

City of Flagstaff

Pedestrian and bicycle project survey results

24 June 2016



This report summarizes the results of a citizen survey that was conducted to help determine which potential pedestrian and bicycle infrastructure projects are most important or highest priority for the community.

The survey was hosted on the City of Flagstaff's on-line Flagstaff Community Forum (www.flagstaff.az.gov/fcf) and was open and available to the public from May 22 through June 19, 2016. A total of 294 surveys were completed.

Survey structure

For this survey, respondents were asked to assign dots to the potential pedestrian and bicycle projects they think are the highest priority or most important for improving the walking and biking environment in Flagstaff.

The first question asked what type of projects are highest priority or most important:

- Completion of missing sidewalks
- Completion of missing bike lanes
- Construction of planned FUTS trails
- Ped and bike overpasses and underpasses
- Enhanced pedestrian and bike crossings on major streets

Subsequent questions listed six significant potential pedestrian/bike projects in each category. The projects included in the survey are significant and important as pedestrian and bike projects, but the list does not represent an exhaustive list of all potential projects.

For each question, a total of 12 dots were available to assign to projects. Respondents were not required to assign dots to every project or use all of the dots.

The survey was promoted primarily through the City's Notify Me email list and the FUTS Facebook page. The survey was also promoted during Flagstaff's Bike to Work Week, from May 22 to May 27. When bicyclists completed logging their commutes on Flagstaff Bicycle Organization's website, they were given an option to click a link that directed them to the survey.

How the survey results will be used

The results will help prioritize specific projects in a pedestrian and bicycle master plan for Flagstaff. This information collected in this survey is one component of a larger effort to identify and prioritize where and what types of pedestrian and bicycle projects are needed. This survey supplements other sources of information on walking and biking, including:

- A comprehensive analysis of motor vehicle crashes involving pedestrians and bicyclists in Flagstaff from 2005 to 2014 ([Working Paper 4](#))
- A survey conducted in 2014 of more than 450 residents regarding what's good about walking and biking in Flagstaff, and what needs improvement. The survey also asked about specific locations where walking or biking is good or difficult ([Working Paper 5](#))
- An inventory of existing and missing sidewalks, which includes a process for prioritizing the completion of missing sidewalks ([Working Paper 7](#))
- An inventory of existing and missing bike lanes (underway)
- Detailed plan for future FUTS trails (underway)
- An analysis of potential locations for enhanced crossings and grade separations (not complete).

Highlights of results

- There is significant support for pedestrian and bicycle projects. In a previous transportation funding survey on the Flagstaff Community Forum (described below), respondents overwhelmingly assigned 5's (the highest level of support) for a variety of generalized pedestrian and bicycle projects (Table 2 and Figure 2, page 4).
- Among types of projects, missing bike lanes received the most dots (25.5 percent of all dots assigns), followed by enhanced crossings, planned FUTS trails, missing sidewalks, and overpasses/underpasses (Table 1 and Figure 1, page 3).
- For missing sidewalks, Fourth Street was given the most dots at 22.0 percent. Missing sidewalks on Lone Tree Road, San Francisco Street, and West Route 66 also received significant attention (Table 3 and Figure 3, page 5).
- Milton Road, at 30.3 percent, garnered the most support for missing bike lane projects. Butler Avenue, Lone Tree Road, and West Route 66 were also given a significant number of votes (Table 4 and Figure 4, page 6).
- The Santa Fe Trail (21.0 percent of dots), Lone Tree Trail (18.5 percent), and the Foxglenn Trail (18.2 percent) are the top projects among FUTS trails (Table 5 and Figure 5, page 7).
- A potential downtown underpass of Route 66 and the BNSF tracks is the clear choice among grade separation projects (overpasses and underpasses), with 30.5 percent of the dots. An overpass or underpass along Milton Road also garnered a significant number of votes, at 23.0 percent (Table 6 and Figure 6, page 9).
- For enhanced crossings, West Route 66 stands out with 24.8 percent of the dots (Table 7 and Figure 7, page 10).

