



DATE: 20 September 2023
TO: Mayor and Council
FROM: Martin Ince, Multimodal Transportation Planner
SUBJECT: **Walk Friendly Communities**

Walk Friendly Communities (WFC) is a national recognition program intended to encourage communities to support safe and comfortable walking environments.

Walk Friendly Communities website: <https://www.walkfriendly.org/>
Flagstaff WFC page: <https://www.walkfriendly.org/communities/flagstaff-az/>

The City of Flagstaff first applied for WFC status in 2010 and was designated at the bronze level. This was the first year of the program, so we are one of the inaugural walk friendly communities. Flagstaff remains the only WFC in Arizona.

In 2015, the City submitted an application for renewal of WFC status, and was redesignated at the bronze level.

In 2022, we were given an option to submit a short renewal survey to remain at the bronze level, or submit a complete application to potentially move up in level. Following consultation with the Pedestrian Advisory Committee, we opted to complete the renewal survey at the bronze level. The decision was made, in part because our focus at the time was completing and gaining approval of the Active Transportation Master Plan, and in part because we considered we had a better opportunity to move up from bronze following adoption of the ATMP.

Our current designation is good for five years, through 2027. However, we can submit a new application prior to expiration if we think we can move up in level. During the renewal discussion, PAC indicated its desire to apply to move up prior to 2027.

One of the ATMP's targets is for Flagstaff to achieve gold level status by 2027, and platinum status by 2042, in both the walk friendly and bicycle friendly community programs.

Attachments

- 2010 WFC application
- 2010 Community feedback and report card
- 2015 WFC application
- 2022 WFC renewal survey



Walk Friendly Communities

Last updated 12/15/2010

Print This Page

Community Profile

This section is intended to provide applicants with a chance to describe their communities. Having an understanding of the geographic, demographic, and economic make up of the community can help explain the challenges and opportunities that the community faces when planning for walking.

Contact Information

Name of Community:

Mayor or Top Official:
Please include the person's title

Mayor's Phone:

Community Contact Name:

Position/Employer:

Contact Address:

Address (line 2):

City:

State:

Zip code:

Phone/Fax:

Email:

Web site:

Pedestrian Coordinator & Government Staff

List your official pedestrian coordinator or pedestrian issues contact person on government staff, and identify his/her department.

Contact Person:

Contact Person Dept:

How many hours are spent per year in this capacity?

Is this person also the bicycle coordinator?

Yes No

List all other government staff or contractors whose primary duties are devoted to walkability and pedestrian safety issues:

Kim Austin
Safe Routes to School Coordinator
Coconino County Health Department
2625 North King Street
Flagstaff, AZ 86004
928-679-7213

Do you have a Pedestrian Advisory Committee, Ped/Bike Council or other venue for citizen input?

Yes No

If yes, please provide the name of the Chair and their contact information:

Pedestrian Advisory Committee

Heather Taylor, Co-Chair
Coconino County Health Department
2625 North King Street
Flagstaff, AZ 86004
928-679-7262

Kim Austin, Co-Chair
Coconino County Health Department
2625 North King Street
Flagstaff, AZ 86004
928-679-7213

Do you have an independent pedestrian advocacy organization?

Yes No

If yes, please provide the name and contact information:

Scalawags
Jack Welch
928-714-0504

Community Profile

Population:

Area of municipality: (square miles)

Population Density:

Total Area: (square miles)

Park Land: (square miles)

Land Area: (square miles)

Avg Temperature January: °F

Avg Precipitation January: inches

Avg Temperature April: °F

Avg Precipitation April: inches

Avg Temperature July: °F

Avg Precipitation July: inches

Avg Temperature October: °F

Avg Precipitation October: inches

Median Household Income:

Age Distribution:

under 20: %

age 20-64: %

age 65-84: %

Over 85: %

Race/Ethnicity (categories based on the U.S. Census)

Hispanic or Latino (of any race): %

Not Hispanic or Latino:

82.7 %

White: 76.1 %

Black or African-American: 2.2 %

Asian: 2.2 %

American Indian/Alaska Native: 14.4 %

Pacific Islander: 0.2 %

Other: 7.5 %

One race: 97.6 %

Two or more races: 2.4 %

Status of Walking

This assessment tool seeks to learn how *much* people are walking and how *safe* they are when they are doing so. Therefore, the outcomes that are most significant for the purposes of this tool are the numbers of walkers and the number of pedestrian crashes. Walk Friendly Communities is looking for communities that have created environments in which many people walk *and* pedestrian crash rates are low, or those communities that are making significant progress towards those ends. These two questions focus on these specific outcomes, while other questions in this survey address what measures are used by communities to facilitate walking and improve safety.

Question 1

According to the 1990 and 2000 Census, what percentage of residents used the following modes for their commute to work?

Walking 1990:	<input type="text" value="10.4"/>	%
Walking 2000:	<input type="text" value="7.2"/>	%
Bicycling 1990:	<input type="text" value="2.8"/>	%
Bicycling 2000:	<input type="text" value="3.7"/>	%
Public transit 1990:	<input type="text" value="0.7"/>	%
Public transit 2000:	<input type="text" value="0.6"/>	%
Single-occupant vehicles 1990:	<input type="text" value="70.1"/>	%
Single-occupant vehicles 2000:	<input type="text" value="69.4"/>	%
Carpool 1990:	<input type="text" value="12.6"/>	%
Carpool 2000:	<input type="text" value="14.7"/>	%

Please also provide the latest walking percentage of commuting to work from the most recent 3-year estimates of the American Community Survey:

%

If your community conducts its own travel counts, please include a link, attachment or description of those count results:

Web Link:

Current travel count file:

Flagstaff Trip Diary Survey of Community Travel Patterns.pdf

File Upload:

Only RTF, PDF, and word documents are permitted

Count Results Description:

Single occupant vehicle: 55.1%
Multiple occupant vehicle: 19.8%
Transit: 2.7%
Bicycle: 9.0%
Walk: 13.3%

Question 2

How many pedestrian/motor vehicle crashes were reported in each of the last five years; and how many of these crashes resulted in injuries and fatalities?

Number of Pedestrian Motor Vehicle Crashes – 2009:

Number of Pedestrian Motor Vehicle Crashes – 2008:

Number of Pedestrian Motor Vehicle Crashes – 2007:

Number of Pedestrian Motor Vehicle Crashes – 2006:

Number of Pedestrian Motor Vehicle Crashes – 2005:

Number of Pedestrian Injuries – 2009:

Number of Pedestrian Injuries – 2008:

Number of Pedestrian Injuries – 2007:

Number of Pedestrian Injuries – 2006:

Number of Pedestrian Injuries – 2005:

Number of Pedestrian Fatalities – 2009:

Number of Pedestrian Fatalities – 2008:

Number of Pedestrian Fatalities – 2007:

Number of Pedestrian Fatalities – 2006:

Number of Pedestrian Fatalities – 2005:

Question 3

What trends, major changes, or significant progress in walking volumes and pedestrian/motor vehicle crashes has your community witnessed over the past 20 years or since it has begun addressing pedestrian issues and concerns in a comprehensive way?

We believe that walking trips, as a percentage of all trips, are increasing, and we will be monitoring trends over time through the trip diary survey. We also anticipate that crash rates will decline.

Other trends indicate an increasing acknowledgement of the importance of pedestrian accommodation and walkability for the community:

- Increased enforcement and citations for pedestrian safety violations
- Coconino County's Safe Routes to School and Safe Kids Coalition efforts to educate and increase awareness for both pedestrians and motorists
- Opportunities for public involvement through the Pedestrian Advisory Committee
- Better pedestrian accommodation in street design and transportation planning
- Revisions to City plans and ordinances that address good land use policies and regulations to support walkable environments.

Planning

Pedestrian issues are addressed at many different levels of planning, ranging from neighborhood plans to city, county, state, and federal policies and plans. A comprehensive pedestrian plan should address all five Es (education, encouragement, enforcement, engineering and evaluation) along with public involvement. With thorough planning, a community can become proactive rather than reactive in addressing issues of pedestrian accessibility, safety, and aesthetics. Planning involves soliciting public input, collecting information about current and future conditions, and considering what policies, plans, programs and resources a municipality will require to meet your community's needs.

Question 1

Has your community adopted a pedestrian plan or pedestrian safety action plan?

Yes

Please provide a link or attachment of the plan.

Link to action plan:

Action plan file upload:

Only RTF, PDF, and word documents are permitted

What year was the plan adopted: |

What performance indicators or other techniques does your community use to monitor completion?

As a follow-up to adoption of the Regional Transportation Plan, the Flagstaff Metropolitan Planning Organization is preparing performance measures to help assess implementation and completion of the plan.

Does your community's pedestrian plan or other adopted plan or policy establish a target mode share for walking?

Yes No

If so, what is the target walking share? %

Does the plan have a safety goal (such as the reduction in pedestrian crashes)?

Yes No

What elements of the plan are complete?
(Indicate what percent of the plan is complete, if possible.)

The City's five-year capital plan for FUTS trails accounts for completion of the primary system of FUTS trails, as well as completion of missing segments of other trails, within the next 5-7 years.

The City is also working to comprehensively inventory sidewalks and other pedestrian facilities, as well as existing pedestrian levels of service, to assist in a process to comprehensively identify deficiencies and plan improvements.

Question 2

Has your community adopted an ADA Transition Plan for the public right of way?

Yes

There are state roads in most communities. Has your state DOT adopted an ADA Transition Plan?

Yes

Question 3

Has your community adopted a Complete Streets policy or ordinance?

Yes

If yes, please provide a link or attachment of the document.

Link to document:

Document upload:

Only RTF, PDF, and word documents are permitted

Is the Complete Streets Ordinance being implemented and to what degree?

Yes No

Percent implemented: %

Who is responsible for the implementation of the Complete Streets Ordinance?

How is Complete Streets work funded? (i.e., is it routinely funded as part of the project, funded with other set-aside funds, etc.?)

Question 4

Please briefly describe how public input is used in the municipality's planning process. Mention the role that citizen participation, advisory board review, and/or the municipality's pedestrian/bicycle advisory council play in the process. How do you assure that individuals with disabilities are included in the public input process?

Provide any relevant links or attachments that indicate the formal and informal public participation and advocacy efforts in your community (i.e., a link to the pedestrian and bicycle advisory board website, if it exists, or documented guidelines for public participation in the planning process).

Website link:

Participation file upload:

Only RTF, PDF, and word documents are permitted

Question 5

Does the city have a policy requiring sidewalks on both sides of arterial streets?

- Yes No

On both sides of collector streets?

- Yes No

Sidewalk funding and installation: (if applicable, please provide a link or attachment of the relevant ordinance or policy)

Sidewalk funds link:

Sidewalk funds file upload:

Only RTF, PDF, and word documents are permitted

Does the city require sidewalks to be constructed or upgraded with all (or the vast majority of) new private development?

- Yes No

Does the city have a sidewalk retrofit policy to fill gaps, repair sidewalks, and provide new sidewalks as needed?

- Yes No

Question 6

Has your community established a connectivity policy, pedestrian-friendly block length standards and connectivity standards for new developments, or convenient pedestrian access requirements?

- Yes

If yes, please provide a link or attachment of the policy or ordinance.

Link to document:

Document upload:

Only RTF, PDF, and word documents are permitted

Question 7

Do you have a trails plan?

Yes No

Is it routine policy to preserve rail corridors no longer needed for railroad purposes?

Yes No

How many miles of trails (paved/hard surface/natural) currently exist in your community?

miles

How many miles of trails are included in your current planning documents?

miles

Please provide a link or attachment of relevant plan, if available.

Link to document:

Trail plan document upload:

Only RTF, PDF, and word documents are permitted

Briefly describe trails and paths that are provided around the following locations. Include any relevant internet links that illustrate trail networks.

Lakes and waterways:

Almost 13 miles of planned and existing FUTS (Flagstaff Urban Trails System) trails generally follow the course of the Rio de Flag through Flagstaff

A short section of the Rio North FUTS trail passes a small pond just northwest of downtown, and a short spur trail makes a loop around the pond

A series of privately owned and maintained trails circle two small lakes on the east side of town

Utility corridors:

A number of planned and existing trails follow water/sewer line easements, gas pipelines, and overhead electrical corridors

Municipal golf courses:

Flagstaff does not have a municipal golf course. There is a public and a private golf, but neither includes any public trails

Private development (e.g. office parks, hospitals, residential developments):

The system of existing and planned FUTS trails is intended to provide trail access to neighborhoods, shipping and employment areas, schools, parks, and open space throughout the community:

At present there are just over 50 miles of existing trails, and the master plan call for a total of 145 miles.

60 percent of all residences in Flagstaff are within one-quarter mile of an existing FUTS trail, and 80 percent are within one-quarter mile of an existing or planned FUTS trail.

68 percent of all non-residential buildings are within one-quarter mile of an existing FUTS trail, and 86 percent are within one-quarter mile of an existing or planned FUTS trail.

The FUTS master plan includes a number of access trails to provide better connectivity to the system, and opportunities for connection to the system is routinely addressed in review of new development.

Other open space:

The City's trails plan and open space plan have been developed together, so many trails are within an open space corridor, and existing and planned open space typically includes trail access.

There are many miles of singletrack trails in the Coconino National Forest, which virtually encircles Flagstaff. A number of these trails are easily accessible from town and link to the City's FUTS system.

Is it routine policy to build trails and paths with all new and major re-developments?

- Yes No

Is it required through zoning regulations?

- Yes No

Are incentives provided to encourage trail construction?

- Yes No

If so please provide a link or attachment of the policy or ordinance.

Link to trail incentive:

Incentive file upload:

Only RTF, PDF, and word documents are permitted

Question 8

Is your community served by public transportation?

Yes

If yes, please list the agencies and whether they are city, regional, or both.

Mountain Line provides bus service on 6 fixed routes throughout Flagstaff, and Mountain lift provides door-to-door paratransit service for the disabled in Flagstaff.

Both services are operated by the Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA), a regional transit agency.

Please provide the following performance indicators and details to indicate how well your community is served by public transportation.

Percent of population living within a quarter mile of a bus stop or 1/2 mile of a rail station:

57 %

Service miles per capita: 9.9

Hours of operation for transit service:

Weekday: 6:15 am - 10:00 *range of hours*

Weekend: 7:15 am - 8:00 *range of hours*

Average headway on bus routes: 30 *minutes*

Average headway on train routes: N/A *minutes*

Average peak period bus headway: 30 *minutes*

On time performance (%): 82 %

Percent of bus stops that have wheelchair accessible shelters:

35 %

What route planning software and trip information is provided?

Google Transit; route schedules posted

Sidewalk, curb ramps, and street crossings around the majority of bus stops are ADA compliant (check one):

None Few Some Most All

Question 9

Which of the following approaches does your community use when planning for parking?
Please provide a link or attachment of relevant ordinance or policy and describe when and where these strategies are used. (check all that apply)

- Maximum parking standards or absence of minimum parking standard

Link to standard:

<http://www.flagstaff.az.gov/DocumentView.aspx?DocumentID=155>

File upload:

Only RTF, PDF, and word documents are permitted

Description of standards:

For major site developments, parking supply cannot exceed the minimum requirements by more than 5%, unless provided in structured parking.

- Parking location requirements (i.e., parking below, beside, or behind a building; allowing on-street parking to meet minimum parking requirements)

Link to location requirements:

<http://www.flagstaff.az.gov/DocumentView.aspx?DocumentID=155>

File upload:

Only RTF, PDF, and word documents are permitted

Description of requirements:

Design review standards require new buildings to be built at the sidewalk edge when feasible; and most or all parking must be to the side or behind the building.

- Surface lot size and design requirements, including pedestrian and vehicle separation, locating lots to the side or behind businesses, alternative use of parking lot, landscaping, etc.

Link to size/design requirements:

<http://www.flagstaff.az.gov/DocumentView.aspx?DocumentID=1443>

File upload:

Only RTF, PDF, and word documents are permitted

Description of requirements:

Major developments must provide clear, continuous routes through parking lots to building entrances, including enhanced gateways and drive aisle crossings

Most or all parking is to be located to side or behind buildings

A single parking area cannot exceed 200 by 200 feet without landscape buffers; larger areas must be broked by landscape buffers at least 20 feet in width with a sidewalk or 12 feet in width without a sidewalk

Shared parking allowances

Definition: Shared parking lots can reduce the total number of parking spaces needed in a particular area by coordinating peak parking demand times between different buildings and different uses. For instance, an office building might be able to share a parking lot with a restaurant that operates only in the evenings, as the former would use the lot during the day and the latter would use it at night.

Link to allowances:

<http://www.flagstaff.az.gov/DocumentView.aspx?DocumentID=1443>

File upload:

Only RTF, PDF, and word documents are permitted

Description of allowances:

Design review guidelines encouraged shared parking to reduce the number of parking spaces provided on site.

