W. ROUTE 66 OPERATIONAL ASSESSMENT TRANSPORTATION GOALS & OBJECTIVES

The following four policy goal areas **Broad Principles, Operations, Elevating Bicycle and Pedestrian Infrastructure, and Costs** were derived from local, regional, and state plans, policies, and standards that were defined and approved by the community through previous planning efforts. Through the W. Route 66 Project Advisory Group (PAG), each goal, definition, objective, and criterion were developed to ensure consistency with jurisdictional policies and goals.

For the W. Route 66 Operational Assessment, the criteria will perform as proxies for many of the desired trends. Below is an example of these criteria and how they meet the policy-based goals and objectives. Additional criteria are added as the process advances to better inform decisions. **Many measures will be relative or comparative between alternatives.**

Policy Based Goal	*Objective*	*Proxy Criteria*		
Travel Safety	Reduce crashes	Vehicle Miles Traveled (VMT): **Reducing** the VMT along the corridor means fewer cars are present. Thus, the roadway should mean less exposure to potential crashes for all modes.	Bike/Ped LOS: Bike/Ped LOS may **increase**, with sidewalks, bicycle facilities, and crossings. As LOS increases, Ped/Bike crashes are expected to **decrease**.	Speed: As vehicle speeds **decrease**, the survivability of crashes **increases**, especially as it relates to Bike/Ped.

Policy-Based Goals and **Definitions** were derived from the review of local, regional, and state plans and their related policies. This ensures that goals align with the community's desires and needs. This also aligns future project selection with those goals already established to lead to timely implementation. For a full list of these plans see Appendix A.

Objectives were derived from local, regional, and state policies. However, objectives were customized to respond to the W. Route 66, but still reflect the nature and intent of the original policy objectives.

High, Medium, and Low-Criteria will be used as a funnel to help narrow down project selection to identify the best project that can respond to a range of potential future scenarios as defined in the Regional Plan Update.

Performance Trends and Targets are the expected results from policy, objectives, and criteria used.

1. **BROAD PRINCIPLES**: These include a general belief that our community supports ensuring the safety and comfort of all travelers regardless of travel mode; preserving our natural and cultural environment; enhancing our transportation systems to support development; and distributing investments equitably.

Policy Based Goals	Definitions	Objectives	High-Criteria	Medium - Criteria	Low- Criteria	Desired Trend	Performance Trends & Targets
Travel Safety	Provide operations that are safe, and accessible for all road users. Projects will encourage a safe, well-connected transportation network for people using all modes of transportation. This prioritizes the safe travel of people over the expeditious travel of motor vehicles.	Reduce fatal, serious injuries, and total crash rates for vehicles, bicyclists, and pedestrians to meet City and Regional Vision Zero goals.	VMT	VMT	VMT		Decrease VMT.
			Bike/Ped LOS	Bike/Ped LOS	Bike/Ped LOS		Increase Bike/Ped LOS.
				Vehicular Speed	Vehicular Speed		Decrease Speed.
					Crash reduction factor		Increased crash reduction factors.
Environment	Avoid, minimize, or mitigate impacts on our natural and cultural environment.	Lesson impacts on the surrounding natural and cultural environment.	Lane Miles	Lane Miles	Acres impacted		Minimize Acres.
					Wildlife		Corridors and habitat impact mitigated.
					Clean Water Act (Section 404)		Acres Mitigated.
					Historical Archaeological /Cultural		Avoid resources.

Equity	Ensure there are no disparities in the transportation network availability and quality for the most underserved and overburdened populations.	• Proactively create new connections and opportunities for transportation-disadvantaged communities. • Identify infrastructure barriers that inhibit rider access to Mountain Line services. Coordinate with municipalities to address barriers.	Transportation Infrastructure[1] proximity to Title VI block groups Identified in ADOT VRU Study.	Transportation proximity to Title VI block groups and services.	Transportation proximity to Title VI block groups and services.		Increase transportation facilities (bike, pedestrian, transit routes, and bus stops) within ¼ mile of transportation-disadvantaged communities and essential goods and services within the study area.
				Transportation Proximity to Affordable Housing	Transportation proximity to Affordable Housing *NOTE: Will disaggregate Title 6 classes.* *Vehicle Access* *Age (Elderly 65+)* *Disability Status* *Race/Ethnicity* *National Origin* *Poverty Status*		Increase access to all facilities (bike, pedestrian, transit routes, and bus stops) within a ½ mile of legally binding affordable housing units. Local knowledge: *Locally acknowledged low-income neighborhoods and committed affordable housing units will be included in the Low Criteria.*
Enhance development through transportation investments.	Consider how design and access decisions impact and encourage the development of (policy-supported and/or directed) employment, housing, and freight movements throughout the corridor.	Provide infrastructure to support economic development along the corridor.	Infrastructure improvements adjacent and proximal to vacant parcels	Infrastructure improvements adjacent and proximal to vacant parcels			Increase improvements by mode adjacent to or within ¼ mile of a vacant parcel abutting W Route 66 or abutting a parcel on W Route 66. (25% score increase for each mode built above the minimum ADOT standard).

