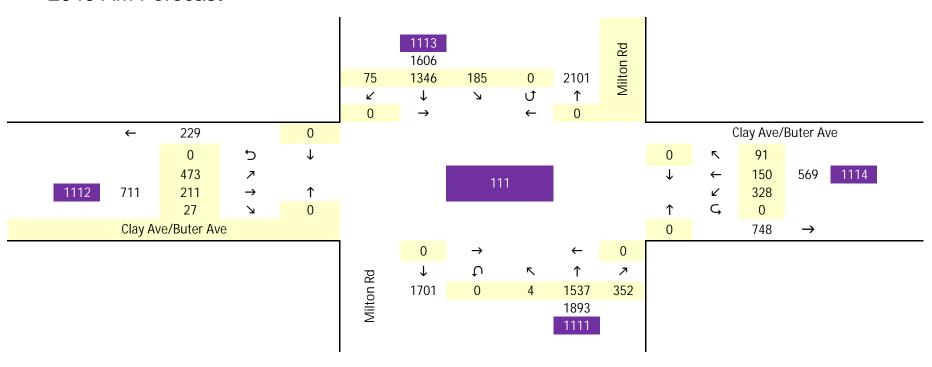
Intersection 111 2018 Existing AM O-D



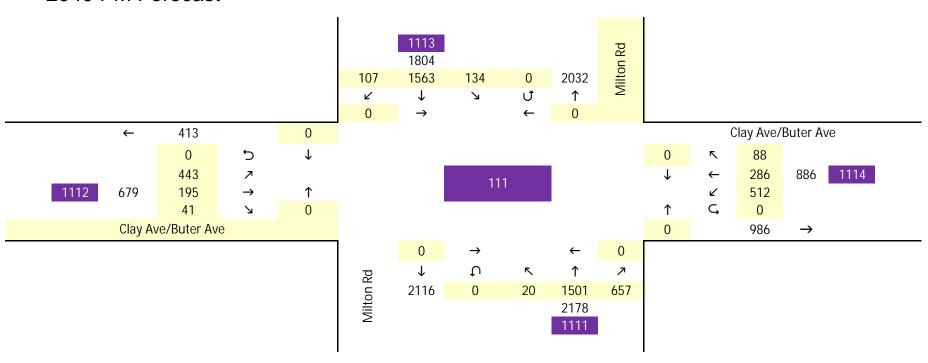
Intersection 111 2018 Existing PM O-D



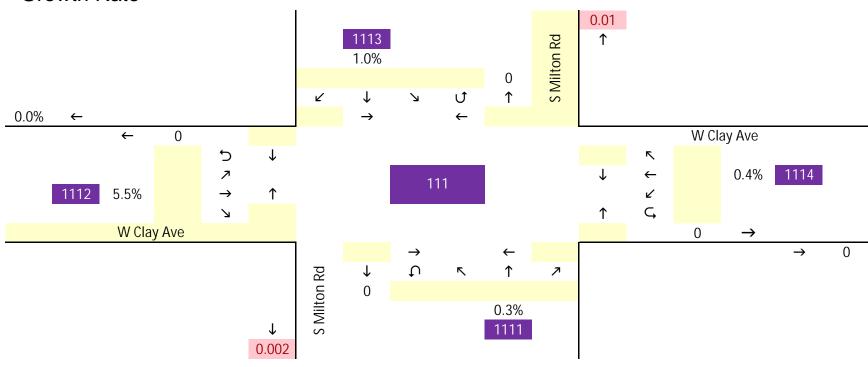
Intersection 111 2040 AM Forecast



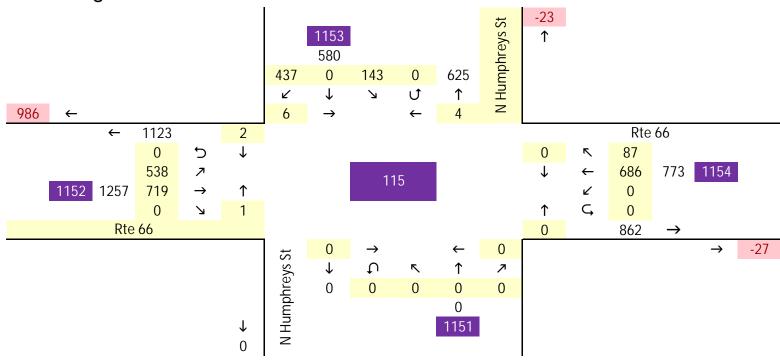
Intersection 111 2040 PM Forecast



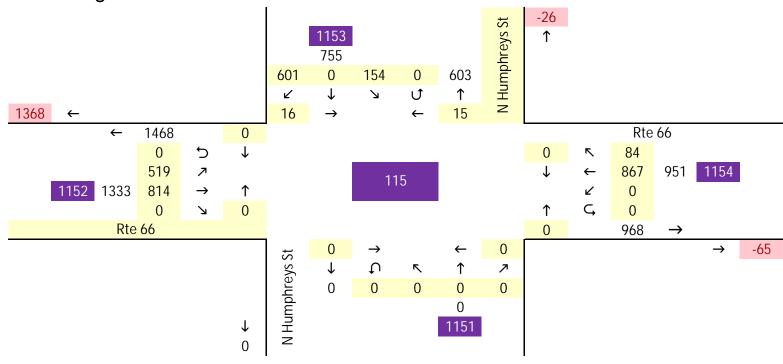
Intersection 111 Growth Rate



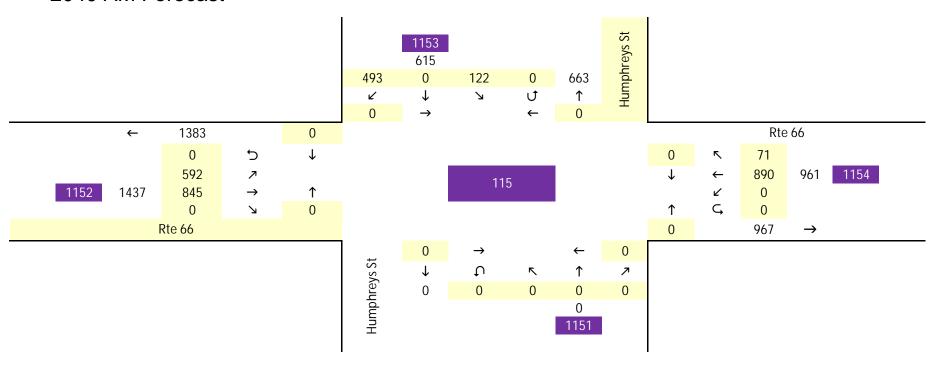
Intersection 115 2018 Existing AM O-D



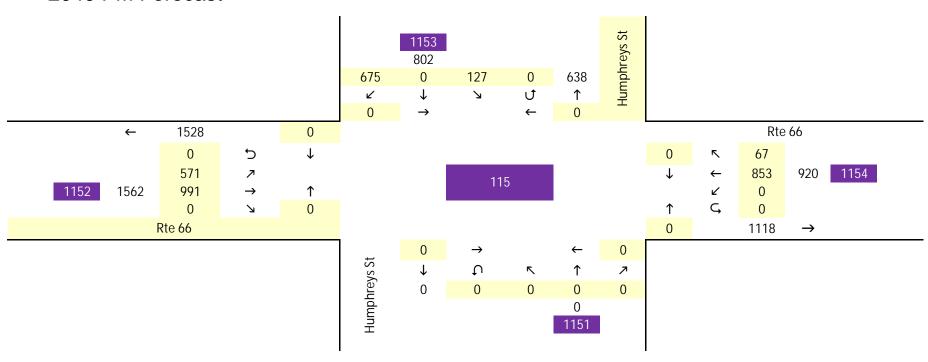
Intersection 115 2018 Existing PM O-D



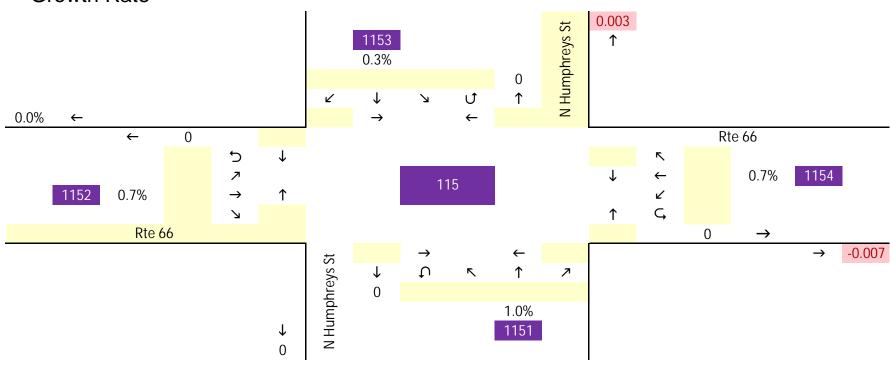
Intersection 115 2040 AM Forecast



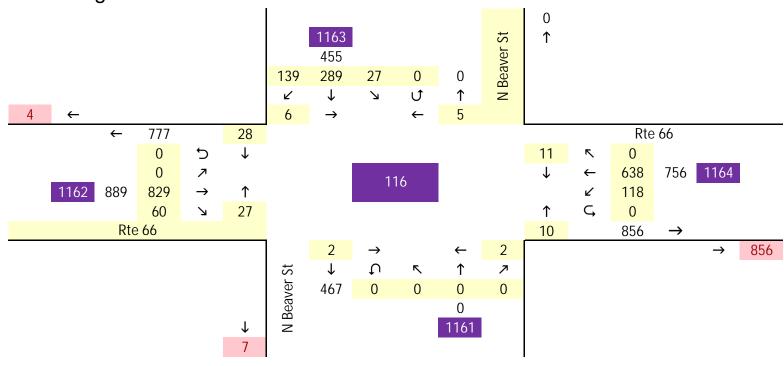
Intersection 115 2040 PM Forecast



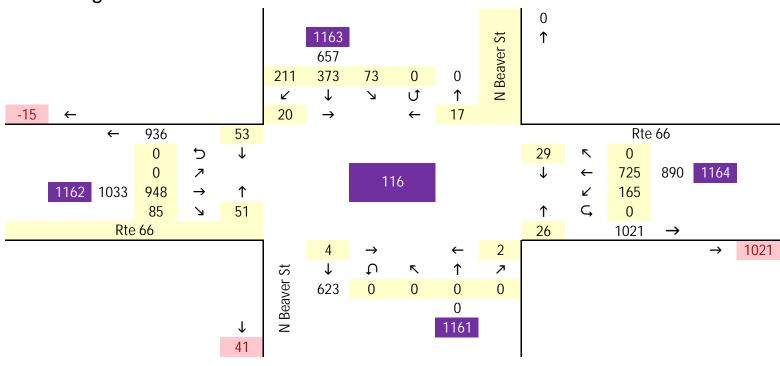




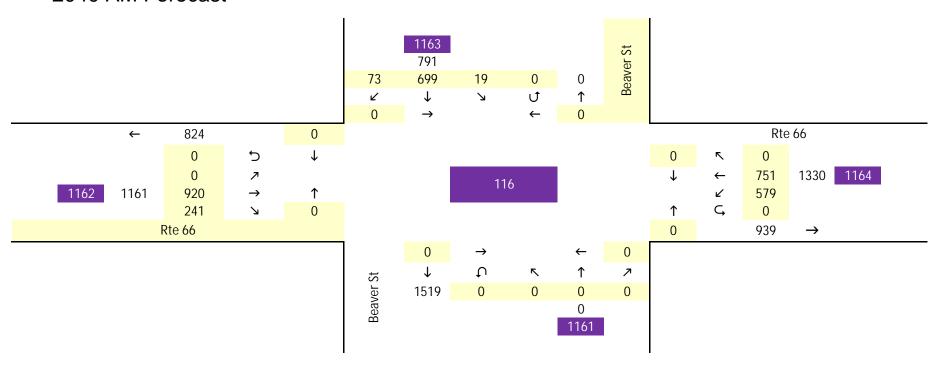
Intersection 116 2018 Existing AM O-D



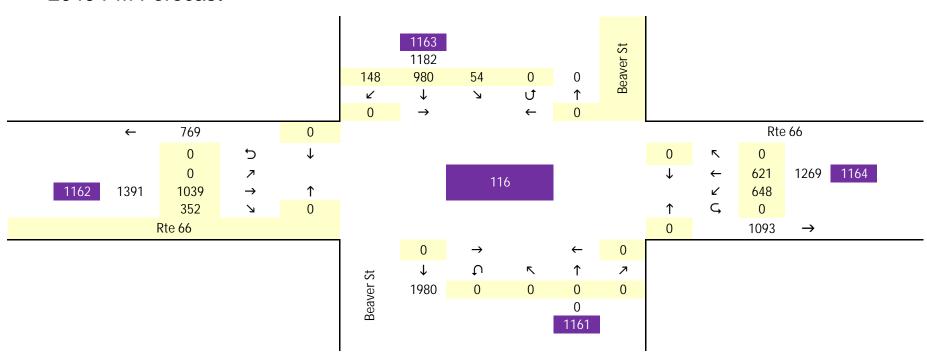
Intersection 116 2018 Existing PM O-D



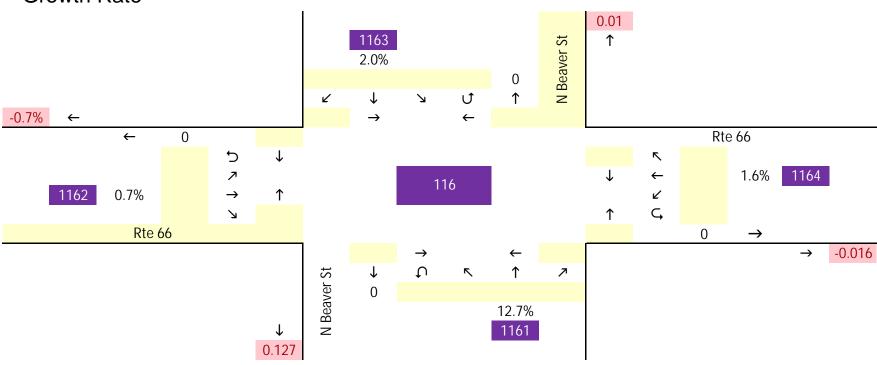
Intersection 116 2040 AM Forecast



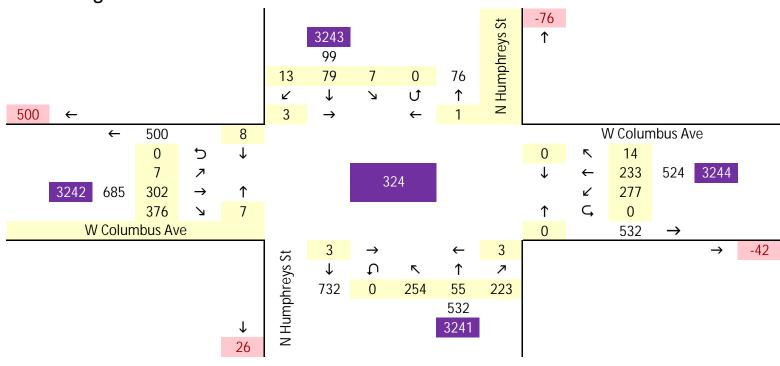
Intersection 116 2040 PM Forecast



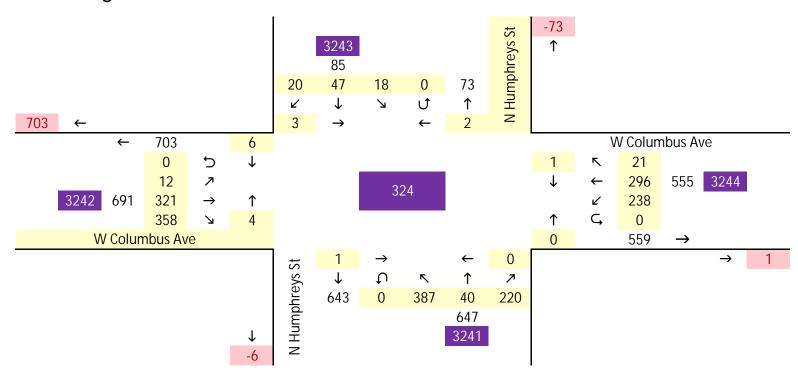
Intersection 116 Growth Rate



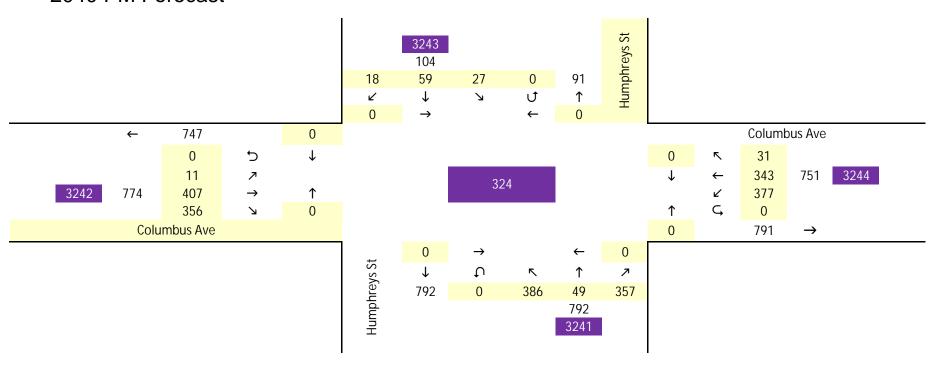
Intersection 324 2018 Existing AM O-D



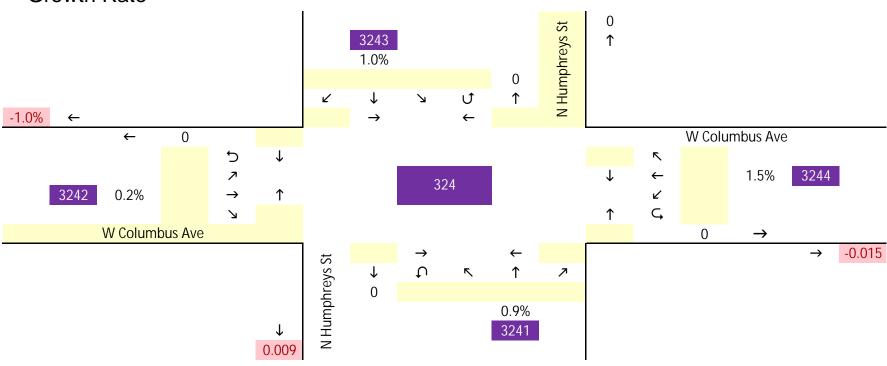
Intersection 324 2018 Existing PM O-D



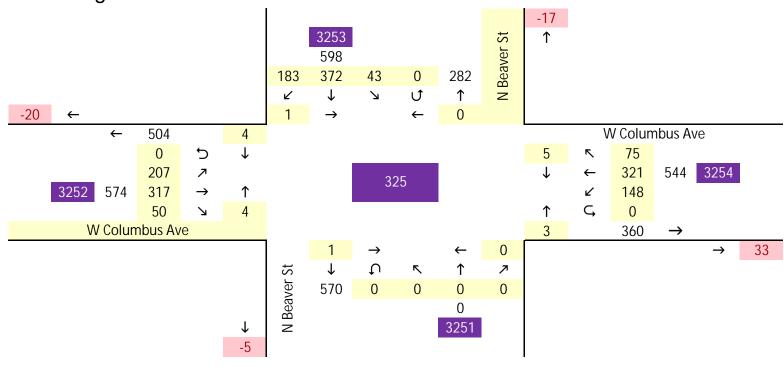
Intersection 324 2040 PM Forecast



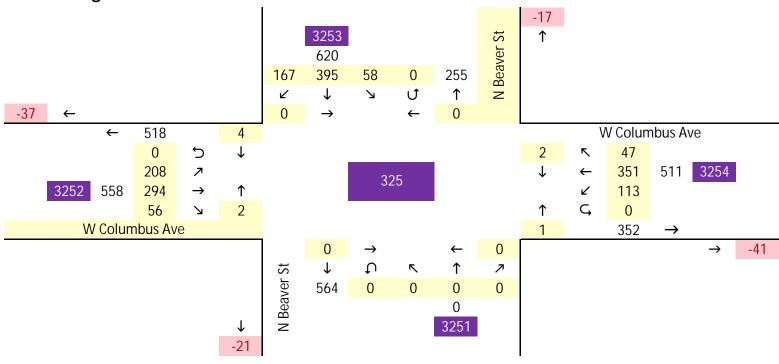




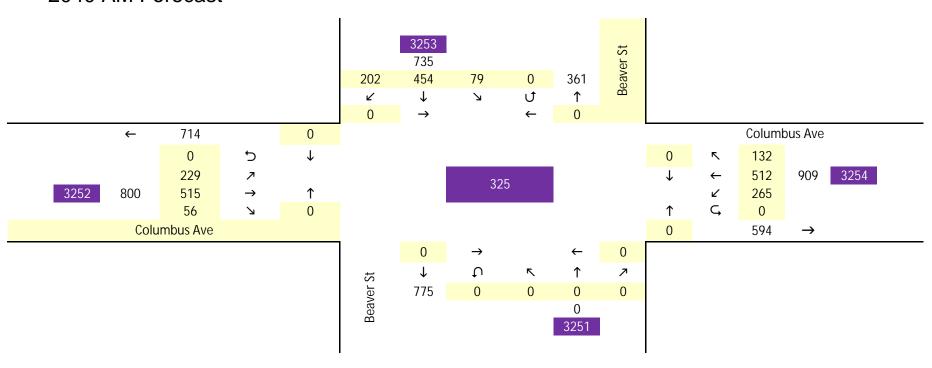
Intersection 325 2018 Existing AM O-D



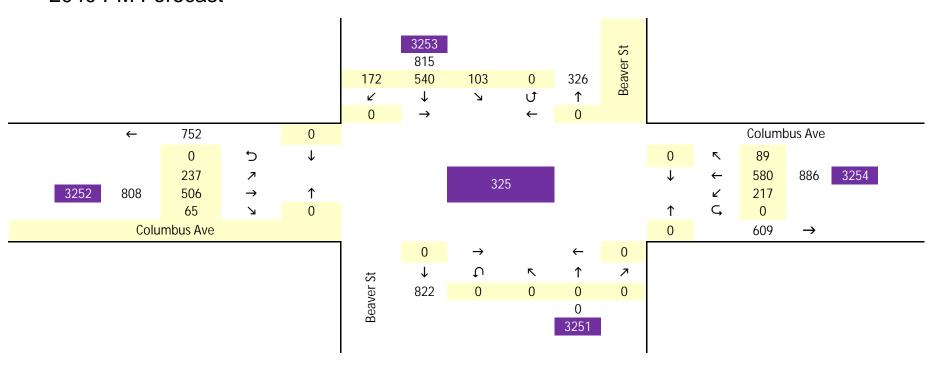
Intersection 325 2018 Existing PM O-D



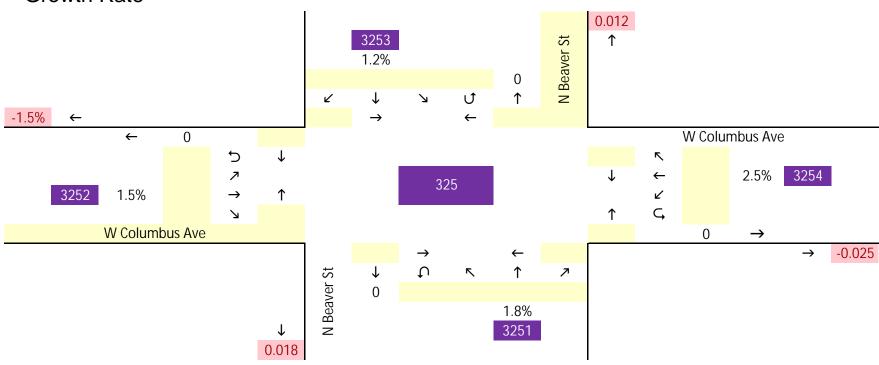
Intersection 325 2040 AM Forecast



Intersection 325 2040 PM Forecast



Intersection 325 Growth Rate





Appendix G - Controlling Design Criteria

Page intentionally left blank

















Table 4-2: Controlling Design Criteria

Roadway Feature	FHWA Standard	ADOT Standard	Flagstaff/FMPO/NAIPTA Standard	Flagstaff/FMPO/NAIPTA Preferred Standard	Notes
General Purpose Lane Width	Urban: • *Arterial Minimum - 10' with low truck and bus volumes • Arterial desired – 12' (AASHTO 7.3 Urban Arterials) • Anything below 12' has to obtain an variance from the Assistant State Engineer over Roadway Engineering Group.	Urban: • *Through lane Min – 11' • Through lane Max – 16' Rural: • Through lane Min – 12' Through lane Max – 12' * Anything below 12' has to obtain an variance from the Assistant State Engineer over Roadway Engineering Group.	Urban Milton & US 180: 12' Suburban Milton & US 180: 12' Rural US 180: 12'	Urban Milton & US 180: 11' Suburban Milton & US 180: 11' Rural US 180: 12'	**For these categories, the preferred widths are less than the minimums, in contexts where the City/NAIPTA/FMPO have allowed for narrower lanes to improve multimodal functionality. In urban areas in particular, the Regional Plan supports this strategy based on a case by case assessment.
Left Turn Lane	Urban: • *Auxiliary lane Min. – 10' • Auxiliary lane Max. – 16' • Anything below 12' has to obtain an variance from the Assistant State Engineer over Roadway Engineering Group.	Urban: *Auxiliary (turn) lane Min – 10' Auxiliary lane Max = none Rural: Auxiliary lane Min – 12' Auxiliary lane Max – 12' * Auxiliary lane Max – 12' * Anything below 12' has to obtain an variance from the Assistant State Engineer over Roadway Engineering Group.	Urban Milton & US 180: 12 Suburban Milton & US 180: 12' Rural US 180: 11'	Urban Milton:	••
Right Turn Lane	Urban: • *Auxiliary lane Min. – 10' • Auxiliary lane Max. – 16' • Anything below 12' has to obtain an variance from the Assistant State Engineer over Roadway Engineering Group.	Urban: • *Auxiliary (turn) lane Min – 10' • Auxiliary lane Max = none Rural: • Auxiliary lane Min – 12' • Auxiliary lane Max – 12' * Anything below 12' has to obtain an variance from the Assistant State Engineer over Roadway Engineering Group.	Urban Milton & US 180:	Urban Milton & US 180: 11' - Regional Plan policy supports no RT lanes, except at major intersections Suburban Milton & US 180: 12' Rural US 180: 11'	••
Median Width	Arterial minimum Median Width – 4' Arterial minimum Median Width for pedestrian refuge – 6' *Auxiliary lane Min. – 10' Auxiliary lane Max. – 16' Rural: Not applicable on US 180 cross sections * Anything below 12' has to obtain an variance from the Assistant State Engineer over Roadway Engineering Group.	Urban: Raised 16' Through lane 4' with a turn lane Rural: Not applicable on US 180 cross sections	Urban Milton & US 180: • 4' Suburban Milton & US 180: • 4' Rural US 180: Not Applicable	Urban Milton & US 180: • 4' Suburban Milton & US 180: • 4' Rural US 180: Not Applicable	









Roadway Feature	FHWA Standard	ADOT Standard	Flagstaff/FMPO/NAIPTA Standard	Flagstaff/FMPO/NAIPTA Preferred Standard	Notes
Median Width (With Plantings)			Urban Milton & US 180: • 8' Suburban Milton & US 180: • 8' Rural US 180: Not Applicable	Urban Milton:	Same as left turn lane - would be wider when combined with a median separating the turn lane from oncoming traffic
Median Width (With Turn Lane)			Urban Milton & US 180: 15' Suburban Milton & US 180: 15' Rural US 180: Not Applicable	Urban Milton & US 180: 15' Suburban Milton & US 180: 16' Rural US 180: Not Applicable	This assumes 4-foot median with no plantings. Can be narrowed up to 1 foot.
Two Way Left Turn Lane	Raised Max — - *TWLT Min — 10' - TWLT Max — 12' * Anything below 12' has to obtain an variance from the Assistant State Engineer over Roadway Engineering Group.	Raised Max — - *TWLT Min — 10' - TWLT Max — 12' * Anything below 12' has to obtain an variance from the Assistant State Engineer over Roadway Engineering Group.	• 11'	• 11' (12' for Suburban US 180)	Urban contexts have narrower turn lanes to slow truck/bus traffic and because they are not preferred in this context for loading and unloading
Landscape Buffer/Parkway	Desired - 6' Minimum - 3' if a 5' sidewalk is provided	Desired = 5' Minimum = back of curb The location of the sidewalk should be coordinated with the local government and with the Roadside Development Section when the highway project involves landscaping.	Urban Milton & US 180: • 5' Suburban Milton & US 180: • 5' Rural US 180: Not applicable	Urban Milton & US 180: 7' Suburban Milton & US 180: 8' Rural US 180: Not applicable	Furnishing strips and tree grates are preferred for the urban context associated with Milton and US 180 because it is consistent with the existing urban design
Utility Setback			Urban Milton & US 180: 1' Suburban Milton & US 180: 2' Rural US 180: Not applicable	Urban Milton & US 180: 1' Suburban Milton & US 180: 2' Rural US 180: Not applicable	Used for poles, signage, utilities, etc. Used for sidewalk stabilization
Shoulder	Rural Shoulder: Desirable – 8' Minimum _ 4'	Rural Shoulder: Desirable – 8' DHV > 200 yph Minimum – 6' DHV<200 yph	Rural US 180: Not applicable within Flagstaff City Limits	Rural US 180: Not applicable within Flagstaff City Limits	

















Roadway	FHWA	ADOT	Flagstaff/FMPO/NAIPTA	Flagstaff/FMPO/NAIPTA	Notes
Feature	Standard	Standard	Standard	Preferred Standard	Notes
Bike Lane	Urban: Desirable – 5' Minimum _ 4' Rural Shoulder: Desirable – 8' Minimum _ 4'	Urban: See ADOT Bicycle Policy — (1.f) incremental costs for construction and maintenance are funded by a local agency AND 2) the bicycle lane is included as a part of a bicycle facilities plan adopted by a local agency.) Desirable — 5' Minimum — 4' Rural Shoulder: Desirable — 8' DHV > 200 yph Minimum — 6' DHV<200 yph	Measurements do not include gutter pan Urban Milton & US 180: • 4.5' Suburban Milton & US 180: • 4.5' Rural US 180: • 4'	Measurements do not include gutter pan Urban Milton & US 180: 6' with Buffer Suburban Milton & US 180: 6' with Buffer Rural US 180: 8'	buffer is a double stripe with crosshatch 1.5 foot wide
Sidewalk	Desired – 8' Minimum – 4' with a 5' passing section every 200'.	5' (unless local standards require greater and locals agree to pay additional cost of design, construction and agree to maintain the sidewalks.)	Urban Milton & US 180: • 10' Suburban Milton: • 10' Suburban US 180: • 6' (one-side - if paired with FUTs on other side) Rural US 180: Not applicable on US 180 cross sections	Urban Milton & US 180: • 10' Suburban Milton: • 10' Suburban US 180: • 6' (one-side - if paired with FUTs on other side) Rural US 180: Not applicable on US 180 cross sections	A sidewalk is preferred over a multi-use path on Milton Road.
Multi-Use Path/ Offset (parkway)			Urban Milton & US 180: Not applicable Suburban Milton: Not applicable Suburban US 180: • 20' Rural US 180: • 15'	Urban Milton & US 180: Not applicable Suburban Milton: Not applicable Suburban US 180: • 20' Rural US 180: • 15'	Dimension includes the parkway/buffer
Pedestrian Island Refuge (Pedestrian Islands at a Right Turn must meet ADA std)	6' (info from NACTO), when 6 ft cannot be attained, narrower raised median is preferred, refuge is ideally 40 ft in length	ADOT does not have a standard for this so minimum would be AASHTO	Urban Milton & US 180: • 6' Suburban Milton & US 180: • 6' Rural US 180: • 6'	Urban Milton:	For preferred, a pedestrian island refuge can be as wide as the center lane, if one is present.















NOVERTIDEI Z, ZUITO

Roadway Feature	FHWA Standard	ADOT Standard	Flagstaff/FMPO/NAIPTA Standard	Flagstaff/FMPO/NAIPTA Preferred Standard	Notes
Bus Bay/Pullouts		Bus pullouts may be required under any one of the following conditions: 1) Posted speed limit is 35 mph or higher; and 2) There are less than three through-travel lanes in the direction that the bus is traveling 3) There is an identified bicycle facility adjacent to the travel lane. If a bus stop is to be located at an intersection where the traffic on the State highway is controlled by a traffic signal or stop sign, the bus stop must be located on the far side of the intersection. A bus stop sign, denoting the front of the location of a stopped bus, must be located 85 feet from the intersection's radius return ADOT construction detail C-05.50 has dimensions for a bus pullout.	Urban Milton & US 180: • 12' Suburban Milton & US 180: • 12' Rural US 180: Not applicable	Urban Milton & US 180: 12' (NAIPTA does not prefer in this context, very site specific) Suburban Milton & US 180: 12' Rural US 180: 12'	NAIPTA will not stop in ROW in a rural context, only stop will be Snowbowl lower parking lot. Bus Bays will not be used in BRT Alternatives.
Side running shared bus bike lane (SBBL) (with right turns)			Urban Milton & US 180: 12' Suburban Milton & US 180: 12' Rural US 180: 12'	Urban Milton & US 180: 16' Suburban Milton & US 180: 16' Rural US 180: 16'	Based on NACTO standards
Side running bus lane (with right turns)			Urban Milton & US 180: 12' Suburban Milton & US 180: 12' Rural US 180: 12'	Urban Milton & US 180:	Based on NACTO standards
Bus Stop (Back of Curb)			Urban Milton & US 180:	Urban Milton & US 180: • 10' Suburban Milton & US 180: • 10' Rural US 180: • 8'	This standard can vary when topography is in play due to ADA standards
Center Running transit - 2 lanes + buffer			Urban & Suburban Milton: • 25' (2, 11' lanes with 2, 1.5' buffers) Urban, Suburban, & Rural US 180: Not Applicable	Urban & Suburban Milton:	See Assumptions for details













Roadway Feature	FHWA Standard	ADOT Standard	Flagstaff/FMPO/NAIPTA Standard	Flagstaff/FMPO/NAIPTA Preferred Standard	Notes
Center Running Transit - Intersection Transit Station			Urban & Suburban Milton: • 33' (2, 11' lanes with 2, 1.5' buffers and an 8' Platform) Urban, Suburban, & Rural US 180: Not Applicable	Urban & Suburban Milton: • 34' (2, 11' lanes with 2, 2' buffers and an 8' Platform) Urban, Suburban, & Rural US 180: Not Applicable	See Assumptions for details Option A: Scissors Platforms Options B: Offset Platforms
Center Running Transit - Mid-Block Transit Station			Urban & Suburban Milton: • 33' (2, 11' lanes with 2, 1.5' buffers and an 8' Platform) Urban, Suburban, & Rural US 180: Not Applicable	Urban & Suburban Milton: • 34' (2, 11' lanes with 2, 2' buffers and an 8' Platform) Urban, Suburban, & Rural US 180: Not Applicable	See Assumptions for details Option A: Scissors Platforms Options B: Offset Platforms
Clear Recovery Zone	<u>Urban:</u> 4' - 6' <u>Rural:</u> 14' - 18'	14' – 18'. Can be adjusted for right of way constraints in urban areas.			

The Controlling Design Criteria would be used as a reference for each Alternative to ensure:

- a. Minimum ADOT/FHWA standards are being met
- b. If any variances or design exceptions would require FHWA approval
- c. Once min standards are met, which FMPO/City/NAIPTA standard is preferred
- d. Understanding that if max ADOT standards are exceeded, it would be the local agency's responsibility to fund such enhancements
- e. Ensure that we do not recommend enhancements that exceed FMPO/City/NAIPTA policy/standards
- f. Prior to Tier 2 Analysis, we could review each alternative to ensure and reach consensus on a spec that meets the Controlling Design Criteria

FMPO/City/NAIPTA Assumptions:

- Widths include the curb to its face
- Assumptions about widths of BRT center running features
- Center lane breakdown
- Side running lane
- Buffers could be added at for safety/landscape + beautification approximate 2' each side (4' total)
- Some of the Preferred Minimum and Maximum Standards do not meet the City of Flagstaff's current engineering standards. The City of Flagstaff is in the process of updating its engineering standards and requested that the Preferred Minimum/Maximum standards, as shown in the Controlling Design Criteria be utilized.















Appendix H - Tier 3 Evaluation Criteria Task Force Notes & Outcomes

Page intentionally left blank

















ADOT Milton Road & US 180 Corridor Master Plan

Tier 3 Evaluation Criteria
Project Partner Meeting Minutes
July 28, 2020

Meeting Agenda

- I. Final confirmation of the Tier 3 Evaluation Criteria and Metrics
- II. Introduction and overview of the Project Partner pairwise survey to determine Tier 3 Evaluation Criteria weighting
- III. Discussion of upcoming public involvement activities and possible approaches

Meeting Attendees

Name	Agency/Organization
Dan Gabiou	ADOT
Nate Reisner	ADOT
John Wennes	ADOT
Dan Folke	City of Flagstaff
Tiffany Antol	City of Flagstaff
Sara Dechter	City of Flagstaff
Rick Barrett	City of Flagstaff
Jeff Bauman	City of Flagstaff
Shane Dille	City of Flagstaff
Ed Stillings	FHWA
Dave Wessel	MetroPlan
Martin Ince	MetroPlan
Kate Morley	Mountain Line
Anne Dunno	Mountain Line
Bizzy Collins	Mountain Line
Greg Mace	NAU
Kevin Kugler	Michael Baker International
Alex Thomas	Michael Baker International
Brian Snider	Michael Baker International

Attachments

- 1. Tier 3 Evaluation Criteria
- 2. Level of Service (Volume/Capacity) Criterion Calculations
- 3. Implementation Opportunities Criterion Calculations
- 4. Tier 3 Evaluation Criteria Partner Weighting Survey

After roll call was completed, Dan Gabiou turned the presentation over to Kevin Kugler to present the Agenda Item I – Tier 3 Evaluation Criteria and Metrics.

















I. Tier 3 Evaluation Criteria and Metrics

Utilizing Cisco WebEx, Kevin Kugler began presenting the Tier 3 Evaluation Criteria (attached) to reach final concurrence on all 17 of the Evaluation Criteria with all Project Partners. Mr. Kugler reminded the Project Partners that consensus had been reached for the majority of the Evaluation Criteria at the previous Project Partner meeting; however, Mr. Kugler thought it would be best to review all criterion during the meeting so that all the Project Partners were up to speed. Mr. Kugler reminded the Project Partners - as a result of the previous Project Partner meeting - a small working group of Project Partners was formed to address the four remaining Evaluation Criteria that were continuing to be refined and were in need of Project Partner updating and consensus. The four Evaluation Criteria include:

- A. Level of Service (Volume/Capacity);
- B. Implementation Opportunities; and
- C. Neighborhood Impacts, and
- D. Title VI Impacts

Mr. Kugler provided a brief overview and reminder of each of the T3 Evaluation Criteria where previous Project Partner discussion and decision had occurred. It should be noted here that this Meeting Summary focuses on discussions pertaining to the four Evaluation Criteria listed above that needed discussion and consensus among Project Partners.

A. <u>Level of Service (Volume/Capacity) Criterion</u>

Mr. Kugler began by reminding the Project Partners that a secondary excel-based tool (attached) sourced from ADOT is used to calculate the Level of Service (Volume/Capacity) criterion – previously known as Congestion Needs Score, in the Tier 2 analysis.

Mr. Kugler shared the excel-based tool with the Project Partners using Cisco WebEx. Mr. Kugler indicated that the Project Partner Task Force has meet periodically since the previous Project Partner meeting to verify the data and metrics within the tool. The small work group, consultant and ADOT reviewed and verified the formulas within the tool and made some adjustments and included some new assumptions to ensure an accurate representation of the characteristics of the study corridor. The newly added adjustments and assumptions include:

- The Future AADT is now derived from traffic volume projections sourced from the FMPO Model instead of the AADTs captured in *Working Paper #1 Existing & Future Conditions*;
- The Capacity Threshold (2040) Formula uses 14.5 hours of traffic instead of 24 hours of traffic as a more practical representation of local conditions.
- An assumption of increasing capacity by 5% for the alternatives with dedicated bus/right-turn lanes was added to account for the right-turning vehicles in that lane. This assumption was sourced from Florida Department of Transportation's research; and
- An assumption was added to decrease volumes (AADTs) by 1,628 for the alternatives that include
 dedicated bus lanes to account for the mode shift resulting in a reduction in anticipated vehicles.
 This value is based on mode shift projections from the FMPO Model. Mountain Line was helpful
 in providing guidance with assistance from the FTA STOPS model.

Mr. Kugler concluded the presentation of the Level of Service (Volume/Capacity) by sharing the results.

















Project Partner Discussion and Decision

No concerns or issues were expressed among the Project Partners pertaining to the adjustments made or the assumptions added. As a result, consensus was achieved to use the results from the excel-based tool as the Tier 3 Evaluation Criteria Level of Service (Volume/Capacity) metric.

B. Implementation Opportunities Criterion

Mr. Kugler began by reminding the Project Partners that the previous Project Meeting had no time remaining to discuss a method to calculate the Implementation Opportunities criterion. Since then, the small work group had meet periodically to produce an excel-based tool (attached) to measure the criterion. Mr. Kugler and Dan Gabiou thanked Dave Wessel for talking a solid stab at developing a tool for this criterion. Kevin then asked David Wessel to walk the Project Partners through the excel-tool to measure the criterion, as some of them were being introduced to it for the first time. Mr. Wessel proceeded with introducing the tool to the Project Partner utilizing Cisco WebEx and showcasing that the tool included four different variations or methodologies on how to measure the Implementation Opportunities criterion. The variations are separated by the different tabs of the excel file and include:

- Odds 1 of 3;
- Odds 1 of 5;
- Grant Odds Only; and
- Local and Grant Odds.

