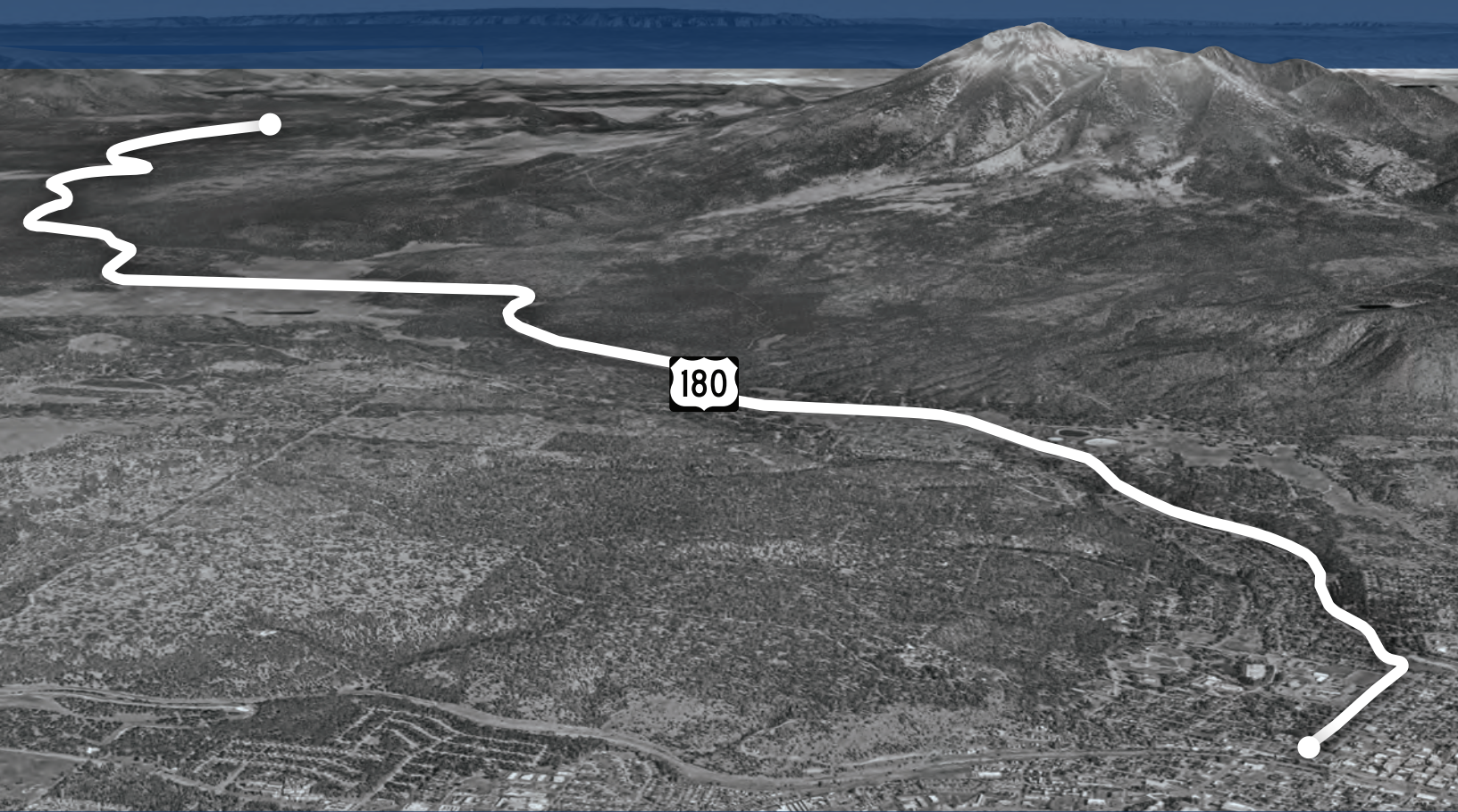


ADOT

US 180 Corridor Master Plan

Public Open House Meeting #1:
Meeting Summary Report

June 2018



Michael Baker
INTERNATIONAL

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PURPOSE OF THE US 180 CORRIDOR MASTER PLAN

Introduction

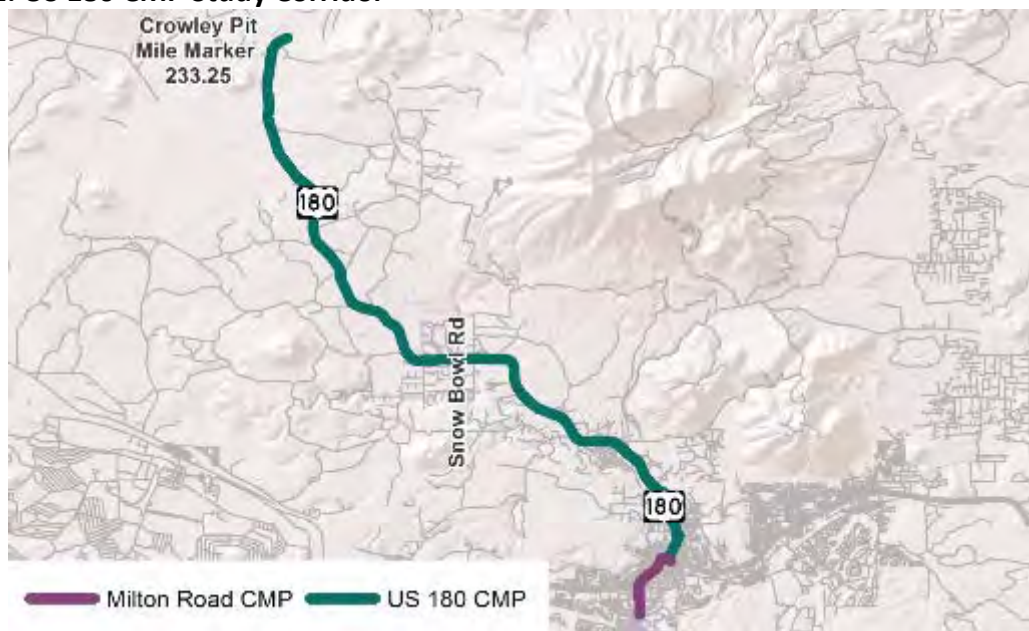
The Arizona Department of Transportation (ADOT) in conjunction with the Federal Highway Administration (FHWA), City of Flagstaff, Flagstaff Metropolitan Planning Organization (FMPO), and other project partners are studying potential improvements to US 180 between mile post 215.44 and mile post 233.25 (see **Figure 1** for map of study corridor).

The purpose of the US 180 Corridor Master Plan (CMP) is to identify a 20-year vision for the US 180 corridor that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and newly introduced System Alternatives. These System Alternatives include a mix of alternatives that utilize and maintain the existing US 180 right-of-way, alternatives that would require an expanded right-of-way, and alternative routes separate and in addition to the US 180 corridor itself.

The System Alternatives are also complemented by a series of Base Build Spot Improvements – which constitute targeted, near term low investment mitigation measures that support mid and long-term System Alternatives.

The US 180 CMP process will include an extensive public and stakeholder involvement process that consists a thorough and community-vetted, quantitative evaluation criteria exercise for the evaluation of the System Alternatives to ultimately reach a set of preferred System Alternative(s) and achieve an informed consensus by the Project Partners, stakeholders and citizens.

Figure 1: US 180 CMP Study Corridor



PUBLIC OPEN HOUSE MEETING #1 PURPOSE

As part of the project process, the Public Open House Meeting #1 was held to introduce the project and obtain public and stakeholder input regarding the System Alternatives. This Report documents the process following up to the public open house, the format of the Public Open House Meeting #1 that was held to solicit public comments, and summarizes the results and the comments received at the meeting. This report also provides a summary of all comments received by May 31, 2018.

The purpose of the Public Open House Meeting #1 was to provide an introduction to the study and preliminary information regarding the study process, and to display the preliminary universe of system alternatives for the US 180 Study Corridor. In addition, this was also an opportunity for attendees to ask questions submit comments, and participate in a sticky-dot voting exercise for each alternative to lead to a list of preferred alternatives. Approximately of 186 people attended the public open house.

PUBLIC OPEN HOUSE MEETING #1 NOTIFICATION PROCEDURES

ADOT held the US 180 CMP Public Open House Meeting #1 on May 3, 2018. Public outreach methods included sending out mailers to residents adjacent to the US 180 study corridor, playing radio advertisements, posting social media announcements, and displaying paper and online newspaper advertisements. This section represents a summary of the outreach.

Newspaper Advertisements

Newspaper advertisements providing the date and location of the US 180 CMP Public Open House Meeting #1 were published in the following newspapers:

- Daily Sun News (April 24, 2018)

Copies of the advertisement can be found in Appendix A.

Online Newspaper Advertisements

The Public Open House Meeting #1 information, date, and time were also released to the public as another method to notify community members. The following websites published an advertisement for the meeting:

- Norther Arizona Gazette (www.northernarizonagazette.com)
- ADOT Media Center (www.azdot.gov/media/News/news-release.com)
- Flagstaff Biking ([www.http://flagstaffbiking.org](http://www.flagstaffbiking.org))
- Arizona Daily Sun ([ww.azdailysun.com](http://www.azdailysun.com))
- Northern Arizona's Locally Owned News Paper (www.flagstaffbusinessnews.com)

Social Media

Multiple Project Partners utilized their respective Facebook pages to advertise the Public Open House Meeting #1 to the community. The following agencies/municipalities posted on their Facebook pages:

- City of Flagstaff Facebook



- ADOT Facebook
- NAIPTA Mountain Line Facebook
- Coconino County

Website

The project website was developed and the web address was published on all informational materials. Public meeting information and project details were provided on the website: www.azdot.gov/US180CorridorMasterPlan

PUBLIC OPEN HOUSE MEETING #1 FORMAT

Introduction

The US 180 CMP Public Open House Meeting #1 was held on May 3, 2018 from 6:00 p.m. to 8:00 p.m. at The Commons at Flagstaff High School, 400 W. Elm Avenue, Flagstaff, Arizona 86001. The Public Open House Meeting #1 began with attendee registration at the entrance, where attendees were asked to sign-in and were provided an agenda of the meeting with a “road map” of the meeting room layout. The sign-in sheets were created to update the mailing list as well as account for the number of attendees. A copy of the sign-in sheets can be found in Appendix B. Attendees were then asked to participate in a pinning exercise which asked them to place a pin on a map (**Figure 2**) approximately where they lived. This exercise was widely accepted and appreciated by the attendees, which provided useful geographical reference behind the feedback and comments received at the meeting. The results from the map pinning exercise can be found in Appendix C.

Figure 2: Pinning Exercise Map



Presentation

At 6:15 p.m. the consultant project manager, Kevin Kugler, gave a brief PowerPoint presentation about the study. A copy of the PowerPoint presentation can be found in Appendix D and covered the following topics:

- Welcome & Introductions
- Meeting’s Agenda
- Open House Format & Objectives
- US 180 CMP Study Corridor & Project Goals
- US 180 CMP Project Work Plan & Schedule
- Next Steps
- Methods of Providing Comments
- Q & A



Mr. Kugler began the presentation by introducing himself and welcoming all of the attendees and the Flagstaff Unified School District for hosting the meeting. Mr. Kugler then indicated that there were various colleagues and Project Partners in attendance to assist him, noting they would be wearing name tags, but did not want to take the time to introduce everyone. Mr. Kugler said he would go into a brief presentation and about the project and the format of the public meeting, and then take 3-5 questions following the presentation, but wanted to make sure all questions were answered, so additional question cards were handed out to all attendees who could fill them out and hand them in following the presentation. A copy of the question card can be found in Appendix E. Mr. Kugler then reviewed the Agenda for the evening followed by the format and objectives of the US 180 CMP Public Open House. Mr. Kugler then presented the US 180 Study Corridor, the US 180 CMP Goals, and the project process/schedule. Mr. Kugler concluded the presentation by talking about the next steps of the project and informing the attendees about the five different Stations at the meeting and described the format of the open house and the various ways to provide comments. The presentation concluded at 6:33 p.m. and the open house forum began.

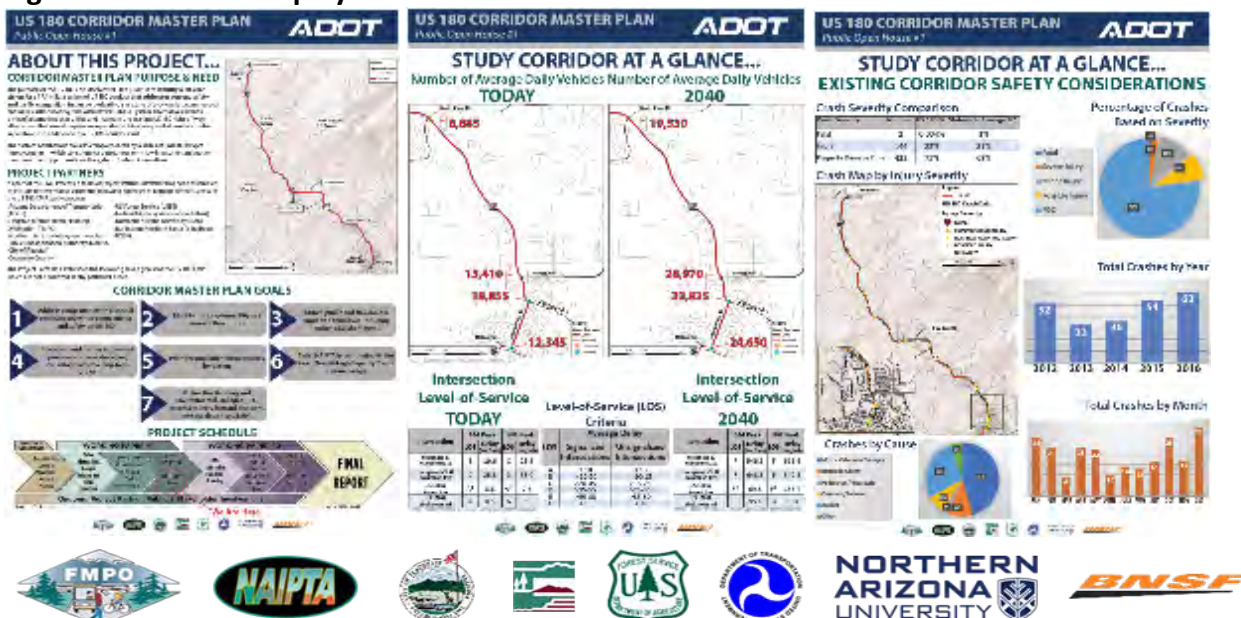
Open House

As the open house forum began, attendees were encouraged to walk around and visit the various stations, view the displays boards of the various preliminary system alternatives, ask questions of project staff, participate in the sticky-dot prioritization exercise, and fill out a comment card for each station for additional feedback. A series of display boards were created for each of five stations describing the project and showing the universe of preliminary system alternatives. The following sections describe the Public Open House Meeting #1 stations.

Station 1: About the Project/Study Area at a Glance

Station 1 provided a display board with information about the project, project purpose, project goals, and the project schedule. The station also included two display boards with existing and future conditions of the US 180 Study Corridor, which included current and future traffic volumes and existing crash data, patterns and trends. The three display boards in Station 1 are shown in **Figure 3** and can be found in Appendix F.

Figure 3: Station 1 Display Boards



Station 2: System Alternatives Utilizing Existing Right-of-Way

Station 2 provided display boards for the three preliminary system alternatives that utilize existing right-of-way within the US 180 CMP Study Corridor which include:

- Preliminary System Alternative 1: No Build (Maintain as Is),
- Base Build Spot Improvements
- Preliminary System Alternative 2: Humphreys St Southbound PM Peak Managed Lane.

The three display boards in Station 2 are shown in **Figure 4** and can be found in Appendix G.

Figure 4: Station 2 Display Boards



Station 3: System Alternatives that May Require Expanded Right-of-Way

Station 3 provided display boards for the four preliminary system alternatives that may require expanded right-of-way within the US 180 CMP Study Corridor; which include:

- Preliminary System Alternative 3: Four General Purpose Lanes, Center Median, Bike Lanes and Shoulders on both Sides
- Preliminary System Alternative 4: US 180 AM and PM Peak Managed Lane from Meade Street south to Downtown
- Preliminary System Alternative 5: Humphrey’s Street One Way Northbound for AM Peak & One Way Southbound for PM Peak, and right turn capacity at Beaver Street and Columbus, and Humphrey’s Street and SR 40B, and Preliminary
- System Alternative 6: Dynamic Southbound Shoulder.

The three display boards in Station 3 are shown in **Figure 5** and can be found in Appendix H.

