

# Butler-Fourth Roadway Project Survey Results DRAFT



## City of Flagstaff

Engineering Division | Transportation Section

November 2023

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## 1 Introduction

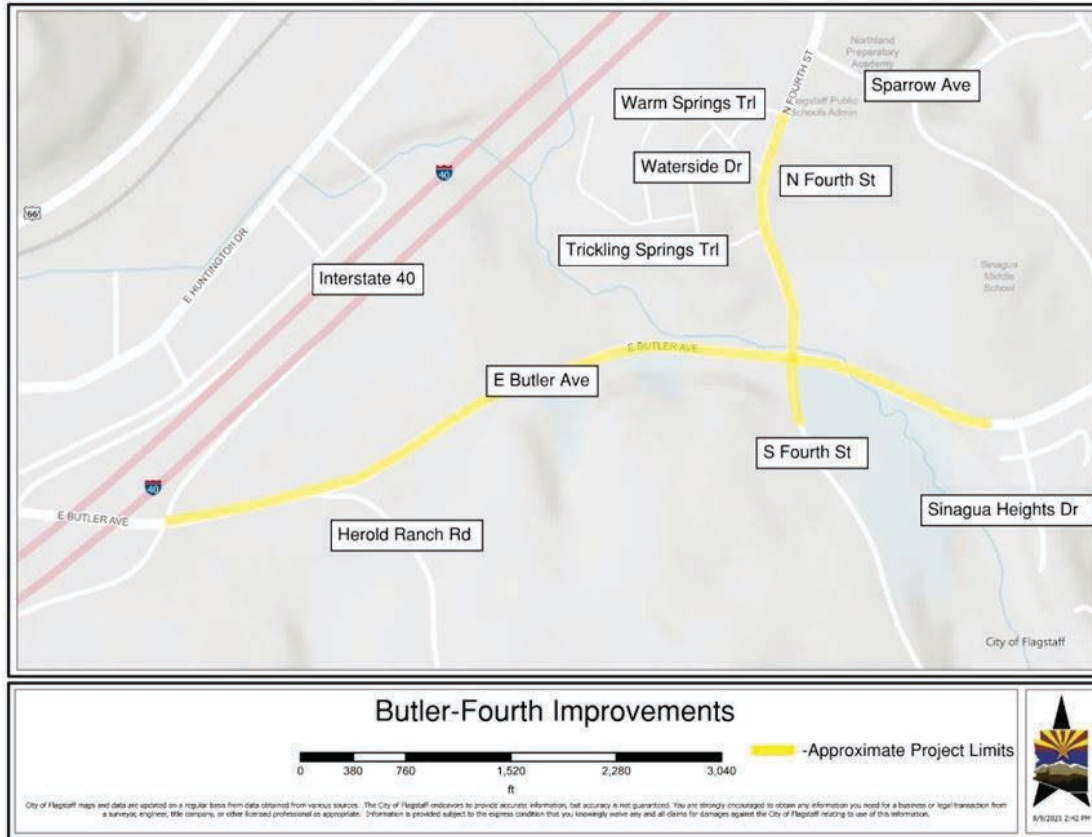
This report summarizes the results of a community survey conducted in support of the Butler-Fourth roadway project.

This project will widen Butler Avenue between the I-40 interchange and Sinagua Heights and Fourth St between Warm Springs Trail and Butler. Intersections along Butler Avenue will also be reconstructed as part of the project: a new roundabout is planned at Herold Ranch Rd, and several options are being considered for the intersection at Butler Ave and Fourth St, including conventional signalized intersections or a roundabout.

More information about the project is available at the project website: <https://flagstaff.az.gov/4898/Butler-Fourth-Improvements-Project>

The survey was open between October 15 and October 29, 2023, and hosted online on the Flagstaff Community Forum website: [www.flagstaff.az.gov/fcf](http://www.flagstaff.az.gov/fcf). A total of 179 surveys were completed.

The intent of this survey is to solicit community feedback on the proposed Butler-Fourth roadway project. Results from the survey will be considered in the process to select a final preferred intersection configuration and to generally guide design of the roadway corridor.



## 2 Respondents

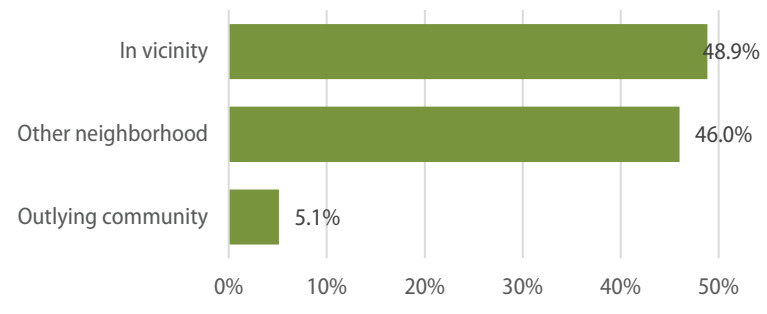
The survey included several questions that were intended to gauge respondents’ familiarity and use of the corridor.

- Just under half of respondents reported that they live in the vicinity - about a mile - of the project, while another 46 percent said they live in another neighborhood in Flagstaff.
- Most respondents (59.1 percent) use the corridor more than ten times per month.
- A total of 48 respondents attended the public meeting for the project at the Aquaplex on August 18, 2023. There were more than 100 attendees total at this meeting.

Table/chart 2.1

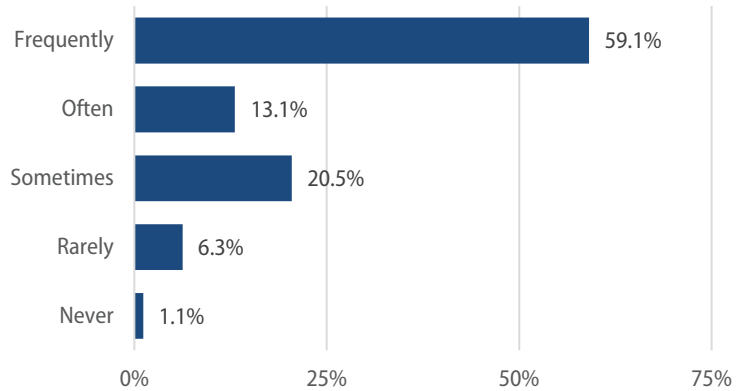
**Where do you live in Flagstaff in relation to this project?**

|                          | <i>Respondents</i> | <i>Percent</i> |
|--------------------------|--------------------|----------------|
| In vicinity of project   | 86                 | 48.9           |
| In another neighborhood  | 81                 | 46.0           |
| In an outlying community | 9                  | 5.1            |
| Total                    | 176                | 100.0          |



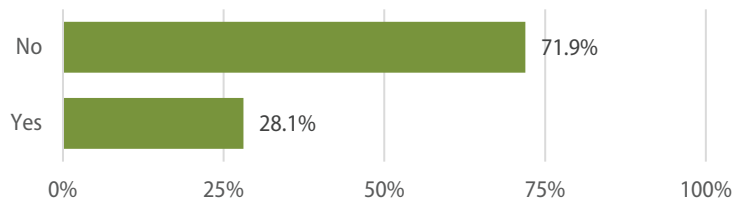
Table/chart 2.2  
**How frequently do you travel on Butler Ave or Fourth St in this area, by vehicle, foot, bike, or transit?**

|   | <i>Respondents</i> | <i>Percent</i> |
|---|--------------------|----------------|
| Frequently   more than 10 times per month | 104                | 59.1           |
| Often   6-10 times per month              | 23                 | 13.1           |
| Sometimes   3-5 times per month           | 36                 | 20.5           |
| Rarely   1-2 times per month              | 11                 | 6.3            |
| Never   0 times per month                 | 2                  | 1.1            |
| <b>Total</b>                              | <b>176</b>         | <b>100.0</b>   |



Table/chart 2.3  
**Did you attend the public meeting at the Aquaplex on October 18, 2023 for this project?**

|              | <i>Respondents</i> | <i>Percent</i> |
|--------------|--------------------|----------------|
| No           | 123                | 71.9           |
| Yes          | 48                 | 28.1           |
| <b>Total</b> |                    |                |



### 3 Project priorities

Respondents were asked to rate a number of general project considerations to indicate their priorities, or what is important to them, about the project. The rating use a scale of 1 to 5, where 1 was not-at-all important and 5 was very important.

- Of the nine project considerations, safety, or reducing the frequency and severity of crashes, was given the highest average score of 4.45.
- Pedestrian and bicycle facilities were ranked as close second, with an average score of 4.40. A total of 70.1 percent of respondents ranked pedestrian and bicycles as very important, which was highest among the nine considerations.
- Traffic flow and future traffic were ranked fifth and sixth, with average scores of 3.81 and 3.62 respectively.

