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Vision

The region is joined together by a transportation system that prioritizes the wellbeing of people and the environment.

Mission

To facilitate improvements and programs for all transportation modes through collaborative priority setting, planning, and the strategic pursuit of funding.





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Preliminary General Business

- A. Call to Order
- B. Roll Call
- C. Public Comment
- D. Approval of Minutes
- E. Consent Agenda



Welcome to the Board

Becky Daggett, City of Flagstaff Mayor

Anthony Garcia, Flagstaff Council Member



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Title VI Civil Rights Training

Recommendation: None. For information and discussion only.



Title VI Annual Training

- Required of Board and Staff every year
- Welcome Marlene White, *Civil Rights Specialist, ADOT*

Title VI Nondiscrimination Overview

MetroPlan Title VI Training

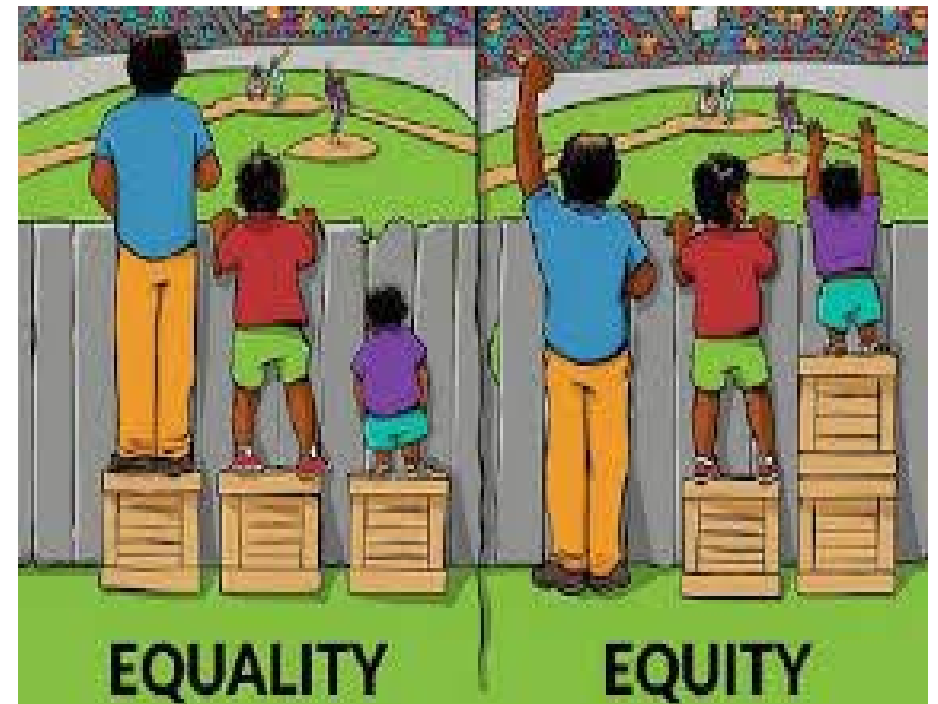
ADOT External Civil Rights
Marlene White
January 9, 2025

Title VI of the Civil Rights Act of 1964

*“No person in the United States shall, on the grounds of **race, color, or national origin**, be excluded from participation in, be denied the benefits of, or be subjected to discrimination **under any program or activity** receiving Federal Financial assistance.”*

Title VI Ensures Individuals are not:

- Denied a service, benefit on the grounds of race, color, or national origin
- Provided a service or benefit that is different from that provided to others
- Restricted in the enjoyment of any advantage or privilege enjoyed by others



ADOT External Civil Rights (ECR) Oversight

- Title VI Nondiscrimination Plan
 - Policies and processes for MetroPlan's FHWA/FTA Title VI program
 - Submitted annually to ADOT ECR
 - Board Minutes

ADOT ECR Oversight

- Goals and Accomplishments Report
- On-site Compliance Reviews
 - Review FHWA funded projects
 - Review Title VI processes in the Implementation Plan, in practice
- Technical Assistance
- Training – ADOT provides Title VI Training annually

Role of the Title VI Coordinator

- Be knowledgeable of the processes in the Agency's FHWA/FTA Title VI Plan
- Submit a Title VI Implementation Plan every year, with newly signed FHWA Title VI Policy Statement by due date of August 1, 2025
- Submit a Goals and Accomplishments Report every year by due date of August 1, 2025

Role of the Title VI Coordinator

- Ensures all Title VI information is accurate and current within the Agency
- Ensure the implementation of Title VI processes are being followed within the Agency
- Provide annual Title VI training to MetroPlan Staff including subrecipients
- Attend the annual FHWA/FTA Title VI Training offered by ECR

Role of the Title VI Coordinator

- Describe pertinent program areas and the process for conducting yearly reviews
- Develop a process for collecting data that should describe:
 - How the Agency collects data
 - What data is collected
 - How the data is analyzed

Data Collection/Analysis

- MetroPlan is required to collect Title VI demographic data and to then conduct
- Title VI Data Analysis can help identify discriminatory trends or patterns.

Title VI Training

- Training should be provided to all MetroPlan employees, most importantly those who interact with the public.
 - Complaint procedures
 - Alternate language requests
- MetroPlan's consultants and contractors should follow MetroPlan's Title VI Nondiscrimination plan.
 - Consultants and contractors need to be trained on MetroPlan's Title VI standards since they are working on behalf of the Agency

Title VI Complaints

	FTA Title VI Complaint	FHWA Title VI Complaint
FHWA Investigates		Yes
MetroPlan Investigates	Yes	
Notify ADOT ECR within 3 days of receipt	Yes	Yes

What is Disparate Treatment?

Discrimination that occurs when someone is treated differently than others because of a protected characteristic.

Examples:

- Providing services differently depending on a protected basis.
- Restricting in any way the enjoyment of any advantage or privilege.
- Treating an individual differently in eligibility, enrollment, or other requirement.
- Denying the opportunity to participate.

What is Disparate Impact?

Disparate impact discrimination happens when a recipient (e.g. ADOT) adopts a procedure or engages in a practice that has a disproportionate, adverse impact on individuals who are distinguishable based on their race, color, or national origin—even if the recipient did not intend to discriminate.

Elements of disparate impact:

1. Facially neutral procedure or practice;
2. Disproportionate, adverse impact based on race, color, or national origin on a population or populations; and
3. Practice lacks a substantial legitimate justification.

What is Retaliation?

Just as MetroPlan can not intentionally discriminate in their programs or activities, MetroPlan is also prohibited from intentionally taking adverse actions against persons who exercise their rights under Title VI. This sort of intentional discrimination is called **retaliation**. MetroPlan is not allowed to: Intimidate, Threaten, Coerce, or Discriminate against individuals for the purpose of interfering with their rights.

Examples of Retaliation can be:

- Refusing to aid someone after they filed a complaint.
- Someone is present for another service and is treated differently, which could be cause for another complaint.

Limited English Proficiency (LEP)

Who is an LEP individual?

- Individuals who do not speak English as their primary language and who have limited ability to read, speak, write, or understand English can be LEP
- Executive Order 13166 – states that people who are LEP should have meaningful access to federally conducted and federally funded programs and activities

Four Factor Analysis

Is a tool to determine what are the prevalent languages in the project area.

- Four Factor Analysis should be conducted on a project by project basis
- Executive Order 13166 requires that MetroPlan provide language assistance to its customers, at no additional cost to the customer

Tools for ensuring access to LEP individuals

I speak ...

A

Amharic

እኔ አማርኛ ነው ምናገረው.

Arabic

أنا أتحدث اللغة العربية

Armenian

Ես խոսում եմ հայերեն

B

Bengali

আমী বাংলা কথা বোলতে পারী

Bosnian

Ja govorim bosanski

Bulgarian

Аз говоря български

Burmese

ကျွန်တော်/ကျွန်မ မြန်မာ လို ပြောတတ် ပါတယ်။

3



- Translated materials
- I-Speak cards
- Volunteer Bilingual staff
- Vendors for interpretation/translation services
- Online translating resources

Environmental Justice (EJ)

What is EJ?

- *EJ at the Federal Highway Administration (FHWA) means identifying and addressing disproportionately high and adverse effects of the agency's programs, policies, and activities on **minority populations and low-income populations** to achieve an **equitable distribution of benefits and burdens**.*

Executive Order (EO) 12898: Environmental Justice

- Presidential mandate to address equity and fairness toward:
 - low income persons
 - minority persons or population
- Environmental Justice - Requires MetroPlan identify and address, disproportionately high environmental effects of its programs, policies, and activities on minority populations and low-income populations.

Environmental Justice Guiding Principles

- Avoid, minimize, mitigate disproportionately high environmental effects on EJ populations.
- Ensure full and fair participation of EJ populations.
- Prevent the denial, reduction, or significant delay in the receipt of benefits by EJ populations.

Environmental Justice (EJ) & Public Involvement

- MetroPlan must provide opportunity for EJ populations to be engaged in the decision-making process for transportation projects.
 - Outreach through various methods, appropriate to the project area.
 - Consider potential barriers that may exist for low income and minority groups to participate

Title VI compliance in Public Involvement

- Limited English Proficiency (LEP) in Public Involvement (examples):
 - Notices available in multiple languages
 - Outreach in LEP languages
- EJ in Public Involvement (examples):
 - Making virtual meeting accessible through multiple avenues
 - Accessible meeting locations and times

CONTACT US

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FY25 Public Participation Plan

Recommendation: Staff Recommends the Board adopt the MetroPlan 2024 Public Participation Plan as presented



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Public Participation Plan *2024 Update*



Update to the 2024 Public Participation Plan (PPP)

Prompted by new ADOT Title VI Project and Planning requirements.

- Federally required document that requires input and adoption by the Executive Board.



