ADOT Milton Road & US 180 Corridor Master Plan
Tier 3 Evaluation Criteria
Project Partner Meeting Minutes
July 28, 2020

Meeting Agenda

I. Final confirmation of the Tier 3 Evaluation Criteria and Metrics
II. Introduction and overview of the Project Partner pairwise survey to determine Tier 3 Evaluation Criteria weighting
III. Discussion of upcoming public involvement activities and possible approaches

Meeting Attendees

Name	Agency/Organization
Dan Gabiou	ADOT
Nate Reisner	ADOT
John Wennes	ADOT
Dan Folke	City of Flagstaff
Tiffany Antol	City of Flagstaff
Sara Dechter	City of Flagstaff
Rick Barrett	City of Flagstaff
Jeff Bauman	City of Flagstaff
Shane Dille	City of Flagstaff
Ed Stillings	FHWA
Dave Wessel	MetroPlan
Martin Ince	MetroPlan
Kate Morley	Mountain Line
Anne Dunno	Mountain Line
Bizzy Collins	Mountain Line
Greg Mace	NAU
Kevin Kugler	Michael Baker International
Alex Thomas	Michael Baker International
Brian Snider	Michael Baker International

Attachments

1. Tier 3 Evaluation Criteria
2. Level of Service (Volume/Capacity) Criterion Calculations
3. Implementation Opportunities Criterion Calculations
4. Tier 3 Evaluation Criteria Partner Weighting Survey

After roll call was completed, Dan Gabiou turned the presentation over to Kevin Kugler to present the Agenda Item I – Tier 3 Evaluation Criteria and Metrics.

I. Tier 3 Evaluation Criteria and Metrics

Utilizing Cisco WebEx, Kevin Kugler began presenting the Tier 3 Evaluation Criteria (attached) to reach final concurrence on all 17 of the Evaluation Criteria with all Project Partners. Mr. Kugler reminded the Project Partners that consensus had been reached for the majority of the Evaluation Criteria at the previous Project Partner meeting; however, Mr. Kugler thought it would be best to review all criterion during the meeting so that all the Project Partners were up to speed. Mr. Kugler reminded the Project Partners - as a result of the previous Project Partner meeting - a small working group of Project Partners was formed to address the four remaining Evaluation Criteria that were continuing to be refined and were in need of Project Partner updating and consensus. The four Evaluation Criteria include:

A. Level of Service (Volume/Capacity);
B. Implementation Opportunities; and
C. Neighborhood Impacts, and
D. Title VI Impacts

Mr. Kugler provided a brief overview and reminder of each of the T3 Evaluation Criteria where previous Project Partner discussion and decision had occurred. It should be noted here that this Meeting Summary focuses on discussions pertaining to the four Evaluation Criteria listed above that needed discussion and consensus among Project Partners.

A. Level of Service (Volume/Capacity) Criterion

Mr. Kugler began by reminding the Project Partners that a secondary excel-based tool (attached) sourced from ADOT is used to calculate the Level of Service (Volume/Capacity) criterion – previously known as Congestion Needs Score, in the Tier 2 analysis.

Mr. Kugler shared the excel-based tool with the Project Partners using Cisco WebEx. Mr. Kugler indicated that the Project Partner Task Force has meet periodically since the previous Project Partner meeting to verify the data and metrics within the tool. The small work group, consultant and ADOT reviewed and verified the formulas within the tool and made some adjustments and included some new assumptions to ensure an accurate representation of the characteristics of the study corridor. The newly added adjustments and assumptions include:

- The Future AADT is now derived from traffic volume projections sourced from the FMPO Model instead of the AADTs captured in *Working Paper #1 Existing & Future Conditions*;
- The Capacity Threshold (2040) Formula uses 14.5 hours of traffic instead of 24 hours of traffic as a more practical representation of local conditions.
- An assumption of increasing capacity by 5% for the alternatives with dedicated bus/right-turn lanes was added to account for the right-turning vehicles in that lane. This assumption was sourced from Florida Department of Transportation's research; and
- An assumption was added to decrease volumes (AADTs) by 1,628 for the alternatives that include dedicated bus lanes to account for the mode shift resulting in a reduction in anticipated vehicles. This value is based on mode shift projections from the FMPO Model. Mountain Line was helpful in providing guidance with assistance from the FTA STOPS model.

Mr. Kugler concluded the presentation of the Level of Service (Volume/Capacity) by sharing the results.

Project Partner Discussion and Decision
No concerns or issues were expressed among the Project Partners pertaining to the adjustments made or the assumptions added. As a result, consensus was achieved to use the results from the excel-based tool as the Tier 3 Evaluation Criteria Level of Service (Volume/Capacity) metric.

B. Implementation Opportunities Criterion

Mr. Kugler began by reminding the Project Partners that the previous Project Meeting had no time remaining to discuss a method to calculate the Implementation Opportunities criterion. Since then, the small work group had meet periodically to produce an excel-based tool (attached) to measure the criterion. Mr. Kugler and Dan Gabiou thanked Dave Wessel for talking a solid stab at developing a tool for this criterion. Kevin then asked David Wessel to walk the Project Partners through the excel-tool to measure the criterion, as some of them were being introduced to it for the first time. Mr. Wessel proceeded with introducing the tool to the Project Partner utilizing Cisco WebEx and showcasing that the tool included four different variations or methodologies on how to measure the Implementation Opportunities criterion. The variations are separated by the different tabs of the excel file and include:

- Odds 1 of 3;
- Odds 1 of 5;
- Grant Odds Only; and
- Local and Grant Odds.

Project Partner Discussion and Decision
After group discussion on the four variations of the tool, and how the challenges in determining potential agency funding (at this juncture in the process) complicate that element of the tool, consensus was reached by role call vote (Dan F., Rick B., Dave W., Bizzy C., Kate M., and Greg M.) to use the Grant analysis section of the table only. The Agency funding portion section would be removed from the metric equation.

C. Title VI and Neighborhood Impacts

Mr. Kugler started by reminding the Project Partners that these two criteria are new to Tier 3 Analysis. He then went to further explain that the outputs from the FMPO Model would be the source on how the measure/calculate these two criteria for each alternative. Mr. Kugler went further to add that any Title VI-related policy language brought forth by Sara D. from the La Plaza Vieja planning study would be addressed in Working Paper #2.

Project Partner Discussion & Decision
There was unanimous consensus achieved among the Project Partners to use the FMPO Model Output as metrics to measure the Title VI and the Neighborhood Impacts criteria.

Martin and Kate expressed concerns about the impacts of the Milton Rd. alternatives with additional lanes on Title VI communities. Dave clarified the model outputs pertained to the side street impacts and noted that the small work group felt that the pedestrian overpasses were included as spot improvements for all alternatives, thus mitigating the concern. Dan confirmed Dave's comments and added that additional forthcoming Title VI community outreach was committed, but the model output is proposed as the Tier 3 Evaluation Criteria metric.

As a result, Dan F., Greg M., Kate M., Bizzy C., and Dave W. offered consensus agreement to use the MetroPlan Model output as the metric.

II. Tier 3 Evaluation Criteria Partner Weighting Survey

Kevin turned the presentation over to Brian to present the Tier 3 Evaluation Criteria Weighting Project Partner Survey.

Brian informed the Project Partners that since we have reached consensus on the Tier 3 Evaluation Criteria Categories and Measures, the next step is to develop the weights for each category and criterion/measure. Brian noted that the survey process itself would be similar to the exercise conducted in Tier 2 - a survey of the Project Partners to select their desired weight (level of proportional importance/preference) for each of the Tier 3 Evaluation Criteria Category and Measures.

Brian reminded the group that the Project Partners requested the Tier 3 Evaluation Criteria utilize a pair-wise comparison mathematical analysis. Brian continued by explain the pair-wise comparison tool and survey process. The excel-based tool (attached) allows each respondent to systematically evaluate each Tier 3 Evaluation Criteria Category and Measure against each other by comparing them to each other (two at a time) relative to their impact in achieving the project goals. Brian continued to show the Project Partners that in this survey they will compare each Tier 3 Evaluation Criteria Category and Criterion/Measure against one another based on your respective agency/organization's perceived magnitude of importance/preference. Brian continued by giving the Project Partners a virtual demonstration over the WebEx on how to populate the survey. Brian informed the Partners that the survey includes detailed instructions on how to properly navigate the survey, and noted that he would be happy to answer any questions that arise or help anyone through the survey.

Dave W. asked if we would have one tool/survey for Milton Rd. and another for US 180. Brian noted that the two are essentially the same, but US 180 has the additional Environmental criterion (wildlife). Dan agreed to allow one survey to weight Milton Rd. and one to weight US 180 separately. Dan informed the Project Partners that the surveys would be distributed following the meeting. Similar to the Tier 2 survey process, we are asking each Project Partner agency/organization to please provide two responses for each survey. In other words, each agency/organization is asked to provide two responses for the Milton Road CMP Survey and two responses for the US 180 CMP Survey – a total of four responses. In the event an agency/organization only provides one response for a given survey, we will double count the singular response when we aggregate the results in order to ensure an equitable distribution among all agencies/organizations. Also, if an agency/organization decides to opt out of a specific survey (for whatever reason), that agency/organization's input will not be included in the aggregated results.

In order to stay on schedule, **we are asking Project Partners to please complete the survey and send your responses back to** Dan Gabiou (dgabiou@azdot.gov) and/or Brian Snider (brian.snider@mbakerintl.com) **within two weeks from the distribution of this email – August 12, 2020.**

III. 3) Public Involvement Plan (PIP)

Dan informed the Project Partners that there is going to be expanded public engagement activities to solicit public input on the Tier 3 Evaluation Criteria and Tier 3 Alternatives. Dan reviewed a second draft public survey - prepared by Dave Wessel and Sara Dechter - which would allow the public to provide input on the T3 Evaluation Criteria for Milton and US 180. This public survey will be posted on the City of

Flagstaff's Community Forum which gives residents a convenient way to have a voice in Flagstaff decisions. Dan informed the Project Partners that the survey has the ability to reach approximately 1,900 people once it is launched on the Community Forum. Dan noted that before the launch of the public survey, we would like to provide an opportunity for all Project Partners to review and provide comments to the questions on the survey. See attached PDF for your review and comments of the survey.

Dan informed the Project Partners that we are trying to work expeditiously to get the survey live on the Flagstaff Community Forum as soon as possible, asking for review comments back by August 4th in order to hopefully review the results at the August Project Partner meeting.

Dan concluded the meeting by reviewing the remaining Milton Road/US 180 CMP schedule noting the critical path items for Working Paper #2 and immediate PIP steps for the online survey. Dan also informed the Project Partners that a PIP Subcommittee had identified numerous issues and recommendations to improve our PIP process. Dan invited other Project Partners to join in on the PIP Subcommittee. No new representatives were identified.

Attachment 1:
Tier 3 Evaluation Criteria

US 180 and Milton Road Corridor Master Plans
Tier 3 Evaluation Criteria

Final Version
May 2020

Final T3 Evaluation Criteria					Criteria Considerations: 1) Is it duplicative? 2) Is it objective (data-driven)? 3) Feasible/reasonable to evaluate?	Result
Category	**Criteria / Measure**	**Scoring Formula**	**Acceptance Threshold**	**Weight (TBD)**	**Notes**	**Notes**
Traffic Operations	Level of Service (Volume / Capacity Ratio)	Formula = (Best Result / Alternative Result) * Weight * 100 Ex - Alt 4: (6.25/11.03) * 5.25% * 100 = 2.97	N/A	TBD	Project Partners agreed to keep this criterion and that a separate Task Force would verify the data and metrics for this criterion.	Keep
Traffic Operations	~~Travel Speed as % of Base Free Flow Speed (AM)~~ ~~Travel Speed as % of Base Free Flow Speed (PM)~~	~~Formula = ((Alternative Result * 100) / Best Result) * Weight * 100 / 2~~ ~~Ex - Alt 4: ((46.1%*100)/62)* 3.32% * 100 /2 = 1.24~~	~~N/A~~	~~TBD~~	See meeting notes for details.	Remove
Traffic Operations	~~Improved Intersection LOS (AM)~~ ~~Improved Intersection LOS (PM)~~	~~Formula = (Best Result / Alternative Result) * Weight * 100 / 2~~ ~~Ex - Alt 4: (2/3) * 6.04% * 100 /2 = 3.02~~	~~N/A~~	~~TBD~~	See meeting notes for details.	Remove
Traffic Operations	~~Signal/Stop Control Delay (AM)~~ ~~Signal/Stop Control Delay (PM)~~	~~Formula = (Best Result / Alternative Result) * Weight * 100 / 2~~ ~~Ex - Alt 4: (29.5/41.6) * 3.29% * 100 /2 = 1.17~~	~~N/A~~	~~TBD~~ ~~TBD~~	Model output to be documented in final report, but Project Partners agred to remove. See meeting notes for details.	Remove
Traffic Operations	Travel Time (AM/PM, both directions)	Formula = (Best Result / Alternative Result) * Weight * 100 / 2 Ex - Alt 4: (339/560) * 4.79% * 100 /2 = 1.45	Average of NB (AM/PM) & SB (AM/PM) must be positive. No direction / timeframe may exceed -5% of existing.	TBD	See meeting notes for details.	Keep
Traffic Operations	NEW: Network Delay	Model output of VISSIM	TBD - After review model output	TBD	See meeting notes for details.	Keep
Safety	~~Reduction in Total Crashes (Based on CMFs)~~	~~Formula = (Alternative Result / Best Result) * Weight * 100 Ex - Alt 4: (19.4/28.98) * 7.13% * 100 = 4.77~~	~~TBD~~	~~TBD~~	See meeting notes for details.	Remove
Safety	~~Reduced Injury Crashes (Based on CMFs)~~	~~Formula = (Alternative Result / Best Result) * Weight * 100 Ex - Alt 5: (21.78/28.78) * 8.18% * 100 = 6.19~~	~~TBD~~	~~TBD~~	See meeting notes for details.	Remove
Safety	~~Reduced Bicycle Crashes (Based on CMFs)~~	~~Formula = (Alternative Result / Best Result) * Weight * 100 Ex - Alt 5: (14/14) * 7.10% * 100 = 7.10~~	~~TBD~~	~~TBD~~	See meeting notes for details.	Remove
Safety	~~NEW: HSM or FMPO Safety Tool(s)?~~			~~TBD~~	See meeting notes for details.	Remove
Safety	NEW: Reduction in Conflict Points	Formula: (Alternative Result / Best Result) * Weight * 100	N/A	TBD	See meeting notes for details.	Keep
Expand Travel Mode Choices	~~Pedestrian - Sidewalk Conditions~~	~~Meets or Exceeds both ADOT's minimum standard and the City/FMPO/NAIPTA's (PP) preferred standards~~ ~~Meets or Exceeds ADOT's minimum standard OR the City/FMPO/NAIPTA's (PP) preferred standards, but not both~~ ~~Maintains Existing Condition~~		~~TBD~~	See meeting notes for details.	Remove
Expand Travel Mode Choices	~~NEW: Bike & Pedestrian - Average Crossing Distance~~	~~Formula = (Best Result / Alternative Result) * Weight * 100~~	~~N/A~~	~~TBD~~	See meeting notes for details.	Remove
Expand Travel Mode Choices	Bicycle Environmental Quality Index	Subtotal Score from index	N/A	TBD	Keep with minor revision. Refer to Bike & Pedestrian Index and meeting notes for details.	Keep
Expand Travel Mode Choices	Pedestrian Environmental Quality Index	Subtotal Score from index	N/A	TBD	Keep with minor revision. Refer to Bike & Pedestrian Index and meeting notes for details.	Keep
Expand Travel Mode Choices	~~Bicycle~~	~~Meets or Exceeds both ADOT's minimum standard and the City/FMPO/NAIPTA's preferred standards~~ ~~Meets or Exceeds ADOT's minimum standard OR the City/FMPO/NAIPTA's preferred standards, but not both~~ ~~Maintains Existing Condition~~		~~TBD~~	See meeting notes for details.	Remove
Expand Travel Mode Choices	Transit Travel Time (AM/PM, both directions)	Formula = (Best Result / Alternative Result) * Weight * 100 / 2 Ex - Alt 4: (250/371) * 6.27% * 100 /2 = 2.11	Average of NB (AM/PM) & SB (AM/PM) must be positive. No direction / timeframe may exceed -5% of existing.	TBD	See meeting notes for details.	Keep
Expand Travel Mode Choices	NEW: Transit Ridership	Formula = (Best Result / Alternative Result) * Weight * 100	N/A	TBD	See meeting notes for details.	Keep
Public Acceptance	Public Support	# of Public Support Formula = (Best Result / Alternative Result) * Weight * 100	Majority of public support (>51%)	TBD	Keep as a placeholder. See meeting notes for details.	Keep
Cost / Implementation	Construction Cost	Formula = (Best Result / (Alternative Result/10M)) * Weight * 100 Ex - Alt 4: (1/(40.542M/10M)) * 4.68% * 100 = 1.15	N/A	TBD	See meeting notes for details.	Keep
Cost / Implementation	ROW Impact (Square Feet)	Formula = (Best Result / (Alternative Result/10K)) * Weight * 100 Ex - Alt 4: (1/(26,326/10K)) * 4.98% * 100 = 1.89	N/A	TBD	See meeting notes for details.	Keep
Cost / Implementation	~~NEW: Maintenance Cost~~	~~(Cost to Maintain 1 mile of road X 20 years X # of lanes) + (Sq. ft cost of landscaping)~~ ~~Formula = Best Result / Alternative Result * Weight * 100~~	~~N/A~~	~~TBD~~	See meeting notes for details.	Remove
Cost / Implementation	NEW: Implementation Opportunities	Formula = Best Result / Alternative Result	N/A	TBD	Project Partners agreed to keep, but consensus on a measure/metric is pending. See meeting notes for details.	Keep
Cost / Implementation	~~NEW: Cost / Benefit Analysis~~	~~TBD~~	~~TBD~~	~~TBD~~	See meeting notes for details.	Remove
Environmental Impacts	NEW: Neighborhood Impacts	FMPO Model	TBD	TBD	Project Partners agreed to keep. Sara Dechter proposed to consider additional metrics. Consensus on additional metrics pending. See meeting notes for details.	Keep
Environmental Impacts	NEW: Title VI Impacts	FMPO Model	TBD	TBD	Project Partners agreed to keep. Sara Dechter proposed to consider additional metrics. Consensus on additional metrics pending. See meeting notes for details.	
Environmental Impacts	NEW: Air Quality	Same output as Network Delay	TBD	TBD	See meeting notes for details.	Keep
Environmental Impacts	~~NEW: Stormwater Impacts~~		~~TBD~~	~~TBD~~	See meeting notes for details.	Remove
Environmental Impacts	NEW (US180 only): Wildlife Mitigation	TBD - Will compare AGFD recommended mitigation sites with animal crash data	TBD	TBD	See meeting notes for details.	Keep
Environmental Impacts	~~Others (not recommended)~~	~~See Notes~~	~~N/A~~	~~N/A~~	See meeting notes for details.	Remove
Community Character	Great Street	50% - Meets *City 2030 Regional Plan Policy 50% - Public Survey Output *Formula for City 2030 Policy: % of corridor able to accommodate trees + % of corridor with "wide" sidewalks	TBD	TBD	See meeting notes for details.	Keep
			Aggregate Score	**100.00%**		

Michael Baker INTERNATIONAL

Pedestrian Comfort Index Evaluation Criteria

Pedestrian Evaluation Criteria	Thresholds	Score	Weight
Sidewalk Width	6' wide or less	0.0	
	6' – 7' wide	1.0	
	7' – 9' wide	1.5	
	Greater than 9' wide	2.0	
Horizontal Buffer Width (select all):	No buffer	0.0	
	0' – 3' buffer	0.5	
	3' – 6' buffer	1.0	
	6' - 9' buffer	1.5	
	Greater than 9' buffer	2.0	
Number of Total Vehicle Though Lanes	8	0.0	
	6	1.0	
	4	1.5	
	2	2.0	
Traffic Volume: (Curb Lane)	> 12,000	0	
	9,000 - 12,000	0.5	
	6,000 - 9,000	1	
	3,000 - 6,000	1.5	
	< 3,000	2	
Presence of Median:	No median	0.0	
	TWLTL / Left Turn Lane (no median)	1.0	
	Left turn Lane with median (>5)	1.5	
	Left turn Lane with planted median (<5)	2.0	
		/10	**Total Score**

Bicycle Comfort Index Evaluation Criteria

Bicycle Evaluation Criteria	Thresholds	Score	Weight
Bicycle Facility Type	No bike facility	0.0	
	Shared-lane facility	0.5	
	Bike lane	1.0	
	Buffered bike lane	2.0	
Number of Total Vehicle Though Lanes	8	0.0	
	6	1.0	
	4	1.5	
	2	2.0	
Traffic Volume: (Curb Lane)	> 12,000	0	
	9,000 - 12,000	0.5	
	6,000 - 9,000	1	
	3,000 - 6,000	1.5	
	< 3,000	2.0	
Presence of Median:	No median	0.0	
	TWLTL / Left Turn Lane (no median)	1.0	
	Left turn Lane with median	1.5	
	Left turn Lane with planted median	2.0	
		/8	**Total Score**

Attachment 2:
Level of Service (Volume/Capacity) Criterion Calculations

Tier 3 Volume to Capacity Score								
ID #	Length	Future AADT (2040)	Adjusted Future AADT - Mode Shift (2040)	Capacity Threshold (2040)	Percent of Threshold (2040)	Tier 3 V/C Score (out of 100)	Fnctl Class	Notes
No-Build / No Build +					**0.89**		4-lanes, Urban, Principal Arterial	
No-Build - Segment A	0.10	38,395	38,395	46,400	82.7%	**77.41**		
No-Build - Segment B	0.24	51,339	51,339	46,400	110.6%			
No-Build - Segment C	1.00	39,323	39,323	46,400	84.7%			
Alt 5					**0.75**		6-lanes, Urban, Principal Arterial	
Alt 5 - Segment A	0.10	50,552	50,552	69,600	72.6%	**92.26**		
Alt 5 - Segment B	0.24	67,047	67,047	69,600	96.3%			
Alt 5 - Segment C	1.00	48,677	48,677	69,600	69.9%			
Alt 6a					**0.69**		6-lanes, Urban, Principal Arterial	
Alt 6a - Segment A	0.10	50,552	48,924	73,080	66.9%	**100.00**		decreased volume based on mode shift by 1,628
Alt 6a - Segment B	0.24	67,047	65,419	73,080	89.5%			increased capacity 5% for outside bus lane/right turn lane
Alt 6a - Segment C	1.00	48,677	47,049	73,080	64.4%			
Alt 6b					**0.82**		4-lanes, Urban, Principal Arterial	decreased volume based on mode shift by 1,628
Alt 6b - Segment A	0.10	39,198	37,570	48,720	77.1%	**84.44**		increased capacity 5% for outside bus lane/right turn lane
Alt 6b - Segment B	0.24	50,035	48,407	48,720	99.4%			
Alt 6b - Segment C	1.00	39,659	38,031	48,720	78.1%			
Alt 13					**0.86**		4-lanes, Urban, Principal Arterial	
Alt 13 - Segment A	0.10	39,198	37,570	46,400	81.0%	**80.42**		decreased volume based on mode shift by 1,628
Alt 13 - Segment B	0.24	50,035	48,407	46,400	104.3%			
Alt 13 - Segment C	1.00	39,659	38,031	46,400	82.0%			

	From	To
Segment A	Sitgreaves	Phoenix
Segment B	Butler	Rte 66
Segment C	Rte 66	Forest Meadows

Notes

a) Future AADT (2040): Projected traffic volumes provided from FMPO Model
Based on mode shift projections from FMPO model, AADT's for BRT alternatives were adjusted to account for reduction in anticipated vehicles.
b) Capacity Threshold (2040) Formula: Capacity X Number of Lanes X 14.5 Hours of Traffic
Multiply the # of lanes within the corridor by the corresponding figure in Table 1, then Multiply by 14.5 (hours) to calculate the facility's capacity threshold.
Increase capacity 5% for alternatives with dedicated bus/right-turn lane - per FDOT tables (https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/planning/systems/programs/sm/los/pdfs/fdot_2012_generalized_service_volume_tables.pdf?sfvrsn=cf17ad0a_0)
c) V/C Score Formula: Lowest % Threshold receives maximum score; any % above 100% represents Level of Service F and receives a Score of 0.

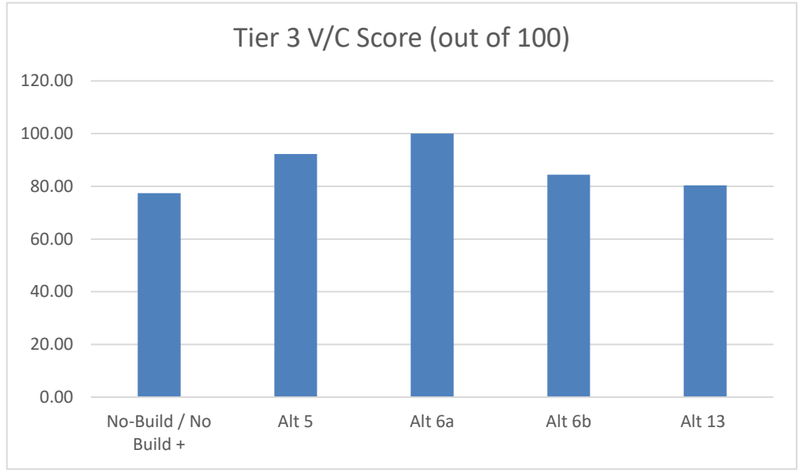
(http://adot.ms2soft.com/tcds/tsearch.asp?loc=Adot&mod=)

Table 1: ADOT Hourly Roadway Capacity Threshold Table

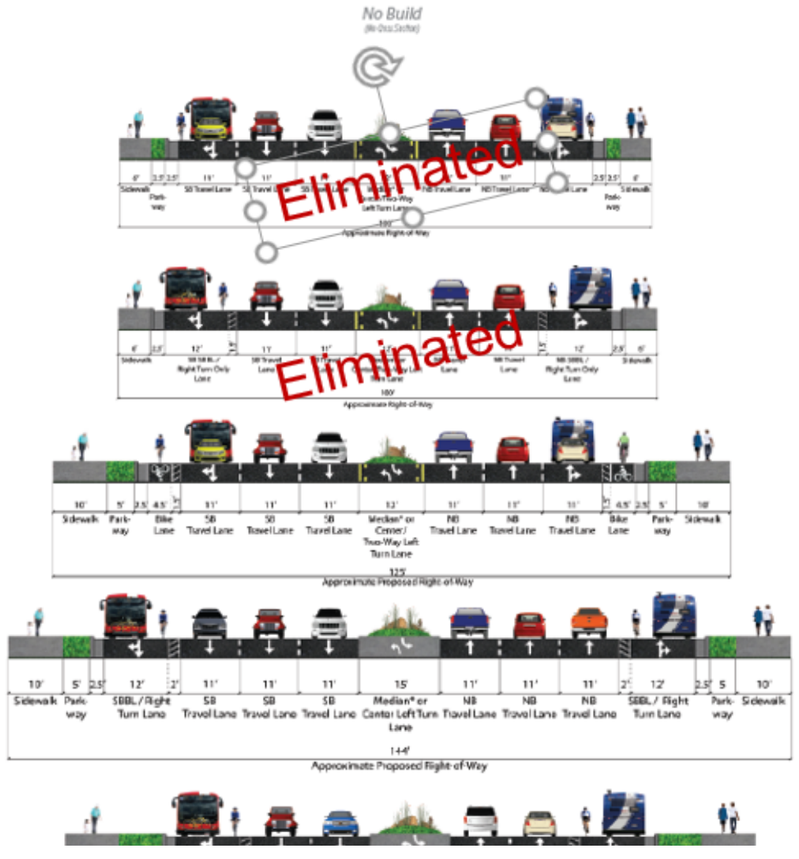
facility_code	facility_type	1-CBD	2-Urban	3-Suburban	4-Rural	5-SmTownCBD	6-OutOfState
0	HOV	2000	2000	2000	2000	2000	99999
1	Freeway	2000	2000	2000	2000	2000	99999

2	Major Arterial	700	800	900	1000	900	99999
3	Minor Arterial	550	625	700	800	700	99999
4	Major Collector	400	450	500	600	500	99999
5	Minor Collector	300	350	400	500	400	99999
7	Ramp	1000	1100	1200	1200	1200	99999
8	Metered Ramp	1000	1100	1200	1200	1200	99999
9	Centroid Connector	99999	99999	99999	99999	99999	99999

Scenario	Tier 3 V/C Score (out of 100)	
No-Build / No Build +	77.41	4-lanes, Urban, Principal Arterial
Alt 5	92.26	6-lanes, Urban, Principal Arterial
Alt 6a	100.00	6-lanes, Urban, Principal Arterial
Alt 6b	84.44	4-lanes, Urban, Principal Arterial
Alt 13	80.42	4-lanes, Urban, Principal Arterial



Milton Rd Alternatives



No Build / No Build + (Spot Improvements)
Recommended for further study

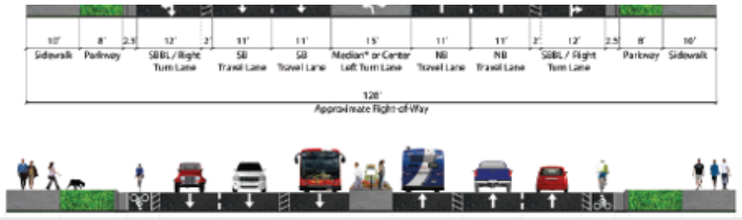
Alternative 3
Eliminated from further study

Alternative 4
Eliminated from further study

Alternative 5
Recommended for further study

Alternative 6a
Recommended for further study

Alternative 6b



Alternative 6b

Recommended for further study

Alternative 13

Recommended for further study

Attachment 3:
Implementation Opportunities Criterion Calculations

		Alternative: No Build			Alternative 3 - 6GP			Alternative 5 - 6GP			Alternative 6a - 6GP, bbtl			Alternative 6b - 4GP, bbtl			Alternative 13 - 4GP, CRL		
Funding Source	**Max Available**	Size (mills)	Odds	Raw S*O	Size	Odds	Raw	Size	Odds	Raw	Size	Odds	Raw	Size	Odds	Raw	Size	Odds	Raw
Agency																			
Mountain Line (40% match)	2	1.0	3	3.0	2.0	1	2.0	2.0	1	2.0	2.0	3	6.0	2.0	3	6.0	2.0	3	6.0
Flagstaff	15	2.0	3	6.0	7.0	2	14.0	7.0	2	14.0	4.0	2	8.0	13.0	2	26.0	10.0	2	20.0
ADOT	0	0.0	3	0.0	1.0	2	2.0	1.0	2	2.0	1.0	1	1.0	0.0	1	0.0	0.0	1	0.0
NAU	0	0.0	3	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0
Coconino		0.0	3	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0
Sum Size		3.0			10.0			10.0			7.0			15.0			12.0		
Grant																			
HSIP		0.0	1	0.0	2.0	1	2.0	2.0	1	2.0	2.0	1	2.0	2.0	1	2.0	2.0	1	2.0
BUILD (Max 25)	25	0.0	1	0.0	10.0	1	10.0	10.0	1	10.0	20.0	2	40.0	20.0	2	40.0	20.0	2	40.0
INFRA (Min 100)		0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	3	0.0	0.0	3	0.0	0.0	3	0.0
CIG (Max total award 50)) (60% grant	50	0.0	1	0.0	7.0	1	7.0	7.0	1	7.0	17.0	3	51.0	35.6	2	71.3	36.7	2	73.4
State 5307/5339* (max 10)	10	0.0	1	0.0	2.9	2	5.8	2.9	2	5.8	10.0	2	20.0	10.0	3	30.0	10.0	3	30.0
ATCMTD		0.0	1	0.0	3.0	2	6.0	3.0	2	6.0	3.0	2	6.0	3.0	2	6.0	3.0	2	6.0
* Use only for raising federal share of CIG grant to up to 80%. Maximum reasonably available funds for Mountain Line is $10M																			
Score (Raw) Total All Sources				9.0			48.8			48.8			134.0			181.3			177.4
Cost (mills) - includes R/W				1.0			40.5			60.9			73.7			55.1			57.7
Score/Cost				9.0			1.2			0.8			1.8			3.3			3.1
Normalized (highest = 100)				**100.0**			**13.4**			**8.9**			**20.2**			**36.6**			**34.2**
Match Required		0.0			11.7			11.7			23.5			35.9			36.6		
Match Test		SUCCESS			FAIL			FAIL			FAIL			FAIL			FAIL		
BRT costs																			
TSP (mills)	2				2			2			2			2			2		
Lanes	6.6										6.6			7			6.6		
Sidewalks	3				3			3			3			3			3		
Stations	1.2				1.2			1.2			1.2			1			1.2		
Crossings	0.8				0.8			0.8			0.8			1			0.8		
R/W	40% of total cost except 0% when no bus lane, 20% when bus and GP				0			0			14.74			22			23.08		
BRT costs					7.0			7.0			28.3			36			36.7		

Max Available: Each agency identifies how much money it could bring to this project

Size (agency):

Each agency selects its level of investment. Should be based on dollars available now. Expressed in millions of dollars. Should be influenced by policy alignment and priority of alternative to other potential investments

What would you recommend to your governing body.