[1] Transportation is defined as safe and comfortable routes for walking, bicycling, and accessing transit services to connect to services and goods.

Reduce GHG Emissions	Contribute to a healthy climate, public health, and quality of life by encouraging shorter trips and improving residents' ability to meet needs without a private vehicle, reducing pollution and greenhouse gas emissions while increasing the use of public transportation and active transportation. Note: *This does not include electric vehicle charging and vehicle use. This is not part of the operational assessment scope.*	• Reduce VMT • Increase the percentage of trips made using active and low-carbon transportation modes while reducing vehicle miles traveled within our region	VMT	VMT			Reduced VMT.
					Emissions		Reduction in Tons of Carbon.

2. **OPERATIONS:** This relates to creating a transportation system that balances modes for all users – pedestrians, bicyclists, drivers, freight, and transit, and manages accessibility and mobility through safe movements of people and vehicles.

Policy Area Goals	Description	Objectives	High-Criteria	Medium - Criteria	Low- Criteria	Desired Trend	Performance Trends & Targets
Travel Safety	Provide operations that are safe, and accessible for all road users. Projects will encourage a safe, well-connected transportation network for people using all modes of transportation. This prioritizes the safe travel of people over the expeditious travel of motor vehicles.	Reduce fatal, serious injuries, and total crash rates for vehicles, bicyclists, and pedestrians to meet City and Regional Vision Zero goals.	VMT	VMT	VMT		Decrease VMT.
			Bike/Ped LOS	Bike/Ped LOS	Bike/Ped LOS		Increase Bike/Ped LOS .
				Vehicular Speed	Vehicular Speed		Decrease Speed.
					Crash reduction factor		Increased crash reduction factors.
Manage Mobility	Manage mobility to/from and through the study area.	Manage recurrent congestion/hours of peak hour delay that meet ADOT LOS Standards (D or better)	Corridor Miles LOS[2]	Corridor Miles LOS	Corridor Miles LOS		Maintain or improve corridor LOS.
			TAZ Frontage[3]		Intersection LOS		Maintain or improve intersection LOS.
					Bicycle travel time		Maintain or improve Bicycle LOS.
					Transit ridership (External)		Increase Transit Ridership.

[2] Vehicular level of service (LOS)
[3] Transportation Analysis Zone (TAZ) frontage is used to calculate LOS for all other modes.

					Transit travel time		Maintain or improve transit LOS.
Manage Accessibility	Manage accessibility to destinations in the corridor.	Provide network support and connections for transit, FUTS, and active transportation modes, to easily connect and access local services.	Ped. LOS (TAZ)	Ped. LOS (TAZ)	Intersection density - all modes		Improve side street intersections/network connectivity.
			Bike LOS (TAZ)	Bike LOS (TAZ)	Miles of Transit service		Increase LOS for transit, pedestrians, and bicyclists.
			Transit LOS (TAZ)	Transit LOS (TAZ)	Transit ridership (Internal)		
				Cyclist Routing Algorithm for Network Connectivity (CRANC)	Ped. LOS (TAZ)		Increase non-auto mode share.
					Bike LOS (TAZ)		
					Access to services		
					# of transit stops		

3. **ELEVATING BICYCLE AND PEDESTRIAN INFRASTRUCTURE:** Ensuring our most vulnerable road users are offered safe and convenient facilities through complete streets, improved transit access, and continuous infrastructure.