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Minor Updates

1. Changes to Limited English Proficiency (LEP) assessments
 - As required by ADOT Title VI Program
2. Updates to outreach activities
 - New methods such as focus groups
3. (New) KPI Appendices
 - Appendix B: Annual Strategic Work Plan Goals, Objectives, and Key Performance Measures
 - Appendix C: Annual Demographics Review



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Major Update

- *The PPP is **reviewed and adopted every two years** by the MetroPlan Board unless substantive changes are required before the two-year period.*

- *It is often necessary to make minor adjustment to reflect new outreach methods and improved data. **The following Administrative Amendments may be made by the Executive Director without further action by the Board:***
 - *Amendments that are federally required in order to be in compliance with updated or new standards*
 - *Updates to outreach methods and tactics*
 - *Updates to Key Performance Indicators*
 - *Updates to demographic data*
 - *Non substantive updates such as to staffing, contacts, grammar, etc.*

PUBLIC COMMENT PERIOD

October 10th - November 24, 2024. (45 days)

No public comments were received.



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2024

Public Participation Plan (DRAFT)



Recommendation:

Staff Recommends the Board adopt the MetroPlan 2024 Public Participation Plan as presented

Adopted by MetroPlan Executive Board on X



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AMEND CALENDAR YEAR 2025 EXECUTIVE BOARD MEETINGS

Staff recommends the Board amend the Calendar Year 2025 (CY25) Executive Board Meeting calendar as presented.

Proposed Amendment CY25 Executive Board Meeting Calendar

- January 9, 2025 – Regular Executive Board Meeting
- February 13, 2025 – Annual Strategic Advance
- **March 6, 2025** - Regular Executive Board Meeting
- April 3, 2025 - Regular Executive Board Meeting
- May 1, 2025 – Regular Executive Board Meeting
- June 5, 2025 - Regular Executive Board Meeting
- July and August 2025 – Summer Recess
- September 4, 2025 - Regular Executive Board Meeting
- October 2, 2025 - Regular Executive Board Meeting
- November 6, 2025 – Regular Executive Board Meeting
- December 4, 2025 - Regular Executive Board Meeting



Staff recommends that the Board amend the Calendar Year 2025 (CY25) Executive Board meeting calendar as presented.





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SS4A Intergovernmental Agreement

Staff recommends that the Board authorize the Executive Director to execute the Safe Streets Master Plan Intergovernmental Agreement with the City of Flagstaff once it is finalized.



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Project Overview

Safety focus

\$2.14 Million Safe Streets and Roads for All grant

\$2.675 Million total project cost

Complete Street Guidelines

Master Plan

Engineering Standards and Code Revisions

Interactive Map Tool

Projects and Strategies

Status: Federal grant agreement signed. Draft scope in review



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Highlights



Based on a previously approved Transportation Alternatives IGA.



Separate IGAs with Coconino County and Mountain Line.



Term: 5 years from grant agreement signed in early December 2024.



Budgeting: 15% of the budget held as a contingency for priority items



MetroPlan responsibilities: Grant administration and contracting, co-project management, invoicing and billing.



City responsibilities: Co-project management, budget tracking, recommendation on contractor invoices, \$261,259 cash match, in-kind time value of \$238,750, responsibility for overruns



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Recommendation



Staff recommends that the Board authorize the Executive Director to execute the Safe Streets Master Plan Intergovernmental Agreement with the City of Flagstaff once it is finalized.



Subrecipient Agreement 4 with the City of Flagstaff

Staff recommend the Board approve the Fourth Amendment to the Master Subrecipient Agreement with the City of Flagstaff.

Funding Overview

\$200,000 Transit into Code grant, matched by Mountain Line



Subrecipient agreement addendum 1- \$35,000

Almost spent

Mountain Line and City seeking to expand scope and do more



Addendum 4 is for \$18,814

Risk Assessment

- NOFO doesn't list City as eligible but federal guidelines do.
- Ineligible due to Title VI Plan. However, a corrective action plan is in place.
 - Board can override with clear reasoning
- If we were to change two items above:

Risk Rating	Risk Score
Low	30



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Recommendation



Staff recommends the Board approve the Fourth Amendment to the Master Subrecipient Agreement with the City of Flagstaff.



5305e Application on Behalf of the Arizona Transit Assoc. (AzTA)

Staff recommends the Board authorize/ratify MetroPlan to 1) apply for 5305e funds for the Arizona Transit Association (AzTA) Communications Plan and 2) execute grant agreement upon award.



5305e Transit Planning Grants

MetroPlan only eligible application in the region

Cooperate with Mountain Line per IGA

This application is different- with Arizona Transit Association

- Still at Mountain Line request



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Goals



Increase Public Awareness



Addressing Transit Challenges



Promoting Community Impact



Supported by COGs and MPOs across the state



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Risks

- Matching funds: \$62,500
 - In-kind
 - Cash if not
- Staff time
 - Oversight of billing, grant compliance, tracking, procurement
- Mountain Line support



Recommendation

Staff recommends the Board authorize/ratify MetroPlan to:



- 1) apply for 5305e funds for the Arizona Transit Association (AzTA) Communications Plan and;
- 2) execute grant agreement upon award.



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Legislative Agenda Update

Recommendation: None. For information and discussion only.



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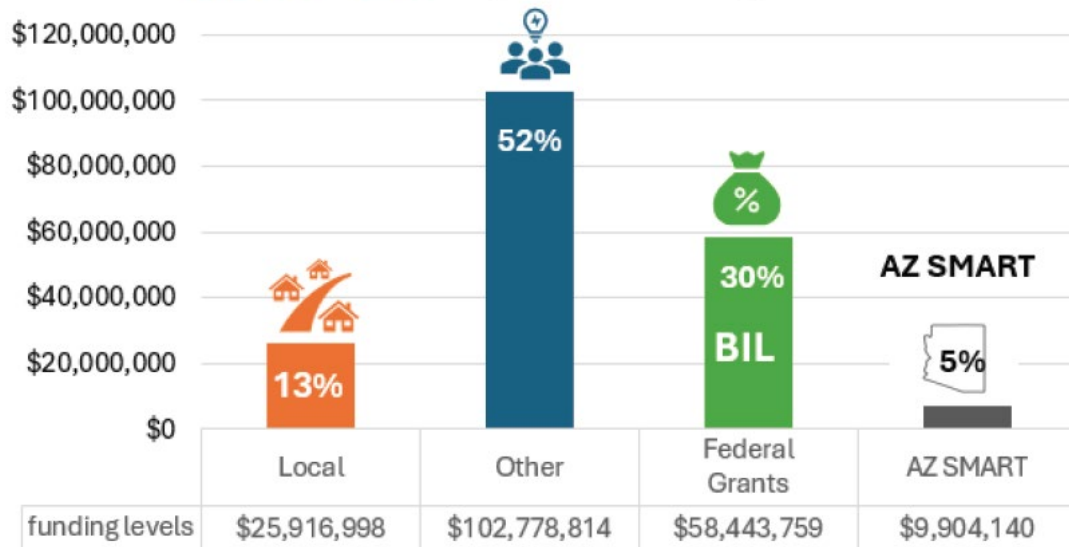
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Update: State Priorities

1 AZ SMART Recapitalization

- ✓ Educational graphic
- ✓ Meetings with legislative staff | policy advisors
- ✓ Engagement with State Board

FY23 -25 Regional Funding Levels



\$187,139,571 Leveraged

2 RTAC Bill | Regional Projects

- ✓ October AZ Rural Transportation Summit
- ✓ Meetings with legislative staff | policy advisors

Jurisdiction	Project	RTAC Request
City	Lone Tree Overpass Improvements	18,268,353
County	US89 and Burris Roundabout	5,650,000
Mountain Line	Bus Maintenance Facility - match	2,044,750
Mountain Line	Fixed route electric buses - match	958,613
Total RTAC request		26,921,716

Update: State Priorities | *ADOT/P2P*

P2P PROJECT PRIORITIZATION: *developing a strategy*

- ✓ Scoring Rubric
- ✓ Project List
- ✓ Next steps:
 - ❑ January 22: Discuss/refine at TAC
 - ❑ February 13: Discuss/adopt priority projects at Advance
 - ❑ Possible further action: March/April Board
 - ❑ May: FY27-31 project recommendations due to ADOT





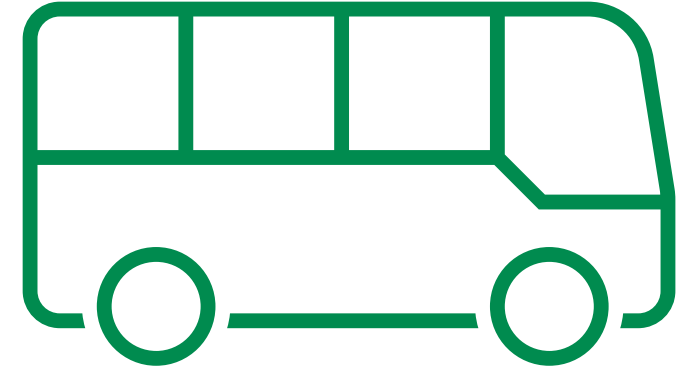
Update: State Priorities – *Creative Local Match*

- LTAF2: Local Transportation Assistance Fund
 - ✓ AZTA to lead discussion
- TIF: Tax Increment Financing
- DIF: Developer Impact Fee
 - ✓ Stakeholder/SME discussion update



Update: State Priorities - *Transit*

- State funding draw down
 - ✓ Establishment of state funding for transit unlikely.
 - ✓ Educate legislators to illustrate impact of transit programs
- Electric Rate setting, peak charges waived for public agencies
 - ✓ Continues to be a priority
- Distribution of Funds in a timely and fair fashion
 - ✓ Mountain Line & other 5307 providers offered language for the State Management Plan and competitive program guidebooks.
 - ✓ 2025 NOFO/NOFAs will reflect changes



Update: Federal Priorities – *BIL/IIJA*

Educational Graphic



BENEFITS OF THE BIPARTISAN INFRASTRUCTURE LAW (BIL) Arizona still needs infrastructure funding

The Bipartisan Infrastructure Law (BIL) has brought > \$100M to the Flagstaff Metropolitan Planning Organization (FMPO) Region:

- Five (5) major construction and two (2) major planning projects
- Facilitate economic development in a crucial freight and tourism hub in Northern Arizona
- Create new public/private partnerships



BENEFITS OF DISCRETIONARY GRANT DOLLARS IN RURAL COMMUNITIES:

Fund large scale projects that would not be possible with formula funding. Rural jurisdictions lack the population size to draw down meaningful formula funds to execute major projects.



