



# FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION

CITY OF FLAGSTAFF ♦ COCONINO COUNTY ♦ ARIZONA DOT

Office: 100 West Birch Avenue ♦ Flagstaff, Arizona 86001

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www.flagstaffmpo.org

## **A G E N D A** **SPECIAL EXECUTIVE BOARD MEETING** **1:00 p.m. – 3:00 p.m., December 17, 2008**

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Coconino County Second Floor Conference Room,  
219 E. Cherry Avenue, Flagstaff, AZ 86001

Regular meetings and work sessions are open to the public. Persons with a disability may request a reasonable accommodation by contacting the Clerk of the Board of Supervisors Office at 928-779-6693. Requests should be made as early as possible to allow time to arrange the accommodation. **A quorum of the FMPO Technical Advisory Committee may be present.**

### **CALL TO ORDER**

#### **BOARD MEMBERS:**

**Scott Overton**, Chair  
Matt Ryan, Vice-chair  
Deb Hill

Sara Presler  
Robert "Bob" Montoya  
Coral Evans

#### **FMPO STAFF:**

David Wessel, FMPO Manager  
Meg Roederer, Administrative Specialist

### **I. PRELIMINARY GENERAL BUSINESS**

#### **A. PUBLIC COMMENT**

*(At this time, any member of the public may address the Board on any subject within their jurisdiction that is not scheduled before the Board on that day. Due to Open Meeting Laws, the Board cannot discuss or act on items presented during this portion of the agenda. To address the Board 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. Speaking time is limited to 3 minutes)*

#### **B. ANNOUNCEMENTS**

Recognition of Supervisor Deb Hill for her years of service to the MPO

#### **C. APPROVAL of MINUTES.**

October 22, 2008 Meeting Minutes

**Pages 3-6**

### **II. OLD BUSINESS (Continued, postponed, and tabled items.)**

#### **1. Regional Transportation Plan (RTP) Update**

**Pages 7-15**

FMPO Staff:

David Wessel, FMPO Manager

REQUESTED ACTION:

Discussion and Possible Actions

Staff will seek Executive Board approval on Policy Statements and Evaluation Criteria that will shape development of the regional transportation model, future data collection and development and guide staff in development of public information. Comment on the Safety Analysis presentation permits staff to migrate findings into the RTP policy

arena.

RECOMMENDED ACTION: 1) Adopt draft on Policy statements; 2) Review Performance Measures for "right fit" with budgeting process; 3) Accept Safety Analysis Presentation to the Executive Board 4) Accept preliminary weighting of evaluation criteria

### III. **NEW BUSINESS**

#### 2. **FMPO FY 2010 Work Program**

**Pages 16-17**

FMPO Staff: David Wessel, FMPO Manager

REQUESTED ACTION: Discussion only

Staff will seek input on work program tasks for FMPO action or coordination for FY 2010.

RECOMMENDED ACTION: Discussion only

#### 3. **Federal Highway Bill Authorization and Stimulus Package**

**Pages 18-20**

FMPO Staff: David Wessel, FMPO Manager

REQUESTED ACTION: Discussion only

Staff will debrief the committee on ADOT Reauthorization Summit held 12/2/08 in Glendale, Arizona.

RECOMMENDED ACTION: Discussion only

#### 4. **FMPO Calendar**

**Page 21**

FMPO Staff: David Wessel, FMPO Manager

REQUESTED ACTION: Discussion only

Staff will review the FMPO calendar.

RECOMMENDED ACTION: Discussion only

### IV. **CONCLUDING GENERAL BUSINESS**

**Pages 22-25**

#### D. **REPORTS**

- 1) Technical Advisory Committee:
  - Action Summary December 4, 2008
- 2) Staff Reports:

#### E. **ANNOUNCEMENTS**

*(Informal Announcements, Future Agenda Items, and Next Meeting Date)*

Next Meeting December 24, 2008 Meeting Canceled  
January 28, 2008

City Hall, 2<sup>nd</sup> Floor Staff Conference

TAC To be rescheduled from 1/1/2009

County, 1<sup>st</sup> Floor Board of Supervisors Room  
January 8, 2009

Management Committee: County, 2<sup>nd</sup> Floor Board of Supervisor Room

### ADJOURNMENT

#### CERTIFICATION 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. in accordance with the statement filed by the Recording Secretary with the City Clerk.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2008.



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## *Draft Minutes* **EXECUTIVE BOARD MEETING** **8:00 a.m. –10:00 a.m., Wednesday, October 22, 2008**

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Flagstaff City Hall, Staff Conference Room, 211 W. Aspen Avenue, Flagstaff, AZ 86001

### **I. CALL TO ORDER**

Chair Overton called the meeting to order at 8:10 a.m.

