

Active Transportation Minor Regional Plan Amendment City of Flagstaff 2022

PZ-21-00129-01





Plan Amendment Proposal

- The proposed changes to pages X-8 and X-15 include additions and replacements to the narrative:
 - Quality Design
 - Pedestrian Infrastructure
 - Bicycle Infrastructure
- Replacement of Map 26 with Maps 26a through 26e
- Addition of new definitions to the Glossary

Quality Design

Quality Design

The Flagstaff region will pursue quality transportation system design to positively affect our development patterns, physical character, and economic viability. A well-designed street is a joy to travel whether on foot or behind the wheel of a car. Whether road signs or street trees, medians or traffic lights, designers and engineers have a full set of tools to deliver safe, efficient, and enjoyable travel options. Engineering and design standards can be set for all modes appropriate to their urban, suburban, and rural setting. This will achieve expected levels of service and contextual design respectful of the region's unique environmental and cultural heritage, landscape, and viewsheds.

Context Sensitive Solutions

Context sensitive solutions, or CSS, describes an approach to street design that considers the environment in which the street is located. This means that streets should look and function differently based on where they are located. For example, pedestrian facilities on a downtown street should be more robust than a sidewalk in an industrial area. Likewise, an arterial street through a neighborhood should function differently than a road through a rural area or a bus route. Freight movement, parking, community character, and land uses in the surrounding area can all influence the context for transportation infrastructure. A successful CSS approach must be collaborative, include multiple stakeholders, encourage flexibility in design, avoid one-size-fits-all solutions, and consider community objectives beyond the movement of vehicles.

Complete Streets

A complete streets policy sets a standard that all streets should be designed, operated, and maintained to enable safe access for all users, including pedestrians, bicyclists, drivers, and transit riders of all ages and abilities. A meaningful complete streets policy involves more than just sidewalks, bike lanes, and bus stops; it means that:

- Streets always provide accommodation for all users, even in temporary or interim conditions, as the default.
- Facilities for walking and bicycling are not just present, but functional, comfortable and safe.
- Operation, maintenance, and snow removal accounts for all users, including pedestrians and bicyclists.

The 6 E's of Walking and Bicycling

Planning for walking and biking has traditionally been based around six E's – Engineering, Education, Enforcement, Encouragement, Equity, and Evaluation – that make up a well-rounded, comprehensive approach to pedestrian and bicycle accommodation. Most of the City's efforts have focused on walking and biking infrastructure, which is included in Engineering. However, there is an opportunity and a need to initiate walking and biking programs to better address the other E's as part of a more comprehensive strategy.

Basic Principles of a Context Sensitive Process

- Design for all road users
- Emphasis on mobility for people and goods
- Legible design
- Equitable streets
- Streets as community places
- Early, continuous involvement of local stakeholders

Planning for Long Term Maintenance

Maintaining transportation facilities is just as important as building them. Potholes in streets, cracked streets and sidewalks, faded bike lane markings, and eroded FUTS trails discourage their use and can create safety hazards. However, resources needed for maintenance often compete with many other municipal needs, and it can be challenging to make an effective case to decision makers when asking for additional maintenance resources. The first line of defense is to build facilities that are more sustainable and require less on-going maintenance by design. This means that maintenance considerations should be addressed during design, and that individuals or departments who are responsible for maintenance should be part of the design process. Other ways to help manage maintenance obligations include setting priorities so the most important facilities and concerns are addressed first, keeping up-to-date inventories of facilities and conditions, and reviewing maintenance practices for opportunities to find efficiencies and incorporate current methods.



Photo credits: City of Flagstaff

QUALITY DESIGN GOALS AND POLICIES

Goal T.4. Promote transportation infrastructure and services that enhance the quality of life of the communities within the region.

Policy T.4.1. Promote context sensitive solutions (CSS) supportive of planned land uses, integration of related infrastructure needs, and desired community character elements in all transportation investments.

Policy T.4.2. Design all gateway corridors, streets, roads, and highways to safely and attractively accommodate all transportation users with contextual landscaping and appropriate architectural features.

Policy T.4.3. Design transportation facilities and infrastructure with sensitivity to historic and prehistoric sites and buildings, and incorporate elements that complement our landscapes and views.



Ten elements of a complete streets policy

1. Vision and intent. Includes an equitable vision for how and why the community wants to complete its streets. Specifies the need to create a complete, connected, network and specifies at least four modes, two of which must be biking or walking.
2. Diverse users. Benefits all users equitably, particularly vulnerable users and the most underinvested and underserved communities.
3. Commitment in all projects and phases. Applies to new, retrofit/reconstruction, maintenance, and ongoing projects.
4. Clear, accountable expectations. Makes any exceptions specific and sets a clear procedure that requires high-level approval and public notice prior to exceptions being granted.
5. Jurisdiction. Requires interagency coordination between government departments and partner agencies on Complete Streets.
6. Design. Directs the use of the latest and best design criteria and guidelines and sets a time frame for their implementation.
7. Land use and context sensitivity. Considers the surrounding community's current and expected land use and transportation needs.
8. Performance measures. Establishes performance standards that are specific, equitable, and available to the public.
9. Project selection criteria. Provides specific criteria to encourage funding prioritization for Complete Streets implementation.
10. Implementation steps. Includes specific next steps for implementation of the policy.



Pedestrian Infrastructure

Pedestrian Infrastructure

Virtually everyone begins and ends each trip as a pedestrian, so making the region walkable makes sense. It is important to our personal and community health. The economy depends on it – most purchases occur on foot. It is the intent of the region to make walking safe, convenient, and comfortable and for more of us, the mode of choice. Walking is the most enduring and universal mode of transport. In Flagstaff, walking is the most robust of the active modes; the percentage of trips in Flagstaff made by walking is significantly higher than for bicycling or transit. Additionally, the percentage of Flagstaff residents who walk to work far exceeds state and national averages and places us in the upper echelon of our peer communities. According to the most recent Trip Diary Survey, one in five respondents (22 percent) made at least one walking trip of at least 600 feet during the 24-hour survey period. In the central part of the City, which includes Downtown, the Southside, and the NAU campus, one-third (33.6 percent) of respondents made at least one walking trip.

Walkability is highly dependent on land use and urban form in addition to complete and comfortable facilities. Because trips are short, walking requires proximity and is supported by density, mixed-use, and compact form. Walkability is also responsive to good urban design; attractive and engaging places are appealing to pedestrians.

Sidewalks

Sidewalks are a basic facility for walking and a fundamental component of a city-wide pedestrian network. City standards, as well as best practices, dictate that sidewalks should be located along both sides of all streets to accommodate pedestrians. Flagstaff has just over 300 miles of sidewalks along public streets, but only about half of Flagstaff's public streets (53 percent) have sidewalks along both sides of the street. Almost a third of public streets (29 percent) have no sidewalks at all. Parkways or furnishing strips, which form a buffer from traffic for pedestrians, are not present on approximately 64 percent of sidewalks.