Connectivity Improvements

\$32,460,000

New downtown connections to enhance economic vitality, tourism, flood mitigation, and safety of bicyclists and pedestrians.



Transportation Safety Improvements

\$36,734,551

Safety action plans and safety projects that benefit all modes of travel and reduce serious and fatal injuries in Northern Arizona.



Transit Facility Improvements - State of Good Repair

\$17,650,118

Maintain quality of buses to continue excellent and consistent transit service.



Building Resiliency

\$15,590,568

Reduce highway closures and maintenance needs due to post wildfire floods on US180, a major freight, tribal, and rural corridor.



Wildlife Corridor Improvements

\$24,000,000

Reduce wildlife crashes and serious injuries to motorists on I-17, the major corridor between Phoenix and Northern AZ.

PROJECTS MADE POSSIBLE BY:

- Safe Streets and Roads for All (SS4A)
- Wildlife Crossing Pilot Program
- PROTECT
- INFRA

Update: Federal Priorities - *Funding*

- Federal Discretionary Grant & Congressionally Directed Spending (CDS) Support
 - 8 pursuits
 - 3 awards made:
 - ✓ CRISI \$4.9M
 - ✓ AZ SMART \$2.4M City/SS4A
 - ✓ RAISE \$19M
 - CDS:
 - ✓ Amtrak \$3.8M
 - ✓ Bus EV charging \$1.9M
- Strategic Grants Plan update:
 - ✓ FY25 falls off | add FY28
- Monitor developments:
 - ✓ Car Safety Rating Modernization
 - ✓ Long distance Amtrak routes
 - ✓ Annual Transit Appropriations / BIL/IIJA



Vulnerable Road Users Safety Action Plan

Recommendation: None. For information and discussion only.


VRU + Vision Zero



MetroPlan's Goal: To make the Flagstaff Region's streets safer for all who use them, especially those who are the most vulnerable – people who walk, bicycle, and roll.

VRU Purpose:

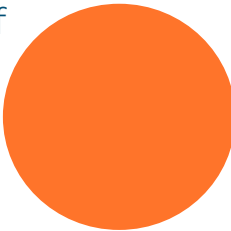
- Document the extensive amount of safety-related work that has already been done in the region
- Advise and educate jurisdictional partners on addressing traffic-related deaths and serious injuries.
- Conduct a systemic safety analysis that includes documentation of the High Injury Network (HIN), set performance measures for improving all-modes safety throughout the region, and provide policy.
- Recommend next steps that MetroPlan can take in improving safety.
 - Strategies and Policies
- ***Establish MetroPlan's Commitment to Vision Zero***



Vision Zero is the strategy to eliminate traffic fatalities and severe injuries on all roadways.

Vision Zero is built on the basis that traffic deaths and severe injuries are preventable.

Vision Zero emphasizes a Safe Systems approach, which acknowledges that people make mistakes, and focuses on influencing system-wide practices, policies, and designs to lessen the severity of crashes.



How will this plan be used?



- Identify locations where Vulnerable Road Users are at risk
 - Identify countermeasure that can improve transportation safety
 - Identify behaviors and actions to support TDM and SRTS programming
 - Identify quick build, low-cost improvements that lead to immediate change
 - Identify plans, programs, and polices for MetroPlan that support a reduction in serious injuries and fatalities.
- Consolidate, review and prioritize existing safety recommendations with an emphasis on the VRU findings.
 - Prioritize projects
 - Support grant/funding opportunities
 - Support region in identifying holistic investments
 - Support/advise partners to reach Vision Zero goals through prioritized projects



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Schedule

(Updated) VRU Planning Schedule																	
		CY 2024										CY 2025					
		FY 2024				FY 2025											
Task	Task Title	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J
1	Project Management and Coordination																
2	Stakeholder and Public Outreach																
3	Safety Systems Performance Analysis																
4	Identify Safety Emphasis Areas																
4.1	<i>Risk Exposure</i>																
5	Policy Development, Strategies, Network screening, safety needs																
6	Identify and Analyse Available Resources																
7	Implementation Plan (Draft)																
8	Final Plan adoption																★
9	Post-project data collection and reporting																→
D	Draft - January, 2025																
★	Adoption - June 5, 2025																
FHWA	Submit adopted plan - June 20, 2025																



Crash Findings

VRU Safety Snapshot, 2017-2023



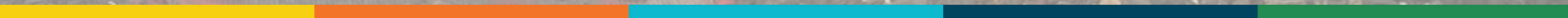
489 Pedestrian and Bicycle Crashes in the Flagstaff Region

27 Pedestrian Fatalities

8 Bicyclist Fatalities

28% Pedestrian crashes resulted in a serious injury or fatality

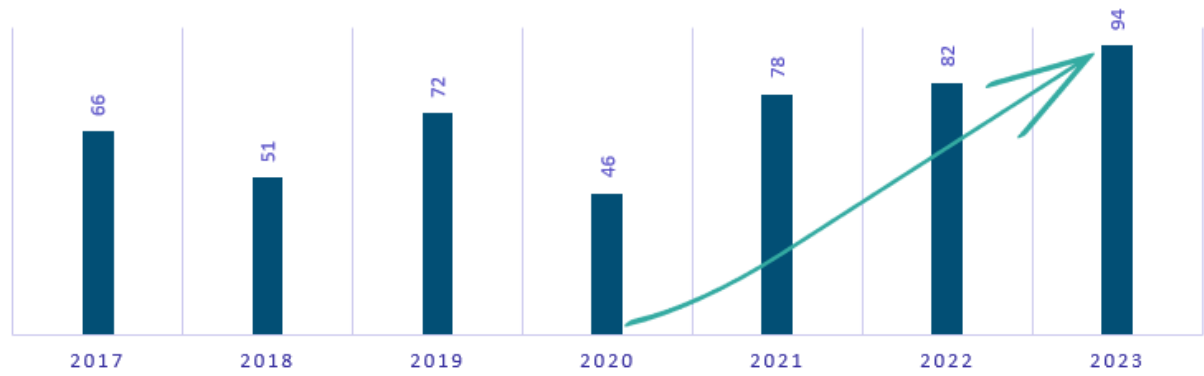
18% Bicyclist crashes resulting in a serious injury or fatality



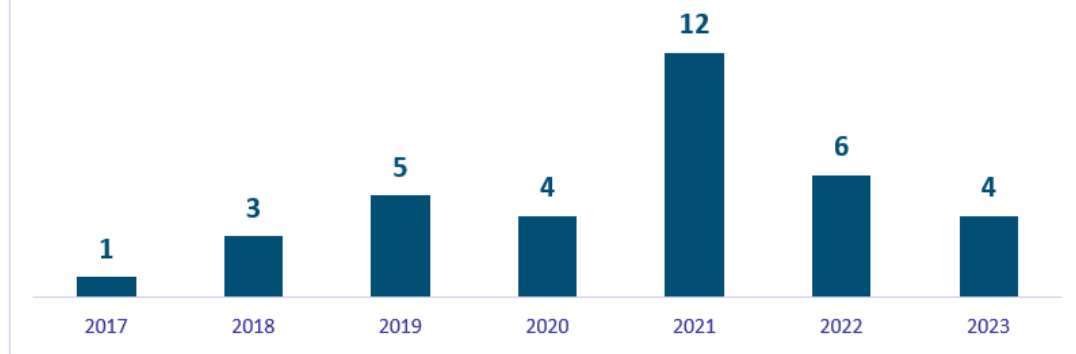


Historical Trends

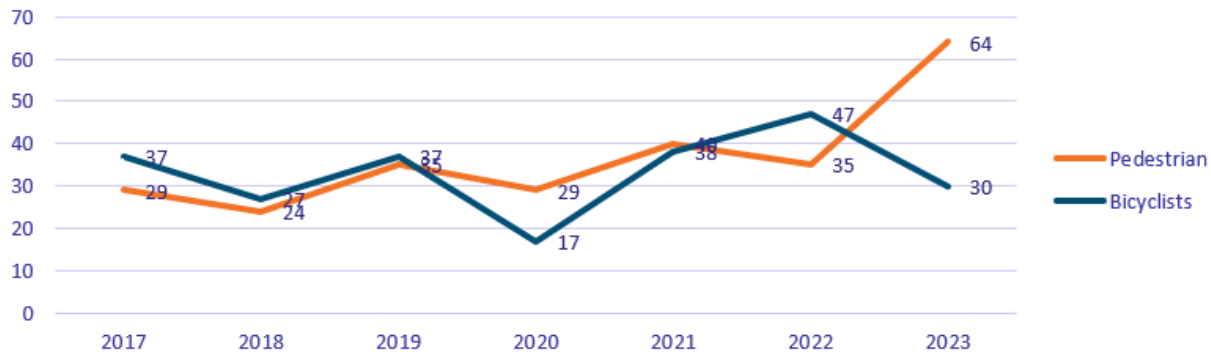
VRU TOTAL CRASHES



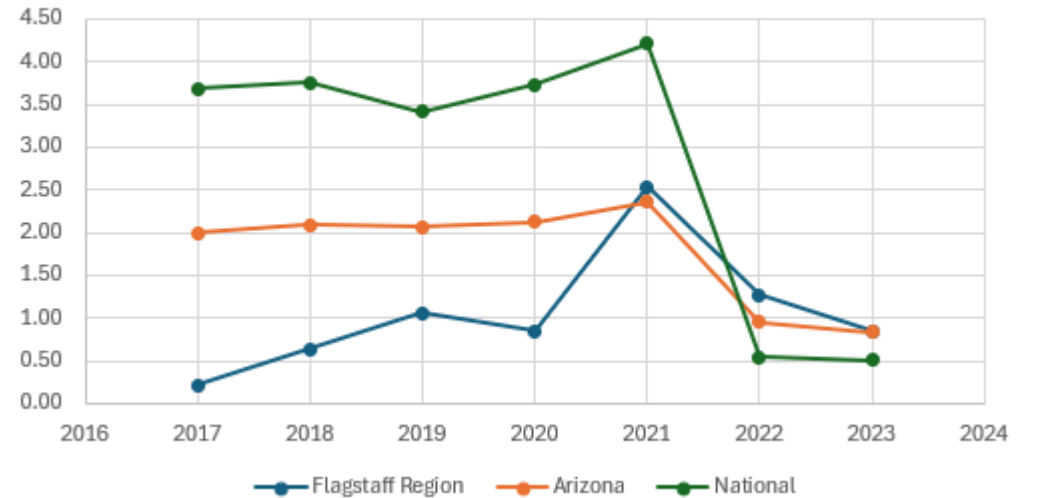
VRU FATALITIES (2017-2023)