Project Partner Discussion and Decision

After group discussion on the four variations of the tool, and how the challenges in determining potential agency funding (at this juncture in the process) complicate that element of the tool, consensus was reached by role call vote (Dan F., Rick B., Dave W., Bizzy C., Kate M., and Greg M.) to use the Grant analysis section of the table only. The Agency funding portion section would be removed from the metric equation.

C. <u>Title VI and Neighborhood Impacts</u>

Mr. Kugler started by reminding the Project Partners that these two criteria are new to Tier 3 Analysis. He then went to further explain that the outputs from the FMPO Model would be the source on how the measure/calculate these two criteria for each alternative. Mr. Kugler went further to add that any Title VI-related policy language brought forth by Sara D. from the La Plaza Vieja planning study would be addressed in Working Paper #2.

Project Partner Discussion & Decision

There was unanimous consensus achieved among the Project Partners to use the FMPO Model Output as metrics to measure the Title VI and the Neighborhood Impacts criteria.

Martin and Kate expressed concerns about the impacts of the Milton Rd. alternatives with additional lanes on Title VI communities. Dave clarified the model outputs pertained to the side street impacts and noted that the small work group felt that the pedestrian overpasses were included as spot improvements for all alternatives, thus mitigating the concern. Dan confirmed Dave's comments and added that additional forthcoming Title VI community outreach was committed, but the model output is proposed as the Tier 3 Evaluation Criteria metric.



















As a result, Dan F., Greg M., Kate M., Bizzy C., and Dave W. offered consensus agreement to use the MetroPlan Model output as the metric.

II. Tier 3 Evaluation Criteria Partner Weighting Survey

Kevin turned the presentation over to Brian to present the Tier 3 Evaluation Criteria Weighting Project Partner Survey.

Brian informed the Project Partners that since we have reached consensus on the Tier 3 Evaluation Criteria Categories and Measures, the next step is to develop the weights for each category and criterion/measure. Brian noted that the survey process itself would be similar to the exercise conducted in Tier 2 - a survey of the Project Partners to select their desired weight (level of proportional importance/preference) for each of the Tier 3 Evaluation Criteria Category and Measures.

Brian reminded the group that the Project Partners requested the Tier 3 Evaluation Criteria utilize a pairwise comparison mathematical analysis. Brian continued by explain the pair-wise comparison tool and survey process. The excel-based tool (attached) allows each respondent to systematically evaluate each Tier 3 Evaluation Criteria Category and Measure against each other by comparing them to each other (two at a time) relative to their impact in achieving the project goals. Brian continued to show the Project Partners that in this survey they will compare each Tier 3 Evaluation Criteria Category and Criterion/Measure against one another based on your respective agency/organization's perceived magnitude of importance/preference. Brian continued by giving the Project Partners a virtual demonstration over the WebEx on how to populate the survey. Brian informed the Partners that the survey includes detailed instructions on how to properly navigate the survey, and noted that he would be happy to answer any questions that arise or help anyone through the survey.

Dave W. asked if we would have one tool/survey for Milton Rd. and another for US 180. Brian noted that the two are essentially the same, but US 180 has the additional Environmental criterion (wildlife). Dan agreed to allow one survey to weight Milton Rd. and one to weight US 180 separately. Dan informed the Project Partners that the surveys would be distributed following the meeting. Similar to the Tier 2 survey process, we are asking each Project Partner agency/organization to please provide two responses for each survey. In other words, each agency/organization is asked to provide two responses for the Milton Road CMP Survey and two responses for the US 180 CMP Survey — a total of four responses. In the event an agency/organization only provides one response for a given survey, we will double count the singular response when we aggregate the results in order to ensure an equitable distribution among all agencies/organizations. Also, if an agency/organization decides to opt out of a specific survey (for whatever reason), that agency/organization's input will not be included in the aggregated results.

In order to stay on schedule, we are asking Project Partners to please complete the survey and send your responses back to Dan Gabiou (dgabiou@azdot.gov) and/or Brian Snider (brian.snider@mbakerintl.com) within two weeks from the distribution of this email – August 12, 2020.

III. 3) Public Involvement Plan (PIP)

Dan informed the Project Partners that there is going to be expanded public engagement activities to solicit public input on the Tier 3 Evaluation Criteria and Tier 3 Alternatives. Dan reviewed a second draft public survey - prepared by Dave Wessel and Sara Dechter - which would allow the public to provide input on the T3 Evaluation Criteria for Milton and US 180. This public survey will be posted on the City of



















Flagstaff's Community Forum which gives residents a convenient way to have a voice in Flagstaff decisions. Dan informed the Project Partners that the survey has the ability to reach approximately 1,900 people once it is launched on the Community Forum. Dan noted that before the launch of the public survey, we would like to provide an opportunity for all Project Partners to review and provide comments to the questions on the survey. See attached PDF for your review and comments of the survey.

Dan informed the Project Partners that we are trying to work expeditiously to get the survey live on the Flagstaff Community Forum as soon as possible, asking for review comments back by August 4th in order to hopefully review the results at the August Project Partner meeting.

Dan concluded the meeting by reviewing the remaining Milton Road/US 180 CMP schedule noting the critical path items for Working Paper #2 and immediate PIP steps for the online survey. Dan also informed the Project Partners that a PIP Subcommittee had identified numerous issues and recommendations to improve our PIP process. Dan invited other Project Partners to join in on the PIP Subcommittee. No new representatives were identified.

















Attachment 1: Tier 3 Evaluation Criteria

















US 180 and Milton Road Corridor Master Plans Tier 3 Evaluation Criteria

		Criteria Considerations: 1) Is it duplicative? 2) Is it objective (data-driven)?	<u>Result</u>			
Category	Criteria / Measure	Scoring Formula	Acceptance Threshold	Weight (TRD)	3) Feasible/reasonable to evaluate? Notes	Notes
	Level of Service (Volume / Capacity Ratio)	Formula = (Best Result / Alternative Result) * Weight * 100 Ex - Alt 4: (6.25/11.03) * 5.25% * 100 = 2.97	N/A	(TBD) TBD	Project Partners agreed to keep this criterion and that a separate Task Force would verify the data and metrics for this criterion.	Keep
	Travel Speed as % of Base- Free Flow Speed (AM) Travel Speed as % of Base- Free Flow Speed (PM)	Formula = ((Alternative Result * 100) / Best Result) *- Weight * 100 / 2 Ex - Alt 4: ((46.1%*100)/62)* 3.32% * 100 /2 = 1.24	N/A	TBD	See meeting notes for details.	Remove
	Improved Intersection LOS- (AM) Improved Intersection LOS- (PM)	Formula = (Best Result / Alternative Result) * Weight * 100 /2 Ex - Alt 4: (2/3) * 6.04% * 100 /2 = 3.02	N/A	TBD	See meeting notes for details.	Remove
Traffic Operations	Signal/Stop Control Delay- (AM) Signal/Stop Control Delay- (PM)	Formula = (Best Result / Alternative Result) * Weight * 100 /2 Ex - Alt 4: (29.5/41.6) * 3.29% * 100 /2 = 1.17	N/A	TBD	Model output to be documented in final report, but Project Partners agred to remove. See meeting notes for details.	Remove
	Travel Time (AM/PM, both directions)	Formula = (Best Result / Alternative Result) * Weight * 100 / 2 Ex - Alt 4: (339/560) * 4.79% * 100 / 2 = 1.45	Average of NB (AM/PM) & SB (AM/PM) must be positive. No direction / timeframe may exceed -5%	TBD	See meeting notes for details.	Keep
	NEW: Network Delay	Model output of VISSIM	of existing. TBD - After review model output	TBD	See meeting notes for details.	Keep
	Reduction in Total Crashes (Based on CMFs)	Formula = (Alternative Result / Best Result) * Weight * 100 Ex - Alt 4: (19.4/28.98) * 7.13% * 100 = 4.77	TBD	TBD	See meeting notes for details.	Remove
	Reduced Injury Crashes (Based on CMFs)	Formula = (Alternative Result / Best Result) * Weight * 100 Ex Alt 5: (21.78/28.78) * 8.18% * 100 = 6.19	TBD	TBD	See meeting notes for details.	Remove
Safety	Reduced Bicycle Crashes- (Based on CMFs)	Formula = (Alternative Result / Best Result) * Weight * 100 Ex	TBD	TBD	See meeting notes for details.	Remove
	NEW: HSM or FMPO Safety Tool(s)?			TBD	See meeting notes for details.	Remove
	NEW: Reduction in Conflict Points	Formula: (Alternative Result / Best Result) * Weight * 100	N/A	TBD	See meeting notes for details.	Keep
	Pedestrian Sidewalk Conditions	Meets or Exceeds both ADOT's minimum standard and the City/FMPO/NAIPTA's (PP) preferred standards Meets or Exceeds ADOT's minimum standard OR the City/FMPO/NAIPTA's (PP) preferred standards, but not both		TBD	See meeting notes for details.	Remove
	NEW: Bike & Pedestrian Average Crossing Distance	Formula = (Best Result / Alternative Result) * Weight * 100	N/A	TBD	See meeting notes for details.	Remove
	Bicycle Environmental Quality Index	Subtotal Score from index	N/A	TBD	Keep with minor revision. Refer to Bike & Pedestrian Index and meeting notes for details.	Keep
Expand Travel Mode Choices	Pedestrian Environmental Quality Index	Subtotal Score from index	N/A	TBD	Keep with minor revision. Refer to Bike & Pedestrian Index and meeting notes for details.	Кеер
	Bicycle	Meets or Exceeds both ADOT's minimum standard and the City/FMPO/NAIPTA's preferred standards Meets or Exceeds ADOT's minimum standard OR the City/FMPO/NAIPTA's preferred standards, but not both Maintains Existing Condition		TBD	See meeting notes for details.	Remove
	Transit Travel Time (AM/PM, both directions)	Formula = (Best Result / Alternative Result) * Weight * 100 / 2 Ex - Alt 4: (250/371) * 6.27% * 100 / 2 = 2.11	No direction / timeframe may exceed -5%	TBD	See meeting notes for details.	Кеер
	NEW: Transit Ridership	Formula = (Best Result / Alternative Result) * Weight * 100	of existing.	TBD	See meeting notes for details.	Keep
Public Acceptance	Public Support	# of Public Support Formula = (Best Result / Alternative Result) * Weight * 100	Majority of public support (>51%)	TBD	Keep as a placeholder. See meeting notes for details.	Keep
	Construction Cost	Formula = (Best Result / (Alternative Result/10M)) * Weight * 100 Ex - Alt 4: (1/(40.542M/10M)) * 4.68% * 100 = 1.15	N/A	TBD	See meeting notes for details.	Keep
	ROW Impact (Square Feet)	Formula = (Best Result / (Alternative Result/10K)) * Weight * 100 Ex - Alt 4: (1/(26,326/10K)) * 4.98% * 100 = 1.89	N/A	TBD	See meeting notes for details.	Keep
Cost / Implementation	NEW: Maintenance Cost	(Cost to Maintain 1 mile of road X 20 years X # of lanes) +	N/A	TBD	See meeting notes for details.	Remove
	NEW: Implementation Opportunities	Formula = Best Result / Alternative Result	N/A	TBD	Project Partners agreed to keep, but consensus on a measure/metric is pending. See meeting notes for details.	Keep
	NEW: Cost / Benefit Analysis	TBD	TBD	TBD	See meeting notes for details.	Remove
	NEW: Neighborhood Impacts	FMPO Model	TBD	TBD	Project Partners agreed to keep. Sara Dechter proposed to consider additional metrics. Consensus on additional metrics pending. See meeting notes for details.	
Environmental Impacts	NEW: Title VI Impacts	FMPO Model	TBD TBD to consider additional metrics. Conse		Project Partners agreed to keep. Sara Dechter proposed to consider additional metrics. Consensus on additional metrics pending. See meeting notes for details.	Keep
	NEW: Air Quality	Same output as Network Delay	TBD	TBD	See meeting notes for details.	Keep
	NEW: Stormwater Impacts		TBD	TBD	See meeting notes for details.	Remove
	NEW (US180 only): Wildlife Mitigation	TBD - Will compare AGFD recommended mitigation sites with animal crash data	TBD	TBD	See meeting notes for details.	Keep
	Others (not recommended)	See Notes	N/A	N/A	See meeting notes for details.	Remove
Community Character	Great Street	50% - Meets *City 2030 Regional Plan Policy 50% - Public Survey Output *Formula for City 2030 Policy: % of corridor able to accommodate trees + % of corridor with "wide" sidewalks	TBD	TBD	See meeting notes for details.	Кеер
			Aggregate Score	100.00%		



















Milton Road & US 180 Corridor Master Plan





Pedestrian Comfort Index Evaluation Criteria

Pedestrian Evaluation Criteria	Thresholds	Score	Weight
Sidewalk Width	6' wide or less	0.0	
	6' – 7' wide	1.0	
	7' – 9' wide	1.5	
	Greater than 9' wide	2.0	
Horizontal Buffer Width (select all):	No buffer	0.0	
	0' – 3' buffer	0.5	
	3' – 6' buffer	1.0	
	6' - 9' buffer	1.5	
	Greater than 9' buffer	2.0	
Number of Total Vehicle Though	8	0.0	
Lanes	6	1.0	
	4	1.5	
	2	2.0	
Traffic Volume:	> 12,000	0	
(Curb Lane)	9,000 - 12,000	0.5	
	6,000 - 9,000	1	
	3,000 - 6,000	1.5	
	< 3,000	2	
Presence of Median:	No median	0.0	
	TWLTL / Left Turn Lane (no median)	1.0	
	Left turn Lane with median (>5)	1.5	
	Left turn Lane with planted median (<5)	2.0	
		/10	Total Score

Bicycle Comfort Index Evaluation Criteria

Bicycle Evaluation Criteria	Thresholds	Score	Weight
Bicycle Facility Type	No bike facility	0.0	
	Shared-lane facility	0.5	
	Bike lane	1.0	
	Buffered bike lane	2.0	
Number of Total Vehicle Though	8	0.0	
Lanes	6	1.0	
	4	1.5	
	2	2.0	
Traffic Volume:	> 12,000	0	
(Curb Lane)	9,000 - 12,000	0.5	
	6,000 - 9,000	1	
	3,000 - 6,000	1.5	
	< 3,000	2.0	
Presence of Median:	No median	0.0	
	TWLTL / Left Turn Lane (no median)	1.0	
	Left turn Lane with median	1.5	
	Left turn Lane with planted median	2.0	
	•	/8	Total Score





















Attachment 2: Level of Service (Volume/Capacity) Criterion Calculations















Tier 3 Volume to Capacity Sc	ore						
ID#	Length	Future AADT (2040)	Adjusted Future AADT - Mode Shift (2040)	Capacity Threshold (2040)	Percent of Threshold (2040)	Tier 3 V/C Score (out of 100)	Fnctl Class
No-Build / No Build +					0.89		4-lanes, Urban, Principal Arterial
No-Build - Segment A	0.10	38,395	38,395	46,400	82.7%	77.41	
No-Build - Segment B	0.24	51,339	51,339	46,400	110.6%] //	
No-Build - Segment C	1.00	39,323	39,323	46,400	84.7%		
Alt 5					0.75		6-lanes, Urban, Principal Arterial
Alt 5 - Segment A	0.10	50,552	50,552	69,600	72.6%	92.26	
Alt 5 - Segment B	0.24	67,047	67,047	69,600	96.3%	92.20	
Alt 5 - Segment C	1.00	48,677	48,677	69,600	69.9%		
Alt 6a					0.69		6-lanes, Urban, Principal Arterial
Alt 6a - Segment A	0.10	50,552	48,924	73,080	66.9%	100.00	
Alt 6a - Segment B	0.24	67,047	65,419	73,080	89.5%	100.00	
Alt 6a - Segment C	1.00	48,677	47,049	73,080	64.4%		
Alt 6b					0.82		4-lanes, Urban, Principal Arterial
Alt 6b - Segment A	0.10	39,198	37,570	48,720	77.1%	84.44	
Alt 6b - Segment B	0.24	50,035	48,407	48,720	99.4%	04.44	
Alt 6b - Segment C	1.00	39,659	38,031	48,720	78.1%		
Alt 13					0.86		4-lanes, Urban, Principal Arterial
Alt 13 - Segment A	0.10	39,198	37,570	46,400	81.0%	80.42	
Alt 13 - Segment B	0.24	50,035	48,407	46,400	104.3%	00.42	
Alt 13 - Segment C	1.00	39,659	38,031	46,400	82.0%		

decreased volume based on mode shift by 1,628 increased capacity 5% for outside bus lane/right turn lane

decreased volume based on mode shift by 1,628 increased capacity 5% for outside bus lane/right turn lane

decreased volume based on mode shift by 1,628

	From	То
Segment A	Sitgreaves	Phoenix
Segment B	Butler	Rte 66
Segment C	Rte 66	Forest Meadows

Notes

a) Future AADT (2040): Projected traffic volumes provided from FMPO Model

Based on mode shift projections from FMPO model, AADT's for BRT alternatives were adjusted to account for reduction in anticipated vehicles.

b) Capacity Threshold (2040) Formula: Capacity X Number of Lanes X 14.5 Hours of Traffic

Multiply the # of lanes within the corridor by the corresponding figure in Table 1, then Multiply by 14.5 (hours) to calculate the facility's capacity threshold. Increase capacity 5% for alternatives with dedicated bus/right-turn lane - per FDOT tables (https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/planning/systems/programs/sm/los/pdfs/fdot_2012_generalized_service_volume_tables.pdf?sfvrsn=cf17ad0a_0)

c) V/C Score Formula: Lowest % Threshold receives maximum score; any % above 100% represents Level of Service F and receives a Score of 0.

(http://adot.ms2soft.com/tcds/tsearch.asp?loc=Adot&mod=)

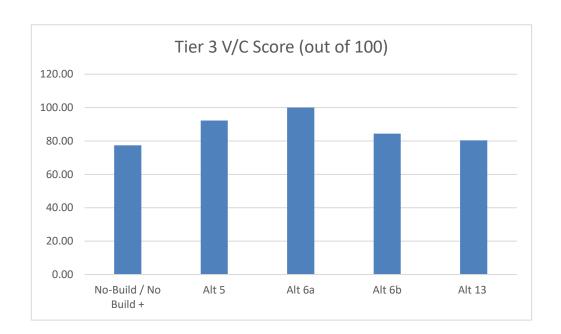
Table 1: ADOT Hourly Roadway Capacity Threshold Table

facility_code	facility_type	1-CBD	2-Urban	3-Suburban	4-Rural	5-SmTownCBD	6-OutOfState	
0	HOV	2000	2000	2000	2000	2000	99999	
1	Frooway	2000	2000	2000	2000	2000	00000	

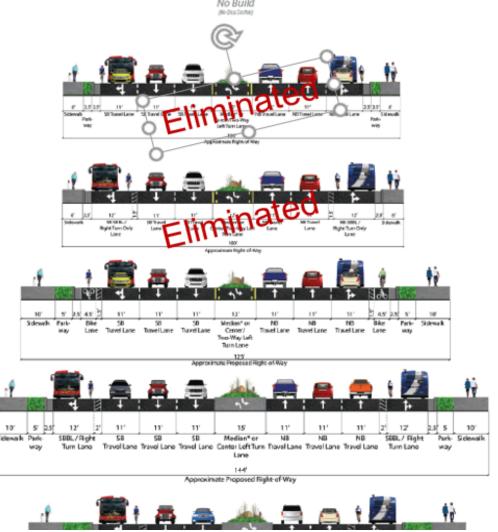
2	Major Arterial	700	800	900	1000	900	99999
3	Minor Arterial	550	625	700	800	700	99999
4	Major Collector	400	450	500	600	500	99999
5	Minor Collector	300	350	400	500	400	99999
7	Ramp	1000	1100	1200	1200	1200	99999
8	Metered Ramp	1000	1100	1200	1200	1200	99999
9	Centroid Connector	99999	99999	99999	99999	99999	99999

Scenario	Tier 3 V/C Score (out of 100)	
No-Build / No Build +	77.41	4-lanes, Url
Alt 5	92.26	6-lanes, Url
Alt 6a	100.00	6-lanes, Url
Alt 6b	84.44	4-lanes, Url
Alt 13	80.42	4-lanes, Url

4-lanes, Urban, Principal Arterial 6-lanes, Urban, Principal Arterial 6-lanes, Urban, Principal Arterial 4-lanes, Urban, Principal Arterial 4-lanes, Urban, Principal Arterial



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

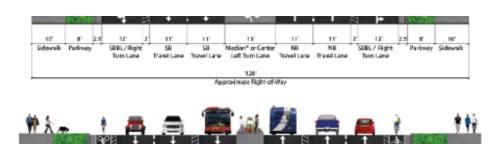
Alternative 5

Recommended for further study

Alternative 6a

Recommended for further study

Altarnativa Eh



Alternative op

Recommended for further study

Alternative 13

Recommended for further study



Attachment 3: Implementation Opportunities Criterion Calculations















		Altern	ative: No B	uild	Alte	rnative 3 - 6	GP	Alte	rnative 5 - (6GP	Alterna	tive 6a - 6G	P, bbtl	Alterna	tive 6b - 4G	P, bbtl	Alterna	tive 13 - 40	iP, CRL
	<u>Max</u>			Raw															
Funding Source	<u>Available</u>	Size (mills)	Odds	S*O	Size	Odds	Raw	Size	Odds	Raw	Size	Odds	Raw	Size	Odds	Raw	Size	Odds	Raw
<u>Agency</u>																			
Mountain Line (40% match)	2	1.0	3	3.0	2.0	1	2.0	2.0	1	2.0	2.0	3	6.0	2.0	3	6.0	2.0	3	6.0
Flagstaff	15	2.0	3	6.0	7.0	2	14.0	7.0	2	14.0	4.0	2	8.0	13.0	2	26.0	10.0	2	20.0
ADOT	0	0.0	3	0.0	1.0	2	2.0	1.0	2	2.0	1.0	1	1.0	0.0	1	0.0	0.0	1	0.0
NAU	0	0.0	3	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0
Coconino		0.0	3	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0
Sum Size		3.0			10.0			10.0			7.0			15.0			12.0		
Grant																			
HSIP		0.0	1	0.0	2.0	1	2.0	2.0	1	2.0	2.0	1	2.0	2.0	1	2.0	2.0	1	2.0
BUILD (Max 25)	25	0.0	1	0.0	10.0	1	10.0	10.0	1	10.0	20.0	2	40.0	20.0	2	40.0	20.0	2	40.0
INFRA (Min 100)		0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	3	0.0	0.0	3	0.0	0.0	3	0.0
CIG (Max total award 50)) (60% grar	nt 50	0.0	1	0.0	7.0	1	7.0	7.0	1	7.0	17.0	3	51.0	35.6	2	71.3	36.7	2	73.4
State 5307/5339* (max 10)	10	0.0	1	0.0	2.9	2	5.8	2.9	2	5.8	10.0	2	20.0	10.0	3	30.0	10.0	3	30.0
ATCMTD		0.0	1	0.0	3.0	2	6.0	3.0	2	6.0	3.0	2	6.0	3.0	2	6.0	3.0	2	6.0
* Use only for raising federal share of	of CIG grant to up	to 80%. Maxim	num reason	ably available	funds for Mo	untain Line i	s \$10M												
Score (Raw) Total All Sources				9.0			48.8			48.8			134.0			181.3			177.4
Cost (mills) - includes R/W				1.0			40.5			60.9			73.7			55.1			57.7
Score/Cost				9.0			1.2			0.8			1.8			3.3			3.1
Normalized (highest = 100)				100.0			13.4			8.9			20.2			36.6			34.2
Match Required		0.0			11.7			11.7			23.5			35.9			36.6		
Match Test		SUCCESS			FAIL			FAIL			FAIL			FAIL			FAIL		
BRT costs																			
TSP (mills)	2						2			2			2			2			2
Lanes	6.6												6.6			7			6.6
Sidewalks	3						3			3			3			3			3
Stations	1.2						1.2			1.2			1.2			1			1.2
Crossings	0.8						0.8			0.8			0.8			1			0.8
R/W	40% of	total cost exce	pt 0% wher	n no bus lane,	20% when bu	s and GP	0			0			14.74			22			23.08
BRT costs							7.0			7.0			28.3			36			36.7

Max Available: Each agency identifies how much money it could bring to this project

Size (agency):

Each agency selects its level of investment. Should be based on dollars available now. Expressed in millions of dollars. Should be influenced by policy alignment and priority of alternative to other potential investments

What would you recommend to your governing body.

Maybe qualify agency source as "match only"

Size by agency for each alternative cannot exceed "Max Available" for that respective agency

Size (grant):

Max grant size is based on historic NOFO, generally. Transit grant size is tied to total of BRT improvements for the alternative

Odds:

Each agency sets the odds of investing based on alignment with policy and/or speculative approval by governing body. A "would if I could" approach. Score a 1, 2 or 3 Grant levels and odds may climb on eligibility of the investment (subjective). Based on historic award patterns and past discussions with awarding agency. Score a 1, 2 or 3.

Commentar

Still subjective on many fronts. Governing bodies, not staff, make decisions on availability and preference. The amount to ask for in a grant is dependent on match as well as scope.

The 1-3 scale for grant odds may be too sharp. Odds are low for all grants, so an increase of 100% from 1 to 2 or 50% from 2 to 3 is far from accurate. Maybe a 5 scale?

HSIP and ATCMTD and INFRA likely don't change per alternative.

How to compare No-build. Can it be measured? Yes. Is it relevant? No-build should be easiest to implement, so have the highest score, so compare to cost. Is this adaptable to US 180?

Set INFRA size to 0 for all alternatives as grant focuses on freight on the NHS BUILD - "sweet spot" per City lobbyist is \$10-15M

5307/5339 - use only to reduce match on CIG? Assume that there are not additional eligble transit projects outside of BRT eligible elements that would "allow" use of additional 5307 funds

However, may wish to permit ped/bike costs above and beyond Milton project costs or at least acknowledge possibility/probability

CIG grant should show total project cost (up to 50 million) for each alternative. Our approach would be for CIG federal portion to cover the BRT aspects of the project (bus real estate, TSP, etc.) and look to local partners for overmatch to cover aspects that aren't transit-supportive, such as the additional GP lane in alt 6a. Mountain Line local match would be equal among the alternatives

Mountain Line can use other federal grants to go as high as 80% federal share on CIG supported project

CIG must include TSP to be eligible

For other agencies assume match against only of BUILD, INFRA, and 50% of ATCMTD. HSIP is 100%

Assume if they get grant they will find the match OR

Set grant to amount of match available

Fully matching grant is not required. Other options can be explored or money shifted. Land and other assets may be used. Future funding that is reasonably expected should be considered. A successful transit tax in the near future is not unreasonable. An increase in the state gas tax may not be.

Up to 50 million but includes San Fran/Beaver, but these are small

Problem in that it allows an agency to favor an alternative that does not meet with partner consensus, support in word but not deed

The consensus alternative may not align as well with individual agency priorities and so fall down those respective priority lists for funding

Local agency funds must be available to match all grants

How does one address a 20-30 year horizon and the odds of receiving one or more grants over time?

What remains to be done:

- 1. Refine BRT costs
- 2. Individual agency set maximum available and odds of having those approved by governing body

Milton CMP Implementation Evaluation Criteria Proposal
Prepared by MetroPlan in cooperation with Mountain Line
May-20

NOTE: All Agency Funding Sources Max Available limits are hypothetical with the exception of Mountain Line.

		Altern	ative: No B		Alternat	ive: No Buil	ld Plus	Alte	rnative 5 - (5GP	Alterna	tive 6a - 6G	iP, bbtl	Alterna	tive 6b - 4GF	, bbtl	Alterna	tive 13 - 4G	P, CRL
Funding Source	<u>Max</u> <u>Available</u>	Size (mills)	Odds	Raw S*O	Size **	Odds	Raw	Size	Odds	Raw	Size	Odds	Raw	Size	Odds	Raw	Size	Odds	Raw
<u>Agency</u>																			
Mountain Line (40% match)	2	1.0	5	5.0	2.0	2	4.0	2.0	2	4.0	2.0	3	6.0	2.0	5	10.0	2.0	5	10.0
Flagstaff	15	2.0	5	10.0	7.0	2	14.0	7.0	3	21.0	4.0	2	8.0	13.0	4	52.0	10.0	3	30.0
ADOT	5	0.0	5	0.0	1.0	1	1.0	1.0	2	2.0	1.0	1	1.0	0.0	1	0.0	0.0	1	0.0
NAU	0	0.0	5	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0
Coconino		0.0	5	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0
Sum Size		3.0			10.0			10.0			7.0			15.0			12.0		
<u>Grant</u>																			
HSIP	5	0.0	1	0.0	2.0	1	2.0	2.0	1	2.0	2.0	1	2.0	2.0	1	2.0	2.0	1	2.0
BUILD (Max 25)	25	0.0	1	0.0	10.0	1	10.0	10.0	1	10.0	20.0	2	40.0	20.0	2	40.0	20.0	2	40.0
INFRA (Min 100)	100	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	3	0.0	0.0	3	0.0	0.0	3	0.0
CIG (Max total award 50)) (60% gra	nt 50	0.0	1	0.0	7.0	1	7.0	7.0	1	7.0	42.5	3	127.4	35.0	3	105.0	36.1	4	144.2
State 5307/5339* (max 10)	10	0.0	1	0.0	2.9	2	5.8	2.9	2	5.8	10.0	2	20.0	10.0	4	40.0	10.0	4	40.0
ATCMTD - technology deployment	12	0.0	1	0.0	2.0	2	4.0	2.0	2	4.0	2.0	2	4.0	2.0	2	4.0	2.0	2	4.0
* Use only for raising federal share ** Size cannot exceed Max Availabl	_	ip to 80%. Maxir	num reasor	nably availab	le funds for Moi	untain Line i	is \$10M												
Score (Raw) Total All Sources				15.0			47.8			55.8			208.4			253.0			270.2
Cost (mills) - includes R/W				1.0			40.5			60.9			73.7			55.1			57.7
Score/Cost (potential to pay)				15.0			1.2			0.9			2.8			4.6			4.7
Normalized (highest = 100)				100.0			7.9			6.1			18.8			30.6			31.2
BRT costs* (if Baker has better brea	akdown, please p	orovide)					7.0			7.0			42.5			35.0			36.1
TSP (mills) required per CIG	2						2			2			2			2			2
Bus Lanes @ \$2.2M/mile	6.0												6.0			6			6.0
Sidewalks	3						3			3			3			3			3
Stations @ \$300k ea	1.2						1.2			1.2			1.2			1			1.2
Crossings @ \$200k ea	0.8						0.8			0.8			0.8			1			0.8
R/W	40% c	of cost. BRT = %	of alternativ	ve R/W need	ed for S/W, Bike	e, bus	0.0			0.0			29.5			22.0			23.1
BRT costs							7.0			7.0			42.5			35			36.1
Match Test																			
Match Required (all grants)		0.0			10.7			10.7			39.5			34.5			35.2		
Match Test		SUCCESS			FAIL			FAIL			FAIL			FAIL			FAIL		

Guidance

Max Available: Each agency identifies how much money it could bring to this project

Size (agency):

Each agency selects its level of investment. Should be based on dollars available now. Expressed in millions of dollars. Should be influenced by policy alignment and priority of alternative to other potential investments

The estimate does not represent a commitment.

What would you recommend to your governing body.

Maybe qualify agency source as "match only"

Size by agency for each alternative cannot exceed "Max Available" for that respective agency

Size (grant):

Max grant size is based on historic NOFO, generally. Transit grant size is tied to total of BRT improvements for the alternative

Odds:

Each agency sets the odds of investing based on alignment with policy and/or speculative approval by governing body. A "would if I could" approach. Score a 1, 2 or 3

Grant levels and odds may climb on eligibility of the investment (subjective). Based on historic award patterns and past discussions with awarding agency. Score a 1, 2 or 3.

Grant sponsors may have greater input on setting the odds

Commentary

This exercise and criteria represents the potential to pay, not the absolute ability to pay

Still subjective on many fronts. Governing bodies, not staff, make decisions on availability and preference. The amount to ask for in a grant is dependent on match as well as scope.

The 1-3 scale for grant odds may be too sharp. Odds are low for all grants, so an increase of 100% from 1 to 2 or 50% from 2 to 3 is far from accurate. Maybe a 5 scale?

HSIP and ATCMTD and INFRA likely don't change per alternative.

How to compare No-build. Can it be measured? Yes. Is it relevant? No-build should be easiest to implement, so have the highest score, so compare to cost. Is this adaptable to US 180?

Set INFRA size to 0 for all alternatives as grant focuses on freight on the NHS

BUILD - "sweet spot" per City lobbyist is \$10-15M

5307/5339 - use only to reduce match on CIG? Assume that there are not additional eligble transit projects outside of BRT eligible elements that would "allow" use of additional 5307 funds

However, may wish to permit ped/bike costs above and beyond Milton project costs or at least acknowledge possibility/probability

CIG grant should show total project cost (up to 50 million) for each alternative. Our approach would be for CIG federal portion to cover the BRT aspects of the project (bus real estate, TSP, etc.) and look to local partners for overmatch to cover aspects that aren't transit-supportive, such as the additional GP lane in alt 6a.

Mountain Line local match would be equal among the alternatives

Mountain Line can use other federal grants to go as high as 80% federal share on CIG supported project

For other agencies assume match against only of BUILD, INFRA, and 50% of ATCMTD. HSIP is 100%

Assume if they get grant they will find the match OR

Set grant to amount of match available

Match Test: Adds up required match for all grants and determines if the local agency funds are adequate. Don't have to meet all match. Not likely to receive all grants

Up to 50 million but includes San Fran/Beaver, but these are small

Problem in that it allows an agency to favor an alternative that does not meet with partner consensus, support in word but not deed

The consensus alternative may not align as well with individual agency priorities and so fall down those respective priority lists for funding

Local agency funds must be available to match all grants

How does one address a 20-30 year horizon and the odds of receiving one or more grants over time?

May-20

NOTE: All Agency Funding Sources Max Available limits are hypothetical with the exception of Mountain Line.

	Mari	Alterna	tive: No Bu		Alternati	ve: No Build	l Plus	Alte	rnative 5 - (5GP	Alternat	tive 6a - 6G	P, bbtl	Alternat	ive 6b - 4G	P, bbtl	Alte	rnative 1	3 - 4GP,	CRL
Funding Source	<u>Max</u> Available	Size (mills)		Raw S*O	Size **	Odds	Raw	Size	Odds	Raw	Size	Odds	Raw	Size	Odds	Raw	Size	Odo	ls	Raw
<u>Grant</u> HSIP	-	0.0	1.6	0.0	1.0	1.6	1.6	1.0	1.6	1.6	1.0	1.6	1.6	1.0	1.6	1.6		0	1.6	1.6
BUILD (Max 25)	5 25	0.0 0.0	1.6 0.4	0.0 0.0	1.0 12.0	1.6 0.4	1.6 4.8	1.0 12.0	1.6 0.4	1.6 4.8	1.0 12.0	1.6 0.4	1.6 4.8	1.0 12.0	1.6 0.4	1.6 4.8	12		1.6 0.4	1.6 4.8
INFRA (Min 100)	100	0.0	0.4	0.0	50.0	0.6	30.0	50.0	0.4	30.0	50.0	0.6	30.0	50.0	0.6	30.0	50		0.6	30.0
CIG (Max total award 50)) (60% gra		0.0	1	0.0	7.0	1	7.0	7.0	1.5	10.5	42.5	2	84.9	35.0	2	70.0	36		3	108.2
State 5307/5339* (max 10)	10	0.0	0.7	0.0	2.9	0.7	2.0	2.9	0.7	2.0	10.0	0.7	7.0	10.0	0.7	7.0	10		0.7	7.0
ATCMTD - technology deployment	12	0.0	1.2	0.0	3.0	1.2	3.6	3.0	1.2	3.6	3.0	1.2	3.6	3.0	1.2	3.6	3	.0	1.2	3.6
CRISI - rail safety & infrastructure																				
* Use only for raising federal share	-	up to 80%. Maxir	num reason	ably availab	ole funds for Mo	ountain Line	is \$10M													
** Size cannot exceed Max Availab	ole																			
Score (Raw) Total All Sources				15.0			49.0			52.5			131.9			117.0				155.2
Cost (mills) - includes R/W				1.0			40.5			60.9			73.7			55.1				57.7
Score/Cost (potential to pay)				15.0			1.2			0.9			1.8			2.1				2.7
Normalized (highest = 100)				100.0			8.1			5.8			11.9			14.2				17.9
BRT costs* (if Baker has better brea	akdown, please	provide)					7.0			7.0			42.5			35.0				36.1
TSP (mills) required per CIG	2						2			2			2			2				2
Bus Lanes @ \$2.2M/mile	6.0												6.0			6				6.0
Sidewalks	3						3			3			3			3				3
Stations @ \$300k ea	1.2						1.2			1.2			1.2			1				1.2
Crossings @ \$200k ea	0.8	·	.	5/11	16 6/14 511		0.8			0.8			0.8			1				0.8
R/W	40% c	of cost. BRT = % o	f alternative	e R/W need	ed for S/W, Bike	e, bus	0.0			0.0			29.5			22.0				23.1
BRT costs							7.0			7.0			42.5			35				36.1
Match Test																				
Match Required (all grants)		0.0			45.7			45.7			71.1			66.2			66			
Match Test		SUCCESS			FAIL			FAIL			FAIL			FAIL			F.A	AIL.		

Guidano

Agency funding is not considered and blocked out. The score only includes grant awards.

Size (grant):

Max grant size is based on historic NThe estimate does not represent a commitment.

Size is based on average award or ge What would you recommend to your governing body.

Odds: Maybe qualify agency source as "match only"

Grant level odds are based on an average of number of awards divided by number of applications and dollars awarded divided by dollars requested.

Commentary

This exercise and criteria represents the potential to pay, not the absolute ability to pay

HSIP and ATCMTD and INFRA likely don't change per alternative.

No build base is problematic. Earlier version effectively assumed local dollars were available for other means and used those to set base line

Is this adaptable to US 180?

Might further recommend changing odds based on general eligiblity. For instance, INFRA is freight oriented. HSIP required fatalities and severe injuries. Both of these might have lower odds.

5307/5339 - use only to reduce match on CIG? Assume that there are not additional eligble transit projects outside of BRT eligible elements that would "allow" use of additional 5307 funds

However, may wish to permit ped/bike costs above and beyond Milton project costs or at least acknowledge possibility/probability

CIG grant should show total project cost (up to 50 million) for each alternative. Our approach would be for CIG federal portion to cover the BRT aspects of the project (bus real estate, TSP, etc.) and look to local partners for overmatch to cover aspects that aren't transit-supportive, such as the additional GP lane in alt 6a. Mountain Line local match would be equal among the alternatives

Mountain Line can use other federal grants to go as high as 80% federal share on CIG supported project

Up to 50 million but includes San Fran/Beaver, but these are small

Problem in that it allows an agency to favor an alternative that does not meet with partner consensus, support in word but not deed

The consensus alternative may not align as well with individual agency priorities and so fall down those respective priority lists for funding

Local agency funds must be available to match all grants

How does one address a 20-30 year horizon and the odds of receiving one or more grants over time?

Set grant to amount of match available

Match Test: Adds up required match for all grants and determines if the local agency funds are adequate. Don't have to meet all match. Not likely to receive all grants

Up to 50 million but includes San Fran/Beaver, but these are small

Problem in that it allows an agency to favor an alternative that does not meet with partner consensus, support in word but not deed

The consensus alternative may not align as well with individual agency priorities and so fall down those respective priority lists for funding

Local agency funds must be available to match all grants

How does one address a 20-30 year horizon and the odds of receiving one or more grants over time?

Prepared by MetroPlan in cooperation with Mountain Line

May-20

NOTE: All Agency Funding Sources Max Available limits are hypothetical with the exception of Mountain Line.