Figure 5: Station 3 Display Boards



Station 4: Alternative Routes to US 180

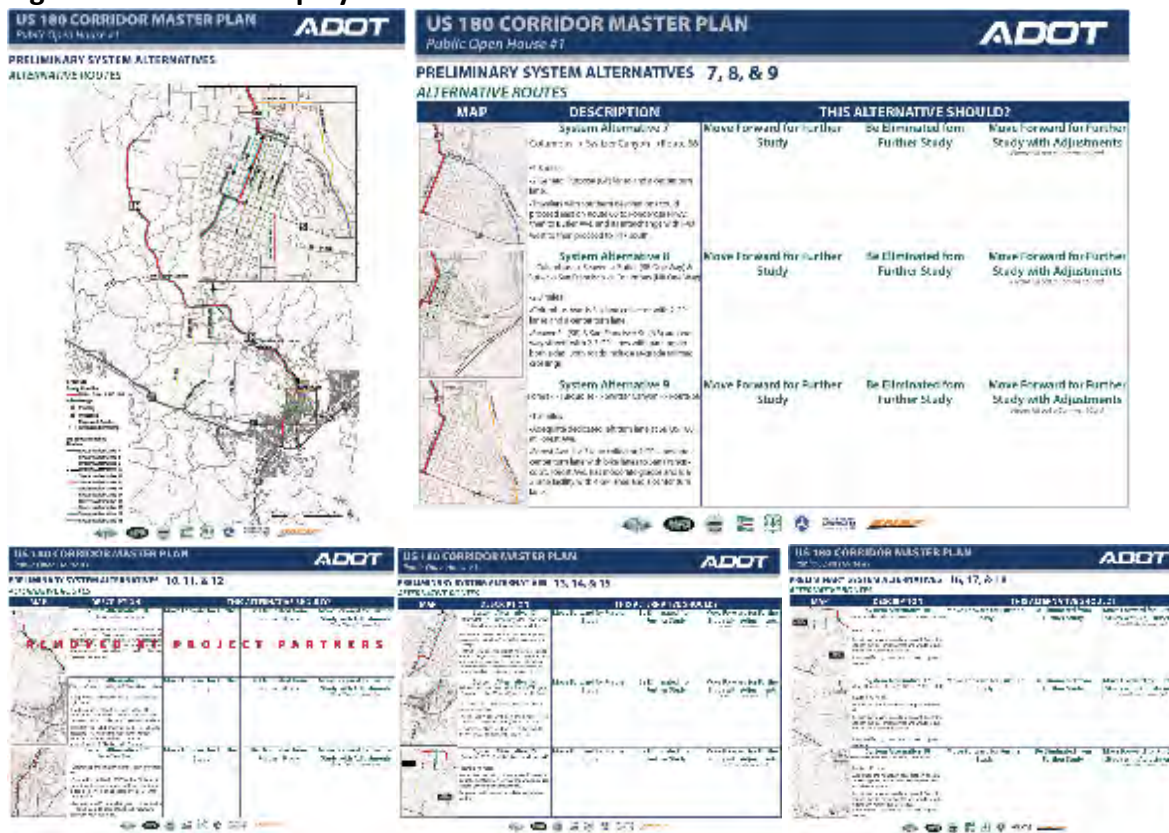
Station 4 provided display boards for the 12 preliminary system alternative routes to the US 180 CMP Study Corridor, which include:

- Preliminary System Alternative 7: Columbus Avenue to Switzer Canyon Drive to Route 66
- Preliminary System Alternative 8: Columbus Avenue to Beaver Street to Butler Avenue (Southbound One Way) & Butler Avenue to San Francisco Street to Columbus Drive
- Preliminary System Alternative 9: Forest Avenue to Turquoise Drive to Switzer Canyon Drive to Route 66, Preliminary System Alternative 10: Cable Propelled Gondola
- Preliminary System Alternative 11: Milton Road to West Route 66 to Flagstaff Ranch Road to I-40 Preliminary System Alternative 12: Lone Tree Road
- Preliminary System Alternative 13: Mike's Pike Street/Future Overpass/Humphrey's Street one way northbound & Kendrick Street/Sitgreaves Street/existing underpass to Milton Road southbound, Preliminary System Alternative 14: Milton Road to West Route 66 to Woodland's Village Boulevard to Beulah Boulevard to John Wesley Powell Boulevard to I-17 South
- Preliminary System Alternative 15: Bader Road to FS 518 to A-1 Mountain Road to I-40
- Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
- Preliminary System Alternative 17: Wing Mountain Road to FS Road 222 to FS Road 111
- Preliminary System Alternative 18: Hidden Hollow Road to FS 506 to I-40

The three display boards in Station 4 are shown in **Figure 6** and can be found in Appendix I.



Figure 6: Station 4 Display Boards



Station 5: NAIPTA Study

Northern Arizona Intergovernmental Public Transit Authority (NAIPTA) had a station describing a complementary study of how transit and transportation demand management could be used to reduce winter congestion specifically.

Mapping Exercise

In addition to Station 1 through Station 5, there was a separate station dedicated to a mapping exercise that consisted of a series of large roll plot aerial maps of the US 180 CMP Study Corridor. These roll plot maps provided an opportunity for attendees to offer custom feedback by drawing and making notations and/or observations about US 180 directly onto the large maps. Attendees were encouraged to jot down/identify areas of typical congestion, safety concern, crashes, poor lighting, and other issues and opportunities. A copy of the results from the mapping exercise can be found in Appendix J.

Public Comment Summary

This section presents a summary of the comments received during the Public Open House Meeting #1 meeting. The comments received were obtained in three different formats, which include questions cards, the sticky-dot prioritization exercise for the preliminary system alternatives, station comment cards, and emails sent to the project email address (US180@mbakerintl.com). A total of 204 comments were received as of May 31, 2018.

Question Cards

When public meetings occur, it is critical that to make an effort to collect all public feedback and input. Question cards were handed out to during the presentation to allow the attendees an opportunity to ask a question to the project team if they did not get a chance to ask a question over the microphone during the presentation, or who may not have felt comfortable asking a question over the microphone. A total of 16 question cards were collected and can be found in Appendix K.

Preliminary System Alternative Sticky-Dot Prioritization Exercise

The primary objective of Public Open House Meeting #1 Meeting #1 was to present the Preliminary System Alternatives for the US 180 study corridor, and seek public input to help the Project Partners determine which Preliminary System Alternatives should move forward for additional study or not. A simple sticky-dot prioritization exercise was utilized on the display boards at Stations 1-4 to capture which preliminary system alternatives were preferred or not by meeting attendees. Each participant was given 18 dot stickers (one for each alternative), and asked them to place a sticker based on whether they believed each Preliminary System Alternative should either *Move Forward for Further Study*, *Be Eliminated from Further Study*, or *Move Forward for Further Study with Adjustment*. **Table 1** shows the results of the sticky-dot prioritization exercise for each System Alternative with the total number of dots for each category. **Table 1** summarizes the feedback received through this sticky dot exercise. The Preliminary System Alternative display boards with the sticky-dot prioritization exercise results can be found in Appendix G through Appendix I.



Table 1: Preliminary System Alternative Sticky-Dot Prioritization Exercise Results

Station/Preliminary System Alternative	Move Forward for Further Study	Be Eliminated from Further Study	Move Forward for Further Study with Adjustment
Station 2: System Alternatives Utilizing Existing Right-of-Way			
Preliminary System Alternative 1: No Build (Maintain as Is)	Not Applicable		
Base Build Spot improvements	See Table 2		
Preliminary System Alternative 2: Humphreys St Southbound PM Peak Managed Lane	45	35	0
Station 3: System Alternatives that May Require Expanded Right-of-Way			
Preliminary System Alternative 3: Four General Purpose Lanes, Center Median, Bike Lanes and Shoulders on both Sides	51	52	0
Preliminary System Alternative 4: US 180 AM and PM Peak Managed Lane from Meade Street south to Downtown	48	36	0
Preliminary System Alternative 5: Humphrey’s Street One Way Northbound for AM Peak & One Way Southbound for PM Peak, and right turn capacity at Beaver Street and Columbus, and Humphrey’s Street and SR 40B	17	69	1
Preliminary System Alternative 6: Dynamic Southbound Shoulder	50	28	1
Station 4: Alternative Routes to US 180			
Preliminary System Alternative 7: Columbus Avenue to Switzer Canyon Drive to Route 66	23	36	0
Preliminary System Alternative 8: Columbus Avenue to Beaver Street to Butler Avenue (Southbound One Way) & Butler Avenue to San Francisco Street to Columbus Drive	4	48	0
Preliminary System Alternative 9: Forest Avenue to Turquoise Drive to Switzer Canyon Drive to Route 66	8	43	0
Preliminary System Alternative 10: Cable Propelled Gondola	Previously Removed by Project Partners		
Preliminary System Alternative 11: Milton Road to West Route 66 to Flagstaff Ranch Rd to I-40	4	48	0
Preliminary System Alternative 12: Lone Tree Road	65	19	0
Preliminary System Alternative 13: Mike’s Pike Street/Future Overpass/Humphrey’s Street one way northbound & Kendrick Street/Sitgreaves Street/existing underpass to Milton Road southbound	10	65	0
Preliminary System Alternative 14: Milton Road to West Route 66 to Woodland’s Village Boulevard to Beulah Boulevard to John Wesley Powell Boulevard to I-17 South	10	36	0
Preliminary System Alternative 15: Bader Road to FS 518 to A-1 Mountain Road to I-40	67	92	0
Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40	56	78	0
Preliminary System Alternative 17: Wing Mountain Road to FS Road 222 to FS Road 111	113	28	0
Preliminary System Alternative 18: Hidden Hollow Road to FS 506 to I-40	57	56	0



In addition to the sticky-dot prioritization exercise, Public Open House Meeting #1 attendees were given the opportunity to provide additional comments on post-it notes for each preliminary system alternative. The following comments were captured on post-it notes for each preliminary system alternative:

Station 2: System Alternatives Utilizing Existing Right-of-Way

No Build (Maintain as Is)

No Additional Comments were received.

Base Build Spot Improvements

This table indicates the number of supporting votes received for each type of base build spot improvement type.

Table 2: Base Build Spot Improvements Stick-Dot Results

BASE BUILD SPOT IMPROVEMENT TYPE	NUMBER OF SUPPORTING VOTES
Mid-Block Pedestrian Crossings	44
Pedestrian/Bicycle Overpass	62
Pedestrian/Bicycle Underpass	39
Bike Lanes	33
Multi-Use Path	59

The additional comments received on the Base Build Spot Improvement Display Board included:

- Wildlife crossings?
- Mid-block crossing at Forest Avenue and US 180 (x2).
- Mid-block crossing at Late for the Train.
- Mid-block crossing at Sechrist School.
- HAWKS are ineffective when drivers are unfamiliar with them. Given that a high proportion of drivers on US 180 are visitors, HAWKS are not viable.
- US 180 is far too wide for a pedestrian/bicycle overpass
- US 180 and Forest Avenue need a better crossing – pedestrian/bicycle overpass
- Sechrist School overpass
- MNA and Sechrist School need an overpass
- Fort valley/Humphrey’s Street and Columbus Avenue Intersections would be good locations for pedestrian/bicycle underpasses.
- Sechrist School underpass is a better option than an overpass because it won’t stop traffic and is better for our weather. Less risk for people jumping off, rock throwing and allows tall trucks.
- Need an underpass at Sechrist School
- Forest Avenue and Fort Valley Road intersections are good locations for underpasses
- Fix corner of US 180 for wide bike lanes on both sides of the street north of Cheshire.
- Bike lanes should be eliminated when there is ample room for both bikers and walkers on asphalted oaths above the curb.
- Speeds are too high on US 180 for bike lanes.
- Need a continuous paved off-street multi-use path



- Bike must be physically protected from cars. I bike US 180 regularly and it is terrifying!
- Need a bike path from MNA to the Canyon! (x3)
- Move Sechrist School off US 180 to a different location (x3)
- Build a roundabout at Forest Avenue and US 180

Preliminary System Alternative 2: Humphreys St Southbound PM Peak Managed Lane

The additional comments received on the Preliminary System Alternative 2 Display Board included:

- City of Tucson had these and removed them in the early 2000's due to accidents and safety concerns.
 - Turn lane is currently used as alternative driving lane from Forest Avenue to Humphrey's Street
- Station 3: System Alternatives that May Require Expanded Right-of-Way

Station 3: System Alternatives that May Require Expanded Right-of-Way

Preliminary System Alternative 3: Four General Purpose Lanes, Center Median, Bike Lanes and Shoulders on both Sides

The additional comments received on the Preliminary System Alternative 3 Display Board included:

- This would not be effective unless working in conjunction with a widening or more effective use of Humphrey's Street, as the intersection at Humphrey's Street and Columbus Avenue is the bottleneck.
- Reasonable? Practical?
- Maybe if you had a bus only lane and continued infrastructure for transit to Snowbowl during winter.

Preliminary System Alternative 4: US 180 AM and PM Peak Managed Lane from Meade Street south to Downtown

The additional comments received on the Preliminary System Alternative 4 Display Board included:

- Meade is access from Fratelli's & late for the train.
- Use one 10-foot pedestrian/bike trail on each side to reduce the total width and save traditional look of the street.
- Reasonable? Practical?

Preliminary System Alternative 5: Humphrey's Street One Way Northbound for AM Peak & One Way Southbound for PM Peak, and right turn capacity at Beaver Street and Columbus, and Humphrey's Street and SR 40B

The additional comments received on the Preliminary System Alternative 5 Display Board included:

- Safety concern of vehicle accidents during inclement weather.

Preliminary System Alternative 6: Dynamic Southbound Shoulder

The additional comments received on the Preliminary System Alternative 6 Display Board included:

- Creek Side Drive is just north of Quintana Street and Grand Canyon trust on the east side.
- Way too dangerous for bikes on dynamic shoulder.



- Needs to be easily understood by tourists. As a case study look at Grant “suicide lane” in Tucson, Az. This lane was dangerous and eliminated in the early 2000’s.
- This seems extremely dangerous for cyclists.
- Need transit also for school buses dedicated lane or extra lane for cars on Forest Avenue to Sechrist, because of Sechrist Elementary School boundary (North of Forest Ave/Cedar all the way to 4th Street) parent/bus traffic comes down Forest Avenue on US 180 – Traffic is backed up to San Francisco Street on Forest Avenue in the morning, especially during ski season, and significantly impacts US 180 traffic in the morning (8:00-8:45 am).

Station 4: Alternative Routes to US 180

The additional comments received on the Preliminary System Alternative 7 through Preliminary System Alternative 18 Display Boards included:


- In lieu to Lone Tree Road Alternative Route– add an over/under pass at Ponderosa to aid north/south movement
- The Alternative Routes outside of Flagstaff are a waste of tax dollars because all snow gear rental places, restaurants, and fuels stops are in town.
- Do not go through any neighborhoods
- Preliminary System Alternative 17 is the only alternative route that does not go through a neighborhood – go this route!
- The Snow Bowl Road Route would block an important wildlife corridor. Contact Hannah Griscom at AZ Game & Fish for more information.

Station Comment Cards

Supplemental Comment Cards were provided to meeting attendees at each station for additional and further detailed input/feedback on the various preliminary system alternatives. Comment cards were not provided at Station 5: NAIPTA Transit Study. A total of 136 comment cards were received, with 27 comment cards collected at Station 1, 20 comments cards collected at Station 2, 29 comment cards collected at Station 3, and 60 comment cards collected at Station 4. The comment cards received for each station can be found in Appendix L through Appendix O.



Appendix A - US 180 Public Open House Meeting #1 Advertisement



Corridor Master Plan Open House

PUBLIC OPEN HOUSE

The Arizona Department of Transportation in conjunction with the Federal Highway Administration and other Project Partners, are conducting a Corridor Master Plan study for US 180 in Flagstaff and Coconino County. The study corridor consists of a 17.4-mile section of the highway from the intersection of Historic Route 66 and Humphreys Street (milepost 215.44) to the Crowley Pit Snow Play Area (milepost 233.25).


The purpose of the US 180 Corridor Master Plan is to identify a 20-year vision for the US 180 corridor that addresses current and future safety, traffic congestion, and transit issues by evaluating a mixture of previously recommended and newly introduced System Alternatives. These System Alternatives include a mix of alternatives that utilize and maintain the existing US 180 right-of-way, alternatives that would require an expanded right-of-way, and alternative routes separate and in addition to the US 180 corridor itself.

Thursday, May 3, 2018
6 to 8 p.m.
Flagstaff High School Commons
400 W. Elm Avenue
Flagstaff, AZ 86001

Your Input is Important!


- Participate in the public meeting
- Provide comments
- Visit the project website

www.azdot.gov/US180CorridorMasterPlan



Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, gender or disability. Persons that require a reasonable accommodation based on language or disability should contact Community Relations project manager Mackenzie Kirby at 928-525-6494 or email MKirby@azdot.gov. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

De acuerdo con el título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en Inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en Inglés) no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Personas que requieren asistencia (dentro de lo razonable) ya sea por el idioma o por discapacidad deben ponerse en contacto Mackenzie Kirby 928-525-6494 o en MKirby@azdot.gov. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.



ADOT Project Number: P181203P Federal Aid Number: MPD-S(018)



US 180 Corridor Master Plan Public Open House #1	
Flagstaff High School: The Commons 400 W. Elm Avenue Flagstaff, Arizona 86001	Thursday, May 3, 2018 6:00 pm – 8:00 pm
Sign-In Sheet	

Name	E-mail
Randon Cupp	
Stacy Matteson	
Cindy Daskocil	
KAREN WARREN	
Mona Schmidt	
Robbie Schmidt	
Deborah Collins	
Jana Dechter	
Estelle Hollander	
Douglas Sato	
Cynthia Baughmer	
ED SAINES	
Naomi Morrison	
David Blanchard	
ROBERT SHIPLEY	
Ethan Blasius	
BRAD LUKY	
Sharon Galbraith	
Tatiana Smith	
Jennsen Womack	
GREG SCHARF	
Christina Osgood	
JOAN MARTINI	
Magley	
Jeffrey DeLap	
Ryan Brydenthal	
Jamie Whelan	
Janet Koons	
Ala Klapp	
Carlton Johnson	
Susan Helms	
ROGER SMITH	
JEFF GOULDEN	
Richard Holm	
Connie Kim	
Adam DeLise	
GREG MACE	
Mark Spinti	
Jennifer Spinti	



US 180 CORRIDOR MASTER PLAN

Public Open House #1 – Meeting Summary Report



US 180 Corridor Master Plan	
Public Open House #1	
Flagstaff High School: The Commons 400 W. Elm Avenue Flagstaff, Arizona 86001	Thursday, May 3, 2018 6:00 pm – 8:00 pm
Sign-In Sheet	

Name	E-mail
Barbara Cress	
Barry+Debbie Martin	
Dennis Lavin	
Robert A. Davis	
Kathryn Davis	
Ann + Andrew Johnson	
Jan Mural	
DENNIS HOMAN	
RANDY WHITAKER	
CHRIS RHODE	
DAVID SHAFER	
Don Woods	
Tom Rose	
KATHERINE FAER	
PATRICK KOHNEN	
M. WOODS	
John Lindertal	
Laura Shearin	
Alice Freer	
JANICE FREER	
KIM AUSTIN	
Julie Leid	
Christi Carlson	
Mike + Cass Mitchell	
Alida+Dawn Dierker	
Sue Martin-Coskey	
CATHY THOEMMES	
JOHN VANLANDINGHAM	
Amanda J. Fert	
Richard Rogers	
Nate White	
Patricia Hardman	
Mary Harmon	
Christine Cox	
JONATHAN MCINTIRE	
SAT BEST	
NEFF MAURER	
Tom Smura	
JIM DESKOCIL	
Ed Smaylik	



US 180 CORRIDOR MASTER PLAN

Public Open House #1 – Meeting Summary Report



US 180 Corridor Master Plan Public Open House #1	
Flagstaff High School: The Commons 400 W. Elm Avenue Flagstaff, Arizona 86001	Thursday, May 3, 2018 6:00 pm – 8:00 pm
Sign-In Sheet	

Name	E-mail
John Kondratuk	
Robert Strayer	
Russell Collins	
DAVE DORRICK	
Kody Rhoads	
JIM MCCARTHY	
TOM BOUGHTNER	
Louise Kisluga	
Kerth Becke	
MARK HAUGHTWORT	
EMERY LAMAN	
Hannah Griseom	
TJ Willner	
PAUL Davis	
Gerry Craig	
Roddy Phillips	
JEFF Coker	
Jason Sues	
John Venkat	
Rebecca Delcamp	
Sandra Smith	
Edward Smith	
Joan Luckow	
Kay Ainsworth	
Kyle Wormsbecker	
Linda Jalbert	
LANCE DISKIN	
Margie Gowden	
Evan Wardington	
Art Beland	
Jonah Walsh	
Matt Jardine	
Robert Naughton	
Kim Tittelkaugh	
Danrel Folke	
DAN OKOLI	
Murim Magbanchi	
Fayem Ajibushi	
Julie Stone	
Kim CAMPBELL	



US 180 CORRIDOR MASTER PLAN

Public Open House #1 – Meeting Summary Report



US 180 Corridor Master Plan Public Open House #1	
Flagstaff High School: The Commons 400 W. Elm Avenue Flagstaff, Arizona 86001	Thursday, May 3, 2018 6:00 pm – 8:00 pm
Sign-In Sheet	

Name	E-mail
Brian Poturalski	
Carole Gilmore	
RICHARD & LAVERNE JEANNE	
BRETT & MARY WOODS	
TIM DALEGOWSKI	
MICHELE RALSTON	
DAVID & JILLIAN SARTY	
ANTHONY QUINTILE	
John Nauman	
Matt Mitchell	
MARTINE	
CHUCK GILICK	
Kurt Knittle	
MARILYN WEISSMAN	
Anna Wittke	
W K Moser	
David Anning	
Austin Simmons	
Rick Barrett	
Boris Koh	
Ahmad Al-mohammedsalah	
shayea Abashibah	
Brandon Short	
Kathy Sechrist	
Kelly Rowell (kel.rowell@gmail)	
Katarina Kerjala	
CARLY LONG	
Mike Townsend	
JEFF T. [unclear]	
Ngom Kalvin	
John Taylor	
MATT FAHY	
EVE Coffman	
Susan Galighity	
Mike [unclear]	
Shane Bille	
MATTHEW BOPP	
Eric Carlson	
Guillermo Cortes	



Appendix C - US 180 Public Open House Pinning Exercise

US 180 CORRIDOR MASTER PLAN
Public Open House #1

ADOT

TELL US WHERE YOU LIVE...
Place a Pin Where You Generally Live

US 180 CMP Study Corridor



US 180 CORRIDOR MASTER PLAN
Public Open House #1



TELL US WHERE YOU LIVE...