- Milton Road also received the most dots (30.0) for complete street projects. This is well ahead of the next complete streets project, which is Fort Valley Road at 18.9 percent, and Fourth Street at 17.0 percent (Table 8 and .

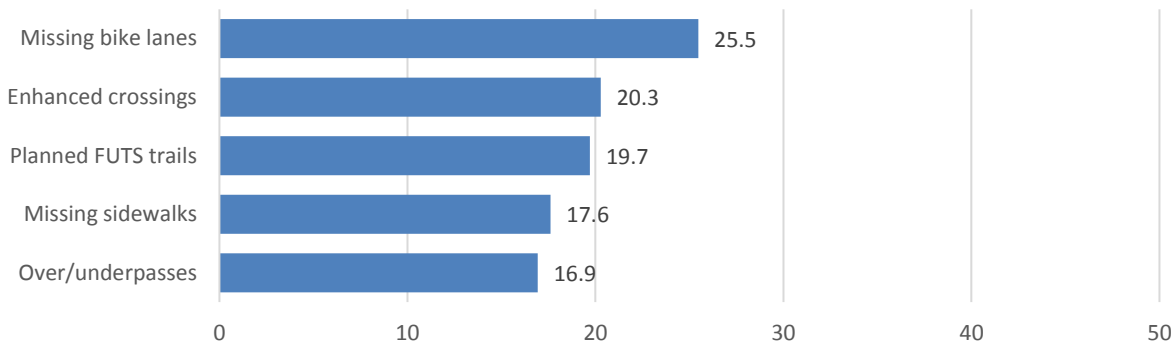
Specific results from the survey are provided below and on subsequent pages.

Which TYPES OF PROJECTS do you think are the highest priority or most important for improving walking and biking?

Table 1 **Most important or highest priority TYPES OF PROJECTS**

	<i>Dots</i>	<i>Percent</i>
Completion of missing bike lanes	668	25.5
Enhanced ped and bike crossings on major streets	532	20.3
Construction of planned FUTS trails	517	19.7
Completion of missing sidewalks	462	17.6
Ped and bike overpasses and underpasses	444	16.9
Total	2623	100.0

Figure 1 **Most important or highest priority TYPES OF PROJECTS**



Previous transportation survey

Prior to this survey, the City and the Flagstaff Metropolitan Planning Organization conducted a survey that asked how future transportation dollars should be spent in the Flagstaff region. The survey collected 372 responses.

One section of this survey asked respondents to rate potential pedestrian and bicycle investments from 1 to 5 based on how much they are willing to support them. A rating of 1 means no support, while a rating of 5 indicates strong support. Six categories of potential pedestrian and bicycle investments were included in the survey:

- New pedestrian and bicycle connections between existing neighborhoods – to create shortcuts and shorten travel distances
- Build missing sidewalks – to invest funds now to construct missing sidewalks