On roll call, the following were present:

Scott Overton, Chair  
Matt Ryan, Vice Chair  
Mayor Sara Presler  
Coral Evans  
Bob Montoya  
Deb Hill (excused absent)

The following FMPO staff was present:

David Wessel, FMPO Manager  
Meg Roederer, Administrative Specialist

Others Present:

Curt Dunham  
Bill Towler  
Jim Cronk  
John Harper  
Larry Dannenfeldt

### **II. PRELIMINARY GENERAL BUSINESS**

#### **A. PUBLIC COMMENT**

There was no public comment.

#### **B. ANNOUNCEMENTS**

Mr. Wessel requested an agenda change for item III.2 New Business to be discussed before Old Business item II.1 and Chair Overton adjusted the agenda.

#### **C. APPROVAL of MINUTES.**

Mr. Ryan made a motion to approve the September 24, 2008 Retreat Minutes and August 27, 2008 Minutes and Ms. Evans seconded, which passed unanimously.

### III. NEW BUSINESS

#### 1. Strategic Initiative Development

Mr. Wessel introduced Mr. Curt Dunham of PSA, Inc. and sub-consultant to the Regional Transportation Plan process as the facilitator for the Strategic Initiative Development discussion. Below are the discussion comments from the Board (*provided by Mr. Dunham.*)

#### Expectations

- Ensure we steer, not row.
- Role of FMPO: working to get things done or planners?
- Determine how we are moving transportation forward in the region – play a more advocacy role.
- Provide a vision for the entire region and not be project specific.
- Improve communication in the community, be the “host” for community conversations, coordinating with stakeholders like ADOT.
- Educate the public better on FMPO’s role and what we do.
- Do the goals we have still match what we should be doing?
- Balance and matching of needs identified in other plans.
- There is a lack of understanding in the public about all of the acronyms.

#### Comments on the Draft Foundation Statement

**Draft Foundation Statement:** *The Flagstaff region will continue to invest in a sustainable transportation system that provides equitable travel choices (drive, bus, walk, bike) that enhance community livability and personal mobility. Transportation investments will preserve existing neighborhood character, support new mixed use development in strategic locations, and protect environmental quality and access. Transportation projects and strategy priorities will, in order of importance:*

*a) maximize travel choices*

*b) shorten trip duration and distances through land use planning*

*c) optimize the efficiency of existing infrastructure*

*d) create new travel corridors and connections.*

*The region will match appropriate transportation investments to land use and urban design objectives.*

- It captures what we do
- Does not seem to match with the goals
- What is our region – confused
- Does not identify the stakeholders
- How can we measure or ensure that options are “equitable?” Suggest “variety” instead.
- Investments in neighborhood character limiting
- How do we control “mixed use development?”
- Don’t like the “order of importance” concept
- Can we really do “b?”
- Words are too “legaleze.” Every word doesn’t have to be measured. Need to say what we do. Needs to be more practical.
- Needs to promote alternative choices.
- There are inherently conflicting issues: New corridors vs. neighborhood character preservation.
- Do we really set development patterns?
- What about rail and air?
- Needs to say clearly “what do we do?”
- Need to balance/address/explain how to deal with inherent conflicts

- Need to explain regional connections
- Acknowledge regional stakeholders
- Address affordability issues
- Address community economic sustainability

## **Initiatives**

### **Policy**

- Need a big picture financial strategy that takes a realistic look at resource capacity
- Do not be duplicative of other agencies' efforts/work. Leverage and complement.
- Protect I-17 and I-40 so that they remain economic development strengths.
- Address rail issues and impacts – this will eventually become projects.
- Expand multimodal system to promote economic development efforts.
- Provide for more discussion time of issues at our meetings, not just approve things.
- Examine and clarify our relationships with COG, NAIPTA, etc.
- Take a look at our boundary – does it still make sense. Are we limiting ourselves not including a larger area?
- Examine our name – does it imply what we do. Need to brand ourselves.

### **Organizational**

- Expand partnerships to maximize resources.
- Make sure we are linking our plans and connecting with other organizations.
- Need to develop a policy level communications plan.
- Need to summarize our accomplishments and publicize them. Do it when happens.
- Make organizational capacity part of the discussion when we are looking at new initiatives.
- Need to develop a comprehensive list of stakeholders and determine how to interact with them.

### **Projects**

- Maintenance and preservation of system.
- Lone Tree Corridor
- North-South Corridor
- Improved communication and community information. Develop an annual report outlining accomplishments and issues being addressed.
- Provide more visual planning tools about transportation options and projects.

Mr. Wessel summarized the Board comments.

- Reformulate Statement
- Extract Guiding Principles
- Organize Initiative under principles
- Add Initiatives that may drive or achieve them
- Bring the revised update back to the Board for further discussion

## **2. Calendar**

Staff will work on confirming the December meeting date.

## **IV. OLD BUSINESS**

### **3. Regional Transportation Plan (RTP) Update**

Chair Overton made a motion to table the approval of the RTP schedule based on the discussion of the Draft Policy Foundation Statement and RTP activity schedule. Mayor Presler seconded, which was unanimous.