Place a Pin Where You Generally Live



Appendix D - US 180 Public Open House PowerPoint Presentation

US 180 Corridor Master Plan
Public Open House

May 3, 2018

Michael Baker
INTERNATIONAL

WELCOME & INTRODUCTIONS

Michael Baker
INTERNATIONAL



TONIGHT'S AGENDA

- I. Welcome & Introductions
- II. Open House Format & Objectives
- III. Project Introduction
 - a) Study Corridor Limits
 - b) Project Partners
 - c) Project Goals
- IV. Project Work Plan & Project Schedule
- V. Next Steps
- VI. How You Can Provide Comments Tonight



II. OPEN HOUSE FORMAT & OBJECTIVES

- 1) Introduce the Project to Residents and Stakeholders
- 2) Confirm the Project Goals
- 3) Receive Your Feedback On:
 - Identifying any new or modified alternatives for US 180;
 - Identifying any alternatives for US 180 that should be eliminated; and
 - NAIPTA's concurrent US 180 Study



III. PROJECT INTRODUCTION

US 180 CMP Study Corridor



III. PROJECT INTRODUCTION

Project Partners:

- Arizona Department of Transportation
- Flagstaff Metropolitan Planning Organization
- City of Flagstaff
- Coconino County
- US Forest Service
- Federal Highways Administration
- Northern Arizona University
- Northern Arizona Intergovernmental Public Transportation Authority
- Burlington Northern Santa Fe Railroad



III. PROJECT INTRODUCTION

US 180 CMP Goals:

- 1 Address congestion (with a special emphasis on winter congestions) and safety on US 180
- 2 Identify the long-term (20-year) vision of the corridor
- 3 Obtain public and stakeholder input on alternatives, including multimodal alternatives
- 4 Scope out and further implement previous and new strategies, consistent with the long-term vision
- 5 Prioritize implementation projects for design
- 6 Assist NAIPTA in completing its Bus Rapid/Transit/High Capacity Transit system design
- 7 Follow the Planning and Environmental Linkages (PEL) process to carry forward decisions into the design and NEPA

Michael Baker INTERNATIONAL

IV. PROJECT WORK PLAN & PROJECT SCHEDULE

US 180 CMP Process:

PROJECT CHARTER
Project Partner & Agency Stakeholder Kick-Off Meeting

WORKING PAPER #1
Gather Information & Analyze Existing and Future Conditions
Identify System Alternatives and Base Build Spot Improvements
City Council/ BOS Reviewing & Public Open House

WORKING PAPER #2
Tier 2 Alternative Evaluation Screening
Analysis of preferred Alternatives with Conceptual Engineering Plans
City Council/ BOS Reviewing & Community Open House

FINAL REPORT

Ongoing Project Partner, Public & Stakeholder Involvement

FALL 2017 WINTER 2018

Michael Baker INTERNATIONAL



V. NEXT STEPS

- ▶ Eliminate, add or refine alternatives based on public input
- ▶ Perform detailed analysis of refined alternatives
- ▶ Public surveys on refined alternatives
- ▶ Second Public Open House Meeting (Fall 2018)
- ▶ Final Recommendations (December 2018)



VI. How You Can Provide Comments Tonight

THERE ARE MANY WAYS...

- 1) Questions and Comments at 5 “Stations”
- 2) Ask any Project Representative
- 3) Poster Boards/Sticky Dot/Sticky Note Exercises at Stations
- 4) Mapping Exercise – roll plots
- 5) Comment Cards – at each Station
- 6) Visit the Project Website at:
 - www.azdot.gov/US180CorridorMasterPlan
 - Submit comments or questions to: US180Project@mbakerintl.com



Appendix E - US 180 Public Open House Question Card



QUESTION CARD

If you have a question(s) that you would like answered at the end of the presentation, please write your question(s) on this card and pass it to an ADOT project representative. We have limited time for questions and answers to allow you time to speak directly with project staff. If we do not get to your question, we encourage you to speak with a project representative. Thank you for printing legibly.

Name: _____ Email: _____



Appendix F - Station 1: About the Project/Study Area at a Glance Display Boards

US 180 CORRIDOR MASTER PLAN

Public Open House #1

ABOUT THIS PROJECT... CORRIDOR MASTER PLAN PURPOSE & NEED

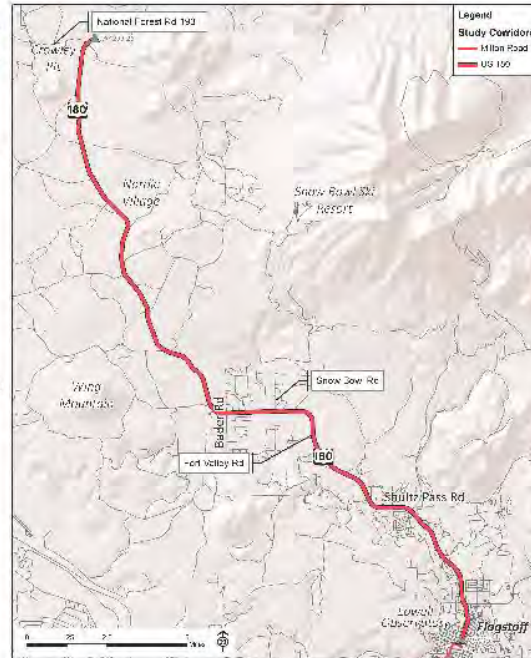
The purpose of the US 180 Corridor Master Plan (CMP) is to **identify a 20-year vision** for a 17.4 miles section of US 180 corridor that **addresses current safety and traffic congestion issues** by evaluating a mixture of previously recommended and newly introduced System Alternatives. These System Alternatives include a mix of alternatives that utilize and maintain the existing US 180 right-of-way, alternatives that would require an expanded right-of-way, and alternative routes separate and in addition to the US 180 corridor itself.

The System Alternatives are also complemented by a series of Base Build Spot Improvements – which constitute targeted, near-term low investment mitigation measures that support mid- and long-term System Alternatives.

PROJECT PARTNERS

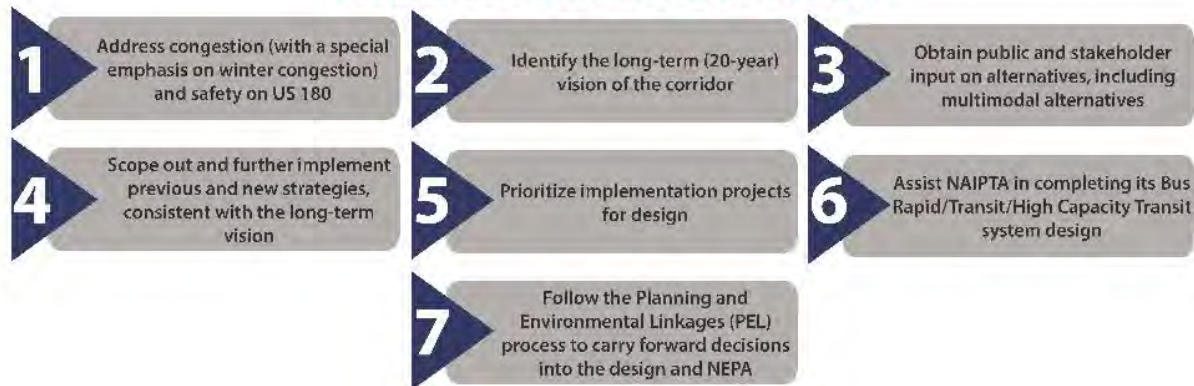
As part of the CMP Process, a team of Project Partners (Partners) has been assembled to include representatives from the following agencies to help guide the success of the US 180 CMP study process:

- Arizona Department of Transportation (ADOT)
- Flagstaff Metropolitan Planning Organization (FMPO)
- Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA)
- City of Flagstaff
- Coconino County
- US Forest Service (USFS)
- Federal Highways Administration (FHWA)
- Northern Arizona University (NAU)
- Burlington Northern Santa Fe Railroad (BNSF)

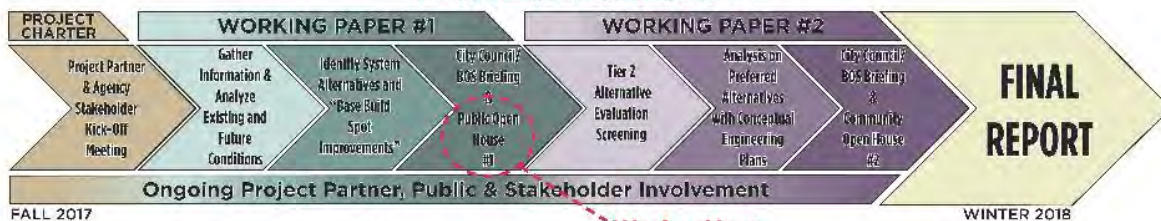


The Project Partners established the following seven goals for the US 180 CMP which are not prioritized in any particular order:

CORRIDOR MASTER PLAN GOALS

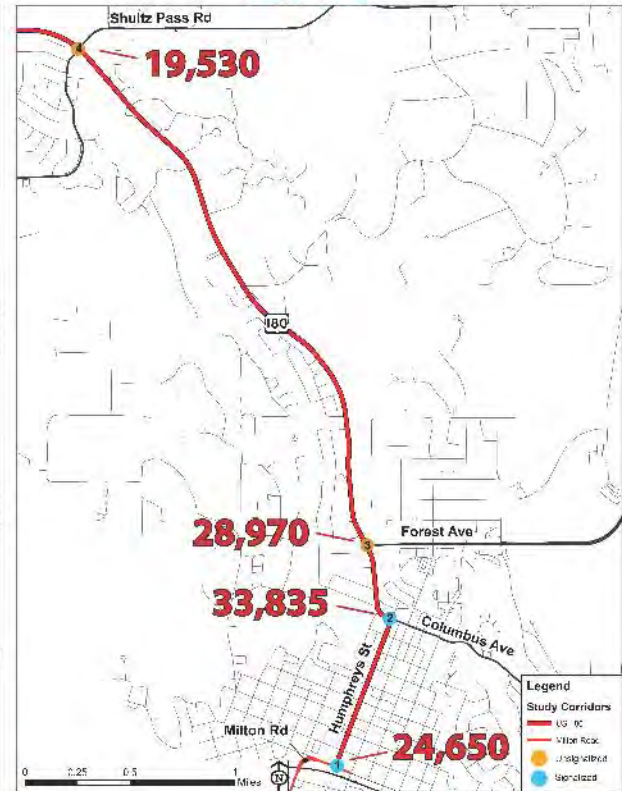
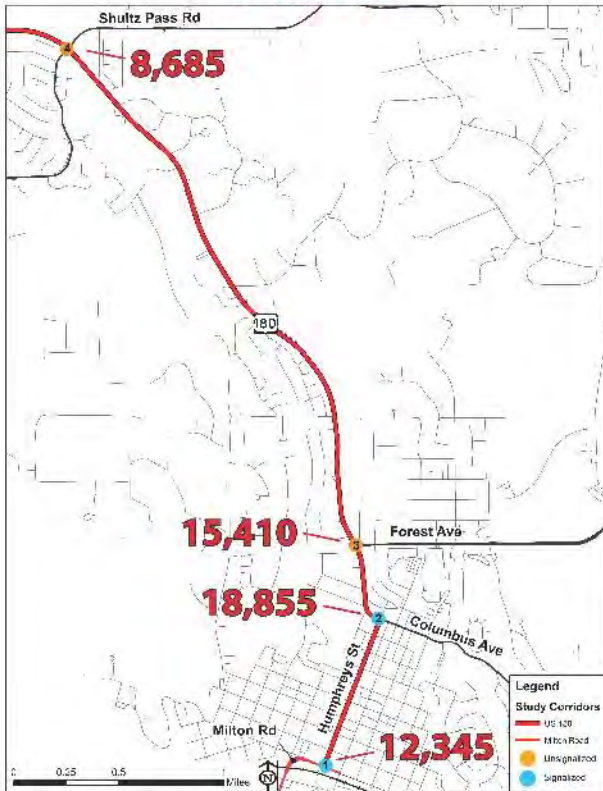


PROJECT SCHEDULE



US 180 CORRIDOR MASTER PLAN
Public Open House #1

STUDY CORRIDOR AT A GLANCE...
Number of Average Daily Vehicles **TODAY** Number of Average Daily Vehicles **2040**



NOTE: Vehicle Counts Observed on Tuesday, September 12, 2017

Intersection Level-of-Service TODAY

Level-of-Service (LOS) Criteria

Intersection Level-of-Service 2040

Intersection	AM Peak		PM Peak	
	LOS	Delay (Sec/Veh)	LOS	Delay (Sec/Veh)
Milton Rd & Humphreys St	B	19.6	C	28.5
Humphreys St & Columbus Ave	C	25.8	D	35.0
US 180 & Forest Ave	A*	3.6	A*	7.6
US 180 & Shultz Pass Rd	A	8.5	A	9.3

LOS	Average Delay	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	≤ 10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

Intersection	AM Peak		PM Peak	
	LOS	Delay (Sec/Veh)	LOS	Delay (Sec/Veh)
Milton Rd & Humphreys St	F	546.3	F	615.6
Humphreys St & Columbus Ave	F	648.8	F	540.3
US 180 & Forest Ave	F*	69.3	F*	135.7
US 180 & Shultz Pass Rd	F	95.4	B	19.4

*From LOS D to LOS F with an increase in LOS D. LOS E removed & based on 180/350/400 Delay

*From LOS E to LOS F with an increase in LOS E. LOS D removed & based on 180/350/400 Delay



US 180 CORRIDOR MASTER PLAN
Public Open House #1

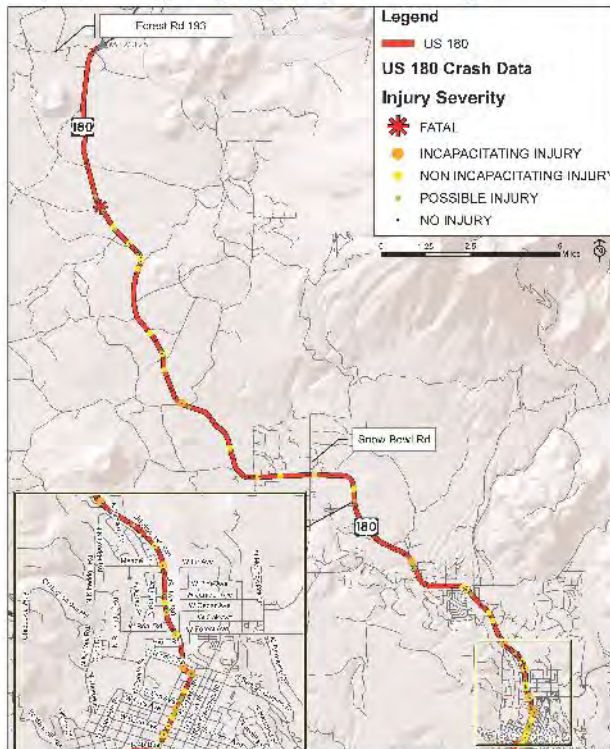


STUDY CORRIDOR AT A GLANCE... EXISTING CORRIDOR SAFETY CONSIDERATIONS

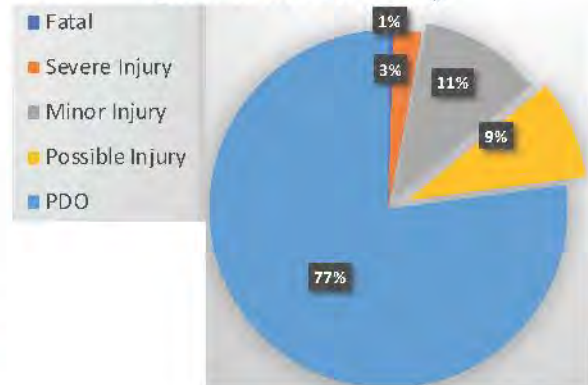
Crash Severity Comparison

Crash Severity	Number	US 180 %	Statewide Average %*
Fatal	2	0.004%	1%
Injury	146	25%	31%
Property Damage Only	422	75%	68%

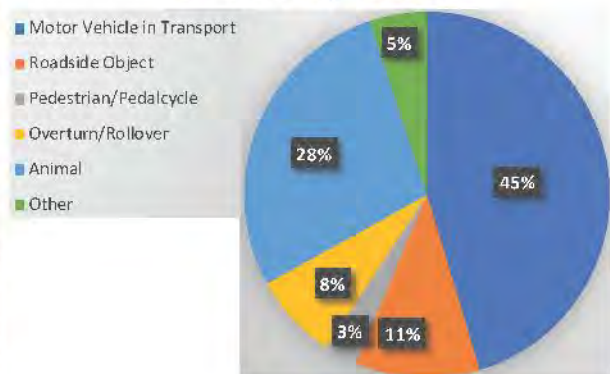
Crash Map by Injury Severity



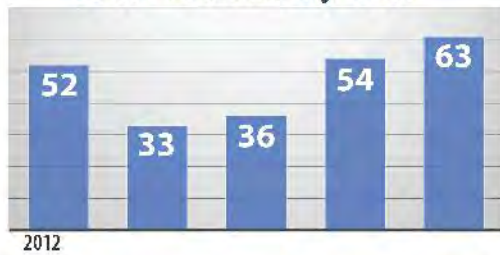
Percentage of Crashes Based on Severity



Crashes by Cause



Total Crashes by Year



Total Crashes by Month



Appendix G - Station 2: System Alternatives Utilizing Existing Right-of-Way Display Boards

US 180 CORRIDOR MASTER PLAN
Public Open House #1

PRELIMINARY SYSTEM ALTERNATIVE 2

Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)

Mid-Day / Standard Traffic Designation

PM Peak Period / Winter Traffic Designation

Note: Detailed traffic studies are necessary to apply this concept to any arterial/highway such as US 180 to address matters of safety, access management (especially with the high number of existing driveways) and multimodal considerations.