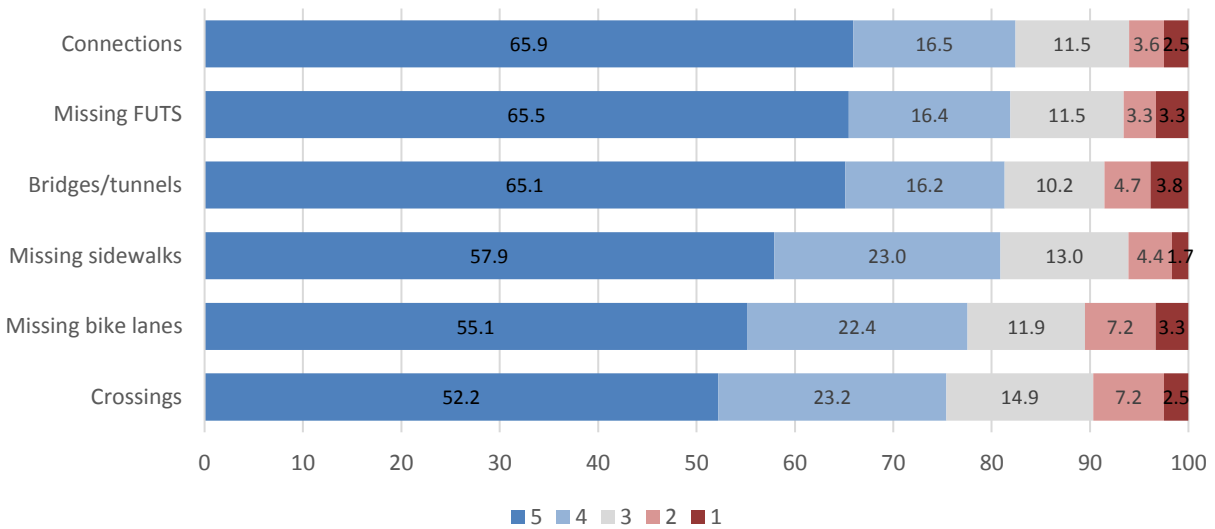
- Widening or restriping roads - to add missing bike lanes
- Build pedestrian and bicycle tunnels or bridges - to avoid traffic, the railroad and interstate
- Install enhanced crossings - to improve safety at key locations
- Build missing segments of FUTS trails - to complete the system and serve new areas

Results from that survey are included below:

Table 2 Respondents level of support for potential pedestrian and bicycle investments

	5	4	3	2	1
New pedestrian and bicycle connections	65.9	16.5	11.5	3.6	2.5
Build missing segments of FUTS trails	65.5	16.4	11.5	3.3	3.3
Build pedestrian and bicycle tunnels or bridges	65.1	16.2	10.2	4.7	3.8
Build missing sidewalks	57.9	23.0	13.0	4.4	1.7
Add missing bike lanes	55.1	22.4	11.9	7.2	3.3
Install enhanced crossings	52.2	23.2	14.9	7.2	2.5

Figure 2 Respondents level of support for potential pedestrian and bicycle investments

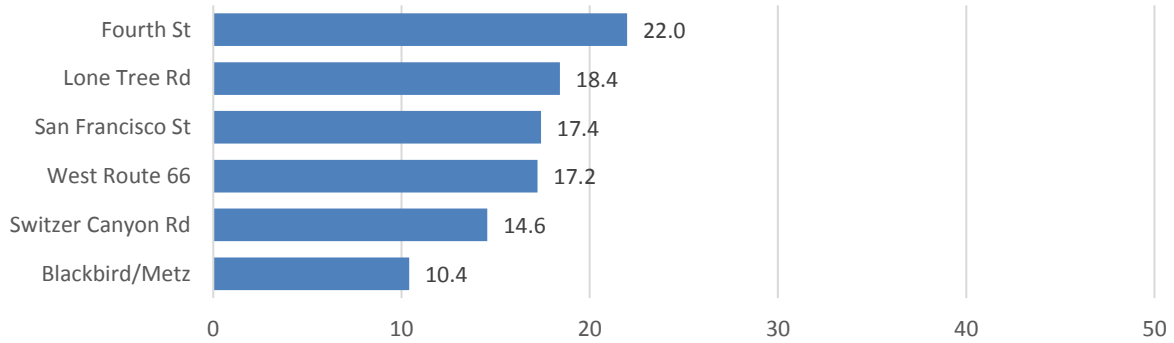


Which MISSING SIDEWALKS are the highest priority or most important?