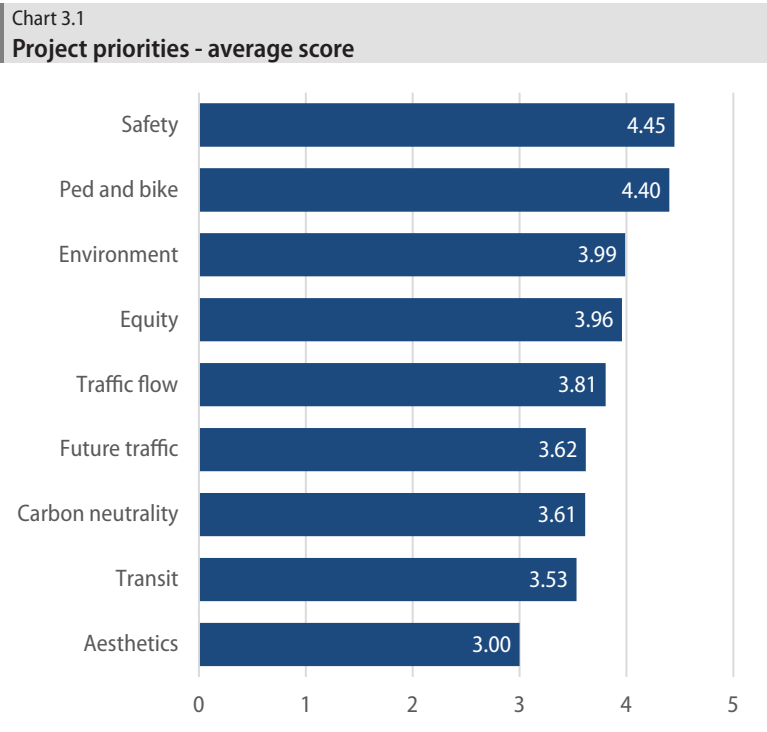


Chart 3.2  
**Traffic flow/moving vehicles**

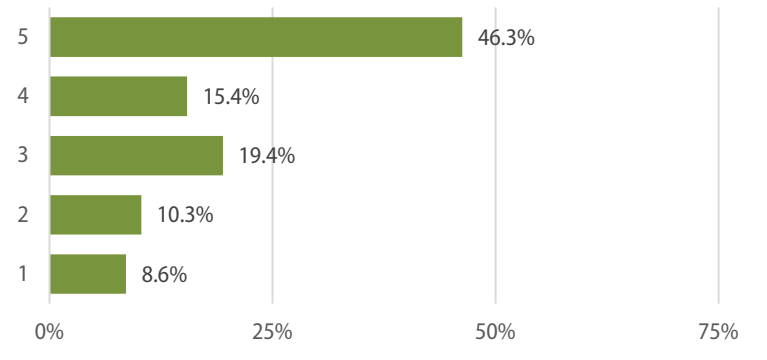


Chart 3.3  
**Future traffic from new development**

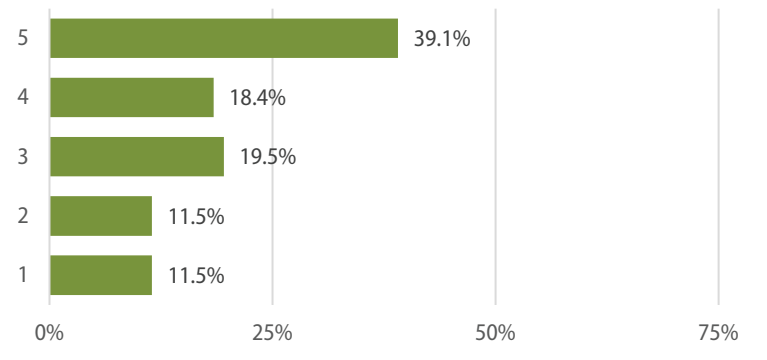


Chart 3.4  
**Transit routes and bus stops**

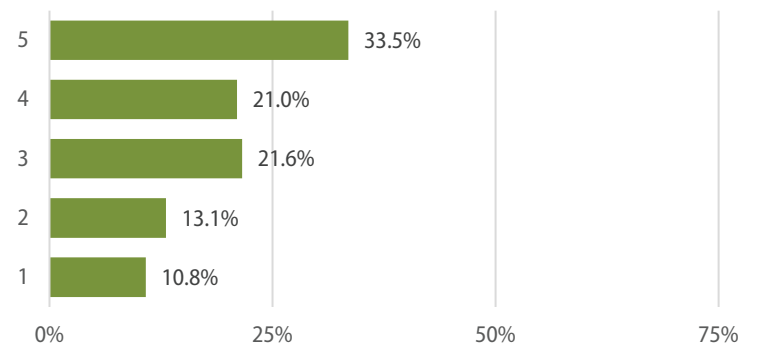


Chart 3.5  
**Pedestrian and bicycle facilities**

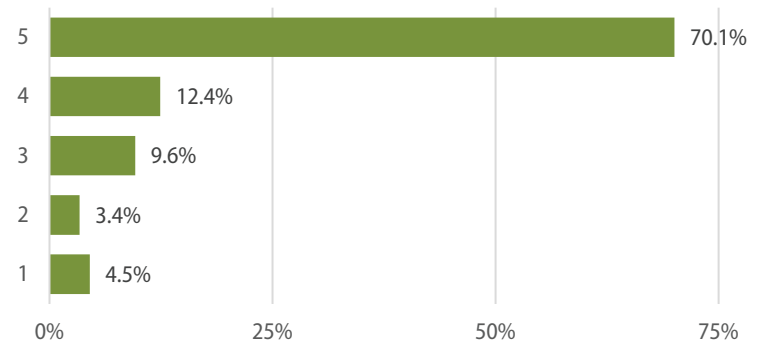


Chart 3.6  
**Landscaping, public art, and aesthetics**

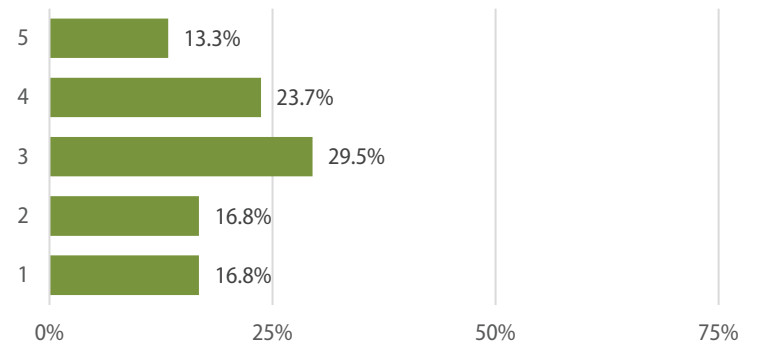


Chart 3.7  
**Safety: reducing the frequency and severity of crashes**

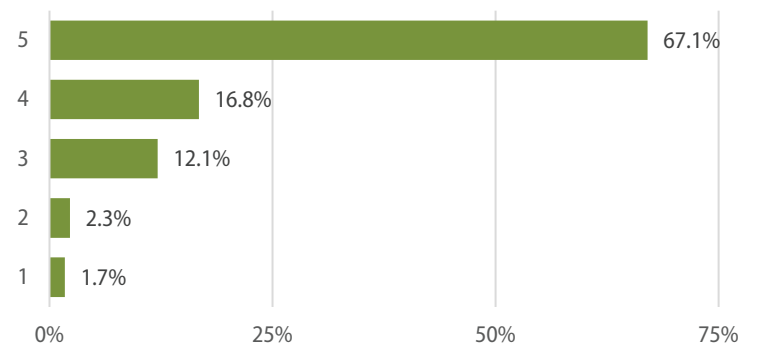


Chart 3.8  
**Environmental and natural area protection**

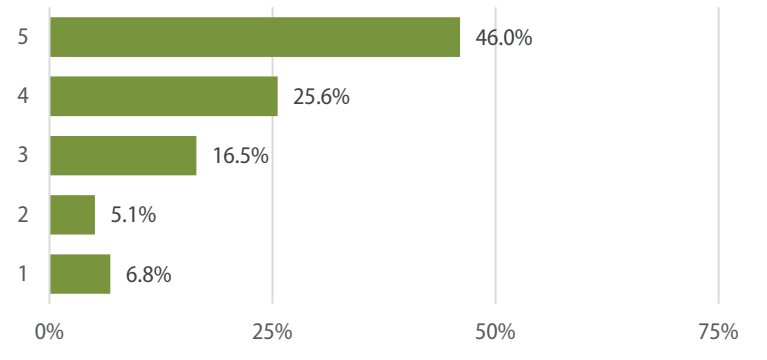


Chart 3.9  
**Carbon neutrality goals and sustainability**

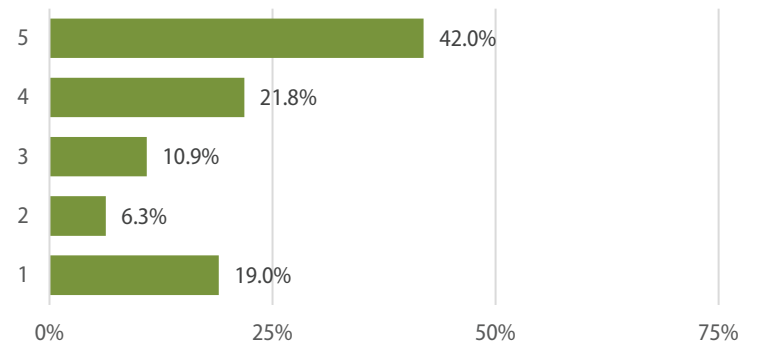
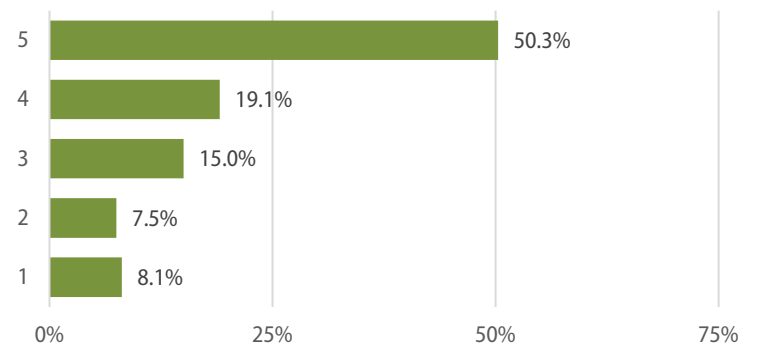