Maybe qualify agency source as "match only"

Size by agency for each alternative cannot exceed "Max Available" for that respective agency

Size (grant):

Max grant size is based on historic NOFO, generally. Transit grant size is tied to total of BRT improvements for the alternative

Odds:

Each agency sets the odds of investing based on alignment with policy and/or speculative approval by governing body. A "would if I could" approach. Score a 1, 2 or 3

Grant levels and odds may climb on eligibility of the investment (subjective). Based on historic award patterns and past discussions with awarding agency. Score a 1, 2 or 3.

Commentary

Still subjective on many fronts. Governing bodies, not staff, make decisions on availability and preference. The amount to ask for in a grant is dependent on match as well as scope.

The 1-3 scale for grant odds may be too sharp. Odds are low for all grants, so an increase of 100% from 1 to 2 or 50% from 2 to 3 is far from accurate. Maybe a 5 scale?

HSIP and ATCMTD and INFRA likely don't change per alternative.

How to compare No-build. Can it be measured? Yes. Is it relevant? No-build should be easiest to implement, so have the highest score, so compare to cost.

Is this adaptable to US 180?

Set INFRA size to 0 for all alternatives as grant focuses on freight on the NHS

BUILD - "sweet spot" per City lobbyist is $10-15M

5307/5339 - use only to reduce match on CIG? Assume that there are not additional eligble transit projects outside of BRT eligible elements that would "allow" use of additional 5307 funds

However, may wish to permit ped/bike costs above and beyond Milton project costs or at least acknowledge possibility/probability

CIG grant should show total project cost (up to 50 million) for each alternative. Our approach would be for CIG federal portion to cover the BRT aspects of the project (bus real estate, TSP, etc.) and look to local partners for overmatch to cover aspects that aren't transit-supportive, such as the additional GP lane in alt 6a.

Mountain Line local match would be equal among the alternatives

Mountain Line can use other federal grants to go as high as 80% federal share on CIG supported project

CIG must include TSP to be eligible

For other agencies assume match against only of BUILD, INFRA, and 50% of ATCMTD. HSIP is 100%

Assume if they get grant they will find the match OR

Set grant to amount of match available

Fully matching grant is not required. Other options can be explored or money shifted. Land and other assets may be used. Future funding that is reasonably expected should be considered. A successful transit tax in the near future is not unreasonable. An increase in the state gas tax may not be.

Up to 50 million but includes San Fran/Beaver, but these are small

Problem in that it allows an agency to favor an alternative that does not meet with partner consensus, support in word but not deed

The consensus alternative may not align as well with individual agency priorities and so fall down those respective priority lists for funding

Local agency funds must be available to match all grants

How does one address a 20-30 year horizon and the odds of receiving one or more grants over time?

What remains to be done:

1. Refine BRT costs
2. Individual agency set maximum available and odds of having those approved by governing body

Milton CMP Implementation Evaluation Criteria Proposal
Prepared by MetroPlan in cooperation with Mountain Line
May-20

NOTE: All Agency Funding Sources Max Available limits are hypothetical with the exception of Mountain Line.

		Alternative: No Build			Alternative: No Build Plus			Alternative 5 - 6GP			Alternative 6a - 6GP, bbtl			Alternative 6b - 4GP, bbtl			Alternative 13 - 4GP, CRL		
Funding Source	**Max Available**	Size (mills)	Odds	Raw S*O	Size **	Odds	Raw	Size	Odds	Raw	Size	Odds	Raw	Size	Odds	Raw	Size	Odds	Raw
Agency																			
Mountain Line (40% match)	2	1.0	5	5.0	2.0	2	4.0	2.0	2	4.0	2.0	3	6.0	2.0	5	10.0	2.0	5	10.0
Flagstaff	15	2.0	5	10.0	7.0	2	14.0	7.0	3	21.0	4.0	2	8.0	13.0	4	52.0	10.0	3	30.0
ADOT	5	0.0	5	0.0	1.0	1	1.0	1.0	2	2.0	1.0	1	1.0	0.0	1	0.0	0.0	1	0.0
NAU	0	0.0	5	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0
Coconino		0.0	5	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0
Sum Size		3.0			10.0			10.0			7.0			15.0			12.0		
Grant																			
HSIP	5	0.0	1	0.0	2.0	1	2.0	2.0	1	2.0	2.0	1	2.0	2.0	1	2.0	2.0	1	2.0
BUILD (Max 25)	25	0.0	1	0.0	10.0	1	10.0	10.0	1	10.0	20.0	2	40.0	20.0	2	40.0	20.0	2	40.0
INFRA (Min 100)	100	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	3	0.0	0.0	3	0.0	0.0	3	0.0
CIG (Max total award 50)) (60% grant	50	0.0	1	0.0	7.0	1	7.0	7.0	1	7.0	42.5	3	127.4	35.0	3	105.0	36.1	4	144.2
State 5307/5339* (max 10)	10	0.0	1	0.0	2.9	2	5.8	2.9	2	5.8	10.0	2	20.0	10.0	4	40.0	10.0	4	40.0
ATCMTD - technology deployment	12	0.0	1	0.0	2.0	2	4.0	2.0	2	4.0	2.0	2	4.0	2.0	2	4.0	2.0	2	4.0
CRISI - rail safety & infrastructure																			
Score (Raw) Total All Sources		15.0			47.8			55.8			208.4			253.0			270.2		
Cost (mills) - includes R/W		1.0			40.5			60.9			73.7			55.1			57.7		
Score/Cost (potential to pay)		15.0			1.2			0.9			2.8			4.6			4.7		
Normalized (highest = 100)		**100.0**			**7.9**			**6.1**			**18.8**			**30.6**			**31.2**		
BRT costs* (if Baker has better breakdown, please provide)					7.0			7.0			42.5			35.0			36.1		
TSP (mills) required per CIG	2				2			2			2			2			2		
Bus Lanes @ $2.2M/mile	6.0										6.0			6			6.0		
Sidewalks	3				3			3			3			3			3		
Stations @ $300k ea	1.2				1.2			1.2			1.2			1			1.2		
Crossings @ $200k ea	0.8				0.8			0.8			0.8			1			0.8		
R/W	40% of cost. BRT = % of alternative R/W needed for S/W, Bike, bus				0.0			0.0			29.5			22.0			23.1		
BRT costs					7.0			7.0			42.5			35			36.1		
Match Test																			
Match Required (all grants)		0.0			10.7			10.7			39.5			34.5			35.2		
Match Test		SUCCESS			FAIL			FAIL			FAIL			FAIL			FAIL		

* Use only for raising federal share of CIG grant to up to 80%. Maximum reasonably available funds for Mountain Line is $10M
** Size cannot exceed Max Available

Guidance

Max Available: Each agency identifies how much money it could bring to this project

Size (agency):

Each agency selects its level of investment. Should be based on dollars available now. Expressed in millions of dollars. Should be influenced by policy alignment and priority of alternative to other potential investments

The estimate does not represent a commitment.
What would you recommend to your governing body.
Maybe qualify agency source as "match only"

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Size (grant):

Max grant size is based on historic NOFO, generally. Transit grant size is tied to total of BRT improvements for the alternative

Odds:

Each agency sets the odds of investing based on alignment with policy and/or speculative approval by governing body. A "would if I could" approach. Score a 1, 2 or 3
Grant levels and odds may climb on eligibility of the investment (subjective). Based on historic award patterns and past discussions with awarding agency. Score a 1, 2 or 3.
Grant sponsors may have greater input on setting the odds

Commentary
This exercise and criteria represents the potential to pay, not the absolute ability to pay
Still subjective on many fronts. Governing bodies, not staff, make decisions on availability and preference. The amount to ask for in a grant is dependent on match as well as scope.
The 1-3 scale for grant odds may be too sharp. Odds are low for all grants, so an increase of 100% from 1 to 2 or 50% from 2 to 3 is far from accurate. Maybe a 5 scale?
HSIP and ATCMTD and INFRA likely don't change per alternative.
How to compare No-build. Can it be measured? Yes. Is it relevant? No-build should be easiest to implement, so have the highest score, so compare to cost.
Is this adaptable to US 180?

Set INFRA size to 0 for all alternatives as grant focuses on freight on the NHS
BUILD - "sweet spot" per City lobbyist is $10-15M
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Assume if they get grant they will find the match OR
Set grant to amount of match available
Match Test: Adds up required match for all grants and determines if the local agency funds are adequate. Don't have to meet all match. Not likely to receive all grants

Up to 50 million but includes San Fran/Beaver, but these are small

Problem in that it allows an agency to favor an alternative that does not meet with partner consensus, support in word but not deed
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NOTE: All Agency Funding Sources Max Available limits are hypothetical with the exception of Mountain Line.

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Funding Source	**Max Available**	Size (mills)	Odds	Raw S*O	Size **	Odds	Raw	Size	Odds	Raw	Size	Odds	Raw	Size	Odds	Raw	Size	Odds	Raw
Grant																			
HSIP	5	0.0	1.6	0.0	1.0	1.6	1.6	1.0	1.6	1.6	1.0	1.6	1.6	1.0	1.6	1.6	1.0	1.6	1.6
BUILD (Max 25)	25	0.0	0.4	0.0	12.0	0.4	4.8	12.0	0.4	4.8	12.0	0.4	4.8	12.0	0.4	4.8	12.0	0.4	4.8
INFRA (Min 100)	100	0.0	0.6	0.0	50.0	0.6	30.0	50.0	0.6	30.0	50.0	0.6	30.0	50.0	0.6	30.0	50.0	0.6	30.0
CIG (Max total award 50)) (60% gran	50	0.0	1	0.0	7.0	1	7.0	7.0	1.5	10.5	42.5	2	84.9	35.0	2	70.0	36.1	3	108.2
State 5307/5339* (max 10)	10	0.0	0.7	0.0	2.9	0.7	2.0	2.9	0.7	2.0	10.0	0.7	7.0	10.0	0.7	7.0	10.0	0.7	7.0
ATCMTD - technology deployment	12	0.0	1.2	0.0	3.0	1.2	3.6	3.0	1.2	3.6	3.0	1.2	3.6	3.0	1.2	3.6	3.0	1.2	3.6
CRISI - rail safety & infrastructure																			
Score (Raw) Total All Sources				15.0			49.0			52.5			131.9			117.0			155.2
Cost (mills) - includes R/W				1.0			40.5			60.9			73.7			55.1			57.7
Score/Cost (potential to pay)				15.0			1.2			0.9			1.8			2.1			2.7
Normalized (highest = 100)				**100.0**			**8.1**			**5.8**			**11.9**			**14.2**			**17.9**
BRT costs* (if Baker has better breakdown, please provide)							7.0			7.0			42.5			35.0			36.1
TSP (mills) required per CIG	2						2			2			2			2			2
Bus Lanes @ $2.2M/mile	6.0												6.0			6			6.0
Sidewalks	3						3			3			3			3			3
Stations @ $300k ea	1.2						1.2			1.2			1.2			1			1.2
Crossings @ $200k ea	0.8						0.8			0.8			0.8			1			0.8
R/W	40% of cost. BRT = % of alternative R/W needed for S/W, Bike, bus						0.0			0.0			29.5			22.0			23.1
BRT costs							7.0			7.0			42.5			35			36.1
Match Test																			
Match Required (all grants)		0.0			45.7			45.7			71.1			66.2			66.9		
Match Test		SUCCESS			FAIL			FAIL			FAIL			FAIL			FAIL		

* Use only for raising federal share of CIG grant to up to 80%. Maximum reasonably available funds for Mountain Line is $10M
** Size cannot exceed Max Available

Guidance
Agency funding is not considered and blocked out. The score only includes grant awards.

Size (grant):
Max grant size is based on historic N The estimate does not represent a commitment.
Size is based on average award or ge What would you recommend to your governing body.
Odds: Maybe qualify agency source as "match only"
Grant level odds are based on an average of number of awards divided by number of applications and dollars awarded divided by dollars requested.

Commentary
This exercise and criteria represents the potential to pay, not the absolute ability to pay
HSIP and ATCMTD and INFRA likely don't change per alternative.
No build base is problematic. Earlier version effectively assumed local dollars were available for other means and used those to set base line

Is this adaptable to US 180?
Might further recommend changing odds based on general eligiblity. For instance, INFRA is freight oriented. HSIP required fatalities and severe injuries. Both of these might have lower odds.
5307/5339 - use only to reduce match on CIG? Assume that there are not additional eligble transit projects outside of BRT eligible elements that would "allow" use of additional 5307 funds
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Funding Source	**Max Available**	Size (mills)	Agency Rating	Raw S*O	Size **	Agency Rating	Raw	Size	Agency Rating	Raw	Size	Agency Rating	Raw	Size	Agency Rating	Raw	Size	Agency Rating	Raw
Agency																			
Mountain Line (40% match)	2	2.0	0	0.0	2.0	2	4.0	2.0	2	4.0	2.0	3	6.0	2.0	4	8.0	2.0	5	10.0
Flagstaff	15	15.0	0	0.0	15.0	3	45.0	15.0	2	30.0	15.0	1	15.0	15.0	3	45.0	15.0	4	60.0
ADOT	5	5.0	1	5.0	5.0	3	15.0	5.0	4	20.0	5.0	3	15.0	5.0	2	10.0	5.0	1	5.0
NAU	0	0.0	5	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0
Coconino	0	0.0	1	0.0	0.0	3	0.0	0.0	3	0.0	0.0	1	0.0	0.0	2	0.0	0.0	1	0.0
Sum Size		22.0			22.0			22.0			22.0			22.0			22.0		
Grant																			
HSIP	5	0.0	1.6	0.0	1.0	1.6	1.6	1.0	1.6	1.6	1.0	1.6	1.6	1.0	1.6	1.6	1.0	1.6	1.6
BUILD (Max 25)	25	0.0	0.4	0.0	12.0	0.4	4.8	12.0	0.4	4.8	12.0	0.4	4.8	12.0	0.4	4.8	12.0	0.4	4.8
INFRA (Min 100)	100	0.0	0.6	0.0	50.0	0.6	30.0	50.0	0.6	30.0	50.0	0.6	30.0	50.0	0.6	30.0	50.0	0.6	30.0
CIG (Max total award 50)) (60% gran	50	0.0	1	0.0	7.0	1	7.0	7.0	1.5	10.5	42.5	2	84.9	35.0	2	70.0	36.1	3	108.2
State 5307/5339* (max 10)	10	0.0	0.7	0.0	2.9	0.7	2.0	2.9	0.7	2.0	10.0	0.7	7.0	10.0	0.7	7.0	10.0	0.7	7.0
ATCMTD - technology deployment	12	0.0	1.2	0.0	3.0	1.2	3.6	3.0	1.2	3.6	3.0	1.2	3.6	3.0	1.2	3.6	3.0	1.2	3.6
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Score (Raw) Total All Sources		5.0	49.0	52.5	131.9	117.0	155.2
Cost (mills) - includes R/W		1.0	40.5	60.9	73.7	55.1	57.7
Score/Cost (potential to pay)		5.0	1.2	0.9	1.8	2.1	2.7
Normalized (highest = 100)		**100.0**	**24.2**	**17.3**	**35.8**	**42.5**	**53.8**
BRT costs* (if Baker has better breakdown, please provide)			7.0	7.0	42.5	35.0	36.1
TSP (mills) required per CIG	2		2	2	2	2	2
Bus Lanes @ $2.2M/mile	6.0				6.0	6	6.0
Sidewalks	3		3	3	3	3	3
Stations @ $300k ea	1.2		1.2	1.2	1.2	1	1.2
Crossings @ $200k ea	0.8		0.8	0.8	0.8	1	0.8
R/W	40%	of cost. BRT = % of alternative R/W needed for S/W, Bike, bus	0.0	0.0	29.5	22.0	23.1
BRT costs			7.0	7.0	42.5	35	36.1

Guidance
Agency: Max available - Each agency identifies the total amount of funds available for the project. This remains constant for every alternative.
Agency Rating: Each agency rates the alternatives 1-5. All could be 1 if unsatisfactory or all 5 if all very satisfactory.
Agency score: this is the product of funds available times score.

Size (grant):
Max grant size is based on historic NOFO, generally. Transit grant size is tied to total of BRT improvements for the alternative
Size is based on average award or general eligiblity in the case of CIG.
Odds:
Grant level odds are based on an average of number of awards divided by number of applications and dollars awarded divided by dollars requested.

Commentary
This exercise and criteria represents the potential to pay, not the absolute ability to pay
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HSIP									Odds on 5 scale	Eligiblity (3L to 1H)		Avg Award	
	2019-20	24	59	41%	21.4	95	23%	32%		2	eligibility	0.9	
				41%			23%	32%	1.6	0.8	odds/elig		
BUILD		Awards	Application	Odds	$ Awarded	$ Requeste	Odds	Average					
	2018	91	850	11%	0.8	10.9	7%	9%				8.8	
	2019	55	665	8%	0.9	9.6	9%	9%		2	eligibility	16.4	
				9%			8%	9%	0.4	0.2	odds/elig	12.58	
INFRA													
	2018												
	2019	20	170	12%	1	9	11%	11%		3	eligibility	50.0	
				12%			11%	11%	0.6	0.2	odds/elig	50.00	
ATCMTD													
	2018	10	51	20%									
	2019	10	33	30%				30%		1	eligibility	3	informed guess
				25%				25%	1.2	1.2	odds/elig		
5307 Instate													
		1	4	25%				25%		1	eligibility		
				25%				25%	1.3	1.3	odds/elig		
5339 in state													
		1	8	13%				13%		1	eligibility		
				13%				13%	0.6	0.6	odds/elig		
5339 National													
	2018	139	453	31%	0.264	2	13%	22%				1.9	
	2019	94	270	35%	0.423	1.9	22%	29%		1	eligibility	4.5	
				33%			18%	25%	1.3	1.3	odds/elig	3.20	

CIG

CIG is a a transit program. Once a project has been accepted into "Project Development," such as NAIPTA's BRT, it is then eligible to receive a certain percentage of its costs bases on how well the final design and services meet certain criteria.

Attachment 4:
Tier 3 Evaluation Criteria Partner Weighting Survey

Milton Road Corridor Master Plan

Tier 3 Alternative Evaluation

Project Partner Evaluation Criteria Weighting Survey

Introduction:

The purpose of the Tier 3 Alternative Evaluation Criteria analysis is to expand upon efforts conducted in the Tier 2 Alternative Evaluation Criteria & Analysis Phase to further analyze the remaining Milton Road CMP Alternatives through a refined series of evaluation criteria and methodologies.

The objective of this Tier 3 Alternative Evaluation Criteria Weighting Survey is to develop and assign Project Partner weighting to each of the tier 3 evaluation criterion in a comprehensive and equitable fashion by integrating a consensus-based pairwise comparison exercise for all of the Tier 3 Evaluation Criterion.

The survey is conducted through an excel-based tool. This page provides a brief explanation while the following tab - "Instructions" - includes detailed step-by-step instructions to complete this survey.

Objective:

The objective of this survey is to develop weights for both the Tier 3 Evaluation Criteria Categories and Measures. Refer to the "T3 Evaluation Criteria" Tab for the complete list of Tier 3 Evaluation Criteria.

The first portion of the survey is to develop weights through a pairwise comparison exercise for the seven Tier 3 Evaluation Criteria Categories:

- Traffic Operations
- Safety
- Expand Travel Mode Choices
- Public Acceptance
- Cost / Implementation
- Environmental Impacts
- Community Character

This portion of the survey is conducted on the green tab labeled - "T3 EC Category Survey"

The second portion of the survey is to develop weights for the criteria for each of the T3 Evaluation Criteria Categories. However, the weighting survey is only necessary for the categories with more than one criterion. Those categories include:

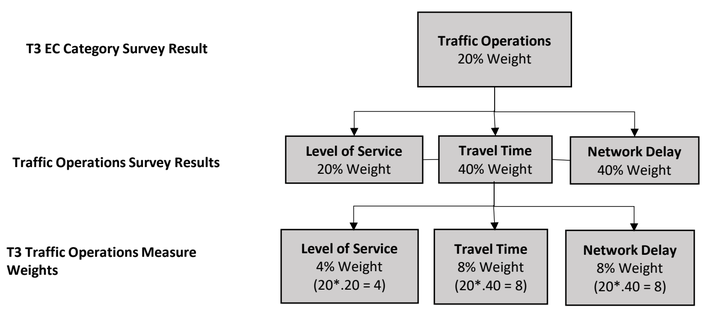
- Traffic Operations
- Expand Travel Mode Choices
- Cost / Implementation
- Environmental Impacts

This portion of the survey is conducted in each of the corresponding blue tabs labeled- "Traffic Ops Criteria Survey", "Mode Choices Criteria Survey", "Implementation Criteria Survey", and "Environmental Criteria Survey".

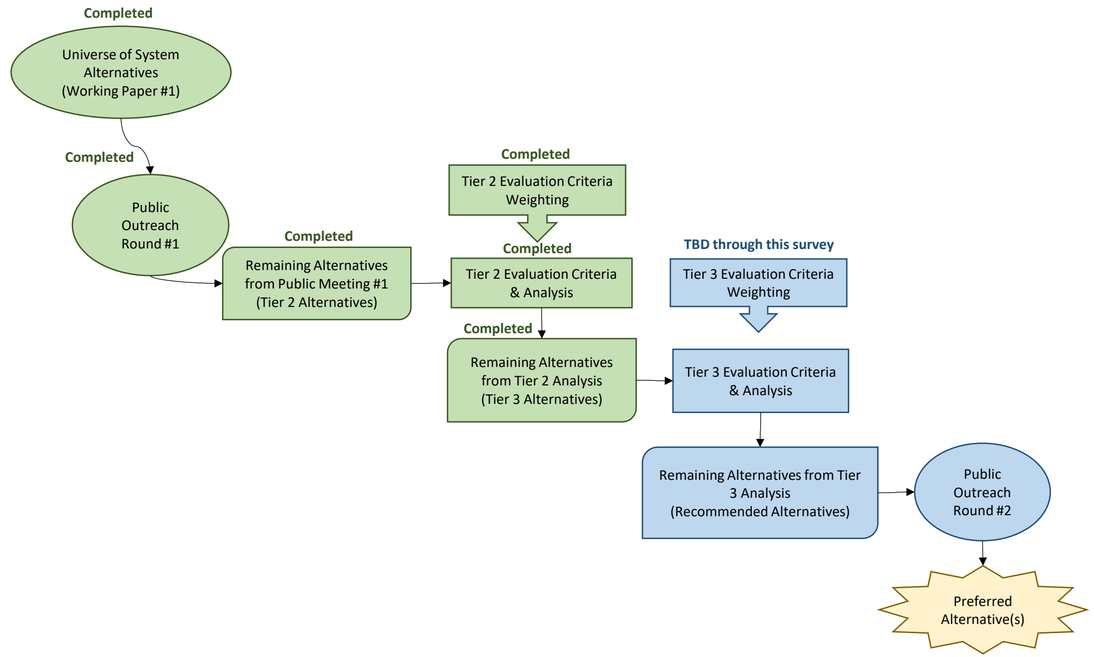
Implementation:

Each agency represented by the Project Partners will be permitted of two responses each. Once all responses have been received, the Project Team will compile the pairwise comparison results from each tab and calculate a geometric mean among all responses provided by the Project Partners. This calculation will arrive at an equitable and a quantitatively constructed, Project Partner-defined weights for both the Tier 3 Evaluation Criteria Categories and the Tier 3 Evaluation Criteria Measures.

Here is an example of how the relationship between the weights for the Tier 3 Evaluation Criteria Category and the Tier 3 Evaluation Criteria Measures. The weights are derived as a percentage that sum up to 100%. For example, if the Traffic Operations category receives a weight of 20% among the six other categories. The survey results for weight of the criteria within the Traffic Operations Category will make up a portion of the 20%. See the example below for illustration.



Questions:



For questions or assistance with populating the survey please contact:

Dan Gabiou
602-712-7025
dgabiou@azdot.gov

or

Brian Snider
847-650-7214
brian.snider@mbakerintl.com

Credits:

Author: Klaus D. Goepel, BPMSG

https://bpmsg.com/contact-form/

Milton Road Corridor Master Plan

Tier 3 Alternative Evaluation

Instructions for using this Survey

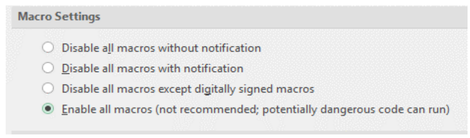
Quick Start:

Setup

To ensure full workbook capabilities of the survey, contents of the workbook and macros must be enabled

Enable Contents: The use of this survey causes the 'Enable Contents' button to display when opening this workbook. Click the button to allow functions within the survey to work.

Enable Macros: The survey relies on macros to auto populate calculations, be sure to enable macros (File --> Options --> Trust Center --> Trust Center Settings --> Macro Settings --> Enable macros



Tier 3 Evaluation Criteria Category Survey:

Click on the green tab below - "T3 EC Category Survey" → T3 EC Category Survey

Setup

To ensure the survey works correctly, please only populate information and edit the worksheet using the light green cells

Step 1: To ensure the Project Team can determine which agency the respondent is from, please populate the name of your Agency and the Date in which you completed the survey - Row 18

Conducting the Pairwise Comparison For the Tier 3 Evaluation Criteria Categories

Step 1: Before conducting the pairwise comparison survey, pleas take note of the table in Rows 6 - 13.

In this table, you will see the seven Tier 3 Evaluation Categories identified in the "T3 Evaluation Criteria Tab"
Before populating the survey, the table will include an equally distributed weight among the seven categories - 14.3%.
The 14.3% weight is the calculated weight for the seven categories equally: **100% / 7 = 14.3%**

We will refer to this value as the *"Value of Equilibrium"*

As you continue populating the pairwise comparison survey (instructions below), this table will automatically adjust the weights in real-time for each category based on your responses. You can use this table as a guide while you populate the preference survey.

n	T3 Evaluation Criteria Categories	RGMM	+/-
1	Traffic Operations	14.3%	
2	Safety	14.3%	
3	Expand Travel Mode Choices	14.3%	
4	Public Acceptance	14.3%	
5	Cost / Implementaion	14.3%	
6	Environmental Impacts	14.3%	
7	Community Character	14.3%	

Step 2: In Rows 20 - 48, you will see a four-column table that lists all seven on the Tier 3 Evaluation Criteria Categories. The table is constructed to allow you to compare each Tier 3 Evaluation Criteria Category against teach other on a numerical scale of importance, or preference. This is where you will be conducting the pairwise comparison survey for each of the T3 Evaluation Criteria Categories.

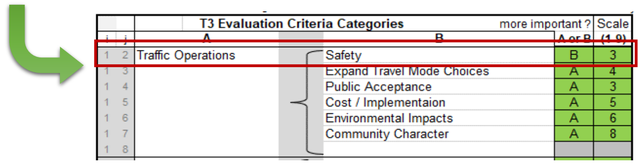
In this table, you will use the two columns most further to the righ,t highlighted in light green, to populate your preferences to determine which categories are more important to you. You need to look at the T3 Evaluation Category in Column A and B and determine which one of each pair is more important, A or B, and how much more on a scale 1-9 as given below.

Use a drop down menu in the "A or B" column to determine
if the category in A or B column is more important category to you

i	j	T3 Evaluation Criteria Categories A	B	more important ? A or B	Scale (1-9)
1	2	Traffic Operations	Safety	B	2
1	3		Expand Travel Mode Choices	A	4
1	4		Public Acceptance	B	6
1	5		Cost / Implementaion	A	5
1	6		Environmental Impacts	A	6
1	7		Community Character	A	8
1	8				

i	j	T3 Evaluation Criteria Categories A	B	more important ? A or B	Scale (1-9)
1	2	Traffic Operations	Safety		
1	3		Expand Travel Mode Choices		
1	4		Public Acceptance		
1	5		Cost / Implementaion		
1	6		Environmental Impacts		
1	7		Community Character		
1	8				
2	3	Safety	Expand Travel Mode Choices		
2	4		Public Acceptance		
2	5		Cost / Implementaion		
2	6		Environmental Impacts		
2	7		Community Character		
2	8				
3	4	Expand Travel Mode Choices	Public Acceptance		
3	5		Cost / Implementaion		
3	6		Environmental Impacts		
3	7		Community Character		
3	8				
4	5	Public Acceptance	Cost / Implementaion		
4	6		Environmental Impacts		
4	7		Community Character		
4	8				
5	6	Cost / Implementaion	Environmental Impacts		

Then, in the next column, reading "Scale", type a number 1 - 9 in that call that determines the level of importance between the two categories using the scale listed below:



i	j	T3 Evaluation Criteria Categories A	B	more important ? A or B	Scale (1-9)
1	2	Traffic Operations	Safety	B	3
1	3		Expand Travel Mode Choices	A	4
1	4		Public Acceptance	A	3
1	5		Cost / Implementaion	A	5
1	6		Environmental Impacts	A	6
1	7		Community Character	A	8
1	8				

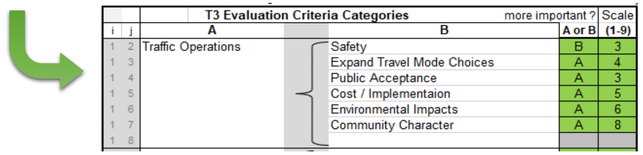
In this example, the respondent believes that the Safety Category is ***Moderately More Important*** than the Traffic Operations Category, or on other words, the Traffic Operations Category and the Safety Category have a pairwise preference that, ***experiences and judgement lightly favor one element over another*** , favoring the Safety Category.

This determination is based on the Pairwise Comparison Preference Numerical scale listed below:

Pairwise Comparison Preference Numerical Scale (1 - 9)

Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective
3	Moderate importance	Experience and judgment slightly favor one element over another
5	Strong Importance	Experience and judgment strongly favor one element over another
7	Very strong importance	One element is favored very strongly over another, it dominance is demonstrated in practice
9	Extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation
2,4,6,8 can be used to express intermediate values		

Use the Pairwise Comparison Preference Numerical Scale (1 - 9) to help determine the order of magnitude when deciding the level of importance of other Tier 3 Evaluation Criteria Categories compared to Traffic Operations

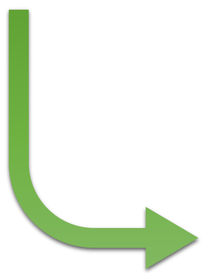


i	j	T3 Evaluation Criteria Categories A	B	more important ? A or B	Scale (1-9)
1	2	Traffic Operations	Safety	B	3
1	3		Expand Travel Mode Choices	A	4
1	4		Public Acceptance	A	3
1	5		Cost / Implementaion	A	5
1	6		Environmental Impacts	A	6
1	7		Community Character	A	8
1	8				

You will note that the summary table in Rows 6 - 13 mentioned earlier will have adjusted to reflect your responses.

Step 3:

Using the process described in Step 2, continue populating the pairwise comparison survey by determining which Tier 3 Evaluation Criteria Category is more important than the other.

