

NOTICE AND AGENDA

BICYCLE ADVISORY COMMITTEE
WEDNESDAY
MAY 21, 2026

HYBRID MEETING
COUNCIL CONFERENCE ROOM
211 W. ASPEN AVE.
4:30 P.M.

[Click here to join the meeting](#)

For Teams participants wishing to comment on a discussion item, please use the Teams Chat function: simply type in 'public comment' to indicate to the Chair that you would like to comment. The Chair will then recognize you when it is time for public comment, unmute yourself for your turn at public comment, when finished kindly click mute.

1. Call to Order

This meeting will be conducted both in-person in the Council Conference Room at Flagstaff City Hall, as well as online via Microsoft Teams. Members of the public are always welcome to attend and encouraged to participate. To join the online meeting, click on the meeting link above. To comment on a discussion item, please use the MS Teams Chat function: simply type in 'c' or 'q' to indicate to the Chair that you would like to comment. The Chair will then recognize you when it is time for public comment. Unmute yourself for your turn at public comment, then re-enable mute when finished. In compliance with the Americans with Disabilities Act, if you need assistance to participate in this meeting, please contact Martin Ince at 928-213-2685 (774-5281 TDD). Notification at least 48 hours in advance will enable the City to make reasonable arrangements.

2. ROLL CALL

NOTE: One or more Commissioner may be in attendance through other technological means.

DANIEL CRIM, Chair
JEN HANKS
KEVIN HAYES
MARK SPINTI

ALLISON SHARP
SAMANTHA MEIER
VALERIE PIET

CITY STAFF:

Carlton Johnson, Transportation Planner
Dee Williams, Administrative Specialist - City Engineering
Jeff Bauman, City Traffic Engineer
Kevin Rueb, Police Department

3. PUBLIC COMMENT

At this time any member of the public may address the Commission on any subject within the Commission's jurisdiction that is not on this meeting's agenda. The Arizona Open Meeting Law prohibits the Commission from discussing or taking action on an item that is not listed on the prepared agenda. Commissioners may, however, respond to criticism made by those addressing the Commission, ask staff to review a matter, or ask that a matter be placed on a future agenda.

To address the Commission on an item that is on the agenda, please wait for the Chair to call for Public Comment at the time the item is heard.

4. Approval of Minutes

- A. Approval of minutes for 03/19/2026

5. **ACTION ITEMS**
None

6. **DISCUSSION ITEMS**

A. Lone Tree Road Update

B. Safe Routes to School Infrastructure

7. **REPORTS**

- A. Bike Week
- B. NACTO (National Association of City Transportation Officials)
- C. Foxglenn Traffic Calming
- D. Road Repair and Street Safety: Industrial, Marketplace Dr, Dodge Ave
- E. Cedar Ave striping
- F. Mountain Line route 8 updates
- G. Butler Ave / Fourth Street

8. **NEXT MEETINGS**

- Pedestrian Advisory Committee: May 28, 2026
- Transportation Commission: June 3, 2026
- Bicycle Advisory Committee: July 16, 2026
- Pedestrian Advisory Committee: July 23, 2026
- Transportation Commission: August 5, 2026

9. **INFORMATIONAL ITEMS TO AND FROM COMMISSIONERS AND STAFF**

10. **ADJOURNMENT**

CERTIFICATE OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Flagstaff City Hall on _____, at _____ a.m./p.m. This notice has been posted on the City's website and can be downloaded at www.flagstaff.az.gov.

Dated this _____ day of _____, 2026.

Deeda Williams, City of Flagstaff Engineering Division

ADDITIONAL INFORMATION: In compliance with the Americans with Disabilities Act, if you need assistance to participate in this meeting, please contact Carlton Johnson at 928 213 2694 (or 928-774-5281 TDD). Notification at least 48 hours in advance will enable the City to make reasonable arrangements.



Bicycle Advisory Committee

4. A.

From: Deeda Williams, Administrative Specialist

DATE: 05/21/2026

SUBJECT: Approval of minutes for 03/19/2026

STAFF RECOMMENDED ACTION:

Executive Summary:

Attachments

BAC Minutes - 2026-03-19

Form Review

Form Started By: Deeda Williams

Started On: 05/19/2026 04:12 PM

Final Approval Date: 05/19/2026

DRAFT MINUTES

**BICYCLE ADVISORY COMMITTEE
WEDNESDAY
MARCH 19, 2026**

**COUNCIL CONFERENCE ROOM
211 W. ASPEN AVE.
4:30 P.M.**

1. Call to Order

Chair Daniel Crim called the meeting to order at 4:31 p.m. On roll call, the following Committee members were present:

Daniel Crim, Jen Hanks, Samantha Meier, Kevin Hayes, Allison Sharp, and Mark Spinti
Member Absent: Valerie Piet

City and Agency Staff: David Spence (Council), Carlton Johnson, and Dee Williams

Public Present: Kim, Kate Morley, Hailey Bishop, Elaine Mariolle – ADOT, Jake Ratz, Brian Cooperider

2. **PUBLIC COMMENT**

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Emailed comment: Bryan Cooperider (biker) is concerned about the FUTS trail section where the waterline was dug up for FMC (not built). They replaced the trail material with clay from Mt Del to Tuthill. It is impassible when wet and needs repair.

Discussion: Is there asphalt leftover from the FUTS repairs? Buffalo is also uneven when it's wet.

A. **Approval of Minutes**

Approval of December 18, 2025, and January 15, 2026, meeting minutes.
The motion was approved unanimously (6-0).

3. **ACTION ITEMS**

None

4. **DISCUSSION ITEMS**

A. **Safe Routes to School -- Existing Conditions and Action Plan**

Informational update from Kim Austin, discuss schools' active transportation report cards

Kim Austin (MetroPlan) and Hailey Bishop (Americorp intern) provided a summary of the Safe Routes to School (SRTS) has a two-part program – infrastructure and programming – 3 phases.

Phase I occurred last year. Spoke to principals and lay of the land. CAP Plan. Phase II – collected data. Phase III – Program implementation and funding opportunities.

- Report – summary of the data and how students travel to school. They provided a high-level review and synopsis of consultant findings.
- Charter schools did not have a wellness or CAP plan.
- Council – new superintendent is looking for committee members (reinvigorated). Meet monthly. Kim will give a more in-depth report.
- There are 19 schools in Flagstaff – Charter and FUSD. Summit, Montesorri, and Catholic schools were not included.

DRAFT MINUTES

Discussion:

The Committee members mentioned that buses are not offered to high school and middle school students. Eco passes for the schools were purchased through MetroPlan. The Commission asked if previous data was collected and if there was a change indicator. This is the 1st Metro has collected. Metroplan collected data in the fall and the spring each year. Potential to create modeships for safer conditions.

BAC comments and recommendations - needs to update the data and provide the report, make Mountain line poster for stops and times for buses at each school, Mountain Line could be more solvent, there may be crosswalk / crossing issues with bus stops away from the schools and may need to improve accessibility on Butler, establish a safe bike route to the school for electric bikes – this may be a selling point for e-bikes if you have a safe route.

There is a need for - Ped/Bike education, carpooling, school flash signs, what side of the road to walk or ride. Complete network. Low-cost programs – walk/bike to work.

Councilman Spence said there are bike racks around Sinagua.

Mountain Line responses: They go to the schools at the beginning of the year to issue bus passes, they want to explore the charter schools. They buy passes for the whole school. Mapping out what is a reasonable walk / bike distance.

Next steps: Bike Ped education. Developing a tool kit, targeting PE teachers to implement curriculum. FUSD in on board – training in August. Bring national partnership and send two PE teachers to the national conference.

B. Project Prioritization Process Tool

Information and discussion with Kate Morley, MetroPlan Executive Director

Morley provided a staff report.

- 2nd project to present – collaborative session of regional partners. Project prioritization.
- Metroplan Connect. – 42 plans, 2000 projects. Of those, 1400 ATMP projects. Consultant is creating a map of the plans. GIS based platform. Also identifying characteristics of the projects. Overlaying crashes.
- Public support – Filter by requirements. Ie. Safety, bike ped, road widening. Sift through projects. Provide to partners. Goal: September 2026 for. There are 42 active plans.

Discussion:

Beta tested the wheel through GIS. The idea to flag projects in line with private developers through pavement preservation projects.

5. REPORTS

- A. Safe Routes to School Infrastructure
- B. Butler Ave Complete Streets Conversion
- C. Bicycle Friendly Community Silver Award
- D. First Mile/Last Mile -- 180 Crossings

Johnson provided updates and current state of projects.

Discussion:

Cedar Hill – Forest avenue and Pinecliff eastbound FUTS and cars turning right. Physical visibility issues and markings, arterials, and gated or fenced neighborhoods.

6. NEXT MEETINGS

Pedestrian Advisory Committee: March 26, 2026

DRAFT MINUTES

Transportation Commission: April 1, 2026

Bicycle Advisory Committee: May 21, 2026

Pedestrian Advisory Committee: May 28, 2026

Transportation Commission: June 3, 2026

7. INFORMATIONAL ITEMS TO AND FROM COMMISSIONERS AND STAFF

- A. Next bi-monthly meeting discussions - Lone Tree and the Regional plan,
- B. Survey and open house for Regional plan 2045. Voting May 19th.
- C. Preview – dates for ride your bike week.

8. ADJOURNMENT

Chair Daniel Crim adjourned the meeting at 6:19pm.



Bicycle Advisory Committee

6. A.

From: Carlton Johnson, Transportation Planner

DATE: 05/21/2026

SUBJECT: Lone Tree Road Update

STAFF RECOMMENDED ACTION:

Executive Summary:

Butler was paved and striped last week, it will be back open this week to four lanes. Lone Tree Corridor south of Butler will remain under construction until the fall. The overpass is anticipated to start later this summer, contingent on BNSF agreement execution.

Attachments

Lone Tree Presentation
Lone Tree Traffic Control Plan

Form Review

Form Started By: Carlton Johnson

Started On: 05/19/2026 02:02 PM

Final Approval Date: 05/19/2026



LONE TREE OVERPASS

*SUSTAINABILITY and
INTERSECTION REFINEMENTS
January 25, 2022*





AGENDA

- ✧ **Project Updates**
- ✧ **Approach**
- ✧ **Sustainability**
- ✧ **Intersection Refinements**





Project Updates

Project Updates

- ✧ **Coordination with Beautification, Arts & Sciences**
 - » Staff meeting held on December 9th, 2021
 - » Presentation to the BPAC commission occurred on January 10
 - » Planning Outreach for a Community Forum to seek input early 2022
- ✧ **Pedestrian and Bicycle Advisory Committees**
 - » City staff discussed project and permissive / controlled rights at intersections
- ✧ **Coordination with BNSF and USACE regarding the RDF Flood Control Project**
 - » Meeting held on December 8th, 2021
- ✧ **Additional City staff and Commission Coordination Meetings**
 - » Meeting held with Sustainability staff on December 8th, 2021
 - » Meeting held with Transportation/Pedestrian/Bicycle/Inclusion and Adaptive Living Commissions and Committees on January 13th, 2022

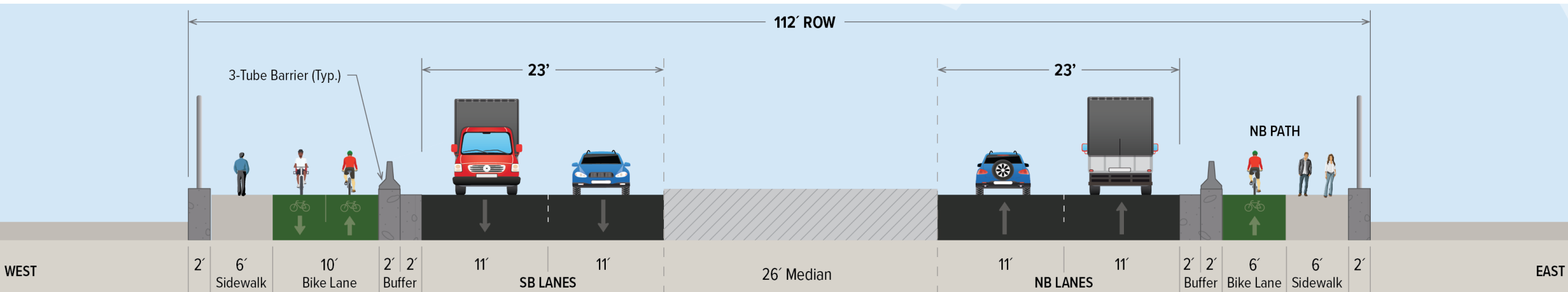
Approach

- ✧ **Team Experience**
- ✧ **Project Overview**
- ✧ **Approach to Analysis**
- ✧ **Respond to Feedback**
- ✧ **Provide Data for Evaluation**



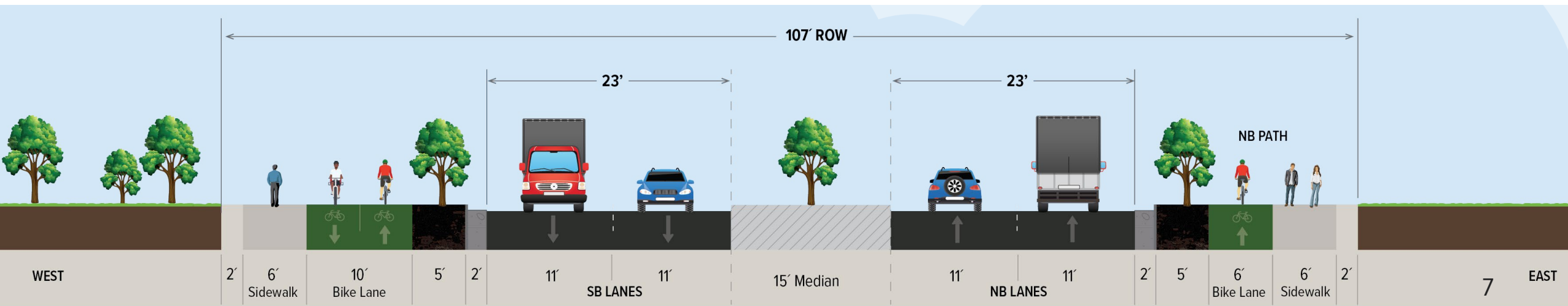
Project Summary – What this Project Provides

- ✧ 1.8 Miles of new Bicycle Lane Miles (Off-Roadway)
- ✧ 1.2 Miles of new Pedestrian Sidewalk
- ✧ 0.6 Miles of new FUTS connecting Route 66 to Sawmill
 - » Designed for E-Bikes, Class 2
- ✧ Protected bike and pedestrian facilities along full length of Lone Tree Road



Project Summary – What this Project Provides

- ✧ 0.3 Miles of new roadway between Butler Avenue and Route 66
- ✧ 0.3 Miles of roadway widening between Butler Avenue and Sawmill Road
- ✧ 1.8 new Roadway Lane Miles
- ✧ 1 New Intersection at Lone Tree and Route 66
- ✧ 3 New Rebuilt Intersections at Butler Avenue, Sawmill Road, and Franklin Avenue





Sustainability



GOALS

- ✧ **Project approach to Vehicle Miles Traveled (VMT)**
- ✧ **Approach to VMT in Public Works and Transportation Infrastructure**
- ✧ **Alternative look using greenhouse gases**



Sustainability – VMT Goals

✧ City of Flagstaff Goal

- » Reduce Vehicle Miles Traveled (VMT) to 2019 VMT Levels
- » VMT is measured/analyzed using regional network traffic models

✧ Regional tools available for measuring VMT

- » Project used MetroPlan's Regional Model
 - ☑ Developed before formal adoption of the Sustainability Goals
- » Scenarios
 - ☑ 2019 No-Build Scenario (36,004 dwelling units, 12,093 commerce(ksf))
 - ☑ 2026 Build / No-Build Scenario | 37,768 dwelling units | 12,630 commerce(ksf) (~0.7%/yr)
 - ☑ 2040 Build / No-Build Scenario | 46,556 dwelling units | 16,357 commerce(ksf) (~1.3%/yr)

Sustainability – Modeling Approach and Results

✧ MetroPlan Regional Model Updates

- » Incorporated Land-Use Changes (Hospital, Zoning, Etc.)
- » Incorporated Identified Funded Capital Infrastructure into the 2040 model
- » Evaluated a 2-Lane and 4-Lane Lone Tree Overpass Scenario for Greenhouse Gas (GHG) analysis

✧ Regional VMT Results (Given as per day)

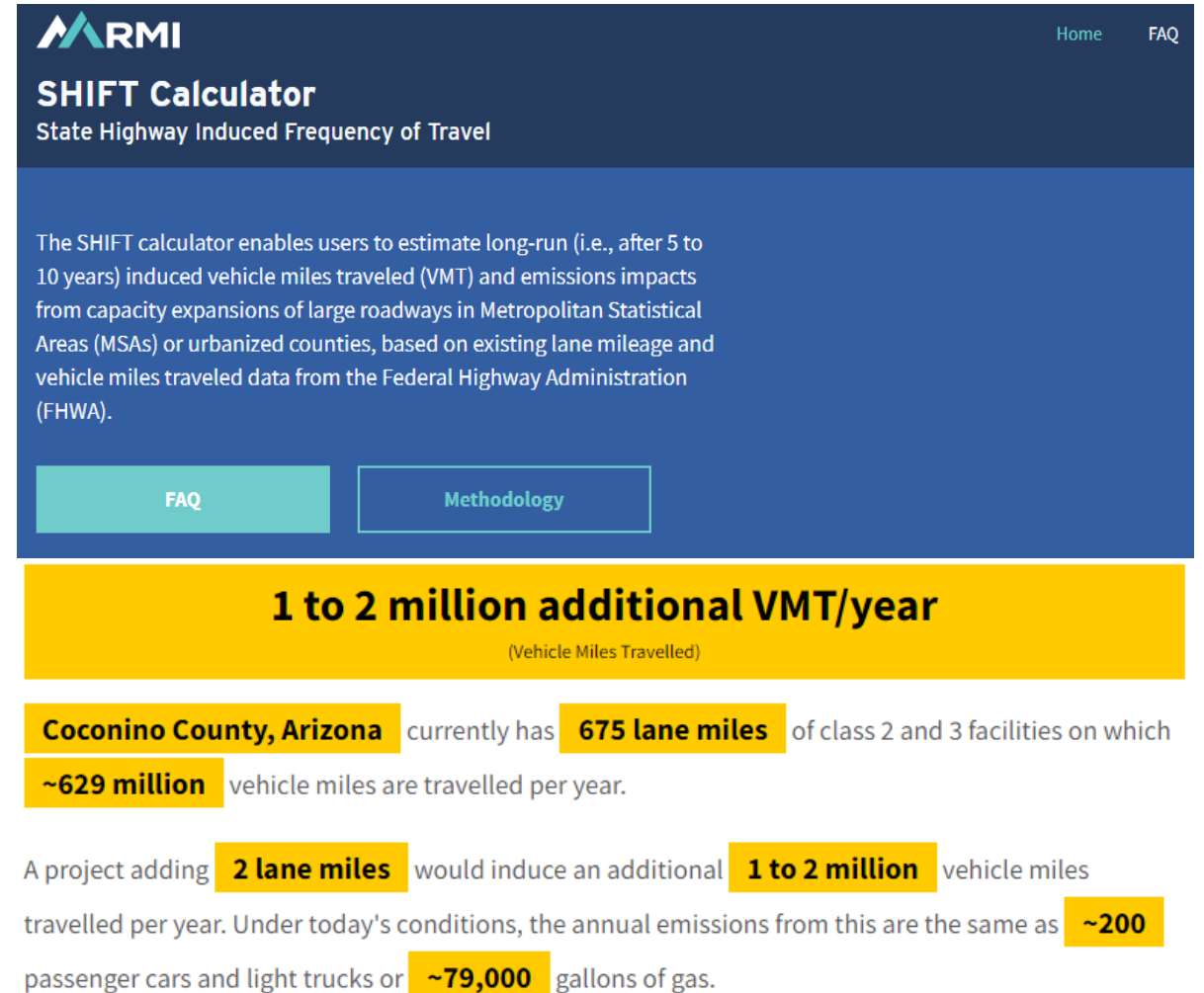
- » No significant change with Build Scenario (Lone Tree Overpass)
- » 2040 Increases due to regional growth projections (standard approach)

Year	No-Build VMT		Build VMT	
2019	2,560,198		--	
2026	2,604,834	+ 2%	2,603,984	+ 2%
2040	3,423,404	+ 34%	3,434,924	+ 34%

Sustainability – Induced Demand

✧ Induced Demand

- » Induced Demand is increase in travel based on additional capacity / improved network
- » RMI "SHIFT" Calculator based on new roadway capacity
- » The City is working on their own calculator, not yet available
- » LTO Project adds 1.8 lane-miles
- » Increase of 2,800 – 5,500 VMT/day
 - ✓ ~0.2% increase in network modeled
 - ✓ Less than the 2026 Build year modeled



RMI Home FAQ

SHIFT Calculator

State Highway Induced Frequency of Travel

The SHIFT calculator enables users to estimate long-run (i.e., after 5 to 10 years) induced vehicle miles traveled (VMT) and emissions impacts from capacity expansions of large roadways in Metropolitan Statistical Areas (MSAs) or urbanized counties, based on existing lane mileage and vehicle miles traveled data from the Federal Highway Administration (FHWA).

[FAQ](#) [Methodology](#)

1 to 2 million additional VMT/year
(Vehicle Miles Travelled)

Coconino County, Arizona currently has **675 lane miles** of class 2 and 3 facilities on which **~629 million** vehicle miles are travelled per year.

A project adding **2 lane miles** would induce an additional **1 to 2 million** vehicle miles travelled per year. Under today's conditions, the annual emissions from this are the same as **~200** passenger cars and light trucks or **~79,000** gallons of gas.

Sustainability – VMT Goals

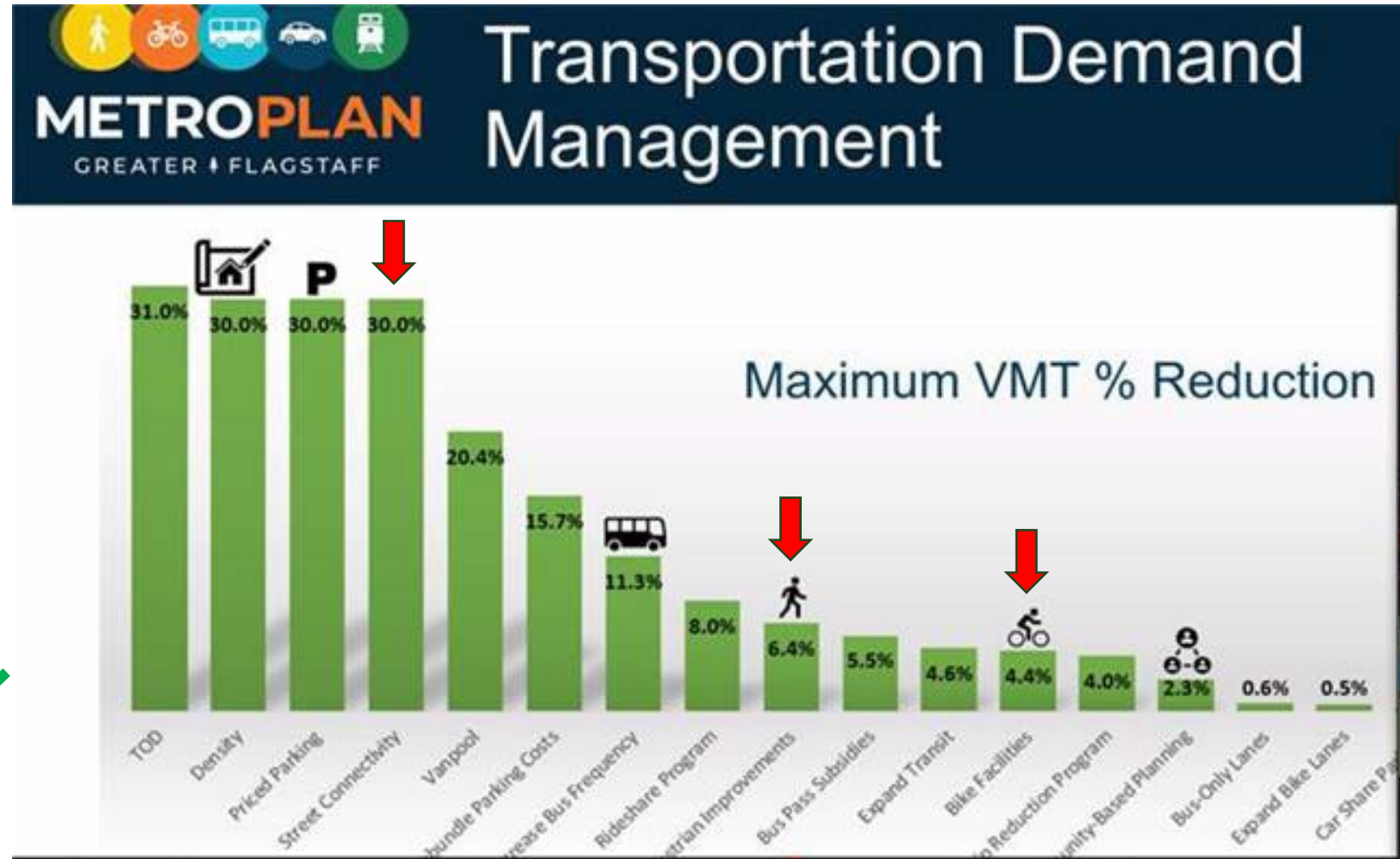
✧ How can VMT be incorporated into Public Works

- » Typically, VMT is a PLANNING level decision
- » Public Works projects involving roadway capacity balance new roadways with offsets elsewhere. For example, a new roadway is offset by:
 - ☑ Roadway lane reductions on other street networks
 - ☑ Increased Public Transportation
 - ☑ Carpool and Ride Share Programs
 - ☑ Increase Bicycle and Pedestrian Infrastructure (Reduce Vehicle Trips)
- » At a project level (after planning), it is difficult to reduce VMT impacts on a project.
- » We can still evaluate greenhouse gas impacts at the intersection and network level, a secondary component of the City's Carbon Neutrality Plan.