	<u>Max</u>	Alter	native: No B	Build Raw	Alternat	ive: No Build	d Plus	Alte	r native 5 - 6 Agency	GP	Alterna	tive 6a - 6G Agency	P, bbtl	Alterna	tive 6b - 4G Agency	P, bbtl	Alterna	tive 13 - 4G Agency	P, CRL
Funding Source	<u>Available</u>	Size (mills)	Rating	S*O	Size **	Rating	Raw	Size	Rating	Raw	Size	Rating	Raw	Size	Rating	Raw	Size	Rating	Raw
<u> </u>	Available	3126 (1111113)	Nating	3 0	3126	Nating	Naw	3126	Nating	Naw	3126	Nating	Naw	3126	Nating	Naw	3126	Nating	Naw
<u>Agency</u> Mountain Line (40% match)	2	2.0	0	0.0	2.0	2	4.0	2.0	2	4.0	2.0	3	6.0	2.0	4	8.0	2.0	5	10.0
Flagstaff	15	15.0		0.0	15.0	3	4.0 45.0	15.0	2	30.0	15.0	1	15.0	15.0	3	45.0	15.0	4	60.0
ADOT	13	5.0	0	5.0	5.0	3	45.0 15.0	5.0	Δ	20.0	5.0	3	15.0	5.0	2	10.0	5.0	1	5.0
NAU	5	0.0	1	0.0	0.0	1	0.0	0.0	4	0.0	0.0	3 1	0.0		1	0.0			0.0
	0		5 1	0.0		3	0.0		3	0.0		1	0.0	0.0	2	0.0	0.0	1	0.0
Coconino	U	22.0	1	0.0	22.0	3	0.0	22.0	3	0.0	22.0	1	0.0	22.0	2	0.0	22.0	1	0.0
Sum Size		22.0			22.0			22.0			22.0			22.0			22.0		
<u>Grant</u>																			
HSIP	5	0.0	1.6	0.0	1.0	1.6	1.6	1.0	1.6	1.6	1.0	1.6	1.6	1.0	1.6	1.6	1.0	1.6	1.6
BUILD (Max 25)	25	0.0	0.4	0.0	12.0	0.4	4.8	12.0	0.4	4.8	12.0	0.4	4.8	12.0	0.4	4.8	12.0	0.4	4.8
INFRA (Min 100)	100	0.0	0.6	0.0	50.0	0.6	30.0	50.0	0.6	30.0	50.0	0.6	30.0	50.0	0.6	30.0	50.0	0.6	30.0
CIG (Max total award 50)) (60% grad	n 50	0.0	1	0.0	7.0	1	7.0	7.0	1.5	10.5	42.5	2	84.9	35.0	2	70.0	36.1	3	108.2
State 5307/5339* (max 10)	10	0.0	0.7	0.0	2.9	0.7	2.0	2.9	0.7	2.0	10.0	0.7	7.0	10.0	0.7	7.0	10.0	0.7	7.0
ATCMTD - technology deployment	12	0.0	1.2	0.0	3.0	1.2	3.6	3.0	1.2	3.6	3.0	1.2	3.6	3.0	1.2	3.6	3.0	1.2	3.6
CRISI - rail safety & infrastructure																			
* Use only for raising federal share	of CIG grant to u	up to 80%. Max	ximum reaso	onably availa	ble funds for M	ountain Line	e is \$10M												
** Size cannot exceed Max Available	le																		
Score (Raw) Total All Sources				5.0			49.0			52.5			131.9			117.0			155.2
Cost (mills) - includes R/W				1.0			40.5			60.9			73.7			55.1			57.7
Score/Cost (potential to pay)				5.0			1.2			0.9			1.8			2.1			2.7
Normalized (highest = 100)				100.0			24.2			17.3			35.8			42.5			53.8
BRT costs* (if Baker has better brea	akdown, please	provide)					7.0			7.0			42.5			35.0			36.1
TSP (mills) required per CIG	2						2			2			2			2			2
Bus Lanes @ \$2.2M/mile	6.0												6.0			6			6.0
Sidewalks	3						3			3			3			3			3
Stations @ \$300k ea	1.2						1.2			1.2			1.2			1			1.2
Crossings @ \$200k ea	0.8						0.8			0.8			0.8			1			0.8
R/W	40% o	of cost. BRT = %	of alternati	ive R/W need	led for S/W, Bik	e, bus	0.0			0.0			29.5			22.0			23.1
BRT costs				•			7.0			7.0			42.5			35			36.1

Guidance

Agency: Max available - Each agency identifies the total amount of funds available for the project. This remains constant for every alternative.

Agency Rating: Each agency rates the alternatives 1-5. All could be 1 if unsatisfactory or all 5 if all very satisfactory.

Agency score: this is the product of funds available times score.

Size (grant)

Max grant size is based on historic NOFO, generally. Transit grant size is tied to total of BRT improvements for the alternative Size is based on average award or general eligiblity in the case of CIG.

Odds:

Grant level odds are based on an average of number of awards divided by number of applications and dollars awarded divided by dollars requested.

Commentary

This exercise and criteria represents the potential to pay, not the absolute ability to pay

HSIP and ATCMTD and INFRA likely don't change per alternative.

No build base is problematic. Earlier version effectively assumed local dollars were available for other means and used those to set base line Is this adaptable to US 180?

Might further recommend changing odds based on general eligiblity. For instance, INFRA is freight oriented. HSIP required fatalities and severe injuries. Both of these might have lower odds.

5307/5339 - use only to reduce match on CIG? Assume that there are not additional eligble transit projects outside of BRT eligible elements that would "allow" use of additional 5307 funds

However, may wish to permit ped/bike costs above and beyond Milton project costs or at least acknowledge possibility/probability

CIG grant should show total project cost (up to 50 million) for each alternative. Our approach would be for CIG federal portion to cover the BRT aspects of the project (bus real estate, TSP, etc.) and look to local partners for overmatch to cover aspects that aren't transit-supportive, such as the additional GP lane in alt 6a. Mountain Line local match would be equal among the alternatives

Mountain Line can use other federal grants to go as high as 80% federal share on CIG supported project

Up to 50 million but includes San Fran/Beaver, but these are small

Problem in that it allows an agency to favor an alternative that does not meet with partner consensus, support in word but not deed

The consensus alternative may not align as well with individual agency priorities and so fall down those respective priority lists for funding

Local agency funds must be available to match all grants

How does one address a 20-30 year horizon and the odds of receiving one or more grants over time?

HSIP									Odds on 5 scale	Eligiblity (3L to 1H)	Avg Award
20	19-20	24	59	41%	21.	.4 95	23%	32%		2 eligibility	0.9
				41%			23%	32%	1.6	0.8 odds/elig	
BUILD	Awa	rds Ap	plication Oc	lds	\$ Awarde	ed \$ Requeste	Odds	Average			
	2018	91	850	11%	0.		7%	9%			8.8
	2019	55	665	8%	0.	.9 9.6	9%	9%		2 eligibility	16.4
				9%			8%	9%			12.58
INFRA											
	2018										
	2019	20	170	12%		1 9	11%	11%		3 eligibility	50.0
				12%			11%	11%	0.6	0.2 odds/elig	50.00
ATCMTD	2212	4.0		222/							
	2018	10	51	20%							
	2019	10	33	30%				30%		1 eligibility	3 informed guess
				25%				25%	1.2	2 1.2 odds/elig	
5307 Instate											
		1	4	25%				25%		1 eligibility	
				25%				25%	1.3	3 1.3 odds/elig	
5339 in state											
		1	8	13%				13%		1 eligibility	
				13%				13%	0.6	0.6 odds/elig	
5339 National											
	2018	139	453	31%	0.26		13%	22%			1.9
	2019	94	270	35%	0.42	1.9	22%	29%		1 eligibility	4.5
				33%			18%	25%	1.3	3 1.3 odds/elig	3.20

CIG

CIG is a a transit program. Once a project has been accepted into "Project Development," such as NAIPTA's BRT, it is then eligible to receive a certain percentage of its costs bases on how well the final design and services meet certain criteria.



Attachment 4: Tier 3 Evaluation Criteria Partner Weighting Survey

















Tier 3 Alternative Evaluation

Project Partner Evaluation Criteria Weighting Survey

Introduction:

The purpose of the Tier 3 Alternative Evaluation Criteria analysis is to expand upon efforts conducted in the Tier 2 Alternative Evaluation Criteria & Analysis Phase to further analyze the remaining Milton Road CMP Alternatives through a refined series of evaluation criteria and methodologies.

The objective of this Tier 3 Alternative Evaluation Criteria Weighting Survey is to develop and assign Project Partner weighting to each of the tier 3 evaluation criterion in a comprehensive and equitable fashion by integrating a consensus-based pairwise comparison exercise for all of the Tier 3 Evaluation Criterion.

The survey is conducted through an excel-based tool. This page provides a brief explanation while the following tab - "Instructions" - includes detailed step-by-step instructions to complete this survey.

Objective:

The objective of this survey is to develop weights for both the Tier 3 Evaluation Criteria Categories and Measures. Refer to the "T3 Evaluation Criteria" Tab for the complete list of Tier 3 Evaluation Criteria.

The first portion of the survey is to develop weights through a pairwise comparison exercise for the seven Tier 3 Evaluation Criteria Categories:

- Traffic Operations - Safety - Expand Travel Mode Choices - Public Acceptance - Cost / Implementation - Environmental Impacts - Community Character

This portion of the survey is conducted on the green tab labeled - "T3 EC Category Survey"

The second portion of the survey is to develop weights for the criteria for each of the T3 Evaluation Criteria Categories. However, the weighting survey is only necessary for the categories with more than one criterion. Those categories include:

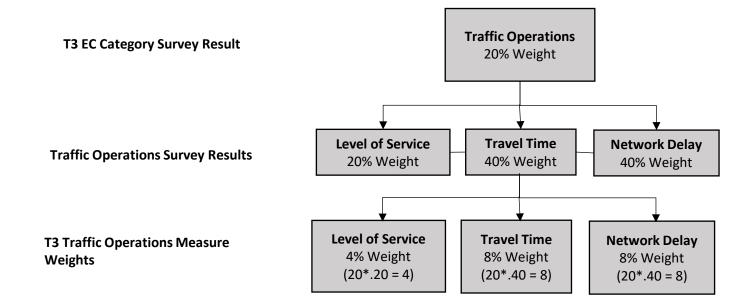
- Traffic Operations - Expand Travel Mode Choices - Cost / Implementation - Environmental Impacts

This portion of the survey is conducted in each of the corresponding blue tabs labeled- "Traffic Ops Criteria Survey", "Mode Choices Criteria Survey", "Implementation Criteria Survey", and "Environmental Criteria Survey".

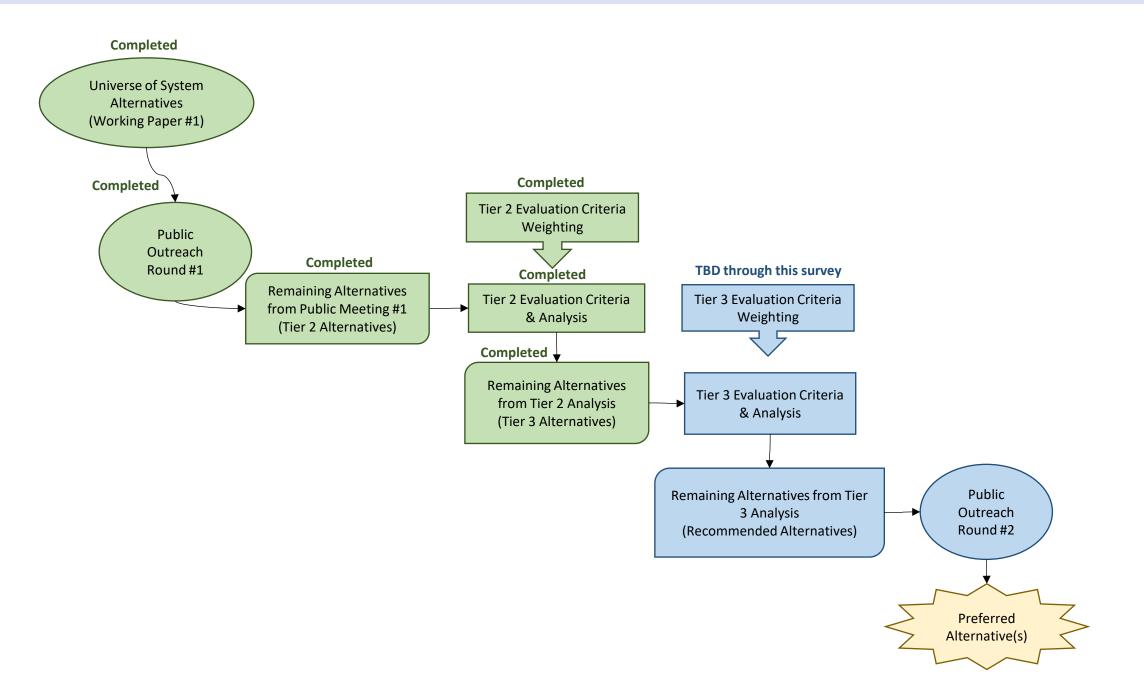
Implementation:

Each agency represented by the Project Partners will be permitted of two responses each. Once all responses have been received, the Project Team will compile the pairwise comparison results from each tab and calculate a geometric mean among all responses provided by the Project Partners. This calculation will arrive at an equitable and a quantitatively constructed, Project Partner-defined weights for both the Tier 3 Evaluation Criteria Categories and the Tier 3 Evaluation Criteria Measures.

Here is an example of how the relationship between the weights for the Tier 3 Evaluation Criteria Category and the Tier 3 Evaluation Criteria Measures. The weights are derived as a percentage that sum up to 100%. For example, if the Traffic Operations category receives a weight of 20% among the six other categories. The survey results for weight of the criteria within the Traffic Operations Category will make up a portion of the 20%. See the example below for illustration.



Questions:



For questions or assistance with populating the survey please contact:

Dan Gabiou 602-712-7025

dgabiou@azdot.gov

or

Brian Snider

847-650-7214

brian.snider@mbakerintl.com

Credits:

Author: Klaus D. Goepel, BPMSG

https://bpmsg.com/contact-form/



Instructions for using this Survey

Quick Start:

Setup

To ensure full workbook capabilities of the survey, contents of the workbook and macros must be enabled

<u>Enable Contents:</u> The use of this survey causes the 'Enable Contents' button to display when opening this workbook. Click the button to allow functions within the survey to work.

<u>Enable Macros:</u> The survey relies on macros to auto populate calculations, be sure to enable macros (File --> Options --> Trust Center --> Trust Center Settings --> Macro Settings --> Enable macros

Tier 3 Evaluation Criteria Category Survey:

Click on the green tab below - "T3 EC Category Survey"

T3 EC Category Survey

Setup

Step 1:

To ensure the survey works correctly, please only populate information and edit the worksheet using the light green cells

To ensure the Project Team can determine which agency the respondent is from, please populate the name of your Agency and the Date in which you completed the survey - Row 18

Conducting the Pairwise Comparison For the Tier 3 Evaluation Criteria Categories

To ensure the survey works correctly, please only populate information and edit the worksheet using the light green cells

Step 1: Before conducting the pairwise comparison survey, pleas take note of the table in Rows 6 - 13.

In this table, you will see the seven Tier 3 Evaluation Categories identified in the "T3 Evaluation Criteria Tab"

Before populating the survey, the table will include an equally distributed weight among the seven categories - 14.3%.

The 14.3% weight is the calculated weight for the seven categories equally: 100% / 7 = 14.3%

We will refer to this value as the "Value of Equilibrium"

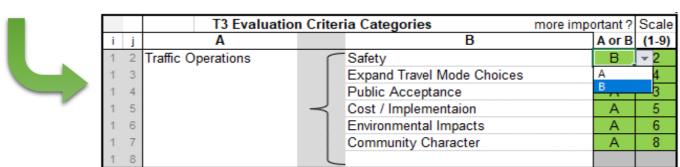
As you continue populating the pairwise comparison survey (instructions below), this table will automatically adjust the weights in real-time for each category based on your responses. You can use this table as a guide while you populate the preference survey.

Step 2:

In Rows 20 - 48, you will see a four-column table that lists all seven on the Tier 3 Evaluation Criteria <u>Categories</u>. The table is constructed to allow you to compare each Tier 3 Evaluation Criteria <u>Category</u> against teach other on a numerical scale of importance, or preference. This is where you will be conducting the pairwise comparison survey for each of the T3 Evaluation Criteria Categories.

In this table, you will use the two columns most further to the righ, t highlighted in light green, to populate your preferences to determine which categories are more important to you. You need to look at the T3 Evaluation Category in Column A and B and determine which one of each pair is more important, A or B, and how much more on a scale 1-9 as given below.

Use a drop down menu in the "A or B" column to determine if the category in A or B column is more important category to you



SECURITY WARNING Automatic update of links has been disabled Enable Content

Macro Settings

Disable all macros without notification
Disable all macros with notification
Disable all macros except digitally signed macros

Enable all macros (not recommended; potentially dangerous code can run)

18	INSERT Agency Name	1	INSERT DATE
19	Name	Weight	Date

n T3 Evaluation Criteria Categories

Expand Travel Mode Choices

Traffic Operations

Public Acceptance

5 Cost / Implementaion

6 Environmental Impacts

13 7 Community Character

-

α: 0.1 CR: 0%

		13 Evaluation	Criter		portant?	
İ	j	A		В	A or B	(1-9
1	2	Traffic Operations		Safety		
1	3			Expand Travel Mode Choices		
1	4			Public Acceptance		
1	5		\prec	Cost / Implementaion		
1	6			Environmental Impacts		
1	7			Community Character		
1	8					
2	3	Safety		Expand Travel Mode Choices		
2	4			Public Acceptance		
2	5		J	Cost / Implementaion		
2	6		٦	Environmental Impacts		
2	7			Community Character		
2	8					
3	4	Expand Travel Mode Cho	ice\$	Public Acceptance		
3	5			Cost / Implementaion		
3	6		\dashv	Environmental Impacts		
3	7			Community Character		
3	8					
4	5	Public Acceptance		Cost / Implementaion		
4	6		J	Environmental Impacts		
4	7		٦ .	Community Character		
4	8		L			
5	6	Cost / Implementation	٢	Environmental Impacts		

Then, in the next column, reading "Scale", type a number 1 - 9 in that call that determines the level of importance between the two categories using the scale listed below:

		T3 Evaluation	on Crit	eria Categories more imp	ortant?	Scale
į	į.	Λ		B	A or B	(1.0)
1	2	Traffic Operations	ſ	Safety	В	3
1	3			Expand Travel Mode Choices	Α	4
1	4			Public Acceptance	Α	3
1	5		\prec	Cost / Implementaion	Α	5
1	6			Environmental Impacts	Α	6
1	7			Community Character	Α	8
1	8		Į			

In this example, the respondent believes that the Safety Category is *Moderately More Important* than the Traffic Operations Category, or on other words, the Traffic Operations Category and the Safety Category have a pairwise preference that, *experiences and judgement lightly favor one element over another*, favoring the Safety Category.

This determination is based on the Pairwise Comparison Preference Numerical scale listed below:

Pairwise Comparison Preference Numerical Scale (1 - 9)

Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective
3	Moderate importance	Experience and judgment slightly favor one element over another
5	Strong Importance	Experience and judgment strongly favor one element over another
7	Very strong importance	One element is favored very strongly over another, it dominance is demonstrated in practice
9	Extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation
2,4,6,8 can	be used to express intermedia	te values

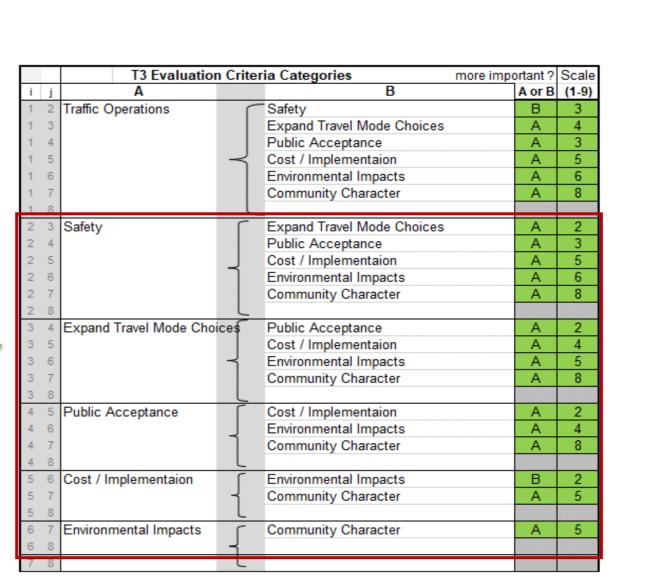
Use the Pairwise Comparison Preference Numerical Scale (1 - 9) to help determine the order of magnitude when deciding the level of importance of other Tier 3 Evaluation Criteria Categories compared to Traffic Operations

	T3 Evaluation	n Criter	ia Categories more imp	ortant ?	Scale
i j	Α		В	A or B	(1-9)
1 2	Traffic Operations		Safety	В	3
1 3			Expand Travel Mode Choices	Α	4
1 4			Public Acceptance	Α	3
1 5		\prec	Cost / Implementaion	Α	5
1 6			Environmental Impacts	Α	6
1 7			Community Character	Α	8
1 8					
		_			

You will note that the summary table in Rows 6 - 13 mentioned earlier will have adjusted to reflect your responses.

Step 3:

Using the process described in Step 2, continue populating the pairwise comparison survey by determining which Tier 3 Evaluation Criteria Category is more important than the other.

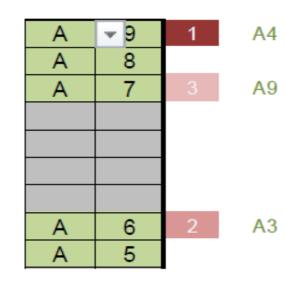


44 45	5 7	Cost / implementation	1	Community Character	
46 47 48	5 8 6 7 6 8	Environmental Impacts	{	Community Character	

Step 4:

Once completed, you may, at your discretion, adjust highlighted comparisons 1 to 3 to improve consistency.

This is an indication of inconsistent inputs. The most inconsistent judgment is marked with "1". The text field after the marking shows the ideal, most consistent judgment (A4, A9 and A3 in the example above). Participants might slightly modify the highlighted judgments in direction of the ideal judgment, in order to improve consistency.



After reviewing all answers, ideally no line will be highlighted and consistency is within the given threshold to make the result reliable. In addition to the consistency ratio, errors for each weights are indicated. It can happen that even with a consistency ratio below 10%, errors are significant, and some weights are overlapping within the error range



Traffic Ops Criteria Survey | Mode Choices Criteria Survey

<u>Step 5:</u>

The final step is to check your results once you've completed populated the pairwise comparison survey and adjusted your inputs to fix any potential inconsistencies (as mentioned in Step 4). Review the table in Rows 6 - 13 mentioned earlier to confirm that the final results of the weight of each Tier 3 Evaluation Criteria Category reflects your intuition.

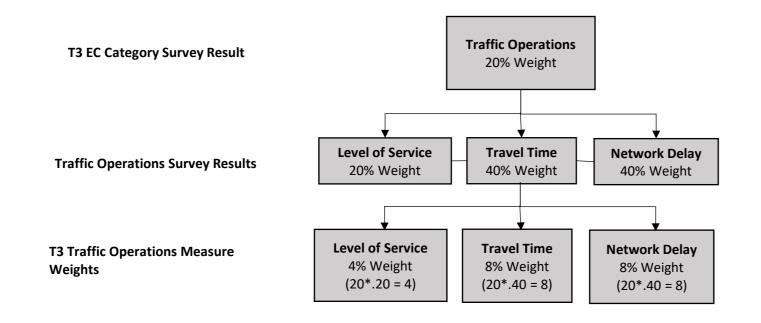


Implementation Criteria Survey

Tier 3 Evaluation Criteria Category Survey:

Repeat Steps 1 - 5 for each of the Tier 3 Evaluation Crtieta Category criteriom/measure in the blue Tabs.

As described in the *Overview Tab,* here is an example of how the relationship between the weights for the Tier 3 Evaluation Criteria Category and the Tier 3 Evaluation Criteria Measures. The weights are derived as a percentage that sum up to 100%. For example, if the Traffic Operations category receives a weight of 20% among the six other categories. The survey results for weight of the criteria within the Traffic Operations Category will make up a portion of the 20%. See the example below for illustration.



n= 7

Objective: The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and newly introduced System Alternatives.

Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A or B**, and **how much** more on a scale 1-9 as given below.

n	T3 Evaluation Criteria Categories	RGMM	+/-
1	Traffic Operations	14.3%	
2	Safety	14.3%	
3	Expand Travel Mode Choices	14.3%	
4	Public Acceptance	14.3%	
5	Cost / Implementaion	14.3%	
6	Environmental Impacts	14.3%	
7	Community Character	14.3%	

INS	SEF	RT Agency Name 1	INSER	T DATE	α :	0.1	CR:	0%
Nar	ne	Weight		Date		Co	nsistency R	Ratio
		<u> </u>				Scale		
i	j	Α		В		A or B	(1-9)	
1	2	Traffic Operations		Safety				
1	3			Expand Travel Mode Choices				
1	4			Public Acceptance				
1	5		\prec	Cost / Implementaion				
1	6			Environmental Impacts				
1	7			Community Character				
1	8							
2	3	Safety		Expand Travel Mode Choices				
2	4			Public Acceptance				
2	5		\exists	Cost / Implementaion				
2	6			Environmental Impacts				
2	7			Community Character				
2	8							
3	4	Expand Travel Mode Choi	ces	Public Acceptance				
3	5			Cost / Implementaion				
3	6		\dashv	Environmental Impacts				
3	7			Community Character				
3	8							
4	5	Public Acceptance		Cost / Implementaion				
4	6		7	Environmental Impacts				
4	7			Community Character				
4	8							
5	6	Cost / Implementaion		Environmental Impacts				
5	7		4	Community Character				
5	8		L					
6	7	Environmental Impacts		Community Character				
6	8							
7	8							

Intensity Definition Expla		Definition	Explanation
1 Equal importance Two elements of		Equal importance	Two elements contribute equally to the objective
	3	Moderate importance	Experience and judgment slightly favor one element over another

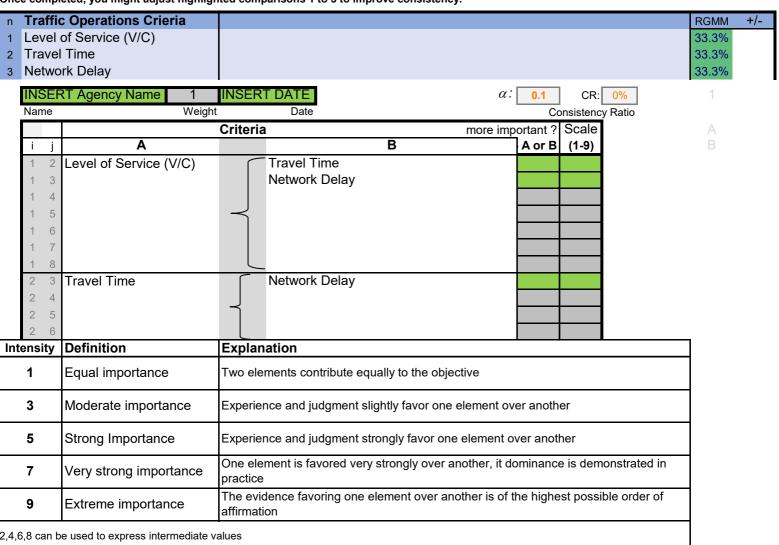
	5 Strong Importance		Experience and judgment strongly favor one element over another	
T Very strong importance		i verv sirona importance	One element is favored very strongly over another, it dominance is demonstrated in practice	
	9	Extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation	
2,4	2,4,6,8 can be used to express intermediate values			

n= 3

Objective: The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and newly introduced System Alternatives.

Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A** or **B**, and **how much** more on a scale 1-9 as given below.

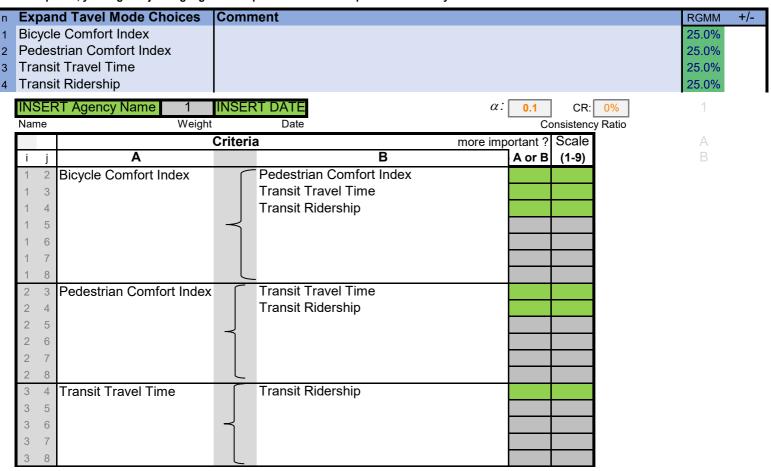


n= 4

Objective: The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and newly introduced System Alternatives.

Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A** or **B**, and **how much** more on a scale 1-9 as given below.



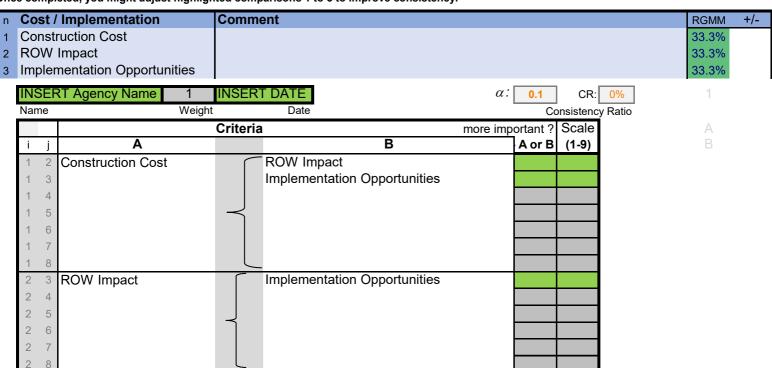
Intensity Definition E		Explanation	
1	Equal importance	Two elements contribute equally to the objective	
3 Moderate importance Experience and		Experience and judgment slightly favor one element over another	
5	Strong Importance	Experience and judgment strongly favor one element over another	
7 Very strong importa		One element is favored very strongly over another, it dominance is demonstrated in practice	
9	Extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation	

n= 3

Objective: The purpose of the Milton Road & US 180 Corridor Master Plans (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and newly introduced System Alternatives.

Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A** or **B**, and **how much** more on a scale 1-9 as given below.



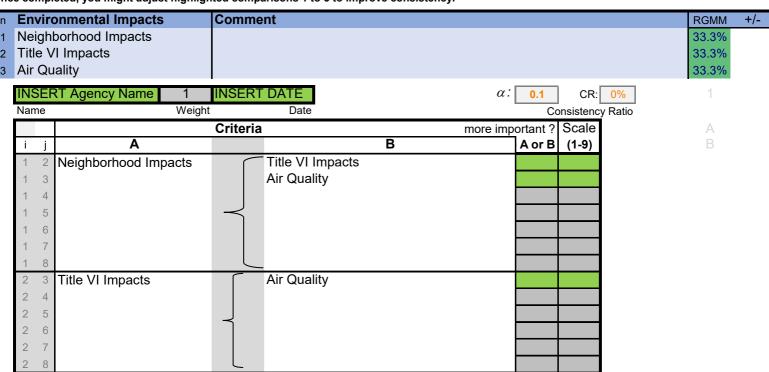
	ribute equally to the objective
3 Moderate importance Experience and jud	
Experience and jac	dgment slightly favor one element over another
5 Strong Importance Experience and jud	dgment strongly favor one element over another
7 Very strong importance One element is fav	ored very strongly over another, it dominance is demonstrated in
9 Extreme importance The evidence favo affirmation	ring one element over another is of the highest possible order of

n= 3

Objective: The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and newly introduced System Alternatives.

Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A or B**, and **how much** more on a scale 1-9 as given below.



		Explanation	
1 Equal importance T		Two elements contribute equally to the objective	
3 Moderate importance E		Experience and judgment slightly favor one element over another	
5 St	Strong Importance	Experience and judgment strongly favor one element over another	
7 \	ery strong importance	One element is favored very strongly over another, it dominance is demonstrated in practice	
9 Ex	extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation	



ADOT Milton Road & US 180 Corridor Master Plan

Tier 3 Modeling and Survey Results
Project Partner Meeting Minutes
August 25, 2020

Meeting Agenda

- I. Review Milton Rd. Tier 3 Traffic Model results
- II. Review Tier 2 US 180 model results decision on US 180 (No-Build Plus or delay analysis)
- III. Review Public Survey Results
- IV. Review Project Partner Survey Results
- V. Revise/Finalize Milton Rd. Tier 3 Evaluation Criteria Weighting
- VI. Revise/Finalize US 180 Tier 3 Evaluation Criteria Weighting
- VII. Next Steps

Meeting Attendees

Name	Agency/Organization
Dan Gabiou	ADOT
Nate Reisner	ADOT
John Wennes	ADOT
Steve Orosz	ADOT
Rick Barrett	City of Flagstaff
Patrick McGervey	USFS
Ed Stillings	FHWA
Dave Wessel	MetroPlan
Martin Ince	MetroPlan
Kate Morley	Mountain Line
Greg Mace	NAU
Kevin Kugler	Michael Baker International
Alex Thomas	Michael Baker International
Jessica Belowich	Michael Baker International
Brian Snider	Michael Baker International

Attachments

- 1. Final Project Partner Approved Tier 3 Evaluation Criteria
- 2. Project Partner Meeting PowerPoint Presentation
- 3. Tier 3 Evaluation Criteria Weighting Public Survey Results
- 4. Tier 3 Evaluation Criteria Partner Weighting Survey Results
- 5. Options for Merging Public Survey and Project Partner Survey Results

After roll call was completed, Dan Gabiou turned the presentation over to Kevin Kugler to present the Agenda Item I – Tier 3 Milton Rd. traffic model results

















I. Review Milton Rd. Tier 3 Traffic Model results

Utilizing Cisco WebEx, Kevin Kugler began by briefly reviewing the meeting agenda and how there were many important items on todays meeting. He reminded the Partners that the information being presented today was distributed to the Partners last week in order to review the traffic model results prior to the meeting. Mr. Kugler also noted that continuing project momentum was important and as such, it was hopeful that the Partners would confirm the T3 Evaluation Criteria and decide on US 180 preferred alternative by the conclusion of this meeting.

Using slide #4, Mr. Kugler briefly reminded the Partners of the Milton Rd. Tier 3 alternatives and then turned the presentation over to Jessica Belowich to discuss the Milton Rd. T3 traffic model results.

A. Milton Rd. T3 Travel Times & Transit Travel Times

Ms. Belowich began by reminding the Project Partners that the primary difference between the Tier 2 and Tier 3 analysis was the introduction of the spot improvements for each alternative. The inventory of spot improvements was developed and agreed to by the Project Partners. Ms. Belowich noted that not all suggested spot improvements offer improved operations to the system, as there were items like dual left turn lanes, the addition of two new traffic signals, and the inclusion of two HAWKS that have more negative impacts on certain metrics such as travel times. Transit Signal Priority (TSP) was also added at select intersections.

Ms. Belowich continued to review the Travel Time results (slide 5) while also reviewing the findings for transit travel times (slide 6). Ms. Belowich then concluded the portion of the presentation on Travel Time results.

Project Partner Discussion

No concerns or issues were expressed among the Project Partners on the Travel Time information presented, other than clarify the number of HAWKS and location of the two proposed signals. No additional questions or concerns were expressed by the Partners.

B. Network Delay

Ms. Belowich explained that network delay was defined as the total number of hours of delay in the model as a whole, including US 180. Latent delay represents the delay of vehicles that can't make it into the model. She went on to review the network delay results (slide 7), noting that generally speaking, spot improvements were effective across all alternatives in the AM peak hour, but less effective in the PM peak hour.

Project Partner Discussion

Dave Wessel asked Jessica to describe, "what is in the network"? Ms. Belowich and Alex Thomas responded with a description of the approximate model network parameters. No additional questions or concerns were expressed by the Partners.

















C. Intersection Delay and LOS

Ms. Belowich reminded the Partners that intersection delay and LOS were not a Tier 3 Evaluation Criteria per se, but noted that these metrics were an important measure of operational effectiveness that the Partners had requested to see and be reported upon in Working Paper #2. She then went on to identify the fact that Phoenix Ave. and Santa Fe greatly improve with the introduction of a signal (except No-Build) and that Mikes Pike continues to perform poorly.

Project Partner Discussion

Dave Wessel noted that he would like to see this information (slide 8) color coded to express the number of "steps of improvement" over the No-Build alternative. Ms. Belowich confirmed that this can be done. Rick Barrett asked for a clarification on the reasoning behind the Mikes Pike LOS results. Alex Thomas responded that the LOS results for Mike Pike were largely a byproduct of some modeling spill-over affect from Butler Avenue since the Mikes Pike intersection is in close proximity to Butler Ave. In modeling terms, this was thought to be a bit of a false negative as this metric is measured from vehicle flow. Ms. Belowich offered that the traffic modeling team would like to offer some suggestions to improve the performance of the Butler Clay and University Drive intersections in the future. No additional questions or concerns were expressed by the Partners.

D. HAWK Signal Comparisons

MS. Belowich reviewed slides 9, 10, 11 and 12 that illustrate a comparison of with and without HAWKs for travel time and transit travel time comparing the No-Build and Alt 5 alternatives. She noted that when compared to the travel times without the HAWK application, the difference in travel times (with and without the HAWK application) was negligible and thus not a significant impact on travel times in general. Ms. Belowich also reviewed the HAWK impact on network delay (slide 11) noting that there is no significant impact on the Milton Rd. corridor. Finally, she reviewed slide 12 comparing the intersection delay/LOS comparison of with and without HAWKs, noting that there was very little difference between the two.

Project Partner Discussion

Martin Ince asked about the information contained in the last row on slides 9 and 10. Ms. Belowich responded that this information was an oversight and should not have been included on the slide and apologized for the confusion. Dave Wessel asked to confirm the number of HAWKs included in the model. Ms. Belowich responded that there were two HAWKs identified. Dave Wessel asked if any of the intersection LOS F results were made more severe by the inclusion of the HAWKs. Ms. Belowich responded that no there was not. Dave Wessel asked about if the model witnessed any negative impacts to the proposed signals at Phoenix Ave. and Santa Fe. Ms. Belowich responded that the model did show some platooning, but not to the level where there was a cause for concern. Nate Reisner noted that the HAWKs did not have a significant impact, but offered that other spot improvements identified might have a negative impacts and that we may wish to modify those when evaluating the preferred alternative in the future. Ms. Belowich agreed and offered that we will be looking at additional refinements when applying to the preferred alternative. Dan Gabiou suggested that we should highlight this point in Working Paper #2.

















II. Review Tier 2 US 180 Model Results – Decision on US 180 (No-Build Plus or delay analysis)

Ms. Belowich continued the presentation by providing a brief overview and reminder of the US 180 modeling packages that were prepared and presented to the Partners in the Tier 2 modeling process. She briefly reviewed slides 13-19 that illustrate the various Tier 2, US 180 modeling packages with corresponding cross sections. Ms. Belowich concluded that, just as was identified in the Tier 2 analysis, there is a significant correlation to the delay on US 180 to the operations on Milton Rd. Moreover, if there is no significant travel time improvements on Milton Rd., the potential to see an improvement on US 180 is non-existent. In other words, Milton Rd. operations are a significant contributor to the impacts to operation on US 180. She reminded the Partners that per the previous slides, the T3 analysis suggests that there was no significant improvement to travel time on Milton Rd.

Project Partner Discussion and Decision

Dan Gabiou noted that comparing the results shown in slide 5, if there is no significant improvement to Milton Rd. travel time and that the build alternatives offered worse to negligible travel time change. He noted that Milton Rd. southbound in particular showed worsened southbound travel time change. Mr. Gabiou noted that as a result, there is really no need to increase capacity on US 180, and as such, he was recommending the Partners consider the No-Build Plus as the preferred alternative for US 180. He noted that this observation was first mentioned at a Partner meeting in December of 2019.

In reviewing slide 23, Dan Gabiou stated that staff's recommendation for US 180; 1) identify the No Build Plus as the recommended alternative for US 180 in Working Paper #2, and 2) If the public agrees, no further analysis was needed for US 180. He reminded the Partners that the No Build Plus alternative on US 180 still offers bike, pedestrian, wildlife and intersection safety improvements on US 180 per the previously identified spot improvement inventory.

Martin Ince inquired about the northbound direction on US 180 and was there an opportunity to close any existing sidewalk gaps? Mr. Kugler asked for clarification on location of the gaps and said that closing existing sidewalk gaps were not currently included in the spot improvement inventory for US 180. Dan Gabiou suggested that we could expand the US 180 preferred alternative as a "No-Build Plus Plus" per se so as to expand or modify the previous No-Build Plus alternative to also include a select number of additional spot improvements (not requiring additional right-of-way) that were not previously identified.

Nate Reisner noted that we need to keep the dual left turns at Humphrey's since ADOT was building a new bridge at the Rio de Flag to accommodate this second left turn lane. Steve Orosz asked if we included a dual left for No-Build Plus on Milton Rd. Dan Gabiou reminded the Partners that the intent of the No-Build Plus alternative was to avoid any additional right-of-way that would be needed to accommodate the suggested improvement. Mr. Kugler went on to review the listing of approved spot improvements for the intersection of Humphrey's and Route 66 (Milton Rd.).

Dave Wessel said he was ok with the recommendation for the No-Build Plus Plus alternative for US 180, noting that he would like to see bike and ped gaps included and that these may require some additional right-of-way.

Greg Mace asked how he would explain this recommendation to friends an neighbors who live off US 180. Dan Gabiou responded that he could review the T3 and T2 modeling results and that the previous bypass

















ADOT MILTON ROAD & US 180 CMP Tier 3 Modeling and Survey Results Project Partner Meeting Minutes – August 25,2020

alternatives presented in Tier 2 offered no additional travel time savings. Mr. Kugler added that much of the public feedback received also suggested that many residents along US 180 did not support a widening of the roadway, felling that it would just invite more cars and traffic. Greg Mace then confirmed he would support the No-Build Plus Plus as the preferred alternative for US 180.

Pat McGervey offered that he would like to see US 180 be carried forward in the Tier 3 modeling process to do everything we could on US 180 before making a final decision.

Nate Reisner said that he supports the No-Build Plus Plus as the preferred alternative for US 180.

Kate Morley said she recalls the limited travel time savings on US 180, but wondered how this would be presented to the public. Dan Gabiou said the public will consider the No Build Plus and No-Build Plus Plus options for US 180 (noting that we will develop a new term to replace "plus-plus").

Pat McGervey said the fact that both options will be presented to the public addressed his initial concern and noted that he would also support the No-Build Plus Plus as the preferred alternative for US 180.

Rick Barrett had a question about the southbound results on Milton Rd, asking why they had worsened? Dan Gabiou responded by re-confirming the results conveyed on slide 5. Mr. Barrett said that he now understands and agreed that he can support the No-Build Plus Plus as the preferred alternative for US 180.

Dan Gabiou offered that we will ensure that the information presented at the public meeting will highlight non-capital improvements that have helped the operations of the corridors.