Priced public parking

Parking cashout incentives

Definition: Parking cashout is a financial incentive in which employees who do not drive and park at work receive a subsidy that approximates the cost employers bear to provide free parking to employees.

In the TND district, residential uses must be located above the first floor in mixed-use districts.

- Density bonuses to developers are provided for providing amenities that enhance walkability and liveability

Definition: Density bonuses are used by local governments to allow a developer to build at a higher density than zoning permits in exchange for providing affordable residences or walk-friendly amenities.

Link to measure:

<http://www.flagstaff.az.gov/DocumentView.aspx?DocumentID=1143>

File upload:

Only RTF, PDF, and word documents are permitted

Description of measure:

Design review guidelines include a number of "Flexible Measures" that allow reductions in required parking, increases in building height, reductions in building setbacks, and other modifications in exchange for good design and other amenities.

- Form-based or design-based codes are used

Definition: These codes are an alternative to conventional zoning that can be used to ensure a walk friendly environment by regulating the form, scale and massing of buildings rather than the use. They are typically presented with both diagrams and words.

Link to measure:

<http://www.flagstaff.az.gov/DocumentView.aspx?DocumentID=1143>

File upload:

Only RTF, PDF, and word documents are permitted

Description of measure:

The City's Land Development Code (LDC) includes a Traditional Neighborhood District, which is form-based. A major overhaul of the LDC is currently in progress; the new draft code include additional form-based regulations.

Other (please describe)

Question 11

Please briefly describe any urban design features or pedestrian amenities that your community uses or requires to create a comfortable and attractive walking environment. Include features such as sidewalk furniture, landscaping, art, and lighting; building and facade design requirements; and amenities like public restrooms, water fountains, and signs or wayfinding systems.

The City's Design Review Guidelines include a number of requirements to provide pedestrian amenities and a comfortable, convenient walking environment:

- Provide convenient connections to regional pedestrian and bikeway circulation systems.
- Provide convenient pedestrian and bikeway connections to abutting properties when feasible.
- Provide a convenient walkway to an abutting public transit stop.
- Where two or more buildings will be located on a major site development, arrange them in a cluster to define outdoor spaces.
- Organize the public edges of a site to provide visual interest to pedestrians.
- Locate a building entry at the sidewalk edge when feasible.
- Provide an outdoor public space on a major site, development when feasible. A minimum of 5% of the site shall be outdoor public space.
- Provide outdoor seating that is usable for extended periods of the year.
- Link the various functions and spaces on a site with pedestrian ways in a coordinated system.
- Position the streetside and internal walkways to encourage pedestrian use.
- Use walkway hard surface materials that will encourage use by pedestrians.
- Clearly define a key pedestrian gateway into a major site development with distinctive landscape elements.
- Enhance a key pedestrian way at a street or drive crossing.
- In major site developments, provide a clear, continuous, pedestrian route through a parking lot to a building entrance.

- Orient the primary entrance of a building to face a street, plaza or pedestrian way.
- Develop the street level of a building to provide visual interest to pedestrians.

Please provide a link or attachment of the ordinance or policy that addresses these features.

Link:

<http://www.flagstaff.az.gov/DocumentView.aspx?DocID=1011>

File Upload:

Only RTF, PDF, and word documents are permitted

Question 12

Please briefly describe any other planning policies related to promoting or enhancing walking in your community.

The Regional Transportation Plan, which was prepared by the Flagstaff Metropolitan Planning Organization and adopted in 2009 by the City of Flagstaff and Coconino County, includes a number of tables that establish Level of Service policies for pedestrian, bicycle, and transit service.

The plan divides the region into one of 3 area types - urban, suburban, and rural - and assigned a target future level of service for pedestrian, bicycle, and transit accommodation. the tables describe appropriate facilities and standards for each combination of area type and LOS, for example moderate pedestrian LOS in an urban area.

Education & Encouragement

Education and encouragement are primary components in creating a successful walk friendly community. This section seeks information about the programs, policies and strategies your community uses to inform, inspire, motivate or reward walkers and other users of the public right of way. It also asks the question "Do your efforts result in a safe walking environment?" Effective pedestrian safety education begins at an early age, is age-specific, and continues through the years across all modes (i.e., motorists educated about pedestrian safety contribute to a safer, more pleasant walking environment for pedestrians; this environment enables and encourages more people to walk).

Encouragement programs can be fun and inclusive in seeking to establish good habits or change unhealthy or unsafe habits. The education and encouragement strategies listed below are common to many walkable communities. If your community uses other strategies to educate the public and encourage walking, please describe them as well.

Question 1

Please describe any Safe Routes to School (SRTS) programming being implemented in your community in the space provided below.

Check any of the following activities that are part of your SRTS programs and include information about the nature, scope, and results of these activities (as well as any others not listed below) in your description.

Walk to School Day/Week

Definition: Walk to School Day is an international event that takes place annually in October. Schools from all over the country plan special activities to encourage students to walk to school. This special event can be a great way to start a Safe Routes to School program.

Description:

Coconino County's Safe Routes to School program and Safe Kids Coconino County has sponsored 4 schools for International Walk to School Day for the past 7 years. Buses and parental drop-off sites provided as well as student incentives provided for participants.

About 1,800 children participated in this year's event.

Walking Wednesdays or other walking events

Definition: Some schools and communities promote walking to school by having regular Walking Wednesday events in which parents, teachers, and students may meet up near the school campus and walk to school together.

Description:

Thomas School Park 'n Walk program through Bushmaster Park to begin Spring 2011.

Walkability audits or SRTS maps

Definition: By auditing and assessing walking routes and creating maps indicating the safest routes to school, communities can help educate students and families about the best routes to take.

Description:

Since 2006, walkability audits have been conducted at 5 schools in conjunction with SRTS workshops. A walkability audit was also conducted at Mountain School in October 2010.

Walking School Bus

Definition: From saferoutesinfo.org: A group of children that walk or bicycle to school together accompanied by one or more adults.

Description:

Killip Elementary School daily walking school bus program in planning stages. Estimated start is Spring of 2011.

Student safety patrol

Definition: From saferoutesinfo.org: Student safety patrols enhance enforcement of drop-off and pick-up procedures at school by increasing safety for students and traffic flow efficiency for parents. Such efforts allow students to participate in promoting traffic safety where they learn skills they can use in their everyday lives.

Tracking system to count the number of children walking to school

Description:

Safe Routes to School student tally sheets are submitted quarterly. SRTS has developed an online parent survey which will be utilized in the future.

Other (please describe)

Description:

Walking incentive program in effect at 4 Flagstaff Elementary schools with prizes and "play" money given to students who walk on monthly basis. This money is used to purchase fun prizes at the SRTS store. Acknowledgments are also given to classes with most monthly walkers. SRTS holds an end-of-year drawing for a new mountain bike.

Please estimate what percent of schools in your communities participate in the following:

Ongoing SRTS program: %

Special walk to school events only: %

No walk to school or SRTS activities: %

Question 2

Please describe any education and training programs related to pedestrian education, safety, or design for staff in your municipality. Staff may include transportation officials, law enforcement officers, school staff and teachers, and advocates and public health professionals. Please include in this description the nature, frequency, scope, and results of these programs.

The SRTS National Course has been conducted in Flagstaff 5 times at 5 different schools since 2006.

The SRTS national instructor training course was held in Flagstaff in September 2007.

The "Skills for Local SRTS Program Development" workshop was held in Flagstaff in October 2008. About 40 individuals from across the state attended.

Flagstaff hosted the FHWA's "Designing Streets for Pedestrian Safety" workshop in February of 2007. Approximately 30 planners and engineers, representing local and regional agencies, attended.

Several current planning staff have attended Form-Based Code Institute training.

The City of Flagstaff and the FMPO host webinars on a variety of pedestrian and bicycle topics several times per year for local planners and engineers. Attendance averages about 10-12.

Question 3

Please check and briefly describe any education or encouragement campaigns that are implemented in your community regarding the following topics. Include information about the target audience, techniques used (e.g., posters, workshops, etc.), frequency, scope, and results of the programs. Please mention what measures your community has taken to make sure that education and encouragement campaigns are inclusive of all populations. Also mention your community partnerships (such as Public Health & Planning partnerships) that collaborate on these efforts. Provide any relevant links and attachments to help illustrate these descriptions, if available.

Walking safety training (e.g., targeted walking education or encouragement programs for children, older adults, college students, transit riders, etc.)

Link to relevant material:

<http://www.flagstaff.az.gov/DocumentView.aspx?DocumentID=12858>

Description:

SRTS in-class pedestrian education

<http://www.flagstaff.az.gov/DocumentView.aspx?DocumentID=12858>

Collaboration between local fire departments and health department offering basic safety skills including pedestrian safety - conducted 90 times last year at all elementary schools in district

Walking incentive program at 4 local elementary schools

Walk this Way Photovoice, a Safekids program that provides kids with disposable cameras and encourages them to comment on their walking environment through pictures and essays

Annual "Flagstaff Walks!" - a week-long education and encouragement program organized by the City's Pedestrian Advisory Committee

iving safety with respect to pedestrians (e.g., pedestrian safety included in drivers education curriculum, test, manual or bus driver training)

blic service announcements

blic health campaigns related to walking

Link to relevant material:

<http://www.coconino.az.gov/heartbeat.a>

Description:

Safe Routes to School

Coconino County Wellness program

Aerobic Winter Challenge

vironmental campaigns related to walking

lk to work events

Link to relevant material:

[http://www.flagstaff.az.gov/index.aspx?N](http://www.flagstaff.az.gov/index.aspx?)

Description:

Flagstaff Walks!

escription walking or prescribed trails

Definition: Prescription walking or prescribed trails are when doctors prescribe walking time/distance and location

her (please describe):

Question 4

Please check and briefly describe any walking tours, guides, or maps that are available (on-line or printed) in your community. If available, please provide a link, attachment, or pictures of wayfinding devices and/or plans, maps, or brochures for these walking tours.

alking maps (e.g., neighborhood maps, school route maps, city-wide maps, etc.)

Link to relevant material:

Description:

Walking and Biking in Downtown Flagstaff Map
<http://www.flagstaff.az.gov/DocumentView.aspx?DID=12855>

Safe Routes to School Walking School Bus Map for Thomas School
<http://www.flagstaff.az.gov/DocumentView.aspx?DID=12854>

ayfinding and route signs for pedestrians

story, historic district, architectural, or other themed walks

Guided by a person

Link to relevant material:

Description:

As part of the 50 Miles of FUTS celebration, the City hosted a series of 16 themed walks along the FUTS trails. The walks were organized by a variety of local community partners, including the Museum of Northern Arizona, Lowell Observatory, Northern Arizona University, The Open Space Commission, Friends of Flagstaff's Future, and Friends of the Rio de Flag. Themes includes geology, birding, astronomy, watchable wildlife, history, Route 66, open space, and native flora. If the community partners are willing the themed walks may become annual events.

<http://www.flagstaff.az.gov/index.aspx?NID=1972>

A series of Route 66 history walks are held each year during Flagstaff's Route 66 Days event.

The Flagstaff Visitor Center and the Museum of Northern Arizona conduct regularly-scheduled downtown history walks.

Several themed walks part of the Flagstaff Walks! series of events, including Walk the FUTS Ride the Bus; a Breakfast Walk, and a Sustainability Walk.

<http://www.flagstaff.az.gov/index.aspx?NID=1894>

Local walking advocate Jack Welch and the Scalawags host several "Walk the Walk" events each week throughout the year. The walks are intended to explore various trails and different parts of Flagstaff.

Jack Welch also hosts "25 Walks in 50 Days" during the summer to explore the City's FUTS trail system.

<http://www.flagstaff.az.gov/index.aspx?NID=1973>

Ungled using books and brochures, audio tours, or signs and wayfinding

Link to relevant material:

http://flagstaffarizona.org/visitor_downlo

Description:

Flagstaff's Haunted Places self-guided tour

http://www.flagstaffarizona.org/documents/haunted_places.pdf

Flagstaff's Route 66 self guided walking tour

http://www.flagstaffarizona.org/downloads/visitors/route66_walking.pdf

Flagstaff Walks! Downtown Scavenger Hunt

<http://www.flagstaff.az.gov/DocumentView.aspx?DID=12271>

Flagstaff Historic Downtown Dining Map

http://www.flagstaffarizona.org/downloads/visitors/downtown_dining_map.pdf

greenways and trail maps

Link to relevant material:

<http://flagstaff.az.gov/index.aspx?NID=1>

Description:

Flagstaff Urban Trails and Bikeways Map

Question 5

Please briefly describe any events and activities in your community that promote walking. Include information about the target audience, nature, frequency, scope, and results of these events. Provide any relevant links and attachments, if available. Please mention any street closures, (e.g., festivals, farmers markets, or Sunday Parkways), Walk to Work events, Main Street programs, or art or culture walks.

First Friday Artwalk, occurs the first Friday of each month in downtown Flagstaff
<http://www.flagstaffartwalk.com/>

Flagstaff Community Markets are held twice per week at two locations (downtown, east side) from May through October
<http://www.flagstaffmarket.com/>

Carfree Flagstaff is observed in September in conjunction with World Carfree Day
<http://www.carfreeflag.com/>

International Walk to School Day every October

Question 6

Please briefly describe any other education or encouragement programs affecting walking in your community.

Flagstaff Walks! is an annual week-long series of events intended to celebrate Flagstaff's walkability raise awareness of pedestrian issues. Flagstaff Walks! is organized by the City's Pedestrian Awareness Committee, and has been held each fall for six years. Events from this fall's Flagstaff Walks! included:

- Safe Routes to School workshop
- Neighborhood Walkability Audit
- Pedestrian Advisory Committee booth on Heritage Square during the First Artwalk
- Community Sidewalk Clean-up
- Walk the FUTS/Ride the Bus
- Try Transit Day (free transit rides all day)

Events from previous years include

- VIP/Breakfast Walk
- Accessibility Audit
- Fall Color Hikes

<http://www.flagstaff.az.gov/index.aspx?NID=1894>

Engineering

Designing, engineering, operating, and maintaining quality roadways and pedestrian facilities is a critical element in producing a Walk Friendly Community. Designers and engineers have a diverse array of design elements and ever-developing technologies at their disposal that provide a safer, inviting, and more accessible street for pedestrians. These benefits aren't limited to pedestrians. By accommodating pedestrians in all roadway designs, roads become safer for all users. Therefore, it should be essential that pedestrian engineering and design tools are used throughout your community, including sidewalk accommodations and standards, crossings and intersections, traffic calming, trail design, and newer, innovative treatments.

Question 1

Which of the following standards, if any, are included in your municipality's sidewalk design specifications? Please provide a link or attachment of the municipality's sidewalk design standard specifications.

Sidewalks at least 5' wide in residential areas, 10' - 30' in commercial zones

Required buffer zone between sidewalk and street

Level and continuous sidewalks at driveways so that driveways do not look like roadways

Sidewalk design link:

Sidewalk design file upload:

Only RTF, PDF, and word documents are permitted

Question 2

Estimate the percent of arterial and non-arterial streets that have sidewalks on both sides of the road, one side of the road, or have paved shoulders (minimum of 4 ft) in your community.

Sidewalks on both sides – Arterials: %

Sidewalks on both sides – Non-Arterials: %

Sidewalks on one side - Arterials: %

Sidewalks on one side - Non-Arterials: %

Paved shoulders \geq 4' – Arterials: %

Paved shoulders \geq 4' – Non-Arterials: %

Please enter the following information about your road network:

What is the mileage of your total road network?

miles

How many miles of sidewalks are in your pedestrian master plan?

miles

How many miles of new sidewalk did you construct last year?

miles

How many miles of new sidewalk did you construct in the last three years?

miles

How many miles of new sidewalk do you plan to construct in the next three years?

miles

Question 3

Does your community have a sidewalk condition and curb ramp inventory process?

No

Does your community use government funds to repair broken sidewalks?

Yes

What is the annual line item for sidewalk maintenance in your community's budget?

Estimate the percent of intersections that have ADA accessible ramps on all four corners.

%

Estimate the percent of sidewalks that need to be repaired or replaced.

%

Does your community have a program to install curb ramps?

No

Does your community have a program to repair and replace broken sidewalks?

Yes

How many locations (or linear feet) were fixed last year?

How many repairs are planned for next year?

Is there a method for residents to report missing or broken sidewalks and curb ramps?

Yes

Please explain the report process (e.g., on-line complaint form):

Residents can report sidewalk problems to the Public Works Division, Traffic Section, Multimodal Transportation Planner, or Safe Sidewalks program.

Question 4

Please indicate the number of bridges or overpasses in your community and how many of those provide for pedestrians through shoulders, sidewalks, or multiuse paths.