Pedestrian & Bicyclist Crashes (2017-2023)



Fatality rate per 100,000 population



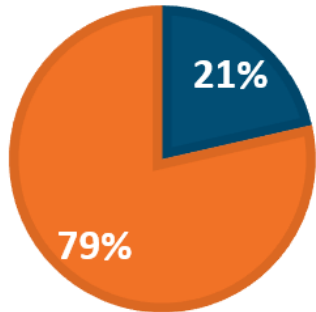


Who is impacted?

Fatal and Serious Injuries by Gender

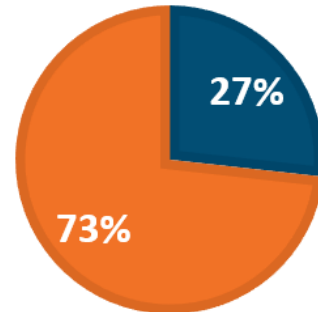
BICYCLE: FATAL AND SERIOUS INJURIES

Female Male

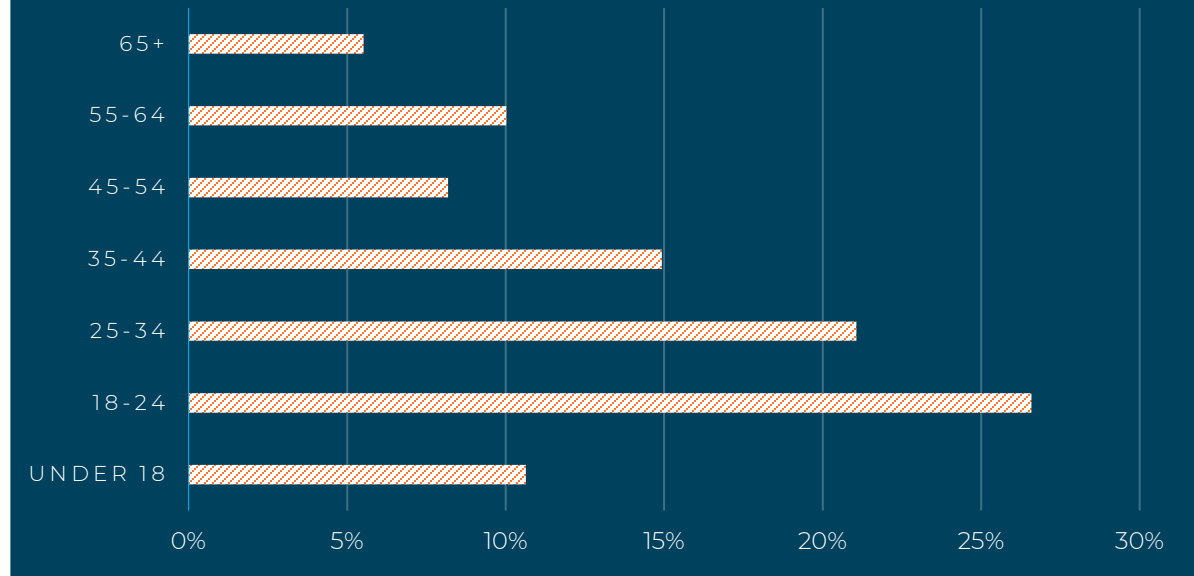


PEDESTRIAN: FATAL AND SERIOUS INJURIES

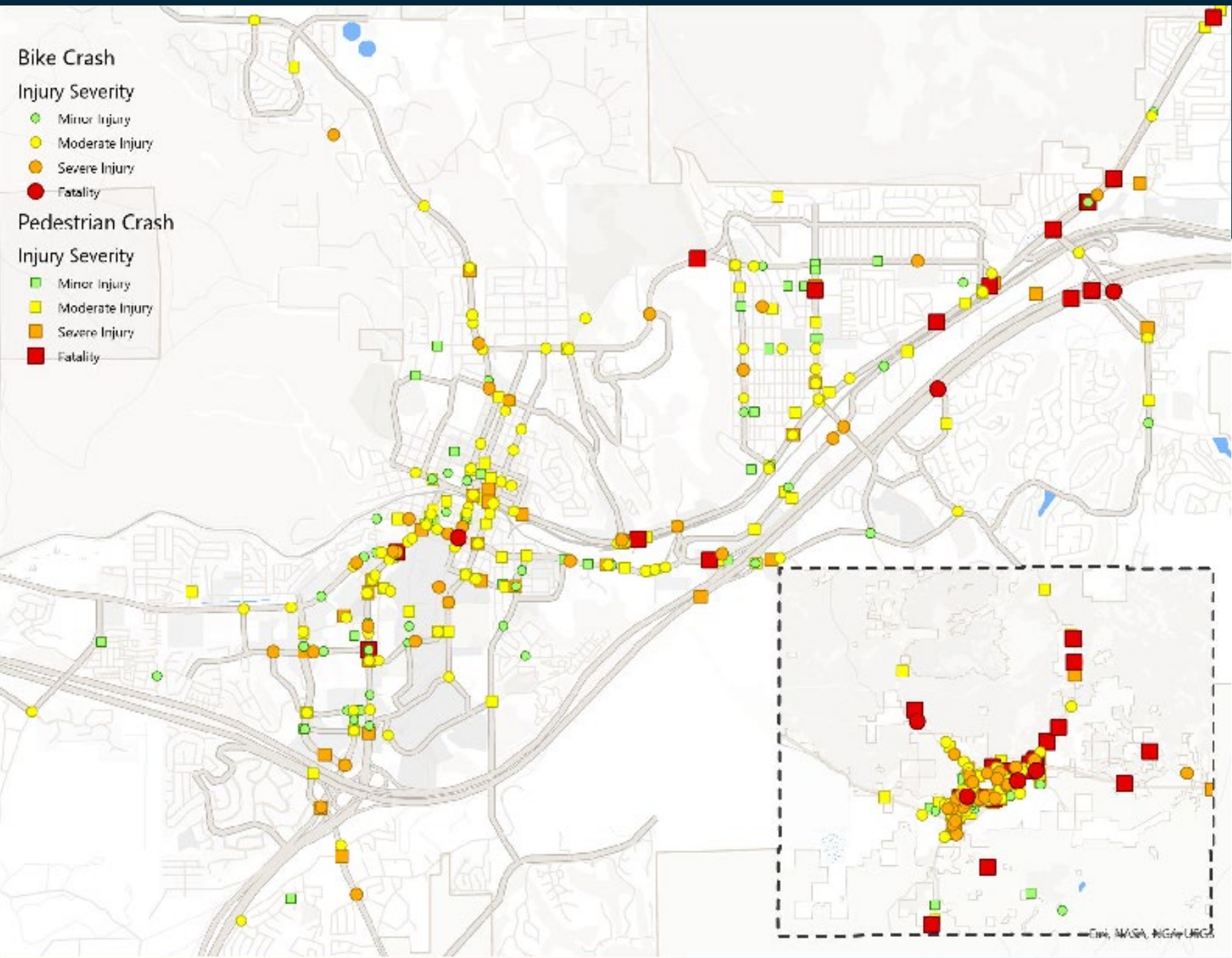
Female Male



% CRASHES BY AGE



Age Group	Serious Injury	Fatal	Total	% of Total Crashes
Under 18	9	2	11	2%
18-34	36	8	44	9%
35-54	24	15	39	8%
55+	15	8	23	5%



Where are VRU crashes happening?

Where are these crashes happening?

CONTRIBUTING FACTORS

- 1) Vehicles not yielding at intersections and crosswalks.
- 2) Peds/Bikes crossing the roadway at unmarked/mid-block crossings.
- 3) Bikes being struck in bike lane by vehicles or due to riding wrong way.

