



2010 Doney Park Multimodal Transportation Plan

ADOT MPD Task Assignment 32-10
PGTD 0484
Contract # T08-49-U0001

Working Paper 1 - Current and Future Conditions

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December 20, 2010
091374038

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1 INTRODUCTION

The Arizona Department of Transportation (ADOT), through the Planning Assistance for Rural Areas (PARA) program, awarded funding to Coconino County to develop the Doney Park Multimodal Transportation Plan.

This Plan will identify needs and deficiencies for multimodal travel within Doney Park, with particular emphasis on pedestrian, bicycle, and public transportation. The Plan will recommend a program of projects to address multimodal transportation needs and it will also serve as a guide for community development, project funding applications, and project implementation.

1.1 Study Purpose

The Plan will identify a program of projects that upon implementation will improve bicycle, pedestrian and public transit travel in Doney Park. This will be accomplished through completion of the following:

- Document current and future conditions relating to multimodal (pedestrian, bicycle, and transit) access and safety throughout Doney Park. Identify key activity centers in Doney Park.
- Review and confirm needs and deficiencies as identified in the Doney Park Timberline Fernwood Area Plan (2001). Identify and summarize multimodal access and safety needs and deficiencies; identify connectivity needs to key activity centers.
- Recommend a program of projects that upon implementation, will improve multimodal mobility and safety conditions in Doney Park. The program of improvements will provide Coconino County with a planning document that can be used to help secure funding for implementation of the multimodal improvements. The program of improvements and the Plan will serve to guide future development of trails and bicycle and pedestrian facilities.

1.2 Study Objectives

Objectives of the Doney Park Multimodal Transportation Plan are:

1. Identify and document multimodal safety needs
2. Evaluate existing and needed on-street multimodal accommodations
3. Identify off-street pathways opportunities
4. Identify connectivity to activity centers
5. Improve connectivity to transit facilities
6. Identify other roadway and safety improvements required to improve overall multimodal travel in Doney Park
7. Review winter roadway maintenance practices
8. Develop a guidance document for implementation

1.3 Study Area

Doney Park, located northeast of Flagstaff, Arizona, is an unincorporated community of approximately 8,000 residents, encompassing an area of approximately 62 square miles. The study area for the Doney Park Multimodal Transportation Plan, as provided by ADOT, is depicted in

Figure 1. City of Flagstaff incorporated limits represent the southwestern study area boundary. The study area includes US 89 between milepost 420 to 0.3 miles south of milepost 429. The study area includes I-40 from City of Flagstaff incorporated limits to I-40 milepost 211C. The study area extends south of I-40 for approximately 1.3 miles. **Figure 1** shows major roads (arterials), minor roads (collectors), local streets, and U.S. Forest Service Roads.

1.4 Summary of Relevant Plans and Studies

A summary of completed plans and studies that were used as resources for this study are summarized in **Table 1**. The studies are listed in chronological order, with the oldest studies listed first.

Table 1 – Summary of Plans and Studies

Title and Date		Summary
Flagstaff Open Space and Greenways Plan	1998	This plan is a policy document for the Open Space and Greenways plan.
Flagstaff Area Regional Land Use and Transportation Plan	2001	This plan is the policy document for land use and transportation planning. Currently the Plan is being updated (Regional Plan 2012), and is anticipated to be completed for a Citizen vote in May, 2012
Doney Park Timberline Fernwood Area Plan	2001	This report is an update of a 1988 Area Plan. The Plan area corresponds to the study area for this project. Its purpose is to provide a framework for how and where future growth should occur. It contains a number of policy recommendations.
Coconino County Comprehensive Plan	2003	This Coconino County Comprehensive Plan established goals and policies for development. A key goal with respect to trails is that the County supports a regional system of trails that link communities, public lands, and activity centers.
Flagstaff Five-Year Transit Plan	2005	The Flagstaff Five-Year Transit Plan identified a need for transit service to and from Doney Park and improved access to social and medical services. Currently an update of the Plan is underway.
Road Safety Audit, Townsend-Winona Road, US89 to I-40	2007	Recommended countermeasures including improvements to signing, pavement markings, maintenance of roadside clear zones, vegetation management, lighting at selected intersections, and access control. At the Slayton Road/Lumberjack Boulevard intersection, removal of the pedestrian crossing signs was recommended as a potential countermeasure. The pedestrian crossing warning signs and arrows indicate crosswalks, but there are no crosswalks present.
Decision Memo – Flagstaff Loop Trail, USDA Forest Service	2008	This memo describes the U.S. Forest Service decision to implement the Loop Trail within the Forest Service lands
Flagstaff Open Spaces Management Plan	2008	This policy document provides goals and recommendations for acquiring and managing open space lands in the urban portion of the city.



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Title and Date		Summary
Final Engineering Study for Townsend-Winona Road, Junction 89 to Junction I-40 and Leupp Road, Junction Townsend-Winona Road, East 1-mile	2008	The report recommended widening along Townsend–Winona Road to accommodate wider shoulders, continuous center left turn lanes, and path. Roundabouts are recommended at six intersections along Townsend–Winona Road. A path is recommended along Townsend–Winona Road.
ADOT Pedestrian Safety Action Plan	2009	This study analyzed pedestrian safety measures on US 89, from Snowflake Drive to Townsend–Winona Road. Potential countermeasures that were identified included crosswalk improvements, installation of pedestrian crossing warning signs, installation of pedestrian countdown signals, increased enforcement, installation of pedestrian hybrid signal crossings, and construction of a raised median.
Draft 2011 – 2015 Transportation Improvement Plan	2010	The TIP is a multi-year, multi-agency listing of transportation improvements for the Flagstaff Metropolitan Planning Organization's (FMPO) area. Projects in the Doney Park area include pavement preservation projects on the Townsend–Winona Road and US 89, a Flagstaff Mall Transfer center, and the Route 66 Trail East Trail.
Analysis of the Management Situation , Coconino National Forest U.S. Forest Service	2010	This report highlights the social, economic and ecological conditions and trends in and around the Coconino National Forest. This report uses these key findings, along with public input to identify areas in the current Forest Plan direction that do not provide adequate guidance for the present and the future.
Flagstaff Regional Human-Services Transportation Coordination Plan	2010	This planning document provides an overview of all transit services in the Flagstaff area and discusses ways to better coordinate all services.

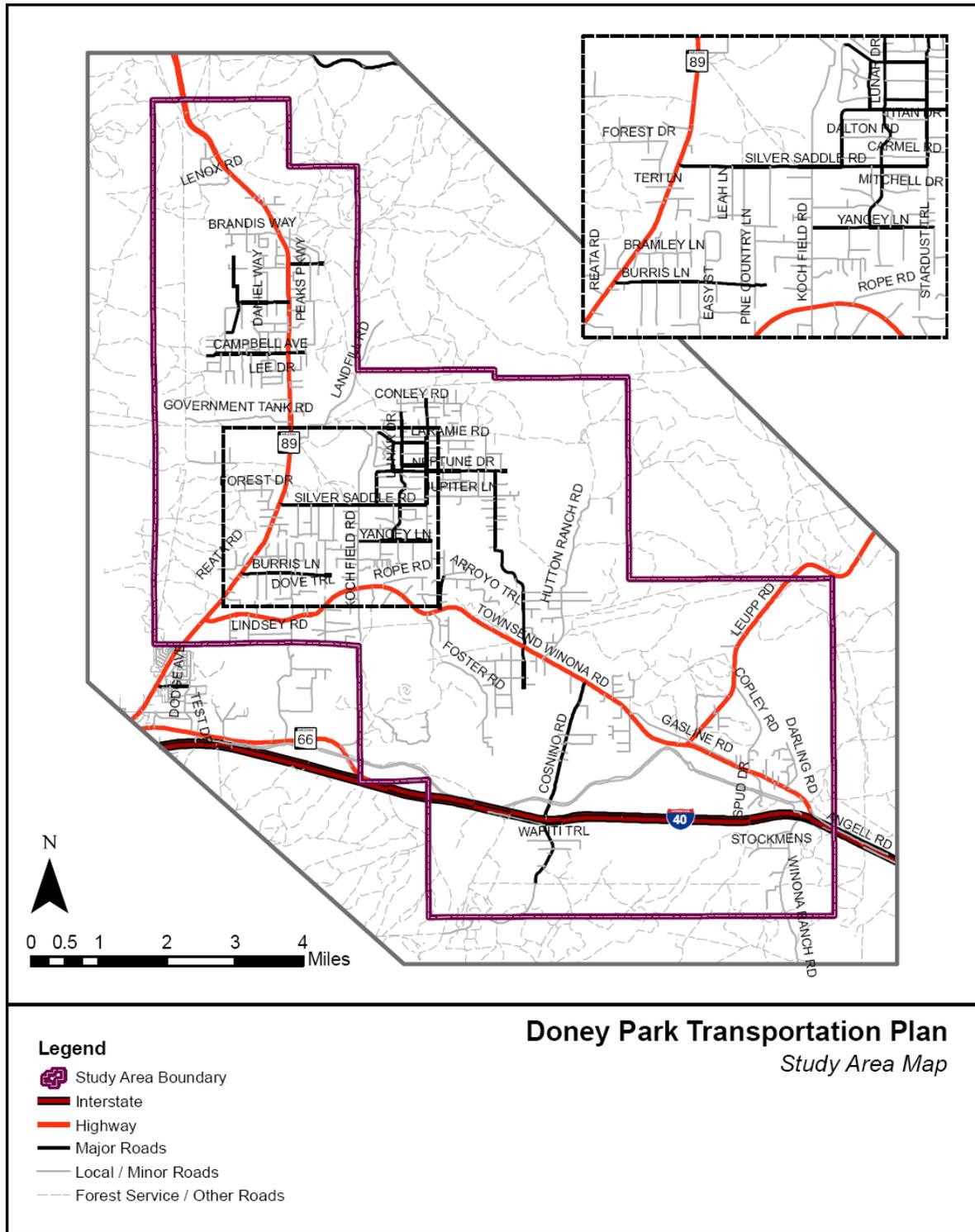


Figure 1 – Study Area

2 CURRENT AND FUTURE CONDITIONS

This chapter summarizes data obtained on current and planned conditions to help identify needs and deficiencies for the transportation network.

2.1 Land Use

This section describes land ownership and land uses in the study area. Included in this section is identification of key activity centers. A key project objective is to review access to activity centers and to identify projects to improve multimodal access to them.

2.1.1 Land Ownership

A vast majority of the study area is in public ownership within the Coconino National Forest land, as shown in **Figure 2**. There is one square section which is Arizona State Trust Land (shown in blue). Private land ownership is shown in white.

2.1.2 Current Land Use, Zoning, and Activity Centers

The predominant land use in the privately owned sections of the study area is residential. The residential areas are generally low density, and range from one unit per ten acres south of I-40 at Winona to nine units per acre in the Wheel Inn Mobile Home Park. The majority of the area is zoned Agricultural Residential with a 2 ½ acre minimum parcel size. The Forest Survey Tracts and an area north of Copeland and mostly west of Highway 89 are zoned Agricultural Residential and are developed with five acre lots (AR-5). A large portion of the remainder of the study area is also zoned AR-5, but is mostly Forest Service land.

Commercial land use is zoned primarily at major intersections. Commercial land uses are located at Camp Townsend on both sides of US 89, on Highway 89 near Burris Lane, Silver Saddle Road, Campbell Avenue, and Copeland Lane. Commercial land uses are also located at the intersection of Townsend-Winona and Lumberjack, and at I-40/Winona.

The 1988 Doney Park Area Plan allows for additional commercial zoning at the intersections of arterial and collector roads.

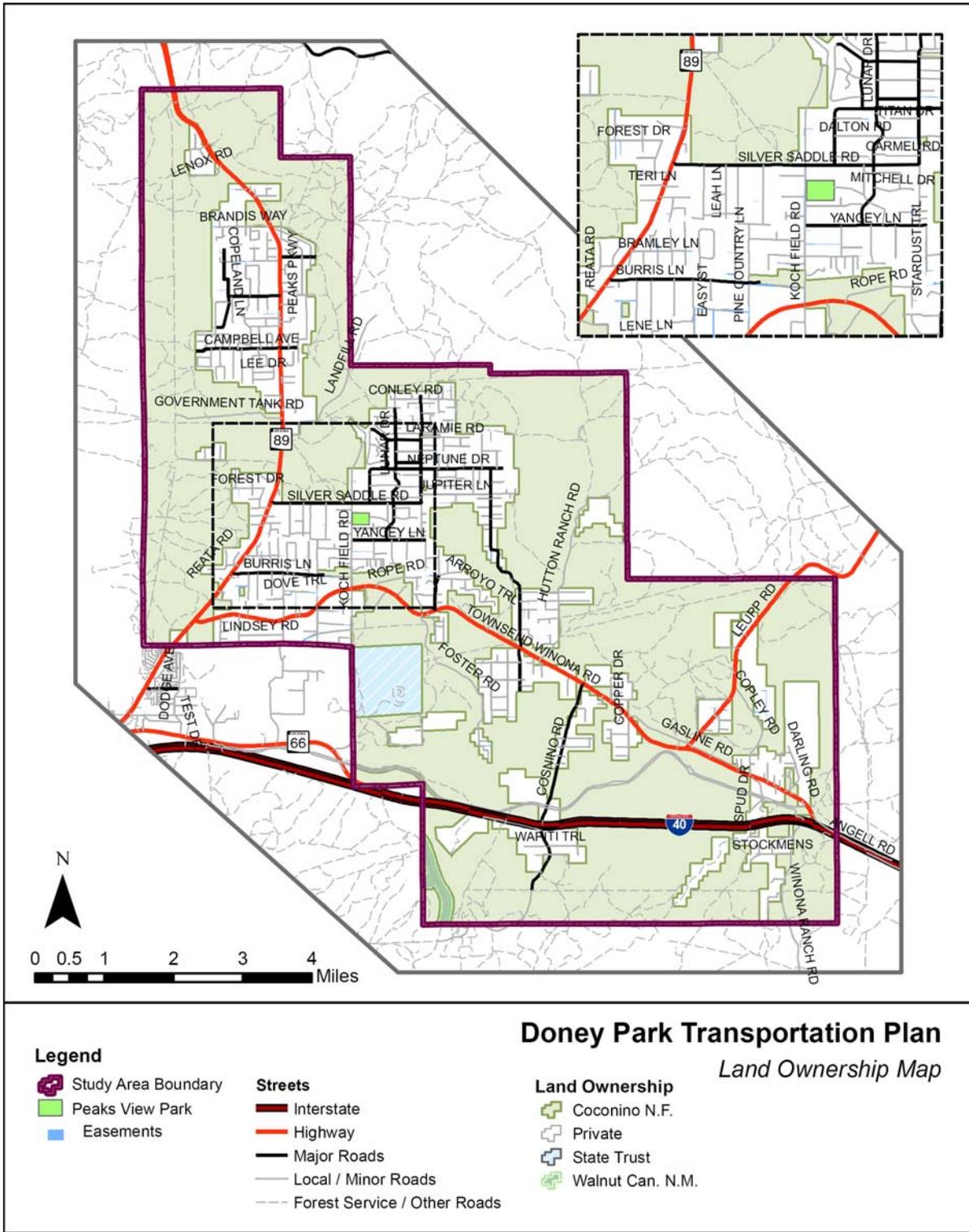
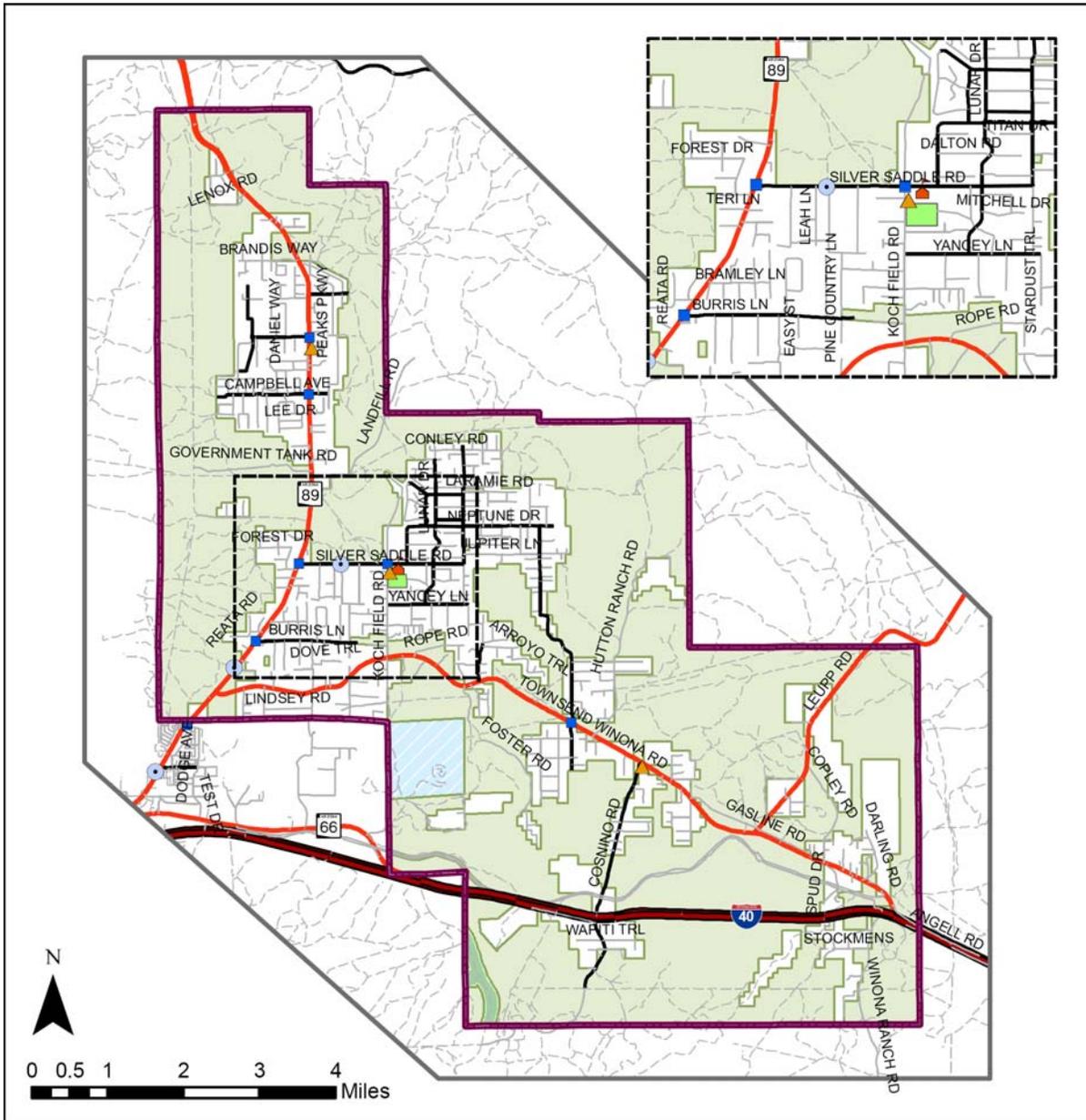