Number of Bridges (excluding freeways):

Number of Bridges with pedestrian provisions on at least one side:

Number of Pedestrian overpasses (or bridges):

Number of Pedestrian underpasses:

Identify the last three bridges built (or major reconstruction) in your community, and do the

bridges provide pedestrian provisions on at least one side?

Bridge Number 1

Country Club Bridge (@BNSF railroad tracks) includes a multi-use path on one side

Bridge Number 2

Fourth Street Bridge (@BNSF railroad tracks) includes a multi-use path on one side and a sidewalk on the other

Bridge Number 3

All other bridges are 15+ years old

Identify bridges currently under design. Do the bridges provide pedestrian provisions on at least one side?

The Arizona Department of Transportation is currently preparing a Design Concept Report (DCR) for widening Interstate 40 through Flagstaff. The DCR will evaluate all overpasses and underpasses for inclusion of sidewalks, bike lanes, and/or multi-use paths.

The City has prepared concept (30 percent) plans for a new Lone Tree Road overpass at the BNSF railroad tracks, which would include a multiuse path on one side and a sidewalk on the other.

Question 5

Does your community maintain a pedestrian signalling system?

s

Please briefly describe initiatives your community has taken to ensure or improve pedestrian access, safety and convenience at signalized intersections. Provide a link or attachment of the relevant policy or ordinance, if available.

Description:

Pedestrian countdown signals exist at most signalized intersections; the City is in the process of adding countdown signals to all remaining intersections.

Pedestrian push-buttons are in place at all signalized intersections (except downtown signals have pedestrian recall).

ADA ramps are in place at all corners of all signalized intersections.

The City has initiated a Highway Safety Improvement Program project to replace standard

crosswalk markings with piano key style markings at all signalized and a number of other intersections. The new markings will be made of more-durable thermoplastic material and are expected to last longer.

Link to policy or ordinance:

Upload policy or ordinance:

Only RTF, PDF, and word documents are permitted

Do you provide pedestrian recall (pedestrians receiving a walk signal during every phase without using a push button) in high pedestrian corridors?

- Yes No

At locations where pedestrian push buttons are used, are the push buttons reachable from a level landing and located in line with the crosswalk line furthest from the intersection?

- Yes No

Approximately what percentage of intersections have accessible pedestrians signals with audible walk indications?

%

Approximately what percentage of intersections have pushbutton-integrated accessible pedestrians signals with audible and vibrotactile indications?

%

What is the average walk speed used to determine signal timing?

ft/s

Do you operate your signals that have dedicated left turn arrows with a protected only phase or with protective permissive phases? Please explain:

Left turn signals use both protected and permissive phases. Protected phases are used where intersection geometry and crash history warrant

Do you use right-turn-on-red restrictions? If yes, when and where?

No

What percentage of intersections have countdown signals?

%

Question 6

Please briefly describe initiatives your community has taken to ensure or improve

pedestrian access, safety and convenience at crosswalks. In your description please address the following questions. Provide a link or attachment of the relevant policy or ordinance, if available.

Description:

Curb ramps are in place at most major intersections.

The City has initiated a Highway Safety Improvement Program project to replace standard crosswalk markings with piano key style markings at all signalized and a number of other intersections. The new markings will be made of more-durable thermoplastic material and are expected to last longer.

The City has started evaluating and making or planning improvements for uncontrolled intersection or mid-block crossings that are used heavily.

Link to policy or ordinance:

Upload policy or ordinance:

Only RTF, PDF, and word documents are permitted

How are marked crosswalk locations selected?

Signalized and stop-controlled intersection crosswalks are typically marked. Uncontrolled locations are determined case by case, by street speed and volume, number of lanes and crossing distances, and visibility.

What is your standard crosswalk marking type (e.g., parallel lines, ladder style, high visibility, etc.)?

Parallel lines; many intersections will be

Are crosswalk markings regularly maintained?

- Yes No

in-road stop/yield signs used?

Are advance stop/yield lines placed at multilane uncontrolled marked crosswalks in order to reduce multiple threat crashes?

- Yes No

Are there other pedestrian safety practices being used at crosswalks?

Because Flagstaff is a dark-skies city, appropriate lighting for uncontrolled/mid-block crossings is taken into account.

Question 7

Does your community design and build its own roadways?

Yes

Please indicate which geometric features, if any, are being used to ensure or improve pedestrian access, safety, and convenience. In your description, please address the questions following the feature in question.

Median Crossing/Refuge Islands

Is there a standard or typical roadway that these are used on? How many have been installed in the last three years? Are any more planned?

Description:

Two pedestrian median refuges have been installed in the past three years; one at an elementary school and another at a high-volume crossing location on the north end of the Northern Arizona University campus. Both use the "Z" offset design.

A third is planned on a busy FUTS trail crossing and will also use the Z design.

Link to island policy:

Upload island policy:

Browse...

Only RTF, PDF, and word documents are permitted

Curb Extensions

How many have been installed in the last three years? Are any more planned?

Description:

Curb extensions were installed this summer at 6 intersections on the two main streets in Flagstaff's historic Southside neighborhood, just south of downtown.

Flagstaff's downtown has had curb extensions at all intersections for about 15 years.

Link to curb extension policy:

any relevant examples. Traffic calming practices may include road diets, lane diets (reduction in lane width) or streets with a pedestrian focus. Provide any relevant links or attachments, if available.

Description of practices:

Traffic calming projects have been implemented in 4 neighborhoods in the past few years. Three were initiated by the neighborhood, and the fourth (in the Southside neighborhood) was initiated by the City with substantial involvement by the neighborhood.

Link to calming practices document:

Current uploaded calming practices:

COF TrafficCalmingDraft 2-2010 JVJ.pdf

Upload calming practices document:

Only RTF, PDF, and word documents are permitted

Question 10

Please briefly describe any other engineering projects or policies affecting walking in your community.

The City of Flagstaff adopted an updated sidewalk maintenance ordinance in 2008 to make the law more understandable and easier to enforce. The City of Flagstaff's Sustainability and Environmental Management section is responsible for the education and enforcement of the SafeSidewalk ordinance.

Significant public outreach, through PSA's, print and radio advertisements, poster, flyers a mobile sign trailer and specialty advertising, is intended to increase public awareness of this ordinance.

Enforcement policy for the ordinance calls for increased enforcement effort over a three year period in coordination with the outreach programs. The complaint driven model has seen a large increase in public demands for enforcement over this period with approximately 380 complaints regarding properties whose adjacent sidewalks are occluded by overgrowth, snow, ice, gravel, parked vehicles or any other obstruction.

During the same 12 month period, over 160 Notices of Violation had been issued to both commercial and residential property owners and tenants. Many have been abated at the cost of the property owners.

<http://www.flagstaff.az.gov/index.aspx?nid=1237>

Enforcement

In many communities, enforcement is often neglected as a technique for making communities safer for walking. Communities that have created comfortable walking environments through engineering improvements or urban design features may still have safety concerns if traffic laws are not properly understood or adequately enforced. Enforcement activities work best when implemented in conjunction with education and awareness activities. Therefore, well-implemented enforcement campaigns will include public education campaigns, law enforcement officer training, and strategic law enforcement and ticketing strategies. A successful enforcement program will usually require the involvement of community members, law enforcement officials, city council members, and the media.

Question 1

How many officers does your community have?

How many of these are involved in enforcement and what is the average amount of work time per officer devoted to enforcement?

Number in enforcement:

Average hours (officers/month) of enforcement:

Does your community have a traffic safety officer?

Yes No

If so, please estimate the amount of work time that is devoted to responsibilities concerning pedestrian laws and safety.

Question 2

Does your community use targeted enforcement programs to promote pedestrian safety in crosswalks?

Yes

Indicate which of these elements, if any, are part of the enforcement program.

Pedestrian decoys (aka crosswalk stings)

Definition: From walkinginfo.org: These are well-prepared and coordinated operations designed to warn motorists that the yield-to-pedestrian laws will be enforced at target locations. Officers prepare a site by establishing the safe stopping distance to a crosswalk, with a 10 mi/h over the speed limit leeway. Cones are set out in that location. An officer in plain clothes steps into the crosswalk just before a vehicle passes the cone. If the motorist doesn't yield, either a warning or a citation is given, based on the severity of the incident.

Media campaigns regarding enforcement

Speed feedback signs

Progressive ticketing

Definition: From walkinginfo.org: Progressive ticketing is a method for introducing ticketing through a three-staged process: educating, warning, and ticketing.

Other (please describe):

Description:

The City of Flagstaff has a traffic enforcement unit comprised of four motor officers who are also cross trained in accident reconstruction. They respond to most collisions and work traffic in problem areas when not on collisions.

Question 3

How many citations does your local police department give annually for traffic infractions that relate to road safety?

6550

Is this up or down from previous years?

Up Down

Please list the number of citations given for the following infractions:

Speeding: 1909

Failure to yield: 1799

Parking on sidewalks or too close to intersections or crosswalk:

31

Does your community use photo enforcement technology that targets speeding and/or red light running?

Explain:



Question 4

Which, if any, of the following approaches does your community take to ensure the safety and security of pedestrians and runners on city streets, trails, and walkways?

Emergency call boxes:

Describe:

Flagstaff has one call box near a FPD storefront. There are several emergency call boxes placed strategically on the campus of Northern Arizona University.

Police patrols on foot or bike

Describe (include the number of officers that are bike patrol certified):

None of Flagstaff's police officers are bike patrol certified. We do utilize officers on bicycles for special events. We have four patrol bicycles that are used regularly by the officers when weather conditions allow.

Neighborhood watch programs

Describe:

Flagstaff has approximately 50 community block watch programs. We augment this with community support meetings which are usually held in larger venues to address more specific topics such as identity theft, immigration laws, and/or traffic safety.

Dunk driving and drunk walking enforcement

Describe:

Flagstaff submits and usually receives The Governors Office of Highway Safety (GOHS) underage drinking prevention program and the GOHS DUI holiday task force grant as well. These grants allow the financial means to put more resources in place during problem weekends or events.

Street lighting

Estimate the percentage of streets with lighting on one or both sides:

Arterial:

Non-Arterial:

Other:

Question 5

Please briefly describe your community's policies and practices regarding the use of adult crossing guards at elementary and middle schools. Include any information about the criteria for placement of adult crossing guards, training programs, crossing procedures, crossing guard signs and equipment, and law enforcement strategies at crossing guard locations.

The Flagstaff Police Department holds a crossing guard safety training once per year. The Flagstaff Unified School District does not currently have a crossing guard training program. The local SRTS coordinator has obtained a crossing guard video from the Maricopa Association of Governments and is planning to hold training sessions for the crossing guards.

Provide a link or attachment of any relevant policies, if available.

Link:

File upload:

Only RTF, PDF, and word documents are permitted

Question 6

Does your community's police department have a systematic strategy for selecting locations and countermeasures for traffic and pedestrian safety?

Yes

Describe:

By working with neighborhood groups and the Transportation Commission, Flagstaff has been able to place traffic calming structures in several problem areas around the city (N. San Francisco, E. Dodge, Lucky Lane)

Question 7

Do police work regularly with traffic engineers and planners to review sites in need of safety improvement for motorists and pedestrians?

Yes

Describe:

Representatives from Flagstaff Police Department meets monthly with the Transportation Commission. In this forum, we are advised of problem areas and are also allowed to bring suggestions for improvement forward.

Does your community use crash and/or fatality data to identify problem areas and potential solutions?

Yes No

Please describe any other ways that your community's police department addresses the pedestrian concerns in your community.

Flagstaff Police Department (FPD) uses a computer statistics model to show our supervisors and officers the problem collision and crime areas within the city. Each squad is then tasked with coming up with tactics to effectively impact the problem areas. FPD also has an officer that attends all the Bicycle and Pedestrian Advisory Committee meetings to discuss any further issues. Additionally, personnel are present at all Flagstaff City Council meetings in the event concerns or issues are brought up.

Evaluation

By incorporating planning, education, encouragement, engineering, and enforcement countermeasures, a community can have a direct impact on pedestrian safety and walkability. Evaluation of the pedestrian environment and behavior plays a crucial role in problem identification and countermeasure selection. In order to truly understand local pedestrian needs and safety issues, a community should utilize effective evaluation strategies.

Question 1

Does your community have an ongoing pedestrian counting and/or survey program that allows for long-term trend analysis of walking trips?

Yes

Please describe:

The Flagstaff Metropolitan Planning Organization conducted a trip diary survey in 2007, which collected detailed information on walking and bicycling trips. The survey will be repeated in 2011, and every 5 years after that.

The FMPO also collects turning movement counts at various busy intersections, including pedestrian and bicycle counts. The counts do not follow a set schedule, but are done on average every 3 years.

Question 2

Has your community used any of the following tools to evaluate major pedestrian areas (town centers, major activity areas, routes to school, etc.) in order to identify problem areas and potential solutions?

Walkability Checklists:

Pedestrian Intersection Safety Index:

Pedestrian Level of Service (LOS):

Pedestrian Road Safety Audit Guidelines and Prompt Lists:

Health Impact Assessment:

Other Evaluation Tools:

Question 3

Does your community routinely conduct pre/post evaluations of road projects and traffic calming with respect to pedestrian crashes, volumes and motor vehicle speeds?

- Yes No

Question 4

Using **Walk Score**, what is the average (mean) walk score of the following locations in your community?

Average Walk Score of Geographic Center:

78

Average Walk Score of Northernmost point:

(City boundary directly north of geog. center)

58

Average Walk Score of Easternmost point:

(City boundary directly east of geog. center)

3

Average Walk Score of Southernmost point:

(City boundary directly south of geog. center)

14

Average Walk Score of Westernmost point:

(City boundary directly west of geog. center)

6

Average Walk Score of Midpoint of geographic center and northernmost point:

8

Average Walk Score of Midpoint of geographic center and easternmost point:

55

Average Walk Score of Midpoint of geographic center and southernmost point:

55

Average Walk Score of Midpoint of geographic center and westernmost point:

62

Average Walk Score of Urban school location:

71

Average Walk Score of Suburban school location:

20

Please describe any other ways that your community evaluates pedestrian accommodation, walking rates, and pedestrian safety.

The City of Flagstaff's Pedestrian Advisory Committee holds monthly public meeting and accepts public comment. The PAC's duties include evaluating and prioritizing pedestrian projects, and making suggestions regarding pedestrian safety to the Transportation Commission.

Additional Questions

Question 1

What are the three primary reasons your city deserves to be designated as a Walk Friendly Community?

Flagstaff Urban Trails System: FUTS is a city-wide network of more than 50 miles of non-motorized, shared-use pathways that are used extensively for both recreation and transportation. The system connects neighborhoods, employment, shopping, schools, parks and open space; and provides an incredibly diverse range of experiences. According to the City of Flagstaff Citizen Survey of 2009, 78 percent of Flagstaff residents have used the FUTS trail system in the last year.

Nationally-recognized Safe Routes to School program: The Coconino County Health Department started its Safe Routes to School program in 2007. The program has a part-time coordinator and has received more than \$200,000 in non-infrastructure grant funding since its inception. Safe Routes to School has education, enforcement, and evaluation programs in four schools in Flagstaff, and works indirectly with all schools in the district.

A clear commitment to keeping Flagstaff pedestrian-friendly: With the support of the community, the City of Flagstaff has taken a number of positive steps in the past few years to promote walkability, including establishing a Pedestrian Advisory Committee, emphasizing pedestrian accommodation in plans, ordinances, and standards, establishing dedicated funding sources for construction of FUTS trails, creating a multimodal transportation planned position, and organizing the Flagstaff Walks! series of events to celebrate our walkability.

Question 2

What are the three aspects of your community most in need of improvement in order to accommodate pedestrians?

Completion of the primary system of FUTS trails and missing in-fill segments of partially-complete trails

Increased education and enforcement for motorists regarding pedestrian awareness, safety, traffic laws

More consistent and universal removal of snow, gravel, weeds, trash, and other obstructions from sidewalks

Question 3

How can your community leverage its designation as a Walk Friendly Community to increase the number of people walking and make walking safer?

Designation as a Walk Friendly Community will help bring national/international recognition to Flagstaff as a walkable, livable, and sustainable community, which in turn helps increase visitation and bolsters our tourism-based economy.

Designation and recognition will allow us to be more successful in securing grants, bond revenues, and budget allocations for pedestrian and trail projects and programs.

For the community, designation will promote awareness of our walkable character and foster appreciation for pedestrian issues. This works to encourage people to walk more, and makes it more likely that they will be supportive of pedestrian issues.

Walk Friendly Communities is sponsored by the U.S. Department of Transportation Federal Highway Administration. The program is maintained by the UNC Highway Safety Research Center's Pedestrian and Bicycle Information Center, with support from a variety of national partners.