Chart 3.10  
**Equity: enhancing mobility for all people**



## 4 Intersection preferences

In this section of the survey, respondents were asked to indicate their preference from among four configuration options for the Butler-Fourth intersections, which are depicted on the following page:

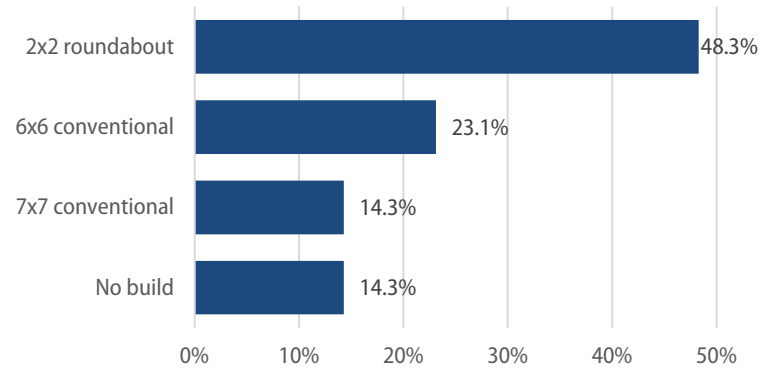
- 7x7 conventional signalized intersection
- 6x6 conventional signalized intersection
- 2x2 roundabout with right turn lanes
- No build (leave as is)

Respondents were also asked a series of follow-up questions about options for phasing the intersection.

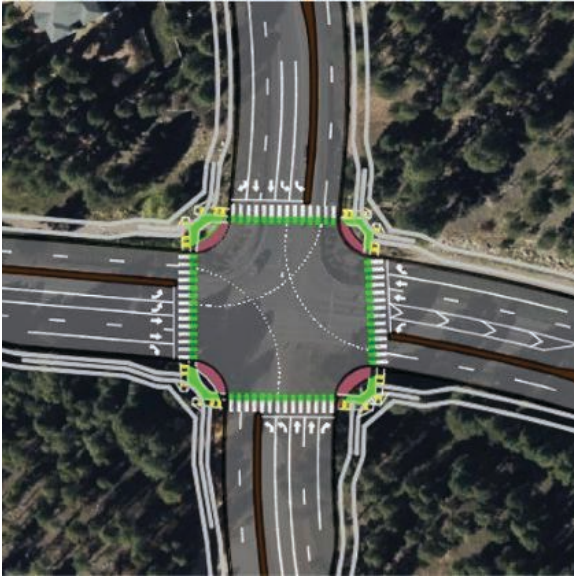
- The 2x2 roundabout with right turn lanes was ranked as the first option by just under half of respondents (48.3 percent), and it had the highest average priority of the four options.
- The 6x6 conventional intersection was ranked a distant second, with 23.1 percent of respondents selecting it as their first option.
- Just about half of respondents (50.8 percent) indicated support for a smaller, 2x2 roundabout with no right turn lanes, and 44.7 percent said that would support a 5x5 conventional signalized intersection.
- A plurality of respondents (33.5 percent) indicated that five to ten years would be a reasonable length of time to wait after a smaller intersection is built before considering an expansion.

Table/chart4.1  
**Respondents first preference and average priorities for four intersection options**

|   | <i>Respondents</i> | <i>Percent</i> |
|---|--------------------|----------------|
| 2x2 lane roundabout with right-turn lanes | 71                 | 48.3           |
| 6x6 lane conventional intersection        | 34                 | 23.1           |
| 7x7 lane conventional intersection        | 21                 | 14.3           |
| No build (leave as is)                    | 21                 | 14.3           |
| Total                                     | 147                | 100.0          |



### Butler-Fourth intersection configurations



*7x7 conventional signalized intersection*



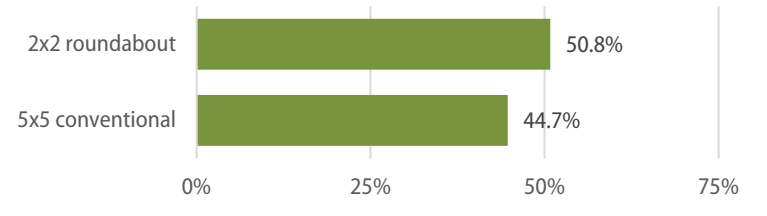
*6x6 conventional signalized intersection*



*2x2 roundabout with right turn lanes*

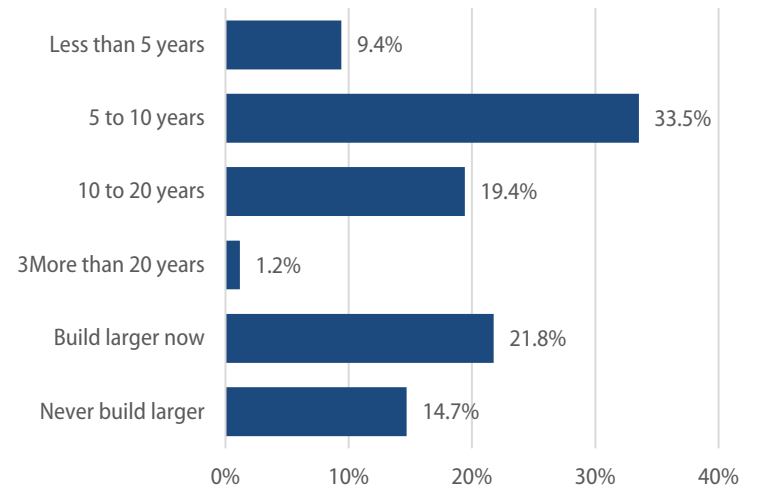
Table/chart4.2  
**Would you support building a smaller intersection or roundabout at Butler/Fourth with this project, with an option to expand in the future?**

|  | <i>Respondents</i> | <i>Percent</i> |
|--|--------------------|----------------|
| 2x2 lane roundabout with no right-turn lanes | 91                 | 50.8           |
| 5x5 lane conventional intersection           | 80                 | 44.7           |
| <b>Total</b>                                 | <b>171</b>         |                |

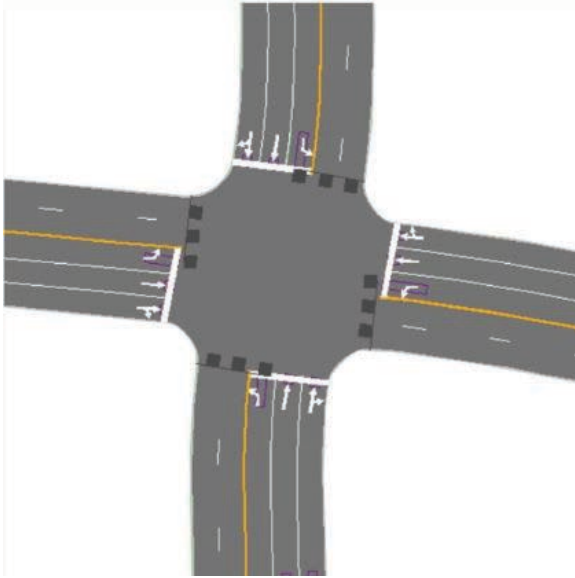


Table/chart 4.3  
**What is a reasonable length of time to wait after a smaller intersection is built before considering an expansion?**

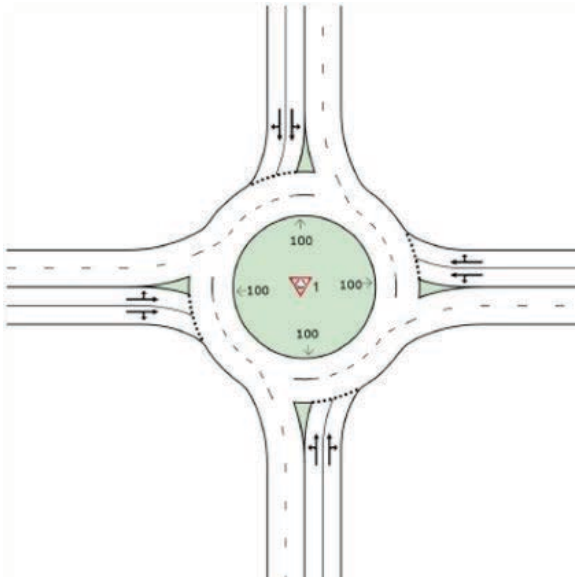
|                    | <i>Respondents</i> | <i>Percent</i> |
|--------------------|--------------------|----------------|
| Less than 5 years  | 16                 | 9.4            |
| 5 to 10 years      | 57                 | 33.5           |
| 10 to 20 years     | 33                 | 19.4           |
| More than 20 years | 2                  | 1.2            |
| Build larger now   | 37                 | 21.8           |
| Never build larger | 25                 | 14.7           |
| <b>Total</b>       | <b>170</b>         | <b>100.0</b>   |



### Butler-Fourth smaller intersection options



*5x5 conventional signalized intersection*



*2x2 roundabout without right turn lanes*

## 5 Pedestrian and bicycle priorities

Respondents were asked to rate the importance of a series of pedestrian and bicycle facilities that are being considered as part of the project. Each type of facility was ranked on a scale of 1 to 5, where 5 is very important and 1 is not important.