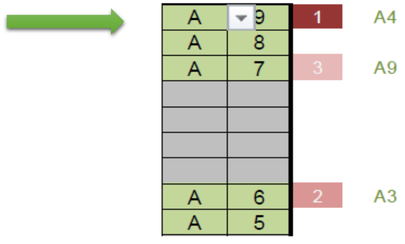


i	j	T3 Evaluation Criteria Categories A	B	more important ? A or B	Scale (1-9)
1	2	Traffic Operations	Safety	B	3
1	3		Expand Travel Mode Choices	A	4
1	4		Public Acceptance	A	3
1	5		Cost / Implementaion	A	5
1	6		Environmental Impacts	A	6
1	7		Community Character	A	8
1	8				
2	3	Safety	Expand Travel Mode Choices	A	2
2	4		Public Acceptance	A	3
2	5		Cost / Implementaion	A	5
2	6		Environmental Impacts	A	6
2	7		Community Character	A	8
2	8				
3	4	Expand Travel Mode Choices	Public Acceptance	A	2
3	5		Cost / Implementaion	A	4
3	6		Environmental Impacts	A	5
3	7		Community Character	A	8
3	8				
4	5	Public Acceptance	Cost / Implementaion	A	2
4	6		Environmental Impacts	A	4
4	7		Community Character	A	8
4	8				
5	6	Cost / Implementaion	Environmental Impacts	B	2
5	7		Community Character	A	5
5	8				
6	7	Environmental Impacts	Community Character	A	5
6	8				
7	8				

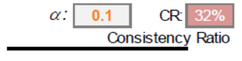
Step 4:

Once completed, you may, at your discretion, adjust highlighted comparisons 1 to 3 to improve consistency.

This is an indication of inconsistent inputs. The most inconsistent judgment is marked with "1". The text field after the marking shows the ideal, most consistent judgment (A4, A9 and A3 in the example above). Participants might slightly modify the highlighted judgments in direction of the ideal judgment, in order to improve consistency.



After reviewing all answers, ideally no line will be highlighted and consistency is within the given threshold to make the result reliable. In addition to the consistency ratio, errors for each weights are indicated. It can happen that even with a consistency ratio below 10%, errors are significant, and some weights are overlapping within the error range



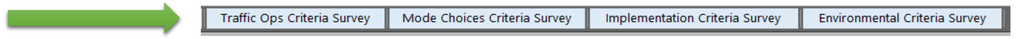
Step 5:

The final step is to check your results once you've completed populated the pairwise comparison survey and adjusted your inputs to fix any potential inconsistencies (as mentioned in Step 4). Review the table in Rows 6 - 13 mentioned earlier to confirm that the final results of the weight of each Tier 3 Evaluation Criteria Category reflects your intuition.

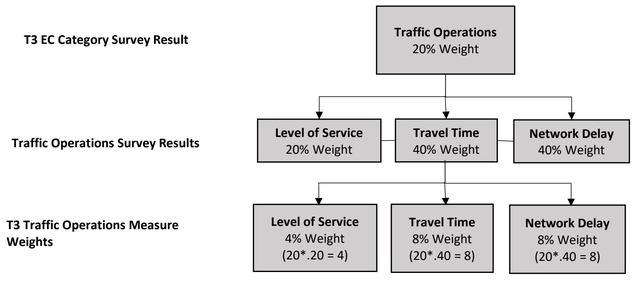
n	T3 Evaluation Criteria Categories	RGMM	+/-
1	Traffic Operations	30.0%	15.7%
2	Safety	29.8%	11.6%
3	Expand Travel Mode Choices	16.4%	7.8%
4	Public Acceptance	11.1%	3.5%
5	Cost / Implementaion	5.3%	2.1%
6	Environmental Impacts	5.6%	2.6%
7	Community Character	1.9%	1.0%

Tier 3 Evaluation Criteria Category Survey:

Repeat Steps 1 - 5 for each of the Tier 3 Evaluation Crtieta Category criteriom/measure in the blue Tabs.



As described in the *Overview Tab,* here is an example of how the relationship between the weights for the Tier 3 Evaluation Criteria Category and the Tier 3 Evaluation Criteria Measures. The weights are derived as a percentage that sum up to 100%. For example, if the Traffic Operations category receives a weight of 20% among the six other categories. The survey results for weight of the criteria within the Traffic Operations Category will make up a portion of the 20%. See the example below for illustration.



Milton Road Corridor Master Plan

n= 7

Objective: The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and newly introduced System Alternatives.

Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A or B**, and **how much** more on a scale 1-9 as given below.

Once completed, you might adjust highlighted comparisons 1 to 3 to improve consistency.

n	T3 Evaluation Criteria Categories	RGMM	+/-
1	Traffic Operations	14.3%	
2	Safety	14.3%	
3	Expand Travel Mode Choices	14.3%	
4	Public Acceptance	14.3%	
5	Cost / Implementaion	14.3%	
6	Environmental Impacts	14.3%	
7	Community Character	14.3%	

INSERT Agency Name	1	INSERT DATE
Name	Weight	Date

α: 0.1 CR: 0% Consistency Ratio

1

i	j	T3 Evaluation Criteria Categories A		B	more important ? A or B	Scale (1-9)
1	2	Traffic Operations		Safety		
1	3			Expand Travel Mode Choices		
1	4			Public Acceptance		
1	5			Cost / Implementaion		
1	6			Environmental Impacts		
1	7			Community Character		
1	8					
2	3	Safety		Expand Travel Mode Choices		
2	4			Public Acceptance		
2	5			Cost / Implementaion		
2	6			Environmental Impacts		
2	7			Community Character		
2	8					
3	4	Expand Travel Mode Choices		Public Acceptance		
3	5			Cost / Implementaion		
3	6			Environmental Impacts		
3	7			Community Character		
3	8					
4	5	Public Acceptance		Cost / Implementaion		
4	6			Environmental Impacts		
4	7			Community Character		
4	8					
5	6	Cost / Implementaion		Environmental Impacts		
5	7			Community Character		
5	8					
6	7	Environmental Impacts		Community Character		
6	8					
7	8					

A
B

Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective
3	Moderate importance	Experience and judgment slightly favor one element over another

5	Strong Importance	Experience and judgment strongly favor one element over another
7	Very strong importance	One element is favored very strongly over another, it dominance is demonstrated in practice
9	Extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation
2,4,6,8 can be used to express intermediate values		

Milton Road Corridor Master Plan

n= 3

Objective: The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and newly introduced System Alternatives.

Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A or B**, and **how much** more on a scale 1-9 as given below.

Once completed, you might adjust highlighted comparisons 1 to 3 to improve consistency.

n	Traffic Operations Crieria	RGMM	+/-
1	Level of Service (V/C)	33.3%	
2	Travel Time	33.3%	
3	Network Delay	33.3%	

INSERT Agency Name	1	INSERT DATE
Name	Weight	Date

α: 0.1 CR: 0% 1

Consistency Ratio

i	j	Criteria A	Criteria B	more important ? A or B	Scale (1-9)
1	2	Level of Service (V/C)	Travel Time		
1	3		Network Delay		
1	4				
1	5				
1	6				
1	7				
1	8				
2	3	Travel Time	Network Delay		
2	4				
2	5				
2	6				

A
B

Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective
3	Moderate importance	Experience and judgment slightly favor one element over another
5	Strong Importance	Experience and judgment strongly favor one element over another
7	Very strong importance	One element is favored very strongly over another, it dominance is demonstrated in practice
9	Extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation

2,4,6,8 can be used to express intermediate values

Milton Road Corridor Master Plan

n= 4

Objective: The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and newly introduced System Alternatives.

Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A or B**, and **how much** more on a scale 1-9 as given below.

Once completed, you might adjust highlighted comparisons 1 to 3 to improve consistency.

n	Expand Tavel Mode Choices	Comment	RGMM	+/-
1	Bicycle Comfort Index		25.0%	
2	Pedestrian Comfort Index		25.0%	
3	Transit Travel Time		25.0%	
4	Transit Ridership		25.0%	

INSERT Agency Name	1	INSERT DATE
Name	Weight	Date

α: 0.1 CR: 0% Consistency Ratio

1

		Criteria			more important ?	Scale
i	j	A		B	A or B	(1-9)
1	2	Bicycle Comfort Index		Pedestrian Comfort Index		
1	3			Transit Travel Time		
1	4			Transit Ridership		
1	5					
1	6					
1	7					
1	8					
2	3	Pedestrian Comfort Index		Transit Travel Time		
2	4			Transit Ridership		
2	5					
2	6					
2	7					
2	8					
3	4	Transit Travel Time		Transit Ridership		
3	5					
3	6					
3	7					
3	8					

A
B

Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective
3	Moderate importance	Experience and judgment slightly favor one element over another
5	Strong Importance	Experience and judgment strongly favor one element over another
7	Very strong importance	One element is favored very strongly over another, it dominance is demonstrated in practice
9	Extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation
2,4,6,8 can be used to express intermediate values		

Milton Road Corridor Master Plan

n= 3

Objective: The purpose of the Milton Road & US 180 Corridor Master Plans (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and newly introduced System Alternatives.

Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A or B**, and **how much** more on a scale 1-9 as given below.

Once completed, you might adjust highlighted comparisons 1 to 3 to improve consistency.

n	Cost / Implementation	Comment	RGMM	+/-
1	Construction Cost		33.3%	
2	ROW Impact		33.3%	
3	Implementation Opportunities		33.3%	

INSERT Agency Name	1	INSERT DATE
Name	Weight	Date

α: 0.1 CR: 0% Consistency Ratio

1

		Criteria			more important ?	Scale
i	j	A		B	A or B	(1-9)
1	2	Construction Cost		ROW Impact		
1	3			Implementation Opportunities		
1	4					
1	5					
1	6					
1	7					
1	8					
2	3	ROW Impact		Implementation Opportunities		
2	4					
2	5					
2	6					
2	7					
2	8					

A
B

Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective
3	Moderate importance	Experience and judgment slightly favor one element over another
5	Strong Importance	Experience and judgment strongly favor one element over another
7	Very strong importance	One element is favored very strongly over another, it dominance is demonstrated in practice
9	Extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation
2,4,6,8 can be used to express intermediate values		

Milton Road Corridor Master Plan

n= 3

Objective: The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and newly introduced System Alternatives.

Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A or B**, and **how much** more on a scale 1-9 as given below.

Once completed, you might adjust highlighted comparisons 1 to 3 to improve consistency.

n	Environmental Impacts	Comment	RGMM	+/-
1	Neighborhood Impacts		33.3%	
2	Title VI Impacts		33.3%	
3	Air Quality		33.3%	

INSERT Agency Name	1	INSERT DATE
Name	Weight	Date

α: 0.1 CR: 0% Consistency Ratio

1

		Criteria		more important ?	Scale
i	j	A	B	A or B	(1-9)
1	2	Neighborhood Impacts	Title VI Impacts		
1	3		Air Quality		
1	4				
1	5				
1	6				
1	7				
1	8				
2	3	Title VI Impacts	Air Quality		
2	4				
2	5				
2	6				
2	7				
2	8				

A
B

Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective
3	Moderate importance	Experience and judgment slightly favor one element over another
5	Strong Importance	Experience and judgment strongly favor one element over another
7	Very strong importance	One element is favored very strongly over another, it dominance is demonstrated in practice
9	Extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation
2,4,6,8 can be used to express intermediate values		

ADOT Milton Road & US 180 Corridor Master Plan
Tier 3 Modeling and Survey Results
Project Partner Meeting Minutes
August 25, 2020

Meeting Agenda

I. Review Milton Rd. Tier 3 Traffic Model results
II. Review Tier 2 US 180 model results – decision on US 180 (No-Build Plus or delay analysis)
III. Review Public Survey Results
IV. Review Project Partner Survey Results
V. Revise/Finalize Milton Rd. Tier 3 Evaluation Criteria Weighting
VI. Revise/Finalize US 180 Tier 3 Evaluation Criteria Weighting
VII. Next Steps

Meeting Attendees

Name	Agency/Organization
Dan Gabiou	ADOT
Nate Reisner	ADOT
John Wennes	ADOT
Steve Orosz	ADOT
Rick Barrett	City of Flagstaff
Patrick McGervey	USFS
Ed Stillings	FHWA
Dave Wessel	MetroPlan
Martin Ince	MetroPlan
Kate Morley	Mountain Line
Greg Mace	NAU
Kevin Kugler	Michael Baker International
Alex Thomas	Michael Baker International
Jessica Belowich	Michael Baker International
Brian Snider	Michael Baker International

Attachments

1. Final Project Partner Approved Tier 3 Evaluation Criteria
2. Project Partner Meeting PowerPoint Presentation
3. Tier 3 Evaluation Criteria Weighting Public Survey Results
4. Tier 3 Evaluation Criteria Partner Weighting Survey Results
5. Options for Merging Public Survey and Project Partner Survey Results

After roll call was completed, Dan Gabiou turned the presentation over to Kevin Kugler to present the Agenda Item I – Tier 3 Milton Rd. traffic model results

I. Review Milton Rd. Tier 3 Traffic Model results

Utilizing Cisco WebEx, Kevin Kugler began by briefly reviewing the meeting agenda and how there were many important items on todays meeting. He reminded the Partners that the information being presented today was distributed to the Partners last week in order to review the traffic model results prior to the meeting. Mr. Kugler also noted that continuing project momentum was important and as such, it was hopeful that the Partners would confirm the T3 Evaluation Criteria and decide on US 180 preferred alternative by the conclusion of this meeting.

Using slide #4, Mr. Kugler briefly reminded the Partners of the Milton Rd. Tier 3 alternatives and then turned the presentation over to Jessica Belowich to discuss the Milton Rd. T3 traffic model results.

A. Milton Rd. T3 Travel Times & Transit Travel Times

Ms. Belowich began by reminding the Project Partners that the primary difference between the Tier 2 and Tier 3 analysis was the introduction of the spot improvements for each alternative. The inventory of spot improvements was developed and agreed to by the Project Partners. Ms. Belowich noted that not all suggested spot improvements offer improved operations to the system, as there were items like dual left turn lanes, the addition of two new traffic signals, and the inclusion of two HAWKS that have more negative impacts on certain metrics such as travel times. Transit Signal Priority (TSP) was also added at select intersections.

Ms. Belowich continued to review the Travel Time results (slide 5) while also reviewing the findings for transit travel times (slide 6). Ms. Belowich then concluded the portion of the presentation on Travel Time results.

Project Partner Discussion
No concerns or issues were expressed among the Project Partners on the Travel Time information presented, other than clarify the number of HAWKS and location of the two proposed signals. No additional questions or concerns were expressed by the Partners.

B. Network Delay

Ms. Belowich explained that network delay was defined as the total number of hours of delay in the model as a whole, including US 180. Latent delay represents the delay of vehicles that can't make it into the model. She went on to review the network delay results (slide 7), noting that generally speaking, spot improvements were effective across all alternatives in the AM peak hour, but less effective in the PM peak hour.

Project Partner Discussion
Dave Wessel asked Jessica to describe, "what is in the network"? Ms. Belowich and Alex Thomas responded with a description of the approximate model network parameters. No additional questions or concerns were expressed by the Partners.

C. Intersection Delay and LOS

Ms. Belowich reminded the Partners that intersection delay and LOS were not a Tier 3 Evaluation Criteria per se, but noted that these metrics were an important measure of operational effectiveness that the Partners had requested to see and be reported upon in Working Paper #2. She then went on to identify the fact that Phoenix Ave. and Santa Fe greatly improve with the introduction of a signal (except No-Build) and that Mikes Pike continues to perform poorly.

Project Partner Discussion
Dave Wessel noted that he would like to see this information (slide 8) color coded to express the number of "steps of improvement" over the No-Build alternative. Ms. Belowich confirmed that this can be done. Rick Barrett asked for a clarification on the reasoning behind the Mikes Pike LOS results. Alex Thomas responded that the LOS results for Mike Pike were largely a byproduct of some modeling spill-over affect from Butler Avenue since the Mikes Pike intersection is in close proximity to Butler Ave. In modeling terms, this was thought to be a bit of a false negative as this metric is measured from vehicle flow. Ms. Belowich offered that the traffic modeling team would like to offer some suggestions to improve the performance of the Butler Clay and University Drive intersections in the future. No additional questions or concerns were expressed by the Partners.

D. HAWK Signal Comparisons

MS. Belowich reviewed slides 9, 10, 11 and 12 that illustrate a comparison of with and without HAWKs for travel time and transit travel time comparing the No-Build and Alt 5 alternatives. She noted that when compared to the travel times without the HAWK application, the difference in travel times (with and without the HAWK application) was negligible and thus not a significant impact on travel times in general. Ms. Belowich also reviewed the HAWK impact on network delay (slide 11) noting that there is no significant impact on the Milton Rd. corridor. Finally, she reviewed slide 12 comparing the intersection delay/LOS comparison of with and without HAWKs, noting that there was very little difference between the two.

Project Partner Discussion
Martin Ince asked about the information contained in the last row on slides 9 and 10. Ms. Belowich responded that this information was an oversight and should not have been included on the slide and apologized for the confusion. Dave Wessel asked to confirm the number of HAWKs included in the model. Ms. Belowich responded that there were two HAWKs identified. Dave Wessel asked if any of the intersection LOS F results were made more severe by the inclusion of the HAWKs. Ms. Belowich responded that no there was not. Dave Wessel asked about if the model witnessed any negative impacts to the proposed signals at Phoenix Ave. and Santa Fe. Ms. Belowich responded that the model did show some platooning, but not to the level where there was a cause for concern. Nate Reisner noted that the HAWKs did not have a significant impact, but offered that other spot improvements identified might have a negative impacts and that we may wish to modify those when evaluating the preferred alternative in the future. Ms. Belowich agreed and offered that we will be looking at additional refinements when applying to the preferred alternative. Dan Gabiou suggested that we should highlight this point in Working Paper #2.

II. Review Tier 2 US 180 Model Results – Decision on US 180 (No-Build Plus or delay analysis)

Ms. Belowich continued the presentation by providing a brief overview and reminder of the US 180 modeling packages that were prepared and presented to the Partners in the Tier 2 modeling process. She briefly reviewed slides 13-19 that illustrate the various Tier 2, US 180 modeling packages with corresponding cross sections. Ms. Belowich concluded that, just as was identified in the Tier 2 analysis, there is a significant correlation to the delay on US 180 to the operations on Milton Rd. Moreover, if there is no significant travel time improvements on Milton Rd., the potential to see an improvement on US 180 is non-existent. In other words, Milton Rd. operations are a significant contributor to the impacts to operation on US 180. She reminded the Partners that per the previous slides, the T3 analysis suggests that there was no significant improvement to travel time on Milton Rd.

Project Partner Discussion and Decision

Dan Gabiou noted that comparing the results shown in slide 5, if there is no significant improvement to Milton Rd. travel time and that the build alternatives offered worse to negligible travel time change. He noted that Milton Rd. southbound in particular showed worsened southbound travel time change. Mr. Gabiou noted that as a result, there is really no need to increase capacity on US 180, and as such, he was recommending the Partners consider the No-Build Plus as the preferred alternative for US 180. He noted that this observation was first mentioned at a Partner meeting in December of 2019.

In reviewing slide 23, Dan Gabiou stated that staff's recommendation for US 180; 1) identify the No Build Plus as the recommended alternative for US 180 in Working Paper #2, and 2) If the public agrees, no further analysis was needed for US 180. He reminded the Partners that the No Build Plus alternative on US 180 still offers bike, pedestrian, wildlife and intersection safety improvements on US 180 per the previously identified spot improvement inventory.

Martin Ince inquired about the northbound direction on US 180 and was there an opportunity to close any existing sidewalk gaps? Mr. Kugler asked for clarification on location of the gaps and said that closing existing sidewalk gaps were not currently included in the spot improvement inventory for US 180. Dan Gabiou suggested that we could expand the US 180 preferred alternative as a "No-Build Plus Plus" per se so as to expand or modify the previous No-Build Plus alternative to also include a select number of additional spot improvements (not requiring additional right-of-way) that were not previously identified.

Nate Reisner noted that we need to keep the dual left turns at Humphrey's since ADOT was building a new bridge at the Rio de Flag to accommodate this second left turn lane. Steve Orosz asked if we included a dual left for No-Build Plus on Milton Rd. Dan Gabiou reminded the Partners that the intent of the No-Build Plus alternative was to avoid any additional right-of-way that would be needed to accommodate the suggested improvement. Mr. Kugler went on to review the listing of approved spot improvements for the intersection of Humphrey's and Route 66 (Milton Rd.).

Dave Wessel said he was ok with the recommendation for the No-Build Plus Plus alternative for US 180, noting that he would like to see bike and ped gaps included and that these may require some additional right-of-way.

Greg Mace asked how he would explain this recommendation to friends an neighbors who live off US 180. Dan Gabiou responded that he could review the T3 and T2 modeling results and that the previous bypass

alternatives presented in Tier 2 offered no additional travel time savings. Mr. Kugler added that much of the public feedback received also suggested that many residents along US 180 did not support a widening of the roadway, felling that it would just invite more cars and traffic. Greg Mace then confirmed he would support the No-Build Plus Plus as the preferred alternative for US 180.

Pat McGervey offered that he would like to see US 180 be carried forward in the Tier 3 modeling process to do everything we could on US 180 before making a final decision.

Nate Reisner said that he supports the No-Build Plus Plus as the preferred alternative for US 180.

Kate Morley said she recalls the limited travel time savings on US 180, but wondered how this would be presented to the public. Dan Gabiou said the public will consider the No Build Plus and No-Build Plus Plus options for US 180 (noting that we will develop a new term to replace "plus-plus").

Pat McGervey said the fact that both options will be presented to the public addressed his initial concern and noted that he would also support the No-Build Plus Plus as the preferred alternative for US 180.

Rick Barrett had a question about the southbound results on Milton Rd, asking why they had worsened? Dan Gabiou responded by re-confirming the results conveyed on slide 5. Mr. Barrett said that he now understands and agreed that he can support the No-Build Plus Plus as the preferred alternative for US 180.

Dan Gabiou offered that we will ensure that the information presented at the public meeting will highlight non-capital improvements that have helped the operations of the corridors.

Kate Morley asked if we would apply the T3 evaluation criteria to US 180 or would we show the difference between the No-Build Plus and No-Build Plus Plus alternatives? Martin Ince suggested that we should compare the two alternatives for the public. Kevin Kugler responded that we can show the differences between the two alternatives in Working Paper #2 and receive public input at the public meeting. Dan Gabiou went on to say that we will take the public input receive and in the draft final report include a final recommendation for US 180.

Rick Barret said he desires to capture this fact in Working Paper #2, and how this result/recommendation is similar to the Winter Needs Congestion Study for US 180. He was not sure that the City Engineers office can make this recommendation without broader input from others. Dan Gabiou said that he would follow up with staff on this.

Kate Morley asked how the Partners were going to weed out the spot improvements on US 180. Dan Gabiou responded that the draft final report will include a likely refined alternative with adjustments resulting from Partner and public inputs received.

Partner Decision – each Partner agreed that US 180 will not require Tier 3 modeling and that we will carry forward the No-Build Plus and No-Build Plus Plus alternatives for US 180.

III., IV., V. and VI. Review of Public Survey and Project Partner Survey Results and Finalize the Milton Rd. and US 180 Tier 3 Evaluation Criteria Weighting

Brian Snider began the discussion with an overview of the Project Partner pairwise surveys for Milton Rd. and US 180 that was created to assist in of weights to each of the T3 evaluation criteria and sub-criteria. Referring to slides 25 and 26, Mr. Snider reviewed the results of the pairwise survey. He noted that the 53% consensus rating was considered a low to moderate rating. He underscored the results that the top three weighted criteria are; 1) Expand travel Mode Choices (22.9%), 2) Safety (18.5%), and 3) Community Character (14.2%).

Dan Gabiou then reviewed a spreadsheet that he prepared that day (since the public survey only closed the day before this meeting) in an effort to show a comparison between the public survey and Project partner survey results. This information was shown on the WebEx. Mr. Gabiou noted that in the comparison of the two survey results, Cost/Implementation, Expand Travel Mode Choices, and Community Character represented the criteria where the biggest difference in responses between the two surveys. Mr. Gabiou reminded the Partners that the bike and ped index and Community Character criteria have some redundancies and that 1/3 of the Environmental Impact criteria (Air Quality) is somewhat duplicative with the Network Delay criteria. He also noted that the percentages shown reflect a simple averaging of the responses and do not reflect an increase or decrease in any categories. The group suggested that there may be still a few paper copies of the survey out there from Title VI communities.

Mr. Gabiou then referred to the two options for the Partners to consider. These options were intended to define an approach to achieve consensus on the most appropriate and equitable method to blend the public survey and Partner pairwise survey results in order to establish/determine one weighting for each criterion. Mr. Gabiou presented the two options identified on the spreadsheet.

Project Partner Discussion and Decision

Partner Pairwise Survey

Dave Wessel asked what the percent difference column represented. Mr. Snider responded that it represented the percent difference from equilibrium (for each individual category) of 14.3% for this exercise. Dave Wessel added that he liked the academic nature of the exercise, thought it was clean and that he was not surprised by the results. Nate Reisner added that he was surprised that the Safety criteria scored so high considering that the Safety criteria has only one sub-criteria. Dave Wessel asked, and the group confirmed that the survey specified "vehicular safety".

Public Survey Results/Consensus on Establishing Criteria Weighting

After Mr. Gabiou completed his review and findings on his spreadsheet, Dave Wessel asked why he used the responses with the "5-priority" responses. Dan Gabiou responded that he used these responses since they reflect the top priorities for survey respondents. Mr. Wessel responded that he was concerned that using the top priorities only (#5 responses) that did not include the plurality and he did not want to see extra weight given for just the top picks. He went on to state that he felt that perhaps we should consider using the top two rows (#4 and #5 responses) as be a preferred way to approach this to not give extra weight to the top picks. Mr. Wessel went on to review the public survey responses regarding the priorities

of bike and ped users and also referred to a Denver-area study about the perception of traffic in comparison to the quality of urban design.

Kate Morley commented that she did not understand the rationale of why the Partners were attempting to make adjustments (up or down) to reconcile these two survey responses. Martin Ince noted that he wasn't sure that tweaking survey inputs received was a valid exercise. Greg Mace noted that he liked to use the raw data received and not do an exercise to average the weighting. After some additional discussion on general approach, Dave Wessel suggested that we identify a third option for consideration.

This third option became the "Average of All Responses - Project Partner Survey and Public Survey". Dan Gabiou suggested that we could include a fourth option that included making the Traffic Operations and Safety criteria the same weight by increasing Expand Travel Mode Choices by 5.4% and decreasing safety by 5.4%. Option 4 was categorized as the "Modified Average of All Reponses - Project Partner Survey and Public Survey".

Project Partner Decision
The Partners then took a vote on what option to use to reconcile the Partner survey responses and the public survey responses to determine the T3 evaluation criteria weighting. The vote was to select either Option 3 or Option 4. The results were:

Option 3:
Yes – Greg M., Kate M., Pat M., Dave W., Martin I., Rick B.
No – Nate R.

Option 4:
Yes – Nate R.
No - Greg M., Kate M., Pat M., Dave W., Martin I., Rick B.

Option 3 prevails.

Dave Wessel then thanked Dan Gabiou for facilitating the issue escalation meetings and agreeing to conduct the public survey. He felt the project was better served as a result.

VIII. Next Steps

Mr. Kugler reviewed the content on slide 29 denoting the project next steps. He said now that the Partners have confirmed an approach to the weighting of the T3 evaluation criteria, the Michael baker team would apply the Milton Rd. T3 model results to the Milton Rd. alternatives. Brian Snider reminded the group that the weighting of the T3 sub-criteria were being established using the results of Partner pairwise survey. Mr. Snider displayed a graphic on WebEx showing how the percentage weights for the sub-criteria were derived from the pairwise survey tool.

Mr. Kugler then explained that the results of the T3 analysis will include a draft prioritization of the Milton Rd. alternatives. This information will be included in Working Paper #2 that the Michael Baker team is currently drafting. Once the draft of Working Paper #2 is completed, it will be distributed to the Project Partners for their review and comment. Mr. Kugler concluded his comments by noting that, as Working

Paper #2 is being reviewed and finalized with the Partners, Michael Baker will begin to plan and prepare for the roll out of the public involvement activities that will consist of City Council and Board of Supervisor project briefings, a community open house meeting, a second public survey and outreach activities with the business community.

Dave Wessel asked if the Partners will receive a summary table of the T3 Evaluation Criteria with weightings. Mr. Kugler responded that Michael Baker could prepare this summary sheet and distribute that to the Partners. Dave Wessel closed the meeting by noting that he was going to look at the public survey results in a little more detail.