Pedestrian and Bicycle Information Center
Contact Information
www.walkinginfo.org
www.bicyclinginfo.org
www.pedbikeinfo.org



Walk Friendly Communities

COMMUNITY REPORT CARD AND FEEDBACK:

Flagstaff, Arizona
April 21, 2011

Introduction

Thank you for submitting an application to the Walk Friendly Community program on behalf of Flagstaff, Arizona! A Walk Friendly Community is a city or town that has shown a commitment to improving walkability and pedestrian safety through comprehensive programs, plans and policies.

Each application was evaluated by at least three reviewers to provide a fair assessment of your community and provide technical feedback on how to improve the walkability of your community.

After thorough consideration of your application, we are pleased to designate Flagstaff as a Bronze Walk Friendly Community. In reviewing your application, there were several areas that we were particularly impressed with, including:

- The Flagstaff Urban Trail System, which is an outstanding, far-reaching, and diverse trail system that serves both functional and recreational purposes and is supported through dedicated promotion and publicity.
- The Flagstaff Walks! campaign, which contains educational, promotional, and maintenance activities rolled into a well-marketed and coordinated event for the city.
- Dedication to exceptional educational opportunities, both through a premier Safe Routes to School program, safety training, and ongoing education for city staff and volunteers.

Flagstaff has exhibited a desire to become a community that supports active transportation. Flagstaff is stepping outside the status quo and making an effort to improve walkability and health in the community. You have made some excellent progress, allocating staff to pedestrian issues, coordinating strategic plans for enforcing pedestrian safety, and making great efforts to market and promote walking as a viable mode.

Despite those positive elements, we have noted several areas in which your community can improve its policies, programs, and standards. Please continue to build upon this foundation to work to improve your Walk Friendly Community designation, as Flagstaff is very close to

advancing to the next level. This report card provides detailed feedback on how your community can take it to the next level; take the time to review the feedback and contact us with any questions.

Primary Recommendations

This section identifies and provides suggestions for the most vital areas of improving Flagstaff's overall walkability. Additional details are provided in the following sections. **We recommend that you read these areas thoroughly and develop clear goals, benchmarks, funding sources, and an implementation schedule for reaching these goals.**

- The crash rate in Flagstaff is certainly higher than desirable and has a greater fatal to non-fatal crash ratio than expected. Hiring a **traffic safety officer** to lead a strategic enforcement program could help to mitigate this.
- Continuing to expand the **sidewalk network** to give pedestrians the necessary facilities to travel safely through the community along uninterrupted paths.
- Shape planning policies to help focus on **infill development**. The Walk Scores show the peripheral areas of Flagstaff to be very low density. By reorienting the focus to the pedestrian and transit networks, the city can continue to improve the walkability.

Feedback by Section

This remainder of this report card will provide detailed feedback and suggestions for each section in the community assessment tool. Feedback will include research to support the importance of this question as well as tools, guides, and case studies of successful implementations in other communities.

Each section received an overall score as defined below:

- **Walk Friendly:** The responses in this section indicate that your community is particularly strong in this area with great efforts being made towards improving walkability. Even so, there are always areas within this section where improvements and growth could be made.
- **On the Right Track:** This score indicates that your community does not exhibit the characteristics to be truly walk friendly in this section, but that there are still good existing programs or new programs that could be expanded. Please review our suggestions on how you could improve the walkability in this area.
- **Needs Attention:** This score indicates that your community does not yet demonstrate strong programs, policies, and results, characteristic of a Walk Friendly Community based on the responses in this section. Please review our suggestions carefully on how you can create positive change in your community with both short- and long-term objectives.

Community Profile

Walk Friendly

- It is great to see staff time and a varied network of cooperative partners devoted to pedestrian issues.

Status of Walking

On the Right Track

- The crash rates are a concern for Flagstaff, as they are higher than desirable. Part of this is necessarily attributed to the higher exposure, as evidenced in the mode share data. However, it is still an area that can be greatly improved.

Planning

On the Right Track

- Creating a stand-alone ADA transition plan with a time line for implementing improvements will improve accessibility. In addition, requiring ADA compliance with all new development and creating an evaluation schedule will help to prioritize maintenance and new construction. The [Checklist for Accessible Sidewalks and Street Crossings](#) can provide more information.
- It is clear that Flagstaff does include Complete Street planning, but could improve implementation and could also create a standalone policy. In addition, it is interesting the community development is in charge of complete streets instead of the DOT. By providing specific design details and tightening up the possibility for exemption from the policy (i.e. requiring complete streets amenities on all roads regardless of present or future need, or the absence thereof, or during routine cleaning), the Complete Streets policy would be enhanced. The [National Complete Streets Coalition](#) can provide more detail.
- Flagstaff has clearly invested time, money, and effort to create a pedestrian network, both through funding and policy. The provision of a sidewalk retrofit policy could be very helpful in ensuring that sidewalks are connected and the pedestrian network is complete. The [Greensboro, North Carolina](#), sidewalk ordinance could be a helpful example.
- While it is clear that Flagstaff takes the design of parking facilities very seriously as well as the number of parking places and their location, you could employ some other measures to reduce the need for parking, especially in downtown. By providing cashout incentives and park and ride lots, Flagstaff could reduce the amount of parking as well as the demand. This [link](#) can provide more information about best practices.

Education & Encouragement

Walk Friendly

- While Flagstaff has invested substantial resources to provide training to schools, planners, and engineers, certain audiences, such as law enforcement and public health professionals, could also receive training. The PBIC provides a large number of these [trainings](#).
- Flagstaff does a good job of providing events and campaigns directed to walking, but could consider using public service announcements and educate drivers about pedestrian safety during Driver's Education courses. More information can be found [here](#) about a successful program.
- Flagstaff, by providing events that encourage walking to a large degree, have created a culture of walking. This is associated with positive activities such as farmer's markets

and Artwalks. If the capacity exists, Flagstaff should consider hosting Ciclovias to promote walking. These programs have been successfully implemented all over the world, including in [Chicago, Illinois](#), and [Clearwater, Florida](#).

Engineering

On the Right Track

- Good sidewalk standards, but the sidewalk coverage leaves a lot to be desired. These are fairly low numbers for a city like Flagstaff and the city should be making substantial efforts to improve. There is not much sidewalk construction planned, which is cause for concern given the below 50% coverage of arterials (with both sides). The city should also inventory the sidewalks to determine the mileage of current and planned facilities.
- The city is not repairing sidewalks at a fast pace and the line item in the budget is substantially smaller than comparable cities. Flagstaff needs to complete an inventory process periodically to assess the needs of the pedestrian infrastructure. The City of Seattle has an excellent [website](#) that covers its system of prioritizing sidewalk improvements.
- The use of a Rectangular Rapid Flash Beacon is great. There are a number of other treatments that could provide similar safety improvements for pedestrians. The [MUTCD](#) provides more guidance, while this [resource](#) can provide another perspective.
- A system for inventorying sidewalks and prioritizing sidewalk maintenance would be an excellent step for Flagstaff. This [resource](#) provides guidance on how to inventory sidewalks using GIS. This resource can be helpful for finding funding. See [Chapter 6](#).

Enforcement

On the Right Track

- Given the crash rates in Flagstaff and the number of officers in enforcement, it is highly recommended that the city create a traffic safety officer position to lead a strategic, targeted enforcement effort.
- The number of "Failure to Yield" citations in Flagstaff is substantially higher than many other cities, which demonstrates the commitment in Flagstaff to creating a pedestrian-friendly city infrastructure. That is a great accomplishment. This [resource](#) can provide more information about photo enforcement technology.
- In addition to providing speed feedback signs and using a progressive ticketing strategy, problem areas can be dealt with through crosswalk stings. More information can be found [here](#), or you can check out a similar program in [New Jersey](#).
- Using police officers on foot or on a bicycle, particularly in downtown areas or on campus, can provide targeted enforcement and also increase the visibility of enforcement. Flagstaff should have some of the occasional bike patrol officers certified.
- Crossing guards are a fundamental piece of creating a safe walking environment for children to get to and from school. Using police or police-trained volunteers can have a profound effect on the number of children walking (of bicycling) to school. The [Adult School Crossing Guard Guidelines](#) might be a helpful resource.

Evaluation

On the Right Track

- The National Bicycle and Pedestrian Documentation Project could provide a supplement to the counting and survey initiatives in Flagstaff. More information can be found [here](#).
- While the use of walkability checklists and the PLOS is commendable, other tools can also provide helpful guidance. In particular, the Health Impact Assessment is really helpful as well as the Intersection Safety Index (though Flagstaff does a really good job with intersections, judging by responses). More information can be found [here](#).
- It seems that much of downtown Flagstaff is very pedestrian-friendly, while many areas on the outskirts are not at all. By increasing infill development and creating nodes around transit stations, Flagstaff can increase density and create more walkable communities.

More Information

If you have questions or comments regarding this feedback, your community's initiatives and programs, or the application process in general, we'd like to hear from you. Please contact:

Carl Sundstrom, 919-843-4963, sundstrom@hsrc.unc.edu

Dan Gelinne, 919-962-8703, gelinne@hsrc.unc.edu

You can also send general inquiries to info@walkfriendly.org



Walk Friendly Communities

Last updated 12/15/2015

Print This Page

Community Profile

This section is intended to provide applicants with a chance to describe their communities. Having an understanding of the geographic, demographic, and economic make up of the community can help explain the challenges and opportunities that the community faces when planning for walking.

Contact Information

Name of Community:	<input type="text" value="Flagstaff"/>
Mayor or Top Official:	<input type="text" value="Mayor Jerry Nabours"/>
Mayor's Phone:	<input type="text" value="928 213 2015"/>
Community Contact Name:	<input type="text" value="Martin Ince"/>
Position/Employer:	<input type="text" value="City of Flagstaff"/>
Contact Address:	<input type="text" value="211 West Aspen Avenue"/>
Address (line 2):	<input type="text"/>
City:	<input type="text" value="Flagstaff"/>
State:	<input type="text" value="Arizona"/>
Zip code:	<input type="text" value="86001"/>
Phone/Fax:	<input type="text" value="928 213 2685"/>
Email:	<input type="text" value="mince@flagstaffaz.gov"/>
Web site:	<input type="text" value="www.flagstaff.az.gov"/>

Pedestrian Coordinator & Government Staff

List your official pedestrian coordinator or pedestrian issues contact person on government staff, and identify his/her

department.

Contact Person:

Contact Person Dept:

How many hours are spent per year in this capacity?

Is this person also the bicycle coordinator?

Yes No

List all other government staff or contractors whose primary duties are devoted to walkability and pedestrian safety issues:

Do you have a Pedestrian Advisory Committee, Ped/Bike Council or other venue for citizen input?

Yes No

If yes, please provide the name of the Chair and their contact information:

Pedestrian Advisory Committee

Heather Taylor, Co-Chair
Coconino County Health Department
2625 North King Street
Flagstaff, AZ 86004
928-679-7262

Kim Austin, Co-Chair
Coconino County Health Department
2625 North King Street
Flagstaff, AZ 86004
928-679-7213

Do you have an independent pedestrian advocacy organization?

Yes No

If yes, please provide the name and contact information:

Has your mayor signed the International Charter for Walking or a similar pledge to improve the conditions for walking in your community?

Yes No

If yes, please provide details:



Community Profile

Population:

Area of municipality:

Population Density:

Park Land:

Age Distribution: [?]

under 20:

age 20–64:

age 65–84:

Over 85:

Last updated 12/15/2015

Status of Walking

This assessment tool seeks to learn how *much* people are walking and how *safe* they are when they are doing so. Therefore, the outcomes that are most significant for the purposes of this tool are the numbers of walkers and the number of pedestrian crashes. Walk Friendly Communities is looking for communities that have created environments in which many people walk *and* pedestrian crash rates are low, or those communities that are making significant progress towards those ends. These two questions focus on these specific outcomes, while other questions in this survey address what measures are used by communities to facilitate walking and improve safety.

Question 1

According to the 2000 Census, what percentage of residents used the following modes for their commute to work?

Walking:

Bicycling:

Public transit:

Single-occupant vehicles:

Carpool:

Please also provide the latest walking percentage of commuting to work from the 3-year estimates of the American Community Survey:

Walking 2006-2008:

Walking 2008-2010:

Public transit 2006-2008:

Public transit 2008-2010:

If your community conducts its own travel counts, please include a link, attachment or description of those count results:

Web Link:

Current travel count file:

Flagstaff Trip Diary Report 2013-05-14 with app.pdf

File Upload:

 No file chosen

Count Results Description:

Single occupant vehicle: 48.7%
Multiple occupant vehicle: 24.3%
Transit: 4.3%
Bicycle: 7.6%
Walk: 15.1%

Question 2

How many pedestrian/motor vehicle crashes were reported in each of the last five years; and how many of these crashes resulted in injuries and fatalities?

Number of Pedestrian Motor Vehicle Crashes — 2013:

Number of Pedestrian Motor Vehicle Crashes — 2012:

Number of Pedestrian Motor Vehicle Crashes — 2011:

Number of Pedestrian Motor Vehicle Crashes — 2010:

Number of Pedestrian Motor Vehicle Crashes — 2009:

Number of Pedestrian Injuries — 2013:

Number of Pedestrian Injuries — 2012:

Number of Pedestrian Injuries — 2011:

Number of Pedestrian Injuries — 2010:

Number of Pedestrian Injuries — 2009:

Number of Pedestrian Fatalities — 2013:

Number of Pedestrian Fatalities — 2012:

Number of Pedestrian Fatalities — 2011:

Number of Pedestrian Fatalities — 2010:

Number of Pedestrian Fatalities — 2009:

Question 3

What long-term trends in walking volumes and pedestrian/motor vehicle crashes has your community observed?

Available data indicates that pedestrian mode share is generally increasing in Flagstaff:

The Trip Diary Survey shows an increase in the percentage of trips made by walking from from 14.2% to 15.1% between 2006 and 2012. However, the trends differ by geographic area. In the central core area of Flagstaff, which includes downtown and the NAU campus, walking mode share increased from 19.4% to 32.5% between 2006 and 2012, but in rest of Flagstaff walking mode share decreased from 11.8% to 5.9% during the same time period.

The American Community Survey (3-year average) shows an increase in walking from 6.5% in 2007 to 8.1% in 2010 to 10.9% in 2013.

The American Community Survey (1-year average) shows a decline in walking from 10.8% in 2012 to 8.3% in 2013. We are waiting for 2014 numbers for Flagstaff to be released.

Over the last 10 years the number of annual pedestrian crashes has not followed clear trend lines, and ranges from a high of 51 in 2007 to a low of 23 in 2009. The 10-year average is 35 pedestrian crashes annually. Since 2009, the number of annual pedestrian crashes have been relatively consistent and in the low 30's. There was slight spike in 2014, which saw 44 pedestrian crashes.

Planning

Pedestrian issues are addressed at many different levels of planning, ranging from neighborhood plans to city, county, state, and federal policies and plans. A comprehensive pedestrian plan should address all five Es (education, encouragement, enforcement, engineering and evaluation) along with public involvement. With thorough planning, a community can become proactive rather than reactive in addressing issues of pedestrian accessibility, safety, and aesthetics. Planning involves soliciting public input, collecting information about current and future conditions, and considering what policies, plans, programs and resources a municipality will require to meet your community's needs.

Question 1

Has your community adopted a pedestrian plan or pedestrian safety action plan?

Yes

How are pedestrian issues captured in other plans (e.g. the comprehensive plan, Transportation Improvement Program, etc.)?

The Flagstaff Regional Plan 2030, which was adopted in January of 2014, includes a goal in the Transportation Element to "increase the availability and use of pedestrian infrastructure, including FUTS, as a critical element of a safe and livable community." The goal is supported by 4 specific policies related to walking. In addition, 15 goals and 56 policies in the other 11 elements directly or indirectly promote walking and walkability.

The Regional Transportation Plan, which was prepared by the Flagstaff Metropolitan Planning Organization and adopted in 2009 by the City of Flagstaff and Coconino County, includes a number of tables that establish Level of Service policies for pedestrian, bicycle, and transit service.

The plan divides the region into one of 3 area types - urban, suburban, and rural - and assigned a target future level of service for pedestrian, bicycle, and transit accommodation. the tables describe appropriate facilities and standards for each combination of area type and LOS, for example moderate pedestrian LOS in an urban area.

Question 2

Has your community adopted an ADA Transition Plan for the public right of way?

Yes

There are state roads in most communities. Has your state DOT adopted an ADA Transition Plan?

Yes

Is the state DOT transition plan being implemented?

Yes No

Explain:

ADOT is working to implement the plan, but is behind the schedule established in the plan

https://www.azdot.gov/docs/default-source/ada-library/ada_transition_plan-prow_final_1212.pdf?sfvrsn=2%27

Question 3

Has your community adopted a Complete Streets policy or ordinance?

Yes

If yes, please provide a link or attachment of the document.

Link to document:

<http://www.flagstaff.az.gov/DocumentCenter/View/12345>

Document upload:

Choose File No file chosen

Who is responsible for the implementation of the Complete Streets Ordinance?