FEATURES:

- A "Reversible Lane" as the name implies, is a concept in which the center traffic lane (turn lane) may travel in either direction (however just southbound traffic during winter PM peak periods only), depending upon the time, day and/or operation sign/signal displayed.
- Reversible traffic lanes (aka managed lanes) add capacity to a road and decrease congestion by borrowing capacity from the other (off-peak) direction. There are a wide variety and combination of approaches to managed lane operations. These have typically encompassed such methods as:
 - Static signing and striping
 - Changeable message signs
 - Economic incentives / disincentives
 - Lane Controls
 - Temporary traffic control devices
 - Law enforcement / legal restrictions
- It is important to note that this alternative would only be implemented along the US 180 corridor on Humphrey's Street between Columbus Avenue and Historic Route 66.

THIS ALTERNATIVE SHOULD?

Move Forward for Further Study

Be Eliminated from Further Study

Move Forward for Further Study with Adjustments

Please Fill out a Comment Card



US 180 CORRIDOR MASTER PLAN
Public Open House #1



BASE BUILD SPOT IMPROVEMENTS

What is a Base Build Spot Improvement?

“Base Build Spot Improvements” are targeted roadway design elements that will likely be necessary in the short-term to support the long-term System Alternative improvements. As such, the listing of Base Build Spot Improvements will evolve as the preferred System Alternative(s) becomes more refined as the process moves forward.

Would You Favor any of these Improvement Facilities on US 180?



Mid-Block Pedestrian Crossings
A “HAWK”, also known as a High-Intensity Activated crossWalk beacon, is a traffic control device used to allow pedestrians to cross safely. When activated, the purpose of a HAWK beacon is to allow protected pedestrian crossings, stopping road traffic only as needed.



Pedestrian/Bicycle Overpass
Overpasses provide complete separation of pedestrians and/or bicyclists from vehicular traffic. Overpasses also provide crossings where no other pedestrian or bicycle facility is available, and connect off-road trails and paths across major barriers, like freeways, railways, and busy streets.



Pedestrian/Bicycle Underpass
Underpasses provide complete separation of pedestrians and/or bicyclists from vehicular traffic. Underpasses also provide crossings where no other pedestrian or bicycle facility is available, and connect off-road trails and paths across major barriers, like freeways, railways, and busy streets.



Bike Lanes
A Bike Lane is defined as a portion of the roadway that has been designated by striping, signage, and/or pavement markings for the exclusive use of bicyclists. Bike lanes enable bicyclists to ride at their preferred speed without interference from traffic conditions.



Multi-Use Path
A multi-use path is an off-street facility that supports multiple recreation and transportation opportunities, such as walking, bicycling, inline skating and people in wheelchairs. Paths typically have asphalt, concrete or firmly packed crushed aggregate as the surface.

PAVED BIKE PATH
SECHRIST SCHOOL
ADOT - intersection were better and safer than the other side. That's a nice feature on it. Please add to the list. THANK YOU MARIANNE

ADOT - intersection were better and safer than the other side. That's a nice feature on it. Please add to the list. THANK YOU MARIANNE

ADOT - intersection were better and safer than the other side. That's a nice feature on it. Please add to the list. THANK YOU MARIANNE

ADOT - intersection were better and safer than the other side. That's a nice feature on it. Please add to the list. THANK YOU MARIANNE

Tell Us Where on US 180!



Appendix H - Station 3: System Alternatives that May Require Expanded Right-of-Way Display Boards

US 180 CORRIDOR MASTER PLAN
Public Open House #1

PRELIMINARY SYSTEM ALTERNATIVE 3

Four General Purpose Lanes, Center Median/Turn Lane, and Bike Way & Shoulder on Both Sides of the Road

76'
Approximate ROW

FEATURES:

- This alternative adds vehicular capacity to existing US 180 by adding two additional general purpose lanes
- General purpose lanes would accommodate buses, vehicles and right turning movements.
- It is suggested that sidewalks be maintained where they currently exist today on both sides of US 180. Generally from Beal Road to Columbus Avenue.
- The F.U.T.S. would also be maintained as a protected shared use path.

THIS ALTERNATIVE SHOULD?

Move Forward for Further Study

Be Eliminated from Further Study

Move Forward for Further Study with Adjustments

Please Fill out a Comment Card

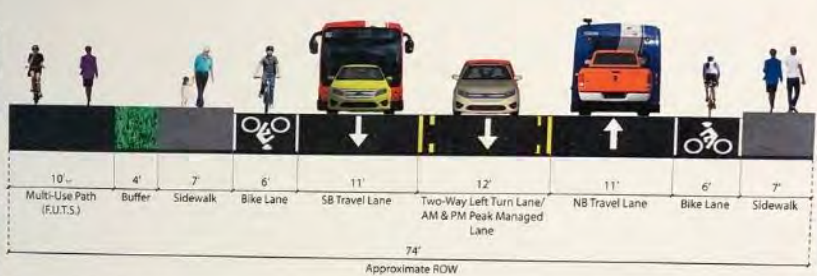
Note: Per the Road Configuration Inventory presented in the US 180 Winter Traffic Study, the existing right-of-way for US 180 varies from 50-feet to 100 feet, depending on roadway segment. The majority of road segments for US 180 average 65-80 feet in width. As such, it is assumed that this System Alternative will require some level of additional right of way expansion.



US 180 CORRIDOR MASTER PLAN
Public Open House #1



PRELIMINARY SYSTEM ALTERNATIVE 4
US 180 AM and PM Peak Managed Lane from Meade Street
South to Downtown (Reversible Center Lane)



MEMBER FROM FRAZELLI USE THE TRAIL

Note: Detailed traffic studies are necessary to apply this concept to any arterial/highway such as US 180 to address matters of safety, access management (especially with the high number of existing driveways) and multimodal considerations.

FEATURES:

- Reversible traffic lanes (aka managed lanes) add capacity to a road and decrease congestion by borrowing capacity from the other (off-peak) direction. There are a wide variety and combination of approaches to managed lane operations. These have typically encompassed such methods as:
 - Static signing and striping
 - Changeable message signs
 - Economic incentives / disincentives
 - Lane Controls
 - Temporary traffic control devices
 - Law enforcement / legal restrictions
- This Alternative also includes sidewalks and bike lanes on both sides
- The F.U.T.S. would also be maintained as a protected shared use path.

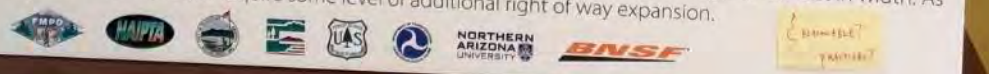
THIS ALTERNATIVE SHOULD?

Move Forward for Further Study

Be Eliminated from Further Study

Move Forward for Further Study with Adjustments
Please Fill out a Comment Card

Note: Per the Road Configuration Inventory presented in the US 180 Winter Traffic Study, the existing right-of-way for US 180 varies from 50-feet to 100 feet, depending on roadway segment. The majority of road segments for US 180 average 65-80 feet in width. As such, it is assumed that this System Alternative will require some level of additional right of way expansion.



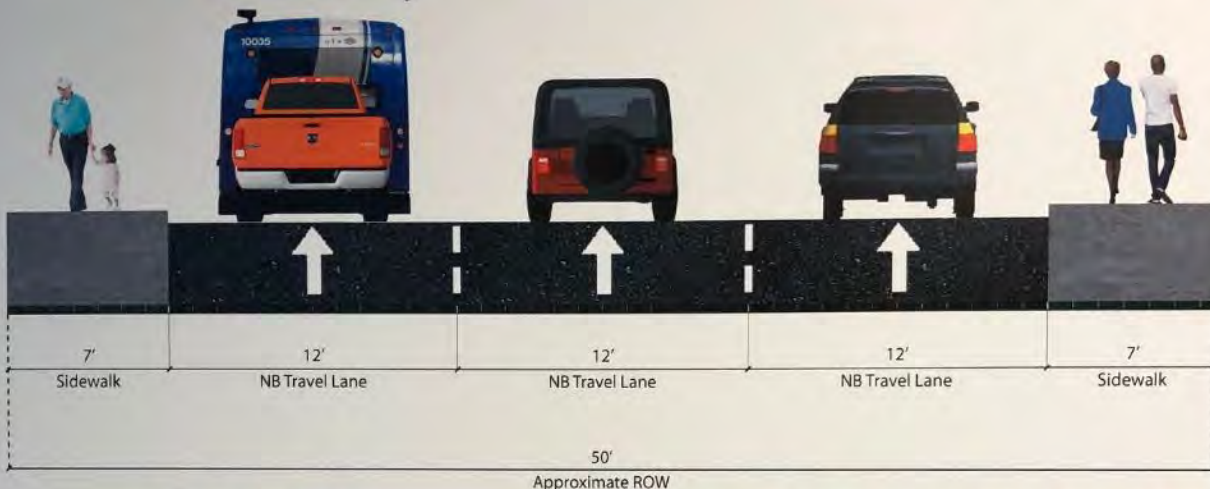
US 180 CORRIDOR MASTER PLAN

Public Open House #1



PRELIMINARY SYSTEM ALTERNATIVE 5

Humphrey's Street One Way Northbound for AM Peak & One Way Southbound for PM Peak



FEATURES:

- This Preliminary System Alternative calls for Humphrey's Street between Business 40 and Columbus Street to convert both general purpose lanes and center turn lane into one way directional traffic flows:

- Northbound for the AM Peak and
- Southbound for the PM Peak

- Figure above depicts the northbound AM peak condition only.

- An eastbound right turn lane on Columbus to Beaver Street is suggested to complement this alternative by helping mitigate southbound PM peak volumes as an alternative to Humphrey's Street.

- Two southbound right turn lanes to westbound Business 40 is also suggested.

THIS ALTERNATIVE SHOULD?

Move Forward for Further Study

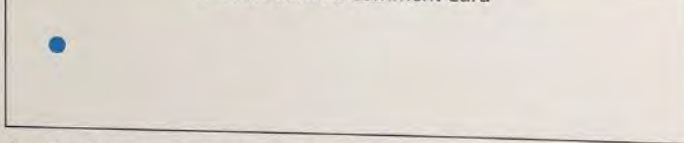


Be Eliminated from Further Study



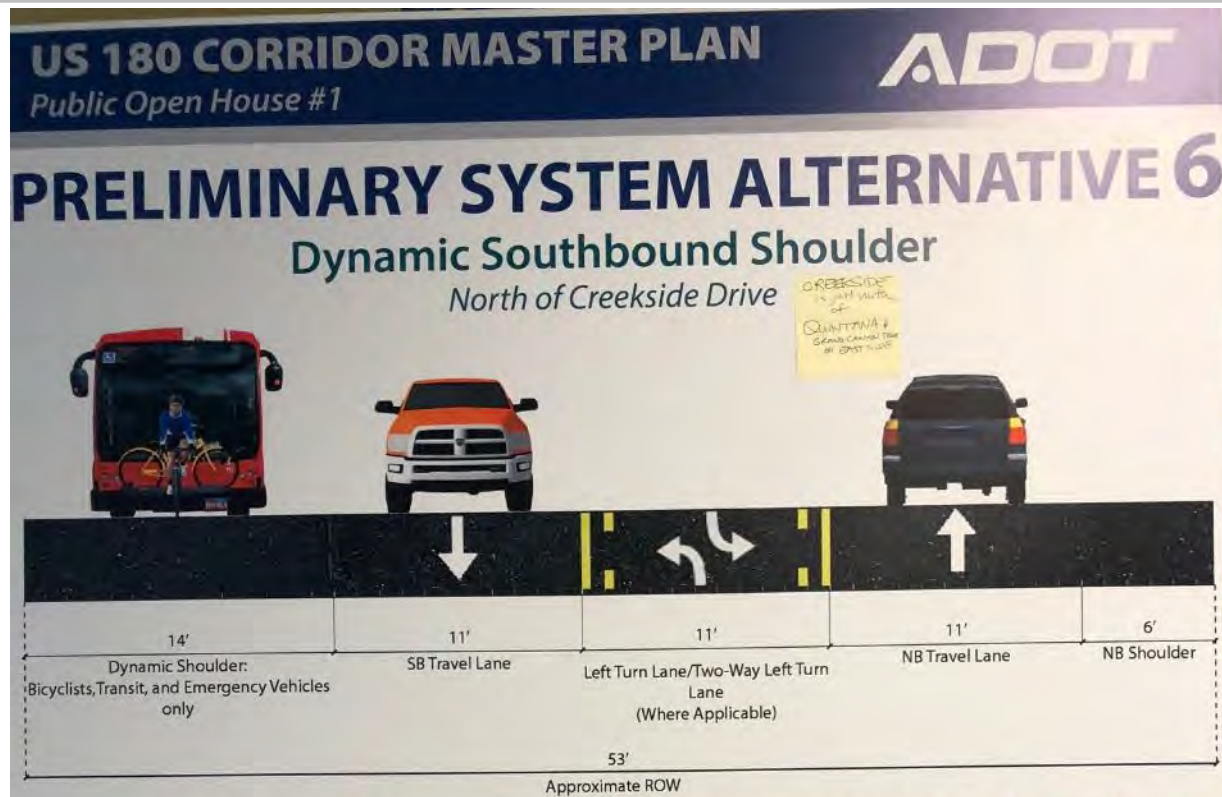
Move Forward for Further Study with Adjustments

Please Fill out a Comment Card



Note: Per the Road Configuration Inventory presented in the US 180 Winter Traffic Study, the existing right-of-way for US 180 varies from 50-feet to 100 feet, depending on roadway segment. The majority of road segments for US 180 average 65-80 feet in width. As such, it is assumed that this System Alternative will require some level of additional right of way expansion.





- FEATURES:**
- This Preliminary System Alternative would generally have minimal impact and does not require substantial amounts of additional right-of-way
 - The dynamic shoulder would support the use of transit and emergency vehicles to bypass congestion on US 180 general purpose lanes during winter peak traffic congestion only
 - The dynamic shoulder would accommodate pedestrians and bicyclists on any other standard day.
 - Signage would need to be placed at appropriate intervals that would indicate the southbound shoulder is only permitted to non-motorized travel, and emergency and transit vehicles during winter peak traffic congestion.

THIS ALTERNATIVE SHOULD?

Move Forward for Further Study

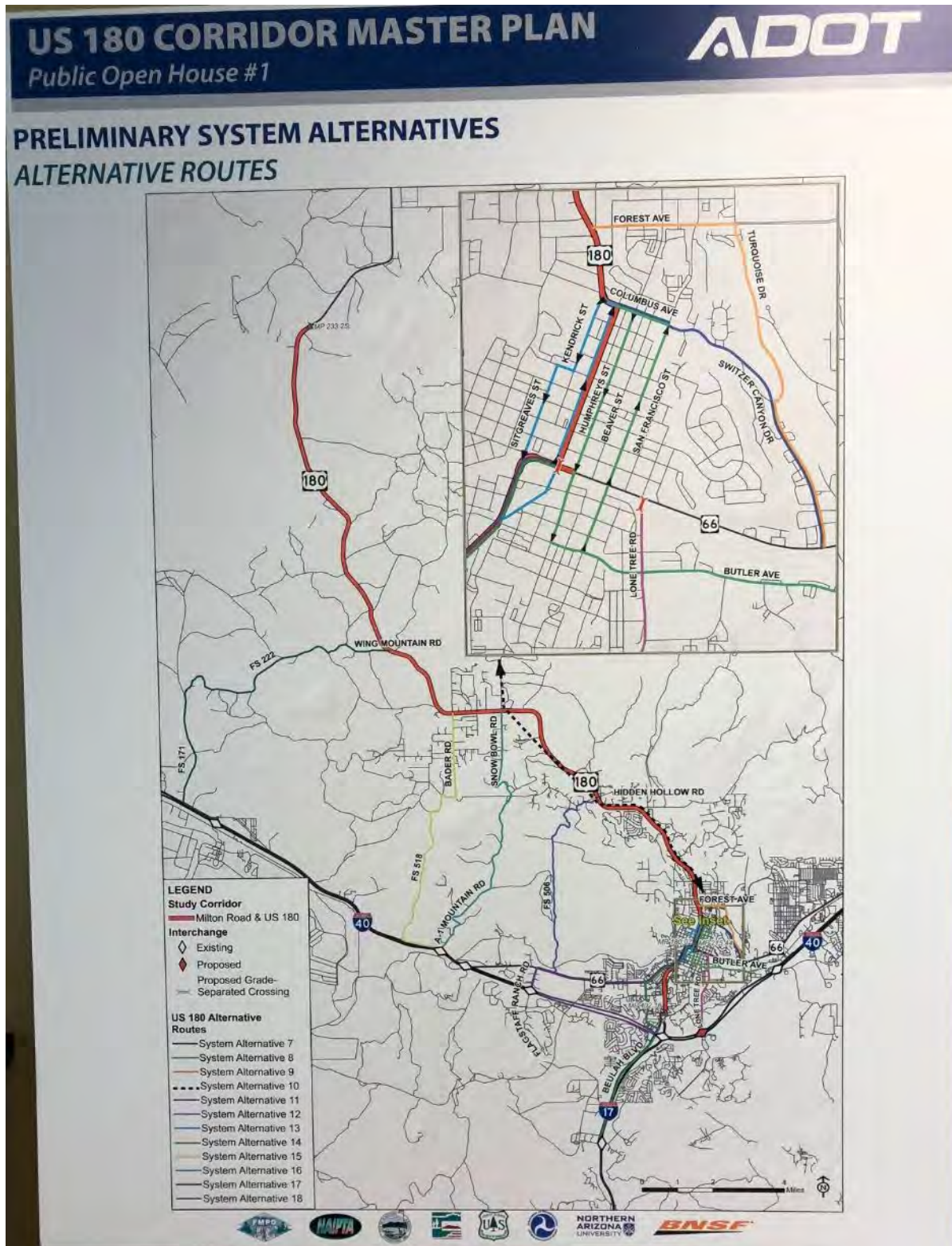
Be Eliminated from Further Study

Move Forward for Further Study with Adjustments
Please Fill out a Comment Card

Note: Per the Road Configuration Inventory presented in the US 180 Winter Traffic Study, the existing right-of-way for US 180 varies from 50-feet to 100 feet, depending on roadway segment. The majority of road segments for US 180 average 65-80 feet in width. As such, it is assumed that this System Alternative will require some level of additional right of way expansion.