**V. CONCLUDING GENERAL BUSINESS**

**D. REPORTS**

- 1) Technical Advisory Committee:  
    Provided and no discussion
- 2) Management Committee Report:  
    No Discussion
- 3) Staff Reports:

Mr. Wessel stated the City of Flagstaff with the MPO was awarded \$855,000 to help the Lake Mary Road Widening Project. A press release will be done. He also stated a negotiation is in progress that may or may not offset it-depends on the bids. Chair Overton asked if there is an option for an expanded scope. Mr. Wessel stated it is possible, perhaps enhancements.

**E. ANNOUNCEMENTS**

Mr. Wessel distributed fliers to the Board to announce Community Workshops on the Northern Arizona Regional Framework Study. The MPO is helping ADOT get the word out to increase public participation.

**ADJOURNMENT**

Chair Overton adjourned the meeting at 9:59 a.m.

# FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION STAFF SUMMARY REPORT



**To:** FMPO Executive Board

**From:** David Wessel, FMPO Manager

**Date:** December 11, 2008

**Meeting Date:** December 17, 2008

**Title:** **Regional Transportation Plan (RTP) Update: Policy Foundation & Objectives; Potential Performance Measures; Evaluation Criteria & Safety Analysis**

Recommended Actions: 1) Adopt draft Policy statements for posting on the project web-site; 2) Review and comment on Performance Measures; 3) Adopt draft Evaluation Criteria and weights for plan and program development; approve findings of the Safety Analysis

**ACTION SUMMARY:** Input on Policy Statements and Performance Measures will shape development of the regional transportation model, future data collection and development and guide staff in development of public information. Evaluation criteria permits development and preliminary evaluation of projects within the plan. Adoption of the Safety Analysis permits staff to migrate findings into the RTP policy arena.

## DISCUSSION:

### Background/History:

- Charlier, consultant, started the project October 2007 and will conclude April 2009.
- Public participation has garnered input from approximately 1000 individuals to date and has included 2 workshops, 2 on-lines surveys and 2 appearances at community events (County Fair and Sustainable Living Fair).

### Key Considerations:

- **Policy Foundation Statement and Guiding Principles** – (see attached document) the simplified statement will guide the plan to deliver projects and programs meeting community expectations (e.g., current land use policy). Comments from the FMPO TAC, the County Board of Supervisors, the City Council and RTP stakeholders will be made available at the meeting.
- **Performance Measures** – (see attached document) Staff and Charlier developed a table of measures associated with each of the purposes, objectives and strategies presented last month. TAC has reviewed the measures for feasibility though finds the

full list either too extensive and certain measures more appropriate for agencies other than the FMPO.

- **Evaluation Criteria** – Seven criteria have been distilled out of public participation to date and the policy document referenced above. On 12/16 the RTP stakeholders will participate in a Constant Sum Paired Comparison exercise to weight these criteria (see attached form). Staff is seeking Board approval of these measures and their weights for use in program development and evaluation.
- **Safety Analysis** – (document attached separately in e-mail) TAC approved the findings and recommends adoption by the Executive Board. Staff intends to share a powerpoint, the executive summary and mitigation strategies, but not the full report, at the meeting.
- **Other Information**
  - The first run of the traffic model is done and awaits calibration by staff. Overall estimated traffic is 1.2% above actual counts and the root mean square error (RMSE) stands at 32%. This is within industry standards (35%) but above our last effort of 23%.
  - The random sample telephone survey will now take place in January 2009. The contract has been reviewed by the attorney general's office and is being forwarded to NAU for consideration. A draft survey has been submitted to NAU.

**Community Benefits and Considerations:**

- No update

**Community Involvement:**

- See notes above

**Financial Implications:**

- \$239,000 in FMPO funding.

**Options and Alternatives:**

- Policy Statements: defer adoption of the statements until they are accompanied by the full plan (maps, project lists, costs, etc.). This may have a larger public impact, but could result in having to revisit policy later and prevents staff from using “adopted” policy to discuss the strengths and weaknesses of plan components with the public and stakeholders.
- Performance Measures: no alternatives – discussion only.
- Evaluation Criteria & Weights: Amend the list. Defer adoption of weights until after the telephone survey where more information will be gathered. Direct staff to e-mail the full stakeholders list with the form and wait for additional input.

