



METROPLAN
GREATER † FLAGSTAFF

NORTHERN ARIZONA
**REGIONAL TRANSPORTATION
SAFETY PLAN**



December 2023

Prepared by:



**The
Barnhart
Company**



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Acronyms

ACIS – Arizona Crash Information System

ADOT – Arizona Department of Transportation

BIL – Bipartisan Infrastructure Bill

CMAQ - Congestion Mitigation and Air Quality Improvement

CMF – Crash Modification Factor

CYMPO – Central Yavapai Metropolitan Planning Organization

DOT – Department of Transportation

DPS – Department of Public Safety

ETC - Equitable Transportation Community

FARS - Fatality Analysis Reporting System

FHWA – Federal Highway Administration

FTA - Federal Transit Administration

HRRR - High Risk Rural Road

HSIP – Highway Safety Improvement Program

MPO - Metropolitan Planning Organization

NACOG – Northern Arizona Council of Governments

NHTSA - National Highway Traffic Safety Administration

RTSP – Regional Transportation Safety Plan

SHSP – Strategic Highway Safety Plan

SS4A – Safe Streets and Roads for All

STB - State Transportation Board

T2 - Technology Transfer

TIP - Transportation Improvement Program

VMT – Vehicle Miles Traveled

Executive Summary

MetroPlan led the development of a Regional Transportation Safety Plan (RTSP) for the MetroPlan region. MetroPlan worked in partnership with the Central Yavapai Metropolitan Planning Organization (CYMPO) and Northern Arizona Council of Governments (NACOG) through a planning committee consisting of staff members from these three regional planning agencies. The committee provided oversight for the development of a RTSP for the individual regions. MetroPlan will lead the implementation and monitoring of its RTSP.

This RTSP establishes a framework for reducing fatal and serious injury crashes on public roads in the MetroPlan region by identifying crash trends, emphasis areas, performance measures, high-risk crash locations, funding resources, and potential projects.

A crash analysis was performed for the MetroPlan region based on the most recent five years of available crash data: January 1, 2017, to December 31, 2021. Over this period, 10,076 reported crashes occurred, with 57 fatalities and 2,360 injuries in the MetroPlan region.

- Intersection crashes account for the highest number of fatal plus serious injury crashes at 44%
- Lane departure crashes represent the second highest number of fatal plus serious injury crashes at 42%
- Nighttime crashes represent the third highest number of fatal plus serious injury crashes at 30%
- Of the 139 pedestrian-involved crashes, 11% resulted in fatalities, while 19% were reported as suspected serious injuries
- Of the 151 bicycle-involved crashes, 2% resulted in fatalities, while 16% were reported as suspected serious injuries
- “Speed Too Fast For Conditions” and “Failed To Yield Right Of Way” are the top crash violations in the region

The most common manners of collision in all crashes were rear end (31%), single vehicle (23%), and angle (Front To Side)(Other Than Left Turn) (16%).

MetroPlan supports the elimination of traffic fatalities and serious injuries and will adopt a “Vision Zero” policy as part of its Vulnerable Road Users Safety Action Plan that commences next spring.

The following emphasis areas were identified for the MetroPlan region:

BEHAVIORAL

- Speeding/Aggressive Driving
- Impaired Driving
- Distracted Driving
- Bicycle
- Pedestrian
- Nighttime

OPERATIONAL

- Bicycle
- Pedestrian
- Intersection
- Lane Departure
- Nighttime
- Speeding/Aggressive Driving

Areas listed in both columns present opportunities for both behavioral and operational solutions.

The RTSP identified the intersections and segments with the highest crash severity using the Equivalent Property Damage Only (EPDO) network screening performance measure from the AASHTO Highway

Safety Manual, 1st Edition (HSM). The priority locations from the network screening were developed from the highest EPDO scoring locations in each jurisdiction.

Employing the Safe System Approach as the framework, specific strategies were identified. These strategies revolve around the fundamental elements of the Safe System, namely Safe Roads, Safe Speeds, Safe Road Users, Safe Vehicles, and Post-crash Care.

Using input from stakeholders, the public, crash data analysis, network screening, and individual agency input, potential safety projects within the region were identified and prioritized. Implementation by local jurisdictions will be subject to their discretion, budget and capital programs. The projects are intended to provide safety improvement to the region and further the region's safety goals.

Introduction

Regional Overview

The Northern Arizona region is a vast area covering 47,967 square miles with a population of 529,137. The region includes four counties, five tribes, 22 incorporated cities and towns, and two Metropolitan Planning Organizations (MPOs) – Central Yavapai MPO and MetroPlan. The MPOs conduct transportation planning for the urbanized areas surrounding Flagstaff (MetroPlan) and the Central Yavapai Region (CYMPO), which includes Prescott, Prescott Valley, Chino Valley, and Dewey-Humboldt. MetroPlan is governed by an executive board, management committee, and technical advisory committee that are composed of elected officials, management, and technical staff, respectively, from member entities.

Plan Development

A Regional Transportation Safety Plan (RTSP) was developed in 2018 by MetroPlan in collaboration with the CYMPO and NACOG. The purpose of the RTSP was to address safety from a holistic, regional perspective to reduce the risk of death and serious injury to all transportation users. To continue efforts to reduce fatal and serious injury crashes in the Northern Arizona region, NACOG, CYMPO, and MetroPlan managed the development of this update to the 2018 RTSP.

During the past 5 years (2017-2021), 689 people have died and over 11,000 people have been injured in traffic crashes within the three planning regions, highlighting the critical need for these regions to update their RTSP. Of these crashes, the MetroPlan region experienced 10,076 reported crashes, with 57 fatalities and 2,360 injuries.

A planning committee consisting of staff members from NACOG, CYMPO, and MetroPlan provided oversight for the development of the RTSP. These agencies will lead the implementation and monitoring of the RTSP in their respective regions. Additional guidance was provided by the NACOG, CYMPO, and MetroPlan Technical Advisory Committees.

Separate reports are produced for each regional agency. The following information pertains to MetroPlan only.

Promoting a Culture of Safety

The region is committed to promoting a culture of safety. To meet the “Toward Zero Deaths” goal set by the region, a culture of safety is needed, from the regional level to the agency level, to the individual road user. Establishing a culture of safety requires the collaboration among and responsibility of all who develop, prioritize, fund, plan, use and enforce the transportation system. Key attributes of a successful culture of safety include:

- Prioritize people, starting with the most vulnerable users of the system, with equity and sustainability
- Focus on messaging, education and public outreach at all phases of planning, design, maintenance and enforcement
- Adopt a Safe System approach
- Develop interagency initiatives that reach from top to bottom by incorporating safety principals into policies within an organization

Community Engagement

Introduction

Engaging with the community is a cornerstone in the development of a comprehensive transportation safety plan. Community engagement and outreach initiatives play a pivotal role in fostering collaboration between local residents, stakeholders, and transportation authorities to address safety concerns effectively. Through open dialogue, active participation, and a shared understanding of community needs, a transportation safety plan can be tailored to reflect the unique challenges and priorities of the area.

Regional Transportation Safety Plan Surveys, Interactive Mapping, and Stakeholder Interviews

In engaging the community, community members and other interested stakeholders were invited to complete surveys in-person at community events, organization/committee meetings or online. Each RTSP regional planning agency partner disseminated the surveys by leveraging their own communication and social media channels. The surveys were open for approximately three months and closed on May 12, 2023. Additionally, the stakeholders including tribal communities, ADOT, counties, cities, and towns, were engaged to provide their input on safety issues and locations in their jurisdiction. A summary of this stakeholder effort can be found in [Appendix A](#).

The primary means of soliciting comments on the experiences of the community through driving, bicycling and pedestrian transportation came in the form of a survey designed by the project team. The survey questions considered feelings around safety, observations of drivers, bicyclists and pedestrians and ideas to contribute to the study team on making changes to roadways or enhancing safety messages and education. There were two versions of the survey created. A longer survey consisted of twenty questions, while a truncated, shorter survey consisted of four questions. The data from both versions were analyzed together. A summary of the survey and its results can be found in [Appendix B](#).

Community members were also encouraged through traditional and social media and the Flagstaff Community Forum to register their comments and concerns through an interactive mapping tool, Social Pinpoint. Hundreds of comments and dozens of locations were received in the MetroPlan region. A summary of results may be found in [Appendix B](#).

Summary Of Findings

Responders from the MetroPlan region primarily identified as motorists (55%) and feel safe on the roads and streets as drivers and motorcyclists. The responders identifying as pedestrians and bicyclists felt less safe. Overall, responders feel the following behaviors of drivers are hurried, distracted, and inattentive.

Figure 1 represents the top five safety concerns observed by responders.

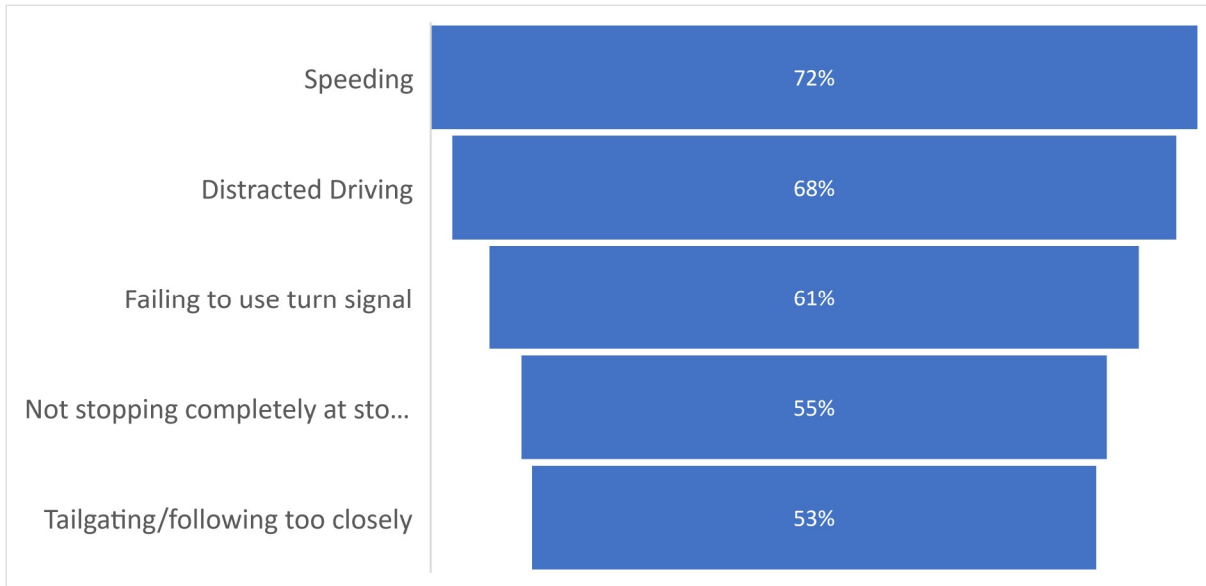


Figure 1: Top 5 Safety Concerns Observed by Respondents

Responders feel that distracted driving, speed and intoxication are the primary causes of crashes with distracted driving receiving a great amount of attention. They feel public agencies should provide more enforcement and make roadway improvements. Responders believe that if people would drive the speed limit, be aware, not use cellphones while driving, and try to be example citizens, it would make it safer to travel through the region. In addition to what responders said about other people, they believe that if they themselves were more aware, advocated, and drove within the speed limit, it would make driving in the region safer.

In the mapping (Social Pinpoint) exercise, many bicyclists' concerns are about specific roads and intersections they believe are dangerous for various reasons, including that road geometry makes turning difficult for bicyclists, it's difficult for vehicles to see bicyclists, the roadway is not well maintained, and crosswalks are not well marked. There are several concerns regarding the Flagstaff Urban Trail System, including maintenance, lack of connectivity, lack of signs and signals, and dangerous vehicle crossings. Other bicyclists' concerns include snow removal, debris in bike lanes, speeding, and distracted driving.

The drivers in Social Pinpoint expressed concerns about right and left turns throughout Flagstaff. Some requested turn lanes and signals be added and others expressed concern about drivers not obeying speed limit and traffic control such as "no left turn" signs. Other driver concerns include snow removal, potholes, and congestion due to poor signal timing and a lack of parking.

The most common pedestrian concerns are not having crosswalks, having dangerous crosswalks, and not having sidewalks in specific locations. Other concerns included distracted drivers not yielding to pedestrians and speeding.

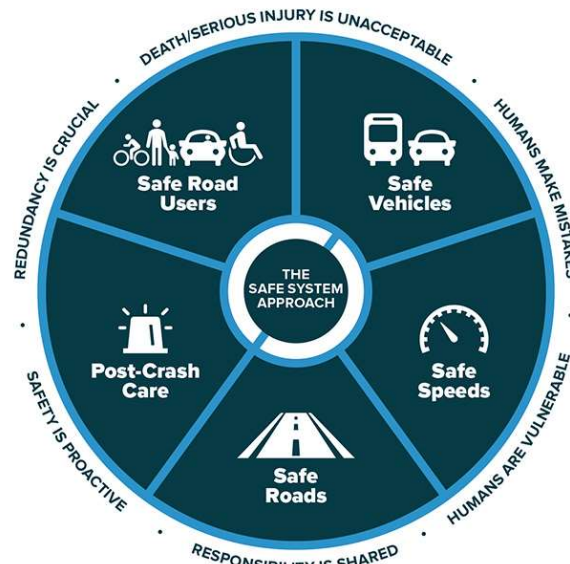
Specific locations, not in priority order, that were highlighted for safety concerns by multiple citizens in the Social Pinpoint survey include:

- US 180 (Fort Valley Road)/Forest Avenue
- US 180 (Fort Valley Road)/Schultz Pass Road
- US 180 (Fort Valley Road)/Fratelli Pizza (just south of Meade Lane)
- US 89/Snowflake Drive
- Route 66/Lockett Road/Kaspar Drive
- Route 66/Ponderosa Parkway
- Route 66/Railroad Spring Boulevard
- Humphreys Street/Elm Avenue
- Butler Avenue/Beaver Street
- Milton Road/Butler Avenue
- Butler Avenue/Huntington Drive/Ponderosa Parkway
- Butler Avenue/Lone Tree Road/Colorado Street
- Lone Tree Road/Zuni Drive/Coconino Community College Driveway

Safe System Approach

The MetroPlan RTSP adopts the Safe System approach¹ which is based on the principles that the human body is vulnerable, humans make mistakes, and it is unacceptable that these mistakes result in death and injury. It is critical to design and operate the roadway system to keep impact energy on the human body at tolerable levels. Shared responsibility by all stakeholders is key, making it important that the stakeholders are collaborative and engaged partners when developing and implementing the MetroPlan RTSP.

The FHWA has recognized the Safe System approach as a method for eliminating traffic fatalities and serious injuries for all roadway users. The Safe System approach moves beyond the traditional approach of reacting strictly based on crash history by proactively identifying risk factors associated with severe crash types and implementing safety countermeasures systemically based on those factors. This RTSP includes the systemic implementation of strategies. All parts of the transportation system need to be strengthened to



Source: FHWA.

Figure 2: Safe System Approach (Source: FHWA)

¹ FHWA, Office of Safety, Safe System Approach flyer, SA-20-015, https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf

build in redundancy to accommodate failures of the system. Examples of redundancy include the installation of curve warning signs to alert motorists of conditions in which a slower speed is necessary combined with speed feedback signs and education and enforcement campaigns that help avoid behaviors that may result in crashes.

This RTSP uses the five elements of the Safe System approach as the framework for integrating emphasis areas and strategies. These elements encompass the 4Es of safety (Engineering, Education, Enforcement, and Emergency Response) and accommodate human error:

Safe Roads: The roadway is the platform in which users move across the system. Safe roads incorporate engineering-related strategies during planning, design, construction, maintenance, and operations to prevent crashes and manage impacts to keep kinetic energy at tolerable levels should a crash occur.

Safe Road Users: This represents all users of all modes of travel. Their capabilities are influenced by factors such as age, level of impairment, and other behaviors. System owners and other stakeholders can use strategies such as signing, enforcement, and education campaigns to address these limitations and encourage behavior change.

Safe Speeds: As speeds increase, the risk of death and serious injury dramatically increases. This is especially true for pedestrians (See **Figure 3**) where the risk of death doubles for a pedestrian when speeds increase from 32 mph to 42 mph, and triples at 50 mph. Safe speeds increase the likelihood of an individual surviving a crash. Appropriate speed limits and signing, as well as radar speed feedback signs, help reduce the speed of users. These can be reinforced with enforcement and education campaigns.

Safe Vehicles: Safe vehicles incorporate new technology and other features to prevent crashes from occurring, and if they do, reduce the severity of a crash.

Post-Crash Care: Post-crash care is critical when a crash occurs, and a person is injured. This includes first responders being able to quickly locate and respond to the crash and stabilize and transport the individual. This also includes accurate and complete data collection and sharing of the data to facilitate improved decision-making and investments specific to safety.

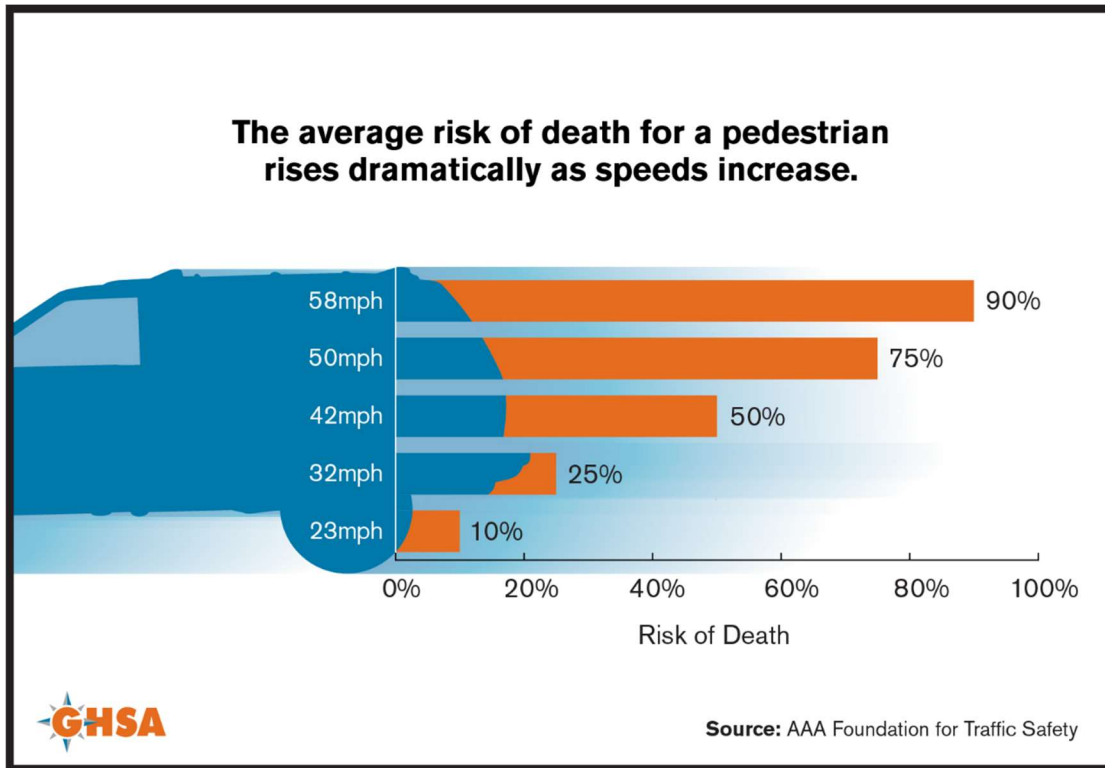


Figure 3 Risk of Death for a Pedestrian at Speed

Ultimately, the Safe System approach puts safety at the forefront and shifts how transportation investments are prioritized. MetroPlan and its stakeholders, through their combined efforts and application of the Safe System approach during the development and implementation of the RTSP, can have success in reducing traffic fatalities and serious injuries on its roadways.

Regional Safety Performance

A review of the region’s current safety performance was conducted to help identify safety issues. The Arizona Department of Transportation's (ADOT) Crash Information System (ACIS) was used to retrieve the crash data. ACIS is a comprehensive database system that collects, manages, and maintains traffic crash information within the state of Arizona. The most recent 5 years of crash data (2017-2021) was analyzed to determine existing crash performance, identify regional emphasis areas, and establish performance metrics to track future progress. A technical memorandum detailing the broad regional safety performance effort can be found in **Appendix D**.

Crash Trends

Figure 4 illustrates the distribution of crashes by severity for the 5-year period for the MetroPlan region. A total of 10,076 crashes occurred during this five-year period and among them fatal and serious injury crashes accounted for approximately 3 percent of the total crashes while no injury crashes accounted for approximately 76 percent of the total crashes.

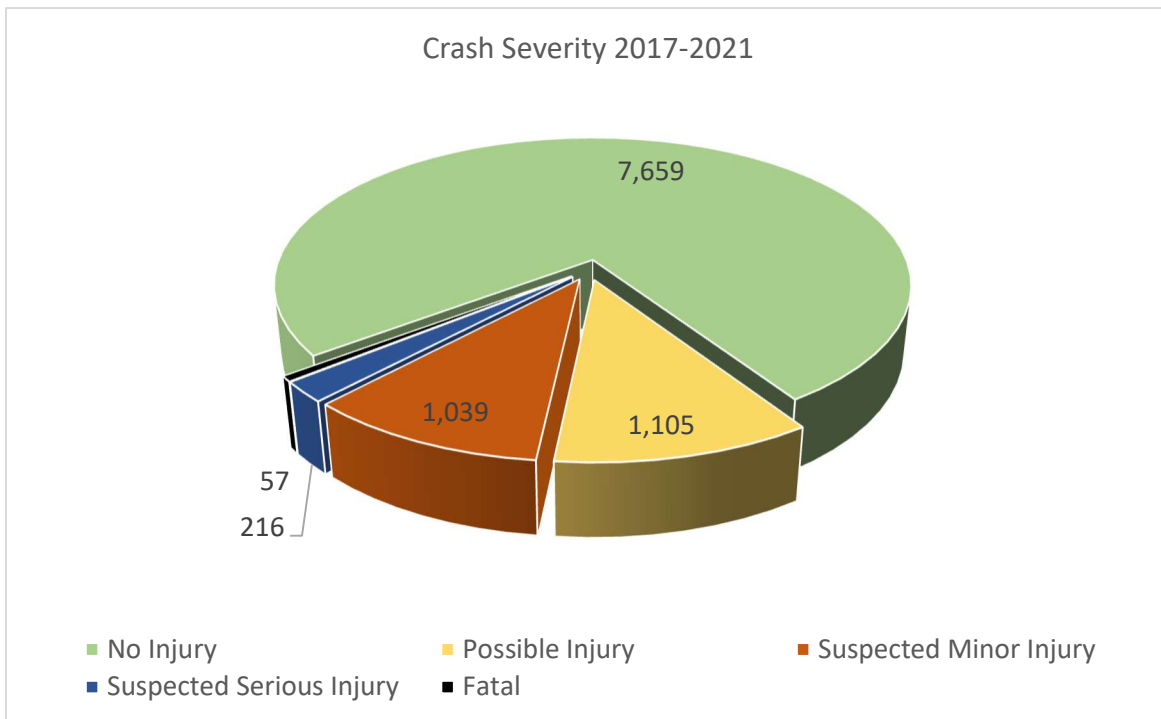


Figure 4: MetroPlan Crashes by Severity

Figure 5 shows the annual crash frequency from 2017 to 2021. The trend indicates a rise in crashes of approximately 4 percent over the 5 years, with a significant decrease in 2020 that can be mainly attributed to the reduced traffic volumes associated with the pandemic. The 4% rise may be compared to an approximate 5% increase in population.

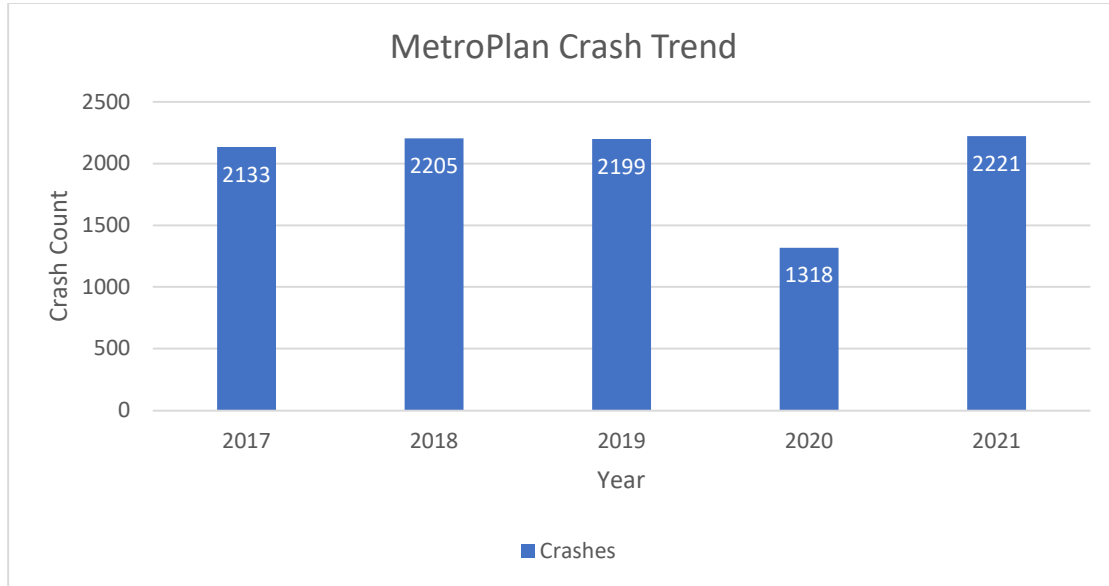


Figure 5: MetroPlan Crash Trend

Crash Characteristics

Figure 6 shows the distribution of crashes by manner. "Rear End" crashes are the most prevalent, accounting for nearly 31% of all incidents among the various crash manners. This is followed by "Single Vehicle" and "Angle" manner at approximately 23% and 16% of all crashes, respectively.

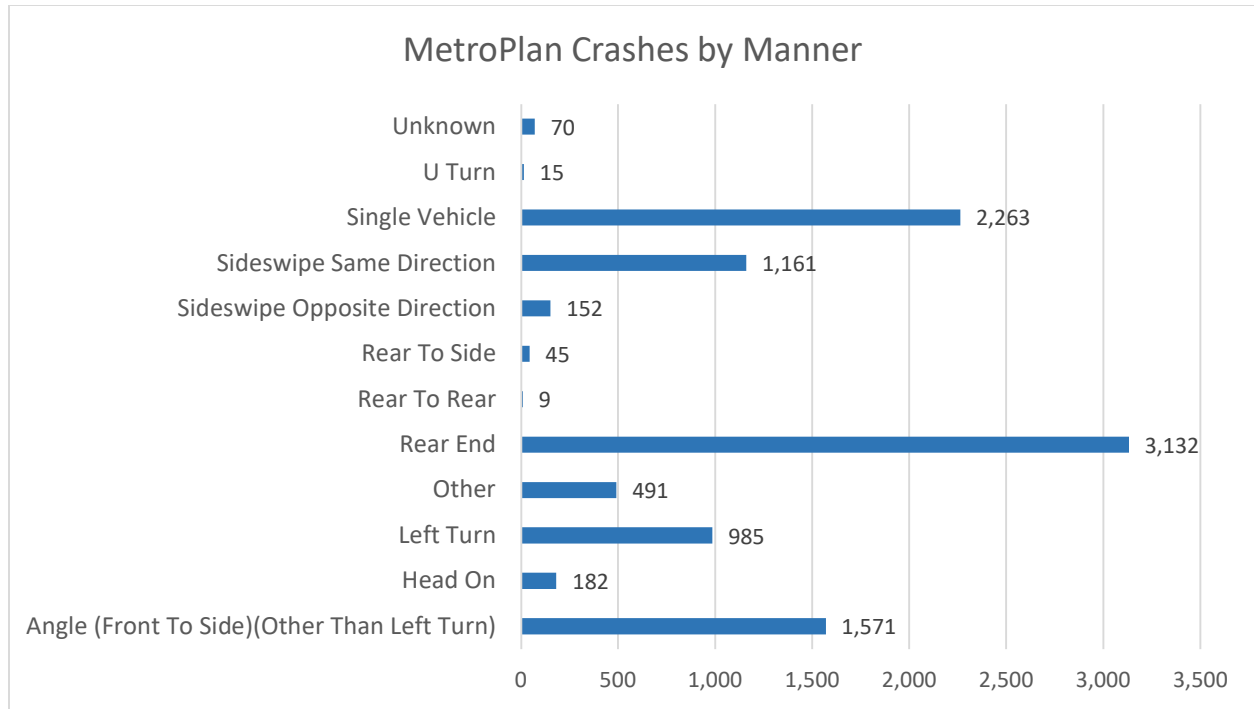


Figure 6: MetroPlan Crashes by Manner

Figure 7 displays the distribution of crashes by light condition. “Daylight” condition has the highest number of crashes with total number of 7,063 crashes. This is followed by “Dark Lighted” and “Dark not Lighted” condition with 1,200 and 1,099 crashes respectively.

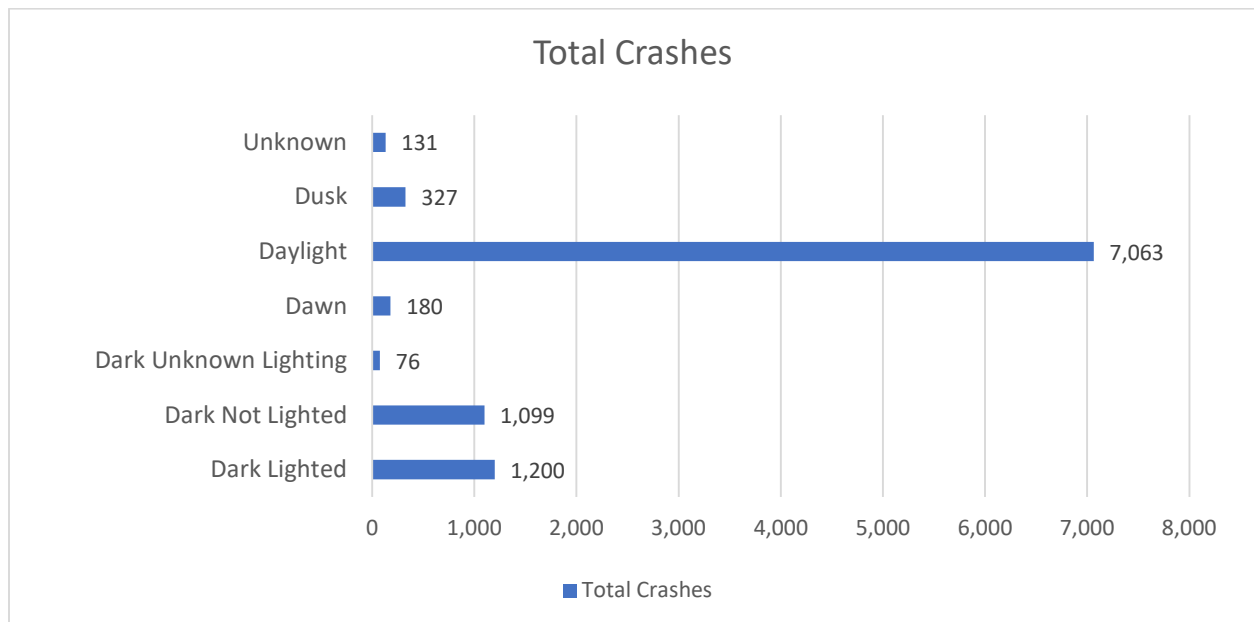


Figure 7: MetroPlan Crashes by Light Condition

Figure 8 represents percentage of suspected serious injury and fatal crashes by light conditions. "Daylight" crashes are the most prevalent, accounting for nearly 62% of all crashes. This is followed by "Dark not Lighted" condition at approximately 17% of all crashes.

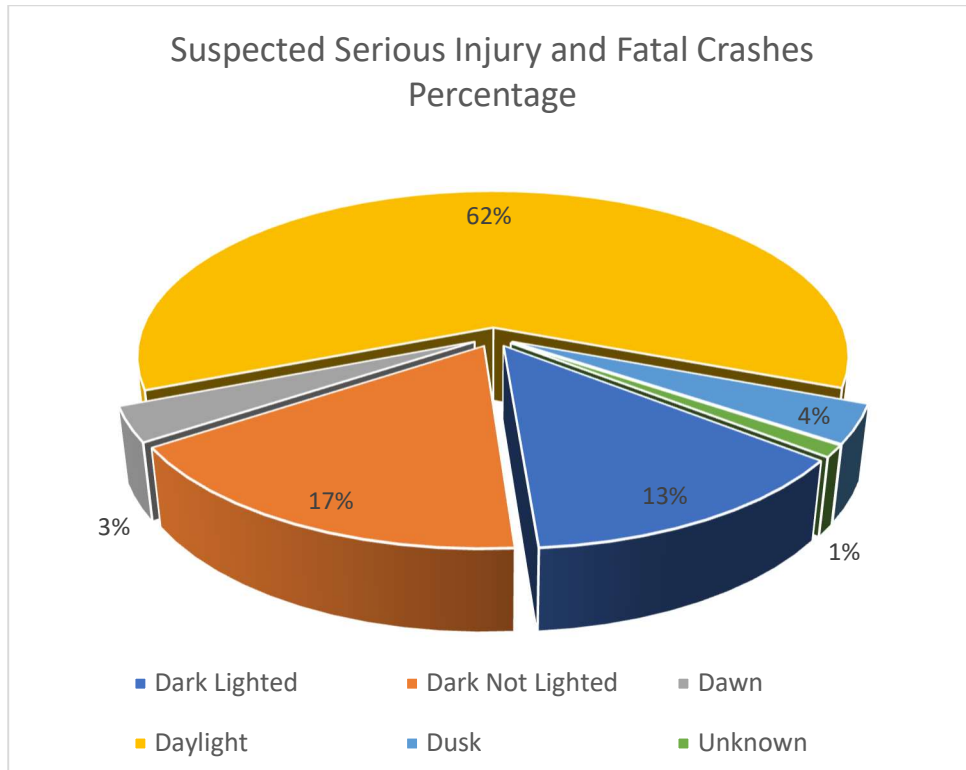


Figure 8: Suspected Serious Injury & Fatal Cashes Percentage

Table 1 shows crash violation by severity. "Speed Too Fast For Conditions" and "Failed To Yield Right Of Way" are the top crash violations.

Table 1: MetroPlan Crash Violation by Severity

Violation	No Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal	Grand Total	% of MPO Crashes
Speed Too Fast For Conditions	2,184	404	312	49	11	2,960	29.4
Failed To Yield Right Of Way	1,136	225	254	57	7	1,679	16.7
No Improper Action	1,184	77	112	12	5	1,390	13.8
Unknown	645	62	62	23	9	801	7.9
Followed Too Closely	543	99	48	3	1	694	6.9
Unsafe Lane Change	566	37	24	3	1	631	6.3
Other	432	44	45	13	2	536	5.3
Failed To Keep In Proper Lane	329	31	55	14	8	437	4.3
Made Improper Turn	292	33	29	11	2	367	3.6
Disregarded Traffic Signal	156	48	41	10	1	256	2.5

The crash data was evaluated to determine the factors that contributed to the highest percentage of fatalities and serious injuries. The top contributing crash characteristics are shown **Figure 9**. Intersection crashes account for the highest number of fatal plus serious injury crashes at 44.3%, with Lane departure and Nighttime ranking below at 42.1% and 30.4% respectively. These crash characteristics helped identify the emphasis areas as described in the next section.

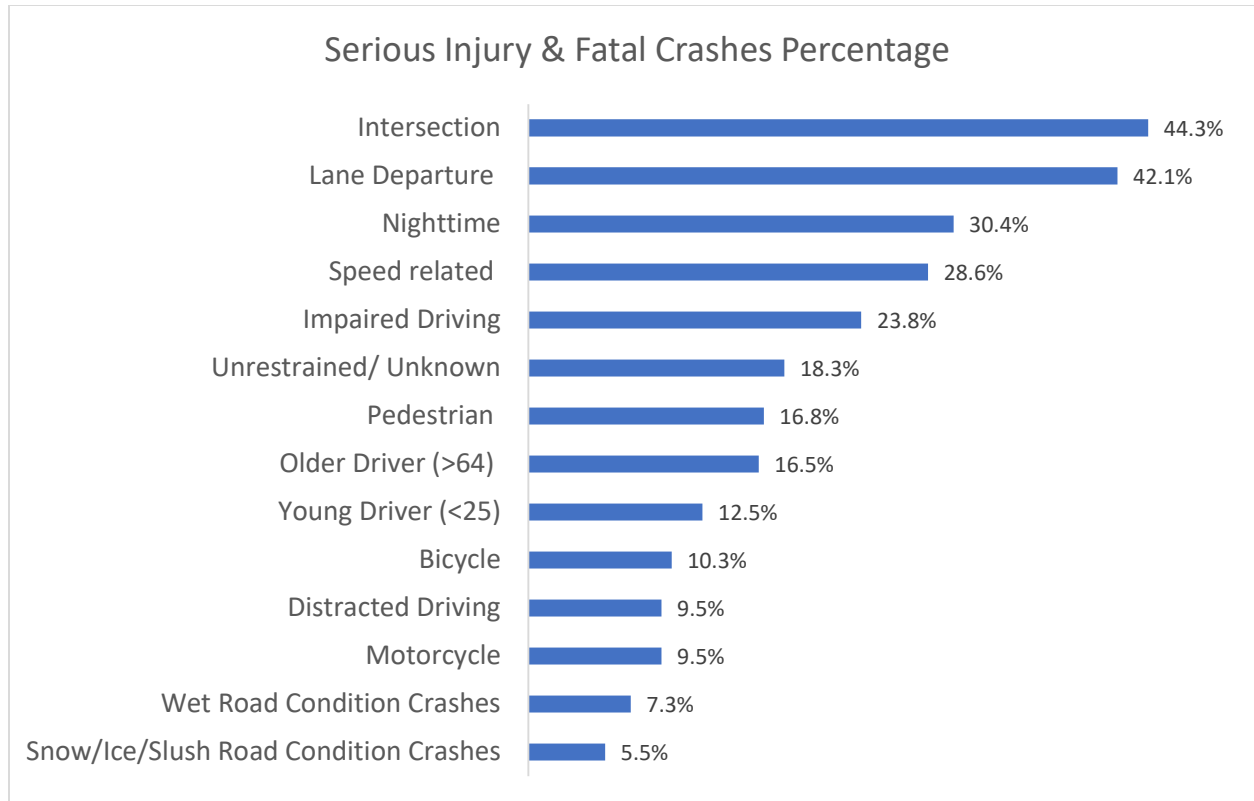


Figure 9: MetroPlan Fatal and Serious Injury Characteristics

Pedestrian Safety Performance

Figure 10 shows the distribution of pedestrian crashes by injury severity. Over the span of 2017 to 2021, there were a total of 139 pedestrian-involved crashes. Of these, 11% resulted in fatalities, while 19% were classified as suspected serious injuries. Additionally, stakeholder feedback indicated that alcohol is involved in several of the pedestrian fatalities.

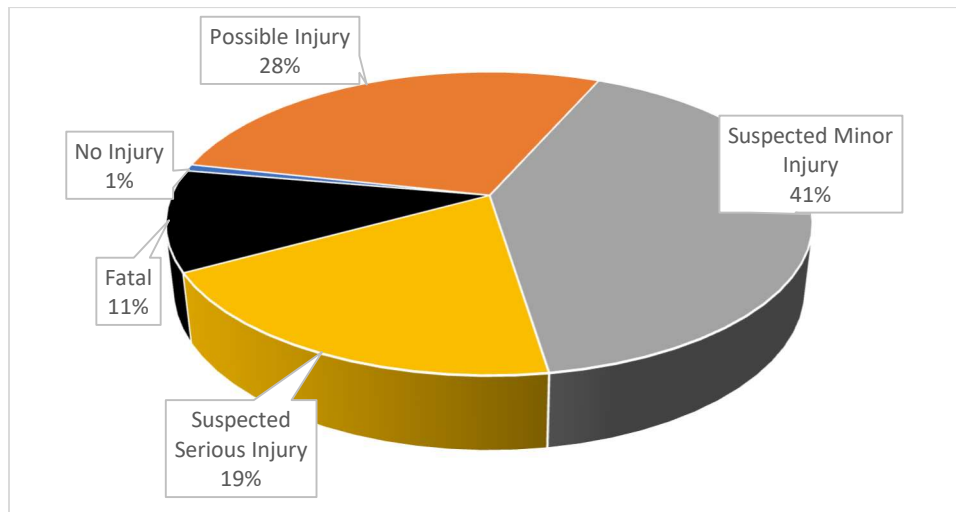


Figure 10: Pedestrian Crashes by Severity

Bicyclist Safety Performance

Figure 11 shows the distribution of bicycle crashes by injury severity. Over the span of 2017 to 2021, there were a total of 151 bicycle-involved crashes, with 2% resulting in fatalities, while 16% were classified as suspected serious injuries.

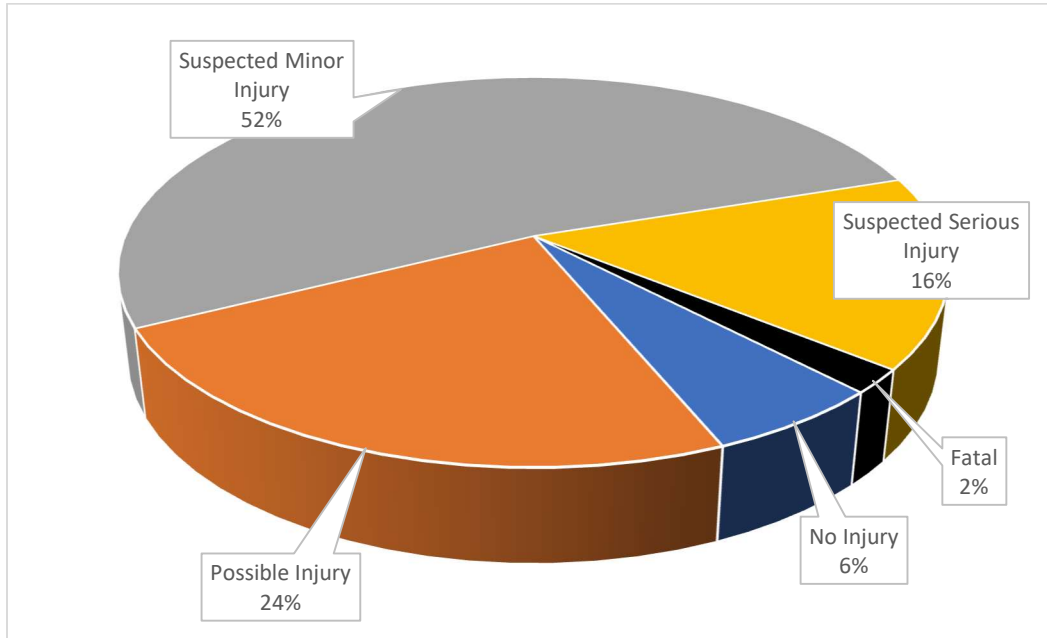


Figure 11: Bicyclist Crashes by Severity

Crash Data Analysis by Jurisdiction

A crash data analysis was completed for each jurisdiction. Aspects such as five year crash count, crash severity, crash manner, and crashes per 100,000 population are shown in **Figure 12** to **Figure 14** and **Table 2** to **Table 4** below. Note that Coconino County data only covers areas of the County that are within the MetroPlan boundary.

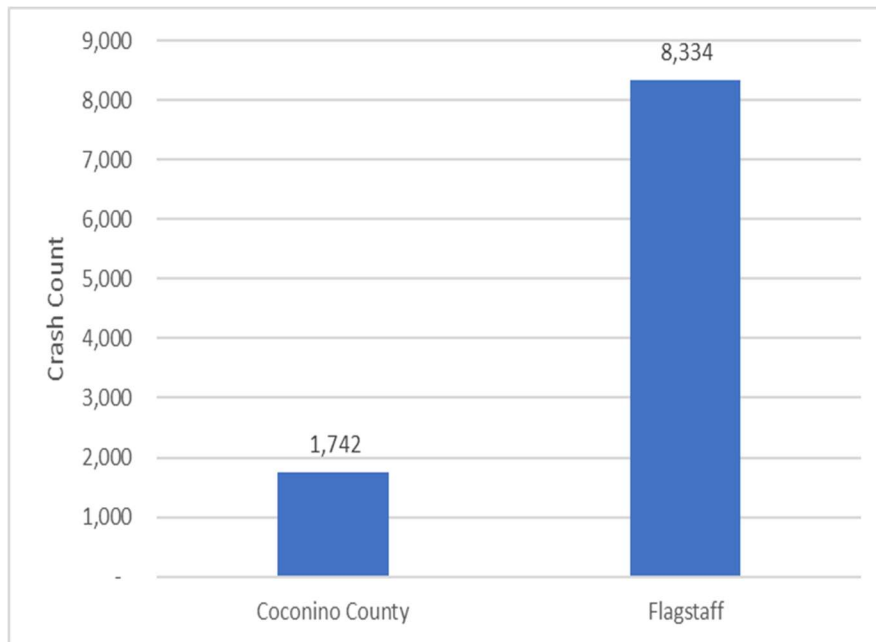


Figure 12: Crashes by Jurisdiction

Table 2: Crash Severity by Jurisdiction

Jurisdiction	No Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal	Grand Total
Coconino County	1,296	144	235	43	24	1,742
Flagstaff	6,363	961	804	173	33	8,334
MetroPlan	7,659	1,105	1,039	216	57	10,076

Table 3: Crashes by Jurisdiction

Jurisdiction	2017	2018	2019	2020	2021	Grand Total
Coconino	347	382	350	282	381	1,742
Flagstaff	1,786	1,823	1,849	1,036	1,840	8,334
MetroPlan	2,133	2,205	2,199	1,318	2,221	10,076

Table 4: Crash Manner by Jurisdiction

Crash Manner	Flagstaff	Coconino County
Angle (Front To Side)(Other Than Left Turn)	1,502	69
Head On	160	22
Left Turn	921	64
Other	412	79
Rear End	2,881	251
Rear To Rear	9	
Rear To Side	44	1
Sideswipe Opposite Direction	120	32
Sideswipe Same Direction	1,023	138
Single Vehicle	1,184	1,079
U Turn	13	2
Unknown	65	5
Grand Total	8,334	1,742

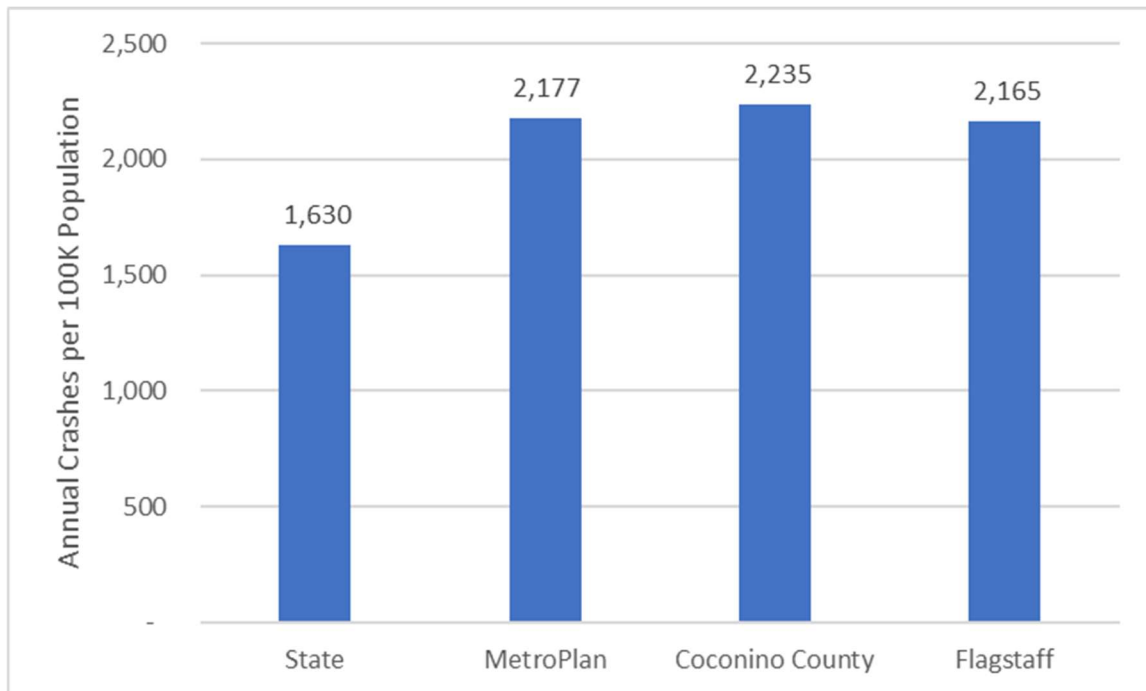


Figure 13: Average Annual Crash Rate per 100,000 Population

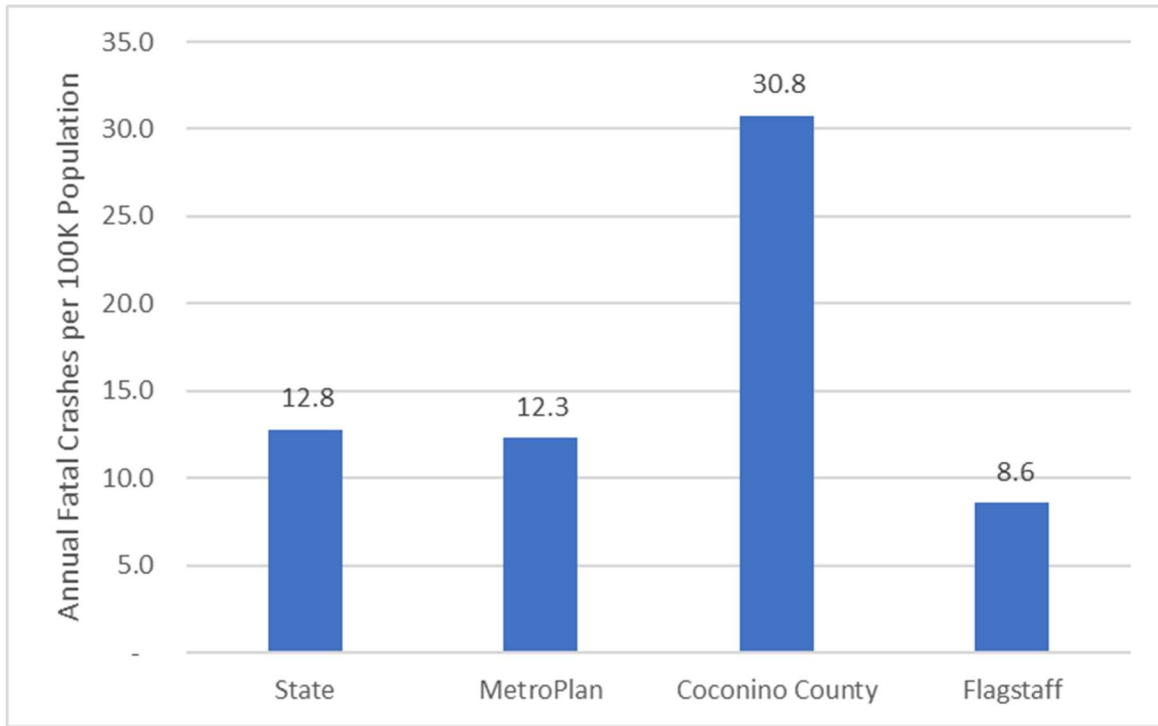


Figure 14: Average Annual Fatal Crash Rate per 100,000 Population

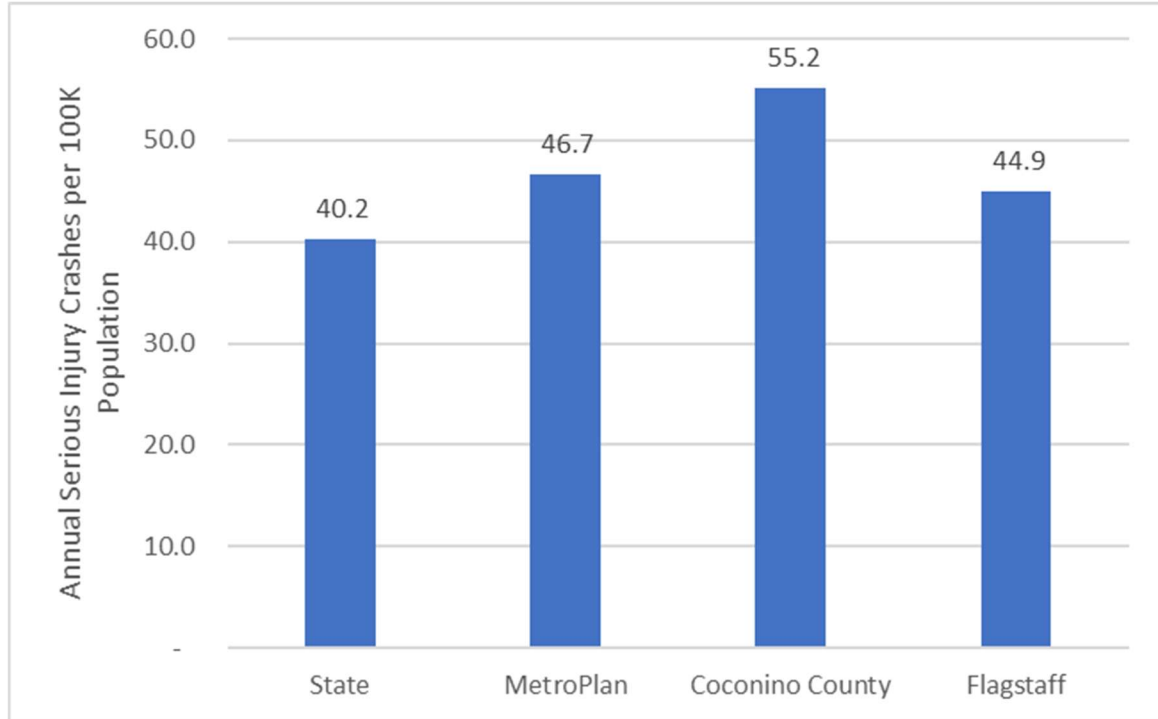


Figure 15: Average Annual Serious Injury Crash Rate per 100,000 Population

Summary

The MetroPlan crash rates (crashes per 100,000 population) are in line with the state crash rates, with the region having a slightly higher serious injury crash rate and a slightly lower fatal crash rate than the state. Within the region there is a significant difference in urban (Flagstaff) and rural (Coconino County) crash rates, with the County having much higher fatal and serious injury crash rates. Rural crashes typically occur at higher speeds than urban crashes and have a higher percentage of run-off-road crashes, both of which lead to higher fatal and serious injury crash rates.

Crash manner distribution is also different between Coconino County and Flagstaff, with approximately 76% of the County crashes involving lane departure, while approximately 64% of the City crashes were intersection related. Given the distinctions between urban (Flagstaff) and rural (Coconino County) areas, safety strategies employed to address crashes will be different.

Vision and Emphasis Areas

Vision

The RTSP aligns with the Federal Highway Administration’s (FHWA) Vision of “Toward zero deaths and serious injuries on the Nation’s roadways” along with the 2019 Arizona Strategic Highway Safety Plan (SHSP) Vision, “Toward Zero Deaths by Reducing Crashes for a Safer Arizona.” A priority action in the City of Flagstaff Active Transportation Master Plan (ATMP) is to adopt a comprehensive transportation safety action plan with the explicit intent and goal to eliminate traffic fatalities and serious injuries. MetroPlan will develop a Vision Zero policy with the Vulnerable Road Users Safety Action Plan starting in Spring 2024.

Emphasis Areas

Emphasis areas represent the crash types and factors associated with high frequencies of fatal and serious injury crashes in the region. Directing safety initiatives towards these specific areas helps to achieve the RTSP vision. **Table 5** presents the number of crashes, fatal crashes, and suspected serious injury crashes for each safety factor, and compares these figures to the statewide data. Highlighted factor rows are areas of concern where the region is higher than the state for that factor or crash severity.

Table 5: MetroPlan Emphasis Areas

Factor	Crashes	% of Crashes	% of State Crashes	Serious Injury Crashes	% of Crashes	% of State Crashes	Fatal Crashes	% of Crashes	% of State Crashes
Unrestrained	795	7.9	8.2	32	14.8	19.9	18	31.6	35.2
Motorcycle	119	1.2	2.2	22	10.2	18.6	4	7.0	16.9
Intersection	5,122	50.8	48.0	106	49.1	44.1	15	26.3	28.6
Lane Departure	3,201	31.8	32.0	82	38.0	46.1	33	57.9	61.7
Pedestrian	150	1.5	1.4	30	13.9	11.9	16	28.1	24.5
Bicycle	152	1.5	1.0	24	11.1	5.1	4	7.0	3.4
Nighttime	2,369	23.5	25.3	54	25.0	33.8	29	50.9	48.6
Speeding/ Aggressive Driving	3,171	31.5	35.2	60	27.8	32.1	18	31.6	30.7
Impaired Driving	569	5.6	5.0	44	20.4	16.0	21	36.8	39.5
Young Driver	4,207	41.8	37.1	77	35.6	31.0	11	19.3	24.4
Older Driver	1,622	16.1	17.1	31	14.4	18.5	14	24.6	19.3
Weather	1,868	18.5	5.0	29	13.4	4.1	6	10.5	4.0
Animal	645	6.4	1.7	0	0	0.4	0	0	0.3
Distracted Driving	1,013	10.1	8.1	23	10.6	7.3	3	5.3	5.0

Note: Factors that are highlighted in yellow have a higher percentage than the State.

Based on a combination of crash data analysis results, survey results, and stakeholder input, below are the emphasis areas for MetroPlan:

BEHAVIORAL

- Speeding/Aggressive Driving
- Impaired Driving
- Distracted Driving
- Nighttime
- *Bicycle*
- *Pedestrian*

OPERATIONAL

- Bicycle
- Pedestrian
- Intersection
- Lane Departure
- *Nighttime*
- *Speeding/Aggressive Driving*

Italicized items appearing in both categories have high potential for both behavioral and operational solutions. Strategies for MetroPlan's Safety Emphasis Areas are provided in a later section.

Network Screening and Areas of Opportunity

Priority intersections and segments in the region were identified by reviewing the annualized/normalized crash severity scores from the network screening results for the region. Crash severity score weights each crash by severity using the Equivalent Property Damage Only (EPDO) method (See [Appendix D](#)). Network screening results can be visualized in the web map located at <https://arcg.is/09qaSC> and in **Figure 16** and **Figure 17**. The web map also overlays U.S. Department of Transportation's (USDOT's) definition of areas of persistent poverty as well as transportation and historically disadvantaged communities. These layers are explained further in the Equity Analysis section of this plan.