Figure 2 – Land Ownership

2.1.3 Activity Centers and Commercial Areas

Existing community activity centers are shown in **Figure 3**. These areas are generally parks, schools, commercial developments, and recreational areas. Locations of activity centers are:

1. **Parks:** Peaks View County Park is located at 8805 North Koch Field Road. This park features sports fields, hiking and equestrian trails, a playground, and a picnic area. The park is adjacent to Cromer Elementary School. It is just south of the Summit Fire Station.
2. **Schools:** Cromer Elementary School is located at 7150 E. Silver Saddle Road. This school is attended by approximately 600 students (2005).
3. **Fire Stations:** Summit Fire Stations are located at 8905 Koch Field Road, 6050 E. Firehouse Lane, and 6425 N. Cosnino Road. Meeting and community events are held at the fire stations.
4. **Trailheads:** Coconino National Forest trailheads within the study area are activity centers, as they attract recreational trips.
 - i. There is a U.S. Forest Service trailhead which can be accessed from US 89, one half mile north of the Townsend / Winona Road intersection. A short Forest Road (FR 9139) turns west off the highway, which leads to a trailhead for the Sandy Seep Trail.
 - ii. There is a trailhead and parking area just north of the Peaks Ranger District Office (5075 North Highway 89). The trailhead is for the Elden Lookout trailhead and provides access to the Fatman's Loop Trail.
 - iii. A trailhead to the Old Caves Crater Trail is located off of Silver Saddle Road, approximately 0.5 miles east of US 89 on the north side of Silver Saddle Road.
5. **Activity Centers:** Activity centers were defined through information from stakeholders, visual inspection, and information in the *Doney Park Timberline Fernwood Area Plan*. Intersections with neighborhood commercial, existing trail connections, or proximity to other activity centers in the study area are:
 - i. Silver Saddle Road / Koch Field Road / Doney Park Lane –Peaks View County Park, Cromer Elementary School, and the Doney Park Fire Station are all located near this intersection.
 - ii. US 89 near:
 - Snowflake Drive
 - Burris Lane
 - Silver Saddle Road
 - Campbell Avenue (currently there is an unpaved pathway on Campbell Avenue)
 - Copeland Lane
 - iii. Townsend Winona Road and Lumberjack/Slayton Road
 - iv. Winona at I-40 and Townsend-Winona Road
 - v. Camp Townsend, both sides of US 89



Doney Park Transportation Plan Activity Centers Map

Legend

- | | | |
|-------------------------------|------------------------------|-----------------------|
| Study Area Boundary | Streets | Land Ownership |
| Peaks View Park | Interstate | Coconino N.F. |
| Trailheads | Highway | Private |
| Intersection Activity Centers | Major Roads | State Trust |
| School | Local / Minor Roads | Walnut Can. N.M. |
| Fire Stations | Forest Service / Other Roads | |

Figure 3 – Activity Centers

2.1.4 Future Land Use

Future land use was developed based on information from Coconino County and information from the *Comprehensive Plan* and *Doney Park Timberline Fernwood Area Plan*.

The *Doney Park Timberline Fernwood Area Plan* estimated there were (as of January 2000) 3380 lots or parcels in the area of which an estimated 90% were developed. Given existing zoning, it was estimated that the remaining vacant land could be divided into an additional 1,456 parcels. It was estimated that should trends continue, buildout would occur between 2015 and 2020.

2.1.5 Population

The 2000 population of the study area is estimated to be 7,979 persons. The area grew significantly from 1980, when the population was 3,550 persons. In the 20 year period between 1980 and 2000, population is growing at a compound annual growth rate of approximately 4 percent per year.

A summary of historic population growth is summarized in **Table 2**.

Table 2 – Historic Population Growth

Portion of Study Area	1980 Population	1990 Population	2000 Population	2010
Population within the Doney Park study area	3,550	5,341 (50% increase in 10 year period or 4.2% compound annual growth rate)	7,979 (49 % increase in 10 year period or 4.1% compound annual growth rate)	To be inserted when available

Source: United States Census

2.2 Streets and Roadways

The existing road network in the study area is composed of an interstate highway (I-40), US 89, and a system of arterial, collector and local streets. In addition to the municipal road system, there is also a system of U.S. Forest Service roads on the Coconino National Forest. Roads within the study area are shown in **Figure 4**.

2.2.1 Street Inventory

A summary of characteristics of major roads in the study area is summarized in **Table 3**. This table, based on data obtained from Coconino County, shows the functional classification of the road, road surface, number of lanes, and speed limit of each road.

The functional classification of a road network groups roads that have similar design and traffic characteristics. Functional classes differ from another according to the degree of access and mobility. Collector and local streets provide land access and carry local traffic to the neighborhoods and distribute traffic to the arterials. Arterial streets provide mobility over long distances with minimal access to adjoining properties.

Functional classification is important to allocate funds, establish appropriate design standards, and determine eligibility for federal funding. Federal-aid roads are eligible for federal funds, and encompass all principal arterials, all minor arterials, all urban collectors and all rural major collectors. Roads classified as local (urban or rural) are not eligible for federal-aid.

The study area includes Interstate 40 (I 40), which is classified as a principal arterial-interstate within the study area. The western portion of the study area is bisected by U.S. Highway 89, a rural principal arterial owned and maintained by the Arizona Department of Transportation (ADOT). Highway 89 is also included as a route on the National Highway System (NHS), a system of roadways with national and strategic significance approved by the U.S. Congress in the fall of 1995. Townsend-Winona Road is classified as a minor arterial. County roadways in the area currently classified as major collectors include Koch Field Road and Silver Saddle Road.

Table 3 – Major Road Characteristics

Road Name	Functional Classification	Road Surface	# of Lanes	Speed Limit (mph)
Alice Drive	Local	Unpaved	2	25 mph
Brandis Way	Local	Unpaved	2	25 mph
Buckboard Trail	Local	Paved	2	25 mph
Burris Lane	Minor Collector	Paved	2	25 mph
Campbell Avenue	Minor Collector	Paved	2	30 mph
Copeland Lane	Minor Collector	Paved	2	25 mph
Cosnino Road	Minor Collector	Paved	2	35 mph
Crestview Street	Local	Unpaved	2	25 mph
Doney Park Lane	Local	Unpaved	2	25 mph
Glodia Drive	Local	Unpaved	2	25 mph
Henry Drive	Local	Paved	2	25 mph
Homestead Lane	Local	Unpaved	2	25 mph
Hutton Ranch Road	Local	Unpaved	2	25 mph
I-40 (within the study area)	Principal Arterial - Interstate	Paved	4	55 mph
Koch Field Road	Major Collector	Paved	2	35 mph
Lumberjack Blvd	Minor Collector	Paved	2	25 mph
Lunar Drive	Minor Collector	Paved	2	25 mph
Moonbeam Drive	Minor Collector	Paved	2	25 mph
Neptune Drive	Minor Collector	Paved	2	25 mph
Pioneer Valley Road	Minor Collector	Paved	2	25 mph
Rio Rancho Road	Minor Collector	Paved	2	25 mph
Saturn Drive	Minor Collector	Paved	2	25 mph
Silver Saddle Road	Major Collector	Paved	2	35 mph
Skeet Drive	Minor Collector	Paved	2	25 mph
Slayton Ranch Road	Minor Collector	Paved	2	25 mph
Stardust Trail	Minor Collector	Paved	2	25 mph
	Local	Paved	2	25 mph
Sunset Boulevard	Minor Collector	Paved	2	25 mph
Sunset Drive	Local	Unpaved	2	25 mph
Timberline Trail	Local	Unpaved	2	25 mph
Townsend-Winona Road	Minor Arterial	Paved	2	50 mph
US 89, I-40 to study area limits	Principal Arterial - Other	Paved	4	

Table 3 – Major Road Characteristics (continued)

Road Name	Functional Classification	Road Surface	# of Lanes	Speed Limit (mph)
Valley Drive	Local	Unpaved	2	25 mph
Valley View Drive	Local	Unpaved	2	25 mph
Yancey Lane	Local	Unpaved	2	25 mph
	Minor Collector	Paved	2	25 mph

Source: Coconino County

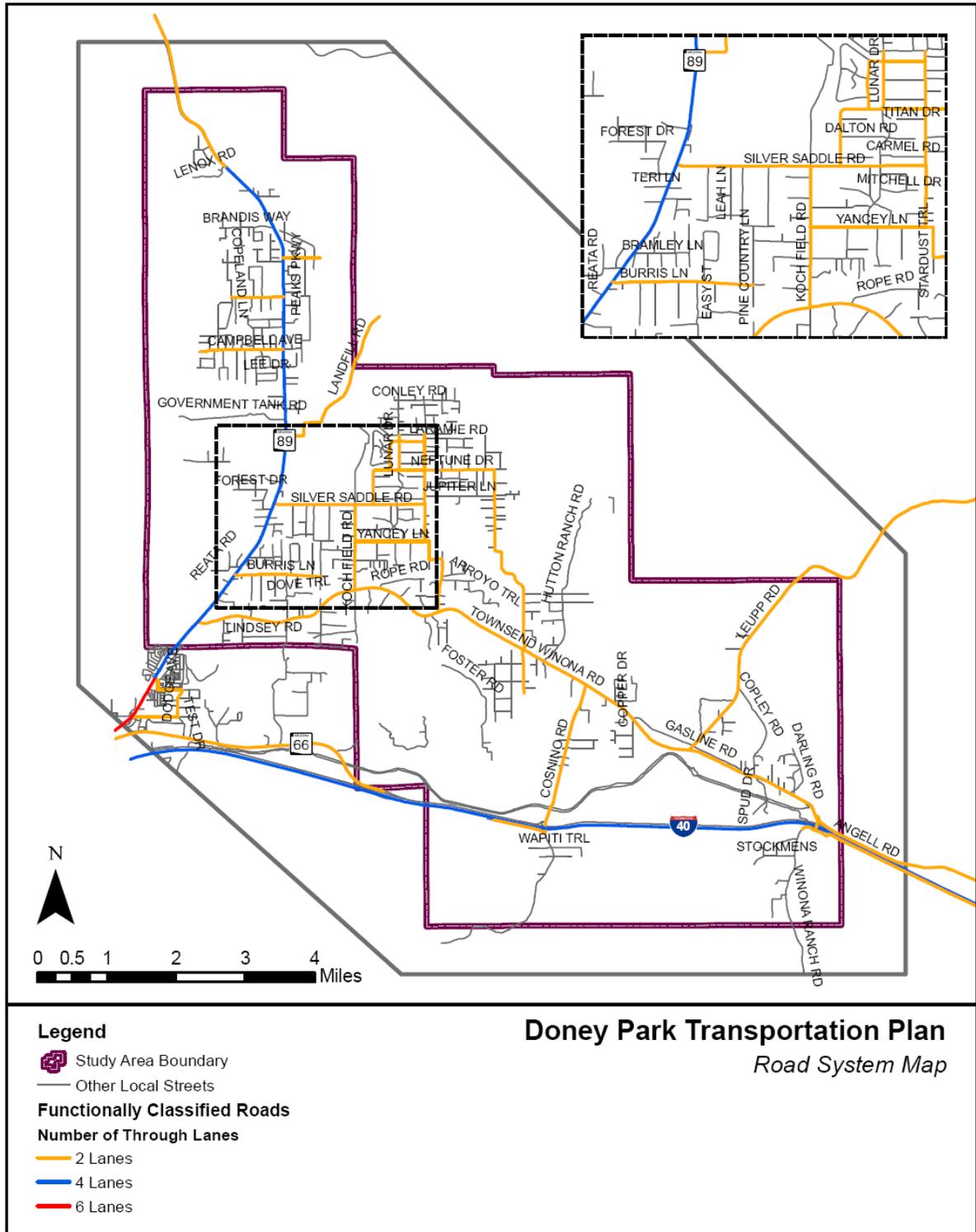


Figure 4 – Road System Map

2.2.2 Crash History

Five years of crash data were obtained and analyzed from ADOT. These data spanned a period from 1/1/2004 to 12/31/2008. During this time period 737 crashes occurred. The crashes predominately occurred on US 89, I-40, and Townsend-Winona Road.

2.2.2.1 Pedestrian and Bicycle Crashes

During this time period there were four pedestrian-motor vehicle crashes and one bicycle-motor vehicle crash. The location of all pedestrian- and bicycle-motor vehicle crashes during this time period is shown in **Figure 5**. Two of the pedestrian-motor vehicle crashes occurred on US 89 at Milepost 420, of which one resulted in a fatality and one involved a possible injury. The fatality occurred at night, and was not reported as being intersection related. The other crash at Milepost 420 was not reported as being intersection related.

Another pedestrian-motor vehicle crash occurred on US 89 at Milepost 428. This crash resulted in a non-incapacitating injury and occurred at night. There was a pedestrian-motor vehicle crash on Slayton Ranch Road near Townsend-Winona Road. It involved a non-incapacitating injury. This crash was not intersection-related and occurred during daylight hours.

The bicycle-motor vehicle crash occurred on the Townsend-Winona Road near Haven Lane. It resulted in a non-incapacitating injury. The crash was classified as not being intersection related, and it occurred during daylight hours.

2.2.2.2 All Other Crashes

Crash severity for all crashes within the analysis period is shown in **Figure 6**. There were 9 fatal crashes and 36 incapacitating-injury/severe injury crashes during this analysis period. Approximately 68% of the crashes involved no injury, 17% of the crashes involved a non-incapacitating injury, and 9% of the crashes involved a possible injury (**Figure 7**). Single vehicle crashes accounted for the largest proportion of crashes (62%). This was followed by rear end collisions (16%).

Figure 8 shows the proportion of crashes that were intersection, driveway, non-junction-related, or unknown. The highest proportion of crashes (74%) was non-junction-related. Intersection related crashes accounted for 19% of the crashes.

Figure 9 shows surface conditions during all crashes. The majority of crashes occurred with dry surface conditions (65%). Snow was present on the road surface during 12% of the crashes. Ice or frost conditions were present during 8% of crashes. Rainy or wet conditions were present during 7% of crashes.