Policy Area Goals	Description	Objectives	High-Criteria	Medium - Criteria	Low- Criteria	Desired Trend	Performance Trends & Targets
Travel Safety	Provide operations that are safe, and accessible for all road users. Projects will encourage a safe, well-connected transportation network for people using all modes of transportation. This prioritizes the safe travel of people over the expeditious travel of motor vehicles.	Reduce fatal, serious injuries, and total crash rates for vehicles, bicyclists, and pedestrians to meet City and Regional Vision Zero goals.	VMT	VMT	VMT		Decrease VMT.
			Bike/Ped LOS	Bike/Ped LOS	Bike/Ped LOS		Increase Bike/Ped LOS.
				Vehicular Speed	Vehicular Speed		Decrease Speed.
					Crash reduction factor		Increased crash reduction factors.
Travel Comfort	To provide low-stress facilities to create a comfortable and convenient environment for pedestrians and bicyclists that encourages their use. Note: *For the purposes of this study, it is assumed that automobile usage is comfortable along the corridor.*	• Enhance accessibility and connectivity and continue to improve mobility through transit. • Improve connections between transit and commuter destinations. • Improved Transit Service accessibility and convenience for corridor residents and businesses.	Bicycle Comfort Index	Bicycle Comfort Index	Bicycle Comfort Index		Increase the Bicycle Comfort Index.
			Ped. Environment Factor	Ped. Environment Factor	Ped. Environment Factor		Increase the Pedestrian Comfort Index.
					Transit stops standard and frequency		Increase the availability of connections between modes, and the convenience of multiple transportation choices. This increases Transit,

							Cycling, and Walking Mode Shares.
Complete Streets/Balance Modes	Plan, design, build, and maintain streets that enable safe, comfortable, and effective access for all people – motorists, transit riders, bicycles, and pedestrians, of all ages and abilities.	• Identify infrastructure barriers that inhibit rider access to Mountain Line services. Coordinate with municipalities to address barriers. • Improve the roadway to be comfortable and convenient for all modes. • Use design concepts that help to control the speeds of vehicles.	Transit LOS (TAZ)	Frequency, routes, stops			Increase the number of complete street features on the primary bike/pedestrian network.
			Ped. LOS (TAZ)	Intersection density (Internal)			Decrease conflict areas/zones between vehicles and non-motorized modes.
			Bicycle LOS (TAZ)	Intersections (External)			
				Crossing Frequency			Increase design elements to manage driver behaviors (speeding, not yielding, etc.)
				Bicycle Comfort Index			

4. **COST**: The project(s) that will be identified and prioritized through the operational assessment will be funded through Proposition 419 tax funding. Therefore, the ability to leverage these funds is important to overall project costs and implantability.

Policy Area Goals	Description	Objectives	High-Criteria	Medium - Criteria	Low- Criteria	Desired Trend	Performance Trends & Targets
Funding & Cost Effectiveness	Leverage funding for transportation projects. Reduce project costs, accelerate project completion, eliminate delays in project development, and reduce regulatory burdens.	• Make the best use of public financial resources in a timely manner. • Decrease the funding gap needed to achieve project goals and currently available 419 funding. • Ensure the project meets local, state, and federal standards for future implementation.	Compliance with 419 Funding Expectations	Compliance with 419 Funding Expectations	Compliance with 419 Funding Expectations		Alignment with 419 requirements.
			Lane Miles	Legally binding developer investments			Number of partnership opportunities. Prospective P2P ranking.
				Lane Miles, Acres			
					Planning level cost estimate		Relative cost.
							Grant competitiveness *(MetroPlan Strategic Grant Process).*
Enhance development through transportation investments	Consider how design and access decisions impact and encourage the development of (policy-supported and/or directed) employment, housing, and freight movements throughout the corridor.	Provide infrastructure to support economic development along the corridor.	Infrastructure improvements adjacent and proximal to vacant parcels	Infrastructure improvements adjacent and proximal to vacant parcels			Increase improvements by mode adjacent to or within ¼ mile of a vacant parcel abutting W Route 66 or abutting a parcel on W Route 66.

							(25% score increase for each mode built above the minimum ADOT standard).

Assumptions

The following assumptions are not identified specifically in the above goals and criteria; however, it is assumed that these elements are either intertwined with the above or will be considered in future engineering and design of the selected project.

- Improve ADA-accessible connections within the corridor as well as to key destinations outside of the corridor.
- Projects within the corridor will consider and respond to freight usage to support the economic vitality of the corridor.
- Access Management - With no controlling documents from the Arizona Department of Transportation (ADOT) or the City of Flagstaff, access management will be considered as the operational assessment nears closer to project selection and conceptual design.