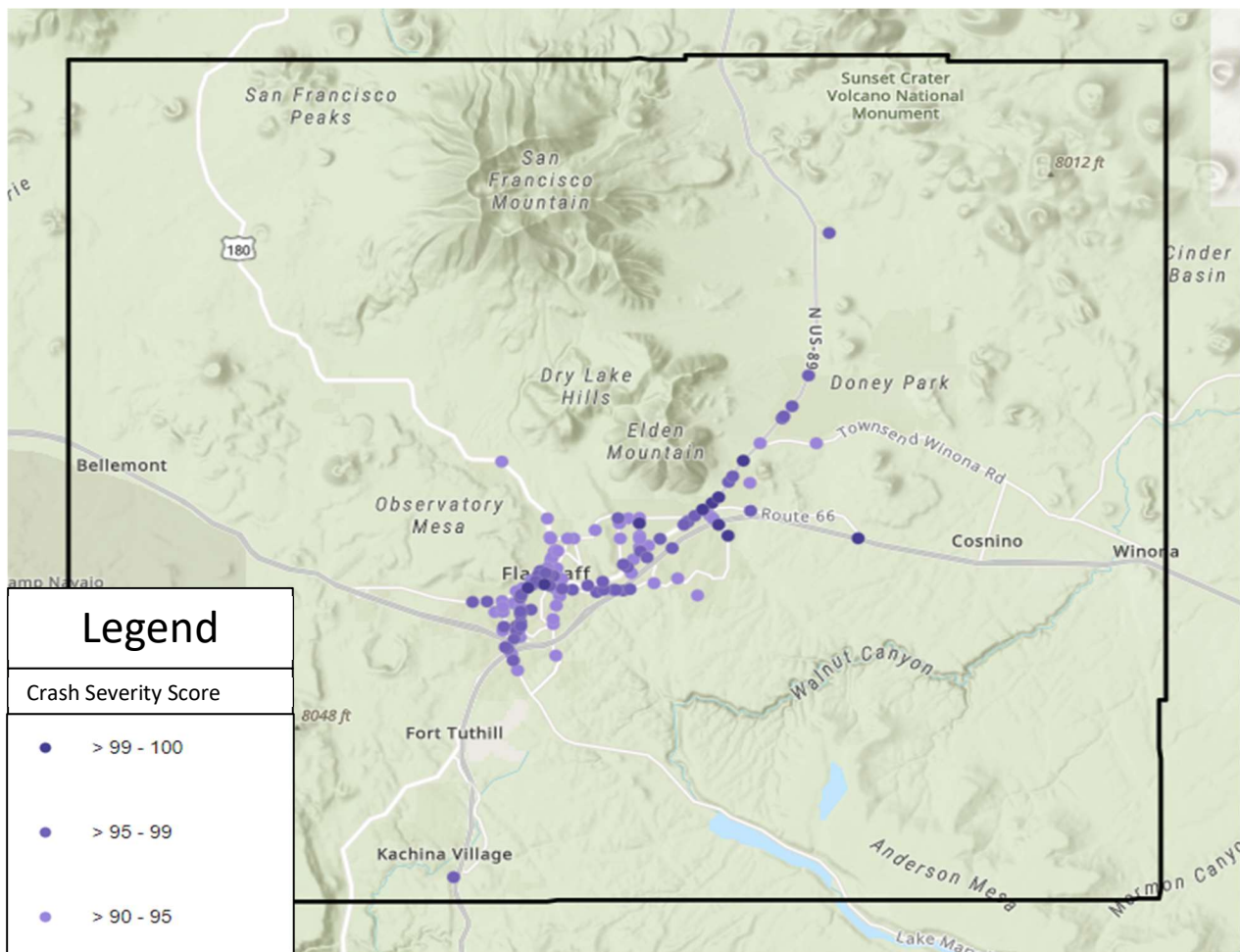


Figure 16: Intersections with high crash severity score (100 is the most severe)

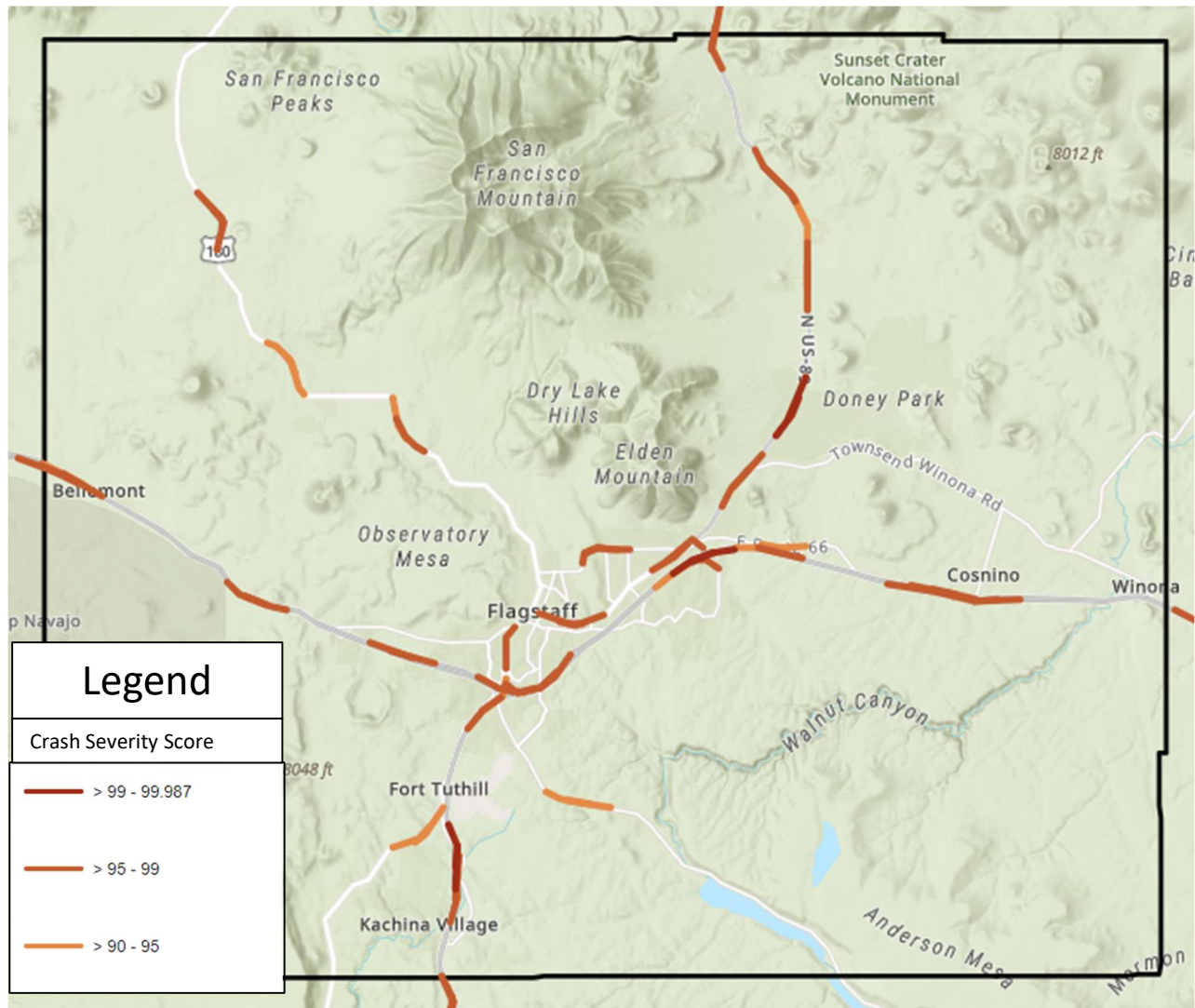


Figure 17: Segments with high crash severity score

High injury networks (HINs) were constructed for the region for the 90th percentile of all crash severity score locations. HINs are a blend of analysis and judgment to provide a large enough share of the roadway network to be meaningful but not so large as to lack utility in prioritizing and communicating roadway safety needs to the public. Unlike intersection or segment hot spot analysis, HINs can identify entire corridors that have experienced patterns of crashes.

The HINs developed for the region can be viewed in the web map located at:

<https://kai.maps.arcgis.com/apps/instant/basic/index.html?appid=388eef13040a4fb7b86aac2a827b42a8>. A preview of this interactive map is shown below in **Figure 18**.

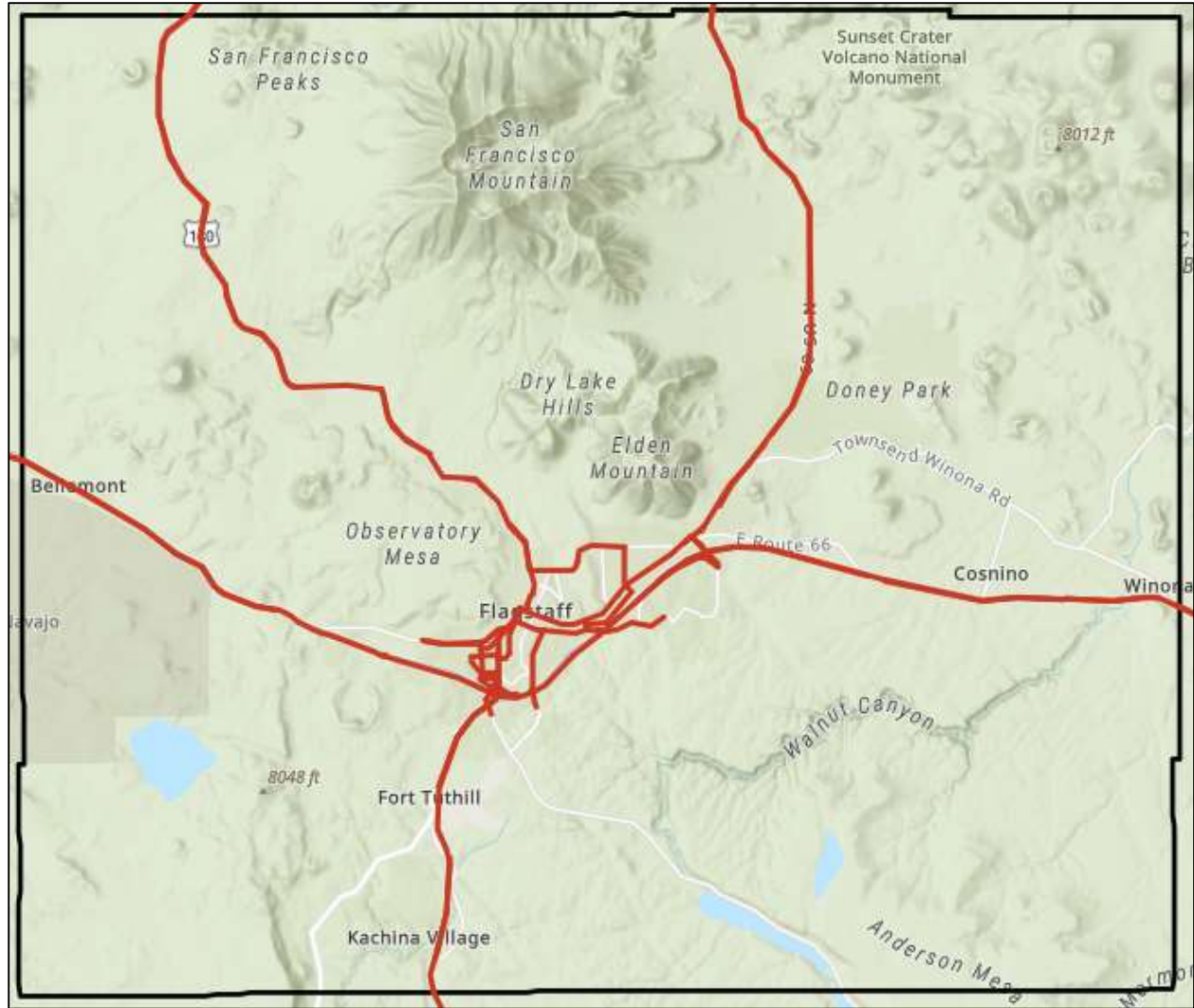


Figure 18: MetroPlan High Injury Network Preview

The priority locations were developed from the highest scoring locations in the region. The resulting list of priority intersections for MetroPlan are provided in **Table 6**. The resulting list of priority roadway segments for MetroPlan are provided in **Table 7**. As a note, locations were also developed for each county, local jurisdiction, and tribal nation within the three regional jurisdictions.

Table 6. Priority Intersections by Crash Severity Score

ID	Intersection Name	Annualized Crash Severity Score
1	MARKETPLACE DR & US 89	486.34
2	US 89 & SNOWFLAKE DR/TRAILS END DR	376.67
3	COUNTRY CLUB DR & US 89	280.83
4	ROUTE 66 & MILTON RD	263.51
5	CUMMINGS ST & US 89	263.50
6	COUNTRY CLUB DR & EB I-40 EXIT 201	213.81
7	CORTLAND BLVD/SOLIERE AVE & COUNTRY CLUB DR	211.60
8	DORTHA AVE & FOURTH ST	199.69
9	BEAVER ST & BUTLER AVE	192.51
10	BURRIS LN & US 89	186.25
11	FOX LAIR DR & SOLIERE AVE	184.38
12	ROUTE 66 & TEST DR	180.72
13	NORTHGATE LOOP & US 89 89	179.19
14	LITZLER DR & UNIVERSITY HEIGHTS DR	178.59
15	ARROWHEAD AVE & CENTER ST	178.39
16	PEAKS PKWY & SUNSET BLVD	178.39
17	CANYON LOOP & KACHINA TRL	178.19
18	BRAMLEY LN & US 89	178.19
19	FANNING DR & ROUTE 66	116.33

Table 7. Priority Roadway Segments by Crash Severity Score

ID	Roadway Segment	Segment Length (mi)	Annualized Crash Severity Score	Normalized Crash Severity Score
1	I-40 WB/I-17 NB Connector Between I-40 WB and I-17 NB	0.5	200.41	430.79
2	I-40 EB Between 0.6 mi east of Country Club Dr and East of 4th St	2.0	546.97	273.48
3	I-40 WB Between 1.5 mi East of Beulah Blvd and 2.2 mi East of Beulah Blvd	0.7	182.38	268.93
4	Milton Rd Between Route 66 and Forest Meadows St	1.0	210.74	210.74
5	I-17 NB Between North of Old Munds Hwy and 0.8 mi South of Mountaineer Rd	3.1	612.58	199.71
6	US-180 Between Rain Valley Rd and El Paso Flagstaff Rd	0.9	178.59	198.39
7	SR-89A Between Pine del Dr and 1 mi south of Pine del Dr	1.0	180.99	184.15
8	Cedar Ave Between 4th St and Gemini Rd	1.2	206.73	167.95
9	Soleire Ave Between Country Club Dr and Elk Run St	1.2	196.62	167.84
10	US-89 3.5 mi north of Kaitlin Way and Kaitlin Way	3.5	573.29	161.49

Priority locations that scored highest in crash severity scores within each of the region's agencies were developed. Where feasible, the top 20 intersection and segment priority locations for each of the region's agencies were listed and can be found in **Appendix E**.

Network screening was also conducted for the following factors, also known as the safety emphasis areas:

- Aggressive Driving
- Lane Departures
- Older (64+) Road Users
- Younger (Under 25) Road Users
- No or Unknown Restraints
- Inclement Weather Conditions
- Distracted Driving
- Pedestrian- or Bicyclist- Involved
- Motorcycle-Involved
- Animal-Involved

- Night or Dark Conditions

The emphasis area screening results for intersections and roadway segments can be visualized via web maps at <https://arcg.is/9rGqf0> and <https://arcg.is/1TyLGi>, respectively. A preview of two of these is shown in **Figure 19** and **Figure 20**.

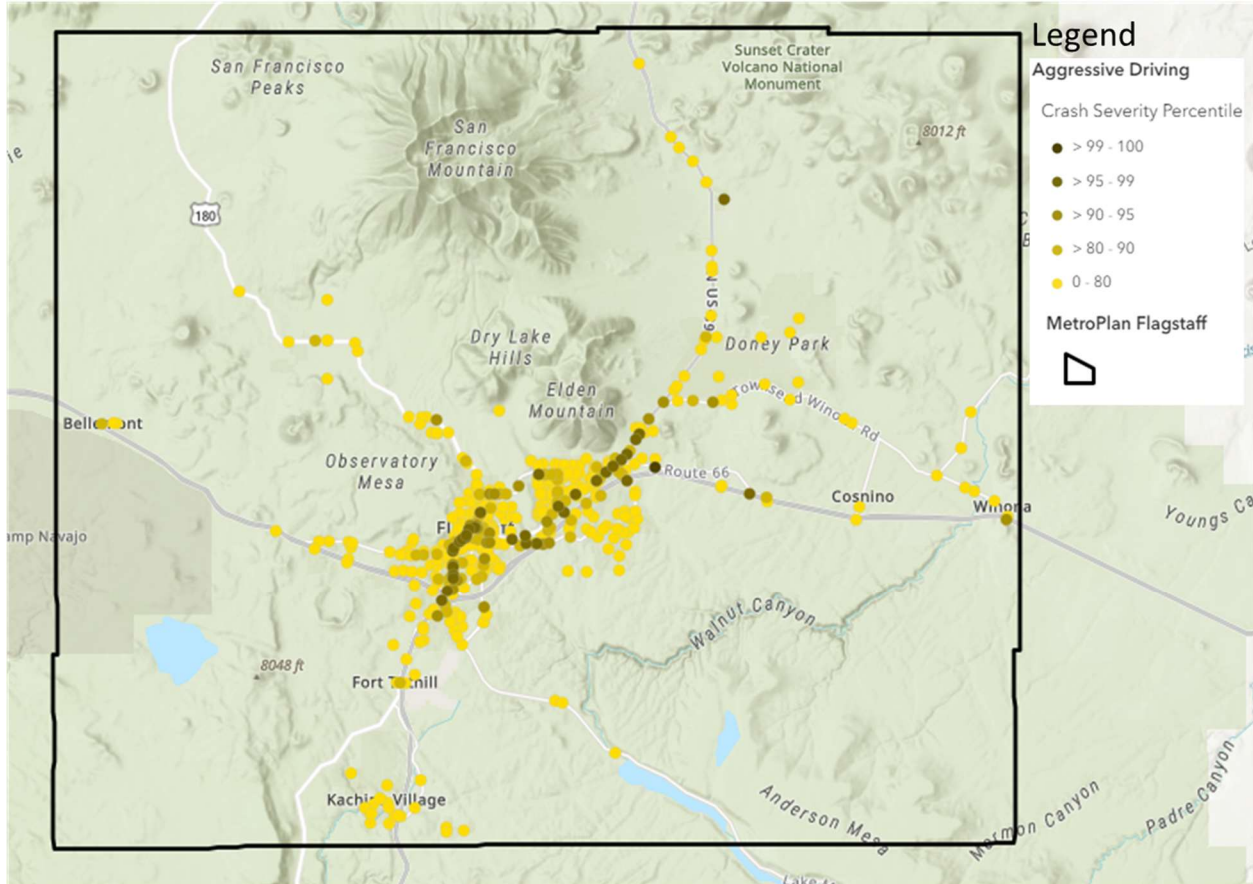


Figure 19: Emphasis Area Screening Results for Intersections

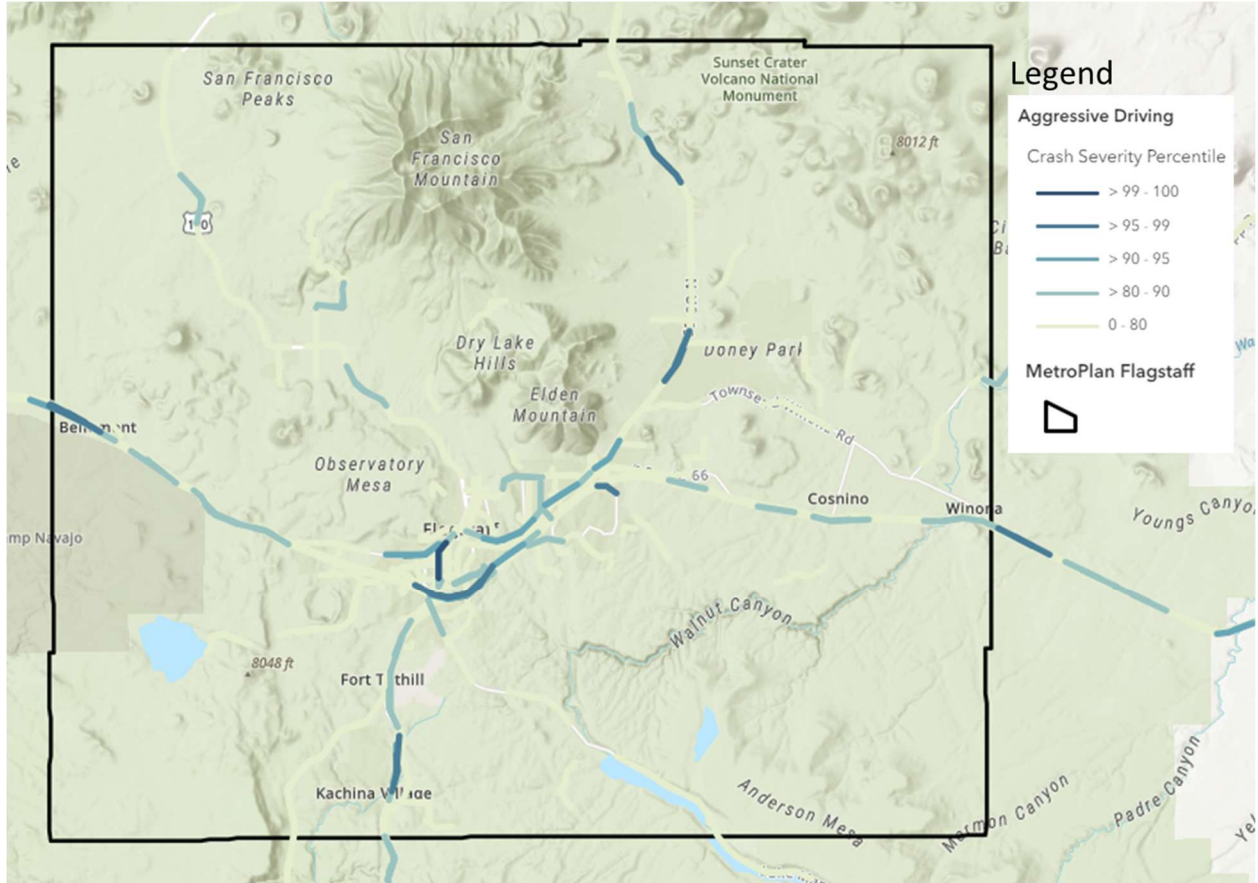


Figure 20: Emphasis Area Screening Results for Segments

Safety Strategies

MetroPlan and its stakeholders evaluated the results of the data analysis and the safety concerns and priorities of the region, and using the “4E” (Education, Engineering, Enforcement and Emergency Response) and Safe System approaches as the framework, established the strategies represented in the RTSP. Each Safe System element (Safe Roads, Safe Speeds, Safe Road Users, Safe Vehicles, and Post-crash Care) represented in the following strategy lists acts as the pillar for which implementation occurs. Each of these elements identifies emphasis areas and strategies which when implemented with leadership, stakeholder support and community input will help achieve the RTSP’s safety goals. MetroPlan in conjunction with partner agencies will pursue the implementation of the Safe System approach.

MetroPlan used multiple resources in developing appropriate safety strategies, including:

- FHWA’s Proven Safety Countermeasures
- National Highway Traffic Safety Administration’s (NHTSA) “Countermeasures that Work”²
- FHWA’s Crash Modification Factors Clearinghouse³

The effectiveness of an engineering related action item is measured by a crash modification factor (CMF) and its associated crash reduction factor (CRF) from the FHWA [Crash Modification Factors Clearinghouse](#). NHTSA’s publication [Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices](#) contains star ratings for behavior (education and enforcement) related countermeasures that are used most regularly by State Highway Safety Offices and have the most evidence of effectiveness.

A CMF is an estimate of the change in crashes expected after implementation of a countermeasure. For example, an intersection is experiencing 100 angle crashes per year. If you apply a countermeasure that has a CMF of 0.80 for angle crashes, then you can expect 80 angle crashes per year following the implementation of the countermeasure (100 x 0.80 = 80). A CRF is the inverse of a CMF and is typically expressed as a percentage.

(Source: FHWA CMF Clearinghouse)

Behavior Countermeasure Star Ratings

- ★★★★★ or ★★★★★ Effective
 - ★★★ Promising, and Likely To Be Effective
 - ☆☆ Effectiveness Still Undetermined
 - ☆ Limited or No High-Quality Evaluation Evidence
- (Source: NHTSA Countermeasures That Work)*

² https://www.nhtsa.gov/sites/nhtsa.gov/files/2021-09/15100_Countermeasures10th_080621_v5_tag.pdf

³ <http://www.cmfclearinghouse.org/> ³ FHWA, Office of Safety, Proven Safety Countermeasures, <https://safety.fhwa.dot.gov/provencountermeasures/>

³ https://www.nhtsa.gov/sites/nhtsa.gov/files/2021-09/15100_Countermeasures10th_080621_v5_tag.pdf

³ <http://www.cmfclearinghouse.org/>

OFFICE OF SAFETY

Proven Safety Countermeasures

SPEED MANAGEMENT



Speed Safety
Cameras



Variable Speed Limits



Appropriate Speed
Limits for All Road Users

ROADWAY DEPARTURE



Wider Edge Lines



Enhanced Delineation
for Horizontal Curves



Longitudinal Rumble
Strips and Stripes on
Two-Lane Roads



SafetyEdge™



Roadside Design
Improvements at
Curves



Median Barriers

INTERSECTIONS



Backplates with
Retroreflective
Borders



Corridor Access
Management



Dedicated Left- and
Right-Turn Lanes at
Intersections



Reduced Left-Turn
Conflict Intersections



Roundabouts



Systemic Application
of Multiple Low-Cost
Countermeasures at
Stop-Controlled
Intersections



Yellow Change
Intervals

PEDESTRIANS/BICYCLES



Crosswalk Visibility
Enhancements



Bicycle Lanes



Rectangular Rapid
Flashing Beacons
(RRFB)



Leading Pedestrian
Interval



Medians and Pedestrian
Refuge Islands in Urban
and Suburban Areas



Pedestrian Hybrid
Beacons



Road Diets (Roadway
Reconfiguration)



Walkways

CROSSCUTTING



Pavement Friction
Management



Lighting



Local Road Safety Plans



Road Safety Audit

FHWA-SA-21-082

FHWA proven safety countermeasures (Source: FHWA)

The following are strategies that the stakeholders deemed as providing a significant opportunity to reduce traffic related fatalities and serious injuries in the region. Each emphasis area includes the 4E categories, safety strategies, the Safe System Approach elements associated with each strategy, and the effectiveness star rating from the NHTSA, and associated CRF range.

1. Lane Departure

Education

- Launch public awareness campaigns to educate drivers about the risks of lane departure and the importance of staying within their lanes, especially in curves and during inclement weather. (*Safe Road Users | 3 star*)
- Include lane departure prevention and safe driving practices in driver education and training programs. (*Safe Road Users | 1-2 star*)

Engineering

- Identify and prioritize high-crash (fatalities and serious injuries) and high-risk segments for lane-departure crashes to be addressed through infrastructure improvements. (*Safe Roads | 3 star*)
- Install centerline and edge-line rumble strips, especially on two-lane roads. (*Safe Roads | 12-37% reduction in lane departure crashes*)
- Enhanced Delineation for Horizontal Curves: chevrons, post-mounted delineators, oversized signs, brighter/wider markings, enhanced guardrail delineation, post-mounted retroreflective sheeting, pavement markings through horizontal curves and tangent approaches. (“Curve Ahead,” “Slow”) or dynamic speed-actuated feedback warning signs, and LED raised pavement markers. (*Safe Roads and Safe Speeds | 6-22% reduction in road departure crashes*)
- Utilize high-friction surface treatments. (*Safe Roads | 5-17% reduction in road departure crashes*)
- Where feasible, install a combination of shoulder rumble strips with additional shoulder widening, or where feasible, pave existing shoulders, widen existing paved shoulders, or establish gravel/stabilized “usable” shoulder extension at 1V:20H slope or flatter, particularly where paved shoulder width is less than 8 feet. (*Safe Roads | 11-51% reduction in road departure crashes*)
- Remove/relocate objects within the recovery area along the side of the road in high-risk locations. (*Safe Roads | 8-44% reduction in road departure crashes*)
- Apply paving technologies to negate vertical drop-offs and facilitate driver ability to maintain vehicle control under instances of lane departure, such as Safety Edge. (*Safe Roads and Safe Vehicles | 21% reduction in road departure crashes*)
- Conduct slope flattening, repair, restoration, and maintenance to reduce the likelihood of rollover on > 33% slopes, or recovery on > 25% slopes. (*Safe Roads and Safe Vehicles | 4% reduction in road departure crashes*)
- Improve shoulders by dispersing aggregate along the road edge to provide a more stable recovery area beyond the edge of pavement. Millings or aggregate are dispersed at 1V:6H or flatter. (*Safe Roads | 8-44% reduction in road departure crashes*)

- Median Barriers. (*Safe Roads | 97% reduction in road departure crashes*)

2. Speeding

Education

- Run public awareness campaigns to educate drivers about the dangers of speeding and aggressive driving by using emotional appeals, statistics, and real-life stories to convey the message. (*Safe Road Users and Safe Speeds | 3 star*)
- Mandate defensive driving courses and education programs for drivers cited for speeding or aggressive driving. (*Safe Road Users and Safe Speeds | 3 star*)
- Reward and incentive programs to encourage safe driving behaviors, such as obeying speed limits and avoiding aggressive driving. (*Safe Road Users | 3 star*)

Engineering

- Install decreased speed limit sign. (*Safe Roads | 9-21% reduction in crashes*)
- Dynamic speed feedback sign that has data collection features (speed, volume). (*Safe Roads and Safe Speeds | 5% reduction in crashes*)
- Traffic Calming Measures: Installing speed humps, rumble strips, chicanes, and raised crosswalks. (*Safe Roads and Safe Speeds | 32% reduction in crashes*)
- Identify locations with a high frequency of speed-related crashes for targeted enforcement (GIS heat maps can be generated for law enforcement). (*Safe Roads | 3 star*)
- Install traffic calming to reduce speeds (e.g. speed humps, road diets, curb bulb-outs). Road diets reduce the number of lanes and lane widths. Curb bulb-outs narrow the street width at intersections. (*Safe Roads | 29% reduction in crashes*)
- Improving sightlines, adding clear and visible signage, and optimizing lane widths. (*Safe Roads | 20-41% reduction in crashes*)

Enforcement

- Targeted enforcement in school zones and locations with speeding-related crashes. (*Safe Road Users and Safe Roads | 2 star*)
- Installing automated speed cameras that automatically issue citations to drivers who violate traffic laws, including speeding. (*Safe Speeds and Safe Roads | 5 star*)
- High-Visibility Enforcement: Police officers use highly visible patrol cars and uniforms to increase their presence on the road, discouraging aggressive behaviors. (*Safe Speeds, Safe Roads, and Safe Road Users | 2 star*)
- Regulate policies for car manufacturing to use advancements in vehicle technology, such as adaptive cruise control and lane-keeping assistance. (*Safe Speeds, Safe Roads, and Safe Road Users | 2 star*)

Emergency Response

- Traffic Incident Management: Efficient management of traffic incidents can prevent secondary crashes caused by aggressive driving around accident scenes. Quick clearance of the road can reduce congestion and frustration. (*Post-Crash Care*)

3. Impaired Drivers

Education

- Improve public awareness of and access to alternate forms of transportation (e.g. transit, taxicabs, ride share). (*Safe Road Users | 3 star*)
- Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable. (*Safe Road Users | 3 star*)
- Inform and encourage the public to use designated drivers and establish a positive social norm related to their use. (*Safe Road Users | 2 star*)

Enforcement

- Conduct high-visibility impaired-driving enforcement initiatives. (*Safe Road Users | 4-5 star*)
- Work with the court system to promote policies and practices that result in the imposition of stricter driving laws and penalties for impaired driving convictions. (*Safe Road Users | 3-5 star*)
- Conduct high-visibility, saturated impairment enforcement campaigns. (*Safe Road Users | 4 star*)
- Increase the enforcement of drug-impaired driving by law enforcement. (*Safe Road Users | 3 star*)

4. Distracted Driving

Education

- Run public awareness campaigns to educate drivers about the dangers of distracted driving. (*Safe Road Users | 1 star*)
- Utilize D3 Arizona campaign materials and public service announcements D3Arizona.org (*Safe Road Users | 1 star*)
- Schools and community organizations collaborate with agencies to integrate distracted driving education into curricula and outreach programs targeting young drivers and emphasizing safe driving habits. (*Safe Road Users | 1 star*)
- Encourage hands-free technology, such as Bluetooth devices, for phone calls and navigation can reduce manual distractions. (*Safe Road Users | 1 star*)
 - MetroPlan encourages drivers to pull over while communicating as the safest approach.
- Peer-to-Peer Influence; Programs encourage young drivers to influence their peers positively by speaking out against distracted driving and setting good examples. (*Safe Road Users | 1 star*)
- Insurance Incentives: Collaborating with insurance companies to offer discounts to policyholders who use tracking devices that monitor safe driving behaviors, including avoiding distractions. (*Safe Road Users | 1 star*)

Engineering

- Collecting and analyzing data on distracted driving incidents to identify trends, high-risk areas, and demographics prone to distraction. (*Safe Roads*)
- Installing center line and edge line rumble strips. (*Safe Roads | 8-39% reduction in crashes*)

Enforcement

- Regulating policies for vehicle manufacturers to design and promote in-car technology that minimizes distractions, such as voice-activated controls and heads-up displays. (*Safe Vehicles*)
- Actively enforce distracted driving laws and issue citations to offenders. (*Safe Road Users | 4 star*)
- Corporate Policies: Agencies work with companies to establish distracted driving policies for their employees who drive as part of their job. (*Safe Road Users | 1 star*)

5. Bicycle

Education

- Collaborating with schools to establish safe routes for students to bike to school. (*Safe Road Users | 2 star*)

Engineering

- Creating and maintaining dedicated bicycle lanes and paths. (*Safe Roads | 27- 49% reduction in rashes*)
- Creating protected bike lanes by striping buffers or physical barriers. (*Safe Roads | 23-53% reduction in crashes*)
- Designing intersections with features like bike boxes, advanced stop lines, and clear signage helps prevent conflicts between cyclists and turning vehicles. (*Safe Roads | 20-39% reduction in crashes*)
- Traffic Calming Measures to make roads safer for cyclists. (*Safe Roads and Safe Road Users | 25-51% reduction in crashes*)
- Ensuring that road surfaces are well-maintained helps prevent accidents caused by potholes and other road hazards. (*Safe Roads | 17-57% reduction in crashes*)
- Collecting and analyzing data on bicycle accidents to identify high-risk areas. (*Safe Roads*)
- Conduct Safe Routes to Schools studies. (*Safe Roads, Safe Speeds and Safe Road Users | 3 star*)

Enforcement

- Helmet Laws: requiring cyclists, especially children, to wear helmets. (*Safe Road Users | 4 star*)
- Advocating and implementing laws that protect the rights and safety of cyclists. (*Safe Road Users | 4 star*)
- Reinstigate required bicycle education classes for violators of bicycle laws. (*Safe Road Users / no rating – local recommendation*)

6. Pedestrian

Education

- Promote and implement processes, practices, and procedures within local agencies to incorporate pedestrian safety into roadway improvements funding prioritization processes. (*Safe Road Users, Safe Speeds and Safe Roads | 1-4 star*)
- Build upon existing "best practices" guides for high-exposure bicycle and pedestrian crossing nodes. (*Safe Roads | 1-4 star*)
- Include Distracted Walking in regional educational programs. (*Safe Road Users | no rating – local recommendation*)

Engineering

- Identify and prioritize intersections and segments of roadways with the highest number of pedestrian crashes that can be addressed through infrastructure improvements. *(Safe Roads)*
- Promote requirements for pedestrian safety to be considered during development review processes. *(Safe Roads)*
- Promote and implement practices to set appropriate speed limits that consider the pedestrian environment and safety. *(Safe Roads and Safe Speeds | 3 star)*
- Collect data on pedestrian volumes to help assess safety risk. *(Safe Roads)*
- Prepare a "best practices" guide for the design of pedestrian accommodation at roundabouts. *(Safe Road Users | 1 star)*
- Identify high-risk locations for potential implementation of enhanced pedestrian crossings that would have a favorable benefit/cost ratio. *(Safe Roads)*
- Install Pedestrian Hybrid Beacons (PHBs). *(Safe Roads | 12-45% reduction in crashes)*
- Install medians and pedestrian crossing islands. *(Safe Roads | 46-56% reduction in crashes)*
- Leading Pedestrian Intervals. *(Safe Roads | 13% reduction in crashes)*
 - A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter an intersection 3-7 seconds before vehicles are given a green indication. With this head start, pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn left.
- Road Diets. *(Safe Roads | 19-47% reduction in crashes)*
 - A Road Diet typically involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane (TWLTL).
- Walkways (sidewalks, paths, shoulders). *(Safe Roads | 65-89% reduction in crashes)*
- Lighting and illumination. *(Safe Roads | 59% reduction in crashes)*
- Curb extensions. *(Safe Roads | 11% reduction in crashes)*
- Advanced yield/stop lines. *(Safe Roads | 11% reduction in crashes)*
- Transit stop improvements. *(Safe Roads | 12-45% reduction in crashes)*
- Left-turn prohibitions. *(Safe Roads | 5-19% reduction in crashes)*
- Right turn on red prohibitions. *(Safe Roads | 28% reduction in crashes)*
- Conduct RSAs. *(Safe Roads | 1-4 star)*
- Conduct Safe Routes to School Studies. *(Safe Roads | 3 star)*

Enforcement

- Conduct targeted enforcement in high-pedestrian activity and high-crash areas. *(Safe Road Users | 3 star)*

7. Intersections

Education

- Build upon and distribute educational materials related to intersection safety. *(Safe Road Users | 1 star)*
- Build upon existing "best practices" guides for high-risk intersections. *(Safe Roads | 1-4 star)*
- Partner with local professional societies to hold an annual workshop to educate roadway designers on safety tools available to assess and improve substantive safety. *(Safe Road Users | 1 star)*

- Educate policymakers on the benefits of engineering strategies to increase the use of those strategies. *(Safe Roads | 1 star)*

Engineering

- Consider adopting Intersection Control Evaluation (ICE) policies and procedures to evaluate and select the geometry and control for an intersection. *(Safe Roads)*
- Identify individuals or groups of intersections with fatal and serious injury crash patterns that can be addressed through infrastructure upgrades or improvements. *(Safe Roads)*
- Evaluate left-turn phasing practices and policies. *(Safe Roads)*
- Review and update corridor traffic signal timing and coordination on a regular schedule (every three to five years minimum). *(Safe Roads)*
- Improve traffic signal timing and coordination between jurisdictional signal systems to improve operations and reduce driver frustration. *(Safe Roads)*
- Implement systemic improvements based on identifying characteristics of high-risk intersections. *(Safe Roads)*
- Enhance the existing network screening methodology for intersections and segments. *(Safe Roads)*
- Reduced Left-Turn Conflict Intersections. *(Safe Roads | 30-54% reduction in crashes)*
 - Reduced left-turn conflict intersections are geometric designs that alter how left-turn movements occur to simplify decisions and minimize the potential for related crashes. Two highly effective designs that rely on U-turns to complete certain left-turn movements are known as the restricted crossing U-turn (RCUT) and the median U-turn (MUT).
- Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections. *(Safe Roads | 10-15% reduction in crashes)*
 - This systemic approach to intersection safety involves deploying a group of multiple low-cost countermeasures, such as enhanced signing and pavement markings, at many stop-controlled intersections within a jurisdiction. It is designed to increase driver awareness and recognition of the intersections and potential conflicts.
- Left and Right Turn Lanes at Two-Way Stop-Controlled Intersections. *(Safe Roads | 14-48% reduction in crashes)*
- Appropriate Yellow Change Intervals. *(Safe Roads | 8-14% reduction in crashes)*
- Roundabouts. *(Safe Roads | 78-82% reduction in crashes)*
- Corridor Access Management. *(Safe Roads | 5-31% reduction in crashes)*
 - Access management refers to the design, application, and control of entry and exit points along a roadway. This includes intersections with other roads and driveways that serve adjacent properties.
- Improve left-turn lane offset to create a positive offset. *(Safe Roads | 38% reduction in crashes)*
- Protected-only left-turn phasing. *(Safe Roads | 51-77% reduction in crashes)*
- Flashing yellow arrow. *(Safe Roads | 19% reduction in crashes)*
- Turn lane channelization. *(Safe Roads | 33% reduction in crashes)*
- Clear sight triangles. *(Safe Roads | 48% reduction in crashes)*
- Improve visibility of signals. *(Safe Roads | 29% reduction in crashes)*
- One signal head per lane. *(Safe Roads | 46% reduction in crashes)*
- Larger (12") signal heads. *(Safe Roads | 42% reduction in crashes)*
- Reflective border for signal backplates. *(Safe Roads | 15% reduction in crashes)*
- Conduct RSAs during the design phase. *(Safe Roads)*

Enforcement

- Install red-signal enforcement lights to assist enforcement of red-light runners. *(Safe Road Users | 2 star)*
- Encourage and expand the data-driven speed and red-light running enforcement, including the use of technology to assist enforcement. *(Safe Road Users)*
- Conduct targeted enforcement of high crash-risk intersections. *(Safe Road Users | 2 star)*
- Utilize automated enforcement at high crash risk intersections where appropriate. *(Safe Roads and Safe Road Users | 2-45% reduction in crashes)*

Emergency Response

- Evaluate Emergency Vehicle Preemption system implementation practices. *(Post Crash Care)*
- Expand deployment of Emergency Vehicle Preemption systems. *(Post Crash Care)*

8. Nighttime

Education

- Promote the use of high-visibility clothing for pedestrians and cyclists can make them more visible to drivers at night. *(Safe Road Users)*
- Run public awareness campaigns about the dangers of drowsy driving, which is more common at night. *(Safe Road Users)*
- Promote the use of vehicles with adaptive headlights that adjust their intensity and direction based on vehicle speed and steering angle. *(Safe Road Users)*

Engineering

- Maintain and upgrade street lighting to ensure well-lit roadways, intersections, and pedestrian crosswalks. *(Safe Roads)*
- Use Reflective Signage and Markings for road signs, lane markings, and pedestrian crosswalks to enhance visibility at night. *(Safe Roads)*
- Provide roadside assistance services, especially in areas with limited services, ensuring that motorists who encounter problems at night can receive help quickly. *(Post Crash Care)*
- Install emergency call boxes along highways and remote roads, allowing motorists to call for assistance in case of emergencies. *(Post Crash Care)*
- Design roadways that enhance nighttime safety, such as improved sightlines, well-placed signage, and delineation of curves and intersections. *(Safe Roads)*
- Implement Animal Detection Systems that detect the presence of wildlife on the road and warn drivers of potential hazards at night. *(Safe Roads)*

Enforcement

- Enhanced Police Presence during nighttime hours can discourage speeding and reckless driving. *(Safe Road Users | 2 star)*

Combining Crash Modification Factors

According to *U.S FHWA Investigation of Existing and Alternative Methods for Combining Multiple CMFs*, “A CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site.” CMFs are calculated based on observational studies, experiments, or historical data, and they represent the change in crash frequency after implementing a safety measure.

In numerous safety projects, multiple safety measures are implemented at specific locations. Each safety measure holds a distinct CMF. To determine the cumulative safety impacts of these measures at a site, combined CMF methods are employed. Below is one of the methods for combining CMFs.

$$CMF_t = CMF_1 * CMF_2 * ... * CMF_n$$

CMF_t = CMF for the combined treatments

CMF_1 = CMF for the first treatment

CMF_2 = CMF for the second treatment

CMF_n = CMF for the n^{th} treatment

Listed in the strategies section above are crash reduction factors (CRFs). To convert a CRF to a CMF for use in the equation above, use $CMF = 1 - (CRF/100)$.

Implementation Plan

Participants

MetroPlan has the primary leadership role and acts as the primary contact for the RTSP. MetroPlan will work with partner agencies to be make traffic safety a more proactive community endeavor. Based upon strategies formulated in this plan, the City of Flagstaff, Coconino County, ADOT, and law enforcement will participate in executing the implementation plan. MetroPlan will collaborate with partner agencies to proactively engage the community in enhancing traffic safety.

Incorporating Safety into the Project Development Process

Safety is often viewed as an “extra” or “add-on” or even a nuisance to incorporate into a project, when in fact safety elements should be mainstreamed and explicitly considered on every project. Traffic safety programs, projects and policies included in an agency’s Long-Range Transportation Plan, Comprehensive Plan and/or Master Plan have a higher likelihood of being implemented. The following should be pursued for inclusion in an agency’s policies, future Capital Improvement Plans (CIP) and updates to plans to ensure safety is an explicit consideration in projects:

1. Include systemic safety improvements in projects. Many of the FHWA Proven Safety Countermeasures are appropriate for systemic implementation (<https://safety.fhwa.dot.gov/provencountermeasures/>)



Safety Edge



Reflective Border Backplates



Enhanced Curve Delineation



Rumble Strips



Sidewalks



Lighting



Shoulder Improvement

2. Develop evaluation criteria to pursue safety in project programming or consider making the following adjustments:
 - Strengthen evaluation criteria for proposed projects in regional Transportation Improvement and Maintenance Programs (TIMP) to include safety elements.
 - Give higher priority to projects that address RTSP Emphasis Areas
 - Give higher priority to locations experiencing fatal and serious injury crashes
 - Give higher priority to projects incorporating multiple safety countermeasures
 - Give higher priority to smaller scale projects that can be implemented systematically

MetroPlan will incorporate safety into its prioritization process for pursuing grants and will further address project prioritization in its Vulnerable Road Users Safety Action Plan.

Some examples of incorporating safety into project programming include:

- The Sun Corridor Metropolitan Planning Organization (SCMPO) Regional Transportation Plan (RTP) 2040 includes safety in its Project Scoring and Prioritization Criteria. The RTP project scoring criteria assigns up to 20 points (out of 100) to a project that improves safety by implementing an FHWA proven safety countermeasure or a recommendation from the SCMPO STSP.
- The Western Arizona Council of Governments (WACOG) Project Application form includes safety criteria in project development and prioritization. **Table 8** and **Table 9** show the safety and bicycle and pedestrian project scoring criteria used by WACOG.

Table 8: WACOG Project Prioritization Safety Scoring

SAFETY SCORING CRITERIA				25 Points Available
Check all that apply				
Safety Countermeasures	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Project incorporates one or more of the FHWA or WACOG STSP (Safety Plan) safety countermeasures AND/OR addresses a specific location with identified safety deficiencies	Points Available Yes = 20, No = 10
	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Does roadway exhibit a five (5)-year historic fatal and total crash rate above the State average?	Points Available Yes = 5, No = 2.5
Safety Total:				

Table 9: WACOG Project Prioritization Bicycle and Pedestrian Scoring

BICYCLE, PEDESTRIAN, AND TRANSIT MOBILITY			15 Points Available	
Improves bus, bicycle, or pedestrian operations, safety, convenience and comfort, e.g., bike lanes, bus stops, ADA ramps & sidewalks, etc.				
Check all that apply				
Bicycle, Pedestrian & Transit	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Project provides tangible improvement to, bicycle, or pedestrian facilities, safety, mobility, or convenience.	Points Available Yes = 7.5, No = 2.5
	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Project provides tangible improvement to Bus facilities, safety, mobility or convenience	Points Available Yes = 7.5, No = 2.5
Bike, PED & Transit Total:				

- ADOT’s Planning-to-Programming (P2P) process incorporates safety into its scoring for Modernization projects by assigning values to the expected reduction in crashes as a result of the project, and if the project has been identified in the state’s Strategic Highway Safety Plan.
- The Northwest Arkansas MPO uses a 20-point system to prioritize its Surface Transportation Program projects. Safety accounts for three points maximum and is based on the 3-year average crash rate. If the crash rate in the project area is higher than the statewide average for similar facilities, the project receives three points. If the crash rate is near the statewide average, the project receives two points. Projects with a crash rate below the statewide average are awarded one point.
- The Androscoggin Transportation Resource Center, an MPO in Maine, includes a safety component in the TIP prioritization process for all projects. The MPO’s prioritization process awards points to transportation projects that correct a safety problem at an identified high-crash location. The safety score is based on the state’s list of high-crash locations for the preceding 3-year period. However, a project can also receive a partial safety score if it has an identifiable crash pattern that can be corrected, even if it is not on a high-crash location link/node. The intent is to award points to projects that address safety problems, regardless of whether they contain a high-crash location.

Safety Performance Reporting

The FHWA's final rule concerning the "National Performance Management Measures: Highway Safety Improvement Program" became effective on April 14, 2016. This rule outlines specific procedures, data guidelines, reporting mandates, and potential consequences for safety performance within State Departments of Transportation (DOT) and Metropolitan Planning Organizations (MPO) levels. The rule

intends to enhance the utilization of data to enhance transportation planning and project development, with the primary goal of diminishing fatalities and severe injuries. Key aspects of this rule incorporate:

- Five Performance Measures are required:
 1. Number of Fatalities
 2. Rate of Fatalities per 100 million vehicle miles traveled (VMT)
 3. Number of Serious Injuries
 4. Rate of Serious Injuries per 100 million VMT
 5. Number of Non-motorized Fatalities and Serious Injuries
- Annual reporting required
- A target to be set for each of the 5 performance areas
- 5-year rolling averages are used to smooth variability in data

States were required to establish statewide targets for these five performance measures by August 31, 2017 for calendar year 2018, and annually thereafter. MPOs were required to establish targets specific to the MPO planning area for the same five safety performance measures for all public roads in the MPO planning area within 180 days after the State establishes each target or adopt the State's targets. COGs and local agencies are not required to establish safety performance measures or targets, but it is recommended. MPOs may select one of the following options for each individual safety performance measure:

- Agree to support the State target; or
- Establish specific targets for a safety performance measure (number or rate).

MetroPlan adopts the ADOT Safety Projections. Metroplan will collaborate with local agencies, such as the City of Flagstaff, on annual reporting for the region.

Policies and Guidelines

Safe Streets and Roads for All Action Plans

Consider developing a Safe Streets and Roads for All (SS4A) Action Plan. The SS4A Action Plan allows for an agency to pursue program funds for projects through the [Bipartisan Infrastructure Law](#) established Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years, 2022-2026. The plan typically consists of 8 essential components: leadership commitment and goal setting, planning structure, safety analysis, engagement and collaboration, equity considerations, policy and process changes, strategy and project selections, and progress transparency. **This RTSP qualifies as an SS4A Safety Action Plan.**



Vision Zero



THE SAFE SYSTEM

APPROACH

Zero is our goal. A Safe System is how we get there.

*The **zero deaths** vision acknowledges that even one death on our transportation system is unacceptable and focuses on safe mobility for **all road users**.*

MetroPlan, through its Vulnerable Road Users Safety Action Plan commencing next spring, will adopt a “Vision Zero” type initiative to target fatal crashes. Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proved successful across Europe and is gaining momentum in the United States. A core principle of the vision is that "Life and

health can never be exchanged for other benefits within the society". The City of Tempe has recently adopted a Vision Zero policy:

(<https://www.tempe.gov/government/engineering-and-transportation/transportation/vision-zero>)

A presentation and comparison between rural and urban agency vision zero policies is found in **Appendix F**.

Complete Streets

Complete Streets policies formalize a community’s intent to plan, design, and maintain streets so they are safe for all users of all ages and abilities. Policies direct transportation planners and engineers to consistently design and construct the right-of-way to accommodate all anticipated users, including pedestrians, bicyclists, public transportation users, motorists, and freight vehicles. Complete Streets can be achieved through a variety of policies; ordinances and resolutions; rewrites of design manuals; inclusion in comprehensive plans; internal memos from directors of transportation agencies; policies adopted by city and county councils; and executive orders from elected officials, such as Mayors or Governors. All policies should include the 10 elements of a Complete Streets policy (<https://smartgrowthamerica.org/resources/elements-complete-streets-policy/>).



A presentation and comparison between rural and urban agency complete streets policies is found in **Appendix F**.

Active Transportation Plans

Active Transportation Plans address pedestrian and bicyclist issues, but they also help improve safety for all road users. The City of Flagstaff’s 2022 Active Transportation Master Plan includes several priority safety action recommendations that this RTSP endorses, including:

- Re-establish a communitywide Safe Routes to School (SRTS) program
- Adopt a formal Complete Streets policy
- Implement road diets (reducing the number of travel lanes and/or effective width of the road to improve safety). Candidate locations include:
 - Aspen Ave – Humphreys to Elden
 - Beaver St – Butler to Columbus
 - Birch Ave – Humphreys to Elden
 - Butler Ave – Continental to end
 - Country Club Dr – Soliere to Oakmont
 - Fremont Blvd – Mountain to Kramer
 - Lake Mary Rd – High Country to J.W. Powell
 - San Francisco St – Butler to Columbus

Metroplan, recently awarded Safe Streets and Roads for All (SS4A) Grant, which is to be used to pursue Safe Routes to School projects.

Road Safety Assessments

A Road Safety Assessment (RSA) is a formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team. It reports on potential road safety issues and identifies opportunities for improvements in safety for all road users. ADOT conducts RSAs for local

agencies as a free service through its Traffic Safety division; the RSA application can be accessed at <https://azdot.gov/sites/default/files/2023-06/rsa-application.pdf>.

MetroPlan will coordinate with regional agencies to program RSA's in areas that are planned for capital projects withing the high injury network in advance of design.

Fatal Crash Team

Metroplan should consider forming a fatal crash investigation team of engineering, planning, law enforcement, and risk management to meet quarterly to analyze fatal crashes in the region. Also, law enforcement Crash Reconstruction Teams could be a for source of information while acknowledging legal limitations. Another opportunity of the team to gather information would be with the Coconino County Child Fatality Review Team where relevant traffic-related deaths could be disseminated to local agencies in addition to the Arizona Department of Health Services.

The City of Casa Grande is a good example of conducting multidiscipline evaluations of fatal crashes. Another example is Pinal County, which conducts evaluations of fatal crashes with the County Sheriff's Office, County Risk Management, and County Traffic Engineering.

Predictive Crash Analysis

Predictive crash analysis is an emerging process that can be a great tool for assessing and mitigating potential risks on roadways before the occurrence of a crash. By leveraging cutting-edge technology, advanced statistical models, and collaborating with other local agencies, this analysis is intended to anticipate potential crash hotspots in the roadway network and identify safety concerns proactively.

Safety Projects

Using the input from stakeholders, public survey, crash data analysis, network screening, and individual agency input, projects within the region were identified. The projects are intended to provide safety improvement to the region and further the region's safety goals. Utilizing the safety performance and areas of opportunity identified, a short list of high crash hotspots for each agency was developed. These, along with lists of public comments and agency priority locations, informed the final selection of project locations.

Upon the identification of locations for improvements, each locations' crash history was reviewed to inform which safety emphasis area and associated strategies should be utilized to mitigate the potential for future crashes or safety concerns at the location. Following the selection of improvements and strategies for each location, an opportunity to provide input on the selected improvements was provided to each respective agency. This provided local support for the projects and increased the likelihood of project implementation in the future.

Individual projects for each agency are outlined in **Table 10** below. The project's location, selection method(s), and recommended scope provide a foundation for each agency to pursue the projects as desired. Further details, such as the project's coordinates and a high-level cost estimate in 2023 dollars, are provided in **Appendix G**. Also included are individual improvements and their high-level unit cost. This is included to provide flexibility to the listed projects where an agency could add or remove items from the project's scope as desired.

Systemic projects typically provide a better opportunity for an agency to address larger and multi-location safety issues on their road network. By combining a similarly scoped project into a larger systemic project, not only are more areas of concern addressed, but typically a higher project benefit to cost ratio can be achieved to better the chances of securing funding for the project. Therefore, a list of systemic projects stemming from the list of individual projects was developed for the region's agencies, found in **Table 11**. A visual story map display of the network screening, emphasis area, and project selections can be found by visiting the online website (<https://arcg.is/v0zTS0>) or in **Appendix H**.

Where recommendations include bike lanes on ADOT facilities, maintenance agreements with local agencies will be required. Where recommendations include crosswalks, warrant studies are recommended and may be required. Recommendations that include lighting, compliance with local Dark Skies requirements should be pursued.

Table 10: MetroPlan Project Selections

MetroPlan Project Selections					
Location	Roadway Ownership	Intersection/ Segment	Project Type	Selection Method	Scope
Flagstaff	ADOT	Milton Rd & Riordan Rd	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Improve traffic signal timing and coordination, left turn phasing evaluation/improvement, and high-visibility crosswalks
Flagstaff	Flagstaff	Rt 66 & Ponderosa Pkwy	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Install high-visibility crosswalks, speed feedback signs, and protected bicycle lanes
Flagstaff	Flagstaff	State Route 89A (Milton Rd) & Butler Ave	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Install green bicycle lane crossing markings, improve traffic signal timing and coordination, and reflective signal head tape
Flagstaff	ADOT	Country Club Dr & US 89	Intersection	Agency Comment/ Top Crash Hotspot	Install reflective signal head tape, speed feedback signs at approaches, green bicycle lane crossing markings, and improve traffic signal timing and coordination
Flagstaff	Flagstaff	Rt 66 from Country Club Dr to San Francisco St	Segment	Agency Comment/ Top Crash Hotspot	Install speed feedback signs, green bicycle lane crossing markings, and improve traffic signal timing and coordination
Flagstaff	Flagstaff	Butler Ave from Mustang Wy to I-40	Segment	Agency Comment/ Top Crash Hotspot	Install green bicycle lane crossing markings, sidewalks, and bicycle lanes
Flagstaff	Flagstaff	Cedar Ave from Gemini Rd to West St	Bicycle/ Pedestrian	Public Comment/ Top Crash Hotspot	Install protected bicycle lanes, green bicycle lane crossing markings, HAWK/PHB mid-block crossing at trailhead, and additional roadway lighting
Flagstaff	Flagstaff	Rt 66 & Milton Rd	Intersection	Public Comment/ Top Crash Hotspot	Maintain turning sight distance (vegetation/tree removal), install enhanced pedestrian crosswalks, bicycle lanes to intersection, and green bicycle lane crossing markings

MetroPlan Project Selections

Location	Roadway Ownership	Intersection/ Segment	Project Type	Selection Method	Scope
Flagstaff	Flagstaff	Rt 66 & Fanning Dr	Intersection	Public Comment/ Top Crash Hotspot	Install enhanced crosswalks, a leading pedestrian interval, and reflective signal head tape
Flagstaff	ADOT	US 89 & Cummings St (Mall Driveway)	Intersection	Public Comment/ Top Crash Hotspot	Install enhanced crosswalks, a leading pedestrian interval, and reflective signal head tape
Flagstaff	ADOT	US 89 & Snowflake Dr/Trails End Dr	Intersection	Public Comments/ Top Crash Hotspot	Maintain intersection sight distance and install speed feedback signs at approaches
Flagstaff	Flagstaff	Butler Ave & Huntington Dr	Intersection	Agency Comment/Public Comments	Install green bicycle lane crossing markings and reflective signal head tape
Flagstaff	Flagstaff	Rt 66 & Railroad Spring Blvd	Intersection	Agency Comment/Public Comments	Maintain turning sight distance (vegetation/tree removal), install crosswalk, and consider installing traffic signal control
Flagstaff	ADOT	US 89 from Snowflake Dr to Country Club Dr	Segment	Top Crash Hotspot	Install speed feedback signs and conduct targeted speed enforcement
Flagstaff	Flagstaff	Milton Rd from Rt 66 to Forest Meadows St	Segment	Top Crash Hotspot	Install speed feedback signs, improve traffic signal timing and coordination, and conduct targeted speed enforcement
Flagstaff	ADOT	US 180 & Forest Ave	Intersection	Public Comments	Refresh/enhance pavement markings, maintain turning sight distance (vegetation/tree removal), and intersection consider traffic signal control
Flagstaff	ADOT	US 180 & Schultz Pass Rd	Intersection	Public Comments	Refresh/enhance pavement markings, install reflective signal head tape, install flashing yellow left turn phase
Flagstaff	Flagstaff	Lockett Rd & Kasper Dr	Intersection	Public Comments	Install stop bars, crosswalk, maintain intersection sight distance, and no U-Turn signage
Flagstaff	Flagstaff	Elm Ave & Humphreys St (US 180)	Intersection	Public Comments	Refresh/enhance pavement markings and install crosswalks

MetroPlan Project Selections

Location	Roadway Ownership	Intersection/ Segment	Project Type	Selection Method	Scope
Coconino County	ADOT	Townsend Winona Rd & US 89	Intersection	Agency Comment/ Top Crash Hotspot	Install reflective signal head tape, traffic signal ahead warning signage, and reduce speed limit at approaches
Coconino County	ADOT	Silver Saddle Rd & US 89	Intersection	Top Crash Hotspot	Install reflective signal head tape and all protected left-turn phasing,
Coconino County	ADOT	US 89 from North of Lenox Park to 3.3 mi North of Lenox Park	Segment	Top Crash Hotspot	Install/maintain ROW animal barrier fencing, animal warning signage, median barrier, and speed limit reduction during adverse weather with dynamic speed limit signs
Coconino County	ADOT	US 89 from 3.5 north of Kaitlin Way to Kaitlin Way	Segment	Top Crash Hotspot	Install/Maintain ROW animal barrier fencing, speed limit reduction during adverse weather with dynamic speed limit signs, and street lighting
Coconino County	ADOT	US 89 from South of Elden Springs Rd to Townsend Winona Rd	Segment	Top Crash Hotspot	Install/Maintain ROW animal barrier fencing, speed limit reduction during adverse weather with dynamic speed limit signs, and street lighting

Table 11: MetroPlan Systemic Project Selections

MetroPlan Systemic Projects					
Location	Roadway Ownership	Intersection/Segment	Project Type	Selection Method	Scope
Flagstaff	Flagstaff/ ADOT	<ul style="list-style-type: none"> Milton Rd & Riordan Rd State Route 89A (Milton Rd) & Butler Ave Country Club Dr & US 89 Rt 66 & Fanning Dr US 89 & Cummings St (Mall Driveway) US 180 & Schultz Pass Rd 	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Improve traffic signal timing and coordination, left turn phasing, and pedestrian interval evaluation/improvement
Flagstaff	Flagstaff/ ADOT	<ul style="list-style-type: none"> Milton Rd & Riordan Rd Rt 66 & Ponderosa Pkwy Cedar Ave from Gemini Rd to West St Rt 66 & Milton Rd Rt 66 & Fanning Dr US 89 & Cummings St (Mall Driveway) Lockett Rd & Kasper Dr Elm Ave & Humphreys St (US 180) 	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Install enhanced pedestrian crosswalk
Flagstaff	Flagstaff	<ul style="list-style-type: none"> State Route 89A (Milton Rd) & Butler Ave Country Club Dr & US 89 Rt 66 & Fanning Dr US 89 & Cummings St (Mall Driveway) Butler Ave & Huntington Dr US 180 & Schultz Pass Rd 	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Install reflective signal head tape

MetroPlan Systemic Projects

Location	Roadway Ownership	Intersection/Segment	Project Type	Selection Method	Scope
Flagstaff	Flagstaff	<ul style="list-style-type: none"> Rt 66 & Ponderosa Pkwy Country Club Dr & US 89 Rt 66 from Country Club Dr to San Francisco St US 89 from Snowflake Dr to Country Club Dr Milton Rd from Rt 66 to Forest Meadows St 	Intersection/ Segment	Agency Comment/Public Comment/Top Crash Hotspot	Installing speed feedback signs
Flagstaff	Flagstaff	<ul style="list-style-type: none"> Rt 66 & Ponderosa Pkwy State Route 89A (Milton Rd) & Butler Ave Country Club Dr & US 89 Rt 66 from Country Club Dr to San Francisco St Cedar Ave from Gemini Rd to West St Rt 66 & Milton Rd Butler Ave & Huntington Dr 	Intersection/ Segment	Agency Comment/Public Comment/Top Crash Hotspot	Install improved bicycle lanes
Flagstaff	Flagstaff	<ul style="list-style-type: none"> Rt 66 & Milton Rd Rt 66 & Fanning Dr US 180 & Forest Ave US 180 & Schultz Pass Rd 	Segment/ Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Refresh pavement and markings
Flagstaff	Flagstaff	<ul style="list-style-type: none"> Rt 66 & Milton Rd Rt 66 & Railroad Spring Blvd US 180 & Forest Ave US 180 & Fratelli's Driveway (S of Meade Ln) Lockett Rd & Kasper Dr 	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Sight distance improvement/maintenance (vegetation/tree removal)

MetroPlan Systemic Projects

Location	Roadway Ownership	Intersection/Segment	Project Type	Selection Method	Scope
Flagstaff	Flagstaff	<ul style="list-style-type: none"> Rt 66 & Railroad Spring Blvd US 180 & Forest Ave 	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Consider installing a traffic signal
Coconino County	ADOT	<ul style="list-style-type: none"> Townsend Winona Rd & US 89 Silver Saddle Rd & US 89 	Intersection	Agency Comment/ Top Crash Hotspot	Install reflective signal head tape
Coconino County	ADOT	<ul style="list-style-type: none"> Townsend Winona Rd & US 89 US 89 from North of Lenox Park to 3.3 mi North of Lenox Park US 89 from 3.5 north of Kaitlin Way to Kaitlin Way US 89 from South of Elden Springs Rd to Townsend Winona Rd 	Intersection/Segment	Agency Comment/ Top Crash Hotspot	Speed management strategies; such as reducing speed limit at approaches or during adverse weather conditions
Coconino County	ADOT	<ul style="list-style-type: none"> US 89 from North of Lenox Park to 3.3 mi North of Lenox Park US 89 from 3.5 north of Kaitlin Way to Kaitlin Way US 89 from South of Elden Springs Rd to Townsend Winona Rd 	Segment	Agency Comment/ Top Crash Hotspot	Install/maintain ROW fencing

Equity Analysis

Equity is a fundamental consideration of the U.S. Federal Highway Administration’s (FHWA) Safe System Approach, particularly given that pedestrian and bicyclist fatality rates on a per-capita basis vary by race,⁴ income, age, and gender to varying degrees in varying places.⁵ These outcomes better prioritize project development and underscore the need to explicitly examine correlations between sociodemographic and risk factors related to roadway infrastructure and operations. Furthermore, an equity analysis ideally encompasses more than just safety analysis, given known limitations of crash data (e.g., underreporting or near misses) and the lack of systemic exposure estimates to contextualize risk.