Community Development Division - City of Flagstaff

How is Complete Streets work funded? (i.e., is it routinely funded as part of the project, funded with other set-aside funds, etc.?)

Typically funded as part of the project. In some cases complete streets projects are funded through the city's 2000 Transportation Tax

What challenges and barriers does your community face in implementing the Complete Streets policy?

Some funding is available through the 2000 Transportation Tax, although it is limited. The most significant barrier is often finding room for sidewalks within existing right-of-way, and existing development often precludes or limits options to obtain easements or acquire additional ROW to accommodate sidewalks.

Identify three recent examples of how your Complete Streets policy was implemented (particularly at roadway widening projects):

Project 1:

Last year the City completed a project to add curb-and-gutter, sidewalks, and bike lanes to a three-quarter mile section of West Street, between Sixth Street and Arrowhead Boulevard. Another half mile of West Street to the north had been similarly improved two years before. West Street is a primary collector in the low-income Sunnyside neighborhood. Currently the City is widening Arrowhead Boulevard to include curb-and-gutter, sidewalks, and bike lanes to carry the improvements to Route 66 at the edge of the neighborhood.

Project 2:

Federal Highway Safety Improvement Program (HSIP) funds were used to add bike lanes to a quarter-mile section of Beulah Boulevard in 2013. Although the new bike lanes are not very long, they completed a missing gap in bike lanes along a very busy road that is heavily used by NAU students and other bike commuters.

Project 3:

Over the past few years, several City projects have completed missing segments of sidewalks along both sides of Woodlands Village Boulevard, an arterial roadway about 1.1 miles in length through a significant commercial and high-density residential district. The street now has continuous sidewalks along both sides for its entire length.

Question 4

Please briefly describe how public input is used in the municipality's planning process. Mention the role that citizen participation, advisory board review, and/or the municipality's pedestrian/bicycle advisory council play in the process. How do you assure that individuals with disabilities are included in the public input process?

Both the Pedestrian and Bicycle Advisory Committees host monthly meetings that are open to the public.

The City's pedestrian, bicycle, and urban trails programs each maintain their own pages on the city's website.

The public can sign up through the City's website to receive monthly agendas for the Pedestrian and Bicycle Advisory Committees, as well as other information and notices of interest. At present about 200 individuals are sent PAC agendas and 400 are sent BAC agendas.

Items of interest regarding walking, biking, and trails are also regularly posted on a FUTS Facebook page, which has about 1900 followers.

Provide any relevant links or attachments that indicate the formal and informal public participation and advocacy efforts in your community (i.e., a link to the pedestrian and bicycle advisory board website, if it exists, or documented guidelines for public participation in the planning process).

Website link:

<http://www.flagstaff.az.gov/index.aspx?NID=182>

Please briefly describe the role that citizen participation, advisory board review, and/or the municipality's pedestrian/bicycle advisory council play in the process of reviewing ongoing projects and development.

Flagstaff has had an appointed Pedestrian Advisory Committee since 2007. The PAC meets monthly and advises and reports to the City's Transportation Commission on pedestrian and walking issues.

The PAC does not typically review individual development proposals. However, they are involved in reviewing and preparing plans, policies, standards and guidelines related to pedestrian infrastructure. They also help set priorities for projects in the City's capital plan, notably FUTS trail projects.

The City also has a separate Bicycle Advisory Committee.

Please briefly describe how you assure that specific populations (like individuals with disabilities or low incomes) are included

in the public input process.

The City has a Disability Awareness Commission to assure that individuals with disabilities are included in the public input process.

The FMPO and NAIPTA host quarterly meetings of a regional Coordinated Mobility Council, which works to enhance mobility for the elderly, disabled, and other populations with mobility challenges.

The FMPO approved its Title VI plan in 2010 to help ensure that all individuals have an opportunity to participate in the transportation planning process regardless of race, color, national origin, disability, age, gender, or income status.

Please briefly describe how your community works with coalitions, advocates, and other departments and agencies to ensure that pedestrians are considered in all projects and documents.

All City projects - private and public - are reviewed through the inter-division staff (IDS) review process. Various staff members typically watch out for pedestrian issues, including planning, engineering, traffic, and multi-modal staff.

City and FMPO staff are typically invited to review ADOT (state) transportation projects.

Staff from the City, FMPO, NAIPTA and Northern Arizona University meet every two months to discuss on-going and upcoming multi-modal transportation plans and projects.

Staff from the City, Coconino County, Coconino National Forest, the National Park Service, and Flagstaff Biking Organization meet quarterly to coordinate regional trails planning and projects.

Participation file upload:

No file chosen

Question 5

Does the city have a policy requiring sidewalks on both sides of arterial streets?

Yes No

On both sides of collector streets?

Yes No

Sidewalk policy link:

Sidewalk funding and installation: (if applicable, please provide a link or attachment of the relevant ordinance or policy)

Sidewalk funds link:

Sidewalk funds file upload:

No file chosen

Does the city require sidewalks to be constructed or upgraded with all (or the vast majority of) new private development?

Yes No

If so please provide a link or attachment of the policy or ordinance.

Link to trail incentive:

Incentive file upload:

No file chosen

Question 8

Is your community served by public transportation?

Yes

If yes, please list the agencies and whether they are city, regional, or both.

Northern Arizona Intergovernmental Public Transportation Authority
3773 North Kaspar Drive
Flagstaff, Arizona 86004
928-779-6624

Please provide the following performance indicators and details to indicate how well your community is served by public transportation.

Percent of population living within a quarter mile of a bus stop or 1/2 mile of a rail station:

Hours of operation for transit service:

Weekday:

Saturday:

Sunday:

Average off-peak headway on bus routes:

Average peak period bus headway

Average off-peak headway on train routes:

Average peak period headway on train routes:

Percent of bus stops that are wheelchair accessible:

What route planning and trip information is provided for transit passengers (e.g. real-time arrival information, online trip planning, etc.)?

On-line route planning is available through NAIPTA's website and Google Transit

Passengers with smart phones and other devices can get real-time arrival information through the TransLoc app. For those with text-message enabled phones, real-time arrival information can also be sent via text message. A few transit stops on the NAU campus display real-time arrival information at the stop.

Passengers can also call NAIPTA offices for assistance with trip planning and arrival times.

Please describe your transit stop improvement process including information on bus stop location guidance and the use of safety and accessibility audits, crash data, and boarding/alighting data.

NAIPTA was recently been awarded a federal grant in the amount of \$516,000 to upgrade ADA accessibility at inaccessible bus stops. Construction on stops is to be done in the summer of 2016 to install ADA landing pads, replace sidewalk, and add curb ramps.

This will bring the system from 55% accessible to 85% accessible. Boarding and alighting data is used to determine where service should be increased or enhanced. Routes with higher boarding and alighting numbers have higher frequency and longer hours.

Question 9

Which of the following approaches does your community use when planning for parking? Please provide a link or attachment of relevant ordinance or policy and describe when and where these strategies are used. (check all that apply)

Maximum parking standards or absence of minimum parking standard

Link to standard:

<http://www.flagstaff.az.gov/DocumentCenter/View/10000>

File upload:

Choose File No file chosen

Description of standards (including when and where these are used):

Developments over 10,000 square feet in floor area or containing 25 or more residential units are not allowed to exceed the minimum number of parking spaces by more than five percent. (Section 10-50.80.040 C.1. of the Zoning Code)

Parking location requirements (i.e., parking below, beside, or behind a building; allowing on-street parking to meet minimum parking requirements)

Link to location requirements:

<http://www.flagstaff.az.gov/DocumentCenter/View/10000>

File upload:

Choose File No file chosen

Description of requirements (including when and where these are used):

To the maximum extent feasible, parking lots shall be completely or mostly located to the side or behind a building rather than in front to reduce the visual impact of the parking lot. (Section 10-30.60.050 A.3. of the Zoning Code)

- Surface lot size and design requirements, including pedestrian and vehicle separation, locating lots to the side or behind businesses, alternative use of parking lot, landscaping, etc.

Link to size/design requirements:

http://www.flagstaff.az.gov/DocumentCenter/View/...

File upload:

Choose File No file chosen

Description of requirements (including when and where these are used):

The City's Zoning Code requires landscaping for all parking lots with 8 or more single-loaded spaces or 16 or more double-loaded spaces. The area and amount required for landscaping is based on the number of parking spaces. Within parking lots, required landscaping is accommodated in landscape and peninsula islands; and terminal islands are required at the ends of rows. On the perimeter, parking lots must be screened from streets with a low wall or fence, a landscape screen, or both. Parking areas over one acre must also be divided into smaller lots with planted buffers between them to minimize the perceived scale of the parking lot. Proposed revisions to the Zoning Code (currently under consideration by the City Council) will require a "building entry zone" to connect the building to the street and the parking lot via a pedestrian walkway and landscape features.

- Shared parking allowances
Definition: Shared parking lots can reduce the total number of parking spaces needed in a particular area by coordinating peak parking demand times between different buildings and different uses. For instance, an office building might be able to share a parking lot with a restaurant that operates only in the evenings, as the former would use the lot during the day and the latter would use it at night.

Link to allowances:

http://www.flagstaff.az.gov/DocumentCenter/View/...

File upload:

Choose File No file chosen

Description of allowances (including when and where these are used):

The Zoning Code allows a parking reduction when two or more uses on the same site or adjacent parcels have distinct and differing peak parking usage periods (e.g., a theater and a bank). The reduction is based on a required parking demand study, and the sharing arrangement must be memorialized in a recorded covenant that runs with the land.

The required number of parking spaces can also be reduced when warranted by a parking demand study, when the development implements a traffic management plan, if forest resources are preserved in the parking lot, when bicycle parking is provided, and if the development is within one-quarter mile of a transit stop.

Priced public parking

Link to prices:

File upload:

No file chosen

Description of priced parking (including when and where these are used):

Very recently the City Council moved forward with a plan to install parking kiosks in downtown Flagstaff. The plan will implement paid parking on public streets in downtown Flagstaff, in the Southside neighborhood, and in City-owned parking lots. Parking kiosks, which can be accessed by computer or mobile device, will be installed rather than traditional meters. Time limits will vary by location and time of day/month of year, and the price will average about \$1 per hour. The Council's final approval of the plan is anticipated in January of 2016.

Parking cashout incentives

Definition: Parking cashout is a financial incentive in which employees who do not drive and park at work receive a subsidy that approximates the cost employers bear to provide free parking to employees.

Remote parking and/or park and ride

Other (please describe)

Link to other approach:

<http://www.flagstaff.az.gov/DocumentCenter/View/11111>

File upload:

No file chosen

Description of other approach (including when and where these are used):

Development within a parking management district can pay a fee in lieu of parking with approval by the City Council.

Question 10

Approximately what percentage of development in the last five years has been infill?

50-60

How many LEED-ND projects have been developed (or are pre-qualified) in your community (just LEED for Neighborhood

Development not all LEED designations)?

None

What measures does your community use to encourage dense, mixed-use development? (check all that apply)

- Secondary or accessory dwelling units are permitted

Definition: These units are self-contained apartments on an owner occupied single-family lots.

Link to measure:

File upload: No file chosen

Description of measure (including where it is permitted):

An accessory dwelling unit (ADU) is permitted on any lot with a single-family dwelling provided the primary residence is occupied by the property owner. Section 10-40.60.030 of the Zoning Code lists a number of specific regulations for ADU's.

- Retail/commercial uses are required on the ground floor of residential buildings in mixed use corridors or districts

Link to measure:

File upload:

No file chosen

Description of measure (including where it is permitted):

Mixed use development is not required to include residential development, however when residential units are included they cannot be on the ground floor adjacent to the street. Residential must be located above or behind commercial development (Section 10-40.60.250)

Proposed revisions currently under consideration by the City Council will make the language regarding mixed use development more clear.

- Density bonuses to developers are provided for providing amenities that enhance walkability and livability

Definition: Density bonuses are used by local governments to allow a developer to build at a higher density than zoning permits in exchange for providing affordable residences or walk-friendly amenities.

Link to measure:

File upload:

No file chosen

The option to use a form-based code and transect zones in downtown Flagstaff and in the Southside neighborhood encourages infill development that supports walking and is more urban in character.

The City recently completed and approved a neighborhood plan for La Plaza Vieja, a historic, low-income neighborhood near downtown. The plan promotes walkability in the neighborhood and development/redevelopment that supports the neighborhood's strong pedestrian environment.

Question 11

In the following fields, please select and briefly describe any urban design features or pedestrian amenities that your community uses or requires to create a comfortable and attractive walking environment.

Lighting:

Flagstaff is a Dark Sky city and has a number of regulations in place to limit light pollution. All outdoor light fixtures must be fully shielded (full cutoff), certain types of lamps are not allowed, and lighting levels are strictly limited.

Pedestrian-scaled lighting was installed in Flagstaff's downtown areas in the mid-90s. Pedestrian-scaled lighting is typically not used in other areas, although it is allowed/encouraged in more urban transect zones.

Trees and plantings:

A landscape buffer of 10 feet (or 5 feet for two-lane streets) is required along the street frontage of non-residential development. This is typically located behind the sidewalk on private property, although a portion of the landscape buffer can be located within the public right-of-way.

Parkway buffers are required by the Engineering Standards between the back-of-curb and the sidewalk. However, parkways are frequently omitted when right-of-way space is limited.

Street trees are required when new streets are built.

Street furniture:

Benches and bike racks have been installed along streets in downtown Flagstaff and along the 2 major commercial streets in the Southside neighborhood.

The City has proposed Zoning Code amendments to remove frontage landscape standards and instead allow street trees and furniture when buildings front and are within a few feet of the public sidewalk.

Community identifiers (e.g. gateways, banners, public art):

Flagstaff has an active public art program and has funded and installed a variety of public sculptures and murals in the last 10-15 years. A number of private murals have also been created.

- Other features and amenities (e.g. facade design requirements, public restrooms, pavement design):

New development and alterations to existing buildings in three historic districts - Railroad (downtown), Southside, and Townsite - are subject to additional review and design standards to ensure compatibility with the historic character and historic aspects of those neighborhoods.

Please provide a link or attachment of the ordinance or policy that addresses these features.

Link:

File Upload:

No file chosen

Question 12

Please briefly describe any other planning policies related to promoting or enhancing walking in your community.

Section 10-30.60.040 of the Zoning Code describes specific standards for pedestrian and bicycle circulation systems in new development, to encourage walking and biking in a safe and convenient environment.

On-site functions, including building entrances, outdoor plazas and courtyards, and open space, must be linked with a convenient, well-connected network of pedestrian and bicycle ways.

Off-site pedestrian and bicycle connections are required to adjoining public sidewalks, FUTS trails within 100 feet of the site, internal walkways on adjoining properties, nearby transit stops, and abutting National Forest lands.

In parking lots of greater than 8000 square feet, pedestrian ways must provide a clear, continuous route to the building entrance with distinguishing landscaping, fencing, and pedestrian-scaled lighting.

Pedestrian and bicycle ways must meet several design standards:

Materials must provide traction and facilitate maintenance and snow removal.

Distinctive landscape elements are used to clearly define gateways in larger developments (more than 20,000 square feet).

Decorative paving, such as colored concrete, stamped concrete, signs and landscaping helps to identify vehicular crossing points.

Section 10-30.60.060 sets standards for open spaces, civic spaces, and outdoor public space in new development. For non-residential development with more than 20,000 square feet of floor area, at least five percent of the site is required for an outdoor pedestrian amenity area that serves as a transition between the parking areas and the building entrance.

Section 10-50.20.030 B.4. in the Architectural Design Standard requires buildings with street level visual interest to pedestrians. This is accomplished through display windows, display cases, or decorative wall surfaces along public ways or pedestrian routes. Large expanses of blank wall along public ways and

pedestrian routes are not allowed.

Last updated 12/15/2015

Education & Encouragement

Education and encouragement are primary components in creating a successful walk friendly community. This section seeks information about the programs, policies and strategies your community uses to inform, inspire, motivate or reward walkers and other users of the public right of way. It also asks the question "Do your efforts result in a safe walking environment?" Effective pedestrian safety education begins at an early age, is age-specific, and continues through the years across all modes (i.e., motorists educated about pedestrian safety contribute to a safer, more pleasant walking environment for pedestrians; this environment enables and encourages more people to walk).

Encouragement programs can be fun and inclusive in seeking to establish good habits or change unhealthy or unsafe habits. The education and encouragement strategies listed below are common to many walkable communities. If your community uses other strategies to educate the public and encourage walking, please describe them as well.

Question 1

Please describe any Safe Routes to School (SRTS) programming being implemented in your community in the space provided below.

Check any of the following activities that are part of your SRTS programs and include information about the nature, scope, and results of these activities (as well as any others not listed below) in your description.

- Walk to School Day/Week

Definition: Walk to School Day is an international event that takes place annually in October. Schools from all over the country plan special activities to encourage students to walk to school. This special event can be a great way to start a Safe Routes to School program.