Kate Morley asked if we would apply the T3 evaluation criteria to US 180 or would we show the difference between the No-Build Plus and No-Build Plus Plus alternatives? Martin Ince suggested that we should compare the two alternatives for the public. Kevin Kugler responded that we can show the differences between the two alternatives in Working Paper #2 and receive public input at the public meeting. Dan Gabiou went on to say that we will take the public input receive and in the draft final report include a final recommendation for US 180.

Rick Barret said he desires to capture this fact in Working Paper #2, and how this result/recommendation is similar to the Winter Needs Congestion Study for US 180. He was not sure that the City Engineers office can make this recommendation without broader input from others. Dan Gabiou said that he would follow up with staff on this.

Kate Morley asked how the Partners were going to weed out the spot improvements on US 180. Dan Gabiou responded that the draft final report will include a likely refined alternative with adjustments resulting from Partner and public inputs received.

Partner Decision – each Partner agreed that US 180 will not require Tier 3 modeling and that we will carry forward the No-Build Plus and No-Build Plus Plus alternatives for US 180.

















III., IV., V. and VI. Review of Public Survey and Project Partner Survey Results and Finalize the Milton Rd. and US 180 Tier 3 Evaluation Criteria Weighting

Brian Snider began the discussion with an overview of the Project Partner pairwise surveys for Milton Rd. and US 180 that was created to assist in of weights to each of the T3 evaluation criteria and sub-criteria. Referring to slides 25 and 26, Mr. Snider reviewed the results of the pairwise survey. He noted that the 53% consensus rating was considered a low to moderate rating. He underscored the results that the top three weighted criteria are; 1) Expand travel Mode Choices (22.9%), 2) Safety (18.5%), and 3) Community Character (14.2%).

Dan Gabiou then reviewed a spreadsheet that he prepared that day (since the public survey only closed the day before this meeting) in an effort to show a comparison between the public survey and Project partner survey results. This information was shown on the WebEx. Mr. Gabiou noted that in the comparison of the two survey results, Cost/Implementation, Expand Travel Mode Choices, and Community Character represented the criteria where the biggest difference in responses between the two surveys. Mr. Gabiou reminded the Partners that the bike and ped index and Community Character criteria have some redundancies and that 1/3 of the Environmental Impact criteria (Air Quality) is somewhat duplicative with the Network Delay criteria. He also noted that the percentages shown reflect a simple averaging of the responses and do not reflect an increase or decrease in any categories. The group suggested that there may be still a few paper copies of the survey out there from Title VI communities.

Mr. Gabiou then referred to the two options for the Partners to consider. These options were intended to define an approach to achieve consensus on the most appropriate and equitable method to blend the public survey and Partner pairwise survey results in order to establish/determine one weighting for each criterion. Mr. Gabiou presented the two options identified on the spreadsheet.

Project Partner Discussion and Decision

Partner Pairwise Survey

Dave Wessel asked what the percent difference column represented. Mr. Snider responded that it represented the percent difference from equilibrium (for each individual category) of 14.3% for this exercise. Dave Wessel added that he liked the academic nature of the exercise, thought it was clean and that he was not surprised by the results. Nate Reisner added that he was surprised that the Safety criteria scored so high considering that the Safety criteria has only one sub-criteria. Dave Wessel asked, and the group confirmed that the survey specified "vehicular safety".

Public Survey Results/Consensus on Establishing Criteria Weighting

After Mr. Gabiou completed his review and findings on his spreadsheet, Dave Wessel asked why he used the responses with the "5-priority" responses. Dan Gabiou responded that he used these responses since they reflect the top priorities for survey respondents. Mr. Wessel responded that he was concerned that using the top priorities only (#5 responses) that did not include the plurality and he did not want to see extra weight given for just the top picks. He went on to state that he felt that perhaps we should consider using the top two rows (#4 and #5 responses) as be a preferred way to approach this to not give extra weight to the top picks. Mr. Wessel went on to review the public survey responses regarding the priorities

















of bike and ped users and also referred to a Denver-area study about the perception of traffic in comparison to the quality of urban design.

Kate Morley commented that she did not understand the rationale of why the Partners were attempting to make adjustments (up or down) to reconcile these two survey responses. Martin Ince noted that he wasn't sure that tweaking survey inputs received was a valid exercise. Greg Mace noted that he liked to use the raw data received and not do an exercise to average the weighting. After some additional discussion on general approach, Dave Wessel suggested that we identify a third option for consideration.

This third option became the "Average of All Responses - Project Partner Survey and Public Survey". Dan Gabiou suggested that we could include a fourth option that included making the Traffic Operations and Safety criteria the same weight by increasing Expand Travel Mode Choices by 5.4% and decreasing safety by 5.4%. Option 4 was categorized as the "Modified Average of All Reponses - Project Partner Survey and Public Survey".

Project Partner Decision

The Partners then took a vote on what option to use to reconcile the Partner survey responses and the public survey responses to determine the T3 evaluation criteria weighting. The vote was to select either Option 3 or Option 4. The results were:

Option 3:

Yes – Greg M., Kate M., Pat M., Dave W., Martin I., Rick B.

No – Nate R.

Option 4:

Yes - Nate R.

No - Greg M., Kate M., Pat M., Dave W., Martin I., Rick B.

Option 3 prevails.

Dave Wessel then thanked Dan Gabiou for facilitating the issue escalation meetings and agreeing to conduct the public survey. He felt the project was better served as a result.

VIII. Next Steps

Mr. Kugler reviewed the content on slide 29 denoting the project next steps. He said now that the Partners have confirmed an approach to the weighting of the T3 evaluation criteria, the Michael baker team would apply the Milton Rd. T3 model results to the Milton Rd. alternatives. Brian Snider reminded the group that the weighting of the T3 sub-criteria were being established using the results of Partner pairwise survey. Mr. Snider displayed a graphic on WebEx showing how the percentage weights for the sub-criteria were derived from the pairwise survey tool.

Mr. Kugler then explained that the results of the T3 analysis will include a draft prioritization of the Milton Rd. alternatives. This information will be included in Working Paper #2 that the Michael Baker team is currently drafting. Once the draft of Working Paper #2 is completed, it will be distributed to the Project Partners for their review and comment. Mr. Kugler concluded his comments by noting that, as Working

















ADOT MILTON ROAD & US 180 CMP Tier 3 Modeling and Survey Results Project Partner Meeting Minutes – August 25,2020

Paper #2 is being reviewed and finalized with the Partners, Michael Baker will begin to plan and prepare for the roll out of the public involvement activities that will consist of City Council and Board of Supervisor project briefings, a community open house meeting, a second public survey and outreach activities with the business community.

Dave Wessel asked if the Partners will receive a summary table of the T3 Evaluation Criteria with weightings. Mr. Kugler responded that Michael Baker could prepare this summary sheet and distribute that to the Partners. Dave Wessel closed the meeting by noting that he was going to look at the public survey results in a little more detail.

















Attachment 1: Final Project Partner Approved Tier 3 Evaluation Criteria

















Table 5-2: Evolution of the Tier 3 Evaluation Criteria

		Final T3 Evaluation Criteria			Criteria Considerations: 1) is a duplicative? 2) is it objective (data-driven)? 3) Feasible/reasonable to evaluate?	Result
Category	Criteria / Measure	Scoring Formula	Acceptance Threshold	Weight (TBD)	Notes	Notes
	Level of Service (Volume / Capacity Ratio)	Formula = (Best Result / Alternative Result) * Weight * 100 Ex - Alt 4: (6.25/11.03) * 5.25% * 100 = 2.97	N/A	TBD	Project Partners agreed to keep this criterion and that a separate Task Force would verify the data and metrics for this criterion.	Кеер
	Travel Speed as % of Base Free Flow Speed (AM) Travel Speed as % of Base Free Flow Speed (PM)	Formula = ((Alternative Result * 100) / Best Result) *- Weight * 100 / 2 Ex - Alt 4: ((46.1%*100)/62)* 3.32% * 100 / 2 = 1.24	N/A	TBD	See meeting notes for details.	Remove
	Improved Intersection LOS- (AM) Improved Intersection LOS- (PM)	Formula = (Best Result / Alternative Result) * Weight * 100 /2 Ex - Alt 4: (2/3) * 6.04% * 100 /2 = 3.02	N/A	TBD	See meeting notes for details.	Remove
Traffic Operations	Signal/Stop Control Delay- (AM) Signal/Stop Control Delay- (PM)	Formula = (Best Result / Alternative Result) * Weight * 100- /2 5x Alt 4: (29.5/41.6) * 3.29% * 100 /2 = 1.17	N/A	TBD TBD	Model output to be documented in final report, but Project Partners agred to remove. See meeting notes for details.	Remove
	Travel Time (AM/PM, both directions)	Formula = (Best Result / Alternative Result) * Weight * 100 / 2 Ex - Alt 4: (339/560) * 4.79% * 100 /2 = 1.45	Average of NB (AM/PM) & SB (AM/PM) must be positive. No direction / timeframe may exceed -5% of existing.	TBD	See meeting notes for details.	Кеер
	NEW: Network Delay	Model output of VISSIM	TBD - After review model	TBD	See meeting notes for details.	Кеер
	Reduction in Total Grashes (Based on CMFs)	Formula = (Alternative Result / Best Result) * Weight * 100 Ex - Alt 4: (19.4/28.98) * 7.13% * 100 = 4.77	output TBD	TBD	See meeting notes for details.	Remove
	Reduced Injury Crashes (Based on CMFs)	Formula = (Alternative Result / Best Result) * Weight * 100 Ex - Alt 5: (21.78/28.78) * 8.18% * 100 = 6.19	TBD	TBD	See meeting notes for details.	Remove
Safety	Reduced Bicycle Crashes- (Based on CMFs)	Formula = (Alternative Result / Best Result) * Weight * 100 Ex - Alt 5: (14/14) * 7.10% * 100 = 7.10	TBD	TBD	See meeting notes for details.	Remove
	NEW: HSM or FMPO Safety- Tool(s)?			TBD	See meeting notes for details.	Remove
	NEW: Reduction in Conflict	Formula: (Alternative Result / Best Result) * Weight * 100	N/A	TBD	See meeting notes for details.	Кеер
	Pedestrian Sidewalk-Conditions	Meets or Exceeds both ADOT's minimum standard and the City/FMPO/NAIPTA's (FP) preferred standards. Meets or Exceeds ADOT's minimum standard OR the City/FMPO/NAIPTA's (FP) preferred standards, but not both Maintains Existing Condition		180	See meeting notes for details.	Remove
	NEW: Bike & Pedestrian – Average Crossing Distance	Formula = (Best Result / Alternative Result) * Weight * 100	N/A	180	See meeting notes for details.	Remove
	Bicycle Environmental Quality Index	Subtotal Score from index	N/A	TBD	Keep with minor revision. Refer to Bike & Pedestrian Index and meeting notes for details.	Keep
Expand Travel Mode Choices	Pedestrian Environmental Quality Index	Subtotal Score from index Meets or Exceeds both ADOT's minimum standard and the	N/A	TBD	Keep with minor revision. Refer to Bike & Pedestrian Index and meeting notes for details.	Кеер
	Gicycle	City/FMPO/NAIPTA's preferred standard OR the City/FMPO/NAIPTA's preferred standard OR the City/FMPO/NAIPTA's preferred standards, but not both Maintains Existing Condition		TBD	See meeting notes for details.	Remove
	Transit Travel Time (AM/PM, both directions)	Formula = {Best Result / Alternative Result} * Weight * 100 / 2 Ex - Alt 4: {250/371} * 6.27% * 100 / 2 = 2.11	Average of NB (AM/PM) & SB (AM/PM) must be positive. No direction / timeframe may exceed -5% of existing.	TBD	See meeting notes for details.	Кеер
	NEW: Transit Ridership	Formula = (Best Result / Alternative Result) * Weight * 100	N/A	TBD	See meeting notes for details.	Кеер
Public Acceptance	Public Support	# of Public Support Formula = (Best Result / Alternative Result) * Weight * 100	Majority of public support (>51%)	TBD	Keep as a placeholder. See meeting notes for details.	Кеер
	Construction Cost	Formula = (Best Result / (Alternative Result/10M)) * Weight * 100 Ex - Alt 4: (1/(40.542M/10M)) * 4.68% * 100 = 1.15	N/A	TBD	See meeting notes for details.	Keep
	ROW Impact (Square Feet)	Formula = (Best Result / (Alternative Result/10K)) * Weight * 100 Ex - Alt 4: (1/(26,326/10K)) * 4.98% * 100 = 1.89	N/A	TBD	See meeting notes for details.	Кеер
Cost / Implementation	NEW: Maintenance Cost	(Cost to Maintain 1 mile of road X 20 years X # of lanes) + (Sq. ft cost of landscaping) Formula = Best Result / Alternative Result * Weight * 100	N/A	TBD	See meeting notes for details.	Remove
	NEW: Implementation Opportunities	Formula = Best Result / Alternative Result	N/A	TBD	Project Partners agreed to keep, but consensus on a measure/metric is pending. See meeting notes for details.	Кеер
	NEW: Cost / Benefit Analysis	TBD	TBD	TBD	See meeting notes for details.	Remove
	NEW: Neighborhood Impacts	FMPO Model	TBD	TBD	Project Partners agreed to keep. Sara Dechter proposed to consider additional metrics. Consensus on additional metrics pending. See meeting notes for details.	
	NEW: Title VI Impacts	FMPO Model	TBD	TBD	Project Partners agreed to keep. Sara Dechter proposed to consider additional metrics. Consensus on additional metrics pending. See meeting notes for details.	Кеер
Environmental Impacts	NEW: Air Quality	Same output as Network Delay	TBD	TBD	See meeting notes for details.	Кеер
		Same output as Network Delay	10000	-	See meeting notes for details.	
	NEW: Stormwater Impacts	TDD WGU	TBD	TBD	The second secon	Remove
	NEW (US180 only): Wildlife Mitigation	TBD - Will compare AGFD recommended mitigation sites with animal crash data	TBD	TBD	See meeting notes for details.	Кеер
	Others (not recommended)	See Notes	N/A	N/A	See meeting notes for details.	Remov
		50% - Meets *City 2030 Regional Plan Policy				

 $The \ sub-criteria \ in \ calculating \ the \ Pedestrian \ Comfort \ Index \ and \ the \ Bicycle \ Comfort \ Index \ are \ on \ the \ following \ Page$

















Bicycle Comfort Index Evaluation Criteria

Bicycle Evaluation Criteria	Thresholds	Score
Bicycle Facility Type	No bike facility	0.0
	Shared-lane facility	0.5
	Bike lane	1.0
	Buffered bike lane	2.0
Number of Total Vehicle Though	8	0.0
Lanes	6	1.0
	4	1.5
	2	2.0
Traffic Volume:	> 12,000	0
(Curb Lane)	9,000 - 12,000	0.5
	6,000 - 9,000	1
	3,000 - 6,000	1.5
	< 3,000	2.0
Presence of Median:	No median	0.0
	TWLTL / Left Turn Lane (no median)	1.0
	Left turn Lane with median	1.5
	Left turn Lane with planted median	2.0
		/8

Pedestrian Comfort Index Evaluation Criteria

Pedestrian Evaluation Criteria	Thresholds	Score
Sidewalk Width	6' wide or less	0.0
	6' – 7' wide	1.0
	7' – 9' wide	1.5
	Greater than 9' wide	2.0
Horizontal Buffer Width (select all):	No buffer	0.0
	0' – 3' buffer	0.5
	3' – 6' buffer	1.0
	6' - 9' buffer	1.5
	Greater than 9' buffer	2.0
Number of Total Vehicle Though	8	0.0
Lanes	6	1.0
	4	1.5
	2	2.0
Traffic Volume:	> 12,000	0
(Curb Lane)	9,000 - 12,000	0.5
	6,000 - 9,000	1
	3,000 - 6,000	1.5
	< 3,000	2
Presence of Median:	No median	0.0
	TWLTL / Left Turn Lane (no median)	1.0
	Left turn Lane with median (>5)	1.5
	Left turn Lane with planted median (<5)	2.0
		/10

Table 5-3: Fina

al Tier 3 Evaluation Criteria					
		Final T3 Evaluation Criteria			
Category	Metrics	Scoring Formula			
	Level of Service (Volume / Capacity Ratio)	Result = (Alternative Result/ Best Result) * Weight * 100			
Traffic Operations	Travel Time (AM) - minutes	Result = (Best Result / Alternative Result) * Weight * 10			
	Travel Time (PM) - minutes	Result - (Sest Result) / Itel Hutive Result) Weight 100			
	Network Delay (AM) - hours	Result = (Best Result / Alternative Result) * Weight * 100			
Vehicular Safety	Network Delay (PM) - hours Reduction in Conflict Points	Result = (Best Result / Alternative Result) * Weight * 100			
	Bicycle Comfort Quality Index	Result = (Alternative Result/ Best Result) * Weight * 100			
	Pedestrian Comfort Index	Result = (Alternative Result/ Best Result) * Weight * 100			
Expand Travel Mode Choices	Transit Travel Time (AM) - minutes	Decult - (Dect Decult / Alternative Decult) * Weight * 100			
	Transit Travel Time (PM) - minutes	Result = (Best Result / Alternative Result) * Weight * 100			
	Transit Ridership	Result = (Alternative Result/ Best Result) * Weight * 100			
Public Acceptance	Public Support	# of Public Support Result = (Best Result / Alternative Result) * Weight * 100			
Cost / Implementation	Construction Cost	Result = (Best Result / (Alternative Result/10M)) * Weight * 100			
	ROW Impact (Square Feet)	Result= (Best Result / (Alternative Result/10K)) * Weight * 100			
	Implementation Opportunities	Result = (Alternative Result/ Best Result) * Weight * 100			
Environmental Impacts	Neighborhood Impacts	Result = (Best Result/Alternative Result) * Weight * 100			
	Title VI Impacts	Result = (Best Result/Alternative Result) * Weight * 100			
Community Character	Air Quality Great Street	Result = (Best Result/Alternative Result) * Weight * 100 50% - Meets *City 2030 Regional Plan Policy 50% - Public Survey Output *Formula for City 2030 Policy: % of corridor able to accommodate trees + % of corridor			
		% of corridor able to accommodate trees + % of corridor with "wide" sidewalks			













Attachment 2: Project Partner Meeting PowerPoint Presentation















Milton Road & US 180 Corridor **Master Plans Project Partner Meeting**





















August 25, 2020



WELCOME & INTRODUCTIONS



















Today's Agenda

- 1) Review Milton T3 Traffic Model Results
- 2) Review T2 US 180 Model Results Decision on US 180 (No Build+ or delay analysis)
- 3) Review Public Survey Results
- 4) Review Project Partner Survey Results
- 5) Revise/Finalize Milton T3 Eval Criteria Weighting
- 6) Revise/Finalize US 180 T3 Eval Criteria Weighting
- 7) Next Steps



















Recommended for No Build / No Build + Tier 3 Analysis - Project Cost: N/A

- Required ROW: 0 ft2
- Potential Buildings Impacted: 0

		140 5	uliu Evaluat	ion criteria i	results		Ivanik
0	Reduction in Vehicular Congestion (22.69 Possible Points)	Safety (22.41 Possible Points)	Expand Travel Mode Choices (20.87 Possible Points)	Public Acceptance (8.62 Possible Points)	Construction/ Implementation (9.64 Possible Points)	Total Score (83.88 Possible Points)	6 th
	17.12	0.00	3.51	0.00	9.64	30.27	

Alternative 3

Reduction in Vehicular Congestion (22.69 Possible Points)	Safety (22.41 Possible Points)	Expand Travel Mode Choices (20.87 Possible Points)	Public Acceptance (8.62 Possible Points)	Construction/ Implementation (9.64 Possible Points)	Total Score (83.88 Possible Points)	4 ^t
18.73	12.92	4.16	0.00	3.04	38.85	

Alternative 4

Reduction in Vehicular Congestion (22.69 Possible Points)	Safety (22.41 Possible Points)	Expand Travel Mode Choices (20.87 Possible Points)	Public Acceptance (8.62 Possible Points)	Construction/ Implementation (9.64 Possible Points)	Total Score (83.88 Possible Points)	7 ^t
16.48	4.77	4.92	0.00	3.04	29.20	
		4.32			29.20	

Recommended for Tier 3 Analysis

Alternative 5

- Project Cost: \$60,994,000 - Required ROW: 203,517 ft²
- Potential Buildings Impacted: 21

		Altern	ative 5 Evalu	ation Criteri	a Results		Rank
1	Reduction in Vehicular Congestion (22.69 Possible Points)	Safety (22.41 Possible Points)	Expand Travel Mode Choices (20.87 Possible Points)	Public Acceptance (8.62 Possible Points)	Construction/ Implementation (9.64 Possible Points)	Total Score (83.88 Possible Points)	1 ^{s1}
	21.31	17.42	18.56	0.00	1.01	58.30	

Recommended for Tier 3 Analysis

Alternative 6a

- Project Cost: \$73,667,000 - Required ROW: 362,398 ft²
- Potential Buildings Impacted: 32

	Reduction in Vehicular Congestion (22.69 Possible Points)	Safety (22.41 Possible Points)	Expand Travel Mode Choices (20.87 Possible Points)	Public Acceptance (8.62 Possible Points)	Construction/ Implementation (9.64 Possible Points)	Total Score (83.88 Possible Points)	2 ^{nc}
ı	21.79	15.30	13.39	0.00	0.77	51.25	

Alternative 6a Evaluation Criteria Results

Recommended for Tier 3 Analysis

Alternative 6b

- Project Cost: \$55,137,000
- Required ROW: 237,564 ft²
- Potential Buildings Impacted: 23

	Alterna	tive 6b Eval	uation Criter	ia Results		Rani
Reduction in Vehicular Congestion (22.69 Possible Points)	Safety (22.41 Possible Points)	Expand Travel Mode Choices (20.87 Possible Points)	Public Acceptance (8.62 Possible Points)	Construction/ Implementation (9.64 Passible Points)	Total Score (83.88 Possible Points)	5 ^t
17.00	4.77	12.04	0.00	1.06	34.87	

Recommended for Tier 3 Analysis

Alternative 13

- Project Cost: \$57,695,000 - Required ROW: 245,096 ft²
- Potential Buildings Impacted: 2

23	Reduction in Vehicular Congestion (22.69 Possible Points)	Safety (22.41 Possible Points)	Expand Travel Mode Choices (20.87 Possible Points)	Public Acceptance (8.62 Possible Points)	Construction/ Implementation (9.64 Possible Points)	Total Score (83.88 Possible Points)	3 rd
	16.31	7.28	18.83	0.00	1.01	43.44	

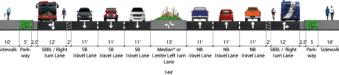
Alternative 13 Evaluation Criteria Results

No Build (No Gross Section)









Approximate Proposed Right-of-Way



10' 10' 25 4.5' -11' Z 11' 11' = 4.5' Z5 10' 10' NB NB NB NB Bike Parkway Sidewalk SB SB SB Station Lane Travel Lane Travel Lane Bus Rapid Platform Bus Rapid Travel Lane Travel Lane Lane Transit Lane Transit Lane Approximate Proposed Right-of-Way

Milton Corridor Tier 3 Travel Times

	Milton Road Tier 3 Travel Time Summary Table										
			AM Peak Hour			PM Peak Hour				Total Travel Time	
		Nort	hbound	Sout	hbound	Nort	hbound	Sout	hbound	Total fravel filme	
Alternative	T3 Rank	Travel Time (min)	Travel Time % Change								
No Build	5	9.9	-	5.2	-	6.6	-	6.6	-	28.3	-
No Build Plus	3	5.7	42.4%	5.6	-7.7%	6.9	-4.5%	8.3	-25.8%	26.5	6.4%
5	1	5.5	44.4%	5.4	-3.8%	6.8	-3.0%	7.6	-15.2%	25.3	10.6%
6a	2	5.5	44.4%	5.7	-9.6%	6.9	-4.5%	7.4	-12.1%	25.5	9.9%
6b	6	6.9	30.3%	6.3	-21.2%	7.3	-10.6%	7.9	-19.7%	28.4	-0.4%

-25.0%



13



6.5

4



34.3%





6.5





7.6

-15.2%



7.3

-10.6%



1.4%

27.9

Milton Corridor Tier 3 Travel Times- Transit

-	Milton Road Tier 3 Travel Time Summary Table - Transit										
			AM Peak Hour				PM Pea	ak Hour		Total Travel Time	
		Nort	hbound	Sout	hbound	Nort	hbound	Sout	hbound	1000	
Alternative	T3 Rank	Travel Time	Travel Time %	Travel Time	Travel Time %		Travel Time %	Travel Time	Travel Time %		Travel Time %
		(min)	Change	(min)	Change	(min)	Change	(min)	Change	(min)	Change
No Build	6	9.4	-	6.4	-	5.0	-	6.6	-	27.4	-
No Build Plus	4	5.1	45.7%	4.9	23.4%	5.9	-18.0%	7.0	-6.1%	22.9	16.4%
5	3	5.7	39.4%	4.9	23.4%	5.8	-16.0%	6.0	9.1%	22.4	18.2%
6a	1	4.7	50.0%	5.1	20.3%	4.6	8.0%	5.6	15.2%	20.0	27.0%
6b	2	4.1	56.4%	4.7	26.6%	5.4	-8.0%	6.0	9.1%	20.2	26.3%
·											



13



5.0

5



46.8%





5.7



10.9%



6.0

-20.0%



6.6

0.0%



15.0%

23.3

Wilton	Tier 3	Network Delay	

AM Peak Hour

Latent

Delay %

Change

-5.1%

10.9%

MILLOIT	1161	3	METMOLK	Delay	

IVIIITON	Her 3	Network	Delay

Milton	Tier	3	Network	De	lay

Latent

Delay

(hrs)

780

820

695



Network

Delay %

Change

18.4%

18.4%

Network

Delay (hrs)

645

526

526

T3 Rank

5

6

2

Alternative

No Build

No Build Plus

5

Milton Road Tier 3 Network Delay Results

Total

Delay

(hrs)

1,425

1,346

1,221

Total

Delay %

Change

5.5%

14.3%

PM Peak Hour

Latent

Delay %

Change

-7.7%

0.3%

8.7%

1.9%

-1.4%

Latent

Delay

(hrs)

1,346

1,450

1,342

1,229

1,320

1,365

Total

Delay

(hrs)

2,170

2,255

2,111

2,002

2,146

2,319

Total

Delay %

Change

-3.9%

2.7%

7.7%

1.1%

-6.9%

Network

Delay %

Change

2.3%

6.7%

5.5%

-0.2%

-15.8%

Network

Delay (hrs)

824

805

769

779

826

954

Milton Tier 3 Intersection Delay & LOS

	Milton Road Tier 3 Level of Service Summary Table												
	Alternative		No Build	No Build Plus	5	6a	6b	13					
AM Peak Hour													
_	Milton Rd & Forest Meadows St	Signal	В	С	С	С	С	С					
Control	Milton Rd & University Dr	Signal	С	С	С	С	С	С					
	Milton Rd & Plaza Way	Signal	С	В	В	В	В	В					
Traffic	Milton Rd & Riordan Rd	Signal	В	Α	В	В	В	В					
Ta	Milton Rd & Rte 66	Signal	D	В	В	В	С	С					
and	Milton Rd & Clay Ave/Butler Ave	Signal	D	С	С	С	С	С					
	Milton Rd & Mikes Pike	TWSC	D	D	D	D	D	F					
dion	Milton Rd & Phoenix Ave	*Signal (except No Build)	F	Α	Α	В	В	В					
rse	Santa Fe Ave & Sitgreaves St	*Signal (except No Build)	F	F	Α	E	В	F					
nter	Humphreys St & Rte 66	Signal	В	В	В	В	В	В					
L	Beaver St & Rte 66	Signal	С	С	С	С	С	С					
				PM Peak Hour									
=	Milton Rd & Forest Meadows St	Signal	С	D	С	С	С	С					
Control	Milton Rd & University Dr	Signal	D	D	D	D	D	D					
Ö	Milton Rd & Plaza Way	Signal	С	С	С	С	С	D					
lij	Milton Rd & Riordan Rd	Signal	В	С	С	С	С	С					
Traffic	Milton Rd & Rte 66	Signal	С	В	С	С	С	С					
밀	Milton Rd & Clay Ave/Butler Ave	Signal	С	С	С	С	D	D					
on a	Milton Rd & Mikes Pike	TWSC	F	F	F	F	E	F					
li Si	Milton Rd & Phoenix Ave	*Signal (except No Build)	F	Α	В	В	В	В					
rse	Santa Fe Ave & Sitgreaves St	*Signal (except No Build)	F	F	Α	D	В	F					
nte	Humphreys St & Rte 66	Signal	В	В	В	В	В	В					
	Beaver St & Rte 66	Signal	С	С	С	С	С	С					



















Milton Corridor Tier 3 Travel Times-

(Alt 5 Hawk Signal Comparison)										
Milton Road Tier 3 Travel Time Summary Table										
	AM Peak Hour	PM Peak Hour								

(File of Harrit oliginal configuration)													
Milton Road Tier 3 Travel Time Summary Table													
		ive T3 Rank		AM Pe	ak Hour			PM Pe	ak Hour		Total Tra	wal Tima	
			Nort	hbound	Southbound		Northbound		Southbound		Total Travel Time		
Alte	ernative		Travel Time	Travel Time %	Travel Time	Travel Time %	Travel Time	Travel Time %	Travel Time	Travel Time %	Travel Time	Travel Tim	
			(min)	Change	(min) Change (min) Change (min) Change		Change	(min)	% Change				

		(min)	Change	(min)	Change	(min)	Change	(min)	Change	(min)	% Change
No Build	4	9.9	-	5.2	-	6.6	-	6.6	-	28.3	-
Alt 5	3	5.5	44.4%	5.4	-3.8%	6.8	-3.0%	7.6	-15.2%	25.3	10.6%
Alt 5 - Without Hawk Signals	1	5.3	46.5%	5.2	0.0%	6.3	4.5%	7.4	-12.1%	24.2	14.5%
Alt 5 - w/ Hawk + w/ Intersection Mitigations	2	5.5	44.4%	5.4	-3.8%	6.7	-1.5%	7.2	-9.1%	24.8	12.4%



















Milton Corridor Tier 3 Travel Times- Transit

(Alt	5 ł	Hawk Sig	nal Com	parison							
Milton Road Tier 3 Travel Time Summary Table - Transit											
		AM Pea	ak Hour	PM Pea	k Hour	Total Travel Time					
		Northbound	Southbound	Northbound	Southbound	iotai ilavei ilille					

			AM Peak Hour							
		Nort	hbound	Sout	hbound	Nort				
Alternative	T3 Rank	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change	Travel Time (min)				
No Build	4	9.4	ı	6.4	-	5.0				
Alt 5	2	5.7	39.4%	4.9	23.4%	5.8				
Alt 5 - Without Hawk Signal	3	5.5	41.5%	4.9	23.4%	6.0				

5.7

1





5.2





6.1



Travel Time %

Change

-16.0%

-20.0%

-22.0%

Travel Time

(min)

6.6

6.0

6.1

5.4

Travel Time %

Change

9.1%

7.6%

18.2%



Travel Time | Travel Time %

Change

18.2%

17.9%

18.2%

(min)

27.4

22.4

22.5

22.4

Alt 5 - w/ Hawk + w/ Intersection

Mitigations

39.4%





18.8%

Milton Tier 3 Network Delay- (Alt 5

Hawk Signal Comparison)
Milton Road Tier 3 Network Delay Results

					•							
				Milton	Road Tier 3	3 Network	Delay Res	sults				
				AM Pe		PM Peak Hour						
Alternative	T3 Rank	Network Delay (hr)	Network Delay % Change	Latent Delay (hr)	Latent Delay % Change	Total Delay	Total Delay % Change	Network Delay (hr)	Network Delay % Change	Latent Delay (hr)	Latent Delay % Change	
No Build	4	645	_	780	_	1 //25	_	824	_	1 3/16	_	Ī

	Milton Road Tier 3 Network Delay Res											
Alternative	e	T3 Rank	Network Delay (hr)	Network Delay % Change		ak Hour Latent Delay % Change	Total Delay	Total Delay % Change	Network Delay (hr)	Network Delay % Change	Latent (h	
No Build		4	645	-	780	-	1,425	-	824	-	1,3	

695

701

706

Alt 5

Alt 5 - Without Hawk

Signal Alt 5 - w/ Hawk + w/

Intersection Mitigations

3

2

1

526

520

522

18.4%

19.4%

19.1%

Alternative	T3 Rank	Network Delay (hr)	Network Delay % Change	Latent Delay (hr)	Latent Delay % Change	Total Delay	Total Delay % Change		Network Delay % Change	Latent Delay (hr)	Latent Delay % Change	Total Delay	Total Delay % Change
No Build	4	645	-	780	-	1,425	-	824	-	1,346	-	2,170	-

10.9%

10.1%

9.5%

		Jeiuy (iii)	Change	()	70 Change		70 Change	Delay (III)	Change	()	70 Change		70 Change
No Build	4	645	-	780	-	1,425	-	824	-	1,346	-	2,170	-

1,221

1,221

1,228

14.3%

14.3%

13.8%

NORTHERN

769

754

732

6.7%

8.5%

11.2%

BNSF

0.3%

1.1%

2.0%

2.7%

3.9%

5.5%

2,111

2,085

2,051

Michael Baker

INTERNATIONAL

1,342

1,331

1,319

Milton Tier 3 Intersection Delay & LOS- (Alt 5 Hawk Signal Comparison)

	Milton Road Tier 3 Level of Service Summary Table										
	Alternative		No Build	Alt 5	Alt 5 - W/O Hawk Signal						
		AM Peak	Hour								
_	Milton Rd & Forest Meadows St	Signal	С	С	С						
Control	Milton Rd & University Dr	Signal	С	С	С						
S	Milton Rd & Plaza Way	Signal	С	В	В						
iţi	Milton Rd & Riordan Rd	Signal	В	В	В						
La	Milton Rd & Rte 66	Signal	D	В	В						
and Traffic	Milton Rd & Clay Ave/Butler Ave	Signal	D	С	С						
n a	Milton Rd & Mikes Pike	TWSC	D	D	D						
i;	Milton Rd & Phoenix Ave	*Signal (except no build)	F	Α	Α						
Sec	Santa Fe Ave & Sitgreaves St	*Signal (except no build)	F	Α	А						
Intersection	Humphreys St & Rte 66	Signal	В	В	В						
-	Beaver St & Rte 66	Signal	С	С	С						
		PM Peak	Hour								
_	Milton Rd & Forest Meadows St	Signal	С	С	С						
Control	Milton Rd & University Dr	Signal	D	D	D						
S	Milton Rd & Plaza Way	Signal	С	С	С						
ific	Milton Rd & Riordan Rd	Signal	В	С	С						
Traffic	Milton Rd & Rte 66	Signal	С	С	С						
and .	Milton Rd & Clay Ave/Butler Ave	Signal	С	С	С						
la B	Milton Rd & Mikes Pike	TWSC	F	F	F						
Intersection	Milton Rd & Phoenix Ave	*Signal (except no build)	F	В	В						
Sec	Santa Fe Ave & Sitgreaves St	*Signal (except no build)	F	Α	Α						
nte	Humphreys St & Rte 66	Signal	В	В	В						
=	Beaver St & Rte 66	Signal	С	С	С						



















US 180 Alternative Modeling Packages

				Alternative Package						
	Segment		Α	В	С	D	E (Alt 17 - Alt Route)	F (Alt 18 -Alt Route)		
1	Route 66 to Columbus (Suburban)		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	No Build		
3	Peak View to Snowbowl Rd		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		











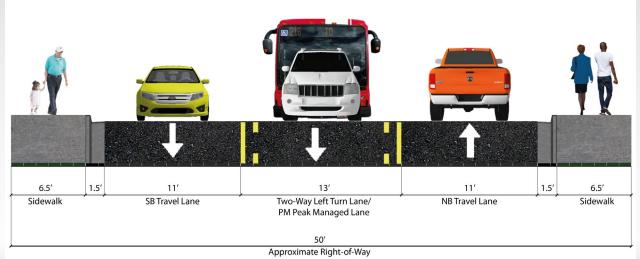








System Alternative 2 (Route 66 to Columbus Ave) System Alternative 2



Alternative Package Segment E (Alt 17 - Alt Route) F (Alt 18 - Alt Route) Alt 2 Alt 2 Alt 2 Alt 2 Route 66 to Columbus AM no change - AM no change - AM no change - AM no change No Build No Build (Suburban) - PM SB managed lane PM SB managed lane PM SB managed lane - PM SB managed lane AIT 4B (Transit) Columbus to Peak View Alt 6 (Transit) 2 No Build Alt 3 Suburban - AM managed lane NB - AM Bus NB No Build No Build (Suburban) - SB bus lane PM managed lane SB - PM Bus SB Alt 6 (Transit) Alt 6 (Transit) Alt 6 (Transit) Peak View to Snowbowl Rd Alt 3 Rural No Build No Build - SB bus lane - SB bus lane - SB bus lane Snowbowl Rd to MP 233.55 Alt 3 Rural No Build No Build No Build No Build No Build













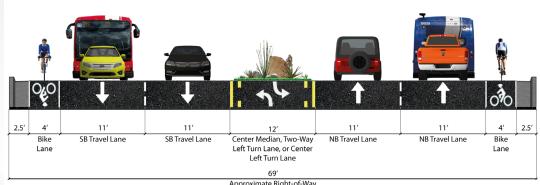






System Alternative 3 - Urban (Columbus Ave to Peak View Rd)

US 180 Corridor Master Plan System Alternative 3 - Suburban Section



				Approximate	Right-of-Way				
					Alternative Package				
	Segment		Α	В	С	D	E (Alt 17 - Alt Route)	F (Alt 18 - Alt Route)	
1	Route 66 to Columbus (Suburban)		Alt 2 - AM no change	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	No Build	
3	Peak View to Snowbowl Rd		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	















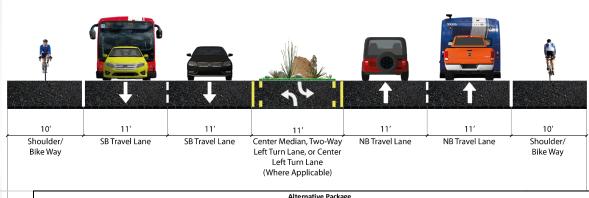




System Alternative 3 - Rural (Peak View Rd to MP 233.55)

US 180 Corridor Master Plan

System Alternative 3 - Rural Section



		Alternative Package									
	Segment		Α	В	С	D	E (Alt 17 - Alt Route)	F (Alt 18 - Alt Route)			
1	Route 66 to Columbus (Suburban)		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	No Build			
3	Peak View to Snowbowl Rd		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		Alt 3 Rural	No Build	No Build	No Build	No Build	No Build			











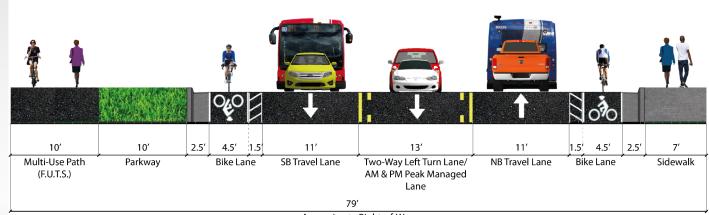








System Alternative 4a (Columbus to Peak View Rd) System Alternative 4a



Approximate Right-of-Way

				Alternative Package						
	Segment		Α	В	С	D	E (Alt 17 - Alt Route)	F (Alt 18 - Alt Route)		
1	Route 66 to Columbus (Suburban)		Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change	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	No Build		
3	Peak View to Snowbowl Rd		Alt 3 Rural	AIT 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		













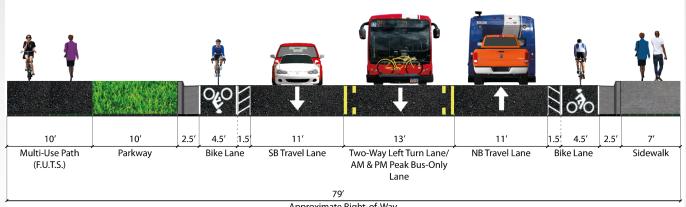








System Alternative 4b (Columbus Ave to Peak View Rd) System Alternative 4b



Approximate Right-of-Way

	Alternative Package									
	Segment		Α	В	С	D	E (Alt 17 - Alt Route)	F (Alt 18 - Alt Route)		
1 1	Route 66 to Columbus (Suburban)		Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change	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	No Build		
3	Peak View to Snowbowl Rd		Alt 3 Rural	Alt 6 (Transit) - SB bus lane	- 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		















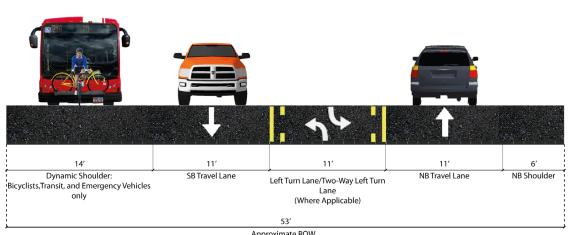






System Alternative 6 Suburban Segment: Peak View Rd to MP 233.55 Rural Segment: Peak View Rd to MP 233.55 Suburban Segment: Columbus Ave to Peak View Rd

System Alternative 6



Approximate KOW									
	¥A destas costs				Alternative Package				
	Segment		Α	В	С	D	E (Alt 17 - Alt Route)	F (Alt 18 - Alt Route)	
1	Route 66 to Columbus (Suburban)		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	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	No Build	
3	Peak View to Snowbowl Rd		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		Alt 3 Rural	No Build	NO RAIIA	NO RAIIO	No Build	No Build	



