Appendix I - Station 4: Alternative Routes to US 180 Display Boards



US 180 CORRIDOR MASTER PLAN

Public Open House #1



PRELIMINARY SYSTEM ALTERNATIVES 7, 8, & 9

ALTERNATIVE ROUTES

MAP	DESCRIPTION	THIS ALTERNATIVE SHOULD?		
	System Alternative 7 Columbus -> Switzer Canyon -> Route 66 <ul style="list-style-type: none"> • 1.3 miles • 2 General Purpose (GP) lanes and a center turn lane. • Travelers with southern destinations could proceed east on Route 66 to Ponderosa Pkwy, then to Butler Ave, and its interchange with I-40 west to then proceed to I-17 south. 	Move Forward for Further Study	Be Eliminated from Further Study	Move Forward for Further Study with Adjustments <i>Please Fill out a Comment Card</i>
	System Alternative 8 Columbus -> Beaver -> Butler (SB One Way) & Butler -> San Francisco -> Columbus (NB One Way) <ul style="list-style-type: none"> • 2.8 miles • Columbus Ave. is 3 a lane collector with 2 GP lanes and a center turn lane. • Beaver St. (SB) & San Francisco St. (NB) are one-way streets with 2-3 GP lanes with parking on both sides. Both roads include at-grade railroad crossings. 	Move Forward for Further Study	Be Eliminated from Further Study	Move Forward for Further Study with Adjustments <i>Please Fill out a Comment Card</i>
	System Alternative 9 Forest -> Turquoise -> Switzer Canyon -> Route 66 <ul style="list-style-type: none"> • 1.8 miles • Adequate dedicated left turn lane at SB US 180 at Forest Ave. • Forest Ave. is a 3 lane collector 2 GP lanes and a center turn lane with bike lanes to San Francisco St. Forest Ave. has moderate grades and is a 5 lane facility with 4 GP lanes and a center turn lane. 	Move Forward for Further Study	Be Eliminated from Further Study	Move Forward for Further Study with Adjustments <i>Please Fill out a Comment Card</i>



US 180 CORRIDOR MASTER PLAN Public Open House #1		ADOT	
PRELIMINARY SYSTEM ALTERNATIVES 10, 11, & 12			
ALTERNATIVE ROUTES			
MAP	DESCRIPTION	THIS ALTERNATIVE SHOULD?	
	System Alternative 10 Cable Propelled Gondola Detailed studies would be necessary to explore the economic cost effectiveness and environmental potential of a gondola system with respect to potential to sit in proximity to the environmentally and culturally sensitive Kachina Peaks Wilderness Area.	Move Forward for Further Study	Be Eliminated from Further Study
	System Alternative 11 Milton -> Route 66 -> Flagstaff Ranch Road -> I-40 -SB approach to Route 66 has a 250 ft. dedicated right turn. -Route 66 at its widest is 5 lanes with 4 GP lanes and a center turn lane, and is 3 lanes at its narrowest with 2 GP lanes and a center turn lane. -Flagstaff Ranch Rd. offers full traffic interchange access to I-40 where the majority of winter recreation vehicles likely will continue approximately 2.75 miles to I-17 south.	Move Forward for Further Study	Be Eliminated from Further Study
	System Alternative 12 Lone Tree Road -Located approximately ¾ miles east of Milton Rd. -Planned to be 100 ft. ROW with 4 GP lanes, a raised median, bike lanes, pathways on both sides, a sidewalk on one side and a FUTS trail on one side. -Requires a traffic interchange to connect with I-40 and a grade-separated BNSF railway to connect with Route 66.	Move Forward for Further Study	Be Eliminated from Further Study
		Move Forward for Further Study with Adjustments <i>Please Fill out a Comment Card</i>	Move Forward for Further Study with Adjustments <i>Please Fill out a Comment Card</i>

PROJECT PARTNERS



US 180 CORRIDOR MASTER PLAN Public Open House #1		ADOT		
PRELIMINARY SYSTEM ALTERNATIVES 13, 14, & 15				
ALTERNATIVE ROUTES				
MAP	DESCRIPTION	THIS ALTERNATIVE SHOULD?		
	<p>System Alternative 13</p> <p>Mike's Pike -> Humphreys (NB one way) & Kendrick -> Stigreaves -> Milton</p> <ul style="list-style-type: none"> -NB traffic to Mike's Pike St. to a future proposed overpass to Humphreys St. with a managed lane concept. -SB traffic to 2 lane Kendrick St. then right turn at Elm St. to Stigreaves St. which is a 2 lane local street with on-street parking. Then merge onto Milton Rd. southbound. Additional analysis needed of overpass and adjacent redevelopment efforts. 	<p>Move Forward for Further Study</p>	<p>Be Eliminated from Further Study</p>	<p>Move Forward for Further Study with Adjustments <i>Please fill out a Comment Card</i></p>
	<p>System Alternative 14</p> <p>Milton -> Route 66 -> Woodland's Village -> Beulah -> John Wesley Powell -> I-17 South</p> <ul style="list-style-type: none"> -Route 66 is a 5 lane roadway with 4 GP lanes and a center turn lane. -Woodland's Village Blvd. is a 4 lane divided, access controlled, collector roadway with 2 GP lanes. -2.75 miles of 2 lane roadway on Beulah Blvd. to the JW Powell traffic interchange to I-17. 	<p>Move Forward for Further Study</p>	<p>Be Eliminated from Further Study</p>	<p>Move Forward for Further Study with Adjustments <i>Please fill out a Comment Card</i></p>
	<p>System Alternative 15</p> <p>Bader -> FS 518 -> A-1 Mountain -> I-40</p> <ul style="list-style-type: none"> -Route is 7.6 miles. -Requires extensive coordination with Coconino County, the US Forest Service and would require federal environmental clearance. -Proposed facility could be a dirt road or paved roadway. 	<p>Move Forward for Further Study</p>	<p>Be Eliminated from Further Study</p>	<p>Move Forward for Further Study with Adjustments <i>Please fill out a Comment Card</i></p>



US 180 CORRIDOR MASTER PLAN

Public Open House #1



PRELIMINARY SYSTEM ALTERNATIVES 16, 17, & 18

ALTERNATIVE ROUTES

MAP	DESCRIPTION	THIS ALTERNATIVE SHOULD?		
	System Alternative 16 Snow Bowl Road -> A-1 Mountain Road -> I-40 •Route is 7.3 miles. •Requires extensive coordination with Coconino County, the US Forest Service and would require federal environmental clearance. •Proposed facility could be a dirt road or paved roadway.	Move Forward for Further Study	Be Eliminated from Further Study	Move Forward for Further Study with Adjustments <i>Please Fill out a Comment Card</i>
	System Alternative 17 Wing Mountain Rd -> FS 222 -> FS 171 -> I-40 •Route is 7.3 miles. •Utilizes existing traffic interchange in Bellmont, AZ. •Requires extensive coordination with Coconino County, the US Forest Service and would require federal environmental clearance. •Proposed facility could be a dirt road or paved roadway.	Move Forward for Further Study	Be Eliminated from Further Study <i>Handwritten note: This is not a viable route. It is a dead end.</i>	Move Forward for Further Study with Adjustments <i>Please Fill out a Comment Card</i>
	System Alternative 18 Hidden Hollow Rd -> FS 506 -> Route 66 -> I-40 •Route is 5.5 miles. •A southbound right turn deceleration lane on US 180 approaching Hidden Hollow Road will likely be necessary. •Requires extensive coordination with Coconino County, the US Forest Service and would require federal environmental clearance. •Proposed facility could be a dirt road or paved roadway.	Move Forward for Further Study	Be Eliminated from Further Study	Move Forward for Further Study with Adjustments <i>Please Fill out a Comment Card</i>

Handwritten note: The Snow Bowl facility is a dead end. This is a dead end. This is a dead end.



Appendix J - Mapping Exercise

The entire roll plot cannot be included in this report due to their size, however, the files can be downloaded using the link provided below:

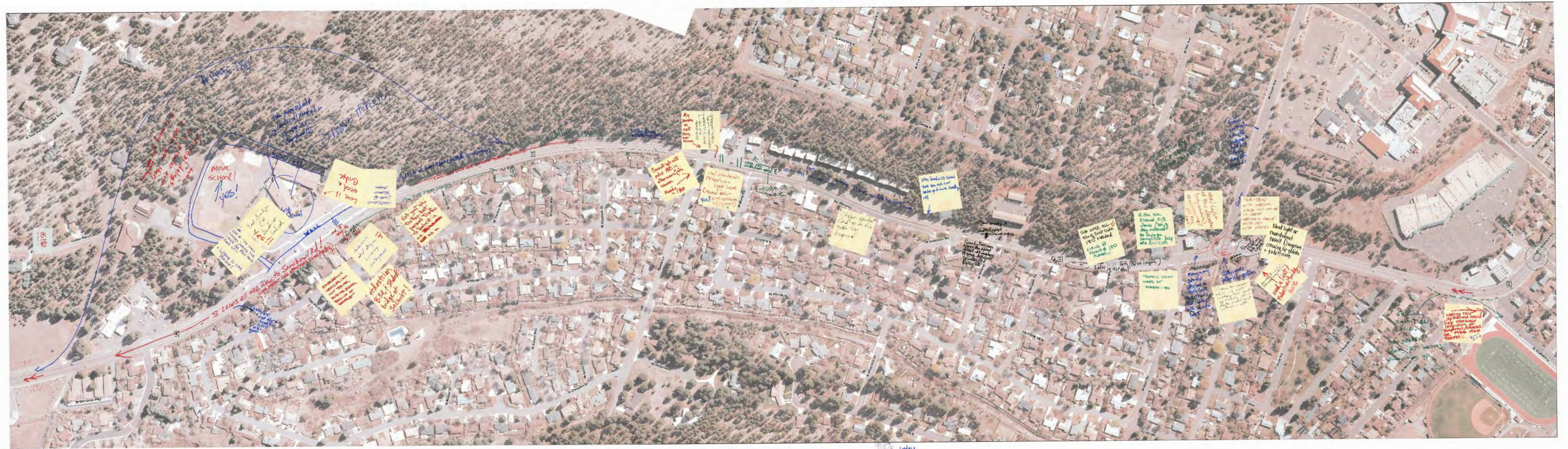
<https://eftp.mbakerintl.com/message/APB6r7RsjmkFd8QxKNCjsR>

Contact brian.snider@mbakerintl.com if the link is not working or has expired.

Route 66 to Columbus Avenue



Columbus Avenue to Quintana Road



Quintana Road to Shultz Pass Road



Schultz Pass Road to Forest Hills Road



Appendix K – US 180 Public Open House Presentation Question Cards

US 180 CORRIDOR MASTER PLAN ADOT
Public Open House #1

QUESTION CARD

If you have a question(s) that you would like answered at the end of the presentation, please write your question(s) on this card and pass it to an ADOT project representative. We have limited time for questions and answers to allow you time to speak directly with project staff. If we do not get to your question, we encourage you to speak with a project representative. Thank you for printing legibly.

Comment: restriction truck traffic through Milton 180. All tour buses or giant trucks should use I-40 to get to go to grand Canyon.

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN ADOT
Public Open House #1

QUESTION CARD

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IF ONE OF THE ALTERNATE ROUTES TAKES OVER PORTIONS OF THE COCONINO NATIONAL FOREST

- 1) HOW WILL ADOT ACQUIRE THE LAND?*
- 2) WHAT PORTIONS OF LAND WILL BE USED IN A LAND SWAP SO THE NATIONAL / COCONINO FOREST IS NOT REDUCED IN SIZE?*

Name: _____

Email: _____



QUESTION CARD

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WHY DID THE STUDY AREA STOP AT CROWLEY PIT AND NOT GO TO VALLE? THIS IS A 20 year PLAN. LOTS OF MORE ALTERNATIVES.

Name: TERRY O'NEAL



Email:

QUESTION CARD

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Is this study being done because of traffic problems during snowy weather times only?

Name:



Email:



US 180 CORRIDOR MASTER PLAN
Public Open House #1



QUESTION CARD

If you have a question(s) that you would like answered at the end of the presentation, please write your question(s) on this card and pass it to an ADOT project representative. We have limited time for questions and answers to allow you time to speak directly with project staff. If we do not get to your question, we encourage you to speak with a project representative. Thank you for printing legibly.

Almost All solutions / Acts shown on posters show technological issues and are silent on social / cultural issues. Is there anyone on the "team" who is ^{has expertise} ~~specifically~~ in social & cultural impacts?

Name: John Tingerthe



Email:



US 180 CORRIDOR MASTER PLAN
Public Open House #1



QUESTION CARD

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Why are you cutting off the questions?

people seem to want to keep up the verbal conversation!

Name:



Email:



QUESTION CARD

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We would like to have a left turn signal
from 180 onto Fremont
Thank you

Name: Sarah Kondratuk Email:

QUESTION CARD

If you have a question(s) that you would like answered at the end of the presentation, please write your question(s) on this card and pass it to an ADOT project representative. We have limited time for questions and answers to allow you time to speak directly with project staff. If we do not get to your question, we encourage you to speak with a project representative. Thank you for printing legibly.

CAN THERE BE A RIGHT TURN ARROW FROM
180 ONTO HUMPHRIES. THERE IS A LEFT TURN
ARROW FROM HUMPHRIES ONTO 180. COULD USE
THIS TIME.

ANY CHANCE OF LEFT TURN ARROW FROM
180 ONTO FREMONT? WOULD HELP RESIDENTS

Name: John Kondratuk Email:

US 180 CORRIDOR MASTER PLAN
Public Open House #1

ADOT

QUESTION CARD

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I hope the 180 within city limits is not going to be widened - because the ~~house~~ house values of many people will decline and we will have the road right under the windows. Impact on environment and quality of ~~five~~ lives will be great.

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1

ADOT

QUESTION CARD

If you have a question(s) that you would like answered at the end of the presentation, please write your question(s) on this card and pass it to an ADOT project representative. We have limited time for questions and answers to allow you time to speak directly with project staff. If we do not get to your question, we encourage you to speak with a project representative. Thank you for printing legibly.

Why would you consider disrupting existing neighborhoods when you can go through uninhabited forest land? Sure it will cost more but ~~that~~ going through neighborhoods will cost us

Name: Ed - Sandra Shute

Email:



US 180 CORRIDOR MASTER PLAN

Public Open House #1



QUESTION CARD

If you have a question(s) that you would like answered at the end of the presentation, please write your question(s) on this card and pass it to an ADOT project representative. We have limited time for questions and answers to allow you time to speak directly with project staff. If we do not get to your question, we encourage you to speak with a project representative. Thank you for printing legibly.

What plans are evolving to handle emergency evacuation routes, even in the corridor from Humphreys to north of Chestine?

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1



QUESTION CARD

If you have a question(s) that you would like answered at the end of the presentation, please write your question(s) on this card and pass it to an ADOT project representative. We have limited time for questions and answers to allow you time to speak directly with project staff. If we do not get to your question, we encourage you to speak with a project representative. Thank you for printing legibly.

- 180 is a dangerous road to cross in town. If the current 180 right of way is used how will you make Sechrist school, Lake for Train, & Forest crossings safe??
- There is no good ped/bikeway thru downtown. Can this project fix this?

Name: _____

Email: _____



QUESTION CARD

If you have a question(s) that you would like answered at the end of the presentation, please write your question(s) on this card and pass it to an ADOT project representative. We have limited time for questions and answers to allow you time to speak directly with project staff. If we do not get to your question, we encourage you to speak with a project representative. Thank you for printing legibly.

If you ignore property owners and decide a route that goes on our street are you going to give us a significant tax cut because you not only disrupt our peaceful lifestyle but bring down property value? -

Name: Ed +
Sandra Smith

Email:



QUESTION CARD

If you have a question(s) that you would like answered at the end of the presentation, please write your question(s) on this card and pass it to an ADOT project representative. We have limited time for questions and answers to allow you time to speak directly with project staff. If we do not get to your question, we encourage you to speak with a project representative. Thank you for printing legibly.

Why is so much of the planning concerned with single driver cars and trucks. If ADOT is serious about solving these problems they need to make proposals that include issues of buildy infill, reduced parky lots, genuine and safe pedestrian or bike options. Otherwise ADOT is just building new roads to be instantly filled up with more cars.

Name: Jason Matteson

Email:



QUESTION CARD

If you have a question(s) that you would like answered at the end of the presentation, please write your question(s) on this card and pass it to an ADOT project representative. We have limited time for questions and answers to allow you time to speak directly with project staff. If we do not get to your question, we encourage you to speak with a project representative. Thank you for printing legibly.

Why not put the road through an undeveloped area? Build a new road?

Name: _____

Email: _____



QUESTION CARD

If you have a question(s) that you would like answered at the end of the presentation, please write your question(s) on this card and pass it to an ADOT project representative. We have limited time for questions and answers to allow you time to speak directly with project staff. If we do not get to your question, we encourage you to speak with a project representative. Thank you for printing legibly.

MUST INCLUDE PULL OUTS ON 180 FOR SNOW PLAYERS ALL THE WAY TO THE 7,000 FT LEVEL. THEY ARE NOT GOING TO ~~STAY~~ STOP COMING.

Name: TERY O'NEAL

Email:



Appendix L- Station 1: About the Project/Study Area at a Glance Comment Cards

US 180 CORRIDOR MASTER PLAN
Public Open House #1

STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)
A WIDENED GRAVEL (MAINTAINED) ROAD 222 TO AL MOUNTAIN
2. What roadway issues do you think the US 180 corridor will have in the next 20 years?
SIGNIFICANT GROWTH IN GRAND CANYON TRAFFIC, SNOWBOWL TRAFFIC, AND RESIDENTIAL TRAFFIC FROM NEW HOUSING
3. What do you see as the TOP THREE issues for the US 180 corridor?
*- CONGESTION
- SAFETY
- OVER USE*
4. Please provide any additional comments you may wish to offer:
THANK YOU FOR ADDRESSING THE PROBLEM

OPTIONAL ONLY: Name: Adam Deibel Email:



US 180 CORRIDOR MASTER PLAN
Public Open House #1

STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)
Permanant bypass from I-40 + Bellmont to FS Road 222. Take most truck traffic off 180 new neighborhoods + schools.
2. What roadway issues do you think the US 180 corridor will have in the next 20 years?
more congestion
3. What do you see as the TOP THREE issues for the US 180 corridor?
*Congestion
emergency access
accidents*
4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY: Name: _____ Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)

alternative route - current residents are trapped if wreck occurs BTWN meade ln + schultz hwy

2. What roadway issues do you think the US 180 corridor will have in the next 20 years?

Too many vehicles

3. What do you see as the TOP THREE issues for the US 180 corridor?

1. ALTERNATIVE ROUTE for situations in which primary US180 route is blocked

2. INSUFFICIENT TRAFFIC signals

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)

Build a toll on 180. residents have a pass to get through. All other traffic (snow play) must park in snow play parking area south of town & take a bus to the snow play area.