Description:

The City of Flagstaff partners with Coconino County Injury Prevention program each year for International Walk to School Day. Five schools within the city limits participate in this yearly fun event. Incentives are given to each participating walker, and all children are escorted to school by adult volunteers. Other partners in this event include: Flagstaff Unified School District, Safe Kids Coconino County, Northern Arizona University ROTC, Coconino County Tobacco and Chronic Disease program, Pedestrian Advisory Committee, and Flagstaff Medical Center. Over 1000 children participate in this event annually.

- Walking Wednesdays or other walking events

Definition: Some schools and communities promote walking to school by having regular Walking Wednesday events in which parents, teachers, and students may meet up near the school campus and walk to school together.

- Walkability audits or SRTS maps

Definition: By auditing and assessing walking routes and creating maps indicating the safest routes to school, communities can help educate students and families about the best routes to take.

Description:

Safe walking maps have been created and distributed to each elementary school within the Flagstaff Unified School District.

Walking School Bus

Definition: From saferoutesinfo.org : A group of children that walk or bicycle to school together accompanied by one or more adults.

Description:

A walking school bus was used at Killip School between 2011 and 2013. For the first school year there were 4 "routes" every morning. In the second year there was only one route, but it was conducted in the morning and afternoon (to and from school). The walking school bus at the school has not been used since. The walking school bus was implemented following a one-day training for conducted by PedNet Consulting and sponsored by the Coconino County Safe Routes program.

Student safety patrol

Definition: From saferoutesinfo.org: Student safety patrols enhance enforcement of drop-off and pick-up procedures at school by increasing safety for students and traffic flow efficiency for parents. Such efforts allow students to participate in promoting traffic safety where they learn skills they can use in their everyday lives.

Description:

BASIS school is a charter school within the Flagstaff city limits. After conducting an observation of the school dismissal, recommendations were given to the school to increase child safety. The school has since taken steps to increase safety measures in and around the school: increased parental and staff supervision, education to the school parents, and encouragement of bus transportation usage with decreased student bus pass costs and a deviation of the regular bus routes to coincide with school start and end times.

Tracking system to count the number of children walking to school

Other (please describe)

Description:

Pedestrian and bicycle safety is taught through Coconino County Injury Prevention Program and Safe Kids Coconino County within the City of Flagstaff.

May is Bike safety month with local community and school bicycle rodeos, discount helmet sales and organized fitting clinics.

October is pedestrian safety month, which kicks off with International Walk to School Day (over 1,000 children participating), walking audits in and around the schools, and "Be Safe. Be Seen" displays on reflectivity and visibility.

Please estimate the number of schools in your communities that participate in the following:

Ongoing SRTS program:

Special walk to school events only:

No walk to school or SRTS activities:

Total number of elementary and middle schools in your community:

Please provide the following information for the Safe Routes to School contact person in your community:

Contact Person and Title:

Kim Austin, Health Educator
Coconino County Public Health Services District Injury Prevention

Contact Person Department:

Coconino County Public Health Services District.
*We have a SRTS program that is not federally funded

How many hours are spent per year in this capacity?

Please describe your most recent Safe Routes to School grants:

The Coconino County Injury Prevention program and SafeKids program has received federal Safe Routes to School grants since 2008. Coinciding with the passage of MAP-21, the State of Arizona elected to not make Safe Routes to School (or Transportation Alternatives) grant funding available to small urban and rural areas in Arizona. As a result Coconino County's federal Safe Routes to School grant ended as of September 2014.

Coconino County Injury Prevention and SafeKids have continued a pedestrian and bicycle safety program for children patterned on the Safe Routes to School program. Most of the same education is provided but without specific school participation or in-class lessons for grades K-5 (this is the reason 0 schools are listed above for on-going SRTS program)

Question 2

Please describe any education and training programs related to pedestrian education, safety, or design for staff in your municipality. Please include in this description the nature, frequency, scope, number of attendees, and results of these programs.

Engineering:

A one-day Walking School Bus training was held in May of 2011. The training was conducted by PedNet Consulting and sponsored by the Coconino County Safe Routes program. Approximately 30 people attended. A walkability assessment of the Sunnyside neighborhood was conducted in conjunction with the training.

ADOT sponsored a Safe Routes to School workshop on September 30, 2010 at Kinsey School and training for its Active School Neighborhood Checklist at Mountain School on October 1, 2010. Approximately 15 people attended. The workshop included a walkability assessment of the Ponderosa Trails neighborhood in the vicinity of the school.

The City of Flagstaff, NAIPTA, and ADOT conducted a walkability and transit access assessment in April of 2012 in the Southside and Woodlands Village neighborhoods as part of the Arizona Transit Association conference. About 30 people participated in the mobile workshop.

A full-day Health Impact Assessment training for practitioners and professionals was held on October 18, 2013. The

training was conducted by the Arizona Department of Health Services and the Project for Livable Communities. About 35 individuals were in attendance.

Another half-day Health Impact Assessment workshop was conducted on May 27, 2015. This workshop was sponsored by the Arizona Department of Health Services, the Coconino County Public Health Services District, and the Arizona Alliance for Livable Communities. About 25 people attended

Planning:

Same as above - the workshops and training were targeted to engineers, planners, law enforcement, school officials and teachers, public officials, and public health staff.

Law enforcement:

Same as above

School staff:

Same as above

Public officials:

Same as above

Other:

Question 3

Please check and briefly describe any education or encouragement campaigns that are implemented in your community regarding the following topics. Include information about the target audience, techniques used (e.g., posters, workshops, etc.), frequency, scope, and results of the programs. Please mention what measures your community has taken to make sure that education and encouragement campaigns are inclusive of all populations. Also mention your community partnerships (such as Public Health & Planning partnerships) that collaborate on these efforts. Provide any relevant links and attachments to help illustrate these descriptions, if available.

- Public service announcements

- Public health campaigns related to walking

Link to relevant material:

<http://www.coconino.az.gov/awc>

Description:

The Coconino County Public Health Services District organizes the Aerobic Winter Challenge each year. This is a five-month team incentive program that encourages regular physical activity and healthy eating during the cold winter months. Employees of organizations in the Northern Arizona Public Employee Benefit Trust (NAPEBT), which includes the City of Flagstaff, Coconino County, Coconino Community College, NAIPTA, and Flagstaff Unified School District are eligible to participate. The challenge has been held for more 30 years.

NAPEBT also organizes a year-round wellness incentive program, which encourages physical activity and other wellness activities.

Walk to work events

Other (please describe):

Question 4

Please check and briefly describe any walking tours, guides, or maps that are available (on-line or printed) in your community. If available, please provide a link, attachment, or pictures of wayfinding devices and/or plans, maps, or brochures for these walking tours.

Walking maps (e.g., neighborhood maps, school route maps, city-wide maps, trails and greenways, etc.)

Link to relevant material:

<http://www.flagstaff.az.gov/index.aspx?NID=152>

Description:

The Flagstaff Urban Trails and Bikeways Map is a comprehensive map of FUTS trails and on-street bikeways. The map also features the routes of the Arizona Trail and Loop Trail through Flagstaff, connections to nearby single-track trails in the adjoining national forest, bus stops, steep hills, and watchable wildlife sites in town.

About 15,000 copies of the map have been given away every year since 2006. The cost of printing has been underwritten by Blue Cross Blue Shield of Arizona since 2006.

The map is also available in a digital version, geo-referenced for use with Avenza's PDF Maps app for smartphones and tablets. More than 1000 digital copies have been downloaded since it was made available in 2014.

The City also publishes a public art map, which has locations and descriptions of more than 40 works around town. The map shows FUTS trails to encourage walking and biking to public art locations.

Safe walking maps have been created by the Coconino County Safe Routes to School program and are distributed to each elementary school within the Flagstaff Unified School District.

Wayfinding and route signs for pedestrians

Question 5

Please briefly describe any ciclovía/Sunday Parkways/open streets or similar events in your community. Include information about the target audience, nature, frequency, scope, and results of these events. Provide any relevant links and attachments, if available.

The Flagstaff Arts Council sponsors First Friday ArtWalk - each first Friday of the month, art galleries and businesses in downtown Flagstaff open their doors from 6-9 pm with special art exhibitions, performances, live music, food and other activities. The event has become immensely popular with both locals and visitors, and is described by the organizers as Flagstaff monthly street party.

<http://flagartscouncil.org/artwalk/>

Flagstaff Community Markets are held once a week at two locations (downtown on Sundays, east side on Wednesday evenings) from May through October

<http://www.flagstaffmarket.com/>

Question 6

Please briefly describe any other education or encouragement programs affecting walking in your community.

Flagstaff Walks! is an annual series of events organized every fall since 2005 by the City's Pedestrian Advisory Committee to celebrate Flagstaff's walkability and to raise awareness of pedestrian issues.

2015 events included:

Arizona Trail Day

Second annual celebration of the Arizona Trail, and Flagstaff as a gateway community. Features food, music, and a variety of exhibits and information. A group walk along the trail was led by local walking advocate Jack Welch.

Park(ing) Day

Six parking spaces along Mike's Pike were converted to temporary parks to promote social interaction, civic engagement, and people-oriented streetscapes. Organized by the City's Sustainability program and the Geography and Public Planning school at NAU.

Science in the Park – Visibility and Reflectivity for Pedestrians

Pedestrian Advisory Committee staffed an exhibit at Science in the Park and explore how visibility and reflectivity can help make pedestrians safer. Part of the Flagstaff Festival of Science series of events.

Flagstaff Community Market - Pedestrian Advisory Committee booth

PAC has a table for three weekends at the Flagstaff Community Market, and discuss a variety of pedestrian issues with the public.

Geology Walk

A walking tour of central Flagstaff to show how earth and human history meet in the walls of Flagstaff's lovely stone buildings. Guided by Marie Jackson, author of the book "Stone Landmarks".

Picture Canyon Walk

Guided, 3-mile hike explores ruins, petroglyphs, the restored channel of the Rio de Flag, and Flagstaff's only waterfall at the Picture Canyon Preserve.

Public Art Walk

Walking tour of public art in Downtown and the Southside, led by Mark DiLucido with the City's community design program.

Progressive Breakfast with the PAC

A fun walk combines a tour of downtown Flagstaff with a progressive breakfast from local eateries. Walkers are invited to visit with the Pedestrian Advisory Committee about concerns on walking issues.

Mural Walk

Three-mile walking tour will feature 20 murals around downtown and the southside, and will be led by local walking advocate Jack Welch.

Geocaching/Letterboxing/Benchmark Hunting

A guided activity to learn about the world of treasure hunting with GPS, and the basics of the three sports as an activity for all ages.

International Walk to School Day

Organized by Coconino County Injury Prevention and SafeKids. More than 1000 kids participate.

Crossing Guard Appreciation Day

Held in conjunction with Walk to School Day; teachers, parents, and kids are invited to show appreciation to local crossing guards. Included a proclamation from the Mayor of Flagstaff.

15-Minute Makeover - Sidewalk Clean Up

The PAC invited the public to help clean a section of FUTS trail near downtown. Part of the 15-minute makeover at 10:15 on 10-15.

Last updated 12/15/2015

Engineering

Designing, engineering, operating, and maintaining quality roadways and pedestrian facilities is a critical element in producing a Walk Friendly Community. Designers and engineers have a diverse array of design elements and ever-developing technologies at their disposal that provide a safer, inviting, and more accessible street for pedestrians. These benefits aren't limited to pedestrians. By accommodating pedestrians in all roadway designs, roads become safer for all users. Therefore, it should be essential that pedestrian engineering and design tools are used throughout your community, including sidewalk accommodations and standards, crossings and intersections, traffic calming, trail design, and newer, innovative treatments.

Question 1

Which of the following standards, if any, are included in your municipality's sidewalk design specifications? Please provide a link or attachment of the municipality's sidewalk design standard specifications.

- Sidewalks at least 5' wide in residential areas, 10' – 30' in commercial zones
- Required buffer zone between sidewalk and street
- Level and continuous sidewalks at driveways so that driveways do not look like roadways

Sidewalk design link:

<http://www.flagstaff.az.gov/DocumentCenter/View/11111>

Sidewalk design file upload:

Choose File No file chosen

Question 2

Estimate the percent of arterial and non-arterial streets that have sidewalks on both sides of the road, one side of the road, or have paved shoulders (minimum of 4 ft) in your community.

Sidewalks on both sides — Arterials:

Sidewalks on both sides — Non-Arterials:

Sidewalks on one side - Arterials:

Sidewalks on one side - Non-Arterials:

Paved shoulders \geq 4' — Arterials:

Paved shoulders \geq 4' — Non-Arterials:

Please enter the following information about your road network:

What is the mileage of your total road network?

How many miles of sidewalks are in your pedestrian master plan?

How many miles of new sidewalk did you construct last year?

How many miles of new sidewalk did you construct in the last three years?

How many miles of new sidewalk do you plan to construct in the next three years?

Question 3

Describe the following inventories and update processes for your community.

Sidewalk inventory:

The City recently completed a comprehensive GIS inventory of sidewalks in Flagstaff. The inventory covers all public streets, private streets, parks, and the NAU campus.

Curb ramp inventory:

Curb ramps have not been inventoried

Please describe your community's sidewalk retrofit policy to fill gaps, repair sidewalks, and provide new sidewalks as needed.

Since 2004, the City has replaced sidewalk panels and curb ramps as part of its regular street maintenance program when work is done on the adjoining street. Sidewalks and curb ramps are repaired or replaced when they do not meet ADA guidelines, typically when cracks or heaves create a vertical deflection of more than one-quarter inch.

Adjoining sidewalks and curb ramps are repaired or replaced when the street project is a reconstruction or mill and overlay. Adjoining sidewalks and curb ramps are not repaired when the street is chip-sealed or seal-coated. Since 2004, the City has installed 513 curb ramps and replaced a little over 3 miles of sidewalk via this process.

In 2014, Flagstaff voters approved a dedicated sales tax to fund the Road Repair and Street Safety program, which provides \$100 million over the next 20 years for preventative and deferred maintenance on all City-maintained streets. Adjoining sidewalks and curb ramps will be repaired or replaced using the same methodology and criteria described above. During the 2015 construction season, 92 curb ramps were installed or replaced and just under a mile (5148 linear feet) of sidewalk was replaced.

The City also provides a small amount (\$15,000 annually) to assist residential property owners with sidewalk repair and replacement of the public sidewalk abutting their property. Like many places, Flagstaff City Code assigns responsibility for maintenance and upkeep of the public sidewalk to the adjoining property owner. To reduce the burden, the City will pay for half of the cost when sidewalk repair or replacement is necessary. Last year about 600 linear feet of sidewalk were replaced through this program.

What is the annual line item for sidewalk maintenance in your community's budget?

\$15,000

Estimate the percent of intersections that have ADA accessible ramps on all four corners.

90

Estimate the percent of sidewalks that need to be repaired or replaced.

25

Does your community have a program to install curb ramps?

Yes

How many ramps are installed per year? 92

How many ramp installations are planned for next year? same

Does your community have a program to repair and replace broken sidewalks?

Yes

How many locations (or linear feet) were fixed last year? 5148

How many repairs are planned for next year? same

Is there a method for residents to report missing or broken sidewalks and curb ramps?

Yes

Please explain the report process (e.g., on-line complaint form):

Citizens can report broken sidewalks via the City's on-line Citizen Report Tracker system (<http://www.flagstaff.az.gov/index.aspx?nid=2708>). This system also works with smartphones and tablets. Sidewalk Repair is one of the available standard forms.

Question 4

Please indicate the number of bridges or overpasses in your community and how many of those provide for pedestrians through shoulders, sidewalks, or multiuse paths.

Number of Bridges (excluding freeways):

Number of Bridges with pedestrian provisions on at least one side:

Number of Pedestrian overpasses (or bridges):

Number of Pedestrian underpasses:

Identify the last three bridges built (or major reconstruction) in your community, and do the bridges provide pedestrian provisions on at least one side?

Bridge Number 1

Enhancements were made last summer to the Country Club bridge over I-40 to install a concrete 10-foot FUTS trail along the east side of the roadway leading to and away from the bridge. There is an existing 6-foot sidewalk across the bridge which could not be widened to 10-feet due to space limitations; however the existing fencing along the outside of the sidewalk, which curved in over the sidewalk, was replaced with a more vertical fence to provide a more open feel for trail users.

Bridge Number 2

J.W. Powell bridge over I-17 was refurbished two years ago. The bridge was not made wider, but the the edge stripe was moved to narrow travel lanes and create a 4-foot shoulder. There are no other ped or bike facilities on the bridge.

Bridge Number 3

The Fourth Street bridge over the BNSF tracks was built ca 2005 with bike lanes on both sides, a sidewalk on one side, and a FUTS trail on the other.