- Separated bike lanes were rated highest, with an average score of 4.40, followed by protected intersections with a score of 4.13. A total of 72.4 percent of respondents rated off-street, separated intersections as very important.
- Four of five survey respondents indicated a strong preference for separated, off-street bike lanes.

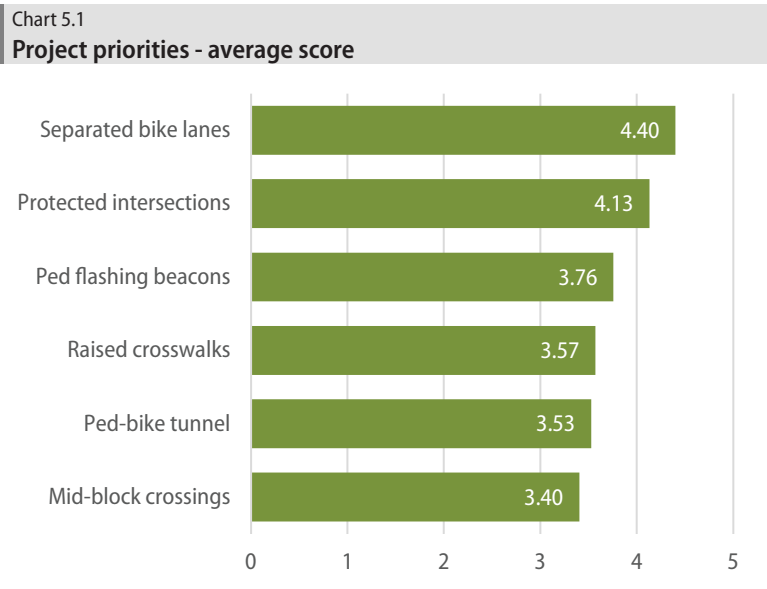


Chart 5.2  
**Raised crosswalks**

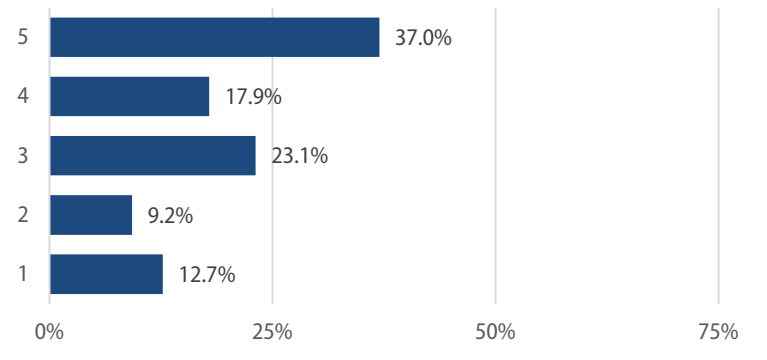


Chart 5.3  
**Pedestrian/bicycle tunnel at Butler/Fourth**

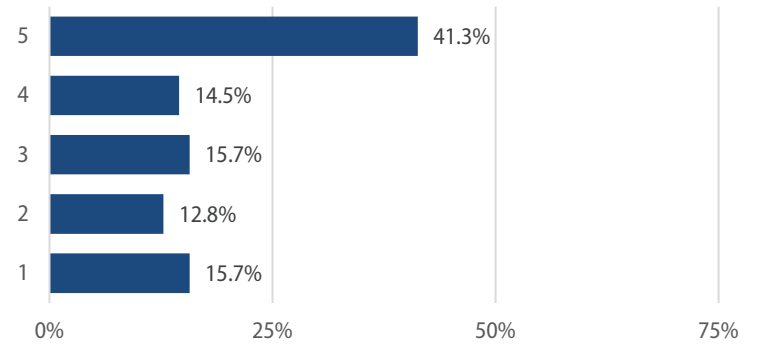


Chart 5.4  
**Pedestrian flashing beacons at crossings**

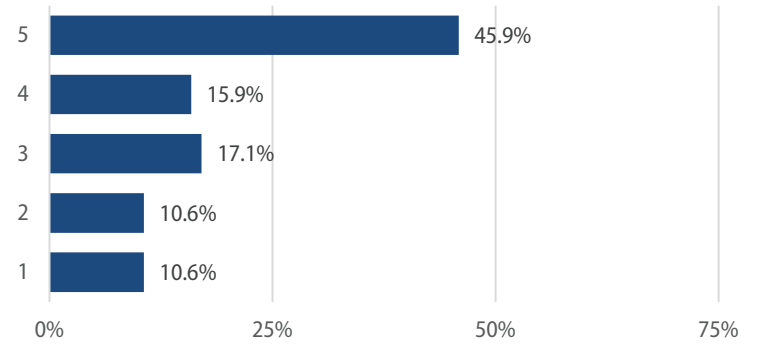


Chart 5.5  
**Mid-block pedestrian crossings**

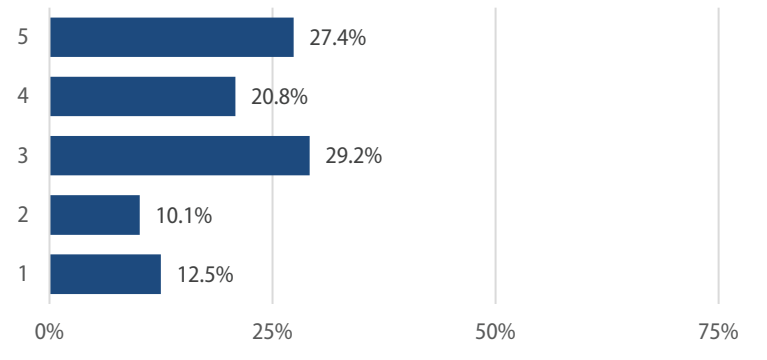


Chart 5.6  
**Off-street, separated bike lanes**

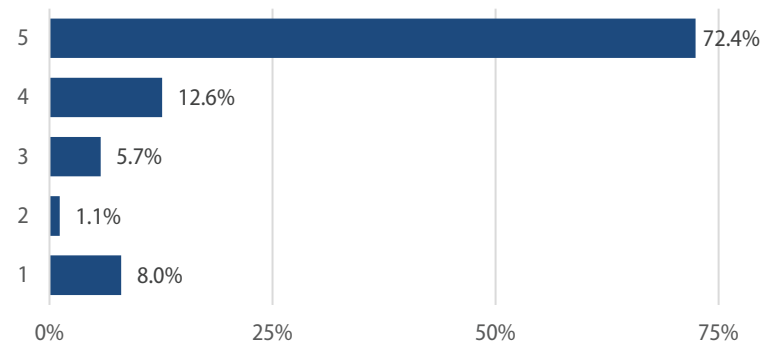
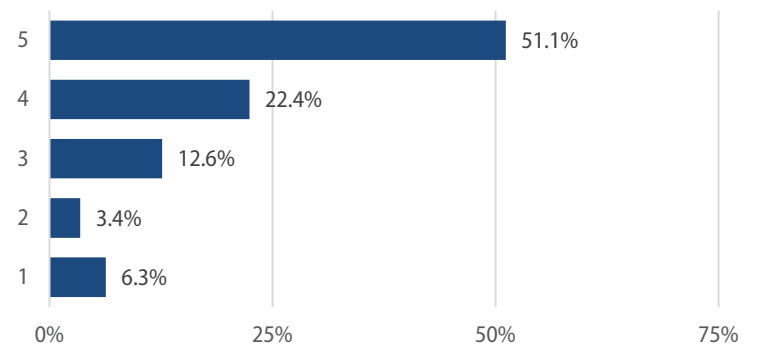


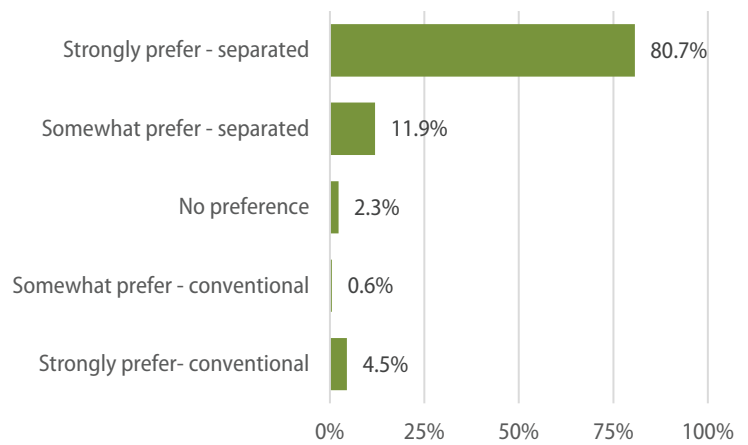
Chart 5.7  
**Protected intersections**



Table/chart 5.8

**Do you prefer conventional on-street bike lanes or separated off-street bike lanes?**

|   | <i>Respondents</i> | <i>Percent</i> |
|---|--------------------|----------------|
| Strongly prefer - separated bike lanes    | 142                | 80.7           |
| Somewhat prefer - separated bike lanes    | 21                 | 11.9           |
| No preference                             | 4                  | 2.3            |
| Somewhat prefer - conventional bike lanes | 1                  | 0.6            |
| Strongly prefer- conventional bike lanes  | 8                  | 4.5            |
|   | 176                | 100.0          |



## 6 Other objectives and goals

Reduce traffic congestion first and foremost

Not creating another horrible intersection for cyclists and pedestrians. When will Flagstaff stop building for cars and trucks and start building for ALL users?