Attachment 1:
Final Project Partner Approved Tier 3 Evaluation Criteria

Table 5-2: Evolution of the Tier 3 Evaluation Criteria

Final T3 Evaluation Criteria					Criteria Considerations: 1) Is it duplicative? 2) Is it objective (data-driven)? 3) Feasible/reasonable to evaluate?	Result
Category	Criteria / Measure	Scoring Formula	Acceptance Threshold	Weight (TBD)	Notes	Notes
Traffic Operations	Level of Service (Volume / Capacity Ratio)	Formula = (Best Result / Alternative Result) * Weight * 100 Ex - Alt 4: (6.25/11.03) * 5.25% * 100 = 2.97	N/A	TBD	Project Partners agreed to keep this criterion and that a separate Task Force would verify the data and metrics for this criterion.	Keep
	~~Travel Speed as % of Base Free Flow Speed (AM)~~ ~~Travel Speed as % of Base Free Flow Speed (PM)~~	~~Formula = ((Alternative Result * 100) / Best Result) * Weight * 100 / 2~~ ~~Ex - Alt 4: ((46.1%*100)/62)* 3.32% * 100 /2 = 1.24~~	~~N/A~~	~~TBD~~	See meeting notes for details.	Remove
	~~Improved Intersection LOS (AM)~~ ~~Improved Intersection LOS (PM)~~	~~Formula = (Best Result / Alternative Result) * Weight * 100 / 2~~ ~~Ex - Alt 4: (2/3) * 6.04% * 100 /2 = 3.02~~	~~N/A~~	~~TBD~~	See meeting notes for details.	Remove
	~~Signal/Stop Control Delay (AM)~~ ~~Signal/Stop Control Delay (PM)~~	~~Formula = (Best Result / Alternative Result) * Weight * 100 / 2~~ ~~Ex - Alt 4: (29.5/41.6) * 3.29% * 100 /2 = 1.17~~	~~N/A~~	~~TBD~~ ~~TBD~~	Model output to be documented in final report, but Project Partners agred to remove. See meeting notes for details.	Remove
	Travel Time (AM/PM, both directions)	Formula = (Best Result / Alternative Result) * Weight * 100 / 2 Ex - Alt 4: (339/560) * 4.79% * 100 /2 = 1.45	Average of NB (AM/PM) & SB (AM/PM) must be positive. No direction / timeframe may exceed -5% of existing.	TBD	See meeting notes for details.	Keep
	NEW: Network Delay	Model output of VISSIM	TBD - After review model output	TBD	See meeting notes for details.	Keep
Safety	~~Reduction in Total Crashes (Based on CMFs)~~	~~Formula = (Alternative Result / Best Result) * Weight * 100 Ex - Alt 4: (19.4/28.98) * 7.13% * 100 = 4.77~~	~~TBD~~	~~TBD~~	See meeting notes for details.	Remove
	~~Reduced Injury Crashes (Based on CMFs)~~	~~Formula = (Alternative Result / Best Result) * Weight * 100 Ex - Alt 5: (21.78/28.78) * 8.18% * 100 = 6.19~~	~~TBD~~	~~TBD~~	See meeting notes for details.	Remove
	~~Reduced Bicycle Crashes (Based on CMFs)~~	~~Formula = (Alternative Result / Best Result) * Weight * 100 Ex - Alt 5: (14/14) * 7.10% * 100 = 7.10~~	~~TBD~~	~~TBD~~	See meeting notes for details.	Remove
	~~NEW: HSM or FMPO Safety Tool(s)?~~			~~TBD~~	See meeting notes for details.	Remove
	NEW: Reduction in Conflict Points	Formula: (Alternative Result / Best Result) * Weight * 100	N/A	TBD	See meeting notes for details.	Keep
Expand Travel Mode Choices	~~Pedestrian - Sidewalk Conditions~~	~~Meets or Exceeds both ADOT's minimum standard and the City/FMPO/NAIPTA's (PP) preferred standards~~ ~~Meets or Exceeds ADOT's minimum standard OR the City/FMPO/NAIPTA's (PP) preferred standards, but not both~~ ~~Maintains Existing Condition~~		~~TBD~~	See meeting notes for details.	Remove
	~~NEW: Bike & Pedestrian - Average Crossing Distance~~	~~Formula = (Best Result / Alternative Result) * Weight * 100~~	~~N/A~~	~~TBD~~	See meeting notes for details.	Remove
	Bicycle Environmental Quality Index	Subtotal Score from index	N/A	TBD	Keep with minor revision. Refer to Bike & Pedestrian Index and meeting notes for details.	Keep
	Pedestrian Environmental Quality Index	Subtotal Score from index	N/A	TBD	Keep with minor revision. Refer to Bike & Pedestrian Index and meeting notes for details.	Keep
	~~Bicycle~~	~~Meets or Exceeds both ADOT's minimum standard and the City/FMPO/NAIPTA's preferred standards~~ ~~Meets or Exceeds ADOT's minimum standard OR the City/FMPO/NAIPTA's preferred standards, but not both~~ ~~Maintains Existing Condition~~		~~TBD~~	See meeting notes for details.	Remove
	Transit Travel Time (AM/PM, both directions)	Formula = (Best Result / Alternative Result) * Weight * 100 / 2 Ex - Alt 4: (250/371) * 6.27% * 100 /2 = 2.11	Average of NB (AM/PM) & SB (AM/PM) must be positive. No direction / timeframe may exceed -5% of existing.	TBD	See meeting notes for details.	Keep
	NEW: Transit Ridership	Formula = (Best Result / Alternative Result) * Weight * 100	N/A	TBD	See meeting notes for details.	Keep
Public Acceptance	Public Support	# of Public Support Formula = (Best Result / Alternative Result) * Weight * 100	Majority of public support (>51%)	TBD	Keep as a placeholder. See meeting notes for details.	Keep
Cost / Implementation	Construction Cost	Formula = (Best Result / (Alternative Result/10M)) * Weight * 100 Ex - Alt 4: (1/(40.542M/10M)) * 4.68% * 100 = 1.15	N/A	TBD	See meeting notes for details.	Keep
	ROW Impact (Square Feet)	Formula = (Best Result / (Alternative Result/10K)) * Weight * 100 Ex - Alt 4: (1/(26,326/10K)) * 4.98% * 100 = 1.89	N/A	TBD	See meeting notes for details.	Keep
	~~NEW: Maintenance Cost~~	~~(Cost to Maintain 1 mile of road X 20 years X # of lanes) + (Sq. ft cost of landscaping)~~ ~~Formula = Best Result / Alternative Result * Weight * 100~~	~~N/A~~	~~TBD~~	See meeting notes for details.	Remove
	NEW: Implementation Opportunities	Formula = Best Result / Alternative Result	N/A	TBD	Project Partners agreed to keep, but consensus on a measure/metric is pending. See meeting notes for details.	Keep
	~~NEW: Cost / Benefit Analysis~~	~~TBD~~	~~TBD~~	~~TBD~~	See meeting notes for details.	Remove
Environmental Impacts	NEW: Neighborhood Impacts	FMPO Model	TBD	TBD	Project Partners agreed to keep. Sara Dechter proposed to consider additional metrics. Consensus on additional metrics pending. See meeting notes for details.	Keep
	NEW: Title VI Impacts	FMPO Model	TBD	TBD	Project Partners agreed to keep. Sara Dechter proposed to consider additional metrics. Consensus on additional metrics pending. See meeting notes for details.	
	NEW: Air Quality	Same output as Network Delay	TBD	TBD	See meeting notes for details.	Keep
	~~NEW: Stormwater Impacts~~		~~TBD~~	~~TBD~~	See meeting notes for details.	Remove
	NEW (US180 only): Wildlife Mitigation	TBD - Will compare AGFD recommended mitigation sites with animal crash data	TBD	TBD	See meeting notes for details.	Keep
	~~Others (not recommended)~~	~~See Notes~~	~~N/A~~	~~N/A~~	See meeting notes for details.	Remove
Community Character	Great Street	50% - Meets *City 2030 Regional Plan Policy 50% - Public Survey Output *Formula for City 2030 Policy: % of corridor able to accommodate trees + % of corridor with "wide" sidewalks	TBD	TBD	See meeting notes for details.	Keep

The sub-criteria in calculating the Pedestrian Comfort Index and the Bicycle Comfort Index are on the following Page

Bicycle Comfort Index Evaluation Criteria

Bicycle Evaluation Criteria	Thresholds	Score
Bicycle Facility Type	No bike facility	0.0
	Shared-lane facility	0.5
	Bike lane	1.0
	Buffered bike lane	2.0
Number of Total Vehicle Though Lanes	8	0.0
	6	1.0
	4	1.5
	2	2.0
Traffic Volume: (Curb Lane)	> 12,000	0
	9,000 - 12,000	0.5
	6,000 - 9,000	1
	3,000 - 6,000	1.5
	< 3,000	2.0
Presence of Median:	No median	0.0
	TWLTL / Left Turn Lane (no median)	1.0
	Left turn Lane with median	1.5
	Left turn Lane with planted median	2.0
		/8

Pedestrian Comfort Index Evaluation Criteria

Pedestrian Evaluation Criteria	Thresholds	Score
Sidewalk Width	6' wide or less	0.0
	6' – 7' wide	1.0
	7' – 9' wide	1.5
	Greater than 9' wide	2.0
Horizontal Buffer Width (select all):	No buffer	0.0
	0' – 3' buffer	0.5
	3' – 6' buffer	1.0
	6' - 9' buffer	1.5
	Greater than 9' buffer	2.0
Number of Total Vehicle Though Lanes	8	0.0
	6	1.0
	4	1.5
	2	2.0
Traffic Volume: (Curb Lane)	> 12,000	0
	9,000 - 12,000	0.5
	6,000 - 9,000	1
	3,000 - 6,000	1.5
	< 3,000	2
Presence of Median:	No median	0.0
	TWLTL / Left Turn Lane (no median)	1.0
	Left turn Lane with median (>5)	1.5
	Left turn Lane with planted median (<5)	2.0
		/10

Table 5-3: Final Tier 3 Evaluation Criteria

Final T3 Evaluation Criteria		
Category	**Metrics**	**Scoring Formula**
Traffic Operations	Level of Service (Volume / Capacity Ratio)	Result = (Alternative Result/ Best Result) * Weight * 100
	Travel Time (AM) - minutes	Result = (Best Result / Alternative Result) * Weight * 100
	Travel Time (PM) - minutes	
	Network Delay (AM) - hours	Result = (Best Result / Alternative Result) * Weight * 100
	Network Delay (PM) - hours	
Vehicular Safety	Reduction in Conflict Points	Result = (Best Result / Alternative Result) * Weight * 100
Expand Travel Mode Choices	Bicycle Comfort Quality Index	Result = (Alternative Result/ Best Result) * Weight * 100
	Pedestrian Comfort Index	Result = (Alternative Result/ Best Result) * Weight * 100
	Transit Travel Time (AM) - minutes	Result = (Best Result / Alternative Result) * Weight * 100
	Transit Travel Time (PM) - minutes	
	Transit Ridership	Result = (Alternative Result/ Best Result) * Weight * 100
Public Acceptance	Public Support	# of Public Support Result = (Best Result / Alternative Result) * Weight * 100
Cost / Implementation	Construction Cost	Result = (Best Result / (Alternative Result/10M)) * Weight * 100
	ROW Impact (Square Feet)	Result= (Best Result / (Alternative Result/10K)) * Weight * 100
	Implementation Opportunities	Result = (Alternative Result/ Best Result) * Weight * 100
Environmental Impacts	Neighborhood Impacts	Result = (Best Result/Alternative Result) * Weight * 100
	Title VI Impacts	Result = (Best Result/Alternative Result) * Weight * 100
	Air Quality	Result = (Best Result/Alternative Result) * Weight * 100
Community Character	Great Street	50% - Meets *City 2030 Regional Plan Policy 50% - Public Survey Output *Formula for City 2030 Policy: % of corridor able to accommodate trees + % of corridor with "wide" sidewalks

Attachment 2:
Project Partner Meeting PowerPoint Presentation

Milton Road & US 180 Corridor Master Plans

Project Partner Meeting

August 25, 2020

Michael Baker INTERNATIONAL

WELCOME & INTRODUCTIONS

Today's Agenda

1) Review Milton T3 Traffic Model Results
2) Review T2 US 180 Model Results – Decision on US 180 (No Build+ or delay analysis)
3) Review Public Survey Results
4) Review Project Partner Survey Results
5) Revise/Finalize Milton T3 Eval Criteria Weighting
6) Revise/Finalize US 180 T3 Eval Criteria Weighting
7) Next Steps

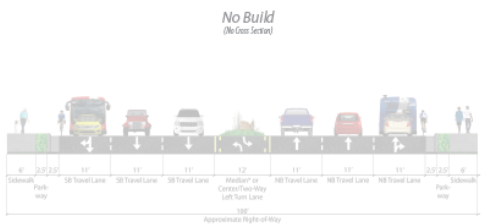
Tier 3 Alternatives

Recommended for Tier 3 Analysis

No Build / No Build +

- Project Cost: N/A
- Required ROW: 0 ft²
- Potential Buildings Impacted: 0

No Build Evaluation Criteria Results						Rank
Reduction in Vehicular Congestion (22.69 Possible Points)	Safety (22.41 Possible Points)	Expand Travel Mode Choices (20.87 Possible Points)	Public Acceptance (8.62 Possible Points)	Construction/ Implementation (9.64 Possible Points)	Total Score (83.88 Possible Points)	6th
17.12	0.00	3.51	0.00	9.64	**30.27**	



Eliminated from Tier 3 Analysis

Alternative 3

- Project Cost: $40,514,000
- Required ROW: 26,326 ft²
- Potential Buildings Impacted: 9

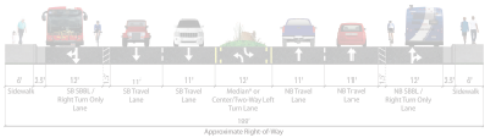
Alternative 3 Evaluation Criteria Results						Rank
Reduction in Vehicular Congestion (22.69 Possible Points)	Safety (22.41 Possible Points)	Expand Travel Mode Choices (20.87 Possible Points)	Public Acceptance (8.62 Possible Points)	Construction/ Implementation (9.64 Possible Points)	Total Score (83.88 Possible Points)	4th
18.73	12.92	4.16	0.00	3.04	38.85	

Eliminated from Tier 3 Analysis

Alternative 4

- Project Cost: $40,542,000
- Required ROW: 26,326 ft²
- Potential Buildings Impacted: 9

Alternative 4 Evaluation Criteria Results						Rank
Reduction in Vehicular Congestion (22.69 Possible Points)	Safety (22.41 Possible Points)	Expand Travel Mode Choices (20.87 Possible Points)	Public Acceptance (8.62 Possible Points)	Construction/ Implementation (9.64 Possible Points)	Total Score (83.88 Possible Points)	7th
16.48	4.77	4.92	0.00	3.04	29.20	

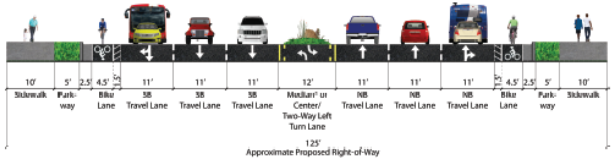


Recommended for Tier 3 Analysis

Alternative 5

- Project Cost: $60,994,000
- Required ROW: 203,517 ft²
- Potential Buildings Impacted: 21

Alternative 5 Evaluation Criteria Results						Rank
Reduction in Vehicular Congestion (22.69 Possible Points)	Safety (22.41 Possible Points)	Expand Travel Mode Choices (20.87 Possible Points)	Public Acceptance (8.62 Possible Points)	Construction/ Implementation (9.64 Possible Points)	Total Score (83.88 Possible Points)	1st
21.31	17.42	18.56	0.00	1.01	**58.30**	

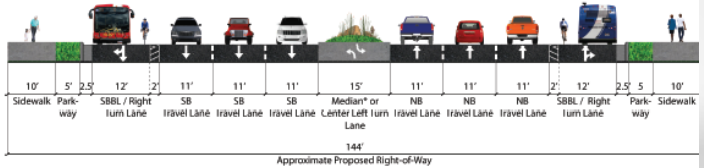


Recommended for Tier 3 Analysis

Alternative 6a

- Project Cost: $73,667,000
- Required ROW: 362,398 ft²
- Potential Buildings Impacted: 32

Alternative 6a Evaluation Criteria Results						Rank
Reduction in Vehicular Congestion (22.69 Possible Points)	Safety (22.41 Possible Points)	Expand Travel Mode Choices (20.87 Possible Points)	Public Acceptance (8.62 Possible Points)	Construction/ Implementation (9.64 Possible Points)	Total Score (83.88 Possible Points)	2nd
21.79	15.30	13.39	0.00	0.77	**51.25**	



Recommended for Tier 3 Analysis

Alternative 6b

- Project Cost: $55,137,000
- Required ROW: 237,564 ft²
- Potential Buildings Impacted: 23

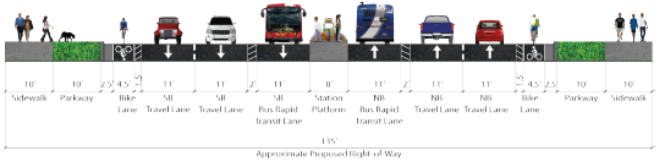
Alternative 6b Evaluation Criteria Results						Rank
Reduction in Vehicular Congestion (22.69 Possible Points)	Safety (22.41 Possible Points)	Expand Travel Mode Choices (20.87 Possible Points)	Public Acceptance (8.62 Possible Points)	Construction/ Implementation (9.64 Possible Points)	Total Score (83.88 Possible Points)	5th
17.00	4.77	12.04	0.00	1.06	**34.87**	

Recommended for Tier 3 Analysis

Alternative 13

- Project Cost: $57,695,000
- Required ROW: 245,096 ft²
- Potential Buildings Impacted: 23

Alternative 13 Evaluation Criteria Results						Rank
Reduction in Vehicular Congestion (22.69 Possible Points)	Safety (22.41 Possible Points)	Expand Travel Mode Choices (20.87 Possible Points)	Public Acceptance (8.62 Possible Points)	Construction/ Implementation (9.64 Possible Points)	Total Score (83.88 Possible Points)	3rd
16.31	7.28	18.83	0.00	1.01	**43.44**	



Updated 10/28/19

Milton Corridor Tier 3 Travel Times

Milton Road Tier 3 Travel Time Summary Table											
Alternative	T3 Rank	AM Peak Hour				PM Peak Hour				Total Travel Time	
		Northbound		Southbound		Northbound		Southbound			
		Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change
No Build	5	9.9	-	5.2	-	6.6	-	6.6	-	28.3	-
No Build Plus	3	5.7	42.4%	5.6	-7.7%	6.9	-4.5%	8.3	-25.8%	26.5	6.4%
5	1	5.5	44.4%	5.4	-3.8%	6.8	-3.0%	7.6	-15.2%	25.3	10.6%
6a	2	5.5	44.4%	5.7	-9.6%	6.9	-4.5%	7.4	-12.1%	25.5	9.9%
6b	6	6.9	30.3%	6.3	-21.2%	7.3	-10.6%	7.9	-19.7%	28.4	-0.4%
13	4	6.5	34.3%	6.5	-25.0%	7.6	-15.2%	7.3	-10.6%	27.9	1.4%

Milton Corridor Tier 3 Travel Times- Transit

Milton Road Tier 3 Travel Time Summary Table - Transit											
Alternative	T3 Rank	AM Peak Hour				PM Peak Hour				Total Travel Time	
		Northbound		Southbound		Northbound		Southbound			
		Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change
No Build	6	9.4	-	6.4	-	5.0	-	6.6	-	27.4	-
No Build Plus	4	5.1	45.7%	4.9	23.4%	5.9	-18.0%	7.0	-6.1%	22.9	16.4%
5	3	5.7	39.4%	4.9	23.4%	5.8	-16.0%	6.0	9.1%	22.4	18.2%
6a	1	4.7	50.0%	5.1	20.3%	4.6	8.0%	5.6	15.2%	20.0	27.0%
6b	2	4.1	56.4%	4.7	26.6%	5.4	-8.0%	6.0	9.1%	20.2	26.3%
13	5	5.0	46.8%	5.7	10.9%	6.0	-20.0%	6.6	0.0%	23.3	15.0%

Milton Tier 3 Network Delay

Milton Road Tier 3 Network Delay Results													
Alternative	T3 Rank	AM Peak Hour						PM Peak Hour					
		Network Delay (hrs)	Network Delay % Change	Latent Delay (hrs)	Latent Delay % Change	Total Delay (hrs)	Total Delay % Change	Network Delay (hrs)	Network Delay % Change	Latent Delay (hrs)	Latent Delay % Change	Total Delay (hrs)	Total Delay % Change
No Build	5	645	-	780	-	1,425	-	824	-	1,346	-	2,170	-
No Build Plus	6	526	18.4%	820	-5.1%	1,346	5.5%	805	2.3%	1,450	-7.7%	2,255	-3.9%
5	2	526	18.4%	695	10.9%	1,221	14.3%	769	6.7%	1,342	0.3%	2,111	2.7%
6a	1	528	18.1%	659	15.5%	1,187	16.7%	779	5.5%	1,229	8.7%	2,002	7.7%
6b	3	604	6.4%	626	19.7%	1,230	13.7%	826	-0.2%	1,320	1.9%	2,146	1.1%
13	4	601	6.8%	616	21.0%	1,217	14.6%	954	-15.8%	1,365	-1.4%	2,319	-6.9%

Milton Tier 3 Intersection Delay & LOS

Milton Road Tier 3 Level of Service Summary Table								
Alternative			No Build	No Build Plus	5	6a	6b	13
AM Peak Hour								
Intersection and Traffic Control	Milton Rd & Forest Meadows St	Signal	B	C	C	C	C	C
	Milton Rd & University Dr	Signal	C	C	C	C	C	C
	Milton Rd & Plaza Way	Signal	C	B	B	B	B	B
	Milton Rd & Riordan Rd	Signal	B	A	B	B	B	B
	Milton Rd & Rte 66	Signal	D	B	B	B	C	C
	Milton Rd & Clay Ave/Butler Ave	Signal	D	C	C	C	C	C
	Milton Rd & Mikes Pike	TWSC	D	D	D	D	D	F
	Milton Rd & Phoenix Ave	*Signal (except No Build)	F	A	A	B	B	B
	Santa Fe Ave & Sitgreaves St	*Signal (except No Build)	F	F	A	E	B	F
	Humphreys St & Rte 66	Signal	B	B	B	B	B	B
	Beaver St & Rte 66	Signal	C	C	C	C	C	C
PM Peak Hour								
Intersection and Traffic Control	Milton Rd & Forest Meadows St	Signal	C	D	C	C	C	C
	Milton Rd & University Dr	Signal	D	D	D	D	D	D
	Milton Rd & Plaza Way	Signal	C	C	C	C	C	D
	Milton Rd & Riordan Rd	Signal	B	C	C	C	C	C
	Milton Rd & Rte 66	Signal	C	B	C	C	C	C
	Milton Rd & Clay Ave/Butler Ave	Signal	C	C	C	C	D	D
	Milton Rd & Mikes Pike	TWSC	F	F	F	F	E	F
	Milton Rd & Phoenix Ave	*Signal (except No Build)	F	A	B	B	B	B
	Santa Fe Ave & Sitgreaves St	*Signal (except No Build)	F	F	A	D	B	F
	Humphreys St & Rte 66	Signal	B	B	B	B	B	B
	Beaver St & Rte 66	Signal	C	C	C	C	C	C

Milton Corridor Tier 3 Travel Times- (Alt 5 Hawk Signal Comparison)

Milton Road Tier 3 Travel Time Summary Table											
Alternative	T3 Rank	AM Peak Hour				PM Peak Hour				Total Travel Time	
		Northbound		Southbound		Northbound		Southbound			
		Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change
No Build	4	9.9	-	5.2	-	6.6	-	6.6	-	28.3	-
Alt 5	3	5.5	44.4%	5.4	-3.8%	6.8	-3.0%	7.6	-15.2%	25.3	10.6%
Alt 5 - Without Hawk Signals	1	5.3	46.5%	5.2	0.0%	6.3	4.5%	7.4	-12.1%	24.2	14.5%
Alt 5 - w/ Hawk + w/ Intersection Mitigations	2	5.5	44.4%	5.4	-3.8%	6.7	-1.5%	7.2	-9.1%	24.8	12.4%

Milton Corridor Tier 3 Travel Times- Transit (Alt 5 Hawk Signal Comparison)

Milton Road Tier 3 Travel Time Summary Table - Transit											
Alternative	T3 Rank	AM Peak Hour				PM Peak Hour				Total Travel Time	
		Northbound		Southbound		Northbound		Southbound			
		Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change
No Build	4	9.4	-	6.4	-	5.0	-	6.6	-	27.4	-
Alt 5	2	5.7	39.4%	4.9	23.4%	5.8	-16.0%	6.0	9.1%	22.4	18.2%
Alt 5 - Without Hawk Signal	3	5.5	41.5%	4.9	23.4%	6.0	-20.0%	6.1	7.6%	22.5	17.9%
Alt 5 - w/ Hawk + w/ Intersection Mitigations	1	5.7	39.4%	5.2	18.8%	6.1	-22.0%	5.4	18.2%	22.4	18.2%

Milton Tier 3 Network Delay- (Alt 5 Hawk Signal Comparison)

Milton Road Tier 3 Network Delay Results													
Alternative	T3 Rank	AM Peak Hour						PM Peak Hour					
		Network Delay (hr)	Network Delay % Change	Latent Delay (hr)	Latent Delay % Change	Total Delay	Total Delay % Change	Network Delay (hr)	Network Delay % Change	Latent Delay (hr)	Latent Delay % Change	Total Delay	Total Delay % Change
No Build	4	645	-	780	-	1,425	-	824	-	1,346	-	2,170	-
Alt 5	3	526	18.4%	695	10.9%	1,221	14.3%	769	6.7%	1,342	0.3%	2,111	2.7%
Alt 5 - Without Hawk Signal	2	520	19.4%	701	10.1%	1,221	14.3%	754	8.5%	1,331	1.1%	2,085	3.9%
Alt 5 - w/ Hawk + w/ Intersection Mitigations	1	522	19.1%	706	9.5%	1,228	13.8%	732	11.2%	1,319	2.0%	2,051	5.5%

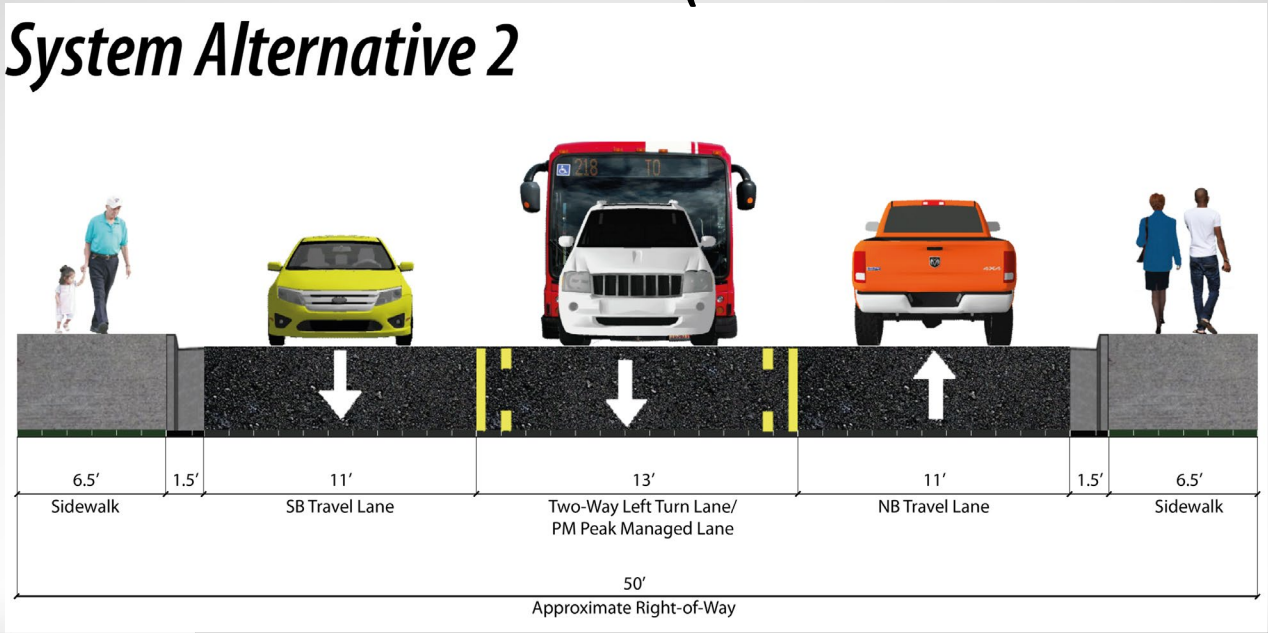
Milton Tier 3 Intersection Delay & LOS- (Alt 5 Hawk Signal Comparison)

Milton Road Tier 3 Level of Service Summary Table					
Alternative			No Build	Alt 5	Alt 5 - W/O Hawk Signal
AM Peak Hour					
Intersection and Traffic Control	Milton Rd & Forest Meadows St	Signal	C	C	C
	Milton Rd & University Dr	Signal	C	C	C
	Milton Rd & Plaza Way	Signal	C	B	B
	Milton Rd & Riordan Rd	Signal	B	B	B
	Milton Rd & Rte 66	Signal	D	B	B
	Milton Rd & Clay Ave/Butler Ave	Signal	D	C	C
	Milton Rd & Mikes Pike	TWSC	D	D	D
	Milton Rd & Phoenix Ave	*Signal (except no build)	F	A	A
	Santa Fe Ave & Sitgreaves St	*Signal (except no build)	F	A	A
	Humphreys St & Rte 66	Signal	B	B	B
	Beaver St & Rte 66	Signal	C	C	C
PM Peak Hour					
Intersection and Traffic Control	Milton Rd & Forest Meadows St	Signal	C	C	C
	Milton Rd & University Dr	Signal	D	D	D
	Milton Rd & Plaza Way	Signal	C	C	C
	Milton Rd & Riordan Rd	Signal	B	C	C
	Milton Rd & Rte 66	Signal	C	C	C
	Milton Rd & Clay Ave/Butler Ave	Signal	C	C	C
	Milton Rd & Mikes Pike	TWSC	F	F	F
	Milton Rd & Phoenix Ave	*Signal (except no build)	F	B	B
	Santa Fe Ave & Sitgreaves St	*Signal (except no build)	F	A	A
	Humphreys St & Rte 66	Signal	B	B	B
	Beaver St & Rte 66	Signal	C	C	C

US 180 Alternative Modeling Packages

Segment		Alternative Package						
		No Build	A	B	C	D	E (Alt 17 -Alt Route)	F (Alt 18 -Alt Route)
1	Route 66 to Columbus (Suburban)		Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	No Build	No Build
2	Columbus to Peak View (Suburban)		Alt 3 Suburban	Alt 4A - AM managed lane NB - PM managed lane SB	Alt 4B (Transit) - AM Bus NB - PM Bus SB	Alt 6 (Transit) - SB bus lane	No Build	No Build
3	Peak View to Snowbowl Rd		Alt 3 Rural	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	No Build	No Build
4	Snowbowl Rd to MP 233.55 (Rural)		Alt 3 Rural	No Build	No Build	No Build	No Build	No Build

System Alternative 2 (Route 66 to Columbus Ave)

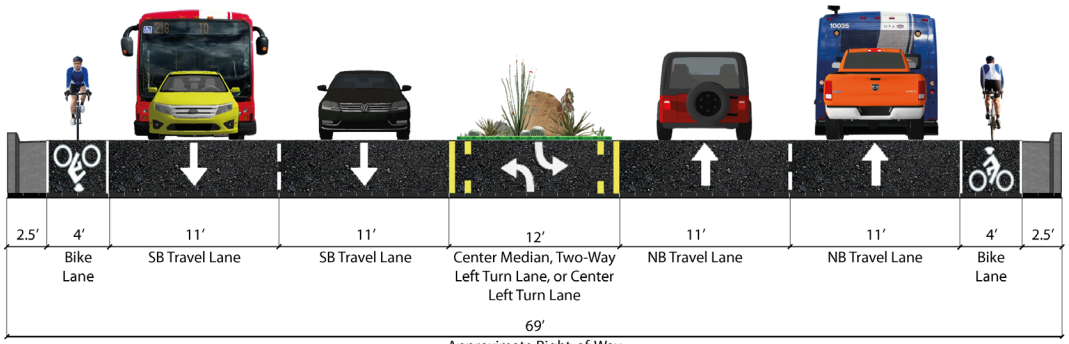


Segment		Alternative Package					
			A	B	C	D	E (Alt 17 -Alt Route)	F (Alt 18 -Alt Route)
1	Route 66 to Columbus (Suburban)	No Build	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	No Build	No Build
2	Columbus to Peak View (Suburban)		Alt 3 Suburban	Alt 4A - AM managed lane NB - PM managed lane SB	Alt 4B (Transit) - AM Bus NB - PM Bus SB	Alt 6 (Transit) - SB bus lane	No Build	No Build
3	Peak View to Snowbowl Rd		Alt 3 Rural	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	No Build	No Build
4	Snowbowl Rd to MP 233.55 (Rural)		Alt 3 Rural	No Build	No Build	No Build	No Build	No Build

System Alternative 3 - Urban (Columbus Ave to Peak View Rd)

US 180 Corridor Master Plan

System Alternative 3 - Suburban Section

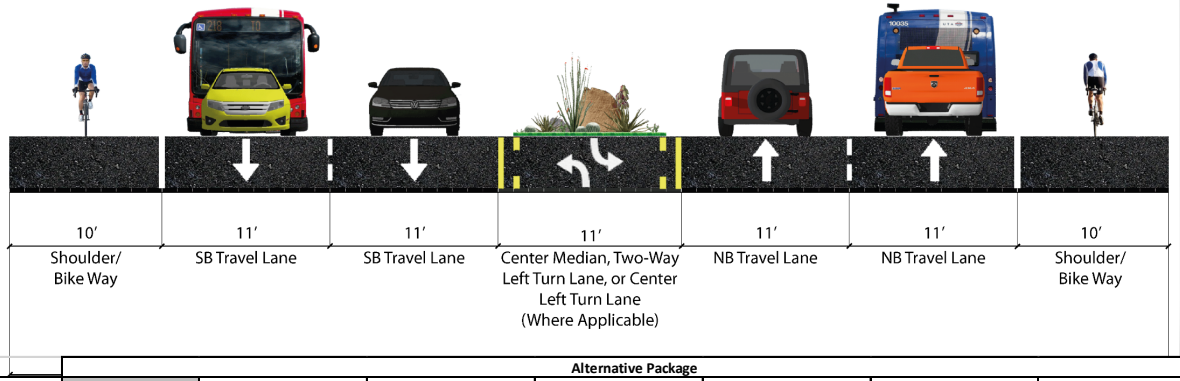


Segment		Alternative Package						
		No Build	A	B	C	D	E (Alt 17 -Alt Route)	F (Alt 18 -Alt Route)
1	Route 66 to Columbus (Suburban)		Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	No Build	No Build
2	Columbus to Peak View (Suburban)		Alt 3 Suburban	Alt 4A - AM managed lane NB - PM managed lane SB	Alt 4B (Transit) - AM Bus NB - PM Bus SB	Alt 6 (Transit) - SB bus lane	No Build	No Build
3	Peak View to Snowbowl Rd		Alt 3 Rural	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	No Build	No Build
4	Snowbowl Rd to MP 233.55 (Rural)		Alt 3 Rural	No Build	No Build	No Build	No Build	No Build

System Alternative 3 - Rural (Peak View Rd to MP 233.55)