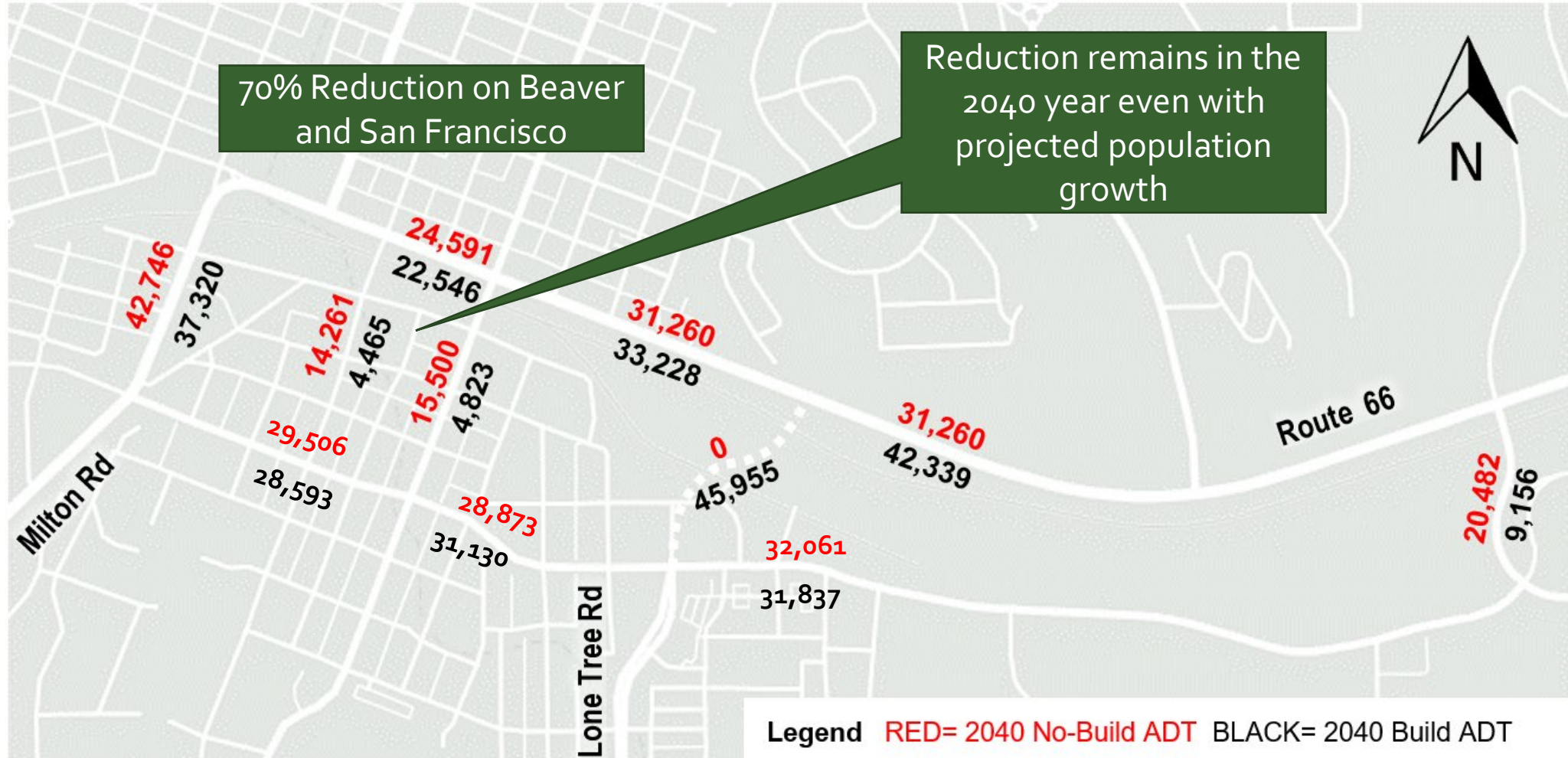
Sustainability – VMT Reductions

Options to reduce VMT Regionally

- » Increased transit (bus)
- » Increased FUTS connectivity / Pedestrian Improvements / Bike Facilities – **PROJECT GOAL** ✓
- » Street Connectivity ✓
- » Corridor Changes Elsewhere



Sustainability - VMT in Network Model



Year	VMT
2019	2,560,000
2026 B	2,605,000
2026 NB	2,604,000
2040 B	3,423,000
2040 NB	3,435,000

B = Build
NB = No-Build

Sustainability – GHG Emissions

✧ Greenhouse Gas (GHG) Emissions Evaluation

- » Compared 2-Lane LTO and 4-Lane LTO options
- » Fuel consumption and emissions based on volume and congestion
- » Based on MetroPlan Regional Model outputs

Estimated Yearly Savings – 2026 Build Year				
2026 Year	2-Lane LTO	4-Lane LTO	2-Lane LTO	4-Lane LTO
Fuel Used (Gallons)	122,100	285,900	43,100	206,900
CO ₂ Emissions (Tons)	1,100	2,600	390	1,860
			With Induced Demand GHG Impacts Included	

With continued VMT growth, savings diminish over time. Per models used, savings reverse with 4-Lane scenario by 2040 and with 2-Lane scenario by 2047



Sustainability – Takeaways

- ✧ **2026 VMT is approximately the same to 2019 VMT numbers (2% change overall)**
- ✧ **Lone Tree Overpass project has a minimal impact on VMT compared to regional growth assumptions (0.2% vs 2% 2026 VMT growth)**
- ✧ **There are offsets that are difficult to quantify that reduce impacts and others that can be taken to further reduce VMT impacts**
 - » Project provides FUTS connectivity, Pedestrian and Bike facilities
- ✧ **4-Lane Lone Tree Overpass project potentially reduces greenhouse gas emissions compared to no-build or 2-Lane scenarios even with a conservative Induced Demand assumption**



✦ Intersection Refinements and Analysis



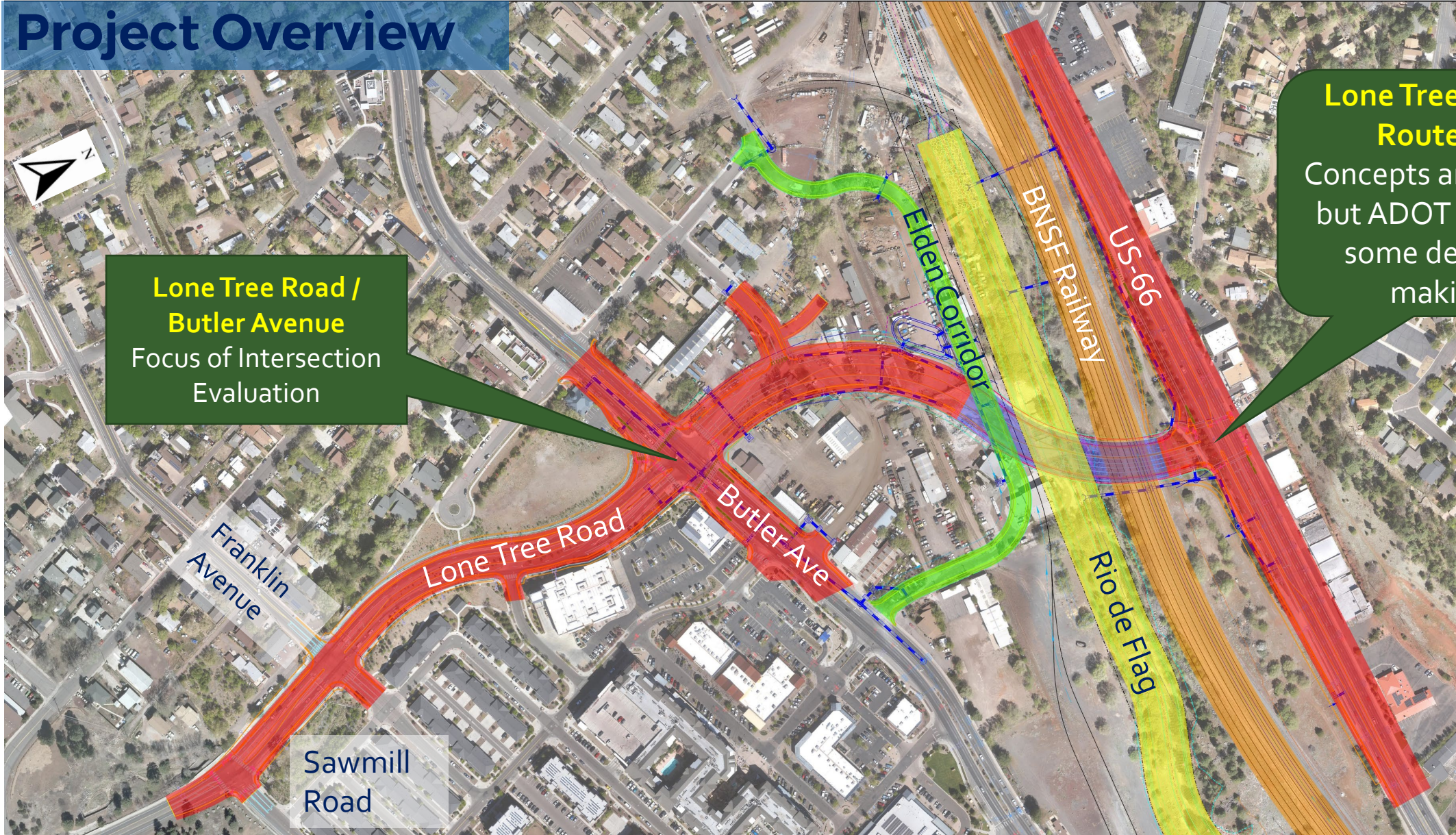
GOALS

- ✧ **Review 4 refined intersection alternatives at Butler**
- ✧ **Identify Pedestrian/Cyclist User Impacts**
- ✧ **Identify Driver Impacts**
- ✧ **Identify Cost Impacts**





Project Overview



Lone Tree Road / Butler Avenue
Focus of Intersection Evaluation

Lone Tree Road / Route 66
Concepts are similar but ADOT impacts some decision making

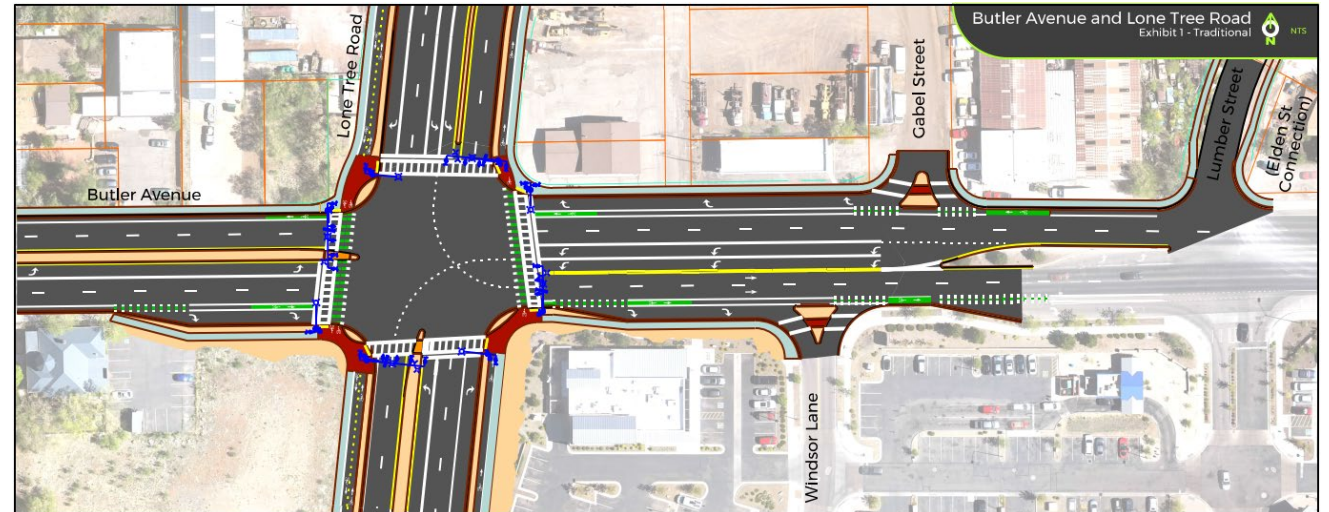


LTO & Butler – Intersection Options

Typical Approach

1

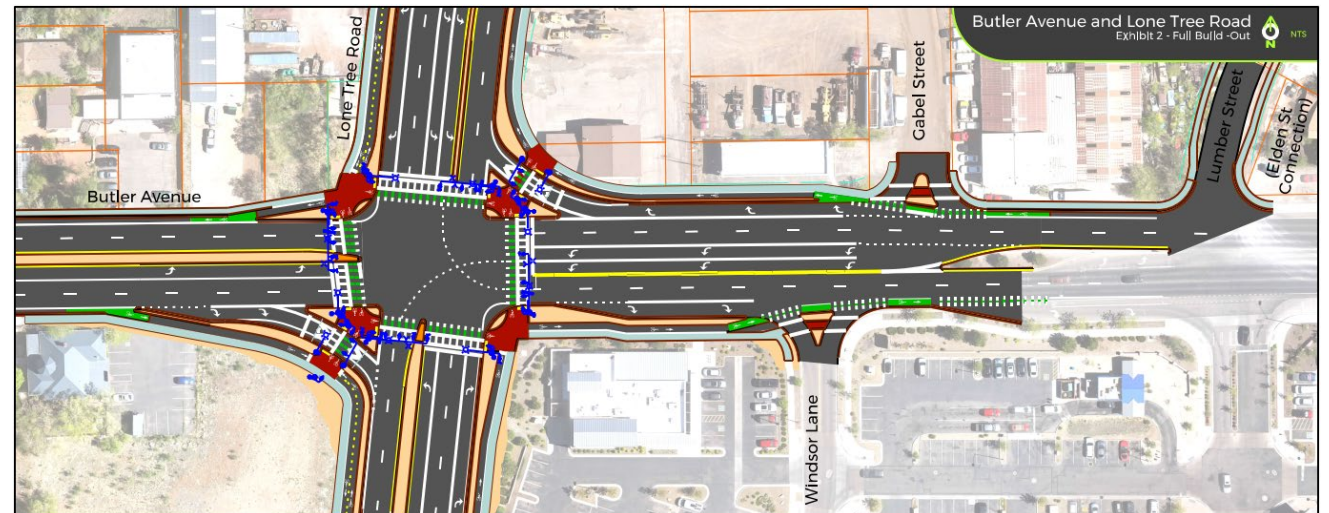
- Two left-turn lanes (SB, WB)
- Channelized right-turn lanes (None)
- Separated bike lanes (LTO)
- Raised median (S, W)



Full Build-Out

2

- Two left-turn lanes (SB, WB)
- Channelized right-turn (EB, WB)
- Separated bike lanes (LTO & Butler)
- Raised median (S, W)



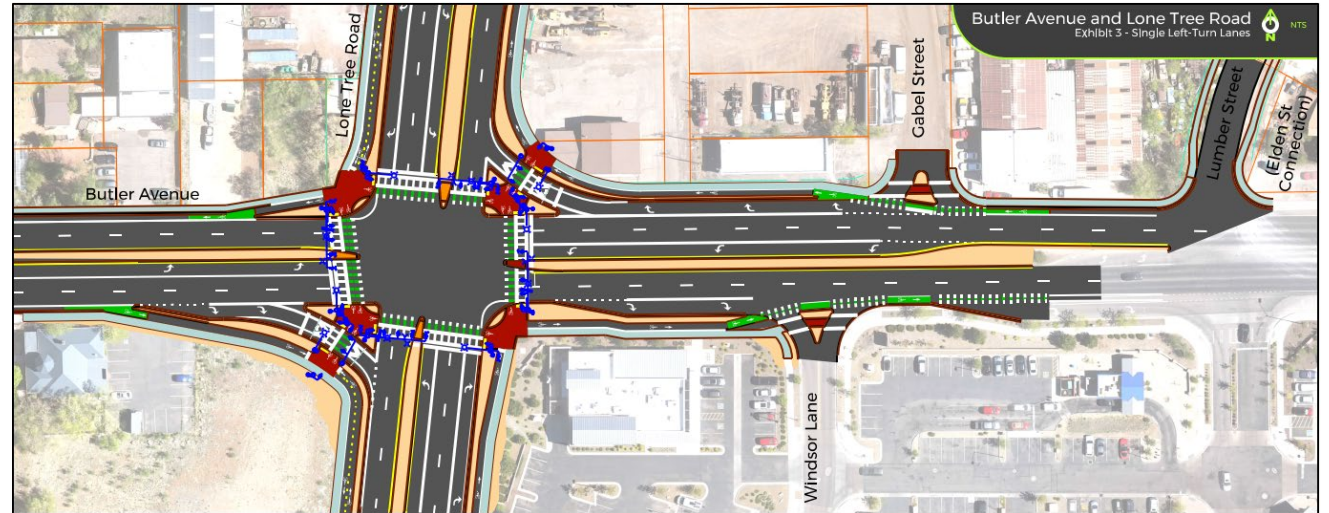


LTO & Butler – Intersection Options

Single Left-Turn Lanes

3

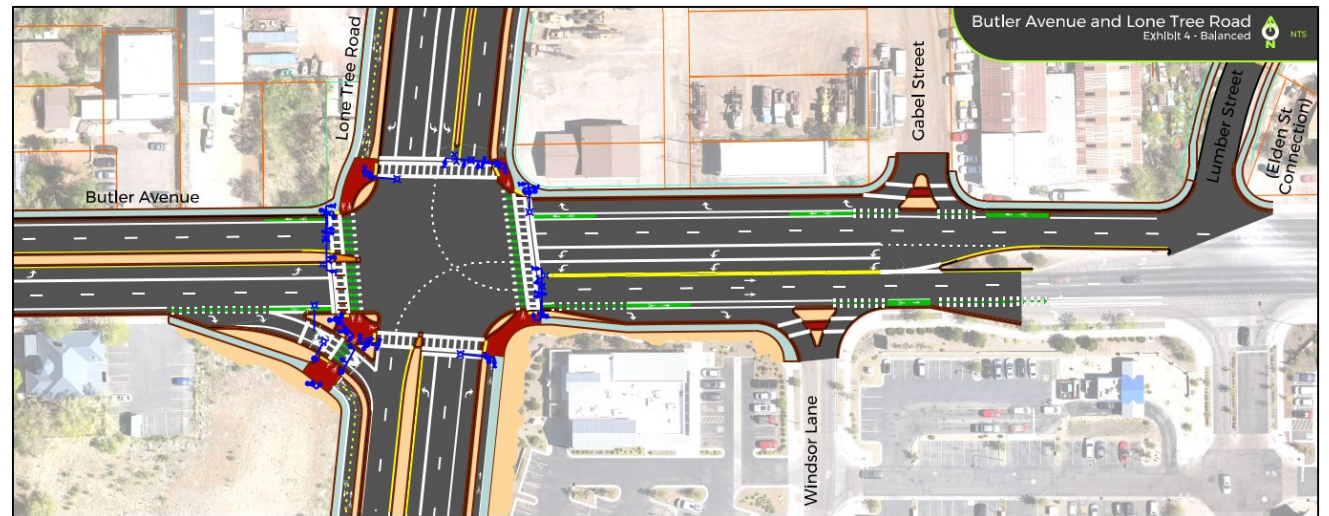
- One left-turn lane (All)
- Channelized right-turn (EB, WB)
- Separated bike lanes (LTO & Butler)
- Raised median (All)



Balanced

4

- Two left-turn lanes (SB, WB)
- Channelized right-turn (EB)
- Separated bike lanes (LTO)
- Raised median (S, W)



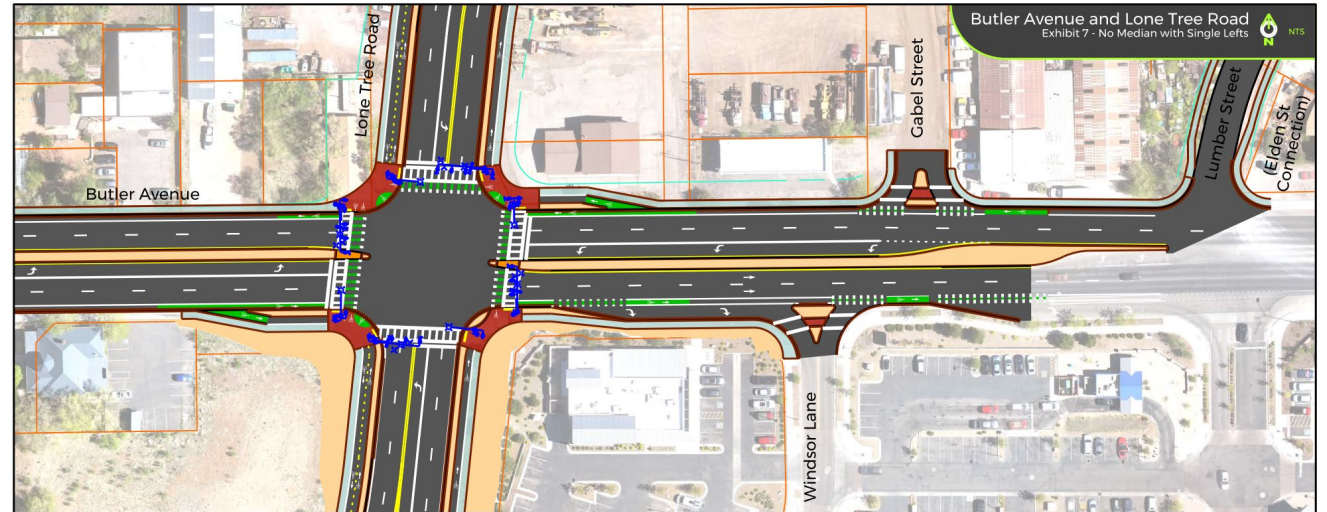


LTO & Butler – Intersection Options

Traditional Intersection

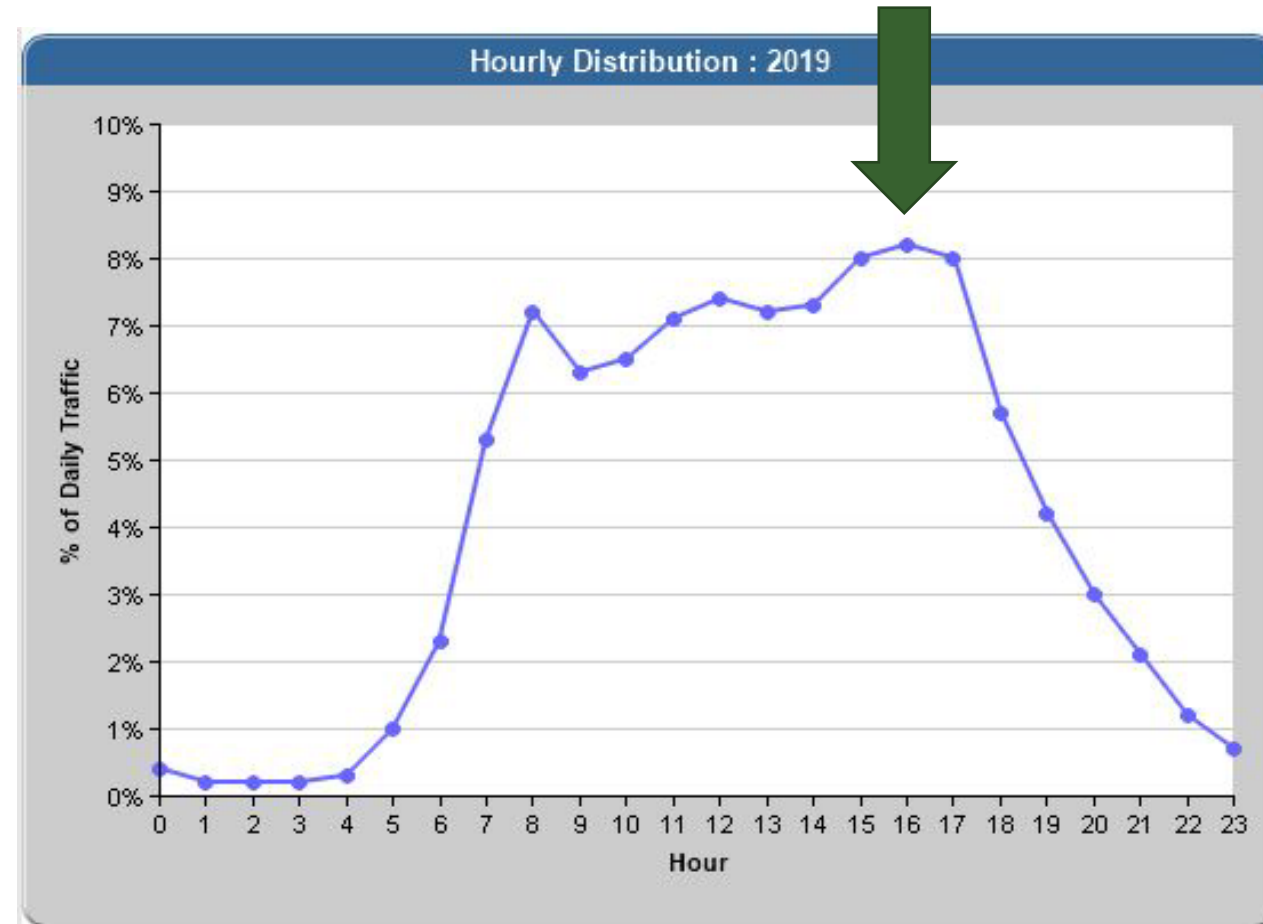
5

- Single left-turn lanes (All)
- Shared Through/Rights (All)
- Separated bike lanes (LTO)
- Raised median (E, W)