It is important to note that vulnerable populations such as the very young, elderly, and those facing economic challenges are often disproportionately affected by transportation disparities. This demographic is less likely to have access to personal vehicles, relying heavily on alternative modes of transportation like walking, cycling, or public transit. As a result, they face increased vulnerability to road accidents and may encounter greater risks due to limited mobility options. Addressing these disparities is crucial in ensuring equitable and safe mobility for all members of the community. Additionally, Stakeholders identified some standing groups and schools from which valuable equity perspectives can be gained including the Commission on Adaptive Living, the Coordinated Mobility Council, Killip Elementary School, Coconino High School, and Coconino County’s Advisory Councils. Killip Elementary School and Coconino High School currently have limited bus services. That necessitates consideration of safe walking and bike routes for students commuting to school. Additionally, stakeholders highlighted Milton Road, US 89 near Flagstaff Mall, and the Sunnyside neighborhood as areas with concentrated crash occurrences.

USDOT’s Equitable Transportation Community (ETC) Explorer⁶ and RAISE Persistent Poverty⁷ tools were used to identify priority equity areas in the study regions. **Table 12** provides the total number and the percentage of fatal or suspected serious injury crashes in disadvantaged areas in MetroPlan region. As the table demonstrates, more than one third of all reported fatal or suspected serious injury crashes occur in disadvantaged areas in the MetroPlan area at 37.6%, as compared to the regional average of serious injury or fatal crashes at 2.7%. Equity analysis results can be visualized in the web map located at <https://arcg.is/09qaSC>.

Table 12: Proportion of Fatal or Suspected Serious Injury Crashes in Disadvantaged Areas from 2017 to 2021

Regional Jurisdiction	Number of Fatal or Suspected Serious Injury Crashes in Region	Number of Fatal or Suspected Serious Injury Crashes in Disadvantaged Areas in Region	% of Fatal or Suspected Serious Injury Crashes in Disadvantaged Areas in Region	Overall % of Fatal or Suspected Serious Injury Crashes in Region
MetroPlan	258	97	37.6%	2.7%

Table 13 illustrates the disadvantaged areas in relation to the priority locations identified prior at the census tract level for MetroPlan. **Figure 21** summarizes the total number of priority projects within a disadvantaged area for the region.

⁴ Federal Highway Administration. “Integrating Equity into the Safe System Approach” Presentation. Accessed Apr. 17, 2023: <https://highways.dot.gov/safety/zero-deaths/integrating-equity-safe-system-approach-presentation>.

⁵ Vision Zero Network. N.d. *Equity Strategies for Practitioners*. Accessed April 17, 2023: https://visionzeronetWORK.org/wp-content/uploads/2017/05/VisionZero_Equity.pdf

⁶ <https://www.transportation.gov/priorities/equity/justice40/etc-explorer>

⁷ <https://datahub.transportation.gov/stories/s/RAISE-Persistent-Poverty-Tool/tsyd-k6ij/>

Table 13: Summary of Overlap Between Regional Priority Projects and Disadvantaged Areas

Regional Jurisdiction	Number of Priority Intersection Projects in a Disadvantaged Area	Number of Priority Segment Projects in a Disadvantaged Area	Total Number of Priority Projects in a Disadvantaged Area
MetroPlan	6	5	11

MetroPlan will, depending on local policy, encourage local agency safety investments in these disadvantaged areas and prioritize future planning efforts within disadvantaged areas.

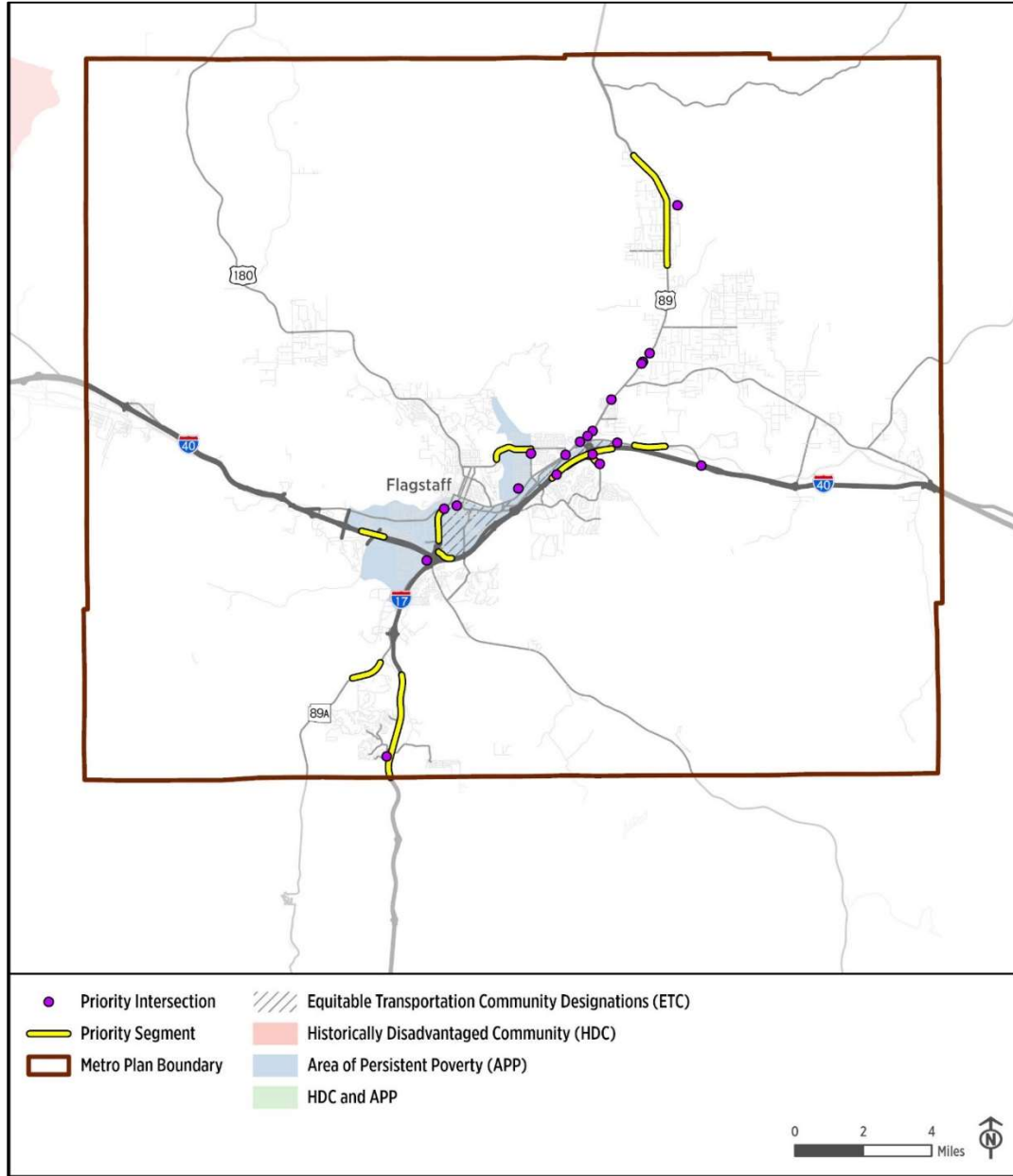


Figure 21: Equity Analysis

Funding Sources

Funding is critical to implement the strategies and action items in this RTSP and may come from a variety of sources: Federal, State, local, and the private sector. These include standard funding program mechanisms and grants as well as new initiative grants. Some sources of funding include the following:

- Local Agency Funding. Local agencies have various funding sources that can be used to improve and maintain streets and roads and perform other safety activities. Consideration of the RTSP strategies during the allocation of funding, especially for maintenance activities or other street and road improvement projects can support implementation of the RTSP.
- ADOT Railroad-Highway Grade Crossing Program administers approximately \$2,300,000 annually for improving safety at public railroad crossings. A diagnostic review team consisting of representatives from ADOT, the Arizona Corporation Commission, FHWA, the Railroad and the Road Sponsor (State, City, County, or Tribe) evaluates railroad crossings and develops a list of potential projects.
- The High Risk Rural Road (HRRR) funding set-aside was eliminated in the 2012 Moving Ahead for Progress in the 21st Century Act (MAP-21) federal legislation. That set-aside has been replaced with a Special Rule that requires states with an increase in fatality rates on rural roads to obligate 200% of the state's 2009 HRRR funding amount, which was \$1,800,000 in Arizona, meaning \$3,600,000 of HSIP funds would be required to be used on HRRRs. The use of HRRR-related HSIP funding would become an option for the MetroPlan member agencies if Arizona is ever found to have an increase in fatalities on rural roads over the most recent two years.
- AZ State Match Advantage for Rural Transportation (SMART) Fund. The AZ SMART Fund was established by the Arizona Legislature in 2022 to assist eligible cities, towns, counties and the Arizona Department of Transportation (ADOT) in competing for federal discretionary surface transportation grants. The Fund is administered by ADOT, and all awards must be approved by the State Transportation Board (STB).
- Highway Safety Improvement Program (HSIP). The Highway Safety Improvement Program (HSIP) provides federal funds for projects which aim to reduce traffic fatalities and serious injuries on public roads, including tribal lands and roads owned by non-state entities. ADOT manages Arizona's HSIP funds, which are approximately \$65 million annually. HSIP funds are distributed after ranking applications based on benefit/cost analysis. The next call for Arizona HSIP project applications is scheduled for January 2024.
- Safe Streets and Roads for All. The Bipartisan Infrastructure Law (BIL) establishes the new [Safe Streets and Roads for All \(SS4A\)](#) discretionary program that will provide \$5-6 billion in grants over the next 5 years. Funding supports regional, local, and Tribal initiatives through grants to prevent deaths and serious injuries on roads and streets. This funding can be used for safety planning and for safety project design and construction.
- Federal Section 164 Impaired Driving Repeat Offender Safety Program Funding. ADOT uses its allocated Federal Section 164 program funds to maintain and expand impaired driving enforcement activities statewide.

- Congestion Mitigation and Air Quality Improvement (CMAQ) Program. These federal funds are made available to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. MetroPlan complies with the Clean Air Act is not eligible for CMAQ funds for this time.
- Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program. The SMART program was established to provide federal grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety.
- Federal Lands Access Program. This program, administered through FHWA, provides funding for a wide range of transportation projects that provide access to, are adjacent to, or are located within Federal lands.
- Rural Surface Transportation Grant Program. The Rural Surface Transportation Grant Program (RSWG) provides funding for projects the aim to improve transportation infrastructure in rural areas. The aim of the program is to increase connectivity, improve safety, improve quality of life, and generate regional economic growth in rural communities.
- Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grant. The PROTECT grant program provides funding through the BIL for projects that ensure transportation resilience. Examples of these types of projects include community evacuation plans and natural disaster planning efforts.
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant. The RAISE grant awards funding through the BIL for transportation and infrastructure projects. This program replaces the previous Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) grant programs. This funding program allows for multi-jurisdictional projects, which often have a difficult time obtaining funding, to be funded with federal dollars. Approximately half of the overall RAISE grant funding monies will be awarded to rural communities.
- Infrastructure for Rebuilding America (INFRA) Grant. The INFRA grant program awards funding through the BIL for projects that improve safety, accessibility, efficiency, and reliability of the movement of freight and people in rural and urban areas. The aim of the program is to reduce congestion, reduce supply chain bottlenecks, and generate economic benefits.
- Tribal Transportation Program (TTP) Safety Funds. Each year two percent of the available TTP funds are set aside to address safety issues within tribal communities. Funding is available to Tribal entities in four categories including safety planning, engineering improvements, enforcement/EMS, and education. There are no tribal communities within the MetroPlan area.
- Governor's Office Of Highway Safety. The Governor's Office of Highway Safety (GOHS) administers NHTSA funding through grant applications. Typical projects include law enforcement activities such as targeted DUI checkpoints and improvements to crash data collection. Local agencies have

utilized GOHS funding to purchase portable speed feedback trailers to rotate placement on streets experiencing speed-related crashes. GOHS funds have also been used in educational efforts, for example, to conduct mock crash demonstrations at high schools during prom season. Annual funding available through GOHS is approximately \$8,000,000 in Arizona.

Project Timelines

Key funding source application tentative dates are:

- ADOT HSIP: January-April 2024
- SS4A Grants: February-April 2024
- GOHS Grants: January-March 2024

Safety projects should be programmed and completed as soon as possible, and generally within a 1 to 5 year period, depending on the complexity of the project.

Grants Applications

Projects for safety improvements that intend to address safety issues in the region often start with a well-crafted grant funding application. Whether the grant is federal, state, or local in nature, basic information requirements of most grants can be the same. The RTSP provides some of these information requirements to agency(s) so that a grant application can be completed. The primary information provided for a project in the RTSP are the project scope, high-level cost estimate, benefit strategy/CMF, and regional support.

Project scopes in the RTSP are available for individual projects or systemic projects for some agencies in the project selection section. The scope of each of these could be used in their entirety or in addition to further scope identified by the agency. Projects that are not identified in the RTSP could also be based on one or multiple of the RTSP's regional emphasis areas or strategies and could be match with high crash locations in the agency as they are shown in the Regional Safety Performance section of the RTSP.

High-level project cost estimates for individual projects, systemic projects, or individual improvement unit costs identified in the RTSP are available. For projects that were not selected from the identified project lists, the improvement unit costs could be used to aid in constructing a project cost estimate. These cost estimates can be leveraged in the grant development process to expedite the application preparation time.

Benefits of projects that are either scoped in the RTSP or use the identified safety strategies can be quantified in support of a benefit-cost analysis. Each project listed in the RTSP uses strategies and CMFs identified for those strategies to provide a quantifiable value of societal benefit in crash reduction. The CMFs of multiple improvements can be combined using the combined crash modification factor formula to leverage their benefits. The CMFs should be applied only to crashes that occurred at the improvement location(s) and during the prospective grant's years of interest.

Appendix

The MetroPlan Regional Transportation Safety Plan (RTSP) was crafted in collaboration with the CYMPO and NACOG region. Any data related to that presented in this report for NACOG and CYMPO region can be accessed upon request by contacting the agency in question directly or through the following representatives:

NACOG:

Jennifer O'Connor
119 East Aspen Avenue
Flagstaff, AZ 86001

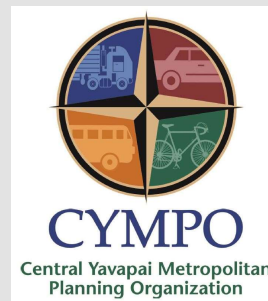
CYMPO:

Vincent Gallegos
1971 Commerce Center Cir. Suite E
Prescott, AZ 86301

- A. Stakeholder Input Summary**
- B. Public Engagement Summary**
- C. Safety Performance and Equity Analysis Technical Memorandum**
- D. EPDO Methodology**
- E. Top 20 Priority Locations by Agency**
- F. Complete Streets and Vision Zero**
- G. Recommended Projects**
- H. Story Maps**

Appendix A: Stakeholder Input Summary

Stakeholder Input Summary



Presented by:



MetroPlan Stakeholders



Feedback received from the following stakeholders:

1. Coconino County
 - Nate Reisner, Assistant County Engineer
2. City of Flagstaff
 - Paul Mood, City Engineer
 - Jeff Bauman, Traffic Engineer
 - Martin Ince, Multimodal Transportation Planner
 - Matthew Schmidt, Police Officer
 - Ryan Turley, Police Lieutenant
3. Northern Arizona University
 - Andrew Iacona, Administrator
 - Bradley Mihalik, Deputy Police Chief

MetroPlan Stakeholders



Pending feedback from the following stakeholders:

1. Coconino County Sheriff
 - Gerrit Boeck, Police Commander
2. Mountain Line Transit
 - Jim Wagner, Operations Manager

MetroPlan Stakeholders



Focus areas:

- Intersections
- Pedestrians
- Bicycles
- Faded pavement markings
- Lane-keep behavioral issues
- Vulnerable road users (electric scooters and electric skateboards)
- General disregard for traffic control devices
- Non-university cut-through traffic congestion on NAU campus

MetroPlan Stakeholders



Locations:

- Milton Rd/University Ave
- Milton Rd/ Malpais Ln
- Milton Rd/ Riordan Rd
- Milton Rd/ Rt 66
- E Rt 66/ Ponderosa Pkwy
- Fourth St/ Butler Ave
- Huntington Dr, Ponderosa Pkwy to Fourth St
- Country Club Dr/ US 89
- University Dr/ Knoles Dr
- McConnell Dr, Pine Knolls Dr to Knoles Dr
- San Francisco St/ McConnell Dr **(mentioned multiple times)**
- Leupp Rd/ Townsend Winona **(current RSA being conducted)**
- Lake Mary Rd/ South of Upper Lake Mary
- Old Rt 66, Bellemont Camp Rd to E Bellemont Rd

Appendix B: Public Engagement Summary

NORTHERN ARIZONA REGIONAL TRANSPORTATION SAFETY PLAN

Metropolitan Planning Organization for the Greater Flagstaff Region (MetroPlan)

Report from stakeholders, community surveys and Social Pinpoint mapping tool outreach conducted between February and May 2023.

PREPARED BY:



DRAFT Aug. 2023

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CHAPTER 1: SURVEY RESULTS

INTRODUCTION

Northern Arizona Council of Governments (NACOG), Central Yavapai Metropolitan Planning Organization (CYMPO), and MetroPlan are partnering to update its Regional Transportation Safety Plan (RTSP).

The RTSP will:

- Address safety from a holistic perspective to reduce and prevent serious injuries and fatalities on our regional roadways.
- Engage stakeholders and the public with vested interests in transportation planning and safety.
- Establish an equity framework for participation, prioritization, and implementation.
- Build relationships with organizations serving underserved communities.
- Establish a framework identifying objectives, strategies, and performance measures for transportation safety that are consistent with state and national safety standards.
- Expand and refine recommendations for programmatic elements in safety education, enforcement, and evaluation.
- Create a prioritized list of safety projects, implementation schedules, and funding.

SURVEY DELIVERY

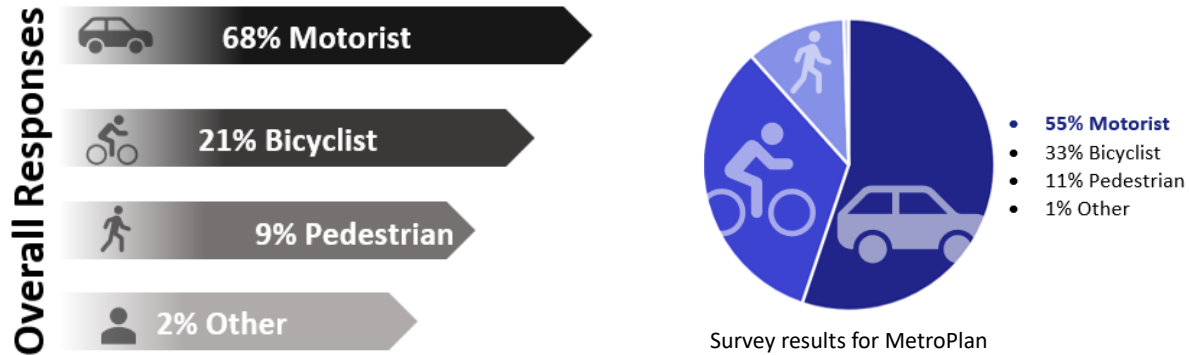
Community members and other interested stakeholders were invited to complete the surveys in-person at community events, organization/committee meetings or online. Each RTSP joint venture partner disseminated the surveys by leveraging their own communication and social media channels. The surveys were open for approximately three months and closed on May 12, 2023.

REGIONAL TRANSPORTATION SAFETY PLAN SURVEYS

The primary means of soliciting comments on the experiences of the community through driving, bicycling and pedestrian transportation came in the form of a survey designed by a combination of RTSP joint venture and the consultant team. The survey questions considered feelings around safety, observations of drivers, bicyclists and pedestrians and ideas to contribute to the study team on making changes to roadways or enhancing safety messages and education. There were two versions of the survey created. A longer survey consisted of twenty questions (**Appendix A**), while a truncated, shorter survey (**Appendix B**) consisted of four questions. The data from both versions were analyzed together. ***The survey and mapping results in this report are from the MetroPlan region only, results for NACOG and CYMPO are represented in individual reports for their regions.***

SURVEY RESPONSES BY QUESTION

Survey question #1 – Primarily, I’m responding as a.... Motorist, Bicyclist, Pedestrian, or Other



Overall survey results for NACOG, CYMPO and MetroPlan

Survey question #2 – How frequently have you observed drivers doing the following? Never, Occasionally, or Often

	Never	Occasionally	Often
Impaired driving, walking, or biking	20%	68%	12%
Distracted driving, walking, or biking (such as texting or talking on cell phone, eating, etc.)	3%	29%	68%
Speeding	1%	27%	72%
Not stopping completely at stop signs	4%	41%	55%
Not stopping at crosswalks	7%	43%	50%
Not crossing at crosswalks	5%	50%	45%
Riding their bike against traffic	16%	64%	20%
Not yielding to other vehicles, bicycles, and pedestrians	7%	57%	36%
Speeding or passing in school zones	38%	45%	17%
Illegal/unsafe turns	13%	58%	29%
Tailgating/following too closely	5%	42%	53%
Failing to use turn signal	2%	37%	61%
Not stopping for a red light	24%	56%	20%
Passing illegally (hill or curve, across double yellow line, a stopped school bus picking up children)	31%	54%	15%
Driving too slowly	29%	57%	14%
Not wearing seat belts	66%	28%	6%
Other (please specify)			

TRAVELING IN THE COMMUNITY

Survey question #3 – (Think of your daily travel when answering the following questions.) How safe is it on the roads and streets for the following people? Very Safe, Unsafe, Safe, or Very Safe

	Very Unsafe	Unsafe	Safe	Very Safe
Drivers	1%	14%	70%	15%
Pedestrian	17%	48%	32%	3%
Bicyclist	31%	50%	17%	2%
Motorcyclist	7%	43%	47%	3%
Elderly and/or disables person	34%	44%	21%	1%

Survey question #4 – How safe do you feel traveling on area roads and streets? Very Unsafe, Unsafe, Safe, or Very Safe

Very Unsafe	Unsafe	Safe	Very Safe
6%	38%	51%	5%

Survey question #5 – What words best describe the behavior of drivers on area roads and streets? Courteous, Frustrated/Angry, Hurried, Distracted, Inattentive, Intoxicated, No Different Than Anywhere Else, or Other.

MetroPlan	
What words best describe the behavior of drivers on area roads and streets?	
Hurried	314
Distracted	315
Inattentive	224
Frustrated/Angry	128
Same as everywhere	113
Courteous	91
Intoxicated	6

Survey question #6 – When driving around pedestrians/cyclists how often do you fear for their safety? Never, Sometimes, Often, Very Often, or I Don't Drive

Never	Sometimes	Often	Very Often	I don't drive
5%	36%	34%	24%	1%

MAKING YOUR COMMUTE SAFER

Survey question #7 – What do you think is the primary cause of crashes in your community? The tables below represent the number of comments made based on common topics. Not all comment topics are captured in the tables. Actual comments can be seen in **Appendix C**.

Topic	MetroPlan
Driver Habits	31
Speed	74
Distraction	228
Cellphone Use	22
DUI	4
Driver Age	0
Impatience	5
Road Conditions	36
Traffic Volumes	33
Weather	20

Survey question #8 – What is one thing you think public agencies could do to make it safer to travel in your community? The tables below represent the number of comments made based on common topics. Not all comment topics are captured in the tables. Actual comments can be seen in **Appendix D**.

Topic	MetroPlan
Traffic Signals	11
Enforcement	90
Roadway Maintenance	31
Roadway Improvements	65
Public Transit	15
Education	13
Bike/Ped Improvements	142

Survey question #9 – What is one thing you think people should do to make it safer to travel in your community? The tables below represent the number of comments made based on common topics. Not all comment topics are captured in the tables. Actual comments for each region can be seen in **Appendix E**.

Topic	MetroPlan
Pay Attention	0
Example Citizens	46
Drive Speed Limit	96
Being Courteous	29
No Cellphones	71
Being Aware	104
Plan Travel	10

Survey question #10 – What is one thing you could do to make it safer to travel in your community? The tables below represent the number of comments made based on common topics. Not all comment topics are captured in the tables. Actual comments can be seen in **Appendix F**.

Topic	MetroPlan
Advocate	43
Being Aware	73
Being Courteous	10
Defensive Driving	11
Drive Speed Limit	33
Example Citizens	42
Plan Travel	38

Survey question #11 - Do you have a specific place/places where you think roadway safety could be improved; if so, are you able to locate those place/places on a map?

- Yes, I do know of a place/places where safety could be improved and would like to identify them on an interactive map. (Please scan the QR code at the bottom of this survey to identify the place/places on the map you think can be improved). **Results from respondents selecting a location on the map will be illustrated on the mapping tool (Social Pinpoint) portion of the summary.**
- Yes, I do know of a place/places where safety could be improved but prefer not to use the interactive mapping tool. (Please describe the place/places and the safety concern as precisely as possible in the spaces provided below.)

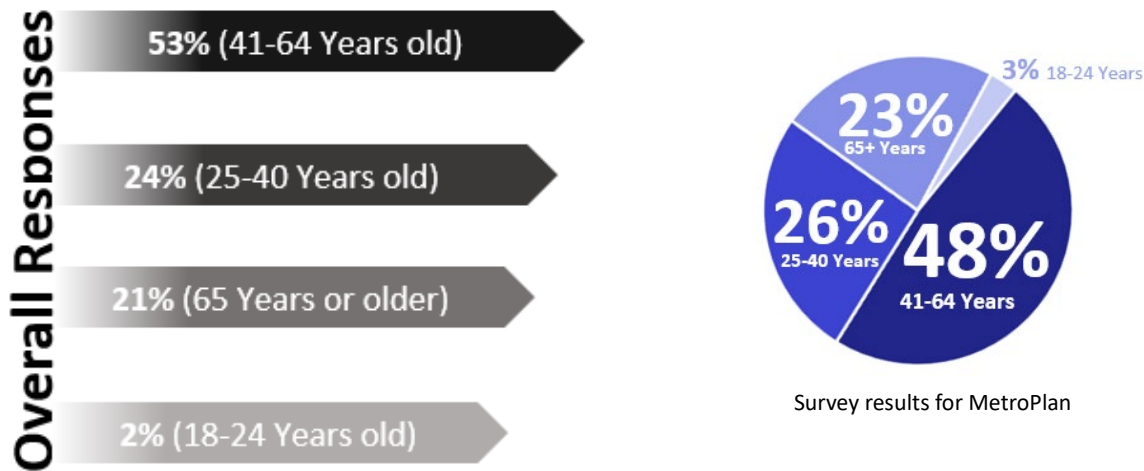
DEMOGRAPHICS/RESPONDENT CHARACTERISTICS

The responses to the RTSP survey represent the perspectives of a unique blend of individuals connected in some way to the Northern Arizona region. The characteristics, including gender, age, and geographic defined areas of differing outlooks in the region.

Survey question #12 – Where do you live? (Resulting analysis produced the following input. As a point of interpretation, the differing font sizes are determined by the frequency by which a word is mentioned).

Flagstaff

Survey question #13 – Select the age category that best describes you. 18-24 years old, 24-40 years old, 41-64 years old, 65 years or older, or Decline to answer



Overall Survey results for NACOG, CYMPO and MetroPlan

Survey question #14 – Are you Hispanic, Latino or Spanish origin? Yes, No, or Don't Know/Decline to Answer



Survey question #15 – How do you describe yourself? American Indian or Alaska Native, Asian, Black, or African American, Native Hawaiian or Other Pacific Islander, White/Caucasian, More than One Race, Don't Know/Unsure, or Decline to Answer



- .8% American Indian / Alaskan Native
- .6% Asian
- .4% Native Hawaiian or Other Pacific Islander
- 79.1% White / Caucasian
- 4.5% More than one race
- .8% Don't know / Unsure
- 13.8% Decline to answer

Survey question #16 – What is your highest grade of school or year of college that you have completed? Grade School (grades 1-11), High School Degree (grade 12 or GED), Some college, Bachelor’s Degree, Post-Bachelor’s Degree, or Don’t know/Decline to Answer




- 1% Grade School (grades 1-11)
- 2% High School Degree (Grade 12 or GED)
- 11% Some college / associate degree
- 32% Bachelor’s degree
- 51% Post-bachelor’s degree
- 3% Don’t know/Decline to answer

Survey question #17 – What best describes your current employment situation? Full-time employee, Part-time employee, Unemployed, Student, Retired, or Other **N/A**

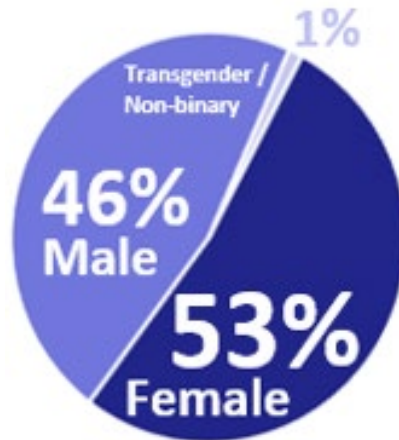
Survey question #18 – Which of these conditions, if any, create difficulties for getting you where you want to go? Seeing, Hearing, Moving, Handling items, Memory, or processing or Other

-  **38% Seeing**
-  **20% Moving**
-  **15% Handling items**
-  **12% Hearing**
-  **9% Memory**
-  **5% Health**
-  **1% Anxiety**

Survey question #19 – Which of the following income groups includes your total household income for 2022 before taxes? Up to \$25,000, \$25,000 to \$49,900, \$50,000 to \$74,900, \$75,000 to \$99,900, \$100,000 to \$149,000, \$150,000 and over, or Don’t know/Decline to Answer

- 2% - Up to \$25,000
 - 9% - \$25,000 to \$49,900
 - 11% - \$50,000 to \$74,900
 - 18% - \$75,000 to \$99,900
 - 23% - \$100,000 to \$149,000
 - 16% - \$150,000 +
 - 21% - No answer
- 

Survey question #20 – How do you describe your gender? Female, Male, Trans/Non-binary, or Decline to Answer



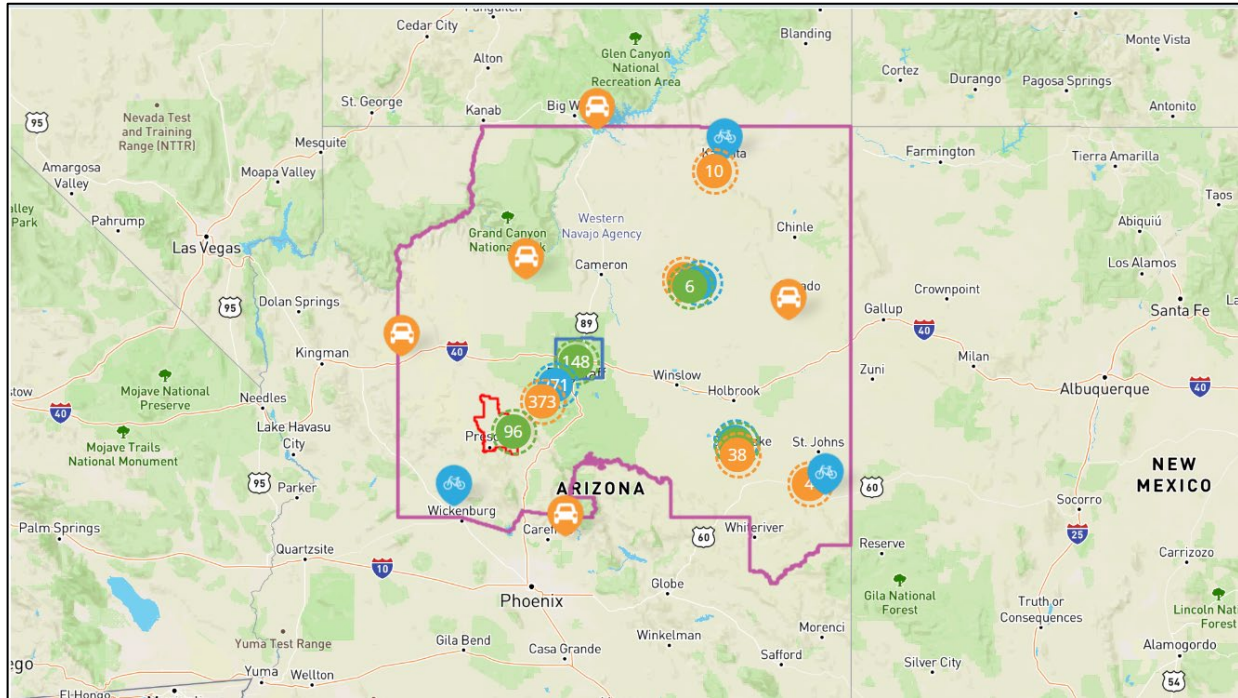
OVERALL SURVEY RESULTS BY REGION



CHAPTER 2: MAPPING TOOL (SOCIAL PINPOINT) RESULTS

INTRODUCTION

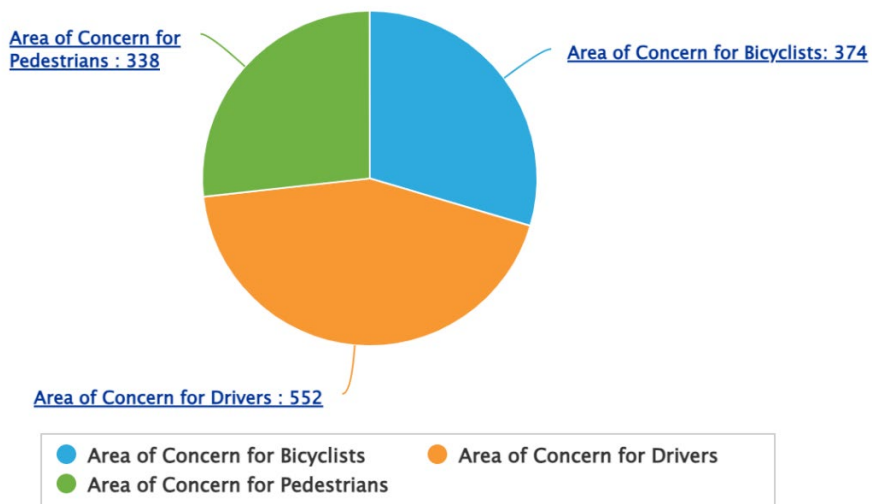
In addition to gathering data from stakeholders and the community in the Northern Arizona region, the study team utilized a mapping tool called Social Pinpoint. Participants used Social Pinpoint to locate areas of concern where they don't feel safe driving, biking, or walking. The Social Pinpoint map has a boundary drawn in pink around the NACOG region and boundaries that illustrate where the CYMPO (red) and MetroPlan (blue) regions are located. These boundaries aid in the distinction between areas of concern within each region. <https://nacog.mysocialpinpoint.com/nacog-stsp#>.



ALL REGION MAPPING TOOL RESULTS

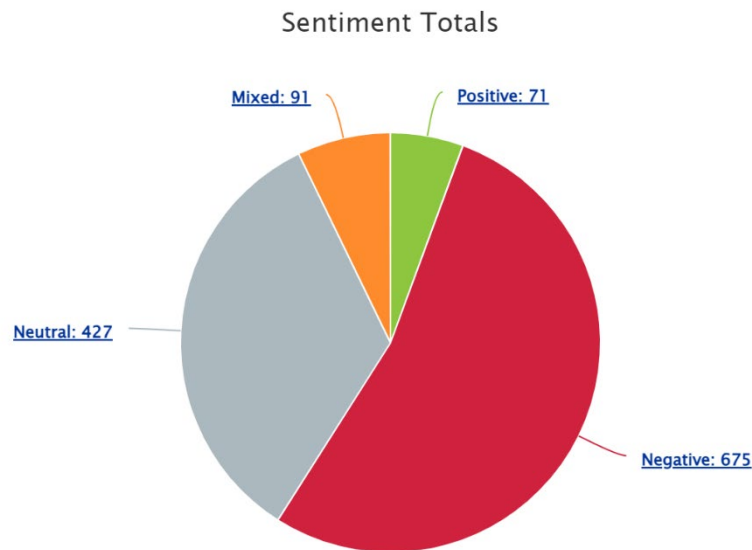
Participants were asked to place pins on the map to show where they believe there is an area of concern for drivers, cyclists, and pedestrians. There was a total of **1,264** areas of concern identified. The following is a breakdown of each category.

Category Totals



ALL REGION SENTIMENT TOTALS

Participants placed pins to identify areas of concern, in addition to leaving comments to describe what concerns them the most about each area. The comments ranged from positive, neutral, mixed, and negative. Below is a general overview of the sentiment based on participant comments.



ALL REGION RESPONSES FOR EACH CATEGORY OF CONCERN

The comments for each area of concern are noted below for all regions combined.



- **Bicyclist: 374** comments
- **Driver: 552** comments
- **Pedestrian: 338** comments

METROPLAN REGION RESPONSES FOR EACH CATEGORY OF CONCERN

The comments for each area of concern are noted below for the NACOG region.



- **Bicyclist: 268** comments
- **Driver: 212** comments
- **Pedestrian: 211** comments

AREA OF CONCERN – BICYCLIST

The comments for [Area of Concern – Bicyclist](#) within the MetroPlan region are listed in the table below. The table includes the comment and a link to where the concern was identified on the mapping tool (Social Pinpoint).

Bicyclist	Comment
1.	There should be a FUTS crossing here, providing priority to non-motorized users and treatments to slow down speeding drivers coming down the hill on San Francisco.
2.	There should be a major FUTS crossing here, providing priority to non-motorized users, including traffic calming to slow down drivers who speed coming down Knoles.
3.	No shoulder/bike lane/ or sidewalk on this section of West bound JW Powel.
4.	No shoulder/bike lane
5.	FUTS is not well maintained and therefore not usable for road cyclists. An improved bike lane in both directions would be better... cars often struggle to get around cyclists who are avoiding the bumpy section of FUTS
6.	Path under freeway is crumbling and difficult for cyclists to use.
7.	No road shoulder on this section of Zuni (both sides of the road), and the edges of the road are crumbling/filled with potholes, so cyclists must ride in the center of the road. This combined with the curves on Zuni make it dangerous for cyclists to ride this section.
8.	Bicycling on Milton road is very dangerous, birth sides don't have bike lanes
9.	The traffic control change here is a disaster. One lane turns into three with minimal markings and almost no clarity. The Enterprise-Huntington-Butler intersection should be converted to a traffic circle and bicycles and pedestrians should be given priority by elevating them above the traffic.
10.	The traffic control change here is a disaster. One lane turns into three with minimal markings and almost no clarity. The Enterprise-Huntington-Butler intersection should be converted to a traffic circle and bicycles and pedestrians should be given priority by elevating them above the traffic.
11.	Vehicles are often moving at excessive speeds on Cedar Hill (50-60 mph). This makes the space dangerous for pedestrians and bicyclists alike
12.	The intersection at Fanning and Linda Vista is a disaster for pedestrians and bicyclists
13.	There is minimal shoulder and no bike or pedestrian lane along W Rte. 66 even out to the Picture Canyon preserve.
14.	Bicyclists and runners prolifically use Lake Mary Rd. I was almost run off the road by a car who honked and sped past me and my group of bicyclists. We were being courteous to the drivers and were biking on the side of the road as far as we could to the right. I would love to see a path dedicated to bicyclists and pedestrians on this road that spans its way from the city to Lake Mary. A way to peacefully enjoy the views and nature without needing to worry about safety of my life.
15.	There are a lot of runners & bicyclists that use Townsend-Winona road. I would love to see a path dedicated to bicyclists and pedestrians on this road.

<u>16.</u>	Cars come down this hill way faster than the speed limit and with the curves in the road and often debris in bike lanes this is dangerous for bikers and then the speed also creates safety issues further down the road at the roundabout. Reduce car speed on this section of road.
<u>17.</u>	The fort valley trail crossing over 180 is very dangerous for bicycle and pedestrians
<u>18.</u>	This crosswalk is very dangerous for bicycles. Drivers on 180 are traveling at a high rate of speed and often do not see those in the crosswalk.
<u>19.</u>	Most traffic that leaves the Smoker's neighborhood turns left onto Hwy 89 & crosses crosswalk. A crosswalk on the right side would add lots of safety. Bikes can't trigger traffic light so use crosswalk and Most drivers don't see them. Xwalk on Maverick side would add to safety.
<u>20.</u>	A lot of bikes use this route and go past Target, but I've seen a lot of close calls with cars turning out
<u>21.</u>	The paved trail/sidewalk here is in such bad shape it is unrideable for my bike. The joints in the pavement are huge and can cause a crash. The road lacks bike lanes.
<u>22.</u>	The shoulder is not well-marked or maintained for safe bicycle travel on either side of the street. Westbound traffic merges just west of Woodlands village and this area is especially narrow and hazardous for bikes.
<u>23.</u>	Bike lanes are not present or not maintained. Traffic is very fast, and people are often speeding. The hill to the west of this intersection makes left-hand turns for cars tricky and crossing for bikes and pedestrians extremely dangerous.
<u>24.</u>	No bike lane.
<u>25.</u>	Creating a FUTS trail over as much of the old informal "Elks Lodge Trail" as possible would be a great addition to the community trail system and be safer for pedestrians, cyclists, and drivers. Taking advantage of the disruption from the expansion of the Switzer Water Main to do this would be a good time to do this. I recognize not all private property owners along this stretch to Mt. Elden Lookout Road would agree with my opinion on this.
<u>26.</u>	No bike lane on Beulah, which is a problem for both cyclists and drivers. Beulah isn't wide, so when there is a cyclist, driver going in the same direction will often end up partially driving in the opposite direction lane.
<u>27.</u>	It's hard to do anything in this intersection. There aren't enough turn lanes. Maybe a bike lane and/or a 4-way stop would also be good? Or a crosswalk?
<u>28.</u>	There needs to either be a 4-way stop, a light, or several more turn lanes at this intersection.
<u>29.</u>	Bicyclists have trouble turning left from Trails End Dr. onto westbound HWY 89 or crossing over to Snowflake Dr.
<u>30.</u>	Hard to cross intersection- lots going on for drivers and cyclists
<u>31.</u>	With the massive amount of construction work traffic is horrific, unsafe, and the plans for traffic patterns and when lanes will be improved are not known. It is a totally unsafe area for biking to work.
<u>32.</u>	Bicyclists do live across the street or will need to cross the street to get to the bus stop. There have been a few accidents due to there not being a proper crosswalk/stop light here.
<u>33.</u>	Bike lane on southbound Beaver ends abruptly and traffic lanes merge at a relatively high speed.

34.	Biking east and west on Butler is very dangerous. Vehicles are often traveling 45+ mph, changing lanes, and making turns. The curbs put in place for a "protected bike lane" here don't seem to make things any safer. Cars whip into the slots between the curbs when they need to make turns. A protected pathway away from this "highway" is needed for bike and pedestrian safety.
35.	The bike lane isn't large here and cars are making right turns into businesses and at intersections and merging into the right lane for upcoming right turns.
36.	Difficult to get to the FUTS here with all the busy driveway crossings
37.	The FUTS interface here is a little tough to navigate, must either ride through cinders to get to the Pine Knoll Trail or backtrack to the intersection to cross which can be tough from a stop during certain times of day.
38.	No separated bike lane on San Fransisco.
39.	FUTS trail is wonderful, but because not on roadway, causes concern for bicyclists who have greater speeds than pedestrians. Vehicles tend to only look Left for oncoming vehicles. They need to look both ways, for users of FUTS, before crossing and entering traffic on 180
40.	Roadway storm drains located IN the bike lanes, forcing bicyclists to either ride over or around. Both options put bicyclists at risk for crash.
41.	The bike lane is too narrow for vehicle speeds. Forces bikes to ride on the sidewalk against traffic if traveling eastbound. The FUTS trail is difficult because the dirt is dry and difficult to maintain traction and wet/snowy in winter. Need additional bike infrastructure (i.e... buffered or separated bike lanes or widen sidewalk to FUTS width and change intersection to allow bicyclists to cross safely to correct side of roadway.
42.	Needs crosswalks on both sides of the roadway at this intersection. No safe way for bicyclists to cross from the FUTS trail to Switzer Canyon and end up on the correct side of the road. Current crossing has bicyclists crossing against traffic and difficult to navigate crossing with high traffic volume
43.	LOVE the separated bike lanes on this stretch of Butler. Vehicle speeds need to be decreased from Sawmill to Milton. Current speeds 35mph. Speeds need to decrease to 30mph, like Milton speeds through town. Both drivers and bicyclists need education on how to share the roadway and navigate new bike infrastructure
44.	Needs a stop sign or continued bike lanes on University. Current traffic calming measures are not appropriate. Bicyclists and vehicles try to share the same roadway space when the bike lane disappears. Vehicle speeds, while posted 25mph, are closer to 35mph, in a neighborhood. We need to be proactive before a fatality occurs
45.	No bike lanes on Woodlands, the entire length of the roadway. Vehicle speeds are posted at 40 m.
46.	High traffic, needs signaled crosswalk
47.	Very strange biking conditions on John Wesley Powell Blvd when going east bound to try to link to the trail here
48.	Very difficult to navigate these roundabouts as bicyclist on John Wesley Powel Blvd
49.	Very difficult to cross this bridge, John Wesley Powell Blvd when sheep tunnel is snowed in or flooded.
50.	Very difficult to cross S. Lake Mary Rd from Zuni Dr. to connect to a trail here.
51.	Snow abatement cinders are still in bike lanes on Huntington Dr. in April.

52.	Bike lane has debris and cinders depending on the time of year, very difficult to make a left turn with the curb dividers.
53.	Left turns from Butler Ave into this parking lot have a very hard time seeing cyclists on the FUTS trail here.
54.	Snow impacts block this trail for cyclists, then snow melts block the trail, then monsoon storm flows block the trail. Trail is a major safe route for cyclists and pedestrians, but is blocked half the year
55.	Bike lane disappears and the AB shoulder is difficult to navigate on a bike
56.	Very difficult to turn left from westbound Butler Ave to southbound Lone Tree. The left turn signal precedes pedestrian crossing on the west side going north or south. Frequently vehicles do not stop for pedestrians or cyclists.
57.	This intersection has killed a bicyclist and placed several in the hospital
58.	Have nearly been struck by vehicles turning left onto 4th Ave from 4th street during rush hour traffic.
59.	Highspeed traffic on 4th street and minimal separation means I'm breathing exhaust the entire ride up and down 4th Street.
60.	I have noticed several bicyclists illegally crossing this intersection, and other intersections, causing vehicular traffic with the right of way to have to stop and nearly hitting the bicyclist. There needs to be a way to provide more bicyclist rider education and enforcement on bicyclists.
61.	Overall, the entire stretch of FUTS trail here north is getting so broken up and weathered, it is not great to ride on. Some of the gaps in the pavement are so wide they are jarring. If a cyclist is not constantly paying attention to both cars and the trail surface, crashes are very possible. Poor surface all the way to the end at Schultz Rd.
62.	This is an area of concern I have for drivers, bicyclists, and pedestrians. The FUTS travels in both directions, on the west side of the highway here. People making right turns do not look for northbound pedestrians and bicyclists.
63.	Vehicles coming out of neighborhood go past stop line well into the FUTS path before stopping if they do at all. I barely miss getting nailed weekly. The drivers are only looking north for traffic to enter Hwy 180, so they never even look south. No drivers stop at the stop line, look for path traffic and then move forward to see traffic after stopping. Every crossing along this stretch is like this, riding on 180 northbound is safer – sad.
64.	Vehicles coming out of neighborhood go past stop line well into the FUTS path before stopping if they do at all. I barely miss getting nailed weekly. The drivers are only looking north for traffic to enter Hwy 180, so they never even look south. No drivers stop at the stop line, look for path traffic and then move forward to see traffic after stopping. Every crossing along this stretch is like this, riding on 180 northbound is safer - sad.
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68.	This is an area of concern I have for drivers, bicyclists, and pedestrians. It is almost impossible to cross the highway to get to the FUTS in a safe manner. I rode my bicycle out here once and will never do it again because it was so dangerous.
69.	Vehicles coming out of neighborhood go past stop line well into the FUTS path before stopping if they do at all. I barely miss getting nailed weekly. The drivers are only looking north for traffic to enter Hwy 180, so they never even look south. No drivers stop at the stop line, look for path traffic and then move forward to see traffic after stopping. Every crossing along this stretch is like this, riding on 180 northbound is safer - sad.
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72.	Takes quite some time for vehicles to stop for pedestrians and cyclists waiting to cross the crosswalk. Many vehicles are speeding and come around the corner so fast northbound it can be sketchy to cross. Never sure if they will see me and stop.
73.	Bike lanes get destroyed by bus stopping here. After 180 was re-paved, bus broke what tiny bike lane was here in just a couple of months. Another pinch point for bikes going south.
74.	Bike lanes narrow southbound here, so it is very uncomfortable to ride when a car passes. I tried to ride faster or slow down to avoid a car passing me at the same time. Many places on Hwy 180 the bike narrows that it is not the correct width nor safe.
75.	Vehicles running red light and speeding on Hwy 180. Nearly hit by vehicle at 45mph+ who went through red light so late I was already halfway across. I was terrified as I felt the suction of the vehicle nearly pull my off my bike and the drivers stopped at the intersection were stunned. I had to stop and sit down after crossing to stop shaking to keep riding home.

76.	This is the only way in the downtown area to get from downtown to campus without potentially having to wait for a train, and it's difficult to see vehicles coming down the side streets onto Milton, and it's difficult for the vehicles to see bicyclists. The sidewalk is also very tight in this area, and the road is very dangerous to ride on, so there is a lot of accident potential.
77.	The whole length of Milton is just plain frightening for cyclists.
78.	There is no way for bicycles to travel west and stay on Butler Ave through this intersection without pushing 18-wheelers out of the way with their bodies to get over to the left turn lanes. The underpass is only helpful if you are traveling south/southeast through the intersection (and it's downright frightening if you're a woman alone). If you try to cross all the streets to get west, you are dodging vehicles that don't expect you to be there. It's scary.
79.	There is no safe place for bicycles to cross here, forcing bicycles to travel the wrong way and on the sidewalk if they want to go north on Milton toward Old Town neighborhood.
80.	I use this intersection to access Rt 66 Urban trail from downtown. There is no bike lane here and vehicles on Verde who want to turn west often creep out ahead of the vehicle next to them on Verde, thus kind of squeezing the bicyclist. If I use the walk button provided, I am now on the sidewalk and I never feel safe crossing with the walk button without first assuring myself that a driver turning west is aware of me.
81.	I have observed numerous vehicles heading north at this intersection disobeying the stop sign. Twice I have almost been hit by these vehicles while on my bike. Had I not been paying attention I would have been hit. I assume this would also be an intersection of concern for pedestrians.
82.	The concrete bike path with vertical posts needs to be taken out. It is very dangerous to bicycle in this lane. The cinders, snow, trash, and trash/recycle cans create safety hazards. The concrete barriers keep cyclists from avoiding cars that are poking out of side businesses and homes to enter the street. When riding in the lane, it is difficult to turn across two lanes of traffic to make a left turn onto a side street. Just looking over your shoulder to see if it is safe can cause a collision
83.	For some reason, some cars don't want to stop to let a bike cross at the school. An overpass for pedestrians and bikes would not only solve a safety issue but would help with the traffic congestion.
84.	Bike lanes need to be developed between Little America to Fox Glenn. Good work on 4th street from 66 and Butler but I will not ride my bike on Butler between I40 and Fox Glenn.
85.	No room for bikes no bike lanes
86.	No room for bikes or bike lanes-Dangerous for bicyclists.
87.	Need Pedestrian and bike bridge over 4th this intersection is no fun on a bike
88.	This intersection is terrible for bikes and pedestrians. Need dedicated bike path for Arrowhead and RT66 and dedicated path/lanes connecting to east side dedicated path and a bridge. A bridge across the RT 66 and train tracks would be ideal
89.	Essentially need pedestrian and bike bridges here and dedicated paths on all of cedar or some dedicated bike pathway to traverse this N E part of Flagstaff, very scary and unsafe.

90.	Safe dedicated Paved Bike path on Cedar needed that would function for both directions and street made wider for bike lane. Eastbound sidewalk extended without crossing on-ramp or dedicated westbound on-ramp closed or reworked and maybe utilize the open space.
91.	Intersection is so large it is fearful to move into the area.
92.	Intersection is so large it is difficult to see every direction at once or to avoid turning vehicles.
93.	The bike lane moves from against the curb to away from the curb to allow room for parking cars. People tend to park right where the bike lane changes, leaving no option for the bicyclist other than to move into the lane of traffic because the bike lane is blocked by the parked car.
94.	Bike lane ends at intersection. Vehicles fail to use turn signals for right turn so bicyclists need to take over the entire lane to be safe. But some cars still attempt to pass bikes in the intersection.
95.	Create better connections between path under freeway and University Heights in both directions.
96.	Drivers tend not to stop at crossing, even if you press the button.
97.	FUTS is very dangerous here. There are no markings to indicate that it's a FUTS. You allow left turners to cross over the FUTS (that should be stopped). Private parking lots do nothing to prevent conflicts at the FUTS crossings.
98.	This is a dangerous crossing for bikes and peds, as drivers turning right from Route 66 to Ponderosa are driving too fast and not looking for through non-motorized traffic. Perhaps a no right turn on red or some kind of preferred crossing for non-motorized users.
99.	Plow and sweep the protected bike lanes. Better yet, raise them up to sidewalk level and make one big elevated FUTS path.
100.	Tow cars that park in the bike lane. Plow the streets properly in the winter. Create no parking zones to allow plows to do their job on certain days of the week
101.	Dangerous intersection for cyclists and pedestrians. Right-turning motorists do not stop for either. Create a lead time for non-motorists to cross on the walk/bike signal BEFORE motorists can turn. Better yet, prohibit right turns on red at this intersection. Create automatic walk signals at this intersection instead of forcing bikes and peds to push buttons.
102.	This area is unusable in winter because it doesn't get plowed or swept. Bike lane should be added at intersection with Beulah, not removed to offer 3 lanes for motor vehicles (1 left and 2 straight). Perhaps offer connection to Beulah with bike lane on Beulah as well, then a way for cyclists to turn left safely onto McConnell.
103.	FUTS crossing has no markings or signal. It should give priority to peds and bikes.
104.	100% reliable bike loop detectors needed on Plaza Way
105.	Plaza Way needs a bike lane
106.	Route 66 needs a bike lane or FUTS path. It used to have one heading westbound, but you removed it in favor of adding another car/ truck lane.
107.	Woodlands Village needs a bike lane or, preferably, a FUTS path, as bike lanes become useless in the winter and spring.
108.	An easement here would be a huge improvement for bicycles.

<u>109.</u>	So difficult and scary to cross from forest onto fort valley. This cuts off bicycle and pedestrian traffic from access to the urban trail system. A light here would make such a difference in safety and accessibility.
<u>110.</u>	Hazardous place for a cyclist to turn left onto Forest. Only slightly less hazardous to use the crosswalk
<u>111.</u>	Northbound cyclists are hit here regularly.
<u>112.</u>	Terrible road conditions. Snowbowl must be held accountable for the road conditions and fix them accordingly. I'd assume Mountain Capital Partners could afford to resurface the road.
<u>113.</u>	Shoulder very narrow in this area, an extremely dangerous combo with afternoon sunlight in westbound driver's field of view.
<u>114.</u>	The Sketchy area connects east to west Flagstaff. Road could use a bike lane or widening. Cars regularly speed in this area. Going to get worse with the new buildings in the area as well as the JWP extension.
<u>115.</u>	All roads and intersections in the City of Flagstaff need improvements in bicycle safety. Bike lanes are often absent or unsafe. All roads need bike lanes and bike lanes should not be on the same level as cars.
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<u>132.</u>	All roads in the City of Flagstaff need improvements in bicycle safety. Bike lanes are often absent or unsafe. All roads need bike lanes and bike lanes should not be on the same level as cars.
<u>133.</u>	The problem here is that the trail just abruptly ends. Fast bikers that are not aware could crash. After the trail ends the only alternatives for southbound riders are to ride the wrong way in the northbound bike lane or cross the very busy road where drivers are going 40-50mph and ride on the southbound shoulder. There needs to be a proper southbound bike lane. The Country Club Trail needs to be extended all the way to Old Walnut Canyon Rd where there needs to be a protected intersection.
<u>134.</u>	All roads in the City of Flagstaff need improvements in bicycle safety. Bike lanes are often absent or unsafe. All roads need bike lanes and bike lanes should not be on the same level as cars.
<u>135.</u>	This intersection needs an underpass solution. It's a very busy intersection with drivers making right turns while looking left. Very dangerous for bikers and pedestrians.
<u>136.</u>	This intersection needs an underpass/overpass solution. It's a very busy intersection with drivers making right turns while looking left. Very dangerous for bikers and pedestrians.
<u>137.</u>	This is a crossing of two major trails, the Route 66 trail, and the Arizona Trail. This intersection just screams for an underpass solution. It's a very busy intersection with drivers making right turns while looking left. Very dangerous for bikers and pedestrians.
<u>138.</u>	There is no good way to get on a bicycle from Butler and Beaver onto Rte. 66. Milton is very dangerous and unpleasant.
<u>139.</u>	The protection added to the bike lanes on Butler are wonderful, but they are always full of debris (or snow or ice). Could they be cleaned more frequently to make them more usable and safer?