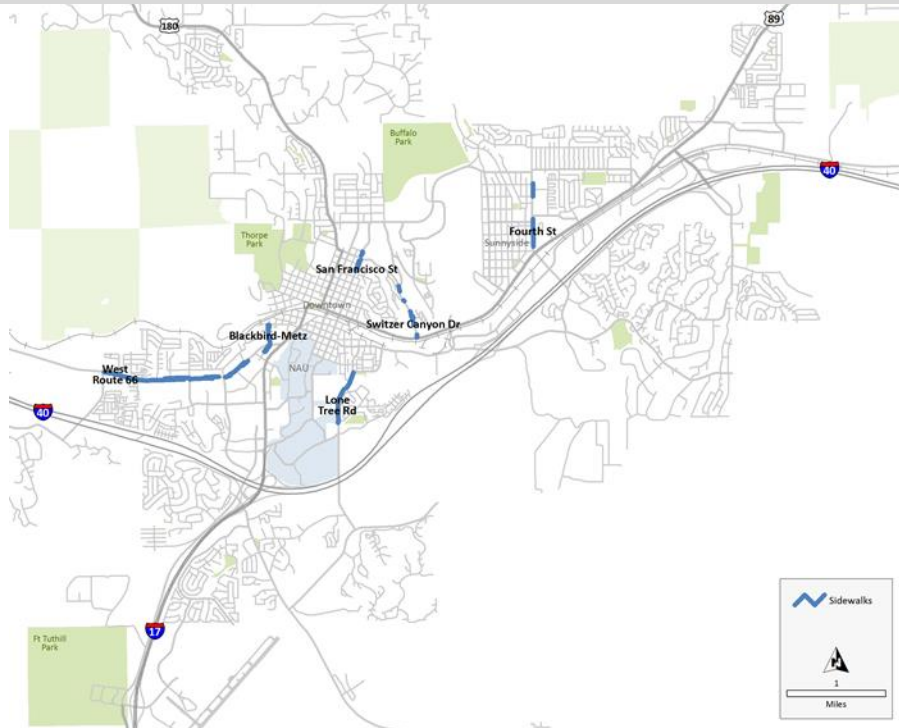
Table 3 **Most important or highest priority MISSING SIDEWALKS**

	<i>Dots</i>	<i>Percent</i>
Fourth Street – Route 66 to Cedar/Lockett	634	22.0
Lone Tree Road – Sawmill to Paseo del Flag	531	18.4
San Francisco Street – Hunt to DeSilva	502	17.4
West Route 66 – Riordan to Woody Mountain	497	17.2
Switzer Canyon Road – Route 66 to Turquoise	420	14.6
Blackbird Roost/Metz Walk – Clay to Riordan	300	10.4
Total	2884	100.0

Figure 3 **Most important or highest priority MISSING SIDEWALKS**



Map 1 **Location of MISSING SIDEWALK projects**

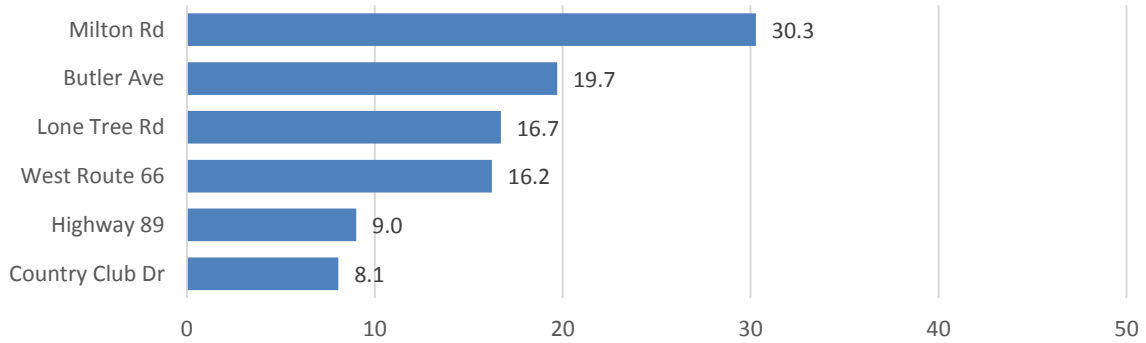


Which MISSING BIKE LANES are highest priority or most important?