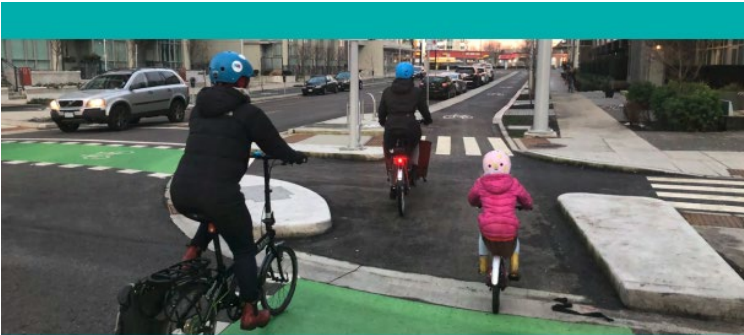


Modeling Approach – Peak Hour Analysis

- ✧ Peak Hour is a Standard Modeling Approach
- ✧ Ensures functionality for worst hour on **AVERAGE** day
- ✧ Not worst hour of worst day of the year
- ✧ Approximately 8.1% of ADT
- ✧ **Representative of 8%-15% increase over normal hourly traffic between 8am and 6pm**



Approach to Multi-Modal Safety



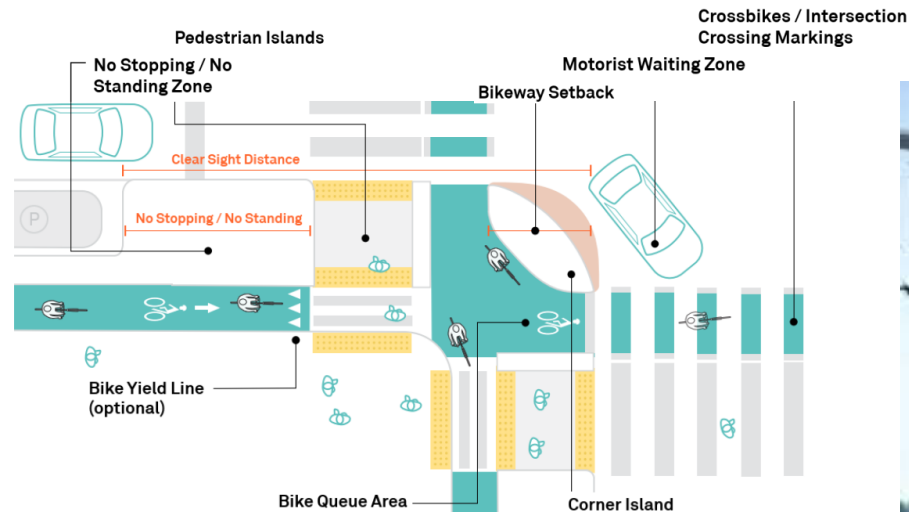
Don't Give Up at the Intersection

Designing All Ages and Abilities Bicycle Crossings



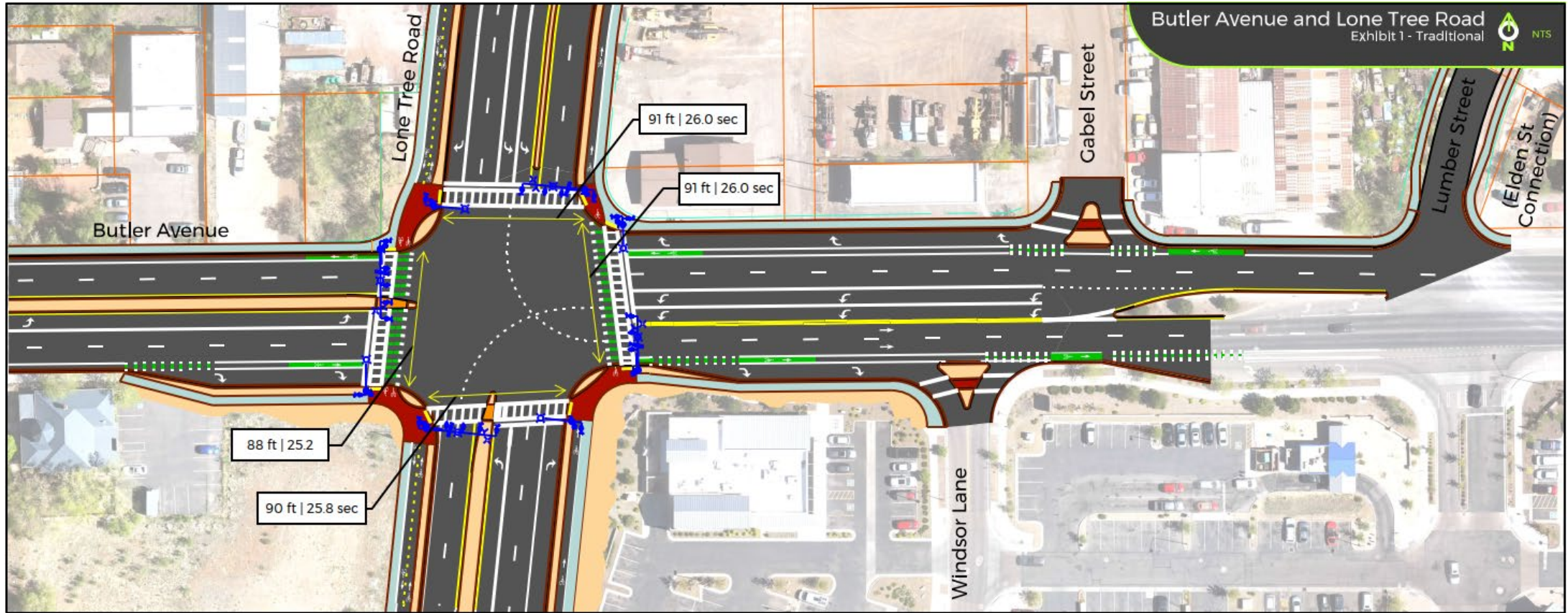
May 2019

- ✧ NACTO considered most current standard for "safe" intersection
- ✧ Geared towards designing for safety for all users and abilities
- ✧ Off-System Bicycle Facilities follows ATMP





LTO & Butler - Typical Approach



Vehicle Features

- Two left-turn lanes (SB, WB)
- Channelized right-turn lanes (None)

Bicycle Features

- Separated bike lanes (LTO)

Pedestrian Features

- Raised median (S, W)

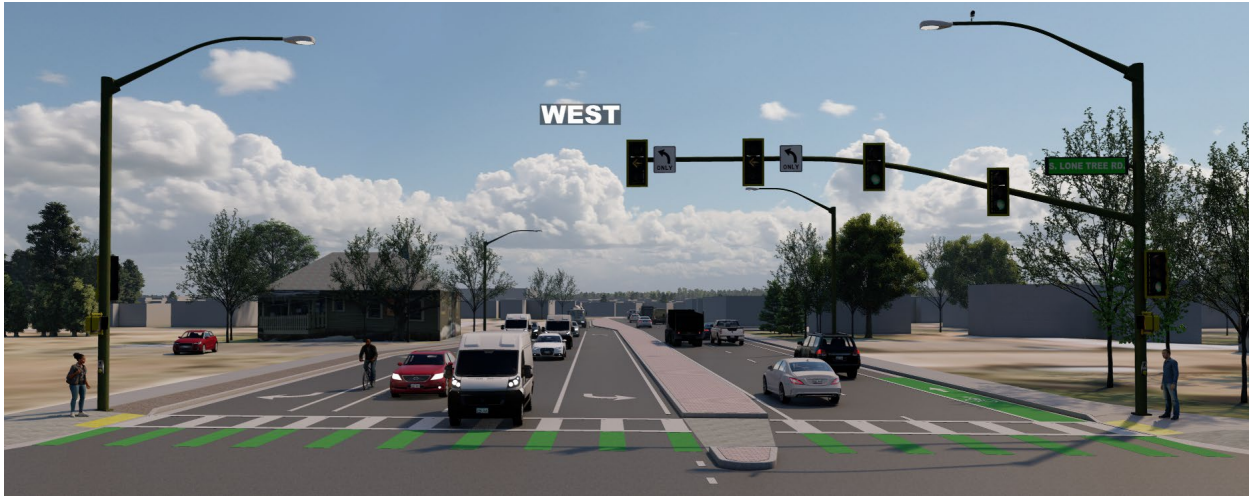


LTO & Butler - Typical Approach | Looking NE

1



LTO & Butler - Typical Approach



Facing West | EB Approach



Facing East | WB Approach



Walking Speed
2.4 mph
Riding Speed
12.4 mph

Pedestrian / Cyclist Crossing	Distance (ft)	Walking Time (sec)	Riding Time (sec)
East Leg	91	26.0	5.0
West Leg	88	25.2	4.8

Refuge Island only on Eastbound Approach.
Protected Cyclist Crossing.

LTO & Butler - Typical Approach



Facing North | SB Approach



Facing South | NB Approach



Walking Speed
2.4 mph
Riding Speed
12.4 mph

Pedestrian / Cyclist Crossing	Distance (ft)	Walking Time (sec)	Riding Time (sec)
North Leg	91	26.0	5.0
South Leg	90	25.8	4.9

Refuge Island only on Northbound Approach.
Cyclist Crossing on roadway or with pedestrians.

LTO & Butler – Typical Approach



✧ Design Feature

- » Pedestrian longest crossing distance 91 ft
- » Pedestrian longest crossing time 26.0 s
- » Bike longest crossing time 5.0 s
- » Available Green Time 33.7s (EB/WB Thru-PM)

Ped /Bike Crossing	Distance (ft)	Ped Time (sec)	Min. Bike Time (sec)
North Leg	91	26.0	5.0
South Leg	90	25.8	4.9
East Leg	91	26.0	5.0
West Leg	88	25.2	4.8

✧ Pedestrian crossing times are based on 3.5 ft/s | 2.4 mph

- » Per the Manual for Uniform Traffic Control
- » Assumes complete crossing during one single green phase
- » Older Pedestrians, 2.8 ft/sec.(FHWA) Longest Crossing time 32.5 sec

✧ <https://view.mylumion.com/?p=bjlavl98egj4eceb>

LTO & Butler – Typical Approach

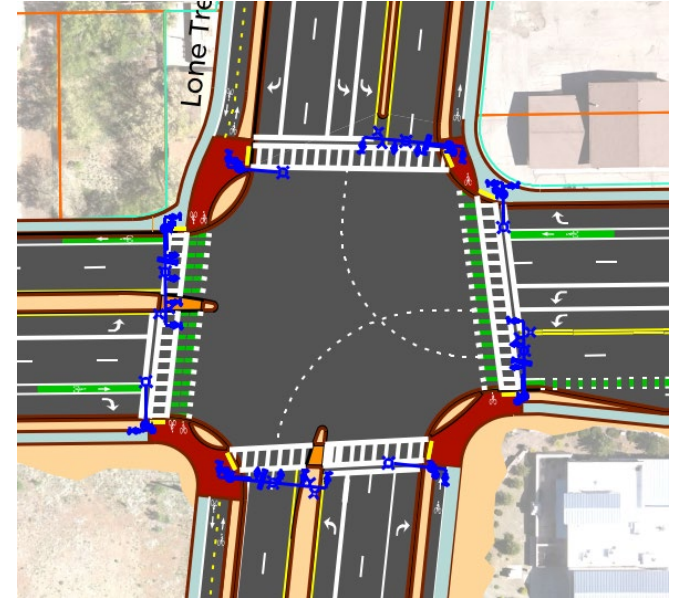
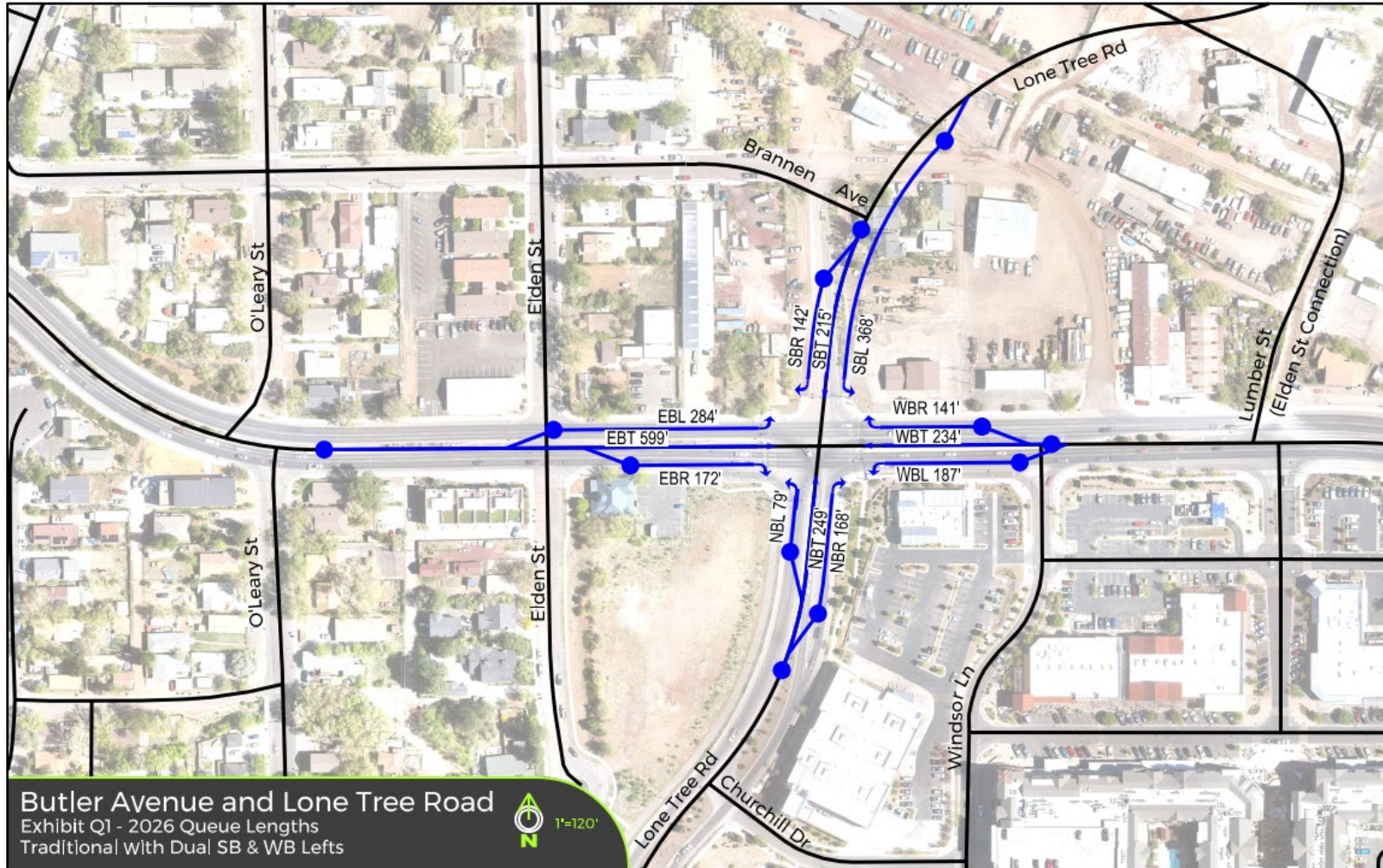
- ✦ **Performance (2026 PM Peak)**
 - » Overall Level of Service D
 - » Average Vehicle Delay: 46.9 sec
 - » Queuing: Longest queue 599 ft

- ✦ **Performance (2040 PM Peak)**
 - » Overall Level of Service E
 - » Average Vehicle Delay: 70.7 sec
 - » Queuing: Longest queue 772 ft

Year	Total Vehicle Delay (hours)	Fuel Used (gallons)
2026 (PM)	58	57.0
2040 (PM)	111	91.8

LTO & Butler - Typical Approach

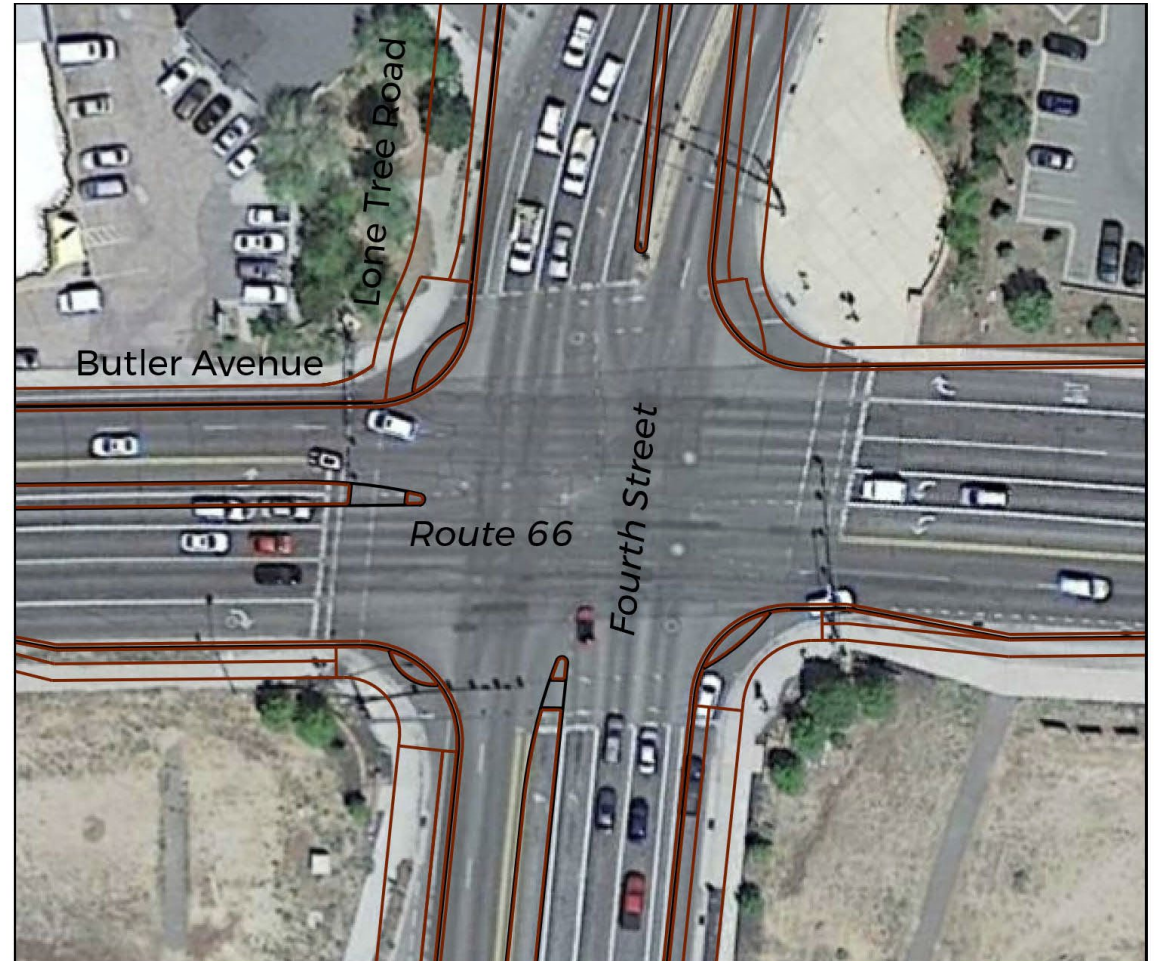
» Maximum Queues - 2026



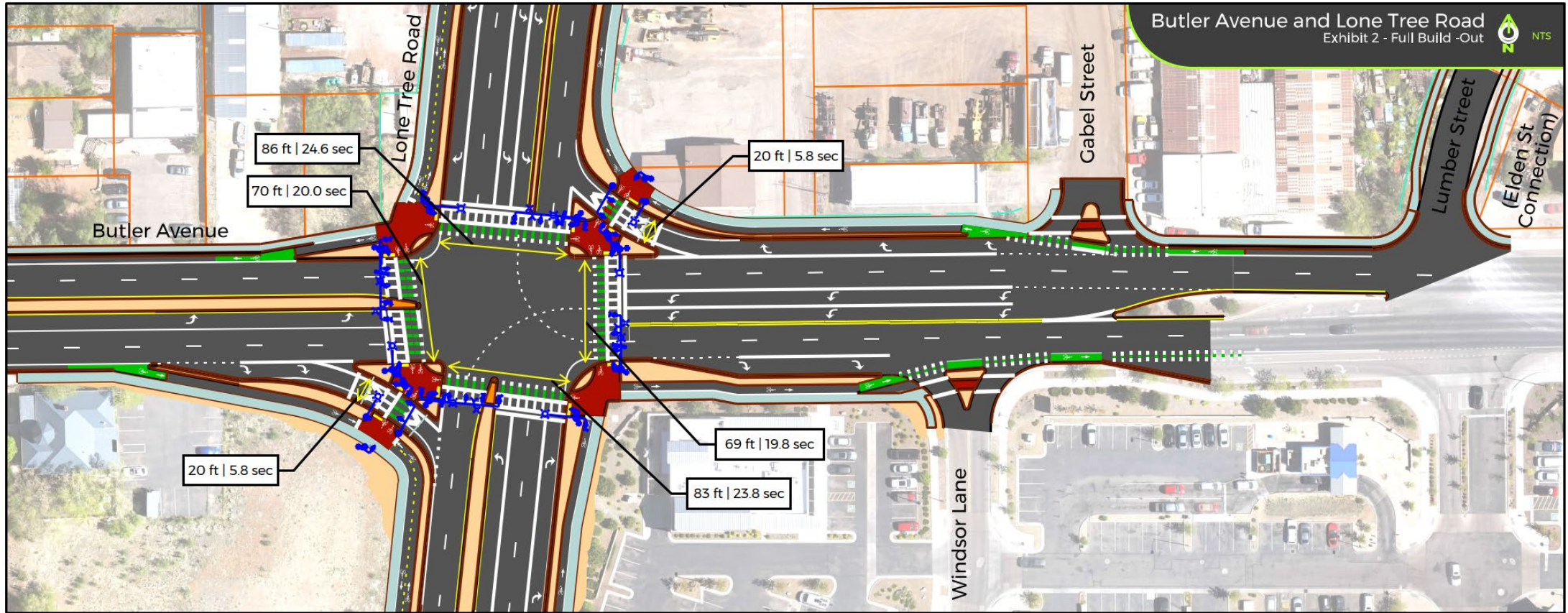


LTO & Butler – Typical Approach

- ✦ Comparison to Existing Intersection: Rte 66 & Fourth Street
 - » Smaller roadway footprint
 - » Shorter crossing distances
 - » LTO & Butler has median refuge on West and South legs



LTO & Butler - Full Build-Out Intersection



Vehicle Features

- Two left-turn lanes (SB, WB)
- Channelized right-turn lanes (SW, NE)

Bicycle Features

- Separated bike lanes (LTO) and Butler at the intersection

Pedestrian Features

- Raised median (S, W)



LTO & Butler - Full Build-Out Intersection | Looking NE

2



LTO & Butler - Full Build-Out Intersection



Facing West | EB Approach



Facing East | WB Approach



Walking Speed
2.4 mph
Riding Speed
12.4 mph

Pedestrian / Cyclist Crossing	Distance (ft)	Walking Time (sec)	Riding Time (sec)
East Leg	69	19.8	3.8
West Leg	70	20.0	3.8

Refuge Island only on Eastbound Approach.
Protected Cyclist Crossing.

LTO & Butler – Full Build-Out Intersection



Facing North | SB Approach



Facing South | NB Approach



Walking Speed
2.4 mph
Riding Speed
12.4 mph

Pedestrian / Cyclist Crossing	Distance (ft)	Walking Time (sec)	Riding Time (sec)
North Leg	86	24.6	4.7
South Leg	83	23.8	4.6

Refuge Island only on Northbound Approach.
Cyclist Crossing on roadway or with
pedestrians.