Crossings and Intersections

The ability to cross a street is as important to the pedestrian and bicycle network as being able to walk or bike along it. There are 10 flashing beacon crossings and 21 existing grade-separated crossings in Flagstaff, including 10 bridges or tunnels that are exclusively for the use of pedestrians and bicyclists. More than 30 percent of major street intersections have limited or inaccessible pedestrian crossings. There are numerous street corridors in Flagstaff that are uncomfortable to cross due to the speed and volume of traffic and the width of the street. The presence of two interstates and the railroad through Flagstaff create significant breaks in pedestrian and bicycle networks. Grade-separated crossings refer to structures that convey pedestrians and bicyclists over or under interstates, railroad tracks, and major roads. Structures can include bridges and tunnels for the exclusive use of pedestrians and bicyclists, as well as street underpasses and overpasses that include facilities for walking and biking. Grade-separated crossings can add significant value to the walking and biking environment by providing access across features that otherwise create barriers in walking and biking networks. Enhanced crossings are those that include any features that help slow traffic, shorten crossing distances, break crossings into parts, increase visibility, or in general make the crossing safer and more comfortable. Enhancements can be used at any crossing location; however they are most beneficial at mid-block and uncontrolled crossings. Combinations of enhanced crossing treatments are most effective and can improve pedestrian crossings on high volume, high speed roadways. Typical treatments include median refuge islands, advanced yield lines, curb extensions, landscape features, pedestrian activated flashing beacons, advance warning signing, and pedestrian-scaled lighting.

Universal Design and Accessibility

Universal design has several guiding principles: Equitable use, Flexibility in use, Simple and intuitive, Perceptible information, Tolerance for error, Low physical effort, and Size and space for approach and uses. Incorporating principles of universal design makes our transportation system, and especially walking and biking facilities, accessible to all people, regardless of age, ability, or situation without the need for special adaptation. Universal design benefits all users of the transportation system, especially children, elderly individuals, people with mobility challenges, those with temporary conditions such as a broken leg or sprained ankle, and parents with strollers. Accessible facilities and universal design also directly support people with disabilities. In Flagstaff, American Community Survey statistics indicate that one out of every 11 residents have some form of disability.

57% of residents do not believe that motorists should be given priority over pedestrians and cyclists when planning. It is important to our personal and community health. The economy depends on it – most purchases occur on foot. It is the intent of the region to make walking safe, convenient, and comfortable and for more of us, the mode of choice. Walking is the most enduring and universal mode of transport. In Flagstaff, walking is the most robust of the active modes; the percentage of trips in Flagstaff made by walking is significantly higher than for bicycling or transit. Additionally, the percentage of Flagstaff residents who walk to work far exceeds state and national averages and places us in the upper echelon of our peer communities. According to the most recent Trip Diary Survey, one in five respondents (22 percent) made at least one walking trip of at least 600 feet during the 24-hour survey period. In the central part of the City, which includes Downtown, the Southside, and the NAU campus, one-third (33.6 percent) of respondents made at least one walking trip.

Electric and micromobility devices

Micro-mobility technology is a rapidly evolving category of light-weight individual transportation devices, including electric scooters, e-bikes, electric skateboards, hoverboards, and other personal mobility devices. Electric micro-mobility devices are more efficient, affordable, and accessible than cars, and they represent a low-carbon mode of transportation to replace cars for daily vehicle trips, including commuting and daily errands. These devices provide an exciting opportunity to revolutionize transportation, reducing common barriers to active transportation, broadening the range of people who can participate and reducing car dependency.

Electric micro-mobility devices are already present in our community, and in the coming years they will become more popular as technology advances and a variety of new, electric-powered micro-mobility devices are introduced. The City's challenge will be to encourage the potential mobility benefits of these devices without creating conflicts with pedestrians and bicyclists. There is typically an expectation that new devices will compete for the same space – sidewalks, bike lanes, and FUTS trails – that in many cases is already insufficient for pedestrians and bicyclists. However, as use of these devices expands it suggests a reduction in motor vehicle use, and a reallocation of roadway space currently given to motor vehicles may be needed.

Flagstaff Urban Trails System (FUTS)

The Flagstaff Urban Trails System (FUTS, pronounced like "foots") is a City-wide network of non-motorized, shared-use pathways that are used by bicyclists, walkers, hikers, runners, and other users for both recreation and transportation (refer to Map 26). At present there are just over 500 miles of FUTS trails in Flagstaff. The overall master plan shows about 80 miles of future trails, to complete a planned system of 130 miles. About half of the miles of existing trails are paved, either in concrete or asphalt, while the other half consist of a hard-packed, aggregate surface. FUTS trails are generally 8 or 10 feet wide.

FUTS trails offer an incredibly diverse range of experiences; some trails are located along busy streets, while others traverse beautiful natural places - canyons, riparian areas, grasslands, meadows, and forests - all within the urban area of Flagstaff. The system connects neighborhoods, shopping, places of employment, schools, parks, open space, and the surrounding National Forest, and allows users to combine their transportation needs with recreation, and contact with nature.

With a few exceptions, FUTS trails are operated and maintained by the City of Flagstaff. The FUTS system is a critical component of Flagstaff's pedestrian and bicycle networks. FUTS trails that are located along busy streets provide a comfortable alternative to the street, while FUTS that pass through natural areas offer an enjoyable experience for walking and biking and often serve as a shortcut to the street system.

Regional Open Space Access

Regional Open Space or Forest access describes locations around the perimeter of Flagstaff where access to regional open space and the surrounding national forest. There are dozens of locations around Flagstaff that are currently used for access, but few of these include formal trail improvements or have legal rights-of-access. Planning for these locations will help protect and enhance access to the forest regional open space. Locations within the City of Flagstaff are identified on Map 26e.

PEDESTRIAN INFRASTRUCTURE GOALS AND POLICIES

Goal T.5. Increase the availability and use of pedestrian infrastructure, including FUTS, as a critical element of a safe and livable community.

Policy T.5.1. Provide accessible pedestrian infrastructure with all public and private street construction and reconstruction projects.

Policy T.5.2. Improve pedestrian visibility and safety and raise awareness of the benefits of walking.

Policy T.5.3. Identify specific pedestrian mobility and accessibility challenges and develop a program to build and maintain necessary improvements.

Policy T.5.4. Design streets with continuous pedestrian infrastructure of sufficient width to provide safe, accessible use and opportunities for shelter.