PEDESTRIANS AND BICYCLISTS COMBINED

	Total #	% of Total Crashes
1. MARKED CROSSWALK AT INTERSECTION	176	36%
2. NOT AT INTERSECTION ON ROADWAY NOT IN CROSSWALK	66	13%
3. BICYCLE LANE	49	10%
4. AT INTERSECTION NOT IN CROSSWALK	38	8%
5. SIDEWALK	34	7%
	363	74%



14% VRU crashes are a result of a *Hit and Run*

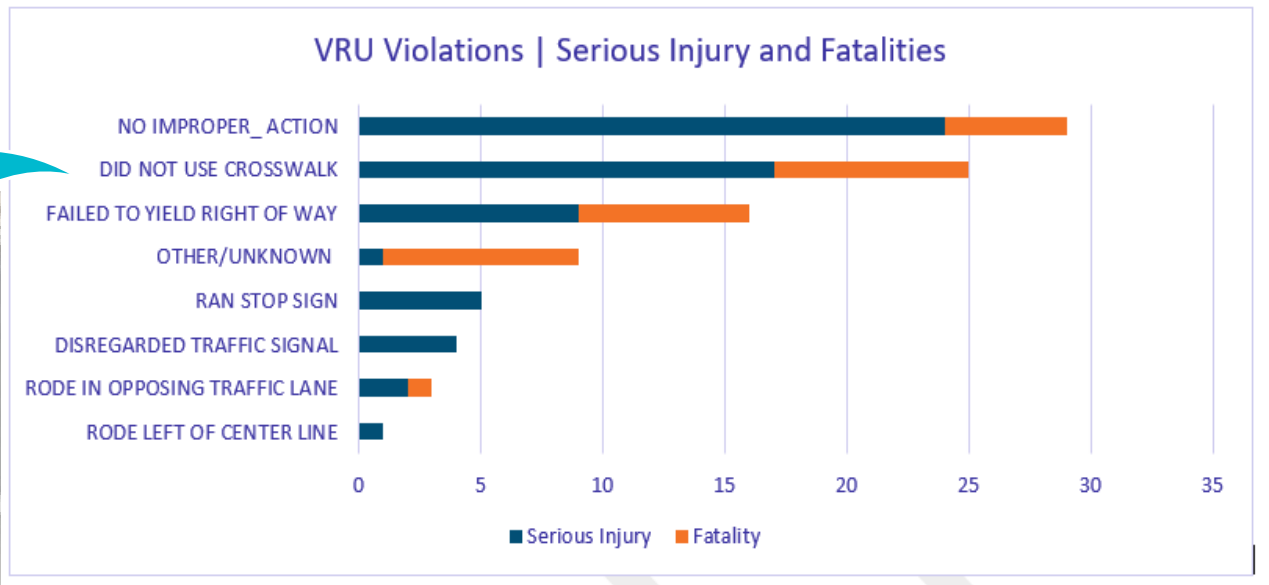
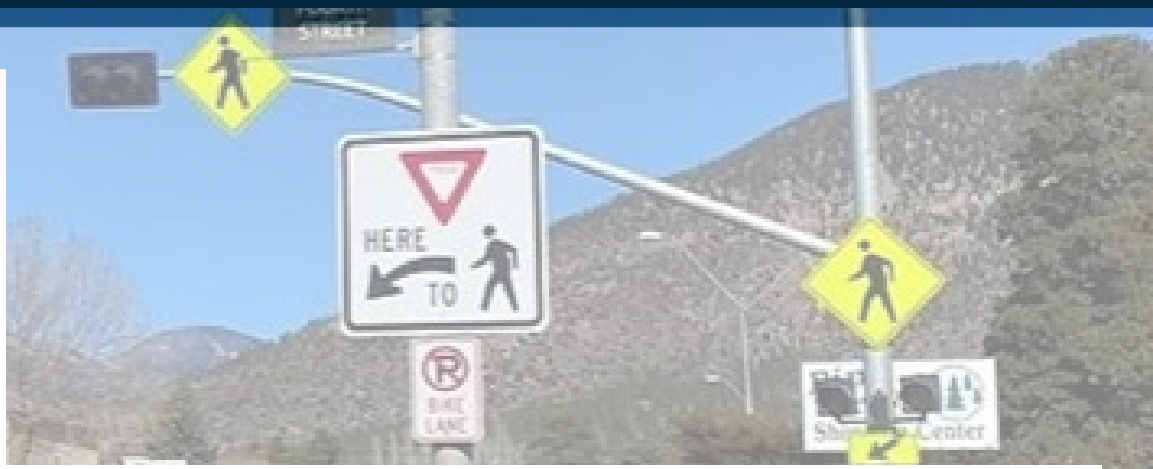
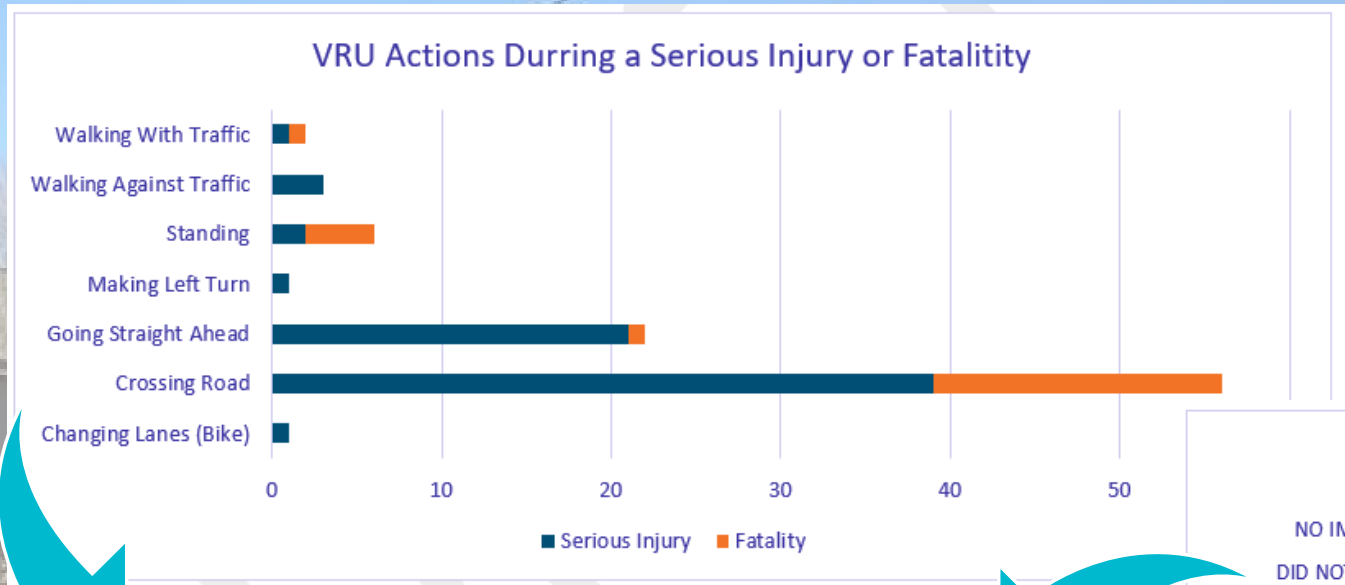
36% Happen in a marked crossing or intersection

10% Happen in a bike lane



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#1 Crossing the Road



ACTION: Crossing the road
VIOLATION: Did not use crosswalk



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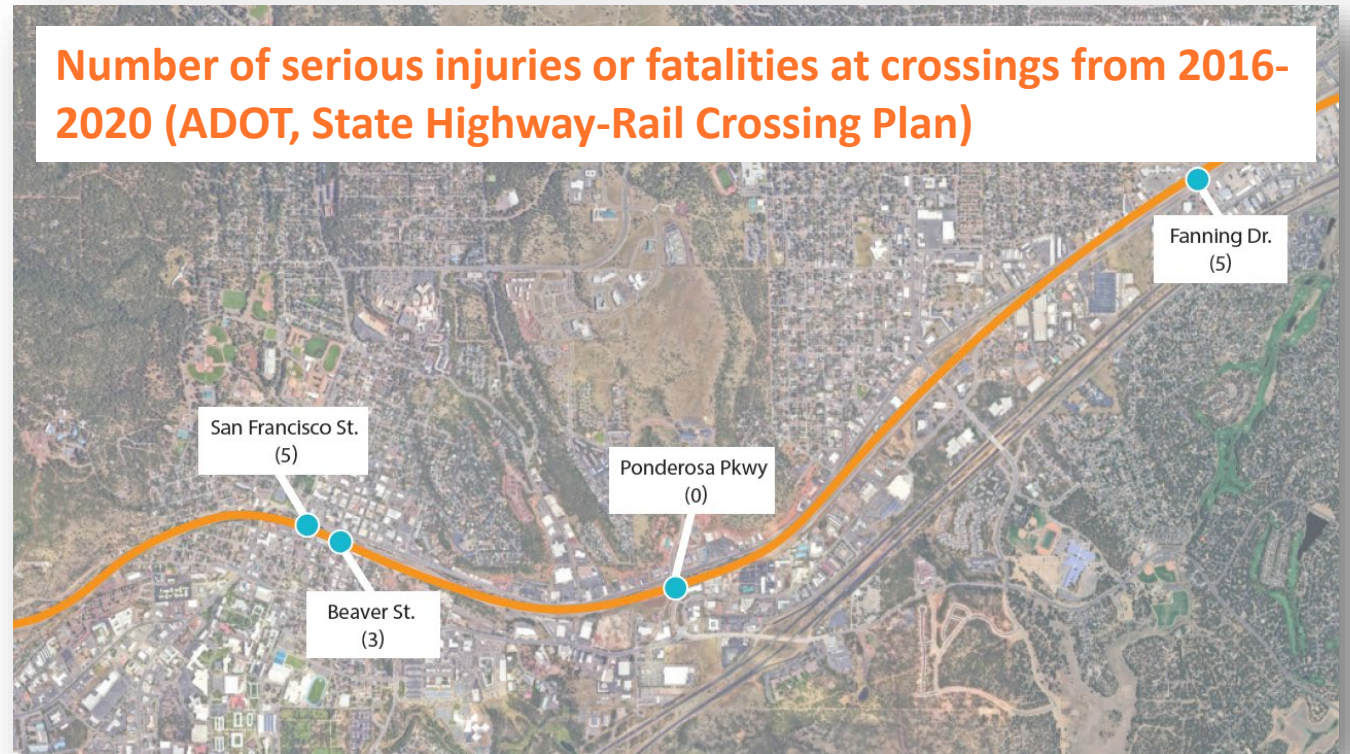
Fed. Railroad Administration