2. What roadway issues do you think the US 180 corridor will have in the next 20 years?

Its not sufficient to accomodate traffic

3. What do you see as the TOP THREE issues for the US 180 corridor?

*Safety
Expense*

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____

Email: _____



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)

Determine where between Flag + Williams an alternative road can be constructed if I-180 connecting to 180 above snowbowl Road.

2. What roadway issues do you think the US 180 corridor will have in the next 20 years?

Grid lock on certain days & times

3. What do you see as the TOP THREE issues for the US 180 corridor?

Must have 2 lanes in each direction on Highways.

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name:

Jonathan M. Antea



Email:

STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)

Build (or use existing) alternative road.

2. What roadway issues do you think the US 180 corridor will have in the next 20 years?

More accidents - More traffic delays.

3. What do you see as the TOP THREE issues for the US 180 corridor?

- 1. Slow, delayed traffic
- 2. Too many accidents
- 3. Inconsiderate snow plowers

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name:



Email:



US 180 CORRIDOR MASTER PLAN Public Open House #1

STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)
2. What roadway issues do you think the US 180 corridor will have in the next 20 years?
3. What do you see as the TOP THREE issues for the US 180 corridor?
I THINK THAT THERE SHOULD ONLY BE A "DOUBLE YELLOW" LINES BETWEEN HUMPHREYS + SNOWBOWL ROAD
4. Please provide any additional comments you may wish to offer:
PLEASE DO NOT PROCEED WITH ANY PLANS TO GO THROUGH EXISTING NEIGHBORHOODS

OPTIONAL ONLY: Name: J.M. Email: NONE



US 180 CORRIDOR MASTER PLAN Public Open House #1

STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)
2. What roadway issues do you think the US 180 corridor will have in the next 20 years?
3. What do you see as the TOP THREE issues for the US 180 corridor?
not enough speed signs from snow bowl heading down
4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY: Name: _____ Email: _____



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)
more traffic to Flag Ranch Rd - 66 - Milton
2. What roadway issues do you think the US 180 corridor will have in the next 20 years?
Inside Flagstaff
3. What do you see as the TOP THREE issues for the US 180 corridor?
A bunch of NIMBY's pushing Flag's planning failures on other communities
4. Please provide any additional comments you may wish to offer:
Move G.C. traffic to 64 by Williams

OPTIONAL ONLY:

Name: _____

Email: _____



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)
Action - no more discussions.
2. What roadway issues do you think the US 180 corridor will have in the next 20 years?
Severe congestion
3. What do you see as the TOP THREE issues for the US 180 corridor? *Currently:*
1) Speeding vehicles, especially during commute hours A.M. + P.M. -
2) Congestion *3) an alternative route must be built*
4. Please provide any additional comments you may wish to offer:
Widening the road is only a bandaid fix. An alternative route must be built. i.e. 180/I40 connect

OPTIONAL ONLY:

Name: _____

Email: _____



STATION 1 COMMENT CARD

- 1. What can be done now to prepare for the future of the US 180 corridor? (20 years)
- 2. What roadway issues do you think the US 180 corridor will have in the next 20 years?
- 3. What do you see as the TOP THREE issues for the US 180 corridor?

4. Please provide any additional comments you may wish to offer:

Projected vehicle use of 180 outside city limits cannot be based solely on past increases because the availability of private land for residences is very limited.

OPTIONAL ONLY:

Name:

John Vanbet

Email:



STATION 1 COMMENT CARD

- 1. What can be done now to prepare for the future of the US 180 corridor? (20 years)

BYPASS THROUGH U.S.F.S. 222

- 2. What roadway issues do you think the US 180 corridor will have in the next 20 years?

1 - DEPENDANT ON WEATHER (SNOW)

- 3. What do you see as the TOP THREE issues for the US 180 corridor?

1 PROVIDE A ALTERNATE EGRESSES TO I-40

- 4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name:

Email:



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)
2. What roadway issues do you think the US 180 corridor will have in the next 20 years?
3. What do you see as the TOP THREE issues for the US 180 corridor?
4. Please provide any additional comments you may wish to offer:

What % of crashes are weather related in the winter months. This may indicate a need for an operational solution as well as a design issue.

OPTIONAL ONLY:

Name: *Genny Craig*

Email:



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)
2. What roadway issues do you think the US 180 corridor will have in the next 20 years?
3. What do you see as the TOP THREE issues for the US 180 corridor?
4. Please provide any additional comments you may wish to offer:

Acquire property for alternative routes.

*Safety (bike + car)
winter used
schools along 180*

There needs to be more than one route out of town going north on 180.

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years) *Maybe this is just too expensive given number of days of congestion*
Consider alternate route to snowplay areas (Al Mountain Rd). During low snow winters like the one we just had, the only snow is at higher elevations (e.g. 8000 ft near the Nordic Center). Developing snow play
2. What roadway issues do you think the US 180 corridor will have in the next 20 years?
It is already difficult to turn left or right from Forest onto 180 at certain times of the day. This intersection needs traffic control now - light or roundabout.
3. What do you see as the TOP THREE issues for the US 180 corridor?
**1. Acquiring property to expand road 2. Making road safe for bicyclists
2. Planning for winter traffic congestion
3. Developing alternate route to higher elevation snowplay areas -> too expensive?**
4. Please provide any additional comments you may wish to offer:
areas in other parts of town want help because people will go to where the snow is (along 180).

OPTIONAL ONLY:

Name: Jennifer Spirtz

Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)
Move U.S. 180 out west of city, there will still be local traffic (lots of it) on HUMPHREYS, COLUMBUS, FORT VALLEY.
2. What roadway issues do you think the US 180 corridor will have in the next 20 years?
TOO MANY
3. What do you see as the TOP THREE issues for the US 180 corridor?
**1. SAFETY
2. CONSTANT GRIDLOCK
3. WILL NOT BUILD ANY PAVED ALTERNATIVES TO THE WEST OF CITY**
4. Please provide any additional comments you may wish to offer:
MANY OF THE ALTERNATIVES WILL RUIN NEIGHBORHOODS THAT ARE HISTORIC. THINK WEST OF CITY FOR ROAD, BUS, CARPOOL, TRAFFIC INFORMATION FOR ACTUAL RESULTS.

OPTIONAL ONLY:

Name: ROBERT J. BEST

Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)
Bike Path to Badaville
2. What roadway issues do you think the US 180 corridor will have in the next 20 years?
*Congestion R/T Bottleneck of Downtown
Need to Bypass Downtown*
3. What do you see as the TOP THREE issues for the US 180 corridor?
*① Is only route option
② Forest / Humphrey Intersection
③ Sechrist - crossing*
4. Please provide any additional comments you may wish to offer:
IS Deadly For cars & Bike/Ped.

OPTIONAL ONLY:

Name: _____ Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)
Save \$ to Improve
2. What roadway issues do you think the US 180 corridor will have in the next 20 years?
MAINTENANCE
3. What do you see as the TOP THREE issues for the US 180 corridor?
Safety, Space, Maintenance
4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____ Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)

go find me as concerned not will be dedicated

2. What roadway issues do you think the US 180 corridor will have in the next 20 years?

3. What do you see as the TOP THREE issues for the US 180 corridor?

- 1. Seasonal traffic not enough to dedicate \$ to paving alternatives*
- 2. Over capacity seasonally (winter + NAU + summer) now!*
- 3. No real alternatives without big \$ as low hanging fruit / cheap options already tried*

4. Please provide any additional comments you may wish to offer:

Traffic counts should be captured on road at road intersections of Beaver St, San Francisco St, Switzer Camp, Forest St connecting to US 180 or Rt 66 because we are already using these as alternatives to US 180. Case in point when Beaver has been closed, the traffic on US 180 (Humphreys)

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)

2. What roadway issues do you think the US 180 corridor will have in the next 20 years?

3. What do you see as the TOP THREE issues for the US 180 corridor?

- Congestion North (ski-school traffic) in a.m. 8-9:00 ish*
- South (ski) flow 2:30-3:00 - 6:00*
- Intersection 180 + Meade - Fratelli business + neighborhood share turn lane - many near misses as I turn on Meade + south bound turn into business*

4. Please provide any additional comments you may wish to offer:

~~*Any traffic fig*~~

OPTIONAL ONLY:

Name: _____

Email: _____

Naomi Morrison



US 180 CORRIDOR MASTER PLAN Public Open House #1

STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)
Build alternative routes, Build bike lanes, Address congestion @ Secret school
2. What roadway issues do you think the US 180 corridor will have in the next 20 years?
Traffic congestion, safety
3. What do you see as the TOP THREE issues for the US 180 corridor?
① Bike/pedestrian safety ② Delays by secret school ③ Delays by snow play
4. Please provide any additional comments you may wish to offer:
If you collected the data, I bet you would find delays by Secret far greater than those caused by snow play

OPTIONAL ONLY: Name: David Arning Email:



US 180 CORRIDOR MASTER PLAN Public Open House #1

STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)
2. What roadway issues do you think the US 180 corridor will have in the next 20 years?
3. What do you see as the TOP THREE issues for the US 180 corridor?
Speeding vehicles
4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY: Name: _____ Email: _____ *All over*



Please install a permanent, solar powered "Your Speed Is" sign near Whiting + Fort Valley Rd. Few cars travel the speed limit and this makes it so dangerous to turn onto Ft Valley Rd. This is also dangerous for bicyclists. This is every day speeding traffic + not limited to winter traffic.

STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)
2. What roadway issues do you think the US 180 corridor will have in the next 20 years?
3. What do you see as the TOP THREE issues for the US 180 corridor?
4. Please provide any additional comments you may wish to offer:

ON BACK

OPTIONAL ONLY: Name: MAT FAHY

Email:



PROJECTIONS OF GROWTH
(PAGES 72 AND FOLLOWING
IN CMP DOCUMENT) SEEM
UNREALISTICALLY LOW.
SEVERAL YEARS' DATA
SHOULD BE ANALYZED,
NOT JUST 15/16, MOVING
AVERAGES OVER SEVERAL
MONTHS (NOT JUST SEPTEMBER/
JANUARY COMPARISONS) SHOULD
BE CALCULATED, ETC.

PROJECTIONS ON PAGE 79 ARE
FRIGHTENING - AND THEY'RE
MOSTLY LIKELY "CONSERVATIVE."

STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the US 180 corridor? (20 years)

2. What roadway issues do you think the US 180 corridor will have in the next 20 years?

*more traffic
more bikes*

3. What do you see as the TOP THREE issues for the US 180 corridor?

*1. busy snow weekends in winter
2. bike + pedestrian safety
3. Daily traffic on Humphreys + out Ft. Valley to Museum*

4. Please provide any additional comments you may wish to offer:

Please turn over →

OPTIONAL ONLY:
Name:

Barbara Cress

Email:



There are 2 separate issues:

- ① 180 congestion on snow weekends
- ② Humphreys and 180 traffic daily-long-term problem

① for the few snow weekends a year there was one strategy employed a few years ago that was very effective

- Place human traffic control officers on Columbus at Humphreys, Beaver, San Francisco to direct traffic manually - no traffic lights
- Also officers at ~~the~~ Humphreys + Rt66, ~~Switzer~~

Rt 66 for control

- this would involve some costs but only when the need was present - it worked very well the few times it was tried. Traffic at Humphreys either turn South or went straight to Switzer. Also North traffic was allowed to turn left onto Ft Valley periodically.



Appendix M - Station 2: System Alternatives Utilizing Existing Right-of-Way Comment Cards



STATION 2 COMMENT CARD

1. Would you support System Alternative #1, No Build (maintain as is)? YES NO
 Additional Comments (optional):
No more lanes for single vehicle drivers. Would support carpool and/or transit lanes.
2. Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? YES NO
 Additional Comments (optional):
It's already really dangerous as a pedestrian on this street. I don't need four people to drive faster.
3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support? YES NO
 Additional Comments (optional):
↑
4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:
 Name: Emily Melhorn Email:



STATION 2 COMMENT CARD

1. Would you support System Alternative #1, No Build (maintain as is)? YES NO
 Additional Comments (optional):
2. Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? YES NO
 Additional Comments (optional):
3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support? YES NO
 Additional Comments (optional): *BECAUSE OF THE CHOKER POINTS TRAFFIC WILL STILL BACK UP*
4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:
 Name: _____ Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 2 COMMENT CARD

1. Would you support System Alternative #1, No Build (maintain as is)? YES NO
Additional Comments (optional):

2. Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? YES NO
Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternativ that you would support? YES NO
Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:
I DON'T THINK HWY 180 SHOULD BE WIDENED.

OPTIONAL ONLY:
Name: _____ Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 2 COMMENT CARD

1. Would you support System Alternative #1, No Build (maintain as is)? YES NO
Additional Comments (optional):

2. Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? YES NO
Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternativ that you would support? YES NO
Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:
*I have concerns about signage on the middle lane to make it clearly obvious what its status is. Also, do crashes increase when these types of lanes are implemented?
Additional lights needed for those trying to cross Humphrey's/turn left.
It seems like this is a viable alternative that won't increase the width of the right-of-way*

OPTIONAL ONLY:
Name: *Jennifer Spinti* Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 2 COMMENT CARD

1. Would you support System Alternative #1, No Build (maintain as is)? **YES** **NO** (circled)

Additional Comments (optional):
2. Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? **YES** **NO**

Additional Comments (optional): *But also need to fix highway to milton & time lights for traffic flow*
3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternativ that you would support? **YES** **NO** (circled)

Additional Comments (optional): *Bottle neck is DT down town*
4. Please provide any additional comments you may wish to offer:

No bike lanes and don't open Beaver!

OPTIONAL ONLY:
Name: _____ Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 2 COMMENT CARD

1. Would you support System Alternative #1, No Build (maintain as is)? **YES** **NO** (circled)

Additional Comments (optional):
2. Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? **YES** **NO**

Additional Comments (optional): *We simply need more space.*
3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternativ that you would support? **YES** / **NO**

Additional Comments (optional): *Depends*
4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:
Name: _____ Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 2 COMMENT CARD

1. Would you support System Alternative #1, No Build (maintain as is)? YES NO
Additional Comments (optional):

2. Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? YES NO
Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternativ that you would support? YES NO

Additional Comments (optional): *Flag high bus traffic comes from*

4. Please provide any additional comments you may wish to offer:
4th in a.m. - Forest-Beaver-Columbus + 2 on Humphrey to access FHS in a.m. FHS bus traffic exit on Humphreys all directions in p.m.

I live off 180 + work with school buses. Traffic is only severe in mornings with parent to Sechrist traffic combined with Southbound ~~in a.m.~~ morning + southbound traffic in p.m. Other seasons + time of days not serious especially

OPTIONAL ONLY:
Name: *Naomi Morrison* Email:

US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 2 COMMENT CARD

1. Would you support System Alternative #1, No Build (maintain as is)? YES NO
Additional Comments (optional):

2. Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? YES NO
Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternativ that you would support? YES NO
Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:
Name: _____ Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 2 COMMENT CARD

1. Would you support System Alternative #1, No Build (maintain as is)? YES NO
Additional Comments (optional): *w/ a parking lot for snowplowers south of town,*
2. Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? YES NO
Additional Comments (optional): *absolutely, but really its only a bandaid. The problem is much larger than that.*
3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternativ that you would support? YES NO
Additional Comments (optional): *Humphreys is the best option but in time or even immediately, it won't be sufficient.*
4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:
Name: _____ Email: _____

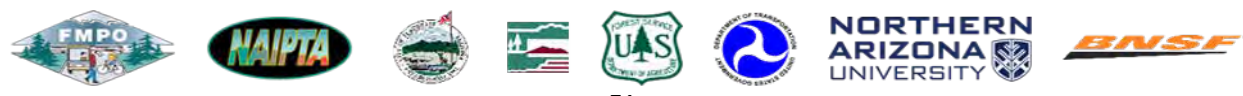


US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 2 COMMENT CARD

1. Would you support System Alternative #1, No Build (maintain as is)? YES NO
Additional Comments (optional): *Absolutely Not*
2. Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? YES NO
Additional Comments (optional):
3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternativ that you would support? YES NO
Additional Comments (optional): *It would be OK but only as a short-term temporary*
4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:
Name: *Jonathan McIntire* Email:



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 2 COMMENT CARD

1. Would you support System Alternative #1, No Build (maintain as is)? YES NO
Additional Comments (optional):

2. Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? YES NO
Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support? YES NO
Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:
Reversible lanes - do accidents increase? what is the national data show?

OPTIONAL ONLY:
Name: _____ Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 2 COMMENT CARD

1. Would you support System Alternative #1, No Build (maintain as is)? YES NO
Additional Comments (optional):

2. Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? YES NO
Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support? YES NO
Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:
None of these things resolves, you are trying to move 2+ lanes of traffic to 1 lane of traffic

OPTIONAL ONLY:
Name: _____ Email: _____



STATION 2 COMMENT CARD

1. Would you support System Alternative #1, No Build (maintain as is)? YES NO
Additional Comments (optional):

2. Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? YES NO
Additional Comments (optional): *CITY & COUNTY LIGHTING ORDINANCES MUST BE FOLLOWED BY ADOT*

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternativ that you would support? YES NO
Additional Comments (optional): *WITHIN CITY & COUNTY BOUNDARIES*

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:
Name: _____

Email: _____



5-3-2018

STATION 2 COMMENT CARD

1. Would you support System Alternative #1, No Build (maintain as is)? YES NO
Additional Comments (optional):

2. Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? YES NO
Additional Comments (optional): *Prohibit Left Turns During Managed Operation.*

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternativ that you would support? YES NO
Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:
Name: _____

Email: _____



STATION 2 COMMENT CARD

1. Would you support System Alternative #1, No Build (maintain as is)? YES NO
Additional Comments (optional):

2. Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? YES NO
Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support? YES NO
Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:
Name: _____

Email: _____



STATION 2 COMMENT CARD

1. Would you support System Alternative #1, No Build (maintain as is)? YES NO
Additional Comments (optional):

2. Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? YES NO
Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support? YES NO
Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 2 COMMENT CARD

1. Would you support System Alternative #1, No Build (maintain as is)?
Additional Comments (optional): YES NO
2. Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)?
Additional Comments (optional): YES NO
3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternativ that you would support?
Additional Comments (optional): YES NO
4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:
Name: _____



Email: _____

US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 2 COMMENT CARD

1. Would you support System Alternative #1, No Build (maintain as is)?
Additional Comments (optional): YES NO
2. Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)?
Additional Comments (optional): YES NO
3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternativ that you would support?
Additional Comments (optional): YES NO
4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:
Name: _____



Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 2 COMMENT CARD

1. Would you support System Alternative #1, No Build (maintain as is)? YES NO
Additional Comments (optional):

2. Would you support System Alternative #2, Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)? YES NO
Additional Comments (optional):
① how to ~~from~~ get Northbound travelers + residents out to Ft. Valley? Left turn at Rt 66 + Humphreys also backs up ~~on~~ during drive home hours, so people need northbound option.