<u>140.</u>	This overpass to get to Kiltie and popular trails off Woody Mountain road is very dangerous for cycling (and walking/rolling). There is another comment to this effect already, but it's so bad I wanted to leave another one.
<u>141.</u>	Deadly intersection for bikers. Lots of car traffic is going too fast. Poor visibility for eastbound drivers driving into the sun.
<u>142.</u>	Motorists often make their turn into the bike lane here, pushing bicyclists off the road.
<u>143.</u>	Trash and recycle cans block the bike lanes. These businesses do it on purpose, but it is going to kill someone someday. I work at the hospital and ride at night, those trash cans can sneak up on you even with good head lights.
<u>144.</u>	Taking Clay eastbound to cross Milton onto Butler- the traffic lights do not recognize bikes. If there isn't a car also crossing Milton eastbound, the light won't turn green for bikes. This happens especially in the early mornings. It forces bikes to either run a red, or cross to the northbound pedestrian crosswalk, then cross the street again to get back on the eastbound lane.
<u>145.</u>	People are always parking in the bike lane, forcing us to merge into vehicle traffic
<u>146.</u>	The lack of bike lanes on Woodlands is a huge concern. The 40mph traffic is too fast, especially at the south bound where people are coming off 66, speeding and not paying attention. The safest choice is to ride on the sidewalk but you're worrying about pedestrians, cinders, and turning cars.
<u>147.</u>	An extension of the Urban Trail is needed to the "Y" and future expansion beyond that. An urban trail should eventually extend to the forest border on Mt. Elden Lookout Rd.
<u>148.</u>	Parents routinely park in the bicycle lane waiting for students and are preventing bicycles, cars, and pedestrians. Enforcement and signage are needed.
<u>149.</u>	Trash and recycle cans blocking lane for bikes
<u>150.</u>	Beulah between Fort Tuthill and Flagstaff has no bike lanes and traffic moves fast. The FUTS option is slower because it is not paved and less direct.
<u>151.</u>	SOUTH MILTON ROAD is NOT safe for cyclists. The passage under the railroad bridge is antiquated, with cracked cement. It forms a dirty pond/ice rink in winter and is not big enough for cyclists AND pedestrians. The whole town is cyclist unsafe - but especially this major corridor. An alternative to major work on S Milton is to make cycle safe routes parallel. Please DO this ASAP. I cycle ALL the time (every day) - more people would join me, if it was safe.
<u>152.</u>	This is the only route for bikes to get out of Flag for long rides. There is not enough shoulder for bike anywhere on Lone Tree and the potential development of Pine Canyon property -- multi driveways - on the east side of the road will make this even more unsafe than it is.
<u>153.</u>	There's no bike lane and a very narrow shoulder that makes navigation difficult for bike traffic leaving the university at peak times
<u>154.</u>	Given that Beulah runs parallel to I-17 and that the interstate is tailored to high-speed car travel, it's reasonable that other modes of travel would be given some priority on this road. There's no bike lane despite this being a popular cycling route. Despite the interstate running adjacent, motorists often treat this road like the speed limit is 70
<u>155.</u>	Narrow roadway with no room for bicycles. The shoulders are dirty and rough and are not allowed for road bikes. Traffic is high volume and with no turnoffs or center lane for turning.

156.	Drivers approaching Fort Valley Road from the west do not stop before the crosswalk as required by law. This is dangerous for bicyclists and pedestrians using the FUTS.
157.	The Ft. Valley multi-use trail is in such disrepair that it damages bikes to use. Being the the trail is so damaged, many cyclists are forced onto the road which lacks safe bike infrastructure going southbound. This is particularly dangerous near the fire station between Blue Willow and where the FUTS crosses at Sechrist.
158.	Cyclists trying to turn left onto Fremont from 180 have no safe way of merging from the bike lane or trail onto a safe turn lane. Especially with Snowbowl traffic, both cars and bikes turning into the Cheshire neighborhood must make dangerous moves just to turn. A protected light is necessary.
159.	This short path across private property is essential access between the city and the National Forest for bikes and pedestrians. An easement should be acquired and maintained as part of the FUTS trail system.
160.	I'm a bicycle commuter. I work near the airport and live on Hospital Hill. The intersection at butler and lone tree, north bound, is far and away the sketchiest place on my ride. Just a matter of time before someone gets taken out here.
161.	Woodlands Village Blvd. needs a bike lane. It's especially risky when a cyclist needs to cross to the center lane to go straight across W. Rt. 66.
162.	The bike/pedestrian path ends abruptly here. There needs to some be safe, direct, clear route across HWY 180
163.	A crosswalk is needed here for bicyclists using the Karen cooper trail so motorists (esp. those speeding to/from the HS) are reminded bikes are crossing.
164.	Vehicles tend to park on the Southeast corner of Lake Mary and JW Powell. They park there to access trails and bike on Lake Mary road. This causes drivers traveling South on JW Powell to pull way out into Lake Mary road so they can see around the cars parked on the corner for traffic while making a left or right. They often run the stop sign to do so. There is a right and left turn lane, and the right turn lane blocks the view of Pedestrians and bicycles when crossing in the crosswalk.
165.	The city does not plow the fourth street bike lanes or sweep the gravel. Super dangerous.
166.	No bike lane! I ride to FAC a lot and never know if I should compete with pedestrians on the sidewalk or risk riding in the street alongside cars that might turn right and run into me
167.	Was struck on my bike by a car at this intersection
168.	Please consider a bridge on the FUTS where the water crosses. Otherwise, pedestrians and cyclists end up backtracking to S Knoles and there is neither a bike lane nor a sidewalk on the north side of McConnell westbound for a block. This area of the FUTS is currently flooded. And, for those of us who must ride in the night/dark, the urban trail through here is scary so having a near-street alternative that is safe from vehicles would be great. It's only one block that is in need.
169.	This area is very busy and dangerous for bicycles trying to get to the bike path on the other side of rt 66. There are lots of cars that aren't watching for cyclists and pedestrians.
170.	Often trash and recycling cans in the bike lane
171.	Going downhill the bike lane ends in traffic. Vehicles on E Cherry Ave do not look for bikes and will barely stop at sign.
172.	The terminus of the FUTS trail at the athletic club does not provide any sort of safe transition to the roadway for cyclists. Especially southbound to turn on Walnut Canyon

	Rd which accesses popular bike trails, the best option for cyclists is to ride against traffic on the very narrow shoulder.
<u>173.</u>	I was cycling northbound on San Francisco and crossing Butler when a car on Butler ran a red light and nearly hit me
<u>174.</u>	A bus stop + park n ride lot would be awesome here. Giving folks the option to bike or drive to a close bus stop would be much appreciated. Also, a bus stop at the airport seems like it would be very functional.
<u>175.</u>	There is no marked/signed crossing where the Sinclair Wash Trail crosses S Knoles Dr. So, close the McConnell/Knoles intersection this is a very dangerous "midblock" crossing.
<u>176.</u>	Turning left from the bike lane on Butler pretty much anywhere along the roadway is harrowing. There's no safe place to exit the protected bike lane and cross multiple lanes of traffic. Protected intersections at the signals would help a lot.
<u>177.</u>	Nearly impossible to safely transition from the bike lane on Beulah to left turn on Lake Mary Rd. Competing with multiple lanes of very high-speed traffic.
<u>178.</u>	If your intention is to head west from the underpass to connect to Babbot Dr./Manning CP Trail (heading south), you must ride on the sidewalk in the wrong direction and navigate the busy Sam's driveway which most drivers are looking towards the left for oncoming traffic and not you are coming from the right. There is no signage stating this is a shared trail or wayfinding that would help all users be respectful of each other. It's always a point of stress while riding.
<u>179.</u>	The connectivity from FUTS/the bus stop on Route 66 is not great and requires a lot of interaction with vehicles if you're walking or bicycling because the only crosswalk is on the west side. No crossing on the east side of the intersection. Heading north on Arrowhead becomes an uncomfortable and long process.
<u>180.</u>	A great opportunity to serve the people using this FUTS trail: have all motor vehicle traffic stop at this intersection at the same time to allow safe passage of people needing to get from one part of the FUTS to the next. Build it into the signal, just like in Boston.
<u>181.</u>	I have a vision of Flagstaff in which all these horrendous 5-lane roads are reduced to 4 lanes with trees and a curb separating the newly formed bike/ped lane from the motorized vehicles going 45 mph. Wouldn't that be lovely!
<u>182.</u>	You must have a death wish to ride a bike on Milton. I do so at 5:30am and only then. Is this the way we want our city to be? A full travel lane separated from cars by Jersey barriers would be great. This street is 2 lanes in each direction with the suicide lane down the middle. Surely one of these could be converted. Traditional bike lanes such as exist here are no match for the amount and speed of traffic here
<u>183.</u>	This intersection has been crying out for a traffic light to stop all traffic in all directions to allow peds/bikes to safely get across for decades
<u>184.</u>	There is no safe place for cyclists who get pushed off the road when turning east onto Townsend Winona from 89 since a curb was added and large rocks on the other side of it. Best solution: dedicated bike path SEPARATE from roadway all the way along TW Rd
<u>185.</u>	Lots of fast-moving vehicles plus foot/bike traffic here. In Boston all traffic in every direction stops for pedestrians at 4way intersections with lights in busy areas. I would love to see that here. That's what truly prioritizing foot traffic looks like. In Boston, pedestrians can safely cross diagonally if they want to which saves time.
<u>186.</u>	The roads in the historic downtown neighborhood are notorious among the local bicyclists for cars running stop signs and endangering bicyclists and other drivers.

	There have been multiple instances in the downtown neighborhood of me personally experiencing this. It would be greatly appreciated if the downtown neighborhood had stop lines on the road to help drivers recognize where they are supposed to stop and who has the right of way. Additional signage/sign visibility may also be useful.
<u>187.</u>	Driver's turning into the gas station without checking bike lane.
<u>188.</u>	Paint bike lanes or wide shoulder from City limits to Townsend Winona at a minimum, Silver Saddle would be ideal.
<u>189.</u>	Way too much traffic on Bonito Street in the mornings. Bonito has become a cut through for people wanting to avoid Humphrey's - to access Sechrist, FALA, and Snowbowl. I thought it was supposed to be a bike route, but it's unsafe as such, especially with cars parked on both sides year-round. This area is supposed to be one of Flagstaff more bikeable/walkable neighborhoods and the answer is not to re-designate the streets for more traffic.
<u>190.</u>	My son couldn't commute to Coconino high school or access forest trails near buffalo park because of this dangerous intersection
<u>191.</u>	Curb cuts should align with the trail/how traffic moves. On Dory bicyclists must make two short 90 degree turns to follow the path
<u>192.</u>	Vehicles move too fast on Wild West to see when pedestrians or bicyclists are waiting to cross at the park. A stop sign would improve pedestrian and cyclist crossings. No parking near the cross walk would help cars see, too.
<u>193.</u>	The Country Club bike path that crosses over I-40 is consolidated on the east side of the road, which places cyclists on the sidewalk riding against traffic all the way to Cortland Blvd (past Oregon's). There is no easy way to cross Country Club or Cortland to travel with traffic.
<u>194.</u>	No bike lanes on McConnell once on campus can make it challenging during heavy NAU commute times.
<u>195.</u>	Forest Meadows St between Beulah and Woodlands Village needs better plowing during snow. The bike lane and most of the east bound car lane are covered in snow making it dangerous for a biker. The road doesn't get much sun so even on the cleared section it is very icy, and it doesn't seem like plows come back to clean it up after the snow ends.
<u>196.</u>	Old Munds is fine if you are an avid cyclist, but the Kachina and Mountainair communities need to be connected to Flagstaff via a paved FUTS trail. more people would bike or bike to town, its nearly as fast.
<u>197.</u>	A paved shoulder or FUTS-type trail to connect Mountainair to the park in kachina would be great
<u>198.</u>	Bike path entrance and bridge overpass at 4th/Solaire must be kept clear of snow and ice.
<u>199.</u>	Woodlands Blvd. needs a bike lane. The speed of drivers and lack of bike lane makes this street very dangerous for cyclists.
<u>200.</u>	With the speed of cars coming down the hill and the sun coming up in the mornings I no longer commute on route 66 because of the lack of bike lane and speed of the average driver.
<u>201.</u>	It would be nice if there was a bike specific way to get from 4th street north to the FUTS on 66. The safest way seems to be getting on the sidewalk near aqua plex then crossing the dirt onto the patch under the 4th street bridge.

202.	The FUTS path ends on 66 at San Francisco. On 66 there is no bike lane after San Francisco. This leaves me with little good options to get to my neighborhood on Santa Fe. Usually, I am forced to ride with traffic on the 66.
203.	City fails to clear the bike lane of snow and ice forcing me to ride on 66
204.	City Plows and leaves snow and ice into the 4th street bike lanes. The south bound bike lane has literally not existed since December. a snow removal plan would be nice.
205.	On a bicycle in the morning merging traffic at Milton and west Rte. 66 is the most dangerous part of my ride. Cars trying to turn right must merge across the bike lane.
206.	The bike lane/shoulder is very narrow/non-existent in this area making it very dangerous for cyclists.
207.	Cherry Ave bike lane NEVER plowed in winter, rarely has cinders removed well after car lanes are cleared. Multiple houses place trash cans in bike lane for full week and is never resolved even after multiple complaints.
208.	Within protected bike lanes, S-bound on Beaver, trash cans are commonly left in the bike lane. These hazards can consume the whole width of bike lane and cyclists are blocked in due to curbs on both sides. Trash cans should be left on the sidewalk both by their owners and by city workers.
209.	Long-term ice presence (weeks) after snowstorms on the S side of road, make portions of bike lane hazardous. The road is often clear for a long time, but E-bound bike lanes are impassable. Targeted use of salt and hand tools could help.
210.	South side of Butler from around Warner's to ACE, there are long-term black ice features that cover the entire bike lane after snowstorms for weeks (to months this year). These are very hard to see at night. Often the main motor vehicle lanes will be clear for a long time, but the bike lane is impassable. Some targeted use of salt or hand tools could reduce this hazard.
211.	During the mornings, people will cut through Clay Ave to try and avoid traffic on 66/Milton. This causes huge backups along the entirety of Clay Ave to Blackbird Roost. Especially by Clay Ave and S Florence/S Malpais Ln. At the stop sign, people will block the 4-way stop so people/cars/bikes cannot pass. Cars will try and squeeze by and drive in the bike lanes to go straight to Butler or turn onto Milton/66. Frustration is high in the mornings and people are more prone to make risky moves.
212.	All of Milton is a suicide zone for bikes. There need to be bike lanes on this major thoroughfare so that cyclists can travel across town without putting themselves at enormous risk every time.
213.	The curb to protect cyclists on the east side of roads prevents cyclists from accessing bike lane from trail behind Bashas. Why does trail not go directly to Bashas parking lot?
214.	The bike lane on Woody Mountain often has cinder or debris forcing me into the car lane. This is scary as the speed limit is 40mph. The bike lane abruptly ends as you approach Route 66 forcing you to merge with cars that pass then are looking to make a right-hand turn.
215.	The only paved access for bicyclists between Kachina-Mountainaire and Flagstaff is I-17
216.	Route 66 pedestrian path does not clear of snow in a way in which I can safely ride my bike without having to frequently get off and walk it over ice or slush. This has happened many times in the past even a week or more after our latest snow.
217.	The I-40 overpass does not have a bike or pedestrian lane, it is narrow, and car visibility to bikes and pedestrians is limited because of the rise of the bridge. There

	are neighborhoods and whole businesses back here that people commute to/from, and this should be improved upon.
218.	Intersection (?) of Forest Ave and Fort Valley is extremely dangerous for bicyclists. Coming down the trail behind Bashas, you choose to either cross Forest, where cars NEVER yield, and ride on northbound Ft Valley where the sidewalk is discontinuous, and the shoulder not protected from cars speeding along the highway. Or you can cross Fort Valley at the crosswalk that cars don't notice, and ride on the trail, where you pray that cars turning onto Ft Valley from Coconino estates will see you
219.	Route 66 here is terrible for bikes. There is often debris in the bike lane, the lane is narrow when going West/non-existent, cars are going fast and making turns that are difficult on this road.
220.	No sidewalks and little shoulder on east side of San Fran as you come up the hill. Cars go fast but bikes go slow headed up the hill. The only section without protection is the most dangerous
221.	The urban trail becomes a sidewalk, and heading west, that intersection is extremely dangerous. Getting back onto the urban trail heading south consists of having to get onto the road at a major highway on/off ramp or illegally using the sidewalk. The intersection is massive, and full of distracted drivers. I rarely feel safe riding through, or even walking through. I have gotten close to being hit by a car here. Some kind of bridge would make heading west or south feel so much safer.
222.	Downtown section of San Francisco St requires bikes to take the lane, but drivers don't yield to bikes and try to run you over. Doors opening from parked cars endanger inexperienced bicyclists who ride too close to parked cars.
223.	When traveling from Clay to Butler across Milton the light does not detect a bike is present causing you to have cross twice using the dangerous crosswalks. Drivers don't yield to bikes in this intersection.
224.	No bike lane on Woodlands 40 mph is too fast to ride in the road
225.	No shoulder at all. No bike lane/path. No walking paths.
226.	No shoulder at all. No bike paths. No walking paths.
227.	No shoulder at all. No bike lane/path. No walking paths.
228.	On May 28th, 2021, I was run over by a tow truck that ran a red light at the intersection of Beaver and Butler, we were headed southbound. Martin Ince did a presentation on bicycle/car crash data and this intersection, San Fran, and Butler and pretty much all of Milton were the spots where the most incidence of collisions happened. PLEASE do whatever is possible to make these intersections SAFER. These are main pedestrian thoroughfares for students and centrally located pedestrians.
229.	A *really* bad place for a left turn! for *all* modes of transport using or crossing the road.
230.	Thorpe Rd. from W. Cherry to N. Bonito has many drivers who ignore the speed LIMIT (including the buses) and that they are passing through a PARK past neighborhood and an elementary school. This area is dangerous for bicyclists and pedestrians. There are people crossing from the ball fields parking lot to the disk golf course and trails, Kinlani and Clark Homes students going to and from school, crossing to use the park facilities and to go to other areas of town.
231.	I have almost been hit by a car using this strange "on ramp" to cedar. Why is it even there. There is only local traffic using it.

232.	Bike lanes blocked by snow
233.	As a westside commuter (who avoids Milton at all costs), it would be nice to have a way to cross the tracks somewhere along Coconino Ave.
234.	Defensive bike riding is required when traveling along the FUTS on Fort Valley. Vehicles turning out of Coconino Estates onto Fort Valley frequently pull into the crosswalks without looking both ways for pedestrians.
235.	The Historic Route 66 and Woody Mountain Road is extremely dangerous for bikers. Vehicles traveling west on 66 cut the left-hand turn onto Woody so severely they cross the left and right turn lanes on Woody. Part of the problem is the way the traffic lines are painted on 66 (they stop too early, so people turn prematurely). With the added housing developments in this area of town, we really need a stop light here.
236.	When will Southside residential streets be plowed in a timely manner? Sometimes they are never plowed! This has been a problem for decades. When can Southside get the respect, it deserves?
237.	Why put tall buildings close to the street? This just creates ice on the streets that stays around a long time. We already knew this was bad from observing and living with downtown buildings and now it is a City policy for new construction. Please reverse this policy and stop building such large and tall buildings!
238.	Downtown streets desperately need resurfacing! Crossing large cracks ruins bike wheels and if parallel to line of travel wheels can get caught in the cracks and cause the bicyclist to go down--I know from experience.
239.	People regularly run stop signs on N. Bonito St. Check the police records for the numerous accidents. Very scary for bikes and peds.
240.	No pavement marking indicating bicyclist place on highway north/south bound, high-speed intersection
241.	Limited shoulder, high speed traffic, no signage/lane markings indicating bicycles may be present, the only way to get to Townsend Winona/Highway 89 northbound for bicyclists on pavement.
242.	Dangerous crossing for bicyclists, suggestion to close or better control slip lane.
243.	Many folks ride and run out here (including Olympic athletes) & something a bit more separated than a wide shoulder would be preferable. Often there are rocks, accident trash, glass on the shoulder, which can force you on the road. Plus, many drivers go 70-80+ mph on this 50mph road.
244.	Lots of folks use HWY 180 as a loop to/from forest road. The bike lane changes size several times & there are some decent bumps/cracks/holes in the pavement close to the edge of the road. I think the FUTS should be extended to at least Snow Bowl road if not a bit further. This would allow more bike commuters from the neighborhoods outside of town. Many drivers are courteous, but it only takes one not paying attention to kill you on a bike, especially at HWY speeds.
245.	No space for bikes. I had a driver yell at me one time for being in the lane. That's the only place a bike can be. I think yet again take a lane for bikes slow traffic down. Speed limit is again 40mph through here, which is way too fast for a city.
246.	In the winter or muddy weather this is an important road for those looking to get on longer rides (we often/usually can't ride our trails). Provide a better/wider/safer space for bikes--cars are going FAST toward/away from the interstate. Driver education on how to pass bikes safely is lacking in at least 1/3 of them.

247.	The past 2 summers certain drivers have been using this road as a raceway, which is dangerous for everyone. We are in a city, so the speed limit should never be 40 mph (kills more peds/bikers when accidents happen). This road needs to be narrowed with less lanes for cars. This could also help in the winter with plowing and ice concerns. When plows go through, they put more snow on sidewalks corners (which never get plowed more than once).
248.	Add striping for a bicycle left turn lane for bicycles traveling north on TW.
249.	Biking on the east/west roads in this area (Aspen, Birch, Cherry, etc.) is dangerous due to the many vehicles that don't stop when driving north or south on Bonito, etc. This has been a serious concern for the last 20 years and I have witnessed so many vehicles cruise right through the stop signs, or slow down a bit, and move into the intersection. I ride these streets E-W and slow down/stop at nearly every intersection if a car is present, until I make eye contact and they stop.
250.	Very hard intersection to cross from west to east in this large intersection. Feels very unsafe given vehicles turning south from Butler onto Lone Tree and vehicles turning east onto Butler from Lone Tree. Butler from Milton to east of Lone Tree has always felt unsafe to bike. The pilot bike lanes made this feel a bit safer, but lots of cinders in the lane sometimes and those are very slippery for bikes.
251.	Dangerous to cross the crosswalks at Butler and Milton/66 intersection, particularly the north/south crosswalk. As a bicyclist, I prefer to cross over to the south corner of Clay Ave. and cross to the east to Butler with the green light for cars. However, this is often impossible as there is no way to activate the green light heading east if a car doesn't activate it. Why not install a button for a biker to activate here? Install it immediately adjacent to the bike lane (not on the post)!
252.	Fremont has little to no traffic calming measures and bicyclists, including young children often must deal with vehicles going greater than 40 mph. There is no clear signage near Cheshire park for bikes of pedestrians to safely cross.
253.	Eastbound Bike Lane on Soliere ends abruptly well before the stop light. Would be great for the bike lane to continue through the stop light.
254.	No sidewalk or bike lane with narrow vehicle lanes. Need bike lane from Little America to Fox Glenn park.
255.	Crossing Ponderosa Parkway when heading eastbound on the route 66 bike path is dangerous. Drivers making right turns from 66 onto P. Parkway don't like to slow down so bicyclists and pedestrians must be very careful when entering the crosswalk. The westbound light is also frequently backed up so drivers making left turns from 66 onto P. Parkway will turn red if they're the last in line. This is of course dangerous for people entering the crosswalk when the walk sign turns green.
256.	Those stupid bike lane blockers are so annoying! They do nothing to protect bikers!!!! they only make it more difficult for bikers to ride downtown wherever those stupid things are present. They're always full of debris, cinders, branches, and other crap! people always put their garbage bins in the way! I must ride on the street anyway just to get where I need to make turns. THOSE THINGS ARE HORRIBLE!!!! CLEAN THE BIKE LANES!!!!!!
257.	The AZT/urban trail crosses the road and is very poorly marked and difficult for drivers to see when there is a trail. In addition to the cars on Woodlands, there are also cars coming

	out of the Walmart parking lot and hotel parking lot adjacent to the trail so there is a lot of potential for vehicle-pedestrian or vehicle-bicyclists' collisions. A flashing crosswalk (as there is on Butler) would allow pedestrians and bicyclists to safely cross and be highly visible to vehicle traffic.
258.	Townsend Winona is a terrifying road to bike down. The cars drive fast, it is curvy and there is very little shoulder to ride on.
259.	Bicycle paths just disappear as you get beyond the mall. With rising housing costs, more people are living in areas like Doney Park and want to commute by bike too.
260.	I desperately wish to bike east on Cedar, but the high speeds of traffic and the downhill make the bike line insufficient, in my opinion. Expanding the sidewalk to a dedicated bike path would help make things safer. Once this is done, more people would bike commute meaning less traffic on the road for drivers.
261.	Bicycle crossing from triangle to north side of Cedar is scary. Cars seem to think an "on ramp" is an opportunity to speed up and the crossing is around a bend in the road, so drivers not paying attention could miss it.
262.	Bicycle access to and throughout Doney Park is not safe. Very few bike lanes or paths established.
263.	Please turn this sidewalk into a wide path for bikes and peds. The urban trail on the south side of the road is a lovely option but not during winter.
264.	It would be so nice to have a separate bike path on this interchange that would connect to the sidewalk going over Cedar. Drivers are often looking left while merging and I think it would keep everyone safer. It would also be nice to widen the sidewalk over Cedar to be more of a bike path to better accommodate bikes and peds. Cedar is too dangerous to ride in, even a protected bike lane is not a safe choice.
265.	No safe connection from westside to eastside for cyclists except to go through this very unsafe intersection.
266.	While heading south at this intersection, I often feel invisible to northbound left turn drivers, they frequently keep turning left in front of me even when I have the right of way.
267.	Forest, Beal, bike way, dog leg turn
268.	No bike lanes. Dangerous for bicyclists... especially when there's snow.

AREA OF CONCERN – DRIVER

The comments for [Area of Concern – Driver](#) within the MetroPlan region are listed in the table below. The table includes the comment and a link to where the concern was identified on the mapping tool (Social Pinpoint).

Driver	Comment
1.	No shoulder on overpass or at round about. Lot of runners and cyclists use this overpass, and you can't see incoming vehicles so it's difficult to know when to pass.
2.	Cars going south on Beaver have no idea if on-coming traffic (coming from NAU) has right of way because there is no green turn-signal...
3.	The double turn lane (one after the other) here makes it hazardous for drivers who are trying to turn as well as drivers who are trying to continue Lake Mary
4.	Exiting commercial vehicles need wider turn radius, come too close to pedestrian divider (left turn onto CC). This causes the off-tracking hazard on driver side of the commercial vehicle and has caused collision with vehicle moving through the turn next to CV.
5.	The lack of adequate student parking at Basis causes students to park along the entire length of Pine Cliff Drive, often blocking resident mailboxes and creating visibility hazards for residents trying to exit their driveways. The exclusive use of this street for all-day parking by students also eliminates parking capacity for residents and their guests, contractors, and service providers.
6.	At Basis drop-off/pick-up times traffic is frequently completely blocked on Pine Cliff Dr due to parents' cars lined up in traffic lanes waiting to get into the school parking lot. A large off-street pick-up area needs to be constructed to maintain traffic flow.
7.	People drive too fast, speed limit is 55, people drive 65+, no police officers on standby observing. Too many accidents, hear sirens every day going northward on the 89. Within the past 2 years I have lived here, there have been two motorcycle accidents at the intersection of Burris lane, a very traumatic and sad sight to see. Still, no one slows down, they don't care who they hurt, too dangerous even for pedestrians, 89 is a danger zone!!
8.	Bad visibility turning left onto 180 from Piute and cars are going way more than posted 35 mph.
9.	Cars turning left from Beaver to Butler from the inside lane too often travel directly into the outside lane of Butler; meaning outside lane left turn traffic has to be incredibly alert.
10.	For Westbound traffic, it narrows to 1 lane going straight. In morning "rush-hour" there is a line of cars in the left lane waiting to continue straight. Meanwhile multiple other cars in the right lane fly past the row of patient drivers and then cut into the left lane. Multiple collisions have occurred and many more close calls. Would be great if there's a safe way to ease this congestion.
11.	For Westbound traffic, it narrows to 1 lane going straight. In morning "rush-hour" there is a line of cars in the left lane waiting to continue straight. Meanwhile multiple other cars in the right lane fly past the row of patient drivers and then cut into the left lane. Multiple collisions have occurred and many more close calls. Would be great if there's a safe way to ease this congestion.
12.	So many vehicles speed on this street daily. I am aware that lots of people cut through the neighborhood using this street, and it is a danger to all driving/walking/biking/living there.

<u>13.</u>	So many vehicles speed on this street daily. I am aware that lots of people cut through the neighborhood using this street, and it is a danger to all driving/walking/biking/living there.
<u>14.</u>	Dutch Bros creates a dangerous mess of traffic here and should not be allowed to operate a "drive-through."
<u>15.</u>	The confluence of Kasper and Santa Fe/66/180 onto Lockett here means that right-turns from Santa Fe/66/180 onto Lockett can be incredibly dangerous as two vehicles heading west on different roads reach the intersection at the same time. The foot/bicycle path here is super dangerous because of all the confusing auto traffic. There should be a right-turn only from Lockett onto Santa Fe/66/180 and no turns from Santa Fe/66/180 onto Lockett. Or this should be turned into a low-speed roundabout.
<u>16.</u>	At least once a week I see someone turn north on Beaver despite the obvious One-Way signs. This entire section of downtown should be converted to pedestrian- and bicycle-only.
<u>17.</u>	The traffic control change here is a disaster. One lane turns into three with minimal markings and almost no clarity. The Enterprise-Huntington-Butler intersection should be converted to a traffic circle and bicycles and pedestrians should be given priority by elevating them above the traffic.
<u>18.</u>	There is minimal shoulder and no bike or pedestrian lane along W. Rte. 66 all the way to the Picture Canyon preserve.
<u>19.</u>	I have seen walkers on this dark road late at night. It's a super long road, but I'm wondering if there's any way to increase the safety for bikers and walkers here?
<u>20.</u>	This intersection (Sunset and Cedar) is often very busy. There is a school here and many people park on the street. It is very difficult to see traffic traveling on Cedar when trying to cross Cedar on Sunset. A four-way stop sign here would be a big improvement for the safety of everyone. Thanks
<u>21.</u>	Area of concern for everyone, not just drivers: some people use Soliere as a shortcut/frontage road, and go well over the speed limit, especially at the curve near Country Club. Speeding drivers frequently make dangerous attempts to pass cars going the speed limit, endangering the bus. Speeding drivers display road rage. Bikers have been killed. There is also no sidewalk for the last stretch (along the curve near Country Club), making it incredibly dangerous for pedestrians who walk it anyway.
<u>22.</u>	CHANGE TO A ROUNDABOUT! This intersection would operate more safely with a roundabout. It would force the max speed to be 20-25 MPH and allow vehicles, peds, and bikes to get through the intersection. It would also eliminate most of serious vehicular accidents.
<u>23.</u>	This light is timed very poorly. People constantly run this red light to get through it. It causes back up at the lights proceeding it on route 66
<u>24.</u>	This intersection has two sides and merges onto route 66. People cannot safely merge or cross route 66.
<u>25.</u>	Left hand turn onto route 66 hazard. Vehicles on route 66 are going too fast to safety merge.
<u>26.</u>	The light on this intersection needs to be timed better with the light on Humphries. Drivers often get "stuck" in the intersection because there is a delay in the Humphries light turning green. Dangerous for drivers, pedestrians, and bicyclists.
<u>27.</u>	Better parking monitoring along the roads south to the HS. Cars park along both sides making it so only one car can pass in either direction at a time, making it dangerous for drivers, pedestrians, and bicyclists.

28.	Right hand turn lane is needed here.
29.	The lights here need to be better coordinated with the light at Clay. There are ALWAYS cars backed up into the intersection going northbound in the mornings. The intersection needs better, fresh markings. It's a little bit of a free-for all.
30.	The lights in all directions at this intersection need to be better coordinated in ALL directions. Turn signals are non-existent, too short, or out of sync with the flow of traffic. The timing of lights on this intersection needs to be better coordinated with the Milton/Rte. 66 light.
31.	Need a light at this intersection. Dangerous--especially during morning commute. Impossible to make a left-hand turn when I-40 traffic is diverted to Rte. 66. SLOWER speed limit needed on W. Route 66!!!!
32.	Westbound traffic merges just west of Woodlands village. Drivers are often speeding and "racing" to merge or unaware that they need to merge.
33.	This area in the am between 730 and 830 is wild.
34.	Common place for wrong way drivers to try to go North on Beaver. Maybe additional signage?
35.	Common spot for drivers in the right lane to turn left onto birch, crossing a line of traffic.
36.	At the light there are often people who are turning left from 89 onto Smokerise OR people who are coming from the KOA across to Smokerise that run the light. There have many times of near collisions.
37.	Unable to make a left turn from Trail End Drive onto 89 because there is no light at that intersection.
38.	The traffic lights on Fort Valley Road at the intersections of Humphreys, Beaver, San Fransisco are not synced during the morning hours of school and work traffic. Since these intersections are very close to each other, the traffic backs up terribly. The lights at these intersections on Fort Valley need to be synced together during the morning school and work traffic hours.
39.	As others have noted, out of town drivers assume these intersections are 4 way stops and pullout in front of through traffic from WC Riles or stop on west bound Birch. It does seem like "Through traffic does not stop" under the stop signs around downtown would be helpful.
40.	This intersection has cars coming down Lone Tree around a blind corner at 35mph. There is no right turn lane, so the cars attempting a right turn onto Zuni must slow down all traffic coming behind them Lone Tree nearly to a stop. This spot gets icy in the winter and receives very little sunlight due to the pine trees around it. It feels unsafe.
41.	Why is this the only road that avoids train flow West of 4th avenue? Why are there no other roads to the downtown area that are not interrupted by railroad crossings? A bridge over the railroad tracks at Blackbird Roost and Lower Coconino St would allow another option to reach a high flow area around the Thorpe Complex, the future Indigenous Community Center/gardens, and the schools like Marshall and Flagstaff High. We need another option other than the bottleneck here.
42.	Natural obstructions to views, specifically large tree sprouts along both directions (especially surrounding street light posts), make this a dangerous turnout in either direction any time outside of winter, or even then it is hard to see. HOA landscaping for Railroad Springs has refused to trim them, saying that because the sprouts are along the sidewalk/light posts, that it is a city issue and needs to be addressed by the city.

43.	Unsafe for drivers and bicyclists due to very poor road conditions. Road is within city limits, please pave this road.
44.	Road not paved. Not safe for most vehicles.
45.	Vehicles including heavy trucks travel up and down JW Powell at rates higher than the advertised 40 mph speed limit. This is a danger to cyclists as well as wildlife that frequently cross the road. This is only going to get worse as JW Powell is pushed through to fourth Street.
46.	This intersection is a nightmare during rush hour when trying to turn left from Zuni onto Lone Tree. Traffic on Lone Tree rushes through at a high rate of speed endangering motorists as well as cyclists and pedestrians. There should at least be a roundabout to slow down traffic and allow people to merge onto Lone Tree safely.
47.	Trying to make a left- or right-hand turn onto HWY89 is very difficult here. Often drivers must go around the entire neighborhood to get to Empire or Smokerise to make a turn. The speed limit increased rapidly at this curve of 89, and it's very unsafe. but driving into the neighborhood increases traffic in those areas that were previously safer.
48.	When trying to make a left or right hand turn here, traffic is often too fast and backed up. It's hard for bikers and pedestrians to get through this intersection. There are also not enough streetlights on lone tree.
49.	Drivers have trouble turning left from Trails End Dr. onto westbound HWY 89 or crossing over to Snowflake Dr.
50.	Sacred Peaks Health Center has populated the area with patients, driving out of this location has become a hazard with oncoming traffic from the west. If taking a left from the stop sign oncoming traffic is zooming by with no care in the world.
51.	The traffic through this intersection has greatly increased since the healthcare center and the increased housing development have come to the neighborhood. Trying to turn toward town from Trail's End is very dangerous given the volume and speed of traffic on Highway 89. Many people alternately use neighborhood streets to avoid having to make this dangerous turn greatly increasing traffic through this neighborhood.
52.	Patients of Sacred Peaks Health Center trying to take a left onto 89 from Trails End take a big risk. The cars driving along 89 are traveling at greater than 45 mph and decisions must be made quickly. I think a traffic light would be helpful at this intersection. It could possibly save lives.
53.	This is the main exit for patients and employees leaving the Sacred Peaks Health Center. The roads are usually very busy and there is only one turning lane where cars go both ways which can be very dangerous for a head-on collision. A stop light at this exit would be very helpful.
54.	Cars do try and turn left or right here at the stop sign but considering how fast cars are going it is hard to do so. There have been a few accidents due to there not being a proper crosswalk/stop light here. We must use residential roads to get onto highway 89 and I am sure residents do not like the number of cars going through here at all hours of the day.
55.	Over 100 accidents have been documented on this road this winter. Many of these are self-inflicted (driving into a ditch) but some of these affect the passengers and property of other vehicles. Also, while I am a cyclist, I think cycling on this road during ski season is very dangerous to not only the cyclist but also motorized vehicles. Adding bikes into the mix of heavy two-way traffic, potholes, and left over sinters is a recipe for fatal accidents.

56.	I've almost been t-boned multiple times trying to get to Sprouts or nearby businesses. Cars often travel at a high rate of speed on Riordan Ranch St. and the visibility is often poor due here.
57.	The W University /Milton intersection is very unnerving when traveling on Milton. Cars regularly make risky turns onto Milton or off Milton here. Cars stack up trying to turn left off northbound Milton which can block traffic. Cars move two lanes left after making the right turn from W. University near Target trying to go left on W. University on west side of Milton.
58.	The bike lane and sidewalk ending here can create a conflict with all three while approaching the Grand View intersection.
59.	Cyclist not using the FUTS trail ride in the road, creates a dangerous situation for both.
60.	Right in - Right out is a joke, no one obeys this.
61.	Stop control for WC Riles St but through street on Aspen causes confusion for out-of-town drivers. Suggest making the intersection of WC Riles and Aspen an all way stop.
62.	Very icy in the winter, easy to slide into the intersection
63.	Lane restrictions create hazard to large vehicles along Butler Ave., SF Street and Beaver St.
64.	Red light runners in all directions at intersection of Rte66/Humphreys
65.	Traffic signals at Humphreys/Rte. 66 and Humphreys/Aspen need to be timed such that traffic entering northbound on Humphreys off Rte. 66 don't block the intersection of Humphreys and Route 66.
66.	Had a near miss here with a child riding a bike, he came down the steep FUTS trail into High Country Trail and drivers had to swerve into the other lanes to miss him.
67.	Street parking on the west side of San Francisco can inhibit cross traffic and make this crossing of Dale very dangerous.
68.	Parking at brewery marks this a one lane road, causes some issues for pedestrians, cyclists, and drivers alike.
69.	Cars parked along the trailer park block the site visibility at the Main St interstation. Maple becomes a one lane street and cars travel very quickly on Maple.
70.	Echo the comment about the curb barriers creating small turn lane gaps, often see drivers miss the turn lane and make an abrupt right into parking lots form the travel lane.
71.	Vehicle was hit near during the holidays here when the intersection didn't clear after the first train.
72.	Frequent collisions at this intersection. Lack of right turn lane causes long backups, seems to lead to risky decisions for both those making the right onto Switzer Canyon and the left.
73.	A few minutes before school ends and when students do get out, parents are lined up and stopped/parked on Fremont, the left southbound lane is a parking lot every weekday afternoon. Add this to students running out into the road, scary.
74.	It is near impossible to turn right out of here at peak traffic times during the winter. I have seen drivers get impatient and cut other people off turning onto the highway because they have waited so long and have not seen a break in the traffic.
75.	This is an area of concern I have for drivers, bicyclists, and pedestrians. The FUTS travels in both directions, on the west side of the highway here. People making right turns do not look for northbound pedestrians and bicyclists.
76.	This is an area of concern I have for drivers, bicyclists, and pedestrians. I have observed a lot of teenagers trying to cross the street on foot to access the businesses, and there is not a crosswalk. I worry about hitting a pedestrian here when I am driving. I wish there were a crosswalk.

77.	Lack of streetlights in this area and FREQUENT deer crossings and collisions with vehicles every year.
78.	Desperately need a 25 mph sign here. As soon as people pass the apartment complex adjacent to the freeway, they immediately speed up.
79.	Potholes
80.	Potholes
81.	Many times, drivers speed up to gain momentum for the hill up W. Summit Ave. They typically cut the oblique corner taking up the entire street crowding oncoming traffic that is coming down the hill. As for downhill traffic typically, the pattern is crowding the center of the street and rolling through the stop signed intersection.
82.	This should be a right turn only at an intersection for cars. Too many close when people get desperate trying to turn left here.
83.	Turning left onto the 66 from Railroad Springs is dangerous during heavily trafficked times. Traffic is going at high speeds on the 66, and you wind up timing your turn between cars going both directions.
84.	Please don't put distracting or blocking artwork in the round about. It will become a safety hazard for traffic, pedestrians, and bicycles.
85.	North/south traffic tends to run the stop sign at Leroux and Elm. Enforcement of speed limit would help.
86.	The building on the NE corner blocks the view of oncoming traffic down Beaver requiring cars to pull into Beaver to get a glimpse of oncoming traffic. This presents two hazards. One for cars turning off Beaver and for those turning on to Beaver. This is especially problematic when they have the glass windows covered with shades. Is there a way to require the building to keep the shades up on this non-conforming structure for safety?
87.	The speed limit on Butler should be reduced to 35 the entire length. Cars along this stretch drive as fast as 60mph, which makes for a very dangerous situation for cars entering in and off River Run.
88.	Too many people still attempt to turn left in to and out of this spot even though it is a right turn in/out only. The signage and barriers for this need to be more explicit like how it is handled at the Super Walmart.
89.	Difficult to cross- a lot of traffic. Dangerous for pedestrians. Vehicles on 89 turning right going too fast.
90.	I think the junction of University and Milton is being addressed this year (yea!), but I have never understood why the lights along Milton are in such opposing sequences. While it has gotten better through the years, it's still way worse than anyplace I have ever li ed (and I moved around a lot!). All the thousands of cars stopping and accelerating creates a lot of unnecessary pollution and, on the safety side, encourages frustrated drivers to run red lights, which happens a lot too.
91.	Traffic turning right from 89 makes cars get stuck here for long periods of time, causing congestion. Some bypass the car line on Casper by speeding through the Nimarcos parking lot to beat other cars. Cars also cut through the hotel parking lot (in between Fanning and Lockett) to get to Fanning because the line of cars is often shorter. Line of cars from Fanning backed up all the way to 89.
92.	89-Cummings intersection. The light to turn left is too short, need more time added. Many accidents here are with people turning left. Dangerous for al
93.	Cedar Hill- McMillan Mesa- Drivers often going speeds over 50-60 mph.

94.	Drivers turn left into the maverick where there is "no left turn" signage
95.	There road markings have faded so much on this area, it's like one big lane.
96.	Eastbound traffic on E. Butler turning right onto E. Butler does not see the southbound traffic on Huntington Drive turning left onto eastbound E. Butler.
97.	Many accidents from westbound Plaza Way vehicles turning left onto southbound Woodlands Village Blvd.
98.	Traffic on eastbound Route 66 is coming fast into town. A traffic circle here would go far to slow traffic to urban speeds.
99.	Northbound S Milton Rd traffic turning left onto W Forest Meadows need to be turning into the right lane to continue W Forest Meadows past Beulah. I frequently see southbound S Milton Rd traffic turning right against the red light, and into oncoming left turning traffic forcing left turners into the left lane when they need to be in the right lane.
100.	Need a traffic light here. Coming out of the south end of Snowflake it is nearly impossible to turn left. A light on this end of Snowflake would allow one to travel further north to make a left turn.
101.	They should just mow down the Mandarin Buffet and expand Route 66 into NAU as a main entrance. This would alleviate the back-up at Riordan Rd., and maybe make an attractive entrance to the campus, continuing onto Tormey Drive.
102.	Not enough lanes for people exiting the gas station, entering Dunkin parking lot, and people just trying to get to NAU campus via Riordan Road.
103.	There used to be a No Left Turn sign at the exit from Chick-Fil-A. Even so, people would ignore it. Cars try to turn into the exit, despite the concrete barrier, then give up and decide to turn properly at the light, often almost colliding with cars entering the left-turn lane where indicated. Much congestion once you make the turn because the drive-thru customers are blocking Riordan Road.
104.	Turning left off Milton into the Townsite neighborhood (toward Lowell Observatory) is challenging for people familiar with the intersection, much less people new to town. It's hard to see oncoming traffic due to the left-turn lane at Humphrey's, then yield to cars exiting Milton from the East, then look out for the crosswalk, and hope that other cars observe the stop signs! An overhaul of this corner might alleviate other problems regarding flooding, pedestrian and cyclist crossing issues.
105.	In Lone Tree, every school day from 8-8:30 AM the north-bound traffic is backed up south of Pine Knowles due to 6, 8, or 10 cars all waiting to make an illegal left-hand turn from the Northbound Lone Tree into the Kinsey School parking lot. I have also experienced, when traveling southbound, cars jumping out, RIGHT IN FRONT OF MY CAR, out of the parking lot, crossing the double yellow line and making an illegal lefthand turn to the northbound traffic. Please put up a concrete barricade.
106.	I have seen and been the car that almost got hit by a driver who suddenly turned onto Turquoise from the roundabout after missing the right-hand lane exit that they should have taken. This is a busy intersection that needs attention.
107.	Snow clearance in the winter is unsatisfactory on Kiltie. Thousands of people drive this route every day and we need it to be much safer. There is constantly snow and ice, and with the curves and inclines it's very dangerous to drive there.
108.	Water pools at this intersection in times of rain or snowmelt
109.	We REALLY need to be able to turn left here into this shopping area! The only option is McConnell, which is tight and a terrible main through road, and going in

	behind the old IHop and coming from the back of the shopping center. Neither is a very good option
110.	Is this an official crosswalk? There is no way to tell?
111.	When traveling along woodlands towards Beulah, there are three lanes that intersect Beulah. We need signs above that show what each lane of travel is. Many times, people turn left in the middle lane when it is indicated only straight and right turns should be in that lane.
112.	When heading west on Forest, it is difficult to make the right lane a right-turn-only. In times of high traffic, a line will form in the only straight lane, and then cars will try to merge into that line. This is especially problematic because in the morning, most of this traffic will turn left on Beaver into the hospital. It may be difficult, but it would be ideal to have two westbound lanes between San Francisco and beaver, so Hospital traffic can turn left, and other cars can continue straight
113.	Many drivers don't seem to know to yield to vehicles already in the roundabout. I think the city needs to better educate drivers about the rules.
114.	People cut through the Goodwill parking lot to avoid the light on Switzer and 66.
115.	Parents routinely ignore traffic rules and just idle in the middle of the roadway, waiting for students and impeding traffic. All that is needed is traffic law enforcement.
116.	A left turn signal is needed for northbound traffic that turns left onto Fremont. Summer Grand Canyon traffic and winter snow play traffic is extensive, and neighbors know that it is heavy, but a turn signal is needed.
117.	Cross traffic routinely stops, then runs the stop sign on Cherry Ave., assuming that there is a stop sign for traffic heading north on San Francisco. It is bad and happens multiple times a day. Additionally, some northbound traffic on San Francisco stops at Cherry for no reason. All that is needed are small additional signs on Cherry Avenue stop signs that say, "Cross Traffic Does Not Stop". These small signs should be in use throughout Flagstaff
118.	Northbound cars waiting to turn left from Milton to University are sometimes nearly hit head-on by cars speeding down the center lane southbound. Sometimes they ARE hit. Needs a barrier to stop southbound traffic before they collide with northbound cars.
119.	Drivers turning right onto Milton aren't looking to their left, where bikes are speeding into the intersection northbound without stopping. I've seen more than one bike/car collision here. Need bike lanes that work so bikers don't illegally use the sidewalks.
120.	Heading northbound on Milton and attempting to turn left onto W Clay Dr is dangerous for drivers because it doesn't have a turn signal at all. When traffic is thick on Milton, which is often, cars turning left onto W Clay must pull out into the middle of the intersection and wait until the light turns red for traffic to stop, then take the chance and go--which is dangerous and probably illegal. The simple addition of a short turn signal would help immensely.
121.	Lack of safe design to accommodate northbound vehicles attempting to turn left onto Meade from Hwy 180 while southbound vehicles are attempting to turn left into pizza and coffee businesses. Very tight and unsafe convergences here must be addressed to avoid head-on collisions. This location is further complicated by bus stop pedestrians attempting to cross Hwy 180 here.
122.	Vehicles waiting to turn into the restaurant often obstruct traffic on Hwy 180 in both directions. This is further complicated by vehicles entering 180 from the south, especially at release times from the high school.
123.	Southbound traffic on Beaver cannot see traffic attempting to cross from Cherry (especially from Beaver left lane) due to parked vehicles on Beaver along the church

	side. Removal of parking along this area near the intersection would greatly improve visibility and safety for drivers on both Beaver southbound and Cherry westbound.
124.	Dangerous intersection.
125.	Cara turning left have a very difficult time negotiating traffic both here and at bashas there needs to be a no left turn at these stops
126.	Westbound traffic slow quickly to turn right here causing vehicles to leave the roadway where pedestrians are walking in dirt shoulder. Commercial trucks entering and exiting this intersection with no turn lanes or median.
127.	There is going to be an accident on lone tree killing somebody at some point because there is no room for the bicycles to go next to the road making vehicles go into oncoming traffic
128.	Drivers headed westbound on Route 66 turning into Kit Carson have no turn lane and often drive between vehicles quickly headed eastbound on Route 66. No turn lane so motorists that must stop before turning often obstruct westbound traffic and at time spilt the roadway partially obstructing eastbound traffic that does not stop.
129.	Single lane east bound and single lane expanding to two lanes on Route 66 with drivers exiting gas station has resulted in motor vehicle accidents here.
130.	This part of the hill approaching Kinsey is a totally BLIND turn heading south on Lone Tree, just before the school. Room for a dedicated TURN LANE? Any way to “shave down the height of that area so you can SEE before turning?
131.	Vehicle entering Route 66 from Railroad Springs contend with many traffic pattern changes at this location leading to past accidents.
132.	High density traffic entering and exiting this neighborhood with visibility obstructions from residences entering eastbound Route 66 from Northwestern. Many vehicle accidents from Northwestern to Railroad Springs on Route 66 here.
133.	The turn lane from Ft. Valley on to Beal is a “two- ton- hold -your-breath-hope-not-to-crash- awaiting “due to the lack of safe length of space for entering and turning left on to Beal heading north on Ft. Valley.
134.	The intersection of Thompson and W. Rt. 66 is an area of concern for drivers, bicyclists, and pedestrians. At many times of day, W. Rt.66 is extremely busy with fast-moving traffic, and it's very difficult to cross or to turn left from Thompson. This intersection needs a traffic light.
135.	This intersection needs a stoplight. There is a health clinic located here and it's nearly impossible to turn left from Trails End Dr. to southbound Hwy 89. There is no center lane to turn into since that is the left turn lane for traffic turning from northbound 89 to Snowflake Dr. Pedestrians trying to cross without a crosswalk make it even more dangerous. Most local traffic ends up getting routed through Smokerise neighborhood instead.
136.	Development in this corridor is making the wait times to enter/exit side streets very long. Traffic traveling on 180 going too fast. Need stop signs or traffic lights on 180.
137.	Dangerous small lanes for traffic.
138.	I-17 Southbound road surface is destroyed between airport and lookout: huge chunks of missing asphalt, enormous potholes, giant cracks, and so on. Extremely dangerous for highway driving. I’ve observed cars losing control and sitting on the shoulder with blown tires from an interstate pocked with craters. Yet absolutely no repairs are underway?! There are NO crews making emergency temporary repairs that are urgently needed. Nothing is being done on this treacherous stretch of road. Fix it.

139.	Due to parking bump outs, you cannot safely see cars traveling south on Beaver when trying to merge from Benton traveling from the east
140.	Vehicles tend to park on the Southeast corner of Lake Mary and JW Powell. They park there to access trails and bike on Lake Mary road. This causes drivers traveling South on JW Powell to pull way out into Lake Mary road so they can see around the cars parked on the corner for traffic while making a left or right. They often run the stop sign to do so. There is a right and left turn lane, and the right turn lane blocks the view of Pedestrians and bicycles when crossing in the crosswalk.
141.	New school design leaves traffic blocking driveway when students are getting picked up.
142.	Blind intersection for southbound cars. Dangerous for east bound cars. Need a warning sign about blind intersection for the south bound cars.
143.	terrible intersection for residents of Mtn Dell and for those unfamiliar with local roads. MANY people coming from town (Lake Mary Rd) turns onto Palmer Ave by mistake. They end up driving up Palmer then must turn around and make that extreme right back onto to 89A
144.	This intersection has become busy and challenging to navigate with traffic on Switzer and cars trying to make left hand turns out of the Frys lot and left hand turns out of the goodwill lot
145.	During high flow events of the Rio de Flag, water backs up through the storm drains. This results in flooding more than 6 inches located on Route 66, beneath the railroad underpass. Could this be solved by raising the road? If not, adding a flashing caution sign for eastbound traffic would be helpful.
146.	People run the University Ave stop signs a lot
147.	I've witnessed many close calls as drivers attempt to access or exit McDonald's from Huntington and don't see other cars turning right (north) from Butler. That driveway should be removed.
148.	I witness several illegal U-turns on Route 66 (in both directions) but primarily on the east side of Ponderosa as people are impatient waiting for the train/left turn onto Ponderosa Parkway. The center lane can get very long and block access for other drivers entering/exiting the shopping center, culvers, Starbucks, etc. These drivers will often block lanes to get in/out of these places.
149.	I witness several illegal U-turns on Route 66 (in both directions) Typically in front of Bashas before the light.
150.	Multiple wrecks occur here (sometimes monthly) due to traffic congestion and issues with line of site
151.	Route 66 has developed several large potholes that patches no longer resolve. This creates unsafe driving conditions and damage to vehicles
152.	Incredibly hard to see oncoming traffic when pulling out of the parking lot for HLC and Mountain View. Cars parked along the road obstruct views.
153.	Extremely bad potholes, some large enough to wreck small automobiles. No excuse for not filling or taking an active role in repair.
154.	This is one crazy traffic light. I moved to this side of town 2 years ago and I still haven't really figured it out. I enter the intersection in fear pretty much every time I'm turning south from Woodlands onto Beulah
155.	Why are people in vehicles waiting in line to eat chicken waffles allowed to create a serious hazard for anyone in the southbound right lane here every night when the 40mph traffic suddenly comes to a halt and becomes a take-out line?

156.	Recently snow has piled up on the southwest corner of this intersection aggravating the pre-existing problem of cars turning northbound from wild West onto high country Trail not being able to see cars traveling northbound on high country Trail. Those cars are traveling very fast.
157.	Turning left (north) onto Lone Tree can be a challenge due to the traffic and speeds of other vehicles at this unsignalized intersection. This also creates bike/ped conflicts.
158.	Exiting this driveway is a large power box. It blocks the view of any pedestrians or bicyclists approaching from the east. You also must drive forward to see traffic coming from the east which further blocks the crossing.
159.	Help all schools take care of snow removal. Make their neighborhoods a priority. Residents that are near schools must put up with drop-off and pick-up traffic blocking roads that are down to one lane. A cause of this is also residents piling snow in the streets that aren't being taken care of.
160.	It's time to invest in real snow removal equipment for the city and start enforcing property owners to take care of their sidewalks. Intersection corners should be handled by the city. There are many great snowblower attachments for all sizes of equipment. Team up with local excavation companies to truck out snow. For one of the snowiest cities, flagstaff sure is very bad at moving snow.
161.	Please figure out a way to eliminate fast food traffic from piling up on the streets. Canes and chick-fil-a are the biggest offenders.
162.	Please remove the left turn lane until the university roundabout thing gets finished, so many tourists get stuck in the left-hand turn lane to nowhere. Then as they try to merge back, they mess up traffic.
163.	The lanes need to be redesignated because the increase in traffic backs up from the butler light across the tracks. The southbound lanes should both be designated as straight through with the right lane being designated as a right turn and straight through.
164.	Turning left off railroad springs Blvd. is very difficult and dangerous during rush hour in the morning and evening. A traffic light could help along with bike lanes and sidewalks.
165.	Dangerous pull out of Burris lane onto HYW 89 I got hit on my motorcycle here in October of 2023 and have heard of others that died here.
166.	Cars entering and leaving Cheshire have been involved in numerous accidents due to traffic from Snow Bowl.
167.	Making a left turn onto 180 from Meade Lane can be impossible in the morning with traffic coming from Baderville and people going to Snowbowl.
168.	24/7 traffic! Roads are the last priority. All the flagstaff's traffic is by far the worst. No matter where you're at! Nothing but congestion, trains, and ridiculous barriers for bicyclists (Butler Ave). You cannot cross over traffic without risking death. No right-hand turn lanes to help reduce lanes being backed up. I personally know people that refuse to visit flagstaff solely on the fact that traffic is HORRIFIC!
169.	The NW corner of University and Woodlands does not drain. Water freezes here and vehicles southbound on Woodlands that turn right can slide into eastbound vehicles on University. This large and sometimes icy puddle is also a barrier to pedestrians crossing Woodlands on the north side of the intersection.
170.	The intersection of 4th Street and Cedar Ave has seen several car accidents. The intersection is very large, so cars turning left

	from 4th into Cedar tend to dangerously turn in front of cars driving straight on 4th (who have the right of way). This could be solved with a change on the traffic light - if the left turning cars were only allowed to turn when the traffic light is red for those south bound on 4th.
171.	No turn lane to River Run, can't to slow enough for safe turn from Butler, where traffic is fast, to avoid pedestrians/cyclists
172.	Left turns for vehicles from University onto Milton are a major issue. Cars go very fast, and traffic usually causes backups. This would also apply to cars turning left from Milton to University as well. Cars usually must "floor it" to go, which can cause accidents and people to swerve into other lanes.
173.	There should be a left turn light/arrow for drivers from Butler to San Francisco to get to campus. The turn lane can fill up and cause backup for drivers going straight on Butler toward Milton/66.
174.	The flow of traffic and lack of synchronization of the traffic lights creates a severe backlog of traffic. This starts on 4th St at Butler and is greatly affected all the way up to Linda Vista.
175.	Drivers coming from 66 will try to turn left onto Metz Walk at the lighted crosswalk. This backs up left turns onto Blackbird Roost from 66 since drivers will have to slowly inch out into 66 oncoming traffic to see and make a turn. I'm unsure why drivers think this is okay to do, but perhaps if there is a no-left turn sign? There's not really a place to turn onto Metz Walk, but they drive up into the left turn lanes to Blackbird Roost, if that makes sense.
176.	The hill on Elliot St north of Clay Ave. Cars will quickly go up the hill and speed down Elliot to merge onto Blackbird Roost. There is a major blind spot due to the house on the corner and cars do not take it slowly. Several drivers will have near misses, with one usually having to swerve off to the side. Sometimes cars will go into the yard of the homeowner. It's also hard due to the alleyway off Elliot, since drivers cannot see and must quickly drive out before a speeding driver comes by
177.	Drivers try to cut through the neighborhood to avoid traffic on Milton/66. This makes the roundabouts dangerous. There are no signs to tell drivers to yield. Drivers are already speeding, but this continues throughout the roundabout and merges onto the connecting road. I've seen people take the roundabout the wrong way and there are blind spots. You sometimes cannot see if another vehicle is coming unless you've merged into the circle.
178.	Vehicles turning from Butler to Milton/66 tend to block and rush. Vehicles run red lights to try and turn when there's not enough time. It's unsafe for drivers trying to drive from Clay to Butler as people keep going on a red or block. This causes more frustration and people willing to run lights or swerve around other cars in the intersection.
179.	Cars frequently speed and use the middle turn lane to pass. Fort Valley is perceived by cars as a highway, so they speed and pass each other. The speed limit and lack of enforcement makes it unsafe for turning traffic and bikes/pedestrians.
180.	SW corner of Park and Cherry. There is a 7' tall pile of snow that goes out into the street. You cannot see traffic heading east on cherry when you're driving north on Park.
181.	Intersection is difficult and dangerous to pull out of due to the speed and volume of traffic. A traffic light and/or lower speed limit would help immensely here.