**Attachments/Exhibits:**

- Policy Statements
- Performance Measures table
- Draft Safety Analysis Report – Executive Summary

**Flagstaff Pathways Regional Transportation Plan**  
**Policy Foundation and Conceptual Performance Measures**  
**DRAFT - 11/25/08**

**Policy Foundation**

**Our transportation system will support a sustainable economy, a livable community, and a preserved and protected environment in accordance with the Flagstaff region's core values and vision for the future.**

**Strategic Direction**

- A. Reduce drive-alone **frequency** through mode-shift: providing balanced travel choices (drive, bus, walk, and bike) to maximize personal mobility.  
Example measures: [Mode share targets/capture rates by travel mode](#), [trip generation rates per land use](#), [service/facility enhancements by mode](#)
- B. Reduce trip **distance** through integrated land use/transportation planning that clusters houses, jobs, shops, and recreation at appropriate scales/intensities.  
Example measures: [Trip length by mode, land use, trip purpose](#); [land use density/diversity](#)
- C. Reduce trip **duration** through integrated land use/transportation planning and through increasing street, transit, and walk/bike connectivity that provides multiple travel paths.  
Example measures: [Vehicle hours of delay](#), [intersection LOS](#), [connectivity index](#), [land use density/diversity](#)

**Primary Objectives**

- A. Maximize safe personal mobility (including vehicle mobility).  
Example measures: [mode split](#), [number/percent of travel choices per capita](#)
- B. Reduce greenhouse gas emissions and optimizing existing infrastructure before adding more.  
Example measures: [overall VMT and VMT per capita](#)
- C. Add value to adjacent lands and support local and regional neighborhood, redevelopment, economic development and community character objectives.  
Example measure: [VMT/sales tax receipts](#)
- D. Serve all three elements of mobility: access (local), circulation (between neighborhoods and commercial areas), and travel (regional).  
Example measure: [LOS performance per mobility element facility type](#)

**Performance Measure Purposes**

- 1. Identify candidate transportation projects/strategies by mode
- 2. Evaluate projects for inclusion in RTP
- 3. Prioritize projects for funding in RTP (vs. unfunded need)
- 4. Prioritize funded projects for implementation
- 5. Monitor/evaluate system performance over time



# Safety Component of FMPO RTP Update

H7596 01X  
Contract # 08-07.3

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## Draft Final Report

*Prepared by:*



Kimley-Horn  
and Associates, Inc.

*Prepared for:*

ARIZONA DEPARTMENT OF TRANSPORTATION  
and partner FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION

November 2008  
191474002

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## EXECUTIVE SUMMARY

The Arizona Department of Transportation's Highway Enhancements for Safety Section (ADOT-HES) retained Kimley-Horn and Associates, Inc. (KHA) to provide planning assistance to the Flagstaff Metropolitan Planning Organization (FMPO) in developing the safety component of its Regional Transportation Plan (RTP) Update.

The project study area consists of the key routes, intersections, roadway segments, and ramps within the FMPO boundary, which is generally the area between Sunset Crater and Mountaineer and between Bellemont and Winona.

The objectives of this project were to:

- Develop summary crash statistics for the FMPO area. These summary crash statistics would then be compared to similar summary statistics for Arizona and the United States and used as a baseline against which future FMPO crash statistics can be compared;
- Identify high crash locations within the FMPO area;
- Provide guidance on the types of countermeasures that could potentially reduce the likelihood of crashes at the identified locations;
- Provide FMPO and its member agencies with adequate baseline crash analysis information to help them determine what safety-related goals should be set forth in the RTP to reduce the frequency and severity of crashes in the FMPO area; and
- Provide FMPO and its member agencies with adequate baseline crash analysis information to help them determine what planning and design projects should be included in the RTP to help meet the RTP goals as well as the goals of Arizona's Strategic Highway Safety Plan (developed as required by the SAFETEA-LU legislation), which include reducing the frequency and severity of crashes.

Data was collected for the project from ADOT-HES, FMPO, KHA, the Internet, and the Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA).

KHA, with assistance from ADOT-HES and FMPO, developed summary crash data and rates for the FMPO area for the five-year study period of 2002-2006. Similar statistics were collected from available published summary reports for crashes in Arizona and in the United States. Based on the findings of the comparative analysis, the following conclusions have been drawn:

- While crashes involving motorcycles, pedalcycles, and pedestrians comprise a small percentage of the total crashes, these crashes are significantly more likely to be fatal or severe injury crashes. This finding suggests that emphasis should be placed on reducing the severity of crashes involving motorcycles, pedalcycles, and pedestrians;
- When crashes occur on interstates in the FMPO area, the chance of a fatality occurring is higher than average. This finding suggests that there may be a correlation between the higher speed vehicles travel on the interstate and the increased risk of a fatal crash on the interstate;
- While few severe crashes have involved trains and buses, the potential for severe or fatal crashes is still high, so emphasis should continue to be placed on promoting rail and bus safety;
- A driver is more likely to get into a crash in the FMPO area than is typical across the state or nation. This finding suggests that there may be systemic causes for the higher than typical crash rates (e.g., significant congestion due to poor signal timing and access management, or poor road conditions due to weather);

- When crashes occur in the FMPO area, the chance of a fatality occurring is lower than average. This finding suggests that a lower than typical percentage of crashes in the FMPO area are of the types that generally are most severe (e.g., head-on, angle, or high-speed crashes);
- The likelihood of an injury occurring because of a crash is lower in the FMPO area than is typical across the state or nation, but because crashes occur more often, the average driver is actually more likely to be injured in a crash in the FMPO area than is typical across the state or nation; and
- The pedalcyclist fatality + injury rate is higher than the state and national averages, suggesting that more focus should be placed on reducing the frequency and severity of crashes involving pedalcyclists.