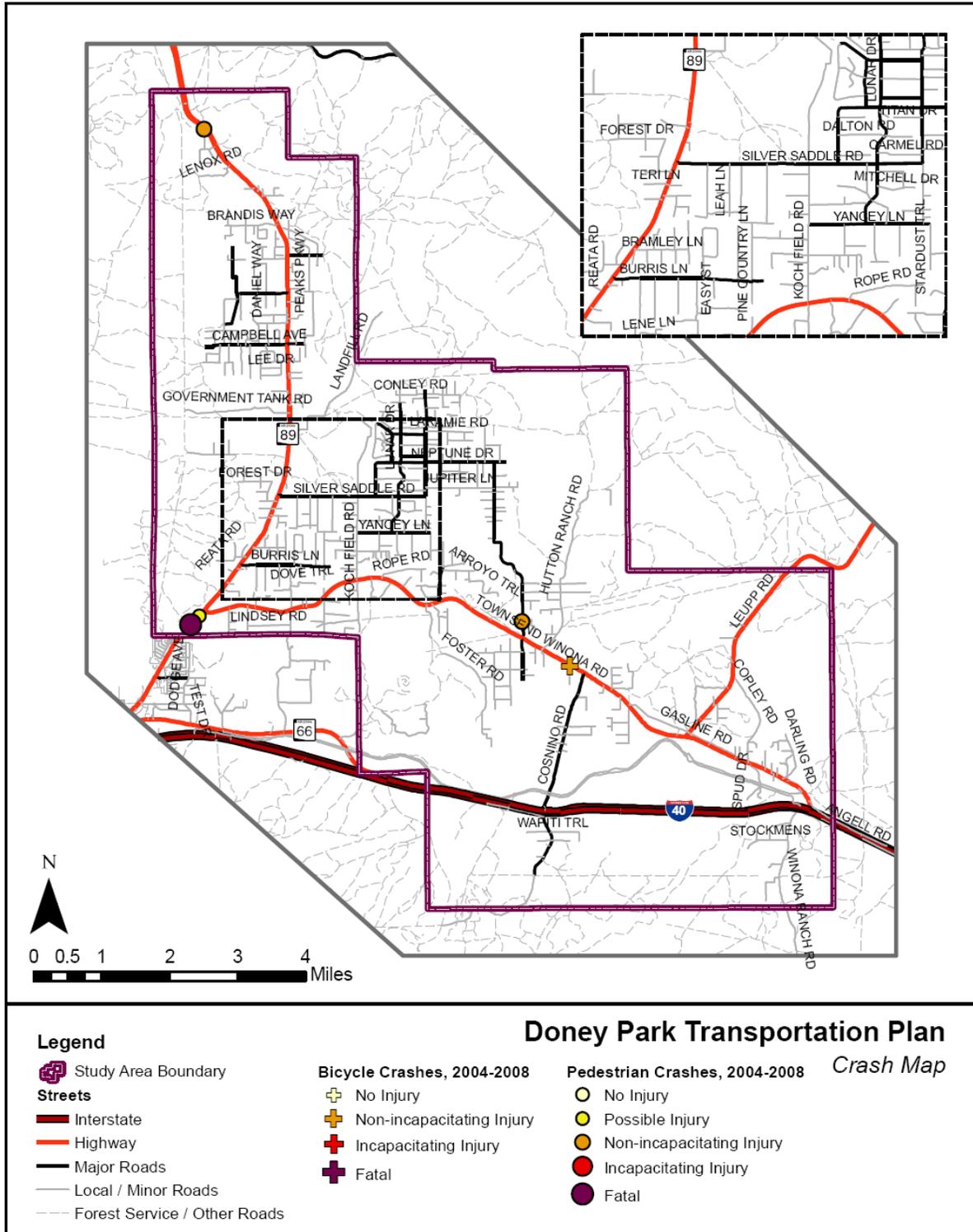


Figure 5 – Bicycle and Pedestrian-Motor Vehicle Crashes, 2004-2008

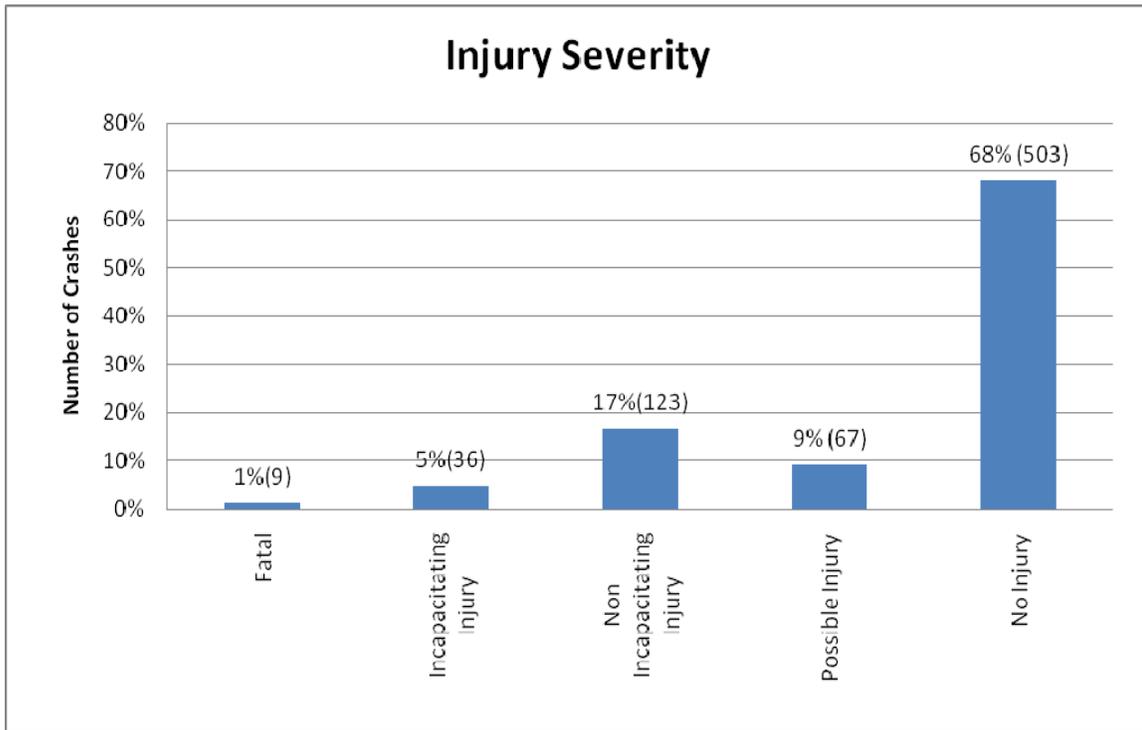


Figure 6 – Injury Severity – All Crashes

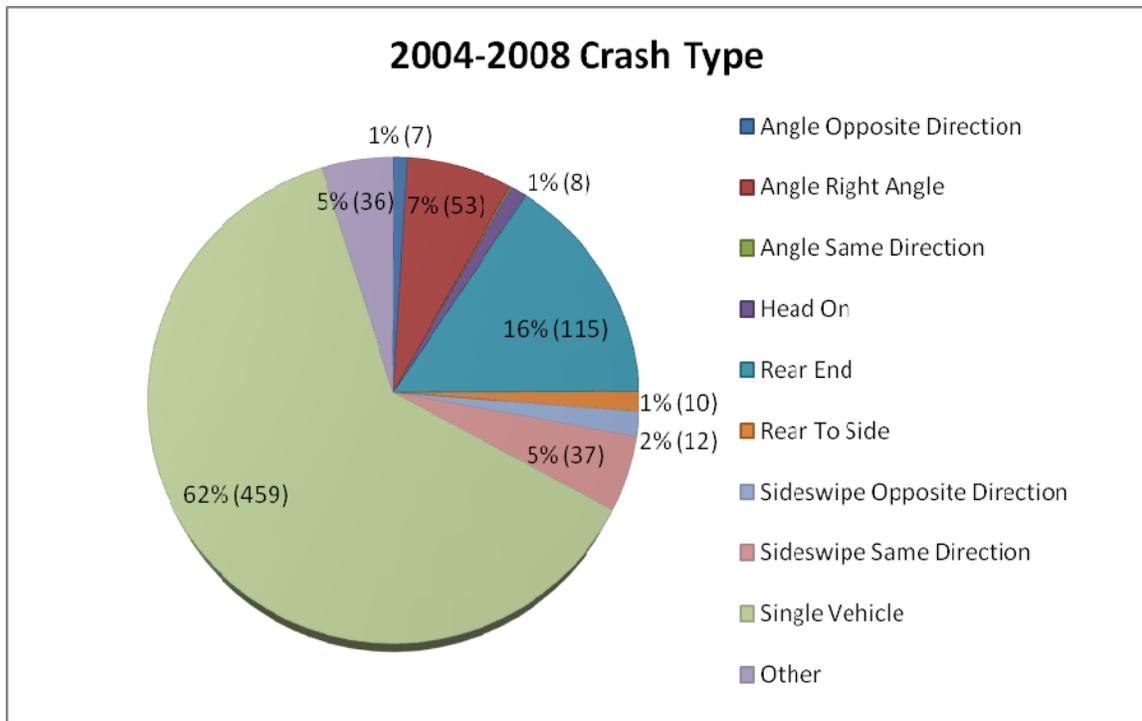


Figure 7 – Crash Type

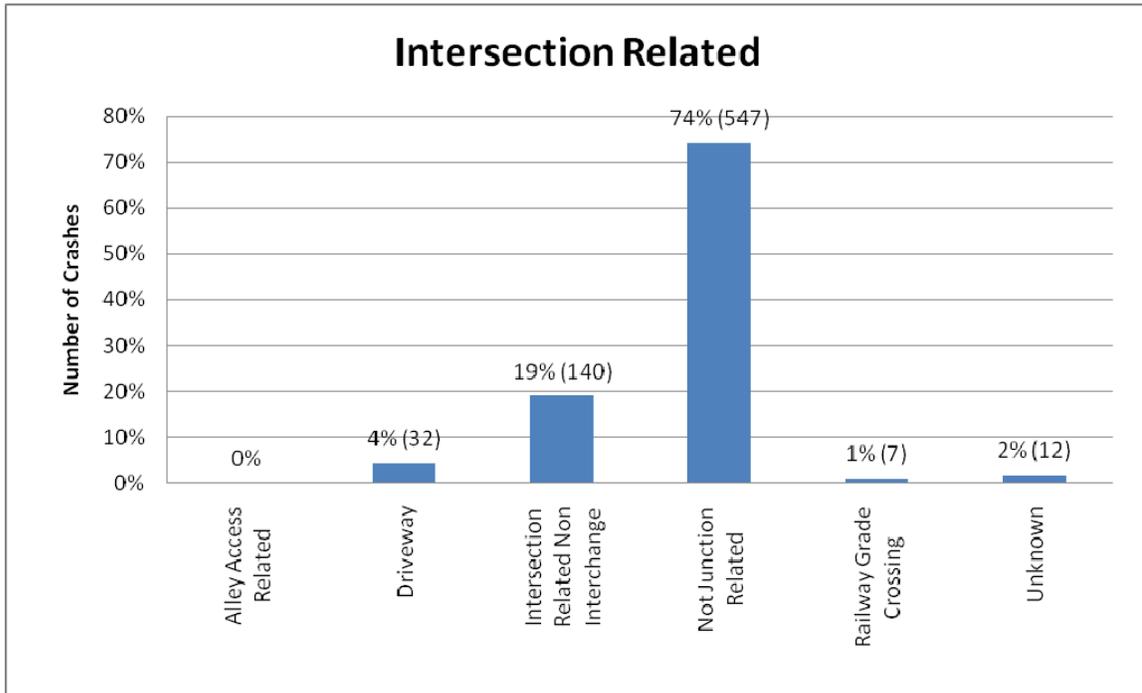


Figure 8 – Intersection and Non-Intersection Related Crashes

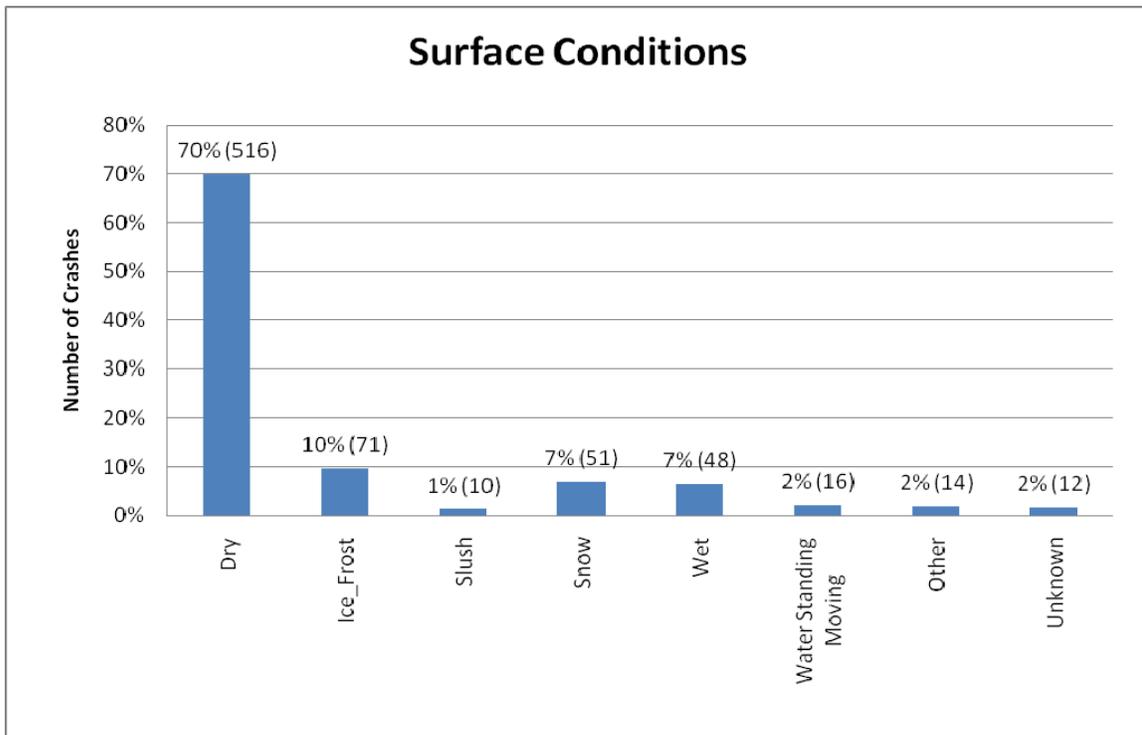


Figure 9 – Surface Conditions Reported for Crashes

2.2.3 Existing Traffic

Existing traffic count data on Coconino County road segments is summarized in **Table 4**. The traffic counts were conducted between 2005 and 2010. At some locations, traffic counts were conducted on multiple years. With the exception of I-40 and US 89, the roads with the highest levels of traffic are Townsend–Winona Road, which carries approximately 7,000 vehicles per day near US 89 (2008 count), and Silver Saddle Road, which carries approximately 5,900 vehicles per day near US 89 (2008 count).

US 89 carried approximately 26,000 vehicles per day in 2008 between I-40 and Townsend–Winona Road. Between Townsend–Winona Road and Silver Saddle Road, traffic decreased to approximately 16,500 vehicles per day, and north of Silver Saddle Road, further decreased to approximately 6,000 vehicles per day (source: ADOT State Highway Traffic Log 2006-2008).

Table 4 – Average Daily Traffic Counts

Road Name	Date	Count Location	Average Daily Traffic (ADT)
Alice Drive	June 11- 20, 2007	Campbell Ave.	119
	June 26 - July 23, 2008	Campbell Ave.	109
	Sep 26 - Oct 9, 2008	Campbell Ave.	123
Brandis Way	July 14 - 25, 2006	US 89	269
	July 30 - Aug 13, 2009	US 89	284
Buckboard Trail	Oct. 14 - 24, 2005	US 89	200
Burris Lane	Oct. 14 - 24, 2005	US 89	1,386
	Aug 25 - Sep 11, 2008	US 89	1,448
Campbell Avenue	Oct. 14 - 24, 2005	US 89	1,416
	June 26 - July 23, 2008	East of Crestview Dr.	869
	Sep 26 - Oct 9, 2008	East of Crestview Dr.	755
	July 30 - Aug 13, 2009	US 89	1,336
Copeland Lane	Oct. 14 - 24, 2005	US 89	480
	Aug 25 - Sep 11, 2008	US 89	620
Cosnino Road	Aug. 4 - 11, 2005	Townsend-Winona Road	1,576
		North of RR Tracks	2,026
	July 31 - Aug 14, 2008	Townsend-Winona Road	1,643
		North of RR Tracks	1,922
Crestview Street	June 20 - July 13, 2007	Campbell Ave.	86
	June 26 - July 23, 2008	Campbell Ave.	84
	Sep 26 - Oct 9, 2008	Campbell Ave.	93
Doney Park Lane	July 14 - 25, 2006	Silver Saddle Road	284
Glodia Drive	June 20 - July 13, 2007	Campbell Ave.	113
	June 26 - July 21, 2008	Campbell Ave.	97

Table 4 – Average Daily Traffic Counts (continued)

Road Name	Date	Count Location	Average Daily Traffic (ADT)
Glodia Drive (continued)	Sep 26 - Oct 9, 2008	Campbell Ave.	103
Henry Drive	Oct. 14 - 24, 2005	US 89	508
	July 30 - Aug 13, 2009	US 89	458
Homestead Lane	Sept. 24 - Oct. 8, 2009	Campbell Ave	102
Hutton Ranch Road	9-Jun-05	Townsend-Winona Road	415
	July 31 - Aug 14, 2008	Townsend-Winona Road	499
	July 30 - Aug 13, 2009	Townsend-Winona Road	460
Interstate 40 (I 40)	2009 AADT	Walnut Canyon to Cosnino Rd.	18,000
	2009 AADT	Cosnino Rd. to Winona Rd.	17,500
Koch Field Road	Sep 28 - Oct 6, 2005	Townsend-Winona Road	2,344
		Silver Saddle Road	1,375
	July 31 - Aug 14, 2008	Townsend-Winona Road	2,251
		Silver Saddle Road	1,320
Lumberjack Blvd	Oct 14 - 24, 2005	Townsend-Winona Road	888
	July 31 - Aug 14, 2008	Townsend-Winona Road	990
Lunar Drive	Sep 28 - Oct 6, 2005	North of Saturn Drive	893
	Aug 25 - Sep 11, 2008	North of Saturn Drive	810
Moonbeam Drive	Sep 28 - Oct 6, 2005	East of Lunar Drive	330
Neptune Drive	Sep 28 - Oct 6, 2005	East of Pioneer Valley Rd.	1,221
		East of Stardust Trail	745
	Aug 25 - Sep 11, 2008	East of Pioneer Valley Rd.	1,109
		East of Stardust Trail	934
Pioneer Valley Road	Sep 28 - Oct 6, 2005	Neptune Drive	845
	Aug 25 - Sep 11, 2008	Neptune Drive	842
Rio Rancho Road	July 14 - 25, 2006	Ladera Drive	602
	July 30 - Aug 13, 2009	Ladera Drive	640
Saturn Drive	Sep 28 - Oct 6, 2005	East of Lunar Drive	209
Silver Saddle Road	Sep 28 - Oct 6, 2005	US 89	6,054
		West of Koch Field Road	5,361
		East of Skeet Drive	2,428
	July 31 - Aug 14, 2008	US 89	5,910

Table 4 – Average Daily Traffic Counts (continued)