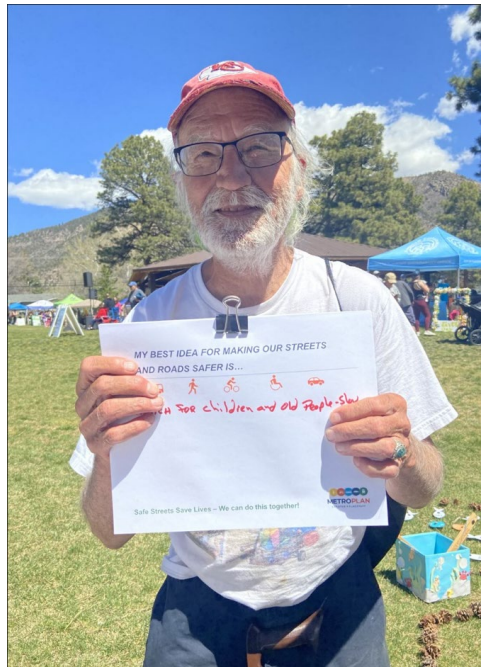
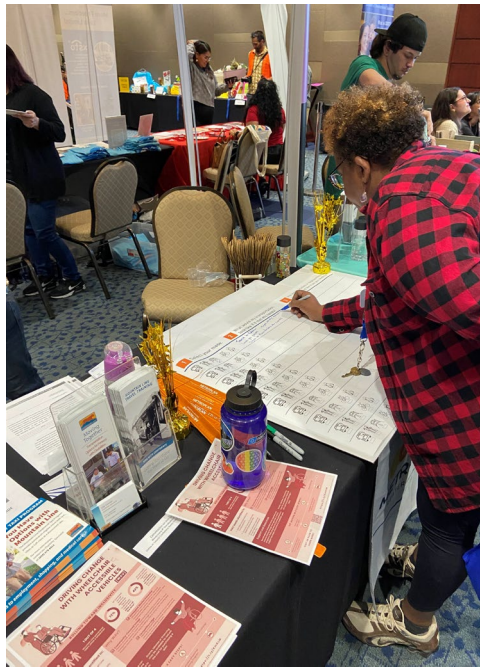
Flagstaff represents **47% of all fatal crashes** in the state due to the high frequency of freight and commercial trains.

The **majority (87%)** of Flagstaff's crashes involved **pedestrians**.

ADOT State Priorities:

1. San Francisco
2. Beaver
4. Fanning
5. Ponderosa pkwy





mode:	2 What would my transportation look like if it met my needs?	3 Any special requests?
	Missing Bike lanes	lan
	Bike lanes	Route 3
	Safer bike & pedestrian ways. slower speed rates more roundabouts.	
	Protected bike lanes (separated) series of green-painted roundabouts	left street
	Light and Crossing at Isabel + Felice Education w/ schools and drivers (PM/PM) = what drivers mean etc. (Walking Sidewalk + Crosswalk) = what drivers mean etc. (Walking Education on roundabouts + these board on distracted walking	
	- even a clear sidewalks - crosswalks - clearly marked bike lanes	mitton, beulah,
	- Continued accessibility to walking/running trails, sidewalks. - Underground parking structures to maintain street availability/parking for city beautification. - Please implement signs at all roundabouts for drivers - "Please use roundabouts"	↳ Everywhere
	Easy to use accessible lanes for street crossing - well marked	
	Better crossing to transit and street lighting Thompson / Amber/Sunshine	Row 7 Stop 1 Row 8 St. So I don't

Public Outreach



Outreach Goals

Public Outreach

- General Public (Community events)
- Focused – disadvantaged/underserved communities
- Existing input (Regional Transportation Safety Plan)

New Data (Qualitative)

- Determine safety impacts to underserved communities
- Pair lived experiences with data
- Identify and understand risks to community
- Understand perceptions of danger, comfort, safety, etc.
- Identify areas where “close calls” have happened

Behaviors/ Actions

- Build and maintain relationships
- Understand individual behaviors that put them in risk and why

Inform Strategies & Project Prioritization





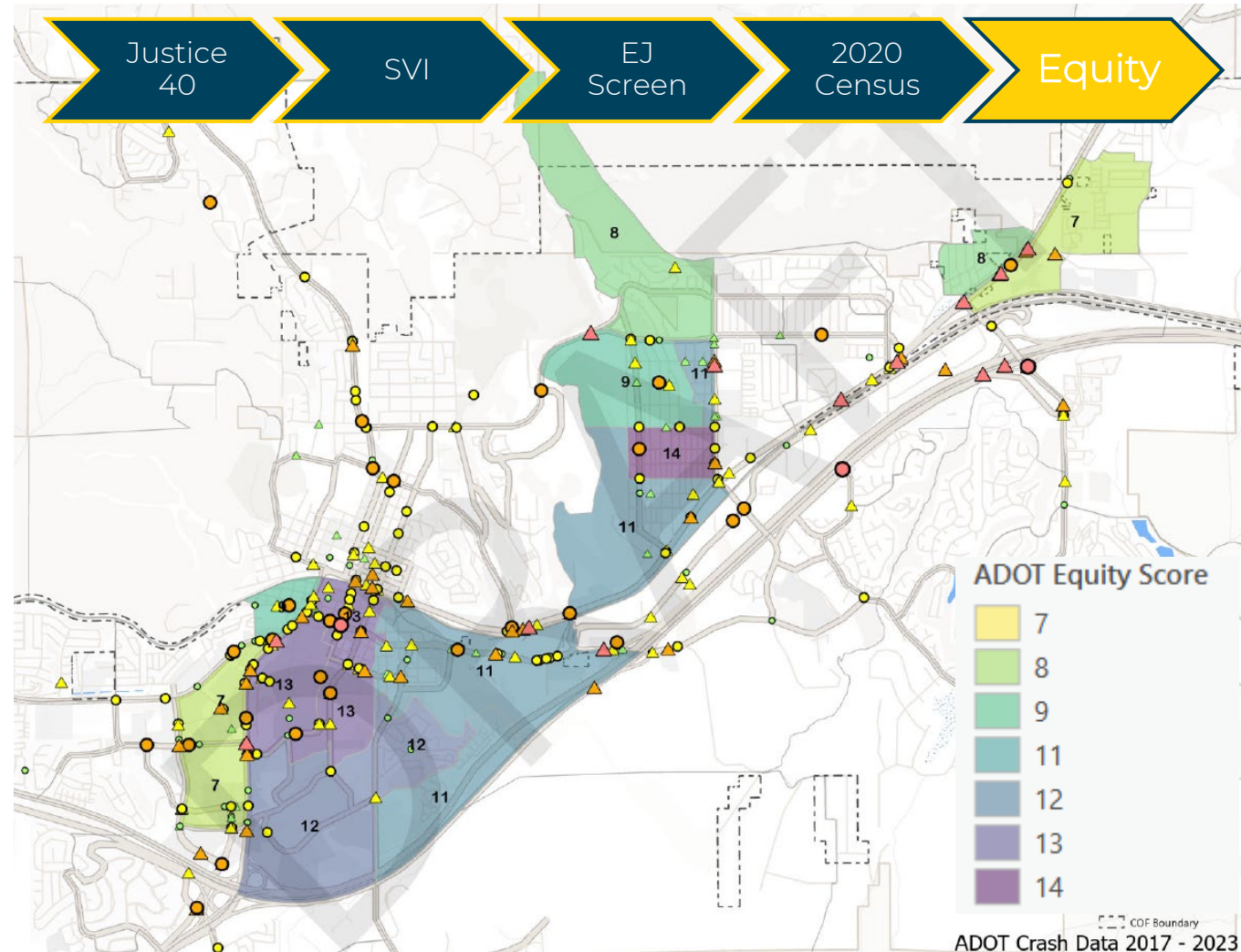
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Equity Focused Outreach

Nationwide Crash Trends

- **Racial disparity:** According to a CDC study, Black and Native American people are more likely to be killed while walking than other racial groups.
- **Neighborhood income:** 30% of pedestrian deaths occur in low-income neighborhoods, even though these neighborhoods only make up 17% of the population.
- **Age:** Adults between the ages of 50-65 and adults over 75 are more likely to be killed while walking than other age groups.





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Outreach Conducted to date

April 2024

Event	Type
Earth Day	Community Event
Bike Bazaar (Bike Month)	Community Event
Science in the Park	Community Event
Commission on Inclusion and Adaptive living	Presentation
Northern Arizona Disability Resources Fair	Community Event
Accessibility Walk Audit (Southside)	MetroPlan Event
Family Food Center	Tabling
Coordinated Mobility Council	Presentation
Senior Center	Focus Group
Main Library	Tabling
Hal Jensen Community Center	Tabling