Utilizing a statistical method known as kernel density spatial analysis, KHA identified 165 locations with abnormally high total or severe crash densities out of the more than 13,000 crashes that occurred in the five-year study period. The FMPO Technical Advisory Committee (TAC) then narrowed the list down to 50 locations (representing approximately 20 percent of the total crashes in the data set) that would be subjected to more detailed analysis.

Utilizing a different statistical method known as the expected value analysis, KHA was able to identify specific abnormal crash patterns at 42 of the 50 locations. Where abnormal crash patterns were identified, probable contributing causes and potential applicable countermeasures were also identified.

Additional safety information was obtained from an interview with NAIPTA staff regarding transit safety and from the draft *Pedestrian Safety Action Plan* (PSAP) that KHA is preparing for ADOT.

General trends were then noted, and preferred countermeasures identified, based on the findings of the statistical analysis, NAIPTA interview, and PSAP documents. These findings, trends, and countermeasures were presented by KHA to ADOT and the FMPO TAC on November 6, 2008 to receive their feedback and input. The trends are summarized below:

- Twice as many crashes occur due to slick roads in the FMPO area (fifteen percent) compared to the statewide average (seven percent). Also, slick roads were present at one-third of crashes on collector roadways, which is 2.5 times higher than the percentage of crashes that involved slick conditions on other roadways in the FMPO area;
- One-third of collector and severe arterial roadway segment crashes occurred at night, which is double the percentage of crashes that typically occurred in the FMPO area;
- Drunk drivers were involved in three times as many collector roadway crashes and seven times as many severe arterial crashes compared to other crashes in the FMPO area. Also, an abnormally high percentage of pedestrians involved in arterial roadway crashes and transit safety issues were drunk;
- Arterial roadway segments had a very high rear-end crash rate, due mainly to drivers traveling too fast in adverse weather conditions or in congestion caused in part by inadequate signal timing and inadequate access control;
- Slick roads and darkness were often present in rural collector roadway segment crashes, especially those that occurred in hilly terrain;
- An abnormally high number of crashes involved vehicles conducting on-street parking maneuvers in the downtown area;
- The most common abnormal crash patterns at the selected signalized intersections were rear-end, sideswipe, angle, and left-turn crashes. These crashes were likely caused in part by large turn volumes, inadequate signal timing, excessive speed, slippery surfaces, and insufficient access control at or near the intersections;

- Slick roads and darkness were often present in rural unsignalized intersection crashes, especially those that occurred in hilly terrain;
- The most common abnormal crash pattern at the selected unsignalized intersections was angle crashes. These crashes were most commonly caused by drivers failing to yield the right-of-way;
- A disproportionately high number of total crashes, as well as severe crashes, involved pedestrians and bicycles in the downtown area; and
- Crashes involving buses are most common on Milton Road, Route 66, and in the downtown area.

Some of the more common countermeasures proposed to help mitigate the safety issues highlighted in the trends are below:

- Installing raised center medians;
- Relocating, consolidating, or closing driveways;
- Improving signal timing, phasing, and equipment;
- Increasing enforcement of jaywalking, intoxication, red-light running and speeding;
- Implementing traffic calming measures;
- Improving pavement surfaces;
- Improving roadway lighting and signage;
- Changing traffic control devices;
- Installing bulb-outs and reducing curb radii;
- Implementing driver and pedestrian education programs; and
- Providing more bus pullouts on the far side of arterial intersections.

Historically, RTP projects have typically focused on reducing congestion by eliminating bottlenecks in the transportation network through increasing capacity. According to the 2004 FHWA report titled *Traffic Congestion and Reliability: Trends and Advanced Strategies for Congestion Mitigation*, bottlenecks are indeed the principal cause of congestion (causing 40 percent of all congestion), but traffic crashes are another leading cause of congestion (causing 25 percent of all congestion). Safety should be an integral component of the RTP not only because promoting safety will save lives and prevent injuries, but also because it will significantly reduce congestion.

Taking into account the findings of the crash analysis and the potential countermeasures proposed by KHA, FMPO should coordinate with its member agencies to determine what safety-related goals should be set forth in the RTP relative to reducing the frequency and severity of crashes in the FMPO area. FMPO and pertinent stakeholders should then determine what planning and design projects should be included in the RTP to help meet the RTP goals.

# FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION STAFF SUMMARY REPORT



**To:** FMPO Executive Board

**From:** David Wessel, FMPO Manager

**Date:** December 11, 2008

**Meeting Date:** December 17, 2008

**Title:** Draft FMPO Fiscal Year 2010 Work Program

Recommended Actions: 1) Provide input on tasks for next year's work program.