182.	People leave the Tavern country bar, or distracted drivers in general end up in the ditch or in this field several times each year. Now there are big boulders placed, to stop cars from hitting the landowner's fence. 25 MPH posted, 90-degree turn. If you go in the ditch here, damage and injury is likely.
183.	Ice and water build up here on Cherokee in the winter, and create a very deep and large pothole, dangerous in that one could lose control of vehicle and damage car as well (winter)
184.	Roads too narrow for delivery trucks and resident parking.
185.	The cement barricades on Butler are dangerous. This large storm has proven how bad they are. The snow was packed in the road, narrowing the driving lanes significantly. Yet the bicyclist chose to ride in the road instead of the cleared bicycle lane.
186.	Motorists driving down the hill on E Bear Paw Dr to E Old Walnut Hills do not always stop appropriately at the stop sign to make a left-hand turn. The motorists often appear to be Wyndham staff or out of town vacationers staying at the townhomes. If Wyndham could help communicate with staff/temporary residents about the area periodically, it may help. The stop sign itself is well maintained.
187.	Drivers living on Old Walnut Canyon appear to travel at a high rate of speed, especially as/after they pass Walnut Hills.
188.	Slushy snow-covered roads and packed in ice dams on edges.
189.	Snowbowl traffic can be *horrendous* all along the Humphreys and Ft Valley Rd corridor during ski season. Expansion of the ski area is making all Flagstaff residents suffer.
190.	Cars can end up unable to leave the railroad tracks!
191.	Switzer Canyon Dr has been designated as an alternate route to get from I17 to Snowbowl. Traffic coming down the hill cannot see the signage to turn left at Rt66 until they are almost at the intersection of SCR and Rt66. All that is needed is to trim tree limbs, so the sign is visible.
192.	Due to the cement barriers between the bike lane and vehicle lanes, cars make sudden moves into the right turn lanes into Sawmill Place. Those entrances are not well marked and come up very quickly due to speed f traffic.
193.	This intersection probably needs to be re-painted more often. With dual left turns in multiple directions without clear markings, I see vehicles cutting off other vehicles almost every time I drive through the intersection.
194.	During significant snowstorms, snow is not completely cleared from Butler, leaving a significant ice berm in the turn lanes. This causes vehicles making left turns in either direction to block traffic in the left lane. I've witnessed many near misses from vehicles waiting to turn left from Butler onto Northbound San Francisco.
195.	Cars coming northbound on high country are coming at a high speed (limit is 40mph) and around a corner and a hill. It is very difficult for drivers on Wild West to turn onto High Country. Speeds should be lowered, or even a stop sign added on High Country. This will only get worse with the new development coming.
196.	People fly by going East and West on soldier at this point, no one obeys the speed limit which is way too high anyway especially for residents trying to get on to soldier. In the mornings trying to go to school it's a nightmare
197.	West bound on University Dr as soon as you turn left off Beulah, there is a GIANT pothole. It must be four or five feet across and is a few inches deep.
198.	The separated right lane on Forest for folks turning right onto Forest from San Francisco is awesome, but the paint is wearing away. I think this traffic feature is too unique for out-of-towners to quickly interpret i.e., drivers heading east on forest through the intersection will

	change into the right lane before the solid white line ends. The line needs to be repainted more often to prevent misunderstanding.
199.	Intersection of Pine Cliff/Cedar. It's a right turn only onto Cedar, but plenty of people are turning left. I think this intersection should be expanded to include the left turn. Maybe with a stop light, or with a dedicated left turn. The merge lane is awesome when turning right (only if isn't filled with snow).
200.	Driving by Basis when the kids are let out is a nightmare. The school doesn't have enough space in the parking lot to accommodate the cars picking up kids, so the cars queue into the road blocking traffic for anyone not going to Basis. It's a two-way street, so any car wanting to go around the line must contend with opposing traffic also going around their line which causes a dangerous "chicken"-like game. Cars also fill into the bike lane preventing bike traffic.
201.	South of Aspen/Beaver intersection, 3 lanes appear: left, straight, and right. The left lane splits further: a true left turn and a straight. Shouldn't this straight lane be indicated on the street paint prior (see red & yellow circle in attached photo)? If driving south and wanted to go straight, you'd stay in the middle lane, but u wouldn't know there are 2 straight lanes due to the turn only paint in the left turn lane. White solid line separates There's a solid white line separating the
202.	Oncoming vehicles turning into pizza and coffee businesses often create dangerous obstruction to vehicles attempting to turn left onto Meade entering N. Coconino estates neighborhood.
203.	Eastbound traffic on 180 was seriously obstructed by cars waiting in line to turn into Mama Burger. (temporarily improved due to remodel closure).
204.	The new lighted crosswalk is one of the most confusing and poorly marked sequence of lights I've ever seen. Needs better instructions for drivers since they can't seem to remember the difference between a flashing yellow, solid red, and then flashing red. Causes regular traffic backups and is unsafe for pedestrians since it distracts drivers from the focus on the pedestrian.
205.	People risking their lives to get into the Culvers parking lot from northbound Ponderosa, cutting across rt. 66 and slamming on their breaks without signaling before getting into the center lane.
206.	The southbound traffic light sometimes changes to red while the northbound turn arrow goes from flashing yellow, to solid yellow (as if it is about to turn red) and then to green, or something close. I have witnessed several close calls and had one myself where the northbound lanes have the right of way but due to yellow light runners and the sequence of lights (which seems unusual vs the rest of the city) causes confusion for even resident drivers and has made for many unnecessary close calls.
207.	Left through lane blocked by people turning left onto Humphreys. Right through lane blocked by people turning right against a train. Anyone eastbound forced to weave through stopped cars
208.	Forest meadows and Beullah. Worst intersection. So confusing with the turn lanes and a straightforward lane. This is near CoCos. Heading west. Really difficult for tourists as you think the one lane is also a straight and not just a turn left only. Bicyclists should just avoid it all together.
209.	Thompson and rte. 66 need a stop light since building 2 new housing developments you cannot safely enter onto route 66. We spoke to the city before and they agreed but nothing

	has been done. And I see they are going to be adding another monster storage space and more housing.
210.	Too hard to see when turning out of Mountain Dell
211.	Traffic exiting this neighborhood and turning left increasingly must accept smaller gaps, while the e-w through traffic keeps going too fast. We need to accept some delay for E-W travelers and place a traffic light so people can exit the RR Springs neighborhood. The re-paint maybe helps stage a left turn but doesn't prevent collisions at too high of a speed for city traffic.
212.	Forest, Beal, bike way, dog leg turn.

AREA OF CONCERN – PEDESTRIAN

The comments for [Area of Concern – Pedestrian](#) within the MetroPlan region are listed in the table below. The table includes the comment and a link to where the concern was identified on the mapping tool (Social Pinpoint).

Pedestrian	Comment
1.	No shoulder on overpass.
2.	It would be great to provide a pedestrian and cyclist path from this area to NAU.
3.	The sidewalk is not maintained on the south side of Forest Meadows. You should require landowners to maintain sidewalks along their properties. Otherwise, sidewalks never get cleared of snow, ice, and cinders. As of May 14, cinders are still covering this area.
4.	When it rains this intersection floods and you need a kayak to cross the street. Pedestrians are out of luck.
5.	Sidewalk missing from east side of Thomson, just south of Route 66. On snowy days, you need to walk in the street with traffic. On snowy days, sidewalks are not plowed, so you must walk in the street with traffic on icy roads.
6.	4th St. is a nightmare for pedestrians. Most of the east side of the street lacks sidewalks. There are many driveways along this street into which drivers turn without looking for pedestrians. It's not much better at cross streets.
7.	Crossing Milton from Plaza is dangerous. Cars do not yield to pedestrians even when they have the walk signal.
8.	Even when pedestrians have a crossing sign, the cars coming from University Heights (turning left onto Beulah) have sun in their eyes and don't yield. This is exacerbated by the fact that these cars don't have their own green turn signal (they only have yellow blinking turn signal) and therefore don't often wait for cars/bikes/pedestrians when they are turning left.
9.	No sidewalk connecting Pinnacle Pines to Lone Tree and no way to get to FUTS from Pinnacle Pines entrance, so pedestrians are forced to walk in the road (Zuni)... sunset aligns with Zuni as well so it's even more dangerous at sunrise/sunset.
10.	FUTS tunnel is often dark and scary for a single person to encounter a stranger while inside.
11.	Sidewalks are too narrow to share with bicycles
12.	There is no way for FALA students to walk or bicycle safely between FALA and the numerous residential neighborhoods on both sides of Hwy 180. There are no regulated crosswalks between FALA and Humphreys St and no safe shoulders, pathways,

	or sidewalks. This leaves students needing to try to dodge fast traffic to cross the highway or to take long diversions away from the highway. The minimal shoulders also make this a dangerous stretch of road for bicyclists.
<u>13.</u>	This is an extremely dangerous intersection for pedestrians and bicyclists due to the lack of high visibility of the crosswalk. At a minimum the intersection requires flashing lights and highly visible signage on Ft. Valley Rd. The low lighting provided by the streetlight here makes this a particularly dangerous intersection at dawn and dusk (rush hour many months of the year), when it is difficult to see pedestrians in the crosswalk.
<u>14.</u>	Cedar has a very long area with no cross walks. From the Cedar Safeway to MEMS is the space with no cross walks. I see lots of people running across the road on this stretch of Cedar.
<u>15.</u>	This is a dangerous intersection for all involved.
<u>16.</u>	Need some traffic control for children walking to Flag High, FJA, Marshall.
<u>17.</u>	Trying to cross at this intersection (Humphrey's and Elm) while walking my kids to school is not ideal. There needs to be some sort of crosswalk as there are 3 schools (Flag High, FJA and Marshall, and 2 preschools) on the other side of Humphreys. To encourage more walking and biking from students and families, we need a safe place to cross this spot. Having to go down to Birch or up to Columbus to use the crosswalk is not the most efficient for busy families trying to get to school on time.
<u>18.</u>	So many vehicles speed on this street daily. I am aware that lots of people cut through the neighborhood using this street, and it is a danger to all driving/walking/biking/living there.
<u>19.</u>	So many vehicles speed on this street daily. I am aware that lots of people cut through the neighborhood using this street, and it is a danger to all driving/walking/biking/living there.
<u>20.</u>	All the lanes in south downtown are too narrow for both vehicular traffic and parking. The business areas should be closed to automobiles and open to only bikes and pedestrians.
<u>21.</u>	The streets are too narrow for parking on both sides of the street in addition to traffic. Downtown would be best converted to a pedestrian- and bicycle-only area. A multi-storied parking garage at Birch and Elden would be the right place to put autos.
<u>22.</u>	The traffic control change here is a disaster. One lane turns into three with minimal markings and almost no clarity. The Enterprise-Huntington-Butler intersection should be converted to a traffic circle and bicycles and pedestrians should be given priority by elevating them above the traffic.
<u>23.</u>	Vehicles are often moving at excessive speeds on Cedar Hill (50-60 mph). This makes the space dangerous for pedestrians and bicyclists alike.
<u>24.</u>	The intersection at Fanning and Linda Vista is a disaster for pedestrians and bicyclists.
<u>25.</u>	I often see pedestrians (school kids and others) trying to cross Humphreys Road. They must wait for the cars or go to the lights which are far in between. Maybe there could be a stop sign for a safe spot to cross.
<u>26.</u>	Cars barely stop at intersections and in general go way too fast on all these roads and don't always yield to pedestrians. At busy times cars will be 2 across at the stop sign coming down ponderosa when there is only 1 lane.

27.	This crosswalk is very dangerous for pedestrians. Drivers on 180 are traveling at a high rate of speed and often do not see those in the crosswalk. We need a pedestrian stoplight signal on 180
28.	There is a stop red light on Dortha and west Ave, but on west and six Ave it's just a yellow light and driver don't stop when is flashing they think is going to turn red.
29.	Due to flood mitigation, sidewalks and bike paths were eliminated. One must walk in the narrow street coming from or to Safeway from Linda Vista at and past Grandview. When going north, cars are at your back.
30.	This road (Neptune Dr.) is in an area with many people who walk or run regularly. There are no sidewalks or shoulders to speak of to share the road safely with motor vehicles. There are also many families with children and it's frightening to see moms with little kids or babies in strollers trying to enjoy a walk outside on this road.
31.	This road should be closed to cars. Allow deliveries in the morning. This is filled with pedestrians and cyclists and the area would make a perfect public space like every international city has.
32.	The sidewalk randomly ends on both sides of the road. There is not direct route for pedestrians between the south and north ends of this road.
33.	Sidewalks have an effective width of 1 foot, usually blocked by trash bins. Cars speed by you and one slip on all the cinder on the sidewalk and you'll get run over.
34.	50/50 if drivers respect the crosswalk, even when lights flashing.
35.	Pedestrian signals and crosswalk would be great here. The hill makes it hard to see and there are SO MANY cars as this is the primary way to access the main entrance of Flag High.
36.	There is no sidewalk or way for people to walk on either side of the street. Westbound traffic merges just west of Woodlands village and this area is especially narrow and hazardous for pedestrians.
37.	There is no sidewalk or way for people to walk on either side of the street. Westbound traffic merges just west of Woodlands village and this area is especially narrow and hazardous for pedestrians.
38.	There is a stop sign here that no one obeys. Cars have begun not even slowing down when going through the intersection. The city garbage trucks and even the snowplows will run the stop sign. The plows sometimes go through at around 40 miles per hour. Local traffic also speeds through the intersection and there are several kids in the neighborhood. It's only a matter of time before someone gets hit here.
39.	The sidewalks between San Francisco and Ponderosa Parkway have a layer of cinders on them, unsafe for skateboards and cyclists.
40.	Disagree with the notion that downtown is unsafe for pedestrians. However, do agree that Aspen Ave from Beaver to WC Riles would be the prime location to make a ped and bike only corridor. In the same vein as Pearl St in Boulder, 3rd St Promenade in Santa Monica, these areas become the main hub for the city. The Wednesday night farmers seemed to be a big success when it moved downtown a couple years ago.
41.	No pedestrian/bike crossings from FUTS to commerce in over 2/3 of a mile.
42.	Dangerous crosswalk with drivers blowing through stop sign and minimal visibility of pedestrians exiting trail.
43.	No continuous sidewalk on either side of road going down 66, unsafe for pedestrians trying to walk to and from neighborhoods like Railroad Springs

44.	This crosswalk to/from Sechrist cross 180 is very dangerous. Few cars obey the speed limit. I cross it often and believe me it's dangerous for adults, not to mention children. Cars DO NOT abide by the speed limit even during school hours. Solar powered, digital "Your Speed is" signs need to be placed both north and south of this crossing. Also, the speed limit from the Nature Conservancy building to the Humphry intersection needs to be much more rigorously enforced for the safety of all
45.	This crosswalk from Forest across 180 is so very dangerous! I personally have narrowly escaped being hit. The car drove up onto the sidewalk to miss me and I was carrying the little red flag that someone put there for use when crossing. I also witnessed a child crossing with his bike and a motorist narrowly missed hitting him. A pedestrian sign with blinking lights like the one on west Rte. 66 needs to be in place. This dangerous pedestrian crossing connects to the Urban Trail system.
46.	There is a need for a traffic light for pedestrians, cyclists, and drivers who are coming to Sacred Peaks Health Center. There is also a new housing development which increased the intersection traffic. We also need Mountain Line bus stop close to Sacred Peaks Health Center for our patients.
47.	Pedestrians have trouble crossing HWY 89 since closest bus stop is on Christmas Tree Ln. and Snowflake Dr.
48.	This is not an entrance for vehicles to AZ State Land Trust. With unauthorized removal of the barriers by people it opens abuse by owners of off-road vehicles and endangers mountain bikers and hikers--not to mention forest fire potential. This needs an extension of the metal barricade to protect the area.
49.	This is a school zone area with the highest speed allowed 25 mph during the morning and afternoon. Most are 15 mph. Furthermore, it is rare to see it monitored and enforced by FPD. Even 35 mph is not enforced with many exceeding the limit. Two schools and a park ought to ensure enforcement.
50.	Pedestrians would like to cross but they must go down the road by Maverik fuel station to cross or they jaywalk with oncoming traffic not slowing down. a TRAFFIC light would be great if one is placed here in this location by highway 89 and Trail End Dr.
51.	Many of the patients of the healthcare facility located here are dependent upon the metro buses to get here. Many of these patients are physically disabled and must walk or otherwise make their way here from the nearest bus stop.
52.	Sacred Peaks Healthcare facility is located here. As a Patient/employee who uses public transportation it is a very busy road and walking from the nearest bus stop is about half a mile away and another location is across the road in the residential area. There is no way to cross the road and it is even hard to get on the highway due to the high-speed traffic.
53.	City of Flagstaff, region: The infrastructure is bus/pedestrian-hostile with poor accessibility. Reluctant to tell elderly or disabled loved ones and family members to visit Flagstaff. To function efficiently in Flag, you must have a vehicle. Take cues from Europe, Japan, or basic planning curriculum at universities--improve wheelchair access, access for low-visibility people, and maneuverability for the young and elderly. Build walkable developments, more mixed use (less SFH, NIMBY zoning).
54.	This major thoroughway should really have improved pedestrian access. There are no sidewalks along Fourth St or the sidewalks are in horrible condition. An elderly

	friend tripped walking on Fourth and had a severe injury that took his life. Very poor for accessibility.
55.	Pedestrians try and cross the busy Highway to get to the nearest bus stop. Many of our patients here at our clinic constantly request a crosswalk and/or stoplight here so they don't have to walk down to Maverick for the nearest bus stop. PLEASE TRY AND ADD A STOPLIGHT HERE!
56.	There is a Health Care Center here and patients have complained about the traffic while trying to cross the street to get to the facility. Vehicles pass at high rates of speed and there is not enough time for people to cross the street due to the traffic speed. Some people ride the city bus and get dropped off on Snowflake Dr. and have a hard time getting across Highway 89. Elderly people use the Snowflake Dr. bus stop because the bus stop by the Maverick Gas station is too far to walk from.
57.	Frequent pedestrian crossing, as health services are located on the east side of the road and the closest bus stop is on the west side. May benefit from a traffic light or pedestrian crossing light.
58.	Pedestrian and bike rider hazard from lack of sidewalk for a span between FALA at 180 and Fremont, in front of Museum of No. AZ, all the way south past Creekside in front of housing, Fire Station, Grand Canyon Trust. Also, a need for a pedestrian crossing of 180 at the Museum of NO. AZ.
59.	Fremont Rd. between the streetlights at 180 until Fremont to Peak View. This area has a playground at Fremont and Cooper. It's a hazard to children, families, and bike riders. There are 4 lanes-double the lanes on 180. That's too much for a residential area. The traffic dropping off and waiting for students at FALA creates a hazard 2x a day. Parents need to be directed to the park. A pullout on 180 next to FALA should be used.
60.	It would really be nice to have a light and crosswalk here. Cedar intersections are way too dangerous for children, the elderly, or anyone ill. There are major health services in this residential area. Trying to cross at Cedar with a walker or wheelchair so dangerous... but I have seen it. A lot of elderly people live in this area. There is an \$800,000 bridge across Cedar to Buffalo park, but no disabled crossing near 2 major sources of health services!!
61.	Drivers rarely come to a complete stop at the stop sign going south on Bonito. I've been almost struck by both high school students and police cars (without their lights/sirens on). Honestly, this is the case for most stop signs in my neighborhood.
62.	Sidewalk gets icy through here in the winter
63.	Too much traffic at drop off and pick up times! There are 3 schools with parents waiting to drop or pick up kids and unexperienced drivers navigating driving to/from school.
64.	School pick up and dismissal traffic is unreal! DeMiguel is a neighborhood school with children walkers/bikers. Too much traffic!!!
65.	Crosswalk needs to be signaled, forcing vehicles to stop for pedestrians.
66.	No compliance with school speed zones. Difficulties with kids crossing in crosswalk. Too much congestion and traffic during drop off and pick up times.
67.	Drop off and Pick up at Thomas school creates traffic jams and congestion, blocks roadways and creates unsafe conditions for children/parents walking to and from school
68.	Pick up and drop off at Knoles creates an unsafe situation for walkers and bikers. Too many cars waiting and blocking the roadway.

69.	Too much traffic during school dismissal puts pedestrians (i.e., kids walking to and from school) at risk of crash. This area has been a concern since Basis school opened. Pick up and drop off need to be reconfigured and the school needs to partner with Mtn Line to bus kids rather than allow parents to block roadways at pick up times.
70.	Need signaled crossing. Difficult to cross Humphreys with high traffic volumes. No marked crosswalks on Humphreys north of Cherry, until lighted crossing at Hwy 180.
71.	High traffic, needs signaled crossing
72.	It is difficult for vehicles to see pedestrians crossing Birch on Leroux, and vice versa, when cars are parked along the roadway (Birch). I suggest either a stop sign or a signaled crosswalk.
73.	The downtown area is generally unsafe to walk with cars in the area. Recommend closing the street to traffic and allow busses only in downtown area
74.	Hard to cross intersection as pedestrian on Lerox St. and Birch Ave.
75.	Difficult to see pedestrians especially at night
76.	Nearly struck pedestrians on Lone Tree Crossing
77.	Crosswalk at the crest of the hill is a visibility problem.
78.	No crosswalk to get across the street to the park. With four lanes of traffic frequently above the speed limit, I frequently run across the road to cross. Fremont would be much better off with two lanes of traffic and on-street parking on both sides. It hopefully would slow traffic through most of the neighborhood and make it safer to get across the street. Maybe the condo residents will park on the road instead of in the park spaces and the school (snow permitting).
79.	This is an area of concern I have for drivers, bicyclists, and pedestrians. The FUTS travels in both directions, on the west side of the highway here. People making right turns do not look for northbound pedestrians and bicyclists.
80.	This is an area of concern I have for drivers, bicyclists, and pedestrians. I have observed a lot of teenagers trying to cross the street on foot to access the businesses, and there is not a crosswalk.
81.	Vehicles run the light and block the intersection making this crossing hazardous to the pedestrian crossing the street.
82.	Once vehicles get to this intersection from the top of the hill at Lowell observatory and if they are not turning left onto Thorpe, they usually accelerate E. on W. Santa Fe Ave putting pedestrians and bicyclists at risk.
83.	Vehicles tend to coast through the intersection in heading N, S, and E never even looking for pedestrian traffic
84.	Many times, drivers speed up to gain momentum for the hill up W. Summit Ave. They typically cut the oblique corner taking up the entire street crowding oncoming traffic that is coming down the hill. As for downhill traffic typically, the pattern is crowding the center of the street and rolling through the stop signed intersection.
85.	There is no place for pedestrians to cross here, and I often see people running across Milton just south of here.
86.	I have observed numerous vehicles heading north at this intersection disobeying the stop sign. Twice I have almost been hit by these vehicles while on my bike. Had I not been paying attention I would have been hit. I assume this would also be an intersection of concern for pedestrians.

<u>87.</u>	Cars turning right from Fort Valley onto Humphrey tend to keep rolling even if the pedestrian has the right of way to cross Eastbound.
<u>88.</u>	To access the forest, I must cross this intersection (Humphrey/Elm) twice a day. If people drove the 25-mph speed limit it would not be as dangerous, but with the hill you can't see the southbound traffic approach especially if they are speeding. People have rolled down their windows to cuss at me for crossing. A pedestrian signal would improve the chance of my and kids walking/biking to school survival. The traffic headed to Snow Bowl won't let you cross even if the traffic is backed up.
<u>89.</u>	Cherry is becoming more and more problematic. There needs to be a safer way for pedestrians to walk downtown from the Cherry hill neighborhood. Cinders make the road slippery, and the lack of sidewalks make cars zooming up the street a real concern. There are sidewalks here and there, but some of them end after a few feet requiring people to enter the road to move around uneven ground separating sidewalks.
<u>90.</u>	Crosswalks needed!
<u>91.</u>	No sidewalks- no room for pedestrians
<u>92.</u>	Casper- Linda Vista - No sidewalks or crosswalks. People must stand too close to the road to wait to cross. A lot of foot traffic due to hotel guests, vagrants, pizza shop.
<u>93.</u>	Westbound vehicle traffic can be too speedy, especially when folks try to beat the Humphrys light. There is a park here with kids playing in all seasons (lots of snow play too), plus several special events throughout the summer. A trail crossing exists right here too. Lots of pedestrian traffic here and I'm always worried there may be a bad accident due to fast traffic. Traffic calming, a reduced speed limit, or better signing for the park is needed.
<u>94.</u>	Red lights are commonly run by drivers, particularly those traveling on Humphrys. Drivers turning onto Humphrys sometimes are aggressive towards pedestrians in the cross walks that have walk sign
<u>95.</u>	There needs to be a cross walk here
<u>96.</u>	At sunrise it is nearly impossible to see pedestrians crossing Woodland Village Blvd. as the sun is directly in front of eastbound route 66 traffic.
<u>97.</u>	Cars not fully stopping from northbound Beulah Blvd onto eastbound W Forest Meadows. Second right turn lane is difficult to see pedestrians already crossing.
<u>98.</u>	Walk light does not work consistently when facing west from NE corner of Marketplace. Much of traffic turns right from the mall/Safeway and a working walk light is a necessity.
<u>99.</u>	I couldn't figure out how to navigate this intersection safely on foot. Apparently, it is possible to do so but there are only two crosswalks. The "foot tunnel" does allow for safety if the pedestrian can figure out how to do so.
<u>100.</u>	Homeowner is not clearing sidewalk. Now that the snow has melted cinders on the steep sidewalk are causing pedestrians to skid. This area gets a fair number of pedestrians.
<u>101.</u>	Two way stop but frequently drivers on Hemberg don't stop for drivers on Steve's who have no stop sign. additionally, drivers come up Steve's very quickly from Linda vista and it is difficult to see them if you are crossing Steve's from Hemberg.
<u>102.</u>	In a school zone, at a crosswalk going to the biggest east side park and I'd estimate maybe 1 in 8 cars will stop for you. Please place a stop light or another device to force cars to stop, or at least enforce crosswalk. This area is very dangerous.

<u>103.</u>	Poor visibility around corner. Drivers speed on Linda vista. Area is high interest for pedestrians to cross from north to reach bushmaster or from south to get to Elden trails
<u>104.</u>	The FUTS path along McConnell and the intersection at Beulah need to be plowed for pedestrians. Currently snowplows push mountains of snow onto the path, forcing pedestrians to scale a wall of snow and ice.
<u>105.</u>	We need many more ped crossings on Milton.
<u>106.</u>	The speed limit should be 25 and enforced by cameras. This road has a sidewalk on only one side of the road, so users are forced to cross from one side to the other. Additionally, many people live on the side of the street without a sidewalk, so they must cross, and it's often dangerous if someone is driving too fast around this corner.
<u>107.</u>	Signal needed here. There are no pedestrian crossings along this stretch of Woodlands Village Blvd., and the speed limit is too high, especially for a road with blind curves and numerous driveways.
<u>108.</u>	So scary to cross with young kids that we just don't ever do it, and instead drive the half mile to Jim Cullen park. A crosswalk with a light would make this so much better!
<u>109.</u>	The city must enforce the ordinances related to sidewalk snow removal. Too many times this year I witnessed pedestrians walking in the road because businesses along this stretch did not shovel the sidewalks. This was most often well after 24 hours, when the snow had turned rock hard and had 0% chance of being removed by the business.
<u>110.</u>	On three occasions I have stepped off the curb with a pedestrian green light, only to have a halted right turn driver, looking to the left for cross traffic, lurk forward toward me. Right turns on red are a danger to all users of Flagstaff crosswalks. No vehicle should be permitted to enter or travel through a crosswalk on a red light.
<u>111.</u>	All along Butler, very dangerous. I wind my way through parking lots. "Where The Sidewalk Ends" was a bestseller book of poetry in the 90's. It also could be a book about Flagstaff. Sidewalks end EVERYWHERE, even in areas where it makes being a pedestrian dangerous.
<u>112.</u>	Switzer Canyon north of Fry's is very dangerous. There are parking lots with cars coming in and out, the car dealership parks its cars where there should be a sidewalk. No real obvious sidewalk makes it dangerous to ride bikes to Fry's with my kids. The E side of street is same way.
<u>113.</u>	North San Francisco needs sidewalk all the way to the hospital. Very dangerous, both sides of the street the way it suddenly ends for a couple of blocks.
<u>114.</u>	Flanked by two high-density apt buildings, there is a one-direction stop sign at this intersection but no pedestrian aids or crosswalk, though lots of pedestrians cross to get to NAU and shops. Not well lit at night. A two-way stop sign and flashing pedestrian signal would be helping pedestrians be seen and cross more safely.
<u>115.</u>	Driver speeds are fast, and no one stops for pedestrians at the crosswalks on Ponderosa and Pinecliff. Speedbumps?
<u>116.</u>	Houses backing on to Fremont rarely clear snow from the sidewalks behind them - are they responsible?
<u>117.</u>	Sidewalks always covered with thick layer of cinders
<u>118.</u>	Please, please continue the paved trail from W Dannielle Dr to the "Y" at Schultz Pass and Elden Lookout Road. Cars driveway over the 25-speed limit and weave in and out

	of the pedestrians and bikers along Schultz Pass Road. Continuing the bike/pedestrian path would also allow people to safely access the forest without parking cars along the gate at the end of the paved section of Schultz Pass Road.
119.	A bridge for pedestrians, perhaps contoured with the railroad tracks, would be helpful here. There is no safe place for pedestrians to conveniently and quickly cross Milton in this section.
120.	Unsafe intersection
121.	Unsafe intersection
122.	Worse intersection
123.	No shoulder or sidewalks for pedestrians at this narrow stretch of Route 66 where westbound one lane opens to two lanes. Pedestrians must enter roadway to continue walking on north side of road.
124.	One of the worse intersections
125.	Pedestrians crossing from Kit Carson to the gas station have no crosswalk and a variety of vehicle traffic patterns that make it difficult to determine vehicle travel path. Westbound lanes go from one lane to two lanes, to one lane, to two lanes.
126.	People speed down Sitegreaves to avoid Humphreys at peak hours. This is a residential street and should employ traffic calming measures to slow down vehicles
127.	Vehicle speed on this road is too high especially with a daycare located here. Traffic calming measures would benefit the entire downtown neighborhood
128.	Pedestrian crossing across Route 66 does not exist. Kids taking city bus that live west of Route 66 and Thompson must cross here to get to and from bus stop. Single lane traffic at busy intersection makes this high risk for all pedestrians trying to crossroads at this intersection.
129.	Crossing the FUTS here is chaotic for everyone. A pedestrian underpass would solve many of these problems.
130.	This would be a great place to implement a four-way pedestrian crossing or at least a leading pedestrian interval. I've experience plenty of time where traffic making left turns onto r66 prevent foot traffic from crossing.
131.	Without a crosswalk connecting FALA/the bus stop to the neighborhood, kids are often darting into traffic before and after school, weaving through cars trying to get home. It's incredibly dangerous. Fremont does not need to be 4 lanes.
132.	Have a few close encounters passing this crossing. Southbound drivers on Milton turn right onto Phoenix St. to avoid the congestion on Milton and are not always looking for pedestrians. Something like a continuous sidewalk would make this safer.
133.	Getting from this bus stop over to Coconino Estates can be difficult.
134.	No signed or painted pedestrian crosswalk connecting the FUTS Trail on the north side of Sitegreaves with the Wheeler Park sidewalk connecting to City Hall. The problem emerges when drivers, particularly westbound on Birch, speed up to beat the light at Humphreys, then carry their speed into the Wheeler Park zone. They encounter pedestrians and cyclists traversing the FUTS Trail to connect to Wheeler. Too much speed and too little safety for multimodal travel. Does not promote Flagstaff values.
135.	This intersection needs a crosswalk. Especially for patients of Sacred Peaks Health Center who walk, bike or ride bus to the clinic. The nearest bus stop is across the highway which requires some elderly and disabled patients to try to cross the

	4-5 lanes of 45-mph traffic to get to the clinic. The crosswalk would also benefit neighborhood families, bikers, and patrons of local churches and businesses.
136.	No sidewalk, curb or gutter on east Thorpe Rd. This is a busy park location. The location is opposite the Senior Center. And there is a busy bus stop. But there is no sidewalk on the east side of Thorpe Rd. connecting the sidewalk at Birch to the sidewalk at Cherry. This is a stunning omission. The drainage detention area adjacent to the bus stop is (presumably) city owned. So, installation right-of-way - if necessary, at all - is under City control. Hard to imagine this oversight.
137.	To cross here requires activating the flashing lights for both lanes/directions separately. Most users don't know that they must activate the next crosswalk once they reach the center island. Either install a sign on the island instructing users to activate the next cross walk signal or prioritize pedestrian use by activating the crosswalk lights in both directions/lanes using a single button.
138.	Need a crosswalk here for pedestrians - school kids, wheelchair users, families are always running across highway to pizza, coffee, and bus stop!
139.	This is a very dangerous area for pedestrians and cyclists. There needs to be a traffic light. The city needs to continue to not allow left hand turns off Forest and to close the road on snowy day.
140.	Vehicles tend to park on the Southeast corner of Lake Mary and JW Powell. They park there to access trails and bike on Lake Mary road. This causes drivers traveling South on JW Powell to pull way out into Lake Mary road so they can see around the cars parked on the corner for traffic while making a left or right. They often run the stop sign to do so. There is a right and left turn lane, and the right turn lane blocks the view of Pedestrians and bicycles when crossing in the crosswalk.
141.	The intersection of Elm and Humphries has many pedestrians crossing it. A big contributor is high school students. I have always been amazed that a major artery next to the entrance of a school does not even have a crosswalk. The second contributor to pedestrian traffic at this point is people from the east side of Humphries trying to reach Francis Short pond, FUTS trail system, Observatory trails, softball fields, disk golf and Thorpe park. When crossing here I typically must sprint.
142.	In this area there is a missing sidewalk and the cars from the dealership park very close to the curb.
143.	Drivers coming downhill are going fast, and at many of the pedestrian crossings drivers rarely stop for pedestrians. Would be great if cars couldn't see so easily across the roundabout.
144.	No sidewalk on one side of the street, often see people crossing in random places to access the neighborhoods
145.	Sections of missing sidewalk on both sides so a pedestrian must go into the street when walking in this area.
146.	In the winter, the trail is unusably snowy and muddy. No sidewalk along Zuni from neighborhoods to Lone Tree is dangerous.
147.	Would love to see one of the crosswalks installed here with blinking lights that instructs drivers to stop for the children crossing the highway to go to school.
148.	Another great place for an all-way stop to let the flood of college kids safely get to class
149.	Need crosswalk to Fratellis.

150.	Crossing through the Humphrey's/180/Columbus intersection can be risky for pedestrians. Motorists turning from 180 to Humphrey's may not see pedestrians crossing from the shopping center to Humphreys because of being blocked by other cars. Pedestrians crossing from Humphrey's to the shopping center may also be missed by right turning traffic with left looking drivers. A pedestrian triggered red right arrow might help. Drivers being considerate of others would too.
151.	Lots and lots of distracted driving and cell phone use by Humphrey's southbound traffic here. Pedestrians beware! Also, pedestrians would benefit from an automatic walking man light here, like those in the downtown core. Sometimes I'm too late with the button, or I assume I don't need to because there's someone on the other side of the street. Even though there's no green arrows here, motorists will honk at pedestrians if they cross on a green light for cars without a walking man.
152.	This stretch of Butler has no sidewalks or paths where pedestrians can safely walk. There are bike lanes for most of this stretch, except for the Lake Elaine portion, and children walking home from school and adults exercising and accessing arterial streets use the bike lanes. The issue is that traffic travels on this stretch well over the posted speed of 40 mph. I use this stretch frequently for biking and walking and have had to jump or step off the bike lane because of inattentive drivers.
153.	Vehicles move too fast on Wild West to see when pedestrians or bicyclists are waiting to cross at the park. A stop sign would improve the ped and cyclist crossing. No parking near the cross walk would help cars see, too.
154.	No proper crossing or traffic control at Zuni for bikes and peds to connect to/from the FUTS
155.	This bus stop is not ADA-compliant in any fashion. Most of the time the bus can't fully make it to the curb, so you must disembark partially in the street. This could pose issues for folks in wheelchairs. It also feels uncomfortable to get off onto Route 66.
156.	A leading pedestrian interval would be great at this intersection due to how busy it is with pedestrians. Additionally, I've witnessed several close calls between cars turning left (in any direction) and people crossing during that time because they didn't know the cars had a left turn light.
157.	A pedestrian scramble would be great at this intersection or a leading pedestrian interval. When this intersection is busy with cars and pedestrians it can get chaotic and unsafe for all users.
158.	Cars parked on the sidewalk or halfway into driveways impede the ability to walk safely as you are pushed out onto the road. This also creates further challenges for people with disabilities as curb cuts are not always available since cars block them. More enforcement is needed to insure we can walk in our neighborhood safely.
159.	Crossing 66 as both a pedestrian and bicyclist at this intersection feels very uncomfortable. It's so huge and the ped. A light countdown is not sufficient for those who walk slowly or have a disability. I've seen cars not yield or slow for bikes/peds, I've also seen peds run across (during left turns for cars) to the center island to quicken their trip.
160.	The bus stop on the east side of 4th is non-existent. When you walk off the bus you are basically in the parking lot with a giant tree that you must navigate around by walking through the parking lot or in the bike lane to access the signalized crossing at 3rd. That tree also blocks the view of drivers as they approach the "bus stop".

<u>161.</u>	Crosswalks aren't clearly marked - especially at night, have almost been hit by drivers at intersection of University and Forest Meadows by True North Dentistry
<u>162.</u>	A FUT-type trail to kachina would be great.
<u>163.</u>	Route 66 sidewalks are not cleared of snow and ice forcing pedestrians into the street. Bike lanes aren't clear either so pedestrian are forced into actual traffic lanes.
<u>164.</u>	North 4th street missing sidewalks (various locations both sides of road); this should be a multimodal corridor - get the ROW to make it happen.
<u>165.</u>	Missing sidewalks - Lockett/Kaspar/Hwy 89 intersection area is a mess for pedestrians, many tourists from hotel crossing to Nimarcos; kids walking to school and accessing bus stops; eliminate left turns from Kaspar onto Lockett would help with vehicle conflicts.
<u>166.</u>	Cars on Soliere turning left (north) onto Country Club don't yield to pedestrians and bikes.
<u>167.</u>	Lockett Rd. sidewalks and bike lanes covered in snow on both sides. How are kids supposed to get to school? Also, the "island" crosswalk at 4th/Cedar and corner at Lockett in front of library/CCC do not get adequately cleared. My child usually bikes or walks to/from school. Hasn't been able to bike since December between snow or heavy loose cinders, and walking has been hit or miss with all the snow berms, so I must miss work to drive to/from.
<u>168.</u>	This is a busy pedestrian crossing with the FUTS and KOA campground on the north side of 89 and the Circle K and Smokerise neighborhood on the south side. Pedestrians may only cross at the west side of the intersection which puts them in the path of the two left turn lanes coming from Smokerise turning west on 89. I regularly see near misses with cars failing to yield and almost hitting pedestrians.
<u>169.</u>	Discontinuous sidewalk on Columbus, often blocked by trash cans.
<u>170.</u>	No sidewalks on the East side of Lake Mary between Zuni and Anita. This side of Lake Mary is popular with pedestrians and cyclists who stay on the right side of Lake Mary and Beulah the whole way to McConnel and campus. With new apartments on Lake Mary at Mohawk, sidewalk consistency will be crucial on East side of Lake Mary Rd.
<u>171.</u>	Cherry Ave has no sidewalks even though it is the major avenue to the neighborhood from downtown. Cars going to the Mormon Church and Airbnb's regularly speed well over the posted 25mph limit around a blind corner.
<u>172.</u>	Four-way stop at San Francisco and Franklin. There are a lot of students walking without looking. Vehicles try to rush at busy times (8 AM and when classes get out) and don't fully stop before rushing through the intersection. There needs to be a better system for this as ped/vehicle traffic has increased.
<u>173.</u>	The lighted pedestrian crosswalk doesn't always work. A person will press it and immediately start walking (sometimes without looking). As a driver, I cannot always see a person crossing due to the sun, so those lights really need to work! If there's snow, this isn't maintained so pedestrians have a hard time crossing. They must struggle over burns, which is not accessible.
<u>174.</u>	No sidewalk or proper crossing at 4th St and Butler. The sides of the road are very narrow, and there is no safe way to cross the drainage to get to the urban trails across Butler or to get to the sidewalk going to Butler toward Fox Glenn Park.

<u>175.</u>	Unkept sidewalks and no walkways through roundabouts. Cars speed, as they're trying to cut through the neighborhood and get back to 66. Cars will not yield to roundabouts and it's hard for pedestrians to know when to walk.
<u>176.</u>	There should be a walking path, cross walk, and bike parking area for the disc golf course.
<u>177.</u>	Cinders not cleared from sidewalks
<u>178.</u>	Cinders and ice not cleared from steep sidewalks.
<u>179.</u>	No safe pedestrian crossing to/from bus stop. Discontinuous sidewalk on east side of Fort Valley.
<u>180.</u>	No safe way to cross the street where Humphreys becomes Fort Valley. Cars continue to turn when pedestrian light is on.
<u>181.</u>	Sidewalks desperately needed South of Butler, East of San Fran.
<u>182.</u>	There are no walking paths or sidewalks in this entire community. In winter and spring, the roads are very neglected in terms of cinder debris. Very easy to slip when walking out of the way of traffic on the hills, toward the edge of the road, due to the amount of cinder build up, and one must walk in the road, there is no sidewalk, or walking paths. This neighborhood is all hills, very few flat areas, use extreme caution when walking in traffic.
<u>183.</u>	No shoulder at all. No bike lane/path. No walking paths. This includes all Mountainair Rd and all community surface roads. Unsafe for cyclists quite often. Some community members also hate the children riding bikes in their neighborhood streets and get quite irate.
<u>184.</u>	Lower Greenlaw is so unsafe to walk. No sidewalks and cars speeding with no traffic calming measures. Between cars parked on the street and if there is snow, pedestrians are forced to walk/play in the middle of the street. Cars use lower Greenlaw as a cut through and speed dangerously through the neighborhood.
<u>185.</u>	Sidewalks not always clear - children, folks walking dogs, those getting to the bus stop needing to walk in the street
<u>186.</u>	Silver saddle ends in a convenience at one end and a school (Cromer) just on the other end of Koch field road with a trailhead in the middle. There are not safe ways for kids (or adults) to get back on forth on foot, bikes, skateboards, scooters, horses etc. especially at the top of the hill just before Koch field road.
<u>187.</u>	89 is often used by people on foot and cyclists and very unsafe. I have been concerned as a driver for the wellbeing of pedestrians who walk the road during the day and night when visibility is limited and for bikers/scooter riders as well.
<u>188.</u>	Too much drive through traffic heading west on W. Birch at the end of the workday. People drive over the speed limit. Also, too much traffic heading east on W. Aspen. Not considerate, or safe. These are residential streets, not higher level, like collector streets (and should not be reclassified to carry more traffic just because people are cutting through!).
<u>189.</u>	Serious parking issues with the events near City Hall that are not addressed. Happens with every Farmer's Market, Flea Market, fair, event, etc. People park too close to corners so peds and bikes cannot see clearly to cross intersections. People park too close to driveways and block resident access. We have asked for the Police to ticket people, but nothing happens.

190.	People speed along Thorpe Rd. (aka Toltec--the maps are inconsistent). Meanwhile many people park along Thorpe, Aspen, Birch, and Cherry to go to the park, so crosswalks are also needed. There is also a lot of noise from people accelerating too hard. For years we have asked for the day and night speeding and noise to be addressed but get to traction with the City or Police.
191.	Dangerous crossing from FUTS path across Fort Valley to trip generators including Fratelli's.
192.	Dangerous crossing to Sechrist.
193.	The area where the crosswalk is near the park is dangerous as people sped and there are 4 lanes to cross.
194.	Cars turning right, off Butler and on to Milton, are looking to see if they can turn on a red light. They do not notice that the pedestrians are using a walk light to cross Milton. I have been nearly hit by right turning cars several times. I would love for there to be flashing light crossing option.
195.	Vehicles making the right turn from Milton/66 onto east bound Butler very often don't stop at this light, or rush to turn right, even when the bike signal is activated. They don't look for pedestrians here. I've almost been hit many, many times crossing Butler from the north and the south. And I've witnessed many near misses of other pedestrians.
196.	Fremont Blvd. is a 4-lane road that has no speed reduction measures in place. It also lacks any relevant signage near the Cheshire park. Pedestrians, including many families, often must hurry across the street. The curvature of the street also makes too hard to see cars coming when crossing.
197.	Fremont is a 4-lane road through a neighborhood and past a park. People drive too fast, and the road is curved, making it hard to see pedestrians crossing. There is also no safe crossing zone--only a crosswalk that isn't raised and no signs indicating a crosswalk or park. In short, there is no need for a 4-lane road (more lanes than 180) as it encourages speeding. There is also a need for a safer way to cross to the park
198.	Westbound bus stops on Soliere are difficult to get to, given the speed and volume of vehicle traffic.
199.	Missing section of sidewalk on the west side of San Francisco street
200.	No sidewalk or separated walkway for Cheshire residents walking to the trailheads near the Schultz Pass and Elden Lookout intersection
201.	There is a stop sign here, but most vehicles, including plow trucks, run the stop sign (sometimes at high speeds, 40 mph). There are a lot of children, pedestrians, and bicyclists in this area.
202.	HAVE SEEN PEDESTRIAN ALMOST GOT HIT BY CAR TURNING.
203.	This stretch of Lone Tree is very dark. For students walking or biking home after a night class at CCC, it feels very dangerous.
204.	There is nowhere for pedestrians to cross Milton between Plaza and University, which is almost 1/2 a mile. It doesn't sound like much, but for students trying to get to class fast, or in bad weather, people decide it's better to cross anyways. They should be able to do safely.
205.	We also need a crosswalk at Cedar/East bus stop for people needing to catch their bus. I once saw a mother with 2 toddlers and a baby, rushing to cross from one bus to the other

	quickly. The oldest was walking faster than mom, who was holding two kids, and almost ran into a car. So, she set down the baby in the median to grab the toddler and get him to the bus. The baby stayed in the road until I ran out to get it. I imagine she was just flustered, but better city planning could have prevented it.
206.	Right turn EB Rte. 66, pedestrian moving in same direction, right turn on red, left turn light Rte. 66 WB. Eyes were on left turner, almost missed pedestrian, especially with snow berms.
207.	There is no crosswalk near Main and Cedar Ave, despite humans still needing to cross here. I regularly see elementary aged children crossing here on their own to get to Killip. I see people of all ages and of varying abilities to move fast trying to make it across the street here. It's not a matter of discouraging people to cross here. I feel that the city should add a crosswalk to make the reality of how people move a safer one.
208.	The trail crossing is very poorly marked. Pedestrian crossing signal would be great. I hesitate to stop to allow a pedestrian to cross, for fear that the car in the other lane won't stop as well. In addition, with all the hotels on one side and restaurants and shops on the others, but no safe pedestrian crossing, lots of jaywalking happens
209.	Drivers turning off Clay aren't looking for pedestrian traffic from the student housing and frequently have near misses. Traffic on W Rte. 66 is going too fast for the pedestrian traffic.
210.	Traffic is too fast on Butler for the pedestrian traffic.
211.	Forest, Beal, bike way, dog leg turn

SUMMARY OF FINDINGS – METROPLAN

In addition to the data provided in this summary, a general summary of findings is as follows for MetroPlan:

Responders from the MetroPlan region primarily identified as motorists (55%) and feel safe on the roads and streets as drivers and motorcyclists. The responders felt less safe as pedestrians and bicyclists. Overall, responders feel the following behaviors of drivers are hurried, distracted, and inattentive.

Other observations responders had as it relates to making commutes safer are that distracted driving, speed and roadway conditions are the primary causes of crashes. They feel public agencies should provide more enforcement, make bike/ped improvements, and make roadway improvements. Responders believe that if people would drive the speed limit, be aware, do not use cellphones while driving, and try to be example citizens, it would make it safer to travel through the region. In addition to what responders said about other people, they believe that if they were more aware, advocated, and drove within the speed limit, it would make driving in the region safer.

During the mapping (Social Pinpoint) exercise, many bicyclists' concerns are about specific roads and intersections they believe are dangerous for various reasons, including turning is difficult for bicyclists, it's difficult to vehicles to see bicyclists, the roadway is not well maintained, and crosswalks are not well marked. There are several concerns regarding the Flagstaff Urban Trail System, including maintenance, lack of connectivity, lack of signs and signals, and dangerous vehicle crossings. Other bicyclists' concerns include snow removal, debris in bike lanes, speeding, and distracted driving.

The driver expressed concerns about right and left turns throughout Flagstaff. Some requested turn lanes and signals be added and others expressed concern about drivers not obeying speed limit and traffic control such as “no left turn” signs. Other driver concerns include snow removal, potholes, and congestion due to poor signal timing and a lack of parking.

The most common pedestrian concern is not having crosswalks, having dangerous crosswalks, and not having sidewalks in specific locations. Other concerns included distracted drivers not yielding to pedestrians, speeding, and not having crosswalks.

APPENDICES

APPENDIX A: TWENTY QUESTION SURVEY

Welcome to our safety survey!

Have you noticed an area that concerns you when driving, bicycling, or walking? Have you thought someone should know about that traffic problem?

The Northern Arizona Council of Governments (NACOG), MetroPlan, and Central Yavapai Metropolitan Planning Organization (CYMPO) need your input. Help improve traffic safety in your community by pinpointing worrisome areas and unsafe travel behaviors you have witnessed.

1. Primarily, I'm responding as a...

- Motorist
- Pedestrian
- Bicyclist
- Other (please specify): _____

2. How frequently have you observed drivers doing the following?

	Never	Occasionally	Often
Impaired driving, walking, or biking			
Distracted driving, walking, or biking (such as texting or talking on cell phone, eating, etc.)			
Speeding			
Not stopping completely at stop signs			
Not stopping at crosswalks			
Not crossing at crosswalks			
Riding their bike against traffic			
Not yielding to other vehicles, bicycles and pedestrians			
Speeding or passing in school zones			
Illegal/unsafe turns			
Tailgating/following too closely			
Failing to use turn signal			
Not stopping for a red light			
Passing illegally (hill or curve, across double yellow line, a stopped school bus picking up children)			
Driving too slowly			
Not wearing seat belts			
Other (please specify)			

Traveling in the community - Think of your daily travel when answering the following questions.

3. How safe is it on the roads and streets for the following people?

	Very Unsafe	Unsafe	Safe	Very Safe
Drivers				
Pedestrian				
Bicyclist				
Motorcyclist				
Elderly and/or disables person				

4. How safe do you feel traveling on area roads and streets?

- Very Unsafe
- Unsafe
- Safe
- Very safe

5. What words best describe the behavior of drivers on area roads and streets?

- Courteous
- Distracted
- No different than
- Other (Please specify): _____
- Frustrated/Angry
- Inattentive
- anywhere else
- Hurried
- Intoxicated

6. When driving around pedestrians/cyclists how often do you fear for their safety?

- Never
- Sometimes
- Often
- Very often
- I Don't Drive

Making your community safer

7. What do you think is the primary cause of crashes in your community? _____

8. What is one thing you think public agencies could do to make it safer to travel in your community? _____

9. What is one thing you think people should do to make it safer to travel in your community?

10. What is one thing you could do to make it safer to travel in your community?

11. Do you have a specific place/places where you think roadway safety could be improved; if so, are you able to locate those place/places on a map?

- Yes, I do know of a place/places where safety could be improved and would like to identify them on an interactive map. (Please scan the QR code at the bottom of this survey to identify the place/places on the map you think can be improved).
- Yes, I do know of a place/places where safety could be improved but prefer not to use the interactive mapping tool. (Please describe the place/places and the safety concern as precisely as possible in the spaces provided below.)

Location/Concern #1:

Location/Concern #2:

Location/Concern #3:

Demographics

12. Where do you live? _____

13. Select the age category that best describes you.

- 18-24 years old
- 24-40 years old
- 41-64 years old
- 65 years or older
- Decline to answer

14. Are you of Hispanic, Latino, or Spanish origin?

- Yes
- No
- Don't know / Decline to answer

15. How do you describe yourself? (Select one)

- American Indian or Alaska Native
- Asian
- Black or African American
- Native Hawaiian or Other Pacific Islander
- White/Caucasian
- More than one race
- Don't know / Unsure
- Decline to answer

16. What is your highest grade of school or year of college that you have completed? (Select one)

- Grade School (grades 1-11)
- High School Degree (Grade 12 or GED)
- Some college / Associates Degree
- Bachelor's Degree
- Post-Bachelor's Degree
- Don't know/Decline to answer

17. What best describes your current employment situation? (Select one)

- Full-time employee
- Part-time employee
- Unemployed
- Student
- Retired
- Other (please specify): _____

18. Which of these conditions, if any, create difficulties for getting you where you want to go? (Check all that apply)

- Seeing
- Hearing
- Moving
- Handling items
- Memory or processing
- Other (please specify): _____

19. Which of the following income groups includes your total household income for 2022 before taxes?

- Up to \$25,000
- \$25,000 to \$49,9000
- \$50,000 to \$74,9000
- \$75,000 to \$99,9000
- \$100,000 to \$149,000
- \$150,000 and over
- Don't know/Decline to answer

20. How do you describe your gender? (Select one)

- Female
- Male
- Trans/Non-binary
- Decline to answer

If you'd like to receive updates regarding THIS PROJECT ONLY, please provide your contact information. Otherwise skip this question.

Name: _____

Organizations (if applies): _____

Emails: _____

Question #11 Continued

Please scan the QR code to identify the place(s) on the map you think can be improved.



APPENDIX B: TRUNCATED FOUR QUESTION SURVEY

Welcome to our safety survey

Have you noticed an area that concerns you when driving, bicycling, or walking? Have you thought someone should know about that traffic problem?

The Northern Arizona Council of Governments (NACOG), MetroPlan, and Central Yavapai Metropolitan Planning Organization (CYMPO) need your input. Help improve traffic safety in your community by pinpointing worrisome areas and unsafe travel behaviors you have witnessed.

1. Primarily, I'm responding as a...

- Motorist
- Pedestrian
- Bicyclist
- Other (please specify): _____

2. How frequently have you observed drivers doing the following?

	Never	Occasionally	Often
Impaired driving, walking, or biking			
Distracted driving, walking, or biking (such as texting or talking on cell phone, eating, etc.)			
Speeding			
Not stopping completely at stop signs			
Not stopping at crosswalks			
Not crossing at crosswalks			
Riding their bike against traffic			
Not yielding to other vehicles, bicycles and pedestrians			
Speeding or passing in school zones			
Illegal/unsafe turns			
Tailgating/following too closely			
Failing to use turn signal			
Not stopping for a red light			
Passing illegally (hill or curve, across double yellow line, a stopped school bus picking up children)			
Driving too slowly			
Not wearing seat belts			
Other (please specify)			

Traveling in the community - Think of your daily travel when answering the following question.

3. How safe do you feel traveling on area roads and streets?

- Very Unsafe
- Unsafe
- Safe
- Very safe

Making your community safer

4. Do you have a specific place(s) that you think can be improved, if so, are you able to locate those place(s) on a map?

- Yes, I do know of a place(s) and would like to identify them on a map. (Please scan the QR code at the bottom of this survey to identify the place(s) on the map you think can be improved).
- Yes, I do know of a place(s) but can't identify them on a map. (Please describe the place(s) as precisely as possible in the space provided below) _____

If you'd like to receive updates regarding THIS PROJECT ONLY, please provide your contact information. Otherwise skip this question.

Name: _____

Organizations (if applies): _____

Emails: _____

Question #11 Continued

Please Scan the QR code to identify the place(s) on the map you think can be improved.



APPENDIX C: SURVEY QUESTION #7

Q7. What do you think is the primary cause of crashes in your community?	MetroPlan Region
Topic	Open-ended Responses
Accidents	Accidents happen. All over besides Flagstaff.
Driver habits	Following too close
Driver habits	Frustration
Driver habits	Aggressive drivers
Driver habits	Aggressive driving and distracted.
Driver habits	Aggressive driving, being distracted, intoxicated.
Driver habits	Aggressive or distracted motorist
Driver habits	Aggressive, distracted, and hurried driving. As well as every intersection in FLG is just a little different so you never know what to do or expect. Even the pedestrian crossing lights that are new around town that last few years are all constructed differently so no one knows how to behave and that makes them super dangerous. I feel less safe crossing than I did before.
Driver habits	Drivers who are not patient, attentive, or courteous
Driver habits	Driving too aggressively, inattention, inability to drive safely in the weather conditions
Driver habits	Selfishness is the probably the root of rushing, not paying attention, not yielding, tailgating
Driver habits	Reckless inattentive driving, speeding, and non-adherence to driving rules or laws.
Driver habits	Reckless/distracted driving or unsafe modes of alternative modes of transportation
Driver habits	Selfish, aggressive behavior
Driver habits	Road rage
Driver habits	Road rage due to City Councils "The Big Shift" idea!!!
Driver habits	Tail gaiting, drivers in a hurry, unskilled drivers who don't look before changing lanes. High speed police chases. People don't know how to drive in the snow. I-17 is like off-roading now -- what terrible road surface conditions.
Driver habits	Tailgating / anger / rushing
Driver habits	Tailgating
Driver habits	Tailgating and driving too fast. Bicycles and pedestrians not obeying the law.
Bikes	I've noticed unsafe behaviors coming more from pedestrians and cyclists, not motorists. I've observed that motorists for the most parts yield to cyclists and pedestrians. Cyclists and pedestrians, however, seem to have a sense of entitlement in that they can cross wherever and whenever they want, without regard to crossing signals, traffic laws, lights, etc. They are also often distracted by cell phone use and have headphones on so they can't hear what's going on around them.

Bikes	Lack of maintained bike lanes of course and the rotten weather second
Bikes	Lack of greenways/bike and pedestrian exclusive pathways
Bikes	Bike lanes without physical barriers and vertical separation; inconsistent sidewalks and sidewalks that are connected to the curb
Bikes	Bikes not being predictable or seen. People- not being seen and vehicle centric culture. Cars- drivers operating beyond their potential
Driver habits	Carelessness. So, people are in a hurry often distracted not caring about driving.
Driver habits	Disregard for others safety/lack of safety as a priority
Driver habits	Drivers not looking for cyclists, Drivers on their phones, and drivers who do not know how-to drive-in ice and snow
Driver habits	Drivers only concerned about themselves and getting to where the need to go and or being distracted by their phones and not paying attention to their surroundings.
Driver habits	Drivers who are selfish, impatient, and seemingly do not care about anyone except themselves v
Driver habits	Arrogance, not caring, not obeying traffic laws
Driver habits	Bad judgement
Driver habits	Careless driving, not being considerate of others.
Driver habits	Careless, inattentive drivers, speeding
Cars	Motorized vehicles
Cellphone	Using phone while driving
Cellphone	Cell phone distracted drivers
Cellphone	Cell phone distraction
Cellphone	Cell Phone Distractions
Cellphone	Cell phone use; speed; distractions
Cellphone	Cell phones
Cellphone	Cell phones
Cellphone	Cell phones and too much traffic
Cellphone	Cell phones, poor signage
Cellphone	Cell phones, speed and being distracted
Cellphone	Drivers on their cell phones
Cellphone	Phone use, not paying attention
Cellphone	Phones
Cellphone	Phones and one ways and badly placed stop signs
Cellphone	Phones, snow
Cellphone	Texting
Cellphone	Texting / phone use
Cellphone	Texting and red-light runners
Cellphone	Texting or inattention
Cellphone	Texting or otherwise inattentive and speeding
Cellphone	Texting while driving
Cellphone	Texting while driving.

