

Safe Routes to School Existing Conditions and Action Plan



1.1 Safe Routes to School Benefits

Quick Facts:



SRTS promotes children's active travel, helping them reach the Centers for Disease Control and Prevention (CDC) recommended **60 minutes of daily physical activity** to reduce chronic disease risks.



18 states found that SRTS programs **reduced pedestrian and bicyclist injury rates among school-age children by 23%**.



Lack of transportation can be a barrier to getting to school on time or at all, especially for students in disadvantaged communities. Studies suggest **improved attendance rates of up to 2%** at participating schools.



Nationally, **about 10% to 14% of morning rush-hour car trips are for school travel**. SRTS reduces car trips by shifting families to walking and biking, helping cut both traffic and carbon output.



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Plans/Policy Review

• FUSD Climate Action Plan

- Optimize and Promote yellow school bus use
- Promote carpooling and ride-sharing
- Promote active modes of transportation to/from school or work
- Coordinate with city/county about safe pathways near school and walking and biking routes

• FUSD Wellness Policy

- Provide a multifaceted learning environment involving nutrition and physical education to foster the development and practice of lifelong health/wellness behaviors
- Establishment of a wellness committee to monitor implementation of wellness policy
- Encourage students to walk or bike to school
- Encourage participation in Walk/Bike to School Day

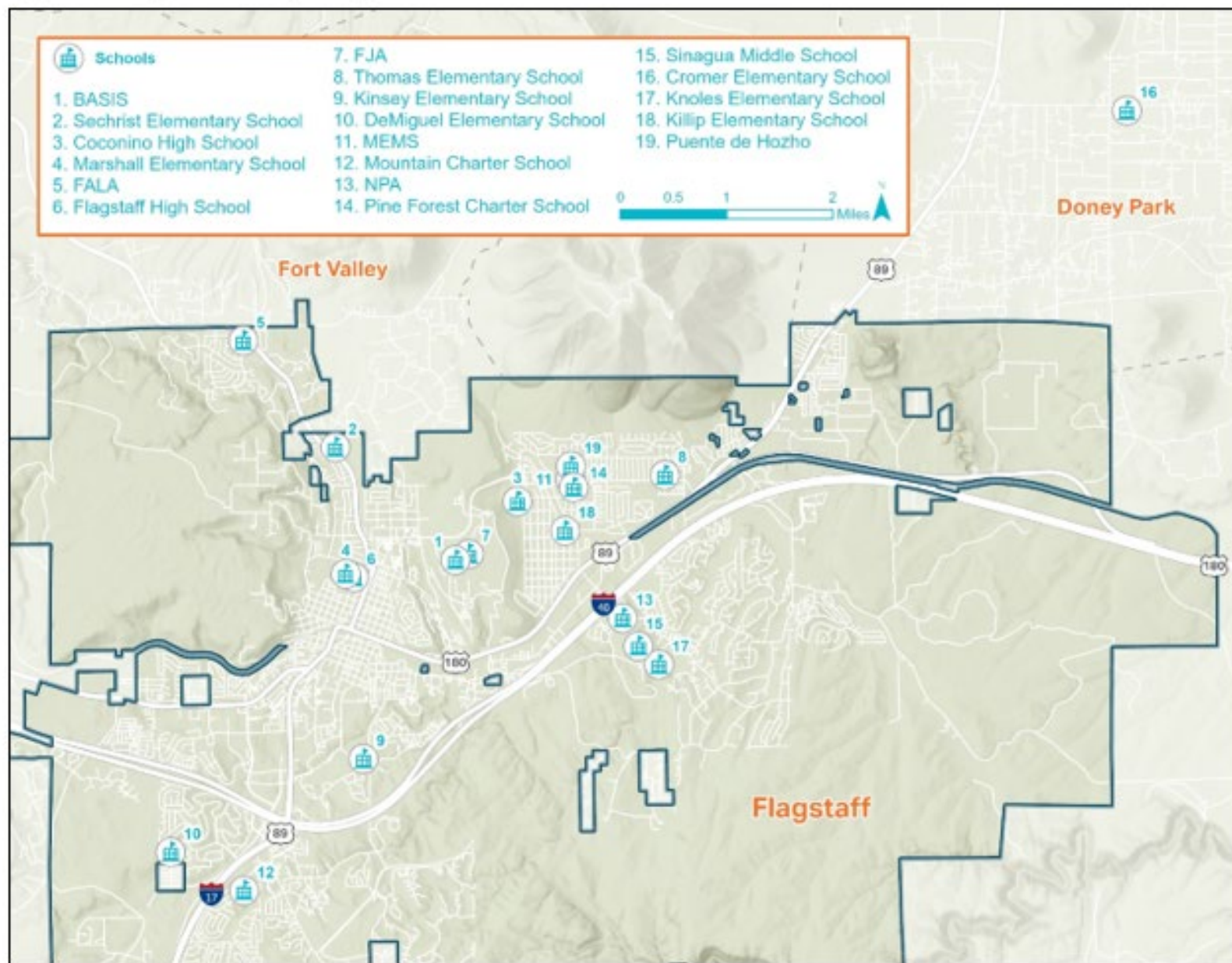
• City of Flagstaff ATMP

- Re-establish a SRTS program
- Establish comprehensive education and safety programs for pedestrians, bicyclists, and motorists
- Partner with local schools to develop inventories of walking, biking, and transit opportunities
- Bike education and encouragement