US 180 Corridor Travel Times

909

983

938

940

935

939

		AM Pe	ak Hour						
	Wes	Westbound I		:bound	Wes	stbound	Eastbound		
Package	Travel Time	Travel Time %							
	(sec)	Change	(sec)	Change	(sec)	Change	(sec)	Change	Overall Impa
No Build	979	-	939	-	955	-	1,014		Neutral

3.2%

-4.6%

0.1%

-0.1%

0.4%

0.0%

932

959

979

972

944

946

NORTHERN

2.4%

-0.4%

-2.5%

-1.8%

1.2%

0.9%

985

1,187

1,230

1,211

975

968

BIVSF

2.9%

-17.1%

-21.3%

-19.4%

3.8%

4.5%

Impact

Positive, yet neglibile

Negative

Negative

Negative

Positive, yet neglibile

Positive, yet neglibile

Michael Baker

INTERNATIONAL

No Build

Α

В

C

D

E*

Wing Mntn bypass F*

Hidden Hollow bypass

20

952

990

991

1,033

935

951

2.8%

-1.1%

-1.2%

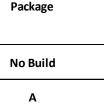
-5.5%

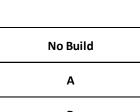
4.5%

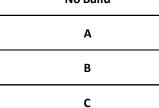
2.9%

US 180 Corridor Travel Times - Transit

		aoi ilav		Transi	
	AM Pe	ak Hour	PM Pe	ak Hour	
	Westbound	Eastbound	Westbound	Eastbound	







D

E*

Wing Mntn bypass F*

Hidden Hollow bypass

ADOT



Travel Time

(sec)

1,096

1,176

1,212

1,217

1,599

946

1,018

Travel Time %

Change

-7.3%

-10.6%

-11.1%

-45.9%

13.7%

7.1%













Michael Baker INTERNATIONAL

Travel Time

(sec)

578

569

551

564

562

4.17%

-1.1%

0.5%

3.6%

1.4%

1.7%

Travel Time %

Change

990 883

Travel Time

(sec)

919

947

933

879

987

Travel Time % Change

7.2%

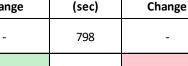
4.4%

5.8%

11.2%

0.3%

Travel Time % **Overall Impact**



Travel Time

-43.3%

-19.2%

-24.5%

2.4%

5.0%

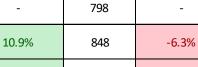
Neutral

Negative

Negative

Negative

Positive, yet neglibile



1,144

951

994

779

758

Positive, yet neglibile









US 180 Intersection Delay & LOS

			US-1	80 Tier 2 Level of Se	rvice Summary Table				
						AM Peak Hour			
	Package		No Build	А	В	С	D	E* Wing Mntn bypass	F* Hidden Hollow
\vdash	T2 Rank		6th	4th	7th	1st	2nd	5th	3rd
\vdash	12 hunk		otti	AM Peak		150	Ziid	500	Sid
\vdash	Humphreys St & Rte 66	Signal	В	В	В	В	В	В	В
	Humphreys St & Aspen Ave	Signal	A	A	A	A	В	A	A
<u>۔</u>	Humphreys St & Birch Ave	Signal	В	В	В	В	В	A	A
ntro	Humphreys St & Cherry Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
8	Humphreys St & Dale Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
Traffic	Humphreys St & Elm Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
먇	Humphreys St & Fine Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
Pue	Humphreys St & Hunt Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
	Humphreys St & Sullivan Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
t	Humphreys St & Columbus Ave	Signal	С	С	D	С	С	С	С
Interse	US-180 & Forest Ave	Signal	В	Α	В	В	В	А	В
Ĕ	US-180 & Shultz Pass Rd	Signal	A	A	A	A	A	A	A
	US-180 & Snow Bowl Rd	Two-Way Stop-Control	Α	Α	Α	Α	Α	Α	Α
	US-180 & Roundtree Rd/Bader Rd	Two-Way Stop-Control	А	Α	Α	Α	Α	Α	Α
				PM Peak	Hour				
	Humphreys St & Rte 66	Signal	С	С	С	С	С	В	В
	Humphreys St & Aspen Ave	Signal	В	С	С	С	С	Α	Α
5	Humphreys St & Birch Ave	Signal	В	С	С	С	С	В	В
ntrol	Humphreys St & Cherry Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
8	Humphreys St & Dale Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
Traffic	Humphreys St & Elm Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
ΙĘ	Humphreys St & Fine Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
and	Humphreys St & Hunt Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
.0	Humphreys St & Sullivan Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
	Humphreys St & Columbus Ave	Signal	С	С	D	D	D	С	С
Intersect	US-180 & Forest Ave	Signal	В	Α	В	С	D	В	Α
트	US-180 & Shultz Pass Rd	Signal	Α	Α	Α	Α	Α	Α	Α
	US-180 & Snow Bowl Rd	Two-Way Stop-Control	F	F	В	Α	Α	F	F
	US-180 & Roundtree Rd/Bader Rd	Two-Way Stop-Control	Α	Α	Α	Α	Α	Α	Α
	Overall Impact		-	Positive	Negative, but negligible	Negative	Negative	Positive	Positive



















US 180 Staff Recommendations

Model Summary

- Build Alternatives offer worsened to negligible Travel Time change
- Milton T3 results show worsened Southbound Travel Time change

Staff Recommendations

- Identify US 180 Recommended Alt as No Build + in WP2
- *Note: No Build + on US 180 still offers bike, ped, bus, wildlife, and intersection (safety) improvements
- If Public Agrees, no further analysis needed on US 180





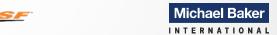












Public Survey Results

- Public survey closes on Monday, August 24th at noon
- Public survey results/information to be distributed separately prior to meeting
- Project Partners to review and discuss

















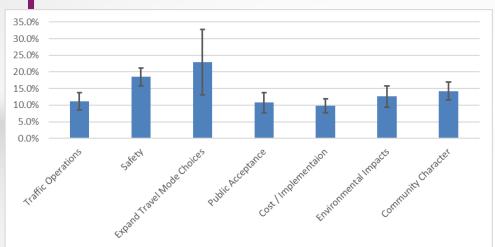
Milton Road Partner Weighting Survey

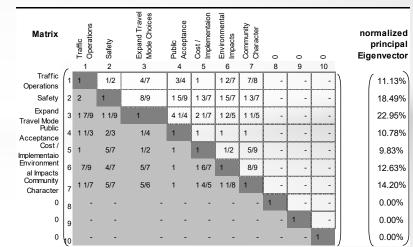
Criterion	Comment	ights	+/- *
1 Traffic Operations	11.	1%	2.6%
2 Safety	18.	.5%	2.7%
3 Expand Travel Mode	22.	.9%	9.8%
4 Public Acceptance	10.	.8%	3.1%
5 Cost / Implementaion	9.	8%	2.1%
6 Environmental Impacts	12.	.6%	3.2%
7 Community Character	14.	.2%	2.7%

Consensus Rating

53.2%

*Value of Equilibrium: 14.3%























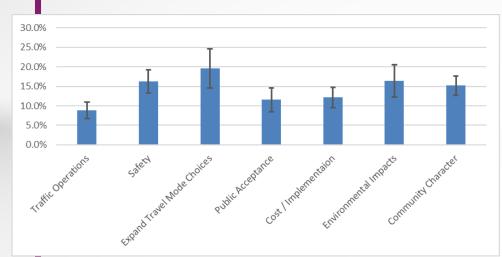
US 180 Partner Weighting Survey

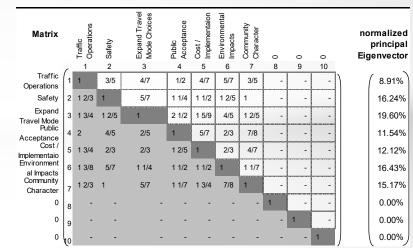
	Criterion	Comment	Weights	+/- *
1	Traffic Operations		8.9%	2.1%
2	Safety		16.2%	3.0%
3	Expand Travel Mode		19.6%	5.0%
4	Public Acceptance		11.5%	3.0%
5	Cost / Implementaion		12.1%	2.6%
6	Environmental Impacts		16.4%	4.1%
7	Community Character		15.2%	2.5%

Consensus Rating

57.4%

*Value of Equilibrium: 14.3%























Milton T3 Eval Criteria Weighting

- Weighting Discussion & Partner
 Decision on approach to final weighting
- ▶ Based on the inputs provided today, do the Project Partners desire to make any final adjustments?

















US 180 T3 Eval Criteria Weighting

- Weighting Discussion & Partner
 Decision on approach to final weighting
- ▶ Based on the inputs provided today, do the Project Partners desire to make any final adjustments?

















Next Steps

- Project Partner decision on final T3 Eval Criteria weighting
- Application of the model results and T3 Eval Criteria to Milton Rd. alternatives
- Preparation of Working Paper #2
- Project Partner review of Working Paper #2
- Plan, prepare and roll out of public involvement activities

















THANK YOU

www.azdot.gov/US180CorridorMasterPlan

Dan Gabiou ADOT Project Manager (602)712-7025 dgabiou@azdot.gov Kevin Kugler
Project Manager
(602)798-7521
kkugler@mbakerintl.com























Attachment 3: Tier 3 Evaluation Criteria Public Survey Results:

















August 24, 2020, 3:34 PM

Contents

i.	Summary of registered responses	2
ii.	Survey questions	10
iii.	Individual registered responses	12

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Summary Of Registered Responses

As of August 24, 2020, 3:34 PM, this forum had: Topic Start

Attendees: 812 August 6, 2020, 7:49 PM

Registered Responses: 187 Hours of Public Comment: 9.4

QUESTION 1

How important are these qualities for the future Milton Road (1=less important, 5=very important)?

Improve Vehicular Safety

	%	Count
1	8.1%	15
2	8.1%	15
3	26.3%	49
4	22.0%	41
5	34.4%	64

Enhance Community Character

%	Count
5.4%	10
11.8%	22
21.5%	40
25.3%	47
	5.4% 11.8% 21.5%

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

		%	Count
5		32.8%	61
Improve Traffic Movement			
•		%	Count
1		7.0%	13
2		5.9%	11
3		11.8%	22
4		14.5%	27
5		59.7%	111
Expand Travel Choices			
Expand Travel Choices		%	Count
1	1	2.7%	5
2		6.5%	12
3		18.3%	34
4		18.3%	34
5		52.7%	98
Limit Property Impacts & Project Costs			
Limit Property impacts & Project costs		%	Count
1		16.1%	30
2		21.5%	40
3		31.7%	59

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

	%	Count	
4	16.7%	31	
5	11.8%	22	
Limit Social & Environmental Impacts			
	%	Count	
1	8.1%	15	
2	9.7%	18	
3	17.7%	33	
4	23.7%	44	
5	39.2%	73	
Public Support			
	%	Count	
1	7.0%	13	
2	10.8%	20	
3	30.6%	57	
4	28.5%	53	
5	21.0%	39	

QUESTION 2

What is currently your primary transportation option on Milton Road?

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

	%	Count
Bicycle	22.0%	41
Bus	5.4%	10
Car/vehicle	86.0%	160
Walk/Electric Scooter/Wheelchair	4.3%	8
Other	1.6%	3
Choose Not to Answer	0.5%	1

QUESTION 3

Do you live within walking distance of Milton Road?

	%	Count
Yes	31.4%	58
No	67.6%	125
Choose Not to Answer	1.1%	2

QUESTION 4

How important are these qualities for the future Humphreys Street and US 180 (Fort Valley Rd) (1=less important, 5=very important)?

Improve Vehicular Safety

	%	Count
1	7.5%	14
2	7.0%	13

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

		%	Count
3		27.4%	51
4		24.2%	45
5		32.8%	61
Enhance Community Character			
	_	%	Count
1		2.7%	5
2		10.8%	20
3		27.4%	51
4		18.3%	34
5		38.7%	72
Improve Traffic Movement			
improve traffic Movement		%	Count
1		8.1%	15
2		6.5%	12
3		12.4%	23
4		15.6%	29
5		55.9%	104
Expand Travel Choices			
•		%	Count
1		2.2%	4

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

	%	Count
2	13.4%	25
3	14.0%	26
4	18.3%	34
5	50.0%	93
Limit Property Impacts & Project Costs		
	%	Count
1	11.8%	22
2	15.6%	29
3	33.3%	62
4	16.1%	30
5	21.0%	39
Limit Social & Environmental Impacts		
	%	Count
1	5.4%	10
2	7.0%	13
3	16.7%	31
4	20.4%	38
5	48.4%	90

Public Support

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

	%	Count
1	9.1%	17
2	7.5%	14
3	28.0%	52
4	29.0%	54
5	22.6%	42

QUESTION 5

What is currently your primary transportation option on Humphreys Street?

		%	Count
Bicycle		26.1%	48
Bus	l	3.3%	6
Car/vehicle		84.2%	155
Walk/Electric Scooter/Wheelchair		9.8%	18
Other		1.6%	3

QUESTION 6

What is currently your primary transportation option on US 180 (Fort Valley Rd)?

	%	Count
Bicycle	29.2%	54
Bus	3.2%	6

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

	%	Count
Car/vehicle	83.8%	155
Walk/Electric Scooter/Wheelchair	7.6%	14
Other	2.2%	4

QUESTION 7

Do you live within walking distance of Humphreys Street or US 180 (Fort Valley Rd)?

	%	Count
Yes	48.9%	91
No	50.0%	93
Choose Not to Answer	1.1%	2

QUESTION 8

Please provide any comments regarding future improvements to Humphreys Street or US 180 (Fort Valley Rd)

Answered	109
Skipped	78

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Survey Questions

QUESTION 1

How important are these qualities for the future Milton Road (1=less important, 5=very important)?

Row choices

- Improve Vehicular Safety
- Enhance Community Character
- Improve Traffic Movement
- Expand Travel Choices
- Limit Property Impacts & Project Costs
- · Limit Social & Environmental Impacts
- Public Support

Column choices

- 1
- 2
- 3
- 4
- 5

QUESTION 2

What is currently your primary transportation option on Milton Road?

- Bicycle
- Bus
- Car/vehicle
- · Walk/Electric Scooter/Wheelchair
- Other
- · Choose Not to Answer

QUESTION 3

Do you live within walking distance of Milton Road?

- Yes
- No
- Don't Know
- · Choose Not to Answer

QUESTION 4

How important are these qualities for the future Humphreys Street and US 180 (Fort Valley Rd) (1=less important, 5=very important)?

Row choices

- Improve Vehicular Safety
- Enhance Community Character
- Improve Traffic Movement
- Expand Travel Choices
- Limit Property Impacts & Project Costs
- Limit Social & Environmental Impacts
- Public Support

Column choices

- 1
- 2
- 3
- 4
- 5

QUESTION 5

What is currently your primary transportation option on Humphreys Street?

- Bicycle
- Bus
- · Car/vehicle
- Walk/Electric Scooter/Wheelchair
- Other
- Choose Not to Answer

QUESTION 6

What is currently your primary transportation option on US 180 (Fort Valley Rd)?

- Bicycle
- Bus
- Car/vehicle
- · Walk/Electric Scooter/Wheelchair
- Other
- Choose Not to Answer

QUESTION 7

Do you live within walking distance of Humphreys Street or US 180 (Fort Valley Rd)?

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Yes
- No
- Don't Know
- Choose Not to Answer

QUESTION 8

Please provide any comments regarding future improvements to Humphreys Street or US 180 (Fort Valley Rd)

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Individual Registered Responses

Name not available

inside City Limits August 11, 2020, 4:42 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 2
Public Support: 3

Question 2

- Bicycle
- Bus
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 3

• Yes

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 1
Public Support: 3

Question 5

- Bus
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 6

- Bus
- Car/vehicle

Question 7

• No

Question 8

No response

Name not shown

inside City Limits August 11, 2020, 5:09 AM

Question 1

Improve Vehicular Safety: 2 Enhance Community Character: 4 Improve Traffic Movement: 5 Expand Travel Choices: 4 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 3 Public Support: 3

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 2 Enhance Community Character: 3 Improve Traffic Movement: 5 Expand Travel Choices: 3 Limit Property Impacts & Project Costs: 4 Limit Social & Environmental Impacts: 3 Public Support: 3

Question 5

Car/vehicle

Question 6

Car/vehicle

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 7

No

Question 8

No response

Name not shown

outside City Limits August 11, 2020, 5:32 AM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 1
Public Support: 1

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 3
Public Support: 1

Question 5

Car/vehicle

Question 6

Car/vehicle

Question 7

• Yes

Question 8

Should connect 40 to 180 to bypass the whole problem.

Name not shown

inside City Limits August 11, 2020, 5:38 AM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 4 Improve Traffic Movement: 2 Expand Travel Choices: 3 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 5 Public Support: 4

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 4 Improve Traffic Movement: 1 Expand Travel Choices: 3 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 5 Public Support: 4

Question 5

Car/vehicle

Question 6

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Yes

Question 8

I live near US 180. I hear people from other parts of Flagstaff and outside of Flagstaff complain about congestion on US 180, but for the most part my neighbors do not. This is because it becomes congested on winter weekends when Snow Bowl is closing, but the other 99% of the time, it is fine. Please do not widen or "improve" this road to carry more traffic. It will only bring more traffic, more speed, and more problems.

Name not available

inside City Limits August 11, 2020, 6:08 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 2
Public Support: 2

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 4
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 5

Car/vehicle

Question 6

Car/vehicle

Question 7

• Yes

Question 8

Need a better way to cross the tracks, Humpreys should merge directly into 66 without a stoplight/turn to get under the tracks.

Better shoulder on 180 and strict enforcement of snow play traffic

Name not shown

inside City Limits August 11, 2020, 6:18 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 2
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 2

- Bicycle
- Bus
- Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 4
Public Support: 3

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Bus
- Car/vehicle

Question 6

- Bicycle
- Car/vehicle

Question 7

• No

Question 8

No response

Name not available

inside City Limits August 11, 2020, 6:25 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 1
Public Support: 3

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 1
Public Support: 3

Question 5

• Car/vehicle

Question 6

Car/vehicle

Question 7

• Yes

Question 8

No response

Name not available

inside City Limits August 11, 2020, 6:32 AM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 4 Improve Traffic Movement: 5 Expand Travel Choices: 3 Limit Property Impacts & Project Costs: 4 Limit Social & Environmental Impacts: 4 Public Support: 4

Question 2

Car/vehicle

Question 3

No

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 4 Improve Traffic Movement: 5 Expand Travel Choices: 4 Limit Property Impacts & Project Costs: 5 Limit Social & Environmental Impacts: 4 Public Support: 4

Question 5

Car/vehicle

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 6

Car/vehicle

Question 7

• No

Question 8

Widen 180 to 4 or 5 lanes. Make Humphreys a one way street? Make an adjacent street one way in the opposite direction.

Name not available

outside City Limits August 11, 2020, 6:38 AM

Improve Vehicular Safety: 5

Question 1

Enhance Community Character: 4 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 4 Limit Social & Environmental Impacts: 4 Public Support: 5

Question 2

• Car/vehicle

Question 3

• No

Question 4

Enhance Community Character: 3 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 3 Public Support: 5

Improve Vehicular Safety: 5

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

No response

Barry A Bertani

inside City Limits August 11, 2020, 6:38 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 4
Public Support: 4

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 4
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 5

Car/vehicle

Question 6

Car/vehicle

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 7

No

Question 8

Not sure. Few options.

Name not shown

inside City Limits August 11, 2020, 6:41 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 1
Public Support: 2

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 2
Public Support: 2

Question 5

Car/vehicle

Question 6

Car/vehicle

Question 7

Yes

Question 8

No response

Kathryn Kozak

inside City Limits August 11, 2020, 6:57 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 4
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 4
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

Car/vehicle

Question 6

• Car/vehicle

Question 7

Yes

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 8

The noise of Fort Valley Road has become much more obvious over the last few years. Something needs to be done to address the road noise for the residents of Coconino Estates. Please consider ways to mitigate the road noise.

Name not shown

inside City Limits August 11, 2020, 7:00 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 2

- Bus
- Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 5

- Bus
- Car/vehicle

Question 6

- Bicycle
- Bus

• Car/vehicle

Question 7

• Yes

Question 8

There needs to be a traffic light at the intersection of Forrest, N. Fort Valley Rd and Beal. It is unsafe for pedestrians crossing Fort Valley and it is becoming an increasingly dangerous intersection for vehicles turning.

Name not shown

inside City Limits August 11, 2020, 7:09 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 1
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 1
Public Support: 1

Question 2

- Bicycle
- Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 1
Public Support: 1

- Bicycle
- Car/vehicle

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 6

- Bicycle
- Car/vehicle

Question 7

• Yes

Question 8

No response

Name not available

inside City Limits August 11, 2020, 7:19 AM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 5 Improve Traffic Movement: 3 Expand Travel Choices: 2 Limit Property Impacts & Project Costs: 1 Limit Social & Environmental Impacts: 3 Public Support: 2

Question 2

• Bicycle

Question 3

Yes

Question 4

Enhance Community Character: 5 Improve Traffic Movement: 3 Expand Travel Choices: 2 Limit Property Impacts & Project Costs: 1 Limit Social & Environmental Impacts: 3 Public Support: 4

Improve Vehicular Safety: 3

Question 5

- Bicycle
- Car/vehicle

Question 6

- Bicycle
- Car/vehicle

Question 7

Yes

Question 8

No response

Name not shown

inside City Limits August 11, 2020, 7:31 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 5

Question 2

Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 3 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 3 Public Support: 5

Question 5

Car/vehicle

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

• Car/vehicle

Question 7

• Yes

Question 8

Add road at A1 Mountain road to bypass this route.

Name not shown

outside City Limits August 11, 2020, 7:32 AM

Question 1

Improve Vehicular Safety: 1
Enhance Community Character: 5
Improve Traffic Movement: 1
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 1
Enhance Community Character: 5
Improve Traffic Movement: 1
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

Car/vehicle

Question 6

Bicycle

Car/vehicle

Question 7

Yes

Question 8

Need to add lanes where possible and improve the bike lanes to improve biker safety and reduce biker/vehicle conflicts.

Have seen a number of deer killed between Sechrist School the Colton House - not sure if a wildlife crossing would be economically justified or not.

Name not shown

inside City Limits August 11, 2020, 7:41 AM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 3 Limit Property Impacts & Project Costs: 4 Limit Social & Environmental Impacts: 5 Public Support: 4

Ouestion 2

Car/vehicle

Question 3

Yes

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 4 Improve Traffic Movement: 5 Expand Travel Choices: 3 Limit Property Impacts & Project Costs: 4 Limit Social & Environmental Impacts: 5 Public Support: 4

Question 5

• Car/vehicle

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 6

Car/vehicle

Question 7

• No

Question 8

No response

Name not shown

inside City Limits August 11, 2020, 7:49 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 3
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

No response

Name not shown

inside City Limits August 11, 2020, 7:50 AM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 4 Improve Traffic Movement: 2 Expand Travel Choices: 1 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 5 Public Support: 3

Question 2

• Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

Bicycle

Question 6

Bicycle

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 7

Yes

Question 8

Slow auto traffic down and engineer quality pathways for cyclists/pedestrians/multimodal transport. Plant trees for shade either in the middle or on the sides. The road should be built with Flagstaff's carbon neutral plan in mind.

Name not available

inside City Limits August 11, 2020, 7:56 AM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 5 Improve Traffic Movement: 3 Expand Travel Choices: 3

Limit Property Impacts & Project Costs: 1 Limit Social & Environmental Impacts: 4

Public Support: 3

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 5 Improve Traffic Movement: 3 Expand Travel Choices: 5

Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 4

Public Support: 3

Question 5

• Car/vehicle

Question 6

Bicycle

Question 7

No

Question 8

The inability to safely cross this highway with a traffic light via bicycle is a limiter for my family.

Name not available

inside City Limits August 11, 2020, 8:02 AM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 3 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 1 Limit Social & Environmental Impacts: 3 Public Support: 3

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5 Enhance Community Character: 3 Improve Traffic Movement: 4 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 3 Public Support: 3

Question 5

• Car/vehicle

Question 6

Car/vehicle

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Yes

Question 8

Generally traffic flows very well on US180 (not counting busy winter days). The main concern is the ability of people in Coconino Estates to get in and out of their neighborhood safely. I think 1 or 2 traffic circles between Navajo and Louise along US180 would help with this. I would be extremely opposed to another traffic light on this section of road. I think there needs to be a better/safer way for pedestrians to cross Humphreys near Dale or Elm. A bridge/tunnel would be nice but so would a pedestrian cross walk with flashing lights. Using features to pinch the road similar to the pinch at Sechrist would help slow traffic down too.

Name not available

inside City Limits August 11, 2020, 8:12 AM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 5 Improve Traffic Movement: 2 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 4 Limit Social & Environmental Impacts: 5 Public Support: 4

Question 2

- Bicycle
- Car/vehicle

Question 3

Yes

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 2
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

- Bicycle
- · Walk/Electric Scooter/Wheelchair

Question 6

- Bicycle
- · Car/vehicle

Question 7

• Yes

Question 8

Humphreys has the opportunity to expand downtown and be a great live/work/shopping street. Currently has few pedestrian crossings, causing a barrier to safely access downtown from west downtown. Add bike lanes if possible and increase crossing opportunities, especially near Flagstaff High School. Also widen sidewalks to make it more comfortable to walk since cars drive fast. Same for US180. This road needs safer crossing opportunities, especially to the schools. Has fairly good bike facilities but lack of crossings makes it difficult to traverse.

Name not shown

outside City Limits August 11, 2020, 8:15 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 5

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5 Enhance Community Character: 5

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• Yes

Question 8

The winter traffic has become an increasing problem. For local residents the congestion present a nuisance a safety problem.

Name not shown

inside City Limits August 11, 2020, 8:17 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 2
Public Support: 3

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5

Enhance Community Character: 4 Improve Traffic Movement: 5 Expand Travel Choices: 2 Limit Property Impacts & Project Costs: 4 Limit Social & Environmental Impacts: 3 Public Support: 3

Question 5

No response

Question 6

Car/vehicle

Question 7

No

Question 8

No response

Name not available

inside City Limits August 11, 2020, 8:18 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 2

• Car/vehicle

Question 3

Yes

Question 4

Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 5

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Limit Property Impacts & Project Costs: 4 Limit Social & Environmental Impacts: 4 Public Support: 4

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

No response

Name not shown

inside City Limits August 11, 2020, 8:22 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 2

• Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5

Public Support: 4

Question 5

- · Car/vehicle
- · Walk/Electric Scooter/Wheelchair

Question 6

· Car/vehicle

Question 7

Yes

Question 8

No response

Name not shown

inside City Limits August 11, 2020, 8:33 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 4

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 5

Car/vehicle

Question 6

Car/vehicle

Question 7

• Yes

Question 8

No response

Name not shown

inside City Limits August 11, 2020, 8:34 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 1
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 1

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 1
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 1

Question 5

Car/vehicle

Question 6

- Bicycle
- Car/vehicle

Question 7

Yes

Question 8

I live in Cheshire and WOULD LOVE to use the bus much more frequently, but without more frequent service and more stops, this is problematic for me. I do use the FUTS trail for biking in and out of town, but would love to see bike lanes dominate ALL downtown intersections and be designed in ways that are safer for pedestrians and bikers:

https://bicycledutch.wordpress.com/2018/02/20/a-common-urban-intersection-in-the-netherlands/

Name not shown

inside City Limits August 11, 2020, 8:36 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 1
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 1
Public Support: 2

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 4 Improve Traffic Movement: 5 Expand Travel Choices: 1

Limit Property Impacts & Project Costs: 2

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Limit Social & Environmental Impacts: 2 Public Support: 2

Question 5

Car/vehicle

Question 6

Car/vehicle

Question 7

• No

Question 8

Many alternatives are available for pedestrians and bicyclists outside of the highways corridor. Given limited space most emphasis should be on vehicle travel and pedestrian/bicycle crossings.

Name not shown

inside City Limits August 11, 2020, 8:40 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 4

Question 2

- Bicycle
- Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5 Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 4 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 3 Public Support: 4

Question 5

- Bicycle
- Car/vehicle

Question 6

· Car/vehicle

Question 7

• No

Question 8

No response

Name not shown

outside City Limits August 11, 2020, 9:02 AM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 3 Improve Traffic Movement: 5 Expand Travel Choices: 4 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 3 Public Support: 3

Question 2

· Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5 Enhance Community Character: 3 Improve Traffic Movement: 5 Expand Travel Choices: 4 Limit Property Impacts & Project Costs: 3

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Limit Social & Environmental Impacts: 3 Public Support: 3

Question 5

Car/vehicle

Question 6

Car/vehicle

Question 7

• Yes

Question 8

Add additional traffic lanes wherever possible, especially at intersections. Investigate adding a middle lane that would be one way during certain times of the day to move large amounts of traffic into and out of the city. For example, the middle lane could be southbound from 4:00 p.m. through 7:00 p.m. to move traffic returning from skiing and sledding in the winter.

Name not shown

inside City Limits August 11, 2020, 9:02 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 4
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 2

- Bicycle
- Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 4

Enhance Community Character: 5 Improve Traffic Movement: 3 Expand Travel Choices: 2 Limit Property Impacts & Project Costs: 1 Limit Social & Environmental Impacts: 5 Public Support: 4

Question 5

Bicycle

Question 6

- Bicycle
- · Car/vehicle

Question 7

No

Question 8

No response

Name not shown

inside City Limits August 11, 2020, 9:11 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4 Enhance Community Character: 3

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 3
Public Support: 4

Question 5

· Walk/Electric Scooter/Wheelchair

Question 6

- Bicycle
- Car/vehicle

Question 7

• No

Question 8

No response

Name not shown

inside City Limits August 11, 2020, 9:22 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 1
Public Support: 3

Question 2

• Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 4 Enhance Community Character: 4 Improve Traffic Movement: 5 Expand Travel Choices: 2

Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 2

Public Support: 2

Question 5

Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

As with Milton, I will avoid Humphreys when possible during certain times of day and times of year. There aren't any options when heading northwest, but generally after getting past Humphreys, the drive on 180 is nice. Site distance is an issue with some of the turns out of Coconino Estates onto 180 and I tried making the left from Forest Ave once at the wrong time of day and I won't be trying that again. I would frequently use the parallel FUTS trail if I lived in the area.

Name not available

inside City Limits August 11, 2020, 9:28 AM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 4 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 4 Public Support: 4

Question 2

· Car/vehicle

Question 3

• No

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 5

- Bicycle
- Car/vehicle
- · Walk/Electric Scooter/Wheelchair

Question 6

- Bicycle
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 7

• Yes

Question 8

The paved urban trail system is great on 180. However, the fact that it requires crossing the road at Sechrist School causes major safety issues, as well as traffic backups. Consideration of a pedestrian bridge and/or adding a continuous urban trail on the North side of the road (Sechrist School side) back into town would be helpful. Also, the intersection at Forest Hill and 180 is super dangerous from a pedestrian and cyclist perspective--there needs to be a pedestrian bridge there to improve safety and minimize traffic back-ups.

Name not shown

inside City Limits August 11, 2020, 9:42 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 2
Improve Traffic Movement: 4
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 3
Public Support: 5

Question 2

Car/vehicle

Ouestion 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 2
Improve Traffic Movement: 4
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 5

Question 5

• Car/vehicle

Question 6

Car/vehicle

Question 7

• No

Question 8

No response

Name not shown

inside City Limits August 11, 2020, 9:46 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 3

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 3 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 5 Public Support: 3

Question 5

• Car/vehicle

Question 6

· Car/vehicle

Question 7

• No

Question 8

No response

Name not shown

inside City Limits August 11, 2020, 9:49 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 2
Improve Traffic Movement: 2
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 2

• Bus

• Walk/Electric Scooter/Wheelchair

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 1
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

- Bus
- Walk/Electric Scooter/Wheelchair

Question 6

- Bus
- Walk/Electric Scooter/Wheelchair

Question 7

• No

Question 8

Creating wildlife crossings are very important to me to ensure the safety of wildlife and cars.

Name not shown

inside City Limits August 11, 2020, 9:55 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 4
Public Support: 4

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 2

Car/vehicle

Question 3

Yes

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 2
Public Support: 4

Question 5

• Car/vehicle

Question 6

Car/vehicle

Question 7

• No

Question 8

No response

Name not shown

inside City Limits August 11, 2020, 10:12 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 4
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 2

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

• Car/vehicle

Question 6

Bicycle

Question 7

• Yes

Question 8

Great bicycle trails/ urban trails in area. Bus service is limited but good. The crossing at 180 and cedar is still really dangerous for bikers/pedestrians need a flashing light- many cars just barrel through and I have almost been hit walking bike on crosswalk numerous times.

Name not shown

inside City Limits August 11, 2020, 10:17 AM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 3 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 3 Public Support: 2

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 2

Car/vehicle

Ouestion 3

• No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 2
Public Support: 1

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

This corridor gets clogged on holiday and winter weekends. Some small changes in recent years have been improvements (Mountain Line to Snowbowl and restricting left turns from Forest Ave). However, the real problem here is two-fold:

- 1) It is simply overcrowded
- 2) There is no alternative for getting from west of Flagstaff (Snowbowl Area) I-17 US-89A other than Highway 180 $\,$

These problems cannot and will not be alleviated without a) capacity improvements to 180, and b) a viable alternative route from west of Flagstaff to 1-17 south

Name not available

inside City Limits August 11, 2020, 10:19 AM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 4 Improve Traffic Movement: 3 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 3 Public Support: 1

Question 2

- Bicycle
- Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 3
Public Support: 1

Question 5

- Bicycle
- Car/vehicle

Question 6

· Car/vehicle

Question 7

• No

Question 8

Please do not implement Door Zone bike lanes or bike lanes that interact with multiple driveways (right-hook collision situation). The speed on Humphreys St is slow enough, and bikes go fast enough downhill, for mixed traffic if the street is set up for success and avoids design elements that are misunderstood by drivers (unsafe bike lane --> drivers get frustrated that you aren't using it; shoulder stripe --> makes it look like a bike lane that you're not using).

For the US180 section, consider benchmarking the Moab Canyon Pathway.

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Thank you.

Kurt Eckstein

outside City Limits August 11, 2020, 10:23 AM

Question 1

Improve Vehicular Safety: 1
Enhance Community Character: 1
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 1
Public Support: 5

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 1
Enhance Community Character: 1
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 1
Public Support: 5

Question 5

Car/vehicle

Question 6

No response

Question 7

• No

Question 8

Complicate travel via Humphreys street to Fort Valley Rd. Make it difficult to use Humphreys street or any street east of Humphreys to get to Fort

Valley Rd. Access to Fort Valley and 180 should occur west of town possibly via I-40 to remove traffic through town.

Name not shown

outside City Limits August 11, 2020, 10:41 AM

Question 1

Improve Vehicular Safety: 1 Enhance Community Character: 2 Improve Traffic Movement: 3 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 3 Public Support: 4

Question 2

- Bicycle
- Car/vehicle

Ouestion 3

• No

Ouestion 4

Improve Vehicular Safety: 1 Enhance Community Character: 2 Improve Traffic Movement: 3 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 2 Public Support: 4

Question 5

- Bicycle
- Car/vehicle

Question 6

- Bicycle
- Car/vehicle

Question 7

• No

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 8

The fact that "Improve Safety" is only briefly defined in the preliminary instructions for the survey fundamentally corrupts the results of the survey.

A cyclist or pedestrian will most certainly think the "Improve Safety" is a good option, but unless they are very closely following the directions of the survey, they won't know that this means "vehicular safety" only.

Name not available

inside City Limits August 11, 2020, 11:16 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 4
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

Bicycle

Question 3

No

Question 4

Improve Vehicular Safety: 5 Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 3 Limit Property Impacts & Project Costs: 5 Limit Social & Environmental Impacts: 5 Public Support: 5

Question 5

• Bicycle

Question 6

Bicycle

Question 7

No

Question 8

Add a bike lane! The fact that there aren't any bicycle accommodations on Humphreys already is embarrassing for flagstaff. This needs to be addressed and is more important that "improving the safety and traffic flow of vehicular transportation".

Name not shown

outside City Limits August 11, 2020, 11:16 AM

Question 1

Improve Vehicular Safety: 5
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 5

- Bicycle
- Car/vehicle

Question 6

Car/vehicle

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 7

No

Question 8

No response

Name not shown

inside City Limits August 11, 2020, 11:53 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 2
Improve Traffic Movement: 4
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 4
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

Car/vehicle

Question 6

Car/vehicle

Question 7

• No

Question 8

No response

Name not shown

outside City Limits August 11, 2020, 11:57 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 2

· Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 1

Question 5

Car/vehicle

Question 6

• Car/vehicle

Question 7

Yes

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 8

Additional lane(s) on Hwy 180 from Snowbowl Road to Humphreys.

Name not available

inside City Limits August 11, 2020, 11:57 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 1
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

• Car/vehicle

Question 3

Yes

Question 4

Improve Vehicular Safety: 5 Enhance Community Character: 5 Improve Traffic Movement: 1 Expand Travel Choices: 3 Limit Property Impacts & Project Costs: 5 Limit Social & Environmental Impacts: 5 Public Support: 5

Question 5

- Bicycle
- Car/vehicle

Question 6

Bicycle

Question 7

Yes

Question 8

In my opinion, the only improvement necessary on Fort Valley Rd. is a crosswalk signal at the urban trail/bike path crossing at Forest Ave. Please don't think about adding driving lanes or any sort of bypass route. If people are worried about traffic congestion during the ski season, shuttles to Snowbowl would be a much better solution. Also, I hope Flagstaff will prioritize adding and improving bike lanes and bike path/urban trail routes in general, and certainly on the Milton/Humphrey's/Fort Valley corridor.

Todd Kennedy

inside City Limits August 11, 2020, 12:15 PM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 4 Improve Traffic Movement: 5 Expand Travel Choices: 4

Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 3

Public Support: 3

Question 2

· Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 5

Car/vehicle

Question 6

Car/vehicle

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 7

Yes

Question 8

Both these roads need more points where pedestrians and bikes can cross safely

Name not available

outside City Limits August 11, 2020, 12:17 PM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 3 Improve Traffic Movement: 3 Expand Travel Choices: 3 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 3 Public Support: 3

Question 2

Car/vehicle

Question 3

No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5

Question 5

Car/vehicle

Question 6

Car/vehicle

Question 7

• No

Question 8

This area is also heavily traveled as more people are choosing to live in rural areas. Ski season makes traffic very slow

Bob Larkin

inside City Limits August 11, 2020, 12:28 PM

Question 1

Improve Vehicular Safety: 2
Enhance Community Character: 1
Improve Traffic Movement: 3
Expand Travel Choices: 1
Limit Property Impacts & Project Costs

Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 3

Public Support: 3

Question 2

Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 1 Enhance Community Character: 3 Improve Traffic Movement: 2 Expand Travel Choices: 3 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 3 Public Support: 3

Question 5

• Walk/Electric Scooter/Wheelchair

Question 6

• Car/vehicle

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

• Yes

Question 8

No response

Name not available

inside City Limits August 11, 2020, 12:31 PM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 4 Improve Traffic Movement: 5 Expand Travel Choices: 4 Limit Property Impacts & Project Costs: 3

Limit Social & Environmental Impacts: 5

Public Support: 5

Question 2

• Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 5 Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 5 Limit Social & Environmental Impacts: 5

Question 5

Car/vehicle

Public Support: 5

Question 6

Car/vehicle

Question 7

Yes

Question 8

No response

Name not available

inside City Limits August 11, 2020, 12:46 PM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 3 Limit Property Impacts & Project Costs: 4 Limit Social & Environmental Impacts: 3

Question 2

• Car/vehicle

Public Support: 4

Question 3

• No

Question 4

Improve Vehicular Safety: 5 Enhance Community Character: 4 Improve Traffic Movement: 5 Expand Travel Choices: 4 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 3 Public Support: 4

Question 5

· Car/vehicle

Question 6

Car/vehicle

Question 7

• No

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Give right turn lanes and center turn lanes where there are homes or streets.

rated a 10. The City of Flagstaff is already encouraging deforestation of properties with their totally inappropriate zoning incentives. Let's not compound that with bad environmental decisions by ADOT.

Michael Banker

inside City Limits August 11, 2020, 12:58 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

• Car/vehicle

Question 6

Car/vehicle

Question 7

• No

Question 8

Although all the categories are a 5, the environmental impact should be

Name not available

inside City Limits August 11, 2020, 1:08 PM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 4 Limit Social & Environmental Impacts: 4 Public Support: 5

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 5

Question 5

· Car/vehicle

Question 6

Bicycle

Question 7

• No

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

I don't know how to do it, but the intersection needs to be redone. There's a continual back up before/after school is out in that area. US180 is the only way to get to communities and recreation in the area. A new road that would allow traffic to flow off of Route 66 to the neighborhoods of Cheshire or US 180 would help the congestion on Milton and US180, but then Route 66 would be worse than what it is now with a 2-lane road. The separate walking/bike path is good for safety issues along US 180. I would think if we could have separate purposeful built walking and bike patch separate from streets, this would encourage locals to think twice about using cars, especially if electric bike were able to use the paths.

Name not available

outside City Limits August 11, 2020, 1:27 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 5

Question 2

Car/vehicle

Question 3

No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

Car/vehicle

Question 6

Car/vehicle

Question 7

• No

Question 8

No response

Name not shown

inside City Limits August 11, 2020, 1:41 PM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 4 Improve Traffic Movement: 2 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 1 Limit Social & Environmental Impacts: 5 Public Support: 3

Question 2

Bicycle

Question 3

Yes

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 4
Improve Traffic Movement: 1
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 2

Question 5

Bicycle

Question 6

Bicycle

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

• Yes

Question 8

Sidewalk on the east side of 180 seems critical. There are no easy walking options for those living in multifamily properties on that side of the highway, which forces them to cross the street illegally to access the urban trail on the opposite side of the street. This can be very dangerous during busy times.