Bicycle Infrastructure

Bicycle Infrastructure

Our region enjoys a well-deserved reputation as a great place for bicycling. Bicycles are an excellent choice for trips of less than three miles which, depending on one's location, can deliver you to the doorstep of most services and businesses in the City. The FUTS and growing miles of bike lanes allow for even longer trips. The region will continue to invest in on-road and trail facilities for bicyclists and will seek to improve the on-site experience by encouraging employers and business to support better parking, changing rooms, and other facilities. In Davis, California 19 percent of employees bike to work. Flagstaff is holding steady between five and six percent and working to achieve gains. Bicycling as a travel mode presents one of Flagstaff's best opportunities for reducing vehicle trips and increasing the share of trips made by active modes. Bicycles make it possible to travel longer distances, and to carry some cargo as well. Flagstaff's compact size means that most of Flagstaff is contained within a bikeable area, so in theory, most in-town trips could potentially be converted to bicycle trips. In Flagstaff the average trip is a little over four miles in length, and almost 60 percent of all trips are less than five miles in length. This distance is eminently bikeable, provided we can make it comfortable for the average person.

Biking is also a big part of Flagstaff's culture and identity. Flagstaff is becoming a world-class destination for mountain biking, with more than 300 miles of recreational single-track trails in close proximity. Flagstaff also hosts numerous bicycle themed events throughout the year.

There are 97 miles of designated bike lanes in Flagstaff, and another 34 miles of usable shoulders. Bike lanes or shoulders are present on 71 percent of major streets, but there are several major road segments lack bike lanes altogether, including Milton Road, Woodlands Village Boulevard, and Humphreys Street. Many other streets are missing bike lanes for short stretches or at specific locations. In total there are 70 miles of missing bike lanes on major streets. Additionally, bike lanes often end before intersections; a total of 61 major intersections are missing bike lanes on one or more of the approaches to the intersection.

Bikeways

Historically, Flagstaff has accommodated bicyclists with conventional bike lanes on collector and arterial streets, as well as paved FUTS trails along some streets. The bikeways plan introduces a more robust network that include the following features:

- Designed to be low stress and comfortable. A low stress bikeways network is one where most people will feel safe and comfortable riding a bicycle, regardless of their aptitude. For most people, riding in traffic or on busy streets is a primary source of stress. Consequently, providing an appropriate level of separation from traffic is key to a low stress bikeway network. For streets with moderate volumes and speeds, conventional bike lanes provide dedicated space for bicyclists out of the vehicular travel lane. On streets with high volumes and speeds, bike lanes alone may not be sufficient for most cyclists to feel comfortable, and separated bike lanes, cycletracks, or parallel FUTS trails should be considered. Low stress bikeways appeal to a much broader segment of the population, and as a result, make bicycling more viable as a transportation option.
- Establishes a hierarchy. Bikeways are divided into a hierarchy of four bikeway classes, with primary and secondary bikeways serving as the backbone system of main routes for crosstown and regional bicycle travel. The hierarchy organizes the bikeways system and makes it easier to navigate. The hierarchy also helps guide policies and practices for bikeways; primary and secondary routes are more likely to include separated or higher-level facilities and are considered priority routes for maintenance, snow clearing, sweeping, and closures or detours.
- Includes a variety of facilities. The planned bikeways network is comprised of a variety of facilities, which are categorized based on the extent of separation from traffic and include shared streets like bike routes and bike boulevards, dedicated on-street facilities like bike lanes, and separated facilities such as separated bike lanes, cycletracks, and FUTS trails. The network also includes a variety of intersection and crossing treatments.
- Is comprehensive and cohesive. The plan describes a bikeways system that is comprehensive and cohesive, so anyone can travel conveniently and easily by bicycle to destinations and neighborhoods throughout the community. Routes are designated by number and name to help aid navigation, and a system of wayfinding and directional signs help to pull the system together.



Flagstaff Trails Initiative and the Regional Trails Strategy

The Flagstaff Trails Initiative (FTI) (flagstafftrailsinitiative.org) is a non-profit trail advocacy group that seeks to improve the quality, connectivity and community support for a sustainable trail system in and around Flagstaff. FTI was launched in 2017 as a coordinated, multi-agency effort to prepare a formal, comprehensive recreational trails plan for the region. A planning process was conducted over the next few years, with extensive community involvement and technical assistance through the National Park Service's Rivers, Trails, and Conservation Assistance (RTCA) program. The process was led by the four main trail-managing agencies in the region: the City of Flagstaff, Coconino County, USDA Forest Service, and the National Park Service, and supported by a variety of trail user and advocacy groups, such as Flagstaff Biking Organization, Coconino Trail Riders, R2R Hiking Club, the Coconino Horseman's Alliance, the Sierra Club, and the American Conservation Experience.

The planning process culminated in 2020 with creation of the Flagstaff Regional Trails Strategy. The strategy also identifies almost 100 prioritized recommendations for new trails, realignment of existing trails, connections between trails, adoption or restoration of unauthorized trails, and new or improved trailheads. To advance implementation of the strategy, the four trail-managing agencies signed on to a memorandum of understanding to continue cooperative planning and management of the region's trail system, and FTI was incorporated as a formal advocacy organization.

Arizona National Scenic Trail

The Arizona Trail is an 800-mile non-motorized trail traversing the diverse landscapes of Arizona from Mexico to Utah. Two segments of the Arizona Trail travel through the Flagstaff area: the main route passes through the center of Flagstaff north-south on FUTS trails, while a second route, referred to as the equestrian bypass, skirts around the east side of town. The Arizona Trail Association was formed in 1994 as a volunteer organization to help build, maintain, promote, protect, and sustain the Arizona Trail. The trail was designated a National Scenic Trail in 2009; one of only 11 trails so designated in the United States.



Photo by: Ben Hicks

Flagstaff Loop Trail

The Flagstaff Loop Trail is a 45-mile non-motorized trail around Flagstaff that is intended to provide an exceptional recreational experience close to the urban fringe. Singletrack trails comprise most of the loop, although FUTS trails are used in several locations. The concept is that of a wheel encircling Flagstaff, with FUTS and other trails serving as spokes to provide access from the community, and the loop in turn giving access to the network of singletrack trails and regional open space. The Loop Trail has been planned as a cooperative project between the Coconino National Forest, Coconino County, and the City of Flagstaff. Local advocacy groups, most notably Flagstaff Biking Organization, have also provided extensive volunteer support.

BICYCLE INFRASTRUCTURE GOALS AND POLICIES

Goal T.6. Provide for bicycling as a safe and efficient means of transportation and recreation.

Policy T.6.1. Expand recognition of bicycling as a legitimate and beneficial form of transportation.

Policy T.6.2. Establish and maintain a comprehensive, consistent, and highly connected system of bikeways and FUTS trails.