January 2025

400+
Participants

Activities Conducted

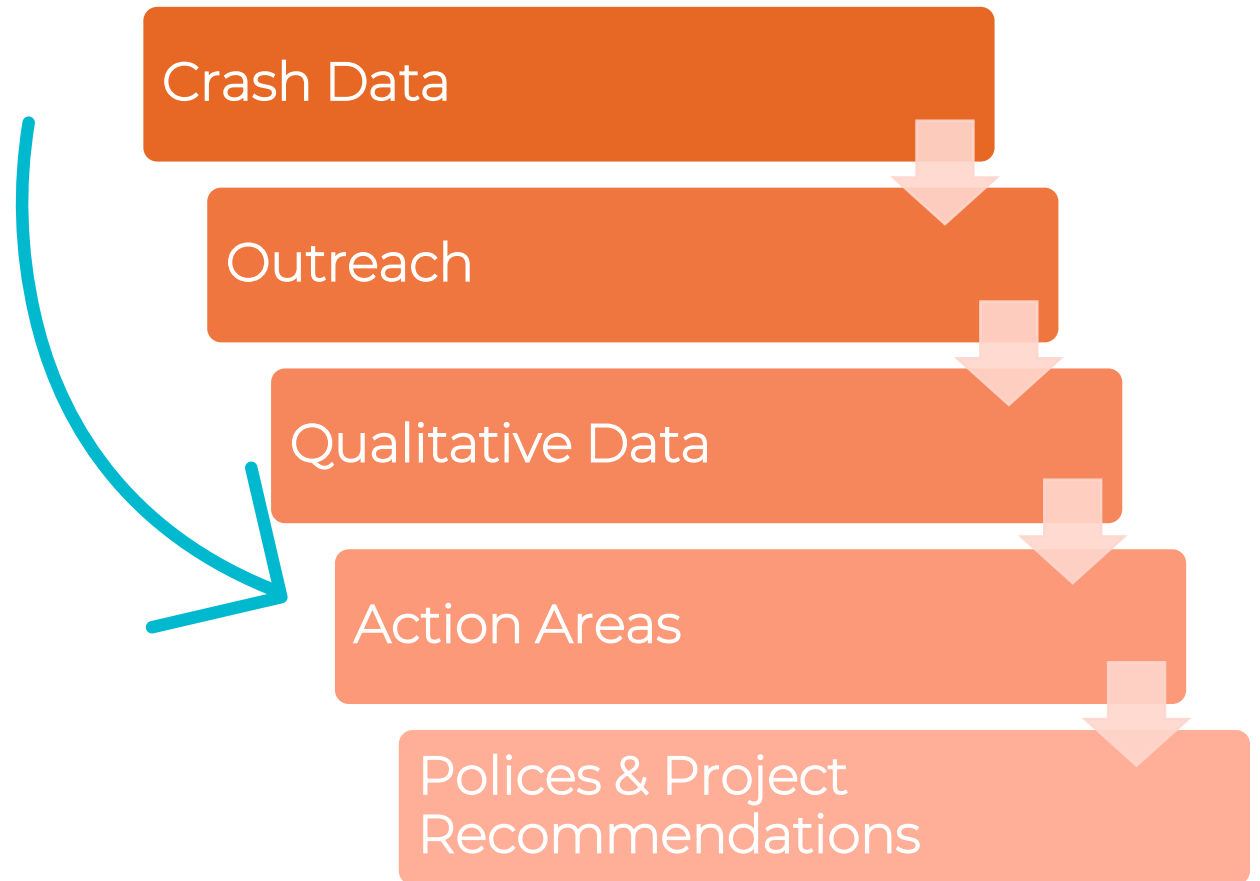
- What's your best idea for making our streets and roads safer?
- Cone of Vision (Speed/Safety Education)
- Walk Audit -Lived Experiences
- Understand transportation challenges and needs of underserved communities



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How have we used what we've learned?



Action Areas



Reduce potential for conflict between users



Slow vehicle speeds



Encourage safer practices among people driving, walking, and bicycling



Improve data collection and analysis



Support an institutional commitment to Vision Zero

ACTIONS WILL BE ORGANIZED INTO A 2-YEAR AND 5-YEAR TIME FRAMES.

These categories can be completed (*one-time actions*) or started (*ongoing actions*).

Focus on MetroPlan's ability to support and implement actions that are within the organization's control.

All other actions will be provided to our local agencies and partners to support the development of new standards and practices to reduce VRU crashes across the region.

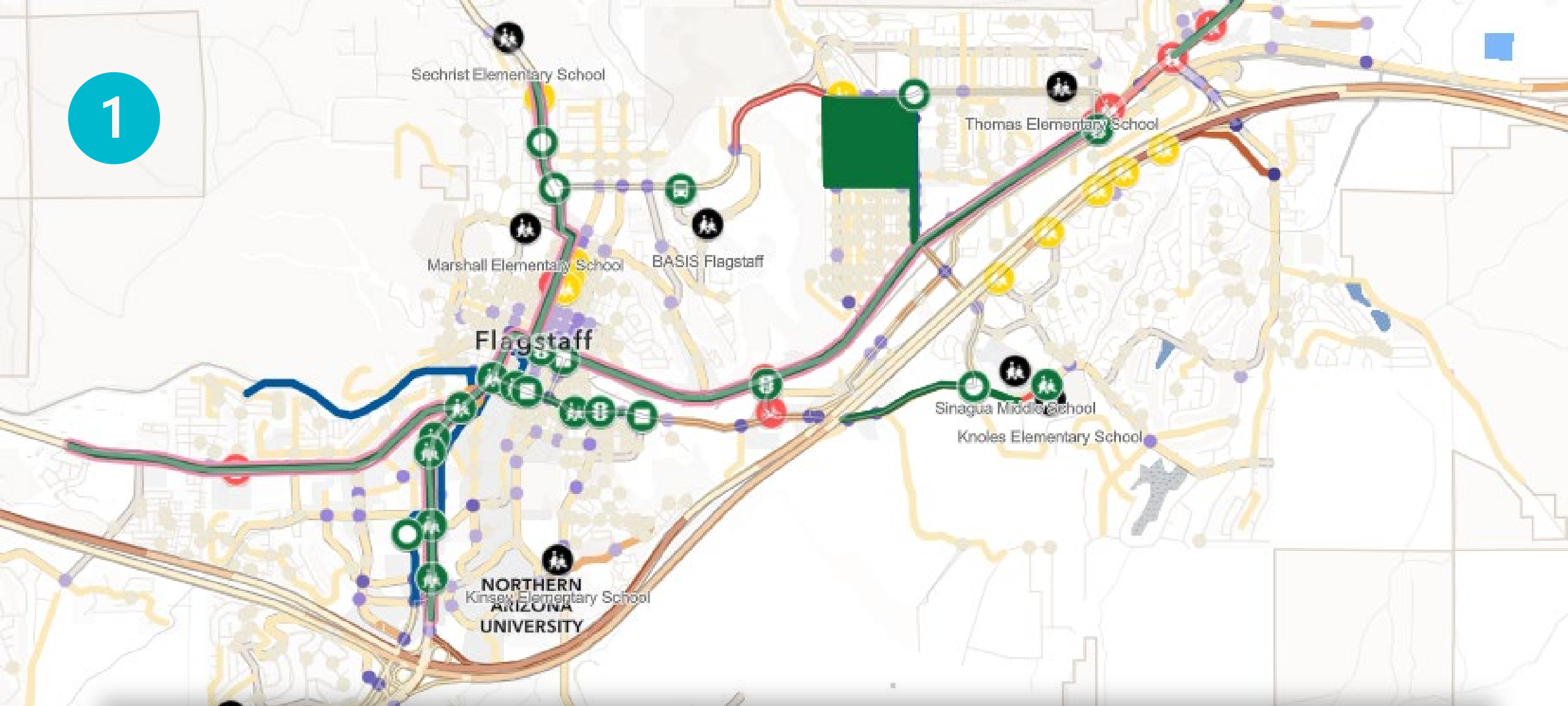


New Spatial Data Sets

1. Consolidation of Safety Projects
2. Risk Exposure Assessment



1



Prioritizing and Bundling of Safety Projects (Draft)

2

Risk Exposure Assessment

PURPOSE:

- Understand safety risks related to infrastructure and geometry of design
- Understand influences on exposure to a crash
- Determine if higher risks impact disadvantaged communities
- Score roadways to further prioritize projects
- Proactive not reactive

Risk Exposure Assessment

A **risk factor** is a characteristic or behavior that increases the likelihood of a negative outcome.

In this case, it is the physical design of the roadway. (ex. number of through lanes)



Exposure is the condition of being exposed to something.

In this case, vulnerable road users are exposed to risk factors (road attributes).



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Risk Exposure Creation

Combined datasets from state and local agencies

- ADOT (Roads, Crashes), City of Flagstaff (Roads), MetroPlan (Vehicle Volumes)

Analysis in ArcGIS Pro

Attributes ranked to determine highest risk factors

Risk Scores created based on ranked risk factors

Category	Type	% of L	% of Crashes	Risk Factor
Through Lanes	6	0%	6%	35.1
Through Lanes	5	1%	25%	23.7
Median Type	TWLTL	3%	45%	14.8
Equity	Medium Equity	1.2%	17.8%	14.3
Left Turn	TRUE	2%	32%	13.7
Parking Presence	One side	1%	7%	12.5
Through Lanes	4	1%	11%	12.1
Bike Facility Width	Narrow width	0.5%	6.2%	11.7
Right Turn	TRUE	2%	20%	11.6
Parking Presence	None	7%	70%	9.9
Through Lanes	3	2%	17%	9.3
Speed Limit	30 - 40	5.4%	49.6%	9.2
Bike Facility Width	Standard width	4.0%	35.7%	8.9
Equity	Low Equity	1.3%	11.1%	8.7
Functional Class	Major Arterial	2%	20%	8.0
Equity	High Equity	2.0%	15.6%	7.8
AADT Class	20k+	2.4%	17.4%	7.4