ALIGNMENT WITH FEDERAL PLANNING REQUIREMENTS

Several laws, regulations, and other federal documents affect the development of the Operational Assessment by specifying methods to be considered in the planning process or to be contained in the plan. These include Bipartisan Infrastructure Law (BIL), existing and proposed metropolitan planning regulations, management and monitoring system regulations, Executive Order 12898 on Environmental Justice, the Americans with Disabilities Act, Executive Order 13985 on Advancing Racial Equity and Support for Underserved Communities, and a variety of others.

BIPARTISAN INFRASTRUCTURE LAW (BIL) PLANNING FACTORS	*Travel Safety*	*Environment*	*Equity*	*Encourage/enhance development*	*Reduce GHG Emissions*	*Manage Mobility*	*Manage Accessibility*	*Travel Comfort*	*Complete Streets/ Balance Modes*	*Funding & Cost-effectiveness*
Transportation: The BIL includes programs to reduce emissions and build resilience in the transportation sector. It also integrates climate change into existing program goals.		X			X					
Accessibility and mobility: The BIL aims to increase accessibility and mobility for people and freight.						X	X			
Roads, Bridges, & Major Projects: The BIL aims to repair our roads and bridges and support transformational projects that will create good-paying union jobs, increase regional and national economic opportunities, and make our transportation system safer and more resilient.	X	X		X						
Public Transportation: The BIL supports expanded public transportation choices nationwide, replacing thousands of deficient transit vehicles, including buses, with clean, zero-emission vehicles, and improving accessibility for the elderly and people with disabilities.			X				X			

Safety: The BIL improves the safety of the transportation system by helping States and territories support a broad array of traffic safety priorities, including the safety of drivers and vulnerable road users, safety at railroad crossings, and replacement or repair of obsolete natural gas pipelines.	x								x	
Climate Change: The BIL includes programs and investments to help protect communities against the impacts of climate changes such as droughts, heat, floods, wildfires, and other threats.		x			x					
Equity: The BIL investments will connect historically disadvantaged and underserved communities to jobs and economic opportunities, support climate justice by improving air quality and tackling climate change and create good-paying jobs.		x	x		x					
Freight: The BIL aims to improve the National Highway Freight Network by improving performance, ensuring the condition of the network, improving connectivity, and relieving freight bottlenecks	*West Route 66 is not on the National Highway Freight Network. However, Freight movements will be considered in the future project design.*									

BIPARTISAN INFRASTRUCTURE LAW (BIL) GOALS	*Travel Safety*	*Environment*	*Equity*	*Encourage/enhance development*	*Reduce GHG Emissions*	*Manage Mobility*	*Manage Accessibility*	*Travel Comfort*	*Complete Streets/ Balance Modes*	*Funding & Cost-effectiveness*
Improving the condition, resilience, and safety of road and bridge assets consistent with asset management plans (including investing in preservation of those assets) [23 U.S.C 119];	x	x								
Promoting and improving safety for all road users, particularly vulnerable users, and supporting major actions and goals consistent with the U.S. Department of Transportation's January 2022 National Roadway Safety Strategy for safer people, safer roads, safer vehicles, safer speeds, and enhanced post-crash care [23 U.S.C. 148];	x		x					x		
Supporting accelerated project delivery and an efficient environmental review process through the One Federal Decision framework and by continuing to coordinate with other Federal partners to ensure that the benefits of projects are realized as soon as possible [23 USC 139];	*This would only apply if a project were federalized.*									x
Making streets and other transportation facilities accessible to all users and compliant with the Americans with Disabilities Act [49 CFR 37]	x		x				x	x		
Addressing environmental impacts ranging from stormwater runoff to greenhouse gas emissions [23 U.S.C. 175, 23 USC 176];		x			x					
Prioritizing infrastructure that is less vulnerable and more resilient to a changing climate [23 USC 101, 23 USC 119, 23 USC 176, 23 USC 520];		x								

Future-proofing our transportation infrastructure by accommodating new and emerging technologies like electric vehicle charging stations, renewable energy generation, and broadband deployment in transportation rights-of-way [sec. 11401 of BIL, 23 CFR 645]	*May be incorporated in future project design phase and construction. Is not relevant to the W. Route 66 Operational Assessment.*									
Reconnecting communities and reflecting the inclusion of disadvantaged and under-represented groups in the planning, project selection, and design process [sec. 11509 of BIL]			x							

The BIL contains many environmental, infrastructure, modal, safety, and other transportation-related provisions. The four policy-based goals developed as part of the Operational Assessment (OA) aligned with national goals and planning factors.

The West Route 66 OA is based on a set of goals intended to implement the identified project(s) and support the transportation needs and community values while aligning with national goals and federal planning factor