Policy T.6.3. Educate bicyclists and motorists about bicyclist safety through education programs, enforcement, and detailed crash analyses.

Policy T.6.4. Encourage bikeways and bicycle infrastructure to serve the needs of a full range of bicyclist experience levels.

Policy T.6.5. Provide short- and long-term bicycle parking where bicyclists want to travel.

Policy T.6.6. Integrate policies to increase bicycling and meet the needs of bicyclists into all relevant plans, policies, studies, strategies, and regulations.

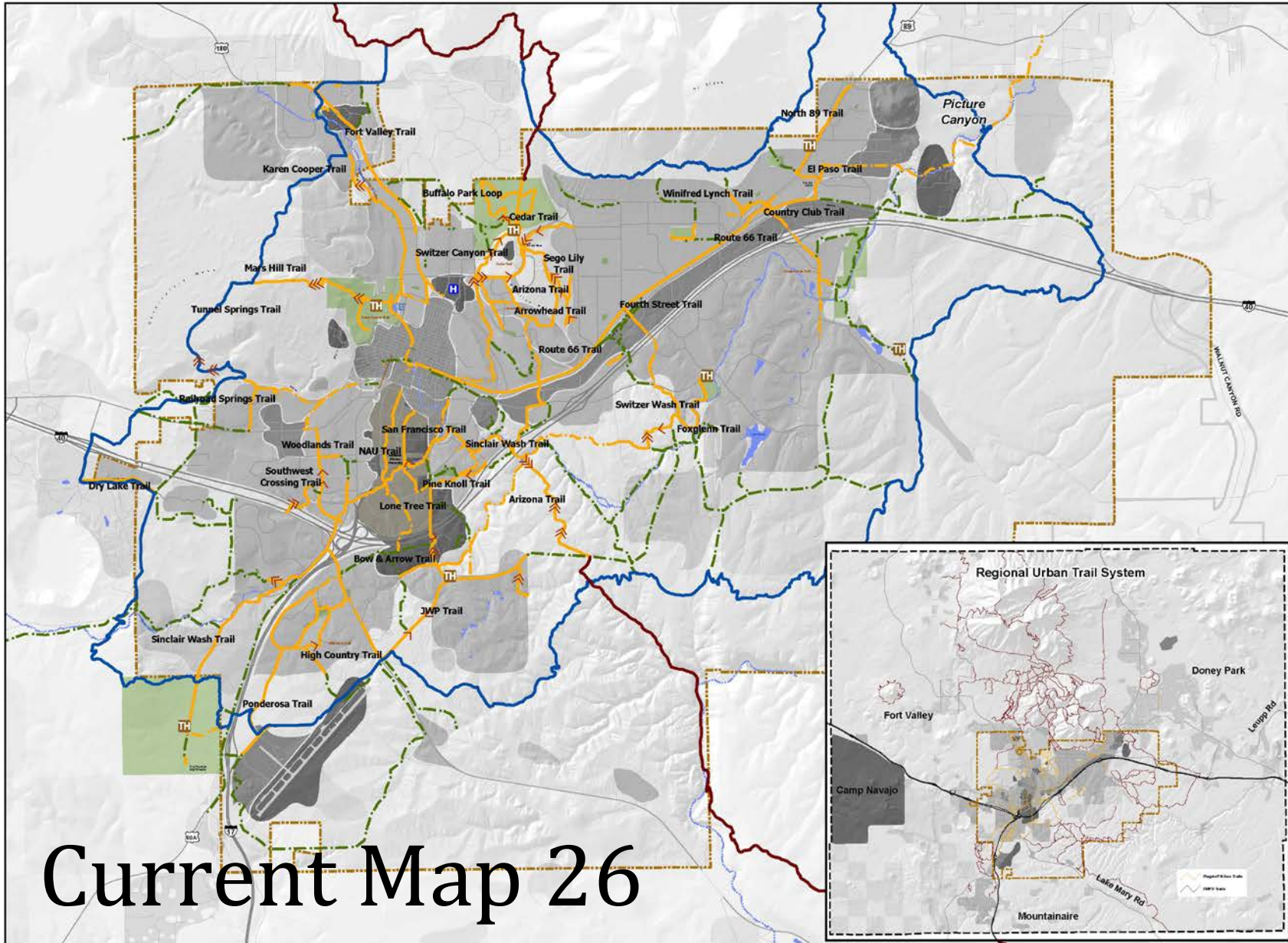




Plan Amendment Proposal

New Maps

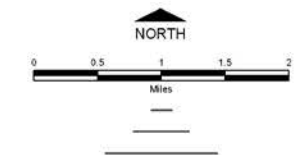
- 26a – Existing and Missing Sidewalks
- 26b – Planned Bikeways by class
- 26c – Enhanced and Grade separated crossings
- 26d – Existing and Planned FUTS
- 26e – Forest Access and Trailheads