Name not available

inside City Limits August 11, 2020, 1:42 PM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 3 Expand Travel Choices: 5

Limit Property Impacts & Project Costs: 4 Limit Social & Environmental Impacts: 3 Public Support: 4

Question 2

• Car/vehicle

Question 3

Yes

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3

Limit Social & Environmental Impacts: 3

Public Support: 4

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

Yes

Question 8

No response

Name not available

inside City Limits August 11, 2020, 2:01 PM

Question 1

Improve Traffic Movement: 5

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Traffic Movement: 5

Question 5

• Car/vehicle

Question 6

• Other - car, bus and bicycle

Question 7

Yes

Question 8

The FUTS trail on 180 is in horrible shape and riding a bike on it is very bumpy. 180 seems like a pinch point if there is ever an evacuation of residents and people have to head out to the west.

Name not available

inside City Limits August 11, 2020, 2:16 PM

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

• Car/vehicle

Question 3

Yes

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 2
Public Support: 5

Question 5

Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

the sidewalks are in need of repair and some of the corners on Humphreys you can not see oncoming traffic and it makes for a risky turn in or out.

Name not shown

inside City Limits August 11, 2020, 2:55 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 1

Question 2

• Car/vehicle

Question 3

Yes

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 1

Question 5

Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

No response

Name not available

inside City Limits August 11, 2020, 3:17 PM

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Vehicular Safety: 5 Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 5 Limit Social & Environmental Impacts: 5 Public Support: 5

Question 2

- Bicycle
- Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

- Bicycle
- Car/vehicle

Question 6

- Bicycle
- Car/vehicle

Question 7

Yes

Question 8

No response

Name not available

outside City Limits August 11, 2020, 3:41 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 4
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 3 Improve Traffic Movement: 3 Expand Travel Choices: 2 Limit Property Impacts & Project Costs: 5 Limit Social & Environmental Impacts: 5 Public Support: 5

Question 5

Car/vehicle

Question 6

Car/vehicle

Question 7

Yes

Question 8

I live on Hidden Hollow Road and would NOT at all be in favor of it being used as an alternative route. It would ruin our rural residential lifestyle including the peace and quiet we currently enjoy.

Name not shown

inside City Limits August 11, 2020, 3:48 PM

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 5 Improve Traffic Movement: 4 Expand Travel Choices: 3 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 4 Public Support: 4

Question 2

• Car/vehicle

Question 3

Yes

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 4
Expand Travel Choices: 1
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 5

• Other - Bike, Run, Walk, Car

Question 6

• Other - Bike and Run closer in, Car farther out

Question 7

Yes

Question 8

This route needs to be safe and smooth. Now largely commercial in town, it can be dicey to cross Humphries in non-ski season. BUT - bypassing this route with some of the prior proposed routes that take visitors out of the town area of Flag will do a huge disservice to local businesses. US 180 desperately needs a wide safe bike,run,pull-off lane. The upgrade to the Cheshire curve was long overdue but did NOT improve bike rider or runner safety because of lack of a lane around both curves before and after the service station.

Name not available

outside City Limits August 11, 2020, 4:25 PM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 2 Improve Traffic Movement: 5 Expand Travel Choices: 2 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 4 Public Support: 3

Question 2

Car/vehicle

Ouestion 3

• No

Question 4

Improve Vehicular Safety: 5 Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 2 Limit Property Impacts & Project Costs: 4 Limit Social & Environmental Impacts: 5 Public Support: 3

Question 5

· Car/vehicle

Question 6

• Car/vehicle

Question 7

• Yes

Question 8

The snow play and ski resort traffic has not gotten better.

Name not shown

inside City Limits

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

August 11, 2020, 4:39 PM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 3 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 4 Public Support: 3

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 5 Improve Traffic Movement: 4 Expand Travel Choices: 3 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 4 Public Support: 3

Question 5

Car/vehicle

Question 6

Car/vehicle

Question 7

• No

Question 8

As the only access to the Peaks, Snowbowl & the Grand Canyon from Flagstaff, Humphreys St., a small neighborhood street and Ft. Valley Rd are being forced to accommodate freeway amounts of tourist traffic from Phoenix & surrounds. These 2 lane streets were not designed to carry the amount of traffic they have been forced to and it degrades the neighborhoods they were originally established to serve.

Name not shown

inside City Limits August 11, 2020, 5:01 PM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 4 Public Support: 4

Question 2

Car/vehicle

Ouestion 3

• No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 5

Bicycle

Question 6

Bicycle

Question 7

• No

Question 8

Flagstaff needs to have a safe, comprehensive, interconnected, easy to access network of trails so that walkers and bikers can get from anywhere to anywhere in Flagstaff without conflict from vehicular traffic. Humphreys Street has the Karen Cooper Trail as an alternative to driving. Fort Valley Road has the Fort Valley Trail and the Karen Cooper Trails as

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

an alternative to driving. The Karen Cooper Trail needs to connect to the south with a FUTS trail near Milton. The Fort Valley Trail needs to connect with the Karen Cooper Trail on both its southern and northern ends. The Fort Valley Trail needs to continue north from its current terminus at Fremont Blvd.

• Yes

Question 8

No response

Name not available

inside City Limits August 11, 2020, 5:04 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 2

Question 2

• Other - Car for commuting through or large shopping trips. Walking for dining or small shopping trips.

Question 3

Yes

Question 4

Enhance Community Character: 5 Improve Traffic Movement: 4 Expand Travel Choices: 4 Limit Property Impacts & Project Costs: 5 Limit Social & Environmental Impacts: 5 Public Support: 3

Improve Vehicular Safety: 4

Question 5

• Car/vehicle

Question 6

Car/vehicle

Question 7

Name not available

inside City Limits August 11, 2020, 5:10 PM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 5 Limit Social & Environmental Impacts: 5 Public Support: 5

Question 2

• Car/vehicle

Question 3

Yes

Question 4

Improve Vehicular Safety: 5 Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 5 Limit Social & Environmental Impacts: 5 Public Support: 5

Question 5

Car/vehicle

Question 6

· Car/vehicle

Question 7

Yes

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 8

No response

Name not available

inside City Limits August 11, 2020, 5:10 PM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 2

- Bicycle
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 3

Yes

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 5 Improve Traffic Movement: 2 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 5 Public Support: 3

Question 5

- Bicycle
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 6

• Car/vehicle

Question 7

Yes

Question 8

The shared vehicle and bike lanes seem very dangerous especially with the hill and volume of car traffic passing through, much of which is from out of town. I can't link the source right now (on mobile phone) but roads where cars and bike traffic are expected to share the road without separate facilities increase risk for accidents.

Ian T

inside City Limits August 11, 2020, 5:50 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 1
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 2

• Car/vehicle

Ouestion 3

• Yes

Question 4

Improve Vehicular Safety: 5

Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 3 Limit Property Impacts & Project Costs: 4 Limit Social & Environmental Impacts: 5 Public Support: 5

Question 5

- Car/vehicle
- · Walk/Electric Scooter/Wheelchair
- Other Running

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Car/vehicle
- · Walk/Electric Scooter/Wheelchair
- Other Running

Question 7

Yes

Question 8

1) A bike/pedestrian overpass or underpass to safely cross 180. The current options: the light at Humphrey's & 180, bottom of Chevron Hill, Sechrist, and at Fort Valley & Schultz Pass Rd aren't well placed and traffic abide.

2) Extend the Flagstaff Urban Trail from Sechrist to Humphrey's on the east side of the road.

Thank you!

Name not available

outside City Limits August 11, 2020, 6:02 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

Car/vehicle

Ouestion 6

• Car/vehicle

Question 7

• No

Question 8

No response

Name not available

inside City Limits August 11, 2020, 6:23 PM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 4 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 4 Public Support: 4

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 4 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 5 Public Support: 4

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

No response

Name not shown

inside City Limits August 11, 2020, 6:30 PM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 4 Improve Traffic Movement: 3 Expand Travel Choices: 5

Limit Property Impacts & Project Costs: 4 Limit Social & Environmental Impacts: 5

Public Support: 4

Question 2

Bicycle

Question 3

Yes

Question 4

Improve Vehicular Safety: 5 Enhance Community Character: 4 Improve Traffic Movement: 4 Expand Travel Choices: 5

Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 4

Public Support: 4

Question 5

Bicycle

Question 6

Bicycle

Question 7

• No

Question 8

Protected bicycle lane

Name not shown

outside City Limits August 11, 2020, 6:46 PM

Question 1

Improve Vehicular Safety: 4 Enhance Community Character: 4 Improve Traffic Movement: 4 Expand Travel Choices: 3 Limit Property Impacts & Project Costs: 3

Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 5

Public Support: 4

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 4
Improve Traffic Movement: 4
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

Car/vehicle

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

• Car/vehicle

Question 7

• No

Question 8

Don't destroy open/green space. Alternative routes are probably needed to deal with bottlenecks.

Name not available

inside City Limits August 11, 2020, 7:04 PM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 4 Public Support: 5

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5 Enhance Community Character: 4 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 3

Limit Social & Environmental Impacts: 4

Question 5

Car/vehicle

Question 6

Car/vehicle

Question 7

Yes

Question 8

ridiculous traffic in winter!, getting worse in summer! One way in and One way out for all traffic!!

Name not shown

inside City Limits August 11, 2020, 7:43 PM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 2 Improve Traffic Movement: 5 Expand Travel Choices: 4 Limit Property Impacts & Project Costs: 4 Limit Social & Environmental Impacts: 3 Public Support: 3

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 5

Car/vehicle

Question 6

Car/vehicle

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Yes

Question 8

No response

Name not available

inside City Limits August 11, 2020, 7:52 PM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 3 Improve Traffic Movement: 5 Expand Travel Choices: 3

Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 3

Public Support: 4

Question 2

• Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 5 Enhance Community Character: 3 Improve Traffic Movement: 5 Expand Travel Choices: 3

Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 3

Public Support: 4

Question 5

Car/vehicle

Question 6

Car/vehicle

Question 7

Yes

Question 8

No response

Name not shown

inside City Limits August 11, 2020, 8:54 PM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 3 Improve Traffic Movement: 5 Expand Travel Choices: 5

Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 3

Public Support: 1

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5 Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 1

Limit Property Impacts & Project Costs: .
Limit Social & Environmental Impacts: 3

Public Support: 3

Question 5

· Car/vehicle

Question 6

Car/vehicle

Question 7

• No

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

See above

would also be helpful.

Name not available

outside City Limits August 12, 2020, 5:19 AM

Question 1

Improve Vehicular Safety: 2 Enhance Community Character: 3 Improve Traffic Movement: 4 Expand Travel Choices: 3 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 4 Public Support: 4

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 5

Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

The additional turn lane now under construction at the south end of Humphreys is likely to be helpful. A pedestrian overpass in this area

Name not shown

inside City Limits August 12, 2020, 7:48 AM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 4 Improve Traffic Movement: 4 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 3 Public Support: 3

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 3 Improve Traffic Movement: 2 Expand Travel Choices: 3 Limit Property Impacts & Project Costs: 5 Limit Social & Environmental Impacts: 5 Public Support: 4

Question 5

Car/vehicle

Question 6

Car/vehicle

Question 7

• No

Question 8

Improve hey 180 shoulders for emergencies - snowbowl traffic is so limited, just deal with it, 10 years we will be lucky to have real snow on the

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

highways and ski hill and the backup starts DT anyway, so get creative with lane usage at peak hour.

has left turn arrow to US180 install right hand turn arrow for traffic to turn south on Humphreys from US180.

Bryan Slaughter

inside City Limits August 12, 2020, 7:52 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 5

• Car/vehicle

Question 6

Car/vehicle

Question 7

• No

Question 8

Larger signs that show alternate routes to I-40. When north bound traffic

Name not available

outside City Limits August 12, 2020, 8:04 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 2
Improve Traffic Movement: 3
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 2

Car/vehicle

Question 3

No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 5

• Car/vehicle

Question 6

Car/vehicle

Question 7

• No

Question 8

Snow traffic is still an issue

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Name not available

inside City Limits August 12, 2020, 8:23 AM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 5 Improve Traffic Movement: 5

Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 3

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5 Enhance Community Character: 5 Improve Traffic Movement: 4 Limit Property Impacts & Project Costs: 5 Limit Social & Environmental Impacts: 5

Question 5

- Car/vehicle
- · Walk/Electric Scooter/Wheelchair

Question 6

- Car/vehicle
- · Walk/Electric Scooter/Wheelchair

Question 7

• Yes

Question 8

No response

Name not shown

inside City Limits August 12, 2020, 8:44 AM

Question 1

Improve Vehicular Safety: 1 Enhance Community Character: 5 Improve Traffic Movement: 1 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 1 Limit Social & Environmental Impacts: 3 Public Support: 3

Question 2

- Bicycle
- Bus

Question 3

• No

Question 4

Improve Vehicular Safety: 2 Enhance Community Character: 5 Improve Traffic Movement: 1 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 4 Public Support: 3

Question 5

- Bicycle
- Walk/Electric Scooter/Wheelchair

Question 6

- Bicycle
- Bus
- Car/vehicle

Question 7

• No

Question 8

The need for improved traffic flow on Ft Valley & Humphrey's is minimal, in my opinion. The traffic on these roads is primarily recreational in nature. As a local accessing businesses, the bike lanes & separated FUTS extending to the Museum of Northern Arizona are sufficient for me to navigate on my bicycle, and there are plenty of lights to allow for crossing

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Humphrey's even when there are a lot of cars on the road. When I am driving to a recreational destination such as the Grand Canyon or AZ Snowbowl, I have the option to travel on non-peak hours to avoid the crowds, or accepting that the small price I pay for playing in Northern Arizona is sitting in 20-30 minutes of stop & go traffic. I think that the transportation district & the resort could do more to make AZ Snowbowl shuttles an appealing option for skiiers, particularly for locals (one idea would be offering season rentals on lockers -- I would be more incentivized to take the bus if I didn't have to carry my skiing equipment on every time), but those options are likely outside of the purview of ADOT.

Name not available

inside City Limits August 12, 2020, 9:26 AM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 3 Improve Traffic Movement: 4 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 5 Public Support: 2

Question 2

• Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 2

Question 5

• Car/vehicle

Question 6

· Car/vehicle

Question 7

• Yes

Question 8

No response

Name not available

inside City Limits August 12, 2020, 9:31 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5 Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 5 Limit Social & Environmental Impacts: 5 Public Support: 5

Question 5

· Car/vehicle

Question 6

Car/vehicle

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 7

No

Question 8

Faster. I mean, they have these cars now, electric cars they call them. Fast, very fast, but sometimes they also catch fire. Not very safe.

Name not shown

outside City Limits August 12, 2020, 9:32 AM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 4 Limit Property Impacts & Project Costs: 5 Limit Social & Environmental Impacts: 5 Public Support: 4

Question 2

Car/vehicle

Question 3

No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

• Car/vehicle

Question 6

- Bicycle
- Car/vehicle

Question 7

Yes

Question 8

No response

Name not shown

inside City Limits August 12, 2020, 9:36 AM

Question 1

Improve Vehicular Safety: 2 Enhance Community Character: 4 Improve Traffic Movement: 4 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 5 Public Support: 4

Question 2

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 3

• Yes

Question 4

Improve Vehicular Safety: 2 Enhance Community Character: 5 Improve Traffic Movement: 2 Expand Travel Choices: 4 Limit Property Impacts & Project Costs: 4 Limit Social & Environmental Impacts: 5 Public Support: 5

Question 5

• Walk/Electric Scooter/Wheelchair

Question 6

• Walk/Electric Scooter/Wheelchair

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

• Yes

Question 8

No response

Name not available

inside City Limits August 12, 2020, 9:42 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 2
Public Support: 4

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

Car/vehicle

Question 6

Car/vehicle

Question 7

• No

Question 8

180 I think is fine. The transition from 66 to 180 via Humphreys is a cluster, with very limited room to expand roads and improve traffic capacity. Honestly, if I had authoritarian power to do whatever I wanted, I'd build a big bypass road straight from the Flagstaff Ranch Rd exit on I-40 north to meet 180 just west of Cheshire. That would divert all Snowbowl/Grand Canyon bound traffic out of downtown, but, ugh, would probably have some tough environmental impacts.

Name not available

inside City Limits August 12, 2020, 9:54 AM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 4 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 5 Public Support: 5

Question 2

- Bicycle
- Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 2 Enhance Community Character: 3 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 5 Limit Social & Environmental Impacts: 5 Public Support: 4

Question 5

- Bicycle
- Car/vehicle

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

• Car/vehicle

Question 7

• Yes

Question 8

No response

Name not available

inside City Limits August 12, 2020, 10:04 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 2

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 3

Yes

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

- Bicycle
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 6

- Bicycle
- Car/vehicle
- · Walk/Electric Scooter/Wheelchair

Question 7

Yes

Question 8

more cross walks and bike lanes please

Name not available

outside City Limits August 12, 2020, 10:40 AM

Question 1

Improve Vehicular Safety: 2 Enhance Community Character: 3 Improve Traffic Movement: 4 Expand Travel Choices: 4 Limit Property Impacts & Project Costs: 4 Limit Social & Environmental Impacts: 3 Public Support: 4

Question 2

• Car/vehicle

Question 3

No response

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 5 Improve Traffic Movement: 4 Expand Travel Choices: 4 Limit Property Impacts & Project Costs: 5 Limit Social & Environmental Impacts: 3 Public Support: 4

Question 5

· Car/vehicle

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 6

Car/vehicle

Question 7

• Yes

Question 8

No response

Name not available

inside City Limits August 12, 2020, 11:00 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 2
Public Support: 1

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 2
Public Support: 1

Question 5

Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

No response

Joe Shannon

inside City Limits August 12, 2020, 11:16 AM

Question 1

Improve Vehicular Safety: 1
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 2

- Bicycle
- · Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 1 Limit Social & Environmental Impacts: 5 Public Support: 3

Question 5

- Bicycle
- Car/vehicle

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Bicycle
- Car/vehicle

Question 7

• Yes

Question 8

Very busy all year round these days. Although I hate writing this but we do need another road off I-40. Such as the A1 Mtn exist to south Snowbowl Rd. Yes, the Friends of Baderville will protest, however we do not need a "Campfire" situation where people could not leave the area and perished in their cars. The Museum Fire let us know that evacuations will being occurring in our future.

Name not available

inside City Limits August 12, 2020, 11:28 AM

Question 1

Improve Vehicular Safety: 1
Enhance Community Character: 5
Improve Traffic Movement: 1
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 2

- Bicycle
- Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 2 Enhance Community Character: 5 Improve Traffic Movement: 1 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 5 Public Support: 3

Question 5

- Bicycle
- Car/vehicle

Question 6

- Bicycle
- Car/vehicle

Question 7

• No

Question 8

Need to be aware of animal populations along 180 to not negatively impact them

Name not available

inside City Limits August 12, 2020, 12:03 PM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 4 Improve Traffic Movement: 4 Expand Travel Choices: 4 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 5 Public Support: 5

Question 2

- Bicycle
- Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 4 Improve Traffic Movement: 4 Expand Travel Choices: 3 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 5

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Public Support: 5

Question 5

- Bicycle
- Car/vehicle

Question 6

- Bicycle
- Car/vehicle

Question 7

• Yes

Question 8

Bike safety

Brandie Gowey

inside City Limits August 12, 2020, 12:04 PM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 3 Limit Property Impacts & Project Costs: 5 Limit Social & Environmental Impacts: 5 Public Support: 5

Question 2

Bicycle

Question 3

• No

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 3 Improve Traffic Movement: 3 Expand Travel Choices: 3 Limit Property Impacts & Project Costs: 3

Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5

Public Support: 5

Question 5

Car/vehicle

Question 6

· Car/vehicle

Question 7

No

Question 8

too much air pollution

Name not available

inside City Limits August 12, 2020, 12:11 PM

Question 1

Improve Traffic Movement: 1
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 2

Bicycle

Question 3

• No

Question 4

Improve Vehicular Safety: 1 Improve Traffic Movement: 2 Expand Travel Choices: 4 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 5

Question 5

Bicycle

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 6

• Bicycle

Question 7

• No

Question 8

No response

Name not shown

inside City Limits August 12, 2020, 12:19 PM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

No response

Name not available

outside City Limits August 12, 2020, 12:30 PM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 5 Limit Social & Environmental Impacts: 5 Public Support: 5

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5 Enhance Community Character: 4 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 4 Limit Social & Environmental Impacts: 4 Public Support: 4

Question 5

· Car/vehicle

Question 6

Bicycle

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 7

Yes

Question 8

Between Snow Bowl Road and Roundtree Rd on 180, there is NO safe way to ride a bike. A little bike path OR a sidewalk would be a tremendously welcome addition!!! There is about 10 inches of asphalt beyond the white line to try and maneuver. NOT Safe in any way with cars and trucks going 65 mph within a couple feet. Please PLAN for the people living in Fort Valley to be able to move around the area using a safe path along 180. Thanks very much!!

Stephanie Arcusa

inside City Limits August 12, 2020, 12:49 PM

Question 1

Improve Vehicular Safety: 1
Enhance Community Character: 3
Improve Traffic Movement: 1
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 1

Question 2

Bicycle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 1
Enhance Community Character: 3
Improve Traffic Movement: 1
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 1

Question 5

• Bicycle

Question 6

Bicycle

Ouestion 7

• No

Question 8

Keep the protected bike path on US 180. Humphreys is dangerous for pedestrians and cyclists to cross. Humphreys needs more protected crossings.

Name not available

inside City Limits August 12, 2020, 1:15 PM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 4 Improve Traffic Movement: 4 Expand Travel Choices: 4 Limit Property Impacts & Project Costs: 4 Limit Social & Environmental Impacts: 4 Public Support: 4

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5 Enhance Community Character: 4 Improve Traffic Movement: 5 Expand Travel Choices: 4 Limit Property Impacts & Project Costs: 4 Limit Social & Environmental Impacts: 5 Public Support: 4

Question 5

• Car/vehicle

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 6

Car/vehicle

Ouestion 7

• Yes

Question 8

US 180 needs traffic lights for safe driving.

Name not available

inside City Limits August 12, 2020, 1:26 PM

Question 1

Improve Vehicular Safety: 1
Enhance Community Character: 4
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

- Bicycle
- Car/vehicle

Question 3

Yes

Question 4

Improve Vehicular Safety: 1
Enhance Community Character: 4
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

Bicycle

Question 6

- Bicycle
- Car/vehicle

Question 7

Yes

Question 8

1) It is super dangerous to ride a bike west between Humphreys and Santa Fe. There is no proper bike lane and people fly. 2) It is also impossible to cross to the north at Humphreys. This whole curve area between Humphreys and Milton is not sensible from a cyclist's perspective. 3) And please don't put an underground tunnel; as a female I won't use that at night. 4) The bike lane along 180 up to Cheshire is awesome!! 5) Biking north on 180 north of the bike lane ending is scary! I do it sometimes but fast high profile vehicles have nearly blown me over.

Name not shown

inside City Limits August 12, 2020, 1:41 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

· Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 5

Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

If there were more bike racks I would ride my bike more. Bike racks can be used to reduce traffic not just to look pretty like a planter.

Name not shown

inside City Limits August 12, 2020, 1:50 PM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 5 Limit Social & Environmental Impacts: 5 Public Support: 5

Question 2

- Bicycle
- Bus

Question 3

Yes

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

Car/vehicle

Ouestion 6

• Car/vehicle

Question 7

• No

Question 8

No response

Name not shown

outside City Limits August 12, 2020, 1:58 PM

Question 1

Improve Vehicular Safety: 3 Improve Traffic Movement: 4 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 4 Public Support: 3

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 4
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

Car/vehicle

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 6

Car/vehicle

Ouestion 7

• No

Question 8

Hard to generalize across both of these - important, I think, to keep community character in mind along Humphreys, but environmental considerations (especially wildlife) and road safety much more important along US 180. Public transit (eg rapid route buses) to access the cultural amenities along 180 and to reach all the way to Snowbowl Rd and other snowplay destinations are crucial for reducing congestion and improving safety.

Name not available

inside City Limits August 12, 2020, 3:07 PM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 3 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 5 Limit Social & Environmental Impacts: 3 Public Support: 5

Question 2

• Car/vehicle

Question 3

No

Question 4

Improve Vehicular Safety: 5 Enhance Community Character: 3 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 5 Limit Social & Environmental Impacts: 3 Public Support: 5

Question 5

Car/vehicle

Ouestion 6

- Car/vehicle
- Other Walking

Ouestion 7

• Yes

Ouestion 8

Difficult to cross and pull out onto Ft. Valley with cars going way above 35 mph.

which is supposed to begin near fire station. In ski season, backup of cars a hazard not only to get in/out of our street, but also problem if fire truck needs to get through. Too much traffic/traffic noise on road, need alternative routes.

Name not available

inside City Limits August 12, 2020, 3:21 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 1
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 1
Public Support: 5

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5 Enhance Community Character: 1 Improve Traffic Movement: 5 Expand Travel Choices: 5

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Limit Property Impacts & Project Costs: 5 Limit Social & Environmental Impacts: 5 Public Support: 5

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

Yes

Question 8

No response

Name not shown

inside City Limits August 12, 2020, 4:22 PM

Question 1

Improve Vehicular Safety: 1 Enhance Community Character: 5 Improve Traffic Movement: 2 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 5 Public Support: 4

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 1 Enhance Community Character: 4 Improve Traffic Movement: 3 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 5 Public Support: 5

Question 5

- Bicycle
- · Car/vehicle

Question 6

- Bicycle
- Car/vehicle

Question 7

• No

Question 8

Including safer options for Bicycle Travel would be wonderful. Currently most cyclists utilize the FUTS or neighborhood streets. Some of the expansion of the bicycle lane on 180 has been noted and appreciated!

Name not shown

inside City Limits August 12, 2020, 4:33 PM

Question 1

Improve Vehicular Safety: 2 Enhance Community Character: 3 Improve Traffic Movement: 1 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 3

Limit Social & Environmental Impacts: 5

Public Support: 3

Question 2

• Car/vehicle

Question 3

Yes

Question 4

Improve Vehicular Safety: 2 Enhance Community Character: 4 Improve Traffic Movement: 1 Expand Travel Choices: 5

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 5 Public Support: 2

Question 5

Bicycle

Question 6

Bicycle

Question 7

Yes

Question 8

180 has insufficient pedestrian/bike crossings. It is a very dangerous road, especially for the many residents who try and cross the road for school or to access Fratelli's/Late for the Train. The road should NOT be widened - the traffic congestion should be mitigated through a bus rapid transit lane (using existing infrastructure to accommodate a bus). The FUTS trail adjacent to 180 is dangerous as most cars pull out through the intersection trying to enter 180 and traffic on 180 turning on to side roads do not properly account for bikers and pedestrians. Widening the road to accommodate car traffic will not alleviate congestion and is not worth the enormous cost.

Name not shown

inside City Limits August 12, 2020, 4:56 PM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 4 Improve Traffic Movement: 5 Expand Travel Choices: 4 Limit Property Impacts & Project Costs: 5 Limit Social & Environmental Impacts: 5 Public Support: 5

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

· Car/vehicle

Question 6

• Car/vehicle

Question 7

No

Question 8

We have travel impacts during the winter ski season on US180 and Humphreys Street (which people use to get to 180). Those roads need to be widened with a bike/walking path that is safe. Even more parking available to pull off 180 for snow play.

Name not available

inside City Limits August 12, 2020, 5:04 PM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 5 Limit Social & Environmental Impacts: 5 Public Support: 5

- Bus
- Car/vehicle

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

· Choose Not to Answer

Question 3

• Yes

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

• Car/vehicle

Question 6

· Car/vehicle

Question 7

• Yes

Question 8

The intersection of Humphreys and Hwy 180 is HORRIBLE !!! If and extended vehicle (semi truck or truck with travel trailer) are making a left turn off Humphreys onto Hwy 180 they have a difficult time making the turn. If a vehicle is in the outside lane of Hwy 180 waiting for the light to change it gets pretty scary as these extended vehicles come close to hitting the vehicle as they do not have enough room.

Name not available

inside City Limits August 12, 2020, 5:25 PM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 2

Car/vehicle

Ouestion 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 5

• Car/vehicle

Question 6

Car/vehicle

Question 7

• No

Question 8

Left turns arrows at lighted intersections needed; hopefully Humphreys widening will help with the back up at the intersection of Humphreys and Rte. 66

Should the current left turn onto Santa Fe be modified to limit traffic back up on Milton?

Name not shown

outside City Limits August 12, 2020, 5:35 PM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 5 Improve Traffic Movement: 4 Expand Travel Choices: 5

Limit Property Impacts & Project Costs: 5 Limit Social & Environmental Impacts: 5

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Public Support: 5

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

No

Question 8

Add more public transportation, particularly for tourists. Encourage all snowplayers to use the bus rather than drive.

Name not available

inside City Limits August 12, 2020, 6:53 PM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 4 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 3 Public Support: 2

Question 2

Car/vehicle

Ouestion 3

Yes

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 2

Question 5

• Car/vehicle

Question 6

Car/vehicle

Question 7

• Yes

Question 8

No response

Name not available

inside City Limits August 12, 2020, 7:03 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 3

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Bicycle
- Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

- Bicycle
- Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

To many people coming to our town to recreate and something has to change. Emergency vehicles are impacted during high traffic volumes. People that live on 180 are at the mercy of traffic. Not a good situation for a quality living experience.

Name not available

inside City Limits August 12, 2020, 7:08 PM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5

Public Support: 3

Question 2

· Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

• Car/vehicle

Question 6

Car/vehicle

Question 7

Yes

Question 8

No response

Name not available

inside City Limits August 12, 2020, 9:19 PM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 1 Improve Traffic Movement: 1 Expand Travel Choices: 1 Limit Property Impacts & Project Costs: 5 Limit Social & Environmental Impacts: 5 Public Support: 5

Question 5

• Bicycle

Question 6

• Car/vehicle

Question 7

• Yes

Question 8

Tell mayor Evans that while she's pretty good at her job, she needs to step up and protect our open spaces or there will be none left.

Jeff Duncan

inside City Limits August 13, 2020, 6:40 AM

Question 1

Improve Vehicular Safety: 1
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 1
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

- Bicycle
- · Car/vehicle

Question 6

- Bicycle
- · Car/vehicle

Question 7

Yes

Question 8

Noise, Noise, Noise. Grants for noise blocking wall along ALL of US180. Also a lighted pedestrian crossing near Meade would help the safety of our neighborhood and help local nearby businesses. Thank you for listening.

Name not shown

outside City Limits August 13, 2020, 8:53 AM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 5 Improve Traffic Movement: 3 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 5

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Public Support: 3

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

No

Question 8

No response

Name not available

inside City Limits August 13, 2020, 9:19 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 2

Car/vehicle

Ouestion 3

• No

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 4 Public Support: 4

Question 5

• Car/vehicle

Question 6

- Car/vehicle
- · Walk/Electric Scooter/Wheelchair

Question 7

• Yes

Question 8

I think that the City of Flagstaff, Coconino County and ADOT should consider construction of a new route to Grand Canyon that skirts the western edge of Flagstaff.

Name not available

inside City Limits August 13, 2020, 10:21 AM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 1
Public Support: 3

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 2

Car/vehicle

Ouestion 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 1
Public Support: 3

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

The logistics of this I believe to be challenging, but paving a road between Baderville and i40 would be extremely helpful. An example would be some of the Forrest service roads that get you from Baderville to Forrest service road 506 that turns into Mountain Road and is the A-1 Mountain interchange at i40.

More law enforcement support on 180 during snow season is also essential. It can be SCARY with the people parked on the roads trying to sled. Like young children running in and out of the highway scary.

Another smaller helpful item would be adding green turn arrows at the light at the intersection of 180 and Fremont Blvd/ Shultz Pass. I was actually surprised it wasn't added when the light first went in as it can be extremely difficult to turn left from 180 onto Fremont.

Name not available

outside City Limits August 13, 2020, 12:28 PM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 3 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 4 Public Support: 3

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 4 Public Support: 3

Question 5

Car/vehicle

Question 6

• Car/vehicle

Question 7

• Yes

Question 8

Closer to the Humphreys/downtown area, I can see that there is a need for enhanced community character and expanded travel choices.

For 180, we just need to be able to get into and out of the town we work in, spend money in, and depend on for health and human services.

Mark Daniels

outside City Limits

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

August 13, 2020, 1:48 PM

Question 1

Improve Vehicular Safety: 2 Enhance Community Character: 4 Improve Traffic Movement: 3 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 3 Public Support: 4

Question 2

Bicycle

Question 3

• No

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 5 Improve Traffic Movement: 4 Expand Travel Choices: 2 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 4 Public Support: 4

Question 5

Bicycle

Question 6

Car/vehicle

Question 7

• No

Question 8

No response

Name not shown

inside City Limits August 13, 2020, 11:34 PM

Question 1

Improve Vehicular Safety: 1 Enhance Community Character: 5 Improve Traffic Movement: 3 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 4 Public Support: 1

Question 2

Bicycle

Question 3

Yes

Question 4

Improve Vehicular Safety: 1 Enhance Community Character: 5 Improve Traffic Movement: 3 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 4 Public Support: 1

Question 5

• Bicycle

Question 6

Bicycle

Question 7

Yes

Question 8

No response

Rebecca Conti

outside City Limits August 14, 2020, 6:58 AM

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

While I very much wish to improve conditions along the Milton/Humphreys/Fort Valley Road corridor, I think a bypass around the city with access to Snowbowl is more important. No matter what improvements are made to the corridor, if traffic is backed up with cars from Phoenix, the quality of life for those of us in this area will be damaged. Thank you for listening.

Name not shown

inside City Limits August 14, 2020, 7:00 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 2

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 5

Car/vehicle

Question 6

• Car/vehicle

Question 7

• Yes

Question 8

No response

Name not available

outside City Limits August 14, 2020, 7:18 AM

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Vehicular Safety: 2 Enhance Community Character: 2 Improve Traffic Movement: 5 Expand Travel Choices: 2 Limit Property Impacts & Project Costs: 4 Limit Social & Environmental Impacts: 1 Public Support: 4

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 2
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 1
Public Support: 4

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• Yes

Question 8

No response

Mark Haughwout

inside City Limits August 14, 2020, 7:38 AM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 1 Improve Traffic Movement: 1
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 2

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 2 Improve Traffic Movement: 1 Expand Travel Choices: 2 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 4 Public Support: 5

Question 5

Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

Humphreys street is not suitable for biking. Bikes should be re-directed to Kendrick or Beaver.

 $\ensuremath{\mathsf{US180}}$ needs separated bike lanes all the way from Columbus to past Cheshire.

Name not available

inside City Limits August 14, 2020, 7:48 AM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 4

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Traffic Movement: 4
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 4
Improve Traffic Movement: 3
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

Car/vehicle

Question 6

• Car/vehicle

Question 7

• Yes

Question 8

No response

Name not available

inside City Limits August 14, 2020, 7:55 AM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 4 Improve Traffic Movement: 5 Expand Travel Choices: 4 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 4 Public Support: 5

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 2 Improve Traffic Movement: 5 Expand Travel Choices: 4 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 3 Public Support: 5

Question 5

· Car/vehicle

Question 6

· Car/vehicle

Question 7

• Yes

Question 8

Living in there Cheshire neighborhood means that during a good snowy winter, having to go downtown after 3pm on a Saturday or a Sunday is a nightmare.

Name not shown

inside City Limits August 14, 2020, 8:04 AM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 5 Improve Traffic Movement: 3 Expand Travel Choices: 2

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 5 Public Support: 4

Question 2

Bicycle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 4
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

- Bicycle
- Bus
- Car/vehicle

Question 6

- Bicycle
- Bus
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 7

• No

Question 8

maintain beauty and preservation of environment

Name not shown

inside City Limits August 14, 2020, 8:32 AM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 3 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 1 Public Support: 5

Question 2

· Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5 Enhance Community Character: 3 Improve Traffic Movement: 5 Expand Travel Choices: 3 Limit Property Impacts & Project Costs: 2 Public Support: 5

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

No response

Name not available

inside City Limits August 14, 2020, 10:12 AM

Question 1

Improve Vehicular Safety: 4 Enhance Community Character: 4 Improve Traffic Movement: 5

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 4 Public Support: 4

Question 2

- Car/vehicle
- · Walk/Electric Scooter/Wheelchair

Question 3

· Choose Not to Answer

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 4
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

- Car/vehicle
- · Walk/Electric Scooter/Wheelchair

Question 6

- Bicycle
- Car/vehicle

Question 7

• Choose Not to Answer

Question 8

Again less cars would be good.

Name not shown

inside City Limits August 14, 2020, 10:52 AM

Question 1

Improve Vehicular Safety: 4

Enhance Community Character: 3 Improve Traffic Movement: 5 Expand Travel Choices: 4 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 2 Public Support: 3

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 1
Public Support: 3

Question 5

• Car/vehicle

Question 6

Car/vehicle

Question 7

Yes

Question 8

No response

Brittain Davis

inside City Limits August 14, 2020, 11:18 AM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 2 Improve Traffic Movement: 5

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Expand Travel Choices: 3 Limit Property Impacts & Project Costs: 1 Limit Social & Environmental Impacts: 5 Public Support: 1

Question 2

Car/vehicle

Question 3

Yes

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 2 Improve Traffic Movement: 5 Expand Travel Choices: 3 Limit Property Impacts & Project Costs: 1 Limit Social & Environmental Impacts: 5 Public Support: 1

Question 5

Car/vehicle

Question 6

Car/vehicle

Question 7

• No

Question 8

Pedestrian bridges over Humphreys and 66/Santa Fe for people walking downtown (especially important for major events)

Name not available

inside City Limits August 14, 2020, 12:33 PM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 5

Limit Property Impacts & Project Costs: 1 Limit Social & Environmental Impacts: 5 Public Support: 3

Question 2

· Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5 Enhance Community Character: 5 Improve Traffic Movement: 5 Limit Property Impacts & Project Costs: 1 Limit Social & Environmental Impacts: 3 Public Support: 3

Question 5

- Bicycle
- · Car/vehicle

Question 6

- Bicycle
- Car/vehicle

Question 7

No

Question 8

No response

Name not available

outside City Limits August 14, 2020, 1:19 PM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 3 Improve Traffic Movement: 5 **Expand Travel Choices: 2** Limit Property Impacts & Project Costs: 4

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Limit Social & Environmental Impacts: 5 Public Support: 4

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 3 Improve Traffic Movement: 5 Expand Travel Choices: 2 Limit Property Impacts & Project Costs: 4

Question 5

No response

Question 6

• Car/vehicle

Question 7

• No

Question 8

No response

Name not available

inside City Limits August 14, 2020, 1:44 PM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 2
Public Support: 3

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 3
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 5

- Bicycle
- · Car/vehicle

Question 6

- Bicycle
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 7

• No

Question 8

A crosswalk by Fratelli Pizza would increase pedestrian safety. Also, for runners and walkers, more options to cross on 180 will assist with social distancing.

Name not available

inside City Limits August 14, 2020, 2:42 PM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 4

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Public Support: 5

Question 2

• Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4

Question 5

• Car/vehicle

Public Support: 3

Question 6

Car/vehicle

Question 7

Yes

Question 8

No response

Name not available

outside City Limits August 14, 2020, 9:05 PM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 3 Improve Traffic Movement: 5 Expand Travel Choices: 4 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 2 Public Support: 3

Question 2

Car/vehicle

Ouestion 3

• No

Question 4

Improve Vehicular Safety: 5 Enhance Community Character: 3 Improve Traffic Movement: 5 Expand Travel Choices: 4 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 2 Public Support: 3

Question 5

Car/vehicle

Question 6

Car/vehicle

Question 7

• No

Question 8

No response

Name not available

inside City Limits August 15, 2020, 5:24 AM

Name not available

inside City Limits August 15, 2020, 5:52 AM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 4 Improve Traffic Movement: 4 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 4

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Limit Social & Environmental Impacts: 2 Public Support: 2

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

Car/vehicle

Question 6

Car/vehicle

Question 7

• No

Question 8

No response

Name not available

inside City Limits August 15, 2020, 6:23 AM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 3 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 2 Public Support: 2

Question 2

Car/vehicle

Ouestion 3

• No

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 3 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 2 Public Support: 2

Question 5

• Car/vehicle

Question 6

Car/vehicle

Question 7

• No

Question 8

No response

Name not available

outside City Limits August 15, 2020, 6:23 AM

Question 1

Improve Vehicular Safety: 2 Enhance Community Character: 3 Improve Traffic Movement: 2 Limit Property Impacts & Project Costs: 4 Limit Social & Environmental Impacts: 1 Public Support: 2

Question 2

• Car/vehicle

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 3

No

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 2 Improve Traffic Movement: 5 Expand Travel Choices: 2

Limit Social & Environmental Impacts: 2

Public Support: 1

Question 5

Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

No response

Name not available

outside City Limits August 15, 2020, 7:03 AM

Question 1

Improve Vehicular Safety: 2 Enhance Community Character: 1 Improve Traffic Movement: 5 Expand Travel Choices: 3 Limit Property Impacts & Project Costs: 4 Limit Social & Environmental Impacts: 3 Public Support: 2

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 1
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 5

• Car/vehicle

Question 6

· Car/vehicle

Question 7

· Choose Not to Answer

Question 8

No response

Caleb Garcia

inside City Limits August 15, 2020, 10:50 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 2
Public Support: 3

Question 2

• Car/vehicle

Question 3

• Yes

Question 4

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Co

Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 3

Public Support: 4

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

Find alternate routes foe Snowbowl traffic. This will help the traffic flow that impacts HW 180, Humphreys and ultimately Milton rd.

Alan Petersen

inside City Limits August 15, 2020, 11:09 AM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 5 Improve Traffic Movement: 2 Expand Travel Choices: 3

Limit Social & Environmental Impacts: 5

Public Support: 4

Question 2

Bicycle

Question 3

Yes

Question 4

Improve Vehicular Safety: 5 Enhance Community Character: 5 Improve Traffic Movement: 2 Expand Travel Choices: 2

Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 5

Public Support: 4

Question 5

Bicycle

Question 6

Bicycle

Question 7

Yes

Question 8

Provide safe bicycle lanes and other bicycle infrastructure!!!!!!!!!!