LTO & Butler – Full Build-Out Intersection

✦ Design Feature

- » Pedestrian longest crossing distance 86 ft
- » Pedestrian longest crossing time 26.4 s
- » Bike longest crossing time 4.7 s
- » Available Green Time 32.1s (EB/WB Thru-AM)

Ped /Bike Crossing	Distance (ft)	Ped Time (sec)	Min. Bike Time (sec)
North Leg*	86	24.6	4.7
South Leg*	83	23.8	4.6
East Leg*	69	19.8	3.8
West Leg*	70	20.0	3.8

* Not including distance/time to channelization island

✦ Pedestrian crossing times are based on 3.5 ft/s | 2.4 mph

- » Per the Manual for Uniform Traffic Control
- » Assumes complete crossing during one single green phase
- » Older Pedestrians, 2.8 ft/sec.(FHWA) Longest Crossing time 30.7 sec

✦ <https://view.mylumion.com/?p=woghasekuwigj76n>

LTO & Butler – Full Build-Out Intersection

✧ Performance (2026 PM Peak)

- » Overall Level of Service D
- » Average Vehicle Delay: 47.8 sec
- » Queuing: Longest queue 526 ft

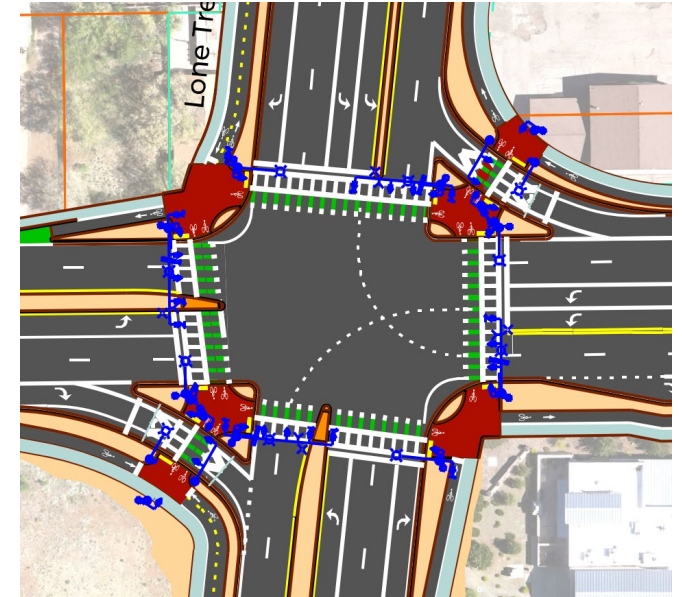
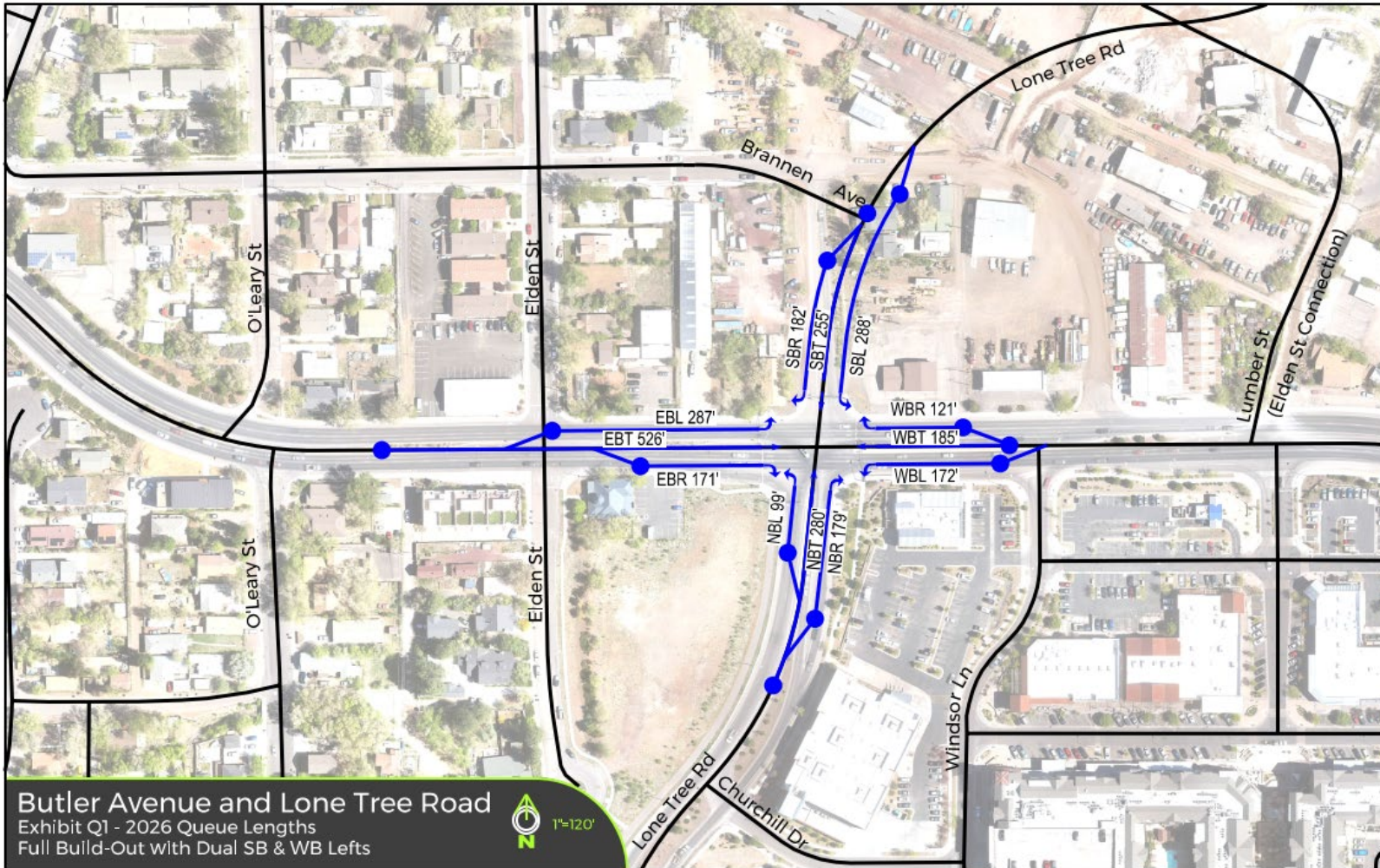
✧ Performance (2040 PM Peak)

- » Overall Level of Service E
- » Average Vehicle Delay: 70.7 sec
- » Queuing: Longest queue 800 ft

Year	Total Vehicle Delay (hours)	Fuel Used (gallons)
2026 (PM)	59	58.2
2040 (PM)	111	74.7

LTO & Butler - Full Build-Out Intersection

» Maximum Queues - 2026

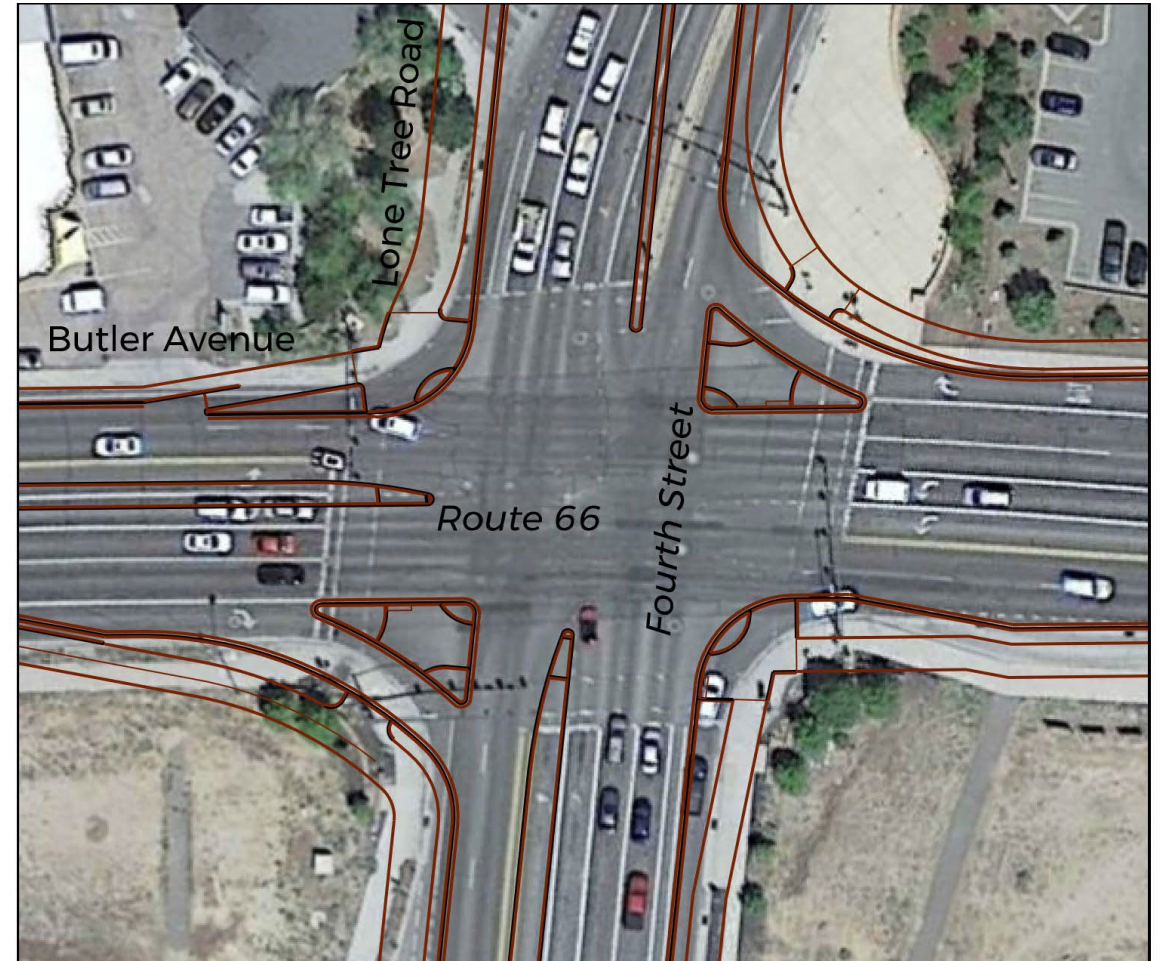


Queues are similar to the Traditional intersection



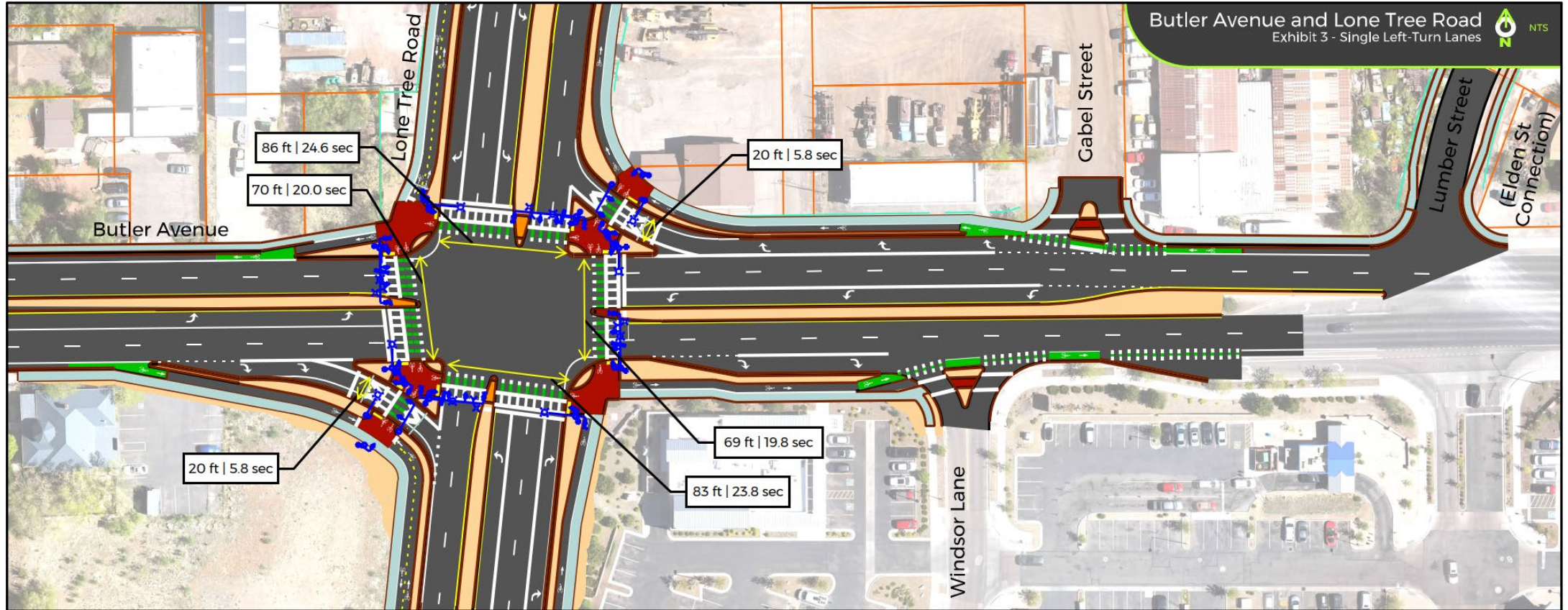
LTO & Butler - Full Build-Out Intersection

- ✧ Comparison to Existing Intersection: Rte 66 & Fourth Street
 - » Smaller roadway footprint
 - » Shorter crossing distances
 - » LTO & Butler has median refuge on West and South approaches
 - » LTO & Butler has (2) Right Turn Channelized Islands to further reduce crossing distances





LTO & Butler - Single Left Intersection



Vehicle Features

- Single left-turn lanes (NB,SB, EB,WB)
- Channelized right-turn lanes (SW, NE)

Bicycle Features

- Separated bike lanes (LTO) and Butler at the intersection

Pedestrian Features

- Raised median (N,S,E, W)



LTO & Butler - Single Left Intersection | Looking NE



LTO & Butler - Single Left Intersection



Facing West | EB Approach

Facing East | WB Approach

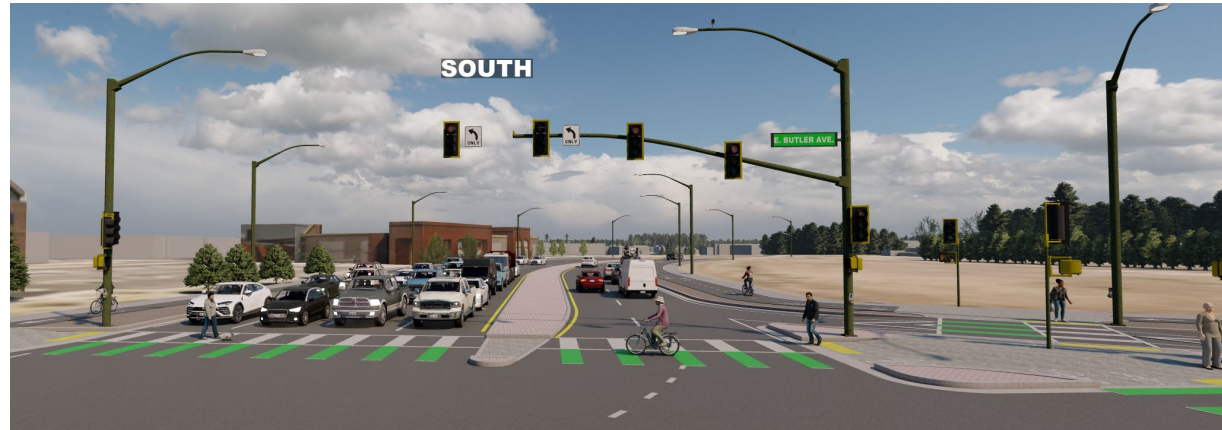


Walking Speed
2.4 mph
Riding Speed
12.4 mph

Pedestrian / Cyclist Crossing	Distance (ft)	Walking Time (sec)	Riding Time (sec)
East Leg	69	19.8	3.8
West Leg	70	20.0	3.8

Refuge Island only on Eastbound Approach.
Protected Cyclist Crossing.

LTO & Butler - Single Left Intersection



Facing North | SB Approach



Facing South | NB Approach

Walking Speed
2.4 mph
Riding Speed
12.4 mph

Pedestrian / Cyclist Crossing	Distance (ft)	Walking Time (sec)	Riding Time (sec)
North Leg	86	24.6	4.7
South Leg	83	23.8	4.6

Refuge Island only on Northbound Approach. Cyclist Crossing on roadway or with pedestrians.

LTO & Butler – Single Left Intersection

✧ Design Feature

- » Pedestrian longest crossing distance 86 ft
- » Pedestrian longest crossing time 24.6 s
- » Bike longest crossing time 4.7 s
- » Available Green Time 32.1s (EB/WB Thru-AM)

Ped /Bike Crossing	Distance (ft)	Ped Time (sec)	Min. Bike Time (sec)
North Leg*	86	24.6	4.7
South Leg*	83	23.8	4.6
East Leg*	69	19.8	3.8
West Leg*	70	20.0	3.8

* Not including distance/time to channelization island

✧ Pedestrian crossing times are based on 3.5 ft/s | 2.4 mph

- » Per the Manual for Uniform Traffic Control
- » Assumes complete crossing during one single green phase
- » Older Pedestrians, 2.8 ft/sec.(FHWA) Longest Crossing time 30.7 sec

✧ <https://view.mylumion.com/?p=woghasekuwigj76n>

LTO & Butler – Single Left Intersection

✧ Performance (2026 PM Peak)

- » Overall Level of Service E
- » Average Vehicle Delay: 73.9
- » Queuing: Longest queue 1,971 ft

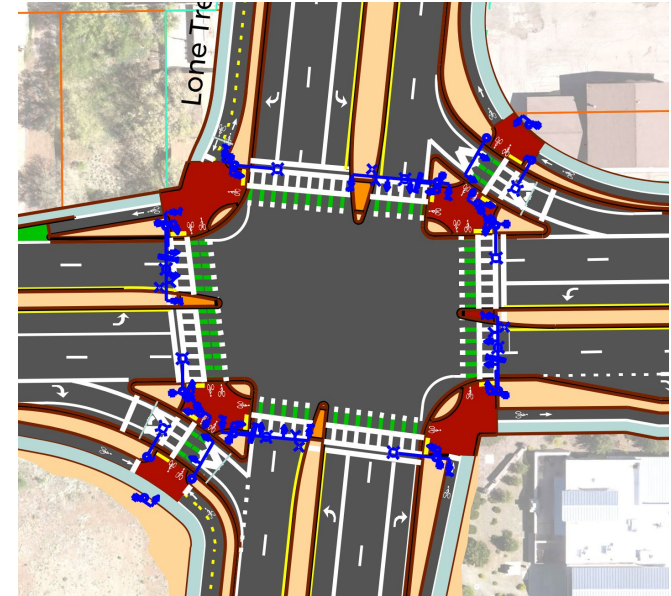
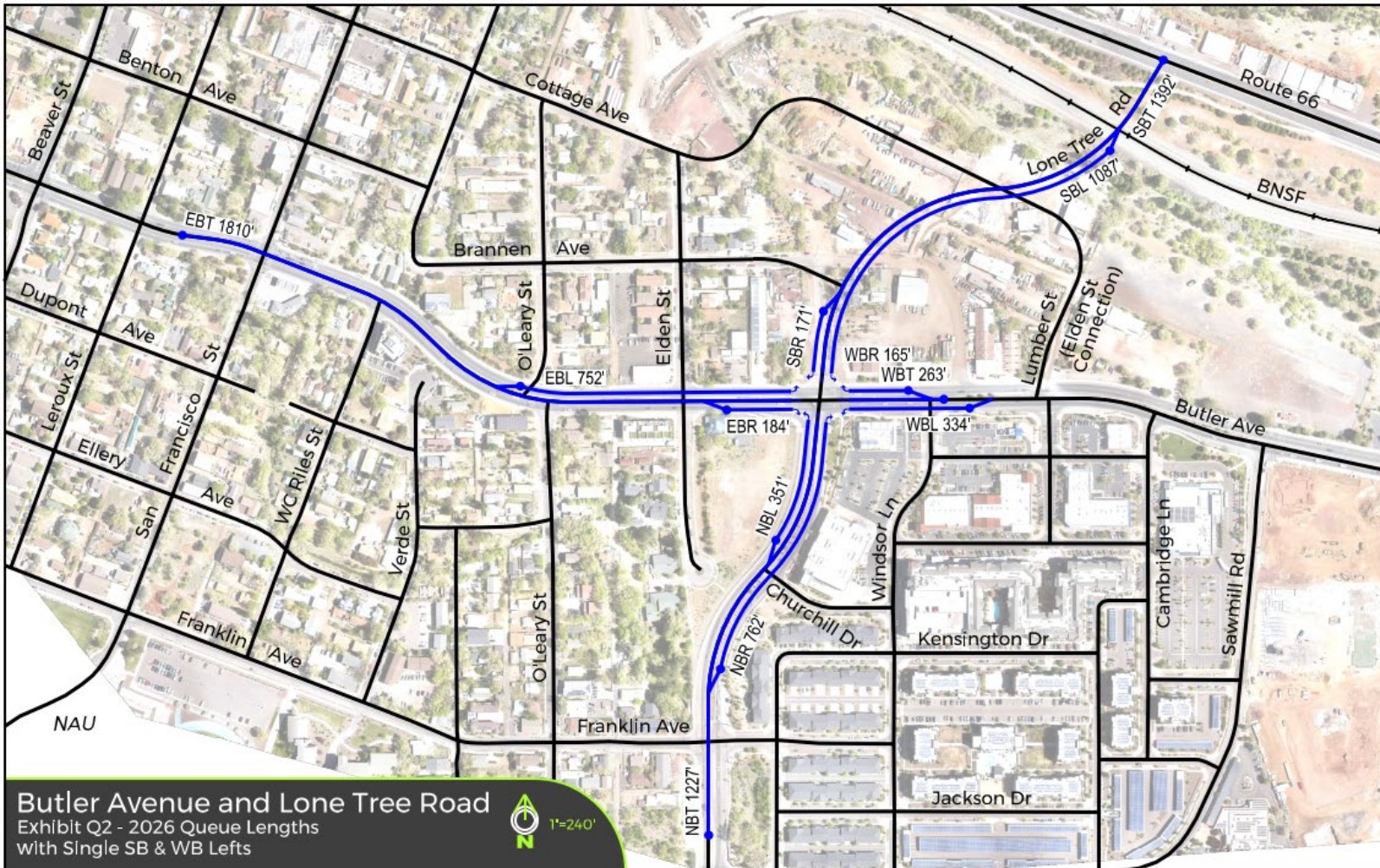
✧ Performance (2040 PM Peak)

- » Overall Level of Service F
- » Average Vehicle Delay: 135.7
- » Queuing: Longest queue 2,041 ft

Year	Total Vehicle Delay (hours)	Total Emissions (gallons)
2026 (PM)	92	91.8
2040 (PM)	213	139.9

LTO & Butler - Single Left Intersection

» Maximum Queues - 2026



Queues extend back:

- North approach to Rte 66
- South approach past Franklin Ave
- East approach nearly to Beaver St

Butler Avenue and Lone Tree Road
Exhibit Q2 - 2026 Queue Lengths
With Single SB & WB Lefts

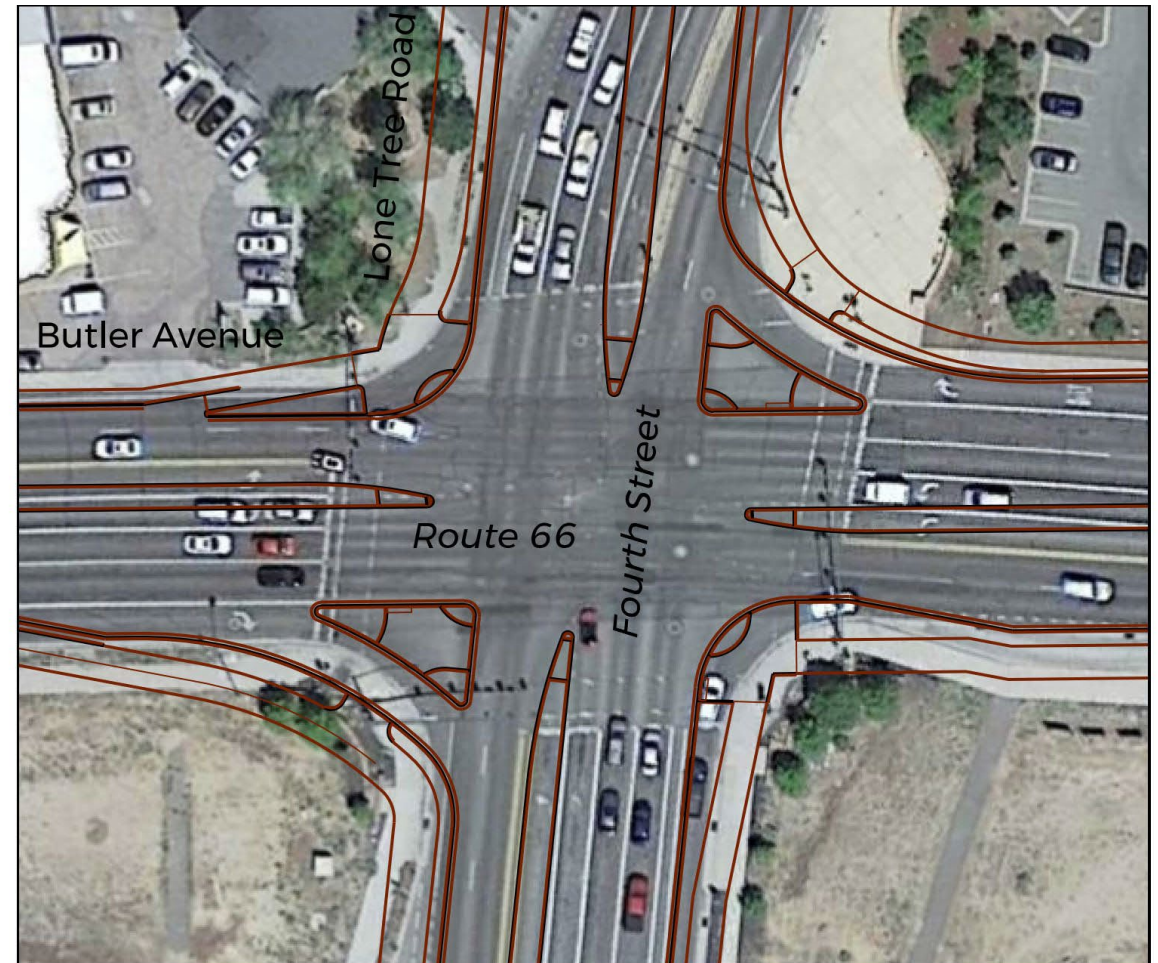




LTO & Butler - Single Left Intersection

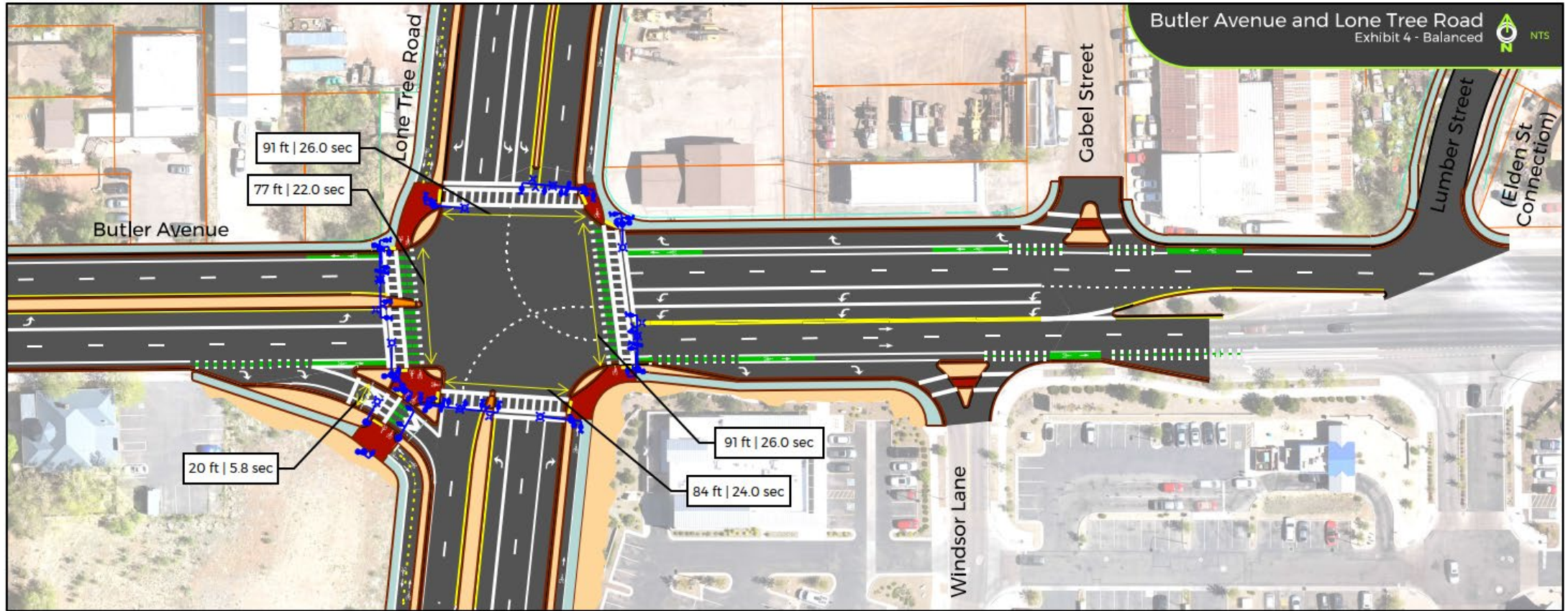
✧ Comparison to Existing Intersection: Rte 66 & Fourth Street

- » Similar to Full Build-Out
- » Smaller roadway footprint
- » Shorter crossing distances
- » LTO & Butler has median refuges on North, South, East and West approaches
- » LTO & Butler has (2) Right Turn Channelized Islands to further reduce crossing distances





LTO & Butler - Balanced Intersection



Vehicle Features

- Single left-turn lanes (NB, EB)
- Channelized right-turn lanes (SW)

Bicycle Features

- Separated bike lanes (LTO)

Pedestrian Features

- Raised median (S, W)



LTO & Butler - Balanced Intersection | Looking NE



LTO & Butler - Balanced Intersection



Facing West | EB Approach

Facing East | WB Approach



Walking Speed
2.4 mph
Riding Speed
12.4 mph

Pedestrian / Cyclist Crossing	Distance (ft)	Walking Time (sec)	Riding Time (sec)
East Leg	91	26.0	5.0
West Leg	77	22.0	4.2

Refuge Island only on Eastbound Approach.
Protected Cyclist Crossing.