**ACTION SUMMARY:** The budget cycle is well underway. Staff seeks input, based as much as possible on Regional Transportation Plan (RTP) input to date, on work program tasks for next year.

**DISCUSSION:**

**Background/History:**

- Federal mandate
- Input to budget

**Key Considerations:**

- **RTP Directives** – As yet unknown. Three primary areas of focus are Economy, Community Character and the Environment. Related program tasks might be:
  - Soliciting business community input and support on specific projects
  - Coordinating transportation plan elements with the Regional Plan 2012 effort. This may include cooperating with the City and County on engaging specific neighborhoods or interest groups.
  - Detailed mapping of key environmental and cultural issues that may influence planned projects.
  - Expediting attention to Milton Road.
 Other related tasks might include data collection and management associated with performance measurement and reporting. This could include the next *Trip Diary*.
- **FMPO 2008 Fall Retreat** – Direction is to be more strategic and less technical in our approach. May involve building alliances around key transportation projects or issues based on existing or readily attainable technical data. ***Funding is a key component and activities might include:***
  - Federal Reauthorization
  - Local transportation funding initiatives
  - State transportation funding initiatives

Issues and projects might include:

- Lone Tree Corridor (all or part)
  - I-17 Improvements
  - I-40 Improvements
  - Camp Navajo Intermodal Yard
  - Organization name change and boundary study
- **Coordination with Member Agencies** - Coordinated or cooperative efforts impact FMPO staff resources. TAC members should assist in identifying on-going or planned tasks for which FMPO support is required. Known efforts include:
    - Regional Plan 2012
    - Kachina Village Multimodal Plan
    - Building a Quality Arizona (scheduled to complete in September 2009)
    - Fourth Street Corridor Studies (north and south)
    - Lone Tree Overpass study
    - Access Management policy development – related to the recent ADOT study
  - **Other Information**
    - Based on communications with ADOT staff, funding for next year is anticipated to remain at this year's levels.

**Community Benefits and Considerations:**

- No update

**Community Involvement:**

- See notes above

**Financial Implications:**

- Regular funding is approximately \$260,000 through three federal pass-through grants from ADOT. Verbal affirmation of funding levels has been received.
- Surface Transportation Program (STP) funds may be assigned for planning purposes, though all are programmed at this time.
- FMPO will request \$30,000 and \$5,000 in funding from the City and County respectively.
- Staff is preparing for the possibility of budget cuts. In order of “cut first” the following options are being examined for elimination or reduction:
  - Office furniture
  - Travel
  - Training
  - Traffic Counting program
  - Professional registrations
  - Cell phone service

**Options and Alternatives:**

- None – discussion and direction only

**Attachments/Exhibits:**

- None.

# FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION STAFF SUMMARY REPORT



**To:** FMPO Executive Board  
**From:** David Wessel, FMPO Manager  
**Date:** December 11, 2008  
**Meeting Date:** December 17, 2008

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**Title:** Federal Highway Bill Authorization, Federal Stimulus Packages, & Summit Debrief

Recommended Actions: Receive debrief, prepare to provide input on local priorities.

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**ACTION SUMMARY:** Preparation is critical in the event the earmarks remain a part of the process.

## DISCUSSION:

### Background/History:

- Multi-year authorization bills are the norm. The current bill expires in September 2009.
- No bill has ever been reauthorized on time, but the perceived need for economic stimulus may accelerate the process this time.
- The summit convened approximately 100 people from the public and private transportation sectors from across the state from 8 a.m. to 12 p.m.
- Desire for long-term recovery may relate stimulus package to authorization bill

### Key Considerations:

- **Federal Stimulus Bill** “In recent days, sources close to President-elect Obama have suggested the possibility of a new stimulus package in the range of \$500-700 billion. A conservative 10-15% allocation to infrastructure would immediately inject \$50 to \$100 billion into “ready-to-go” local transportation projects. However, this new money is likely to be allocated pursuant to existing allocation formulas and should not deter the Obama Administration from seeking a more permanent long-term source of investment capital to fund major infrastructure projects of national significance. (NARC – Washington Update 12/2/08)”
  - “Ready-to-go” has been communicated as going to construction in 90-120 days.
  - Federal requirements could prevent “local” projects moving forward. An emergency clause may be warranted.
- **Federal Commissions** – Under the last bill two commissions were authorized. Both describe current conditions as a crisis situation. Both seek new funding sources based

on mileage (usage) fees as gas taxes continue to lose relevance. However, both see short term increases as necessary to make the transition ranging from 18 cents per gallon to 40 cents per gallon. An increased emphasis on goods movement is recommended.