Identify bridges currently under design. Do the bridges provide pedestrian provisions on at least one side?

The City has submitted an application for a TIGER grant to rebuild two bridges along Fourth Street over I-40. If funded, the design will include bike lanes on both sides, a sidewalk on one side, and a FUTS trail on the other.

Question 5

Does your community maintain a pedestrian signalling system?

Yes

Please briefly describe initiatives your community has taken to ensure or improve pedestrian access, safety and convenience at signalized intersections. Provide a link or attachment of the relevant policy or ordinance, if available.

Description:

All signalized intersections in the City include ped-head signals with countdown and ped push buttons, and curb ramps.

Link to policy or ordinance:

Upload policy or ordinance:

No file chosen

Do you provide pedestrian recall (pedestrians receiving a walk signal during every phase without using a push button) in high pedestrian corridors?

Yes No

If yes, when and where?

All City signals in downtown Flagstaff have pedestrian recall.

Please describe any passive pedestrian detection (e.g. video, microwave) in your community.

Passive detection for the RRFB is used in the middle of ped refuge islands installed on Fourth Street and Lone Tree Road.

Approximately what percentage of intersections have accessible pedestrians signals with audible walk indications?

0

Approximately what percentage of intersections have pushbutton-integrated accessible pedestrians signals with audible and vibrotactile indications?

0

What is the average walk speed used to determine signal timing?

3.5

Do you use right-turn-on-red restrictions? If yes, when and where?

No

Do you use Leading Pedestrian Intervals? If yes, when and where?

Yes, at one intersection (Beaver and Butler)

What is your maximum cycle length in your downtown?

90 sec

What is your maximum cycle length in your community?

110 sec

What speed is traffic progress for in downtown?

17 mph

What is the longest pedestrian crossing that you have?

130 feet (north leg of Lake Mary Road and Beulah Blvd)
115 feet (north leg of Fourth Street and Route 66)

What is the policy on displaying Walk signals (e.g. > 12 seconds or 25% of cycle length)?

Walk signals are typically displayed for 4-7 seconds, although the actual time varies by location. A pedestrian countdown phase follows, with enough time to cross the distance at 3.5 feet/second (not including yellow and red phases).

What percentage of intersections have countdown signals?

100 at City signal!

Question 6

Please briefly describe initiatives your community has taken to ensure or improve pedestrian access, safety and convenience at crosswalks. In your description please address the following questions. Provide a link or attachment of the relevant policy or ordinance, if available.

Description:

Over the past several years, the city has used Highway Safety Improvement Program funds to upgrade transverse pavement markings (crosswalk markings and stop-bars) at more than 300 intersections city-wide. Crosswalk markings have been changed from the traditional parallel lines to ladder-style. The project also upgraded materials to longer-lasting, more-durable thermoplastic and MMA markings.

Link to policy or ordinance:

Upload policy or ordinance:

Choose File No file chosen

How are marked crosswalk locations selected?

The City uses NCHRP 562 for guidance regarding where crosswalks should be marked

What is your standard crosswalk marking type (e.g., parallel lines, ladder style, high visibility, etc.)?

Ladder

Please describe your crosswalk inventory and update process:

Existing marked crosswalk locations were inventoried as part of the HSIP transverse pavement markings project

Are crosswalk markings regularly maintained?

Yes No

Describe:

Annually, on average

Are in-road stop/yield signs used?

Are advance stop/yield lines placed at multilane uncontrolled marked crosswalks in order to reduce multiple threat crashes?

Yes No

Describe:

Advanced yield markings (sharks teeth) and MUTCD Yield Here to Pedestrians (R1-5 or R1-5a) are used in advance of RRFB beacons

Are there other pedestrian safety practices being used at crosswalks?

Passive detection has been used in the median island at a few RRFB locations. This automatically sends a call to the RRFB device to begin flashing and does not require the pedestrian to press a second button for the second stage of the crossing.

Are pedestrian hybrid beacons and rectangular rapid flash beacons used? Please describe when and where (e.g. in close proximity to schools, bus stops, trail crossings, etc.):

RRFB locations:

Fourth Street at W.L. Gore (mid-block crossing where a major employer's campus straddles a busy street)

Butler Avenue at Humphreys Street (uncontrolled intersection on the edge of the NAU campus along a busy student walking route)

Cedar Avenue at Ellen Street (uncontrolled intersection near middle and elementary schools)

Fourth Street at Third Avenue (uncontrolled intersection near bus stop)

Fourth Street at Dortha Avenue (uncontrolled intersection near bus stop, community health center)

Lone Tree Road at Brannen Street (uncontrolled intersection at FUTS crossing)

Lone Tree Road at Coconino Comm College (mid-block crossing at bus stop, community college campus)

Pedestrian hybrid beacons (HAWK) locations:

West Street at Dortha Avenue (uncontrolled intersection near Coconino High School)

Question 7

Does your community design and build its own roadways?

Yes

What geometric features are being used to ensure or improve pedestrian access, safety and convenience? In your description please address the following questions. Provide a link or attachment of the relevant policy or ordinance, if available.

Are median crossing/refuge islands used? Is there a standard or typical roadway that these are used on? How many have been installed in the last three years (on new roadways or retrofits)? Are any more planned?

Link to island policy:

Description:

Median crossings/refuge islands are used, although there is not a formal standard in place for when they are required or should be used.

Crossing/refuge islands have been installed in 4 locations in the last three years, in conjunction with the installation of RRFBs:

Fourth Street at Dortha
Fourth Street at Third
Lone Tree Road at Brannen
Cedar Avenue at Ellen

Do you routinely install curb extensions? How many have been installed in the last three years? Are any more planned?

Link to curb extension policy:

Description:

None have been installed in the last 3 years. Curb extensions were installed on most corners in downtown Flagstaff in the mid 90s, and on commercial streets in the Southside neighborhood about 5 years ago.

Curb extensions have been added or lengthened at a few central locations to accommodate bus stops.

Additional curb extensions are planned at a few locations in the Southside neighborhood to narrow crossings and realign skewed intersections in response to a proposed major student housing project.

What is the standard curb radius (10',15',20',25',30',35') for local, collector, and arterial streets?

Link to curb radius policy:

<http://www.flagstaff.az.gov/DocumentCenter/View/112>

Description:

Arterial: 30 feet
Collector: 20 feet
Local: 15 feet

What other geometric design features are implemented for pedestrian safety?

Link to other design features:

<http://www.flagstaff.az.gov/DocumentCenter/View/11444>

Description:

Median landscape islands are used occasionally on multi-lane roads

Parkway strips between the sidewalk and curb are required via the Engineering Standards

Wider sidewalks are required when high pedestrian volumes are anticipated

Curb and gutter are required for all streets

Minimum driveway spacing standards are listed in the Engineering Standards

Has your community taken initiatives to increase safety for people crossing the street at bus stops that are not located at signalized intersections?

Link to bus stop policy:

Description:

Bus stops locations are reviewed case-by-case for site-specific measures to enhance pedestrian access. Median islands and RRFBs have been installed on Fourth Street and Lone Tree Road to serve bus stops not at signalized intersections.

Please describe your community's use of multi-modal level of service in the 2010 Highway Capacity Manual. Please include information on standards, goals, and the hierarchy of pedestrian/transit/bicycle/vehicular LOS used to evaluate and design streets and intersections in your community.

City has tried to use it in few cases, but found that it does not work well. Typically the installation of a 5 or 6-foot sidewalk per standards is sufficient to meet LOS A or B for peds. Ped level of service falls below A or B only in a few select location, like busier areas downtown. In these locations, high ped volumes are not indicative of a problem.

Question 8

Please briefly describe your community's traffic calming practices and/or policies and cite any relevant examples. Traffic calming practices may include road diets, lane diets (reduction in lane width) or streets with a pedestrian focus. Provide any relevant links or attachments, if available.

Description of practices:

The City's Guidebook for Residential Traffic Management describes a detailed process for citizens to initiate traffic calming measures in their neighborhood or on their street. See question below for additional information.

Link to calming practices document:

<http://www.flagstaff.az.gov/DocumentCenter/View/11444>

Please describe any recent road diets:

Lanes were narrowed on several streets in order to accommodate bike lanes

Beulah Boulevard between Woodlands Village Boulevard and McConnell Drive

Columbus Drive between Humphreys Street and San Francisco Street

Please describe your traffic calming methods including typical treatments and site selection and prioritization:

The process for selecting streets and neighborhoods for traffic calming is citizen-driven and initiated by submitting a citizen action request form.

Staff evaluates the request, collects relevant data, and meets with representatives of the neighborhood. Staff then drafts a list of proposed traffic calming measures, which is based on the least intrusive/least expensive methods that will address the issues. Non-engineering solutions are considered first, including:

- Warning/caution signs
- Speed limit signs
- Pavements markings and striping
- Neighborhood block watch
- Police presence
- Radar trailers

Potential engineering solutions include:

- Warning signs/striping
- Speed humps, speed tables, raised intersections
- Curb extensions
- Traffic circles
- Median barriers with lane narrowing
- Discontinuous one-way streets
- Diverter and channelized turn-barriers
- Chokers and chicanes
- Street closures

Once a strategy is selected, the plan is circulated in the neighborhood and must obtain 60% approval from property owners and/or residents in the affected area. The proposal is then reviewed by the City's Transportation Commission during a public hearing.

As part of the review process, the street or neighborhood is scored on a variety of primary and contributing factors, and must meet minimum threshold criteria to qualify as a potential traffic calming project. Primary factors include speed, excessive speeds, traffic volume, and cut-through traffic volume. Contributing factors include the presence of schools, pedestrian generators, high-density housing, major streets, bike lanes and FUTS trails, and sidewalks.

What is the maximum speed limit at traffic signals in your community?

40 mph (or same as entering roadway speed limit)

Do you have school zones and reduced speed limits? Please describe:

School zones have a maximum speed limit of 15 mph while school is in session, in accordance with state statutes. School zones are statutorily defined on all streets adjacent to schools, and are posted with mobile, in-traffic speed limit signs during school hours.

What is the posted speed of the majority of the arterial roads in your community?

30, 35 or 40 mph, depending on design and context

Question 9

Please briefly describe any other engineering projects or policies affecting walking in your community.

The City's "Safe Sidewalk" ordinance requires property owners adjacent to public sidewalks to keep the sidewalk clear and free of snow and other obstructions. The ordinance was amended in 2008, and again in 2013 to clarify requirements and make enforcement easier.

The ordinance requires adjoining property owners to remove snow from public sidewalks within 24 hours of a storm event. Per the 2013 amendments, code enforcement officials can notify property owners of a violation by posting the property (leaving a small notice of violation sign on a stake in a snowbank). If the property owner does not clear the snow within 24 hours of the notice, the City can hire outside crews to remove the snow and charge the property owner.

The same enforcement process is used for sidewalks blocked by trash cans, overgrown vegetation, parked cars, and debris.

Between July of 2014 and July of 2015, City enforcement staff investigated and issued a total of 262 violations of the ordinance. Property owners voluntarily complied in approximately 90 percent of the cases. For the remaining cases the City hired outside crews to remove the snow or other obstruction.

Last updated 12/15/2015

Enforcement

In many communities, enforcement is often neglected as a technique for making communities safer for walking. Communities that have created comfortable walking environments through engineering improvements or urban design features may still have safety concerns if traffic laws are not properly understood or adequately enforced. Enforcement activities work best when implemented in conjunction with education and awareness activities. Therefore, well-implemented enforcement campaigns will include public education campaigns, law enforcement officer training, and strategic law enforcement and ticketing strategies. A successful enforcement program will usually require the involvement of community members, law enforcement officials, city council members, and the media.

Question 1

Does your community have a traffic safety division/unit within the Police Department?

Yes No

Does your community have police patrols on foot or bike? If so, please describe (include the number of officers that are bike patrol certified).

Flagstaff Police Department has 5 patrols on foot or bike. Six officers are currently certified through The International Police Mountain Bike Association (IPMBA). FPD has just been awarded a grant to purchase 3-4 new bicycles for officers to patrol.

Please estimate the number of patrol officers and amount of time that is devoted to responsibilities concerning pedestrian

laws and safety:

The numbers vary by month, and can range from 2 to 8 officers. Time devoted to pedestrian safety also varies.

Question 2

Does your community use targeted enforcement programs to ensure the safety and security of pedestrians in crosswalks and on city streets, trails, and walkways? Indicate which of these elements, if any, are part of the enforcement program.

Yes

Indicate which of these elements, if any, are part of the enforcement program.

Targeted pedestrian crossing operations (e.g., use of plain-clothed "decoy pedestrian" officers to enforce motorist yielding laws):

Definition: From walkinginfo.org: These are well-prepared and coordinated operations designed to warn motorists that the yield-to-pedestrian laws will be enforced at target locations. Officers prepare a site by establishing the safe stopping distance to a crosswalk, with a 10 mi/h over the speed limit leeway. Cones are set out in that location. An officer in plain clothes steps into the crosswalk just before a vehicle passes the cone. If the motorist doesn't yield, either a warning or a citation is given, based on the severity of the incident.

Please describe the extent and frequency of the operation (include how sites are selected):

Every month the traffic safety division focuses on a different objective depending on empirical evidence of collisions and other issues. Each morning officers use a map in the meeting room to pin "high activity" areas where enforcement will be increased. High pedestrian activity areas and high pedestrian crash areas are sometimes targeted.

Media campaigns regarding enforcement

Speed feedback signs

DUI Checkpoint operations

Please describe the extent and frequency of operations (include how sites are selected):

Targeted speed enforcement

Please describe the extent and frequency of operations (include how sites are selected):

Based on empirical data and observations, FPD identifies problem areas and targets speeding. New radar guns were purchased earlier this year. FPD now has 10-12 radar guns, enough for every patrol.

Progressive ticketing

Definition: From walkinginfo.org: Progressive ticketing is a method for introducing ticketing through a three-staged process: educating, warning, and ticketing.

Emergency call boxes

Other

Please describe:

FPD initiated a pedestrian safety campaign on December 1 that will last for 3 months. The campaign is in response to a higher-than-normal number of pedestrian deaths - 5 so far in 2015. The campaign will target failure to yield on the part of motorists, risky crossing behaviors for pedestrians, and intoxicated pedestrians.

Question 3

Please list the number of citations given for the following infractions:

Failure to yield to pedestrians:

30 since 2011

Parking on sidewalks or too close to intersections or crosswalk:

1

- Does your community use photo enforcement technology that targets speeding and/or red light running?

Explain:

Question 4

Please briefly describe your community's policies and practices regarding the use of adult crossing guards at elementary and middle schools. Include any information about the criteria for placement of adult crossing guards, training programs, crossing procedures, crossing guard signs and equipment, and law enforcement strategies at crossing guard locations.

Crossing guards at FUSD schools are typically facilities employees or volunteers. Training is not provided; however Coconino County Injury Prevention has been working with FUSD to implement a short, annual training session that uses a Maricopa Association of Governments (MAG) training video for crossing guards.

Provide a link or attachment of any relevant policies, if available.

Link:

File upload:

Choose File No file chosen

Question 5

Do police work regularly with traffic engineers and planners to review sites in need of safety improvement for motorists and pedestrians?

- Yes

Describe:

The City's Traffic Engineer works with FPD to evaluate high crash locations and potential countermeasures. FPD attends the City's Transportation Commission meetings, where problem locations and solutions are often discussed.

Does your community use crash and/or fatality data to identify problem areas and potential solutions?

Yes No

Describe:

The City recently complete a draft of a comprehensive report on pedestrian and bicycle crashes - <http://www.flagstaff.az.gov/documentcenter/view/47871>

Does your community use a Data-Driven Approach to Crime and Traffic Safety (DDACTS) to understand the overlap between hi-crime and traffic safety concerns?

Yes No

If so, describe ay DDACTS training you have undertaken and/or the process you use to prioritize traffic safety in relation to other police interests:

Question 6

Please describe any other ways that your community's police department addresses the pedestrian concerns in your community.

Since Flagstaff is a "Dark Sky City" many pedestrian crashes occur because the limited light output causes pedestrians to be more difficult to see at night. If pedestrians are found at fault in crashes, we offer a diversion course, free of charge, to educate about safe practices concerning brighter clothing, predictable actions and particularly tenuous locations. Attendance has been 80+.

Last updated 12/15/2015

Evaluation

By incorporating planning, education, encouragement, engineering, and enforcement countermeasures, a community can have a direct impact on pedestrian safety and walkability. Evaluation of the pedestrian environment and behavior plays a crucial role in problem identification and countermeasure selection. In order to truly understand local pedestrian needs and safety issues, a community should utilize effective evaluation strategies.

Question 1

Does your community have an ongoing pedestrian counting and/or survey program that allows for long-term trend analysis of walking trips?