LTO & Butler - Balanced Intersection



Facing North | SB Approach

Facing South | NB Approach



Walking Speed
2.4 mph
Riding Speed
12.4 mph

Pedestrian / Cyclist Crossing	Distance (ft)	Walking Time (sec)	Riding Time (sec)
North Leg	91	26.0	5.0
South Leg	84	24.0	4.6

Refuge Island only on Northbound Approach.
Cyclist Crossing on roadway or with pedestrians.

LTO & Butler – Balanced Intersection

✦ Design Feature

- » Pedestrian longest crossing distance 91 ft
- » Pedestrian longest crossing time 26.0 s
- » Bike longest crossing time 5.0 s
- » Available Green Time 32.1s (EB/WB Thru-PM)

Ped /Bike Crossing	Distance (ft)	Ped Time (sec)	Min. Bike Time (sec)
North Leg	91	26.0	5.0
South Leg*	84	24.0	4.6
East Leg	91	26.0	5.0
West Leg*	77	22.0	4.2

* Not including distance/time to channelization island

✦ Pedestrian crossing times are based on 3.5 ft/s | 2.4 mph

- » Per the Manual for Uniform Traffic Control
- » Assumes complete crossing during one single green phase
- » Older Pedestrians, 2.8 ft/sec.(FHWA) Longest Crossing time 32.5 sec

✦ <https://view.mylumion.com/?p=a6f9737rtzjabsq5>

LTO & Butler – Balanced Intersection

✧ Performance (2026 PM Peak)

- » Overall Level of Service D
- » Average Vehicle Delay: 47.0 s
- » Queuing: Longest queue 481 ft

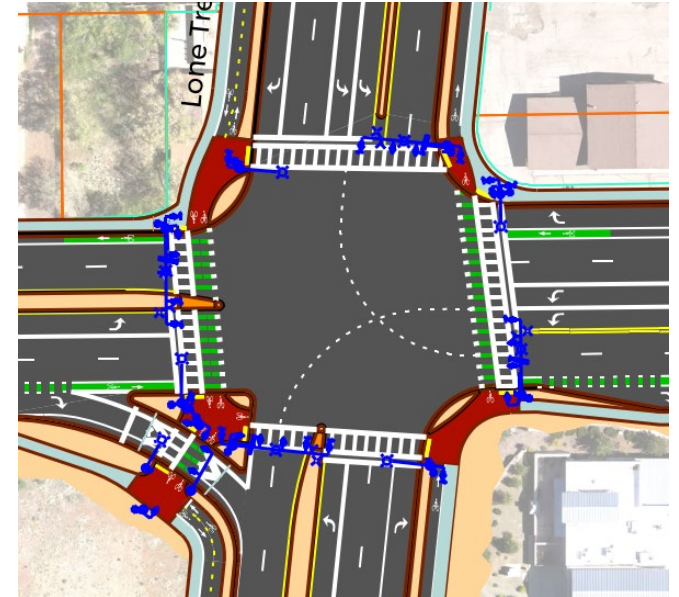
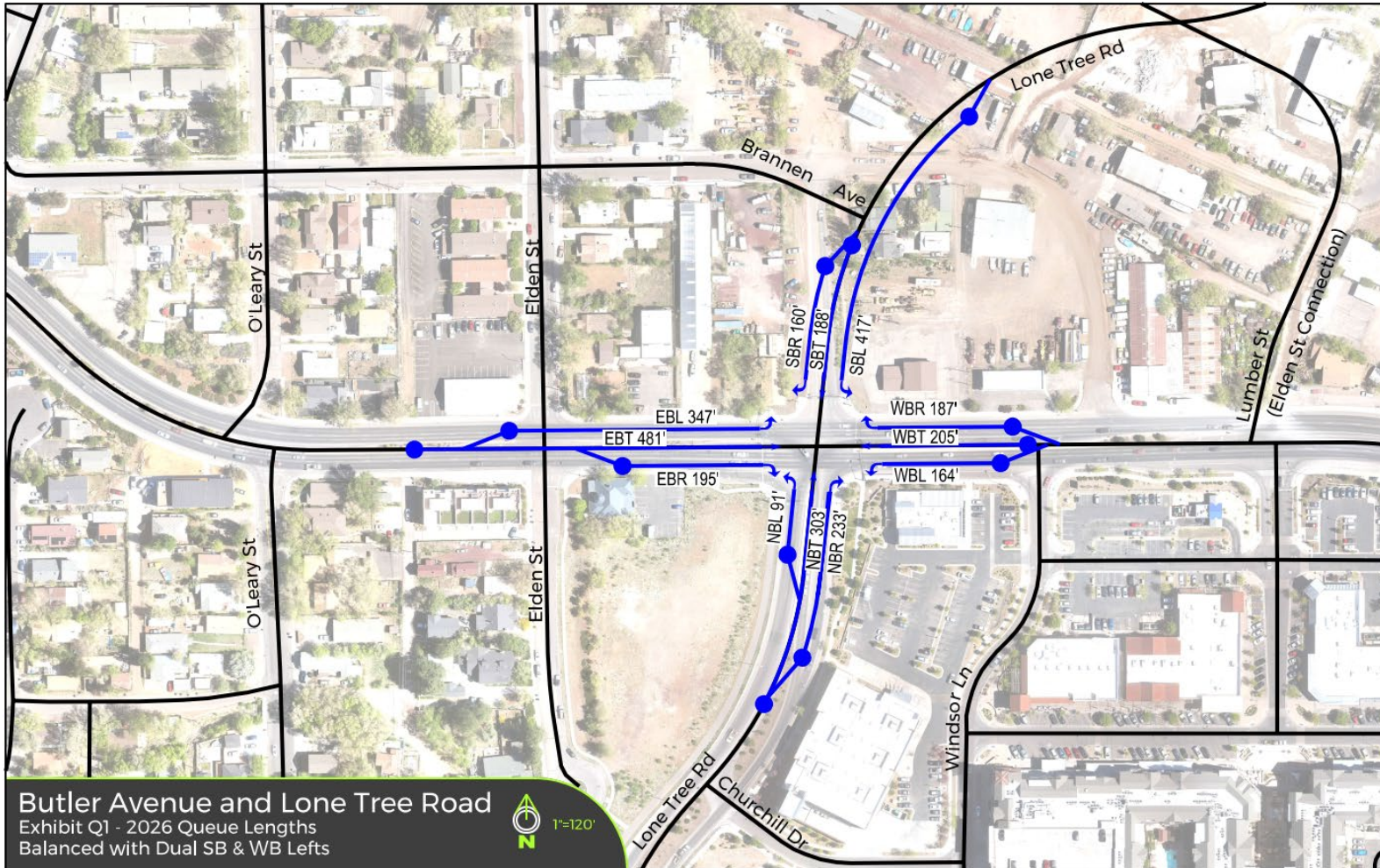
✧ Performance (2040 PM Peak)

- » Overall Level of Service E
- » Average Vehicle Delay: 70.2
- » Queuing: Longest queue 1,225 ft

Year	Total Vehicle Delay (hours)	Total Emissions (gallons)
2026 (PM)	59	56.3
2040 (PM)	110	78.1

LTO & Butler - Balanced Intersection

» Maximum Queues - 2026



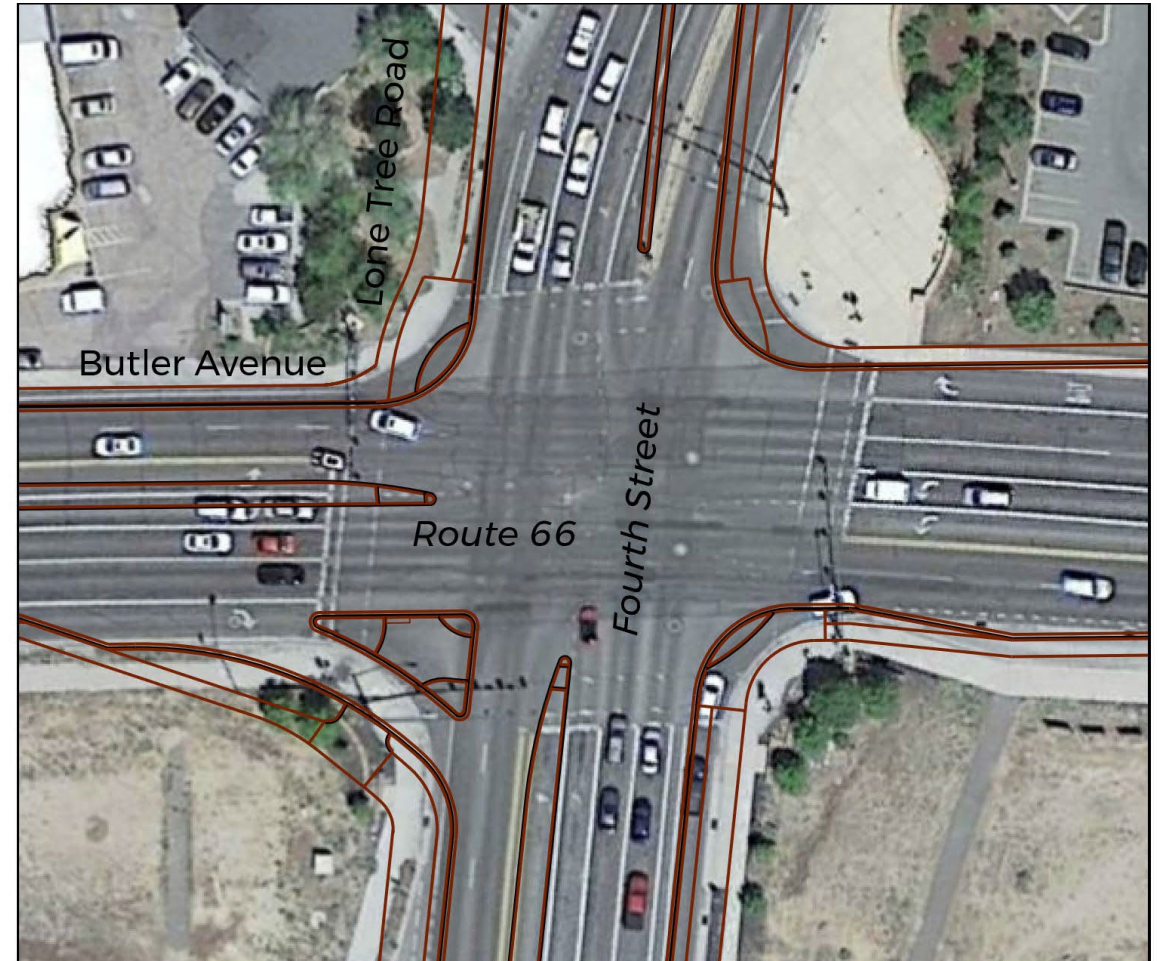
Queues are similar to the Traditional and Full Build-Out intersections



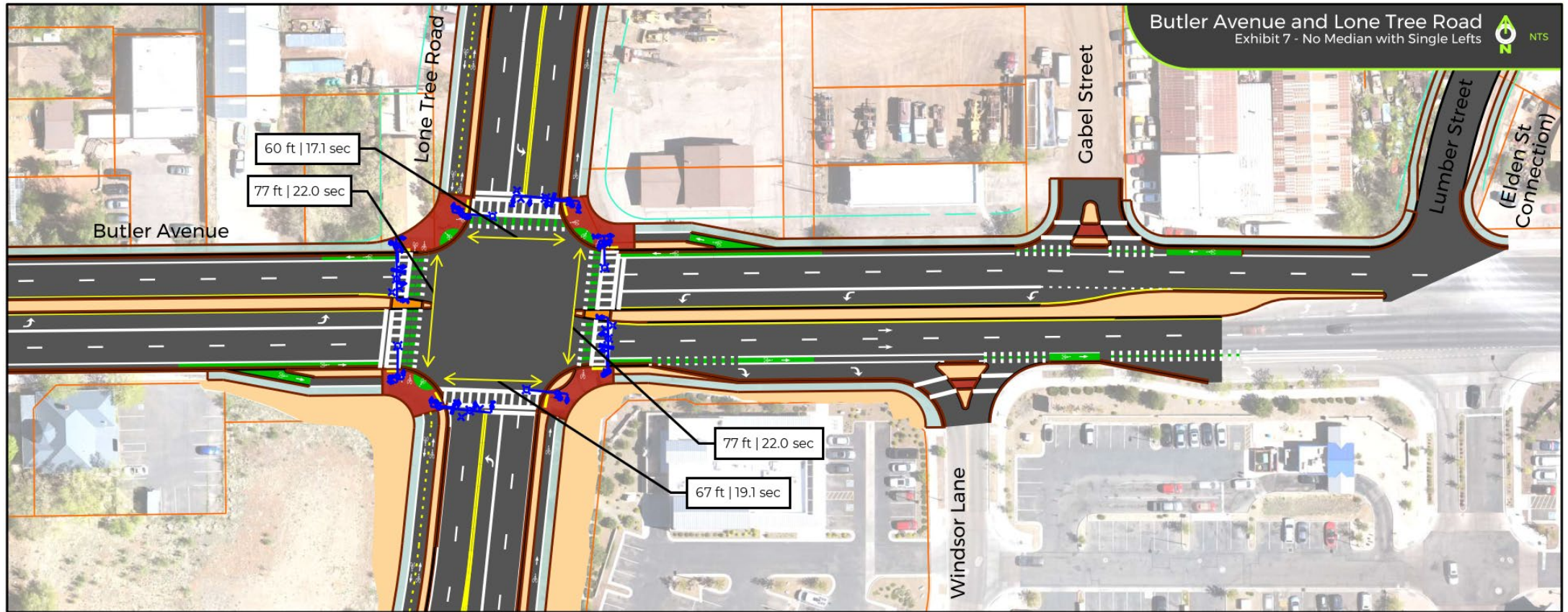
LTO & Butler - Balanced Intersection

✧ Comparison to Existing Intersection: Rte 66 & Fourth Street

- » Smaller roadway footprint
- » Shorter crossing distances
- » LTO & Butler has refuge median on West and South approaches
- » LTO & Butler has (1) Right Turn Channelized Islands to further reduce crossing distances



LTO & Butler - Traditional Intersection



Vehicle Features

- Single left-turn lanes (All)
- Shared Through/Rights (All)

Bicycle Features

- Separated bike lanes (LTO)

Pedestrian Features

- Raised median (E, W)

LTO & Butler – Traditional Intersection



✦ Design Feature

- » Pedestrian longest crossing distance 77 ft
- » Pedestrian longest crossing time 22.0 s
- » Bike longest crossing time 4.1 s
- » Available Green Time 45.2s (EB/WB Thru-PM)

Ped /Bike Crossing	Distance (ft)	Ped Time (sec)	Min. Bike Time (sec)
North Leg	60	17.2	3.3
South Leg	67	19.1	3.7
East Leg	77	22.0	4.2
West Leg	77	22.0	4.2

✦ Pedestrian crossing times are based on 3.5 ft/s | 2.4 mph

- » Per the Manual for Uniform Traffic Control
- » Assumes complete crossing during one single green phase
- » Slower Pedestrians, 2.8 ft/sec.(FHWA) Longest Crossing time 27.5 sec

✦ <https://view.mylumion.com/?p=a6f9737rtzjabsq5>

LTO & Butler – Traditional Intersection

5

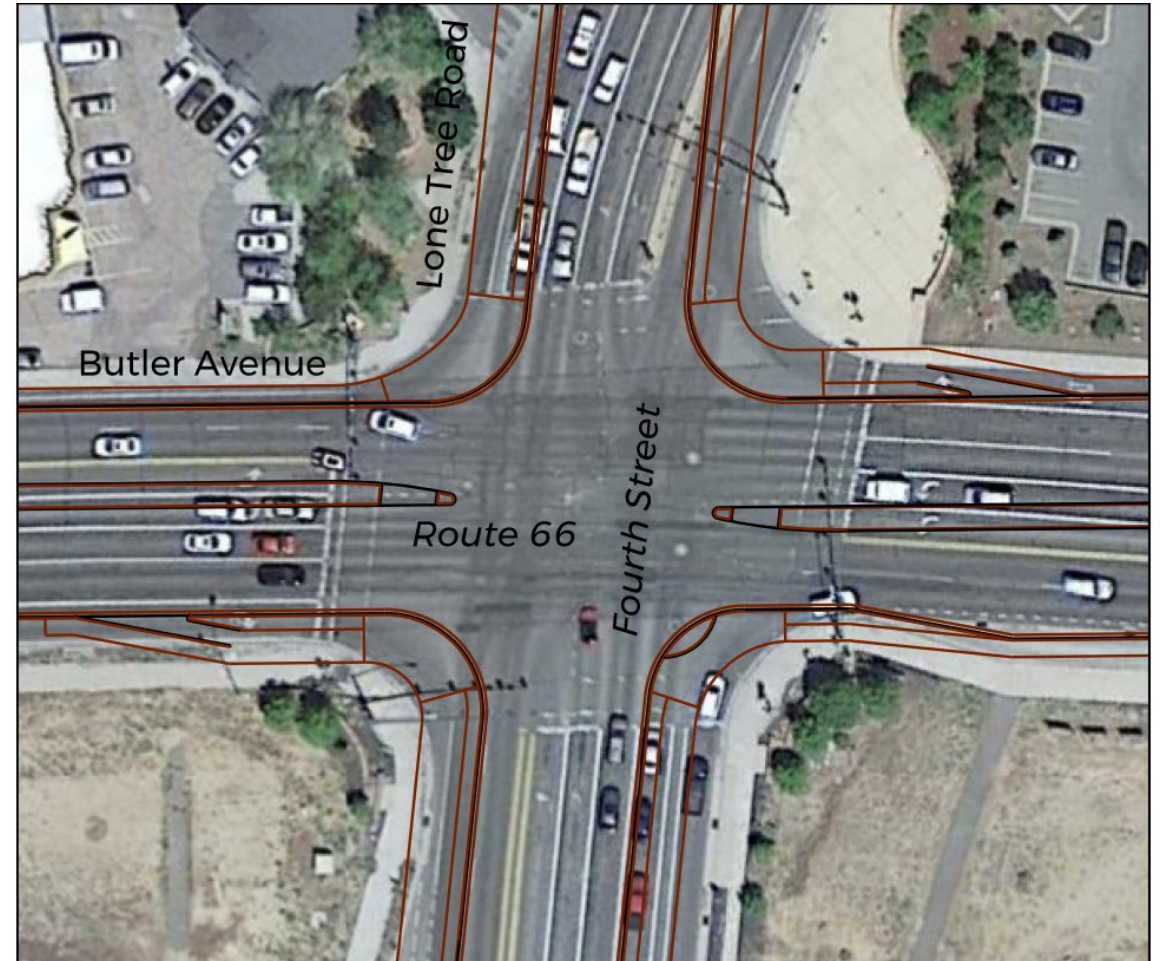
- ✧ **Performance (2026 PM Peak)**
 - » Overall Level of Service F
 - » Average Vehicle Delay: 117.4 s
 - » Queuing: Longest queue 1822 ft

Year	Total Vehicle Delay (hours)	Total Emissions (gallons)
2026 (PM)	145.5	100.3



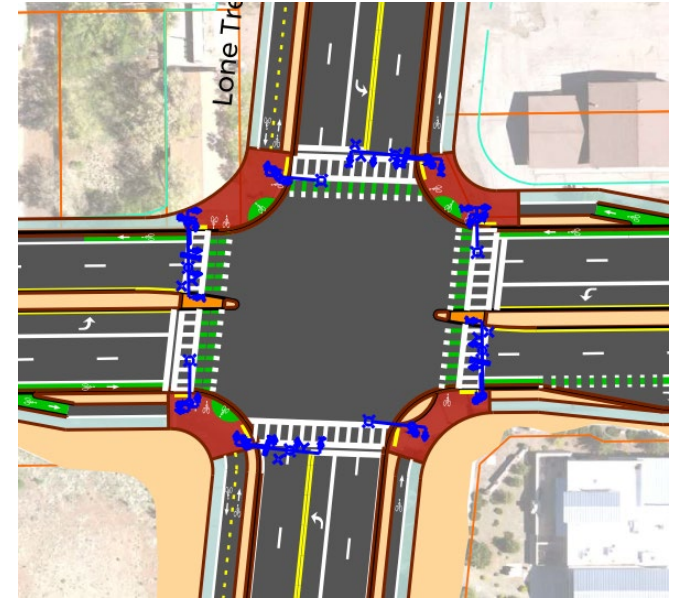
LTO & Butler - Traditional Intersection

- ✧ Comparison to Existing Intersection: Rte 66 & Fourth Street
 - » Smallest roadway footprint
 - » Shortest crossing distances
 - » Butler has refuge median on East and West approaches
 - » Shared Through and Right Turns to reduce crossing distances



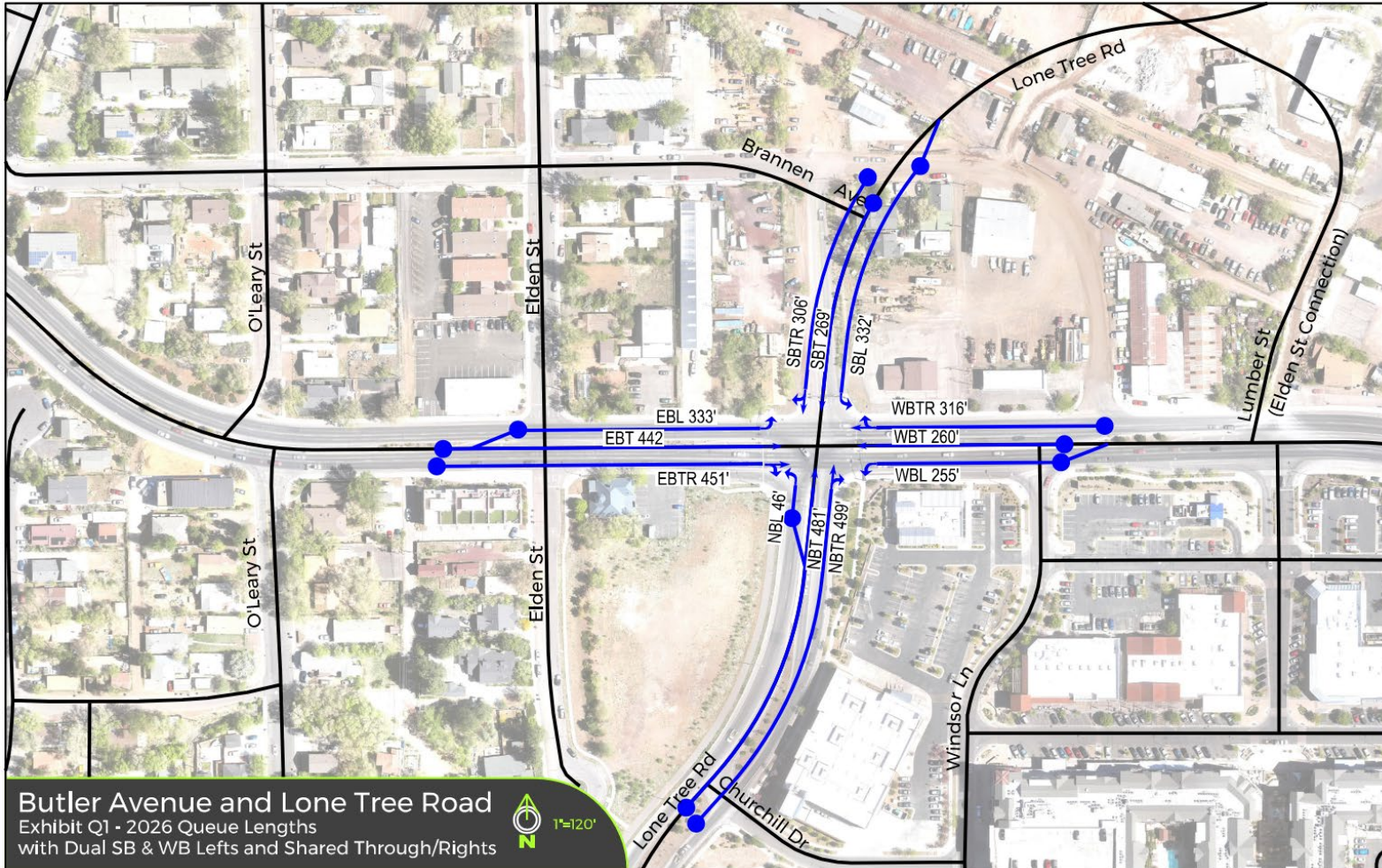


LTO & Butler - Traditional Intersection



- Eastbound queues extend back past San Francisco St
- Southbound queues extend onto Route 66
- Northbound queues extend back past Franklin Ave

LTO & Butler - Traditional Intersection



➤ SIMILAR CONCEPT BUT WITH DOUBLE SB AND WB DOUBLE LEFTS

Approach to Safety – Bicycle Features

On-Street Bicycle Lanes



Source: FHWA Office of Safety

- Most common bicycle facility in use in the US.
- Creates separation between bicyclists and automobiles.
- Increases predictability of user positioning and interaction.