US 180 Corridor Master Plan

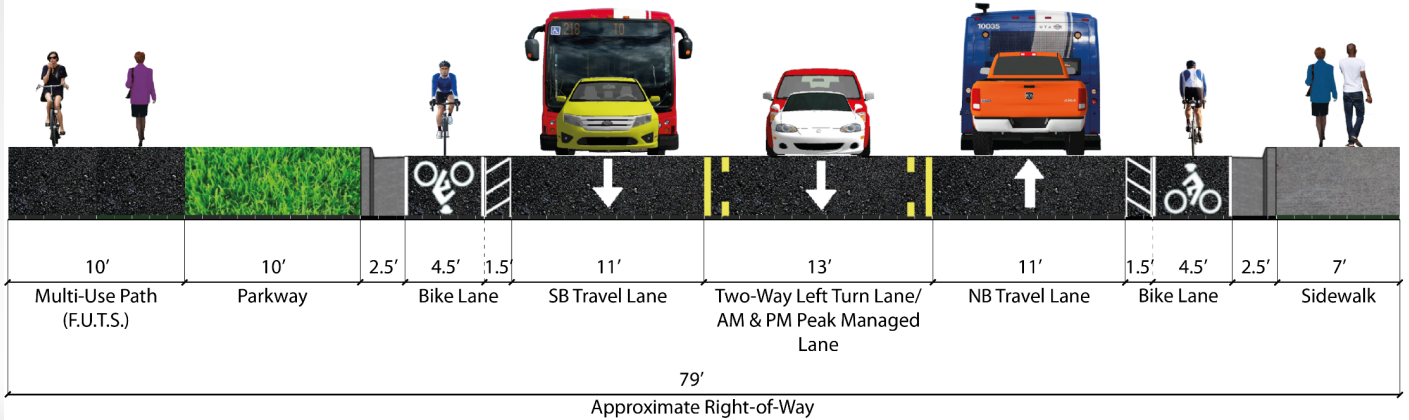
System Alternative 3 - Rural Section



Segment		Alternative Package					
		No Build	A	B	C	D	E (Alt 17 -Alt Route)	F (Alt 18 -Alt Route)
1	Route 66 to Columbus (Suburban)		Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	No Build	No Build
2	Columbus to Peak View (Suburban)		Alt 3 Suburban	Alt 4A - AM managed lane NB - PM managed lane SB	Alt 4B (Transit) - AM Bus NB - PM Bus SB	Alt 6 (Transit) - SB bus lane	No Build	No Build
3	Peak View to Snowbowl Rd		Alt 3 Rural	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	No Build	No Build
4	Snowbowl Rd to MP 233.55 (Rural)		Alt 3 Rural	No Build	No Build	No Build	No Build	No Build

System Alternative 4a (Columbus to Peak View Rd)

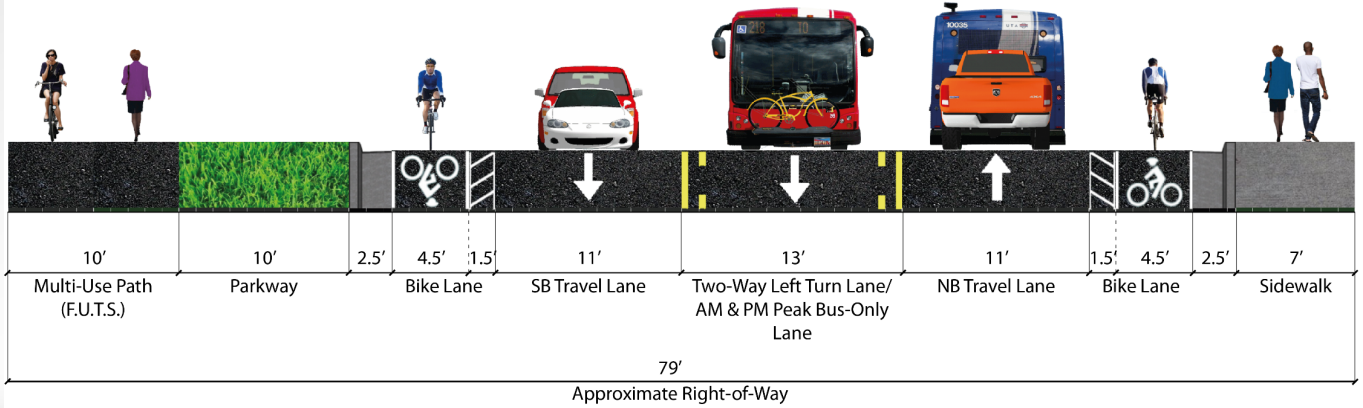
System Alternative 4a



Segment		Alternative Package						
		No Build	A	B	C	D	E (Alt 17 -Alt Route)	F (Alt 18 -Alt Route)
1	Route 66 to Columbus (Suburban)		Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	No Build	No Build
2	Columbus to Peak View (Suburban)		Alt 3 Suburban	Alt 4A - AM managed lane NB - PM managed lane SB	Alt 4B (Transit) - AM Bus NB - PM Bus SB	Alt 6 (Transit) - SB bus lane	No Build	No Build
3	Peak View to Snowbowl Rd		Alt 3 Rural	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	No Build	No Build
4	Snowbowl Rd to MP 233.55 (Rural)		Alt 3 Rural	No Build	No Build	No Build	No Build	No Build

System Alternative 4b (Columbus Ave to Peak View Rd)

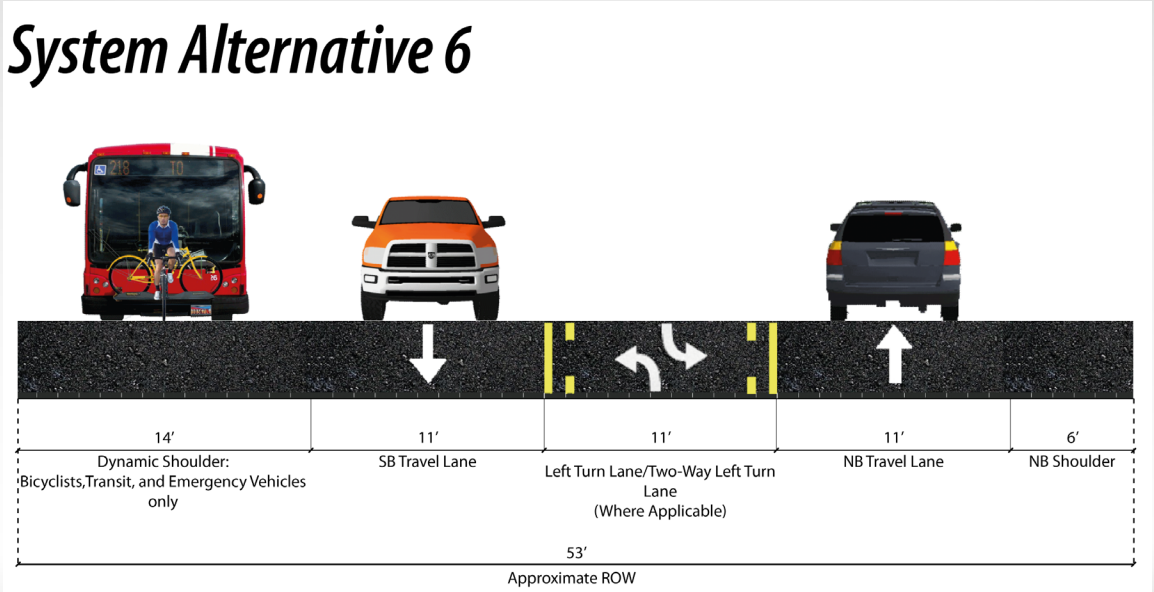
System Alternative 4b



Segment		Alternative Package					
		No Build	A	B	C	D	E (Alt 17 -Alt Route)	F (Alt 18 -Alt Route)
1	Route 66 to Columbus (Suburban)		Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	No Build	No Build
2	Columbus to Peak View (Suburban)		Alt 3 Suburban	Alt 4A - AM managed lane NB - PM managed lane SB	Alt 4B (Transit) - AM Bus NB - PM Bus SB	Alt 6 (Transit) - SB bus lane	No Build	No Build
3	Peak View to Snowbowl Rd		Alt 3 Rural	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	No Build	No Build
4	Snowbowl Rd to MP 233.55 (Rural)		Alt 3 Rural	No Build	No Build	No Build	No Build	No Build

System Alternative 6

Rural Segment: Peak View Rd to MP 233.55
Suburban Segment: Columbus Ave to Peak View Rd



Segment		Alternative Package					
		No Build	A	B	C	D	E (Alt 17 -Alt Route)	F (Alt 18 -Alt Route)
1	Route 66 to Columbus (Suburban)		Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change	No Build	No Build
2	Columbus to Peak View (Suburban)		Alt 3 Suburban	Alt 4A - AM managed lane NB - PM managed lane SB	Alt 4B (Transit) - AM Bus NB - PM Bus SB	Alt 6 (Transit) - SB bus lane	No Build	No Build
3	Peak View to Snowbowl Rd		Alt 3 Rural	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	No Build	No Build
4	Snowbowl Rd to MP 233.55 (Rural)		Alt 3 Rural	No Build	No Build	No Build	No Build	No Build

US 180 Corridor Travel Times

Package	AM Peak Hour				PM Peak Hour				
	Westbound		Eastbound		Westbound		Eastbound		
	Travel Time (sec)	Travel Time % Change	Travel Time (sec)	Travel Time % Change	Travel Time (sec)	Travel Time % Change	Travel Time (sec)	Travel Time % Change	Overall Impact
No Build	979	-	939	-	955	-	1,014	-	Neutral
A	952	2.8%	909	3.2%	932	2.4%	985	2.9%	Positive, yet neglibile
B	990	-1.1%	983	-4.6%	959	-0.4%	1,187	-17.1%	Negative
C	991	-1.2%	938	0.1%	979	-2.5%	1,230	-21.3%	Negative
D	1,033	-5.5%	940	-0.1%	972	-1.8%	1,211	-19.4%	Negative
E* **Wing Mntn bypass**	935	4.5%	935	0.4%	944	1.2%	975	3.8%	Positive, yet neglibile
F* **Hidden Hollow bypass**	951	2.9%	939	0.0%	946	0.9%	968	4.5%	Positive, yet neglibile

US 180 Corridor Travel Times - Transit

Package	AM Peak Hour				PM Peak Hour				
	Westbound		Eastbound		Westbound		Eastbound		
	Travel Time (sec)	Travel Time % Change	Travel Time (sec)	Travel Time % Change	Travel Time (sec)	Travel Time % Change	Travel Time (sec)	Travel Time % Change	Overall Impact
No Build	1,096	-	572	-	990	-	798	-	-
A	1,176	-7.3%	548	4.17%	883	10.9%	848	-6.3%	Neutral
B	1,212	-10.6%	578	-1.1%	919	7.2%	1,144	-43.3%	Negative
C	1,217	-11.1%	569	0.5%	947	4.4%	951	-19.2%	Negative
D	1,599	-45.9%	551	3.6%	933	5.8%	994	-24.5%	Negative
E* Wing Mntn bypass	946	13.7%	564	1.4%	879	11.2%	779	2.4%	Positive, yet neglibile
F* Hidden Hollow bypass	1,018	7.1%	562	1.7%	987	0.3%	758	5.0%	Positive, yet neglibile

US 180 Intersection Delay & LOS

US-180 Tier 2 Level of Service Summary Table									
Package			AM Peak Hour						
			No Build	A	B	C	D	E* Wing Mntn bypass	F* Hidden Hollow
T2 Rank			6th	4th	7th	1st	2nd	5th	3rd
AM Peak Hour									
Intersection and Traffic Control	Humphreys St & Rte 66	Signal	B	B	B	B	B	B	B
	Humphreys St & Aspen Ave	Signal	A	A	A	A	B	A	A
	Humphreys St & Birch Ave	Signal	B	B	B	B	B	A	A
	Humphreys St & Cherry Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
	Humphreys St & Dale Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
	Humphreys St & Elm Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
	Humphreys St & Fine Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
	Humphreys St & Hunt Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
	Humphreys St & Sullivan Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
	Humphreys St & Columbus Ave	Signal	C	C	D	C	C	C	C
	US-180 & Forest Ave	Signal	B	A	B	B	B	A	B
	US-180 & Shultz Pass Rd	Signal	A	A	A	A	A	A	A
	US-180 & Snow Bowl Rd	Two-Way Stop-Control	A	A	A	A	A	A	A
	US-180 & Roundtree Rd/Bader Rd	Two-Way Stop-Control	A	A	A	A	A	A	A
PM Peak Hour									
Intersection and Traffic Control	Humphreys St & Rte 66	Signal	C	C	C	C	C	B	B
	Humphreys St & Aspen Ave	Signal	B	C	C	C	C	A	A
	Humphreys St & Birch Ave	Signal	B	C	C	C	C	B	B
	Humphreys St & Cherry Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
	Humphreys St & Dale Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
	Humphreys St & Elm Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
	Humphreys St & Fine Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
	Humphreys St & Hunt Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
	Humphreys St & Sullivan Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
	Humphreys St & Columbus Ave	Signal	C	C	D	D	D	C	C
	US-180 & Forest Ave	Signal	B	A	B	C	D	B	A
	US-180 & Shultz Pass Rd	Signal	A	A	A	A	A	A	A
	US-180 & Snow Bowl Rd	Two-Way Stop-Control	F	F	B	A	A	F	F
	US-180 & Roundtree Rd/Bader Rd	Two-Way Stop-Control	A	A	A	A	A	A	A
Overall Impact			-	Positive	Negative, but negligible	Negative	Negative	Positive	Positive

ADOT FMPO NAIPTA NORTHERN ARIZONA UNIVERSITY BNSF Michael Baker INTERNATIONAL

US 180 Staff Recommendations

Model Summary

- Build Alternatives offer worsened to negligible Travel Time change
- Milton T3 results show worsened Southbound Travel Time change

Staff Recommendations

- **Identify US 180 Recommended Alt as No Build + in WP2**
- **Note: No Build + on US 180 still offers bike, ped, bus, wildlife, and intersection (safety) improvements*
- If Public Agrees, no further analysis needed on US 180

Public Survey Results

- Public survey closes on Monday, August 24th at noon
- Public survey results/information to be distributed separately prior to meeting
- Project Partners to review and discuss

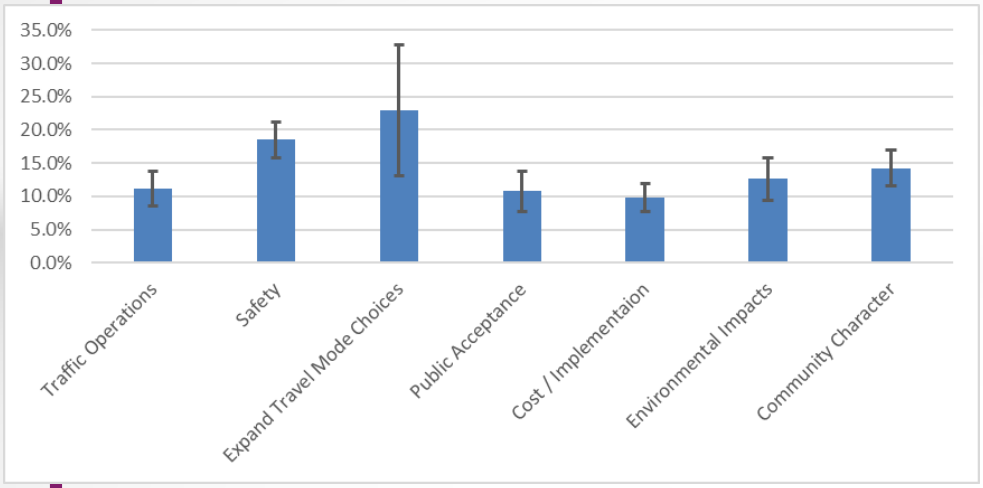
Milton Road Partner Weighting Survey

	Criterion	Comment	Weights	+/- *
1	Traffic Operations		11.1%	2.6%
2	Safety		18.5%	2.7%
3	Expand Travel Mode		22.9%	9.8%
4	Public Acceptance		10.8%	3.1%
5	Cost / Implementaion		9.8%	2.1%
6	Environmental Impacts		12.6%	3.2%
7	Community Character		14.2%	2.7%

Consensus Rating

53.2%

**Value of Equilibrium: 14.3%*



Matrix	Traffic Operations	Safety	Expand Travel Mode Choices	Public Acceptance	Cost / Implementaion	Environmental Impacts	Community Character	0	0	0	normalized principal Eigenvector
	1	2	3	4	5	6	7	8	9	10	
Traffic Operations 1	1	1/2	4/7	3/4	1	1 2/7	7/8	-	-	-	11.13%
Safety 2	2	1	8/9	1 5/9	1 3/7	1 5/7	1 3/7	-	-	-	18.49%
Expand Travel Mode 3	1 7/9	1 1/9	1	4 1/4	2 1/7	1 2/5	1 1/5	-	-	-	22.95%
Public Acceptance 4	1 1/3	2/3	1/4	1	1	1	1	-	-	-	10.78%
Cost / Implementaio 5	1	5/7	1/2	1	1	1/2	5/9	-	-	-	9.83%
Environmental Impacts 6	7/9	4/7	5/7	1	1 6/7	1	8/9	-	-	-	12.63%
Community Character 7	1 1/7	5/7	5/6	1	1 4/5	1 1/8	1	-	-	-	14.20%
0 8	-	-		-	-	-	-	1	-	-	0.00%
0 9	-	-		-	-	-	-	-	1	-	0.00%
0 10	-	-		-	-	-	-	-	-	1	0.00%

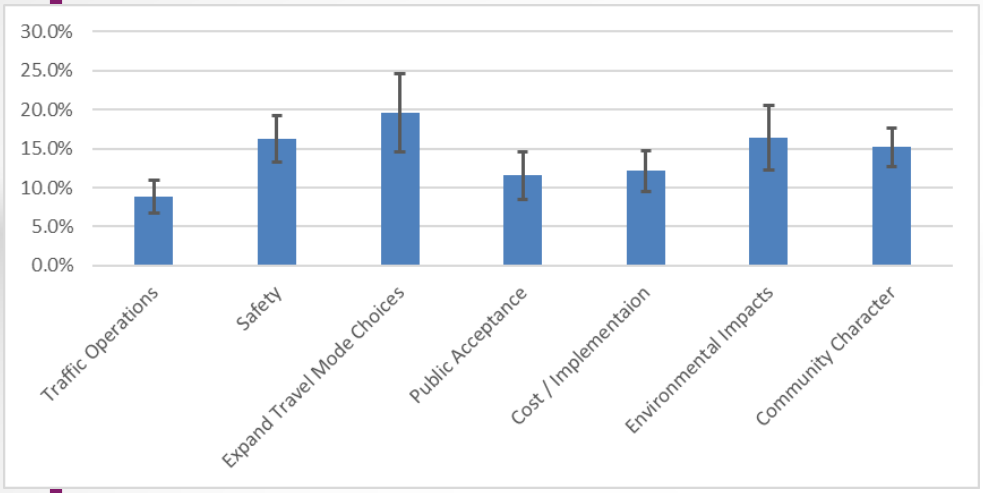
US 180 Partner Weighting Survey

	Criterion	Comment	Weights	+/- *
1	Traffic Operations		8.9%	2.1%
2	Safety		16.2%	3.0%
3	Expand Travel Mode		19.6%	5.0%
4	Public Acceptance		11.5%	3.0%
5	Cost / Implementaion		12.1%	2.6%
6	Environmental Impacts		16.4%	4.1%
7	Community Character		15.2%	2.5%

Consensus Rating

57.4%

**Value of Equilibrium: 14.3%*



Matrix	Traffic Operations	Safety	Expand Travel Mode Choices	Public Acceptance	Cost / Implementaion	Environmental Impacts	Community Character	0	0	0	normalized principal Eigenvector
	1	2	3	4	5	6	7	8	9	10	
Traffic Operations	1	3/5	4/7	1/2	4/7	5/7	3/5	-	-	-	8.91%
Safety	1 2/3	1	5/7	1 1/4	1 1/2	1 2/5	1	-	-	-	16.24%
Expand Travel Mode	1 3/4	1 2/5	1	2 1/2	1 5/9	4/5	1 2/5	-	-	-	19.60%
Public Acceptance	2	4/5	2/5	1	5/7	2/3	7/8	-	-	-	11.54%
Cost / Implementaio	1 3/4	2/3	2/3	1 2/5	1	2/3	4/7	-	-	-	12.12%
Environmental Impacts	1 3/8	5/7	1 1/4	1 1/2	1 1/2	1	1 1/7	-	-	-	16.43%
Community Character	1 2/3	1	5/7	1 1/7	1 3/4	7/8	1	-	-	-	15.17%
0	-	-	-	-	-	-	-	1	-	-	0.00%
0	-	-	-	-	-	-	-	-	1	-	0.00%
0	-	-	-	-	-	-	-	-	-	1	0.00%

Milton T3 Eval Criteria Weighting

- Weighting Discussion & Partner Decision on approach to final weighting
- Based on the inputs provided today, do the Project Partners desire to make any final adjustments?

US 180 T3 Eval Criteria Weighting

- Weighting Discussion & Partner Decision on approach to final weighting
- Based on the inputs provided today, do the Project Partners desire to make any final adjustments?

Next Steps

- Project Partner decision on final T3 Eval Criteria weighting
- Application of the model results and T3 Eval Criteria to Milton Rd. alternatives
- Preparation of Working Paper #2
- Project Partner review of Working Paper #2
- Plan, prepare and roll out of public involvement activities

THANK YOU

www.azdot.gov/US180CorridorMasterPlan

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Attachment 3:
Tier 3 Evaluation Criteria Public Survey Results:

Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

August 24, 2020, 3:34 PM

Contents

Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Summary Of Registered Responses

As of August 24, 2020, 3:34 PM, this forum had:		**Topic Start**
Attendees:	812	August 6, 2020, 7:49 PM
Registered Responses:	187	
Hours of Public Comment:	9.4	

QUESTION 1

How important are these qualities for the future Milton Road (1=less important, 5=very important)?

Improve Vehicular Safety

		%	Count
1		8.1%	15
2		8.1%	15
3		26.3%	49
4		22.0%	41
5		34.4%	64

Enhance Community Character

		%	Count
1		5.4%	10
2		11.8%	22
3		21.5%	40
4		25.3%	47

Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

		%	Count
5		32.8%	61

Improve Traffic Movement

		%	Count
1		7.0%	13
2		5.9%	11
3		11.8%	22
4		14.5%	27
5		59.7%	111

Expand Travel Choices

		%	Count
1		2.7%	5
2		6.5%	12
3		18.3%	34
4		18.3%	34
5		52.7%	98

Limit Property Impacts & Project Costs

		%	Count
1		16.1%	30
2		21.5%	40
3		31.7%	59

Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

		%	Count
4		16.7%	31
5		11.8%	22

Limit Social & Environmental Impacts

		%	Count
1		8.1%	15
2		9.7%	18
3		17.7%	33
4		23.7%	44
5		39.2%	73

Public Support

		%	Count
1		7.0%	13
2		10.8%	20
3		30.6%	57
4		28.5%	53
5		21.0%	39

QUESTION 2

What is currently your primary transportation option on Milton Road?

Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

	%	Count
Bicycle	22.0%	41
Bus	5.4%	10
Car/vehicle	86.0%	160
Walk/Electric Scooter/Wheelchair	4.3%	8
Other	1.6%	3
Choose Not to Answer	0.5%	1

QUESTION 3

Do you live within walking distance of Milton Road?

	%	Count
Yes	31.4%	58
No	67.6%	125
Choose Not to Answer	1.1%	2

QUESTION 4

How important are these qualities for the future Humphreys Street and US 180 (Fort Valley Rd) (1=less important, 5=very important)?

Improve Vehicular Safety

	%	Count
1	7.5%	14
2	7.0%	13

Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

		%	Count
3		27.4%	51
4		24.2%	45
5		32.8%	61

Enhance Community Character

		%	Count
1		2.7%	5
2		10.8%	20
3		27.4%	51
4		18.3%	34
5		38.7%	72

Improve Traffic Movement

		%	Count
1		8.1%	15
2		6.5%	12
3		12.4%	23
4		15.6%	29
5		55.9%	104

Expand Travel Choices

		%	Count
1		2.2%	4

Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

		%	Count
2		13.4%	25
3		14.0%	26
4		18.3%	34
5		50.0%	93

Limit Property Impacts & Project Costs

		%	Count
1		11.8%	22
2		15.6%	29
3		33.3%	62
4		16.1%	30
5		21.0%	39

Limit Social & Environmental Impacts

		%	Count
1		5.4%	10
2		7.0%	13
3		16.7%	31
4		20.4%	38
5		48.4%	90

Public Support

Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

		%	Count
1		9.1%	17
2		7.5%	14
3		28.0%	52
4		29.0%	54
5		22.6%	42

QUESTION 5

What is currently your primary transportation option on Humphreys Street?

		%	Count
Bicycle		26.1%	48
Bus		3.3%	6
Car/vehicle		84.2%	155
Walk/Electric Scooter/Wheelchair		9.8%	18
Other		1.6%	3

QUESTION 6

What is currently your primary transportation option on US 180 (Fort Valley Rd)?

		%	Count
Bicycle		29.2%	54
Bus		3.2%	6

Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

		%	Count
Car/vehicle		83.8%	155
Walk/Electric Scooter/Wheelchair		7.6%	14
Other		2.2%	4

QUESTION 7

Do you live within walking distance of Humphreys Street or US 180 (Fort Valley Rd)?

		%	Count
Yes		48.9%	91
No		50.0%	93
Choose Not to Answer		1.1%	2

QUESTION 8

Please provide any comments regarding future improvements to Humphreys Street or US 180 (Fort Valley Rd)

Answered	109
Skipped	78

Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Survey Questions

QUESTION 1

How important are these qualities for the future Milton Road (1=less important, 5=very important)?

Row choices

- Improve Vehicular Safety
- Enhance Community Character
- Improve Traffic Movement
- Expand Travel Choices
- Limit Property Impacts & Project Costs
- Limit Social & Environmental Impacts
- Public Support

Column choices

- 1
- 2
- 3
- 4
- 5

QUESTION 2

What is currently your primary transportation option on Milton Road?

- Bicycle
- Bus
- Car/vehicle
- Walk/Electric Scooter/Wheelchair
- Other
- Choose Not to Answer

QUESTION 3

Do you live within walking distance of Milton Road?

- Yes
- No
- Don't Know
- Choose Not to Answer

QUESTION 4

How important are these qualities for the future Humphreys Street and US 180 (Fort Valley Rd) (1=less important, 5=very important)?

Row choices

- Improve Vehicular Safety
- Enhance Community Character
- Improve Traffic Movement
- Expand Travel Choices
- Limit Property Impacts & Project Costs
- Limit Social & Environmental Impacts
- Public Support

Column choices

- 1
- 2
- 3
- 4
- 5

QUESTION 5

What is currently your primary transportation option on Humphreys Street?

- Bicycle
- Bus
- Car/vehicle
- Walk/Electric Scooter/Wheelchair
- Other
- Choose Not to Answer

QUESTION 6

What is currently your primary transportation option on US 180 (Fort Valley Rd)?

- Bicycle
- Bus
- Car/vehicle
- Walk/Electric Scooter/Wheelchair
- Other
- Choose Not to Answer

QUESTION 7

Do you live within walking distance of Humphreys Street or US 180 (Fort Valley Rd)?

Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Yes
- No
- Don't Know
- Choose Not to Answer

QUESTION 8

Please provide any comments regarding future improvements to Humphreys Street or US 180 (Fort Valley Rd)

Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Individual Registered Responses

Name not available
inside City Limits
August 11, 2020, 4:42 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 2
Public Support: 3

Question 2

- Bicycle
- Bus
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 3

- Yes

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 1
Public Support: 3

Question 5

- Bus
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 6

- Bus
- Car/vehicle

Question 7

- No

Question 8

No response

Name not shown
inside City Limits
August 11, 2020, 5:09 AM

Question 1

Improve Vehicular Safety: 2
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 2
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

• No

Question 8

No response

Name not shown
outside City Limits
August 11, 2020, 5:32 AM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 1
Public Support: 1

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 3
Public Support: 1

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• Yes

Question 8

Should connect 40 to 180 to bypass the whole problem.

Name not shown
inside City Limits
August 11, 2020, 5:38 AM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 2
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 1
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

• Car/vehicle

Question 6

• Car/vehicle
• Walk/Electric Scooter/Wheelchair

Question 7

• Yes

Question 8

I live near US 180. I hear people from other parts of Flagstaff and outside of Flagstaff complain about congestion on US 180, but for the most part my neighbors do not. This is because it becomes congested on winter weekends when Snow Bowl is closing, but the other 99% of the time, it is fine. Please do not widen or "improve" this road to carry more traffic. It will only bring more traffic, more speed, and more problems.

Name not available

inside City Limits

August 11, 2020, 6:08 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 2
Public Support: 2

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 4
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• Yes

Question 8

Need a better way to cross the tracks, Humpreys should merge directly into 66 without a stoplight/turn to get under the tracks.

Better shoulder on 180 and strict enforcement of snow play traffic

Name not shown

inside City Limits

August 11, 2020, 6:18 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 2
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 2

• Bicycle
• Bus
• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 5

- Bus
- Car/vehicle

Question 6

- Bicycle
- Car/vehicle

Question 7

- No

Question 8

No response

Name not available
inside City Limits
August 11, 2020, 6:25 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 1
Public Support: 3

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 1
Public Support: 3

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- Yes

Question 8

No response

Name not available
inside City Limits
August 11, 2020, 6:32 AM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 5

- Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

Widen 180 to 4 or 5 lanes. Make Humphreys a one way street? Make an adjacent street one way in the opposite direction.

Name not available
outside City Limits
August 11, 2020, 6:38 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 5

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 5

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

No response

Barry A Bertani
inside City Limits
August 11, 2020, 6:38 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 4
Public Support: 4

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 4
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

Not sure. Few options.

Name not shown

inside City Limits
August 11, 2020, 6:41 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 1
Public Support: 2

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 2
Public Support: 2

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• Yes

Question 8

No response

Kathryn Kozak

inside City Limits
August 11, 2020, 6:57 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 4
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 4
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• Yes

Question 8

The noise of Fort Valley Road has become much more obvious over the last few years. Something needs to be done to address the road noise for the residents of Coconino Estates. Please consider ways to mitigate the road noise.

Name not shown
inside City Limits
August 11, 2020, 7:00 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 2

- Bus
- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 5

- Bus
- Car/vehicle

Question 6

- Bicycle
- Bus
- Car/vehicle

Question 7

- Yes

Question 8

There needs to be a traffic light at the intersection of Forrest, N. Fort Valley Rd and Beal. It is unsafe for pedestrians crossing Fort Valley and it is becoming an increasingly dangerous intersection for vehicles turning.

Name not shown
inside City Limits
August 11, 2020, 7:09 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 1
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 1
Public Support: 1

Question 2

- Bicycle
- Car/vehicle

Question 3

- Yes

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 1
Public Support: 1

Question 5

- Bicycle
- Car/vehicle

Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 6

- Bicycle
- Car/vehicle

Question 7

- Yes

Question 8

No response

Name not available

inside City Limits
August 11, 2020, 7:19 AM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 3
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 3
Public Support: 2

Question 2

- Bicycle

Question 3

- Yes

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 3
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 3
Public Support: 4

Question 5

- Bicycle
- Car/vehicle

Question 6

- Bicycle
- Car/vehicle

Question 7

- Yes

Question 8

No response

Name not shown

inside City Limits
August 11, 2020, 7:31 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 5

Question 2

- Car/vehicle

Question 3

- Yes

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 5

Question 5

- Car/vehicle

Question 6

• Car/vehicle

Question 7

• Yes

Question 8

Add road at A1 Mountain road to bypass this route.

Name not shown
outside City Limits
August 11, 2020, 7:32 AM

Question 1

Improve Vehicular Safety: 1
Enhance Community Character: 5
Improve Traffic Movement: 1
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 1
Enhance Community Character: 5
Improve Traffic Movement: 1
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

• Car/vehicle

Question 6

• Bicycle

• Car/vehicle

Question 7

• Yes

Question 8

Need to add lanes where possible and improve the bike lanes to improve biker safety and reduce biker/vehicle conflicts.
Have seen a number of deer killed between Sechrist School the Colton House - not sure if a wildlife crossing would be economically justified or not.

Name not shown
inside City Limits
August 11, 2020, 7:41 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 2

• Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

No response

Name not shown
inside City Limits
August 11, 2020, 7:49 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 3
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

No response

Name not shown
inside City Limits
August 11, 2020, 7:50 AM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 2
Expand Travel Choices: 1
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 2

• Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

• Bicycle

Question 6

• Bicycle

Question 7

• Yes

Question 8

Slow auto traffic down and engineer quality pathways for cyclists/pedestrians/multimodal transport. Plant trees for shade either in the middle or on the sides. The road should be built with Flagstaff's carbon neutral plan in mind.