Why do you build these gigantic, semi-truck scale intersections and roads? These monstrous crossings are bad for pedestrians and cyclists. Please scrap all design proposals and start over!

I didn't vote for any design options because they're all horrible! I'd like city council to be required to ride a bike and walk across town and see how unpleasant and dangerous it is, even without these awful new designs. I would support smaller intersection options if you bothered to include any infrastructure at all for non-motorized users. Really? Was this plan created by Chevron or Chevrolet?

Connection to FUTS

I just want to see more roundabouts to help slow traffic down through out town.

If flagstaff wants to reach carbon neutrality people need good options that aren't cars so all decisions should be based about dicencentivising driving and incentivizing other transport

Speed limit and noise reduction for Sinagua Heights and safty at Fox Glenn Park

Access to the FUTS near Foxglenn from Fourth

Yes for roundabouts

Get ROW (exercise city authority city!) to maximize use for public interest and safety

Reducing semi truck traffic and congestion on Butler at Little America. Add a raised median on Butler in front of Little A to force the flow of traffic in one direction, and reduce the amount of truck traffic going back-and-forth.

Making this safe for pedestrians and bicycles

Monitoring speed limit

Preventing red light running

Daily school traffic for drop off and pick up

Truckers getting on and off at Little America

Project Timeline. I.E. How long will the interruption last.

Priority should be on access and safety of alternative transportations such as cycling, pedestrians, public transportation. Low speed for automobiles should be implemented on all non-highway streets.

Instead of thinking about future traffic from new development, think about progressive infrastructure for future increase in alternative transportation

Separated bike lanes and tunnels and bridges for cyclist/pedestrians should be used

Ped and bike safety and use

Carbon neutrality

Bus systems

Provide a roundabout @ Butler & 4th St intersection, not a signalized intersection

Drainage Control

Sidewalks and pedestrian movement, including overpass given the schools in the area.

---

Infrastructure that is designed to manage/limit/reduce kinetic energy at all intersections, following the principles associated with Vision Zero - reduce road fatalities to ZERO.

---

Rotaries are excellent to meet the above, single lane rotary design similar to Turquoise and Switzer will slow traffic and reduce fatalities, if they are two-lane rotaries, then speed bumps must be added in advance to slow vehicles and flashing red lights placed at the pedestrian intersection crosswalks.

---

Convenience of motor vehicle drivers should never be a priority above the health and safety of other drivers, pedestrians or cyclists!

---

Impact of already crowded roads

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Lids that ride and walk to three schools in the area

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Speed

---

Equal treatment for all modes of transportation; not just bicyclists and pedestrians.

---

Roads for cars and other avenues for non-cars. Cars should be the priority of this project, not bikes.

---

Winter safety

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Crosswalk at sinagua heights and buer

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Egress out of Sinagua heights neighborhood - almost impossible now during school hours

---

A timeline for the project

---

ease of access to residential communities in the area

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not making entering/exiting communities more difficult for the sake of aesthetics

---

Slowing the speed of traffic/reducing speed limits

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Connect 4th street to JW Powell. And extend JW Powell across lake Mary road

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Minimizing noise and air pollution

---

Child and student safety

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Bicycle and pedestrian safety

---

I just think that a priority should be kept on bicycle and pedestrian safety so that we increase safe, non-automated movement! I love that this is already part of the project, but I just want to emphasize that it's very much in the interest of the community!! We want safe bike paths!

---

I ran out of space in the other comment section - I also wanted to add that street width is causally related to ability to speed, number of injuries/accidents that occur, and survival rates. I haven't been able to find standard road width here in AZ/Flag, so the proposed road widths might be smaller or larger than normal, but I want to make sure road width is not too large because that increases speeding and injury/accident occurrence.

---

Safety of pedestrians and cyclists - if we want to encourage more pedestrians and cyclists to use any of this infrastructure and reduce car traffic, we need it to be separated and safe from cars.

---

Accessibility for pedestrians, cyclists, and public transit - likewise, if we want to encourage less car usage in Flagstaff and become a more green, carbon-neutral, bike-friendly city, it starts with building infrastructure that allows people to choose to walk or bike or take public transit (and thus this area should consider what public transit might look like in the next 5-10 years)

---

---

Connectivity of pedestrian/cyclist infrastructure (beyond Butler/4th Street) - a roundabout and pedestrian/cyclist separation in this area is a great first step, but it may also be helpful to consider how this new infrastructure will connect to the already existing infrastructure. Can bike paths be connected to other bike paths? Is there room for new apartment complexes and housing developments to connect sidewalks/pathways to this infrastructure safely? And will this infrastructure allow pedestrians/cyclists to access more of Flagstaff (beyond the project) safely?

---

I would like no median to improve traffic flow

---

Cost to the City (staying within budget)

---

Long term maintenance - with green medians and areas between curb and bike lines, will those end up being ugly weeds? or do we have enough money to maintain? For trees in the middle, can we maintain water systems and what happens when cars run them over?

---

Snow plowing and clearing - is the design functional in winters? That area is very shady and the snow really builds up. is there enough room between curb and bike lanes?

---

Nothing

---

Decrease the traffic congestion! Improve intersection movement

---

Separated ped sidewalk

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Project needs to concentrate on reducing future traffic congestion intersections improvements and pedestrian improvements.

---

Reducing access points along the little America property should be considered

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Fluid traffic flow. Do not add flashing crossing area by Little America. They already have a traffic light at the 40

---

No pedestrians crossing at a roundabout. Seems confusing and dangerous

---

Getting in and out of the Butler gas station. We stop there on the way home headed East.

---

assure no tree shading on roads to prevent ice/snow buildup; shaded road is often icy and dangerous even after plows remove snow; this is particularly true for portions of road with steep incline/decline.

---

Reduced speed traffic flow, not high traffic speed. Lower vehicular speed, more constant flow, narrower lanes, roundabout

---

Fewer total lanes, help this high density area feel like people own it not vehicles by narrowing to a single lane roundabout

---

Road surface material / winter treatment plan to reduce risks due to black ice on road, especially in shady areas on Butler Ave.

---

Adding a traffic light with crosswalk at Sinagua Heights Dr. across Butler to provide safe pedestrian crossing and turn assist when heavy traffic on Butler, school drop off / pick up times, as well as future increased traffic from ongoing developments nearby

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No Round Abouts

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Separated bike lanes

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A one lane roundabout

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Forest conservation/minimal road additions

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Separate bikes and pedestrians from semi-trucks.

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I would like to see a roundabout in that area

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A separated bike lane would be safer

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Better movement of cars and trucks on Butler near the I40 ramps

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Managing development that will affect future traffic flow.

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Making building developers responsible for adding improvements such as tunnels or overhead walkways that are staffed and maintained and ADA accessible as part of their bids to build new homes that will create these traffic flow problems

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No roundabouts for trucks exiting Little America

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Allow left turns from Little America and left turns into the Mobil station

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Please address how the Sinagua Heights neighborhood will be negatively impacted.

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reducing vehicle speeds through intersections

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reducing overall vehicle speed

---

reducing distracted driving

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Pave Harold Ranch Road through Ash Lane.

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Provide an alternative route out of Forestdale community.

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Fix the flooding problem at the Rio de Flag and Harold Ranch Road.

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Smart budgeting

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Disrupting wildlife as little as possible.

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Plan ahead for the amount of people that are filling all the Ricky tacky new development.

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No roundabout!

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Soundscape

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Dark skies

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Protection for cyclists from traffic and for pedestrians from cyclists.

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Slowing traffic, keeping vehicular speed down

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Personal safety for pedestrians and cyclists.

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Reducing the number of cars in Flagstaff

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Promoting all other types of transportation

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Prioritize people over automobiles

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A bike lane that only takes people to Little America doesn't have a lot of utility, when most businesses are further west. Complete the lane so that residents in the Foxglenn area can use the bike lanes.

---

Mode shift to active transportation reducing congestion for vehicles (ATMP, Regional Plan, Climate Emergency, Council policy goals)

---

Children and elderly (8-80) comfort needs prioritized as other communities do

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Design speed lowered to 30 or 25mph. This small change in speed might save lives

---

Slowing and lessening vehicular traffic

---

I've been waiting for decades to see Butler made bike/ped friendly as it's been rabidly hostile to these modes.

---

What happened to the Emergency Climate declaration of capping road capacity at 2019 levels? So much for that pledge. Shameful.

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Bike facilities should be VERY safe and comfortable for ALL potential cyclists/peds. Lights set to prioritize those groups at every crossing.

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Survey trucker and bus pedestrians as to where they need to cross otherwise they won't use it.