Source: NACTO

Crash Reduction
Up to 49%

Source: CMF Clearinghouse (ID 10738)

Separated Bicycle Paths

Separated bicycle lanes may provide further safety benefits. FHWA is anticipating completion of research in Fall 2022.

Source: FHWA Office of Safety

Further Crash Reduction
Up to 25%

Source: CMF Clearinghouse (ID 9250)

- Fully separates bicycles users from vehicular roadway.
- ATMP provides corridors for vertical and horizontal separated bicycle facilities
 - Lone Tree Road and Butler Avenue are to be vertical separated facilities in the project area

Source: AASHTO Guide for the Development of Bicycle Facilities

Approach to Safety – Bicycle Features

Raised Median (Refuge Area)



Source: FHWA Office of Safety

- Provide a refuge for pedestrians, particularly those who are wheelchair-bound, elderly, or otherwise unable to completely cross an intersection within the provided signal time.
- Streets with raised medians, in both CBD and suburban areas, have lower pedestrian crash rates.

Source: ITE Design and Safety of Pedestrian Facilities

Crash Reduction
Up to 77%

Source: CMF Clearinghouse (ID 2219)

Leading Pedestrian Interval



Source: FHWA Office of Safety

Crash Reduction
Up to 10%-19%

Source: CMF Clearinghouse
(ID 9901-9918)

- Enhance the visibility of pedestrians in the intersection and reinforce their right-of-way over turning vehicles.
- Reduce pedestrian-vehicle collisions as much as 60% at treated intersections

Source: NACTO

Approach to Safety – Crossing Features

High Visibility Crosswalk



Crosswalk A is a traditional parallel line crosswalk.



Crosswalk B is high-visibility crosswalk with a ladder design.

Source: saferoutesinfo.org

Safety Benefits:
High-visibility crosswalks can reduce pedestrian injury crashes up to **40%**¹

Source: FHWA Office of Safety

Crash Reduction
Up to 19%-40%

Source: CMF Clearinghouse (ID 4123-4124)

- High visibility crosswalks are visible from farther away compared to traditional crosswalks.

Colored Bike Lane at Signalized Intersection



Source: FHWA Bikeway Selection Guide

- Installation across turning conflict areas such as vehicle right turn lanes.
- Motorists increase yielding after colored lane treatment was installed.

Source: NACTO

Approach to Safety – Turn Lane Features

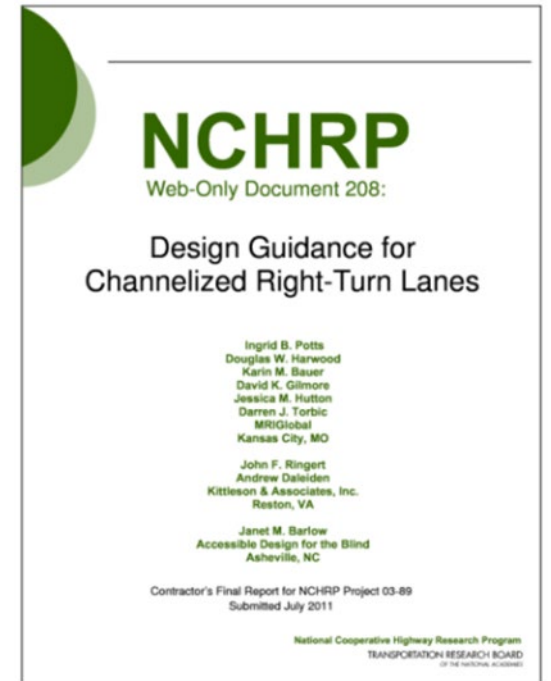
Dual Left-Turn Lanes

- Appropriate for high left-turn volumes that cannot be adequately served in a single lane.
- Protected-only left-turn phasing is used for most double-lane movements.
- Dual left-turn lanes with protected-only phasing generally operate with minimal negative safety impacts. Source: FHWA Signalized Intersection Guide



Channelized Right Turn

- Vehicular crash *prediction* for channelized right turn lane was slightly lower than traditional right-turn lanes but not statistically significant.
- Pedestrian crash *prediction* for channelized right turn lane was approximately 70 to 80 percent lower than traditional right-turn lanes.
- Pedestrians did not appear to have any difficulty crossing channelized right-turn lanes.



Crash Reduction
Up to 2% - 19%

Source: CMF Clearinghouse
(IDs 282, 283, 284)

Source: NCHRP Design Guidance for Channelized Right-turn Lanes

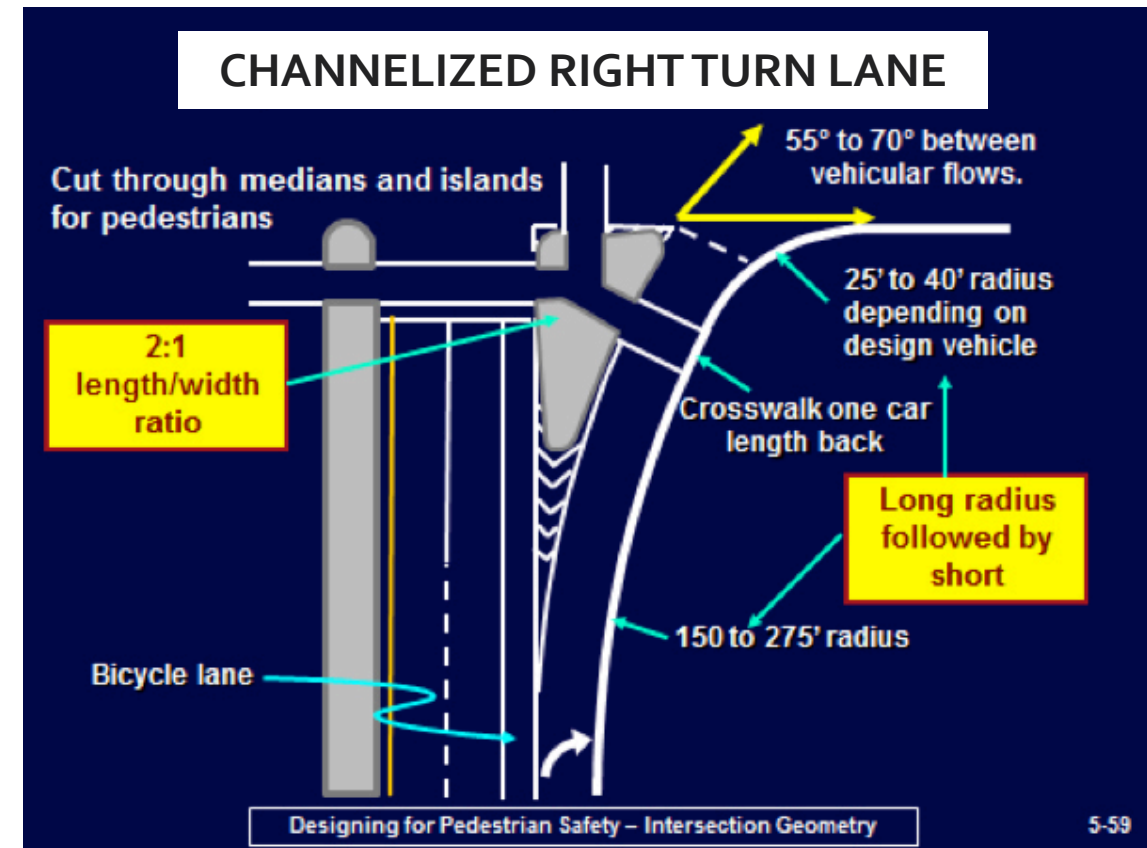
Intersection Alternatives – Channelized Right Lanes

✧ Pedestrian Benefits:

- » Reduces distance for crossing main road
- » Geometric Design limits vehicle speeds
 - Not a Free-Flow Turn Lane
- » Optimizes driver sight line to crosswalk

✧ Pedestrian Challenges:

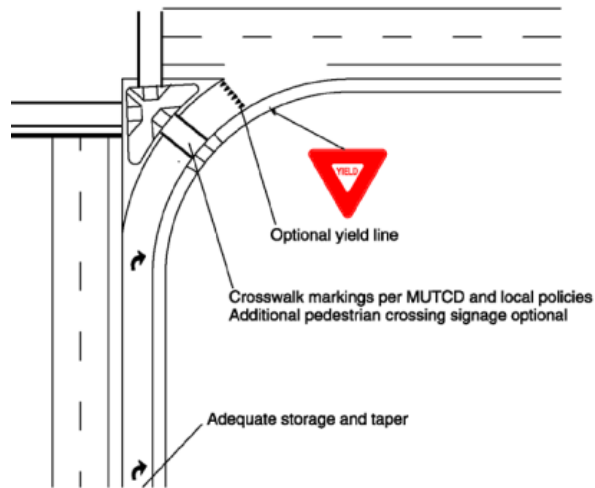
- » Difficulty for visually impaired to detect oncoming traffic



Source: FHWA PEDSAFE Pedestrian Safety Guide and Countermeasure Selection System

Intersection Alternatives – Dedicated Right Lanes

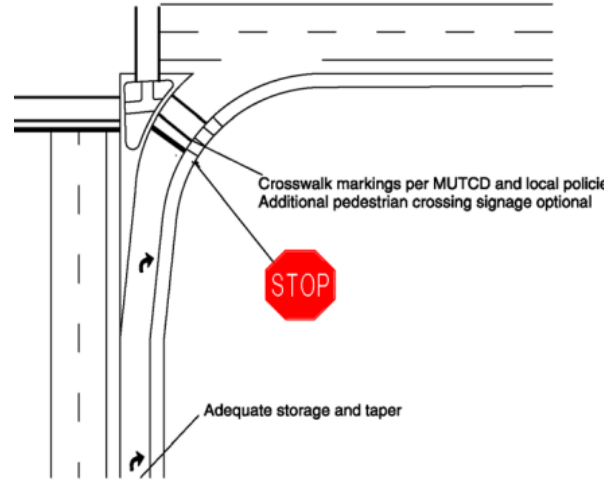
Yield Control



Pros: Minimal delay for pedestrians and vehicles.

Cons: Challenging for visually impaired
Need for additional pedestrian warning signs.

Stop Control

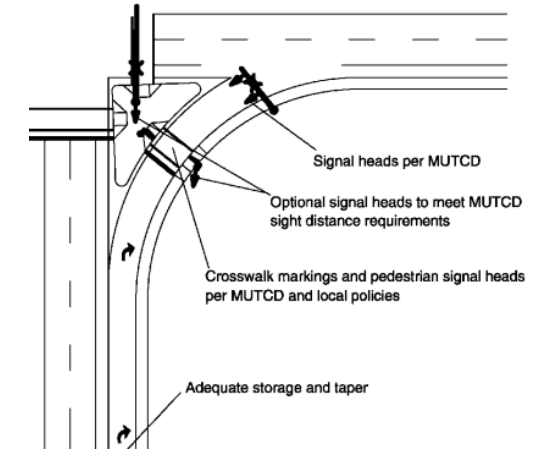


Pros: Vehicles to stop, rather than yield at crosswalk.

Cons: Vehicles potentially stop twice and queues backing across crosswalk.

Signalized

(High Right Turn Volume and Ped Volume)



Pros: Provisions for visually impaired.
Signals to stop vehicles at crossing.

Cons: Pedestrians likely to cross against signal if there are delays to the pedestrian call.

Recommendation for either Yield Control or Signalized Control for Channelized Right Turn Lanes at LTO & Butler

Source: NCHRP Design Guidance for Channelized Right Turn Lanes 2014



Example in Action – Boulder, Colorado



✧ Boulder, Colorado

- » Standard Practice – Yield Control
- » Can use Raised Crossings to further control speeds

Other Safety Features

Advanced Signals



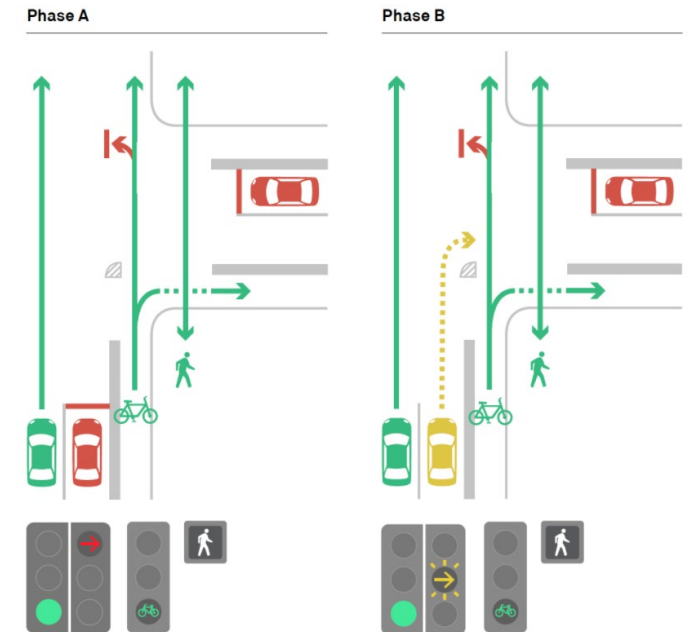
Increases understanding /
signalization to multi-modal
crossers

Extended Crossing



Extends time for slower crossers
Additional guidance for users of
intersection

Leading Ped Phase with Right Turn Lane


























Allows peds/bikes to have a
protected phase



Intersection Alternatives – Takeaways

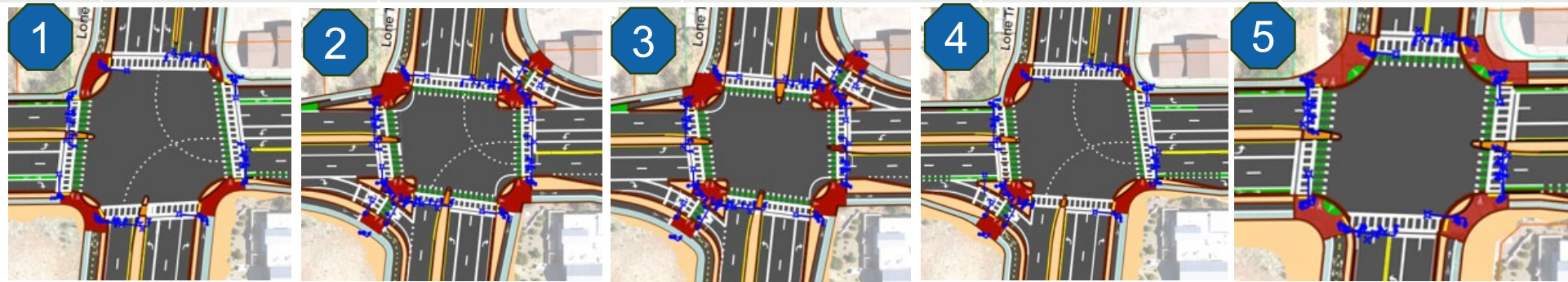
- ✧ All intersection alternatives have sufficient green time to allow pedestrians to cross in one cycle
- ✧ Intersection footprints are all smaller than the comparable 4th and Route 66 intersection in Flagstaff (and Ponderosa with Butler and Route 66)
- ✧ All intersection alternatives have protected pedestrian/cyclist crossings along Lone Tree Road / FUTS across Butler Avenue
- ✧ Channelized right islands and refuge islands decrease crossing distances for pedestrians and improve safety
- ✧ Stop or yield control at channelized right could allow pedestrians to cross to island independent of traffic signal
- ✧ There is significant increase in vehicle delays and queue lengths in single left intersection alternative

LTO & Butler - Intersection Summary

Evaluation Criteria	Typical ¹	Full Build-Out ²	Single Left-Turn Lanes ³	Balanced ⁴	Traditional ⁵
Protected/Separated Bicycle Facilities	N/S Legs 	All Legs 	All Legs 	N/S Legs 	N/S Legs 
Pedestrian Crossing Length/Time	26.0 s 	24.6 s* 	24.6 s* 	26.0 s 	21.5 s 
Total Fuel Used (Gallons/Hr) (2026)	57.0 	58.2 	91.8 	56.3 	100.3 
Vehicle User Delays (2026)	46.9 s 	47.8 s 	73.9 s 	47.0 s 	117.4 s 
ROW Impacts	None 	SW/NE/NW 	SW/NE/NW 	SW 	None 
Construction Cost**	\$1,800,000 	\$2,100,000** 	\$2,100,000** 	\$1,900,000** 	Sim to Alt 1 

Legend:

-  5 - Great
-  4 - Good
-  3 - Average
-  2 - Below Ave
-  1 - Poor

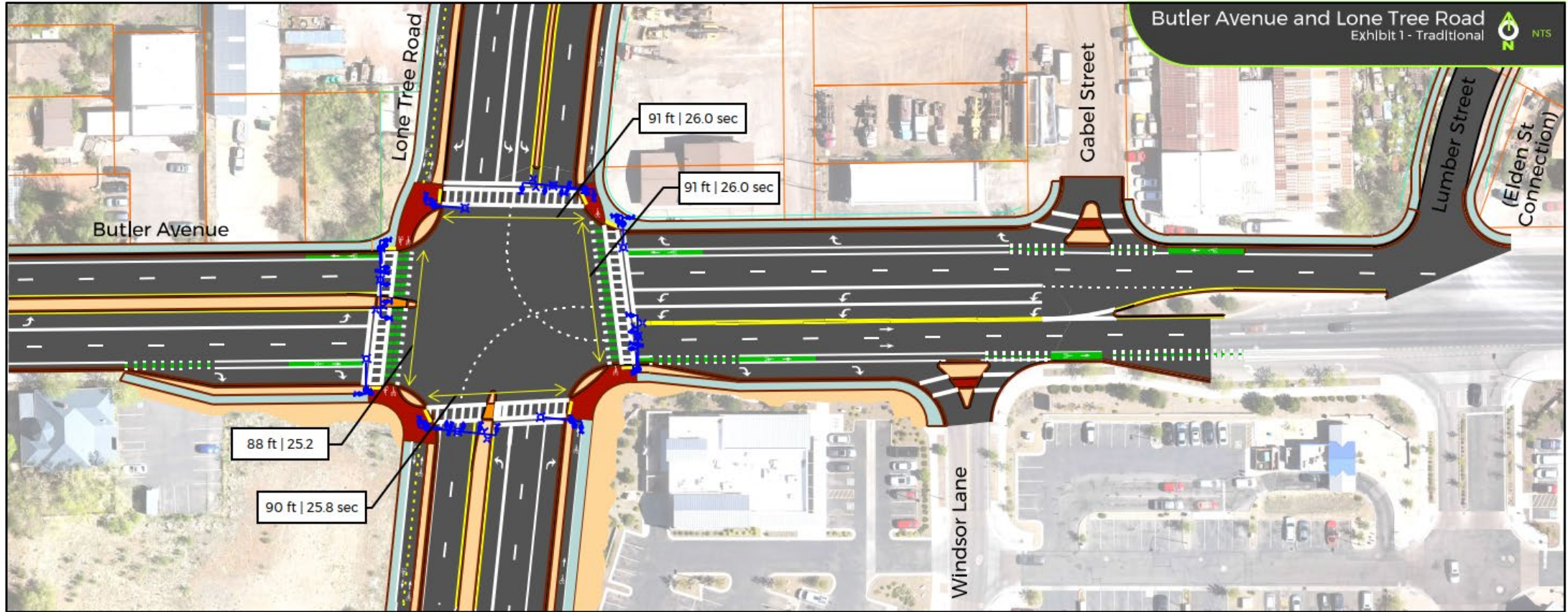


* Time is from channelized island to opposite curb

** Does not include additional right-of-way costs



LTO & Butler - Typical Approach



Vehicle Features

- Two left-turn lanes (SB, WB)
- Channelized right-turn lanes (None)

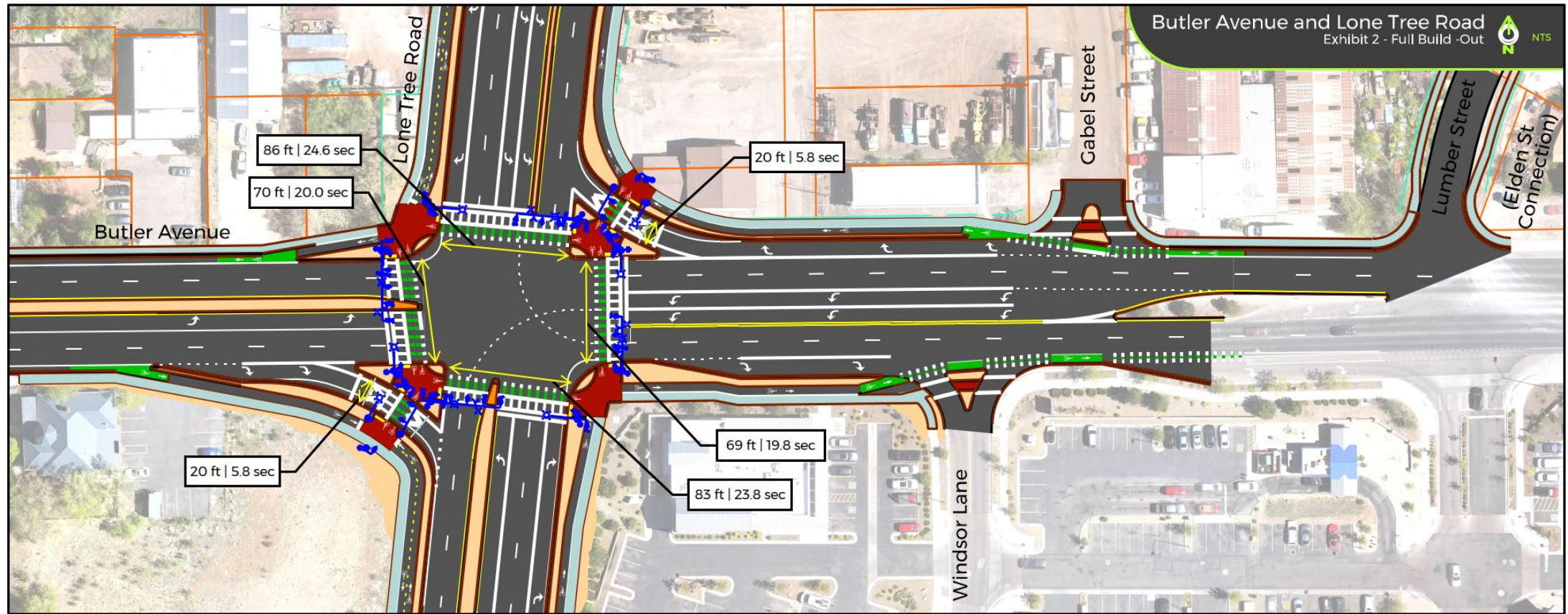
Bicycle Features

- Separated bike lanes (LTO)

Pedestrian Features

- Raised median (S, W)

LTO & Butler - Full Build-Out Intersection



Vehicle Features

- Two left-turn lanes (SB, WB)
- Channelized right-turn lanes (SW, NE)