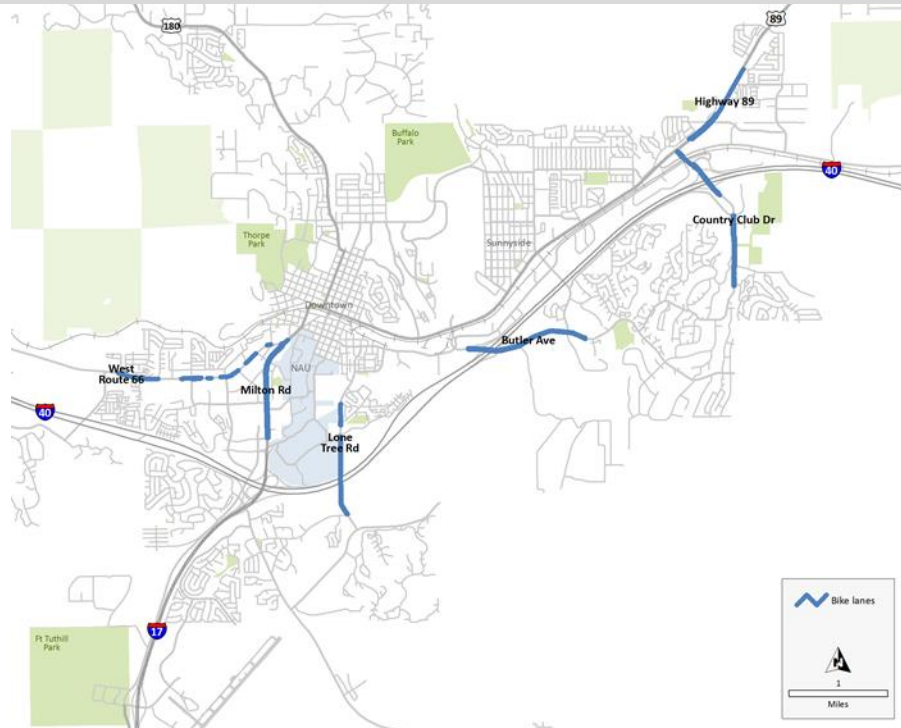
Table 4 **Most important or highest priority MISSING BIKE LANES**

	<i>Dots</i>	<i>Percent</i>
Milton Road – Route 66 to Forest Meadows	890	30.3
Butler Avenue – Ponderosa to Fourth	579	19.7
Lone Tree Road – Brannen to Zuni	491	16.7
West Route 66 – Milton to Woody Mountain	477	16.2
Highway 89 – Country Club to Smokerise	265	9.0
Country Club Drive – Highway 89 to Oakmont	237	8.1
Total	2939	100.0

Figure 4 **Most important or highest priority MISSING BIKE LANES**



Map 2 **Location of MISSING BIKE LANE projects**

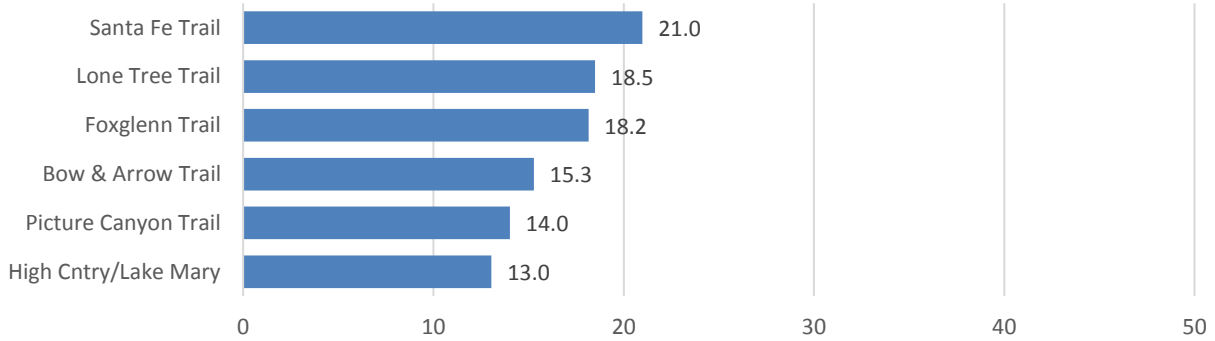


Which PLANNED FUTS TRAILS are highest priority or most important?