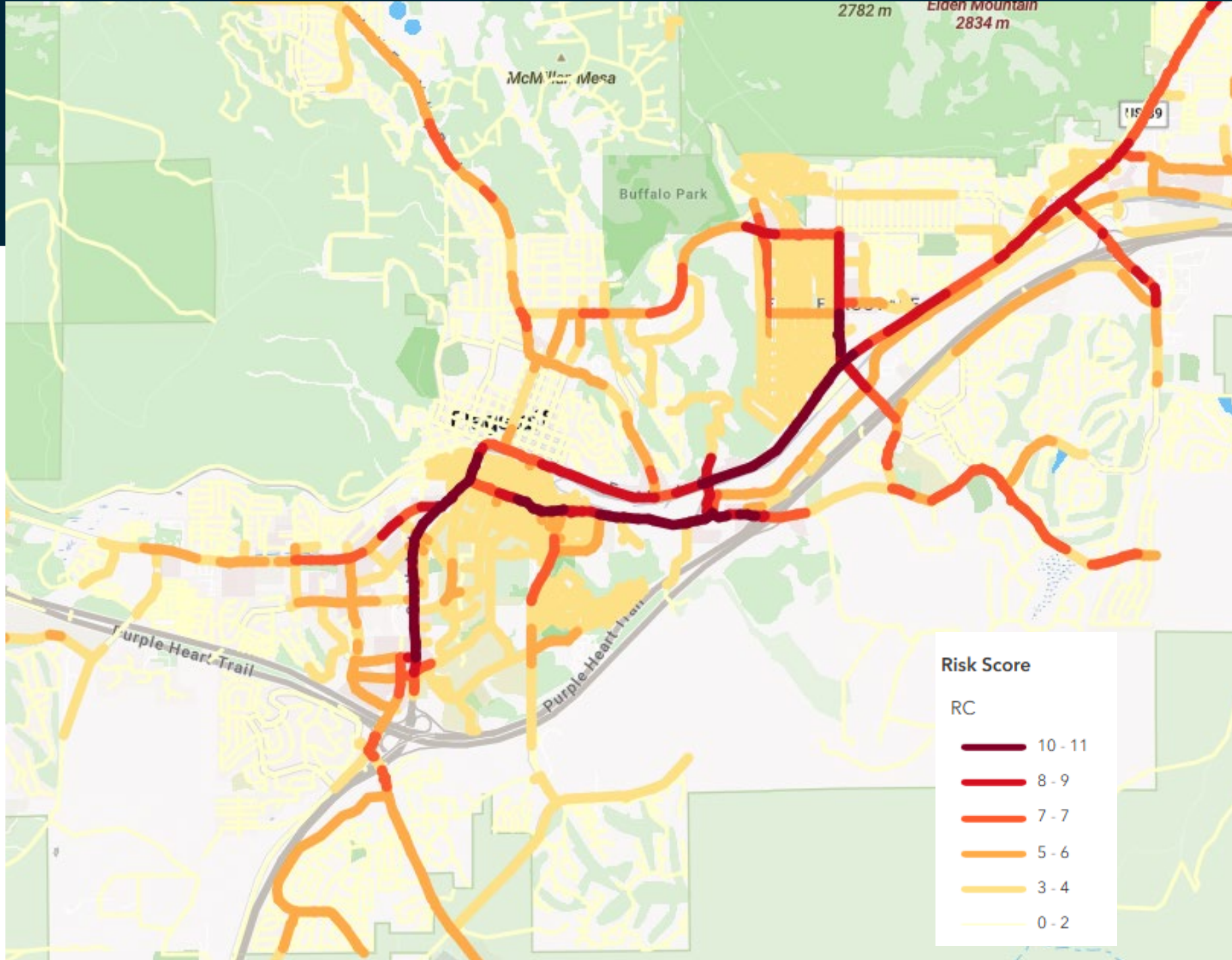


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Risk Score

Attributes		Points
Equity Area	No	0
	Yes	2
Through Lanes	1-2	0
	3-4	1
	5-6	3
Right Turn	Not Dedicated	0
	Dedicated	1
Left Turn	Not Dedicated	0
	Dedicated	1
Bike Facility Width	Extra Width	0
	Narrow/ No Bike Lane	1
Median Type	TWLT	1
	No Median	0
Speed Limit	Less than 30MPH	0
	30MPH+	1
Vehicle Volume	<10k	0
	10-20k	1
	20k+	2
Total Points Possible		12





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Next Steps:



Adopt a Vision Zero
commitment
(Annual Advance)



Develop strategies



Develop MetroPlan
policies to support
transportation safety



Propose prioritized
projects and programs

Questions or comments?



Safe Routes to School (SRTS) Programmatic Update

Recommendation: None. For information and discussion only.



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SRTS: current process

School observations

- Collect data
- Record behaviors
- Study existing infrastructure for possible improvement areas

Stakeholder Interviews

- School principals or directors
- Assessment of current student transportation
- Strategies to increase walking/biking
- Crossing guard education/advocacy





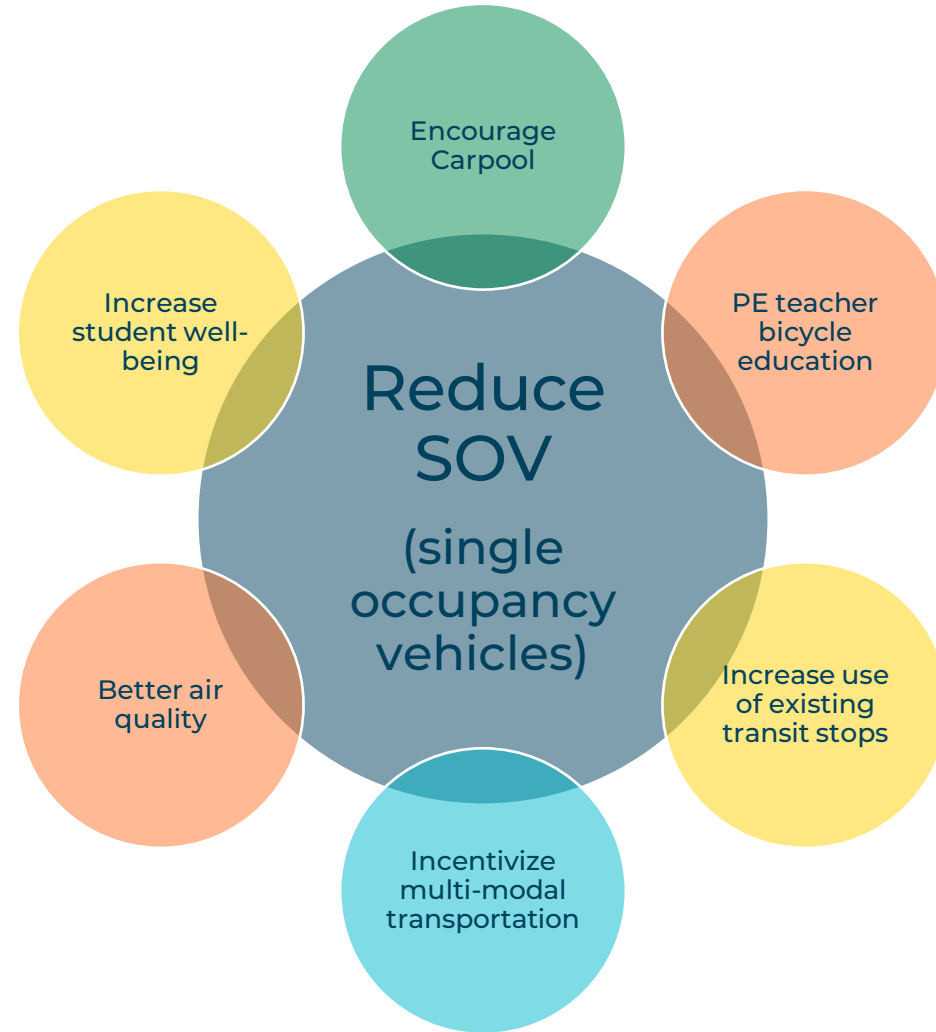




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SRTS: possible actions





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Transportation Demand Management (TDM) Update

Recommendation: None. For information and discussion only.



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TDM UPDATE

Safer People Campaign

09/24

- Contract approved and signed with Mtn Mojo Group

12/24

- Video filming completed
- FPD, COF, community partners

01/25

- Campaign approval
- Rollout to community





TDM Action Plan → KPI goals



Reduce trips from single occupancy vehicles (SOV)



Increase safety for all road users



Encourage multimodal transportation options



Increase visibility within the community



Implement a community-wide Safe Routes to School Program

- Bike to Work/School Week-promotion, events and education
- Bike to School Day-promotion and education
- Walk to School Day-promotion and education
- Open streets events
- “Opening” new infrastructure events
- Neighborhood asphalt art
- Safer People campaign and education
- Support micromobility share program
- Bike events K-8 PE LCI education
- Neighborhood traffic-calming support/liaison



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MetroPlan Happenings

Recommendation: None. This item is for information and discussion only.



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Happenings

Congrats Aubree!

FY2024 Audit

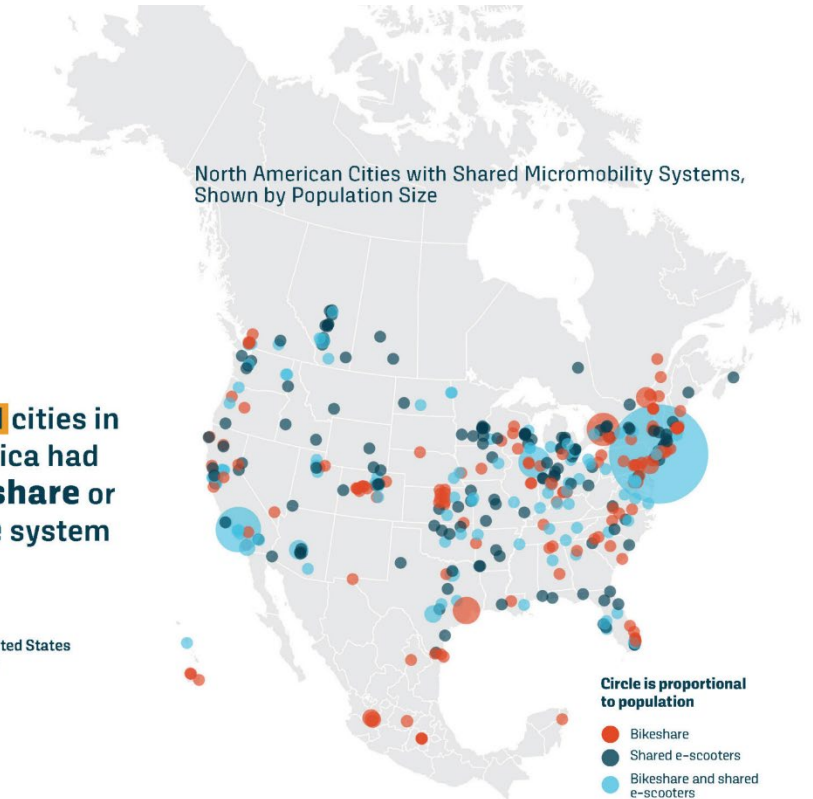
COG/MPO Training in Phoenix

Micromobility Share at Council

Business Manager Interviews

At least **421** cities in North America had a **scootershare** or **bikeshare** system in 2023.

- This includes:
- 371 cities in the United States
 - 41 cities in Canada
 - 9 cities in Mexico



D. Closing Business

- 1. ITEMS FROM THE BOARD**
- 2. NEXT SCHEDULED EXECUTIVE BOARD MEETING**

Annual Strategic Advance | February 13, 2025

- 3. ADJOURN**