Bicycle Features

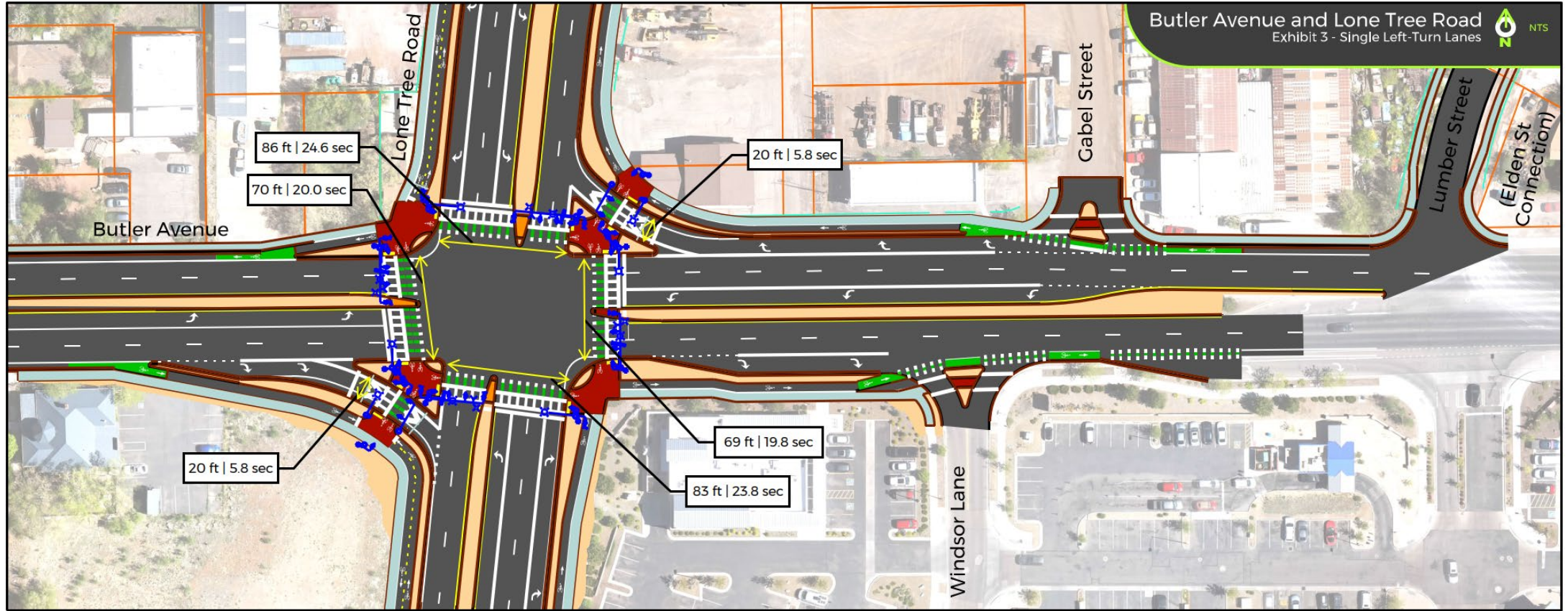
- Separated bike lanes (LTO) and Butler at the intersection

Pedestrian Features

- Raised median (S, W)



LTO & Butler - Single Left Intersection



Vehicle Features

- Single left-turn lanes (NB,SB, EB,WB)
- Channelized right-turn lanes (SW, NE)

Bicycle Features

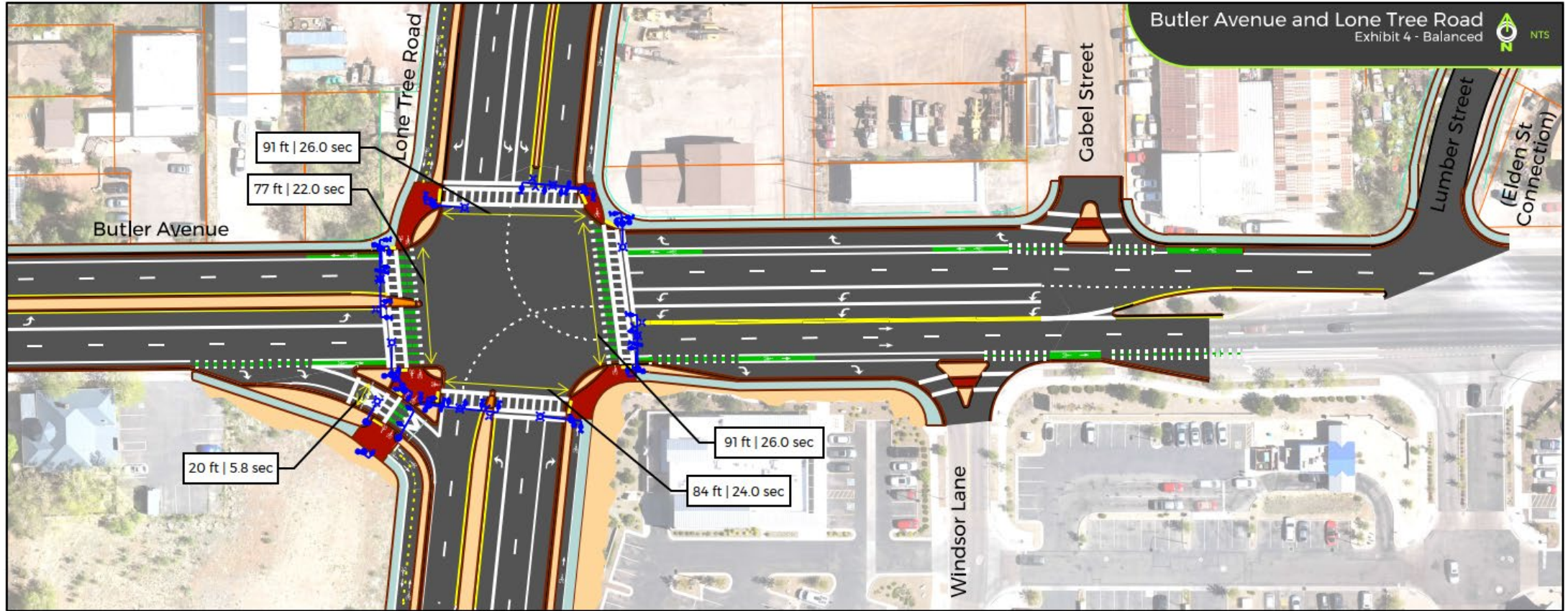
- Separated bike lanes (LTO) and Butler at the intersection

Pedestrian Features

- Raised median (N,S,E, W)



LTO & Butler - Balanced Intersection



Vehicle Features

- Single left-turn lanes (NB, EB)
- Channelized right-turn lanes (SW)

Bicycle Features

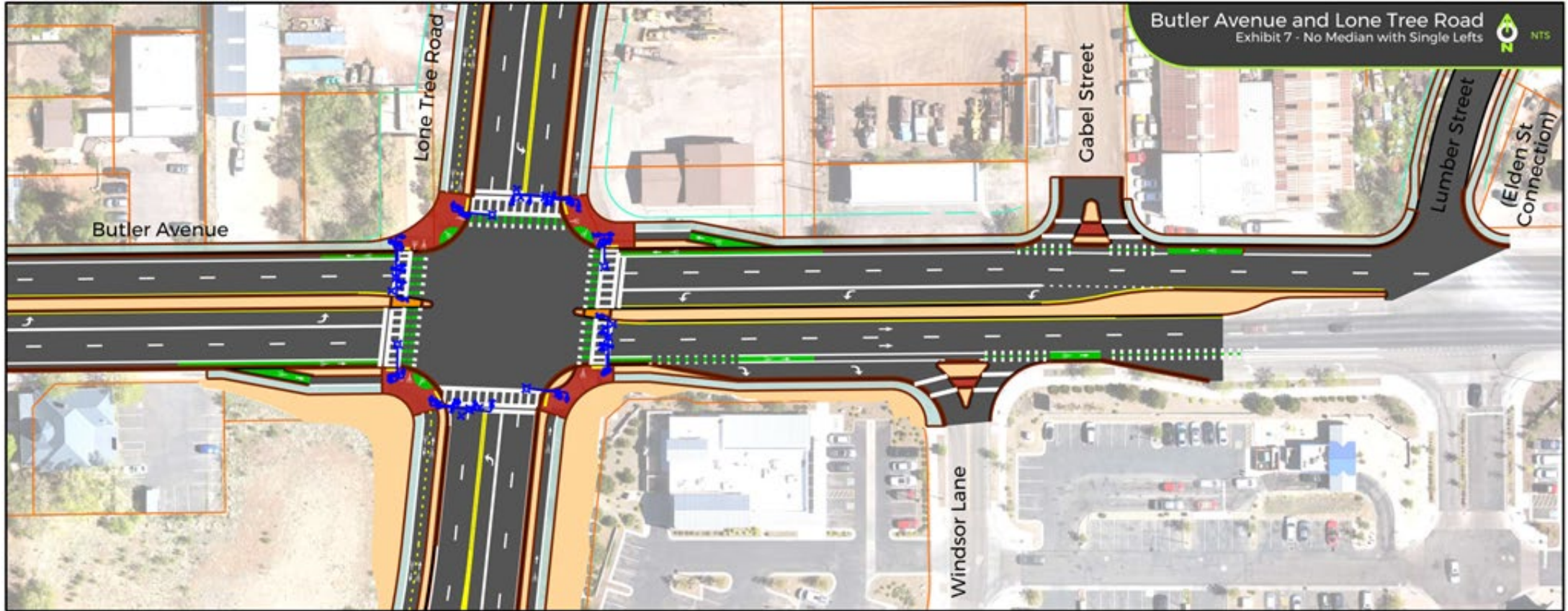
- Separated bike lanes (LTO)

Pedestrian Features

- Raised median (S, W)



LTO & Butler - Traditional Intersection



Vehicle Features

- Single left-turn lanes (All)
- Shared Through/Rights (All)

Bicycle Features

- Separated bike lanes (LTO)

Pedestrian Features

- Raised median (E, W)



LETTER OF TRANSMITTAL

Ames Construction
8333 E. Hartford Drive
Scottsdale, AZ 85255
TELEPHONE (602) 431-2111
FAX (602) 540-5952

TO: CHRISTINE CAMERON
CITY OF FLAGSTAFF
211 W. Aspen Avenue
Arizona 86001

Flagstaff

DATE OF TRANSMITTAL: April 30, 2026

RESPONSE REQUESTED BY: May 7, 2026

PROJECT NO. 03-19004

AMES JOB NO. 240322

ATTN: CHRISTINE CAMERON

RE: Lone Tree NB Closure Traffic Control Plan (Butler Open)

TRANSMITTAL

Table with 2 columns: PROJECT NAME, SERIAL NO. Lone Tree Overpass GMP2, 84230422-00000-S085

WE ARE SENDING YOU

- Submittal No. 85 REV1 (checked)
Shop Drawings
Mix Design
Copy of Letter
Product Data
Certificate of Compliance
Check in the Amount of \$
Change Order/Request
OTHER:

Table with 5 columns: Copies, Specification, Description, Manufacturer, Action. Row 1: 1, Lone Tree NB Closure TCP (Butler Open), For Approval

Ames attests submittal materials comply with City of Flagstaff Engineering Standards and Details. If material does not comply, it will be noted if material is submitted for variance.

THESE ARE TRANSMITTED:

- For Approval (checked)
For Resubmittal
Reviewed & Approved per Contract Documents
As Requested
For Color Selection
OTHER:
For Your Use/Files/Information
Final Distribution

Table with 3 columns: TRANSMITTED/SUBMITTED BY, SIGNATURE, DATE SUBMITTED/TRANSMITTED. Includes Jesa'Lyn Waggoner, Project Engineer, (602) 540-5410, jesalynwaggoner@amesco.com

RESPONSE

- (A) Furnish as Submitted
(B) Furnish as Noted
(C) Revise and Resubmit

Table with 3 columns: RESPONSE BY, SIGNATURE, DATE OF RESPONSE. Includes TITLE, PHONE, EMAIL fields.



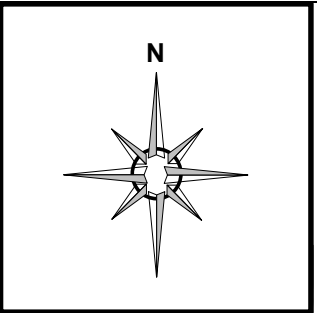
Date: 3-30-2026 **Author:** Matthew Grots **Project:** Butler Ave & Lone Tree Rd NB Channel
Contractor: Ames Construction **Jurisdiction:** Flagstaff **Permit #:** -
Start Date: - **End Date:** - **Time:** -
Contact: Jesa'Lyn Waggoner **Contact Number:** 602-540-5410 **Contact Email:** Jesa'Lynwaggoner@amesco.com
Job: Lone Tree Overpass GMP **P.O. #:** - **CSR:** Michael Clark 928-499-1023

Comments:
 Traffic Control Plan is not to scale
 Phase 3 5/21/2026 to 8/14/26

Legend

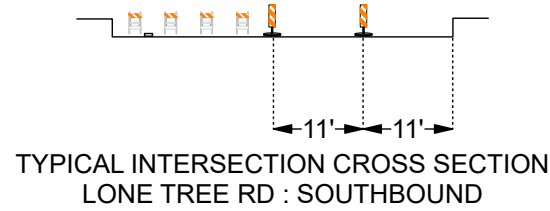
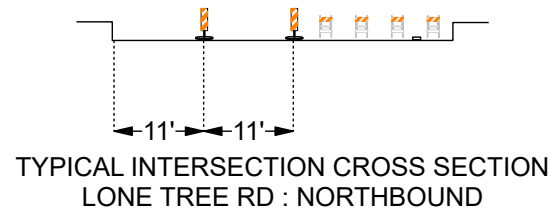
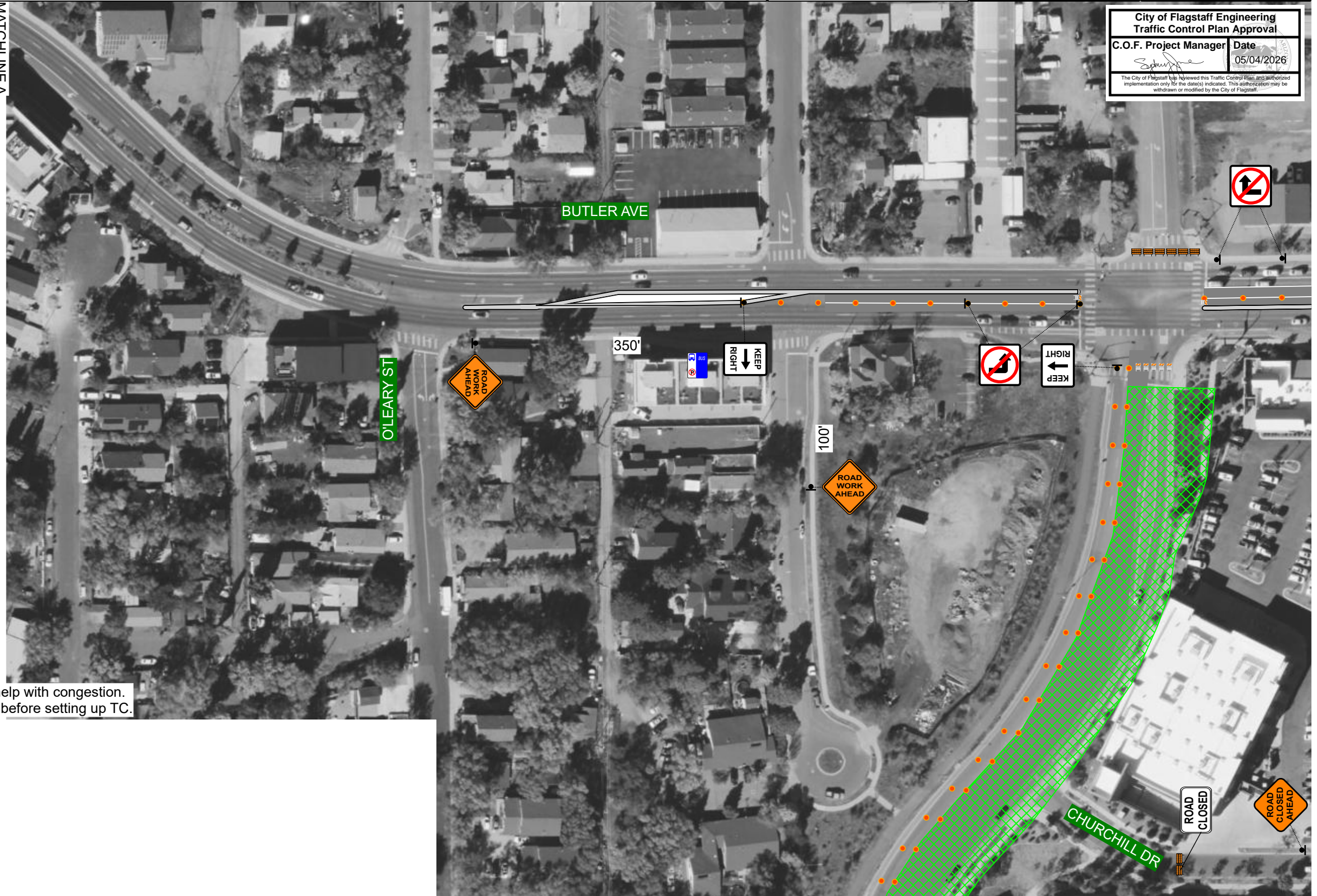
- Sign Stand
- Type I Barricade
- Type III
- Vertical Panels
- Work Area

POSTED SPEED LIMIT



City of Flagstaff Engineering
Traffic Control Plan Approval
 C.O.F. Project Manager: Date: 05/04/2026
The City of Flagstaff has approved this Traffic Control Plan and authorized implementation only for the date(s) indicated. This authorization may be withdrawn or modified by the City of Flagstaff.

MATCHLINE A



Contractor to coordinate with Mountain Line
 for any needed bus stop relocations

Signal times will need to be adjusted in the area to help with congestion.
 Reach out to William Charles a minimum of 72 hours before setting up TC.



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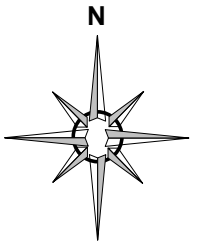
Comments:
Traffic Control Plan is not to scale

Phase 3 - 5/21/2026 to 8/14/26

Legend

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- Type I Barricade
- Type III
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City of Flagstaff Engineering Traffic Control Plan Approval	
C.O.F. Project Manager	Date
	05/04/2026
<small>The City of Flagstaff has reviewed this Traffic Control Plan and authorized implementation only for the date(s) indicated. This authorization may be withdrawn or modified by the City of Flagstaff.</small>	

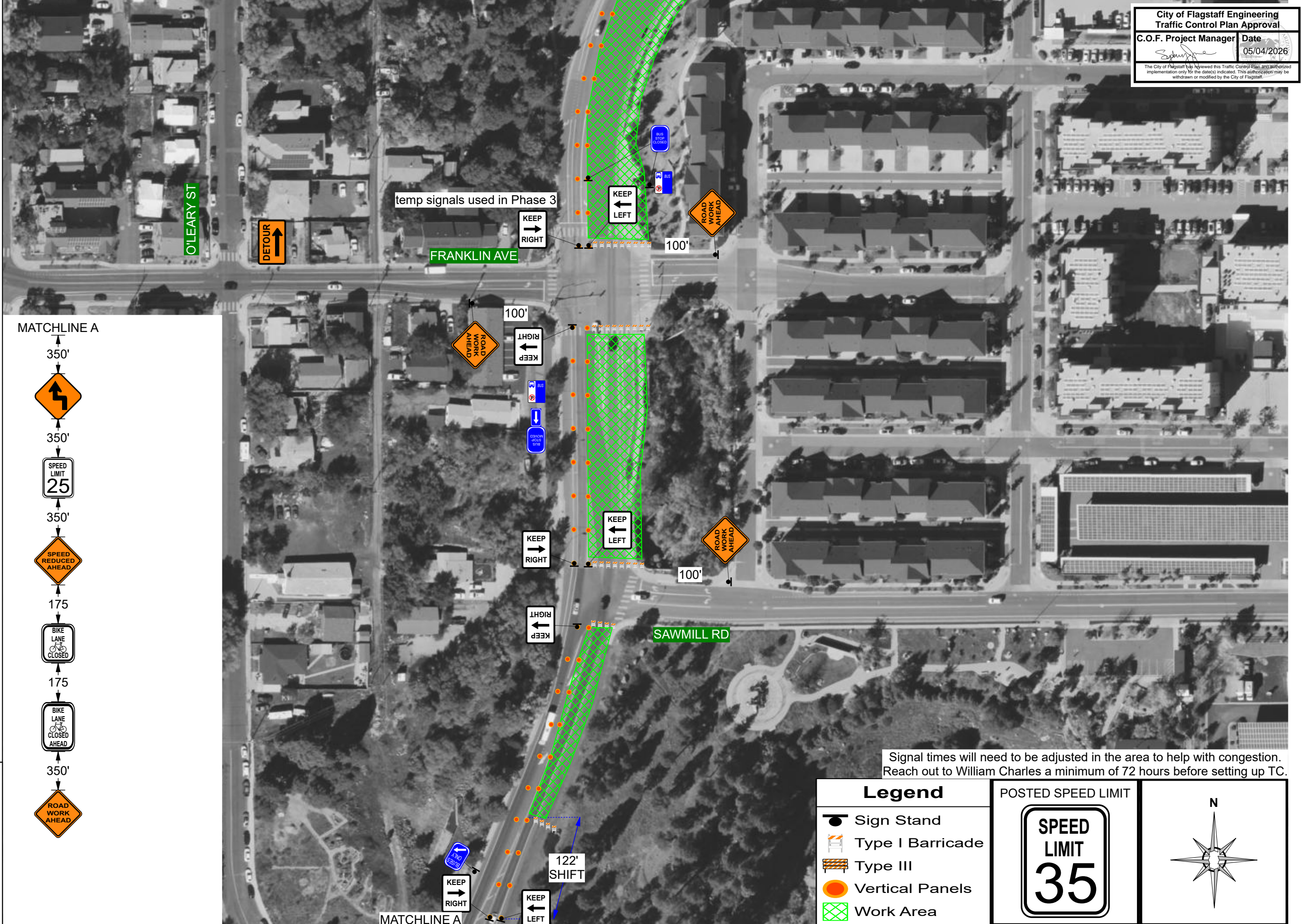
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C.O.F. Project Manager	Date
<i>[Signature]</i>	05/04/2026
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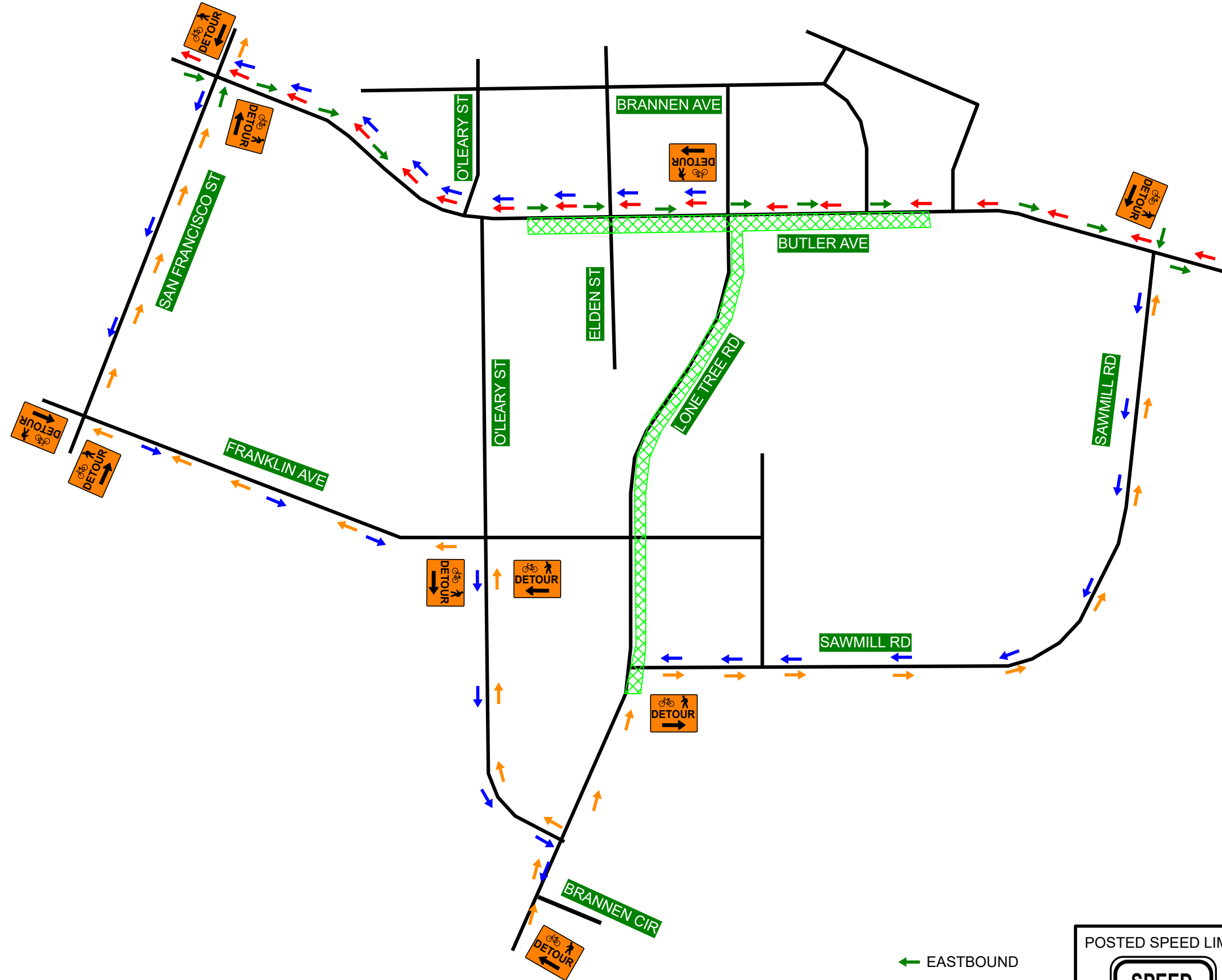
<p>Legend</p> <ul style="list-style-type: none"> Sign Stand Type I Barricade Type III Vertical Panels Work Area 	<p>POSTED SPEED LIMIT</p>	
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Comments:

Traffic Control Plan is not to scale
Phase 3 - 5/21/2026 to 8/14/26



- ← EASTBOUND
- ← WESTBOUND
- ← NORTHBOUND
- ← SOUTHBOUND

POSTED SPEED LIMIT

**SPEED
LIMIT
35**

N



Bicycle Advisory Committee

6. B.

From: Carlton Johnson, Transportation Planner

DATE: 05/21/2026

SUBJECT: Safe Routes to School Infrastructure

STAFF RECOMMENDED ACTION:

Executive Summary:

Review some proposed ideas around Knoles/Sinagua (see attachments) and throughout Sunnyside (we will open Miro Board during meeting)

Attachments

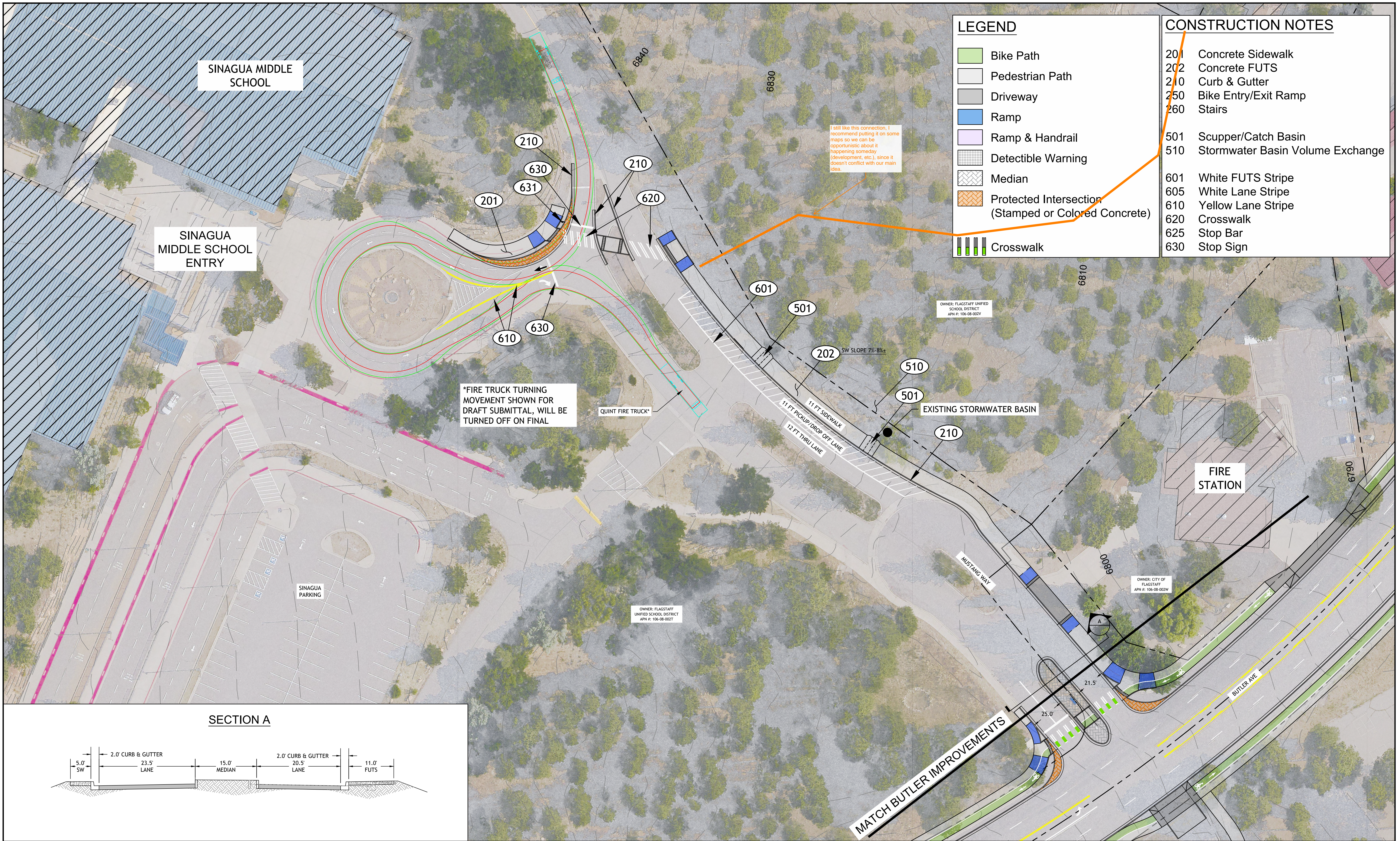
Sinagua Concept
Knoles Concept
Butler Concept

Form Review

Form Started By: Carlton Johnson

Started On: 05/19/2026 04:39 PM

Final Approval Date: 05/19/2026



LEGEND

- Bike Path
- Pedestrian Path
- Driveway
- Ramp
- Ramp & Handrail
- Detectible Warning
- Median
- Protected Intersection (Stamped or Colored Concrete)
- Crosswalk

CONSTRUCTION NOTES

- 201 Concrete Sidewalk
- 202 Concrete FUTS
- 210 Curb & Gutter
- 250 Bike Entry/Exit Ramp
- 260 Stairs
- 501 Scupper/Catch Basin
- 510 Stormwater Basin Volume Exchange
- 601 White FUTS Stripe
- 605 White Lane Stripe
- 610 Yellow Lane Stripe
- 620 Crosswalk
- 625 Stop Bar
- 630 Stop Sign

I still like this connection, I recommend putting it on some maps so we can be opportunistic about it happening someday (development, etc.), since it doesn't conflict with our main idea.

*FIRE TRUCK TURNING MOVEMENT SHOWN FOR DRAFT SUBMITTAL, WILL BE TURNED OFF ON FINAL

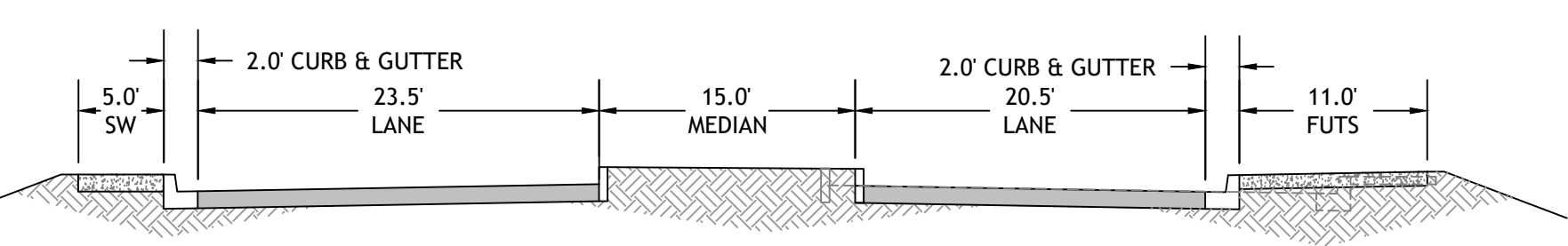
QUINT FIRE TRUCK

OWNER: FLAGSTAFF UNIFIED SCHOOL DISTRICT
APH #: 106-08-002V

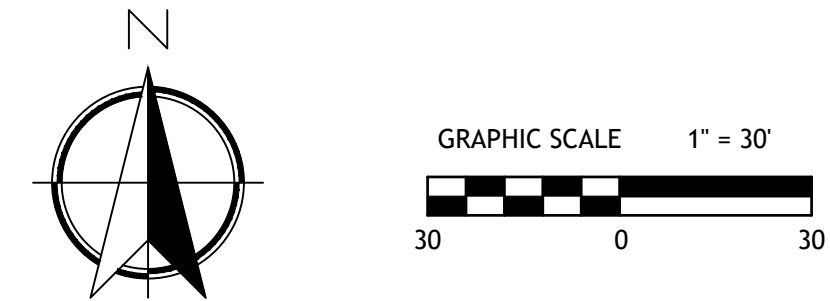
OWNER: FLAGSTAFF UNIFIED SCHOOL DISTRICT
APH #: 106-08-002T

OWNER: CITY OF FLAGSTAFF
APH #: 106-08-002W

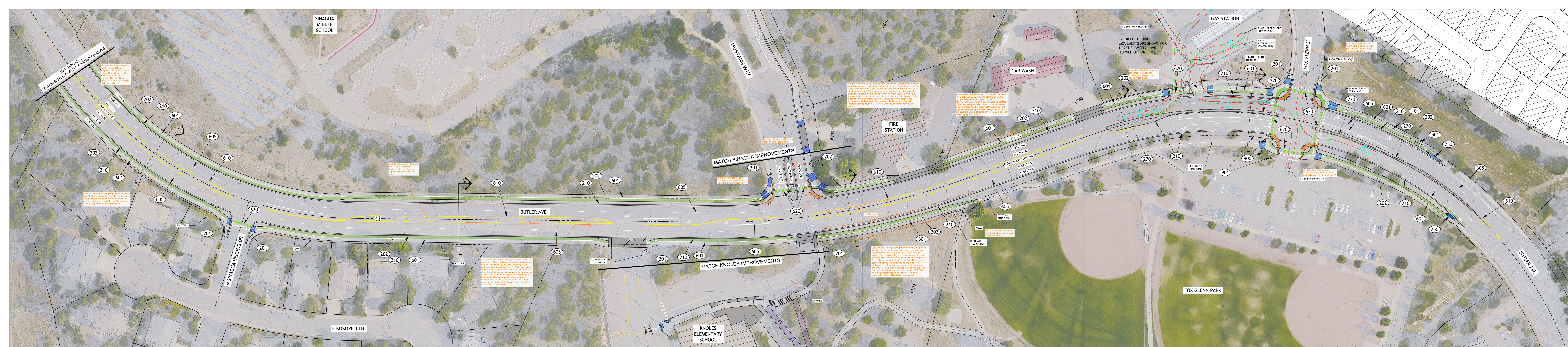
SECTION A



SINAGUA MIDDLE SCHOOL AREA IMPROVEMENTS
BUTLER AVE FLAGSTAFF, AZ



MARCH 2026

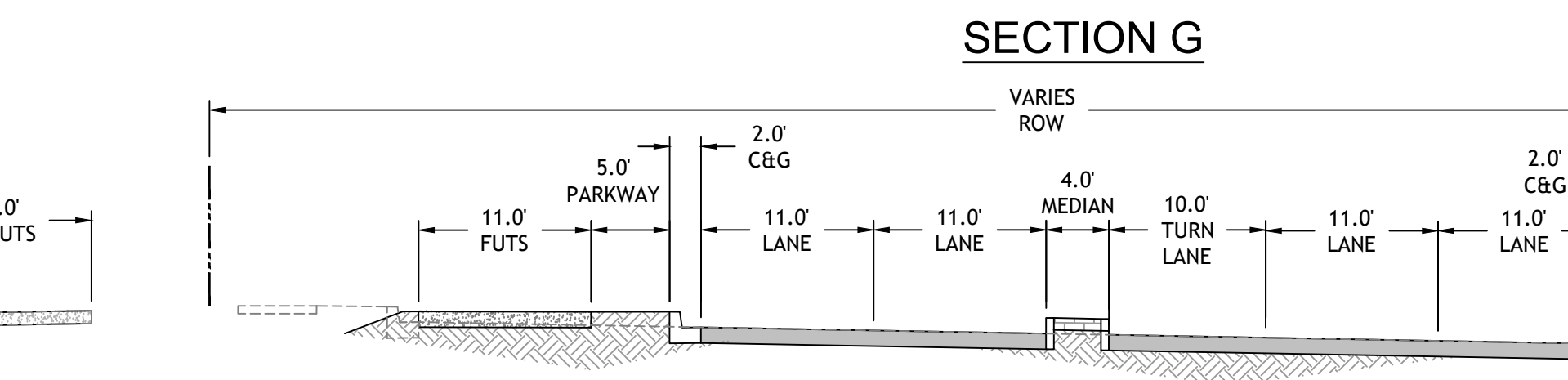
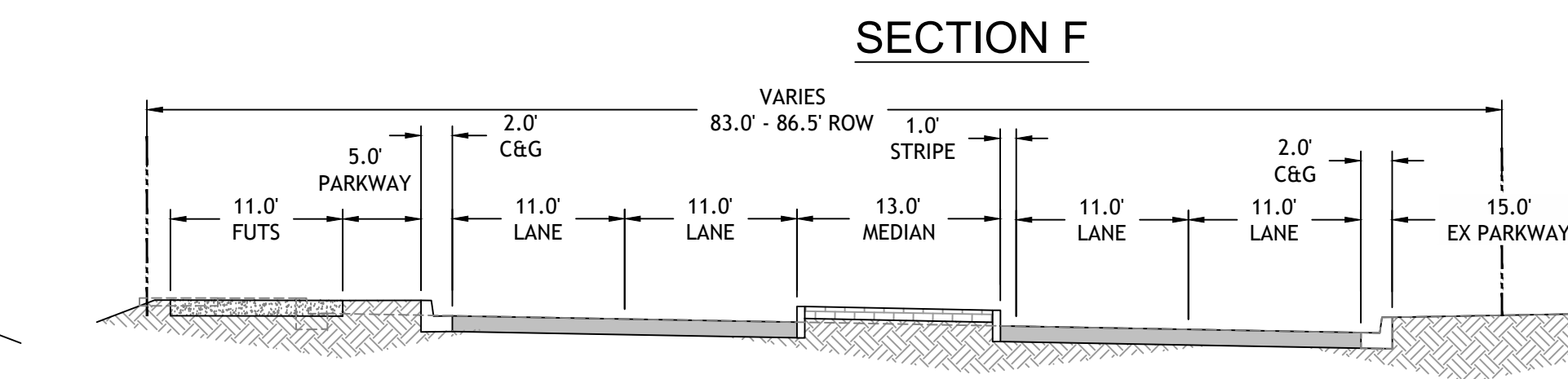
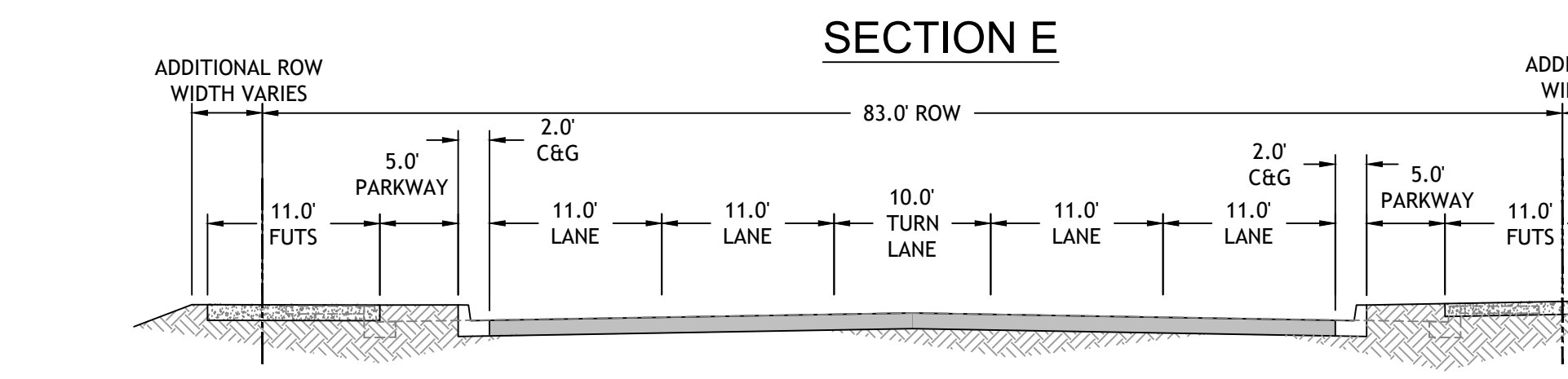
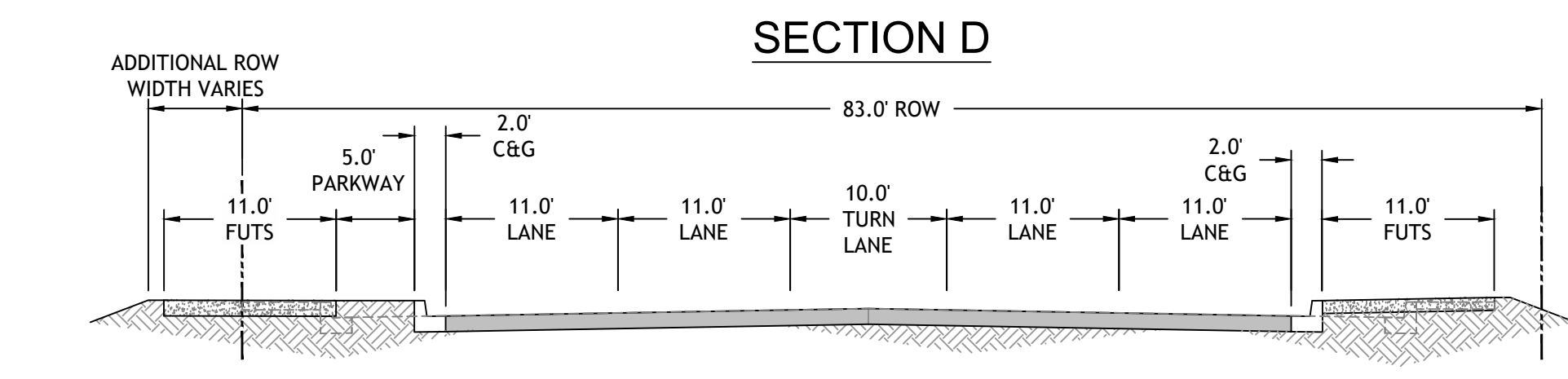
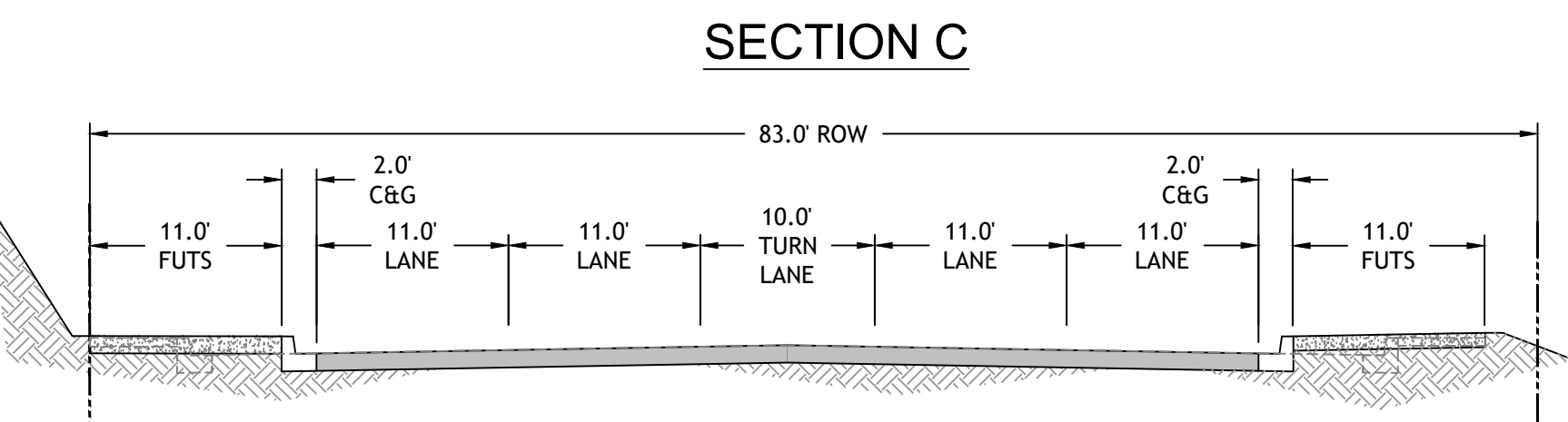
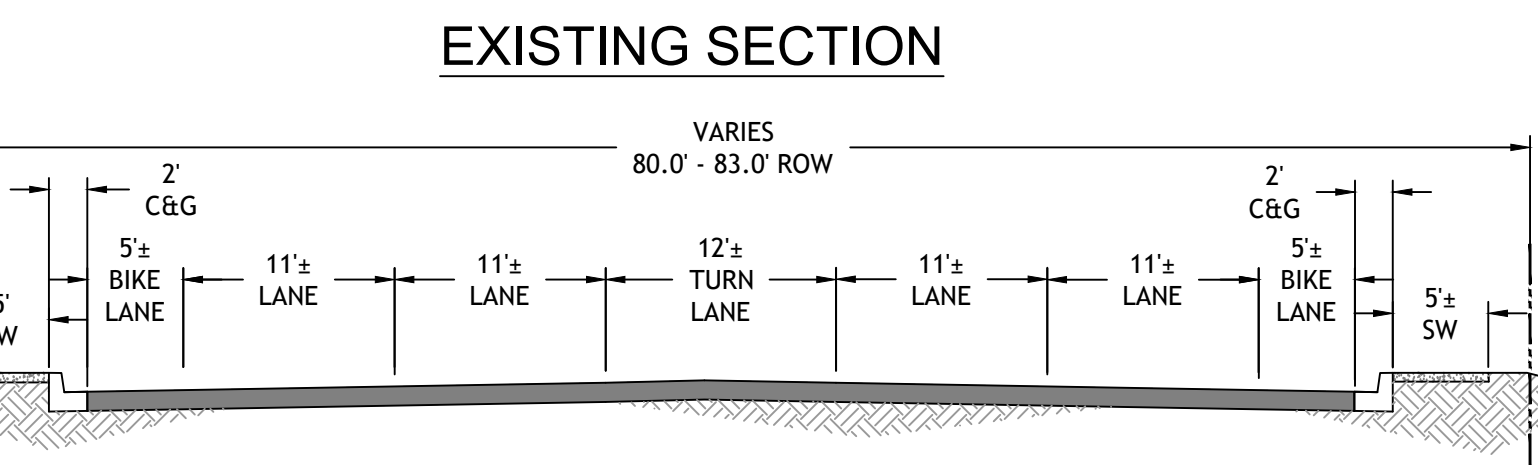
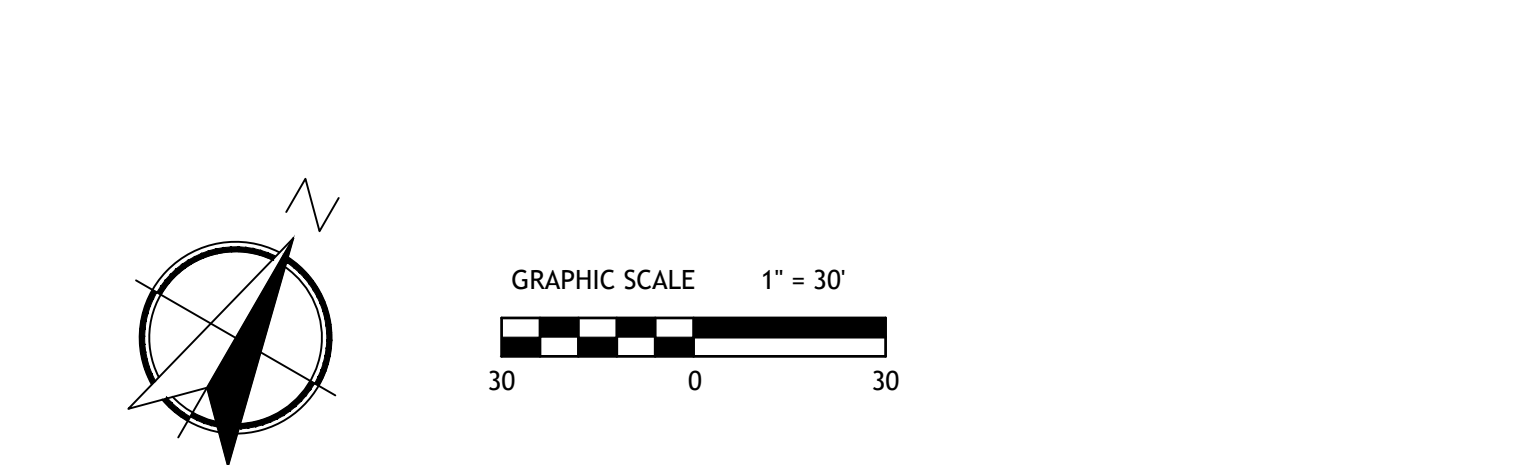


CONSTRUCTION NOTES

- 101 Remove or replace guardrail - pending further study
- 201 Concrete Sidewalk
- 202 Concrete FUTS
- 210 Curb & Gutter
- 250 Bike Entry/Exit Ramp
- 260 Stairs
- 270 Median - includes gaps for drainage
- 501 Scupper/Catch Basin
- 601 White FUTS Stripe
- 605 White Lane Stripe
- 610 Yellow Lane Stripe
- 620 Crosswalk
- 900 Relocate ex. electrical transformer from sight triangle to landscape area
- 901 Relocate ex. control cabinet

LEGEND

- Bike Path
- Pedestrian Path
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- Protected Intersection (Stamped or Colored Concrete)
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MARCH 2026