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support? YES NO
Additional Comments (optional):
if concerns above could be handled for locals + tourists

4. Please provide any additional comments you may wish to offer:

over →

OPTIONAL ONLY: *Barbara Cress*
Name: _____

Email: _____



• Something needs to be done about the left turn "island" by the underpass - it backs up in pm + interfere with Milton + Rt 66 traffic + left turn onto Humphreys. If left onto Santa Fe was ~~to~~ closed, then left onto Humphreys would not block traffic - could back up to where "island" is now



Appendix N - Station 3: System Alternatives that May Require Expanded Right-of-Way Comment Cards

US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- | | |
|-------------------------------|---|
| a. Existing right of way only | d. US 180 is fine the way it is |
| b. Expanded right of way only | e. Don't care as long as the solution helps reduce congestion |
| c. Either is ok to study | |

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES NO

alternative that you would support?

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:
Name: _____

Email: _____



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- | | |
|---|---|
| <input type="radio"/> a. Existing right of way only | <input type="radio"/> d. US 180 is fine the way it is |
| <input type="radio"/> b. Expanded right of way only | <input type="radio"/> e. Don't care as long as the solution helps reduce congestion |
| <input checked="" type="radio"/> c. Either is ok to study | |

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES NO

alternative that you would support?

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____

Email: _____



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES

NO

Additional Comments (optional):

still bottlenecks - more traffic off US 180.

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

NO

- a. Existing right of way only
- b. Expanded right of way only
- c. Either is ok to study
- d. US 180 is fine the way it is
- e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support?

YES

NO

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety? YES NO

Additional Comments (optional): *if you let the traffic through close the campus! make snowplayers park south of town & take a bus to the snow play areas. There are towns w/ no cars allowed in certain areas or campus. Its the least expensive option.*

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- a. Existing right of way only
- b. Expanded right of way only
- c. Either is ok to study
- d. US 180 is fine the way it is
- e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support? YES NO

Additional Comments (optional): *NO we live down here. why are we being punished, make the out of towners pay for this & make them take a bus*

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety? YES **NO**

Additional Comments (optional):

An alternative-permanent Bypass road from I-40 & Bellmont to 222 Winy Mt. is the only solution - this will eliminate most tourist traffic & snow plow traffic. US 180 from Humphreys to Snowbowl should be local traffic only.

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?
Circle one or more:

- | | |
|-------------------------------|---|
| a. Existing right of way only | d. US 180 is fine the way it is |
| b. Expanded right of way only | e. Don't care as long as the solution helps reduce congestion |
| c. Either is ok to study | |

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support? YES **NO**

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:
Name: _____ Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1 **ADOT**

STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety? YES NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?
Circle one or more:

- | | |
|-------------------------------|---|
| a. Existing right of way only | d. US 180 is fine the way it is |
| b. Expanded right of way only | e. Don't care as long as the solution helps reduce congestion |
| c. Either is ok to study | |

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable YES NO

alternative that you would support?

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

There are ski resorts in other places where people must take the shuttles up to ski. Cars are left in town. Seems simple enough. People love their cars - so what

OPTIONAL ONLY

Name: Satsansar Best

Email:



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety? YES NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?
Circle one or more:

- | | |
|--|---|
| a. Existing right of way only | d. US 180 is fine the way it is |
| <input checked="" type="radio"/> b. Expanded right of way only | e. Don't care as long as the solution helps reduce congestion |
| <input type="radio"/> c. Either is ok to study | |

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support? YES NO

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1

STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- a. Existing right of way only
- b. Expanded right of way only
- c. Either is ok to study
- d. US 180 is fine the way it is
- e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES NO

alternative that you would support?

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____

Email: _____



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES NO

Additional Comments (optional): *yes, as long as they are coordinated with traffic flow at affected stoplights*

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- a. Existing right of way only
- b. Expanded right of way only
- c. Either is ok to study
- d. US 180 is fine the way it is
- e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES NO

alternative that you would support?
Additional Comments (optional): *yes, as long as coordinated with appropriate upgrading/ managing stoplights at Rt.66+Butter, Rt.66+Humphreys + ~~Rt.66~~ Humphrey's + Columbus.*

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____

Email: _____



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES

NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- a. Existing right of way only
- b. Expanded right of way only
- c. Either is ok to study
- d. US 180 is fine the way it is
- e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

Send cards to I40 west to Williams & North

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES

NO

alternative that you would support?

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____

Email: _____



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES NO

Additional Comments (optional):

You need to move it out of town. Alt 1B is the best

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- a. Existing right of way only
- b. Expanded right of way only
- c. Either is ok to study
- d. US 180 is fine the way it is
- e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES NO

alternative that you would support?

Additional Comments (optional):

only temporarily until you move 180 out of town

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY

Name: *Jeffrey DeLap*

Email:



US 180 CORRIDOR MASTER PLAN
Public Open House #1 **ADOT**

STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety? YES NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?
Circle one or more:

- a. Existing right of way only
- b. Expanded right of way only
- c. Either is ok to study
- d. US 180 is fine the way it is
- e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

CITY + COUNTY LIGHTING ORDINANCES MUST BE FOLLOWED BY ADOT WITHIN CITY + COUNTY BOUNDARIES.

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable YES NO

alternative that you would support?
Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:
Name: _____ Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1

STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- a. Existing right of way only
- b. Expanded right of way only
- c. Either is ok to study
- d. US 180 is fine the way it is
- e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES NO

alternative that you would support?

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____

Email: _____



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- | | |
|--|---|
| <input type="radio"/> a. Existing right of way only | <input type="radio"/> d. US 180 is fine the way it is |
| <input checked="" type="radio"/> b. Expanded right of way only | <input type="radio"/> e. Don't care as long as the solution helps reduce congestion |
| <input type="radio"/> c. Either is ok to study | |

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support?

YES NO

Additional Comments (optional): *But it is confusing!*

4. Please provide any additional comments you may wish to offer:

Seasonal Traffic light & turning lane improvement at intersection w/ Snowbowl Rd (ski area).

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1

STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety? YES NO

Additional Comments (optional):

The studies suggest cars are running into each other. Trying to move them faster will not make this safer.

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- a. Existing right of way only d. US 180 is fine the way it is
b. Expanded right of way only e. Don't care as long as the solution helps reduce congestion
c. Either is ok to study

Additional Comments (optional):

The congestion issue is overstated. There is no reason cars passing through neighborhoods merely something should change the structure of those neighborhoods.

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support? YES NO

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

Extra lanes must be separated from cars, physically. Otherwise they are not safe and just collect the debris from cars.

OPTIONAL ONLY:

Name: _____

Email: _____



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES

NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

a.

- a. Existing right of way only
- b. Expanded right of way only
- c. Either is ok to study

- d. US 180 is fine the way it is
- e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES

NO

alternative that you would support?

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____

Email: _____



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES

NO

Additional Comments (optional):

It just seems like it would take forever & won't save the problem.

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:



a. Existing right of way only

b. Expanded right of way only

c. Either is ok to study



d. US 180 is fine the way it is

e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES

NO

alternative that you would support?

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1

STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety? YES NO

Additional Comments (optional): *Snow play is not going away*

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- a. Existing right of way only
b. Expanded right of way only
 c. Either is ok to study
d. US 180 is fine the way it is
e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):
An alternative route really is needed

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support? YES NO

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:
Bike used should be encouraged. The ride from town to Snowbowl should be safety

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- | | |
|---|---|
| a. Existing right of way only | d. US 180 is fine the way it is |
| b. Expanded right of way only | e. Don't care as long as the solution helps reduce congestion |
| <input checked="" type="radio"/> c. Either is ok to study | |

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES NO

alternative that you would support?

Additional Comments (optional):

Freight Sys #6 (Very Dangerous if not Very Clear) Main purpose for Emergency vehicles & Local (weekly) use. (Dynamic) Weekend use by tourists (NOT Dynamic).

4. Please provide any additional comments you may wish to offer:

Move Forward w/ Study ☺

OPTIONAL ONLY:

Name: _____

Email: _____



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety? YES NO

Additional Comments (optional):

Bus lanes only

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- | | |
|-------------------------------|---|
| a. Existing right of way only | d. US 180 is fine the way it is |
| b. Expanded right of way only | e. Don't care as long as the solution helps reduce congestion |
| c. Either is ok to study | |

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable YES NO

alternative that you would support?

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: _____

Email: _____



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES

NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- a. Existing right of way only
 b. Expanded right of way only
c. Either is ok to study

- d. US 180 is fine the way it is
e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES

NO

alternative that you would support?

Additional Comments (optional):

I support the middle lane being switched, but not the entire road

4. Please provide any additional comments you may wish to offer:

Dynamic shoulder doesn't solve any congestion issues

OPTIONAL ONLY:

Name:

Jennifer Spinti

Email:



US 180 CORRIDOR MASTER PLAN
Public Open House #1

STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES

NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- a. Existing right of way only
- b. Expanded right of way only
- c. Either is ok to study
- d. US 180 is fine the way it is
- e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES

NO

alternative that you would support?

Additional Comments (optional):

NOT WHEN PEOPLE CALL THEM
SUICIDE LANES IN OTHER LOCALES.

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY
Name: ROBERT J. BEST

Email: _____



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES

NO

Additional Comments (optional):

No Bottle Neck is 180/Humphrey intersection & then lights on Humphreys to Milton which is Always backed up.

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- a. Existing right of way only
- b. Expanded right of way only
- c. Either is ok to study
- d. US 180 is fine the way it is
- e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

Just needs safe expansion for Bicyclists - no disappearing Bike Paths

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable alternative that you would support?

YES

NO

Additional Comments (optional):

too many side streets that need two lanes -

4. Please provide any additional comments you may wish to offer:

Bike lanes Both sides that Dont disappear or narrow.
Free & Frequent Buses
Bus only lanes.

OPTIONAL ONLY:
Name:

Elizabeth

Email:

[Redacted Email Address]



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety? YES NO

Additional Comments (optional):

in areas where right of way would not need to be expanded unless on unoccupied areas

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?
Circle one or more:

- a. Existing right of way only
- b. Expanded right of way only
- c. Either is ok to study
- d. US 180 is fine the way it is
- e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

Worst area is between Forest & Sedquist School in a.m.

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable YES NO

alternative that you would support?
Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

*Comments on a yellow note already
Sedquist boundary is north of Forest/Cedar to 4th Street. Parents/bus traffic coming off Forest to 180 causes major congestion between Forest & Sedquist
- 8:00 - 8:45 or so*

*Baderville, Cheshire
Colorado State*

OPTIONAL ONLY:
Name: Naomi Morrison

Email:

I also live off 180



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES

NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- a. Existing right of way only
- b. Expanded right of way only
- c. Either is ok to study
- d. US 180 is fine the way it is
- e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES

NO

alternative that you would support?

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer;

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1

STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety? YES NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?
Circle one or more:

- a. Existing right of way only
- b. Expanded right of way only
- c. Either is ok to study
- d. US 180 is fine the way it is
- e. Don't care as long as the solution helps reduce congestion

Additional Comments (optional):

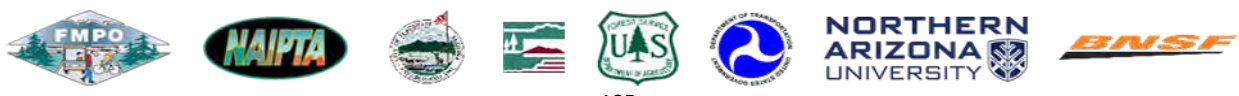
Winter congestion is ~ 14 days per year

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable YES NO

alternative that you would support?
Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:
Name: _____ Email: _____



STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on US 180 is necessary to help address congestion (emphasis on winter recreation) and safety?

YES

NO

Additional Comments (optional):

traffic
It would help, however, still funnel into limited town surface streets (Humphreys + Beaver) and onto already overcrowded Milton by the underpass.

2. Generally speaking, would you prefer that future alternatives for US 180 be designed to help address congestion (emphasis on winter recreation) and safety utilize existing right-of-way only, or expanded right-of-way?

Circle one or more:

- | | |
|-------------------------------|---|
| a. Existing right of way only | d. US 180 is fine the way it is |
| b. Expanded right of way only | e. Don't care as long as the solution helps reduce congestion |
| c. Either is ok to study | |

Additional Comments (optional):

I don't understand the question

3. Generally speaking, does any kind of reversible lane concept for US 180 (northbound in the morning; southbound in the afternoon) sound like a viable

YES

NO

alternative that you would support?

Additional Comments (optional):

Perhaps
But there still has to be a convenient way for people to go North to get to 180 to return to home or ~~or~~ continue on Hwy 180 out of town

4. Please provide any additional comments you may wish to offer:

Again - are you ~~trying~~ trying to solve snow play traffic or daily traffic - for snow play not of the alternatives would be very helpful. ~~and~~ For Routine traffic could possibly help.

OPTIONAL ONLY:

Name:

Barbara Cress

Email:



Ideas For Snow play congestion

1. instead of ~~the~~ closing parking areas clear out multiple parking areas along 180 w/ signage "Parking 1 mile ahead," etc. For those who want to "play." They are going to come + with Wing Mt + ~~the~~ Crowley closed they need some where to park + play. Of course - play areas NOT on 180 would help also.
2. Human Traffic ~~the~~ Control officers along lights on ~~at~~ Columbus and on Rt 66 at Switzer + Humphrey to direct traffic (no traffic lights). It was tried before + worked well. Best strategy I've seen in 35 years I've lived in Cheshire.



Comment

I would like to see the bypass go through Forest Land (like around Wing Mountain). Not going on local roads past houses, limited access except at Wing Mtn, possibility to expand in the future if ADOT owns the right of way. Can serve as fire break for flycatcher. Need to provide wildlife crossing areas (under or overpasses).

If we trade Nat. Forest Land for AZ State Trust Land, ^{then buy the trust land,} then we can also help with the topi land settlement.

- Anne Wittle



Appendix O - Station 4: Alternative Routes to US 180 Comment Cards

US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
- a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:

- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
- Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
- Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
- Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?

People live on all the other options

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
Optional: Why or why not?

But they are all band-aids

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
- Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
- Preliminary System Alternative 12: Lone Tree Rd
- Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
- Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

No Routes thru Tort Valley Neighborhood

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **EVER** **YES** **NO**
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not?

OPTIONAL ONLY:
Name: _____ Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?
more direct
Combine 16 + 18 to new route

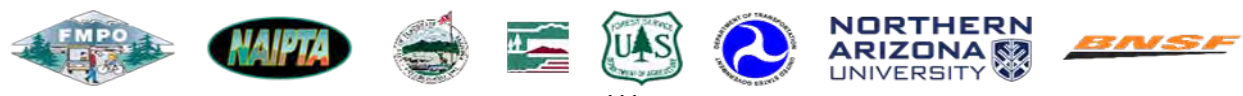
3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
combine to new route avoiding private property
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?
Most intuitive for Phoenix Region; progress fuel & less intuitive as options move north on 180.

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - + Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:
Name: _____ Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
 (Preliminary System Alternatives 15, 16, 17, and 18)
 Optional: Why or why not? THIS ALTERNATE ROUTE IS ABSOLUTELY NECESSARY. NO OTHER SOLUTIONS WILL SUFFICE TO SOLVE THE USEFUL 180 PROBLEMS.

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
 Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?
 ALL ARE BETTER THAN WHAT EXISTS NOW. 15-17 ALL OFFER THE OPTION TO LEAVE SB ROAD IN TWO DIFFERENT DIRECTIONS.

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
 Optional: Why or why not? NONE OF THESE OPTIONS ARE SUFFICIENT ENOUGH TO ADDRESS THE CURRENT PROBLEMS.

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180 → *highly only*
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?
FS. Rd 222 & down to 40

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40 — *WINTER*
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not?

OPTIONAL ONLY:
Name: *K. Finner*

Email:



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):

- a. I prefer that any proposed solutions look to widen US 180
- b. I prefer that any proposed solution look at alternative routes instead of widening US 180
- c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**

(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

Traffic *Because you want to funnel traffic thru neighborhoods in Baderville. Tresspassing, litter, & noise pollution are problems already.*

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?

Circle All That You Support:

- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
- Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
- Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
- Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?

This is the least intrusive expensive. won't fix congestion issues.

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)?

YES **NO**

Optional: Why or why not?

Widen 180 or use center lane for traffic

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
- Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
- Preliminary System Alternative 12: Lone Tree Rd
- Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
- Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

Widen 180 or use shuttle buses. Use center lane for outgoing traffic in late afternoon.

OPTIONAL ONLY
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
- a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is
2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
- Optional: Why or why not? *unnecessary to address winter congestion*

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**
Optional: Why or why not? *with reason - can these alt routes be rotated eg - don't use forest during heavy snow, etc*

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
- Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way) *w/ new crossing this is worst congestion*
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
- Optional: Why or why not? *No more traffic thru downtown*

OPTIONAL ONLY: Name: Linda Jalbert Email:



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?
I don't feel that managing traffic using existing roads + lights + transit has been properly explored and exhausted. Alternative routes would only address snowbound traffic, not overall congestion issues.

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?
would be more expensive + have rural character + wildlife impacts.
None, but I dislike Alt 18 the most due to wildlife corridor that runs through the route.

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd *← need alt route to Freeways*
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY: Name: AZGFD Hannah Grisem Email:



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
- a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is
2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
- (Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?
BECAUSE THEY GO THROUGH NEIGHBORHOODS.
3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
- Optional: Why or why not?
ALL OTHER ARE THROUGH NEIGHBORHOODS.
4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
- Optional: Why or why not?
5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
- Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
- Optional: Why or why not? *All-*

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO

(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?
Because of dense neighborhoods - would approve if through forest where it doesn't impact existing homes

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40 NO NO NO
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?
None - widen existing highway - That is designated highway. People who bought homes on 180 (new) it was a highway we bought on expects to be away from highway

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7-14)? YES NO

Optional: Why or why not? *Impacts homes that think they are in country - Elbe migration*

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY: Name: Sandra Smith Email:



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
 (Preliminary System Alternatives 15, 16, 17, and 18)
 Optional: Why or why not? *Least impact to residence w/ children. Bader rd alone has 6 families with children under 5. Right now they can play and go from house to house. More traffic would ruin this and undermine the community.*

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
 Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
 Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not?