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Impact on current businesses (Mobile Station)

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All roads in Flagstaff should be designed to prioritize pedestrian and bicycle safety

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All roads in Flagstaff should be designed to prioritize pedestrian and bicyclist comfort

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Secondarily, public transportation should be available in every part of town

---

Control control

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schedule

---

increasing vertical grade to minimize water runoff and drainage

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Please consider the total distance a Pedestrian biker, biker or wheelchair-bound person will have to cross even just one side intersection.

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Weather impacts, ie floods, snow, fires

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Design to prevent snowplow buildup on ped/bike/transit facilities. Design so that the flow of snow from a snowplow on the street does not block ped/bike facilities.

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Family-friendly ped/bike/transit facilities. Make it so that older children can safely navigate across this intersection an on/off transit here

---

Mitigate Flooding

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safety for pedestrians crossing and along the streets/ prefer tunnel or overpass option versus a flashing crossing if possible

---

prefer a pedestrian overpass versus tunnel due to safety concerns/ drug use in tunnels; seems like an overpass could also be made to be handicapped accessible

---

if a pedestrian tunnel - since tunnels would be used by neighborhood kids, how would we enhance safety (lights? cameras? emergency button like on campuses?)

---

Leaving as many ponderosa pine trees in the viewshed as possible.

---

noise mitigation ! walls or fences

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to damper noise in the neighborhoods

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affected .

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See my extensive comments that I'll e-mail to Jeremy DeGeyter

---

\*Heightened education\* around transportation goals for flagstaff/ increasing mobility/mythbusting (latent demand for adding lanes, public approval rates increasing after roundabouts installed, etc)

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plans for snow removal on pedestrian and bicycle paths (if separated bike lanes + snow removal are viable that's my preference)

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a sheltered area for snow storms if possible

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## 7 Thoughts and comments

### Traffic

I'm a biker and ped but I would hate to see another project de-railed by this very vocal small special interest group. We need more traffic capacity and 99% of our traffic is vehicles, let's use some common sense.

yes, expand what currently exists but don't over build, two lanes in each direction with the ability to add turn lanes, or if doing a roundabout, don't add the right turn lanes, undoes the point of a roundabout. Let the two lanes in each direction provide the capacity that they provide, don't worry about fulfilling all capacity needs at some point in the future with made-up background traffic. When this capacity fills, figure out options with other modes, don't overbuild for one mode, use \$ that would have been for more lanes for other mode improvements, including transit frequencies.

We live in Forest Springs. It's very hard to make a left out of our neighborhood onto 4th. A roundabout would create a constant flow of traffic and make it next to impossible to leave our neighborhood during morning and after school times.

Be proactive by building bigger now instead of tearing up the intersection multiple times. We also need an answer to the congestion that the semi trucks cause at Little America.

Just do it right the first time so you dumdums aren't tearing it up again 3.5 years later for months past the projected completion time, inconveniencing thousands of people, multiple times a day like the Soliere disaster

This project is overdue. But building another 4th Street/Rte 66 is ridiculous. The project must accommodate multi-modal transportation. This is both practical and symbolic. For too long Flagstaff has allowed traffic conditions to deteriorate on the presumption that developers would build the improvements one day. But the problems grow as background traffic grows, developers reject the projects, and the disagreements with the City about participation grow. The City must get ahead of development with infrastructure. And control growth that way by sending it in the direction it is planned to go.

We've experienced a lot of congestion over the past several months from the multiple projects going on now. Let's get his done right the first time so we only have to feel the pain once.

I think it is a very necessary and valuable project. We should not build the smaller intersection and expand later; it will likely cost a lot more than building the appropriate size now.

This project should be motor vehicle focused. Provide alternative areas for the minority, but vocal, special interest groups that look to force everyone to use some "alternative" transportation, specifically bikes. We need roads to carry motor vehicle traffic, not for the pleasure of the few. Flagstaff has few options for East-West travel, this expansion could become one, thereby taking stress off of Route 66.

I live at Woodshire on Butler and a high priority that needs to be considered is access to and from the community here. There needs to be proper lanes to be able to turn either left and right out of the community, and to be able to enter from either direction. A median in the middle of the road is fine only if it wouldn't make accessing the community where we live a one way street. This will be the same for several of the planned developments in the area, but as a resident currently living in a new development it's important to me that our access to our homes isn't limited by the new project.

Thank you for putting attention towards this area because I recently moved into Woodshire on Butler. It would be great to have more public meetings on this topic in the future. I do not agree with having so many pedestrian crosswalks along Butler. It's not that difficult to walk down the road to a crosswalk at a light to get across the street.

I prefer a slower speed limit on all of Butler, as well as Huntington & 66. 40 mph seems unsafe on such busy streets with many driveways and multiple user types.

---

quit will all of this feel good nonsense and build the dad-gum road! lone tree over pass too!

---

The proposed two lane roundabout is utterly incompatible with pedestrian and bicycle crossings, which is unacceptable given the housing and schools in the area. Cars using single lanes roundabouts don't even stop for people. The backup ultra-wide, Phoenix-style intersections are better but still bad for everyone but cars. The alternative 5x5 intersection is the only solution that comes close to conforming to Flagstaff's stated policy goals of encouraging other modes of transportation. It's presumably also significantly less expensive.

---

This project is a great project for the community and needs to move forward with 4 vehicular travel lanes and separated bike and ped improvements. Making the project any smaller will only cause future traffic congestion issues.

---

This project is needed as proposed with the dual lane roundabouts and separated ped and bike ways. This area serves a bunch of families that can't reasonably commute with bikes so reducing traffic congestion needs to be top priority. Please do not listen to untrained and uneducated people that believe they are traffic engineers or roadway designers.

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This would be great. Hopefully it will help with winter driving as well to be smooth and not worry about hitting ice as you go up or down butler or 4th st. With all the new building going on, would make it safer and flow more smoothly in our commutes.

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I'm not convinced that even a 2x2 roundabout is necessary to facilitate a reasonable flow of traffic through this intersection. Though I am in favor of roundabouts the protected intersections are complex and prone to degradation with snow removal. I would prefer to see a simplified single lane roundabout. Provide ample ability for pedestrians and cyclists to navigate and keep traffic speeds low. Congestion is okay it's not the enemy. High speeds and overly large roads disconnect people from their nearby environment.

---

A small group of people are making a big stink out of this project. It is a fantasy to think that more than a small group of people will ever use public transit.

---

Build smaller as allowed by TIA. School commuter traffic heavy in this area.

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It's already difficult to get in and out of Sinagua Heights neighborhood during school drop off and pick up times. Without a signal at 4th and Butler to create gaps in the traffic it would be even more difficult.

---

It is very difficult now to make a left turn onto 4th Street from the Forest Springs subdivision (left turn heading north on 4th from Waterside, Warm Springs and Trickling Springs). That will only get worse once the new project on NE corner of 4th & Butler gets finished as it has direct access to 4th. If 4th gets widened, we will probably not be able to turn left on 4th out of Forest Springs. One of the 3 streets I mentioned will need a signal to permit a left turn on to 4th.

---

Again. Plan ahead! Our roadways are years behind and all this new construction demands proper and large roadways for safety and free flowing traffic.

---

I didn't choose a favorite from the 3 options listed for the larger intersection because I do not support any of them. I only support the smaller intersection concepts and appreciate you including those as possibilities. I believe it would make much more sense to start small and expand if it really becomes a problem.

---

I believe the plans for the monstrous intersection are being dictated by flawed models that cannot accurately predict the future. The model is also being falsely inflated by the number of parents driving kids to Knoles and Sinagua, both of which have bus service, but it's less than desirable due to FUSD staffing. Fix those problems, don't build an intersection we don't need.

---

Most cost effective to build the right intersection now then try to build small then make large. Infrastructure is already outdated and will be encumbered by lack of support anytime in the future. Build is "right" now. Flagstaff need good examples of roundabout to grow and learn from in future developments.

---

Do it right now, as we should be looking towards the future expansion of JWPowell and connection with 4th Street.

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I'm happy to see that something will be moving forward. Currently I go to great lengths to avoid using this part of Butler, be it driving out of my way during school and work hours, or riding my commuter bike out to the bike path along 66. I have also wondered what kind of traffic jam would occur if the Continental area needed to be evacuated due to fire. Hopefully the designs proposed take this into account.

---

I have lived on the east side of Flagstaff since 1986. I am very sad about the current developments on Butler Avenue, particularly the ugly houses going up on the south side and the lack of setbacks between the homes and the highway. There should be a tree barrier that obscures the development from view as one travels along Butler. Regarding the intersection of 4th and Butler, I deplore any development there. Just 1/4 mile up the road is the Lone Tree intersection. Why build two roads right next to each other and destroy the forest in between? Make development at Butler/4th very small.

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I live 2 blocks off Soliete - the combined noise of I 40 + the railroad+ Soliere traffic and 4th street is already disturbing. We need some noise mitigation,

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### **Ped-bike**

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I'm just so tired of voicing my opinion for small, human-scale infrastructure, prioritizing greener, healthier transportation modes over the monstrosous, unhealthy, and dangerous options that you propose. Why do you keep proposing the bad options?

---

This intersection is going to be heavily trafficked after JWP is built out. Putting all of that traffic on a roundabout is a bad idea. We need to build comfortable pedestrian crossings and a nice separated bike lane.

