

Active Transportation Master Plan

City Council | 1 November 2022

City of Flagstaff



DRAFT Active Transportation Master Plan

October 2022



Active Transportation Master Plan

- Guide to making walking and biking in Flagstaff more functional, attractive, convenient, safe and comfortable
- Numerous City plans indicate support for walking and biking, starting with the Regional Plan, at a high level
- The ATMP provides the details

Chapters



- 1 Introduction
- 2 Current conditions
- 3 Goals, policies, and strategies
- 4 Outcomes, indicators, and targets
- 5 Implementation
- 6 Planning considerations
- 7 Design guidance
- 8 Infrastructure recommendations

1 Introduction

- Intent of the ATMP
- Policy context
- How this plan is used
- How this plan was developed
- Guiding principles
- Approach



Intent of the ATMP

- Provide **policy guidance** to advance the transportation goals and vision of the Regional Plan
- Establish specific **goals and strategies** to support and promote walking and biking
- Identify and prioritize needed **pedestrian and bicycle infrastructure**
- Set forth **planning and design guidance** for walking and biking
- Facilitate a change (**the Big Shift**) in Flagstaff's approach to transportation planning

Guiding principles (select)

- Walking and biking are important to Flagstaff – support mobility, equity, health, sustainability, economy
- Flagstaff has a significant opportunity, but it takes an effort
- People walk and bike when it is comfortable, convenient, and useful
- Walking and biking are critical elements of a robust transportation system
- Part of a larger context of land use, community character, and street design

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
- Use TDM as a guiding principle



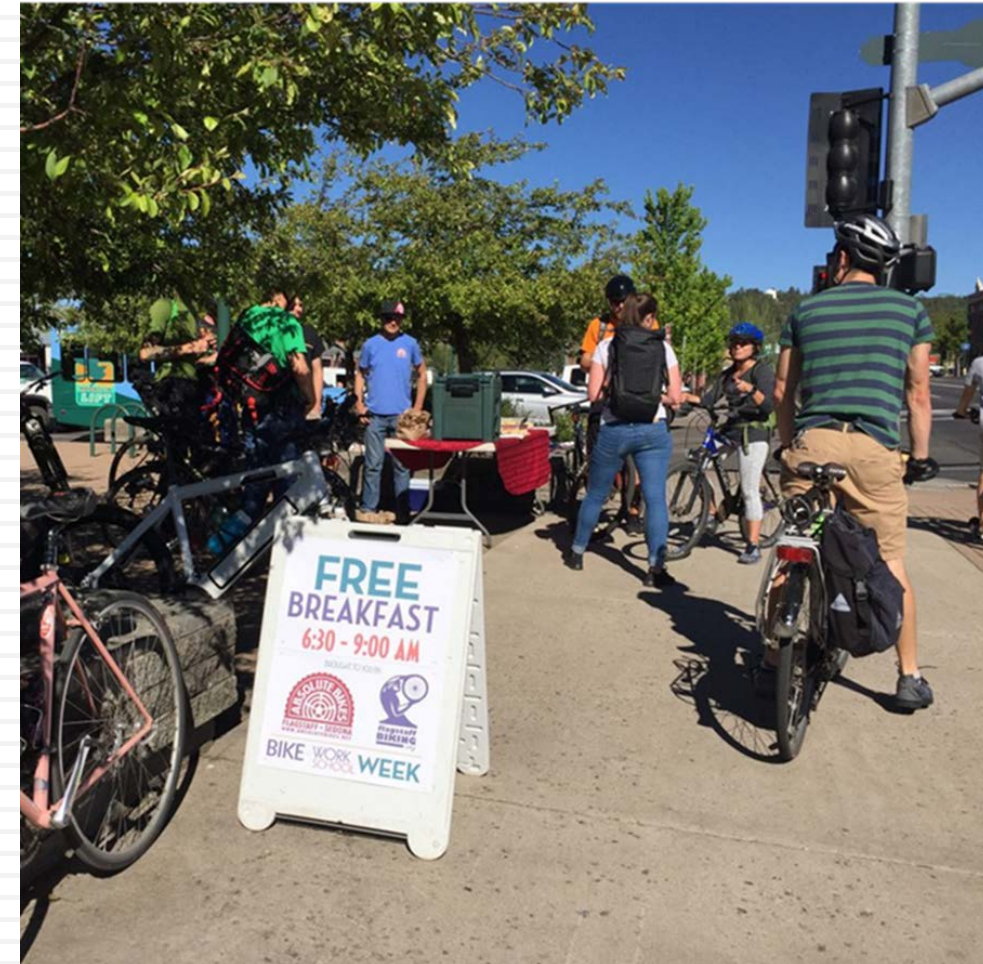
2 Current conditions

- **Status** of walking and biking: infrastructure, mode share, safety, national measures
- **Challenges** for walking and biking
- The **opportunity** in Flagstaff



3 Goals, policies, and strategies

- **13 GOALS**
- **32 POLICIES** organized into 6 topics
 1. Infrastructure
 2. Maintenance and operations
 3. Support and encouragement
 4. Safety
 5. Transportation and land use planning
 6. Evaluation
- **143 STRATEGIES** in Appendix A



4 Outcomes, indicators, and targets

- **Outcomes:** People walk and bike more
- **Indicators:** Walking and biking mode share is increasing
- **Targets:** Walking and biking mode share increase by 50% by 2027
 - Target areas: mode share – safety – recognition
 - Time frames: current (2022) – 5 years (2027) – 20 years (2042)

5 Implementation

- Recommends 13 **priority actions**: 4 in first year, 9 in first five years
- Outlines opportunities for **implementation** of the plan
- Some thoughts about the **resources** needed/available



6 Planning considerations

Transportation Planning

- Travel demand management
- Traffic and congestion
- Other approaches – complete streets, context sensitive solutions
- Universal design and accessibility
- Equity
- Transit
- Micromobility

Land use and urban form

- Land use
- Urban design
- Placemaking
- Connectivity
- Parking
- Area types and activity centers
- NAU campus

7 Design guidance

- Streets
- Pedestrian facilities
- Bicycle facilities
- Trails
- Crossings
- Maintenance and operations



8 Infrastructure recommendations

- Prioritization process to make sure the most needed/beneficial projects are built first
- Recommendations for missing/needed facilities:
 - Sidewalks
 - At-grade crossings
 - Grade-separated crossings
 - Bikeways
 - FUTS trails & other trail facilities



Pedestrian and bicycle infrastructure

- Fills out 20-year program of ped/bike projects with funding from
 - Transportation sales tax/Prop 419 (\$29m)
 - First Mile Last Mile grant (\$5.5m)
- Incorporated into City's 5-year Capital Improvements Program (CIP)

Who is this for

- Someone who wants to reduce their carbon footprint by driving less
- People who are motivated to improve their health by exercising more
- Moms and dads who enjoy the time spent walking or biking to school with their children
- Individuals with mobility challenges who are able to walk and bike to nearby destinations, or to Mountain Line stops, to improve their mobility and reduce reliance on paratransit

Who is this for

- Service workers who walk or bicycle to their jobs because vehicle ownership is unaffordable, and transit does not run early or late enough to meet their needs
- Kids who find new independence through walking and biking, and not relying on their parents to take them places
- Seniors who no longer drive, but are still able to walk or bike
- Families who find that housing is more attainable when they can reduce the cost of transportation by driving less or getting rid of a car

www.flagstaff.az.gov/atmp