OPTIONAL ONLY:
Name: Kyle Wormsbecker

Email:



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 – 14)? **YES** **NO**
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not?

OPTIONAL ONLY: Name: Ed Smith Email:



US 180 CORRIDOR MASTER PLAN

Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
- a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is
2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:

- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
- Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
- Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
- Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?

Consider leaving 180 via Ft Valley Ranch

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
Optional: Why or why not?

Road i.e. between Hidden Hollow and

Subvowl) avoids most residences!

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
- Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
- Preliminary System Alternative 12: Lone Tree Rd
- Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
- Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):

- a. I prefer that any proposed solutions look to widen US 180
- b. I prefer that any proposed solution look at alternative routes instead of widening US 180
- c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

*alt Rte 17 only - no hwy's through neighborhoods
We need to learn from history - People do not want hwy thru neighborhoods*

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?

Circle All That You Support:

NONE

- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
- Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
- Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
- Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?

I can not support any alt route through neighborhoods

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)?

YES **NO**

Optional: Why or why not?

Re direct congestion away from Milton / Humphreys

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
- Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
- ⊗ Preliminary System Alternative 12: Lone Tree Rd
- Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
- Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

more traffic away from Milton & Humphreys

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
(Preliminary System Alternatives 15, 16, 17, and 18) *along the Pipeline*
Optional: Why or why not?
I would also like to see a 2 Lane Road From Shultz Pass To 89 with 3 on 4 Feeders south into town

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not?

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd *Needed for a long time!!*
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not?

OPTIONAL ONLY: Name: Douglas Sabo Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
- a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

TAKE TRAFFIC outside + OFF 180 + Redirects to I-40 which can handle the Traffic.

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:

- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
- Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
- Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
- Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

TAKES TRAFFIC OFF US 180.

Optional: Why or why not?

*US 180 - needs to have an alternative route
(1) growing populations. (2) Bottlenecks Traffic when it gets to schrist school. (3) current residents are TRAPPED if there is a blocking wrecker.*

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
Optional: Why or why not?

NOTEFFECTIVE

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
- Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
- Preliminary System Alternative 12: Lone Tree Rd
- Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
- Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

Doesnt Solve the Problem + has extreme expense. "BAND-AID" Approach.

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):

- a. I prefer that any proposed solutions look to widen US 180
- b. I prefer that any proposed solution look at alternative routes instead of widening US 180 ?
- c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

We subsidize Snowbowl + visitors should have to come through Flagstaff. Otherwise we are giving revenue to elsewhere in county!

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:

Besides, major wildlife corridors in forest west of town.

- Preliminary System Alternative 15: ~~Bader Rd to FS 518 to A-1 Mountain Rd to I-40~~
 - Preliminary System Alternative 16: ~~Snow Bowl Road to A-1 Mountain Road to I-40~~
 - Preliminary System Alternative 17: ~~Wing Mountain Rd to FS 222 to FS 171 to I-40~~
 - Preliminary System Alternative 18: ~~Hidden Hollow Rd to FS 506 to Route 66 to I-40~~
- Optional: Why or why not?

See above. I am shocked that forced park-and-ride bus to Snowbowl is not an option instead. Better yet, change

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7-14)? **so city gets revenue!** **YES** **NO**
Optional: Why or why not?

Flagstaff subsidizes Snowbowl - visitors' dollars should be kept in Flag.

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
- Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
- Preliminary System Alternative 12: Lone Tree Rd
- Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
- Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

Fourth Street should connect to JW Powell.

OPTIONAL ONLY:
Name: _____

Email: _____

Make snowbowl visitors use a park + -ride system!



US 180 CORRIDOR MASTER PLAN
Public Open House #1 **ADOT**

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
- a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 if fine the way it is
2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?
3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
- Optional: Why or why not?
4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
Optional: Why or why not?
5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
- Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
- Optional: Why or why not?

OPTIONAL ONLY:

Name: _____ Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
- a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is
2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?
3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
- Optional: Why or why not?
4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
Optional: Why or why not?
5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
- Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):

- a. I prefer that any proposed solutions look to widen US 180
- b. I prefer that any proposed solution look at alternative routes instead of widening US 180
- c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
(Preliminary System Alternatives 15, 16, 17, and 18)

Optional: Why or why not?

It moves congestion (Traffic) out of Town and elevates bottle necking traffic on Ft. Valley.

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?

Circle All That You Support:

- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
- Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
- Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
- Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?

Alternative 18 - moves traffic out of Flag and comes out beyond most Residential Homes.

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO

Optional: Why or why not?

NO - Does not eliminate traffic problem.
No - Very costly to purchase property/Businesses

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
- Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
- Preliminary System Alternative 12: Lone Tree Rd
- Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
- Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

NONE
The Flagstaff area will continue to grow. This problem needs attention now! - it will just be more expensive at a later time.

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not? PAVED!

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** NO
Optional: Why or why not? ONLY IF THEY ARE PAVED!

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not? HUMPREY'S IS THE MAJOR BOTTLENECK!

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?
*Too much impact on animal corridor
noise, trash, loss of peaceful enjoyment & quantity of life*

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**
Optional: Why or why not?
same as above

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not?

OPTIONAL ONLY:
Name: _____ Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Long Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not?

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is
2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:

- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
- Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
- Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
- Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?

My house is on this Bader Rd.

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
- Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
- Preliminary System Alternative 12: Lone Tree Rd
- Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
- Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
- a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is
2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
- Optional: Why or why not?

It would ease congestion on Milton/Humphreys - the goal

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
Optional: Why or why not?

Same as above

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
- Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?
Relieve the traffic on Humphreys! 30 yrs. on Humphreys and it is ridiculous how busy the road has become

OPTIONAL ONLY:
Name: _____ Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):

- a. I prefer that any proposed solutions look to widen US 180
- b. I prefer that any proposed solution look at alternative routes instead of widening US 180
- c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

Community impacts!

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:

- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
- Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
Optional: Why or why not?

NO FS

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
- Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
- Preliminary System Alternative 12: Lone Tree Rd
- Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
- Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:

Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

- Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - I prefer that any proposed solutions look to widen US 180
 - I prefer that any proposed solution look at alternative routes instead of widening US 180
 - I believe that US 180 is fine the way it is
- Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not? *You must get 180 out of town. Anything else only puts off the inevitable. The city is going to grow. You would have to purchase too much private property*
- If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support: *to widen 180*
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?
Alt. 18 is the plan that disrupts the least property owners. Gets 180 out of town and allows room for growth.
- Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
Optional: Why or why not?
- If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting? *No*
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not? *You can not expand 180 enough to take care of the problems when you go thru town. We need to quit thinking Flagstaff is not going to grow and plan for it, for a change.*

OPTIONAL ONLY
Name: Jeffrey DeLap Email:



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
- a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? (Preliminary System Alternatives 15, 16, 17, and 18) **YES** **NO**
- Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:

- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
- Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**
- Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
- Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
- Preliminary System Alternative 12: Lone Tree Rd
- Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
- Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:

Name: _____ Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1



STATION 4 COMMENT CARD

- Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - I prefer that any proposed solutions look to widen US 180
 - I prefer that any proposed solution look at alternative routes instead of widening US 180
 - I believe that US 180 is fine the way it is
- Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?
- If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40Optional: Why or why not?
1 Line on bader rd
- Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**
Optional: Why or why not?
- If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 if fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?
IT'S THE ONLY OPTION TO REDUCE CONGESTION

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - ~~Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40~~
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not?

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1



STATION 4 COMMENT CARD

- Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - I prefer that any proposed solutions look to widen US 180
 - I prefer that any proposed solution look at alternative routes instead of widening US 180
 - I believe that US 180 if fine the way it is
- Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?
- If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40Optional: Why or why not?
- Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
Optional: Why or why not?
- If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

new suggestion: locals only lane

OPTIONAL ONLY:
Name:

Emily

Email:



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?
Not connections through neighborhood. Not Bader or Snowbowl Rd.

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - + Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not?

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b.** I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?
*I live in Fort Valley. 2nd route to town needed
I support using South Snowbowl Rd.*

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - **Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40**
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?
The intersection of 180 and snowbowl Rd makes the most sense to me

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not?

OPTIONAL ONLY:
Name: Ethan Blasius Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:
Name: _____

fm

Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**
Optional: Why or why not?
Improves into neighborhoods

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not?

OPTIONAL ONLY:

Name: _____ Email: _____



US 180 CORRIDOR MASTER PLAN ADOT

Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
- a. I prefer that any proposed solutions look to widen US 180 - *This solution only works once the Milton solution is addressed also!*
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is
2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not? *As long as they do not go through neighborhoods!*
3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40 ~~to~~
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
- Optional: Why or why not?
4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
Optional: Why or why not?
5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
- Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
- Optional: Why or why not?

OPTIONAL ONLY:

Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not? *Safety, #s of vehicles, neighborhood congestion*

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not?

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):

- a. I prefer that any proposed solutions look to widen US 180
- b. I prefer that any proposed solution look at alternative routes instead of widening US 180
- c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

#1 best to avoid residences + least cost to construct but perhaps 15, 16, 18 for locals have a relief. In winter living in Cheshire if access to Flagstaff was closed, my ONLY option to get out is a multi-hour drive to Valle then Williams to I-40! Not (POOR) option!

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:

- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
- Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
- Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
- Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?
Why not straightest, avoids residential and least climbing hills or descending in grade elevation. Also ~~alt 17~~ connects close to I-40 Exit but the Pilot Gas intersection needs improvement

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
Optional: Why or why not?

Not Alts 7-9 as they are already being used as alt. Proof when Beaver St was shut down this winter twice traffic backups on Humphreys - it was horrible!! Please don't put traffic on Suttercamp, San Francisco, Beaver, Humphreys over sitgreaves as total US 180 traffic

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- Already used* Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
- Already used* Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
- Already used* Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
- Already used* Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
- End it! Great!* Preliminary System Alternative 12: Lone Tree Rd
- Doesn't help Milton* Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
- yes* Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
- a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** NO
(Preliminary System Alternatives 15, 16, 17, and 18)

Optional: Why or why not?

Keep Tourist and visitors easy routes back to town and taking load off 180 and downtown streets

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:

- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
- Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
- Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
- Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?

Use ALT 15 and 18 and connect them south of Bader-Ville Rd, FS 506 would curve N. West to meet FS 518

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** NO

Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- Preliminary System Alternative 15: Canyon Dr to Route 66
- Preliminary System Alternative 16: t to Butler Ave (southbound one way) and d one way)
- Preliminary System Alternative 17: Butler Ave to S
- Preliminary System Alternative 18: to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 19: Flagstaff Ranch Rd to I-40
- Preliminary System Alternative 20: verpass to Humphreys St (northbound one (southbound one way)
- Preliminary System Alternative 21: Woodland's Village Blvd to Beulah Ave to

*Preliminary System ALT
Use F.S. 506 North
and connect to
Snow bowl Rd
combine ALT 15
and 18*

Optional: Why or why not?

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 if fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not? *I fear many homes & other businesses, museums etc. along that route - schools, churches also.
② We need to get traffic congestion out of center of town & residential areas.*

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
Optional: Why or why not? *City roadway & street - already overburdened.*

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not? *The main goal should be to save our city - business & especially residential areas. Stop this!
all of the above are located in residential & business areas.
Bad for business & completely destructive to all residential*

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN ADOT Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not? *What ever happened to a road over to the McMillan Mesa + around Buffalo Park to connect to 180 to help traffic on Rt 66 + Milton on a daily bases and also as alternative if 180 is closed due to accident, fire, etc. Those out 180 are cut off with no alternatives*

OPTIONAL ONLY: Name: _____ Email: _____

if 180 is closed



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not?

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not?

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
- a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? (Preliminary System Alternatives 15, 16, 17, and 18) YES NO
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:

- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
- Optional: Why or why not?

NOT INTRUSIVE TO OUR NEIGHBORHOODS!

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
Optional: Why or why not?

S.A.A. ↑

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
- Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
- Preliminary System Alternative 12: Lone Tree Rd
- Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
- Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

NO - DUE TO THE HIGH-DENSITY APARTMENTS BEING BUILT.

HWY. 66 IS ALREADY TAXED AT RUSH HOUR!

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
- a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 if fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:

- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
- Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
Optional: Why or why not? *There is not room for a 180 that is much bigger*

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
- Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not? *SAFETY, ADD CAPACITY, ADD ACCESS TO FOREST.*

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not? *Voted already w/*

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not? *Already voted*

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
- a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is
2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:

- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
- Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
- Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
- Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?
TRAFFIC should not be routed through baderville

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
- Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
- Preliminary System Alternative 12: Lone Tree Rd
- Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
- Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?
LOCALS ONLY LANES

OPTIONAL ONLY:
Name: _____ Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):

- a. I prefer that any proposed solutions look to widen US 180
- b. I prefer that any proposed solution look at alternative routes instead of widening US 180
- c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**

(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not? *I support Park's Ride Transit that keeps individual drivers out of cars*

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?

Circle All That You Support:

- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
- Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
- Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
- Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**

Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
- Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
- Preliminary System Alternative 12: Lone Tree Rd
- Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
- Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:

Name: _____ Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not?
*ALTI 2
Consider: Milton To 66 To Yale/Bedlah To JWP To I-17.*

OPTIONAL ONLY:
Name: Gerry Craig Email:



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not? **BEST CHOICE!**

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not?

OPTIONAL ONLY:

Name: _____ Email: _____



US 180 CORRIDOR MASTER PLAN

Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
- a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
(Preliminary System Alternatives 15, 16, 17, and 18)

Optional: Why or why not?

Routing people to the snow (at 8000 ft elevation near Nordic Center) around Flagstaff would eliminate congestion downtown.

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?

Circle All That You Support:

- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
- Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
- Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
- Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?

I support the most cost-effective

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
- Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
- Preliminary System Alternative 12: Lone Tree Rd
- Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
- Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY

Name:

Jennifer Spinti

Email:



US 180 CORRIDOR MASTER PLAN
Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
- a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:

- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
- Optional: Why or why not?

Not sure these would help because many people spend night in hotels + have to access Snodgrass from Flag + NAU students + locals

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
- Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
- Preliminary System Alternative 12: Lone Tree Rd
- Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sitgreaves St to Milton Rd (southbound one way)
- Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY
Name: Sarahi Mamson

Email:
Transportation



US 180 CORRIDOR MASTER PLAN

Public Open House #1



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
- a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is
2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?
3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
- Optional: Why or why not?
4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**
Optional: Why or why not?
5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
- Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
- Optional: Why or why not?

CITY AND COUNTY LIGHTING ORDINANCES MUST BE FOLLOWED BY ADOT WITHIN CITY AND COUNTY BOUNDARIES

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only);
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not? DOES NOT REDUCE CONGESTION !!!

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 if fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? YES NO

(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?
Destroy neighborhood impact FLAG BUSINESS *cheer up more open space and forest lands all because FLAG doesn't know how to plan*

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? YES NO

Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
- a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is
2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:

- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
- Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
- Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
- Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40

Optional: Why or why not?

*SHOULD HELP RELIEVE
SOME CONGESTION IN CITY*

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
- Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
- Preliminary System Alternative 12: Lone Tree Rd
- Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
- Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

*ALL WOULD RUIN
HISTORIC AREAS (except 14, which is bad)*

OPTIONAL ONLY:

Name: ROBERT J. PEASE Email: _____



STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
 - a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:
 - Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
 Optional: Why or why not?

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**
Optional: Why or why not?

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?
 - Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
 - Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
 - Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
 - Preliminary System Alternative 12: Lone Tree Rd
 - Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
 - Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17
 Optional: Why or why not?

OPTIONAL ONLY:
Name: _____

Email: _____



US 180 CORRIDOR MASTER PLAN **ADOT**
Public Open House #1

STATION 4 COMMENT CARD

1. Which would you prefer to help address congestion (emphasis on winter recreation) and safety on US 180 (Circle One Only):
- a. I prefer that any proposed solutions look to widen US 180
 - b. I prefer that any proposed solution look at alternative routes instead of widening US 180
 - c. I believe that US 180 is fine the way it is

2. Would you support the construction of alternate routes to US 180 that connect US 180 to I-40? **YES** **NO**
(Preliminary System Alternatives 15, 16, 17, and 18)
Optional: Why or why not?

To take the amount of traffic off Humphreys & Ft Valley + Melton

3. If you support the use of alternative routes to US 180, which of the Alternatives would you consider supporting?
Circle All That You Support:

- Preliminary System Alternative 15: Bader Rd to FS 518 to A-1 Mountain Rd to I-40
 - Preliminary System Alternative 16: Snow Bowl Road to A-1 Mountain Road to I-40
 - Preliminary System Alternative 17: Wing Mountain Rd to FS 222 to FS 171 to I-40
 - Preliminary System Alternative 18: Hidden Hollow Rd to FS 506 to Route 66 to I-40
- Optional: Why or why not?
15 & 16 would bypass most of downtown + residential areas
- too far out*
not far enough out

4. Would you support the use of alternative routes to US 180 that use existing city/county roadways (Preliminary System Alternatives 7 - 14)? **YES** **NO**

Optional: Why or why not?
Doesn't really solve the city congestion - just different routes but same traffic amount

5. If you support the use of alternative routes to US 180 that utilize existing city/county roadways, which of the Alternatives would you consider supporting?

- Preliminary System Alternative 7: Columbus Ave to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 8: Columbus Ave to Beaver St to Butler Ave (southbound one way) and Butler Ave to San Francisco St to Columbus Ave (northbound one way)
- Preliminary System Alternative 9: Forest Ave to Turquoise Dr to Switzer Canyon Dr to Route 66
- Preliminary System Alternative 11: Milton Rd to Route 66 to Flagstaff Ranch Rd to I-40
- Preliminary System Alternative 12: Lone Tree Rd
- Preliminary System Alternative 13: Mike's Pike St to Future Overpass to Humphreys St (northbound one way) and Kendrick St to Elm St to Sit greaves St to Milton Rd (southbound one way)
- Preliminary System Alternative 14: Milton Rd to Route 66 to Woodland's Village Blvd to Beulah Ave to John Wesley Powell to I-17

Optional: Why or why not?

Please see back

OPTIONAL ONLY: Name: Barbara Cross Email: _____



Alternative 15-18 should not be considered
just to alleviate snow play traffic.

~~also the long-term problems of local traffic~~
~~probably~~

Roads outside of town off A-1 Mtn
would not really help locals on a daily
commute and/or would create
way too much traffic through rural
communities. A beltway - ~~around~~
~~and~~ circling town would help
more than paving dirt forest road.
Not just for 180 but Milton + Rt 66