---

I am strongly opposed to this use of public funds. I would prefer that the city used this funding to create more robust cycling and pedestrian infrastructure to connect the new neighborhood south of Butler and the Country Club into the Butler corridor downtown, and the 4th Street commercial district. The city should NOT be conducting any road widening, particularly on the streets that are not under the jurisdiction of ADOT, and should instead be figuring out how to put our many city-controlled roads on a ROAD DIET!!

---

I ride a bike and walk to get around a lot. I am having a hard time with changing the way the bike lanes and sidewalks are set up. I hate constantly seeing bike riders on sideWALKS. They are vehicles. The other thing is there isn't a sidewalk on butler over there. No one walks next to that road.

---

While roundabouts are good for traffic congestion they are not uniformly good for pedestrians and bicyclists. While slow speed single lane roundabouts can be okay for non-vehicular users large multi-lane roundabouts like the proposed one are much more unsafe. Roundabouts are also extremely unsafe for disabled people who need the designated opportunities to cross. Flagstaff wants to be carbon neutral and an important part of that is reducing vehicle traffic. To do this other transport needs to be incentivized. Fully protected crossing at signaled intersections are valuable tools to do so.

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Is an intersection this big really needed for this area? I support some development of the intersection to make it more accessible for pedestrians and bicyclists because there is no infrastructure right now.

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It's very important to me to be able to walk/bike from fourth to butler without having to join the main traffic, especially with my dog.

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sidewalks and safety need to be addressed immediately along Butler road. There are no sidewalks between little america past Fourth Street. Someone is going to get killed on that road, and the city will be responsible for not taking care of the problem - while being on notice of such an issue.

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We need real options for pedestrians and bicycles. They should be priority over cars.

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Traffic from Little America needs to be considered. Truckers crossing roadway and many people don't have the patience to let them in. A traffic pedestrian light would help letting them cross safely.

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The proposed intersections are enormous and will be dangerous for cyclists. They are a poor investment for a community looking to increase alternative means of transportation. The smaller intersections are a better option, however I still don't see how cyclists are in a protected space moving through the intersections. Have tunnels been considered?

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Please consider bike/ped safety and use as a priority.

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This intersection feels like it is driven by someone who stands to make money from a larger design rather than the priorities and values that have been repeatedly stressed to City Council for a more liveable, bikeable, walkable community.

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It is entirely possible to reduce travel speeds, provide good bike/ped options and still facilitate the efficient movement of vehicles. Giant intersections that dissuade walking and biking are not good transportation planning for anyone.

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If we continue to accommodate more single-person automobiles with wider and wider streets, we only end up with more and more congestion - look to LA for this proof vs. Portland where other alternatives were implemented to get drivers of cars to try other options. People today in our town are asking for more alternatives and not just the same failed solutions of past generations. Mass transportation combined with safer pedestrian and cycling options are the future; folks are facing carbon holocaust and need options to avoid the dreadful fate of ongoing warming of the atmosphere!

---

I have lived in my house since 1995 in Foxglen. Traffic speed and congestion has been a problem but no one has ever looked at the safety of the children that attend the three schools in PA so I will middle school and knows that should be a priority, walking and biking.

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I think the city really needs to consider making roads and intersections better for bikes and pedestrians. I think there are a lot of cities that do a better job, particularly in Europe, that Flagstaff could look to for better ideas.

---

The number of lanes in each of the proposed plans seems quite high, especially as obstacles to pedestrian and bikes trying to cross this intersection safely and conveniently. I most support the small round about intersection alternative among those provided. Carbon neutrality, and bike/pedestrian safety should be prioritized. I say this even as someone who drives 95% of the time. Building up and connecting safe alternate transportation routes is vital for the future of Flagstaff. Thank you for the chance to provide input on this project.

---

We cannot build our way out of traffic. We need more space for bikes but I cannot travel through this intersection as planned safely as a bicyclist. I also don't know how individuals with access and functional needs will cross.

---

By the time it is built the traffic needs will have exceeded what is built. I have seen elementary children cross 4th and or Butler at that intersection and am concerned that a roundabout would be extremely unsafe for them. Even having a flashing beacon or a "walk" sign may not be enough. I have seen adults not use the flashing beacon on 4th St north of Rte 66 to cross. Maybe cars drive more slowly in a roundabout when it is first installed, but I think over time, drivers get used to them and drive faster. Double lane roundabouts in Olympia, WA are downright scary.

---

I guess I just don't see the added safety benefit for bikes in a separated lane. Unless there are NO intersections or driveways for them to cross, its more unsafe. Because the driver doesn't expect a biker to be there and they don't stop/pause to look. Also, I don't think the separated lanes/sidewalk works will for snow removal and overall maint. Other streets in Flagstaff with planted trees or landscaping in medians deteriorate over time. Flagstaff is harsh environment and the City doesn't seem to have enough resources to properly maintain. Plus, trees near the road create ice patches.

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The smaller intersection option does not include crosswalks. Why? The presenters said the preferred option is the roundabout. I'm not convinced pedestrian safety is assured with a roundabout. I prefer knowing vehicles have to stop for pedestrians. There are 3 large schools in the immediate area plus children in the apartments on the NW corner of 4th Street and Butler. Pedestrian safety should be the top priority. Any option chosen is going to be obsolete prior to the full development of all current projects. Adding retail on the 4th St and Butler intersection will only make it more so.

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given the very real concerns regarding pedestrians crossing Butler (even with raised ped crossing lanes with flashing light) and the fact that many children walk to and from school along this corridor, I suggest elevated pedestrian walkways - these are done in many cities across multiple lanes of traffic and can be designed artfully and attractively to fit the natural landscape of the area. Obviously an elevator would have to be added for those in wheelchairs or other mobility issues which would increase cost.

---

I am grateful that the city has prioritized this project. I am an avid bicyclist who lives at the top of Fourth Street. Since the recent development on both sides of Butler, I rarely ride my bike through this area anymore because I fear for my safety. I LOVE the idea of dedicated bike lanes and signed crossings at the roundabouts. I do not think a phased approach is wise given the current development on both sides of Butler. This project needs to be built now. I do not support a tunnel because my experience with tunnels elsewhere in the city is that they fill with transients and trash.

---

I think this is an important moment to work towards making Flagstaff a sustainable city, both environmentally, as well as financially. One of the best ways to do this is reducing the number of cars in the city. If we focus on cars for this intersection, we are only further supporting this unsustainable lifestyle. We need to be working towards a human walkable city instead of a city filled with building length roads throughout if we want to see more people walking and biking and using transit. We need density.

---

The area has not been that high of traffic to necessitate such a large intersection in my experience. Roundabouts control traffic flow very effectively and I would approve of a small roundabout if the intersection was to be changed. The bike lane changes and pedestrian crossing are my highest priority in this build.

---

A 6x6 or 7x7 intersection does not promote the sustainability and walkability of Flagstaff residents and instead perpetuates car reliability, which sucks for people and the environment. Flagstaff has taken a good step forward in regards to public transportation, but this city is still highly dangerous for pedestrians and cyclists! Personally, I would love to feel safe and confident biking to work but that simply isn't a possibility right now.

---

I truly believe that if the city is going to allow for more and more building of residences in areas that is going to literally change the flow of traffic and necessitate these improvements, part of granting those permits should involve the developers having to foot the bill and put in the best possible upgrades such as tunnels or covered walkways for pedestrian and bicycle crossings so that we do not have to have these enormous intersections and safety concerns

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This is only a small part of the project presented at the public meeting. Other very important issues were brought up that you are not asking about. Public input on the school crossings and on the other roundabout and crossings from Little America south need to be available in this survey.

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Lots of pedestrians and schools in the area so that connection is a priority for safety.

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pedestrian/bike safety should trump vehicle ease/congestion always.

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Separated bike lanes would be amazing as would a tunnel similar to the FUTS crossing at Butler and Ponderosa.

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I believe the proposed project is massively oversized and goes against Flagstaff's stated climate goals by treating pedestrians and cyclists as secondary consideration while at the same time inviting more car traffic.

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Reduce speed of vehicles descending from the north, south and east. Protect both pedestrians and cyclists. Tunnels sometimes end up being latrines, venues for drug deals and panhandling, ie. little Country Club tunnel, the Loop Trail tunnel from Campbell Mesa, AZT at the I-40 underpass. Shared paths must be wide enough for pedestrians and commuting cyclists.

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From a safety & time to cross bike/ped perspective this intersection is awful & intimidating, so I specifically avoid it. There are still times where I have to use it & I appreciate the bits of separated bike lane work done on the bridge. Overall, anything we do to make this intersection larger will further impeded bikes/peds & we're still NOT focusing on getting cars out of cities. Use this money to make public transportation better & expand the FUTS out to Doney Park & Bellemont. It's better for the mental & physical health of everyone.

---

We need more infrastructure that protects multi-modal transportation. Roundabouts, separated bike lanes and ped bridges all make this town more safe for those us that choose not to spend all our time in our cars.

---

I live in the area and heavily utilize my bicycle. Bike lanes that connect to other FUTS trails need to be prioritized. I can't help but compare this area to others, such as coconino estates. The differences in bike safety and utilization are stark. I would like to see expanded, safe bike lanes appropriate for adults AND children prioritized here (there are two schools and a park!!). It is very dangerous to ride under the current design. My concern with a roundabout is that it will not provide a safe route for cyclers as drivers often don't know how to safely navigate roundabouts.