Road Name	Date	Count Location	Average Daily Traffic (ADT)
Silver Saddle Road (continue)	July 31 - Aug 14, 2008 (continued)	West of Koch Field Road	5,314
		East of Skeet Drive	2,664
Skeet Drive	Sep 28 - Oct 6, 2005	Silver Saddle Road	2,275
	Aug 25 - Sep 11, 2008	Silver Saddle Road	2,123
Slayton Ranch Road	Sep 28 - Oct 6, 2005	Townsend-Winona Road	909
	July 31 - Aug 14, 2008	Townsend-Winona Road	1,017
Stardust Trail	Sep 28 - Oct 6, 2005	North of Silver Saddle Road	1,931
	Aug 25 - Sep 11, 2008	North of Silver Saddle Road	2,248
	June 3 - 17, 2010	Yancey Lane	351
Sunset Boulevard	Oct. 14 - 24, 2005	US 89	759
	July 30 - Aug 13, 2009	US 89	777
Sunset Drive	July 14 - 25, 2006	US 89	273
	July 30 - Aug 13, 2009	US 89	340
Timberline Trail	Oct. 14 - 24, 2005	US 89	134
Townsend-Winona Road	Aug 4 - 11, 2005	US 89	7,623
		East of Koch Field Road	5,323
		East of Cosnino Road	3,806
		East of Leupp Road	1,746
	July 31 - Aug 14, 2008	US 89	6,974
		East of Koch Field Road	4,755
		East of Cosnino Road	3,466
		East of Leupp Road	1,571
US 89	2008 AADT	I-40 to Townsend-Winona Rd.	26,000
	2008 AADT	Townsend-Winona Rd. to Silver Saddle Rd.	16,500
	2008 AADT	North of Silver Saddle Rd.	6,000
Valley Drive	June 20 - July 13, 2007	Campbell Ave.	25
	June 26 - July 23, 2008	Campbell Ave.	41
	Sep 26 - Oct 9, 2008	Campbell Ave.	41
Valley View Drive	Sept. 24 - Oct. 8, 2009	Campbell Ave.	95
Yancey Lane	Sep 28 - Oct 6, 2005	Koch Field Road	709
	July 30 - Aug 13, 2009	Koch Field Road	806
	June 3 - 17, 2010	Stardust Trail	441

Source: Coconino County

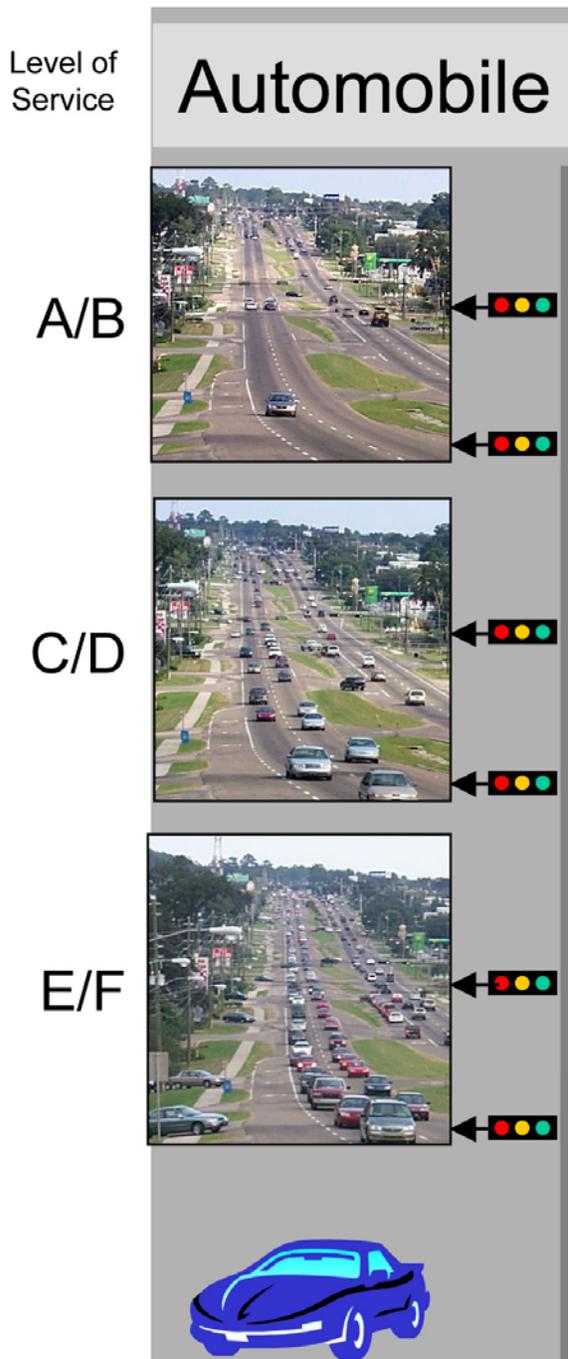
2.2.4 Roadway Segment Levels of Service

Roadway traffic operations are defined and categorized by the amount of delay experienced by an average driver. The operations are categorized by a grading system called level of service (LOS), which has a letter designation ranging from A (no delay) to F (severe congestion).

LOS is generally defined as follows:

- LOS A represents free flow.
- LOS B represents reasonably free flow, but the presence of other users in the traffic stream begins to be noticeable.
- LOS C represents stable flow. The operation of individual users is somewhat affected by interactions with others in the traffic stream. LOS D represents high-density but stable flow. The operation of individual users is significantly affected by interactions with others in the traffic stream.
- LOS E represents unstable flow, meaning operating conditions are at or near the capacity level. The operation of individual users is heavily affected by interactions with others in the traffic stream.
- LOS F represents forced or breakdown flows, meaning operating conditions have exceeded the capacity level. The operation of individual users is severely affected by interactions with others in the traffic stream.

Highway Capacity Software (HCS) was utilized to develop traffic service volume thresholds for study area roadways. The underlying methodologies in HCS are based on HCM 2000 procedures and other research. The daily volume thresholds for LOS C and LOS D are shown in **Table 5**.



Source: Florida DOT Quality of Service Handbook, 2002

Table 5 – Maximum Daily Volume Thresholds

Roadway Category	LOS A	LOS B	LOS C	LOS D	LOS E
	Annual Average Daily Traffic				
2 Lane Undivided	--	2900	8600	10800	11500
2 Lane with a Center Left Turn Lane / 2 Lane Divided		3800	11000	13400	14100
4 Lane Divided		8300	23700	27000	28400
2-Lane Highway	2300	5500	11300	16600	21500

Source: Kimley-Horn and Associates, Inc, Highway Capacity Software Analysis

Roadway segments below the maximum volume threshold for LOS C likely do not currently need additional through capacity while roadway segments above the maximum volume threshold for LOS D likely do currently need additional through capacity. For roadway segments between the maximum volume thresholds for LOS C and LOS D, more detailed analysis should be conducted to evaluate intersection geometry, traffic control, and number and spacing of driveways to determine if additional through capacity is needed.

Based on the maximum volume thresholds in **Table 5** and the daily volumes from **Table 4**, no study area roadway segments for which existing traffic count volumes were available exceed the maximum volume for LOS C or D.

2.2.5 Future Traffic Data

The ADOT Multimodal Planning Division provides twenty year traffic projections on state highway segments. These segment-by-segment traffic volume forecasts and annual growth rates were developed through a regression analysis of historical vehicle travel activity at various levels of aggregation. Forecast 20-year daily traffic on US 89 is shown in **Table 6**.

Table 7 shows 2007 and 2030 traffic forecast volumes for a number of other roads in the study area. These traffic forecast volumes were obtained from the *Engineering Study for Townsend – Winona Road and Leupp Road*. Road segments that are projected to drop below Level of Service C in 2030, based on the criteria in **Table 5**, are Townsend-Winona Road, from US 89 to Rain Valley Road, and US 89 south of the Townsend-Winona Road.

Table 6 – ADOT Traffic Forecasts on US 89

Road	Road Segment	2008 AADT	2028 Traffic Forecast	Annual Growth Rate (%)	Long Term 20-year Growth Rate (%)	2028 LOS
US 89	I-40 to Townsend–Winona Road	26,000	36,000	1.57%	38.5%	F
	Townsend – Winona Road to Silver Saddle Road	16,500	23,500	1.80%	42.4%	C
	Silver Saddle Road to Sunset Crater National Forest Service Road 545	6,600	8,700	1.35%	31.8%	C

Source: Arizona State Highway System 20-year daily traffic forecasts,
<http://www.azdot.gov/mpd/data/Reports/PDF/SHS2028AADTForecastsver2.pdf>, referenced 8/13/2010.

Table 7 – 2030 Study Area Traffic Forecasts

Road	Road Segment	2007 AADT	2030 Traffic Forecast	Annual Growth Rate (%)	Long Term 20-year Growth Rate (%)	2030 LOS
Cosnino Road	I-40 to Townsend-Winona Road	1,700	4,000	3.79%	135.3%	C
Leupp Road	North of Townsend-Winona Road	3,700	7,000	2.81%	89%	C
Townsend-Winona Road	US 89 to Rain Valley Road	7,600	11,400	1.78%	50%	D
	Rain Valley Road to Koch Field Road	6,100	10,600	2.43%	73.8%	C
	Koch Field Road to Slayton Ranch Road / Lumberjack Boulevard	4,600	10,000	3.43%	117%	C

Table 7 – 2030 Study Area Traffic Forecasts (continued)

Road	Road Segment	2007 AADT	2030 Traffic Forecast	Annual Growth Rate (%)	Long Term 20-year Growth Rate (%)	2030 LOS
Townsend-Winona Road (continued)	Slayton Ranch Road / Lumberjack Boulevard to Cosnino Road	4,200	7,000	2.25%	66.7%	C
	Cosnino Road to Leupp Road	3,000	6,000	3.06%	100%	C
	Leupp Road to I-40	2,100	4,000	2.84%	90.5%	C
US 89	South of Townsend-Winona Road	28,380	38,000	1.28%	33.9%	F

Source: *Final Engineering Study for Townsend–Winona Road, Jct. 89 to Jct. I-40, Leupp Road, Jct. Townsend-Winona Road, East 1 mile*, page A-21.

2.2.5.1 Planned Projects

Table 8 shows roadway, pavement preservation and projects contained in the Fiscal Year 2011-2015 Flagstaff Metropolitan Planning Organization (FMPO) Transportation Improvement Program (Draft).

Table 8 – Fiscal Year 2011 - 2015 Projects

Road	Project Location	Project Description	Year	Cost (\$000)
Cosnino Road	South end	Grade change and reconstruct	2013	\$3,000
Stardust Trail	Yancey Lane to Rio Rancho	New Construction of 2-lane roadway-rural collector	2011	\$1,500
Townsend – Winona Road	East of Leupp	Pavement Preservation	2014	\$1,520
Townsend – Winona Road	4-miles west of Leupp Road	Pavement Preservation	2015	\$1,760

Table 8 – Fiscal Year 2011 - 2015 Projects (continued)

Road	Project Location	Project Description	Year	Cost (\$000)
Route 66 East Trail	Multi-use trail on north side from Country Club to Mall Way	Enhancement Project	2011	\$696

Source: Flagstaff Metropolitan Planning Organization, *Draft 2011 – 2015 Transportation Improvement Program*

2.3 Existing and Future Pedestrian and Bicycle Facilities

Bicycle and pedestrian facilities are an important part of the multimodal transportation network in that they provide alternative options for travel. Pedestrian networks are typically comprised of sidewalks, trails, or shared use paths. According to the Manual of Uniform Traffic Control Devices, a shared use path is “a bikeway outside the traveled way and physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent alignment. Shared-use paths are also used by pedestrians (including skaters, users of manual and motorized wheelchairs, and joggers) and other authorized motorized and non-motorized users.” A trail is defined by the Merriam-Webster Dictionary as “a marked or established path or route especially through a forest or mountainous region.”

Bicycle networks can include streets that are designated as bicycle routes and may include striped bicycle lanes, shared lanes, or paved shoulders.

2.3.1 On-Street Pedestrian Facilities

Existing pedestrian facilities in the study are summarized in **Table 9**. Information from Coconino County and visual inspection indicated that sidewalks are located on Silver Saddle Road, from Koch Field Road to Skeet Drive (located on both sides of Silver Saddle Road). There is a sidewalk located on both sides of US 89 that extends from the southern study area limit to just south of the Townsend-Winona Road/US 89 intersection.

There is a paved pathway on Koch Field Road, extending south of Silver Saddle Road. There is an unpaved path on Campbell Avenue, from US 89 west to the end of the street.

Table 9 – Pedestrian Facilities

Road Name	Feature	Termini	Total Length (linear feet)
Campbell Avenue	Unpaved Trail	US 89 to USFS boundary (only on north side of Campbell Ave.)	6,864
Koch Field Road	Paved Trail	Silver Saddle Rd. to Kavanaugh Way (only on east side of Koch Field Rd.)	4,224
Silver Saddle Road	Sidewalk	Koch Field Rd. to Skeet Dr. (both sides of Silver Saddle Rd.)	2,640
	Unpaved Trail	Skeet Dr. to Stardust Tr. (only on south side of Silver Saddle Rd.)	3,960

Table 9 – Pedestrian Facilities (continued)

Road Name	Feature	Termini	Total Length (linear feet)
US 89	Sidewalk	I-40 to south side of Townsend- Winona Road (both sides of US 89)	9,050 (approx.)

Source: Coconino County

2.3.2 Existing Trails

Trails connect residents and visitors to recreational areas, open space, and other activity centers. This section describes existing trails in the Doney Park area, and planned trail projects. Trails in the Doney Park area are shown in **Figure 10**.

The primary trail systems in the study area are:

1. **National Forest System trails/roads**, which include the Sandy Seep Trail, Little Elden Trail, Fatman’s Loop, and the Old Caves Crater Trail in the study area.
2. **Flagstaff Loop Trail (FLT)** is a 42-mile regional pathway that intersects with most regional highways and provides connectivity between public lands and many Flagstaff area neighborhoods via the City of Flagstaff’s Urban Trail System. In the study area it overlaps with segments of the Arizona Trail and Forest Service trails such as the Sandy Seep trail.
3. **Flagstaff Urban Trail System (FUTS)** within the study area includes the North 89 Trail.
4. **Arizona Trail** is an 800 mile trail which, when completed, will extend from Mexico to Utah. It traverses the south western part of the study area.

A brief description of each of these trail systems is provided as follows, and existing trails are also summarized in **Table 10**.

2.3.2.1 National Forest Service Trails

There are numerous trails throughout the Coconino National Forest within the study area. The main trails which can be accessed from US 89 are the Sandy Seep Trail, Fatman’s Loop and the Elden Lookout Trail.

The Old Caves Crater Trail has its main access from Silver Saddle Road. It also has an access from Cinder Lake Landfill Road.

2.3.2.2 Flagstaff Loop Trail

The Flagstaff Loop Trail is a 42-mile non-motorized trail which includes existing trails, portions of the Arizona Trail, some social trails, and some 2-track road converted to trail. Currently the trail is disconnected, but approximately 20 miles have been completed. When completed the 42 mile trail will circumnavigate Flagstaff, providing access from all areas of the city. The Flagstaff Loop Trail links to the Flagstaff Urban Trails System, Coconino National Forest System trails, and the Arizona Trail. It is designed to provide non-motorized recreation and commuter users with access to public lands and public spaces all over Flagstaff. FLT is a collaborative project between Coconino National Forest, Flagstaff Biking Organization (FBO), City of Flagstaff, and Coconino County. Additional data on the Loop Trail can be found on the website <http://flagstaffbiking.org/loop-trail/>.

2.3.2.3 Flagstaff Urban Trail System

The Flagstaff Urban Trails System (FUTS) is a city-wide network of non-motorized, shared-use pathways that are used by bicyclists, walkers, hikers, runners, and other users for both recreation and transportation. At present there are approximately 50 miles of FUTS trails in Flagstaff. The overall master plan shows approximately 80 miles of future trails, to complete a planned system of 130 miles. About half of the miles of existing trails are paved, either in concrete or asphalt, and half consist of a hard-packed, aggregate surface. FUTS trails are generally eight or ten feet in width. There is a North 89 trail which extends from Marketplace Drive on US 89 to Snowflake Drive, at the south boundary of the study area. There are planned FUTS trail connections on US 89 and Route 66.

2.3.2.4 Arizona Trail

The Arizona Trail is more than 800 miles extending from Mexico to Utah connecting numerous sites throughout Arizona. It is designated as a National Scenic Trail. The trail is divided into 43 passages. In the Doney Park area, passage 32-Mt. Elden, extends from I-40, west of the Cosnino Exit, to Schultz Pass. The trail goes north, goes under some railroad tracks and heads west. It follows Wildcat Canyon then extends west across a large open area. The trail then continues northwest up to the Rio de Flag and a bridged crossing. Climbing out of this drainage the trail crosses a number of 2-track roads and then goes under Highway 89. A turn to the northeast and it reaches the junction to the Sandy Seep Trailhead. The route then follows the Sandy Seep Trail, connects with the Little Elden Trail, climbs up and around Little Elden Mountain and then reaches Schultz Pass Road and the Schultz Pass Trailhead.

2.3.3 Proposed Trails and Off-Street Facilities

This section describes trails that have been proposed in previous plans and studies. Proposed trails are shown in **Figure 10**.

2.3.3.1 Timberline Trail

The Timberline Trail has previously been proposed within the study area. It is a proposed north-south route, located west of US 89. The trail would provide access to U.S. Forest trails along Mount Elden, the FUTS, and the Flagstaff Loop Trail. Currently, a final decision regarding the trail has not been made. The *Timberline Trail Project Public Comment Summary* (February 2009) indicated a number of concerns, including:

- Non-residents using the trail and parking in the neighborhoods.
- Constructing a trail too close to private land.
- An increase of transients and non-residents in the area.

As part of the *Timberline Trail Plan* (draft December 2008), a trails interest survey was conducted in the Doney Park, Timberline, and Fernwood areas in 2004:

- The ninety-five survey respondents viewed the primary purpose of the new trail as recreation (92%) as opposed to walking dogs (43%) and commuting to school/work (41%). Respondents wanted to use the trail for hiking/walking (81%), mountain biking (63%), running/jogging (45%), horseback riding (41%) and ATV/motorcycle (11%).
- Preferred destinations were Forest Service trails (79%), City of Flagstaff (56%), Flagstaff Mall (42%), parks (39%), and schools (23%).

2.3.3.2 Townsend- Winona Road Trail

As part of the *Engineering Study for Townsend – Winona Road (Junction 89 to Junction I-40) and Leupp Road (Junction Townsend –Winona Road, East 1 mile)* pathways are recommended along the Townsend-Winona Road. It was noted that in the areas where the Townsend-Winona Road corridor lays next to the Coconino National Forest Service Lands, it may be desirable to place the path on Forest Service Lands. Other suggestions were that the County may want to consider pathway construction at certain locations to complement the existing adjacent pathway system. An example was a connection to Koch Field Road. It was also suggested that pathways should be constructed for both pedestrians and horses, but barriers needed to be placed to prevent ATVs from using the pathways. It was noted that some equestrian groups may request horse step-through gates at certain locations in the right-of-way fence.