Name not shown

inside City Limits August 15, 2020, 1:22 PM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 5 Improve Traffic Movement: 3 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 5 Public Support: 4

Question 2

- Bicycle
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 3

• Yes

Question 4

Improve Vehicular Safety: 2 Enhance Community Character: 5

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Traffic Movement: 2 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 5 Public Support: 4

Question 5

- Bicycle
- Car/vehicle
- · Walk/Electric Scooter/Wheelchair

Question 6

- Bicycle
- Car/vehicle

Question 7

• Yes

Question 8

No response

Name not available

outside City Limits August 15, 2020, 2:05 PM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 3 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 4 Public Support: 4

Question 2

Car/vehicle

Question 3

No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

· Car/vehicle

Question 6

· Car/vehicle

Question 7

Yes

Question 8

Humphreys should NOT be widened. Neither should US 180. That will become the near equivalent of a freeway running through downtown and the northwest corridor. Please DO NOT add traffic lights to Humphreys - they will only slow down traffic even further. However, a roundabout at the corner of Humphreys and Aspen would be a great improvement and keep traffic flowing. The current light there stops traffic to numerous vehicles for the occasional car traveling east on Aspen. Regarding US 180, an alternative route to SnowBowl is greatly needed, for example a road from I-40 West over the mesa south of Baderville would be a great improvement. It is difficult for residents of the US 180 corridor to drive into town on weekends during snow season. Additionally, the City should NOT build any homes at the corner of US 180 and Schultz Pass Rd. There is so much congestion already! That land should be used for a small park or green space.

Name not available

outside City Limits August 15, 2020, 3:30 PM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 1 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 2 Public Support: 2

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 2

• Bicycle

Question 3

• No

Question 4

Improve Vehicular Safety: 2
Enhance Community Character: 2
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 1
Public Support: 1

Question 5

• Car/vehicle

Question 6

• Bicycle

Question 7

Yes

Question 8

US 180 traffic, especially in the winter, is close to saturation. The 180 corridor is full up.

Name not shown

inside City Limits August 15, 2020, 4:36 PM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 2
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 2
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

• Car/vehicle

Question 6

· Car/vehicle

Question 7

• No

Question 8

No response

Name not available

inside City Limits August 15, 2020, 7:54 PM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 3 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 2 Public Support: 2

Question 2

Car/vehicle

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 3

No

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 3 Improve Traffic Movement: 4 Expand Travel Choices: 4

Limit Property Impacts & Project Costs: 4 Limit Social & Environmental Impacts: 4

Public Support: 4

Question 5

Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

No response

Name not available

inside City Limits August 16, 2020, 3:40 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

- Car/vehicle
- · Other Car since biking on Milton is not safe

Question 3

Yes

Question 4

Improve Vehicular Safety: 5 Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 5 Limit Social & Environmental Impacts: 5 Public Support: 5

Question 5

• Other - Car since it is not safe to bicycle on Humphreys

Question 6

Bicycle

Question 7

• Yes

Question 8

Compensate impacted property owners with something that decreases their carbon footprint or enhances/improves their business.

Name not shown

inside City Limits August 17, 2020, 12:06 PM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 1
Improve Traffic Movement: 1
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 2
Public Support: 3

Question 2

Bus

Question 3

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 2
Improve Traffic Movement: 1
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 1
Public Support: 3

Question 5

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 6

• Car/vehicle

Question 7

• No

Question 8

No response

Name not shown

inside City Limits August 17, 2020, 1:51 PM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 1 Improve Traffic Movement: 5 Expand Travel Choices: 1 Limit Property Impacts & Project Costs: 4 Limit Social & Environmental Impacts: 5 Public Support: 2

Question 2

Bicycle

Question 3

• No

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 1 Improve Traffic Movement: 5 Expand Travel Choices: 1 Limit Property Impacts & Project Costs: 4 Limit Social & Environmental Impacts: 5 Public Support: 1

Question 5

Bicycle

Question 6

Bicycle

Question 7

No

Question 8

just build a road from I-40 to snowbowl already

Dillon Metcalfe

inside City Limits August 17, 2020, 3:27 PM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 4 Improve Traffic Movement: 4 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 3 Public Support: 3

Question 2

Bicycle

Question 3

• No

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 5

Bicycle

Question 6

Car/vehicle

Question 7

• No

Question 8

The bicycle option is pretty good there already. There is a bike path adjacent to 180, and it detours around Humphreys to get downtown. Prioritize bike paths elsewhere with the limited budget.

Name not available

inside City Limits August 18, 2020, 10:54 AM

Question 1

Improve Vehicular Safety: 1
Enhance Community Character: 1
Improve Traffic Movement: 1
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 1

Question 2

• Bicycle

Question 3

Yes

Question 4

Improve Vehicular Safety: 1
Enhance Community Character: 3
Improve Traffic Movement: 1
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 1

Question 5

Bicycle

Question 6

- Bicycle
- Car/vehicle

Question 7

Yes

Question 8

Milton should be improved to provide more safety and ease of travel for pedestrians and bikers.

Name not shown

inside City Limits August 18, 2020, 11:45 AM

Question 1

Improve Vehicular Safety: 1
Enhance Community Character: 2
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 1
Public Support: 3

Question 2

- Bicycle
- · Car/vehicle

Question 3

Yes

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 2 Improve Traffic Movement: 2 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 5 Limit Social & Environmental Impacts: 3 Public Support: 3

Question 5

- Bicycle
- Car/vehicle

Question 6

- Bicycle
- Car/vehicle

Question 7

Yes

Question 8

I think the bike path is super nice and wonderful to have. It would be great if it went further allowing access to snowbowl safely via a path. This would keep road cyclists happy and safe!

Name not shown

outside City Limits August 18, 2020, 12:50 PM

Question 1

Improve Vehicular Safety: 5 Improve Traffic Movement: 5 Expand Travel Choices: 3 Limit Property Impacts & Project Costs: 1 Limit Social & Environmental Impacts: 2 Public Support: 3

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5 Enhance Community Character: 4 Improve Traffic Movement: 5 Expand Travel Choices: 4 Limit Property Impacts & Project Costs: 1 Limit Social & Environmental Impacts: 2 Public Support: 2

Question 5

• Car/vehicle

Question 6

· Car/vehicle

Question 7

• No

Question 8

No response

Name not shown

inside City Limits August 18, 2020, 11:23 PM

Question 1

Improve Vehicular Safety: 2 Enhance Community Character: 2 Improve Traffic Movement: 5 Expand Travel Choices: 4 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 5 Public Support: 4

Question 2

• Bus

Question 3

Yes

Question 4

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Vehicular Safety: 2 Enhance Community Character: 4 Improve Traffic Movement: 4 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 4 Public Support: 2

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

No response

Name not available

inside City Limits August 19, 2020, 9:14 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5 Enhance Community Character: 5 Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

· Car/vehicle

Question 6

• Car/vehicle

Question 7

Yes

Question 8

More cross-walks on 180, more protection for bicyclists.

Name not available

inside City Limits August 19, 2020, 2:20 PM

Question 1

Improve Vehicular Safety: 2 Enhance Community Character: 5 Improve Traffic Movement: 3 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 1 Limit Social & Environmental Impacts: 4 Public Support: 3

Question 2

- Bicycle
- Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 2 Enhance Community Character: 5 Improve Traffic Movement: 3

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 1 Limit Social & Environmental Impacts: 4 Public Support: 3

Question 5

- Bicycle
- Car/vehicle

Question 6

Car/vehicle

Question 7

• No

Question 8

Please consider bicycle & pedestrian safety and use.

Judy Hoffman

inside City Limits August 20, 2020, 11:49 AM

Question 1

Improve Vehicular Safety: 5 Improve Traffic Movement: 5 Expand Travel Choices: 5

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5

Question 5

• Car/vehicle

Question 6

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 7

Yes

Question 8

Shocked when i saw sign saying that 77 apartments will be built across the street from Anderson. Not good. Have lived on Fort Valley (on frontage road)

for almost 43 years. If you are going to destroy the area anymore you had better just purchase my house now.

Name not shown

inside City Limits August 20, 2020, 9:32 PM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 4 Improve Traffic Movement: 5 Expand Travel Choices: 4 Limit Social & Environmental Impacts: 2 Public Support: 3

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5 Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Social & Environmental Impacts: 2 Public Support: 3

Question 5

Car/vehicle

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 6

Car/vehicle

Question 7

• No

Ouestion 8

Would be nice to have a bike lane on Humphreys St. A speed limit radar would be helpful on Fort Valley, as many people speed.

Name not available

inside City Limits August 21, 2020, 8:56 AM

Question 1

Improve Vehicular Safety: 4 Enhance Community Character: 2 Improve Traffic Movement: 5 Expand Travel Choices: 3

Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 2

Public Support: 5

Question 2

• Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 2 Enhance Community Character: 2 Improve Traffic Movement: 3 Expand Travel Choices: 2 Limit Property Impacts & Project Costs: 5 Limit Social & Environmental Impacts: 5

Public Support: 5

Question 5

Bicycle

Question 6

· Car/vehicle

Question 7

Yes

Question 8

Left turn light needed by FALA.

Name not shown

inside City Limits August 21, 2020, 9:34 AM

Question 1

Improve Vehicular Safety: 5 Enhance Community Character: 3 Improve Traffic Movement: 1 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 1 Limit Social & Environmental Impacts: 5 Public Support: 1

Question 2

- Bicycle
- Bus
- Walk/Electric Scooter/Wheelchair

Question 3

Yes

Question 4

Improve Vehicular Safety: 5 Enhance Community Character: 2 Improve Traffic Movement: 1 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 1 Limit Social & Environmental Impacts: 5 Public Support: 1

Question 5

- Bicycle
- Bus
- · Walk/Electric Scooter/Wheelchair

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 6

- Bicycle
- Bus
- · Walk/Electric Scooter/Wheelchair

Question 7

Yes

Question 8

No response

Name not shown

inside City Limits August 21, 2020, 10:29 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 1
Public Support: 2

Question 2

• Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 1
Public Support: 2

Question 5

• Car/vehicle

• Walk/Electric Scooter/Wheelchair

Question 6

• Walk/Electric Scooter/Wheelchair

Question 7

Yes

Question 8

No response

Name not shown

inside City Limits August 21, 2020, 11:06 AM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 4 Improve Traffic Movement: 4 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 4 Public Support: 3

Question 2

Bicycle

Question 3

Yes

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 5 Improve Traffic Movement: 4 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 4 Public Support: 2

Question 5

Bicycle

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 6

• Bicycle

Question 7

• Yes

Question 8

Having worked for Guardian ambulance for 10 years I have personally responded to a number of vehicle vs. bicycle collisions along the US 180 bike path, most resulting from a northbound bicycle being struck by an automobile from a west side street. I now commonly wait 30-60 seconds until such a vehicle has departed if I am riding north, but others are often not aware of the hazard. A separated bike lane on the east side of the road would do wonders to alleviate injuries resulting from such collisions.

Name not available

inside City Limits August 21, 2020, 11:09 AM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

- Bicycle
- Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 4
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

- Bicycle
- Car/vehicle

Question 6

- Bicycle
- Car/vehicle

Question 7

Yes

Question 8

No response

Name not available

inside City Limits August 21, 2020, 12:57 PM

Question 1

Improve Vehicular Safety: 2 Enhance Community Character: 5 Improve Traffic Movement: 4 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 4 Public Support: 3

Question 2

Bicycle

Question 3

• No

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 4 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 3 Public Support: 4

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 5

Car/vehicle

Question 6

Bicycle

Question 7

• No

Question 8

No response

Name not available

inside City Limits August 21, 2020, 1:26 PM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 3 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 5 Public Support: 4

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

• Car/vehicle

Question 6

Car/vehicle

Question 7

• No

Question 8

No response

Name not shown

inside City Limits August 21, 2020, 1:57 PM

Question 1

Improve Vehicular Safety: 1 Enhance Community Character: 3 Improve Traffic Movement: 2 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 5 Public Support: 2

Question 2

Car/vehicle

Question 3

No

Question 4

Improve Vehicular Safety: 1 Enhance Community Character: 3 Improve Traffic Movement: 2 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 4 Limit Social & Environmental Impacts: 5 Public Support: 2

Question 5

Car/vehicle

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 6

• Bicycle

Ouestion 7

Yes

Question 8

Hard to imagine a solution for this section that will work except either 1) If/when climate change makes Snowbowl close... which will probably happen just as we're finishing whatever traffic solution we find to this problem. or 2) we develop true mass-transit solutions for the major attractors (eg schools and Snowbowl) that people will actually use. I tried using the bus to Snowbowl twice and gave up, there was too little capacity. Similarly if we can't find good transportation alternatives for schools (instead of what seems like every parent driving every child to school) it remains a problem. I would much prefer alternative #2 because it could develop into healthier children and neighborhoods and not just be the standard solution of applying more and more traffic lanes, which divide and diminish the character of a town. Steamboat Springs has committed to truly workable public and tourist transportation for their ski area and their downtown area as have other towns, and I suspect the same would be true of school transport as well. BTW I ride a bicycle on streets adjacent to Humphreys. The current configuration of Humphreys is not comfortable for a bicyclist and not pleasant for pedestrians.

Name not available

inside City Limits August 21, 2020, 1:58 PM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 4
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 2

• Car/vehicle

Ouestion 3

· Choose Not to Answer

Question 4

Improve Vehicular Safety: 2 Enhance Community Character: 3 Improve Traffic Movement: 3 Expand Travel Choices: 2 Limit Property Impacts & Project Costs: 4 Limit Social & Environmental Impacts: 4 Public Support: 3

Question 5

Car/vehicle

Question 6

· Car/vehicle

Question 7

Yes

Question 8

No response

Name not shown

inside City Limits August 21, 2020, 3:06 PM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 1
Public Support: 4

Question 2

• Other - Motorcycle

Question 3

• Yes

Question 4

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Vehicular Safety: 5 Enhance Community Character: 4 Improve Traffic Movement: 5 Expand Travel Choices: 3 Limit Property Impacts & Project Costs: 2 Limit Social & Environmental Impacts: 4 Public Support: 4

Question 5

• Car/vehicle

Question 6

Bicycle

Question 7

• No

Question 8

Crosswalks marked for bus stop is important to me. With warning flashers.

Name not shown

inside City Limits August 21, 2020, 4:42 PM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 4

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4

Enhance Community Character: 3 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 4 Public Support: 5

Question 5

· Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

No response

Name not shown

outside City Limits August 21, 2020, 5:07 PM

Question 1

Improve Vehicular Safety: 1
Enhance Community Character: 2
Improve Traffic Movement: 1
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 1

Question 2

· Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 1 Enhance Community Character: 2 Improve Traffic Movement: 1

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 5 Public Support: 1

Question 5

Car/vehicle

Question 6

• Car/vehicle

Question 7

Yes

Question 8

"The curve" on 180, between Magdalena and Hidden Hollow/Forest Hills, is extremely dangerous for walkers, runners, bikers, etc. I regularly run on this part of 180. I think the safety of pedestrian/non-vehicular traffic should be prioritized here. A crushed gravel FUTS-style path, separated from the highway by a barrier such as a guard rail, would be ideal. I also believe speeds should be reduced between the Summit Fire Station just north of this curve and the stoplight at Cheshire. The allowed speeds are too high for an area with adjacent residences, higher pedestrian/non-vehicular use, etc.

Susie Garretson

outside City Limits August 22, 2020, 1:05 PM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 4 Limit Property Impacts & Project Costs: 5 Limit Social & Environmental Impacts: 5 Public Support: 4

Question 5

· Car/vehicle

Question 6

- Bicycle
- · Car/vehicle

Question 7

• Yes

Question 8

Add wider bicycle & walking lanes on 180 Add roundabouts where stoplights are especially at Humphreys/Columbus; Add roundabouts for side streets to enter as well.

During high snow play times: Add obvious diversion to southbound traffic to Switzer Canyon, which also would need roundabouts for that route; Work with forest service not to allow any more snow play activities or expansion of snow play businesses; Work with forest service and yourselves to create snow play areas off the freeway exits south, west, & east of town, as well as Lake Mary Road - many many people who come up here just want a place to park so they can build snowmen and throw snowballs and take pictures & picnic, so all that is needed is the parking lot and a big field or place they can run around - some can include easy sledding.

Name not shown

inside City Limits August 22, 2020, 3:52 PM

Question 1

Improve Vehicular Safety: 4

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 3 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 4 Public Support: 5

Question 2

Car/vehicle

Question 3

No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 4
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

No response

Name not shown

outside City Limits August 23, 2020, 3:00 PM

Question 1

Improve Vehicular Safety: 2 Enhance Community Character: 2 Improve Traffic Movement: 5 Expand Travel Choices: 5

Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 5

Public Support: 3

Question 2

Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 5 Improve Traffic Movement: 5 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 4 Limit Social & Environmental Impacts: 5 Public Support: 3

Question 5

Car/vehicle

Question 6

• Walk/Electric Scooter/Wheelchair

Question 7

• Yes

Question 8

180 improvements should include a shoulder or path leading beyond the Peak View Street around the next curve in 180 until the shoulder opens up/widens. This will enhance runner/walker/biker safety as well as vehicular safety in this tight corridor.

Name not available

inside City Limits August 23, 2020, 4:30 PM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 4

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 2

Question 2

• Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 5 Improve Traffic Movement: 3 Expand Travel Choices: 2 Limit Property Impacts & Project Costs: 5 Limit Social & Environmental Impacts: 4 Public Support: 2

Question 5

Car/vehicle

Question 6

• Car/vehicle

Question 7

• Yes

Question 8

The speed limit should be reduced; in my opinion, the speed limit should be reduced down to 25 mph on those roads. My family and friends are put in unsafe positions daily, every time they need to merge onto, or off of Humphries and 180. Additionally, both of those roads are either adjacent-to, or a block away from schools. I also believe a stoplight at 180 and Forest would improve safety, as well as improve the environmental impact on the surrounding neighborhoods. A stoplight at the elementary school on 180 might also be a good idea.

Name not shown

inside City Limits August 24, 2020, 7:16 AM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 2 Improve Traffic Movement: 3 Expand Travel Choices: 3 Limit Property Impacts & Project Costs: 4 Limit Social & Environmental Impacts: 5 Public Support: 4

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3 Enhance Community Character: 5 Improve Traffic Movement: 2 Expand Travel Choices: 2 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 5 Public Support: 5

Question 5

Car/vehicle

Question 6

· Car/vehicle

Question 7

• Yes

Question 8

The speed must be reduced in the residential area, especially from Navajo to the museum. The current speeds and blind curves make entering and exiting side streets dangerous and difficult. Not only is 35mph too fast but many, if not most drivers are attempting to go much faster and near misses, road rage and excessive noise are common.

Name not available

inside City Limits

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

August 24, 2020, 7:53 AM

Question 1

Improve Vehicular Safety: 3 Enhance Community Character: 4 Improve Traffic Movement: 3 Expand Travel Choices: 4 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 5 Public Support: 4

Question 2

Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 3
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

Car/vehicle

Question 6

Car/vehicle

Question 7

Yes

Question 8

PLEASE slow the traffic down on Fort Valley Road! It has become a highway thoroughfare through an historic quiet neighborhood. Twenty five miles per hour beginning at and up too the Museum of Northern Arizona or "have the guts" to slow traffic to 19mph like on the NAU campus. It has become impossible to safely enter Fort Valley traffic from the neighborhood or businesses and apartment complexes on the East side of the road. I have seen many near misses and several accidents. A

high school boy was hit on his bike last year, had his jaw broken, and missed half his junior year at FHS. Does another tragedy have to happen before speed problem is mitigated? The turn lane has become a passing lane too. Fort Valley Road has become dangerous.

Name not available

inside City Limits August 24, 2020, 9:42 AM

Question 1

Improve Vehicular Safety: 2 Enhance Community Character: 4 Improve Traffic Movement: 3 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 5 Public Support: 3

Question 2

Bicycle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 3

Enhance Community Character: 4 Improve Traffic Movement: 3 Expand Travel Choices: 5 Limit Property Impacts & Project Costs: 3 Limit Social & Environmental Impacts: 4 Public Support: 4

Question 5

• Bicycle

Question 6

Bicycle

Question 7

• No

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 8

Again, we need to move people, not cars. In the new design, we need to have separated bicycle lanes and to prioritize bus travel.



Attachment 4: Tier 3 Evaluation Criteria Project Partner Survey Results















Consistency Ratio

Evaluation Critera Category Weighting Tool

Only input data in the light green fields and worksheets!

n= 7	Number of criteria (2 to 10)	Scale: 1		AHP 1-9
N= 8	Number of Participants (1 to 20)	α : 0.1	Consensus:	53.2%
p= 0	selected Participant (0=consol.)	2 7	Consolidated	

Objective The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and newly introduced System Alternatives.

Author ADOT Date 1-Jun-20 Thresh: 1E-08 Iterations: EVM check: 8.7E-09 Comment +/-**Table** Criterion Weights 1 Traffic Operations 11.1% 2.6% 2 Safety 18.5% 2.7% 22.9% 3 Expand Travel Mode 9.8% 4 Public Acceptance 10.8% 3.1% 5 Cost / Implementaion 9.8% 2.1% 6 Environmental Impacts 12.6% 3.2% 7 Community Character 14.2% 2.7% Result Eigenvalue Lambda: 7.199 26.3% MRE:

0.37 GCI: 0.09

Psi: 25.7%

CR: 2.5%

Matrix	_	Traffic Operations	o Safety	ω Mode Choices	Public Acceptance	Cost / Implementaion	Environmental on Impacts	Community Character	0 8	0 9	O 10	normalized principal Eigenvector
Traffic Operations	1	1	1/2	4/7	3/4	1	1 2/7	7/8	-	-	-	(11.13%)
Safety	2	2	1	8/9	1 5/9	1 3/7	1 5/7	1 3/7	-	-	-	18.49%
Expand Travel Mode	3	1 7/9	1 1/9	1	4 1/4	2 1/7	1 2/5	1 1/5	-	-	-	22.95%
Public Acceptance	4	1 1/3	2/3	1/4	1	1	1	1	-	-	-	10.78%
Cost / Implementaio	5	1	5/7	1/2	1	1	1/2	5/9	-	-	-	9.83%
Environment al Impacts	6	7/9	4/7	5/7	1	1 6/7	1	8/9	-	-	-	12.63%
Community Character	7	1 1/7	5/7	5/6	1	1 4/5	1 1/8	1	-	-	-	14.20%
0	8	-	-			-	-	-	1	-	-	0.00%
0	9	-	-			-	-	-	-	1	-	0.00%
0	10	-	-			-	-	-	-	-	1	0.00%

n= 7

Objective: The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and newly introduced System Alternatives.

Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A or B**, and **how much** more on a scale 1-9 as given below.

n	Criteria	Comment	RGMM	+/-
1	Traffic Operations		44.3%	16.2%
2	Safety		20.2%	6.7%
3	Expand Travel Mode Choices		9.0%	4.7%
4	Public Acceptance		3.7%	1.5%
5	Cost / Implementaion		16.1%	7.6%
6	Environmental Impacts		3.5%	0.8%
7	Community Character		3.2%	0.6%

ADO		α :	0.1	CR:	7%
Name	Weight	Date		nsistency	Ratio
	Crite	·			
i j	Α	В	A or B	(1-9)	
1 2	Traffic Operations	Safety	Α	2	
1 3		Expand Travel Mode Choices	Α	9	
1 4		Public Acceptance	Α	9	
1 5	1	Cost / Implementaion	Α	5	
1 6		Environmental Impacts	Α	9	
1 7		Community Character	Α	9	
1 8					
2 3	Safety	Expand Travel Mode Choices	Α	2	
2 4		Public Acceptance	Α	3	
2 5]	Cost / Implementaion	Α	2	
2 6		Environmental Impacts	Α	7	
2 7		Community Character	Α	7	
2 8	L				
3 4	Expand Travel Mode Choices	Public Acceptance	Α	5	
3 5		Cost / Implementaion	В	5	
3 6	1	Environmental Impacts	Α	3	
3 7		Community Character	Α	3	
3 8		_			
4 5	Public Acceptance	Cost / Implementaion	В	5	
4 6]	Environmental Impacts	В	1	
4 7		Community Character	Α	1	
4 8					
5 6	Cost / Implementaion	Environmental Impacts	Α	3	
5 7		Community Character	Α	5	
5 8					
6 7	Environmental Impacts	Community Character	Α	1	
6 8					
7 8					

Intensi	y Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective

3	Moderate importance	Experience and judgment slightly favor one element over another		
5	Strong Importance	Experience and judgment strongly favor one element over another		
7	Very strong importance	One element is favored very strongly over another, it dominance is demonstrated in practice		
9	Extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation		
2,4,6,8 can be used to express intermediate values				

Objective: The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and introduced System Alternatives.

Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, A or B, and how much more on a scale 1-9 as given below.

Onc	e compl	eted, you might adjust highligl	nted c	comparisons 1 to 3 to improve consis	stency.				
n	Criteri	a	Con	mment					RGMM
1	Traffic	Operations							31.8%
2	Safety								37.5%
3	Expan	d Travel Mode Choices							3.3%
4	Public	Acceptance							2.9%
5	Cost /	Implementaion							11.5%
6	Enviro	nmental Impacts							8.4%
7	Comm	unity Character							4.6%
	ADOT	- 2			α :	0.1	CR:	9%	1
	Name	Weight		Date		Со	nsistenc	y Ratio	
			Crite		more imp		Scale		A
	i j	Α		В		A or B	(1-9)		В
	1 2	Traffic Operations		Safety		В	2		
	1 3			Expand Travel Mode Choices		Α	7		
	1 4			Public Acceptance		Α	7		
	1 5		\dashv	Cost / Implementaion		Α	5		
	1 6			Environmental Impacts		Α	7		
	1 7			Community Character		Α	7		
	1 8		l						
	2 3	Safety		Expand Travel Mode Choices		Α	7		
	2 4			Public Acceptance		Α	5		
	2 5		ل	Cost / Implementaion		Α	5		
	2 6			Environmental Impacts		Α	7		
	2 7			Community Character		Α	6		
	2 8		L	_					
	3 4	Expand Travel Mode Cho	ices			Α	2		
	3 5			Cost / Implementaion		В	5		
	3 6		\dashv	Environmental Impacts		В	5		
	3 7			Community Character		В	2		
	3 8		L	_					
	4 5	Public Acceptance		Cost / Implementaion		В	5		
	4 6		J	Environmental Impacts		В	5		
	4 7			Community Character		В	2		
	4 8		L	_					
	5 6	Cost / Implementaion	٦	Environmental Impacts		Α	2		
	5 7	,	\dashv	Community Character		Α	3		
	5 8		L	-					
	6 7	Environmental Impacts		Community Character		Α	2		
	6 8	•	4						
	7 0								

Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective

3	Moderate importance	Experience and judgment slightly favor one element over another		
5	Strong Importance	Experience and judgment strongly favor one element over another		
7	Very strong importance	One element is favored very strongly over another, it dominance is demonstrated in practice		
9 Extreme importance		The evidence favoring one element over another is of the highest possible order of affirmation		
2,4,6,8 can be used to express intermediate values				

n= :

Objective: The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and introduced System Alternatives.

Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A or B**, and **how much** more on a scale 1-9 as given below.

<u></u>	Criter	2	Com	ment					DCMM
n			Con	iment					RGMM
1		Operations							2.0%
2	Safety								2.1%
3	Expan	d Travel Mode Choices							27.7%
4	Public	Acceptance							16.2%
5	Cost /	Implementaion							6.7%
6		nmental Impacts							23.5%
		nunity Character							21.9%
	NAIPT	•			α: 0.1	CR:	12%		1
	Name	Weight		Date		⊒ ≎onsistenc			
			Criter	ia mo	ore important '	? Scale	ĺ		Α
	i j	Α		В	A or E				В
	1 2	Traffic Operations	٦	Safety	В	1			
	1 3	·		Expand Travel Mode Choices	В	9			
	1 4			Public Acceptance	В	9			
	1 5		-	Cost / Implementaion	В	8	2	В3	
	1 6			Environmental Impacts	В	9			
	1 7			Community Character	В	8			
	1 8		l						
	2 3	Safety		Expand Travel Mode Choices	В	9			
	2 4	34.31		Public Acceptance	В	9			
	2 5			Cost / Implementaion	В	7	3	В3	
	2 6		\dashv	Environmental Impacts	В	8	3	В	
	2 7			Community Character	В	7			
	2 8			Community Character	В	-			
	3 4	Expand Travel Mode Cho	icad	Public Acceptance	Α	5	1	A2	
	3 5	Expand Traver Wode One		Cost / Implementaion	A	7	•	7 (2	
	3 6		J	Environmental Impacts	В	2			
	3 7			Community Character	A	1			
	3 8			Community Character		<u> </u>			
	4 5	Public Acceptance	_>	Cost / Implementaion	Α	3			
	4 6	Fublic Acceptance		Environmental Impacts	В	1			
			\dashv	Community Character	A	1			
				Community Character	A	1			
	4 8	Cost / Implementaion		Environmental Impacts	В	6			
	5 6 5 7				В	9			
				Community Character	В	9			
	5 8	Environmental less ast-		Community Character		1			
	6 7	Environmental Impacts		Community Character	Α	1			
	6 8		$\overline{}$						
	7 8		_						

Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective

3	Moderate importance	Experience and judgment slightly favor one element over another			
5	Strong Importance	Experience and judgment strongly favor one element over another			
7	Very strong importance	One element is favored very strongly over another, it dominance is demonstrated in practice			
9	Extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation			
2,4,6,8 can b	2,4,6,8 can be used to express intermediate values				

n= 7

Objective: The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and introduced System Alternatives.

Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A or B**, and **how much** more on a scale 1-9 as given below.

n	Criteria	Comment	RGMM
1	Traffic Operations		2.0%
2	Safety		2.1%
3	Expand Travel Mode Choices		27.7%
4	Public Acceptance		16.2%
5	Cost / Implementaion		6.7%
6	Environmental Impacts		23.5%
7	Community Character		21.9%

0011111	numity Character			
NAIP.			α : 0.1 CR: 12%	
Name	Weight	Date	Consistency Ratio	
	C	riteria more important ? Scale		
i j	Α	В	A or B (1-9)	
1 2	Traffic Operations	Safety	B 1	
1 3		Expand Travel Mode Choices	B 9	
1 4		Public Acceptance	B 9	
1 5		→ Cost / Implementaion	B 8 2 B3	
1 6		Environmental Impacts	B 9	
1 7		Community Character	B 8	
1 8				
2 3	Safety	Expand Travel Mode Choices	B 9	
2 4		Public Acceptance	B 9	
2 5		Cost / Implementaion	B 7 3 B3	
2 6		Environmental Impacts	B 8	
2 7		Community Character	B 7	
2 8				
3 4	Expand Travel Mode Choi	ices Public Acceptance	A 5 1 A2	
3 5		Cost / Implementaion	A 7	
3 6		→ Environmental Impacts	B 2	
3 7		Community Character	A 1	
3 8				
4 5	Public Acceptance	Cost / Implementaion	A 3	
4 6		Environmental Impacts	B 1	
4 7		Community Character	A 1	
4 8				
5 6	Cost / Implementaion	Environmental Impacts	B 6	
5 7		→ Community Character	B 9	
5 8				
6 7	Environmental Impacts	Community Character	A 1	
6 8		4		
7 8				

Intensity	Definition	Explanation			
1	1 Equal importance Two elements contribute equally to the objective				
3 Moderate importance Experience and judgment slightly favor one elem		Experience and judgment slightly favor one element over another			
5	Strong Importance	Experience and judgment strongly favor one element over another			
7	Very strong importance	One element is favored very strongly over another, it dominance is demonstrated in practice			
9	Extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation			
2,4,6,8 can b	2,4,6,8 can be used to express intermediate values				

n= :

Objective: The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and introduced System Alternatives.

Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A or B**, and **how much** more on a scale 1-9 as given below.

Once com	Once completed, you might adjust highlighted comparisons 1 to 3 to improve consistency.								
n Crite	ria	Com	ment					R	RGMM
1 Traffi	ic Operations							3	3.3%
2 Safet	ty							1	7.1%
з Ехра	nd Travel Mode Choices							3	5.3%
	c Acceptance							7	7.2%
	/ Implementaion								7.7%
	onmental Impacts								4.8%
	munity Character								4.4%
Flags	staff - 1			α: (0.1	CR: 10	%		1
Name			Date			istency Ra	ntio		
		Criteri		more importa		cale			Α
i j	Α		В			1-9)			В
1 2	Traffic Operations		Safety		В	7			
1 3	3		Expand Travel Mode Choices		В	9			
1 4	1		Public Acceptance		В	5			
1 5	5	\dashv	Cost / Implementaion		В	7 3	B E	32	
1 6	3		Environmental Impacts		Α	3 1		31	
1 7	•		Community Character		В	9			
1 8	3								
2 3	Safety		Expand Travel Mode Choices		В	5			
2 4			Public Acceptance		Α	3			
2 5			Cost / Implementaion		A	3			
2 6		\exists	Environmental Impacts		A	5			
2 7			Community Character		В	1			
2 8			Community Gharacter			•			
3 4		vicod	Public Acceptance		Α	7			
3 5		lices	Cost / Implementaion		A	5			
			Environmental Impacts		A	5			
3 6			·						
3 7			Community Character		Α	1			
3 8			Coat / Impulancematica		D .	0			
4 5	'		Cost / Implementaion		В	2			
4 6		\dashv	Environmental Impacts		A	3			
4 7			Community Character		В	3			
4 8		٢	<u> </u>						
5 6	Cost / Implementaion		Environmental Impacts		В	2 2	P A	42	
5 7		1	Community Character		В	7			
5 8		L							
6 7	Environmental Impacts		Community Character		В	5			
6 8	3	\dashv							
7 8	3								
				•					

Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective

3	Moderate importance	Experience and judgment slightly favor one element over another		
5	Strong Importance	Experience and judgment strongly favor one element over another		
7	Very strong importance	One element is favored very strongly over another, it dominance is demonstrated in practice		
9	Extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation		
2,4,6,8 can be used to express intermediate values				

Milton Road Corridor Master Plan

n=

Objective: The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and introduced System Alternatives.

Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A or B**, and **how much** more on a scale 1-9 as given below.

Onc	Once completed, you might adjust highlighted comparisons 1 to 3 to improve consistency.							
n	Criteri	a	Com	ment				RGMM
1	Traffic	Operations						26.4%
2	Safety							32.3%
3	Expan	d Travel Mode Choices						19.7%
4	Public	Acceptance						5.5%
5	Cost /	Implementaion						3.1%
6	Enviro	nmental Impacts						6.3%
7	Comm	unity Character						6.6%
	Flagst	aff - 2 1			α :	0.1	CR: 6%	1
	Name	Weight		Date			onsistency Ratio	
			riteri	a	more imp	ortant ?	Scale	A
	i j	A		В		A or B	(1-9)	В
	1 2	Traffic Operations		Safety	•	В	1	
	1 3			Evnand Travel Mode Choices		Λ	3	

		Criteria more important				Scale
i	j	Α		В	A or B	(1-9)
1	2	Traffic Operations		Safety	В	1
1	3			Expand Travel Mode Choices	Α	3
1	4			Public Acceptance	Α	5
1	5		\dashv	Cost / Implementaion	Α	5
1	6			Environmental Impacts	Α	3
1	7			Community Character	Α	3
1	8			·		
2	3	Safety		Expand Travel Mode Choices	Α	3
2	4	-		Public Acceptance	Α	7
2	5			Cost / Implementaion	Α	7
2	6			Environmental Impacts	Α	5
2	7			Community Character	Α	5
2	8		L	·		
3	4	Expand Travel Mode Cho	ices	Public Acceptance	Α	7
3	5	·		Cost / Implementaion	Α	5
3	6		\dashv	Environmental Impacts	Α	5
3	7			Community Character	Α	3
3	8			·		
4	5	Public Acceptance		Cost / Implementaion	Α	3
4	6	'		Environmental Impacts	Α	1
4	7		<u> </u>	Community Character	Α	1
4	8			,		
5	6	Cost / Implementaion	٦	Environmental Impacts	В	3
5	7	'	4	Community Character	В	3
5	8			,		
6	7	Environmental Impacts		Community Character	В	1
6	8		4	, -		
7	8					

I	Intensity Definition		Explanation
	1	Equal importance	Two elements contribute equally to the objective

3	Moderate importance	Experience and judgment slightly favor one element over another		
5	Strong Importance	Experience and judgment strongly favor one element over another		
7	Very strong importance	One element is favored very strongly over another, it dominance is demonstrated in practice		
9	Extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation		
2,4,6,8 can be used to express intermediate values				

Milton Road Corridor Master Plan

n=

Objective: The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and introduced System Alternatives.

Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A or B**, and **how much** more on a scale 1-9 as given below.

Once completed, you might adjust highlighted comparisons 1 to 3 to improve consistency.

n	Criteria	Comment	RGMM
1	Traffic Operations		8.0%
2	Safety		27.5%
3	Expand Travel Mode Choices		22.5%
4	Public Acceptance		12.2%
5	Cost / Implementaion		8.2%
6	Environmental Impacts		11.0%
7	Community Character		10.6%

Metro	Plan - 1 1			α:	0.1	CR:
Name	Weight					nsistency
		Criteria		ore import		
i j	Α		В	A	or B	(1-9)
1 2	Traffic Operations	Safety			В	5
1 3		Expand	Travel Mode Choices		В	5
1 4		Public A	cceptance		В	3
1 5			nplementaion		Α	2
1 6		Environr	nental Impacts		Α	1
1 7		Commu	nity Character		Α	1
1 8						
2 3	Safety	Expand	Travel Mode Choices		Α	2
2 4		Public A	cceptance		Α	3
2 5		Cost / In	nplementaion		Α	2
2 6		Environr	nental Impacts		Α	2
2 7		Commu	nity Character		Α	2
2 8						
3 4	Expand Travel Mode Cho	ices Public A	cceptance		Α	3
3 5		Cost / In	nplementaion		Α	3
3 6		→ Environr	nental Impacts		Α	2
3 7		Commu	nity Character		Α	1
3 8						
4 5	Public Acceptance	Cost / In	nplementaion		Α	1
4 6		Environr	nental Impacts		В	1
4 7		Commu	nity Character		Α	2
4 8						
5 6	Cost / Implementaion	Environr	nental Impacts		В	2
5 7		- d Commui	nity Character		В	1
5 8						
6 7	Environmental Impacts	Commu	nity Character		В	1
6 8	· ·	4				

Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective

3	Moderate importance	Experience and judgment slightly favor one element over another		
5	Strong Importance	Experience and judgment strongly favor one element over another		
7	Very strong importance	One element is favored very strongly over another, it dominance is demonstrated in practice		
9	Extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation		
2,4,6,8 can be used to express intermediate values				

Milton Road Corridor Master Plan

n=

Objective: The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and introduced System Alternatives.

Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A or B.** and **how much** more on a scale 1-9 as given below.