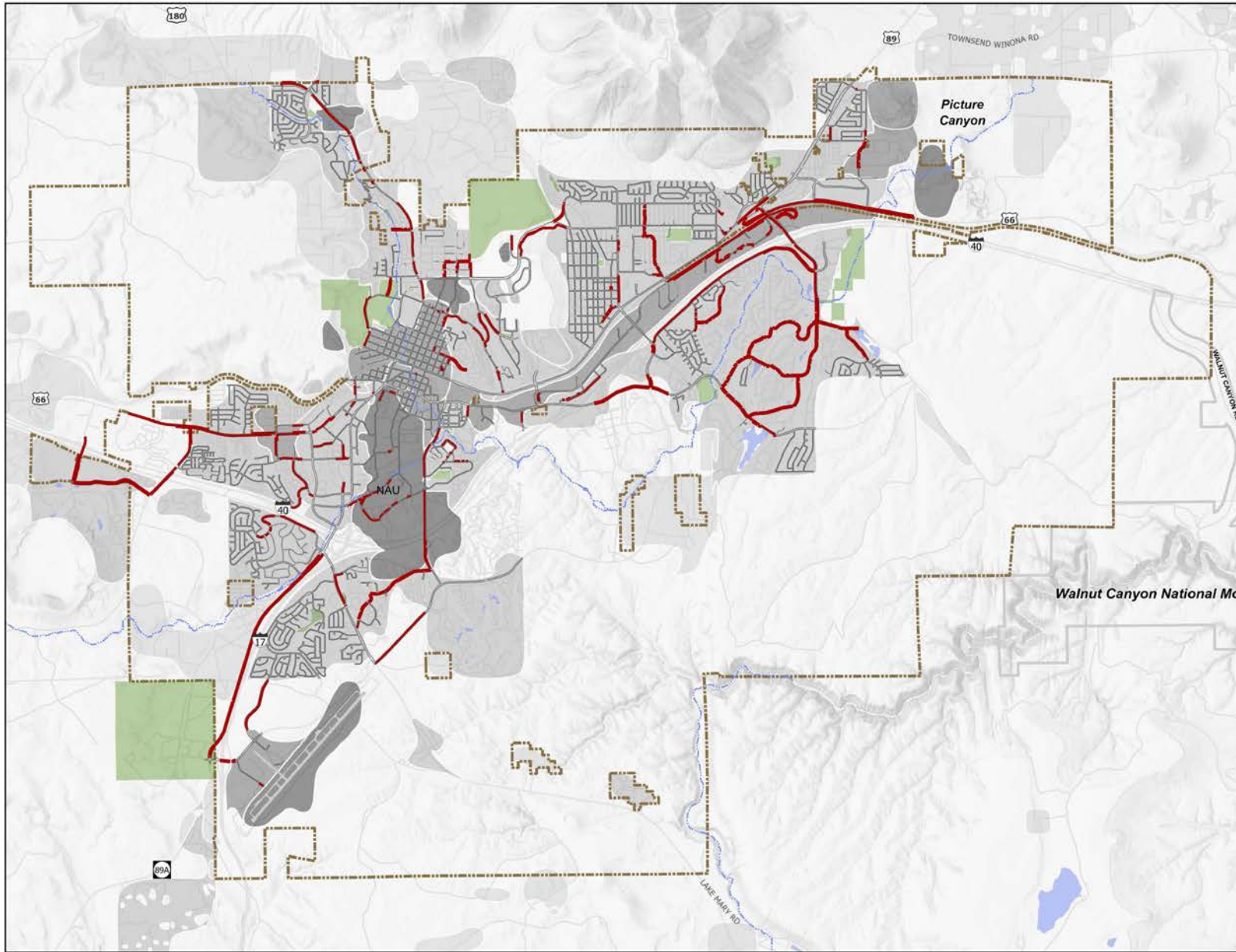
Current Map 26

Map 26:
FLAGSTAFF URBAN TRAILS SYSTEM

- Trailheads
- Moderate hill (arrows point uphill)
- Steep hill
- Very steep hill
- Arizona Trail
- Loop Trail
- FUTA, Existing
- FUTA, Planned
- FUTA, Proposed
- City of Flagstaff
- Open Space - Preserved (Typically USFS); Open Space - Reserved (Typically State Trust)
- Rural - Existing
- Suburban - Existing
- Urban - Existing
- Industrial / Business Park - Existing
- Special District



FLAGSTAFF REGIONAL PLAN
VISION 2030: PLACE MATTERS

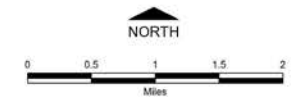


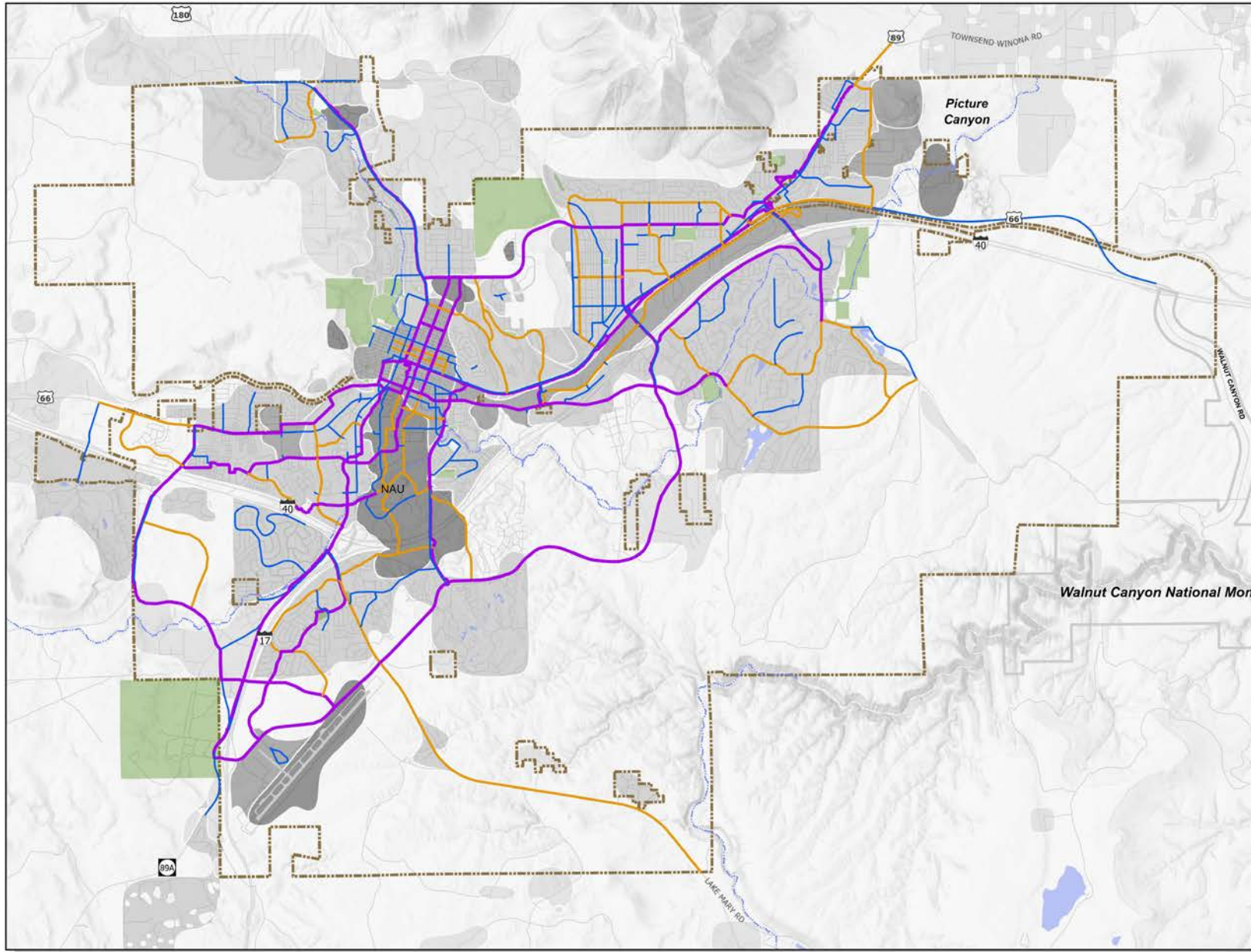
Map 26a:
**EXISTING AND MISSING SIDEWALKS
 ON PUBLIC STREETS**

-  Missing Sidewalks on Major Streets
-  Existing Sidewalks
-  City of Flagstaff
-  Open Space - Preserved (Typically USFS); Open Space - Reserved (Typically State Trust)
-  Rural - Existing
-  Suburban - Existing
-  Urban - Existing
-  Industrial / Business Park - Existing
-  Special District

As Amended November 3, 2022

Please see www.flagstaffmatters.com for an interactive GIS map.