2.3.3.3 Picture Canyon Trail

The Picture Canyon Trail is proposed as a future trail in the Flagstaff Urban Trails System. The proposed trail would begin near the intersection of Marketplace Drive and Mall Way and extend to Townsend-Winona Road.

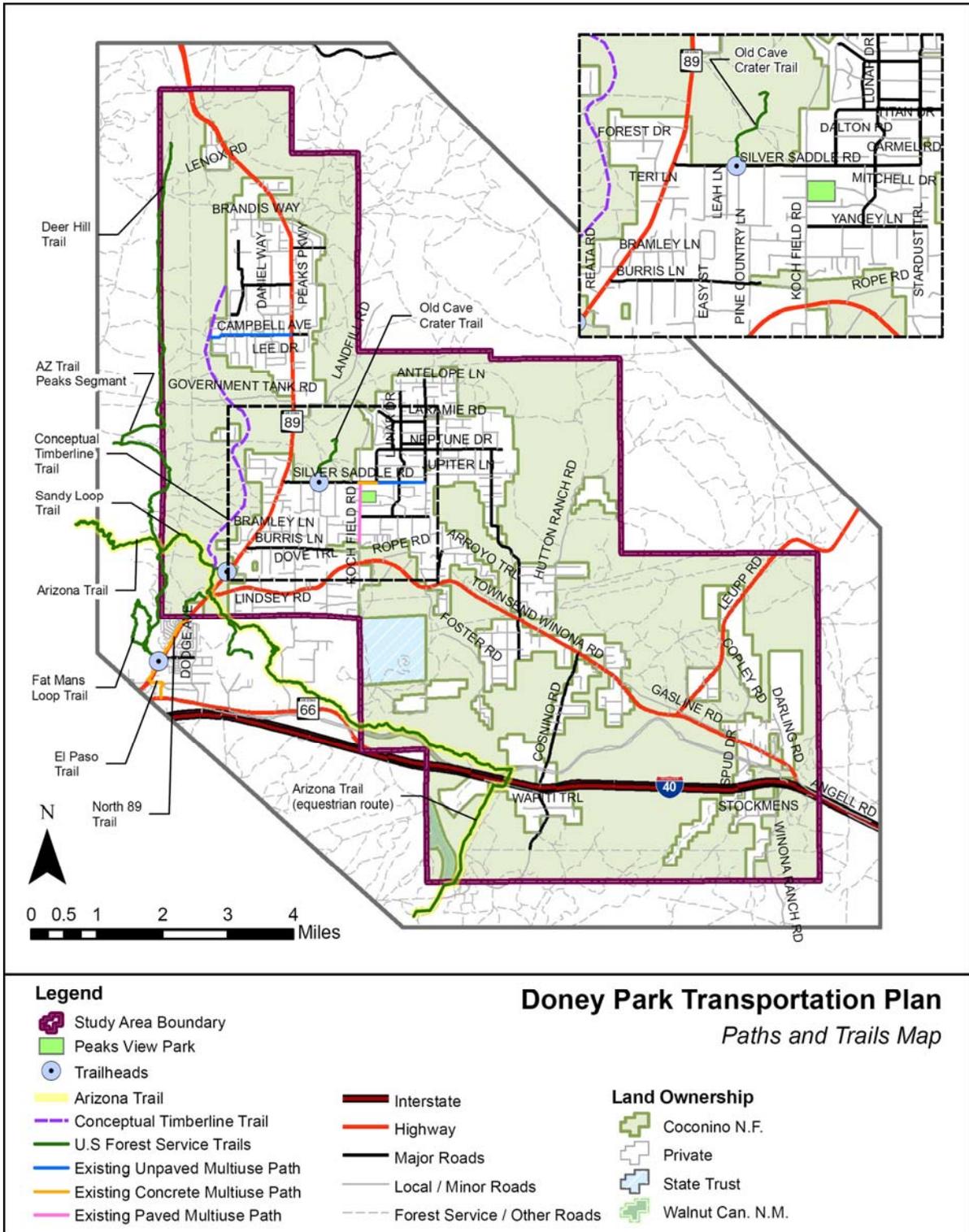


Figure 10 – Existing and Proposed Trails



Table 10 – Study Area Trails

Trail Name	Jurisdiction	Endpoints	Length (miles)	Surface	Rating (based on Grades) ¹	Connects Activity Centers	Intersecting Trails	Comments
Coconino County Trails								
Peaks View County Park Trail	Coconino County	Perimeter trail around Peaks View County Park	1	Graded	Easy	Peaks View County Park	None	
Flagstaff Loop Trail (partnership with Coconino National Forest, Flagstaff Biking Organization (FBO), City of Flagstaff, and Coconino County)								
Flagstaff Loop Trail	Crosses multiple jurisdictions	N/A	42	A mix of unpaved and paved trails	Varies	Townsend-Winona Road/US89 to Activity Centers in Flagstaff.	Links to the FUTS, US Forest System trails, and the Arizona Trail.	
U.S. Forest Service Trails								
Elden Lookout Trail #4	U.S. Forest Service – Coconino National Forest	Peaks Ranger Station	3	Graded	Strenuous	Peaks Ranger Station Mount Elden Flagstaff Mall	Fatman's Loop Oldham Trail	
Fatman's Loop Trail #25*		Peaks Ranger Station	2	Graded	Easy	Peaks Ranger Station Flagstaff Mall	Elden Lookout Trail	
Old Caves Crater Trail		Base of extinct cinder cone volcano, Silver Saddle Road	1.3	Graded	Moderate	Old Caves Crater Silver Saddle Road	Crater Loop Trail	Coconino National Forest Trail Entry via Silver Saddle Road



Table 10 – Study Area Trails (continued)

Trail Name	Jurisdiction	Endpoints	Length (miles)	Surface	Rating (based on Grades) ¹	Connects Activity Centers	Intersecting Trails	Comments
Sandy Seep Trail #129	U.S. Forest Service – Coconino National Forest Trail	Forest Road 9139 to Little Elden Trail	1.5	Graded	Moderate	Mount Elden Equestrian Bypass of Arizona Trail	Little Elden Trail Heart Trail	Coconino National Forest Trail closed to entry by cars Entry via Forest Road ½ mile north of Townsend Winona Road
Flagstaff Urban Trail System Trail (FUTS)								
North 89 Trail*		Marketplace Drive to Snowflake Drive	1.1	Concrete: 100 percent of the trail (1.1 mi 1.7 km)	Easy	Christensen School USFS Peaks Ranger Station Mt. Elden Trailhead	El Paso Trail Mt. Elden Lookout Trail (USFS)	This trail ends south of the study area

¹Ratings:

- Easy: (grades <5%)
- Moderate (grades between 5 and 10 %)
- Steep (grades between 10 and 15%)
- Very Steep (grades > 15%)

Source: Coconino National Forest Website: http://www.fs.fed.us/r3/coconino/recreation/peaks/rec_peaks.shtml, accessed 7/7/10,

*The Fatman's Loop Trail and North 89 Trail are outside of the study area, but they are in close proximity to the study area and connect to trails that are within the study area. For these reasons they are included with the study area trails.

2.3.4 Doney Park Timberline Fernwood Area Plan and Status

A goal of the *Doney Park Timberline Fernwood Area Plan* (Plan) is to provide a non-motorized trail system to provide access between neighborhoods and schools, public lands, and other trail systems. The plan also has 12 policies with respect to trails and alternative transportation. These are shown in their entirety in Appendix A.

The Plan has the following policy to establish the following non-motorized trails (where easements can be obtained):

- Pedestrian/Bicycle/Equestrian trails in the Planning Area
- Trails along existing and proposed collector streets (indicated as a high priority in the public open houses);
- A trail along the Rio de Flag and links to the city FUTS trails as depicted in the Open Spaces & Greenways Plan;
- Non-motorized Pedestrian/Bicycle/Equestrian trails along arterial roads (Highway 89 and Townsend Winona Road);
- Non-motorized loop trails in the Old Caves Crater area and the cinder hill between Slayton Ranch Road and Stardust Trail. Identify and implement additional loop trails in appropriate areas;
- Trail linkages between Timberline-Fernwood and the Koch Field area from the east side of Highway 89 (providing access to the Peaks View Park);
- Trail linkages between the north and east sides of Doney Park to proposed Townsend-Winona Road corridor in the Open Spaces and Greenways Plan;
- Continuation of the proposed trail corridor in the Open Spaces & Greenways Plan that dead ends in Winona to loop back to an existing or proposed trail;
- A trail over Crisp Hill from east to west; and
- A connection from Eagle and Atkinson to the north end of Copeland/Tanager.

A summary of the status of these recommendations is provided in **Table 11**.

Table 11 – Status of Doney Park Timberline Fernwood Area Plan Multimodal Elements

Policy to Establish Trail	Status (2010)	Potential Need
Pedestrian, bicycle, and equestrian trails in the planning area	Incomplete	Consider for incorporation into this plan
Trails along existing and collector streets	Incomplete	Consider for incorporation into this plan
A trail along the Rio de Flag and links to the city FUTS trails as depicted in the Open Spaces & Greenways Plan	A trail along the Rio de Flag is planned as part of a proposed Picture Canyon Trail. (source: FUTS East Flagstaff Trails Plan, http://flagstaff.az.gov/DocumentView.aspx?DID=10788)	Design and Implement Picture Canyon Trail corridor
Non-motorized Pedestrian/Bicycle/Equestrian trails along arterial roads (Highway 89 and Townsend Winona Road)	There are sidewalks on both sides of US 89 from I-40 to south of Townsend–Winona Road. The Engineering Study for the Townsend-Winona Road (2008) recommended paths on both sides of the road.	US 89: Extend sidewalk or shared use path north on US 89 Townsend-Winona Road: develop detailed path plan and implement it
Non-motorized loop trails in the Old Caves Crater area and the cinder hill between Slayton Ranch Road and Stardust Trail.	Partially complete- there are non-motorized trails around Old Caves Crater.	Input required from the U.S. Forest Service Travel Management Plan
Trail linkages between Timberline-Fernwood and the Koch Field area from the east side of Highway 89 (providing access to the Peaks View Park)	Incomplete. There are sidewalks on both sides of US 89 from I-40 to south of Townsend–Winona Road	To enhance connection of Peaks View Park, extend US 89 sidewalk to Silver Saddle Road and construct sidewalk on Silver Saddle Road from US 89 to Skeet Drive
Trail linkages between the north and east sides of Doney Park to proposed Townsend-Winona Road corridor in the Open Spaces & Greenways Plan	The Engineering Study for Townsend –Winona Road (2008) recommends paths along the road and trail linkages, where feasible.	Provide trails to the north from the Townsend–Winona Road. Potential connections could be at Koch Field Road, Slayton Ranch Road, and Rio Rancho Road
Continuation of the proposed trail corridor in the Open Spaces & Greenways Plan that dead ends in Winona to loop back to an existing or proposed trail	<i>No activity.</i>	Consider for incorporation into this plan
A trail over Crisp Hill from east to west	<i>No activity.</i> This is currently a social trail.	Consider for incorporation into this plan
A connection from Eagle and Atkinson to the north end of Copeland/Tanager	<i>No activity.</i>	Consider for incorporation into this plan

2.4 Existing and Future Transit Service

2.4.1 Fixed Route Transit Service

The Mountain Line fixed route transit service in the vicinity of the study area is shown in **Figure 11**. Route 66 extends to Snowflake Drive, and is the closest route to the Doney Park area. This route operates weekdays on an hourly basis from 6:15 a.m. to 10 p.m. On weekdays the route operates on a 30-minute frequency during peak periods (6:15 a.m. to 6:35 p.m.). In the evenings, it operates on a one-hour frequency until 10 p.m. On the weekend the route operates on one-hour frequency from 7:15 a.m. to 8:00 p.m. This route also serves the Flagstaff Mall and the Downtown Flagstaff Transfer Center, via Route 66. All fixed route Mountain Line buses have bike racks that hold two or three bicycles each.

2.4.2 Potential Future Transit Service

In the draft Flagstaff MPO *2011- 2015 Transportation Improvement Plan*, a Mall Transfer center is planned at the Flagstaff Mall in FY 2010.

The Flagstaff Regional Human-Services Transportation Coordination Plan (May 2010), identified a need for provision of fixed route, express bus and vanpool service in the Doney Park and Winona area. Fixed route service typically provides transit service on a specific route at designated stops and times. Express bus service typically provides limited stop service during peak hours. This was also a need expressed from stakeholder input at annual workshops conducted since 2006, as well as the FMPO's annual survey of transportation providers.

An unmet need in the Doney Park area is the provision of fixed route and express bus service. The NAIPTA Study (2009) presented three potential transit service scenarios for the Doney Park area that are shown in **Figure 12**. These are described as follows:

- Scenario A - Express bus service on US 89 and Silver Saddle Road (to Koch Field Road).
- Scenario B - Express bus service on US 89 to Campbell Avenue and on Silver Saddle Road (to Koch Field Road).
- Scenario C - Fixed route bus service on US 89, Silver Saddle Road, Koch Field Road, and Townsend-Winona Road.