Table 5 **Most important or highest priority PLANNED FUTS TRAILS**

	<i>Dots</i>	<i>Percent</i>
Santa Fe Trail	600	21.0
Lone Tree Trail	529	18.5
Foxglenn Trail	519	18.2
Bow & Arrow Trail	437	15.3
Picture Canyon Trail	401	14.0
High Country Lake Mary Trails	373	13.0
Total	2859	100.0

Figure 5 **Most important or highest priority PLANNED FUTS TRAILS**



Map 3 **Location of PLANNED FUTS TRAILS projects**

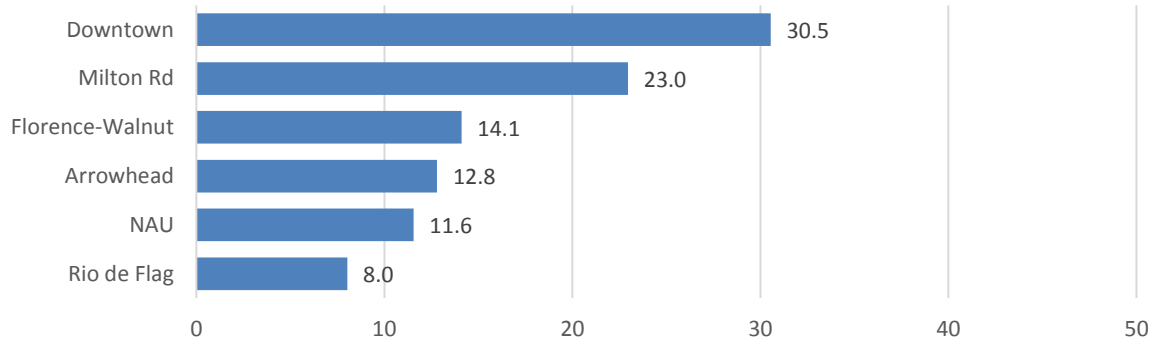


Which PED-BIKE UNDERPASSES/OVERPASSES are highest priority or most important?

Table 6 **Most important or highest priority UNDER/OVERPASSES**

	<i>Dots</i>	<i>Percent</i>
Downtown @ BNSF/Route 66	909	30.5
Milton Rd @ TBD	683	23.0
Florence-Walnut @ BNSF	420	14.1
Arrowhead @ BNSF	381	12.8
NAU @ I40	344	11.6
Rio de Flag @ BNSF/I40	239	8.0
Total	2976	100.0

Figure 6 **Most important or highest priority PED-BIKE UNDER/OVERPASSES**



Map 4 **Location of PED-BIKE UNDERPASS/OVERPASS projects**



Grade separation descriptions

This section includes the descriptions provided in the survey for a series of potential grade separations (bridges and tunnels) for pedestrians and bicyclists that would safely and comfortably cross the interstates, BNSF tracks, and/or high-traffic roads. All of the potential grade separations would be connected via existing or planned FUTS trails.