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Our priority should be the Carbon Neutrality Plan, not helping to ensure car culture that can move singular individuals through town as quickly as possible. I don't travel much to this area because it does not have good bike/ped/transit infrastructure.

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Please include separated bike lanes. The little white curbs that were installed on the west side of town on butler were not the same thing. There is currently no safe way to bicycle out of the Fox Glen neighborhood, so this would be a HUGE plus.

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All three recommended options are way too big for 8-80 comfort levels. 94' & 120' crossing distances should be communicated to the public and to Council and seem to be left out. 4th & 66 is a very large intersection with 7 lanes and is likely smaller than 94'. Why are we looking to build larger intersections then one we already know is not friendly to those on foot or by bike? I'm grateful the City team is looking into a phased in approach since the Engineering code review is underway. I am hopeful a smaller intersection is built that truly puts the needs of bike/ped first. Thank you!

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I am excited to see bike paths, but intersection options seem horrific. An under or overpass seems appropriate if we want to invite more folks to bike commute, AS WE MUST. Giving all bike/peds priority to go first at signals is imperative. This plan ignores the city's climate change goal of freezing car lanes at 2019 levels. Lame. Long term drivership must go down as gas prices go up & water shortages limit SW growth. I prefer either the 5x5 or slipfree roundabout options. Also consider allowing for on-street bike lanes as advanced riders may prefer this. Some shoulder required anyway.

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Build the intersection type that data has shown to be the safest for bicycles in terms of the lowest numbers of accidents and the lowest intensity of accidents.

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Lighted path for underground bicycles.

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A smaller intersection, with ped/bike facilities is preferable. Roundabouts are too confusing and not as user-friendly for peds/bikes.

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Would support roundabout if raised crosswalks and careful consideration of peds and bikes was given a high priority. Details are important. At the Switzer Canyon roundabout, cars travel too fast and do not yield to peds when exiting roundabout. We need to do better this time for making it safe for children/families to be pedestrians and bicyclists in Flagstaff.

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I strongly support and encourage any option or modification (including those not presented) that increase bicycle and pedestrian safety and encourage usage other than single passenger vehicles.

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primary concern is still the safety of pedestrians. I live in Sinagua Heights. Our children either had to choose crossing Butler near us, or walking down to Fox Glenn light, to cross Butler to middle school & HS. We were told our development did not have enough children to warrant a cross walk (even with 2 schools right along Butler). Now that "zero deaths" is a priority for roadways perhaps this will give our children's safety the priority they always deserved. Also, education for drivers & pedestrians on proper/safe use of roundabouts & pedestrian crossings- even with the flashing lights.

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I really urge the city and its engineers to follow through with the commitment made in the Carbon Neutrality Plan and the Big Shift and place the needs of bicyclists, pedestrians, and other micro-mobility transit users over vehicle drivers. The current plan for the roundabout absolutely does not do that; based on the engineers' own assessment, it is better for drivers than bicyclists or pedestrians. The right turn lanes in the roundabout are particularly dangerous, as is the number of lanes. I often have to cross Route 66 on Fourth Ave and it is incredibly hazardous. Don't build that again.

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In view of Flagstaff's commitment to sustainability and the many schools and houses/apartments in the area, please prioritize bicycle and pedestrian movement and safety, as well as accessibility to mass transit.

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I don't know the anticipated growth in traffic demands here over 5/10/20+ years overall; however, I do find goals for increased focus on equal access to mobility and bicycle/pedestrian centered transportation more important for a city that will stand up to long term growth, especially for road maintenance costs and population growth. im not aware of efforts to keep vehicle speeds low, or public transport plans in this area/ all of flag in the future, but those would be concerns. id like buses/public transport separate from vehicle traffic where possible. thank you!!

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## Roundabouts

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Roundabout option preferred as long as bike/ped have a signal to stop traffic to cross , could move the bike/ ped crossings further away from intersection to allow more queueing in the roundabout. Build larger now (assuming that is supported by traffic projections) if the \$18m can cover it, will just get more expensive in future.

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The City needs to provide a public advertisement with purchased time on local television stations about how to use a round-a-bout. I have seen more people confused at Fort Tuthill and Switzer Canyon than I do at the I-40/Butler/Pondarosa Parkway intersection and that intersection is really confusing.

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PLEASE don't put a roundabout here. Too many people don't know how to use them and it just backs traffic up at busy intersections. We need to be more forward-thinking than that. I like the idea of keeping a smaller intersection now with the understanding that it will likely need to be expanded in the future, once the development is complete and we see what traffic looks like.

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I prefer the smaller roundabout and hope you'll value the safety of cyclists & pedestrians, especially with 3 schools in the vicinity of the intersection and the number of youth using those intersections.

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If there is a roundabout, please no right turn/slip lanes. I live by turquoise circle and people fly through the circle but especially the slip lane and don't yield to other cars and definitely not to pedestrians and cyclist. Also prefer a traditional intersection as cars are never looking for pedestrians as they are leaving circle and crosswalk provides false sense of security when crossing roundabout and cars are only focused on cars in roundabout & not pedestrians as they exit roundabout. Also for kids a walk sign is very helpful as roundabout crossings are different and uncommon for them.

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Hi! One thought I wanted to add/check that it's being considered as well - I'm very much in support of the roundabout option, I'm from Bend, Oregon (but I'm a senior here at NAU) and we have tons of roundabouts, but one critical element of bicycle and pedestrian safety in roundabouts is having a separate bike lane that doesn't interact with cars. I also highly support the separate bike lane option because it is much safer for bikers and would personally make me feel protected. My dad nearly died after being run over by a truck in the bike lane, this would save lives. Other concern listed Q1.

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I'd prefer the 2x2 roundabout with no turn lanes because it is more common and easier to follow than a 2x2 lane with R-turn lanes (and may be safer for all to watch traffic). The project should consider expanding earlier rather than later, considering Flag is growing. But remember, induced demand will only increase road use and traffic. Also consider narrowing car lanes from 11 ft to 9.5-10.5, since wider lanes allow cars to speed and increases risk of crashing (I live next to a wide, busy road, and it doesn't feel safe to drive on). Finally, please consider traffic signals for peds/cyclists.

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I support the use of roundabouts only if there are truly safe ways for pedestrians, wheelchair users, stroller users and cyclists to get across

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I'm confused by the flashing pedestrian crossings in conjunction with the 4th St roundabout. How will drivers know which direction the pedestrian is coming / going? Will it pause traffic in every direction? What about a pedestrian overpass?

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I say do the full build out now. We might not have the funds later. I think the roundabout is a great idea and I love the off the road bike lane. I wish that was standard.

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I would really like to advocate for more roundabouts in Coconino County in general since they are more fuel efficient, making people leave less of a carbon footprint, and cost less to make.

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The roundabouts will be hard for pedestrians to navigate. Please don't use them. Even one pedestrian death is too many to justify roundabouts for traffic convenience.

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Any and All Roundabouts should be Voter Approved, not everyone is familiar with Roundabouts; the safety/traffic accidents a major concern, nor do all drivers approve of Roundabouts. Just because the City Council likes Roundabouts mean that on the whole Flagstaff and surrounding areas near and in Flagstaff citizens do. Problems with autos and trucks just speeding through, not heeding that other autos have entered, about to enter- as safety pedestrians/young children who need to get to the other side. Even bikes have problems with Roundabouts.

---

Please consider smaller options. 2x2 roundabout with right lanes is way too big. It reduces the safety benefits of roundabout by having slip lanes.

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Roundabouts are proven to increase flow of vehicles, but need to be constructed with pedestrian safety measures. 35mph max speed zones is also important for safety.

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I have used roundabouts elsewhere, and two-lane roundabouts are very difficult to use -- hard to enter, hard to figure out if the car in the roundabout is going to change lanes and where they will exit. The speed limit on the streets that meet at the roundabout is very important - too high (and figure most people go 10 mph over the limit), and it is more difficult to enter and use the roundabout safely.

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No roundabouts. There is too much traffic. It will be a mess and way too confusing.

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## Other

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I'm also concerned about the flooding that happens at this intersection. There is often a lot of gravel and washout on the road. This should also fix that issue

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I don't like being asked to rank several proposal that I disagree with.

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Don't wait to build it. The money won't be there in the future.

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I travel through this area from home to work

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We have been told this was going to get done for years - it seems the city is constantly changing the project - the scope of it and they have waited too long. It was supposed to get done before the building out of the various apartments and homes.

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Leave it as is

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We appreciate work done on the planning of the project, including strategy to raise the intersection ~6-8 ft. to reduce the risk for future flooding, improve pedestrian / cyclist access on roads, and the communication / meetings with the public to share updates / incorporate citizen feedback on project design. However, please update project scope to fix long standing safety issues: 1) use proper road surface / road treatments to prevent black ice, not just cinders (possibly removing trees = no shaded roads) & 2) add traffic light / pedestrian crossing at Sinagua Heights Dr and Butler.

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I appreciate all the options and the chance for the public input.

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Don't line the Rio De Flag with concrete. Prevent additional downstream flooding by recharging the aquifer.

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Na

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My response is 1,150 words, so I will e-mail it to Jeremy DeGeyter for inclusion with this submission. I hope that is possible.

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