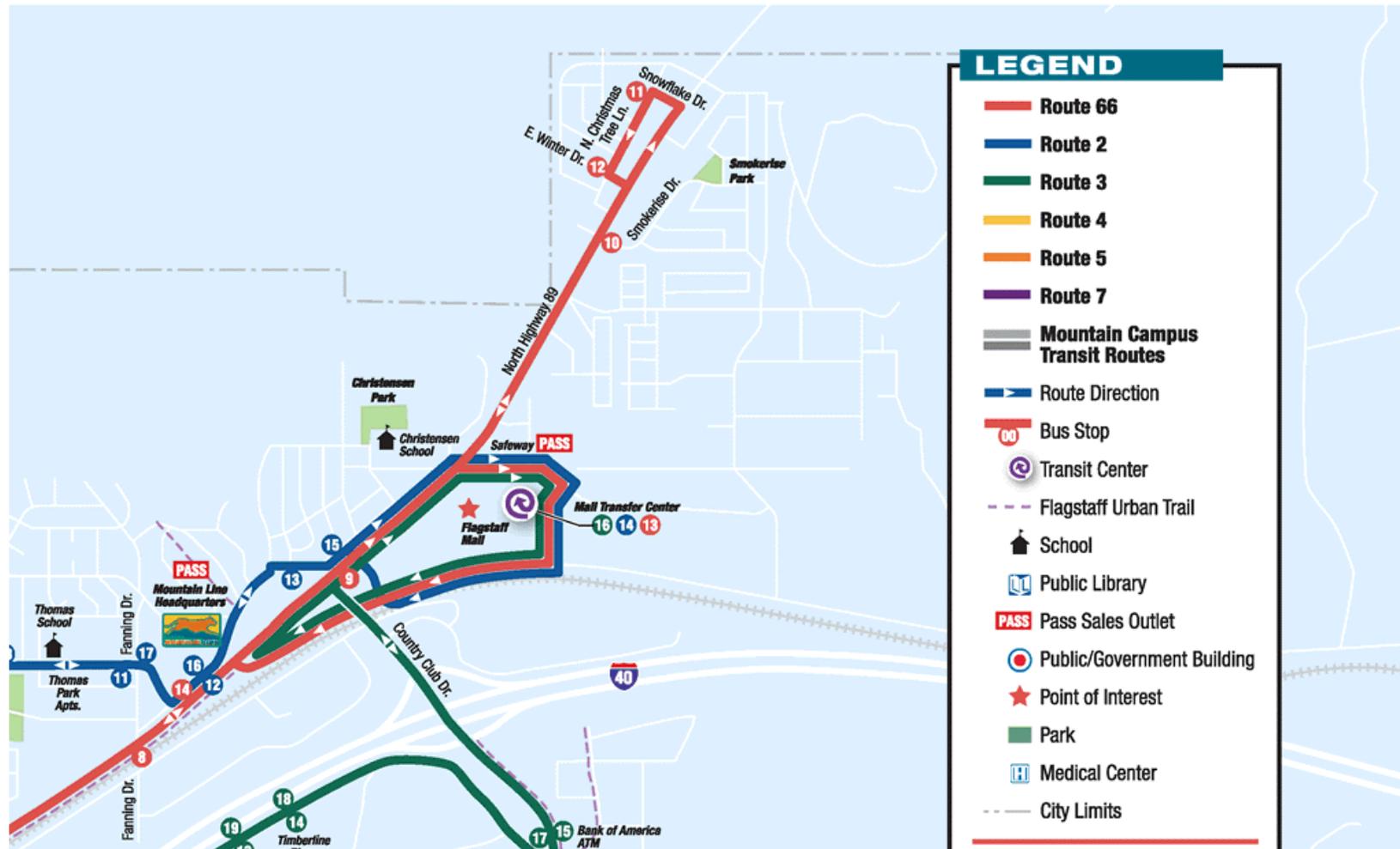


Figure 11 – Existing Fixed Route Transit Service in Northeast Flagstaff

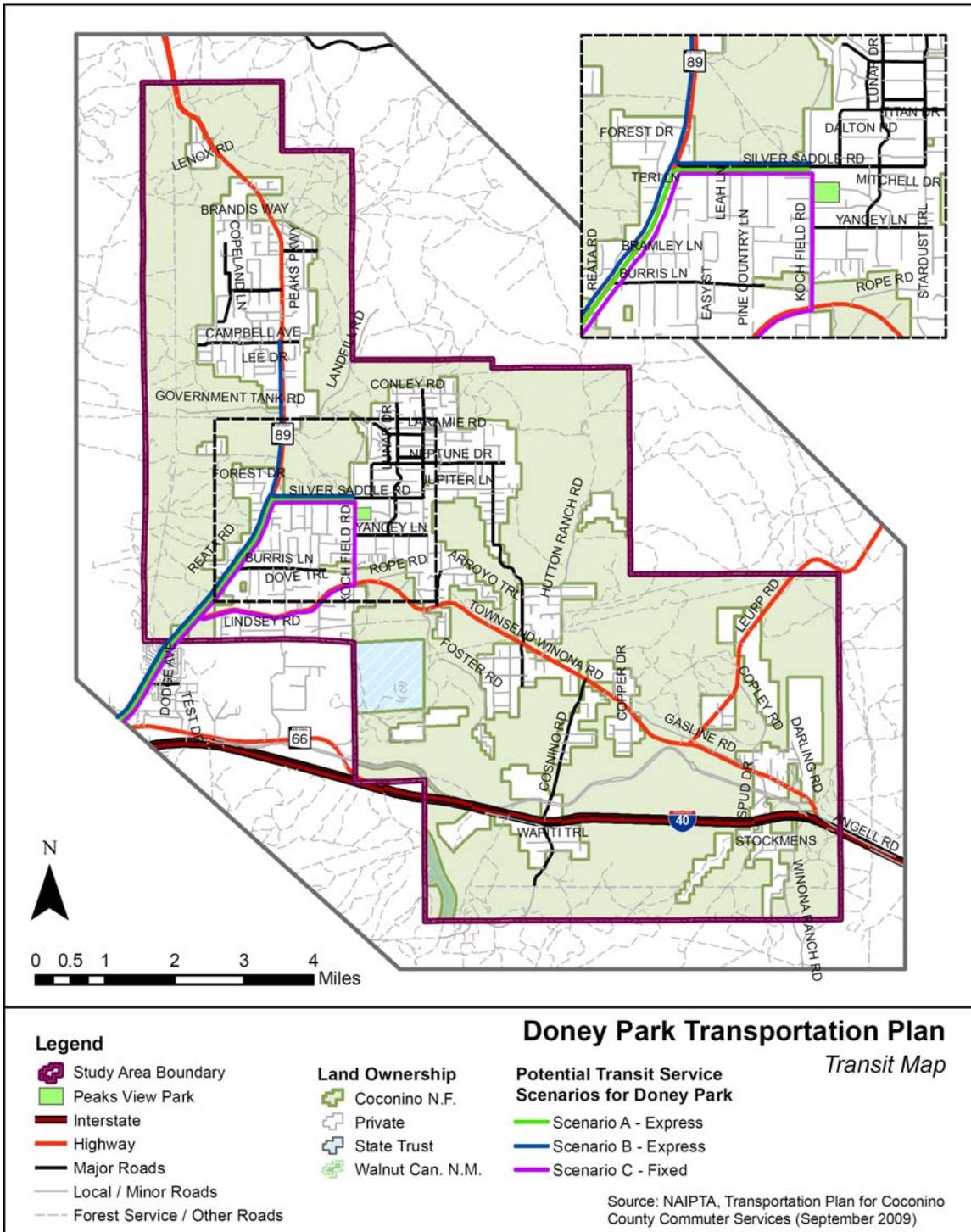


Figure 12 – Potential Future Transit Service Scenarios

3 STAKEHOLDER AND PUBLIC INPUT ON MULTIMODAL NEEDS

3.1 Stakeholder Interviews

Stakeholder interviews were conducted to understand stakeholder perspectives on needs and opportunities for multimodal transportation in the Doney Park area. Stakeholder interviews were conducted with representatives of Northern Arizona Intergovernmental Public Transportation Authority, Coconino Parks and Recreation, Flagstaff Biking Organization, Flagstaff Metropolitan Planning Organization, Coconino County Board of Supervisors, Coconino County Sheriff, Flagstaff Unified School District, and the U.S. Forest Service.

Comments on needs are summarized in **Table 12**. Additional documentation of stakeholder interviews is contained in **Appendix B**.

Table 12 – Summary of Stakeholder Input on Multimodal Needs

Multimodal Area	Stakeholder Input
Bicycle	Improve bicycle accommodation on US 89. Improvements may consist of restriping existing pavement (as has been done in Flagstaff City limits) to include bicycle lanes/stripped shoulder, installation of bicycle buffers (bicycle lane at intersection) at right turn lanes, and some locations of isolated shoulder widening and pavement maintenance. Recent improvement projects on US 89 only included 3' of asphalt. Previous shoulder was 6'.
	Improve accommodation of bicycles on Leupp Road. Leupp Road is a popular bicycle route. It was suggested that Leupp Road should be signed and striped as a bicycle route.
	Improve accommodation of bicycles on Townsend-Winona Road. Improvements could consist of widened and striped shoulders.
	It was suggested that flattening of slopes on steep inclines may encourage more cyclists. It is recognized that in many cases this is impractical.
	Improve bicycle and pedestrian access between Old Route 66 and Townsend-Winona Road (possibly via Rain Valley Road) (Flagstaff Biking Organization).
	On-street bicycle lanes and shared use paths adjacent to the roadway or off-roadway attract very different types of riders. Young children, for example, will ride on shared use paths. Both types of facilities are required. Shared use paths should not substitute for on-street accommodation of bicycles.
Equestrian	Equestrian use is an issue throughout the Doney Park area, and specifically in the Koch Field Road area. Multimodal improvements should consider equestrian needs. For example, shared use paths should consider equestrian users. This may be as simple as a 3-foot unpaved pathway adjacent to any paved pathways.
Roadway	Stardust Trail improvements are planned within five years. The current TIP includes construction of a two lane roadway on Stardust Trail from Yancey Lane to Rio Rancho. The project will begin at the intersection of Stardust/Yancey, head east for about 350', then turn south to the Rio de Flag, curves to the east until it intersects April Drive, then turns south to tie into Rio Rancho Road. Currently, a small portion of ROW remains to be acquired before this project can move forward.

Table 12 – Summary of Stakeholder Input on Multimodal Needs (continued)

Multimodal Area	Stakeholder Input
	<p>An extension of Burris Lane to connect to Koch Field Road would improve multimodal connectivity (for vehicles, bicycles, and pedestrians) and would decrease emergency response times.</p> <p>Roadway discontinuities in the Doney Park area make it difficult for public safety to respond in timely manner. Likewise, private streets that do not meet County standards (width, etc.) and are not properly maintained also increase emergency response times.</p>
Safety	There is a need to reduce traffic speeds on Fawn Run Road.
Sidewalks	Extend sidewalks on Silver Saddle Road from Stardust Trail from Skeet Drive.
Trails, Pathways	<p>Improve access to U.S. Forest Service trail access points, improving connections between Forest Service trails and the Flagstaff Urban Trails System, the Arizona Trail, and the Picture Canyon Trail.</p> <p>Other improvements to Forest Service access points could be in the form of acquisition of right of way to formalize access points, construction of parking areas, and construction of on-street facilities to connect to the access points.</p> <p>There was both support and opposition to the Proposed Timberline Trail. In the Timberline area, the primary desire is for east-west access from the neighborhood to Forest Service trails located to the west. Currently (October 2010), the Board of Supervisors is not taking action on the Timberline Trail.</p> <p>Improved pedestrian accommodation is needed along US 89. This could be in the form of a separated pathway or sidewalks in commercial areas. Pedestrian facilities are desirable on both sides of US 89. However, analysis should be undertaken to determine cost-effectiveness.</p> <p>Improve the Campbell shared use path. Currently, the path is unpaved.</p> <p>Improve and formalize a Forest Service access point located at the west end of Campbell Ave. There is an informal trailhead at the west end of Campbell Avenue that was suggested be moved further interior to the forest, if feasible.</p> <p>Create a “trail interchange” at the intersection of Townsend-Winona Road and US 89, potentially south of the intersection. Improvements would connect future pedestrian facilities on Townsend-Winona and US 89 to the Arizona Trail.</p> <p>A network of shared use paths should be developed along major streets, including arterials and collectors.</p> <p>In general, there is a need to create trail loops to serve the more populated areas of the Doney Park area.</p> <p>The existing shared use path along Koch Field Road is a popular facility. There is a desire to extend the path south to connect to Townsend-Winona Road. However, the current bridge is too narrow to accommodate a pathway. These issues will need to be addressed.</p> <p>There is a need to keep weeds and overgrowth under control along existing roadways and pathways.</p> <p>There is a desire for public greenway along the Rio De Flag.</p>

Table 12 – Summary of Stakeholder Input on Multimodal Needs (continued)

Multimodal Area	Stakeholder Input
Transit	Co-locate park and ride lots with activity centers (commercial nodes, parks, public facilities). A disadvantage to park and ride lots has to deal with snow issues.
	Transit routes that penetrate the neighborhoods may be more effective than park and ride lots, particularly in the winter. Potential riders may be hesitant to park and then wait for a bus. They will be more inclined to drive to town.
	Bus pullouts can be used for school buses, also.
Other Issues	Route 66 is designated as a National Scenic Byway (Historic Route 66). Route 66 is also designated as an “All-American Road” on October 16, 2009, and an Arizona Historic Byway on December 16, 1994. These designations may provide opportunities for Federal Scenic Byway funding.
	Private roads can create access and connectivity issues.
	Access at low water crossings is an issue. As a result of recent flooding, the County and ADOT intend to commence an area drainage study.

3.2 Open House

A project public open house was held on Thursday, September 30, 2010 at Cromer Elementary School. The purpose of the public open house was to obtain input and identify areas where multimodal transportation is most desired or needed. To facilitate public input, there was an exercise where members of the public could place stickers on aerial maps of the study area, indicating where they would like to see certain multimodal amenities such as bicycle lanes, shared use paths, transit service lines, sidewalks, trails, and shoulders. To encourage dialogue, preliminary locations (identified through stakeholder input) for shoulders, bicycle lanes, and shared use paths were shown. A summary of the responses by street segment are summarized in **Table 13**. In addition, written and verbal comments on project needs were received. These are summarized in **Table 13**.

3.2.1 Public Input on Transit

Written input on public transit service options is summarized as follows (comments refer to the transit alternatives described in **Section 2.4.2** of this report):

- I’ve met Jeff Meilback, and am aware of how transit would work. Great idea! Try it! Adjust as necessary. This would help people.
- We like the first and second option. Scenario A seems most cost savings and Scenario B seems most efficient.
- Horse paths down Highway 89 to town! Park n’ Ride, parking at Caves, small speed bumps. Something on Stardust Trail. No black tops.
- Make the empty property (Skeet/Silver Saddle) east of the Cromer Field a parking lot. “Park n’ Ride”. Maybe FSUD could partner with the County and State and use the parking lot for Cromer School as well. Cromer has the most elementary students in the district and not enough parking.
- Extend bus route.
- Having a transit run on Highway 89 and through Silver Saddle to Neptune to Townsend-Winona is a wonderful idea.

- Scenario C – Fixed.
- Yes on the bus! A bus route out Highway 89 would be great! This is particularly important in the morning and evenings to decrease “rush hour” traffic. I support a bus line on Highway 89 and would be willing to pay additional taxes to support this. Decrease the cars on Highway 89.
- Would like to connect with mall transit system.
- I feel that Mountain Line should go (at least) to Silver Saddle. Could that area around the Silver Saddle store be used to park cars and bikes?
- Public transit to Campbell would open up a much larger clientele.
- Need service to Silver Saddle at Highway 89.
- It would be nice to have a stop at Burris Lane (at the top of the road on Highway 89).



Table 13 – Needs Recorded on Maps at Public Open House No. 1

Road	ID#	Segment/Location	Multimodal Improvement(s) Desired	# of Groups that noted this (4 Groups Total)?	Preliminary Disposition	Other Supporting and Relevant Written and Verbal Comments
Burriss Lane	1	US 89 to Pine Country Lane	Wide shoulders	1	Move forward for consideration.	
	2	Pine Country Lane to Koch Field Road	Trail / shared use path	1	Move forward for consideration.	I would like to have public access from Burriss Lane to Koch Field, or Silver Saddle; however, there is private property between here and there.
Campbell Avenue	3	Proposed Timberline Trail to east Forest Service trail connection	Shared use path	1	<i>The future status of the Timberline trail is uncertain.</i>	
	4	West terminus to US 89	Shared use path	1	Move forward for consideration.	
	5	Homestead Lane to east terminus	Sidewalk	1	<i>ID# 4 will address this.</i>	
Cosnino Road	6	Cosnino Road / Cosnino Road A	Improve site distance at intersection on ramps at Cosnino Road/I-40 Interchange	1	<i>This item will be referred to ADOT.</i>	
Koch Field Road	7	Townsend-Winona Road to Kavanaugh Way	Shared use path and wide shoulders	1	Move the following forward for consideration: - Shared use path	Improve Koch Field Road bridge to accommodate bikes, horses, and pedestrians. Locate path on south side of Townsend-Winona Road. Extend pathway on Koch Field.



Table 13 – Needs Recorded on Maps at Public Open House No. 1 (continued)

Road	ID#	Segment/Location	Multimodal Improvement(s) Desired	# of Groups that noted this (4 Groups Total)?	Preliminary Disposition	Other Supporting and Relevant Written and Verbal Comments
Mariah Drive	8	Pine Country Lane to Koch Field Road	Shared use path	1	Mariah Drive is located ¼ mile north of Burris Lane. A pathway on Burris Lane would connect to US 89, and may better serve the area.	
Neptune Drive	9	Skeet Drive to Stardust Trail	Shared use path; other groups mentioned sidewalks and wide shoulders to improve connectivity between Cromer Elementary School and Sunset Crater Estates	2	<i>Move the following forward for consideration:</i> <i>- Shared use path</i>	
	10	Stardust Trail to Slayton Ranch Road	Bicycle lanes	1	Bicycle lanes may not be requisite on a low-volume road such as Neptune. Bicyclists may utilize the roadway. This road may be better served by a shared use path.	Add bike lane to Skeet Road/Neptune Drive.



Table 13 – Needs Recorded on Maps at Public Open House No. 1 (continued)

Road	ID#	Segment/Location	Multimodal Improvement(s) Desired	# of Groups that noted this (4 Groups Total)?	Preliminary Disposition	Other Supporting and Relevant Written and Verbal Comments
Pine Country Lane	11	Burriss Lane to Mariah Drive	Shared use path	1	Consistent with ID#9, pathway on Burriss Lane connecting to Koch Field Road and US 89 may better serve the area.	
Silver Saddle Road	12	Proposed Timberline Trail to US 89	Sidewalk, shared use path	1	<i>The future status of the Timberline trail is uncertain.</i>	Incorporate Timberline Trail from forest into path along Highway 89. Use \$1.2 million for urban vs. rural trail. This would allow most everyone to use the Highway 89 trail. The North Peak people will not use the proposed Timberline trail. The Timberline Trail to connect to FUTS is a worthwhile project that is stalled. The flooding has made any north-south travel impossible now. Help!
	13	US 89 to Stardust Trail	Bicycle lanes, wide shoulders, sidewalk, transit service lines, shared use path, trail, and transit service line One group noted- leave the north side paved and the south side natural	2	Move the following forward for consideration: - Shared use path - Bicycle Lanes Input on transit service will be documented, but final decision will be deferred to NAIPTA.	I would like to see the pathway or sidewalk along Silver Saddle paved because I have seen school children from Cromer using the road to ride their bikes or walk. Paving pathway along Silver Saddle would be safe.



Table 13 – Needs Recorded on Maps at Public Open House No. 1 (continued)

Road	ID#	Segment/Location	Multimodal Improvement(s) Desired	# of Groups that noted this (4 Groups Total)?	Preliminary Disposition	Other Supporting and Relevant Written and Verbal Comments
Silver Saddle Road (continued)						<p>Add multi use path along 89, Townsend-Winona, Silver Saddle.</p> <p>Bike lanes and wider shoulders along Highway 89 and Silver Saddle.</p> <p>All of the above would be wonderful especially if the surface was more horse friendly (non paved, but suitable for bicycles). An equestrian friendly tunnel under Highway 89 would be wonderful in the general area of Silver Saddle.</p> <p>Silver Saddle Multiuse Trail is horse accessible. It's not good for horses to walk on hard pavement.</p>
	14	At Koch Field Road	Transit stop	1	Input on transit service will be documented, but final decision will be deferred to NAIPTA.	<p>Bringing transit into Doney Park would make my husband very happy because he has parked at the mall and taken the transit to work.</p> <p>Bus stop on Silver Saddle and Stardust for city bus access to Flagstaff town.</p>



Table 13 – Needs Recorded on Maps at Public Open House No. 1 (continued)

Road	ID#	Segment/Location	Multimodal Improvement(s) Desired	# of Groups that noted this (4 Groups Total)?	Preliminary Disposition	Other Supporting and Relevant Written and Verbal Comments
Silver Saddle Road (continued)	15	At Skeet Drive	Provide a park and ride lot; can provide overflow parking for Cromer School	1	Input on transit service will be documented, but final decision will be deferred to NAIPTA.	
Skeet Road	16	Silver Saddle Road to Neptune Drive	Sidewalks, wide shoulders, one group mentioned shared use path	2	Refer to ID#8. A pathway located ¼ mile west on Skeet Drive would provide connectivity to Sunset Crater Estates.	Add bike lane to Skeet Road/Neptune Drive (2 comments). Pathways along Skeet Road to Pioneer Valley and Lunar from Cromer Elementary School for kids to get to and from school safely.
Slayton Ranch Road	17	Neptune Drive to Townsend-Winona Road	Bicycle lanes, multiuse path	1	Move the following forward for consideration: - Shared use path	Bike path on Slayton Ranch Road the entire length. Bicycle paths and walking paths. How about a bus up and down Slayton into town?
Stardust Trail	18	Neptune Drive to Townsend-Winona Road	Bicycle lanes	1	Move forward for consideration.	Bike lanes and wider shoulders along Stardust Trail. Pathways from Silver Saddle and Stardust intersection to Sunset Crater Estates.
	19	Stardust Trail/Neptune Drive Intersection	Provide a three-way stop sign	1	This suggestion will be referred to Coconino County Public Works for their consideration; stop sign would need to meet traffic warrant analysis.	



