

Active Transportation Master Plan

Commission on Diversity Awareness | 16 November 2021



Martin Ince

Multimodal transportation planner

City of Flagstaff

City of Flagstaff



DRAFT

Active Transportation Master Plan

Active Transportation Master Plan

- Guide to enhancing walking and biking in Flagstaff
- Numerous City plans indicate support for walking and biking
- Starting with the Regional Plan
- But lack detailed guidance and direction
- The ATMP provides the details

Contents

- Policy context
- Guiding principles and approach
- Current conditions
- Goals and policies
- Strategies/actions
- Outcomes and targets
- Implementation
- Planning considerations and design guidance*
- Pedestrian/bicycle infrastructure*

Approach (The Big Shift)

- Be more transformational than incremental
- Emphasize peds and bikes, don't overbuild for cars
- Take a well-rounded approach to transportation; consider multiple community objectives and values
- Pursue a wide range of solutions; provide multiple options for mobility



Policy support



- High level acknowledgement and support for walking and biking
- Builds on goals and policies already in Regional Plan

Strategies and actions

- All the things we can do
- Organized around six topics...
 - Infrastructure
 - Maintenance and operations
 - Support and encouragement
 - Safety
 - Transportation and land use planning
 - Evaluation



Pedestrian and bicycle infrastructure



- Prioritized list of projects: sidewalks, bikeways, FUTS, crossings, bridges and tunnels
- 20-year program of projects for transportation sales tax and first/last mile grant
- Incorporated into City's 5-year Capital Improvements Program (CIP)

Planning considerations and design guidance

Detailed considerations and guidelines for walking and biking...

- Transportation planning
- Land use and urban form
- Street and intersection design
- Pedestrian and bicycle facilities



Inclusion and equity

The following slides include text taken directly from the draft ATMP regarding inclusion and equity...

- Guiding principles
- Goals
- Policies and strategies

Guiding principles (p8)

Mobility – the ability to travel freely to access our daily needs and activities – is a fundamental human right

- More viable transportation options mean better mobility for the entire community.
- A transportation system based on principles of universal design – usable by all with minimal adaptations – benefits all users.
- Community mobility is measured by how well those with mobility challenges can access their daily needs, live independently, and move freely.

Guiding principles (pp8-9)

Active transportation and enhanced mobility support equity

- Equity is both a process and an outcome; a transportation system that serves all depends on a planning and decision-making process that is equitable and inclusive.
- Transportation options improve mobility for all segments of the population, including the elderly, individuals with mobility challenges, low-income populations, and marginalized communities.
- An estimated one-third of Flagstaff residents do not drive. For this segment of the population, mobility is often dependent on walking, biking, or taking the bus.

- Not everyone can afford to drive. Private vehicles can be expensive to own and operate: reducing transportation expenses means more financial resources available for housing, medical expenses, and other necessities.
- Better and less expensive transportation options help to eliminate a barrier for low-income people to participate in the workforce.
- Better mobility for seniors can help them be more active and social, allows aging in place, and provides better access to health care and social services.

Goals (p24)

It is the goal of the City of Flagstaff to...

Promote equity by actively working to ensure that all segments of the population have equal access to safe and functional transportation and equal opportunity for mobility, regardless of age, ability, gender, race, income status, location, or situation.

Policies and strategies (p31)

3.3 Work towards equity and inclusion in pedestrian and bicycle programs.

- Conduct equity analyses of infrastructure plans to ensure equitable distribution of facilities and to verify that low income and underserved neighborhoods are covered.
- Develop working relationships with community and neighborhood groups to encourage more public involvement in transportation projects and planning processes.
- Establish formal equity guidelines and practices to foster better inclusion in our planning processes.

- Engage with relevant boards and commissions, including the City's Diversity Awareness Commission and Commission on Inclusion and Adaptive Living, and MetroPlan/Mountain Line's Coordinated Mobility Council.
- Recruit women, people of color, and other under-represented groups for the Pedestrian Advisory Committee, Bicycle Advisory Committee, and Transportation Commission.

Policies and strategies (p32)

3.4 Incorporate universal access as a key component of walking and biking.

- Review the City's practices and standards for walking and biking facilities to verify that they are compliant with best practices for accessibility.
- Incorporate principles of Universal Design to create facilities that are usable by everyone regardless of age, ability, or status.
- Improve accessibility of FUTS trails for all users, and provide better information to the public about accessibility and trail conditions.

Considerations for equity and inclusion

Low-income neighborhoods, communities of color, and other traditionally disadvantaged populations and groups tend to be underrepresented in transportation planning processes. However, the same populations and groups that are often disparately affected, particularly in regard to mobility and reliance on walking, biking, and transit.

Subsequent slides describe several considerations for promoting equity and inclusion in transportation planning

Build relationships

Establish connections and build working relationships with relevant communities, neighborhoods, groups, and individuals in advance so there is already a relationship in place when support and assistance is needed.

Let communities lead

Local communities and groups have the best understanding and perspective of their situation, including specific reasons why walking and biking work or do not work. It is important to listen and learn from them, give value to their contributions, and share decision making with them.

Evaluate and measure

Routine equity analyses of transportation plans and programs can help ensure that equity considerations are included and addressed in a meaningful way. Geography-based review of current conditions and planned transportation investments will reveal any disparate impacts to low-income neighborhoods and other disadvantaged communities.

Frame the issues

The benefits of walking and biking may not be universally understood, and there may be a perception within disadvantaged communities that active transportation is not relevant to them. Plans and projects should be designed so benefits are specific and meaningful to the community.

Intentional outreach

Outreach efforts must be concerted and intentional to reach populations and communities that do not typically participate in transportation planning processes. Engagement should start early and be consistent throughout the process. Opportunities for meaningful participation and engagement should be brought to the community.

Build capacity

Create opportunities that encourage the development of leadership and participation within disadvantaged communities and groups.

Recruit participation

Include representatives from underserved communities and populations to serve on the Pedestrian Advisory Committee, Bicycle Advisory Committee, and Transportation Commission. This effort needs to be based on a foundation of long term and committed engagement, so representation does not become tokenism.

Review and adoption process

- Public release of draft document (Sep 2021)
- Release of design guidance and infrastructure recommendations
- Includes a minor amendment to the Regional Plan
- 60-day public review period (until Nov 19, 2021)
- Detailed review/recommendation by PAC, BAC, Trans Comm, P&Z Comm, City Council (Dec-Jan-Feb 2022)
- Formal approval by Council (Mar 2022)

Public review

- Outreach and engagement
 - Community survey
 - Open houses
 - Presentations to commissions, stakeholder groups
- Already substantial community engagement, want to make sure the plan gets it right



Community survey

www.opentownhall.com/portals/227/Issue_11144

www.flagstaff.az.gov/fcf

- Online at Flagstaff Community Forum
- Open until November 19, 2021

ATMP web page

www.flagstaff.az.gov/atmp