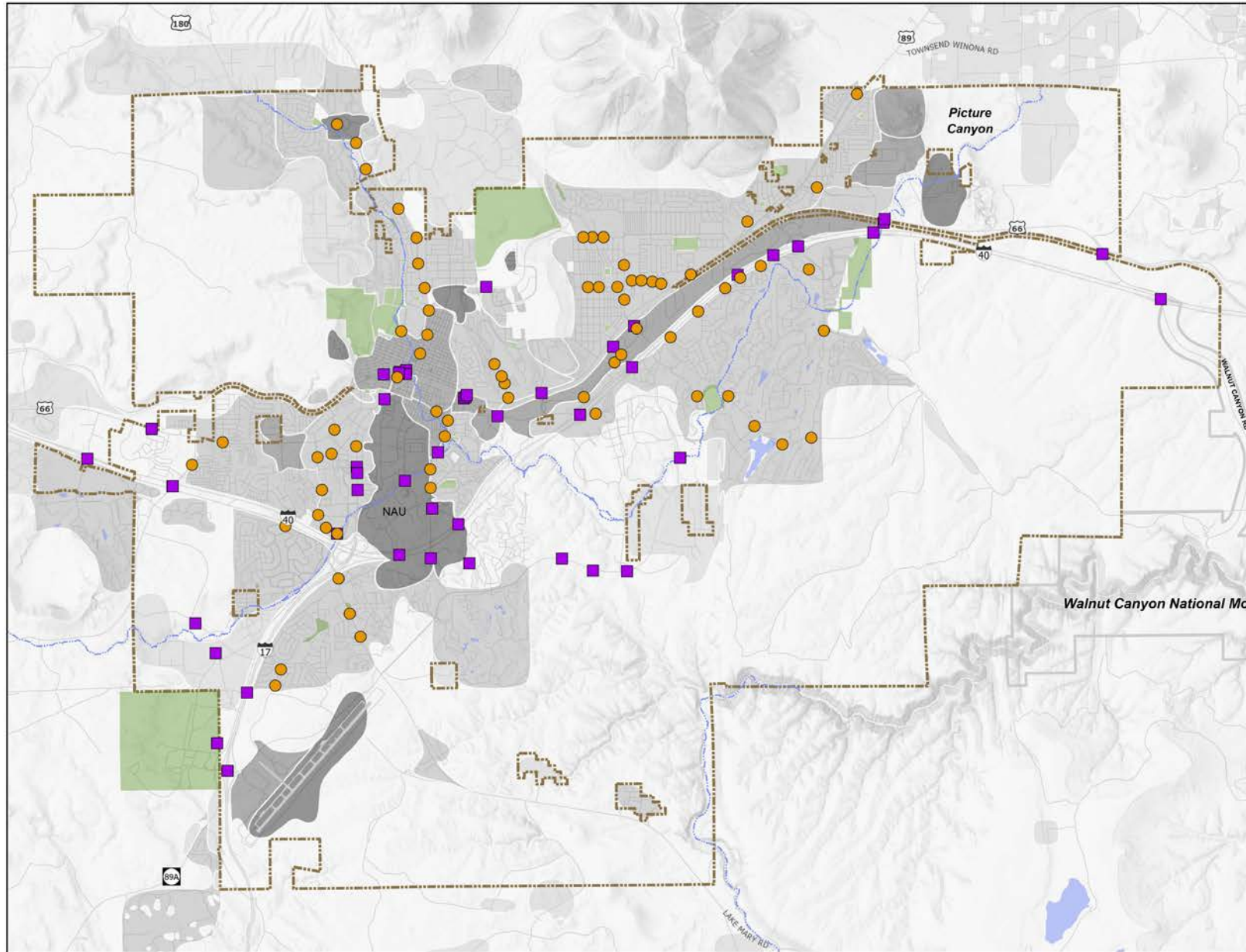
Map 26b:
PLANNED BIKEWAYS BY CLASS

- Planned Bikeways**
- 1 Primary
 - 2 Secondary
 - 3 Third
 - City of Flagstaff
- Open Space - Preserved (Typically USFS); Open Space - Reserved (Typically State Trust)**
- Rural - Existing
 - Suburban - Existing
 - Urban - Existing
 - Industrial / Business Park - Existing
 - Special District

As Amended November 3, 2022

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Map 26c:

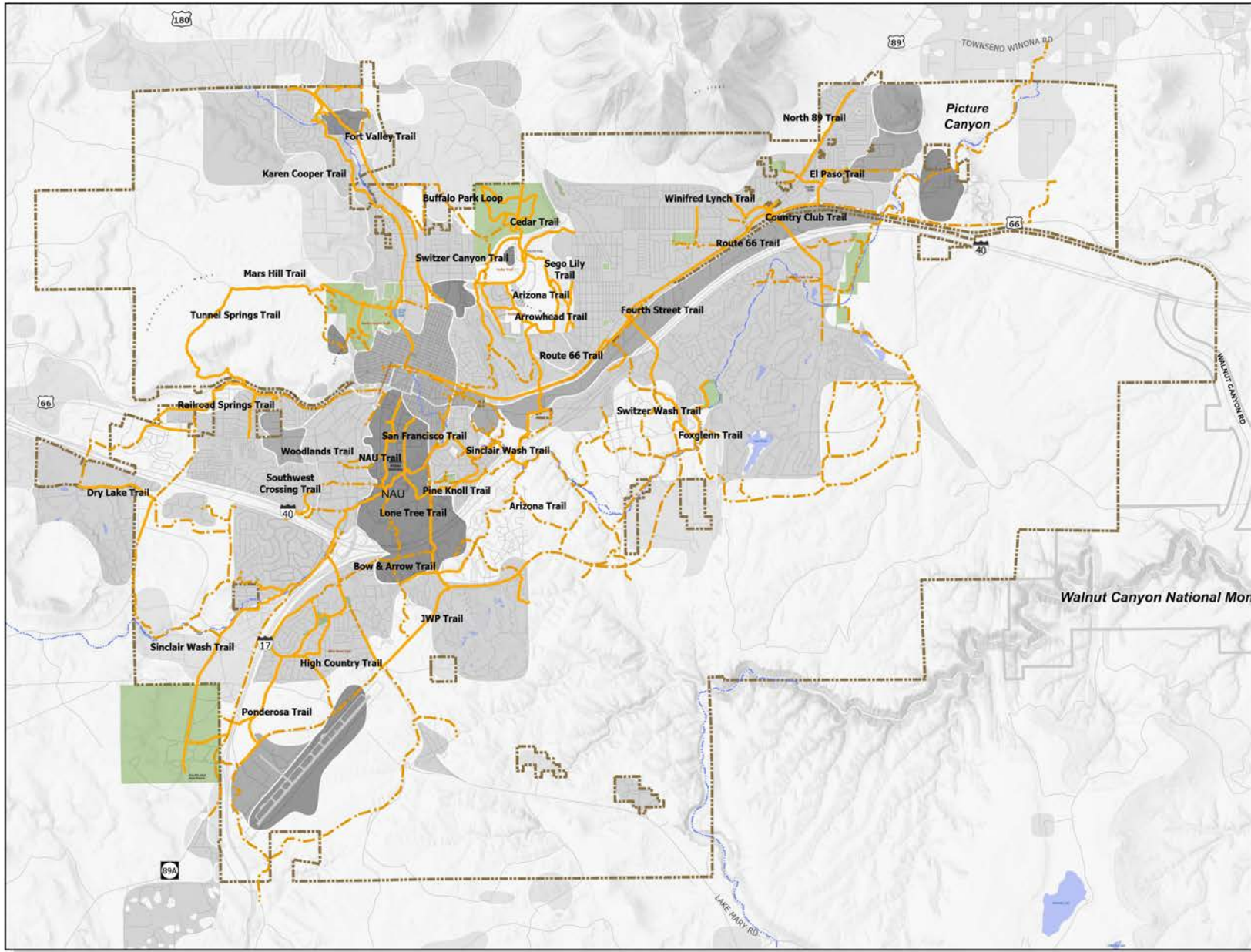
ENHANCED AND GRADE-SEPERATED CROSSINGS

- Enhanced crossings | planned
- Separated crossings | planned
- City of Flagstaff
- Open Space - Preserved (Typically USFS); Open Space - Reserved (Typically State Trust)
- Rural - Existing
- Suburban - Existing
- Urban - Existing
- Industrial / Business Park - Existing
- Special District


As Amended November 3, 2022

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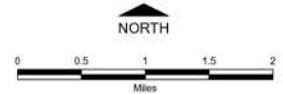


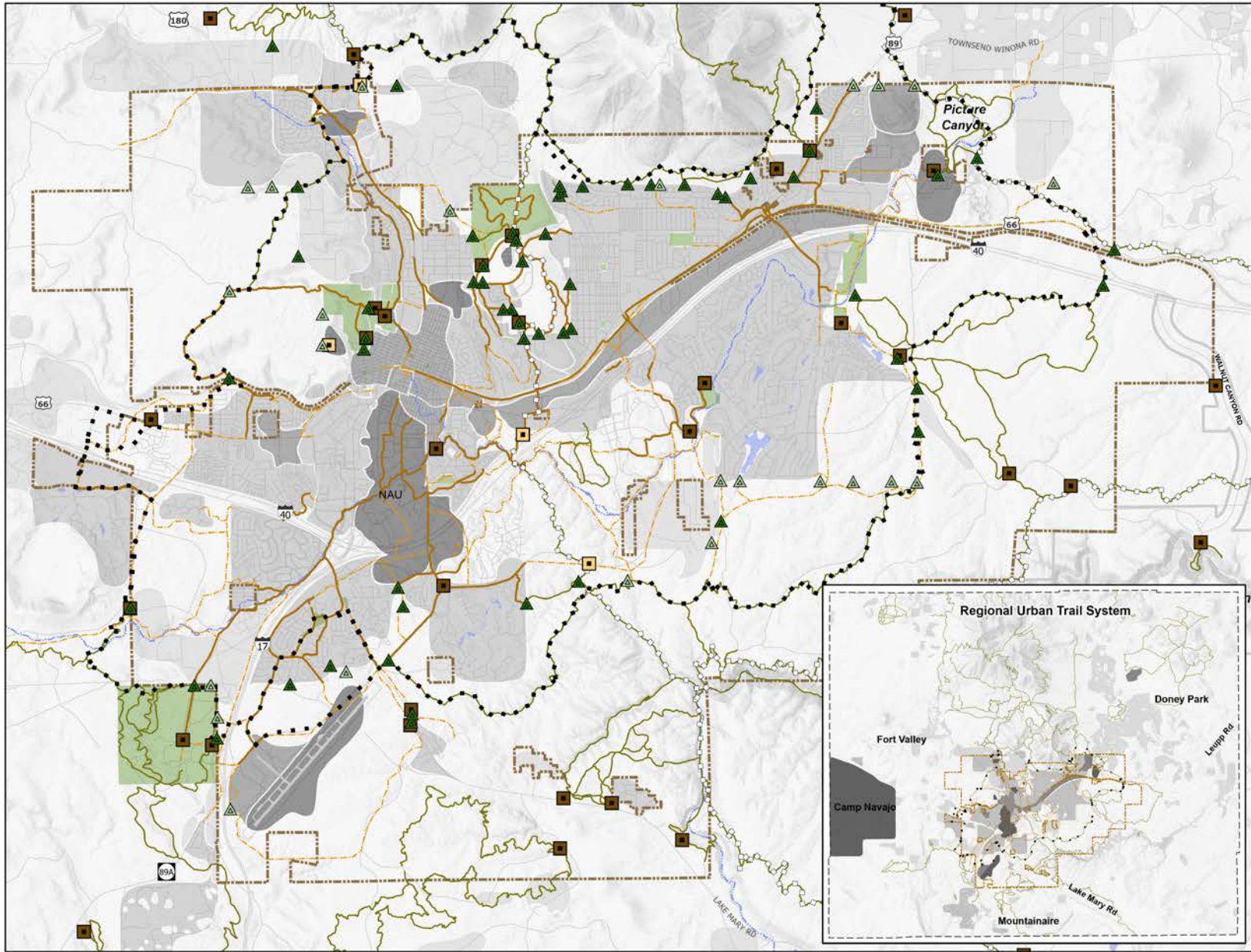
**Map 26d:
EXISTING AND PLANNED FLAGSTAFF
URBAN TRAILS**

-  Existing FUTS trails
-  Planned FUTS trails
-  City of Flagstaff
-  Open Space - Preserved (Typically USFS); Open Space - Reserved (Typically State Trust)
-  Rural - Existing
-  Suburban - Existing
-  Urban - Existing
-  Industrial / Business Park - Existing
-  Special District

As Amended November 3, 2022

Please see www.flagstaffmatters.com for an interactive GIS map.