Cellphone / DUI	Texting, alcohol
Distracted	Drivers pay no attention to pedestrians and cyclists.
Distracted	Failure to pay attention/impatience
Distracted	Haven't looked at the numbers but distracted driving seems most likely. With a large tourist population there also seems to be a lot of confusion from out-of-town drivers who do not understand some of the local traffic quirks. It can be hard to see peds and bikes who aren't wearing lights at night. Weather/sun glare can be a factor too. Seems like this would be the case in most cities.
Distracted	Honestly, distracted driving or disobeying traffic laws. From my bike, I can see into people's cars well and I would say about 1 in every 10 people, maybe every 1 in 8, has their phone in their hand while driving, texting, talking, looking at directions, doing I don't know what, but their eyes leave the road frequently. As a slower mode of traffic, as well, I see people pull all kinds of illegal stunts to go faster, or so it seems. Very callous attitudes.
Distracted	Human error
Distracted	Hurried and distracted
Distracted	Hurried and distracted drivers
Distracted	Hurried distracted car drivers. Viewing other road users as of no importance. Some poor intersection designs. Huge SUVs that kill anything smaller.
Distracted	Not focused on just driving
Distracted	Not being aware of surroundings
Distracted	In attentiveness, overpopulated and the streets/infrastructure can't handle it.
Distracted	People don't pay attention to where they are going and they don't pull off into a parking lot to figure it out, they just drive all over the road and make unsafe turns
Distracted	Rushing, not paying attention
Distracted	Distracted drivers.
Distracted	Being distracted, not paying attention to other drivers and obstacles
Distracted	Motorists = distractions or risky decisions;
Distracted	Disrespect for pedestrians and cyclists
Distracted	Distracted
Distracted	Distracted
Distracted	Distracted / inattentive drivers, lack of clear signage. Crosswalks mainly available at major intersections
Distracted	Distracted and careless driving
Distracted	Distracted and hurried
Distracted	Distracted and impaired. Oversized trucks
Distracted	Distracted and impatient. I feel like most motorists are uneducated about driving. The City of Flagstaff does a poor job of clearing roads and sidewalks in the winter. The city does a poor job planning for non-motorized travel. Flagstaff does a poor job of making Flagstaff a safe and enjoyable place to walk and ride a bike.
Distracted	Distracted and aggressive behavior. Drivers seem to lack traffic law knowledge.
Distracted	Distracted by phones and speed
Distracted	Distracted drinking and speeding

Distracted	Distracted driving
Distracted	Distracted driving
Distracted	Distracted driving
Distracted	Distracted driving
Distracted	Distracted driving
Distracted	Distracted driving
Distracted	Distracted driving
Distracted	Distracted driving
Distracted	Distracted driving
Distracted	Distracted driving
Distracted	Distracted driving (looking at cell phones)
Distracted	Distracted driving and cars feeling entitled to being the only form of accepted transportation. Speeding for no reason and wanting to get to destinations as fast as possible instead of just however long it takes.
Distracted	Distracted driving and cyclists acting like they get the best of the motorist and pedestrian worlds
Distracted	Distracted driving and cyclists or pedestrians
Distracted	Distracted Driving and frustrated people in bad traffic.
Distracted	Distracted driving and trying to be in a rush.
Distracted	Distracted driving combined with very poor bicycle and pedestrian infrastructure
Distracted	Distracted driving due to cell phones
Distracted	Distracted driving is huge. People pay more attention to their phone and fast food than they do driving and it's obvious. I think there is a lack of education among drivers about how to drive safely and the Flagstaff Police do a poor job of enforcement. In fact, the FPD does a poor job of driving safely on its own! Rarely do they use blinkers, often distracted, and hurried.
Distracted	Distracted driving is the primary cause.
Distracted	Distracted driving or not knowing the laws
Distracted	Distracted driving or Unaware of non-car surroundings
Distracted	Distracted driving, distracted pedestrians on phones, pedestrians/cyclists not following laws or believe they have right of way even when they do not.
Distracted	Distracted driving. I also think people seem to always be in a hurry and that being in a car makes them anonymous.
Distracted	Distracted Driving. So many people are driving whilst being on their phone.
Distracted	Distracted driving/texting
Distracted	Distracted driving; driving too fast
Distracted	Distracted fast drivers multi-tasking, not following rules and safety guidelines. Let's not forget visitors who have no clue about how to drive in inclement weather (snow, rain, etc.) driving like it's a car commercial.
Distracted	Distracted or inattentive drivers
Distracted	Distracted or inattentive drivers/riders

Distracted	Distracted or inattentive driving
Distracted	Distracted or inattentive driving and poor road design
Distracted	Distracted or sleepy drivers
Distracted	Distracted rushing
Distracted	Distracted, driving, poor decision making. Being in a hurry.
Distracted	Distracted, following too close, impatient driving, see people running red lights often. Traffic congestion
Distracted	Distracted/ impaired driving-- mainly cell phones, drunkenness, and sleepiness
Distracted	Distracted/aggressive driving
Distracted	Distraction
Distracted	Distraction
Distracted	Distraction
Distracted	Distraction
Distracted	Distraction
Distracted	Distraction
Distracted	Distraction
Distracted	Distraction
Distracted	Distraction
Distracted	Distraction
Distracted	Distraction
Distracted	Distraction
Distracted	Distraction
Distracted	Distraction and impatience
Distracted	Distraction and lack of respect for alternative modes of transportation
Distracted	Distraction and speed
Distracted	Distraction or sun in eyes
Distracted	Distraction, being in a hurry, not considerate of others
Distracted	Distraction, ice/snow
Distracted	Distraction, narrow lanes, congestion, people seem to feel they have the right of way no matter what they are doing. Lack of flowing routes for traffic, overpopulation.
Distracted	distractions
Distracted	Distractions
Distracted	Distractions (phone use, etc.) and rushing/speeding
Distracted	Distractions during most times. Poor winter driving skills when it snows or is icy likely due to limited winter driving experiences during lifetime.
Distracted	Don't know
Distracted	Driver error
Distracted	Driver inattention
Distracted	Drivers being distracted and too hurried. Traffic being bumper to bumper

Distracted	Drivers not staying attentive to where they are going and to lack of situational awareness.
Distracted	Inattention
Distracted	Inattention
Distracted	Inattention
Distracted	Inattention
Distracted	Inattention
Distracted	Inattention
Distracted	Inattention
Distracted	Inattention (Q5, BTW, only allows 1 answer)
Distracted	Inattention and hurried driving.
Distracted	Inattention of driver and pedestrians
Distracted	Inattention or distracted driving, especially when tailgating.
Distracted	Inattention, distraction. Unfamiliarity with traffic signals (i.e., flashing yellow turn arrow)
Distracted	Inattention, rushing somewhere.
Distracted	Inattention, speeding
Distracted	Inattention, texting, intoxication, inclement weather (snow and ice)
Distracted	Inattentive
Distracted	Inattentive
Distracted	Inattentive and distracted drivers
Distracted	Inattentive and distracted drivers
Distracted	Inattentive and reckless driving
Distracted	Inattentive and uninformed (lost tourists) drivers
Distracted	Inattentive drivers
Distracted	Inattentive drivers
Distracted	Inattentive drivers
Distracted	Inattentive drivers
Distracted	Inattentive drivers
Distracted	Inattentive drivers
Distracted	Inattentive drivers on cell phones.
Distracted	Inattentive drivers, hurried drivers, and drivers not following rules of the road
Distracted	Inattentive drivers.
Distracted	Inattentive drivers. Turning on a red light.
Distracted	Inattentive driving - rushing too much - lack of education and awareness of how to drive with various kinds of road users like bicycles and many pedestrians
Distracted	Inattentive driving and cyclists that don't follow the rules of the road
Distracted	Inattentive or distracted driving
Distracted	Inattentive users
Distracted	Inattentive, hurried
Distracted	Inattentive, impatient drivers
Distracted	Inattentive, road conditions, hurried

Distracted	Inattentiveness
Distracted	Inattentiveness
Distracted	Inattentiveness
Distracted	Inattentiveness
Distracted	Inattentiveness
Distracted	Inattentiveness (by motorists), and pedestrians and bicyclists not being situation aware.
Distracted	Inattentiveness and speeding
Distracted	Not paying attention
Distracted	Not paying attention
Distracted	Not paying attention and speeding what
Distracted	Not paying attention in heavy traffic, blocking intersections
Distracted	Not paying attention to pedestrians/surroundings
Distracted	Not paying attention while driving; being distracted. Bicyclists in dark clothing with no lights at night.
Distracted	Not paying attention, on the cell phone
Distracted	Not paying attention.
Distracted	Not paying attention.
Distracted	Not paying attention. When I'm on my bike and stopped at a light, I see MANY people on their phones talking.
Distracted	Poor attention
Distracted	Driving too fast for conditions or to stop for traffic lights
Distracted	Inattentive and aggressive driving, lack of adequate pedestrian and cyclist route that are not on roads, lack of cross walks that stop all traffic for pedestrians, folks making illegal turns or other bad choices instead of choosing a safer but less expedient option, speeding
Distracted	Inattentiveness is caused by overcrowded roads and imperfect infrastructure. Existing infrastructure encourages car use for very short trips (sub mile) while also being incredibly hostile to bike/foot traffic. Milton is the greatest offender. Decreasing lane width and number, increasing *protected* bike infrastructure and consistent sidewalks will encourage people to stay off the roads even in extreme weather conditions.
Distracted	Inattentiveness, hurriedness
Distracted	Inattentiveness, poor understanding of traffic laws
Distracted	Lack of attention
Distracted	Lack of attention by car drivers and cyclists who don't follow traffic laws
Distracted	Lack of attention to variables on the road and following too closely to correct.
Distracted	Lack of attention. Being distracted.
Distracted	Lack of concentration on the job at hand whether driving a car, bike, or walking.
Distracted	Not obeying traffic laws. Distracted driving.
Distracted	People not paying attention
Distracted	People not paying attention and not enough shoulder, space, or safe bike lanes.
Distracted	People not paying attention on over congested + poorly designed roadways

Distracted	People not paying attention to the road
Distracted	People not paying attention, confusing traffic configurations, tailgating, speeding
Distracted	People not paying attention, running red lights, congested roadways.
Distracted	Poor situational awareness on the driver's part.
Distracted	Probably drivers not paying attention
Distracted	Rushing, inattention
Distracted	Not focusing on driving
Distracted / cellphone	Distracted driving, folks from out of town lost trying to look at phone
Distracted / speed	Hurried driving, cell phone use, lack of awareness of the rules of the road.
Distracted / speed	Hurried, distracted, and plain rude and aggressive drivers
Distracted / speed	Hurried, impatient, distracted driving.
Distracted / speed	Hurrying
Distracted / speed	Hurrying, distraction,
Distracted / speed	Speed, distracted driving
Distracted / speeding	Distracted driving, drivers in a hurry
Distracted / speeding	Distracted driving, red light running and speeding
Distracted / speeding	Inattention and speeding
Distracted / speeding	Inattention and speeding
Distracted / speeding	Inattention coupled with speeding
Distracted / speeding	Driving too fast, not paying attention
Distracted / weather	Distracted drivers, snow conditions
Distracted /speed	Speed and distracted driving. Aggressive driving.
Driver habits	Illegal traffic maneuvers at intersections
Driver habits	No one respects stop lines, including police
Driver habits	Selfish people thinking they can do whatever they want
Driver habits	Selfishness--not thinking of others
Driver habits	Sloppy driving by motor vehicle operators.
Driver habits	Stupid drivers.
Driver habits	Illegal U-turns between intersections.
Driver habits	Drivers
Driver habits	Drivers are unaccustomed to bike/ped traffic on the streets and so don't know to be aware of them. This is due to a lack of signage, appropriate right sizing of streets, use of traffic calming measures, and other safety mitigations options that are utilized in other cities, but not in Flagstaff.
Driver habits	Unsafe drivers
DUI	Impairment, speed, distraction

DUI	Street alcoholics
DUI	Drunk driving and college students, not knowing how to drive or other people out of state
Education	Student inexperience with environmental conditions.
Education	The college population and influx of new out of town visitors is bringing nothing but irresponsible drivers here
Education	Unskilled drivers
Education	Young drivers, drunk drivers, road rage, lack of respect
Education	Ignorant, overly bold student drivers
Education	Improper vehicle education in the U.S. a lack of traffic controls and pedestrian accommodations.
Education	It is not a homogenous culture. It's a byproduct of unfamiliar tourists, students, rez traffic and locals with different agendas, experience, and skill.
Education	lack of knowledge or care for safe driving practices, want to drive too fast
Education	NAU and tourist traffic
Education	NAU students and Valley drivers not following local laws (driving too fast and aggressively)
Education	Ppl just do not remember their driving laws
Impatience	Impatience
Impatience	Impatience or negligence of biking space
Impatience	impatience, distractedness
Impatience	Impatience, not courteous, not aware of their surroundings, and people are just not good drivers
Impatience	Impatient drivers.
Driver habits	Running red lights
Driver habits	Not knowing rules of driving
Driver habits	People not obeying traffic laws, people not paying attention and people not using common sense.
Law enforcement	Lack of cars being pulled over for speeding/doing something illegal. People think Milton is free for all. I have seen many crazy things on that road, so I avoid it. I live off 89 just passed Safeway. People think 40 mph means 50. Trying to get to my neighborhood when the speed limit jumps to 45 and they in turn think that means 55. Bikes do not pay attention to where the cars are and drive out into traffic. I have had this happen multiple times where I almost got hit trying to avoid them.
Law enforcement	No one enforcing and have seen police blocking the bike lanes that ate painted green at stop signs so, the whole city isn't following basic driving laws
Law enforcement	Not following the laws, and distracted driving.
Parking	Car illegally parked on the street! And Snow not being cleared properly.
Pedestrian habits	Pedestrians outside of crosswalk
Pedestrians	Pedestrian inattention and pedestrian failure to obey traffic laws
Pedestrians	Pedestrians, cyclists, and drivers not paying attention to their surroundings

Pedestrians	Studies have shown it is now pedestrian/car accidents that are most prevalent. Less people are being killed or injured on the highway and more walking as large trucks cannot see the pedestrians/bicyclists. The vehicles are too big.
Road conditions	Flagstaff's poor road design
Road conditions	Infrastructure design and car-centric everything
Road conditions	I've never seen a crash. What I've seen is too many lanes for driving and little or no place for pedestrians and bikes especially when there is snow
Road conditions	Lack of infrastructure and roadway congestion
Road conditions	Lack of proper infrastructure for street crossings and sideways to walk along roads
Road conditions	Lack of road maintenance and proper pedestrian crossings, as well as non-separated bike lanes.
Road conditions	Lack of signage and enforcement of safety laws for pedestrians and bikes. The city has prioritized cars.
Road conditions	Left hand turns
Road conditions	Not enough streetlights or railroad crossings
Road conditions	Prioritizing the safety and convenience of drivers over bikes/pedestrians, confusing road layouts, not separating cars from bikes/pedestrians
Road conditions	Road design that encourages speeding and lack of biking and walking infrastructure
Road conditions	I'd leave that to someone studying it instead of anecdotal guesses from me on sporadic data points. As a biker who bikes often, those weird curb things on the bike lane lines freak me out and have caused me to nearly crash a few times. They cause issues with trash/recycling bins and not being able to exit the lane quickly. Or if you need to pass another biker.
Road conditions	Inconsistent traffic patterns
Road conditions	Gridlock, overpopulation, drivers in a hurry
Road conditions	I don't know. I worry about the accessibility of sidewalks with barriers, snow, and debris. I think the installation of the concrete bike barriers on beaver and butler have made travel more dangerous for bikes and vehicles.
Road conditions	Streets are poorly engineered for pedestrians and cyclists. Highways through town are now residential streets.
Road conditions	Vehicle to vehicle is rear end crashes (stop/go traffic) too many commercial driveways- vehicle/ped crash is crossing at unmarked locations and behavioral (drunk pedestrians)
Road conditions	Blind intersections. .
Road conditions	Bad infrastructure that exposes pedestrians and cyclists to vehicle traffic and encourages dangerous speeds
Road conditions	Bike lanes that aren't connected. When there's not a well-maintained, dedicated bike lane it is very unsafe for cyclists.
Road conditions	Blind turns, too many spots to access larger roads (lack of frontage roads), driver irritability with traffic light backups.

Road conditions	Car-focused infrastructure. Certainly, drivers could be safer, but our streets could be designed better at the get go.
Road conditions	City infrastructure can't support the amount of traffic. Students reckless driving especially in inclement weather
Road conditions	Confusing intersections.
Road conditions	Pedestrians and Bicyclists = lack of high-quality separation of vulnerable road users from faster-moving traffic.
Road conditions	Poor design, lack of enforcement
Road conditions	Poor infrastructure. Overly congested roads and distracted driving.
Road conditions	Poor planning road and transportation design. Overly high volume of traffic in a system not designed for that level of use. All combined with added element of phone distractions of drivers and pedestrians alike.
Road conditions	Poor road design, terrible traffic planning, lack of dedicated bike and pedestrian paths
Road conditions	Poor road designs that prioritize vehicle movement and not the safety of cyclists or pedestrians.
Road conditions	Poor street design
Road conditions	Poorly planned intersections, with poor corner visibility, confusing stop signs, and poor pedestrian crosswalk planning.
Road conditions	Road, path, intersection, crossing design
Road conditions	Roads designed for high speeds allow people to comfortably drive fast. High speeds reduce the window's ability to react and cause significantly worse crash outcomes.
Road conditions	Roads that maximize moving motorists quickly
Road conditions	Unsafe conditions mean fewer pedestrians & bikers leading; drivers don't expect them so don't look out for them
Road conditions	Unsafe use of lanes such as partially blocking lanes, using turn lanes to merge with traffic, not yielding to right-of-way traffic, etc.
Speed / cellphone	Speeding and texting
Speed / cellphone	Speeding and texting
Speed / DUI	Speed, intoxication
Speed / DUI	Speed, intoxication, not having a separate space for pedestrians, cyclists
Speeding	Drivers who don't take driving seriously, are not prudent.
Speeding	Driving faster than conditions permit.
Speeding	Excess speed
Speeding	Excess speeding in areas where it's not safe. I see that auto drivers are isolated from the environment they are moving through. Distracted and inattentive drivers of automobiles from my personal experiences in Flagstaff. Excess speed in residential and high traffic volume areas combined with lack of law enforcement and auto drivers not understanding the consequence of speeding.
Speeding	Excessive speed
Speeding	Excessive speeds. Often, I feel posted speeds are too fast. I also think flagstaff is terrible for left turns in general and this leads to aggressive driving

Speeding	Going fast at unlikely places such as parking lots, stores, and restaurants. Cutting between buildings. Being timid at turns when they shouldn't be.
Speeding	Speed
Speeding	Speed
Speeding	Speed
Speeding	Speed
Speeding	Speed
Speeding	Speed
Speeding	Speed and attitude
Speeding	Speed and failure to yield
Speeding	Speed and inattention
Speeding	Speed limits too high
Speeding	Speed, distractions, impairment, drivers unfamiliar with area
Speeding	Speed, hurried drivers
Speeding	Speed, impairment, distractions, texting and driving by college kids, bicyclists don't use their lanes, and make swift changes that affect drivers
Speeding	Speed, not paying attention
Speeding	Speed, snow, and ice conditions
Speeding	Speed, stupid new bike concrete bumper things, ill-timed streetlights on Milton, MILTON!
Speeding	Speed. Speed kills man! Cellphones as well.
Speeding	Speeding
Speeding	Speeding
Speeding	Speeding
Speeding	Speeding & feeling entitled (their time is more important than other peoples)
Speeding	Speeding and aggressive driving
Speeding	Speeding and all people just being inattentive to their surroundings
Speeding	Speeding and disregarding traffic laws
Speeding	Speeding and distracted driving; drivers also get frustrated with the traffic and make poor decisions. It is hard to get across town with kids in a reasonable timeframe due to all the traffic.
Speeding	Speeding and inattentiveness.
Speeding	Speeding and inattentiveness.
Speeding	Speeding drivers and poorly positioned signals for pedestrians especially near to the University.
Speeding	Speeding for the drivers. The City needs to do a better job during winter with snow/ice removal.
Speeding	Speeding, cars not paying attention to or running traffic lights or turning right or left into pedestrian crosswalks.
Speeding	Speeding, distracted, and inattentive driving.
Speeding	Speeding, distracted drivers
Speeding	Speeding, icy roads, inattentive

Speeding	Speeding, inattentiveness
Speeding	Speeding, not following traffic rules. I see SO MANY people ignore stop signs and often blow red lights. I don't see a lot of enforcement out.
Speeding	Speeding, people not paying attention, not coming to full stops
Speeding	Speeding, tailgating, and running red lights. Police do not seem to not care about the latter two.
Speeding	Unsafe, too fast roads
Speeding	Everyone is in a rush.
Speeding	Feeling rushed
Speeding	Going through amber to red lights
Speeding	High speeds and driver distraction
Speeding	People are in a rush and are often distracted.
Speeding	People are in too much of a hurry to get where they're going. They are often distracted by life influences as well.
Speeding	People being in a hurry and being distracted
Speeding	People being too rushed. Cutting in/out of traffic. There's often too much traffic to pull out when there is t a 4 way stop
Speeding	People driving cars and trucks are in too much of a hurry.
Speeding	people driving recklessly, too fast and on their phones
Speeding	People going too fast in their vehicle
Speeding	People in a hurry and not paying attention to driving and their surroundings
Speeding	People in a hurry who think rules don't apply to them.
Speeding	People running red lights
Speeding	People speeding and not yielding to others, including pedestrians and bicyclists.
Speeding	People who don't think traffic laws apply to them.
Speeding	I'm really surprised at how fast motorists drive in and around Flagstaff! Especially on Milton, RT 66, Ft. Valley Road, and through school zones. I seldom see motorists being stopped for speeding. Tailgating is another major problem in my opinion. This said, I believe the biggest contributor to safety on our roads is distracted drivers!!
Speeding	Being hurried, self-absorbed
Speeding	Being impatient
Speeding	Being in a hurry; not present
Speeding	being in a rush, driving too fast, following too close, inattention to bikes
Speeding	Drivers from Phoenix driving fast and with anger
Speeding	Drivers in a hurry.
Speeding	Drivers in two big hurry.
Speeding	In a rush
Speeding	Speed
Tourist	Out of towners
Tourist	Tourists
Tourist	Tourists

Tourist	Tourists and students unfamiliar with the area and conditions would be my guess
Tourist	Tourists not knowing where they are going and people (drivers, less and bikers) not paying attention
Tourist	Tourists, distracted drivers, layout of roads/sidewalks/bike lanes
Tourist	Tourist, distracted drivers
Tourist	Traffic congestion is leading people to take unnecessary risks. People are bringing city driving habits to a town with insufficient roadways.
Tourist	Visitors
Tourist	Visitors and students unfamiliar with where they are going and local road conditions
Tourist	Visitors from out of town driving the wrong way on one-way streets, parking in the road and not designated areas downtown, not using turn lanes properly.
Tourist	Out of town, angry drivers
Tourist	People from out of town
Tourist	Varied: lots of tourists, college town, inattentive drivers, drivers in a hurry, people driving in snowstorms when they should stay home
Traffic	Excessive traffic leading to hurried, frustrated drivers.
Traffic	Congested roadways.
Traffic	Congestion, lack of attention
Traffic	Crowded roads. It's hard to answer these questions because some roads are fine, some are chaotic and scary (such as Milton, Butler)
Traffic	The unfettered growth of Flagstaff has caused the traffic to increase with no thought to the traffic patterns. It was an ignorant, short-sighted move on the part of the city council to approve so much housing when there was no room for the necessary increase in traffic that went along with it. Short sighted. I will say stupid - or criminally negligent.
Traffic	Too many cars
Traffic	Too many cars and not enough distance between cars when driving
Traffic	Too many cars because other forms of transportation are not prioritized (why are we adding more roads instead of safer bike lanes and more bussing?)
Traffic	too many cars on the road due to the boom in student housing and tourism
Traffic	Too many cars, overpopulation, entitled drivers
Traffic	Too many drivers in too big of a hurry and distracted college students and tourists
Traffic	Too many people
Traffic	Too many people from out of town not paying attention or getting lost. I've noticed if they miss their turn they stop suddenly or make illegal U-turns... Maybe we need more traffic signs or bigger street signs.
Traffic	Too many people in a hurry to get where they are going. The city keeps putting up more housing and buildings and the road infrastructure can't handle this traffic anymore. Younger drivers feel that they are privileged and should have it their own way. The road conditions themselves, are horrendous!
Traffic	Too many people in too much of a hurry in too small an area

Traffic	Too many tourists that are unaware of surroundings, distracted drivers, people just NOT paying attention, sense of entitlement
Traffic	Too many vehicles, lack of roadways to deal with drivers.
Traffic	Too much traffic and too many distracted and hurry drivers
Traffic	Too much traffic for the available roadway, which leads to impatience and poor decisions.
Traffic	Too much traffic, tight roads, lack of sidewalks in residential areas, such as the southside. Horrible blind spots due to parked cars on streets like S Beaver
Traffic signal	The yellow light is way too short. People speed through red lights
Traffic signal	Flashing Yellow Lights and Speeding and Illegal Turns and or going around vehicles Not looking in crosswalks for pedestrians and/or bicycles in lanes Too Dark At night in areas with Pedestrians/Bikes not wearing reflective or light clothing- Distracted Drivers and Disregard for Pedestrians/Bicycles. Drivers speeding and angry driving
Traffic signal	Inadequate traffic control
Traffic signal	Increased congestion on roadways coupled with non-local drivers.
Traffic signal	Much of the traffic gets bottle necked onto a few main arteries (Milton, 180, etc.) and people get more aggressive when dealing with that or trying to sneak around the bottle necks.
Traffic signal	Red light violations
Traffic signal	Right on red, driving through yellow light
Traffic signal	Right turns while looking left, merging, turning, weather.
Traffic signal	Running yellow and red lights.
Traffic signal	Traffic signals- we have a blinking yellow turn, a right on red, and then the crosswalk turns on when other traffic lights are also on. Any crosswalk sign should turn ALL lights red.
Vehicle modifications	Tinted windshields that prevent eye contact
Weather	Weather.
Weather	Bad snow drivers, drunks, cell phone (in that order)
Weather	Combo of weather and speed
Weather	Drivers driving into the sun on Rte. 66 seems to be common. If they can't see, why are they still moving forward? Also, drivers not noticing pedestrians in intersections
Weather	Snow
Weather	Snow
Weather	Snow/ice
Weather	Weather
Weather	Weather
Weather	Weather / careless driving
Weather	Weather; lack of attention (being in a hurry)
Weather	Ice
Weather	If we negate snow/ice as an option probably distracted driving. However, on that note, inexperienced drivers in winter conditions are a serious issue.

Weather	In winter slipping on ice, otherwise inattention
Weather	In winter, it's poor tire tread. Otherwise, it's lack of watching out for other drivers, peds, cyclists.
Weather	Inclement weather
Weather	Insufficiently plowed, slick roads combined with driving too fast. There is also a lot of through traffic on W University and S Highland Mesa road and not enough room for parked cars and driving cars to pass safely. Very congested with many using those roads instead of Rt 66 to access western neighborhoods (such as Presidio in the Pines)
Weather	People (not just drivers!) not adjusting to road conditions - weather, darkness, traffic, etc.
Weather	Reckless driving and poor road conditions. As well as ineffective traffic control devices.
Weather	Right now, it would be icy road conditions.
Weather	Road conditions

APPENDIX D: SURVEY QUESTION #8

Q8. What is one thing you think public agencies could do to make it safer to travel in our community?	MetroPlan Region
Topic	Open-ended Response
Advertisement	Social media tips on driving safety and courtesy in multiple languages that reach our community. There should not be a tax increase or special bond to accomplish agency involvement.
Advertisement	Post readable signs that say things like: "Pay attention while driving." "Don't text & drive." "Don't tailgate."
Advertisement	More public outreach campaigns about safe driving in Flagstaff.
Advertisement	More public outreach/enforcement for stopping at stop signs and following traffic rules
Advertisement	Work to change the culture of driving so that speed and convenience are not the primary goals of our road system but rather safety.
Advertisement	Do workshops or infographics about safely driving in snow
Advertisement	Informing the public about laws and cyclists understanding road laws. Knowing where the FUTS trails are and how to access them. Know that cyclists should be wearing visible outerwear, lights, and helmets.
Advertisement	Messaging to prioritize safety and sanctity of life. Alternative routes (with tolls) to tourist sites
Advertisement	Promote better pedestrian options, e.g., sidewalks without numerous business driveways such as on Milton Road.
Advertisement	Public safety campaigns
Alternate travel	Prioritize non-motorized travel
Bike / Ped improvements	More pedestrian and bicyclist-centered safety education for drivers
Bike / Ped improvements	More pedestrian and bike paths along congested corridors like Milton and Country Club
Bike / Ped improvements	More pedestrian/bicycle crossings with flashing lights, more enforcement, speed humps, rumble strips to get drivers to pay attention near pedestrian crossings or stop signs.
Bike / Ped improvements	More well-established bike lanes, stronger traffic law enforcement, better planned roadways, restrictions on development.
Bike / Ped improvements	Narrow roads and better bicycle and pedestrian infrastructure
Bike / Ped improvements	Need to invest in separate travel lanes for cyclists (and more attention to safe pedestrian conditions also)
Bike / Ped improvements	Often bike paths just disappear. Bike paths need to be continuous and connected. On top of the hill on Lone Tree and by the hospital the bike lanes disappear for a short section leaving bikers in a car lane with no warning and nowhere to go. Additionally, cross walks running parallel to the train tracks do not change if a train is running. If a biker is not early

	enough to a red light to press the crosswalk button, then we do not get a walking symbol. The worse intersection is ponderosa and 66.
Bike / Ped improvements	Physical separation between auto and bicycle traffic
Bike / Ped improvements	Prioritize the safety of pedestrians and bikers over the eternal struggle to add more lanes, reduce traffic, etc. If you make it safe and a relaxing experience to walk and bike to work, then people won't feel the need to drive to be safe.
Bike / Ped improvements	Protected bike lanes, more safe crossings for pedestrians, increase bus use by making it free and more frequent
Bike / Ped improvements	Protected bike lanes, more traffic circles, ped/cycling overpasses at busy intersections
Bike / Ped improvements	Provide more lane space or protected lanes for those who are at the most risk (cyclists/pedestrians)
Bike / Ped improvements	Provide shared paths for cyclists and pedestrians physically separated from roads, expand the FUTS system, expand the bus system.
Bike / Ped improvements	Support cyclists more- more cycling safe lanes & toads
Bike / Ped improvements	True, safe bike & walkways to alleviate auto traffic
Bike / Ped improvements	We need more dedicated bike/pedestrian lanes
Bike / Ped improvements	1) build more designated bike and ped crossings (at grade and above/below grade) ...fill in missing key corridor sidewalks (example: north 4th street- make it happen! use power of eminent domain if needed, turn backs on ADOT roads (Milton, W Route 66, Humphry's, part Hwy 180) will be only viable pathway to achieving community goals for bike ped crossing/improvements.
Bike / Ped improvements	A pedestrian overpass in the most pedestrian used districts (i.e., downtown and Butler at San Fran and Beaver) The only good pedestrian tunnels/overpass are at Buffalo Park and at the Butler 5 points interchange at Ponderosa Pkwy. the most highly trafficked pedestrian thoroughfares are downtown and anywhere close to campus and there is little infrastructure to bypass those areas as a pedestrian.
Bike / Ped improvements	Add more continuous greenways across the city, make bike lanes on every road, not just some, etc.
Bike / Ped improvements	Add more separate bike and pedestrian paths
Bike / Ped improvements	Be a lot more creative and progressive (looking at your engineers, ADOT, etc.) about utilizing known traffic calming and bike/ped safety features that have been tested and proven effective in other cities, but which aren't being employed (yet!) in Flagstaff. More crosswalks (e.g., by Fratelli's on 180, across Milton, etc.), more protected bike lanes, wider shoulders, better street clearing and cleaning of snow, cinders, etc.,
Bike / Ped improvements	Better bicycle lanes, slower speed limit in town
Bike / Ped improvements	Better bike and pedestrian routes.
Bike / Ped improvements	Better bike lanes
Bike / Ped improvements	Better bike lanes
Bike / Ped improvements	Better bike/pedestrian paths
Bike / Ped improvements	Better delineated bike lanes.
Bike / Ped improvements	Better designed intersections: that provide ped/bike crossing

Bike / Ped improvements	Bicycle infrastructure
Bike / Ped improvements	Bicycle training about protocol and laws. Bikes should be walked in crossing streets in crosswalks.
Bike / Ped improvements	Bicycle/pedestrian centric focus
Bike / Ped improvements	Bike lane connectivity and protected bike lanes. I can't get to all the places I need to via safe bike lanes. This is especially true right now with FUTS being snowy/muddy.
Bike / Ped improvements	Bike lanes and reduce motorized travel in downtown area
Bike / Ped improvements	Bike lanes pedestrian sidewalks
Bike / Ped improvements	Bike lanes separated by barriers
Bike / Ped improvements	Bike lanes that are well marked, more sidewalks- ex 4th Stalin down
Bike / Ped improvements	Bike only lanes
Bike / Ped improvements	Bike paths
Bike / Ped improvements	Bike paths separate from streets. I would love to ride my bike to the grocery store, yoga class, downtown, but I don't because I'd have to ride on the 66-business loop
Bike / Ped improvements	Bikes off the roadway and on a wider sidewalk
Bike / Ped improvements	Build complete networks of protected pedestrian & cyclist infrastructure, implement traffic-calming features, allow more housing close to town to reduce the need to drive
Bike / Ped improvements	Build independent, separate bike lanes.
Bike / Ped improvements	Build more bike/walk roadways, police areas with potential for crashes
Bike / Ped improvements	Build safer/walkable communities, allow for mixed zoning, limit short term rentals
Bike / Ped improvements	Cycling and pedestrian routes that are not on roads more busses and limit driving in high pedestrian areas
Bike / Ped improvements	Dedicated bike lanes and bike trails that connect communities across major arteries like 66 and Milton.
Bike / Ped improvements	Dedicated bike lanes away from the road
Bike / Ped improvements	Dedicated bike path/lane not allowing motor vehicles
Bike / Ped improvements	Dedicated pedestrian/bike safe areas at major intersections, like Milton and Butler. Overpasses, underpasses, speed-calming measures.
Bike / Ped improvements	Dedicated, consistent bike lanes
Bike / Ped improvements	Designate more bike/pedestrian lanes
Bike / Ped improvements	Designated bicycle and pedestrian routes that do not share space with cars. Make sure churches plow sidewalks so peds don't have to walk in the street.
Bike / Ped improvements	Enforcement; Bike-pedestrian only zones and right of ways
Bike / Ped improvements	More bike and pedestrian areas. Consider closing Heritage Square area between Aspen and Leuroux
Bike / Ped improvements	More bike lanes
Bike / Ped improvements	More bike lanes
Bike / Ped improvements	More bike lanes
Bike / Ped improvements	More bike lanes and clear crossing areas
Bike / Ped improvements	More bike lanes and pedestrian pathways

Bike / Ped improvements	More bike lanes and sidewalks and better plowing of bikes lanes and sidewalks during snow events so pedestrians/bikers have appropriate transit areas and aren't forced into the road due to snow
Bike / Ped improvements	More bike/pedestrian friendly sidewalks and bike lanes, infrastructure
Bike / Ped improvements	More bike/pedestrian shoulders. More policing for aggressive drivers.
Bike / Ped improvements	More continuous sidewalks and bike lanes. It would also be helpful to clear cinders from sidewalks and bike lanes after ice melts, if possible. Thank you!
Bike / Ped improvements	More crossing paths where lights are too far apart, put in a crossing path with signals
Bike / Ped improvements	More crossing signals, slower speed limits (with enforcement), cross light interval dedicated to pedestrians only -not shared with traffic turning into crosswalks. Stop using the state highway excuse to do nothing to mitigate problems on Fort Valley Rd.
Bike / Ped improvements	More crosswalks for pedestrians
Bike / Ped improvements	More crosswalks, more sidewalks, wider sidewalks, clearly marked bike lanes, making it clear that bikes must also obey rules of the road
Bike / Ped improvements	More cycling lanes
Bike / Ped improvements	More dedicated lanes for bikes and buses. More pedestrian crossings
Bike / Ped improvements	More emphasis on bikers and pedestrians, better drivers ed
Bike / Ped improvements	More pedestrian/bike paths off the main roads.
Bike / Ped improvements	More Protected bike lanes
Bike / Ped improvements	More separate walking/biking trails
Bike / Ped improvements	More separated bike lanes from the road
Bike / Ped improvements	More separate biking and walking paths. The FUTS is great, but not always convenient, especially in the winter
Bike / Ped improvements	Pedestrian bridges
Bike / Ped improvements	Pedestrians' 1st
Bike / Ped improvements	Safer bicycling infrastructure
Bike / Ped improvements	Safer bike lanes
Bike / Ped improvements	Segregate bikes and vehicles
Bike / Ped improvements	Separate bicyclist from pedestrians and from motor vehicles
Bike / Ped improvements	Separate bike and pathways away from roadways
Bike / Ped improvements	Separate bike/pedestrian paths
Bike / Ped improvements	Separate roads from bike/pedestrian paths
Bike / Ped improvements	Separated and consistent bike infrastructure.
Bike / Ped improvements	Separated bike and pedestrian ways
Bike / Ped improvements	Separated bike and pedestrians' paths. More crossings.
Bike / Ped improvements	Separated Bike Lanes
Bike / Ped improvements	Separated bike/ped infrastructure
Bike / Ped improvements	Flashing ped crossing lights for crossing Milton from Butler (to Clay)
Bike / Ped improvements	Follow the NACTO and FHWA guidelines for determining what types of bike facilities should be used.
Bike / Ped improvements	For bikes, better bike lanes on Butler
Bike / Ped improvements	Get the bikes if the roads

Bike / Ped improvements	Improve ped & bike infrastructure, slow people down, make intersections safer
Bike / Ped improvements	Improve protected pedestrian/bicycle road crossings and routes along busy routes.
Bike / Ped improvements	Improve the bicycling infrastructure
Bike / Ped improvements	In areas where there are crosswalks with flashing lights, please don't make the pedestrian press another button at the median. Please stop traffic both ways automatically. Many pedestrians assume the light is blinking all the way across and step into traffic.
Bike / Ped improvements	Increase dedicated bike lanes (and keep them clear of snow/cinders so they can be used year-round). Re-set traffic lights for increased flows.
Bike / Ped improvements	Increase the number and safety of bike lanes and increase the volume of public transit to reduce the number of cars on the road.
Bike / Ped improvements	Make a crosswalk on fort valley from Fratellis to neighborhood
Bike / Ped improvements	Make bike/Ped areas
Bike / Ped improvements	Make Flagstaff a pedestrian and bicyclist friendly town. Provide infrastructure and public awareness campaigns for travelers, other than traveling by car.
Bike / Ped improvements	Make it easier not to drive! Increase transit service and ped and bike infrastructure. Make direct ped/bike connections where circuitous roads make it unreasonable to walk or bike. Stop allowing neighborhoods to be designed for cars: circuitous/cul-de-sac, wide lanes and rounded street corners that encourage speeding. Enough backward, limiting ADOT rules: take back Flagstaff's roads!
Bike / Ped improvements	Make more bike and walking paths. And clear them in the winter
Bike / Ped improvements	Make more bike/pedestrian lanes that are separate from the car lanes - like Route 66 bike lane
Bike / Ped improvements	Make more cross walks to increase safety for pedestrians and the disabled.
Bike / Ped improvements	Make more designated (separate) paths for bikers and pedestrians (well away from roads), and expand roads for drivers to reduce traffic
Bike / Ped improvements	Make San Francisco street one way + bike lane
Bike / Ped improvements	Make tunnels for bike and pedestrian
Bike / Ped improvements	Pedestrian and bicycle infrastructure
Bike / Ped improvements	Pedestrian and bicyclist education
Bike / Ped improvements	Pedestrian and cyclist education regarding traffic laws. Start enforcing pedestrian laws instead of targeting drivers. I have had many near misses when turning at a light and a pedestrian or cyclist bolts into the road against the crosswalk signal
Bike / Ped improvements	Communicate to drivers that pedestrians are crossing by giving them a red arrow (must stop) when pedestrians have signaled, they want to cross.
Bike / Ped improvements	Construct lanes for bikes and pedestrians
Bike / Ped improvements	Create m be courteous ore dedicated bike lanes
Bike / Ped improvements	create dedicated bike paths removing cyclists from vehicular traffic
Bike / Ped improvements	Create fully separated bike lanes (not just lines or cones on the road). Maintains sidewalks and ensuring new developments have fully speedster walking and biking paths from roads.

Bike / Ped improvements	Establish bike and pedestrian corridors in high traffic areas
Bike / Ped improvements	Have dedicated bike lanes and put out a map of bike, safe routes, and streets.
Bike / Ped improvements	Have more clearly marked crosswalks. Make crosswalks more visible and maintain the striping well. Use alternative, more in your face striping and symbols for cross walks. Make "every corner a crosswalk" the rule for Flagstaff. (Check out Corvallis, OR for more on that. It is like heaven for cyclists and pedestrians there.
Bike / Ped improvements	I have been impressed by Phoenix and Tucson bikeways, where half of or the entire street is made available to bikes. This would be a great use of the new overpass at Lonetree. Half of it could be a well-designed bikeway/pedway. And do something about Milton Ave.; every time I survive a drive up that road, I think it's a miracle. Keep Snowbowl at its 2005 approved capacity and require people to register in advance to decrease number of drivers on road (and number of intoxicated drivers leaving).
Bike / Ped improvements	Implement SAFER pedestrian and bike infrastructure (separate from main roads). If you add it, people will use it. Flagstaff is not setup well for cars, but it has a lot of potential to be set up for bikes and pedestrians especially with the university nearby.
Bike / Ped improvements	Increase visibility for pedestrians and cyclists. Utilize messaging and ad campaigns about courteous and respectful driving.
Bike / Ped improvements	Invest in better bike and pedestrian lanes, more traffic signals, and more enforcement
Bike / Ped improvements	More completely separated bike/walking trails. Funnel traffic away from town. Increase safety of biking/walking, so more people feel comfortable doing it.
Bike / Ped improvements	Obviously better bike lanes look at Milton around NAU also, note that bikes are considered as vehicles and yet the pressure plates controlling stop lights at intersections are not sensitive to bike weights so that forces bikers to become pedestrians
Bike / Ped improvements	Require bicyclists to have warning bells for pedestrians
Bike / Ped improvements	Sheltered bike lanes, frequent bus schedule
Bike / Ped improvements	More separate and dedicated bike and pedestrian travel ways, especially through downtown, including underpasses and overpasses. Another thing is designing roadways with boulevard strips, unlike Milton which is a pedestrian nightmare with sidewalks next to 40 mph drivers. Plus, there is only one pedestrian crossing for a half mile stretch.
Cellphone regulations	Find ways to limit phone usage
Cellphone regulations	High priced tickets for cell phone use while operating a vehicle and impaired drivers.
Cellphone regulations	Stop people from using their phones; it is getting harder and harder to get onto 180 from my neighborhood, need to stop 180 traffic at Meade Louise Beale.
Cellphone regulations	Stricter rules on texting/driving
Cellphone regulations	have a cell phone task force
Cellphone regulations	Phones or speeding

Cellphone regulations	Ban phones while driving. Oh, wait! It's already banned.
Cellphone regulations	Eliminate cell phone use
Cellphone regulations	Enact hands free driving.
Cellphone regulations	Enforce hands free law
Cellphone regulations	Enforce hands free phone law
Cellphone regulations	Enforce laws against texting while driving
Cellphone regulations	Enforce laws like no texting while driving, obeying speed limits, etc.
Cellphone regulations	Enforce laws on the books . . . hire police just for traffic violations.
Cellphone regulations	Enforce not using phones while driving
Decrease population	Decrease population, stop development
Decrease population	Less development
Decrease population	Listen to your customers, make timely solutions. Growth is slowly killing the limited travel options in this town.
Decrease population	Slow down the growth and attracting valley idiots
Decrease population	Terminate cancerous, endless, growth.
Driver education	Education and enforcement of traffic laws.
Driver education	Educate cyclists on how to ride in traffic
Driver education	Educate drivers, cyclists & pedestrians to be more aware of their surroundings. I frequently must drive at night & am often surprised by a pedestrian who is almost invisible due to dark clothing, non-reflective gear, etc.
Driver education	Educate NAU students on purpose of the pedestrian light on Butler
Driver education	Educate the public on basic traffic rules. Turn into closest lane available, use a turn signal, don't obstruct traffic.
Driver education	Education
Driver education	Mandate drivers school again, please.
Driver education	Reduce police and educate drivers at all stages of life.
Driver education	Continuous education
Driver education	Public information and classes. Community patrol and outreach
Driver education	Teach children how drivers of cars and bicycles cannot stop quickly
Driver education	Teach young people the proper way to be a pedestrian/cyclist in the roads
Driver education	Training cyclists so that they know their responsibilities, especially in traffic.
Driver education	Unfamiliar drivers, rez and tourists
Housing regulation	Cut down on student housing and Airbnb
Housing regulation	Stop building high density housing off Milton and route 66
Housing regulation	Stop building housing until you get the road infrastructure in a better place.
Housing regulation	STOP BUILDING NEW APARTMENT BUILDINGS UNTIL YOU GET THIS FIGURED OUT! How did you not think about this before? Now you're asking US to figure out the mess for you. You can't remove the extra housing, but consider, at least temporarily, decreasing the student population, or requiring more of them to live on campus.
Law enforcement	Start ticketing distracted drivers more frequently. Create separate facilities for bicyclists and pedestrians; increase crosswalks and add delayed crossings so turning cars don't try to run you over. Decrease

	speed limits in pedestrian and cyclist heavy areas so any accidents that do occur are less likely to be fatal. There's a lot that could be done and I don't see much of it happening, to be honest.
Law enforcement	Stepped up enforcement of distracted driver rules.
Law enforcement	Strict distracted driver enforcement
Law enforcement	Stricter enforcement of traffic laws.
Law enforcement	Ticket distracted drivers
Law enforcement	Traffic law enforcement
Law enforcement	Unmarked police cars to ticket tailgaters. More pedestrian crossing lights
Law enforcement	Vigorous enforcement of existing laws
Law enforcement	Don't be predictable or have a pattern. Show up when they are expected. Pay attention to troublemakers, certain people hanging around by stop lights wanting money
Law enforcement	Fine bikers for not following rules (like stopping at signs, not riding on sidewalks), fine homeowners/renters for not shoveling sidewalks
Law enforcement	Get some officers out there to give some tickets for illegal stuff like turning through the crosswalk when the turn arrow is clearly red! Obviously, we can't have police at every intersection all the time. but I never see any officers at any intersections at any time.
Law enforcement	Have a flashing sign that can warn drivers when the light is about to go red.
Law enforcement	Have better signs, WAY better infrastructure that can hold locals and all the tourists, better protected lanes for cyclists, clearer sidewalks that are maintained for pedestrians.
Law enforcement	Have more police present, especially in school zones and at busy intersections. We live off Fort Valley and see a lot of tailgating and even some illegal passing. With that said, we also experience quite a few drivers going under the speed limit by ten or more miles.
Law enforcement	Have officers sit at intersections more often and watch people being distracted
Law enforcement	Have police give expensive tickets for phone use in cars
Law enforcement	Hold everyone to the same standard. I must be licensed and insured to drive. Other groups that use the roads do not.
Law enforcement	I know that the police department is understaffed, but I think the community would be safer if there were more officers out there ticketing people who violate traffic laws. I'm not one to recommend something like this, but in recent years, I've noticed too many occasions where people are driving dangerously and there are no police around to site them.
Law enforcement	I think if you just post marked patrol vehicles, it would make people pay more attention to the road. You don't need to give everyone tickets to get the job done.
Law enforcement	Increase accountability
Law enforcement	Increase traffic citations
Law enforcement	Increased enforcement and higher penalties for failure to obey the law.
Law enforcement	I've lived here long enough to see the difference from when we used to have police on patrol all over town, all the time, which made a huge

	difference in safety and comfort level for driving. Today and for about the last 20 yrs. there are hardly any cops.
Law enforcement	More enforcement in congested areas
Law enforcement	More enforcement of distracted driving, stopping the war against the car, people are going to drive, we are a tourist town, people from Phoenix aren't going to bike to Flagstaff for the weekend, people are not going to walk/bike everywhere. Stop the BS we can't make the roads better or people will drive more, the city council considered a crazy's idea that the lone tree overpass "this is going to encourage people to drive" so let's not build it. That thinking doesn't improve traffic/safety!
Law enforcement	More enforcement of laws pertaining to vehicles, and drivers. I know in my neighborhood people park cars on the sidewalk, I call police, I am told room to walk around! There are numerous parking infractions all around neighborhoods, and police do not enforce laws, unless it is metered! Always gridlock at Beaver, Rt.66 intersection? Never anyone ticketed. No accountability out on the roads, not enough police, and police visible?
Law enforcement	More enforcement of speed, red light running, and cell phone use while driving.
Law enforcement	More enforcement!!! Cameras on traffic lights.
Law enforcement	Patrol the neighborhoods and route 66
Law enforcement	Please, for goodness' sake, enforce speeding and aggressive driving. I know that cyclists are at risk, but separate bike lanes only do so much. The main problem in our town now is that everyone drives like Californians (10-15 mph over the speed limit) and it's incredibly dangerous.
Law enforcement	Pull people over more for driving recklessly, using their phones with their hands and give them tickets and ticket bicyclists for riding on the wrong side of the road.
Law enforcement	More traffic stops
Law enforcement	More enforcement
Law enforcement	More random police presence in high traffic areas to deter certain behaviors
Law enforcement	More traffic cops
Law enforcement	Ticket more
Law enforcement	Ticket non-signalers
Law enforcement	Ticket people for texting while driving
Law enforcement	Ticket people who are breaking the law!
Law enforcement	Ticket red light runners. Install cameras at controlled intersections.
Law enforcement	Ticket texters
Law enforcement	Ticket unsafe or speeding drivers.
Law enforcement	Ticket visitors
Law enforcement	Ticket those that violate the laws already on the books
Law enforcement	Have a bigger presence and enforce current laws instead of kowtowing to the local liberal some.
Law enforcement	Enforce vehicular laws in place and ticket all drivers using cell phones illegally, including police officers.
Law enforcement	Better enforcement

Law enforcement	Employ more police to enforce traffic laws, especially using phones while driving. I see it every single day and have witnessed many close calls or been delayed due to this.
Law enforcement	Enforce and cite for bicycle violations like not stopping at stop signs
Law enforcement	Enforce clearing of sidewalks to allow people to walk on the sidewalk and not on the street.
Law enforcement	Enforce current laws and rules
Law enforcement	Enforce driving laws
Law enforcement	Enforce driving rules such as stopping for pedestrians, giving bicycles space, slowing down, using indicators
Law enforcement	Enforce existing laws
Law enforcement	Enforce existing laws for minor driving violations. I think people have become accustomed to not completely stopping at intersections, racing to get through yellow lights, not paying attention to pedestrians or bicycles, tailgating, not obeying speed limits, etc., because law enforcement prioritizes call response and minor violations go unenforced.
Law enforcement	Enforce laws already on the books regarding distracted driving.
Law enforcement	Enforce red lights
Law enforcement	Enforce rules
Law enforcement	Enforce rules against blocking intersections (e.g., 66 and Humphreys) and blocking through traffic (e.g., when making a right turn from 66 to beaver when there is a train)
Law enforcement	enforce speed limits
Law enforcement	Enforce speed limits
Law enforcement	Enforce speed limits and curb "demonstrations of speed"
Law enforcement	enforce speed limits and other violations w/ speed radar signs and police
Law enforcement	Enforce speed limits and stop sign stops and ticket those who violate these laws.
Law enforcement	Enforce speed limits!
Law enforcement	Enforce speeding
Law enforcement	Enforce stop lines
Law enforcement	Enforce the law of no phone use and more severe charges
Law enforcement	Enforce the law. How many citations has FPD issued since law changed to hands free driving?
Law enforcement	Enforce the laws
Law enforcement	Enforce the laws
Law enforcement	Enforce the laws for all
Law enforcement	Enforce the laws more often
Law enforcement	Enforce the speed limit.
Law enforcement	Enforce the traffic laws
Law enforcement	Enforce traffic laws, a police officer once ran a stop sign and almost hit me on my bike, he thought it was funny.
Law enforcement	Enforcement
Law enforcement	Enforcement

Law enforcement	Enforcement
Law enforcement	Enforcement as in aggressive enforcement.
Law enforcement	Enforcement of traffic laws on everyone pedestrian traffic and bicycles as well as e-scooter riders. A lot of bike accidents happen because the bicycle takes for granted a loose interpretation of the law claiming to be a pedestrian if something happens. Rather than they are considered a vehicle in motion by law so auto traffic rules apply.
Law enforcement	More police
Law enforcement	More police / ticketing
Law enforcement	More police writing tickets
Law enforcement	More policing
Law enforcement	More policing and ticketing
Law enforcement	More tickets for traffic violations. More awareness to sharing the road. Proper driver education prior to issuing driver's licenses.
Law enforcement	Educate the Police on proper and safe driving and enforce that in the community. Improve the roads. Flagstaff continues to develop without planning. Butler between 4th and Little America is developing massively yet no road planning. Put in pull-outs for the buses. Streamline the traffic light timing. Lower speed limits in neighborhoods. Use more roundabouts.
Law enforcement	For starters, FPD officers could model appropriate driving and use their blinkers and make safe turns and passes. I almost got hit by one coming out of their driveway on my bike because he was looking at his phone.
Law enforcement	FPD could follow up on a hit-and-run we experienced
Law enforcement	Give more moving violations and charge large fines for them.
Law enforcement	Give out a few more tickets to violators
Law enforcement	Give out far more tickets for speeding, tailgating and distracted driving.
Law enforcement	Give tickets so unskilled drivers are forced to go to traffic school.
Law enforcement	Give tickets to people on their phones. More police on the road.
Law enforcement	Improve traffic enforcement
Law enforcement	Increase patrol and enforcement of traffic laws throughout the city, in combination with lowering speeds in the city to 18 mph in residential streets and 25 mph inside the city limit elsewhere to protect everyone using streets and sidewalks, plus physically isolate autos from pedestrians/bikes.
Law enforcement	Make more of an appearance
Law enforcement	Police aren't doing anything to curb distracted drivers and running of red lights.
Law enforcement	police presence at high accident intersections and reduced speed zones
Multiuse path	Add sidewalks where not existing (Butler), bike lanes, traffic light timing improvements
Multiuse path	Build a separate transportation system for non-vehicular travel ... just like you would find in northern Europe
Multiuse path	Build more routes on the urban trail for bicycles that will take you anywhere into town safely. Make people aware of how pedestrian crosswalks work. I've seen drivers not understanding when to stop. Also,

	pedestrians do not push the button to cross. Hire more police officers to help with traffic enforcement.
Multiuse path	More separate paths with as few street intersections as possible.
Multiuse path	More sidewalks and crossings for pedestrians
Multiuse path	More sidewalks, better signage (signs are not always in logical, useful places so driver's change lanes at the last minute), widen roads.
Multiuse path	More signs and lights in dark areas because it's scary to walk down a very dark street
Multiuse path	Continue to improve the sidewalk, trail, and bike lane network
Multiuse path	Create separate sidewalks for both pedestrians & bikers. Get people to use their signals!
Multiuse path	Create very large sidewalks through town that are both pedestrian and bike traffic only, elevated off the street. And heavy, heavy fines and patrols for speeding in residential zones
Multiuse path	Develop more separated travel lanes/sidewalks that encourage alternate transportation like walking and biking
Multiuse path	Ensure there are adequate crosswalks where needed, stop lights instead of stop signs where needed to prevent accidents. And officers doing their jobs and pulling people over for the things in this survey and not joining them by briefly turning their lights on to speed and then turn them off right away.
Multiuse path	Offer sidewalks in areas that don't have them for disabled, elderly and families who want to walk and be safe. Try to increase patrol in highly affected zones of speed and accidents/school zones
Multiuse path	Open more multi-use paths to get bicycles and pedestrian traffic off the roads.
Multiuse path	Plan walking routes and cycling routes separated from major car routes (not just the Butler/Beaver experiment)
Multiuse path	Provide alternate transportation infrastructure like trails, pathways, and efficient and available public transportation. Flagstaff needs 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.
Multiuse path	Provide separate walking and biking paths on roads where the speed limit is over 35 mph. Also, reassess road speed limits in residential areas where posted speed is 35 or greater and reduce the limit where walking paths are not available
Multiuse path	Sidewalks and sidewalks that exist are usable, proper bike lanes on all roads to include Milton, discourage driving including tourists
Multiuse path	Sidewalks in areas that do not have them and cleaned after cinder gets on them. division between bicycle lanes and traffic
Multiuse path	Sidewalks in every neighborhood and traffic calming measures in neighborhoods

Multiuse path	Since I am answering as a cyclist, I would like more YEAR-ROUND access to urban trails. Motorists are simply not paying attention. Rather than putting in those barricades which I have seen so many people just run over (seems to be a sporting event) I think the city should use funds to build paved urban trails where bikes and cars are not necessarily in contact. I personally enjoy riding the urban trail that is along Rt 66 as an example.
N/A	Not sure. Making things safer depends mostly on individual actions.
N/A	Depends on what part of the town. Westside you are doing OK
N/A	Nothing will make a difference. Need a comprehensive suite of actions
N/A	Not sure
N/A	Quit responding to accident calls.
N/A	STOP impair humans with lethal injections for pharm, doc, hospital profits
Plan	Better and more progressive planning for our community (not just tourists and students)
Plan	Follow the policy put in place (ATMP), and design projects that prioritize the safety of the most vulnerable users
Plan	Better enforcement of speed limit
Plan	Better engineering
Plan	Not sure it's entirely the job of public agencies (and in the current climate, urging by "The Government" might backfire).
Public transit	Better bus access
Public transit	better transportation options and less reliance on personal vehicle travel
Public transit	Bus Stops: Make bus stops safer.
Public transit	Encourage using busses, having transportation to specific places from parking lots, enforce traffic rules for bicyclists
Public transit	Work on getting cars out of the city (especially with tourism). This will involve creating amazing public transportation & making alternative modes of transportation the preferable way to get around.
Public transit	Focus greater attention on improving safety, reliability, and access to alternative modes of transportation
Public transit	Increase accessibility of public transit and pedestrian traffic, including better snow removal on city sidewalks and by bus stops.
Public transit	Increase alternative transportation options and make the streets safer for bikes/peds, leading to decreased congestion.
Public transit	Increase car independent infrastructure
Public transit	Increase infrastructure for alternatives (bussing, biking, walking) and decrease need for cars
Public transit	Increase public transit, reduce road speeds, adopt road infrastructure like Denmark and use "strong towns" methods
Public transit	I'm not sure. Flagstaff has a good public transit system as it goes. Perhaps more carpooling, better transit to places outside of city center. A public awareness campaign about the dangers of large vehicles for peds and bikes.
Public transit	Invest in alternative options to cars.
Public transit	Invest more in non-car transportation routes

Public transit	Prioritize transit, pedestrians, and bikes at least a fraction as much as you do cars.
Public transit	We need to focus on alternative forms of travel. Expanding the number of vehicle lanes has been empirically shown to marginally improve congestion. Adding infrastructure that supports buses, bikes, and other forms of transport (walkers/scooters) will drastically improve our transportation infrastructure capacity. SPECIFICALLY, ADD A BIKE LANE/ SEPARATED PATH ON BUTLER AVE..
Regulations	Prioritize vulnerable road users in every local transport policy decision (i.e., adopt/implement Vision Zero policy, view urban mobility strategies with hierarchy placing most vulnerable users atop).
Regulations	Make it illegal for homeless to stand on the medians at lights. I have had to avoid them multiple times because they step down into the road. They are a distraction for drivers. Start ticketing for speeding more frequently so people hear about it and stop. There is too much traffic to not have more enforcement of laws. My daughter is learning to drive, and her #1 complaint is that other drivers do not follow the laws. And how does that make it safe for her if she is? She is scared every time she drives
Remove bike	Improve bike lanes, get rid of the installed concrete barriers on bike lanes, incentivize not driving, better public transit(trains?)
Remove bike	Get rid of those temporary bicycle lane curbs: watch for idiot student drivers; CREATE ALTERNATIVE ROADS (J W Powell) TO ALLEVIATE HEAVY TRAFFIC ON MILTON, BUTLER, AND ROUTE 66!
Remove bike	Get rid of the stupid bike lane barriers you installed on Beaver and Butler. They make it MUCH worse for everyone due to the inability to clear snow and ice from the roadway.
Remove bike	Get rid of bike lanes and require bicyclists to use and follow traffic laws. I've never seen a bicyclist getting a traffic ticket.
Remove bike	Get rid of those bike lane barricades on Butler - and- Improve the road situation to accommodate the amount of traffic
Remove bike	GET RID OF THOSE CONCETE PARKING BLOCKS ON BUTLER!!
Remove bike	Remove the barriers along the road separating the bike lane near the university on Beaver. The bike lane barriers are useless. The snow falls, the plows push the snow into the bike lane, and now the bicyclists are now riding in the already super narrow car lanes. This bike lane barrier is a total failure, and the need to be removed immediately.
Remove bike	Remove the bike lane dividers. Educate cyclists on defensive driving skills and make sure they understand their responsibilities.
Remove bike	Remove the lane curbs on Milton and go up by the hospital. They restrict the necessary flow of traffic.
Remove bike	Remove the stupid bike lane barriers on Butler and Humphries
Remove bike	Removing the separated bike lanes on Butler and instead extending the sidewalk four or five feet to allow for a dedicated bike lane that can be easily maintained year-round.
Remove bike	Stop putting in bike cement lanes. That is dangerous for cars. Bad design.
Remove bike	Take out the bicycle railing on the roads, they cause more damage than benefits

Remove bike	The bike lanes should not be alongside the main roads! Plan roads better to accommodate the current traffic and future traffic.
Road improvements	Research ways to catch up road systems to support the size of community. Cap enrollment at NAU
Road improvements	Resolve the overcrowded roadways with more east-west roadways.
Road improvements	Safer road design that does not facilitate fast vehicular speeds
Road improvements	Separating VRUs from motor vehicles
Road improvements	Significant redesign and planning. Separate Foot/Bike traffic from motor vehicles. Provide more options for foot/bike traffic to get around town without interacting directly with motor vehicles. Get progressive!
Road improvements	The crosswalk for the kids at the bottom of Forest and Hwy 180 is DEADLY. Needs a light
Road improvements	Updated infrastructure for alternatives to cars, and more enforcement of traffic laws for all users.
Road improvements	Visual indicators (cones or signs) when traffic is down to one lane downtown due to snow and limited street parking.
Road improvements	Put a light in for 180 to Cedar is #1. I have called regarding this and apparently this intersection is not local, but it makes it very scary to cross to go up that hill and cross 180. If I ride my bike to work or home, I worry I will get hit and taken out on my bike.
Road improvements	Put in pull-outs for buses, clear sidewalks in winter, put in more bike lanes, enforce bad driving behavior, put in more roundabouts, encourage safe driving, fix potholes, address traffic light timing,
Road improvements	Redesign the intersections to help traffic flow with more consistency, be consistent with crosswalk types to avoid confusion, and be consistent with road markings and signs for the same reason. Then do appropriate enforcement.
Road improvements	Public agencies could increase safety for bicyclists and pedestrians by clearing the snow from the sidewalks and bike lanes along with making sure that most roads have a bike lane and or a sidewalk.
Road improvements	Refresh paint for lane lines much more often. Today, 2/18/23, most of the traffic lines in Flagstaff are completely gone.
Road improvements	Complete JW Powell. increase sight distance at corners by removing or trimming vegetation
Road improvements	Complete sidewalks, use traffic control devices (like roundabouts, speed bumps and lights) to "wakeup" drivers.
Road improvements	Complete the roadways that have been approved by voters and plan on creating the roads that are on the city's master plan
Road improvements	Consider widening streets that can be widened. Shutting down others.
Road improvements	Create a bypass downtown. Enact and enforce proximity to the curb parking. Route Snowbowl/ Grand Canyon traffic around town so it is not congesting our roads. Move railroad tracks to follow I-40 vs through downtown
Road improvements	Cross walk lights that the pedestrian can see to confirm it is operating and the car should stop.