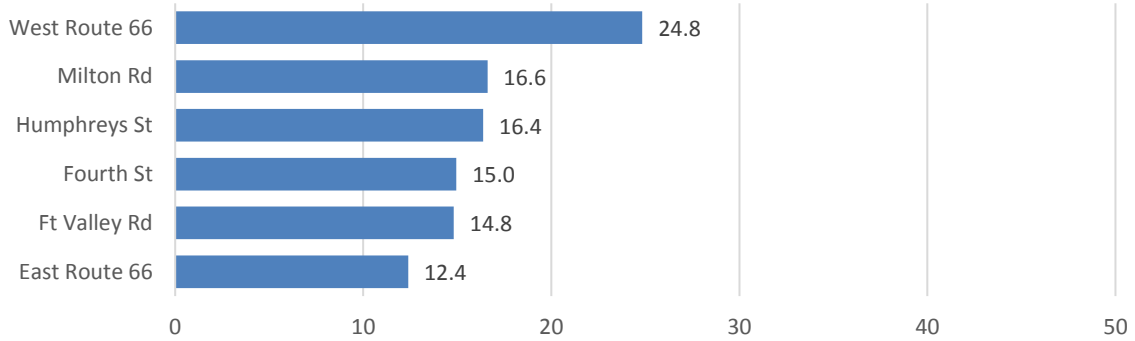
- **Arrowhead @ BNSF:** A tunnel under the BNSF tracks in the vicinity of Arrowhead Avenue and First Street. Would provide pedestrian and bike access between the Sunnyside neighborhood and the Huntington Drive corridor. There is already a well-used pathway between Arrowhead and Walmart that includes an illegal at-grade crossing over the BNSF tracks.
- **Downtown @BNSF/Route 66:** A series of two ped/bike tunnels, the first under Route 66 and the second under the BNSF tracks, alongside the Rio de Flag. The tunnels would allow extension of the Karen Cooper FUTS Trail past the library, Wheeler Park and city hall, under Route 66 and the RR tracks to the Mountain Line transfer center on Phoenix Avenue. From there pedestrians and bicyclists would make their way through the Southside neighborhood on local streets, cross Butler at the existing flashing crossing, and connect to the north end of the main ped/bike spine on the NAU campus.
- **Florence-Walnut @ BNSF:** A planned tunnel under the BNSF tracks just west of downtown. The tunnel would connect Florence Street in La Plaza Vieja neighborhood with Walnut Street in the Townsite neighborhood.
- **Milton Rd @ TBD:** A bridge or tunnel to convey pedestrians and bicyclists across Milton Road. An exact location has not been considered, although a site in the vicinity of University Avenue would comfortably convey students and others between the Woodlands Village neighborhood and the NAU campus.
- **NAU @ I40:** A series of two ped/bike bridges over I-40, connecting the south end of the NAU campus with vacant land to the south that is owned by the university. The bridges would provide a way across I-40 for pedestrians and bicyclists at a spot midway between Beulah Blvd and Lone Tree Rd, and would serve future development on the vacant land as well as residents of Bow and Arrow, Ponderosa Trails, and other neighborhoods south of I-40.
- **Rio de Flag @ BNSF/I40:** A tunnel under the BNSF tracks along the Rio de Flag east of Country Club Drive and the Nestle-Purina plant. There is already an existing, usable tunnel under I-40. The new and existing tunnels, and a future FUTS trail, would provide a non-motorized connection for the Continental neighborhood to Picture Canyon and the mall commercial area.

ENHANCED PED-BIKE CROSSINGS on which streets are highest priority or most important?