	A or B, and how much more on a scale 1-9 as given below. Once completed, you might adjust highlighted comparisons 1 to 3 to improve consistency.							
n	Criteri	ia	Com	ment				RGMM
1	Traffic	Operations						8.0%
2	Safety							27.5%
3	Expan	d Travel Mode Choices						22.5%
4	Public	Acceptance						12.2%
5	Cost /	Implementaion						8.2%
6	Enviro	nmental Impacts						11.0%
7	Comm	nunity Character						10.6%
	Metro	Plan - 2 1			α: 0.1	CR:	7%	1
	Name	Weight		Date		Consistenc	y Ratio	
			Criteri	a m	ore important	? Scale		A
	i j	Α		В	A or	3 (1-9)		В
	1 2	Traffic Operations		Safety	В	5		
	1 3			Expand Travel Mode Choices	В	5		
	1 4			Public Acceptance	В	3		
	1 5		\dashv	Cost / Implementaion	Α	2		
	1 6			Environmental Impacts	Α	1		
	1 7			Community Character	Α	1		
	1 8		L					
	2 3	Safety		Expand Travel Mode Choices	Α	2		
	2 4			Public Acceptance	Α	3		
	2 5		\dashv	Cost / Implementaion	Α	2		
	2 6			Environmental Impacts	Α	2		
				O : to - Ol t	Λ.	_		

1	6			Environmental Impacts	Α	1
1	7			Community Character	Α	1
1	8					
2	3	Safety		Expand Travel Mode Choices	Α	2
2	4			Public Acceptance	Α	3
2	5		ل	Cost / Implementaion	Α	2
2	6]	Environmental Impacts	Α	2
2	7			Community Character	Α	2
2	8		L			
3	4	Expand Travel Mode Cho	ices	Public Acceptance	Α	3
3	5			Cost / Implementaion	Α	3
3	6		\dashv	Environmental Impacts	Α	2
3	7			Community Character	Α	1
3	8					
4	5	Public Acceptance		Cost / Implementaion	Α	1
4	6		J	Environmental Impacts	В	1
4	7			Community Character	Α	2
4	8		L			
5	6	Cost / Implementaion		Environmental Impacts	В	2
5	7		\dashv	Community Character	В	1
5	8		Ĺ			
6	7	Environmental Impacts		Community Character	В	1
6	8					
7	8					

Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective

3	Moderate importance	Experience and judgment slightly favor one element over another
5	Strong Importance	Experience and judgment strongly favor one element over another
7	Very strong importance	One element is favored very strongly over another, it dominance is demonstrated in practice
9	Extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation
2,4,6,8 can b	e used to express intermediate v	ralues



Milto	on R	oad	Cor	rido	r Ma	aste	r Pl a	ın													
	Conso	olidate	ed = W	eighte	ed geo	metric	mear	off pa	articip	ants				= k nu = n nu				nts			
•	0	11.1.4.	_								4	ADOT	4					4		A 10	2/4.000
С	Conso	piidate 2	3	4	5	6	7	8	9	10	1	ADOT 1	2	3	4	5	6	1 7	8	9	0/1900 10
1		0.524	0.565	0.736	1.014	1.275	0.87	0	0	0	1	1	2	9	9	5	9	9	0	0	0
2	1.907	4.440	0.896	1.56	1.426	1.72	1.426	0	0	0	2	1/2	1	2	3	2	7	7	0	0	0
3 4	1.77	1.116 0.641	0.234	4.269	2.141 0.926	1.403 0.938	1.207 0.951	0	0	0	3 4	1/9 1/9	1/2 1/3	1/5	5 1	1/5 1/5		3	0	0	0
5	0.986	0.701	0.467	1.08	0.020	0.537	0.554	0	0	0	5	1/5	1/2	5	5	1	3	5	0	0	0
6	0.784	0.581	0.713	1.066			0.892	0	0	0	6	1/9	1/7	1/3	1	1/3		1	0	0	0
7 0	1.149	0.701	0.829	1.052	1.806	1.121	0	0	0	0	7 8	1/9 0	1/7 0	1/3 0	0	1/5 0	0	0	0 1	0	0
8 9	0	0	0	0	0	0	0	0	U	0	9	0	0	0	0	0	0	0	0	1	0
10	0	0	0	0	0	0	0	0	0		10	0	0	0	0	0	0	0	0	0	1
2	ADOT	- 2 2	3	4	5	6	1 7	8	1/	0/1900	3	NAIPT 1	A - 1	3	4	5	6	1 7	8	1/0	0/1900 10
1	1	1/2		7	5	7	7	0	0	0	1	1	1	1/9	1/9	1/8	1/9	1/8		0	0
2	2	1/7	7 1	5	5	7 1/5	6 1/2	0	0	0	2	9	1	1/9 1	1/9 5	1/7 7	1/8	1/7	0	0	0
3 4	1/7	1/7 1/5	1/2	1	1/5 1/5	1/5	1/2		0	0	ა 4	9	9	1/5	1	3	1/2	1	0	0	0
5	1/5	1/5	5	5	1	2	3	0	0	0	5	8	7	1/7	1/3	1	1/6	1/9	0	0	0
6	1/7	1/7	5	5	1/2	1	2	0	0	0	6	9	8	2	1	6	1	1	0	0	0
7 8	0	1/6 0	0	0	1/3 0	0	0	0 1	0	0	7 8	8	7	0	0	9	0	0	0 1	0	0
9	0	0	0	0	0	0	0	0	1	0	9	0	0	0	0	0	0	0	0	1	0
10	0	0	0	0	0	0	0	0	0	1	10	0	0	0	0	0	0	0	0	0	1
4	NAIPT						1			0/1900	5	Flagsta						1			0/1900
1	1	2	3	4	5	6 1/9	7	8	5		4 [1	2 1/7	3	4 1/5	5 1/7	6	7	8	9	10
2	1	1 1	1/9 1/9	1/9 1/9		1/9	1/8 1/7	0	0	0	1 2	7	1//	1/9 1/5	3	3	3 5	1/9	0	0	0
3	9	9	1	5	7	1/2	1	0	0	0	3	9	5	1	7	5	5	1	0	0	0
4	9	9	1/5		3	1	1	0	0	0	4	5	1/3	1/7	1	1/2	3	1/3		0	0
5 6	9	7 8	2	1/3	6	1/6	1/9 1	0	0	0	5 6	7 1/3	1/3 1/5	1/5 1/5	2 1/3	2	1/2 1	1/7 1/5	0	0	0
7	8	7	1	1	9	1	1	0	0	0	7	9	1/3	1/3	3	7	5	1/5	0	0	0
8	0	0	0	0	0	0	0	1	0	0	8	0	0	0	0	0	0	0	1	0	0
9	0	0	0	0	0	0	0	0	1	0	9	0	0	0	0	0	0	0	0	1	0
10		0	0	0	0	0	0	0	0	1	10	0	0	0	0	0	0	0	0	0	1
6	Flagst	aff - 2 2	3	4	5	6	7	8	1/	0/1900	7	Metro 1	Plan - 2	3	4	5	6	1 7	8	1/0	0/1900 10
1		1	3	5	5	3	3	0	0	0	1	1	1/5	1/5	1/3	2	1	1	0	0	0
2	1	1	3	7	7	5	5	0	0	0	2	5	1	2	3	2	2	2	0	0	0
3	1/3	1/3		7	5	5	3	0	0	0	3	5	1/2	1 1/2	3	3	2	1	0	0	0
4 5	1/5 1/5	1/7	1/7 1/5	1	3 1	1/3	1/3	0	0	0	4 5	3 1/2	1/3 1/2	1/3 1/3	1	1	1 1/2	1	0	0	0
6		1/5			3	1	1	0	0	0	6	1	1/2	1/2	1	2	1	1	0	0	0
7		1/5			3	1	1	0	0	0	7	1	1/2	1	1/2	1	1	1	0	0	0
8 9		0	0	0	0	0	0	0	0 1	0	8 9	0	0	0	0	0	0	0	0	0 1	0
10		0	0	0	0	0	0	0	0	1	10	0	0	0	0	0	0	0	0	0	1
8	Metro	Plan -	2				1		1/	0/1900	9	FHWA	· - 1					1		1/0	0/1900
4	1	2	3	4	5	6	7	8	2		ا ہ	1 1	2	3	4	5	6	7	8	9	
1 2		1/5 1	1/5	3	2	2	2	0	0	0	1 2	1	1	1	1	1	1	1	0	0	0
3		1/2		3	3	2	1	0	0	0	3	1	1	1	1	1	1	1	0	0	0
4	3	1/3	1/3		1	1	2	0	0	0	4	1	1	1	1	1	1	1	0	0	0
5 6		1/2	1/3 1/2		2	1/2 1	1	0	0	0	5 6	1	1	1	1	1	1	1	0	0	0
7	1	1/2		1/2		1	1	0	0	0	7	1	1	1	1	1	1	1	0	0	0
8	0	0	0	0	0	0	0	1	0	0	8	0	0	0	0	0	0	0	1	0	0
9	0	0	0	0	0	0	0	0	1	0 1	9	0	0	0	0	0	0	0	0	1	0 1
10	0	0	0	0	0	0	0	0	0	1	10	0	0	0	0	0	0	0	0	0	1
10	FHWA	2	3	4	5	6	1 7	8	1/	0/1900	11	City of	Flagst 2	aff - 1	4	5	6	1 7	8	1/0	0/1900 10
1	1	1	1	1	1	1	1	0	0	0	1	•	1	1	1	1	1	1	0	0	0
2		1	1	1	1	1	1	0	0	0	2	1	1	1	1	1	1	1	0	0	0
3		1	1	1	1		1	0	0	0	3		1	1	1	1	1	1	0	0	0
4 5		1 1	1	1	1 1	1	1	0	0	0	L L	1	1	1	1	1	1	1	0	0	0
6		1	1	1	1	1	1	0	0	0		1	1	1	1	1	1	1	0	0	0
7		1	1	1	1	1	1	0	0	0	7	1	1	1	1	1	1	1	0	0	0
8 9	_	0	0	0	0	0	0	0	0 1	0	8 9		0	0	0	0	0	0	0	0 1	0
10		0	0	0	0	0	0	0	0	1	10		0	0	0	0	0	0	0	0	1
			-	-	-	-	-	-	-		Į.										



Power Method (Dominant Eigenvalue)

	1	2	3	4	5	6	7	8	9	10
1 (1.00	0.52	0.56	0.74	1.01	1.28	0.87	-	-	-
2	1.91	1.00	0.90	1.56	1.43	1.72	1.43	-	-	-
3	1.77	1.12	1.00	4.27	2.14	1.40	1.21	-	-	-
4	1.36	0.64	0.23	1.00	0.93	0.94	0.95	-	-	-
5	0.99	0.70	0.47	1.08	1.00	0.54	0.55	-	-	-
6	0.78	0.58	0.71	1.07	1.86	1.00	0.89	-	-	-
7	1.15	0.70	0.83	1.05	1.81	1.12	1.00	-	-	-
8	-	-	-	-	-	-	-	1.00	-	-
9	-	-	-	-	-	-	-	-	1.00	-
10	-	-	-	-	-	-	-	-	-	1.00
Sum (col)	8.9553	5.2653	4.7036	10.763	10.175	7.9949	6.8992	0	0	0

Iterations	
0	20
0.60	3.49
0.99	5.80
1.29	7.20
0.60	3.38
0.53	3.08
0.69	3.96
0.77	4.46
0.10	0.00
0.10	0.00
0.10	0.00

Scaling	
0.46	0.49
0.77	0.81
1.00	1.00
0.47	0.47
0.41	0.43
0.53	0.55
0.59	0.62
0.08	0.00
0.08	0.00
0.08	0.00
4.48	4.36
Normalization	

	_										_
1	0.	11 0.	10 0.:	12 0.0	7 0.10	0.16	0.13	-	-	-	
	0.	21 0.	19 0.:	19 0.1	4 0.14	0.22	0.21	-	-	-	
	0.	20 0.	21 0.:	21 0.4	0.21	0.18	0.17	-	-	-	
	0.	15 0.	12 0.0	0.0	9 0.09	0.12	0.14	-	-	-	
	0.	11 0.	13 0.:	10 0.1	0.10	0.07	0.08	-	-	-	
	0.	0.	11 0.:	15 0.1	0.18	0.13	0.13	-	-	-	
	0.	13 0.	13 0.:	18 0.1	0.18	0.14	0.14	-	-	-	
	-	-	-	-	-	-	-	-	-	-	
	-	-	-	-	-	-	-	-	-	-	١.
/		-	-	-	-	-	-	-	-	-	u

Normanza	ion
0.1036	0.111335
0.1720	0.184858
0.2235	0.229457
0.1047	0.107754
0.0922	0.098313
0.1194	0.126282
0.1326	0.142001
0.0173	1.31E-19
0.0173	1.31E-19
0.0173	1.31E-19
igenvalue:	7.198956

											E	igerivalue.	7.136330
Check	9E-09										err:	1.0E-08	4.62E-33
	7.199									Tt	erations:	4.0E+00	7.7E-34
		7.199									check:	8.67E-09	0
			7.199										0
I *l				7.199									0
					7.199								7.7E-34
						7.199							0
							7.199						3.08E-33
								7.199					6.58E-37
									7.199				6.58E-37
										ر 7.199)		6.58E-37

(-6.199	0.52	0.56	0.74	1.01	1.28	0.87	-	-	- `
	1.91	-6.199	0.90	1.56	1.43	1.72	1.43	-	-	-
	1.77	1.12	-6.199	4.27	2.14	1.40	1.21	-	-	-
	1.36	0.64	0.23	-6.20	0.93	0.94	0.95	-	-	-
	0.99	0.70	0.47	1.08	-6.20	0.54	0.55	-	-	-
	0.78	0.58	0.71	1.07	1.86	-6.20	0.89	-	-	-
	1.15	0.70	0.83	1.05	1.81	1.12	-6.20	-	-	-
	-	-	-	-	-	-	-	-6.199	-	-
	-	-	-	-	-	-	-	-	-6.199	- ノ
	-	-	-	-	-	-	-	-	-	-6.199

(A-I*I)x 8E-15 8E-15 8E-15 8E-15 8E-15 8E-15 8E-15 8E-15 8E-15

A-I*l



Attachment 5: Options for Merging Public Survey Results and Project Partner Survey Results















Milton Rd & US 180 CMPs - T3 Evaluation Criteria Weighting

		IVIIILOITI	ku - Project Partiler 3	uivey nesponses		
Traffic Operations	Safety	Expand Travel Mode	Public Acceptance	Cost / Implmentation	Environmental Impacts	Community Character
11.1%	18.5%	22.9%	10.8%	9.8%	12.6%	14.2%
		Milton Rd -	Public Survey Respor	ses - ALL RESPONSES		
Traffic Operations	Safety	Expand Travel Mode	Public Acceptance	Cost / Implmentation	Environmental Impacts	Community Character
16.6%	14.7%	15.6%	13.4%	11.4%	14.5%	13.8%
Difference	Difference	Difference	Difference	Difference	Difference	Difference
-5.5%	3.8%	7.3%	-2.6%	-1.6%	-1.9%	0.4%
<u> </u>		Milton Rd - Pu	blic Survey Response	s - TOP PICK (#5s) ONL	Υ	
Traffic Operations	Safety	Expand Travel Mode	Public Acceptance	Cost / Implmentation	Environmental Impacts	Community Character
24.2%	15.5%	19.6%	9.3%	5.9%	14.6%	10.8%
Difference	Difference	Difference	Difference	Difference	Difference	Difference
-13.1%	3.0%	3.3%	1.5%	3.9%	-2.0%	3.4%
		Note: Ped Index &			Note: 1/3 of Criteria	Note: Ped Index &
		Community Character			metric (Air Quality) is	Community Character
		metrics have			duplicative of Network	metrics have
		redundancies			Delay under Traffic	redundancies
					Operations	
		PM Recommendation:			PM Recommendation:	PM Recommendation:
		Reduce Expand Travel			Reduce Enviro Impacts;	Reduce Community
		Mode; Increase Traffic			Increase Traffic Ops	Character; Increase
		Ops				Traffic Ops
		Milton Rd -	Final Tier 3 Evaluation	on Criteria Weighting		
OPTION 1: Average	of Public "All Resp	oonses" & "Top Picks (#5	s) Only"			
Traffic Operations	Safety	Expand Travel Mode	Public Acceptance	Cost / Implmentation	Environmental Impacts	Community Character

Option 2: Average of Project Partner, Public "All Responses" & "Top Pikcs (#5s) Only"

17.6%

15.1%

20.4%

Traffic Operations	Safety	Expand Travel Mode	Public Acceptance	Cost / Implmentation	Environmental Impacts	Community Character
17.3%	16.2%	19.4%	11.2%	9.0%	13.9%	12.9%

8.7%

14.6%

11.4%

To	t
99.	9

12.3%

Tota

100.0

Tota 99.9

Tota

Tota

0.0 - 2.5% Dit 2.6 - 5.0% Dit 5.1 + % Diffe

Opt 3: Average of All Public Responses and PP Survey

Traffic Operations	Safety	Expand Travel Mode	Public Acceptance	Cost / Implmentation	Environmental Impacts	Community Character
13.9%	16.6%	19.3%	12.1%	10.6%	13.6%	14.0%

Tot
100.0

Opt 4: PP Modified

Traffic Operations	Safety	Expand Travel Mode	Public Acceptance	Cost / Implmentation	Environmental Impacts	Community Character
19.3%	11.2%	19.3%	12.1%	10.6%	13.6%	14.0%

Tot
100.

Milton Survey Results

1 = less important, 5 = more important

Total Points 14164

1 = less important, 5 = more important			
All Dec	ponses		
Improve Vehicular Safety	Rank	Count	%
improve venicular safety	1	42	7.6%
Total Points	2	49	8.9%
2084	3	120	8.9% 21.7%
2004	4	121	21.7%
T-t-1 C-t	1		
Total Category Percentage	5	220	39.9%
14.7%	Total Count	552	
Fahanas Cammunitus Charactar	Rank	Count	%
Enhance Community Character	капк 1	43	% 7.8%
Total Points	1 2	43 67	12.2%
	3		
1961		126	23.0%
	4	159	29.0%
Total Category Percentage	5	154	28.1%
13.8%	Total Count	549	
		_	
Improve Traffic Movement	Rank	Count	%
	1	35	6.3%
Total Points	2	25	4.5%
2347	3	58	10.5%
	4	92	16.6%
Total Category Percentage	5	344	62.1%
16.6%	Total Count	554	
Expand Travel Choices	Rank	Count	%
	_ 1	28	5.2%
Total Points	2	34	6.3%
2204	3	91	16.8%
	4	110	20.3%
Total Category Percentage	5	279	51.5%
15.6%	Total Count	542	
Limit Property Impacts & Project Costs	Rank	Count	%
	1	92	16.9%
Total Points	2	105	19.3%
1615	3	163	29.9%
	4	101	18.5%
Total Category Percentage	5	84	15.4%
11.4%	Total Count	545	
Limit Social & Environmental Impacts	Rank	Count	%
	1	49	9.0%
Total Points	1 2	44	8.1%
2058	3	98	17.9%
	4	148	27.1%
Total Category Percentage	1 5	207	37.9%
14.5%	Total Count	546	37.370
2713/0	. Star count	340	
Public Support	Rank	Count	%
i done support	1	43	7.9%
Total Points	1		
Total Points 1895	2	62 164	11.4% 30.1%
1932			
	4	144	26.4%
Total Category Percentage	5	132	26.4% 24.2%
Total Category Percentage 13.4%	1		

Strong Support (#5 Ranks) Only			
Improve Vehicular Safety	Rank	Count	
	1	42	
Total Points	2	49	
1100	3	120	
	4	121	
Total Category Percentage	5	220	
15.5%	Total Count	552	

Enhance Community Character	Rank	Count
	1	43
Total Points	2	67
770	3	126
	4	159
Total Category Percentage	5	154
10.8%	Total Count	549

Improve Traffic Movement	Rank	Count
	_ 1	35
Total Points	2	25
1720	3	58
	4	92
Total Category Percentage	5	344
24.2%	Total Count	554

Expand Travel Choices	Rank	Count
	1	28
Total Points	2	34
1395	3	91
	4	110
Total Category Percentage	5	279
19.6%	Total Count	542

Limit Property Impacts & Project Costs	Rank	Count
	1	92
Total Points	2	105
420	3	163
	4	101
Total Category Percentage	5	84
5.9%	Total Count	545

Limit Social & Environmental Impacts	Rank	Count
	1	49
Total Points	2	44
1035	3	98
	4	148
Total Category Percentage	5	207
14.6%	Total Count	546

Public Support	Rank	Count	
	_ 1	43	
Total Points	2	62	
660	3	164	
	4	144	
Total Category Percentage	5	132	
9.3%	Total Count	545	

Total Points 7100

Primary Mode on Milton Rd

Bicycle	17.7%
Bus	3.4%
Car/Vehicle	90.0%
Walk/Scooter/Wheelchair	4.7%
Other	1.3%
No Answer	0.2%

*Note: some users may have selected multiple primary modes



Appendix I – Detailed Planning-Level Cost Estimate

Page intentionally left blank

















DESCRIPTION sible Cross Walk ian Crossing Improvement - Leading Pedestrian Interval Reprogramming e Transit Signal Prioritization U-Turns & Right Turn Restrictions urb Ramps idual left turn lanes at Humphreys Street and Route 66 and additional NB receiving lane to ATE SUBTOTAL SECTION (Columbus St - Signalized) DESCRIPTION sible Cross Walk ed Pedestrian Staging Area (Concrete) e Bicycle Detection - loops e Transit Signal Prioritization U-Turns & Right Turn Restrictions urb Ramps ATE SUBTOTAL SECTION (Forest Ave - Stop) DESCRIPTION Medians/Pedestrian Refuge (concrete) ian crossing hybrid beacon urb Ramps lk widening (concrete) ed Bike Lane/Right Turn Lane ATE SUBTOTAL	UNIT L-Sum L-Sum L-Sum L-Sum EACH L-Sum SQ.FT. L-Sum L-Sum EACH UNIT SQ.FT. L-Sum EACH UNIT L-Sum EACH	QUANTITY 1 1 1 2 2 1 1 1 1 2 2 1 1 QUANTITY 4 1,000 1 1 2 8 6,000 1	\$1,200.00 \$1,200.00 \$20,000.00 \$1,000 \$2,500 \$176,200 PRICE \$1,200.00 \$15.00 \$5,000.00 \$1,000 \$2,500	## AMOUNT \$1,200 \$1,200 \$2,000 \$2,000 \$5,000 \$176,200 ## AMOUNT ## \$4,800 \$20,000 \$20,000 \$20,000 ## AMOUNT ## AMOUN
rian Crossing Improvement - Leading Pedestrian Interval Reprogramming e Transit Signal Prioritization U-Turns & Right Turn Restrictions urb Ramps dual left turn lanes at Humphreys Street and Route 66 and additional NB receiving lane to ATE SUBTOTAL SECTION (Columbus St - Signalized) DESCRIPTION sible Cross Walk ed Pedestrian Staging Area (Concrete) e Bicycle Detection - loops e Transit Signal Prioritization U-Turns & Right Turn Restrictions urb Ramps ATE SUBTOTAL SECTION (Forest Ave - Stop) DESCRIPTION Medians/Pedestrian Refuge (concrete) ian crossing hybrid beacon urb Ramps Ik widening (concrete) ed Bike Lane/Right Turn Lane	L-Sum L-Sum EACH L-Sum SQ.FT. L-Sum EACH UNIT SQ.FT. L-Sum EACH	QUANTITY 4 1,000 1 2 8 QUANTITY 750 1 8 6,000	\$1,200.00 \$20,000.00 \$1,000 \$2,500 \$176,200 \$176,200 \$15.00 \$5,000.00 \$20,000.00 \$1,000 \$2,500 \$7,680.00 \$2,500 \$15.00	\$1,200 \$20,000 \$2,000 \$5,000 \$176,200 \$205,600 AMOUNT \$4,800 \$5,000 \$20,000 \$2,000 \$20,000 \$11,250 \$57,680 \$20,000
e Transit Signal Prioritization U-Turns & Right Turn Restrictions urb Ramps dual left turn lanes at Humphreys Street and Route 66 and additional NB receiving lane to ATE SUBTOTAL SECTION (Columbus St - Signalized) DESCRIPTION sible Cross Walk ed Pedestrian Staging Area (Concrete) e Bicycle Detection - loops e Transit Signal Prioritization U-Turns & Right Turn Restrictions urb Ramps ATE SUBTOTAL SECTION (Forest Ave - Stop) DESCRIPTION Medians/Pedestrian Refuge (concrete) ian crossing hybrid beacon urb Ramps lk widening (concrete) ed Bike Lane/Right Turn Lane	L-Sum L-Sum EACH L-Sum UNIT L-Sum SQ.FT. L-Sum EACH UNIT SQ.FT. L-Sum EACH	1 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$20,000.00 \$1,000 \$2,500 \$176,200 \$176,200 \$1,200.00 \$15.00 \$5,000.00 \$20,000.00 \$2,500 \$7,680.00 \$2,500 \$15.00 \$15.00 \$15.00	\$20,000 \$2,000 \$5,000 \$176,200 \$205,600 \$4,800 \$5,000 \$20,000 \$20,000 \$20,000 \$466,800 \$11,250 \$57,680 \$20,000
U-Turns & Right Turn Restrictions urb Ramps dual left turn lanes at Humphreys Street and Route 66 and additional NB receiving lane to ATE SUBTOTAL SECTION (Columbus St - Signalized) DESCRIPTION sible Cross Walk ed Pedestrian Staging Area (Concrete) e Bicycle Detection - loops e Transit Signal Prioritization U-Turns & Right Turn Restrictions urb Ramps ATE SUBTOTAL SECTION (Forest Ave - Stop) DESCRIPTION Medians/Pedestrian Refuge (concrete) ian crossing hybrid beacon urb Ramps lk widening (concrete) ed Bike Lane/Right Turn Lane	L-Sum EACH L-Sum UNIT L-Sum SQ.FT. L-Sum L-Sum EACH UNIT SQ.FT. L-Sum EACH	QUANTITY 4 1,000 1 1 2 8 QUANTITY 750 1 8 6,000	\$1,000 \$2,500 \$176,200 \$176,200 \$1,200.00 \$1,200.00 \$5,000.00 \$2,500 \$2,500 \$7,680.00 \$2,500 \$15.00	\$2,000 \$5,000 \$176,200 \$205,600 \$4,800 \$15,000 \$20,000 \$2,000 \$20,000 \$466,800 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000
and left turn lanes at Humphreys Street and Route 66 and additional NB receiving lane to the ATE SUBTOTAL SECTION (Columbus St - Signalized) DESCRIPTION sible Cross Walk ed Pedestrian Staging Area (Concrete) e Bicycle Detection - loops e Transit Signal Prioritization U-Turns & Right Turn Restrictions urb Ramps ATE SUBTOTAL SECTION (Forest Ave - Stop) DESCRIPTION Medians/Pedestrian Refuge (concrete) ian crossing hybrid beacon urb Ramps lk widening (concrete) ed Bike Lane/Right Turn Lane ATE SUBTOTAL	UNIT L-Sum SQ.FT. L-Sum L-Sum L-Sum EACH UNIT SQ.FT. L-Sum EACH	2 1 1 QUANTITY 4 1,000 1 1 2 8 8	\$2,500 \$176,200 \$176,200 \$1,200.00 \$15.00 \$5,000.00 \$20,000.00 \$2,500 \$15.00 \$7,680.00 \$2,500 \$15.00	\$5,000 \$176,200 \$205,600 AMOUNT \$4,800 \$15,000 \$2,000 \$2,000 \$2,000 \$2,000 \$11,250 \$57,680 \$20,000
ATE SUBTOTAL SECTION (Columbus St - Signalized) DESCRIPTION Sible Cross Walk ed Pedestrian Staging Area (Concrete) e Bicycle Detection - loops e Transit Signal Prioritization U-Turns & Right Turn Restrictions urb Ramps ATE SUBTOTAL SECTION (Forest Ave - Stop) DESCRIPTION Medians/Pedestrian Refuge (concrete) ian crossing hybrid beacon urb Ramps k widening (concrete) ed Bike Lane/Right Turn Lane	UNIT L-Sum SQ.FT. L-Sum L-Sum EACH UNIT SQ.FT. L-Sum EACH	QUANTITY 4 1,000 1 1 2 8 QUANTITY 750 1 8 6,000	\$176,200 PRICE \$1,200.00 \$15.00 \$5,000.00 \$20,000.00 \$2,500 PRICE \$15.00 \$57,680.00 \$2,500 \$15.00	\$176,200 \$205,600 \$4,800 \$15,000 \$5,000 \$2,000 \$2,000 \$2,000 \$1,000 \$4,800 \$5,000 \$2
ATE SUBTOTAL SECTION (Columbus St - Signalized) DESCRIPTION sible Cross Walk ed Pedestrian Staging Area (Concrete) e Bicycle Detection - loops e Transit Signal Prioritization U-Turns & Right Turn Restrictions urb Ramps ATE SUBTOTAL SECTION (Forest Ave - Stop) DESCRIPTION Medians/Pedestrian Refuge (concrete) ian crossing hybrid beacon urb Ramps k widening (concrete) ed Bike Lane/Right Turn Lane	UNIT L-Sum SQ.FT. L-Sum L-Sum EACH UNIT SQ.FT. L-Sum EACH	QUANTITY 4 1,000 1 1 2 8 QUANTITY 750 1 8 6,000	PRICE \$1,200.00 \$15.00 \$5,000.00 \$20,000.00 \$1,000 \$2,500 PRICE \$15.00 \$57,680.00 \$2,500 \$15.00	\$205,600 AMOUNT \$4,800 \$15,000 \$2,000 \$2,000 \$2,000 \$21,000 \$4,000 \$2,000 \$2,000 \$2,000 \$2,000 \$2,000 \$2,000 \$2,000 \$2,000 \$2,000 \$2,000 \$2,000 \$2,000 \$2,000 \$2,000 \$2,000 \$2,000 \$2,000 \$2,000 \$2,000
SECTION (Columbus St - Signalized) DESCRIPTION sible Cross Walk ed Pedestrian Staging Area (Concrete) e Bicycle Detection - loops e Transit Signal Prioritization U-Turns & Right Turn Restrictions urb Ramps ATE SUBTOTAL SECTION (Forest Ave - Stop) DESCRIPTION Medians/Pedestrian Refuge (concrete) ian crossing hybrid beacon urb Ramps Ik widening (concrete) ed Bike Lane/Right Turn Lane	L-Sum SQ.FT. L-Sum L-Sum EACH	4 1,000 1 1 2 8 8 QUANTITY 750 1 8 6,000	\$1,200.00 \$15.00 \$5,000.00 \$20,000.00 \$1,000 \$2,500 \$15.00 \$57,680.00 \$2,500 \$15.00	\$4,800 \$15,000 \$5,000 \$20,000 \$20,000 \$66,800 \$11,250 \$57,680 \$20,000
SECTION (Columbus St - Signalized) DESCRIPTION sible Cross Walk ed Pedestrian Staging Area (Concrete) e Bicycle Detection - loops e Transit Signal Prioritization U-Turns & Right Turn Restrictions urb Ramps ATE SUBTOTAL SECTION (Forest Ave - Stop) DESCRIPTION Medians/Pedestrian Refuge (concrete) ian crossing hybrid beacon urb Ramps Ik widening (concrete) ed Bike Lane/Right Turn Lane	L-Sum SQ.FT. L-Sum L-Sum EACH	4 1,000 1 1 2 8 8 QUANTITY 750 1 8 6,000	\$1,200.00 \$15.00 \$5,000.00 \$20,000.00 \$1,000 \$2,500 \$15.00 \$57,680.00 \$2,500 \$15.00	\$4,800 \$15,000 \$5,000 \$20,000 \$20,000 \$66,800 \$11,250 \$57,680 \$20,000
DESCRIPTION sible Cross Walk ed Pedestrian Staging Area (Concrete) e Bicycle Detection - loops e Transit Signal Prioritization U-Turns & Right Turn Restrictions urb Ramps ATE SUBTOTAL SECTION (Forest Ave - Stop) DESCRIPTION Medians/Pedestrian Refuge (concrete) rian crossing hybrid beacon urb Ramps lik widening (concrete) ed Bike Lane/Right Turn Lane	L-Sum SQ.FT. L-Sum L-Sum EACH	4 1,000 1 1 2 8 8 QUANTITY 750 1 8 6,000	\$1,200.00 \$15.00 \$5,000.00 \$20,000.00 \$1,000 \$2,500 \$15.00 \$57,680.00 \$2,500 \$15.00	\$4,800 \$15,000 \$5,000 \$2,000 \$2,000 \$20,000 \$66,800 AMOUNT \$11,250 \$57,680 \$20,000
sible Cross Walk ed Pedestrian Staging Area (Concrete) e Bicycle Detection - loops e Transit Signal Prioritization U-Turns & Right Turn Restrictions urb Ramps ATE SUBTOTAL SECTION (Forest Ave - Stop) DESCRIPTION Medians/Pedestrian Refuge (concrete) ian crossing hybrid beacon urb Ramps lk widening (concrete) ed Bike Lane/Right Turn Lane	L-Sum SQ.FT. L-Sum L-Sum EACH	4 1,000 1 1 2 8 8 QUANTITY 750 1 8 6,000	\$1,200.00 \$15.00 \$5,000.00 \$20,000.00 \$1,000 \$2,500 \$15.00 \$57,680.00 \$2,500 \$15.00	\$4,800 \$15,000 \$5,000 \$2,000 \$2,000 \$20,000 \$66,800 AMOUNT \$11,250 \$57,680 \$20,000
ed Pedestrian Staging Area (Concrete) e Bicycle Detection - loops e Transit Signal Prioritization U-Turns & Right Turn Restrictions urb Ramps ATE SUBTOTAL SECTION (Forest Ave - Stop) DESCRIPTION Medians/Pedestrian Refuge (concrete) ian crossing hybrid beacon urb Ramps Ik widening (concrete) ed Bike Lane/Right Turn Lane	SQ.FT. L-Sum L-Sum EACH UNIT SQ.FT. L-Sum EACH	1,000 1 1 2 8 QUANTITY 750 1 8 6,000	\$15.00 \$5,000.00 \$20,000.00 \$1,000 \$2,500 PRICE \$15.00 \$57,680.00 \$2,500 \$15.00	\$15,000 \$5,000 \$20,000 \$2,000 \$20,000 \$66,800 AMOUNT \$11,250 \$57,680 \$20,000
e Bicycle Detection - loops e Transit Signal Prioritization U-Turns & Right Turn Restrictions urb Ramps ATE SUBTOTAL SECTION (Forest Ave - Stop) DESCRIPTION Medians/Pedestrian Refuge (concrete) ian crossing hybrid beacon urb Ramps Ik widening (concrete) ed Bike Lane/Right Turn Lane	L-Sum L-Sum EACH UNIT SQ.FT. L-Sum EACH	1 1 2 8 QUANTITY 750 1 8 6,000	\$5,000.00 \$20,000.00 \$1,000 \$2,500 PRICE \$15.00 \$57,680.00 \$2,500 \$15.00	\$5,000 \$20,000 \$2,000 \$20,000 \$66,800 AMOUNT \$11,250 \$57,680 \$20,000
e Transit Signal Prioritization U-Turns & Right Turn Restrictions urb Ramps ATE SUBTOTAL SECTION (Forest Ave - Stop) DESCRIPTION Medians/Pedestrian Refuge (concrete) ian crossing hybrid beacon urb Ramps Ik widening (concrete) ed Bike Lane/Right Turn Lane	L-Sum L-Sum EACH UNIT SQ.FT. L-Sum EACH SQ.FT.	1 2 8 QUANTITY 750 1 8 6,000	\$20,000.00 \$1,000 \$2,500 PRICE \$15.00 \$57,680.00 \$2,500 \$15.00	\$20,000 \$2,000 \$20,000 \$66,800 AMOUNT \$11,250 \$57,680 \$20,000
U-Turns & Right Turn Restrictions urb Ramps ATE SUBTOTAL SECTION (Forest Ave - Stop) DESCRIPTION Medians/Pedestrian Refuge (concrete) ian crossing hybrid beacon urb Ramps Ik widening (concrete) led Bike Lane/Right Turn Lane	UNIT SQ.FT. L-Sum EACH SQ.FT.	2 8 QUANTITY 750 1 8 6,000	\$1,000 \$2,500 PRICE \$15.00 \$57,680.00 \$2,500 \$15.00	\$2,000 \$20,000 \$66,800 AMOUNT \$11,250 \$57,680 \$20,000
ATE SUBTOTAL SECTION (Forest Ave - Stop) DESCRIPTION Medians/Pedestrian Refuge (concrete) rian crossing hybrid beacon rb Ramps lk widening (concrete) ed Bike Lane/Right Turn Lane	UNIT SQ.FT. L-Sum EACH SQ.FT.	750 1 8 6,000	\$2,500 PRICE \$15.00 \$57,680.00 \$2,500 \$15.00	\$20,000 \$66,800 AMOUNT \$11,250 \$57,680 \$20,000
ATE SUBTOTAL SECTION (Forest Ave - Stop) DESCRIPTION Medians/Pedestrian Refuge (concrete) rian crossing hybrid beacon ruth Ramps lk widening (concrete) ed Bike Lane/Right Turn Lane	UNIT SQ.FT. L-Sum EACH SQ.FT.	QUANTITY 750 1 8 6,000	PRICE \$15.00 \$57,680.00 \$2,500 \$15.00	\$66,800 AMOUNT \$11,250 \$57,680 \$20,000
SECTION (Forest Ave - Stop) DESCRIPTION Medians/Pedestrian Refuge (concrete) ian crossing hybrid beacon urb Ramps lk widening (concrete) ed Bike Lane/Right Turn Lane	SQ.FT. L-Sum EACH SQ.FT.	750 1 8 6,000	\$15.00 \$57,680.00 \$2,500 \$15.00	AMOUNT \$11,250 \$57,680 \$20,000
DESCRIPTION Medians/Pedestrian Refuge (concrete) rian crossing hybrid beacon rb Ramps lk widening (concrete) ed Bike Lane/Right Turn Lane	SQ.FT. L-Sum EACH SQ.FT.	750 1 8 6,000	\$15.00 \$57,680.00 \$2,500 \$15.00	\$11,250 \$57,680 \$20,000
DESCRIPTION Medians/Pedestrian Refuge (concrete) rian crossing hybrid beacon rb Ramps lk widening (concrete) ed Bike Lane/Right Turn Lane	SQ.FT. L-Sum EACH SQ.FT.	750 1 8 6,000	\$15.00 \$57,680.00 \$2,500 \$15.00	\$11,250 \$57,680 \$20,000
Medians/Pedestrian Refuge (concrete) ian crossing hybrid beacon urb Ramps Ik widening (concrete) ed Bike Lane/Right Turn Lane	SQ.FT. L-Sum EACH SQ.FT.	750 1 8 6,000	\$15.00 \$57,680.00 \$2,500 \$15.00	\$11,250 \$57,680 \$20,000
rian crossing hybrid beacon urb Ramps Ik widening (concrete) ed Bike Lane/Right Turn Lane	L-Sum EACH SQ.FT.	1 8 6,000	\$57,680.00 \$2,500 \$15.00	\$57,680 \$20,000
urb Ramps Ik widening (concrete) ied Bike Lane/Right Turn Lane ATE SUBTOTAL	EACH SQ.FT.	8 6,000	\$2,500 \$15.00	\$20,000
lk widening (concrete) ed Bike Lane/Right Turn Lane	SQ.FT.	6,000	\$15.00	
ed Bike Lane/Right Turn Lane				Ψ00,000
				\$1,400
				\$180,330

SECTION (Sechrist Elementary School) DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
nt Turn Lane Extension	L-Sum	1	\$35,600.00	\$35,600
rian crossing hybrid beacon	L-Sum	1	\$57,680.00	\$57,680
urb Ramps	EACH	4	\$2,500	\$10,000
ed pedestrian warning signage	Each	2	\$500	\$1,000
bus stop on the NB side (east side)	Each	1	\$10,000	\$10,000
ed lighting	Each	4	\$3,000	\$12,000
ATE SUBTOTAL				\$126,280
				7.23,200
	HINIT	OHANTITY	PRICE	AMOUNT
				\$20,000
·				\$5,000
				\$20,000
- Tallot Olgitar Frontization	2 04		\$20,000.00	Ψ20,000
ATE SUBTOTAL				\$45,000
SECTION (Snow Bowl Road - Stop)				
DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
nal left turn lane (SB Snow Bowl Rd)	L-Sum	1	\$41,500.00	\$41,500
nal NB receiving lane on Snow Bowl Road (Striping only)	L-Sum	1	\$2,400	\$2,400
sible Cross Walk	L-Sum	4	\$1,200.00	\$4,800
ian crossing hybrid beacon	L-Sum			\$57,680 on)
		(F3		,
ATE SUBTOTAL				\$106,380
Locations				
DESCRIPTION	UNIT	QUANTITY		AMOUNT
rian crossing hybrid beacon				\$230,720
		1		\$261,000 \$10,000
d bus stop on the NB side of Anderson Road (east side)				
, ,				\$501,720
n s i i	DESCRIPTION al left turn lane (SB Snow Bowl Road - Stop) DESCRIPTION al left turn lane (SB Snow Bowl Rod) al NB receiving lane on Snow Bowl Road (Striping only) ible Cross Walk an crossing hybrid beacon bout TE SUBTOTAL DESCRIPTION an crossing hybrid beacon r widening between Magdalena Rd (MP 219.16) and Hidden Hollow Rd (MP 219.65) bus stop on the NB side of Anderson Road (east side)	DESCRIPTION The Ramps EACH Be Bicycle Detection - loops Transit Signal Prioritization TE SUBTOTAL BECTION (Snow Bowl Road - Stop) DESCRIPTION All left turn lane (SB Snow Bowl Rd) L-Sum All NB receiving lane on Snow Bowl Road (Striping only) L-Sum L-Sum L-Sum L-Sum L-Sum L-Sum L-Sum L-Sum DESCRIPTION L-Sum L-Sum L-Sum DESCRIPTION L-Sum L-Sum L-Sum DESCRIPTION L-Sum L-Sum L-Sum DESCRIPTION L-Sum L-Sum L-Sum L-Sum DESCRIPTION L-Sum DESCRIPTION UNIT QUANTITY the Ramps EACH 8 Be Bicycle Detection - loops Transit Signal Prioritization TE SUBTOTAL SECTION (Snow Bowl Road - Stop) DESCRIPTION UNIT QUANTITY all left turn lane (SB Snow Bowl Rd) I Al NB receiving lane on Snow Bowl Road (Striping only) I Bible Cross Walk I L-Sum I L-Sum I L-Sum I N/A (pending functions) TE SUBTOTAL TE SUBTOTAL DESCRIPTION UNIT QUANTITY An crossing hybrid beacon UNIT QUANTITY I N/A (pending functions) DESCRIPTION UNIT QUANTITY An crossing hybrid beacon L-Sum I N/A (pending functions) DESCRIPTION UNIT QUANTITY An crossing hybrid beacon L-Sum I L-Sum I N/A (pending functions) DESCRIPTION UNIT QUANTITY EACH OF COMMENT OF C	DESCRIPTION	

ESTIMATE OF PROBABLE COSTS US 180 CORRIDOR MASTER PLAN

No-Build+ Spot Improvements

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
SPOT IMPROVEMENTS	L.S.	1	\$1,232,110	\$1,232,110
DCR DETAILED ESTIMATE SUBTOTAL				\$1,232,110
MISCELLANEOUS WORK (20%)	COST	20%		\$246,422
Subtotal				\$1,478,532
DUST PALLIATIVE (1%)	COST	1%		\$14,785
FURNISH WATER (1%)	COST	1%		\$14,785
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$177,424
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$14,785
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$29,571
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$29,571
Subtotal				\$1,759,453
MOBILIZATION (10%)	COST	10%		\$175,945
Subtotal				\$1,935,398
CONTIGENCIES (5%)	COST	5%		\$96,770
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$174,186
Subtotal				\$2,206,354
DETAILED ESTIMATE				\$2,206,354
ENGINEERING DESIGN (8%)	COST	8%		\$176,508
UTILITIES (20%)	COST	20%		\$441,271
Subtotal				\$617,779
OTHER COST TOTAL				\$617,779
SUMMARY				
DETAILED ESTIMATE				\$2,206,000
OTHER COST TOTAL				\$618,000
TOTAL PROJECT CONSTRUCTION COST				\$2,824,000