Road improvements	Design better roads. University alignment at Milton - how hard is it to figure out that is a terrible idea and yet it takes the city 50 years to fix it. Why?
Road improvements	Develop and construct new roads, especially to/from downtown area.
Road improvements	Easy to navigate corridors for tourists. Separate local traffic routes for the communities. Very direct FUTS routes that are separated from the roads
Road improvements	Explore additional FUTS opportunities for pedestrians and bicyclists. More one way in/One Way exits along RTE 66 and Milton. Also provide extended routes to the outskirts of the City limits on NAIPTA. JWP/4th Street, Lonetree overpass, and University Drive can't come soon enough. However, I think it's time to start exploring alternative routes to Snowbowl from I-40 (A-1 Mountain).
Road improvements	Have proper signs in the proper areas suggest stop signs, yield signs, crosswalks, etc.
Road improvements	Improve and widen road systems
Road improvements	Improve intersection of Milton and University (people making left turn onto University on NB Milton often hit head-on by drivers coming SB in the center lane)
Road improvements	Increase the size of Sgt James traffic division
Road improvements	Install roundabouts at key locations in town and create more pedestrian walkways. Better snow removal for pedestrian walkways. Maybe a way to get to Fort Valley Rd. without going through downtown
Road improvements	It seems like the intersection at Route 66 and Switzer Canyon is where I see most of the crashes. The intersection doesn't seem designed to handle the traffic, but with the Dog Haus there isn't much option for a redesign, but something to keep in mind with new intersection layouts. Also, keeping consistent with design would likely cause less confusion for tourists (when every street/intersection has a different layout it can be hard to understand).
Road improvements	Lighting around crosswalks, sidewalks, mirrors so you can see blind spots
Road improvements	Move forward with voter approval on road improvements
Road improvements	Infrastructure for more and safer pedestrian and bike travel. Fewer cars = fewer deaths
Road improvements	Focus on infrastructure improvements that make the roads safer for cycling and walking
Road improvements	Focus on more mass transit (get it out to Doney Park!), bikes, and pedestrian - just adding lanes is a failed strategy.
Road improvements	Improved infrastructure (peds and bikes)
Road improvements	Improved maintenance of road shoulders, sidewalks, trails for bikes & pedestrians.
Road improvements	Make more lanes roads. Traffic is terrible in Flagstaff.
Road improvements	Make more ways to get Downtown. Milton being clogged all the time causes anxious drivers.
Road improvements	Physical changes to infrastructure
Road improvements	Better infrastructure
Road improvements	Better infrastructure and enforcement of laws

Road improvements	Better infrastructure, areas like Milton and 4th should have barriers to inhibit left turns.
Road improvements	Better infrastructure. More walkways for pedestrians and bicyclists that are separate from cars
Road improvements	Better lighting, improved roads for braking, bus street alcoholic to sanctuary cities
Road improvements	Better roads
Road improvements	Better traffic flow and more lanes
Road improvements	Build more roadways and widen the current roadways
Road improvements	Design for users other than cars and commercial trucks
Road improvements	Design roads and traffic signals so drivers are not so frustrated.
Road improvements	Design roads to have lower speeds (e.g., narrowing road lines, adding chicanes, adding bollards to protect bike lanes, etc.)
Road improvements	Design roads to slow cars down; complete streets and bike/ped safety priorities
Road improvements	Design roadways for traffic calming and multimodal use
Road improvements	Design streets to accommodate traffic flow (urban planning)
Road improvements	more roundabouts
Road improvements	More roundabouts
Road improvements	More streetlights and railroad crossings
Road improvements	More traffic calming features. More safe bike routes that go somewhere
Road improvements	Well-lit streets, within dark sky parameters. Create bike paths.
Road improvements	widen roads
Road improvements	Widen sidewalks and separate bike lanes by narrowing lanes for cars
Road improvements	Wider roads
Road improvements	Wider roads
Road improvements	Work to improve infrastructure.
Road improvements	Add and dedicate more main artery options to navigate across town.
Road improvements	Add more roundabouts and pedestrian-focused infrastructure. Ex. bike lanes but not just painted line or a shoulder blocked off by a concrete slab. An actual pedway built for just people.
Road improvements	Road diet and traffic-calming to slow down vehicles, decrease the need for driving, better walking, and biking infrastructure
Road maintenance	Snow removal from sidewalks
Road maintenance	Take back the responsibility to clear all sidewalks and maintain them free of snow, debris, etc. to ensure better accessibility for pedestrians and wheelchairs.
Road maintenance	The city does not plow bike lanes in winter, worse they plow into bike lanes. This forces bikes into traffic with cars on icy roads. There is a complete disregard for biker safety by the city in winter.
Road maintenance	Use deicer during the winter months
Road maintenance	Don't fill the bike lanes full of snow & gravel but give us our own bike lanes and plow them. I recently rode on the bike path along the train tracks, and it was treacherous with all the ice
Road maintenance	Have paved, maintained, and plowed in a timely manner bike and pedestrian paths that are removed from the road

Road maintenance	Increased funding for snow and ice removal
Road maintenance	KEEP road signals and lanes clearly visible and working rain, snow, or shine.
Road maintenance	Keep roads clear. Make the city walkable. Invest in public transport. Abolish parking minimums.
Road maintenance	Keep roads repaired, put in more roads, enlarge busy roads
Road maintenance	Keep snow and ice off the sidewalks and edges of the roads. Pedestrians and cyclists end up walking on the roads because there is nowhere else to walk. The ridiculous posts on Butler that are supposed to protect cyclists only make it impossible to clear the snow properly. At 7000 ft ice and snow are a factor for about 1/2 the year
Road maintenance	On snow days, plow sidewalks.
Road maintenance	Paint lines more regularly
Road maintenance	Priorities maintenance and design based on most vulnerable.
Road maintenance	Prioritize clearing snow from sidewalks and bike lanes as much as car lanes. I take the bus to work and have a harrowing walk across downtown when the sidewalks are a snowy, icy mess. Biking isn't even an option.
Road maintenance	Clear and maintain sidewalks and bike lanes (including removing cinders!!!)
Road maintenance	Clear lanes of travel for pedestrians and cyclists
Road maintenance	Clear sidewalks in winter, also look at particularly dangerous pedestrian areas such as Linda Vista to Safeway on east side. No pedestrian options and lots of pedestrians going to the Safeway. No sidewalk at all north of Safeway, there is no option except to walk in the street. Same with walking from Linda Vista to the (nice!) walking path to Buffalo Park on Cedar. You must either climb in the forest or walk on the busy street.
Road maintenance	Clear snow and ice more efficiently from roads and bike lanes
Road maintenance	Clear the streets of snow. Tow cars out of the areas that are illegally parked, then clear the snow.
Road maintenance	Fix gaps in the sidewalk network.
Road maintenance	Fix markings and signs on streets indicating shared use with bicycles/pedestrians. More police enforcement of red-light runners, speeders, and reckless drivers
Road maintenance	Fix the roads!!! Repaint crosswalks and eliminate blinking yellow left turn lights.
Road maintenance	Fix the timing of the traffic lights.
Road maintenance	Flagstaff's roadways are a mess. Band-aid approaches like bike lane parking stops make things worse for everyone. Look at the WHOLE picture when making decisions & take into consideration IT SNOWS here. Stuff that might work in Phoenix probably won't work in Flagstaff. Get the trains out of town more + longer trains have exacerbated Flagstaff's transportation problems and congestion.
Road maintenance	Plowing in such a way that large snow piles aren't created in turning lanes.
Road maintenance	Salt the roads
Road maintenance	Better plowing and shoveling

Road maintenance	Better removal of snow/ice in roadways, more law enforcement. More community education about safe driving in winter.
Road maintenance	Better snow clearance and sidewalk cleanup of the cinders
Road maintenance	Better and quicker snow removal
Road maintenance	Repair damaged roadways. Better enforce against traffic violations. Install tattletale devices in all government vehicles as I see cops commit violations as frequently or more than other motorists.
Speed cameras	We need speed cameras and red-light runner cameras.
Speed cameras	Attach cameras on corners
Speed cameras	Cameras at intersections that create automatic citations
Speed limit signs	More speed limit signs closer together especially in University heights drive north.
Speed reduction	Slow traffic down and make it much more expensive for violations
Speed reduction	Reduce road speeds
Speed reduction	Decreased in speed limits
Speed reduction	Lower and monitor speed limits in areas that have more pedestrians and bicycles
Speed reduction	Lower speed limits
Speed reduction	Lower speed limits
Speed reduction	Lower speed limits (e.g., along Fort Valley and Butler), incentivize travel by public transport/bike/foot vs by car (esp. use buses vs parent drop-offs to get kids to school, reduce car traffic to Snowbowl), clean bike lanes after snowfall/cinders
Speed reduction	Lower speed limits in certain areas make turning lanes more visible. Make all downtown streets one way
Speed reduction	Lower the speed limits. Limit to 2 lanes each direction. Creating intersections that place the Pedestrian/Cyclist first. Maybe no turn on red.
Speed reduction	Special enforcement
Speed reduction	Speed
Speed reduction	Speed and traffic signal enforcement, continue to invest/partner for transit
Speed reduction	Speed bumps in residential and around schools, bike lane barriers or better plowing of bike lanes and FUTS
Speed reduction	Speed bumps in residential areas, particularly around schools and parks.
Speed reduction	Spend more for a good traffic control team and system
Speed reduction	Start citing speeders and reckless drivers. Cedar by buffalo park and Chs is like a freeway as well as Milton and 66E
Speed reduction	Slow cars down
Speed reduction	SLOW SPEED LIMITS AND ENFORCE THEM.
Traffic cameras	Monitor closely and enforce red-light running - education campaigns about how to use situational awareness for all kinds of users of roadways and crosswalks - educate about traffic controls in the area
Traffic cameras	More cameras in case of accident or injury
Traffic cameras	Red light cameras
Traffic cameras	Use cameras and technology to identify and cite problem driving

Traffic changes	Change traffic flow downtown
Traffic changes	Change traffic flow to add more room for pedestrians and cyclists
Traffic changes	Change traffic lights so pedestrians are not signaled to walk at the same time as cars. Also, we desperately need safe bike lanes on Ft. Valley Rd.
Traffic changes	Close many roads to vehicles. We need to make drastic changes for safety in the areas where people can and will walk downtown and around the university. If these areas were free of motor vehicles, they would be very pleasant, and businesses would thrive
Traffic changes	Get traffic away from the center of town
Traffic changes	Figure out a way to get traffic to the west side from downtown without using Milton.
Traffic changes	It doesn't seem that the roads in Flagstaff are designed to safely move the increasing traffic loading.
Traffic changes	Smaller roads/less lanes, lower speed limits, better signage/road paint/markers, education, have bus and carpool only lanes, increase pedestrian infrastructure, better and safer pedestrian infrastructure, encourage/incentive less driving
Traffic changes	Traffic calming measures (lower speed limits, updated road design)
Traffic changes	Traffic Calming, lower vehicle speeds (with enforcement too), provide safe and convenient crossings for bikes and peds
Traffic changes	Traffic calming on major arteries, which lowers speeds but increases smooth traffic flow. It really works, as I have seen in other cities.
Traffic signal	Survey traffic volume regarding timing of stop lights, flashing stop lights and lights at crosswalks would help
Traffic signal	Reduce the time a stop light stays red.
Traffic signal	Maybe change the timing of the lights
Traffic signal	Better timed stoplights, enforce existing laws
Traffic signal	Eliminate left yield turns, invest heavily into protected bike infrastructure, eliminate parking minimums and building setback ordinances, do everything in their power to make walking/biking more convenient than driving. People will gravitate towards what is easier. Flagstaff city proper is a relatively small and flat area, it should be more than reasonable for people to not drive for sub mile trips. The only thing that's stopping them is hostile car infrastructure.
Traffic signal	As stoplights need to be repaired/ changed, and ones that flash red at the beginning of the red signal.
Traffic signal	In MY community- Coconino Estates- the single thing to improve safety would be signaled turns during busy times. For the community as a whole- parents putting their kids on busses vs the pile up's that happen around schools
Traffic signal	have walk signals when all traffic is stopped; red for all cars, green for all peds
Traffic signal	More user operated traffic lights at marked crossings
Traffic signal	Put in a traffic light at the north end of Snowflake Dr. and Highway 89.

Traffic signal	Time the lights better! So many times, I see a green light at Beaver leading to a red light at Humphreys on Route 66. Overall, the light timing in this town seems designed to make people stop as often as possible, leading to frustrated driving and speeding. Additionally, I would love to see a few more traffic circles. A great place I think, would be at East Forest Ave and N Gemini Road.
Traffic signal	time the streetlights and add bike lanes

APPENDIX E: SURVEY QUESTION #9

Q9. What is one thing you think people should do to make it safer to travel in our community?	MetroPlan Region
Topic	Open-ended Responses
Advocate	Modify streets so that lives are valued over speed
Advocate	More people can continue to advocate for bike/ped safety measures on our streets. But as a mother, I'm not too keen to ride around the streets with my baby until greater precautions are in place.
Advocate	Improve the road situation to accommodate the amount of traffic
Advocate	Improve urban paths for biking and create more
Advocate	Increase awareness of their surroundings (pedestrians, cyclists, hazards, other vehicles, etc.)
Advocate	Support efforts to build better pedestrian & cyclist infrastructure & traffic-calming features
Advocate	Advocate for more bike lanes
Advocate	Advocate for improved bike lanes; either recalibrate the pressure plates at intersections or install as suitable sensors to detect bicyclists (consult Portland, Oregon bike safety measures for reference)
Advocate	Campaign for better bike and pedestrian safety; better awareness of people and bikes while driving
Alternate modes	Make Flagstaff a pedestrian and bicyclist friendly town. Provide infrastructure and public awareness campaigns for travelers, other than traveling by car.
Alternate modes	More bicycle and pedestrian accessible paths
Alternate modes	More bike/pedestrian friendly sidewalks and bike lanes, infrastructure
Alternate modes	More biking/walking/public transit to get cars off the roads
Alternate modes	More continuous sidewalks and bike lanes. It would also be helpful to clear cinders from sidewalks and bike lanes after ice melts, if possible. Thank you!
Alternate modes	Use alternative modes of transportation (allows for a different perspective) & in lieu of that drive calmly
Alternate modes	Use alternatives to driving - there are too many people trying to drive here.
Alternate modes	Drive at least the speed limit
Alternate modes	Explore alternate modes of transportation instead of cars. Pay attention. The texting while driving law doesn't appear to be enforced at all.
Alternate modes	Spend five minutes trying to walk or bike somewhere and see what it's like
Alternate modes	Take the bus, walk, or bike. These are good ideas but difficult when it IS the easiest option to take a car in most instances.

Alternate modes	The FUTS system is great and has limited conflicts with traffic. I use the trails when I cycle around town and am a little puzzled when I see cyclists along the major roads choose to use the relatively small bike lane compared to the wide FUTS path. Also, it's not unusual to see cars going 60+ mph on 66, not sure what that is about.
Alternate modes	Be open to alternative transport and force the city to encourage and accommodate this
Alternate modes	Bike when possible
Alternate modes	Bike/walk more.
Alternate modes	Drive themselves solo less. Less overall autos on road at any one time.
Alternate modes	Walk or ride a bike as much as possible (not realistic, but a goal)
Alternate modes	Walk, bike, and take transit
Alternate modes	Walk, bike, carpool
Avoid area	Stay in Phoenix (sarcasm). Between the students lack awareness and the out of town distracted, rushed traveler.
Be aware	Less distracted driving
Be aware	Prioritize pedestrian/cyclist safety. Wait for safe times to pass and give extra room.
Be aware	Quit being idiots.
Be aware	Stay alert
Be aware	Stay alert; don't drive when tired; and be overly cautious.
Be aware	Watch out for bicycles. Put down cell phones
Be aware	Watch out for the other guy!!!
Be aware	Look 3 ways before turning
Be aware	Look around them safely
Be aware	Be attentive
Be aware	Be attentive
Be aware	Be attentive and follow traffic laws
Be aware	be attentive, aware of drivers, bicyclists, and pedestrians
Be aware	Be aware and courteous of each other. Not everyone can drive. The car is NOT our only option.
Be aware	Be aware of cyclists!
Be aware	Be aware of others, bicyclist, pedestrians, motorist.
Be aware	Be aware of pedestrians and cyclists. Slow down and avoid being hurried.
Be aware	Be aware of pedestrians and cyclists. Slow down.
Be aware	Be aware of the common mistakes people make driving, cycling, and walking to be on the lookout for it and be prepared to avert the danger.
Be aware	Be aware of your surroundings
Be aware	Be more aware
Be aware	Be more aware
Be aware	Be more aware of surroundings
Be aware	Not be distracted
Be aware	Not be distracted

Be aware	Pay attention
Be aware	pay attention
Be aware	Pay attention
Be aware	Pay attention
Be aware	Pay attention
Be aware	Pay Attention
Be aware	Pay attention
Be aware	Pay attention
Be aware	Pay attention
Be aware	Pay attention
Be aware	Pay attention
Be aware	Pay attention
Be aware	Pay attention
Be aware	Pay attention
Be aware	Pay attention
Be aware	Pay attention
Be aware	Pay attention (to the speed, to surroundings, etc.)
Be aware	Pay attention and be far more courteous and patient.
Be aware	Pay attention and be more patient.
Be aware	Pay attention and drive the speed limit
Be aware	Pay attention and follow the existing rules of the road
Be aware	Pay attention and know your route before taking off
Be aware	Pay attention and obey the laws, penalize those that break them. Make them go to driver education
Be aware	Pay attention and participate in being safe.
Be aware	Pay attention and respect pedestrians and bicyclists. Bicyclists should also follow rules, some do not.
Be aware	Pay attention and slow down
Be aware	Pay attention and stay calm
Be aware	Pay attention and turn off turn signals after a turn has been made.
Be aware	Pay attention and understand traffic rules and laws
Be aware	Pay attention and use signals, not communicating what you are doing can lead to accidents on top of anger/frustration on the part of other drivers
Be aware	Pay attention be courteous but nor to impede traffic movement
Be aware	Pay attention to driving
Be aware	Pay attention to each other
Be aware	Pay attention to just driving
Be aware	Pay attention to non-motorists
Be aware	Pay attention to other road users.
Be aware	Pay attention to others. Vehicles need to stay out of bike lanes.

Be aware	Pay attention to speed, stop/traffic signs, pedestrians, bicyclists, overall surroundings.
Be aware	Pay attention to the road and others using the road
Be aware	Pay attention to the road and the people on it
Be aware	Pay attention to the road.
Be aware	Pay attention to their driving rather than their drink, food, phone or applying makeup.
Be aware	Pay attention to their driving.
Be aware	Pay attention to their surroundings, e.g., "situational awareness". This applies to all parties involved, not just drivers.
Be aware	Pay attention to what's around you
Be aware	Pay attention while driving, stop speeding
Be aware	Pay attention while driving, watch for bikes and pedestrians.
Be aware	Pay attention!
Be aware	Pay attention, be weather wise, and follow driving regulations.
Be aware	Pay attention.
Be aware	Pay attention; don't tailgate; allow enough time to travel through Flagstaff. Bicyclists use lights at night.
Be aware	Pay better attention. Take others into consideration.
Be aware	Pay more attention
Be aware	Pay more attention to the road. Just follow the laws
Be aware	Pay more attention when driving and don't get angry
Be aware	Paying attention to your surroundings regardless of your mode of transportation
Be aware	Actively look for other motorists, pedestrians, cyclists, and motorcycles wherever you are.
Be aware	Avoid distractions while driving
Be aware	Be especially careful, slow in big store parking lots (no sudden darting)
Be aware	Be extra careful around bikes and pedestrians.
Be aware	Be more attentive towards pedestrians and bikers/others.
Be aware	Be more considerate of others
Be aware	Become more aware
Be aware	Better awareness when driving
Be aware	Bicyclists should decide whether they are a vehicle or a pedestrian. I see too many bikers jumping back and forth between the sidewalk and the street as it pleases them, to feel like they can blow through stop signs or red lights, and it's often dangerous and alarming to be around them when they are doing that. It's unpredictable.
Be aware	Bring awareness to cyclists, repaint crosswalks and bike lanes frequently
Be aware	Decrease distractions
Be aware	Drive attentively. Watch out for pedestrians and cyclists.
Be aware	Drive, and only focus on driving
Be aware	Drivers must be on the lookout and notice bicyclists and pedestrians and give them the right of way.

Be aware	Drivers need to pay attention to cyclists and pedestrians; protect them.
Be aware	focus on driving
Be aware	Focus on driving rather than phone use
Be aware	Focus on the road when they are driving.
Be aware	Never travel distracted or impaired.
Be aware	Not drive distracted
Be aware	Not run/cycle along roadways during bad weather/snow. It is difficult enough for motorists to navigate low visibility and cinders/ice that make things slick without having to also navigate those using the roadways for exercise when paths or sidewalks are covered. This does not include those using bicycles for transportation.
Be aware	People could be more aware of bicyclists and pedestrians while they are driving so that bicyclists and pedestrians feel safer.
Be aware	People should be aware that not all road users are driving motor vehicles.
Be courteous	Move over for peds and bikes
Be courteous	Move the bikes off the roads
Be courteous	Not think of themselves as the most important person and realize that laws do apply to them too. RESPECT.
Be courteous	Relax, don't buy cars with extreme acceleration, designate an abandoned area/pseudo track where people can take their vehicles and get their aggression out before they get to town
Be courteous	Remember that there are cars behind you. The decisions you make to help yourself may impact 10-20 other people
Be courteous	Respect cyclists and pedestrians and share the road, and don't own a massive truck if you have no real need for one.
Be courteous	Share the road with bikes (as drivers), but also for pedestrians to cross the road wisely on NAU campus and downtown especially (use the crosswalks, look up from your phone, wait for cars that are already in the crosswalk to pass before crossing).
Be courteous	Respect everyone else on the road.
Be courteous	Respect!!!
Be courteous	Teach courtesy
Be courteous	Courteous driving. Most folks are courteous towards alternative travelers, but the bottom 5% tend to add the 95% of risk.
Be courteous	Drive like pedestrians & cyclists were members of their own families.
Be courteous	Drive more carefully
Be courteous	Be better
Be courteous	Be considerate of others
Be courteous	Be courteous
Be courteous	Be courteous and contentious drivers. Bikes belong on roadways. Stop for pedestrians. Be less in a hurry
Be courteous	Be courteous to others on the road including drivers, pedestrians, and bicyclists
Be courteous	Be courteous to pedestrians.

Be courteous	Be kind and respectful of others
Be courteous	Be kind to one another. Slow down. Look around.
Be courteous	Be kind. Be patient when they're driving. I'm not sure how to help people understand that. Leave extra time to get to your destination so you don't feel hurried or frustrated when you're driving. Pedestrians could help by not dawdling in crosswalks - maybe even consider speeding up a bit if there are vehicles waiting, if only to make it clear they're aware of it.
Be courteous	Be kind. Expect multiple methods of transportation. Pay attention. Don't hit cyclists.
Be courteous	Be more courteous
Be courteous	Be more courteous and obey traffic laws.
Be courteous	Be more courteous and think of others
Be courteous	Calm down and expect to take a little more time driving through town!
Be courteous	Yield to peds/bikes
Be courteous	Yield A453:B484to faster drivers, use a turn signal, learn basic traffic rules, don't randomly drag your brakes.
Be courteous	Be considerate to others. We know it takes only 20 minutes to get across Flagstaff. That's not bad compared to the commute in PHX, Tucson, and Prescott. Plan early, plan. We're trying to get somewhere but some people get so urgent in congestion that it makes matters dangerous.
Bike	Dedicated wide bike paths
Bike	Ride bikes in safe bike pathways
Bike	Ride bikes. I think if more people rode their bikes even for part of the year, they would be more aware and attentive to cyclists. We MUST make bike riding the easier option.
Bike	Ride their bike
Bike	Talk to bicycle organizations about pedestrian safety.
Bike	More dedicated bike/pedestrian pathways - not just curbs on the side of the road. Real paths separated from the roadway by a significant barrier and trees, etc.
Bike	I appreciate the green coloring on the bike path on San Francisco just north of Butler; that felt like a safety improvement
Bike	Invest in sidewalks and separated (paved) bike facilities.
Defensive driving	I think people need to take driving more seriously! It is the most dangerous thing we do every day and most everyone takes it for granted. Yet anyone can get a driver's license. We need to educate potential drivers properly and make obtaining a driver's license a serious proposition.
Defensive driving	not feel entitled to drive everywhere in free flow conditions
Defensive driving	Drive defensively
Defensive driving	Drive like it's the most dangerous thing they are doing that day
Defensive driving	Drive with intention
Defensive driving	Drive defensively and with complete attention to the task
Defensive driving	Adjust driving habits based on road conditions, especially during winter and monsoons

Defensive driving	Allow for more space between cars, pedestrians, cyclists
Defensive driving	Be more patient
Defensive driving	Be taught that legal right of way is secondary if someone else does something unexpected!
Defensive driving	Breathe. People get so angry and rushed when they are driving
Don't DUI	Get a DD, wear your seatbelt, don't speed, and obey traffic lights.
Educate	Learn traffic laws regarding ped walks, traffic circles, 4-way stops (honestly, AZ drivers don't even know how to navigate 4-way stops!); bicycle laws.
Educate	Maybe more safe driving awareness, especially around the university regarding impaired driving.
Educate	Teach children to stop at stop signs. Small children on bicycles often do not stop.
Educate	Educate
Example citizens	Turn off fog lights and brights when on city streets.
Example citizens	If you live here respect the rules of the road.
Example citizens	Increase distance between cars
Example citizens	indicate your intention before doing so, turning, crossing
Example citizens	Know and follow the rules of the road.
Example citizens	Know the laws and follow them.
Example citizens	Learn and follow all traffic commands like stoplights, crosswalk lights, signs, and lane markings
Example citizens	Learn how to drive in slippery conditions
Example citizens	Learn the rules of the road
Example citizens	Make driving their priority when behind the wheel.
Example citizens	No not park on the street November - April i.e., don't break the law.
Example citizens	Obey all traffic laws to make health and safety a priority over "getting there first" and "me only" attitudes; once a driver kills another person, then it's too late to feel bad and say "Gee, I'm sorry, I never saw you..." Drivers who seriously injure or kill pedestrians and cyclists and are found at fault need to be prosecuted and serve time behind bars. The "Vision Zero" model for traffic safety developed in the EU should be fully adopted here in Flagstaff, AZ.
Example citizens	Use their turn signals. Slow down at yellow lights. Yield for pedestrians AND bicyclists at a crosswalk. Not be on their phone at a red light.
Example citizens	Use turn signals
Example citizens	Use turn signals, Don't speed, Don't tailgate. If someone is going the speed limit riding on top of them does not make them go faster. Again, the lack of agencies that can enforce these things leads to them feeling like they can do whatever they want. I literally have never seen someone pull over on East route 66 or where it turns into 89. From downtown to 89 it is a free for all for speeding.
Example citizens	Abide by the traffic laws that protect bikers and walkers.
Example citizens	Come to complete stops, stop far enough back at pull outs/road crossings to not overlap with where pedestrians and cyclists cross
Example citizens	Follow the traffic laws like you should be.
Example citizens	Follow basic traffic laws

Example citizens	Follow bike/driving rules
Example citizens	Follow driving rules and regulations
Example citizens	Follow established rules
Example citizens	Follow existing laws
Example citizens	Develop a respect for non-vehicular transportation - just as they have respect for vehicular transport
Example citizens	Set good example (cross at walks)
Example citizens	Stop acting as if they're the only person who needs to get to their destination.
Example citizens	Obey the rules of the road
Example citizens	Obey the speed limit.
Example citizens	Obey the speed limits, don't text while driving
Example citizens	Obey traffic laws, and don't drive in a hurry or when angry.
Example citizens	Obey traffic rules
Example citizens	Obey traffic signals
Example citizens	Observe speed limits, pay attention
Example citizens	One thing people should do to make it safer to travel in this community is use their turn signal!
Example citizens	Obey traffic laws
Example citizens	Follow laws
Example citizens	Follow rules of the road, traffic signs, stopping at stop signs, stop lights.
Example citizens	Follow the law.
Example citizens	Follow the laws
Example citizens	Follow the rules and laws!
Example citizens	Follow the rules when driving, especially the cyclists.
Example citizens	Follow the traffic laws
Example citizens	Follow the traffic laws
Example citizens	Follow traffic laws
Example citizens	Follow traffic laws, be courteous.
Example citizens	Follow traffic rules. There is some aggressive, dangerous driving going on in Flagstaff
Example citizens	Follow traffic signs and laws.
Leave	Leave
Less cellphone	Not use phones while driving
Less cellphone	not use their cell phone when driving
Less cellphone	Not use their cell phones while driving, give those not in vehicle extra space when overtaking.
Less cellphone	Not use your phone while driving
Less cellphone	Pedestrians and motorists need to put away their phones
Less cellphone	People need to put down their phones, and drive.
Less cellphone	Personally, I have decided to not use my cell phone when driving.
Less cellphone	Put their phones away
Less cellphone	Turn off phone

Less cellphone	Turn off their cell phones
Less cellphone	Turn your phone off when driving.
Less cellphone	Less texting while driving, slow down
Less cellphone	Be off their phone
Less cellphone	Disable cell phones while driving
Less cellphone	Drive conscientiously and put the phone away
Less cellphone	Drive without their phones
Less cellphone	Less phone use while driving
Less cellphone	Make phone illegal with driving and ticket for this when in a moving vehicle unless using hands free option. Also, making drivers more aware of bicyclists. We are very unsafe in Flagstaff on our bikes and thus people commute less.
Less cellphone	No cell phone use in car
Less cellphone	No phones while driving
Less cellphone	No phones while driving!! Walk or bike instead
Less cellphone	No texting
Less cellphone	Not be allowed to use phones while driving.
Less cellphone	Not text while driving
Less cellphone	Stay off phones while operating motor vehicles, limit distractions.
Less cellphone	PUT DOWN THEIR PHONES WHILE THEY ARE DRIVING and remember that pedestrians and cyclists do have the right of way in certain situations, that people who are not in cars are more vulnerable, and that it is a driver's responsibility to ALWAYS be alert and on the lookout. Every driver is a potential murderer, is honestly how I feel about it.
Less cellphone	Stop texting, slow down
Less cellphone	Not be on phones
Less cellphone	Stop texting while driving and stop turning right on red w/o stopping.
Less cellphone	Stay off their phones
Less cellphone	Stay off their phones
Less cellphone	Stay off their phones, don't drive intoxicated, always pay attention.
Less cellphone	Get off cell phone while driving.
Less cellphone	Get off cell phones
Less cellphone	Get off cell phones when on or near roadways
Less cellphone	Get off phone
Less cellphone	Get off phone and put marijuana vapes and cigs down
Less cellphone	Get off the phone. Public agencies should prioritize ticketing distracted drivers.
Less cellphone	Get off your cell phone
Less cellphone	Go to traffic school, plan for traffic, allow merging, drive defensively, stay home
Less cellphone	Hang up
Less cellphone	Hang up and drive
Less cellphone	Hang up and drive
Less cellphone	Hang up and drive
Less cellphone	Hang up the phone!

Less cellphone	Put away their phones
Less cellphone	Put cell phone down
Less cellphone	Put down cell phones
Less cellphone	Put down cell phones.
Less cellphone	Put down cellphones
Less cellphone	Put down phones
Less cellphone	Put down phones and pay attention
Less cellphone	Put down phones, don't drive if you don't have to in winter conditions
Less cellphone	Put down telephone while driving / pull over and park before using phone
Less cellphone	Put down the phone
Less cellphone	Put down the phone
Less cellphone	Put down the phone
Less cellphone	Put down their phone
Less cellphone	Put down their phones
Less cellphone	Put down their phones
Less cellphone	Put down their phones.
Less cellphone	Put others first instead of themselves not sure how to make that happen.
Less cellphone	Put phones completely away while driving
Less cellphone	Put phones down
Less cellphone	Put the cell phone down
Less cellphone	Put the cell phone down.
Less cellphone	Put the phone down. Learn the ropes of driving in extreme weather conditions, show some compassion for your common man.
Less cellphone	Put the phone down
Less cellphone	Put the phone down for drivers and follow pedestrian crosswalks for pedestrians
Less cellphone	Put the phone out of reach while driving. Stay off it while walking especially in crosswalks.
Less cellphone	Put their cell phone down.
Less cellphone	Put their cell phones away
Maintain area	Clear obstructions from corners, so oncoming traffic is visible
Maintain area	Clear sidewalks of snow for area they are responsible for
Maintain area	Remove the snow and gravel from their sidewalk so pedestrians don't have to walk in the street.
N/A	Nothing, we are fine. Leave it and stop causing issues.
N/A	People cannot do much because the roads are overcrowded
Obey signal	No rights on red. Stop before crossing sidewalks.
Obey signal	Do not run red lights.
Obey signal	Stop at red lights
Obey signal	Stop at yellow lights
Obey signal	Stop before lights turn red
Obey signal	Stop distracted driving
Obey signal	Stop doing things like looking at cell phones (distracted driving) and slow down

Obey signal	Stop excepting college students. There's so much traffic. For such a small town.
Obey signal	Stop for pedestrians at crosswalks and corners.
Obey signal	Stop for red lights.
Obey signal	Stop racing to beat yellow lights.
Obey signal	Stop running red lights and pedestrians not being on phones when in crosswalks
Obey signal	Stop running yellow and red lights. I see this multiple times a day.
Obey signal	Stop rushing and pay attention.
Obey signal	Stop supporting the false idea that faster roadways will get people to their destinations significantly faster
Obey signal	Use traffic lights more than they currently do. Be more patient.
Patience	Take your time and be courteous
Patience	Take your time, don't take unnecessary chances
Patience	Patience. a few seconds of delay don't really matter.
Pedestrian safety	Use designated crosswalks
Pedestrian safety	Make crosswalks more visible to motorists.
Pedestrian safety	Cross at crosswalks
Pedestrian safety	Crosswalk on fort valley
Plan travel	Not drive as much
Plan travel	Reevaluation of transit plans
Plan travel	People are frustrated by traffic because the roadways were designed for a much smaller population & fewer shorter train interruption. People can just figure that they need 60 minutes to get anywhere in and around Flagstaff. If they expected and scheduled that amount of time, they would be happier when it only took 45 minutes to get from east to west.
Plan travel	Accepting traffic as the norm, leave early for destination.
Plan travel	Adjust travel time expectations so we aren't driving hurriedly.
Plan travel	Avoid Fort Valley Rd. An alternative route to Snowbowl, the Peaks, and the Grand Canyon is 20 years overdue.
Plan travel	Plan for traffic, delays
Plan travel	plan for longer drive times than in the past due to lights, trains, and more traffic
Plan travel	Plan routes ahead of time
Plan travel	Allow for extra time to get to their destination. It is interesting to witness drivers dropping off kids in school areas who drop off their children then race to get to their next destination.
Public transit	Use more public transit, reduce car infrastructure, increase biking and walking infrastructure that is independent of roads.
Public transit	Utilize bus services and alternate transportation such as biking to reduce the number of vehicles on the roads
Public transit	Ride the school bus rather than car lines
Public transit	Take bus more
Public transit	Take public transportation
Public transit	Take the bus as often as possible.
Reduce drive	Drive less

Reduce drive	Drive less
Reduce drive	Drive less
Reduce drive	Drive less
Reduce drive	Drive less
Reduce drive	Drive less
Reduce drive	Drive less
Reduce drive	Drive less
Reduce drive	Drive less
Reduce drive	Drive less and pay attention to the road when driving
Reduce drive	Drive less, take the bus more. Employers should support employees bussing
Reduce drive	Drive less, vote democratic,
Reduce drive	Drive less. eliminate distractions. be cognizant that a vehicle is a lethal machine.
Reduce drive	Drive less. Stop right turns on red lights in highly non-motorized trafficked areas
Reduce drive	Drive less. Too much driving makes desensitizes people and makes them more reckless
Reduce drive	Only drive when needed
Reduce drive	only travel by foot and bicycle
Regulations	Honestly, I'd say some type of fee for out of towners because they don't care. My daughter got t-boned by a lady from mesa and the police officer showed more concern for her, than my daughter and falsified the report.
Report	Report dangerous situations and have law response in support.
Report	Community policing, traffic enforcement, and paying the police more so that they can live here for the long haul. Right now, we just train young cops for a few years then they leave. Incentivize them staying, don't disincentivize them leaving.
Request less bikes	Remove the bike lane safety barriers along Butler. They are very confusing and result in quick breaking and lane changes from drivers.
Request maintenance	Repaint road striping
Request police	More cops
Request police	Police presence ensuring things are going smoothly- everyone including bikers follow traffic laws
Request police	Stop adding to the congestion for one - we have too much expansion too fast, and no way to fix the road systems. Additionally, we need robust enforcement of pedestrian and cyclist laws - they too often disregard traffic and crosswalk signals.
Request signs	Need better signage for tourists,
Drive speed limit	Learn to be patient
Drive speed limit	Maintain speed limit
Drive speed limit	Most of the problems are bad design, not people. But would be nice if drivers choose to slow down.
Drive speed limit	Not speed, cops to be more visible on the road, see more cops out
Drive speed limit	Slow down

Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down
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Drive speed limit	Slow down
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Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down - slower at intersections too
Drive speed limit	Slow down (you move to fast...)
Drive speed limit	Slow down and be kind
Drive speed limit	Slow down and be kind to others as if they were their child.
Drive speed limit	Slow down and be nicer
Drive speed limit	Slow down and don't run red lights
Drive speed limit	Slow down and don't tailgate.
Drive speed limit	Slow down and drive less
Drive speed limit	Slow down and follow traffic laws
Drive speed limit	Slow down and note the speed limits
Drive speed limit	Slow down and obey traffic laws and pay attention
Drive speed limit	Slow down and pay attention
Drive speed limit	Slow down and pay attention!
Drive speed limit	Slow down and pay attention.
Drive speed limit	Slow down and pay attention. Pedestrians and bikers need to pay attention, too.
Drive speed limit	Slow down and quit texting while driving
Drive speed limit	Slow down and realize that bike and pedestrian crossings are inadequate
Drive speed limit	Slow down, in their cars
Drive speed limit	Slow down no cell phone use
Drive speed limit	Slow down their driving
Drive speed limit	Slow down when driving mixed mode traffic.

Drive speed limit	Slow down when in cars and be aware of your larger environment, including the presence of bikes and pedestrians.
Drive speed limit	Slow down!
Drive speed limit	Slow down, be courteous
Drive speed limit	Slow down, be courteous and attentive
Drive speed limit	Slow down, be more attentive, and give pedestrians and cyclists the right of way.
Drive speed limit	Slow down, don't use phone while driving, take the bus when you can (especially if drinking/bad weather), wear bright clothes and night light if you walking/biking
Drive speed limit	Slow down, especially in areas with a lot of pedestrians.
Drive speed limit	Slow down, obey traffic laws, respect other drivers, do not drive in the left lanes except to pass on the freeways, prohibit ATV traffic in residential areas, strictly enforce no snow play along major roads and freeways. Unfortunately, there is no one thing.
Drive speed limit	Slow down, pay attention
Drive speed limit	Slow down, pay attention
Drive speed limit	Slow down, put down their phones, and pay attention
Drive speed limit	SLOW DOWN, SHARE THE ROAD
Drive speed limit	Slow down, stay off phones while driving. Consider that cars are the most efficient form of single use transport in history so any amount of time you spend is faster than most travel, be considerate of folks who don't want to go that fast.
Drive speed limit	Slow down, think and act more courteously
Drive speed limit	Slow down, travel smart, be considerate, and cooperation
Drive speed limit	Slow down, yield to other modes bike and ped
Drive speed limit	Slow down.
Drive speed limit	Slow down.
Drive speed limit	Slow down. Give yourself extra time to account for traffic and or weather when commuting or plan alternative routes
Drive speed limit	Slow down. leave areas near intersections clear so crosswalks can be seen!
Drive speed limit	Slow down. Pay attention. Put the phone down.
Drive speed limit	Slow down. Put cell phone away Better enforcement
Drive speed limit	Slow down. Remember that pedestrians and bicyclist are not protected like cars.
Drive speed limit	Slow down/keep safe distance!
Drive speed limit	Slow down I don't think the issue is the people, I think the issue is the road design.
Drive speed limit	Drive at or below the speed limit based on condition of the roadway and the amount of traffic
Drive speed limit	Anticipate what others might do and be prepared to stop. SLOW DOWN!
Drive speed limit	Calm down and slow done
Drive speed limit	Chill out
Drive speed limit	Chill. Life's too short to drive like a nut
Drive speed limit	Drive more slowly

Drive speed limit	Drive more slowly, be aware that your giant truck/vehicle is going to win in a collision between you and a pedestrian or a bicyclist, your giant vehicle will win. Not sure what to do about this. This is a choice, and many people feel they need their big vehicles.
Drive speed limit	Drive within the speed limit
Drive speed limit	Drive within the speed limit
Drive speed limit	Drivers slow down, bikes on proper side of road, pedestrians use crosswalks
Drive speed limit	For cars, slow down, for pedestrians look at traffic and not cellphone when crossing streets.
Drive speed limit	For drivers: slow down! And don't run red lights.
Drive speed limit	No speeding and pay attention
Drive speed limit	Relax
Drive speed limit	Relax and slow down
Drive speed limit	Drive slower
Drive speed limit	Drive slower
Drive speed limit	Drive slower and be more careful at intersections.
Drive speed limit	Drive slower and watch for pedestrians and bike at every turn.
Drive speed limit	Drive slower in winter driving conditions
Drive speed limit	Drive slower!!!!!!! People would walk more if sidewalks clearing after snow was enforced. Sidewalks are absent in many places in Flagstaff. There are few protected crossings of major arteries, like Milton. Sidewalks without boulevard strips separating the walk from the traffic lane will never be attractive nor safe for pedestrians.
Drive speed limit	Drive the posted limit, folks in this town like to go 10 under, especially on Woodlands Blvd. I have seen super slow drivers severely frustrated drivers who are really trying to get somewhere. This is common all over town except for Cedar Hill, where everyone seems to want to go 10-15 mph OVER the posted speed.
Drive speed limit	Drive the speed limit
Drive speed limit	Drive the speed limit
Drive speed limit	Drive the speed limit, stop tailgating and put away their cell phones while driving.
Drive speed limit	Drive the speed limit.
Drive speed limit	Drive the speed limit.

APPENDIX F: SURVEY QUESTION #10

Q10. What is one thing you could do to make it safer to travel in our community?	MetroPlan Region
Topic	Open-ended Responses
Advocate	Promote the idea of separated walk signals (as stated above)
Advocate	Fill out these surveys
Advocate	FUTS and sidewalk gaps w/in City limits are filled-in and interconnected.
Advocate	Get involved educating people on bike use and safety
Advocate	Get involved with traffic planning
Advocate	Get more involved
Advocate	I could be more involved in the efforts to change these behaviors.
Advocate	Encourage city police to stand at a street corner and watch how many people run red lights
Advocate	Help advocate for bus and bike use.
Advocate	Help identify areas that need better pedestrian accessibility
Advocate	Help raise awareness
Advocate	Advocate
Advocate	Advocate for bicycling infrastructure
Advocate	Advocate for changes to traffic law to ensure the safety of pedestrians and cyclists, as well as the necessary physical infrastructure to protect them.
Advocate	Advocate for maintenance of pathways, bikeways, and safety awareness
Advocate	Advocate for more bike lanes
Advocate	Advocate to the council for safer roads
Advocate	Answer this survey
Advocate	As a biker, please kill the bike curbs AND only IF they would generate income, I would not mind red light cameras, IF monetarily practical and not a boondoggle for the camera company
Advocate	Attend bicycle and pedestrian safety meetings
Advocate	Lobby City officials to crack down on bad driving.
Advocate	Already do-walk/bike but it is such a safety concern when bulk of drivers never walk/bike, so they disregard those who do
Advocate	Eliminate blinking left yellow turn lights.
Advocate	Eliminate the bike lane barriers on Butler, and lower the speed limit
Advocate	Communicate concerns
Advocate	Continue advocating for more efficient public transportation and bike paths
Advocate	Convince our archaic city planners that what they are doing is not working and that it's not all about cars.
Advocate	Improve the road situation to accommodate the amount of traffic

Advocate	Petition city council to remove the bike barriers on butler
Advocate	Petition Council for more enforcement
Advocate	Provide feedback to officials
Advocate	Pay taxes for infrastructure improvements.
Advocate	Redesign the streets and pedestrian ways with the Vision Zero strategies, where infrastructure is intended to reduce auto speeds and isolate cars from pedestrians to the greatest degree possible. I feel that I live in a society here in Flagstaff where human health and safety when I leave my downtown home walking or riding my bike is a lower priority than that of others choosing to drive automobiles and believe that is completely opposite of what it should be-Safety of pedestrians should be 1st.
Advocate	Speak out in the bike community, vote
Advocate	Support efforts to build better pedestrian & cyclist infrastructure & traffic-calming features
Advocate	Take away NAU student driver licenses.
Advocate	Try and get someone to acknowledge that the college students are the main influence of bad driving here.
Advocate	I share my near misses on my bike with friends to bring awareness
Advocate	Keep advocating for better bike facilities
Advocate	Lead the move to ask city for a crosswalk - every day we see kids, disabled folks, moms with strollers trying to cross
Advocate	Motivate more people to ride their bikes. Group rides are usually fun.
Advocate	Participate in interest groups and community on topics of ped and bike safety
Advocate	Work with community leaders to encourage safer streets
Alternate mode	Walk, bike more. The less vehicles on the road the better for all in terms of health, etc.
Alternate mode	Walk, bike, and take transit more.
Alternate mode	Walk/bike more rather than relying on my car as much.
Alternate mode	Take public transportation. Or walk.
Alternate mode	I would like to cycle, walk, and take public transit much more, and I believe that an increase in all those things reduces the number of cars on the road, thereby automatically making the roads safer. However, without good bike lanes, frequent public transit, or priority given to clearing snow and ice from sidewalks, oftentimes driving a car seems like the only reasonable choice not to mention the safest.
Alternate mode	More bike lanes, larger bike lanes. don't have pedestrians walk when driver gets green light, and you are turning right (downtown)
Alternate mode	More continuous sidewalks and bike lanes. It would also be helpful to clear cinders from sidewalks and bike lanes after ice melts, if possible. Thank you!
Alternate mode	Only travel by foot and bicycle
Be aware	Use more caution
Be aware	Watch out for peds and bikes when I'm driving.
Be aware	When I drive, I try to stay attentive especially to bikes (checking mirrors on turns, etc.).

Be aware	It won't be without infrastructure upgrades, so I guess just be a courteous driver and understand that visitors have no idea what they're doing.
Be aware	Don't drive distracted.
Be aware	Look to my right blind spot before turning right
Be aware	Be as attentive and courteous as possible
Be aware	Be vigilant - watch out for others
Be aware	I could make sure that I stay aware of cars and other people whenever I am walking or riding my bike.
Be aware	Continue to be attentive.
Be aware	Be extra vigilant at cross walks and 4-way stops
Be aware	Drive attentively. Watch out for pedestrians and cyclists.
Be aware	Drive more attentively
Be aware	Less distracted driving
Be aware	Drive more defensively
Be aware	Adhere to signs and people
Be aware	Always be aware and be a defensive driver
Be aware	Always look out for bikers speeding the wrong way on sidewalks and plowing into intersections without looking for cars
Be aware	Be a careful driver.
Be aware	Be aware of cyclists and pedestrians
Be aware	be aware of others
Be aware	Be less distracted
Be aware	I drive cautiously and with courtesy.
Be aware	Pay attention
Be aware	Pay attention
Be aware	pay attention
Be aware	Pay Attention
Be aware	pay attention
Be aware	Pay attention
Be aware	Pay attention
Be aware	Pay attention
Be aware	Pay attention
Be aware	Pay attention always
Be aware	Pay attention and be more patient.
Be aware	Pay attention and use signals
Be aware	Pay attention more
Be aware	Pay attention more diligently
Be aware	Pay attention the whole time while driving and riding bikes.
Be aware	Pay attention to cyclists and pedestrians; protect them.
Be aware	Pay attention to surroundings

Be aware	Pay attention to what you are doing
Be aware	watch my own driving
Be aware	Always pay attention
Be aware	Avoid distractions
Be aware	Avoid distractions while driving
Be aware	Avoid distractions while driving.
Be aware	Be a more cautious courteous driver
Be aware	Be attentive
Be aware	Be attentive
Be aware	Be more attentive
Be aware	Be more attentive.
Be aware	Be more aware
Be aware	Be more aware of my surroundings and the other people and modes using the roadway.
Be aware	Be more aware.
Be aware	Drive undistracted
Be aware	Not look at my dashboard screen while driving
Be aware	Be alert, follow the rules/laws
Be aware	Ensure full attention and engage defensive driving techniques
Be aware	Have eyes in the back of my head
Be aware	Not drive distracted
Be aware	I plan to always be aware of the surroundings as a driver and cyclist. I may see them, but that doesn't mean they see me.
Be aware	Remove distractions, adhere to traffic signals & pay attention to road conditions.
Be aware	Stay alert
Be aware	Stay alert and maintain a safe distance from the car in front of me.
Be aware	Stay focused
Be aware	Stay focused on surroundings.
Be aware	Stop distracted driving and take the bus
Be aware	Take my own advice and pay attention more
Be aware	More attentive
Be aware	Make sure to always make eye contact w a driver before crossing the street
Be aware	Keep walking defensively, which is why I'm not in a wheelchair or in the morgue.
Be aware	Pay attention while driving, stop speeding
Be courteous	Make sure I am courteous, following all the rules, not in a hurry. Stay intentional.
Be courteous	More courtesy
Be courteous	Not get angry with unsafe drivers
Be courteous	Not get frustrated with tourists doing dumb things I
Be courteous	Be a courteous driver
Be courteous	Be courteous
Be courteous	Be courteous when driving a car or riding a bike
Be courteous	Be courteous

Be courteous	Be more mindful when driving
Be courteous	I don't challenge other drivers and let them cut in or go around me.
Be patient	Be patient
Be patient	Be patient during traffic
Be patient	Be patient with those unfamiliar with Flagstaff streets and roads
Be patient	Be patient with traffic and leave early so I'm not in a rush.
Be patient	Be less impatient
Be patient	Be more patient
Be patient	Be more patient
Be patient	Be more patient with out of towners
Bike safety	Use bicycle lights
Bike more	Stay on designated bike lanes and be aware of cell phone drivers.
Bike more	Support pro bicycle legislation
Bike more	I mainly ride my bike. Because I spend most of my commuting time biking, I've learned which routes are safer than others. I've also spent so much time on my bike worried about whether drivers see me, when I do drive, I am very safe, do not use my phone, and pay attention on all sides.
Bike more	I ride a bike and walk so I present little risk to anyone else.
Bike more	I ride my bike most of the time, so I am doing my part
Bike more	I'd prefer to bike more if it were safer
Bike more	Me? give some kind of tax or refund to those who bike right?
Bike more	More safe ways to travel via bike.
Bike more	Always be predictable on a bike.
Bike more	Always wear a helmet when riding a bike.
Bike more	Ride a bicycle rather than drive as often as possible
Bike more	Ride even more so more drivers expect to see cyclists
Bike more	Ride mt bike more
Bike more	Ride my bike and take the bus rather than use my car
Bike more	Ride my bike more
Bike more	Ride my bike more, I only drive about three times a week
Bike more	Ride my bike more.
Bike more	Ride my bike on urban paths and less on roads
Bike more	Ride the bus to stay off streets
Bike more	Role model biking to work, biking to and from errands in town. Role model courteous interactions w/ bikes/peds.
Bike more	Sell more e-Bikes. Advocate for more refined and safer cycling routes.
Bike more	Bike commute more to reduce the amount of overall vehicle traffic
Bike more	Bike more and drive less, but little infrastructure exists in my area
Bike more	Bike more often.
Bike more	Bike more, slow down
Bike more	Bike more.
Bike more	Cycle more

Bike more	Cycle more
Bike more	Work for better bicycle infrastructure
Bike safety	Wear a safety vest.
Bike safety	Wear bright reflective clothing while walking or bicycling
Bike safety	Wear bright yellow
Bike safety	Wear brighter clothing
Bike safety	Wear brighter clothing and do other things to call attention to myself (but I shouldn't have to do that as a pedestrian).
Bike safety	Wear sunglasses
Bike safety	Yeah, wear Christmas lights
Defensive	Practice defensive driving.
Defensive	Practice more defensive driving
Defensive	Drive Defensively
Defensive	Always drive defensively
Defensive	Be more defensive
Defensive	Be more diligent of pedestrians and cyclists
Defensive	Drive defensively and cautiously
Defensive	Drive defensively and with awareness of all traffic: pedestrian, bike, and vehicular
Defensive	Commute defensively.
Defensive	Continue to be a defensive and courteous driver
Defensive	I choose to drive defensively
Drive less	Walk more and drive less, but I would prefer not to.
Drive less	Travel less frequently
Drive less	Avoid driving unnecessarily when roads are icy
Drive less	Avoid driving, especially down Milton Road.
Drive less	Avoid roads during rush hours and on weekends
Drive less	Drive as little as possible and use bike/walking or public transit
Drive less	Drive my car less, one less car out there
Drive less	Not drive a car
Drive less	Not drive as much. Too much anxiety to drive anymore with the crazies on the road.
Drive less	Not drive.
Drive less	Not drive. Advocate for better systems of moving people.
Drive less	Continue not driving when not necessary
Drive less	Continue to drive as little as possible
Drive less	Continue to walk and eventually ride my bicycle everywhere. Rideshare with friends and family as much as possible.
Drive less	Eliminate unnecessary driving
Drive less	Go out less

Drive less	I could drive less (which would be easier with more pedestrian routes) also, could clear my sidewalk for pedestrians when it snows, but I don't because the plows just cover it with giant ice chunks that are impossible to move...
Drive less	Make eye contact with motorists before walking or biking across any road or driveway. Stop driving.
Drive less	Never drive unless it is out of town-- must figure out the bus schedule for the very bad weather days
Drive less	Not drive
Drive less	Park my car.
Drive less	We walk and bike as much as possible to not add to the congestion. But it's not as safe as it should be.
Drive less	Work from home
Educate	Educate
Educate	Print visitor maps that indicate when certain streets like Locket turn into Cedar
Educate	Remind people about common safety and if there is a safer route
Example citizens	Watch out and follow the laws.
Example citizens	I think I'm safe already . . .
Example citizens	I try to be safe always
Example citizens	I'm already a safe driver
Example citizens	I've never been at fault in an accident.
Example citizens	keep a safety cushion around my vehicle
Example citizens	Keep distant to have better reaction time
Example citizens	Keep following traffic laws
Example citizens	Keep ignoring road rage
Example citizens	Keep shoulders and paths free of obstacles/debris
Example citizens	Model driving with phone away, practice defensive driving-
Example citizens	Not make "free right turns."
Example citizens	Not tailgate. utilize insurance that alerts drivers to hard stops and other unsafe practices in real time.
Example citizens	Nothing, I drive the speed limit stop at signals and signs, don't tailgate, or pass illegally.
Example citizens	Nothing, I seldom drive
Example citizens	Obey all traffic rules and allow for time to get to destinations.
Example citizens	Practice safe driving and biking
Example citizens	Pull over to let tailgaters go by and reduce my chances of being rear ended.
Example citizens	Set a good positive example
Example citizens	Share the love
Example citizens	Stop at stop signs
Example citizens	The same I am asking of everyone else. I was unable to select the other behavior words. I see many drivers who are hurried and inattentive, and quite a few who seem to be impaired, particularly at night. I also have noticed that Flagstaff area drivers tend to be more courteous than other places.

Example citizens	Follow my own recommendations
Example citizens	Follow the rules
Example citizens	Follow the rules of the road, but that only goes so far. Again, the problem isn't the individual, it's the engineering design. Vehicles are traveling at speeds of 40+ mph at which fatality is almost guaranteed if a crash with a pedestrian occurs. We need a better design that provides safe corridors for all users. Maintenance of these corridors is also important to better prioritize. Our sidewalks are filled with cinders and never cleared.
Example citizens	Follow the traffic laws
Example citizens	Like everyone in the United States follow the law.
Example citizens	Be an example of safe driving, regardless of how annoyed the other drivers are.
Example citizens	Be the first to yield to pedestrians and make room for cyclists.
Example citizens	Change lanes less and accept the traffic.
Example citizens	Continue to give others space and time and grace!
Example citizens	Count to three at every stop sign and use your signals.
Example citizens	Don't give in to peer pressure
Example citizens	Follow traffic laws
Example citizens	I already bike, walk and take the bus as much as I can even though I can easily drive my own vehicle. Since I am a bicyclist and pedestrian, I am courteous to all other users when I drive as I know how awful it can be on their side.
Example citizens	I already do my part.
Example citizens	I am a very safe driver.
Example citizens	I am as safe as I can be every day when commuting and or traveling the roadways.
Example citizens	I can also make sure to limit distractions and stay focused
Example citizens	I can't do anything but mind my own
Example citizens	I do what I can every day
Example citizens	I don't speed, use my signals, follow traffic rules, and drive defensively. I stop on yellow lights!!!
Example citizens	I follow the laws and teach my daughter to do so. But when it does not become about my driving and is all about others or bikes doing illegal stuff, Or homeless crossing where they shouldn't. Then that is all it will be. I follow the laws and watch others like a hawk hoping they do not cause an accident.
Hide	Hide
Law	Patrol and fine the people who constantly park in the bike lane at the credit union on s. San Francisco
Law	Better enforcement and reminders of laws
Law	Enforce current laws
Leave	Leave
Leave	Leave
Less cellphone	Leave phone untouched
Less cellphone	less texting while driving
Less cellphone	Hang up

Less cellphone	Hang up and focus on driving
Less cellphone	Not be on my phone... Ever.
Less cellphone	Not pick up my phone at stoplights.
Less cellphone	Only check my phone at stop lights.
Less cellphone	Put down my phone
Less cellphone	Put down telephone while driving / pull over and park before using phone
Less cellphone	Put down the phone
Limit travel	Drive less
Limit travel	Drive less
Limit travel	Drive less
Limit travel	Drive less
Limit travel	Drive less
Limit travel	Drive less
Limit travel	Drive less
Limit travel	Drive less
Limit travel	Drive less
Limit travel	Drive less
Limit travel	Drive less
Limit travel	Drive less :)
Limit travel	Drive less
Limit travel	Drive less distracted
Limit travel	Drive less often, leave plenty of time to arrive at any destination
Limit travel	Drive less walk more
Limit travel	Drive less, bike more
Limit travel	Drive less, engage with others about the topic
Limit travel	Drive less, slow down
Limit travel	Drive less, walk and bike more.
Limit travel	Drive less, walk more and be always paying a 110% attention
Limit travel	Drive less.
Limit travel	Drive less.
Limit travel	Drive less.
Limit travel	Drive less.
Limit travel	Drive less. Remain attentive when driving.
Limit travel	Drive less unfortunately our community caters to automobiles
Limit travel	Stay at home
Limit travel	Stay at home, continue walk and ride in the areas I have identified as low traffic areas.
Limit travel	Stay home until the planners create safer routes around town for non-motorized travel.
Limit travel	Stay home.
Limit travel	Stay home.

Limit travel	Stay off the roads during rush hour
Limit travel	Stay off the roads when the crush of visitors and/or tourists are in town. This is especially true when we have snow events.
Limit travel	Stay off the streets when NAU is having graduations or homecoming.
Limit travel	Stop driving
Limit travel	Stop driving
Maintain area	Unsure
Maintain area	Shovel the sidewalk so pedestrians and bikers can commute when it is snowy
Maintain area	Clear debris from sidewalk/bike lanes
Maintain area	Continue to shovel sidewalks to make way for pedestrians
Mood	Be patient obey the rules
Mood	Be prepared for the behavior of other road users.
Mood	Being less triggered by aggression drivers
Mood	Continue being a calm, courteous driver
Mood	Relax.
N/A	N/A
N/A	Not sure
N/A	Unsure
No DUI	Never travel distracted or impaired.
No drugs	Stop driving high
Plan travel	Two things: 1) Since I am retired, I can go out when I want, so I can choose to drive places at less-congested times. 2) Take the time to walk more places, such as grocery store, dentist, or doctor
Plan travel	What I wish could be done: Downtown bypass route, Milton frontage roads, separated bike lanes (NOT a painted line on the road. Use NAU as an example).
Plan travel	Start early and give yourself enough time to get to your destination and pay full attention to driving.
Plan travel	Take my time, careful visual spanning in both directions (I have completely lost vision in right eye
Plan travel	Take side roads, not main roads
Plan travel	Travel on off peak hours
Plan travel	Travel outside of rush hours.
Plan travel	Try to use roadways at "off" hours.
Plan travel	Anticipate issues, think ahead, avoid conflict
Plan travel	Avoid dangerous routes when possible.
Plan travel	Avoid peak traffic time
Plan travel	Be timelier at shoveling the sidewalk after snowstorms in front of my home.
Plan travel	Don't drive at night
Plan travel	Drive during non-congestion times
Plan travel	Leave a few minutes earlier so I don't feel rushed and have more patience with others.
Plan travel	Leave earlier

Plan travel	Leave earlier so I am not rushing.
Plan travel	Leave more time to make trips
Plan travel	Leave sooner
Plan travel	Not drive in snow!
Plan travel	Plan my route before I leave
Plan travel	Plan my route/Plan my day better.
Plan travel	Plan my trips ahead of time. Ride the bus as much as possible.
Plan travel	Plan trips better and drive less
Plan travel	As stated above - allow more time to get where I'm going and be patient.
Plan travel	Avoid Milton Road if possible.
Plan travel	Avoid congested times/areas
Plan travel	Allow more time to get to destinations
Plan travel	Allow more time to get to my destination.
Plan travel	Allow plenty of drive time so I am not rushed
Plan travel	Clean my windshield more try not to drive during our heavy traffic hours
Plan travel	Don't drive at night
Plan travel	Don't walk in the roads and cross only at crosswalks
Plan travel	Give more time for driving around town, it is taking longer than years past
Plan travel	Give myself more time to get to my destination so I am not in a hurry.
Plan travel	Insure I am not rushed when traveling to make a meeting on time.
Plan travel	I've chosen to drive in weather that is probably unsafe and could do better at planning trips around storms. I could also wear more reflective gear and lights when I ride my bike.
Plan travel	Minimize driving in high traffic times
Plan travel	Not travel as often to reduce my time on unsafe roads
Practice patience	Practice patience and vigilance when traveling regardless of mode of transport
Practice patience	Practice patience, especially on Fridays and weekends when there are more visitors than normal.
Practice patience	Drive with patience within the City
Practice patience	Patience
Practice patience	Patience
Practice patience	Patience. a few seconds of delay don't really matter.
Prepare vehicle	Make sure my windows are clean and clear of dirt
Public transit	Use bus vice drive.
Public transit	Take the bus more
Public transit	Take the bus more often.
Public transit	Take the bus or ride my bike more frequently so there are less cars on the road.
Public transit	Take the bus. I also think that I could learn to be more careful when making turns while driving. Left turns are hard to make in Flagstaff.
Public transit	Talk to the bicyclists when they nearly run me and other pedestrians down.