- **AASHTO** – The national association of state transportation departments is recommending \$550 billion. Most to go to highways. Focus areas include: congestion relief, rural highways and transit, doubling transit ridership, improving project delivery time, freight movements, others.
- **Other Information**
  - Climate change will be a component
  - Performance measurement is strongly recommended and may be component
  - Ear-marking is discouraged but will almost certainly be a component but may be more limited and directed
  - Passenger rail will likely be a component
- **Priorities** - Small groups brain-stormed priorities then the full group voted on them (14 dots each – 5 dots for 1<sup>st</sup> priority, 4 for 2<sup>nd</sup>, 3 for 3<sup>rd</sup>, 2 for 4<sup>th</sup>. Priorities are:
  - **Funding (181)**
  - **Intergovernmental Priorities including rural priorities (78)**
  - **Integrated Land use and Transportation Planning (74)**
  - **Expediting Project Delivery (58?)**
  - **Statewide & Intercity Rail (54?)**
  - **Increased Flexibility in use of funds (48?)**
  - **Increased Regional influence (44?)**
  - **Congestion Relief**
  - **Safety**
  - **Coordinated Vision**
- **Other Information**
  - Results will be compiled and forwarded to the Arizona delegation as a “one-voice” message from state transportation interests.
- **Other issues:**
  - Proposals by the current administration and “hearsay” point to a possibility of raising the population threshold for MPO status to 100,000 or higher. Will existing MPO’s be “grandfathered” or abolished. FMPO brings about \$750,000 annually to the region.

#### **Community Benefits and Considerations:**

- More effective and cooperative communication from local and state to federal level.

#### **Community Involvement:**

- None

#### **Financial Implications:**

- Billions of dollars will be authorized for a variety of modes.

#### **Options and Alternatives:**

- None – discussion and direction only

**Attachments/Exhibits:**

- None



## Flagstaff Metropolitan Planning Organization Calendar December 2008 – December 2009

### **December 2008**

12/4 TAC: RTP Performance measures and safety. FY 2010 Work Program. Reauthorization  
12/11 Management Committee:  
12/17 Executive Board: Policy Foundation, Criteria development and weighting. Reauthorization  
12/24 Executive Board: Canceled;

### **January 2009**

1/1 TAC: Canceled/Reschedule TBD. RTP Model review and approval. Cost estimation method approval  
1/8 Management Committee:  
1/28 Executive Board: [Reauthorization position](#)

### **February 2009**

2/5 TAC: RTP project review and ranking  
2/12 Management Committee: FY 2010 Work Program  
2/25 Executive Board: [RTP project review and ranking](#)

### **March 2009**

3/5 TAC: RTP draft review  
3/12 Management Committee:  
3/25 Executive Board: [RTP draft review and presentation](#)

### **April 2009**

4/2 TAC: FY 2010-2014 Transportation Improvement Program. RTP recommendation  
4/9 Management Committee: FY 2010 Work Program  
4/22 Executive Board: [RTP adoption](#)

### **May 2009**

5/7 TAC: FY 2010-2014 Transportation Improvement Program. FY 2010 Work Program  
5/14 Management Committee:  
5/27 Executive Board: FY 2010 Work Program  
[5/14 Annual Arizona State Transportation Board Dinner \(Location TBD\)](#)  
[5/15 Annual Arizona State Transportation Board Hearings \(City Hall Council Chambers\)](#)

### **June 2009**

6/4 TAC: FY 2010-2014 Transportation Improvement Program  
6/11 Management Committee:  
6/24 Executive Board: FY 2010-2014 Transportation Improvement Program  
[Annual Manager Evaluation Process](#)

### **July 2009**

7/2 TAC:  
7/9 Management Committee:  
7/22 Executive Board:

### **August 2009**

8/6 TAC:  
8/13 Management Committee:  
8/26 Executive Board:

### **September 2009**

9/3 TAC:  
9/10 Management Committee:  
9/23 Executive Board:

### **October 2009**

10/1 TAC: RTP  
10/8 Management Committee:  
10/28 Executive Board:

### **November 2009**

11/5 TAC:  
11/12 Management Committee:  
11/25 Executive Board:

### **December 2009**

12/3 TAC:  
12/10 Management Committee:  
12/23 Executive Board:



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***Action Summary***  
**TECHNICAL ADVISORY COMMITTEE**  
**10:00 a.m. – Noon –Thursday, December 4, 2008**

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Coconino County Board of Supervisors Chambers,  
219 E. Cherry Avenue, Flagstaff, AZ 86001

**CALL TO ORDER**

Chair Barrett called the meeting to order at 10:04 am

**TAC COMMITTEE MEMBERS PRESENT**

Rick Barrett, Flagstaff Community Improvements Director, Chair  
Jeff Bauman, Transportation Manager  
Jim Cronk, Flagstaff Development Services Director  
James Zumpf, ADOT Planning Supervisor  
Andy Bertelsen, Coconino County Public Works Director  
John Harper, ADOT, Flagstaff District Development Engineer  
Bill Towler, Coconino County Community Development Director, Vice-Chair

**FMPO STAFF**

David Wessel, FMPO Manager  
Meg Roederer, Administrative Specialist

**EXCUSED ABSENCE**

Andy Bertelsen, Coconino County Public Works Director  
Audra Merrick, ADOT, Flagstaff District Development Engineer (for District Engineer)  
Ron Knights, Planning Director, NAIPTA

**I. PRELIMINARY GENERAL BUSINESS**

**A. PUBLIC COMMENT**

There was no public comment.