• Flagstaff Carbon Neutrality Plan

- Achieve carbon neutrality by 2030
- Strengthen our neighborhoods
- Encourage residents and visitors to walk, bike, roll, and bus

Figure 1: Map of Participating Schools





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Table 2: Student Mode of Travel from Student Travel Tally (Fall 2025 School Year)

Student Mode	Count	Percentage
Drove to School by Parents	2,262	62.1%
School Bus	540	14.8%
Walk	302	8.3%
Carpool	169	4.6%
Unspecified	109	3.0%
Bike	98	2.7%
Drove Themselves	81	2.2%
City Bus (Mountain Line)	73	2.0%
Scooter	7	0.2%
Skateboard	3	0.1%
TOTAL	3,644	100%

Source: MetroPlan Student Travel Tally Data (MetroPlan, 2025)



SRTS Benefits

- Walking and biking increases daily physical activity, resulting in healthier kids
- Fewer cars at drop-off makes streets safer for everyone and improves the air quality
- More people walking builds neighborhood connections and strengthens community



Key Findings

- Most students are driven to school, leading to congestion and safety risks
- Many schools are in walkable neighborhoods, offering strong potential for mode shift
- Parents expressed high interest in safer walking, biking, and transit options



Top Recommendations

- Training and education remain foundational components with relatively low costs
- Complete sidewalk and bike lane networks near schools provides the highest impact
- Implement low-cost programs like Walk and Bike to School Days and park and walk programs



School Report Cards



F
Failing

Safe Routes to School Report Card

Northland Preparatory Academy



Grades Served: 6-12

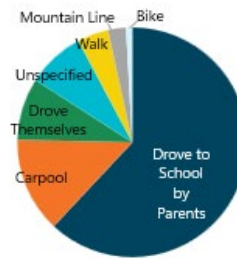
Quick Facts

645
Enrollment

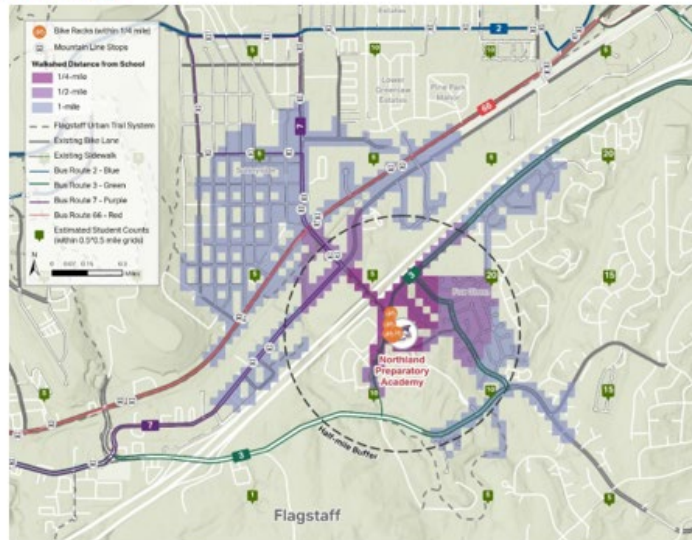
2 (Route 3)
Number of Mountain Line Bus Stops within 1/4 Mile

60 (6.3%)
Students Walking or Biking

How Do Students Get to School?



Walkshed Map



Top Concerns



1. High speeds – Fourth Street is a high-speed road, and there is no reduction in speed since the school is not directly along this roadway.



2. Presence of school zone signage – Presence of school zone signs informs drivers to slow down approaching a school zone.



3. Lack of crossing guards – Provided survey data indicated that only one crossing guard is present at the intersection of Fourth Avenue and Sparrow Road.

Safe Routes to School Recommendations

For resources on SRTS recommendations, please go to MetroPlan's website, www.metroplanfig.org/safetyplan/srts.

Recommendation	Benefits	Responsible Agency
Complete sidewalk network along Mustang Way, Butler Ave., and Elk Run St.	Separates road users in space. Create a safe and dedicated space for pedestrians and cyclists.	City of Flagstaff (Lead)/MetroPlan (Support)
Participate in Mountain Line's ecOPASS program	Promotes transit use by providing students with a free transit pass.	NPA (Lead)/Mountain Line (Support)
Additional crossing guard at Fourth Ave. and Sparrow Rd.	Provides numerous benefits related to safety, education, and community well-being by creating a secure environment for pedestrians, especially children.	NPA (Lead)
Implement a parking fee for students	Encourages carpooling or other modes of transportation, helping reduce traffic congestion and promoting sustainable transportation habits.	PTO (Lead)/NPA (Support)
Develop how to ride transit materials (Mountain Line Travel training program)	Familiarizes students with the transit system and helps them ask questions, gain confidence, and navigate it.	Mountain Line (Lead)/NPA (Support)
Install flashing school zone signs	Improves safety by giving drivers more reaction time, increasing visibility, and greatly lowering the risk and severity of crashes.	City of Flagstaff (Lead)/MetroPlan (Support)
Promote and expand existing carpooling	Reduces the number of vehicles during school pickup and drop-off times.	PTO (Lead)
Provide pedestrian and bike education	Provides students with basic pedestrian and bicycle safety skills for safe travel to school.	NPA (Lead)