Name not available

inside City Limits
August 11, 2020, 7:56 AM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 3
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 5

• Car/vehicle

Question 6

• Bicycle

Question 7

• No

Question 8

The inability to safely cross this highway with a traffic light via bicycle is a limiter for my family.

Name not available

inside City Limits
August 11, 2020, 8:02 AM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• Yes

Question 8

Generally traffic flows very well on US180 (not counting busy winter days). The main concern is the ability of people in Coconino Estates to get in and out of their neighborhood safely. I think 1 or 2 traffic circles between Navajo and Louise along US180 would help with this. I would be extremely opposed to another traffic light on this section of road.
I think there needs to be a better/safer way for pedestrians to cross Humphreys near Dale or Elm. A bridge/tunnel would be nice but so would a pedestrian cross walk with flashing lights. Using features to pinch the road similar to the pinch at Sechrist would help slow traffic down too.

Name not available

inside City Limits
August 11, 2020, 8:12 AM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 2
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 2

• Bicycle
• Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 2
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

• Bicycle
• Walk/Electric Scooter/Wheelchair

Question 6

• Bicycle
• Car/vehicle

Question 7

• Yes

Question 8

Humphreys has the opportunity to expand downtown and be a great live/work/shopping street. Currently has few pedestrian crossings, causing a barrier to safely access downtown from west downtown. Add bike lanes if possible and increase crossing opportunities, especially near Flagstaff High School. Also widen sidewalks to make it more comfortable to walk since cars drive fast. Same for US180. This road needs safer crossing opportunities, especially to the schools. Has fairly good bike facilities but lack of crossings makes it difficult to traverse.

Name not shown

outside City Limits
August 11, 2020, 8:15 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 5

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5

Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- Yes

Question 8

The winter traffic has become an increasing problem. For local residents the congestion present a nuisance
a safety problem.

Name not shown
inside City Limits
August 11, 2020, 8:17 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 2
Public Support: 3

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 5

No response

Question 6

- Car/vehicle

Question 7

- No

Question 8

No response

Name not available
inside City Limits
August 11, 2020, 8:18 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 2

- Car/vehicle

Question 3

- Yes

Question 4

Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5

Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

No response

Name not shown
inside City Limits
August 11, 2020, 8:22 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 2

- Car/vehicle

Question 3

- Yes

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 6

- Car/vehicle

Question 7

- Yes

Question 8

No response

Name not shown
inside City Limits
August 11, 2020, 8:33 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• Yes

Question 8

No response

Name not shown
inside City Limits
August 11, 2020, 8:34 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 1
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 1

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 1
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 1

Question 5

• Car/vehicle

Question 6

• Bicycle
• Car/vehicle

Question 7

• Yes

Question 8

I live in Cheshire and WOULD LOVE to use the bus much more frequently, but without more frequent service and more stops, this is problematic for me. I do use the FUTS trail for biking in and out of town, but would love to see bike lanes dominate ALL downtown intersections and be designed in ways that are safer for pedestrians and bikers: https://bicycledutch.wordpress.com/2018/02/20/a-common-urban-intersection-in-the-netherlands/

Name not shown
inside City Limits
August 11, 2020, 8:36 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 1
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 1
Public Support: 2

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 1
Limit Property Impacts & Project Costs: 2

Limit Social & Environmental Impacts: 2
Public Support: 2

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

Many alternatives are available for pedestrians and bicyclists outside of the highways corridor. Given limited space most emphasis should be on vehicle travel and pedestrian/bicycle crossings.

Name not shown
inside City Limits
August 11, 2020, 8:40 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 4

Question 2

- Bicycle
- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 4

Question 5

- Bicycle
- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

No response

Name not shown
outside City Limits
August 11, 2020, 9:02 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3

Limit Social & Environmental Impacts: 3
Public Support: 3

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- Yes

Question 8

Add additional traffic lanes wherever possible, especially at intersections. Investigate adding a middle lane that would be one way during certain times of the day to move large amounts of traffic into and out of the city. For example, the middle lane could be southbound from 4:00 p.m. through 7:00 p.m. to move traffic returning from skiing and sledding in the winter.

Name not shown
inside City Limits
August 11, 2020, 9:02 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 4
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 2

- Bicycle
- Car/vehicle

Question 3

- Yes

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 3
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

- Bicycle

Question 6

- Bicycle
- Car/vehicle

Question 7

- No

Question 8

No response

Name not shown
inside City Limits
August 11, 2020, 9:11 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3

Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 3
Public Support: 4

Question 5

- Walk/Electric Scooter/Wheelchair

Question 6

- Bicycle
- Car/vehicle

Question 7

- No

Question 8

No response

Name not shown

inside City Limits
August 11, 2020, 9:22 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 1
Public Support: 3

Question 2

- Car/vehicle

Question 3

- Yes

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 2
Public Support: 2

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

As with Milton, I will avoid Humphreys when possible during certain times of day and times of year. There aren't any options when heading northwest, but generally after getting past Humphreys, the drive on 180 is nice. Site distance is an issue with some of the turns out of Coconino Estates onto 180 and I tried making the left from Forest Ave once at the wrong time of day and I won't be trying that again. I would frequently use the parallel FUTS trail if I lived in the area.

Name not available

inside City Limits
August 11, 2020, 9:28 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 5

- Bicycle
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 6

- Bicycle
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 7

- Yes

Question 8

The paved urban trail system is great on 180. However, the fact that it requires crossing the road at Sechrist School causes major safety issues, as well as traffic backups. Consideration of a pedestrian bridge and/or adding a continuous urban trail on the North side of the road (Sechrist School side) back into town would be helpful. Also, the intersection at Forest Hill and 180 is super dangerous from a pedestrian and cyclist perspective--there needs to be a pedestrian bridge there to improve safety and minimize traffic back-ups.

Name not shown

inside City Limits
August 11, 2020, 9:42 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 2
Improve Traffic Movement: 4
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 3
Public Support: 5

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 2
Improve Traffic Movement: 4
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 5

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

No response

Name not shown

inside City Limits
August 11, 2020, 9:46 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

No response

Name not shown
inside City Limits
August 11, 2020, 9:49 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 2
Improve Traffic Movement: 2
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 2

• Bus

• Walk/Electric Scooter/Wheelchair

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 1
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

• Bus
• Walk/Electric Scooter/Wheelchair

Question 6

• Bus
• Walk/Electric Scooter/Wheelchair

Question 7

• No

Question 8

Creating wildlife crossings are very important to me to ensure the safety of wildlife and cars.

Name not shown
inside City Limits
August 11, 2020, 9:55 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 2

• Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 2
Public Support: 4

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

No response

Name not shown
inside City Limits
August 11, 2020, 10:12 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 4
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 2

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

• Car/vehicle

Question 6

• Bicycle

Question 7

• Yes

Question 8

Great bicycle trails/ urban trails in area. Bus service is limited but good. The crossing at 180 and cedar is still really dangerous for bikers/pedestrians need a flashing light- many cars just barrel through and I have almost been hit walking bike on crosswalk numerous times.

Name not shown
inside City Limits
August 11, 2020, 10:17 AM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 2

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 2
Public Support: 1

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

This corridor gets clogged on holiday and winter weekends. Some small changes in recent years have been improvements (Mountain Line to Snowbowl and restricting left turns from Forest Ave). However, the real problem here is two-fold:

1) It is simply overcrowded
2) There is no alternative for getting from west of Flagstaff (Snowbowl Area) I-17 US-89A other than Highway 180

These problems cannot and will not be alleviated without a) capacity improvements to 180, and b) a viable alternative route from west of Flagstaff to 1-17 south

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Name not available
inside City Limits
August 11, 2020, 10:19 AM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 1

Question 2

• Bicycle
• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 3
Public Support: 1

Question 5

• Bicycle
• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

Please do not implement Door Zone bike lanes or bike lanes that interact with multiple driveways (right-hook collision situation). The speed on Humphreys St is slow enough, and bikes go fast enough downhill, for mixed traffic if the street is set up for success and avoids design elements that are misunderstood by drivers (unsafe bike lane --> drivers get frustrated that you aren't using it; shoulder stripe --> makes it look like a bike lane that you're not using).
For the US180 section, consider benchmarking the Moab Canyon Pathway.

Thank you.

Kurt Eckstein

outside City Limits
August 11, 2020, 10:23 AM

Question 1

Improve Vehicular Safety: 1
Enhance Community Character: 1
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 1
Public Support: 5

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 1
Enhance Community Character: 1
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 1
Public Support: 5

Question 5

- Car/vehicle

Question 6

No response

Question 7

- No

Question 8

Complicate travel via Humphreys street to Fort Valley Rd. Make it difficult to use Humphreys street or any street east of Humphreys to get to Fort Valley Rd. Access to Fort Valley and 180 should occur west of town possibly via I-40 to remove traffic through town.

Name not shown

outside City Limits
August 11, 2020, 10:41 AM

Question 1

Improve Vehicular Safety: 1
Enhance Community Character: 2
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 4

Question 2

- Bicycle
- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 1
Enhance Community Character: 2
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 2
Public Support: 4

Question 5

- Bicycle
- Car/vehicle

Question 6

- Bicycle
- Car/vehicle

Question 7

- No

Question 8

The fact that "Improve Safety" is only briefly defined in the preliminary instructions for the survey fundamentally corrupts the results of the survey.

A cyclist or pedestrian will most certainly think the "Improve Safety" is a good option, but unless they are very closely following the directions of the survey, they won't know that this means "vehicular safety" only.

Name not available

inside City Limits
August 11, 2020, 11:16 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 4
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

- Bicycle

Question 3

- No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

- Bicycle

Question 6

- Bicycle

Question 7

- No

Question 8

Add a bike lane! The fact that there aren't any bicycle accommodations on Humphreys already is embarrassing for flagstaff. This needs to be addressed and is more important that "improving the safety and traffic flow of vehicular transportation".

Name not shown

outside City Limits
August 11, 2020, 11:16 AM

Question 1

Improve Vehicular Safety: 5
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 5

- Bicycle
- Car/vehicle

Question 6

- Car/vehicle

Question 7

• No

Question 8

No response

Name not shown
inside City Limits
August 11, 2020, 11:53 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 2
Improve Traffic Movement: 4
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 4
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

No response

Name not shown
outside City Limits
August 11, 2020, 11:57 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 1

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• Yes

Question 8

Additional lane(s) on Hwy 180 from Snowbowl Road to Humphreys.

Name not available

inside City Limits
August 11, 2020, 11:57 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 1
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

- Car/vehicle

Question 3

- Yes

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 1
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

- Bicycle
- Car/vehicle

Question 6

- Bicycle

Question 7

- Yes

Question 8

In my opinion, the only improvement necessary on Fort Valley Rd. is a crosswalk signal at the urban trail/bike path crossing at Forest Ave. Please don't think about adding driving lanes or any sort of bypass route. If people are worried about traffic congestion during the ski season, shuttles to Snowbowl would be a much better solution. Also, I hope Flagstaff will prioritize adding and improving bike lanes and bike path/urban trail routes in general, and certainly on the Milton/Humphrey's/Fort Valley corridor.

Todd Kennedy

inside City Limits
August 11, 2020, 12:15 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 2

- Car/vehicle

Question 3

- Yes

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

• Yes

Question 8

Both these roads need more points where pedestrians and bikes can cross safely

Name not available

outside City Limits
August 11, 2020, 12:17 PM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 3
Improve Traffic Movement: 3
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

This area is also heavily traveled as more people are choosing to live in rural areas. Ski season makes traffic very slow

Bob Larkin

inside City Limits
August 11, 2020, 12:28 PM

Question 1

Improve Vehicular Safety: 2
Enhance Community Character: 1
Improve Traffic Movement: 3
Expand Travel Choices: 1
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 2

• Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 1
Enhance Community Character: 3
Improve Traffic Movement: 2
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 5

• Walk/Electric Scooter/Wheelchair

Question 6

• Car/vehicle

Question 7

• Yes

Question 8

No response

Name not available
inside City Limits
August 11, 2020, 12:31 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

• Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• Yes

Question 8

No response

Name not available
inside City Limits
August 11, 2020, 12:46 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 3
Public Support: 4

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 4

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

Give right turn lanes and center turn lanes where there are homes or streets.

Michael Banker

inside City Limits
August 11, 2020, 12:58 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

Although all the categories are a 5, the environmental impact should be rated a 10. The City of Flagstaff is already encouraging deforestation of properties with their totally inappropriate zoning incentives. Let's not compound that with bad environmental decisions by ADOT.

Name not available

inside City Limits
August 11, 2020, 1:08 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 5

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 5

Question 5

- Car/vehicle

Question 6

- Bicycle

Question 7

- No

Question 8

I don't know how to do it, but the intersection needs to be redone. There's a continual back up before/after school is out in that area. US180 is the only way to get to communities and recreation in the area. A new road that would allow traffic to flow off of Route 66 to the neighborhoods of Cheshire or US 180 would help the congestion on Milton and US180, but then Route 66 would be worse than what it is now with a 2-lane road. The separate walking/bike path is good for safety issues along US 180. I would think if we could have separate purposeful built walking and bike patch separate from streets, this would encourage locals to think twice about using cars, especially if electric bike were able to use the paths.

Name not available
outside City Limits
August 11, 2020, 1:27 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 5

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

No response

Name not shown
inside City Limits
August 11, 2020, 1:41 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 2
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 2

- Bicycle

Question 3

- Yes

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 4
Improve Traffic Movement: 1
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 2

Question 5

- Bicycle

Question 6

- Bicycle

Question 7

• Yes

Question 8

Sidewalk on the east side of 180 seems critical. There are no easy walking options for those living in multifamily properties on that side of the highway, which forces them to cross the street illegally to access the urban trail on the opposite side of the street. This can be very dangerous during busy times.

Name not available
inside City Limits
August 11, 2020, 1:42 PM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 3
Public Support: 4

Question 2

• Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 4

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• Yes

Question 8

No response

Name not available
inside City Limits
August 11, 2020, 2:01 PM

Question 1

Improve Traffic Movement: 5

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Traffic Movement: 5

Question 5

• Car/vehicle

Question 6

• Other - car, bus and bicycle

Question 7

• Yes

Question 8

The FUTS trail on 180 is in horrible shape and riding a bike on it is very bumpy. 180 seems like a pinch point if there is ever an evacuation of residents and people have to head out to the west.

Name not available
inside City Limits
August 11, 2020, 2:16 PM

Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

- Car/vehicle

Question 3

- Yes

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 2
Public Support: 5

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

the sidewalks are in need of repair and some of the corners on Humphreys you can not see oncoming traffic and it makes for a risky turn in or out.

Name not shown
inside City Limits
August 11, 2020, 2:55 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 1

Question 2

- Car/vehicle

Question 3

- Yes

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 1

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

No response

Name not available
inside City Limits
August 11, 2020, 3:17 PM

Question 1

Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

- Bicycle
- Car/vehicle

Question 3

- Yes

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

- Bicycle
- Car/vehicle

Question 6

- Bicycle
- Car/vehicle

Question 7

- Yes

Question 8

No response

Name not available
outside City Limits
August 11, 2020, 3:41 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 4
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 3
Improve Traffic Movement: 3
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- Yes

Question 8

I live on Hidden Hollow Road and would NOT at all be in favor of it being used as an alternative route. It would ruin our rural residential lifestyle including the peace and quiet we currently enjoy.

Name not shown
inside City Limits
August 11, 2020, 3:48 PM

Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 4
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 2

- Car/vehicle

Question 3

- Yes

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 4
Expand Travel Choices: 1
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 5

- Other - Bike, Run, Walk, Car

Question 6

- Other - Bike and Run closer in, Car farther out

Question 7

- Yes

Question 8

This route needs to be safe and smooth. Now largely commercial in town, it can be dicey to cross Humphries in non-ski season. BUT - bypassing this route with some of the prior proposed routes that take visitors out of the town area of Flag will do a huge disservice to local businesses. US 180 desperately needs a wide safe bike,run,pull-off lane. The upgrade to the Cheshire curve was long overdue but did NOT improve bike rider or runner safety because of lack of a lane around both curves before and after the service station.

Name not available
outside City Limits
August 11, 2020, 4:25 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- Yes

Question 8

The snow play and ski resort traffic has not gotten better.

Name not shown
inside City Limits

Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

August 11, 2020, 4:39 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 4
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

As the only access to the Peaks, Snowbowl & the Grand Canyon from Flagstaff, Humphreys St., a small neighborhood street and Ft. Valley Rd are being forced to accommodate freeway amounts of tourist traffic from Phoenix & surrounds. These 2 lane streets were not designed to carry the amount of traffic they have been forced to and it degrades the neighborhoods they were originally established to serve.

Name not shown
inside City Limits
August 11, 2020, 5:01 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 5

- Bicycle

Question 6

- Bicycle

Question 7

- No

Question 8

Flagstaff needs to have a safe, comprehensive, interconnected, easy to access network of trails so that walkers and bikers can get from anywhere to anywhere in Flagstaff without conflict from vehicular traffic. Humphreys Street has the Karen Cooper Trail as an alternative to driving. Fort Valley Road has the Fort Valley Trail and the Karen Cooper Trails as

an alternative to driving. The Karen Cooper Trail needs to connect to the south with a FUTS trail near Milton. The Fort Valley Trail needs to connect with the Karen Cooper Trail on both its southern and northern ends. The Fort Valley Trail needs to continue north from its current terminus at Fremont Blvd.

Name not available
inside City Limits
August 11, 2020, 5:04 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 2

Question 2

- Other - Car for commuting through or large shopping trips. Walking for dining or small shopping trips.

Question 3

- Yes

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 4
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- Yes

Question 8

No response

Name not available
inside City Limits
August 11, 2020, 5:10 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

- Car/vehicle

Question 3

- Yes

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- Yes

Question 8

No response

Name not available

inside City Limits
August 11, 2020, 5:10 PM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 2

- Bicycle
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 3

- Yes

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 2
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

- Bicycle
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 6

- Car/vehicle

Question 7

- Yes

Question 8

The shared vehicle and bike lanes seem very dangerous especially with the hill and volume of car traffic passing through, much of which is from out of town. I can't link the source right now (on mobile phone) but roads where cars and bike traffic are expected to share the road without separate facilities increase risk for accidents.

Ian T

inside City Limits
August 11, 2020, 5:50 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 1
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 2

- Car/vehicle

Question 3

- Yes

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

- Car/vehicle
- Walk/Electric Scooter/Wheelchair
- Other - Running

Question 6

- Car/vehicle
- Walk/Electric Scooter/Wheelchair
- Other - Running

Question 7

- Yes

Question 8

1) A bike/pedestrian overpass or underpass to safely cross 180. The current options: the light at Humphrey's & 180, bottom of Chevron Hill, Sechrist, and at Fort Valley & Schultz Pass Rd aren't well placed and traffic abide.
2) Extend the Flagstaff Urban Trail from Sechrist to Humphrey's on the east side of the road.
Thank you!

Name not available

outside City Limits
August 11, 2020, 6:02 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

No response

Name not available

inside City Limits
August 11, 2020, 6:23 PM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

No response

Name not shown
inside City Limits
August 11, 2020, 6:30 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 2

• Bicycle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 5

• Bicycle

Question 6

• Bicycle

Question 7

• No

Question 8

Protected bicycle lane

Name not shown
outside City Limits
August 11, 2020, 6:46 PM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 4
Improve Traffic Movement: 4
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 4
Improve Traffic Movement: 4
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

Don't destroy open/green space. Alternative routes are probably needed to deal with bottlenecks.

Name not available
inside City Limits
August 11, 2020, 7:04 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 5

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• Yes

Question 8

ridiculous traffic in winter!, getting worse in summer! One way in and One way out for all traffic!!

Name not shown
inside City Limits
August 11, 2020, 7:43 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• Yes

Question 8

No response

Name not available
inside City Limits
August 11, 2020, 7:52 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 4

Question 2

• Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 4

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• Yes

Question 8

No response

Name not shown
inside City Limits
August 11, 2020, 8:54 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 3
Public Support: 1

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

See above

would also be helpful.

Name not available
outside City Limits
August 12, 2020, 5:19 AM

Question 1

Improve Vehicular Safety: 2
Enhance Community Character: 3
Improve Traffic Movement: 4
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

The additional turn lane now under construction at the south end of Humphreys is likely to be helpful. A pedestrian overpass in this area

---

Name not shown
inside City Limits
August 12, 2020, 7:48 AM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 3
Improve Traffic Movement: 2
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

Improve hey 180 shoulders for emergencies - snowbowl traffic is so limited, just deal with it, 10 years we will be lucky to have real snow on the

highways and ski hill and the backup starts DT anyway, so get creative with lane usage at peak hour.

Bryan Slaughter

inside City Limits
August 12, 2020, 7:52 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

Larger signs that show alternate routes to I-40. When north bound traffic has left turn arrow to US180 install right hand turn arrow for traffic to turn south on Humphreys from US180.

Name not available

outside City Limits
August 12, 2020, 8:04 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 2
Improve Traffic Movement: 3
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

Snow traffic is still an issue

Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Name not available

inside City Limits
August 12, 2020, 8:23 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 4
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5

Question 5

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 6

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 7

- Yes

Question 8

No response

Name not shown

inside City Limits
August 12, 2020, 8:44 AM

Question 1

Improve Vehicular Safety: 1
Enhance Community Character: 5
Improve Traffic Movement: 1
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 2

- Bicycle
- Bus

Question 3

- No

Question 4

Improve Vehicular Safety: 2
Enhance Community Character: 5
Improve Traffic Movement: 1
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 5

- Bicycle
- Walk/Electric Scooter/Wheelchair

Question 6

- Bicycle
- Bus
- Car/vehicle

Question 7

- No

Question 8

The need for improved traffic flow on Ft Valley & Humphrey's is minimal, in my opinion. The traffic on these roads is primarily recreational in nature. As a local accessing businesses, the bike lanes & separated FUTS extending to the Museum of Northern Arizona are sufficient for me to navigate on my bicycle, and there are plenty of lights to allow for crossing

Humphrey's even when there are a lot of cars on the road. When I am driving to a recreational destination such as the Grand Canyon or AZ Snowbowl, I have the option to travel on non-peak hours to avoid the crowds, or accepting that the small price I pay for playing in Northern Arizona is sitting in 20-30 minutes of stop & go traffic. I think that the transportation district & the resort could do more to make AZ Snowbowl shuttles an appealing option for skiiers, particularly for locals (one idea would be offering season rentals on lockers -- I would be more incentivized to take the bus if I didn't have to carry my skiing equipment on every time), but those options are likely outside of the purview of ADOT.

Name not available
inside City Limits
August 12, 2020, 9:26 AM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 3
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 2

Question 2

- Car/vehicle

Question 3

- Yes

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 2

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- Yes

Question 8

No response

Name not available
inside City Limits
August 12, 2020, 9:31 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

Faster. I mean, they have these cars now, electric cars they call them. Fast, very fast, but sometimes they also catch fire. Not very safe.

Name not shown

outside City Limits

August 12, 2020, 9:32 AM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

- Car/vehicle

Question 6

- Bicycle
- Car/vehicle

Question 7

- Yes

Question 8

No response

Name not shown

inside City Limits

August 12, 2020, 9:36 AM

Question 1

Improve Vehicular Safety: 2
Enhance Community Character: 4
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 2

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 3

- Yes

Question 4

Improve Vehicular Safety: 2
Enhance Community Character: 5
Improve Traffic Movement: 2
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

- Walk/Electric Scooter/Wheelchair

Question 6

- Walk/Electric Scooter/Wheelchair

Question 7

• Yes

Question 8

No response

Name not available
inside City Limits
August 12, 2020, 9:42 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 2
Public Support: 4

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

180 I think is fine. The transition from 66 to 180 via Humphreys is a cluster, with very limited room to expand roads and improve traffic capacity. Honestly, if I had authoritarian power to do whatever I wanted, I'd build a big bypass road straight from the Flagstaff Ranch Rd exit on I-40 north to meet 180 just west of Cheshire. That would divert all Snowbowl/Grand Canyon bound traffic out of downtown, but, ugh, would probably have some tough environmental impacts.

Name not available
inside City Limits
August 12, 2020, 9:54 AM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

• Bicycle
• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 2
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

• Bicycle
• Car/vehicle

Question 6

• Car/vehicle

Question 7

• Yes

Question 8

No response

Name not available
inside City Limits
August 12, 2020, 10:04 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 2

• Car/vehicle
• Walk/Electric Scooter/Wheelchair

Question 3

• Yes

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

• Bicycle
• Car/vehicle
• Walk/Electric Scooter/Wheelchair

Question 6

• Bicycle
• Car/vehicle
• Walk/Electric Scooter/Wheelchair

Question 7

• Yes

Question 8

more cross walks and bike lanes please

Name not available
outside City Limits
August 12, 2020, 10:40 AM

Question 1

Improve Vehicular Safety: 2
Enhance Community Character: 3
Improve Traffic Movement: 4
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 3
Public Support: 4

Question 2

• Car/vehicle

Question 3

No response

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 4
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 3
Public Support: 4

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• Yes

Question 8

No response

Name not available

inside City Limits
August 12, 2020, 11:00 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 2
Public Support: 1

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 2
Public Support: 1

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

No response

Joe Shannon

inside City Limits
August 12, 2020, 11:16 AM

Question 1

Improve Vehicular Safety: 1
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 2

• Bicycle
• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

• Bicycle
• Car/vehicle

Question 6

- Bicycle
- Car/vehicle

Question 7

- Yes

Question 8

Very busy all year round these days. Although I hate writing this but we do need another road off I-40. Such as the A1 Mtn exist to south Snowbowl Rd. Yes, the Friends of Baderville will protest, however we do not need a "Campfire" situation where people could not leave the area and perished in their cars. The Museum Fire let us know that evacuations will being occurring in our future.

Name not available

inside City Limits

August 12, 2020, 11:28 AM

Question 1

Improve Vehicular Safety: 1
Enhance Community Character: 5
Improve Traffic Movement: 1
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 2

- Bicycle
- Car/vehicle

Question 3

- Yes

Question 4

Improve Vehicular Safety: 2
Enhance Community Character: 5
Improve Traffic Movement: 1
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

- Bicycle
- Car/vehicle

Question 6

- Bicycle
- Car/vehicle

Question 7

- No

Question 8

Need to be aware of animal populations along 180 to not negatively impact them

---

Name not available

inside City Limits

August 12, 2020, 12:03 PM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 4
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

- Bicycle
- Car/vehicle

Question 3

- Yes

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 4
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5

Public Support: 5

Question 5

- Bicycle
- Car/vehicle

Question 6

- Bicycle
- Car/vehicle

Question 7

- Yes

Question 8

Bike safety

Brandie Gowey
inside City Limits
August 12, 2020, 12:04 PM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

- Bicycle

Question 3

- No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 3
Improve Traffic Movement: 3
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5

Public Support: 5

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

too much air pollution

Name not available
inside City Limits
August 12, 2020, 12:11 PM

Question 1

Improve Traffic Movement: 1
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 2

- Bicycle

Question 3

- No

Question 4

Improve Vehicular Safety: 1
Improve Traffic Movement: 2
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5

Question 5

- Bicycle

Question 6

• Bicycle

Question 7

• No

Question 8

No response

Name not shown
inside City Limits
August 12, 2020, 12:19 PM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

No response

Name not available
outside City Limits
August 12, 2020, 12:30 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 5

• Car/vehicle

Question 6

• Bicycle

Question 7

• Yes

Question 8

Between Snow Bowl Road and Roundtree Rd on 180, there is NO safe way to ride a bike. A little bike path OR a sidewalk would be a tremendously welcome addition!!! There is about 10 inches of asphalt beyond the white line to try and maneuver. NOT Safe in any way with cars and trucks going 65 mph within a couple feet. Please PLAN for the people living in Fort Valley to be able to move around the area using a safe path along 180. Thanks very much!!

Stephanie Arcusa

inside City Limits

August 12, 2020, 12:49 PM

Question 1

Improve Vehicular Safety: 1
Enhance Community Character: 3
Improve Traffic Movement: 1
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 1

Question 2

• Bicycle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 1
Enhance Community Character: 3
Improve Traffic Movement: 1
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 1

Question 5

• Bicycle

Question 6

• Bicycle

Question 7

• No

Question 8

Keep the protected bike path on US 180. Humphreys is dangerous for pedestrians and cyclists to cross. Humphreys needs more protected crossings.

Name not available

inside City Limits

August 12, 2020, 1:15 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 4
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

• Car/vehicle

Question 6

- Car/vehicle

Question 7

- Yes

Question 8

US 180 needs traffic lights for safe driving.

Name not available

inside City Limits

August 12, 2020, 1:26 PM

Question 1

Improve Vehicular Safety: 1
Enhance Community Character: 4
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

- Bicycle
- Car/vehicle

Question 3

- Yes

Question 4

Improve Vehicular Safety: 1
Enhance Community Character: 4
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

- Bicycle

Question 6

- Bicycle
- Car/vehicle

Question 7

- Yes

Question 8

1) It is super dangerous to ride a bike west between Humphreys and Santa Fe. There is no proper bike lane and people fly. 2) It is also impossible to cross to the north at Humphreys. This whole curve area between Humphreys and Milton is not sensible from a cyclist's perspective. 3) And please don't put an underground tunnel; as a female I won't use that at night. 4) The bike lane along 180 up to Cheshire is awesome!! 5) Biking north on 180 north of the bike lane ending is scary! I do it sometimes but fast high profile vehicles have nearly blown me over.

Name not shown

inside City Limits

August 12, 2020, 1:41 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

If there were more bike racks I would ride my bike more. Bike racks can be used to reduce traffic not just to look pretty like a planter.

Name not shown

inside City Limits
August 12, 2020, 1:50 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

- Bicycle
- Bus

Question 3

- Yes

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

No response

Name not shown

outside City Limits
August 12, 2020, 1:58 PM

Question 1

Improve Vehicular Safety: 3
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 4
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

Hard to generalize across both of these - important, I think, to keep community character in mind along Humphreys, but environmental considerations (especially wildlife) and road safety much more important along US 180. Public transit (eg rapid route buses) to access the cultural amenities along 180 and to reach all the way to Snowbowl Rd and other snowplay destinations are crucial for reducing congestion and improving safety.

Name not available
inside City Limits
August 12, 2020, 3:07 PM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 3
Public Support: 5

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 3
Public Support: 5

Question 5

- Car/vehicle

Question 6

- Car/vehicle
- Other - Walking

Question 7

- Yes

Question 8

Difficult to cross and pull out onto Ft. Valley with cars going way above 35 mph.
which is supposed to begin near fire station. In ski season, backup of cars a hazard not only to get in/out of our street, but also problem if fire truck needs to get through. Too much traffic/traffic noise on road, need alternative routes.

Name not available
inside City Limits
August 12, 2020, 3:21 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 1
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 1
Public Support: 5

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 1
Improve Traffic Movement: 5
Expand Travel Choices: 5

Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- Yes

Question 8

No response

Name not shown
inside City Limits
August 12, 2020, 4:22 PM

Question 1

Improve Vehicular Safety: 1
Enhance Community Character: 5
Improve Traffic Movement: 2
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 1
Enhance Community Character: 4
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

- Bicycle
- Car/vehicle

Question 6

- Bicycle
- Car/vehicle

Question 7

- No

Question 8

Including safer options for Bicycle Travel would be wonderful. Currently most cyclists utilize the FUTS or neighborhood streets. Some of the expansion of the bicycle lane on 180 has been noted and appreciated!

Name not shown
inside City Limits
August 12, 2020, 4:33 PM

Question 1

Improve Vehicular Safety: 2
Enhance Community Character: 3
Improve Traffic Movement: 1
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 2

- Car/vehicle

Question 3

- Yes

Question 4

Improve Vehicular Safety: 2
Enhance Community Character: 4
Improve Traffic Movement: 1
Expand Travel Choices: 5

Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 2

Question 5

- Bicycle

Question 6

- Bicycle

Question 7

- Yes

Question 8

180 has insufficient pedestrian/bike crossings. It is a very dangerous road, especially for the many residents who try and cross the road for school or to access Fratelli's/Late for the Train. The road should NOT be widened - the traffic congestion should be mitigated through a bus rapid transit lane (using existing infrastructure to accommodate a bus). The FUTS trail adjacent to 180 is dangerous as most cars pull out through the intersection trying to enter 180 and traffic on 180 turning on to side roads do not properly account for bikers and pedestrians. Widening the road to accommodate car traffic will not alleviate congestion and is not worth the enormous cost.