Yes

Please describe (including first year of program, frequency, number of sites, etc.):

The Flagstaff Metropolitan Planning Organization conducted a trip diary survey in 2006 and 2012, which collected detailed information on walking and bicycling trips. The survey will be conducted again in 2017 and every 5 years after that.

Question 2

Has your community used any of the following tools to evaluate major pedestrian areas (town centers, major activity areas, routes to school, etc.) in order to identify problem areas and potential solutions?

- Walkability Checklists (please describe when and where):

Formal walkability assessments have been conducted in two neighborhoods (La Plaza Vieja and the Fourth Street corridor) in 2008 and 2009.

Informal walkability and safe routes to school assessments have been conducted at a variety of locations in past several years, including the Sunnyside neighborhood, Ponderosa Trails neighborhood around Mountain School, at Basis School, and in the neighborhood around Kinsey School.

- Pedestrian Intersection Safety Index (please describe when and where):

The FMPO has developed a Pedestrian Environment score to measure the quality of the walking environment along street segments and at intersections. For intersections, the score includes the following factors:

- Number of pedestrian crashes
- Volume of traffic
- Traffic control
- Presence/quality of crosswalk markings
- Number of traffic lanes
- Speed limit
- Islands or bulb-outs
- Presence of curb ramps
- Crossing limitations/prohibitions
- Corner radii

Pedestrian environment scores have been calculated for all intersections of major roads (collector and arterials), a total of 267 intersections in the City. The results are being used in the the City's pedestrian and bicycle master planning process, and the FMPO's Regional Transportation Plan update, to help identify and prioritize pedestrian improvements.

- Pedestrian Level of Service (LOS) (please describe when and where):

The Pedestrian Environment score described above is also used to measure the quality of the walking environment along street segments. For street segments, the score includes the following factors:

- Presence of pedestrian buffers (parkways, on-street parking, bike lanes)
- Presence of sidewalks
- Traffic speed
- Traffic volume
- Number of lanes/width of road
- Presence/quality of median
- Functional class of road

Pedestrian environment scores have been calculated for all major road segments (collector and arterials) in the City. The results are being used in the the City's pedestrian and bicycle master planning process, and the FMPO's Regional Transportation Plan update, to help identify and prioritize pedestrian improvements.

-
- Pedestrian Road Safety Audit Guidelines and Prompt Lists (please describe when and where):

-
- Health Impact Assessment (please describe when and where):

-
- Smart Growth Scorecards (please describe when and where):

-
- Web-based or smartphone applications for resident feedback and input(please describe):

-
- Other Evaluation Tools:

Please describe:

The City recently completed an analysis of mode share trends and comparison to mode share in peer communities.

<http://www.flagstaff.az.gov/documentcenter/view/46972>

The trends analysis uses two available sources of data - the FMPO Trip Diary Survey and the American Community Survey (one-year and three-year averages) for measuring mode share in Flagstaff. The trends analysis allows us to assess the status of alternative transportation and determine if things are improving or not.

The peer community comparison identifies 15 communities that are comparable to Flagstaff, based on population, location in the western US, and presence of a large public university, and compares means of transportation to work data from the American Community Survey for walking, biking, and transit. The analysis also compares Flagstaff to state and national mode share averages. This allows us to benchmark against other communities and set realistic goals and targets for mode share.

Question 3

Does your community routinely conduct pre/post evaluations of road projects and traffic calming with respect to pedestrian crashes, volumes and motor vehicle speeds?

- Yes No

If yes, please explain when this is typically done and provide a recent example:

Pre and post evaluations are not done routinely for all projects, but have been done in a few specific cases to assess the effectiveness of the project:

In two neighborhoods - Bow and Arrow and La Plaza Vieja - data was collected on vehicle speeds and crashes before

and after a neighborhood traffic calming program. The data that was collected did not specifically include pedestrian data.

Speed and crash data was also collected before and after a new FUTS trail crossing was installed at at Beal Road.

Along Fourth Street, pedestrian counts were collected before and after two temporary median refuges were installed. The counts were used to validate the most effective locations for the refuges, which are now under construction in a permanent location and configuration.

Question 4

Using **Walk Score**, please type in the address for your City Hall and provide the following information:

City Hall Walk Score:

City Hall Transit Score:

Top 10% Walk Score for your community:

(located at the bottom of the Walk Score web page)

Average Walk Score for your community:

(located at the bottom of the Walk Score web page)

Please provide the **Overall Sprawl Score** for your community's metropolitan region:

Question 5

Please describe any other ways that your community evaluates pedestrian accommodation, walking rates, and pedestrian safety.

Last updated 12/15/2015

Additional Questions

Question 1

What are the three primary reasons your city deserves to be designated as a Walk Friendly Community?

Newly adopted Regional Plan and Zoning Code: since Flagstaff first applied for and received Walk Friendly Community status in 2010, the community has adopted a new Regional Plan and Zoning Code, both of which support and promote walkability. As a follow-up to the Regional Plan, the City and FMPO are working on an updated Regional Transportation Plan as well as a Pedestrian and Bicycle Master Plan. These sub-documents will bring an additional level of refinement to the goals and policies of the Regional Plan and identify specific strategies, programs, and projects to help make Flagstaff more walkable.

Flagstaff Urban Trails System: FUTS is a city-wide network of more than 50 miles of nonmotorized, shared-use pathways that are used extensively for both recreation and transportation. The system connects neighborhoods, employment, shopping, schools, parks and open space; and provides an incredibly diverse range of experiences. According to the City of Flagstaff Citizen Survey of 2009, 78 percent of Flagstaff residents have used the FUTS trail system in the last year.

The Road Repair and Street Safety program: in 2014 Flagstaff voters approved a dedicated sales tax that will provide \$100 million over the next 20 years for maintenance of streets. As part of the program, sidewalks and curb ramps will be replaced when the adjoining street is reconstructed or milled/overlaid. This program will significantly benefit sidewalk maintenance. Last year alone, 92 curb ramps and almost a mile of sidewalks were repaired or replaced.

Question 2

What are the three aspects of your community most in need of improvement in order to accommodate pedestrians?

Completion of the primary system of FUTS trails and missing in-fill segments of partially complete trails

A comprehensive plan that identifies deficiencies and needed pedestrian enhancements, including missing sidewalk segments, enhanced street crossings, and grade separations. Flagstaff's transportation tax expires in 2020, and over the next several years there will be considerable discussion about how to renew it and for what it will be used. It will be imperative to have a solid pedestrian plan in place so that pedestrian considerations have a significant role in those discussions.

Flagstaff needs a formal design process for streets that incorporates tenets of context sensitive design and complete streets, so that pedestrian travel and activity are prioritized or provided at a higher level of service where appropriate.

Question 3

How can your community leverage its designation as a Walk Friendly Community to increase the number of people walking and make walking safer?

Designation as a Walk Friendly Community will help bring national/international recognition to Flagstaff as a walkable, livable, and sustainable community, which in turn helps increase visitation and bolsters our tourism-based economy.

Designation and recognition will allow us to be more successful in securing grants, bond revenues, and budget allocations for pedestrian and trail projects and programs.

For the community, designation will promote awareness of our walkable character and foster appreciation for pedestrian issues. This works to encourage people to walk more, and makes it more likely that they will be supportive of pedestrian issues.

City of Flagstaff
28 February 2021

Please state your community's name and state (e.g., Walktown, California)

Flagstaff, Arizona

Please describe how your community is responding to the WFC program's primary recommendations for improving your overall walkability. If you have been unable or chosen not to implement these changes, please describe why.

Some of the City's current efforts are intended to address feedback from our 2010 WFC application. The City does not have a formal report card from our 2015 renewal application.

Missing sidewalks/sidewalk coverage. The City has conducted an comprehensive inventory of missing sidewalks on public streets, identified missing sidewalks along major streets, and prioritized projects to complete the most-needed. At grade and enhanced crossings were similarly inventoried and prioritized. As a result of these efforts, funding has been secured through the transportation sales tax and first mile/last mile grant.

Sidewalk maintenance/replacement. The City is in the process of reviewing policies and practices for sidewalk maintenance and replacement, including identifying new funding opportunities. This effort is on-going.

Crash rates. The City regularly collects and reviews pedestrian and bicycle crash data. A formal report was made available in 2015, and updated in 2019. The City is working on strategies to use this information to advance pedestrian safety.

Education and encouragement. Local programs were curtailed somewhat by the pandemic; but there is renewed interest in expanded education and encouragement programs as a result of the City's carbon Neutrality Plan and Active Transportation Master Plan.

What are the areas most in need of improvement to increase the walkability of your community?

Construction closures and detours. The City needs a more thorough process and supportive standards and guidelines for reviewing requests to close sidewalks, bikeways, and FUTS trails for construction.

Snow removal. Keeping sidewalks and curb ramps clear of snow during winter storms is an on-going challenge.

Sidewalk maintenance and replacement program. City funding for the sidewalk replacement program has been increased over the last few years, but is still less than is needed to have an impact.

Education and encouragement. The City has historically had a strong interest in infrastructure, but less of an emphasis on other programmatic elements to support walking.

What are your community's greatest accomplishments in the last 5 years?

Transportation sales tax (Prop 419). In 2018, Flagstaff voters approved an extension of a transportation sales tax for another 20 years (2020-2040). A total of \$29 million in anticipated revenues from the tax are dedicated to pedestrian and bicycle projects.

First Mile Last Mile grant funding. In 2020, Mountain Line transit was awarded an FTA Section 5307 grant for \$5.5 million to improve pedestrian and bicycle facilities in support of transit. Mountain Line and the City are working cooperatively to plan and deliver projects with the funds.

Carbon Neutrality Plan (CNP). Adopted by the City Council in 2021, following declaration of a climate emergency in 2020. The CNP establishes a goal to reduce Flagstaff's emissions by 44% by 2030; and targets the transportation sector, which accounts for an estimated 30% of GHG emissions in Flagstaff. The CNP calls for a fundamental shift in transportation that decreases dependence in cars, reduces vehicle miles travelled, and significantly shifts trips to walking, biking, and transit.

Active Transportation Master Plan (ATMP). A draft plan was released for public review in September of 2021; adoption is anticipated in the first half of 2022. The ATMP will serve as a detailed guide for enhancing walking and biking in Flagstaff. A long list of prioritized pedestrian and bicycle projects – sidewalks, bikeways, FUTS trails, crossings, bridges and tunnels – is also included.

Please describe what your community has done, if anything, to support and encourage walking as part of your COVID-19 pandemic response.

During the summers of 2020 and 2021, several downtown streets and alleys were closed completely or partially to create space for outdoor gathering and dining space.

Please provide the latest walking and public transportation percentages of commuting to work from the most recent 5-year estimates from the American Community Survey. This information can be found by visiting <http://factfinder.census.gov/>

Year 2019
Walking % 11.2
Public Transit% 1.8

Please describe any other pedestrian volume or count data that you are collecting. Include a description of your count locations, how this is being collected, and how this data is being used.

Trail counts. The City's Parks and Recreation Dept conducts regular trail counts along several FUTS segments.

StreetLight data. The city has collected processed cellphone data at a variety of locations with a limited access subscription to StreetLight data. This data has yet to be processed and analyzed.

ADOT ped/bike counts. In the fall of 2017, ADOT conducted pedestrian and bicycle counts at four locations on state roads in Flagstaff.

MetroPlan Trip Diary Survey. MetroPlan (formerly the Flagstaff Metropolitan Planning Organization) has conducted a trip diary survey every six years (2006, 2012, 2018) that includes walking and biking mode share information.

MetroPlan traffic model. MetroPlan is the process of updating its regional traffic model to incorporate predicted pedestrian and bicycle trips.

Number of pedestrian-involved motor vehicle crashes

2016	25
2017	27
2018	18
2019	31
2020	25

Number of pedestrian injuries in pedestrian-motor vehicle crashes

2016	16
2017	15
2018	9
2019	21
2020	17

Number of pedestrian fatalities in pedestrian-motor vehicle crashes

2016	3
2017	0
2018	4

2019 4
2020 4

What long-term trends in walking volumes and pedestrian-motor vehicle crashes has your community observed?

Walking volumes. American Community Survey data indicates that the walking percentage for commute trips has increased moderately but consistently over the past 10 years. Walking mode share numbers from the Trip Diary Survey have been steady since 2006. However, the Trip Diary Survey shows dramatic increases (almost 9 percentage points) in walking trips in the central core of Flagstaff since 2006, while walking trips in the rest of Flagstaff have decreased by 3.5 percentage points.

Pedestrian crash numbers. Pedestrian-involved crashes have steadily declined since 2001, including a more marked decrease since 2015. These trends are also seen in bicycle crashes and motor vehicle crashes since 2001.

Please describe the progress in implementing your pedestrian (or other relevant) plan. Does your plan include performance measures and benchmarks and have you made progress towards them?

A public draft of the City's Active Transportation Master Plan was released for public review in September of 2021. Approval by the City Council is anticipated in the first half of 2022.

The document includes six targets for mode share, pedestrian and bicycle crashes, and walk friendly/bike friendly designations over a five-year and 20-year timeframe.

Please describe any guiding policy statements and goals your community has and provide an update on the progress of implementation (e.g., Vision Zero, Complete Streets, etc.).

The Active Transportation Master Plan includes a number of goals and policies that provide additional detail and guidance for the more general goals and policies already in the City's Regional Plan. A more thorough review of progress will be possible following adoption of the ATMP.

Countermeasure Installation. Please provide the number of installations of the following treatments in the last five years. You may add any relevant comments about your use (or non-use) of a countermeasure.

Rectangular Rapid- Flashing Beacons
None since 2015

Pedestrian Hybrid Beacons

Route 66/Blackbird/Metz

Leading Pedestrian Intervals

None

Road Diets (Lane Reductions)

Fremont Blvd in Cheshire neighborhood (in planning)

Medians or Pedestrian Crossing Islands

None since 2015

Speed Reduction Strategies (e.g., traffic calming, speed limit reductions, etc.)

Traffic calming projects:

Several streets in La Plaza Vieja neighborhood (complete)

University Ave in Boulder Point neighborhood (interim)

Woodland Dr in Brannen neighborhood (interim)

Mt. Pleasant Dr in Country Club neighborhood (in planning)

Country Club Dr in Country Club neighborhood (in planning)

Curb Extensions

Along Clay Ave in La Plaza neighborhood

Have you conducted safety evaluations for any countermeasures listed above?

Generally crash data is collected prior to implementation, and will be collected again a few years after completion.

What education and encouragement programs have you implemented over the past 5 years? This may include Safe Routes to School, increased staff training, Open Streets events, creating a new inter-departmental task force, etc.

The City hosted an FHWA Designing for Pedestrian Safety workshop in October of 2019. The two-day workshop was attended by planners and engineers from the City of Flagstaff, Coconino County, ADOT, and other transportation agencies in the region.

The Coconino County Injury Prevention program continues to operate a limited Safe Routes to School program, even though state funding for the program has not been available for several years. The County organizes annual events in conjunction with International Walk-to-School Day, and conducts several educational activities.

City staff in the Transportation section attend regular webinars (approximately monthly) on issues related to pedestrian accommodation and safety.

The JWalkers group recently restarted its series of walks, following a pandemic-related hiatus, as successor to the popular Walk the Walk program. JWalkers are group of volunteers who organize several walks each month around Flagstaff for both fun and education.

The Flagstaff Walks! series of pedestrian-related events has been suspended for the last several years due to the pandemic. However, the City's Pedestrian Advisory Committee recently began planning to resume events in fall of 2022.

Representatives from the Flagstaff Police Department now regularly attend the Pedestrian Advisory Committee and Bicycle Advisory Committee meetings. PD's traffic enforcement section continues targeted enforcement efforts, including speeding, red light running, and failure to yield. The department also deploys officers on foot in the Downtown area, and on e-bikes to patrol the City's FUTS system.

The City has convened an internal Expanded Use of Right-of-Way (EUROW) committee to review opportunities for alternative use of street space.

Have you been able to use your WFC designation and/or the Report Card feedback to leverage funding or other support for programs to improve your community's walkability? Please explain.

The WFC program and report card was used to leverage support for additional funding to complete missing sidewalks on major streets. In 2018, Flagstaff voters approved an extension of the transportation sales tax, which includes \$29 million over 20 years for pedestrian and bicycle projects. In advance of the proposition, a detailed inventory of existing sidewalks and a prioritized list of missing sidewalks was developed, partially in response to the report card from our original application.

The program has also raised awareness of the need to address pedestrian crashes and sidewalk maintenance. The City continues to work on these issues.

How can the WFC program better help you and your community?

The report card and feedback from the original application has been useful, in part because it provides a third-party review and perspective of walkability in Flagstaff. Additional detailed feedback from our application is welcome.

It may also be helpful to reach out to individuals in Flagstaff (outside of government) for their perspective and thoughts on walkability in Flagstaff in general and our (future) application in particular, as a way of hearing from additional voices, getting an on-the-ground view, and drawing more people locally into the process.