Table 13 – Needs Recorded on Maps at Public Open House No. 1 (continued)

Road	ID#	Segment/Location	Multimodal Improvement(s) Desired	# of Groups that noted this (4 Groups Total)?	Preliminary Disposition	Other Supporting and Relevant Written and Verbal Comments
Stardust Trail (continued)	20	Yancey Lane to Conley Road	Shared use path; west side only for paths on Stardust Trail	1	A pathway to Neptune provides for a connected network. See ID#19 Move the following forward for consideration: - Shared use path (Yancey to Neptune)	
Conceptual Timberline Trail	21	Southern project limits to Copeland Lane	Trail	1	<i>The future status of the Timberline trail is uncertain.</i>	
Townsend-Winona Road	22	US 89 to Stardust Trail	Shared use path, transit service line, wide shoulders. One group noted a transit service line and one group noted a trail connection to Koch Field Road	2	Move the following forward for consideration: - Shared use path (Yancey to Neptune)	Add multi use path along 89, Townsend-Winona, Silver Saddle. There seems to be a lot of accidents on Townsend-Winona because it is heavily used. This is something that needs to be considered in this plan.
	23	Stardust Trail to Slayton Ranch Road	Transit service line	1	Input on transit service will be documented, but final decision will be deferred to NAIPTA.	Since we're talking about the transit system – why not a bus from town to Leupp. Since there are many people from there who work in town, hence all the hitch hikers on Townsend-Winona! You can't see them at night! A bus would be great!! It's a safety issue.



Table 13 – Needs Recorded on Maps at Public Open House No. 1 (continued)

Road	ID#	Segment/Location	Multimodal Improvement(s) Desired	# of Groups that noted this (4 Groups Total)?	Preliminary Disposition	Other Supporting and Relevant Written and Verbal Comments
US 89	24	Southern project limits (Townsend-Winona) to Sunset Boulevard	Shared use path, wide shoulders, transit service line	1	See ID#30, which extends the pathway to Lenox Road. Move the following forward for consideration: - Shared use path - Improved shoulders for bicycles Input on transit service will be documented, but final decision will be deferred to NAIPTA.	Improve access to the Arizona Trail where it crosses under Highway 89. This will allow us to cross Highway 89 without dealing with motorized traffic. Add multi use path along 89, Townsend-Winona, Silver Saddle. Add multi use path along 89, Townsend-Winona, Silver Saddle. Pave the entire shoulder of 89A for bicycle riders. Add multi use path along 89, Townsend-Winona, Silver Saddle. There is a need for a shared use path along Highway 89 at Silver Saddle.
	25	Townsend-Winona Road to Copeland Lane	Wide shoulders	1	See ID #27, which includes this segment.	See ID #27, which includes this segment.
	26	Townsend -Winona Road to Silver Saddle Road	Provide street lighting	1	Street lighting is currently provided at signalized intersections.	



Table 13 – Needs Recorded on Maps at Public Open House No. 1 (continued)

Road	ID#	Segment/Location	Multimodal Improvement(s) Desired	# of Groups that noted this (4 Groups Total)?	Preliminary Disposition	Other Supporting and Relevant Written and Verbal Comments
US 89 (continued)	27	Copeland Lane to Lenox Road	Shared use path	1	See ID#27, which includes much of this segment. Move the following forward for consideration: - Shared use path (Copeland to Lenox)	
	28	At Burris Lane	Transit stop	1	Input on transit service will be documented, but final decision will be deferred to NAIPTA.	
	29	At Silver Saddle Road	Transit stop, one group noted park and ride lot; AM/PM express bus service was noted	2	Input on transit service will be documented, but final decision will be deferred to NAIPTA.	Bus stop on Silver Saddle and Stardust for city bus access to Flagstaff town. There needs to be a transit stop at Silver Saddle Road and Highway 89.
	30	At Campbell Avenue	Transit stop, one group noted park and ride lot	2	Input on transit service will be documented, but final decision will be deferred to NAIPTA.	
Other General Comments	-	-	Bicycle and pedestrian pathway network	-		Pathways like along Koch Field Road. Sidewalks. Pathways.



Table 13 – Needs Recorded on Maps at Public Open House No. 1 (continued)

Road	ID#	Segment/Location	Multimodal Improvement(s) Desired	# of Groups that noted this (4 Groups Total)?	Preliminary Disposition	Other Supporting and Relevant Written and Verbal Comments
Other General Comments (continued)	-	-	Improved shoulders on primary commuting corridors.	-		Improved shoulders would be great! (Wider, clean, good marking line.) I would really like a good bike system for commuter access to Flagstaff (work, recreation, and various options).
	-	-	Cinder surface on trails.	-		Cinder surface on trails.
	-	-	Improved control of forest access points.	-		Put 1-foot bars to access forest so ATV's cannot get into the forest to destroy land/plants and terrify horses. Horses step over it. ATV's stop. We need more protected trails. Please do not close Forest Service. Please stop off road vehicles from destroying forest by riding on non-motorized trail areas around Turkey Hill and other areas.
	-	-	Bicycle and pedestrian (and equestrian) pathway network	-		Segregated (separated from traffic) shared use paths/bike lanes which are not accessible or competing with motorized vehicles. These lanes/trails can be used by bikes, horses, and pedestrians



3.2.2 Open House Input on Winter Road Maintenance Practices

A written survey question at the open house asked “Are you satisfied with the current winter roadway maintenance practices?” Of the 14 respondents, the percentage responding was:

- Yes - 64.29% (9 respondents)
- No - 35.71% (5 respondents)

The majority of respondents responding to the survey were satisfied with current winter maintenance practices.

Comments regarding the winter roadway maintenance practices were:

- County does an excellent job in the North Peak.
- Good plowing.
- Six foot berms of snow are tough for us old ladies to shovel.
- For the actual roads they do a great job. Snow gets pushed onto the sidewalk and pedestrian path in front of Cromer and along Silver Saddle in the winter and the children have to walk in the road.
- Thank you.
- Thanks for all that you are doing to keep our roadways clear during the winter. We are happy with the process.
- There are no snow removals/plows to clear residential areas – unable to get to work (hospital employee).
- The County does a good job, but the chemicals on the road are killing the Ponderosas. I prefer the cinders.
- They do a good job. Roads are cleared/cindered on steep grades prior to the morning commute.
- We plow the snow in our neighborhood (Jeremy Lane) only to reach a 4-5 foot berm of snow on Highway 89. Super frustrating!
- The past year they missed my mailbox – good.

4 NEEDS AND DEFICIENCIES

Needs and deficiencies were identified through input from the Technical Advisory Committee, public and stakeholder input, and through an assessment by the study team.

Figure 13 summarizes multimodal needs in the study area. Key needs include:

- A connected multi-use trail system that ties trails into Forest System access points, the Flagstaff Urban Trails System, and the Arizona Trail. In this needs discussion, a multiuse path could potentially be a graded path, a sidewalk, paths on one or both sides of the street, or separate paths for various users, such as pedestrians, bicyclists, and equestrians.
- Bike routes and wide shoulders that can be used by bicyclists.

Public input was also received regarding transit needs and deficiencies. This input will be provided to NAIPTA for their consideration.

This chapter will discuss these needs in more detail for the major roads in the study area, described below.

4.1 Needs and Deficiencies on East-West Routes in the Study Area

This section describes multimodal needs and opportunities on Townsend –Winona Road, Silver Saddle Road, Neptune Road, Campbell Avenue, and Burris Lane.

4.1.1 Townsend-Winona Road

Townsend-Winona Road is a major east–west corridor through the area. The present Townsend-Winona Road has paved shoulders that vary between 3 feet and 6 feet. The road is not signed as a bike route.



Townsend-Winona Road

There are future plans to implement pavement preservation projects on Townsend–Winona Road in 2014 and 2015. *The Townsend – Winona Engineering Study* (2008) recommended wider shoulders and the addition of a path, in addition to a future cross section comprising two lanes, a center turn lane, and right turn lanes (where required).

Key Multimodal Transportation Need: A shared use path on Townsend –Winona Road between US 89 and Cosnino Road could provide a linkage to the Arizona Trail, Rio de Flag, Koch Field Road, and other potential new shared use paths on Cosnino Road, Slayton Ranch Road and Stardust Trail. Input from stakeholders indicated that this route should be signed as a bike lane for its entire length (US 89 to I-40).

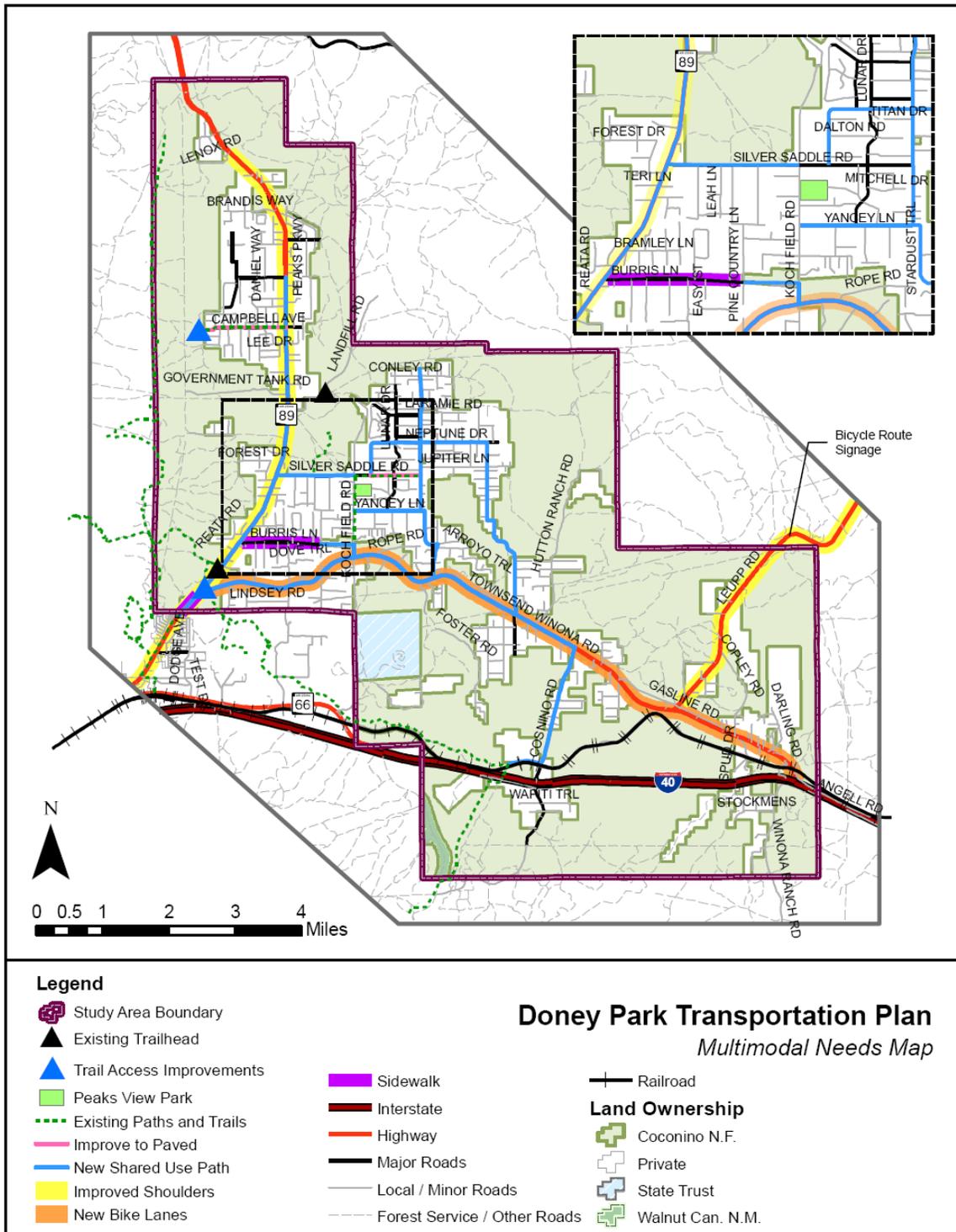


Figure 13 – Multimodal Needs Map



4.1.2 Silver Saddle Road

Silver Saddle Road is an important access road to activity centers for the community, such as Cromer Elementary School, Peaks View Park, and the Fire Station. Approximately 0.5 miles east of US 89 there is a trailhead which leads to the Old Caves Crater Trail and the Crater Loop Trail. School and recreational access is important in this area. It is one of the most heavily traveled streets in the Doney Park area, carrying approximately 6,000 vehicles per day near US 89.



Silver Saddle Road at Skeet Drive, showing transition between sidewalk and path

Key Multimodal Transportation Need: Public and stakeholder comments have indicated that it is desirable to extend the sidewalks east to Stardust Trail (they are currently provided between Koch Field Road and Skeet Drive) in order for children to have an easier access to the school. Currently there is a graded path on the south side of the street.

Stakeholder and public comments have indicated that a shared use path is desirable on Silver Saddle Road from US 89 to Stardust Trail. Between US 89 and Koch Field Road there are narrow, 2-foot wide shoulders that are not well suited for bicyclists.



Existing unpaved shared use path on Silver Saddle Road

Members of the public have also indicated that Silver Saddle Road is suitable for a potential transit route.

4.1.3 Neptune Drive

Neptune Drive is a 28 foot wide east-west residential street with no shoulders. It transitions to Skeet Drive at its west end. Neptune Drive is unpaved between Lunar Drive and Stardust Trail. It should be noted that Neptune Drive from Stardust Trail to Lunar Drive is constructed on a public easement but is not maintained by the county.

Key Multimodal Transportation Need: A number of stakeholders and the general public have indicated that a multi-use path on Neptune Drive, between Stardust Trail and Skeet Drive, would provide safe access for students walking from Cromer Elementary School to the Sunset Crater Estates area.



Neptune Drive, looking east

4.1.4 Campbell Avenue

Campbell Avenue is a local street with an unpaved path located on the north side of the road.

Key Multimodal Transportation Need: Based on the field review and input from stakeholders, the unpaved path needs improvement; it was not constructed to County standards. The pathway could be improved to a paved shared use path consistent with County standards.

There is an ad-hoc trailhead at the end of Campbell Avenue, which could potentially be improved, and possibly moved further west.



Campbell Ave, looking west



4.1.5 Burriss Lane

Burriss Lane is a minor collector street. There are commercial land uses at the intersection of Burriss Lane with US 89 and then land use transitions to residential further east, which includes a mobile home park. During a field review, numerous pedestrians were observed walking on Burriss Lane.

Key Multimodal Transportation Need: Pedestrians have to walk in the street since there are drainage ditches on the south side of the street. There is a need for sidewalks along Burriss Lane. Storm drain construction would be required to construct a sidewalk or path on this street, because of the existing drainage ditches.

Providing an extension of Burriss Lane to Koch Field Road would provide a connection between activity centers at the intersection of US 89/Burriss Lane and the Koch Field Road/Silver Saddle Road area.

4.1.6 Yancey Lane

Yancey Lane is a minor collector street. Yancey connects Koch Field Road to Stardust Trail. Stakeholder input is that a shared use path or walkway along Yancey Lane is needed to provide connectivity between Koch Field Road and Stardust Trail.

Key Multimodal Transportation Need: There is a need for a shared use path or walkway along Yancey Lane to provide a connected pedestrian network.

Needs on North-South Routes in the Study Area

This section describes multimodal needs and opportunities on US 89, Koch Field Road, Stardust Trail, Slayton Ranch Road, Skeet Road, Leupp and Cosnino Road.

4.1.7 US 89

US 89 is a major route which bisects the study area and provides access to both residents and persons traveling through the area. There are a number of Forest Service trails and areas that can be accessed from US 89, including the Sandy Seep Trail, the Arizona Trail, and the Cinder Hills Off-Highway Vehicle area. A Forest Service trailhead is located approximately ½ mile north of the Townsend–Winona Road at Forest Road 9139 which provides access to the Sandy Seep Trail. The Sandy Seep Trail also provides access to other trails such as the Little Elden Trail and the Heart Trail.

Currently there are sidewalks on both sides of US 89 which end approximately 900 feet south of the Townsend-Winona Road.



US 89/Townsend Winona Road,
intersection with the Arizona Trail



Key Multimodal Transportation Need: Stakeholder and public input have indicated that it is desirable to extend the sidewalks or construct a shared use path on US 89 to Townsend-Winona Road and provide a connection between the Arizona Trail and Townsend –Winona Road. In the future the planned Picture Canyon Trail could also connect.

The Arizona Trail goes under Highway 89 via a drainage culvert south of the Townsend-Winona Road intersection, turns to the northeast and reaches the junction of the Sandy Seep Trail. TAC Committee review suggested that an encroachment permit authorizing the drainage culvert to be used as a pedestrian crossing could not be found.

On US 89 north of Townsend –Winona Road, stakeholders desire a multi-use path that extends to approximately Copeland Lane, or beyond to Lenox Road.

Key Multimodal Transportation Need: The shoulder width on US 89 through the Doney Park area is variable, typically ranging from 3 to 4 feet wide, relatively narrow for bike use on a high speed roadway. It is desirable to have wider shoulders from Townsend–Winona Road north to Lenox Road.

Transit service has been proposed to extend on US 89 to either Silver Saddle Road or Campbell Avenue. Transit stops could potentially be located on US 89 at Burris Lane, Silver Saddle Road, and Campbell Avenue.

4.1.8 Koch Field Road

Koch Field Road has a paved shared use path on the east side of the road that extends from Silver Saddle Road to Kavanaugh Way/Anaya Road.

An extension of this path south to Townsend-Winona Road would provide connectivity between the Townsend–Winona Road area and Peaks View Park. One conflict with respect to extending this shared use path south is a narrow bridge crossing the Rio de Flag. This bridge is shown in the following photos.