**B. ANNOUNCEMENTS**

There were no announcements.

**C. APPROVAL of MINUTES.**

Mr. Wegner moved to approve the meeting minutes of November 6, 2008. Mr. Bauman seconded, which carried unanimously.

## **II. OLD BUSINESS**

### **1. Regional Transportation Plan (RTP) Update**

Mr. Wessel explained the RTP performance measures and charted the feedback as the TAC ranked the categories and provided input on the performance measures.

Mr. Cronk moved to approve the findings of the Kimley-Horn and Associates (KHA) safety analysis. Mr. Towler seconded, which passed unanimously.

## **III. NEW BUSINESS**

### **2. FMPO FY 2010 Work Program**

Mr. Wessel and the TAC discussed the program tasks for FMPO action or coordination for the FY 2010 Work Program. There was discussion only.

- Follow direction of Executive Board
- Put efforts toward acquiring outward financial assistance from other agencies
- Mr. Wessel to draft letters of support from the MPO, City and County for I-40 DCR, Lone Tree and 4<sup>th</sup> Street
- TAC requested the Milton median project be included in Work Program, TIP or other document.

### **3. Federal Highway Bill Authorization**

Mr. Wessel debriefed the committee on the ADOT Reauthorization Summit held 12/2/08 in Glendale, Arizona. There was discussion only.

### **4. FMPO Calendar**

The TAC suggested a joint TAC/Management Committee meeting in January 2009. There was discussion only.

## **IV. CONCLUDING GENERAL BUSINESS**

### **D. REPORTS**

Mr. Wessel stated the Lake Mary Road Widening project is out to bid.

### **E. ANNOUNCEMENTS**

There were no announcements.

## **ADJOURNMENT**

Chair Barrett adjourned the meeting at 12:06 p.m.



## Memorandum – Staff Reports

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**Date:** December 17, 2008

**To:** FMPO Executive Board

**From:** Martin Ince, Multi-Modal Planner  
David Wessel, FMPO Manager

**Re:** **Lake Mary Road Widening  
Townsend Winona Corridor Study  
I-40 Design Concept Report  
ADOT Statewide and Northern Regional Framework Studies  
Transportation Roundup**

### **Lake Mary Road Widening**

The project should be out to bid next week with an opening scheduled for 12/19/09 in Phoenix. A compromise is being sought with Qwest on prior rights. It is reported in the Federal Register that the City of Flagstaff has received an Alternate Transportation in Parks and Public Lands grant for \$850,000. The City and FHWA are negotiating the use of the grant under different bid-amount scenarios.

### **ADOT Statewide and Northern Regional Framework Studies**

Work on the bqAZ studies resumes and has been extended for a year. Public meetings in the Northern region continue to be the best attended in the state. Information is available at [www.bqaz.gov](http://www.bqaz.gov).

### **I-40 Design Concept Report**

Due to the state's fiscal condition this study has been placed on hold. Staff will draft letters for the City and County to request the study be reinstated.

### **Transportation Roundup**

I-17 North Study: no updates

I-17 South Study: A draft evaluation matrix comparing four alternatives (includes no-build) is under review.

I-17/J.W. Powell Traffic Interchange Construction:

- The County Board of Supervisors on 11/12/08 requested that further investigation roundabout options be investigated.
- Staff met with ADOT-District staff and Deputy County Manager Dannenfeldt to plan a course of action.
- Initially, George Wallace, ADOT Project Manager, will inquire of the state engineer's office on the availability of 3-6 month's time and approximately \$50,000 to do a fatal flaw analysis.

**Arizona Multimodal Freight Analysis Study** – no updates.

**Transit Signal Priority** – still waiting for new data from NAIPTA

**Route Transfer Study** – the next meeting will be scheduled shortly now that some basic research into the base conditions regarding right-of-way on the ground and its regulation has been conducted.

**East Flagstaff Traffic Interchange**

Ribbon-cutting ceremonies were successful.

**Federal funding rescission**

It appears that ADOT has resolved this solution by applying the rescission to non-planning programs. Staff remains vigilant.

**Preliminary Approval for Flagstaff's Woodlands Village landscape median grant**

ADOT's Transportation Enhancement Review Committee recommended approval of the \$500,000 median landscaping grant to the Arizona State Transportation Board. The Board has final approval and normally takes action December or January. The project also includes sidewalk construction and enhancement of the FUTS crossing of Woodlands Village.