Name not shown

inside City Limits
August 12, 2020, 4:56 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

We have travel impacts during the winter ski season on US180 and Humphreys Street (which people use to get to 180). Those roads need to be widened with a bike/walking path that is safe. Even more parking available to pull off 180 for snow play.

Name not available

inside City Limits
August 12, 2020, 5:04 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

- Bus
- Car/vehicle

• Choose Not to Answer

Question 3

• Yes

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• Yes

Question 8

The intersection of Humphreys and Hwy 180 is HORRIBLE !!! If and extended vehicle (semi truck or truck with travel trailer) are making a left turn off Humphreys onto Hwy 180 they have a difficult time making the turn. If a vehicle is in the outside lane of Hwy 180 waiting for the light to change it gets pretty scary as these extended vehicles come close to hitting the vehicle as they do not have enough room.

Name not available
inside City Limits
August 12, 2020, 5:25 PM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

Left turns arrows at lighted intersections needed; hopefully Humphreys widening will help with the back up at the intersection of Humphreys and Rte. 66
Should the current left turn onto Santa Fe be modified to limit traffic back up on Milton?

Name not shown
outside City Limits
August 12, 2020, 5:35 PM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5

Public Support: 5

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

Add more public transportation, particularly for tourists. Encourage all snowplayers to use the bus rather than drive.

Name not available
inside City Limits
August 12, 2020, 6:53 PM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 2

Question 2

• Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 2

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• Yes

Question 8

No response

Name not available
inside City Limits
August 12, 2020, 7:03 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 2

- Bicycle
- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

- Bicycle
- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

To many people coming to our town to recreate and something has to change. Emergency vehicles are impacted during high traffic volumes. People that live on 180 are at the mercy of traffic. Not a good situation for a quality living experience.

Name not available
inside City Limits
August 12, 2020, 7:08 PM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- Yes

Question 8

No response

Name not available
inside City Limits
August 12, 2020, 9:19 PM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 1
Improve Traffic Movement: 1
Expand Travel Choices: 1
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

- Bicycle

Question 6

- Car/vehicle

Question 7

- Yes

Question 8

Tell mayor Evans that while she's pretty good at her job, she needs to step up and protect our open spaces or there will be none left.

Jeff Duncan

inside City Limits
August 13, 2020, 6:40 AM

Question 1

Improve Vehicular Safety: 1
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 1
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

- Bicycle
- Car/vehicle

Question 6

- Bicycle
- Car/vehicle

Question 7

- Yes

Question 8

Noise, Noise, Noise. Grants for noise blocking wall along ALL of US180. Also a lighted pedestrian crossing near Meade would help the safety of our neighborhood and help local nearby businesses. Thank you for listening.

Name not shown

outside City Limits
August 13, 2020, 8:53 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5

Public Support: 3

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

No response

Name not available

inside City Limits
August 13, 2020, 9:19 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 5

- Car/vehicle

Question 6

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 7

- Yes

Question 8

I think that the City of Flagstaff, Coconino County and ADOT should consider construction of a new route to Grand Canyon that skirts the western edge of Flagstaff.

Name not available

inside City Limits
August 13, 2020, 10:21 AM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 1
Public Support: 3

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 1
Public Support: 3

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

The logistics of this I believe to be challenging, but paving a road between Baderville and i40 would be extremely helpful. An example would be some of the Forrest service roads that get you from Baderville to Forrest service road 506 that turns into Mountain Road and is the A-1 Mountain interchange at i40.

More law enforcement support on 180 during snow season is also essential. It can be SCARY with the people parked on the roads trying to sled. Like young children running in and out of the highway scary.

Another smaller helpful item would be adding green turn arrows at the light at the intersection of 180 and Fremont Blvd/ Shultz Pass. I was actually surprised it wasn't added when the light first went in as it can be extremely difficult to turn left from 180 onto Fremont.

Name not available
outside City Limits
August 13, 2020, 12:28 PM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• Yes

Question 8

Closer to the Humphreys/downtown area, I can see that there is a need for enhanced community character and expanded travel choices.

For 180, we just need to be able to get into and out of the town we work in, spend money in, and depend on for health and human services.

Mark Daniels
outside City Limits

Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

August 13, 2020, 1:48 PM

Question 1

Improve Vehicular Safety: 2
Enhance Community Character: 4
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 4

Question 2

- Bicycle

Question 3

- No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 4
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 5

- Bicycle

Question 6

- Car/vehicle

Question 7

- No

Question 8

No response

Name not shown
inside City Limits
August 13, 2020, 11:34 PM

Question 1

Improve Vehicular Safety: 1
Enhance Community Character: 5
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 4
Public Support: 1

Question 2

- Bicycle

Question 3

- Yes

Question 4

Improve Vehicular Safety: 1
Enhance Community Character: 5
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 4
Public Support: 1

Question 5

- Bicycle

Question 6

- Bicycle

Question 7

- Yes

Question 8

No response

Rebecca Conti
outside City Limits
August 14, 2020, 6:58 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

While I very much wish to improve conditions along the Milton/Humphreys/Fort Valley Road corridor, I think a bypass around the city with access to Snowbowl is more important. No matter what improvements are made to the corridor, if traffic is backed up with cars from Phoenix, the quality of life for those of us in this area will be damaged. Thank you for listening.

Name not shown
inside City Limits
August 14, 2020, 7:00 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 2

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- Yes

Question 8

No response

Name not available
outside City Limits
August 14, 2020, 7:18 AM

Question 1

Improve Vehicular Safety: 2
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 1
Public Support: 4

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 2
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 1
Public Support: 4

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- Yes

Question 8

No response

Mark Haughwout
inside City Limits
August 14, 2020, 7:38 AM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 1
Improve Traffic Movement: 1
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 2

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 2
Improve Traffic Movement: 1
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 5

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

Humphreys street is not suitable for biking. Bikes should be re-directed to Kendrick or Beaver.
US180 needs separated bike lanes all the way from Columbus to past Cheshire.

Name not available
inside City Limits
August 14, 2020, 7:48 AM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 4

Improve Traffic Movement: 4
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 4
Improve Traffic Movement: 3
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- Yes

Question 8

No response

Name not available

inside City Limits
August 14, 2020, 7:55 AM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 5

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 3
Public Support: 5

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- Yes

Question 8

Living in there Cheshire neighborhood means that during a good snowy winter, having to go downtown after 3pm on a Saturday or a Sunday is a nightmare.

Name not shown

inside City Limits
August 14, 2020, 8:04 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 3
Expand Travel Choices: 2

Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 2

- Bicycle

Question 3

- No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 4
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

- Bicycle
- Bus
- Car/vehicle

Question 6

- Bicycle
- Bus
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 7

- No

Question 8

maintain beauty and preservation of environment

Name not shown

inside City Limits
August 14, 2020, 8:32 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 1
Public Support: 5

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 2
Public Support: 5

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

No response

Name not available

inside City Limits
August 14, 2020, 10:12 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 4
Improve Traffic Movement: 5

Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 2

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 3

- Choose Not to Answer

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 4
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 6

- Bicycle
- Car/vehicle

Question 7

- Choose Not to Answer

Question 8

Again less cars would be good.

Name not shown
inside City Limits
August 14, 2020, 10:52 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 2
Public Support: 3

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 1
Public Support: 3

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- Yes

Question 8

No response

Brittain Davis
inside City Limits
August 14, 2020, 11:18 AM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 2
Improve Traffic Movement: 5

Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 1

Question 2

- Car/vehicle

Question 3

- Yes

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 1

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

Pedestrian bridges over Humphreys and 66/Santa Fe for people walking downtown (especially important for major events)

Name not available

inside City Limits
August 14, 2020, 12:33 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 5

- Bicycle
- Car/vehicle

Question 6

- Bicycle
- Car/vehicle

Question 7

- No

Question 8

No response

Name not available

outside City Limits
August 14, 2020, 1:19 PM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 4

Limit Social & Environmental Impacts: 5
Public Support: 4

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 4

Question 5

No response

Question 6

- Car/vehicle

Question 7

- No

Question 8

No response

Name not available
inside City Limits
August 14, 2020, 1:44 PM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 2
Public Support: 3

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 3
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 5

- Bicycle
- Car/vehicle

Question 6

- Bicycle
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 7

- No

Question 8

A crosswalk by Fratelli Pizza would increase pedestrian safety. Also, for runners and walkers, more options to cross on 180 will assist with social distancing.

Name not available
inside City Limits
August 14, 2020, 2:42 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4

Public Support: 5

Question 2

• Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• Yes

Question 8

No response

Name not available
outside City Limits
August 14, 2020, 9:05 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 2
Public Support: 3

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 2
Public Support: 3

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

No response

Name not available
inside City Limits
August 15, 2020, 5:24 AM

Name not available
inside City Limits
August 15, 2020, 5:52 AM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 4

Limit Social & Environmental Impacts: 2
Public Support: 2

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

No response

Name not available

inside City Limits
August 15, 2020, 6:23 AM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 2
Public Support: 2

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 2
Public Support: 2

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

No response

Name not available

outside City Limits
August 15, 2020, 6:23 AM

Question 1

Improve Vehicular Safety: 2
Enhance Community Character: 3
Improve Traffic Movement: 2
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 1
Public Support: 2

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 2
Limit Social & Environmental Impacts: 2
Public Support: 1

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

No response

Name not available

outside City Limits
August 15, 2020, 7:03 AM

Question 1

Improve Vehicular Safety: 2
Enhance Community Character: 1
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 3
Public Support: 2

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 1
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- Choose Not to Answer

Question 8

No response

Caleb Garcia

inside City Limits
August 15, 2020, 10:50 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 2
Public Support: 3

Question 2

- Car/vehicle

Question 3

- Yes

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 4

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

Find alternate routes foe Snowbowl traffic. This will help the traffic flow that impacts HW 180, Humphreys and ultimately Milton rd.

Alan Petersen

inside City Limits
August 15, 2020, 11:09 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 2
Expand Travel Choices: 3
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 2

- Bicycle

Question 3

- Yes

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 2
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

- Bicycle

Question 6

- Bicycle

Question 7

- Yes

Question 8

Provide safe bicycle lanes and other bicycle infrastructure!!!!!!!!!!!!

Name not shown

inside City Limits
August 15, 2020, 1:22 PM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 2

- Bicycle
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 3

- Yes

Question 4

Improve Vehicular Safety: 2
Enhance Community Character: 5

Improve Traffic Movement: 2
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

- Bicycle
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 6

- Bicycle
- Car/vehicle

Question 7

- Yes

Question 8

No response

Name not available
outside City Limits
August 15, 2020, 2:05 PM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- Yes

Question 8

Humphreys should NOT be widened. Neither should US 180. That will become the near equivalent of a freeway running through downtown and the northwest corridor. Please DO NOT add traffic lights to Humphreys - they will only slow down traffic even further. However, a roundabout at the corner of Humphreys and Aspen would be a great improvement and keep traffic flowing. The current light there stops traffic to numerous vehicles for the occasional car traveling east on Aspen. Regarding US 180, an alternative route to SnowBowl is greatly needed, for example a road from I-40 West over the mesa south of Baderville would be a great improvement. It is difficult for residents of the US 180 corridor to drive into town on weekends during snow season. Additionally, the City should NOT build any homes at the corner of US 180 and Schultz Pass Rd. There is so much congestion already! That land should be used for a small park or green space.

Name not available
outside City Limits
August 15, 2020, 3:30 PM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 1
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 2
Public Support: 2

Question 2

• Bicycle

Question 3

• No

Question 4

Improve Vehicular Safety: 2
Enhance Community Character: 2
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 1
Public Support: 1

Question 5

• Car/vehicle

Question 6

• Bicycle

Question 7

• Yes

Question 8

US 180 traffic, especially in the winter, is close to saturation. The 180 corridor is full up.

Name not shown
inside City Limits
August 15, 2020, 4:36 PM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 2
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 2
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

No response

Name not available
inside City Limits
August 15, 2020, 7:54 PM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 2
Public Support: 2

Question 2

• Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 3
Improve Traffic Movement: 4
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

No response

Name not available

inside City Limits
August 16, 2020, 3:40 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

- Car/vehicle
- Other - Car since biking on Milton is not safe

Question 3

- Yes

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

- Other - Car since it is not safe to bicycle on Humphreys

Question 6

- Bicycle

Question 7

- Yes

Question 8

Compensate impacted property owners with something that decreases their carbon footprint or enhances/improves their business.

Name not shown

inside City Limits
August 17, 2020, 12:06 PM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 1
Improve Traffic Movement: 1
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 2
Public Support: 3

Question 2

- Bus

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 2
Improve Traffic Movement: 1
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 1
Public Support: 3

Question 5

• Car/vehicle
• Walk/Electric Scooter/Wheelchair

Question 6

• Car/vehicle

Question 7

• No

Question 8

No response

Name not shown
inside City Limits
August 17, 2020, 1:51 PM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 1
Improve Traffic Movement: 5
Expand Travel Choices: 1
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 5
Public Support: 2

Question 2

• Bicycle

Question 3

• No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 1
Improve Traffic Movement: 5
Expand Travel Choices: 1
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 5
Public Support: 1

Question 5

• Bicycle

Question 6

• Bicycle

Question 7

• No

Question 8

just build a road from I-40 to snowbowl already

Dillon Metcalfe
inside City Limits
August 17, 2020, 3:27 PM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 2

• Bicycle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 5

- Bicycle

Question 6

- Car/vehicle

Question 7

- No

Question 8

The bicycle option is pretty good there already. There is a bike path adjacent to 180, and it detours around Humphreys to get downtown. Prioritize bike paths elsewhere with the limited budget.

Name not available

inside City Limits
August 18, 2020, 10:54 AM

Question 1

Improve Vehicular Safety: 1
Enhance Community Character: 1
Improve Traffic Movement: 1
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 1

Question 2

- Bicycle

Question 3

- Yes

Question 4

Improve Vehicular Safety: 1
Enhance Community Character: 3
Improve Traffic Movement: 1
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 1

Question 5

- Bicycle

Question 6

- Bicycle
- Car/vehicle

Question 7

- Yes

Question 8

Milton should be improved to provide more safety and ease of travel for pedestrians and bikers.

Name not shown

inside City Limits
August 18, 2020, 11:45 AM

Question 1

Improve Vehicular Safety: 1
Enhance Community Character: 2
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 1
Public Support: 3

Question 2

- Bicycle
- Car/vehicle

Question 3

- Yes

Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 2
Improve Traffic Movement: 2
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 3
Public Support: 3

Question 5

- Bicycle
- Car/vehicle

Question 6

- Bicycle
- Car/vehicle

Question 7

- Yes

Question 8

I think the bike path is super nice and wonderful to have. It would be great if it went further allowing access to snowbowl safely via a path. This would keep road cyclists happy and safe!

Name not shown

outside City Limits
August 18, 2020, 12:50 PM

Question 1

Improve Vehicular Safety: 5
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 2
Public Support: 3

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 2
Public Support: 2

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

No response

Name not shown

inside City Limits
August 18, 2020, 11:23 PM

Question 1

Improve Vehicular Safety: 2
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 2

- Bus

Question 3

- Yes

Question 4

Improve Vehicular Safety: 2
Enhance Community Character: 4
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 4
Public Support: 2

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

No response

Name not available
inside City Limits
August 19, 2020, 9:14 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- Yes

Question 8

More cross-walks on 180, more protection for bicyclists.

Name not available
inside City Limits
August 19, 2020, 2:20 PM

Question 1

Improve Vehicular Safety: 2
Enhance Community Character: 5
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 2

- Bicycle
- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 2
Enhance Community Character: 5
Improve Traffic Movement: 3

Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 5

- Bicycle
- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

Please consider bicycle & pedestrian safety and use.

Judy Hoffman
inside City Limits
August 20, 2020, 11:49 AM

Question 1

Improve Vehicular Safety: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 5

Question 5

- Car/vehicle

Question 6

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 7

- Yes

Question 8

Shocked when i saw sign saying that 77 apartments will be built across the street from Anderson. Not good. Have lived on Fort Valley (on frontage road)
for almost 43 years. If you are going to destroy the area anymore you had better just purchase my house now.

Name not shown
inside City Limits
August 20, 2020, 9:32 PM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Social & Environmental Impacts: 2
Public Support: 3

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Social & Environmental Impacts: 2
Public Support: 3

Question 5

- Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

Would be nice to have a bike lane on Humphreys St. A speed limit radar would be helpful on Fort Valley, as many people speed.

Name not available

inside City Limits
August 21, 2020, 8:56 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 2
Public Support: 5

Question 2

• Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 2
Enhance Community Character: 2
Improve Traffic Movement: 3
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

• Bicycle

Question 6

• Car/vehicle

Question 7

• Yes

Question 8

Left turn light needed by FALA.

Name not shown

inside City Limits
August 21, 2020, 9:34 AM

Question 1

Improve Vehicular Safety: 5
Enhance Community Character: 3
Improve Traffic Movement: 1
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 1

Question 2

• Bicycle
• Bus
• Walk/Electric Scooter/Wheelchair

Question 3

• Yes

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 2
Improve Traffic Movement: 1
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 1

Question 5

• Bicycle
• Bus
• Walk/Electric Scooter/Wheelchair

Question 6

- Bicycle
- Bus
- Walk/Electric Scooter/Wheelchair

Question 7

- Yes

Question 8

No response

Name not shown
inside City Limits
August 21, 2020, 10:29 AM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 1
Public Support: 2

Question 2

- Car/vehicle

Question 3

- Yes

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 1
Public Support: 2

Question 5

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

Question 6

- Walk/Electric Scooter/Wheelchair

Question 7

- Yes

Question 8

No response

Name not shown
inside City Limits
August 21, 2020, 11:06 AM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 2

- Bicycle

Question 3

- Yes

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 2

Question 5

- Bicycle

Question 6

• Bicycle

Question 7

• Yes

Question 8

Having worked for Guardian ambulance for 10 years I have personally responded to a number of vehicle vs. bicycle collisions along the US 180 bike path, most resulting from a northbound bicycle being struck by an automobile from a west side street. I now commonly wait 30-60 seconds until such a vehicle has departed if I am riding north, but others are often not aware of the hazard. A separated bike lane on the east side of the road would do wonders to alleviate injuries resulting from such collisions.

Name not available

inside City Limits
August 21, 2020, 11:09 AM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 2

• Bicycle
• Car/vehicle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 4
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

• Bicycle
• Car/vehicle

Question 6

• Bicycle
• Car/vehicle

Question 7

• Yes

Question 8

No response

Name not available

inside City Limits
August 21, 2020, 12:57 PM

Question 1

Improve Vehicular Safety: 2
Enhance Community Character: 5
Improve Traffic Movement: 4
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 2

• Bicycle

Question 3

• No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 4

Question 5

• Car/vehicle

Question 6

• Bicycle

Question 7

• No

Question 8

No response

Name not available
inside City Limits
August 21, 2020, 1:26 PM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• No

Question 8

No response

Name not shown
inside City Limits
August 21, 2020, 1:57 PM

Question 1

Improve Vehicular Safety: 1
Enhance Community Character: 3
Improve Traffic Movement: 2
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 5
Public Support: 2

Question 2

• Car/vehicle

Question 3

• No

Question 4

Improve Vehicular Safety: 1
Enhance Community Character: 3
Improve Traffic Movement: 2
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 5
Public Support: 2

Question 5

• Car/vehicle

Question 6

• Bicycle

Question 7

• Yes

Question 8

Hard to imagine a solution for this section that will work except either 1) If/when climate change makes Snowbowl close... which will probably happen just as we're finishing whatever traffic solution we find to this problem. or 2) we develop true mass-transit solutions for the major attractors (eg schools and Snowbowl) that people will actually use. I tried using the bus to Snowbowl twice and gave up, there was too little capacity. Similarly if we can't find good transportation alternatives for schools (instead of what seems like every parent driving every child to school) it remains a problem. I would much prefer alternative #2 because it could develop into healthier children and neighborhoods and not just be the standard solution of applying more and more traffic lanes, which divide and diminish the character of a town. Steamboat Springs has committed to truly workable public and tourist transportation for their ski area and their downtown area as have other towns, and I suspect the same would be true of school transport as well. BTW I ride a bicycle on streets adjacent to Humphreys. The current configuration of Humphreys is not comfortable for a bicyclist and not pleasant for pedestrians.

Name not available

inside City Limits

August 21, 2020, 1:58 PM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 4
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 2

• Car/vehicle

Question 3

• Choose Not to Answer

Question 4

Improve Vehicular Safety: 2
Enhance Community Character: 3
Improve Traffic Movement: 3
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 4
Public Support: 3

Question 5

• Car/vehicle

Question 6

• Car/vehicle

Question 7

• Yes

Question 8

No response

Name not shown

inside City Limits

August 21, 2020, 3:06 PM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 1
Public Support: 4

Question 2

• Other - Motorcycle

Question 3

• Yes

Question 4

Improve Vehicular Safety: 5
Enhance Community Character: 4
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 2
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 5

- Car/vehicle

Question 6

- Bicycle

Question 7

- No

Question 8

Crosswalks marked for bus stop is important to me. With warning flashers.

Name not shown
inside City Limits
August 21, 2020, 4:42 PM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 4

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 3
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 5

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

No response

Name not shown
outside City Limits
August 21, 2020, 5:07 PM

Question 1

Improve Vehicular Safety: 1
Enhance Community Character: 2
Improve Traffic Movement: 1
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 1
Limit Social & Environmental Impacts: 5
Public Support: 1

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 1
Enhance Community Character: 2
Improve Traffic Movement: 1

Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 1

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- Yes

Question 8

"The curve" on 180, between Magdalena and Hidden Hollow/Forest Hills, is extremely dangerous for walkers, runners, bikers, etc. I regularly run on this part of 180. I think the safety of pedestrian/non-vehicular traffic should be prioritized here. A crushed gravel FUTS-style path, separated from the highway by a barrier such as a guard rail, would be ideal. I also believe speeds should be reduced between the Summit Fire Station just north of this curve and the stoplight at Cheshire. The allowed speeds are too high for an area with adjacent residences, higher pedestrian/non-vehicular use, etc.

Susie Garretson

outside City Limits
August 22, 2020, 1:05 PM

Question 1

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 5

- Car/vehicle

Question 6

- Bicycle
- Car/vehicle

Question 7

- Yes

Question 8

Add wider bicycle & walking lanes on 180
Add roundabouts where stoplights are especially at Humphreys/Columbus; Add roundabouts for side streets to enter as well.
During high snow play times: Add obvious diversion to southbound traffic to Switzer Canyon, which also would need roundabouts for that route; Work with forest service not to allow any more snow play activities or expansion of snow play businesses; Work with forest service and yourselves to create snow play areas off the freeway exits south, west, & east of town, as well as Lake Mary Road - many many people who come up here just want a place to park so they can build snowmen and throw snowballs and take pictures & picnic, so all that is needed is the parking lot and a big field or place they can run around - some can include easy sledding.

Name not shown

inside City Limits
August 22, 2020, 3:52 PM

Question 1

Improve Vehicular Safety: 4

Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 5

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 4
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- No

Question 8

No response

Name not shown

outside City Limits
August 23, 2020, 3:00 PM

Question 1

Improve Vehicular Safety: 2
Enhance Community Character: 2
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 5
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 5

- Car/vehicle

Question 6

- Walk/Electric Scooter/Wheelchair

Question 7

- Yes

Question 8

180 improvements should include a shoulder or path leading beyond the Peak View Street around the next curve in 180 until the shoulder opens up/widens. This will enhance runner/walker/biker safety as well as vehicular safety in this tight corridor.

Name not available

inside City Limits
August 23, 2020, 4:30 PM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 4

Improve Traffic Movement: 5
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 3
Public Support: 2

Question 2

- Car/vehicle

Question 3

- Yes

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 3
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 4
Public Support: 2

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- Yes

Question 8

The speed limit should be reduced; in my opinion, the speed limit should be reduced down to 25 mph on those roads. My family and friends are put in unsafe positions daily, every time they need to merge onto, or off of Humphries and 180. Additionally, both of those roads are either adjacent-to, or a block away from schools. I also believe a stoplight at 180 and Forest would improve safety, as well as improve the environmental impact on the surrounding neighborhoods. A stoplight at the elementary school on 180 might also be a good idea.

Name not shown
inside City Limits
August 24, 2020, 7:16 AM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 2
Improve Traffic Movement: 3
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 4
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 2

- Car/vehicle

Question 3

- No

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 5
Improve Traffic Movement: 2
Expand Travel Choices: 2
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- Yes

Question 8

The speed must be reduced in the residential area, especially from Navajo to the museum. The current speeds and blind curves make entering and exiting side streets dangerous and difficult. Not only is 35mph too fast but many, if not most drivers are attempting to go much faster and near misses, road rage and excessive noise are common.

Name not available
inside City Limits

August 24, 2020, 7:53 AM

Question 1

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 3
Expand Travel Choices: 4
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 4

Question 2

- Car/vehicle

Question 3

- Yes

Question 4

Improve Vehicular Safety: 4
Enhance Community Character: 5
Improve Traffic Movement: 3
Expand Travel Choices: 3
Limit Property Impacts & Project Costs: 5
Limit Social & Environmental Impacts: 5
Public Support: 5

Question 5

- Car/vehicle

Question 6

- Car/vehicle

Question 7

- Yes

Question 8

PLEASE slow the traffic down on Fort Valley Road! It has become a highway thoroughfare through an historic quiet neighborhood. Twenty five miles per hour beginning at and up too the Museum of Northern Arizona or "have the guts" to slow traffic to 19mph like on the NAU campus. It has become impossible to safely enter Fort Valley traffic from the neighborhood or businesses and apartment complexes on the East side of the road. I have seen many near misses and several accidents. A high school boy was hit on his bike last year, had his jaw broken, and missed half his junior year at FHS. Does another tragedy have to happen before speed problem is mitigated? The turn lane has become a passing lane too. Fort Valley Road has become dangerous.

Name not available
inside City Limits
August 24, 2020, 9:42 AM

Question 1

Improve Vehicular Safety: 2
Enhance Community Character: 4
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 5
Public Support: 3

Question 2

- Bicycle

Question 3

- Yes

Question 4

Improve Vehicular Safety: 3
Enhance Community Character: 4
Improve Traffic Movement: 3
Expand Travel Choices: 5
Limit Property Impacts & Project Costs: 3
Limit Social & Environmental Impacts: 4
Public Support: 4

Question 5

- Bicycle

Question 6

- Bicycle

Question 7

- No

Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Question 8

Again, we need to move people, not cars. In the new design, we need to have separated bicycle lanes and to prioritize bus travel.

Attachment 4:
Tier 3 Evaluation Criteria Project Partner Survey Results

Milton Road Corridor Master Plan

Evaluation Critera Category Weighting Tool

Only input data in the light green fields and worksheets!

n=	7	Number of criteria (2 to 10)	Scale:	1	AHP 1-9
N=	8	Number of Participants (1 to 20)	α:	0.1	Consensus: 53.2%
p=	0	selected Participant (0=consol.)	2	7	Consolidated

Objective The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and newly introduced System Alternatives.

Author ADOT

Date 1-Jun-20 Thresh: 1E-08 Iterations: 4 EVM check: 8.7E-09

Table

	Criterion	Comment	Weights	+/-
1	Traffic Operations		11.1%	2.6%
2	Safety		18.5%	2.7%
3	Expand Travel Mode		22.9%	9.8%
4	Public Acceptance		10.8%	3.1%
5	Cost / Implementaion		9.8%	2.1%
6	Environmental Impacts		12.6%	3.2%
7	Community Character		14.2%	2.7%

Result

Eigenvalue			Lambda:	7.199	MRE:	26.3%	
Consistency Ratio	0.37	GCI: 0.09	Psi: 25.7%	CR: 2.5%			

Matrix

	1 Traffic Operations	2 Safety	3 Expand Travel Mode Choices	4 Public Acceptance	5 Cost / Implementaion	6 Environmental Impacts	7 Community Character	8 0	9 0	10 0	normalized principal Eigenvector
1 Traffic Operations	1	1/2	4/7	3/4	1	1 2/7	7/8	-	-	-	11.13%
2 Safety	2	1	8/9	1 5/9	1 3/7	1 5/7	1 3/7	-	-	-	18.49%
3 Expand Travel Mode	1 7/9	1 1/9	1	4 1/4	2 1/7	1 2/5	1 1/5	-	-	-	22.95%
4 Public Acceptance	1 1/3	2/3	1/4	1	1	1	1	-	-	-	10.78%
5 Cost / Implementaio	1	5/7	1/2	1	1	1/2	5/9	-	-	-	9.83%
6 Environmental Impacts	7/9	4/7	5/7	1	1 6/7	1	8/9	-	-	-	12.63%
7 Community Character	1 1/7	5/7	5/6	1	1 4/5	1 1/8	1	-	-	-	14.20%
0 8	-	-	-	-	-	-	-	1	-	-	0.00%
0 9	-	-	-	-	-	-	-	-	1	-	0.00%
0 10	-	-	-	-	-	-	-	-	-	1	0.00%

Milton Road Corridor Master Plan

n= 7

Objective: The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and newly introduced System Alternatives.

Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A or B**, and **how much** more on a scale 1-9 as given below.

Once completed, you might adjust highlighted comparisons 1 to 3 to improve consistency.

n	Criteria	Comment	RGMM	+/-
1	Traffic Operations		44.3%	16.2%
2	Safety		20.2%	6.7%
3	Expand Travel Mode Choices		9.0%	4.7%
4	Public Acceptance		3.7%	1.5%
5	Cost / Implementaion		16.1%	7.6%
6	Environmental Impacts		3.5%	0.8%
7	Community Character		3.2%	0.6%

Name	Weight	Date	α:	CR:	1
ADOT - 1	1		0.1	7%	

Consistency Ratio

i	j	Criteria A	Criteria B	more important ? A or B	Scale (1-9)
1	2	Traffic Operations	Safety	A	2
1	3		Expand Travel Mode Choices	A	9
1	4		Public Acceptance	A	9
1	5		Cost / Implementaion	A	5
1	6		Environmental Impacts	A	9
1	7		Community Character	A	9
1	8				
2	3	Safety	Expand Travel Mode Choices	A	2
2	4		Public Acceptance	A	3
2	5		Cost / Implementaion	A	2
2	6		Environmental Impacts	A	7
2	7		Community Character	A	7
2	8				
3	4	Expand Travel Mode Choices	Public Acceptance	A	5
3	5		Cost / Implementaion	B	5
3	6		Environmental Impacts	A	3
3	7		Community Character	A	3
3	8				
4	5	Public Acceptance	Cost / Implementaion	B	5
4	6		Environmental Impacts	B	1
4	7		Community Character	A	1
4	8				
5	6	Cost / Implementaion	Environmental Impacts	A	3
5	7		Community Character	A	5
5	8				
6	7	Environmental Impacts	Community Character	A	1
6	8				
7	8				

A
B

Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective

3	Moderate importance	Experience and judgment slightly favor one element over another
5	Strong Importance	Experience and judgment strongly favor one element over another
7	Very strong importance	One element is favored very strongly over another, it dominance is demonstrated in practice
9	Extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation
2,4,6,8 can be used to express intermediate values		

Milton Road Corridor Master Plan

n= 7

Objective: The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and introduced System Alternatives.

Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A or B**, and **how much** more on a scale 1-9 as given below.