Existing bridge on Koch Field Road



Existing shared use path on Koch Field Road

4.1.9 Stardust Trail

Stardust Trail is a north-south minor collector street that serves residential areas in Doney Park.



Key Multimodal Transportation Need: Stakeholder and public comments have indicated that it would be desirable to provide a shared use path on Stardust Trail to provide better access to the Cromer Elementary School on Silver Saddle Road. An interim connection could be between Neptune Drive and Yancey Lane.

Stardust Trail improvements are planned between Yancey Lane and Rio Rancho Road within five years, which should include a shared use path. Over time, a shared use path between Neptune Drive and Townsend-Winona Road would provide a continuous north-south path connection that would link neighborhoods to activity centers on Silver Saddle Road.

A comment from the public was to build a non motorized path that can be used by equestrians as well as pedestrians on the east side of Stardust Trail, because flooding has affected the west side of the street.



Stardust Trail, looking south

4.1.10 Slayton Ranch Road

Slayton Ranch Road is a minor collector road which provides access through the Doney Park area. Although it does not carry a large traffic volume, it is one of the longer north-south streets in the Doney Park area. A multiuse path between Neptune Drive and Townsend-Winona Road would provide extensive connectivity throughout the area.



Intersection of Slayton Ranch Road and Townsend-Winona Road

4.1.11 Skeet Drive

Skeet Drive is a north-south minor collector street with limited shoulders. The southern terminus of Skeet Drive intersects with Silver Saddle Road and provides access to Cromer Elementary School.

Key Multimodal Transportation Need: The provision of a multimodal trail on this road would provide improved access for students walking or biking to school.

4.1.12 Leupp Road

Leupp Road provides access between Townsend-Winona Road and Forest Service roads in the northeast section of the study area. It intersects with Forest Service Road 422.

Key Multimodal Transportation Need: Stakeholder comments have indicated that this road should be signed as a bike route to raise awareness of both motorists and bicyclists using this road. Stakeholders also identified a need for widened shoulders to accommodate bicyclists. Leupp Road is a popular recreational bicycling route.

4.1.13 Cosnino Road

Cosnino Road is a minor collector street which provides access between Townsend-Winona Road and I-40. It crosses Historic Route 66 and serves residential properties in the area. The Summit Fire Station is located on the southeast corner of Townsend-Winona Road and Cosnino Road.

Key Multimodal Transportation Need: A multiuse path on this road will provide better access for bicyclists, equestrians and pedestrians on this route. Currently the shoulders are graded.

A shared use path on Cosnino could terminate north of the railroad, and then head east before connecting to the Arizona Trail.



Cosnino Road, looking south

4.2 Trailhead Needs and Opportunities

Key trailhead needs identified by stakeholders were:

- Improve connection and access to the Arizona Trail at Townsend-Winona Road. It has been suggested that a “trail interchange” at this intersection could connect the Arizona Trail to future pedestrian facilities on US 89 and Townsend-Winona Road.
- Improve, formalize, and potentially move the ad-hoc trailhead at the end of Campbell Avenue.

4.3 Transit Needs and Opportunities

Many of the public open house participants were supportive of extending public transit to the study area. Open house participants were asked to record where they would like to see transit routes and transit stops. The responses regarding transit stops and potential park and ride sites were:

- US 89 / Burris Lane (noted as an activity center)
- US 89 / Silver Saddle Road (northeast corner suggested for park and ride)
- US 89 / Campbell Avenue (northwest corner suggested for park and ride)
- Silver Saddle Road / Marys Drive
- Silver Saddle Road, east of Cromer Elementary School (suggestion was that a park and ride lot could also serve as overflow parking for the school).

Transit needs, as identified by the stakeholders and the public, will be forwarded to NAIPTA for their consideration for implementation as funding becomes available.

4.4 Bicycle Needs and Opportunities

Input from the bicycle community has indicated the following bicycle needs:

- Provide bike route signing on Leupp Road
- Provide shoulders and sign a bike route on Townsend-Winona Road
- Difficulty in crossing Rain Valley Road was mentioned as an issue.

4.5 Equestrian Needs and Concerns

The Doney Park area is home to a vibrant equestrian community. The Coconino Horsemen's Alliance (CHA) is active in the area and was formed to "give a voice to horse owners and rural property owners in Coconino County." One of their future projects is to pursue construction of the planned equestrian arena at Peaks View County Park.

In the development of shared path plans, it will be important to consider the surface being used in the path, or the provision of a separate path to accommodate horse riders. An asphalt surfaced path is not preferred for equestrian usage. Stakeholders have suggested that a 3' wide natural surface adjacent to paved shared use paths is ideal.

4.6 Other Needs

Other needs mentioned by stakeholders included:

- Speed control on Fawn Run Road
- Drainage and traffic issues on April Drive
- General drainage issues

APPENDIX A – EXCERPTS FROM DONEY PARK TIMBERLINE FERNWOOD AREA PLAN

Trails and Alternative Transportation Policies

1. Because maintaining public access to public lands and open spaces is important for the community, the County, Forest Service, and community residents should work together to designate and maintain access points. For new developments, the County shall require developers of private lands adjacent to Forest Service lands to provide signed and delineated access points for non-motorized modes to public lands, adjacent neighborhoods and existing or proposed trail systems (Forest Service, Open Spaces and Greenways, Flagstaff Urban Trail System, others). Access point trails in new developments should be constructed to future County trail standards.
2. In existing situations or lot splits where access points are desired, utilize appropriate and fair incentives to encourage developers or property owners to provide such easements when their proposed development or existing property blocks such access. On a case-by-case basis, consider administrative adjustments to lot sizes, fee adjustments, tax breaks or some other means that can be used as recompense for creating easements.
3. Where feasible, in new developments with paved roads and on unpaved County roads where paving is added, roadside trails or designated paths shall be provided to provide residents access to collector trails or public land access points.
4. Local neighborhood committees should be established to work with the Forest Service in identifying and establishing a network of non-motorized trails in adjacent forest areas.
5. A program wherein local neighborhoods “adopt-a-trail” for the purpose of upkeep and maintenance of trails within the neighborhood or adjacent forest areas should be encouraged.
6. The County and ADOT are strongly encouraged to provide means for safe crossings of Highway 89 by pedestrians, equestrians and bicyclists. Priority should be given to Highway 89 intersections at Burris Lane, Silver Saddle Road, Campbell Avenue and Copeland Lane.
7. The County shall work with local utility companies to provide trail corridors in desirable areas through franchise agreements.
8. Where easements can be obtained, establish the following non-motorized Pedestrian/Bicycle/Equestrian trails in the Planning Area (also see map):
 - A). Trails along existing and proposed collector streets (indicated as a high priority in the public open houses);
 - B). A trail along the Rio de Flag and links to the city FUTS trails as depicted in the Open Spaces & Greenways Plan;
 - C). Non-motorized Pedestrian/Bicycle/Equestrian trails along arterial roads (Highway 89 and Townsend Winona Road);
 - D). Non-motorized loop trails in the Old Caves Crater area and the cinder hill between Slayton Ranch Road and Stardust. Identify and implement additional loop trails in appropriate areas;
 - E). Trail linkages between Timberline-Fernwood and the Koch Field area from the east side of Highway 89 (providing access to the Peaks View Park);
 - F). Trail linkages between the north and east sides of Doney Park to proposed Townsend-Winona Road corridor in the Open Spaces & Greenways Plan;

- G). Continuation of the proposed trail corridor in the Open Spaces & Greenways Plan that dead ends in Winona to loop back to an existing or proposed trail;
- H). A trail over Crisp Hill from east to west; and
- I). A connection from Eagle and Atkinson to the north end of Copeland/Tanager.

9. Non-motorized trails that parallel Highway 89, collector roadways and other paved roads should be separated from the roadway where feasible, rather than included as designated lanes on the pavement.

10. To implement the trail policies in this plan, the Board of Supervisors is urged to allocate state or other funds for this purpose, and to pursue alternative funding.

11. The County is urged to implement the five year plan for public transportation service for the Doney Park Timberline Fernwood Area.

12. The County should look into the feasibility of developing a cooperative agreement with the Flagstaff Unified School District #1 for providing public transportation into the City of Flagstaff with the empty buses that leave and return to Cromer School each day.

APPENDIX B – STAKEHOLDER MEETING NOTES

Stakeholder Meetings

Date: Wednesday, September 8, 2010

Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA)
Interviewee: Heather Dalmolin, Senior Manager, Internal Services

Comments on transit were:

- There was previous paratransit service to the area.
- The transit service then introduced a taxi voucher for ADA service only.
- There is not ADA access on the fixed route system.
- The SR 179 Sedona project had great foresight to construct bus pullouts.
- The disadvantage to park and ride is snow issues.
- Service that penetrates the neighborhood will be more effective (e.g. snow, warming up the car)
- Bus stop shelters- currently don't have them in town; at every stop- they can provide a basic footprint.
- Bus pullouts can also be used for Flagstaff school buses.
- The NAIPTA plan was presented to the public for final comments.
- It could be of value to show this plan to the public.
- All buses have bike racks on them (3 bikes).
- Triggers for park and ride are largely feasibility issues, as much as neighborhoods.
- Locate park and ride with activity centers as identified in the Doney-Park/Fernwood Area Plan. There might be an opportunity to develop the park and ride at commercial centers.
- Open houses typically get good feedback.
- There is another transfer center at Phoenix Avenue. Is it viable to have another connection to downtown without needing to transfer?
- With respect to paratransit:
 - If it is considered limited service, then ADA requirements are not required.
 - If implementing a fixed route, then ADA requirements are necessary and have to provide curb to curb demand responsive transit.
 - For curb to curb demand responsive transit, have to meet ADA requirements and live within $\frac{3}{4}$ mile of the fixed route line.

Coconino County

Interviewee: Geoffrey Gross, Coconino County Trails Coordinator

Mr. Gross commented:

- The Timberline Trail alignment was connected to the Flagstaff Urban Trail System (FUTS).
- The focus on trail was recreational use. It was planned as a gravel surface trail, 6 feet wide.
- Voters in 2002 passed the open space and trails money and tax.
- Moving forward became highly controversial from the landowners perspective.
- The current status of the Timberline Trail is on hold, pending the results of this study.
- There are lots of challenges with access.
- Don't want to bury the Timberline Trail; show the conceptual Timberline Trail, and ask for input. Ask the public what they think of the US 89 pathway.
- Where are the access points?
- Operating under an Intergovernmental Agreement.
- Need to make clear that the focus is on the interconnection between neighborhoods.
- Any long range plans should coordinate with the FUTS and Picture Canyon.

Flagstaff Biking Organization

Interviewee: Anthony Quintile

- The Timberline Trail is warranted, but was caught up in "NIMBY" and politics. The Timberline Trail is an interface trail that would address with forest trails. The trail would be a great addition to the forest system and would complement other improvements. We will get push back from the public, however.
- May be able to show the Timberline Trail along with a lot of other routes/elements.
- A US 89 paved pathway would be desirable.
- A pathway was supported as an alternative to the Timberline Trail, though the Flagstaff Biking Organization would like to see both.
- A shoulder along Lake Mary Road has been really supported.
- In a perfect world, the trail would extend towards Wutpaki.
- Short, steep hills will keep 90 % of the people off this.

- Bike lanes and shared use paths are different facilities for different levels of riders.
- A need is to create a trail interchange at Townsend-Winona Road and US 89, potentially south of the intersection, where persons can go to connect with the Arizona Trail.
- Another need is to fix the trail next to Campbell, west of US 89.
- Side streets should have shared use paths.
- There is a need to keep track weeds and overgrowth under control.
- Campbell Trail was not built to standards.
- People need somewhere to walk.
- If you construct trails, do them right, they need proper planning.
- One of the big issues is finding and assessing easements to Forest Service lands. Ask the public “where do you access the forest from your house?” There is a need for input from the community on that. It is better to get easements now, rather than later.
- Rain Valley Road-need to be able to cross this street.
- Leupp Road should be signed as a bicycle route.
- Rails to Trails project for Old Route 66.
- Don’t call them bike paths- call them multiuse paths.
- Resources:
 - Emphasize families and kids
 - Can pursue SRTS or enhancements to help begin implementation of the projects
 - Follow up with Brian Poturalski
 - Jenny Snow- may have information
 - US 89 path-side- determine how many streets need to cross, etc.
 - In a perfect universe, paths should be on both sides of US 89.

Flagstaff Unified School District

Interviewee: Cheryl Shaul, Interim Director, Transportation Services

- Need to extend sidewalks to Stardust Trail from Skeet
- Fawn Run – need signage for traffic to slow down.
- Cheryl Shaul will e-mail school bus routes to Brent Crowther

Flagstaff Metropolitan Planning Organization (FMPO)

Interviewee: Martin Ince

- Timberline Trail is a good alignment for recreation, but not for commuters.
- Would need an easement across Lutheran Church property to connect to Timberline Trail. Could go around the Townsend- Winona Road businesses.
- On US 89, the shoulder was 6-feet wide, but with new asphalt, the shoulder is only 3-feet wide.
- Recently added a shoulder on US 66.
- He knows of hard-core riders who come in from Doney Park to ride.
- Shoulders on Townsend-Winona Road would be beneficial to riders.
- Townsend-Winona Road may require curb and gutter, depending on the width, drainage requirements, etc.
- County completed most of the trail along Koch Field Road, bridge is an issue.
- Martin Ince can send us shape files of the Flagstaff Urban Trails System (FUTS) trail system – and the plan for a trail south of Townsend- Winona Road.
- “Trail interchange” at Townsend-Winona Road with the Arizona Trail, etc.
- Trails should go under the bypass.
- Silver Saddle Road- trail goes from Cave Crater to Koch Field Road.
- Flagstaff Biking discussed steep hills, would like us to flatten the grade to get more use.
- Public Works perspective – trying to create loops within populated areas.
- Stardust Trail improvements planned within five years.
- Gas pipeline people are not enthusiastic about trails.
- Martin likes the concepts to date.
- Tim Dalegowski- his preference is for wide shoulders.
- Silver Saddle Road- already has a shared use path on south side of US 89.
- Not a lot of growth in the study area.
- Forest Service wants to get rid of land through exchanges.
- Rio de Flag- Could we develop a public greenway?

- Tim Dalegowski can get the true alignment for Stardust Trail.
- Rural activity centers are discussed in FMPO study
- Rural transit is addressed in the Regional Transportation Plan (RTP).
- There is a FUTS trail along Route 66.
- Horses are an issue in the Koch Field Road area.
- An issue is access to Forest Service land.
- FMPO looked at standards.

Stakeholder Meetings

Date: Wednesday, September 30, 2010

US Forest Service

Interviewee: Brian Poturalski

- Forest Service Access Points were noted.
- Trails mapping is shown on the Flagstaff Trails Map, and U.S. Forest Service maps. GIS shapefiles are available from Shaun Murphy.
- The goal of the Timberline Trail was to provide a commuter route from the Timberline Trail to Town (commuter route). It is an alternate route to US 89. It was planned as an aggregate natural surface trail.
- The Timberline Trail had lots of support, but very vocal opposition. It would now be more of a recreational trail. The opposition dealt with trailhead locations. There was a concern about bringing people into the neighborhood. There was opposition to parking lots for outsiders. Persons wanted their own social trails.
- In the Timberline area, there is a lot of east-west use.
- There is an ad-hoc trailhead at the end of Campbell Avenue. Could this be moved further interior? Brian says it could be considered.

Coconino County Sheriff's Office

Interviewee: Jim Driscoll, Coconino County Sheriff's Office

- Access at low water crossings becomes limited.
- A drainage study is underway for Flagstaff/Doney Park.
- The residents desire country amenities along with city amenities.
- Public safety access, existence at private roads creates issues with connectivity.
- Road widths are an issue, private roads that are too narrow for a fire truck.
- Previous 20 foot wide easements are now 30 foot wide easements.
- Anywhere there is private land and a private road creates connectivity issues.
- Townsend –Winona Road bicycle route.
- Route 66 could be a funding source since it is an “All American” Road.

- Community education is important and necessary.
- Show benefits to youth (bicycle, pedestrian, etc). Goals involve enhancements for youth. Emphasize that this is about your kids walking to school, biking, etc.
- Contact Coconino Horseman's Association, Sally Stults.

Coconino County Board of Supervisors

Interviewee: Supervisor Metzger

- Equestrian use is a big issue.
- Regarding the Timberline Trail, there were strong coalitions for and against – the Board shelved the concept.
- Ridge to Rio Summit
- The County will be approving to restore low water crossings. There will be a drainage study over the next three to four months.
- The government needs to be careful how it is spending dollars-many can't afford flood insurance. Anything that is planned is subject to a drainage study.
- This study will identify a program of projects, like the Kachina Village Study.
- This is a very blue collar area.
- Kris Estes is aware of all the planning projects in this area.
- Cromer PTO – need to contact and place on stakeholder list.
- The Area Plan called for a corridor along US 89.
- April Drive- this road is a private road with flooding and traffic issues. The County has acquired most of the right-of-way.
- This summer has changed everything. Drainage issues have top priority.
- Are not proposing a motorized trail in the Timberline area.
- Maps for designated trails/roads will be published next spring- motorized cross country travel will be prohibited under the USFS Travel Management Rule.
- Bryant Road- potential non-motorized easement.
- Brian has map showing Forest Service access easements.
- Equestrian users are frequent.
- Route 66 is an All American Highway. The National Scenic Byway Program can be a source of funding for interpretive improvements.
- Logan's Crossing, Audubon Society are interested in a trail and parking area.
- Friends of Rio de Flag
- Brian can provide information on historic trails.
- Forest Service is very interested in what might be able to happen in the proposed Timberline Trail corridor.
- Area Plan Trails- review what is called out (2001 Plan) collector system identified and mapped.
- Tie the system into the Forest Service Access Points.
- Tie the system into the Flagstaff Urban Trail System.

- Tie the system into the Arizona Trail.
- Walnut Canyon Study
- Shooting Range