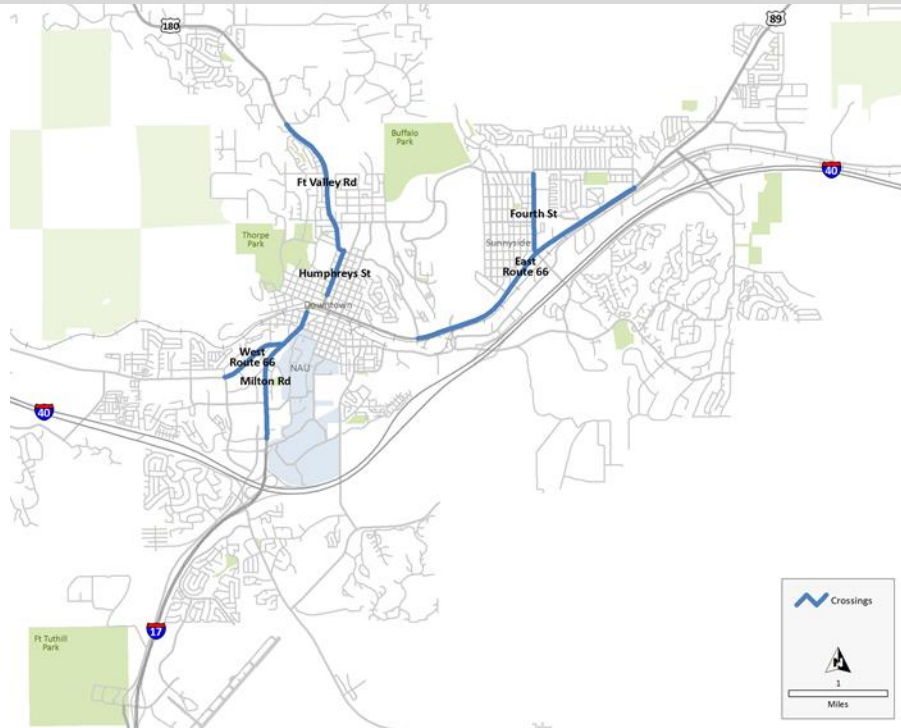
Table 7 **Most important or highest priority PED-BIKE CROSSINGS**

	<i>Dots</i>	<i>Percent</i>
West Route 66 – Milton to Woodlands Village	746	24.8
Milton Road – Phoenix to Forest Meadows	499	16.6
Humphreys Street – Birch to Ft Valley	492	16.4
Fourth Street – Route 66 to Cedar/Lockett	449	15.0
Fort Valley Road – Humphreys to Quintana	445	14.8
East Route 66 – Switzer Canyon to Fanning	372	12.4
Total	3003	100.0

Figure 7 **Most important or highest priority PED-BIKE CROSSINGS**



Map 5 **Location of ENHANCED PED-BIKE CROSSINGS projects**

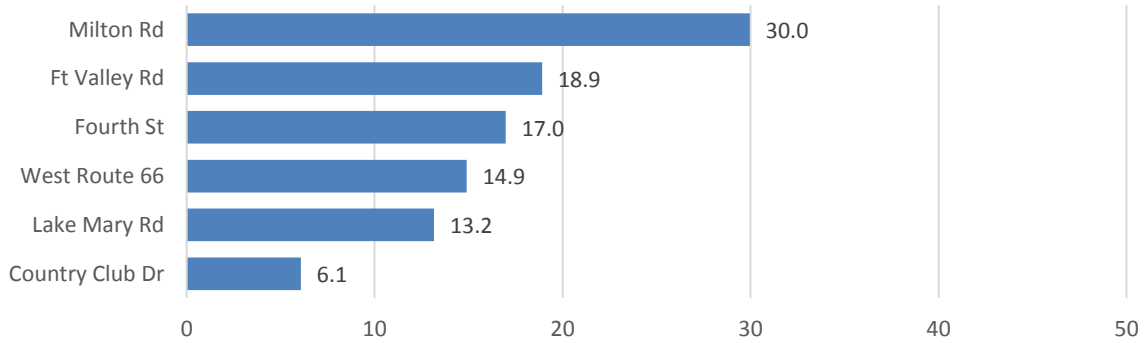


Which corridors are most important or highest priority to convert to COMPLETE STREETS?

Table 8 Most important or highest priority COMPLETE STREETS

	<i>Dots</i>	<i>Percent</i>
Milton Road – Phoenix to University	897	30.0
Fort Valley Road – Navajo to Fremont	566	18.9
Fourth Street – Route 66 to Cedar/Lockett	508	17.0
West Route 66 – Milton to Woody Mountain	446	14.9
Lake Mary Road – Beulah to J.W. Powell	394	13.2
Country Club Drive – Soliere/Cortland to Oakmont	182	6.1
Total	2993	100.0

Figure 8 Most important or highest priority COMPLETE STREETS



Map 6 Location of COMPLETE STREETS projects