Map 26e:

FOREST ACCESS AND TRAILHEADS

- Existing trailheads
- Planned trailheads
- Existing forest access
- Planned forest access
- Existing Flagstaff Urban Trails (FUTS)
- Planned Flagstaff Urban Trails (FUTS)
- Singletrack Trails
- Arizona Trail
- Loop Trail
- City of Flagstaff
- Open Space - Preserved (Typically USFS); Open Space - Reserved (Typically State Trust)
- Rural - Existing
- Suburban - Existing
- Urban - Existing
- Industrial / Business Park - Existing
- Special District

As Amended November 3, 2022

Please see www.flagstaffmatters.com for an interactive GIS map.





Why is a plan amendment necessary?

The community discussion on active transportation has evolved rapidly since the 2014 adoption of the Regional Plan. In the process of developing an ATMP, the relationship between the Regional Plan and this new document was reviewed by staff and the public.

There was an acknowledgement that the goals and policies of the Regional Plan fit with the new ATMP but that the supporting text was lacking and the maps were outdated.



Amendment Process

Prepare Application

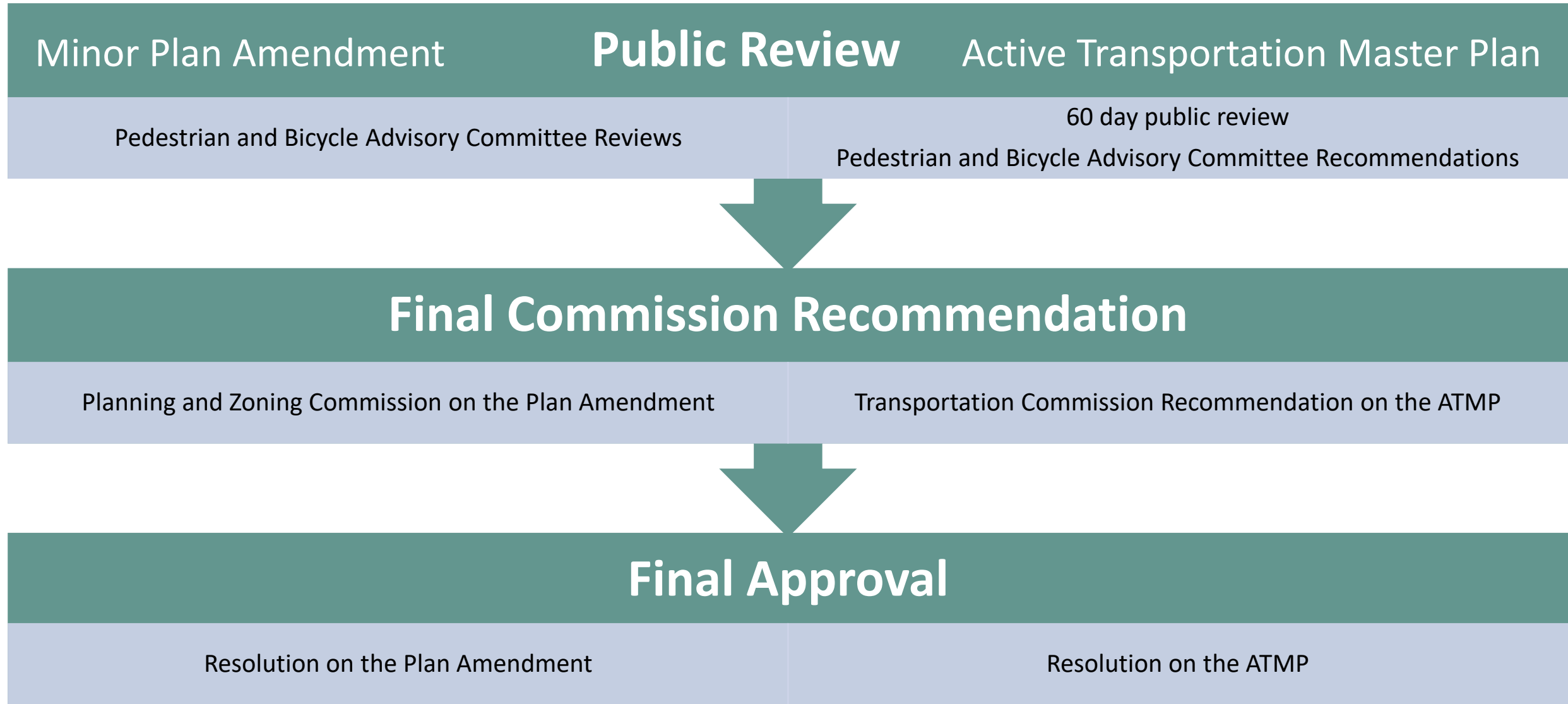
- Prepare draft amendment language and impact analyses
- Inter Division Staff review
- Application deemed complete
- Transmit to other government agencies, utility companies, and the public

Public Hearings

- Public review session with Pedestrian and Bicycle Advisory Committees and the Transportation Commission
- Planning and Zoning Commission Hearing
- Council Hearing



Plan Amendment v. ATMP Process



Plan Conformance

Finding #1

Goals and policies
support the amendment
Substantial conformance

- Improve Accessibility
- Support more types of facilities in support of Bicycling, Walking and Complete Streets goals
- Mode shift in support of climate neutrality



Community Benefits

Finding #2

- Consideration of emerging technology and micromobility in creating carbon neutral transportation options
- Public health benefits from the increase in activity for individuals and households
- Opportunities to decrease the number of bicycle and pedestrian accidents by creating greater separation and updated design standards that would result from plan implementation





Plan Amendment Proposal

Planning and Zoning Commission Recommendation

Recommend that the City Council approve the Active Transportation Minor Regional Plan amendment, case PZ-21-00129-01 with map corrections. *

*Maps in Exhibit A attached to the Resolution have these corrections incorporated.



Arizona State Land Comments

ASLD supports planning documents that depict trails co-located with planned roadway alignments. Depiction of planned trails on State Trust Land do not constitute final location of or legal access to trails unless a legal trail easement is obtained from ASLD. In the absence of a legal trail easement, any recreational use of State Trust Land requires that individuals and/or groups obtain a Recreation Permit. Permits can be acquired through ASLD's online portal at <https://asld.secure.force.com/recreationalpermit/>.

Certain State Trust Lands may be closed by the State Land Commissioner to some or all recreational activities, such as camping or campfires. Currently, no trail easements exist within TRS 21N, 8E, 20. ASLD would like the opportunity to continue working with the City staff in order to determine the most appropriate plan for future trails within Section 20 before this minor amendment is finalized.



Plan Amendment Proposal

Staff Recommendation to address ASLD comment

Recommend that the City Council approve the Active Transportation Minor Regional Plan amendment, case PZ-21-00129-01 with the following conditions:

- Add State land boundaries to all maps
- Add the recommended disclaimer to Map 26d
- Maintain the trails as shown in Section 20 on the current Map 26 in Map 26d and Map 26e**

** These maps would be updated before the effective date.