Once completed, you might adjust highlighted comparisons 1 to 3 to improve consistency.

n	Criteria	Comment	RGMM
1	Traffic Operations		31.8%
2	Safety		37.5%
3	Expand Travel Mode Choices		3.3%
4	Public Acceptance		2.9%
5	Cost / Implementaion		11.5%
6	Environmental Impacts		8.4%
7	Community Character		4.6%

Name	Weight	Date	α:	CR:	
ADOT - 2	1		0.1	9%	1

Consistency Ratio

i	j	Criteria A	Criteria B	more important ? A or B	Scale (1-9)
1	2	Traffic Operations	Safety	B	2
1	3		Expand Travel Mode Choices	A	7
1	4		Public Acceptance	A	7
1	5		Cost / Implementaion	A	5
1	6		Environmental Impacts	A	7
1	7		Community Character	A	7
1	8				
2	3	Safety	Expand Travel Mode Choices	A	7
2	4		Public Acceptance	A	5
2	5		Cost / Implementaion	A	5
2	6		Environmental Impacts	A	7
2	7		Community Character	A	6
2	8				
3	4	Expand Travel Mode Choices	Public Acceptance	A	2
3	5		Cost / Implementaion	B	5
3	6		Environmental Impacts	B	5
3	7		Community Character	B	2
3	8				
4	5	Public Acceptance	Cost / Implementaion	B	5
4	6		Environmental Impacts	B	5
4	7		Community Character	B	2
4	8				
5	6	Cost / Implementaion	Environmental Impacts	A	2
5	7		Community Character	A	3
5	8				
6	7	Environmental Impacts	Community Character	A	2
6	8				
7	8				

A
B

Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective

3	Moderate importance	Experience and judgment slightly favor one element over another
5	Strong Importance	Experience and judgment strongly favor one element over another
7	Very strong importance	One element is favored very strongly over another, it dominance is demonstrated in practice
9	Extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation
2,4,6,8 can be used to express intermediate values		

Milton Road Corridor Master Plan

n= 7

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Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A or B**, and **how much** more on a scale 1-9 as given below.

Once completed, you might adjust highlighted comparisons 1 to 3 to improve consistency.

n	Criteria	Comment	RGMM
1	Traffic Operations		2.0%
2	Safety		2.1%
3	Expand Travel Mode Choices		27.7%
4	Public Acceptance		16.2%
5	Cost / Implementaion		6.7%
6	Environmental Impacts		23.5%
7	Community Character		21.9%

NAIPTA - 1 | 1 | | α: 0.1 | CR: 12% | 1

Name | Weight | Date | Consistency Ratio

i	j	Criteria A	Criteria B	more important ? A or B	Scale (1-9)		
1	2	Traffic Operations	Safety	B	1		
1	3		Expand Travel Mode Choices	B	9		
1	4		Public Acceptance	B	9		
1	5		Cost / Implementaion	B	8	2	B3
1	6		Environmental Impacts	B	9		
1	7		Community Character	B	8		
1	8						
2	3	Safety	Expand Travel Mode Choices	B	9		
2	4		Public Acceptance	B	9		
2	5		Cost / Implementaion	B	7	3	B3
2	6		Environmental Impacts	B	8		
2	7		Community Character	B	7		
2	8						
3	4	Expand Travel Mode Choices	Public Acceptance	A	5	1	A2
3	5		Cost / Implementaion	A	7		
3	6		Environmental Impacts	B	2		
3	7		Community Character	A	1		
3	8						
4	5	Public Acceptance	Cost / Implementaion	A	3		
4	6		Environmental Impacts	B	1		
4	7		Community Character	A	1		
4	8						
5	6	Cost / Implementaion	Environmental Impacts	B	6		
5	7		Community Character	B	9		
5	8						
6	7	Environmental Impacts	Community Character	A	1		
6	8						
7	8						

A
B

Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective

3	Moderate importance	Experience and judgment slightly favor one element over another
5	Strong Importance	Experience and judgment strongly favor one element over another
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9	Extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation
2,4,6,8 can be used to express intermediate values		

Milton Road Corridor Master Plan

n= 7

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Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A or B**, and **how much** more on a scale 1-9 as given below.

Once completed, you might adjust highlighted comparisons 1 to 3 to improve consistency.

n	Criteria	Comment	RGMM
1	Traffic Operations		2.0%
2	Safety		2.1%
3	Expand Travel Mode Choices		27.7%
4	Public Acceptance		16.2%
5	Cost / Implementaion		6.7%
6	Environmental Impacts		23.5%
7	Community Character		21.9%

Name	Weight	Date	α:	Consistency Ratio	CR:
NAIPTA - 2	1		0.1		12%

i	j	A	B	more important ? A or B	Scale (1-9)		
1	2	Traffic Operations	Safety	B	1		
1	3		Expand Travel Mode Choices	B	9		
1	4		Public Acceptance	B	9		
1	5		Cost / Implementaion	B	8	2	B3
1	6		Environmental Impacts	B	9		
1	7		Community Character	B	8		
1	8						
2	3	Safety	Expand Travel Mode Choices	B	9		
2	4		Public Acceptance	B	9		
2	5		Cost / Implementaion	B	7	3	B3
2	6		Environmental Impacts	B	8		
2	7		Community Character	B	7		
2	8						
3	4	Expand Travel Mode Choices	Public Acceptance	A	5	1	A2
3	5		Cost / Implementaion	A	7		
3	6		Environmental Impacts	B	2		
3	7		Community Character	A	1		
3	8						
4	5	Public Acceptance	Cost / Implementaion	A	3		
4	6		Environmental Impacts	B	1		
4	7		Community Character	A	1		
4	8						
5	6	Cost / Implementaion	Environmental Impacts	B	6		
5	7		Community Character	B	9		
5	8						
6	7	Environmental Impacts	Community Character	A	1		
6	8						
7	8						

Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective
3	Moderate importance	Experience and judgment slightly favor one element over another
5	Strong Importance	Experience and judgment strongly favor one element over another
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2,4,6,8 can be used to express intermediate values		

Milton Road Corridor Master Plan

n= 7

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Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A or B**, and **how much** more on a scale 1-9 as given below.

Once completed, you might adjust highlighted comparisons 1 to 3 to improve consistency.

n	Criteria	Comment	RGMM
1	Traffic Operations		3.3%
2	Safety		17.1%
3	Expand Travel Mode Choices		35.3%
4	Public Acceptance		7.2%
5	Cost / Implementaion		7.7%
6	Environmental Impacts		4.8%
7	Community Character		24.4%

Flagstaff - 1	1		α: 0.1	CR: 10%	1
Name	Weight	Date		Consistency Ratio	

i	j	A		B	more important ? A or B	Scale (1-9)		
1	2	Traffic Operations		Safety	B	7		A
1	3			Expand Travel Mode Choices	B	9		B
1	4			Public Acceptance	B	5		
1	5			Cost / Implementaion	B	7	3	B2
1	6			Environmental Impacts	A	3	1	B1
1	7			Community Character	B	9		
1	8							
2	3	Safety		Expand Travel Mode Choices	B	5		
2	4			Public Acceptance	A	3		
2	5			Cost / Implementaion	A	3		
2	6			Environmental Impacts	A	5		
2	7			Community Character	B	1		
2	8							
3	4	Expand Travel Mode Choices		Public Acceptance	A	7		
3	5			Cost / Implementaion	A	5		
3	6			Environmental Impacts	A	5		
3	7			Community Character	A	1		
3	8							
4	5	Public Acceptance		Cost / Implementaion	B	2		
4	6			Environmental Impacts	A	3		
4	7			Community Character	B	3		
4	8							
5	6	Cost / Implementaion		Environmental Impacts	B	2	2	A2
5	7			Community Character	B	7		
5	8							
6	7	Environmental Impacts		Community Character	B	5		
6	8							
7	8							

Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective

3	Moderate importance	Experience and judgment slightly favor one element over another
5	Strong Importance	Experience and judgment strongly favor one element over another
7	Very strong importance	One element is favored very strongly over another, it dominance is demonstrated in practice
9	Extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation
2,4,6,8 can be used to express intermediate values		

Milton Road Corridor Master Plan

n= 7

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Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A or B**, and **how much** more on a scale 1-9 as given below.

Once completed, you might adjust highlighted comparisons 1 to 3 to improve consistency.

n	Criteria	Comment	RGMM
1	Traffic Operations		26.4%
2	Safety		32.3%
3	Expand Travel Mode Choices		19.7%
4	Public Acceptance		5.5%
5	Cost / Implementaion		3.1%
6	Environmental Impacts		6.3%
7	Community Character		6.6%

Flagstaff - 2	1		α: 0.1	CR: 6%	1
Name	Weight	Date		Consistency Ratio	

i	j	Criteria A	Criteria B	more important ? A or B	Scale (1-9)
1	2	Traffic Operations	Safety	B	1
1	3		Expand Travel Mode Choices	A	3
1	4		Public Acceptance	A	5
1	5		Cost / Implementaion	A	5
1	6		Environmental Impacts	A	3
1	7		Community Character	A	3
1	8				
2	3	Safety	Expand Travel Mode Choices	A	3
2	4		Public Acceptance	A	7
2	5		Cost / Implementaion	A	7
2	6		Environmental Impacts	A	5
2	7		Community Character	A	5
2	8				
3	4	Expand Travel Mode Choices	Public Acceptance	A	7
3	5		Cost / Implementaion	A	5
3	6		Environmental Impacts	A	5
3	7		Community Character	A	3
3	8				
4	5	Public Acceptance	Cost / Implementaion	A	3
4	6		Environmental Impacts	A	1
4	7		Community Character	A	1
4	8				
5	6	Cost / Implementaion	Environmental Impacts	B	3
5	7		Community Character	B	3
5	8				
6	7	Environmental Impacts	Community Character	B	1
6	8				
7	8				

A
B

Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective

3	Moderate importance	Experience and judgment slightly favor one element over another
5	Strong Importance	Experience and judgment strongly favor one element over another
7	Very strong importance	One element is favored very strongly over another, it dominance is demonstrated in practice
9	Extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation
2,4,6,8 can be used to express intermediate values		

Milton Road Corridor Master Plan

n= 7

Objective: The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and introduced System Alternatives.

Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A or B**, and **how much** more on a scale 1-9 as given below.

Once completed, you might adjust highlighted comparisons 1 to 3 to improve consistency.

n	Criteria	Comment	RGMM
1	Traffic Operations		8.0%
2	Safety		27.5%
3	Expand Travel Mode Choices		22.5%
4	Public Acceptance		12.2%
5	Cost / Implementaion		8.2%
6	Environmental Impacts		11.0%
7	Community Character		10.6%

Name	Weight	Date	α:	CR:
Metro Plan - 1	1		0.1	7%

Consistency Ratio

i	j	A	more important ? A or B	B	Scale (1-9)
1	2	Traffic Operations	B	Safety	5
1	3		B	Expand Travel Mode Choices	5
1	4		B	Public Acceptance	3
1	5		A	Cost / Implementaion	2
1	6		A	Environmental Impacts	1
1	7		A	Community Character	1
1	8				
2	3	Safety	A	Expand Travel Mode Choices	2
2	4		A	Public Acceptance	3
2	5		A	Cost / Implementaion	2
2	6		A	Environmental Impacts	2
2	7		A	Community Character	2
2	8				
3	4	Expand Travel Mode Choices	A	Public Acceptance	3
3	5		A	Cost / Implementaion	3
3	6		A	Environmental Impacts	2
3	7		A	Community Character	1
3	8				
4	5	Public Acceptance	A	Cost / Implementaion	1
4	6		B	Environmental Impacts	1
4	7		A	Community Character	2
4	8				
5	6	Cost / Implementaion	B	Environmental Impacts	2
5	7		B	Community Character	1
5	8				
6	7	Environmental Impacts	B	Community Character	1
6	8				
7	8				

A
B

Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective

3	Moderate importance	Experience and judgment slightly favor one element over another
5	Strong Importance	Experience and judgment strongly favor one element over another
7	Very strong importance	One element is favored very strongly over another, it dominance is demonstrated in practice
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2,4,6,8 can be used to express intermediate values		

Milton Road Corridor Master Plan

n= 7

Objective: The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and introduced System Alternatives.

Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A or B**, and **how much** more on a scale 1-9 as given below.

Once completed, you might adjust highlighted comparisons 1 to 3 to improve consistency.

n	Criteria	Comment	RGMM
1	Traffic Operations		8.0%
2	Safety		27.5%
3	Expand Travel Mode Choices		22.5%
4	Public Acceptance		12.2%
5	Cost / Implementaion		8.2%
6	Environmental Impacts		11.0%
7	Community Character		10.6%

Name	Weight	Date	α:	CR:	
Metro Plan - 2	1		0.1	7%	1

Consistency Ratio

i	j	Criteria A	Criteria B	more important ? A or B	Scale (1-9)	
1	2	Traffic Operations	Safety	B	5	A
1	3		Expand Travel Mode Choices	B	5	B
1	4		Public Acceptance	B	3	
1	5		Cost / Implementaion	A	2	
1	6		Environmental Impacts	A	1	
1	7		Community Character	A	1	
1	8					
2	3	Safety	Expand Travel Mode Choices	A	2	
2	4		Public Acceptance	A	3	
2	5		Cost / Implementaion	A	2	
2	6		Environmental Impacts	A	2	
2	7		Community Character	A	2	
2	8					
3	4	Expand Travel Mode Choices	Public Acceptance	A	3	
3	5		Cost / Implementaion	A	3	
3	6		Environmental Impacts	A	2	
3	7		Community Character	A	1	
3	8					
4	5	Public Acceptance	Cost / Implementaion	A	1	
4	6		Environmental Impacts	B	1	
4	7		Community Character	A	2	
4	8					
5	6	Cost / Implementaion	Environmental Impacts	B	2	
5	7		Community Character	B	1	
5	8					
6	7	Environmental Impacts	Community Character	B	1	
6	8					
7	8					

Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective

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Milton Road Corridor Master Plan

Consolidated = Weighted geometric mean off participants

8	= k number of participants
7	= n number of criteria

C **Consolidated**

	1	2	3	4	5	6	7	8	9	10
1		0.524	0.565	0.736	1.014	1.275	0.87	0	0	0
2	1.907		0.896	1.56	1.426	1.72	1.426	0	0	0
3	1.77	1.116		4.269	2.141	1.403	1.207	0	0	0
4	1.358	0.641	0.234		0.926	0.938	0.951	0	0	0
5	0.986	0.701	0.467	1.08		0.537	0.554	0	0	0
6	0.784	0.581	0.713	1.066	1.861		0.892	0	0	0
7	1.149	0.701	0.829	1.052	1.806	1.121		0	0	0
8	0	0	0	0	0	0	0		0	0
9	0	0	0	0	0	0	0	0		0
10	0	0	0	0	0	0	0	0	0	

1 ADOT - 1 | 1 | 1/0/1900

	1	2	3	4	5	6	7	8	9	10
1	**1**	2	9	9	5	9	9	0	0	0
2	1/2	**1**	2	3	2	7	7	0	0	0
3	1/9	1/2	**1**	5	1/5	3	3	0	0	0
4	1/9	1/3	1/5	**1**	1/5	1	1	0	0	0
5	1/5	1/2	5	5	**1**	3	5	0	0	0
6	1/9	1/7	1/3	1	1/3	**1**	1	0	0	0
7	1/9	1/7	1/3	1	1/5	1	**1**	0	0	0
8	0	0	0	0	0	0	0	**1**	0	0
9	0	0	0	0	0	0	0	0	**1**	0
10	0	0	0	0	0	0	0	0	0	**1**

2 ADOT - 2 | 1 | 1/0/1900

	1	2	3	4	5	6	7	8	9	10
1	**1**	1/2	7	7	5	7	7	0	0	0
2	2	**1**	7	5	5	7	6	0	0	0
3	1/7	1/7	**1**	2	1/5	1/5	1/2	0	0	0
4	1/7	1/5	1/2	**1**	1/5	1/5	1/2	0	0	0
5	1/5	1/5	5	5	**1**	2	3	0	0	0
6	1/7	1/7	5	5	1/2	**1**	2	0	0	0
7	1/7	1/6	2	2	1/3	1/2	**1**	0	0	0
8	0	0	0	0	0	0	0	**1**	0	0
9	0	0	0	0	0	0	0	0	**1**	0
10	0	0	0	0	0	0	0	0	0	**1**

3 NAIPTA - 1 | 1 | 1/0/1900

	1	2	3	4	5	6	7	8	9	10
1	**1**	1	1/9	1/9	1/8	1/9	1/8	0	0	0
2	1	**1**	1/9	1/9	1/7	1/8	1/7	0	0	0
3	9	9	**1**	5	7	1/2	1	0	0	0
4	9	9	1/5	**1**	3	1	1	0	0	0
5	8	7	1/7	1/3	**1**	1/6	1/9	0	0	0
6	9	8	2	1	6	**1**	1	0	0	0
7	8	7	1	1	9	1	**1**	0	0	0
8	0	0	0	0	0	0	0	**1**	0	0
9	0	0	0	0	0	0	0	0	**1**	0
10	0	0	0	0	0	0	0	0	0	**1**

4 NAIPTA - 2 | 1 | 1/0/1900

	1	2	3	4	5	6	7	8	9	10
1	**1**	1	1/9	1/9	1/8	1/9	1/8	0	0	0
2	1	**1**	1/9	1/9	1/7	1/8	1/7	0	0	0
3	9	9	**1**	5	7	1/2	1	0	0	0
4	9	9	1/5	**1**	3	1	1	0	0	0
5	8	7	1/7	1/3	**1**	1/6	1/9	0	0	0
6	9	8	2	1	6	**1**	1	0	0	0
7	8	7	1	1	9	1	**1**	0	0	0
8	0	0	0	0	0	0	0	**1**	0	0
9	0	0	0	0	0	0	0	0	**1**	0
10	0	0	0	0	0	0	0	0	0	**1**

5 Flagstaff - 1 | 1 | 1/0/1900

	1	2	3	4	5	6	7	8	9	10
1	**1**	1/7	1/9	1/5	1/7	3	1/9	0	0	0
2	7	**1**	1/5	3	3	5	1	0	0	0
3	9	5	**1**	7	5	5	1	0	0	0
4	5	1/3	1/7	**1**	1/2	3	1/3	0	0	0
5	7	1/3	1/5	2	**1**	1/2	1/7	0	0	0
6	1/3	1/5	1/5	1/3	2	**1**	1/5	0	0	0
7	9	1	1	3	7	5	**1**	0	0	0
8	0	0	0	0	0	0	0	**1**	0	0
9	0	0	0	0	0	0	0	0	**1**	0
10	0	0	0	0	0	0	0	0	0	**1**

6 Flagstaff - 2 | 1 | 1/0/1900

	1	2	3	4	5	6	7	8	9	10
1	**1**	1	3	5	5	3	3	0	0	0
2	1	**1**	3	7	7	5	5	0	0	0
3	1/3	1/3	**1**	7	5	5	3	0	0	0
4	1/5	1/7	1/7	**1**	3	1	1	0	0	0
5	1/5	1/7	1/5	1/3	**1**	1/3	1/3	0	0	0
6	1/3	1/5	1/5	1	3	**1**	1	0	0	0
7	1/3	1/5	1/3	1	3	1	**1**	0	0	0
8	0	0	0	0	0	0	0	**1**	0	0
9	0	0	0	0	0	0	0	0	**1**	0
10	0	0	0	0	0	0	0	0	0	**1**

7 Metro Plan - 1 | 1 | 1/0/1900

	1	2	3	4	5	6	7	8	9	10
1	**1**	1/5	1/5	1/3	2	1	1	0	0	0
2	5	**1**	2	3	2	2	2	0	0	0
3	5	1/2	**1**	3	3	2	1	0	0	0
4	3	1/3	1/3	**1**	1	1	2	0	0	0
5	1/2	1/2	1/3	1	**1**	1/2	1	0	0	0
6	1	1/2	1/2	1	2	**1**	1	0	0	0
7	1	1/2	1	1/2	1	1	**1**	0	0	0
8	0	0	0	0	0	0	0	**1**	0	0
9	0	0	0	0	0	0	0	0	**1**	0
10	0	0	0	0	0	0	0	0	0	**1**

8 Metro Plan - 2 | 1 | 1/0/1900

	1	2	3	4	5	6	7	8	9	10
1	**1**	1/5	1/5	1/3	2	1	1	0	0	0
2	5	**1**	2	3	2	2	2	0	0	0
3	5	1/2	**1**	3	3	2	1	0	0	0
4	3	1/3	1/3	**1**	1	1	2	0	0	0
5	1/2	1/2	1/3	1	**1**	1/2	1	0	0	0
6	1	1/2	1/2	1	2	**1**	1	0	0	0
7	1	1/2	1	1/2	1	1	**1**	0	0	0
8	0	0	0	0	0	0	0	**1**	0	0
9	0	0	0	0	0	0	0	0	**1**	0
10	0	0	0	0	0	0	0	0	0	**1**

9 FHWA - 1 | 1 | 1/0/1900

	1	2	3	4	5	6	7	8	9	10
1	**1**	1	1	1	1	1	1	0	0	0
2	1	**1**	1	1	1	1	1	0	0	0
3	1	1	**1**	1	1	1	1	0	0	0
4	1	1	1	**1**	1	1	1	0	0	0
5	1	1	1	1	**1**	1	1	0	0	0
6	1	1	1	1	1	**1**	1	0	0	0
7	1	1	1	1	1	1	**1**	0	0	0
8	0	0	0	0	0	0	0	**1**	0	0
9	0	0	0	0	0	0	0	0	**1**	0
10	0	0	0	0	0	0	0	0	0	**1**

10 FHWA - 2 | 1 | 1/0/1900

	1	2	3	4	5	6	7	8	9	10
1	**1**	1	1	1	1	1	1	0	0	0
2	1	**1**	1	1	1	1	1	0	0	0
3	1	1	**1**	1	1	1	1	0	0	0
4	1	1	1	**1**	1	1	1	0	0	0
5	1	1	1	1	**1**	1	1	0	0	0
6	1	1	1	1	1	**1**	1	0	0	0
7	1	1	1	1	1	1	**1**	0	0	0
8	0	0	0	0	0	0	0	**1**	0	0
9	0	0	0	0	0	0	0	0	**1**	0
10	0	0	0	0	0	0	0	0	0	**1**

11 City of Flagstaff - 1 | 1 | 1/0/1900

	1	2	3	4	5	6	7	8	9	10
1	**1**	1	1	1	1	1	1	0	0	0
2	1	**1**	1	1	1	1	1	0	0	0
3	1	1	**1**	1	1	1	1	0	0	0
4	1	1	1	**1**	1	1	1	0	0	0
5	1	1	1	1	**1**	1	1	0	0	0
6	1	1	1	1	1	**1**	1	0	0	0
7	1	1	1	1	1	1	**1**	0	0	0
8	0	0	0	0	0	0	0	**1**	0	0
9	0	0	0	0	0	0	0	0	**1**	0
10	0	0	0	0	0	0	0	0	0	**1**

Milton Road Corridor Master Plan

Power Method (Dominant Eigenvalue)

7

	1	2	3	4	5	6	7	8	9	10
1	1.00	0.52	0.56	0.74	1.01	1.28	0.87	-	-	-
2	1.91	1.00	0.90	1.56	1.43	1.72	1.43	-	-	-
3	1.77	1.12	1.00	4.27	2.14	1.40	1.21	-	-	-
4	1.36	0.64	0.23	1.00	0.93	0.94	0.95	-	-	-
5	0.99	0.70	0.47	1.08	1.00	0.54	0.55	-	-	-
6	0.78	0.58	0.71	1.07	1.86	1.00	0.89	-	-	-
7	1.15	0.70	0.83	1.05	1.81	1.12	1.00	-	-	-
8	-	-	-	-	-	-	-	1.00	-	-
9	-	-	-	-	-	-	-	-	1.00	-
10	-	-	-	-	-	-	-	-	-	1.00
Sum (col)	8.9553	5.2653	4.7036	10.763	10.175	7.9949	6.8992	0	0	0

Iterations

0	20
0.60	3.49
0.99	5.80
1.29	7.20
0.60	3.38
0.53	3.08
0.69	3.96
0.77	4.46
0.10	0.00
0.10	0.00
0.10	0.00

Scaling

0.46	0.49
0.77	0.81
1.00	1.00
0.47	0.47
0.41	0.43
0.53	0.55
0.59	0.62
0.08	0.00
0.08	0.00
0.08	0.00
4.48	4.36

Normalization

0.1036	0.111335
0.1720	0.184858
0.2235	0.229457
0.1047	0.107754
0.0922	0.098313
0.1194	0.126282
0.1326	0.142001
0.0173	1.31E-19
0.0173	1.31E-19
0.0173	1.31E-19
Eigenvalue:	7.198956
err:	1.0E-08	4.62E-33
Iterations:	4.0E+00	7.7E-34
check:	8.67E-09	0
		0
		0
		7.7E-34
		0
		3.08E-33
		6.58E-37
		6.58E-37
		6.58E-37

	0.11	0.10	0.12	0.07	0.10	0.16	0.13	-	-	-
	0.21	0.19	0.19	0.14	0.14	0.22	0.21	-	-	-
	0.20	0.21	0.21	0.40	0.21	0.18	0.17	-	-	-
	0.15	0.12	0.05	0.09	0.09	0.12	0.14	-	-	-
	0.11	0.13	0.10	0.10	0.10	0.07	0.08	-	-	-
	0.09	0.11	0.15	0.10	0.18	0.13	0.13	-	-	-
	0.13	0.13	0.18	0.10	0.18	0.14	0.14	-	-	-
	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-

Check **9E-09**

I*|

	7.199									
		7.199								
			7.199							
				7.199						
					7.199					
						7.199				
							7.199			
								7.199		
									7.199	
										7.199

A-I*|

	-6.199	0.52	0.56	0.74	1.01	1.28	0.87	-	-	-
	1.91	-6.199	0.90	1.56	1.43	1.72	1.43	-	-	-
	1.77	1.12	-6.199	4.27	2.14	1.40	1.21	-	-	-
	1.36	0.64	0.23	-6.20	0.93	0.94	0.95	-	-	-
	0.99	0.70	0.47	1.08	-6.20	0.54	0.55	-	-	-
	0.78	0.58	0.71	1.07	1.86	-6.20	0.89	-	-	-
	1.15	0.70	0.83	1.05	1.81	1.12	-6.20	-	-	-
	-	-	-	-	-	-	-	-6.199	-	-
	-	-	-	-	-	-	-	-	-6.199	-
	-	-	-	-	-	-	-	-	-	-6.199

(A-I*|)x

8E-15	8E-15	8E-15	8E-15	8E-15	8E-15	8E-15	8E-15	8E-15	8E-15

Attachment 5:
Options for Merging Public Survey Results and Project Partner Survey Results

Milton Rd & US 180 CMPs - T3 Evaluation Criteria Weighting

Milton Rd - Project Partner Survey Responses

Traffic Operations	Safety	Expand Travel Mode	Public Acceptance	Cost / Implmentation	Environmental Impacts	Community Character	Tota
11.1%	18.5%	22.9%	10.8%	9.8%	12.6%	14.2%	99.9

Milton Rd - Public Survey Responses - ALL RESPONSES

Traffic Operations	Safety	Expand Travel Mode	Public Acceptance	Cost / Implmentation	Environmental Impacts	Community Character	Tota
16.6%	14.7%	15.6%	13.4%	11.4%	14.5%	13.8%	100.0

Difference	Difference	Difference	Difference	Difference	Difference	Difference	
-5.5%	3.8%	7.3%	-2.6%	-1.6%	-1.9%	0.4%	0.0 - 2.5% Dif
							2.6 - 5.0% Dif
							5.1 + % Differ

Milton Rd - Public Survey Responses - TOP PICK (#5s) ONLY

Traffic Operations	Safety	Expand Travel Mode	Public Acceptance	Cost / Implmentation	Environmental Impacts	Community Character	Tota
24.2%	15.5%	19.6%	9.3%	5.9%	14.6%	10.8%	99.9

Difference	Difference	Difference	Difference	Difference	Difference	Difference
-13.1%	3.0%	3.3%	1.5%	3.9%	-2.0%	3.4%
		Note: Ped Index & Community Character metrics have redundancies PM Recommendation: Reduce Expand Travel Mode; Increase Traffic Ops			Note: 1/3 of Criteria metric (Air Quality) is duplicative of Network Delay under Traffic Operations PM Recommendation: Reduce Enviro Impacts; Increase Traffic Ops	Note: Ped Index & Community Character metrics have redundancies PM Recommendation: Reduce Community Character; Increase Traffic Ops

Milton Rd - Final Tier 3 Evaluation Criteria Weighting

OPTION 1: Average of Public "All Responses" & "Top Picks (#5s) Only"

Traffic Operations	Safety	Expand Travel Mode	Public Acceptance	Cost / Implmentation	Environmental Impacts	Community Character	Tota
20.4%	15.1%	17.6%	11.4%	8.7%	14.6%	12.3%	100.0

Option 2: Average of Project Partner, Public "All Responses" & "Top Pikcs (#5s) Only"

Traffic Operations	Safety	Expand Travel Mode	Public Acceptance	Cost / Implmentation	Environmental Impacts	Community Character	Tota
17.3%	16.2%	19.4%	11.2%	9.0%	13.9%	12.9%	99.9

Opt 3: Average of All Public Responses and PP Survey

Traffic Operations	Safety	Expand Travel Mode	Public Acceptance	Cost / Implmentation	Environmental Impacts	Community Character	Tota
13.9%	16.6%	19.3%	12.1%	10.6%	13.6%	14.0%	100.0

Opt 4: PP Modified

Traffic Operations	Safety	Expand Travel Mode	Public Acceptance	Cost / Implmentation	Environmental Impacts	Community Character	Tota
19.3%	11.2%	19.3%	12.1%	10.6%	13.6%	14.0%	100.0

Milton Survey Results

1 = less important, 5 = more important

All Responses

Improve Vehicular Safety	Rank	Count	%
	1	42	7.6%
Total Points	2	49	8.9%
2084	3	120	21.7%
	4	121	21.9%
Total Category Percentage	5	220	39.9%
14.7%	**Total Count**	**552**	

Enhance Community Character	Rank	Count	%
	1	43	7.8%
Total Points	2	67	12.2%
1961	3	126	23.0%
	4	159	29.0%
Total Category Percentage	5	154	28.1%
13.8%	**Total Count**	**549**	

Improve Traffic Movement	Rank	Count	%
	1	35	6.3%
Total Points	2	25	4.5%
2347	3	58	10.5%
	4	92	16.6%
Total Category Percentage	5	344	62.1%
16.6%	**Total Count**	**554**	

Expand Travel Choices	Rank	Count	%
	1	28	5.2%
Total Points	2	34	6.3%
2204	3	91	16.8%
	4	110	20.3%
Total Category Percentage	5	279	51.5%
15.6%	**Total Count**	**542**	

Limit Property Impacts & Project Costs	Rank	Count	%
	1	92	16.9%
Total Points	2	105	19.3%
1615	3	163	29.9%
	4	101	18.5%
Total Category Percentage	5	84	15.4%
11.4%	**Total Count**	**545**	

Limit Social & Environmental Impacts	Rank	Count	%
	1	49	9.0%
Total Points	2	44	8.1%
2058	3	98	17.9%
	4	148	27.1%
Total Category Percentage	5	207	37.9%
14.5%	**Total Count**	**546**	

Public Support	Rank	Count	%
	1	43	7.9%
Total Points	2	62	11.4%
1895	3	164	30.1%
	4	144	26.4%
Total Category Percentage	5	132	24.2%
13.4%	**Total Count**	**545**	

Total Points
14164

Strong Support (#5 Ranks) Only

Improve Vehicular Safety	Rank	Count
	1	42
Total Points	2	49
1100	3	120
	4	121
Total Category Percentage	**5**	**220**
15.5%	**Total Count**	**552**

Enhance Community Character	Rank	Count
	1	43
Total Points	2	67
770	3	126
	4	159
Total Category Percentage	**5**	**154**
10.8%	**Total Count**	**549**

Improve Traffic Movement	Rank	Count
	1	35
Total Points	2	25
1720	3	58
	4	92
Total Category Percentage	**5**	**344**
24.2%	**Total Count**	**554**

Expand Travel Choices	Rank	Count
	1	28
Total Points	2	34
1395	3	91
	4	110
Total Category Percentage	**5**	**279**
19.6%	**Total Count**	**542**

Limit Property Impacts & Project Costs	Rank	Count
	1	92
Total Points	2	105
420	3	163
	4	101
Total Category Percentage	**5**	**84**
5.9%	**Total Count**	**545**

Limit Social & Environmental Impacts	Rank	Count
	1	49
Total Points	2	44
1035	3	98
	4	148
Total Category Percentage	**5**	**207**
14.6%	**Total Count**	**546**

Public Support	Rank	Count
	1	43
Total Points	2	62
660	3	164
	4	144
Total Category Percentage	**5**	**132**
9.3%	**Total Count**	**545**

Total Points
7100

Primary Mode on Milton Rd

Bicycle	17.7%
Bus	3.4%
Car/Vehicle	**90.0%**
Walk/Scooter/Wheelchair	4.7%
Other	1.3%
No Answer	0.2%

**Note: some users may have selected multiple primary modes*