Public transit	If the bus had a route to my work and my work had a deal to get yearly passes so I didn't have to drive, I totally would! Less people on the road and commuting to work would save gas and less traffic.
Reduce congestion	be willing to park and walk a bit further (to reduce congestion and demand for on-street parking in congested areas)
Report drivers	Call a hotline to report license plates of red-light runners.
Report drivers	Citizen arrest all doctors, nurses, pharm biz, local criminal puppet of pharm politicians
Report drivers	I already attempt to aid stranded or injured motorists when they are obstructing the roads, especially in icy conditions. I regularly call paramedics for drunk and unconscious pedestrians.
Report drivers	Inform people of their wrongdoings
Report drivers	Maybe report reckless driving.
Report drivers	Photo of license plates of people that have violated safe driving practices, so they get a fine.
Request maintenance	More plows and cinder trucks
Request signs	Have proper signs in the proper areas suggest stop signs, yield signs, crosswalks, etc.
Request signs	Put up signs on my neighborhood street encouraging people to slow down. Even at 25 MPH it's too fast for narrow streets with kids on it.
Drive speed limit	When I do drive, I tend to speed.
Drive speed limit	Drive within speed limits
Drive speed limit	Avoid being rushed and while on bicycle avoid riding against traffic even if it makes transitions easier at times.
Drive speed limit	Drive safely and calmly
Drive speed limit	Drive slower
Drive speed limit	Drive slower and be patient
Drive speed limit	Drive slower.
Drive speed limit	Drive the speed limit
Drive speed limit	Drive the speed limit.
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down
Drive speed limit	Slow down at a yellow light. Not check my phone at a red light.
Drive speed limit	Slow down, in my car

Drive speed limit	Slow down my driving.
Drive speed limit	Slow down, drive the speed limit and use directionals.
Drive speed limit	slow down.
Drive speed limit	Slow down.
Drive speed limit	Slow down.
Drive speed limit	Slow down. Leave the house even earlier to plan for traffic.
Drive speed limit	Slow down. Pay attention.
Drive speed limit	Watch my speed
Drive speed limit	I can always slow down and focus more as a driver
Drive speed limit	I can keep reminding myself not to rush.
Drive speed limit	I could stop speeding
Drive speed limit	I'm generally a slow and courteous driver and I support financial investments in bike/ped infrastructure. Perhaps advocate more for funding alternate modes of travel.
Drive speed limit	Keep following the speed limit
Vote	Vote
Vote	Vote democratic.
Vote	Vote for officials who don't have utopian vision that walking and cycling are someday going to eclipse vehicles as the primary means of transportation in flagstaff. We need leadership not people who live in a world where reason is exchanged for fantasy. Make the travel safe for cars and travel will become safe for walking and cycling naturally.
Vote	Vote, I guess? we seem to really like road infrastructure regardless of how expensive it is.
Vote	Vote the City Council out of office & put in people with realistic city improvement ideas
Vote	Vote yes for transit, bike, and ped funding
Walk more	I could walk more instead of driving.
Walk more	As a pedestrian I can do nothing to make cars stop.
Walk more	Walk more
Walk more	Walk more.

Appendix C: Safety Performance and Equity Analysis Technical Memorandum

TECHNICAL MEMORANDUM

December 27, 2023

Project# 28189

To: Jenn O'Connor
NACOG Planning Director
119 East Aspen Avenue
Flagstaff, AZ 86001

From: Kittelson & Associates, Inc.

RE: Northern Arizona Regional Transportation Safety Plan – Roadway Crash Network Screening and Equity Analysis

INTRODUCTION

Kittelison & Associates (“Kittelison”) is assisting Northern Arizona Council of Governments (NACOG), MetroPlan Flagstaff (MetroPlan), and Central Yavapai Metropolitan Planning Organization (CYMPO) in preparing their Regional Transportation Safety Plan to develop a holistic approach to addressing local road safety in their regions. This memorandum documents the spatial analysis which evaluates roadway and crash data to identify specific locations and roadway characteristics associated with increased crash risk for potential safety improvements. The findings from this analysis will inform the countermeasure identification, project development, and the goals for the plans.

This memorandum is organized into the following sections:

- Data Summary
- Spatial Analysis Methodology
- Priority Locations
- Emphasis Area Screening
- Equity Analysis
- Next Steps

DATA SUMMARY

Kittelison developed a database of the most recent five years of reported crashes, covering January 1, 2017 through December 31, 2021. Original crash data is sourced from the Arizona Crash Information System (ACIS) which provides motor vehicle crash information compiled from traffic reports submitted to Arizona Department of Transportation (ADOT) by various law enforcement agencies at the state, county, city, and tribal levels. ADOT's Traffic Safety and Information Technology teams maintain the latest data, thus establishing ACIS as the primary resource for crash information in Arizona.

According to ACIS, there were 44,202 reported crashes in total between January 1, 2017 and December 31, 2021. 2,704 crashes were removed from the spatial analysis database due to the inability to accurately locate the crashes on the roadway network, occurring on roads/trails outside the network, or other geolocation errors. The resulting number of crashes included in the final database and used for spatial analysis was 41,498 crashes.

SPATIAL ANALYSIS METHODOLOGY

This section describes the network screening methodology of the roadway network within three the regional jurisdictions in Northern Arizona – NACOG, MetroPlan, and CYMPO. These geographies of these three regional governments include roadways within the following counties of Northern Arizona:

- Navajo County
- Yavapai County
- Apache County
- Coconino County

Crash Weighing System

Kittelson identified the intersections and segments with the highest crash severity using the Equivalent Property Damage Only (EPDO) network screening performance measure from the AASHTO Highway Safety Manual, 1st Edition (HSM). We performed the EPDO screening calculation for all public at-grade locations (intersections and roadway segments) within the region. Private roads and many unimproved roadways were excluded from the analysis. The EPDO performance measure is described below and moving forward throughout this document is referred to as a crash severity score.

Table 1 shows the crash severity score weights assigned to individual crashes based on the crash severity. The crash weights are calculated from the crash costs provided in ADOT's *2021 Motor Vehicle Crash Facts for the State of Arizona* assigning each crash with a score based on the relative crash cost as compared to a Property Damage Only (PDO) crash.

Table 1. Crash Weights by Severity

Crash Severity	Crash Cost	Crash Weights
Fatal	\$9,515,371	890.95
Suspected Serious Injury	\$550,499	51.54
Suspected Minor Injury	\$149,132	13.96
Possible Injury	\$103,145	9.66
Property Damage Only	\$10,680	1.00

Source: Arizona Department of Transportation, *2021 Motor Vehicle Crash Facts for the State of Arizona*. September 2022.

The provided weights prioritize crashes based on their relative severity with fatal and serious injury crashes receiving the highest priority and PDO crashes receiving the least priority in the scoring.

INTERSECTION METHODOLOGY

Kittelson defined crashes as intersection or segment crashes in Northern Arizona. An intersection crash is defined as a crash that occurs within 250 feet of the intersection as recommended by the Highway Safety Manual (HSM). These crashes were spatially joined and summarized in ArcGIS to show the total number of crashes by severity at each intersection. Where intersections were less than 500 feet from each other, crashes were assigned to the nearest of the two intersections. Crashes occurring more than 250 feet from any intersection were separated to be used in the segment analysis discussed below.

Kittelton calculated the crash severity score for the intersections by multiplying each crash severity total by the associated weight (by intersection type) and summing the results, using the following formula:

Crash Severity Score = Fatal weight * # of fatal crashes + serious injury weight * # of serious injury crashes + other visible injury weight * # of other visible injury crashes + complaint of pain injury weight * # of complaint of pain injury weight crashes + PDO crashes

Kittelton annualized the crash severity score by dividing the score by the number of years of crash data (5) used in the analysis.

ROADWAY SEGMENT METHODOLOGY

After completing the intersection analysis, Kittelson used the crashes that occurred more than 250 feet from the nearest intersection to conduct a separate segment analysis. We used a Python script in ArcGIS to split the Northern Arizona road network into overlapping one-mile segments and incrementing these segments by half-mile. This methodology helps to identify portions of roadway with the highest crash severity scores and greatest potential for safety improvements.

After splitting the network, the Python script spatially joined non-intersection crashes to each segment. Like the intersection methodology above, roadway segment crashes were summarized by severity, and the totals were multiplied by the crash severity weights. The weighted crash severity scores of the crashes were totaled and annualized by the number of years of crash data (5) to generate an annualized crash severity score. These scores were then normalized by dividing the annualized crash severity score by the total roadway segment length.

PRIORITY LOCATIONS

This section describes the priority intersections and segments using the annualized crash severity score methodology. The crash severity score method considers the weighting factors related to the societal costs of fatal, injury, and property damage-only crashes to develop an equivalent severity score that considers both the frequency and severity of crashes. This method highlights the sites that have high frequencies of more severe crash outcomes which typically warrant further investigation and countermeasure application. These locations are often the most competitive for Highway Safety Improvement Program (HSIP) grant applications, as the benefit-to-cost ratio used by HSIP relies on the crash severity scoring methodology.

Additional priority locations or alternative ways of developing priority location lists may be identified for implementation of projects. For example, the emphasis area analysis conducted as part of this study helps determine the association between roadway, intersection, or crash characteristics and the risk of crash occurrence. Crash risk analyses are helpful to proactively identify the roadways or intersection features, or crash characteristics that are associated with crash risk before the crashes happen to systemic treatments at locations with certain risk factors. Hence, the crash severity scoring is often used to determine priority locations based on historical crash patterns for quantitative safety performance while crash risk analyses are helpful in determining and recommending systemic countermeasures/treatments.

PRIORITY LOCATION SCORE RESULTS

Kittelton identified priority intersections and segments by reviewing the annualized/normalized crash severity scores from the network screening results for each regional jurisdiction. Network screening results can be visualized in the web map located at <https://arcg.is/09qaSC>. The web map also overlays U.S. Department of Transportation's (USDOT's) definition of areas of persistent poverty as well as transportation and historically disadvantaged communities. These layers are explained further in the Equity Analysis section of this memorandum.

The priority locations were developed from the highest scoring locations in each region. The resulting list of priority intersections for NACOG, MetroPlan, and CYMPO are provided in Table 2, Table 4, and Table 6, respectively. The resulting list of priority roadway segments for NACOG, MetroPlan, and CYMPO are provided in Table 3, Table 5, and Table 7, respectively. As a note, locations were also developed for each county, local jurisdiction, and tribal nation within the three regional jurisdictions. The resulting list of priority locations for these jurisdictions can be viewed in Appendix A.

HIGH INJURY NETWORKS

High injury networks (HINs) were constructed for NACOG, MetroPlan, and CYMPO by identifying a subset of the intersection and roadway segment outputs. A minimum crash severity score threshold for the 90th percentile of all crash severity scores.

HINs are a blend of analysis and judgment to provide a large enough share of the roadway network to be meaningful but not so large as to lack utility in prioritizing and communicating roadway safety needs to the public. This balance is even more pronounced for larger HINs that cover vastly different land use patterns and community sizes. To strike this balance, each regional HIN was produced using the 90th percentile minimum threshold for the crash severity scores to be considered for the HIN, followed by review of the distribution of segments and intersections meeting this threshold along the roadway network. Nearby segments or corridors of intersections meeting the minimum threshold were then combined and dissolved to create the HIN through an iterative process.

HINs can make for a useful communication tool because the data are reduced to a simple binary: roads and intersections are on or off the HIN. At the same time, this data reduction masks variation, so the underlying granular sliding windows or intersection-level data may be more useful for internal prioritization procedures. Unlike intersection hot spot analysis, sliding windows analysis and HINs can identify entire corridors that have experienced patterns of crashes, leading to the possibility of systemic treatments.

The HINs developed for NACOG, MetroPlan, and CYMPO can be viewed in the web map located at: <https://kai.maps.arcgis.com/apps/instant/basic/index.html?appid=388eef13040a4fb7b86aac2a827b42a8>.

EMPHASIS AREA SCREENING

Using the same methodologies mentioned prior, each regional jurisdiction was screened focusing on the following roadway safety emphasis areas for both intersections and roadway segments:

- Aggressive Driving
- Lane Departures

- Older (64+) Road Users
- Younger (Under 25) Road Users
- No or Unknown Restraints
- Inclement Weather Conditions
- Distracted Driving
- Pedestrian- or Bicyclist- Involved
- Motorcycle-Involved
- Animal-Involved
- Night or Dark Conditions

The emphasis area screening results for intersections and roadway segments can be visualized via web maps at <https://arcg.is/9rGqf0> and <https://arcg.is/1TyLGj>, respectively.

Table 2. Priority Intersections by Crash Severity Score – NACOG

ID	Intersection Name	Annualized Crash Severity Score
1	I-17 NB EXIT 287 & STATE ROUTE 260	575.22
2	STATE ROUTE 260 & WESTERN DR	405.08
3	PAGE SPRING RD & STATE ROUTE 69	384.05
4	SPRING LN & SR-69	375.01
5	COUNTY RD 3172 & COUNTY RD 3173	356.38
6	STATE ROUTE 89 & STATE ROUTE 89A	356.38
7	STATE ROUTE 260 (WHITE MOUNTAIN RD) & WOOLFORD RD	282.41
8	STATE ROUTE 71 & STATE ROUTE 89	226.29
9	STATE ROUTE 89A & MAIN & SKYLINE DR	216.24
10	STATE ROUTE 89A & WILLARD ST	215.32
11	COUNTY 5020 & STATE ROUTE 180A	210.58
12	AULTMAN PKWY & STATE ROUTE 260	209.66
13	STATE ROUTE 89 & LOY BUTTE RD/ANGEL VALLEY RD	202.80
14	STATE ROUTE 89 & LAKE POWELL/TUNNEL RD	201.62
15	STATE ROUTE 89 & LAKE POWELL BLVD/SCENIC VIEW	201.15
16	OLD RIM RD/RIM RD & STATE ROUTE 260	192.49
17	STATE ROUTE 260 & YOUNG RD	192.29
18	STATE ROUTE 89A & RED ROCK LOOP RD	192.09
19	BOURDON RANCH RD & ROUNDUP DR	191.29
20	BLOODY BASIN RD & TONELEA TRL	190.83

Source: Kittelson & Associates, Inc. (2023)

Table 3. Priority Roadway Segments by Crash Severity Score – NACOG

ID	Roadway Segment	Segment Length (mi)	Annualized Crash Severity Score	Normalized Crash Severity Score
1	SR-89 <i>Between 0.8 mi north of Purtymun Ln and Purtymun Ln</i>	0.8	548.61	699.38
2	E Maren Ave <i>Between S Maggie Mine Rd and E Lisa Dr</i>	0.3	178.19	610.75
3	SR-87 <i>Between 4.5 mi south of General Crook Trl and 2 mi north of Loutihan Ln</i>	1.1	629.30	581.26
4	W Denny Ln <i>Between Iron Springs Rd and 0.3 mi west of Iron Springs Rd</i>	0.3	178.19	567.55
5	I-40 EB/I-40 BL Connector <i>Between I-40 BL and I-40 EB</i>	0.3	180.98	532.54
6	Middle Verde Rd <i>Between Castle Ln and Montazuma Casde Rd</i>	0.3	178.19	527.39
7	I-17 NB <i>Between 0.5 mi south of Mud Springs Rd and 0.5 mi south of Rock Springs Rd</i>	0.8	374.36	464.53
8	US-89 <i>Between 5.5 mi north of Navahopi Rd and 7 mi north of Navahopi Rd</i>	1.5	541.16	360.77
9	Rim Rd <i>Between Willow Run and Larson Rd</i>	0.5	178.19	326.89
10	SR-89 NB <i>Between 0.7 mi south of Mina Rd and 2.1 mi north of Date Creek Rd</i>	3.7	1,177.50	319.51

Source: Kittelson & Associates, Inc. (2023)

Table 4. Priority Intersections by Crash Severity Score – MetroPlan

ID	Intersection Name	Annualized Crash Severity Score
1	MARKETPLACE DR & STATE ROUTE 89	486.34
2	STATE ROUTE 89 & SNOWFLAKE DR/TRAILS END DR	376.67
3	COUNTRY CLUB DR & STATE ROUTE 89	280.83
4	ROUTE 66 & STATE ROUTE 89 (MILTON RD)	263.51
5	CUMMINGS ST & STATE ROUTE 89	263.50
6	COUNTRY CLUB DR & EB I-40 EXIT 201	213.81
7	CORTLAND BLVD/SOLIERE AVE & COUNTRY CLUB DR	211.60
8	DORTHA AVE & FOURTH ST	199.69
9	BEAVER ST & BUTLER AVE	192.51
10	BURRIS LN & STATE ROUTE 89	186.25
11	FOX LAIR DR & SOLIERE AVE	184.38
12	ROUTE 66 & TEST DR	180.72
13	NORTHGATE LOOP & STATE ROUTE 89	179.19
14	LITZLER DR & UNIVERSITY HEIGHTS DR	178.59
15	ARROWHEAD AVE & CENTER ST	178.39
16	PEAKS PKWY & SUNSET BLVD	178.39
17	CANYON LOOP & KACHINA TRL	178.19
18	BRAMLEY LN & STATE ROUTE 89	178.19
19	FANNING DR & ROUTE 66	116.33

Note: One priority intersection in MetroPlan jurisdiction was dropped due to further site investigation.

Source: Kittelson & Associates, Inc. (2023)

Table 5. Priority Roadway Segments by Crash Severity Score – MetroPlan

ID	Roadway Segment	Segment Length (mi)	Annualized Crash Severity Score	Normalized Crash Severity Score
1	I-40 WB/I-17 NB Connector <i>Between I-40 WB and I-17 NB</i>	0.5	200.41	430.79
2	I-40 EB <i>Between 0.6 mi east of Country Club Dr and East of 4th St</i>	2.0	546.97	273.48
3	I-40 WB <i>Between 1.5 mi East of Beulah Blvd and 2.2 mi East of Beulah Blvd</i>	0.7	182.38	268.93
4	Milton Rd <i>Between Route 66 and Forest Meadows St</i>	1.0	210.74	210.74
5	I-17 NB <i>Between North of Old Munds Hwy and 0.8 mi South of Mountaineer Rd</i>	3.1	612.58	199.71
6	US-180 <i>Between Rain Valley Rd and El Paso Flagstaff Rd</i>	0.9	178.59	198.39
7	SR-89 <i>Between Pine del Dr and 1 mi south of Pine del Dr</i>	1.0	180.99	184.15
8	Cedar Ave <i>Between 4th St and Gemini Rd</i>	1.2	206.73	167.95
9	Soleire Ave <i>Between Country Club Dr and Elk Run St</i>	1.2	196.62	167.84
10	US-89 <i>3.5 mi north of Kaitlin Way and Kaitlin Way</i>	3.5	573.29	161.49

Source: Kittelson & Associates, Inc. (2023)

Table 6. Priority Intersections by Crash Severity Score – CYMPO

ID	Intersection Name	Annualized Crash Severity Score
1	BUNKER PL & PRESCOTT LAKES PKWY	360.37
2	GATEWAY BLVD/PRESCOTT LAKES PKWY & STATE ROUTE 69	243.55
3	RUTH ST & WHIPPLE ST	240.53
4	FLORENTINE RD & GLASSFORD HILL RD	240.29
5	DIAMOND DR & STATE ROUTE 69	223.59
6	NICHOLET TRL/SMOKE TREE LN & WILLOW CREEK RD	212.92
7	KACHINA PL & STATE ROUTE 69	207.93
8	MENDECINO DR & STATE ROUTE 69	204.93
9	PERKINSVILLE RD & ROAD 1 EAST	201.74
10	GLASSFORD HILL RD & GRANVILLE WAY	201.09
11	RAMADA DR & STATE ROUTE 69	200.96
12	OVERLAND RD & STATE ROUTE 89	197.08
13	ROBERT RD & SPOUSE DR	195.16
14	KLOSS AVE & STATE ROUTE 69	193.22
15	LITTLE RANCH RD & STATE ROUTE 89	192.29
16	FRONTAGE RD & MEADOWLARK DR	192.10
17	CAMPBELL ST & MERRITT ST	188.50
18	FAIR ST/DOUGHERTY ST & GAIL GARDNER WAY	185.45
19	OLD CHISHOLM TRL & STIRRUP HIGH DR	183.98
20	LEGEND HILLS RD & STATE ROUTE 89A	183.78

Source: Kittelson & Associates, Inc. (2023)

Table 7. Priority Roadway Segments by Crash Severity Score – CYMPO

ID	Roadway Segment	Segment Length (mi)	Annualized Crash Severity Score	Normalized Crash Severity Score
1	Prescott St <i>Between Jones St and Holiday Dr</i>	0.3	178.19	578.72
2	SR-89 NB <i>Between 0.6 mi north of Willow Creek Rd and north of Willow Creek Rd</i>	0.3	180.32	552.88
3	Powers Ave <i>Between Robert Rd and Castle Track Dr</i>	0.4	178.19	408.43
4	Smoke Tree Ln <i>Between Cabaret St and Golden Bear Dr</i>	0.5	178.19	364.21
5	Road 1 E <i>Between Road 3 S and Road 4 S</i>	0.5	178.19	359.57
6	SR-89 NB <i>Between east of Granite Dells Pkwy and 0.6 mi west of Larry Caldwell Dr</i>	1.9	622.05	325.75
7	SR-69 <i>Between west of Prescott Canyon Dr and 1.1 mi west of Larry Caldwell Dr</i>	1.0	291.69	284.98
8	SR-69 <i>Between 0.5 mi east of Old Black Canyon Hwy and Prescott Lakes Pkwy</i>	3.1	476.86	152.78
9	SR-89 NB <i>Between 1 mi south of Outer Loop Rd and north of Willow Creek Rd</i>	3.1	424.24	136.66
10	N Williamson Valley Rd <i>Between Southview Dr and Longview Dr</i>	1.5	186.71	127.88

Source: Kittelson & Associates, Inc. (2023)

EQUITY ANALYSIS

This section presents the equity analysis for NACOG, MetroPlan, and CYMPO. Equity is a fundamental consideration of the U.S. Federal Highway Administration's (FHWA) Safe System Approach, particularly given that pedestrian and bicyclist fatality rates on a per-capita basis vary by race,¹ income, age, and gender to varying degrees in varying places.² These outcomes better prioritize project development and underscore the need to explicitly examine correlations between sociodemographic and risk factors related to roadway infrastructure and operations. Furthermore, an equity analysis ideally encompasses more than just safety analysis, given known limitations of crash data (e.g., underreporting or near misses) and the lack of systemic exposure estimates to contextualize risk.

Kittelson used USDOT's Equitable Transportation Community (ETC) Explorer³ and RAISE Persistent Poverty⁴ tools to identify priority equity areas in the study regions. Table 8 provides the total number and the percentage of fatal or suspected serious injury crashes in disadvantaged areas in each region. As the table demonstrates, the majority of all reported fatal or suspected serious injury crashes occur in disadvantaged areas in Northern Arizona (58.9%). Within MetroPlan's and CYMPO's jurisdiction, nearly 40% of reported fatal or suspected serious injury crashes occurred in disadvantaged areas. In the NACOG region, approximately 70% of fatal or suspected serious injury crashes occurred in disadvantaged areas.

Table 8. Proportion of Fatal or Suspected Serious Injury Crashes in Disadvantaged Areas in Each Region

Regional Jurisdiction	Number of Fatal or Suspected Serious Injury Crashes in Region	Number of Fatal or Suspected Serious Injury Crashes in Disadvantaged Areas in Region	% of Fatal or Suspected Serious Injury Crashes in Disadvantaged Areas in Region
NACOG	1,593	1,057	66.4%
MetroPlan	258	97	37.6%
CYMPO	311	119	38.3%
Total	2,162	1,273	58.9%

Source: Kittelson & Associates, Inc. (2023)

Figure 1, Figure 2, and Figure 3 illustrate the disadvantaged areas in relation to the priority locations identified prior at the census tract level for NACOG, MetroPlan, and CYMPO, respectively. Out of the 90 priority projects identified across the three regions, 41 of priority projects are within a disadvantaged area (45.6%). The projects are almost evenly split amongst the three regions with 16 projects in NACOG, 11 projects in MetroPlan, and 14 projects in CYMPO. Table 9 summarizes the total number of priority projects within a disadvantaged area for each region.

¹ Federal Highway Administration. "Integrating Equity into the Safe System Approach" Presentation. Accessed Apr. 17, 2023: <https://highways.dot.gov/safety/zero-deaths/integrating-equity-safe-system-approach-presentation>.

² Vision Zero Network. N.d. *Equity Strategies for Practitioners*. Accessed April 17, 2023: https://visionzeronetworg.org/wp-content/uploads/2017/05/VisionZero_Equity.pdf

³ <https://www.transportation.gov/priorities/equity/justice40/etc-explorer>

⁴ <https://datahub.transportation.gov/stories/s/RAISE-Persistent-Poverty-Tool/tsyd-k6ij/>

Table 9: Summary of Overlap Between Regional Priority Projects and Disadvantaged Areas

Regional Jurisdiction	Number of Priority Intersection Projects in a Disadvantaged Area	Number of Priority Segment Projects in a Disadvantaged Area	Total Number of Priority Projects in a Disadvantaged Area
NACOG	9	7	16
MetroPlan	6	5	11
CYMPO	9	5	14
Total	24	17	41

Source: Kittelson & Associates, Inc. (2023)

Figure 1. Equity Analysis – NACOG

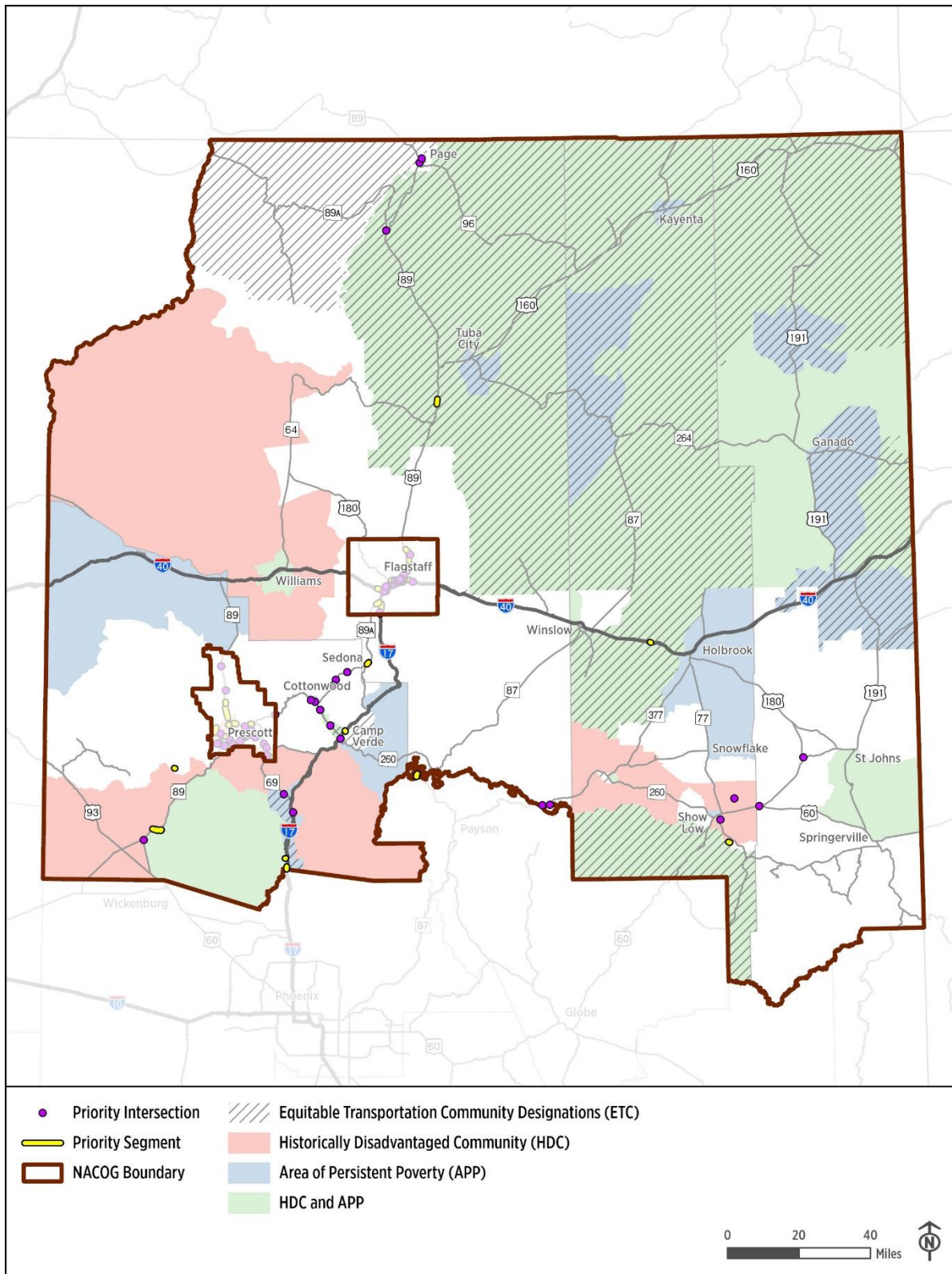


Figure 2. Equity Analysis – MetroPlan

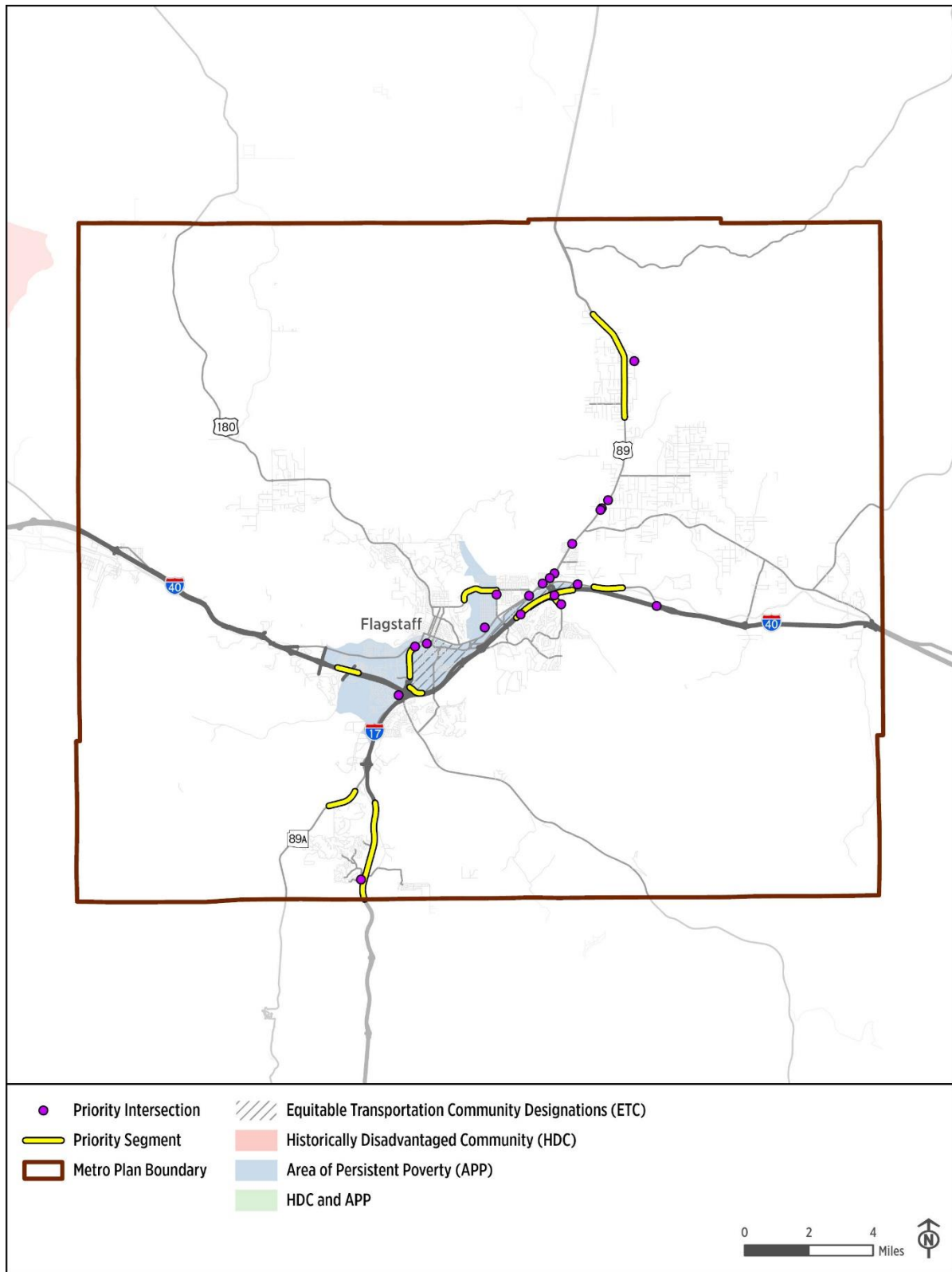
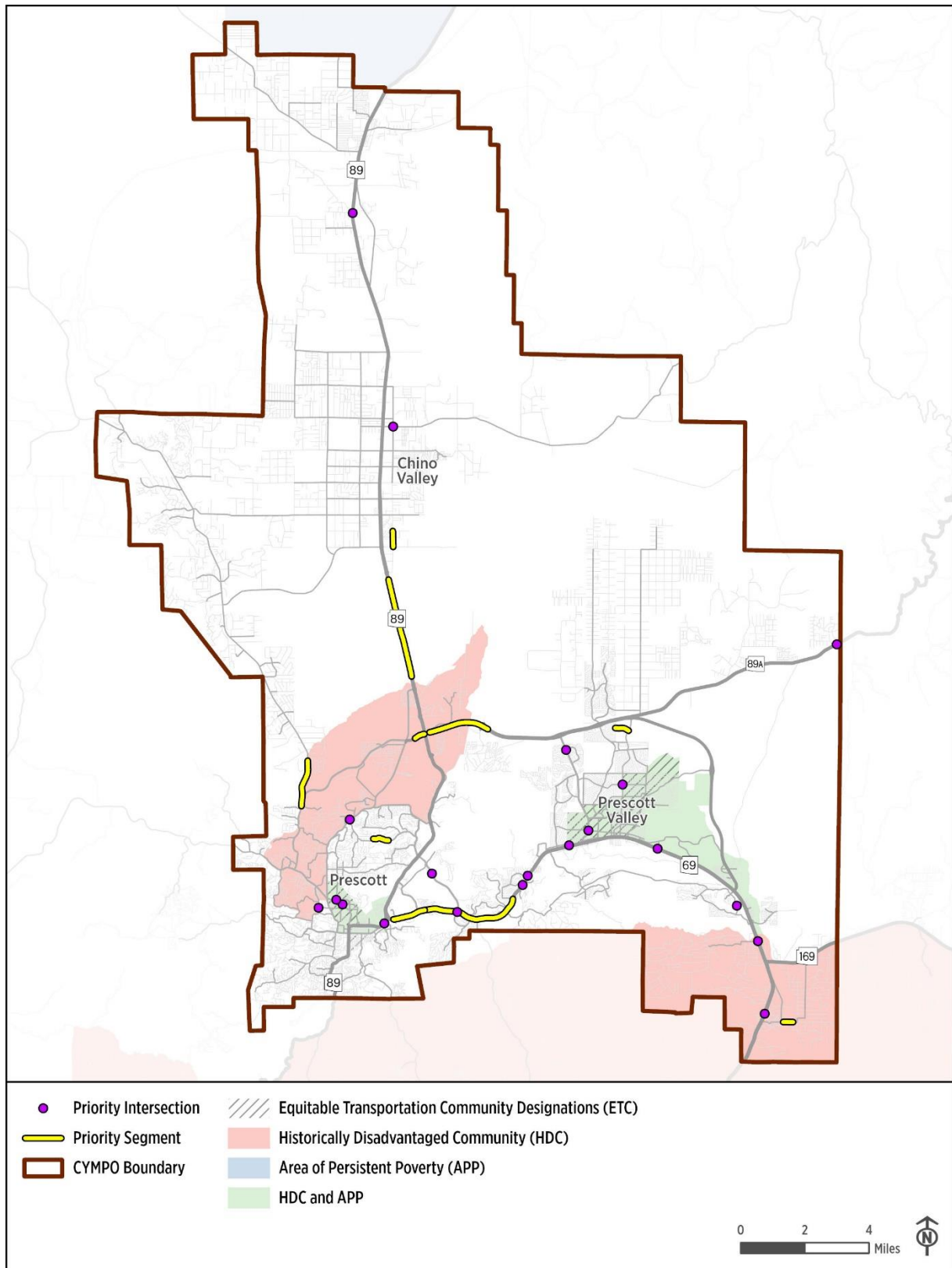


Figure 3. Equity Analysis – CYMPO



NEXT STEPS

The findings presented above will be discussed, reviewed, and confirmed with NACOG, MetroPlan, and CYMPO staff and stakeholders, as desired. This information will be used to develop systemic packages and stand-alone projects for selected priority locations that will most likely provide the greatest potential crash reduction. These project scopes will help inform the projects that will be most competitive for funding and most likely to improve roadway safety across each region. This information can also be used to understand general risk factors on regional roadways that should be considered in future projects when looking at systemic treatments or modifications to locations that have historically not had high crash frequencies or severities. Subsequently, the NACOG, CYMPO, and MetroPlan Regional Transportation Safety Plans will be drafted and finalized for each region's future planning efforts.



APPENDIX A

Priority Intersections and Segments for
Northern Arizona Counties, Local
Jurisdictions, and Tribal Nations

ID	Suspected				PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	County	Tribal Nation	Region
	Fatal Crashes	Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes								
25166 COUNTY 3172 & COUNTY 3172	2	0	0	0	0	2	0.40	356.38	Apache			NACOG
31060 COUNTY 5020 & US-180A	1	2	4	0	3	10	2.00	210.58	Apache			NACOG
37981 I-40 EB EXIT 325 A & NAVAJO ROAD	1	0	1	0	1	3	0.60	181.18	Apache	Navajo Reservation		NACOG
24898 US-191/US-180 & COUNTY 2014/COUNTY 2269	1	0	1	0	0	2	0.40	180.98	Apache			NACOG
38994 US-160 & SR-191/TSE' NKANI-FLAT ROCK SCENIC BYWY	1	0	0	1	3	5	1.00	180.72	Apache	Navajo Reservation		NACOG
38811 US-191 & US-191/BIA 012	1	0	0	1	1	3	0.60	180.32	Apache	Navajo Reservation		NACOG
24478 COUNTY NI 158 & STATE ROUTE 373	1	0	0	0	1	2	0.40	178.39	Apache			NACOG
18239 COUNTY ROAD 1325 & COUNTY ROAD NI 334	1	0	0	0	0	1	0.20	178.19	Apache			NACOG
24466 COUNTY NI 027 & STATE ROUTE 373	1	0	0	0	0	1	0.20	178.19	Apache			NACOG
24742 STATE ROUTE 260 & STATE ROUTE 373	1	0	0	0	0	1	0.20	178.19	Apache			NACOG
37915 I-40 EB EXIT 354 & HAWTHORNE ROAD	1	0	0	0	0	1	0.20	178.19	Apache	Navajo Reservation		NACOG
38064 BIA 064 & BIA 007	1	0	0	0	0	1	0.20	178.19	Apache	Navajo Reservation		NACOG
38810 STATE ROUTE 191 & BIA 102	1	0	0	0	0	1	0.20	178.19	Apache	Navajo Reservation		NACOG
38824 STATE ROUTE 191 & STATE ROUTE 264 & BIA 015	1	0	0	0	0	1	0.20	178.19	Apache	Navajo Reservation		NACOG
38830 STATE ROUTE 264 & BIA 027	1	0	0	0	0	1	0.20	178.19	Apache	Navajo Reservation		NACOG
38840 STATE ROUTE 160 & BIA 035	1	0	0	0	0	1	0.20	178.19	Apache	Navajo Reservation		NACOG
25998 COUNTY 8235 & COUNTY N8150	0	1	1	0	0	2	0.40	13.10	Apache			NACOG
25234 COUNTY 5020 & COUNTY N8595	0	1	0	0	0	1	0.20	10.31	Apache			NACOG
38842 STATE ROUTE 160 & ACCESS (W/O US-191)	0	1	0	0	0	1	0.20	10.31	Apache	Navajo Reservation		NACOG
37987 I-40 EB EXIT 311 & PETRIFIED FOREST LOOP ROAD	0	1	0	0	0	1	0.20	10.31	Apache			NACOG
25076 COUNTY 3087 & COUNTY 3116	0	0	2	0	3	5	1.00	6.19	Apache			NACOG
37573 I-40 WB ON-RAMP EXIT 341 & CEDAR POINT RDOAD	0	0	2	0	3	5	1.00	6.19	Apache	Navajo Reservation		NACOG
31054 STATE ROUTE 61 & COUNTY N8670	0	0	2	0	1	3	0.60	5.79	Apache			NACOG
37670 COUNTY 7230 & US-191	0	0	2	0	0	2	0.40	5.59	Apache			NACOG
38052 I-40 WB EXIT 333 & US-191	0	0	1	1	1	3	0.60	4.92	Apache			NACOG
38922 STATE ROUTE 64 & STATE ROUTE 160	0	0	1	1	0	2	0.40	4.72	Apache	Navajo Reservation		NACOG
31101 COUNTY 3167 & US-60	0	0	1	0	2	3	0.60	3.19	Apache			NACOG
31173 COUNTY N3031/COUNTY N3330 & US-60	0	0	1	0	2	3	0.60	3.19	Apache			NACOG
31214 STATE ROUTE 61 & US-60	0	0	1	0	2	3	0.60	3.19	Apache			NACOG
38995 STATE ROUTE 160 & STATE ROUTE 191	0	0	1	0	2	3	0.60	3.19	Apache	Navajo Reservation		NACOG
24291 POLE KNOLL TR & STATE ROUTE 260	0	0	1	0	1	2	0.40	2.99	Apache			NACOG
24867 STATE ROUTE 191/US-180 & COUNTY 2220	0	0	1	0	1	2	0.40	2.99	Apache			NACOG

ID	Fatal Crashes	Suspected		Possible Injury Crashes	PDO Crashes	Total Annual Crash		Crash Severity Score	Jurisdiction	County	Tribal Nation	Region
		Serious Injury Crashes	Suspected Minor Injury Crashes			Crashes	Frequency					
38027	2	0	0	0	0	2	0.40	356.38	Coconino	Navajo Reservation	NACOG	
24668	1	1	1	0	6	9	1.80	192.49	Coconino		NACOG	
24400	1	1	1	0	5	8	1.60	192.29	Coconino		NACOG	
24531	1	0	1	2	7	11	2.20	186.25	Coconino		MetroPlan	
23428	1	0	1	0	1	3	0.60	181.18	Coconino		NACOG	
24536	1	0	0	0	5	6	1.20	179.19	Coconino		MetroPlan	
24245	1	0	0	0	3	4	0.80	178.79	Coconino		NACOG	
17570	1	0	0	0	1	2	0.40	178.39	Coconino		NACOG	
23885	1	0	0	0	1	2	0.40	178.39	Coconino		MetroPlan	
24284	1	0	0	0	1	2	0.40	178.39	Coconino		NACOG	
38990	1	0	0	0	1	2	0.40	178.39	Coconino	Navajo Reservation	NACOG	
16344	1	0	0	0	0	1	0.20	178.19	Coconino		MetroPlan	
24529	1	0	0	0	0	1	0.20	178.19	Coconino		MetroPlan	
31691	1	0	0	0	0	1	0.20	178.19	Coconino	Navajo Reservation	NACOG	
37390	1	0	0	0	0	1	0.20	178.19	Coconino		NACOG	
37790	1	0	0	0	0	1	0.20	178.19	Coconino	Navajo Reservation	NACOG	
37688	1	0	0	0	0	1	0.20	178.19	Coconino		NACOG	
38950	1	0	0	0	0	1	0.20	178.19	Coconino	Navajo Reservation	NACOG	
24522	0	2	4	5	10	21	4.20	43.45	Coconino		MetroPlan	
37907	0	2	1	2	11	16	3.20	29.47	Coconino	Navajo Reservation	NACOG	
38025	0	2	1	2	4	9	1.80	28.07	Coconino	Navajo Reservation	NACOG	
13800	0	2	0	1	1	4	0.80	22.75	Coconino		NACOG	
37238	0	0	3	3	32	38	7.60	20.57	Coconino	Navajo Reservation	NACOG	
24528	0	0	2	4	30	36	7.20	19.31	Coconino		MetroPlan	
8733	0	1	1	1	6	9	1.80	16.23	Coconino		NACOG	
23087	0	1	1	0	4	6	1.20	13.90	Coconino		MetroPlan	
37879	0	1	1	0	0	2	0.40	13.10	Coconino		NACOG	
16876	0	1	0	1	4	6	1.20	13.04	Coconino		MetroPlan	

ID	Suspected				Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash		Crash Severity Score	Jurisdiction	County	Tribal Nation	Region
	Fatal Crashes	Serious Injury Crashes	Minor Injury Crashes	Frequency										
27987	BOURDON RANCH RD & ROUNDUP DR	1	1	1	0	0	3	0.60	191.29		Navajo		NACOG	
24371	RED DEER RUN & STATE ROUTE 260	1	1	0	0	2	4	0.80	188.90		Navajo		NACOG	
24592	CEDAR AVE & STATE ROUTE 260	1	1	0	0	1	3	0.60	188.70		Navajo		NACOG	
38903	STATE ROUTE 98 & STATE ROUTE 160	1	0	1	1	4	7	1.40	183.71		Navajo	Navajo Reservation	NACOG	
20942	BURTON RD& LONE PINE DAM RD	1	0	1	0	1	3	0.60	181.18		Navajo		NACOG	
38841	STATE ROUTE 160 & BIA 59	1	0	0	1	2	4	0.80	180.52		Navajo	Navajo Reservation	NACOG	
19858	BUCK SPRINGS RD& TRAIL	1	0	0	0	2	3	0.60	178.59		Navajo		NACOG	
24305	9599WC ACCESS & STATE ROUTE 260	1	0	0	0	2	3	0.60	178.59		Navajo		NACOG	
24211	COOLEY LAKE RD & STATE ROUTE 73	1	0	0	0	1	2	0.40	178.39		Navajo	Fort Apache Reservation	NACOG	
24562	STATE ROUTE 73 (CHIEF AVE) & MAPLE ST	1	0	0	0	1	2	0.40	178.39		Navajo	Fort Apache Reservation	NACOG	
24642	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & WORLDMARK DR	1	0	0	0	1	2	0.40	178.39		Navajo		NACOG	
20497	FORT APACHE RD & STOCKMAN RD	1	0	0	0	0	1	0.20	178.19		Navajo	Fort Apache Reservation	NACOG	
21739	EAST FORK RD & RIVER RD	1	0	0	0	0	1	0.20	178.19		Navajo	Fort Apache Reservation	NACOG	
22340	APPALOOSA AVE & SADDLE ST	1	0	0	0	0	1	0.20	178.19		Navajo	Fort Apache Reservation	NACOG	
23999	CEDAR DR/PINEWOOD DR & MOGOLLON DR	1	0	0	0	0	1	0.20	178.19		Navajo		NACOG	
24200	STATE ROUTE 73 (CHIEF AVE) & MULBERRY ST	1	0	0	0	0	1	0.20	178.19		Navajo	Fort Apache Reservation	NACOG	
24205	STATE ROUTE 73 (CHIEF AVE) & SYCAMOREY ST	1	0	0	0	0	1	0.20	178.19		Navajo	Fort Apache Reservation	NACOG	
27888	BLACK MESA VALLEY RD & CONCHO HWY	1	0	0	0	0	1	0.20	178.19		Navajo		NACOG	
32524	BIA 015 & BIA 060	1	0	0	0	0	1	0.20	178.19		Navajo	Navajo Reservation	NACOG	
37188	STATE ROUTE 87 & BIA 015	1	0	0	0	0	1	0.20	178.19		Navajo	Navajo Reservation	NACOG	
38835	STATE ROUTE 264 & BIA 006	1	0	0	0	0	1	0.20	178.19		Navajo	Navajo Reservation	NACOG	
24611	RAINBOW LAKE DR & STATE ROUTE 260 (WHITE MOUNTAIN BLVD)	0	1	3	1	13	18	3.60	23.22		Navajo		NACOG	
24332	COTTONWOOD RD & STATE ROUTE 260	0	2	0	0	2	4	0.80	21.02		Navajo		NACOG	
38923	STATE ROUTE 160 & STATE ROUTE 163	0	1	0	5	3	9	1.80	20.57		Navajo	Navajo Reservation	NACOG	
24673	BUCK SPRINGS RD/PONDEROSA PKWY & STATE ROUTE 260 (WHITE MOUNTAIN BLVD)	0	0	4	3	4	11	2.20	17.77		Navajo		NACOG	
24740	STATE ROUTE 260 & STATE ROUTE 277	0	0	4	1	15	20	4.00	16.10		Navajo		NACOG	
24303	9555T ACCESS/FS 122 RD & STATE ROUTE 260	0	1	0	2	2	5	1.00	14.57		Navajo		NACOG	
24414	BUCKSKIN RD & STATE ROUTE 277	0	1	1	0	4	6	1.20	13.90		Navajo		NACOG	
20472	FOREST PARK DR & MOGOLLON DR	0	1	1	0	1	3	0.60	13.30		Navajo		NACOG	
24366	PINE RIM RD & STATE ROUTE 260	0	1	0	1	2	4	0.80	12.64		Navajo		NACOG	
28425	CONCHO HWY & WHITE ANTELOPE RD	0	1	0	1	0	2	0.40	12.24		Navajo		NACOG	
24589	BLACK CANYON LN/WHITE CLIFF DR & STATE ROUTE 260	0	1	0	0	4	5	1.00	11.11		Navajo		NACOG	
24356	OLD HIGHWAY 160 & STATE ROUTE 260	0	1	0	0	3	4	0.80	10.91		Navajo		NACOG	

ID	Fatal Crashes	Suspected	Suspected	Possible Injury	PDO Crashes	Total Crashes	Annual Crash		Crash Severity Score	Jurisdiction	County	Tribal Nation	Region
		Serious Injury Crashes	Minor Injury Crashes	Crashes			Frequency						
16816	STATE ROUTE 260 & WESTERN DR	2	2	6	4	18	32	6.40	405.08	Yavapai		NACOG	
16873	STATE ROUTE 89A & PAGE SPRINGS RD	2	2	1	2	2	9	1.80	384.05	Yavapai		NACOG	
7887	SPRING LN & STATE ROUTE 69	2	0	5	2	4	13	2.60	375.01	Yavapai		NACOG	
8757	STATE ROUTE 71 & STATE ROUTE 89	1	2	6	4	15	28	5.60	226.29	Yavapai		NACOG	
8426	STATE ROUTE 69 & DIAMOND DR	1	0	7	11	23	42	8.40	223.59	Yavapai		CYMPO	
16049	LOY BUTTE RD/ANGEL VALLEY RD & STATE ROUTE 89A	1	2	1	0	6	10	2.00	202.80	Yavapai		NACOG	
8427	STATE ROUTE 69 & RAMADA DR	1	0	3	6	14	24	4.80	200.96	Yavapai		CYMPO	
16719	LITTLE RANCH RD & STATE ROUTE 89	1	1	1	0	5	8	1.60	192.29	Yavapai		CYMPO	
16046	RED ROCK LOOP RD & STATE ROUTE 89A	1	1	1	0	4	7	1.40	192.09	Yavapai		NACOG	
2479	BLOODY BASIN EAST RD & TONELEA RD	1	1	0	1	2	5	1.00	190.83	Yavapai		NACOG	
16414	COAL SLURRY PIPELINE RD/FORT ROCK RD & OLD HIGHWAY 66	1	1	0	0	0	2	0.40	188.50	Yavapai		NACOG	
38856	OLD CHISHOLM TRL & STIRRUP HIGH DR	1	0	2	0	1	4	0.80	183.98	Yavapai		CYMPO	
16637	LEGEND HILLS RD & STATE ROUTE 89A	1	0	2	0	0	3	0.60	183.78	Yavapai		CYMPO	
12866	CORNVILLE RD & KIMBERLYS WAY	1	0	1	0	2	4	0.80	181.38	Yavapai		NACOG	
8532	STATE ROUTE 89 & WELSH RD	1	0	1	0	0	2	0.40	180.98	Yavapai		NACOG	
8452	STATE ROUTE 69 & COUNTY ROAD 74	1	0	0	1	1	3	0.60	180.32	Yavapai		NACOG	
8232	STAZENSKI RD/WILLIAMSON VALLEY RANCH RD & WILLIAMSON VALLEY RD	1	0	0	0	5	6	1.20	179.19	Yavapai		CYMPO	
7891	STATE ROUTE 69 & STATE ROUTE 69 FRONTAGE (S/O SMOKESTACK VW)	1	0	0	0	1	2	0.40	178.39	Yavapai		NACOG	
1558	ROADRUNNER LN & TENDERFOOT HILL RD	1	0	0	0	0	1	0.20	178.19	Yavapai		NACOG	

ID	Intersection Name	Intersection Name	Suspected					Total Crashes	Annual Crash Frequency	Crash Severity		Jurisdiction	County	Tribal Land	Region
			Fatal Crashes	Serious Injury Crashes	Minor Injury Crashes	Possible Injury Crashes	PDO Crashes			Score	Score				
28459	DESSERT HILLS DR/WINSLOW INDUSTRIAL SPUR & COOPERTOWN DR/BVD RD	BVD & COOPERTOWN	0	1	0	0	1	2	0.40	10.51		Navajo	Hopi Reservation	NACOG	
34754	WINSLOW INDUSTRIAL SPUR & KIVA DR	CORN VIEW & INDUSTRIAL PARK	0	0	0	0	1	1	0.20	0.20		Navajo	Hopi Reservation	NACOG	

ID		Suspected			PDO	Total	Annual	Crash	Jurisdiction	County	Tribal Land	Region
		Fatal Crashes	Serious Injury Crashes	Suspected Minor Injury Crashes								
37602	BIA 018 & STATE ROUTE 66	0	0	0	0	1	1	0.20	0.20	Coconino	Hualapai Reservation	NACOG
37939	BIA RURAL RTE/NELSON RD & STATE ROUTE 66	0	0	0	0	1	1	0.20	0.20	Coconino	Hualapai Reservation	NACOG

ID	Fatal Crashes	Suspected		Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	County	Tribal Land	Region
		Suspected Serious Injury Crashes	Suspected Minor Injury Crashes									
38027 STATE ROUTE 89 & STATE ROUTE 89A	2	0	0	0	0	2	0.40	356.38	Coconino	Navajo Reservation	NACOG	
38903 STATE ROUTE 98 & STATE ROUTE 160	1	0	1	1	4	7	1.40	183.71	Navajo	Navajo Reservation	NACOG	
37981 I-40 EB EXIT 325 RAMP & NAVAJO RD	1	0	1	0	1	3	0.60	181.18	Apache	Navajo Reservation	NACOG	
38994 STATE ROUTE 160 & US-191	1	0	0	1	3	5	1.00	180.72	Apache	Navajo Reservation	NACOG	
38841 STATE ROUTE 160 & BIA 059	1	0	0	1	2	4	0.80	180.52	Navajo	Navajo Reservation	NACOG	
38811 US-191 & BIA 012	1	0	0	1	1	3	0.60	180.32	Apache	Navajo Reservation	NACOG	
38990 BIA 021/BIA 6784 & US-160	1	0	0	0	1	2	0.40	178.39	Coconino	Navajo Reservation	NACOG	
31691 ARIZONA BLVD & YELLOWMANS TRAILER CT	1	0	0	0	0	1	0.20	178.19	Coconino	Navajo Reservation	NACOG	
32524 BIA 015 & BIA 060	1	0	0	0	0	1	0.20	178.19	Navajo	Navajo Reservation	NACOG	
37188 STATE ROUTE 87 & BIA 015	1	0	0	0	0	1	0.20	178.19	Navajo	Navajo Reservation	NACOG	
37790 EDGEWATER DR/MOENAVE RD & MAIN ST	1	0	0	0	0	1	0.20	178.19	Coconino	Navajo Reservation	NACOG	
37915 I-40 EB EXIT 354 & HAWTHORNE RD	1	0	0	0	0	1	0.20	178.19	Apache	Navajo Reservation	NACOG	
38064 BIA 064 & BIA 007	1	0	0	0	0	1	0.20	178.19	Apache	Navajo Reservation	NACOG	
38810 US-191 & BIA 102	1	0	0	0	0	1	0.20	178.19	Apache	Navajo Reservation	NACOG	
38824 STATE ROUTE 264 & BIA 015	1	0	0	0	0	1	0.20	178.19	Apache	Navajo Reservation	NACOG	
38830 STATE ROUTE 264 & BIA 027	1	0	0	0	0	1	0.20	178.19	Apache	Navajo Reservation	NACOG	
38835 STATE ROUTE 264 & BIA 006	1	0	0	0	0	1	0.20	178.19	Navajo	Navajo Reservation	NACOG	
38840 US-160 & BIA 035	1	0	0	0	0	1	0.20	178.19	Apache	Navajo Reservation	NACOG	
38950 BIA 67801 & US-160	1	0	0	0	0	1	0.20	178.19	Coconino	Navajo Reservation	NACOG	
37907 ANTELOPE POINT RD/BIA RURAL RTE & STATE ROUTE 98	0	2	1	2	11	16	3.20	29.47	Coconino	Navajo Reservation	NACOG	

ID	Fatal Crashes	Suspected			PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	County	Tribal Land	Region
		Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes								
24211	1	0	0	0	1	2	0.40	178.39	Navajo	Fort Apache Reservation	NACOG	
24562	1	0	0	0	1	2	0.40	178.39	Navajo	Fort Apache Reservation	NACOG	
20497	1	0	0	0	0	1	0.20	178.19	Navajo	Fort Apache Reservation	NACOG	
21739	1	0	0	0	0	1	0.20	178.19	Navajo	Fort Apache Reservation	NACOG	
22340	1	0	0	0	0	1	0.20	178.19	Navajo	Fort Apache Reservation	NACOG	
24200	1	0	0	0	0	1	0.20	178.19	Navajo	Fort Apache Reservation	NACOG	
24205	1	0	0	0	0	1	0.20	178.19	Navajo	Fort Apache Reservation	NACOG	
24389	0	1	0	0	0	1	0.20	10.31	Navajo	Fort Apache Reservation	NACOG	
24566	0	1	0	0	0	1	0.20	10.31	Navajo	Fort Apache Reservation	NACOG	
20500	0	0	1	0	0	1	0.20	2.79	Navajo	Fort Apache Reservation	NACOG	
24198	0	0	1	0	0	1	0.20	2.79	Navajo	Fort Apache Reservation	NACOG	
24222	0	0	0	1	2	3	0.60	2.33	Navajo	Fort Apache Reservation	NACOG	
24192	0	0	0	1	1	2	0.40	2.13	Navajo	Fort Apache Reservation	NACOG	
24202	0	0	0	1	1	2	0.40	2.13	Navajo	Fort Apache Reservation	NACOG	
24564	0	0	0	1	1	2	0.40	2.13	Navajo	Fort Apache Reservation	NACOG	
20495	0	0	0	1	0	1	0.20	1.93	Navajo	Fort Apache Reservation	NACOG	
21604	0	0	0	1	0	1	0.20	1.93	Navajo	Fort Apache Reservation	NACOG	
21667	0	0	0	1	0	1	0.20	1.93	Navajo	Fort Apache Reservation	NACOG	
23807	0	0	0	1	0	1	0.20	1.93	Navajo	Fort Apache Reservation	NACOG	
24556	0	0	0	1	0	1	0.20	1.93	Navajo	Fort Apache Reservation	NACOG	

ID	Suspected				PDO	Total Crashes	Annual Crash Frequency	Crash		Jurisdiction	County	Tribal Land	Region
	Fatal Crashes	Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes				Severity Score					
I4733 MIDDLE VERDE RD & CLIFF CASTLE CASINO	0	1	0	0	2	3	0.60	10.71	Camp Verde	Yavapai	Camp Verde Trust Land	NACOG	
8492 SALT MINE RD & STATE ROUTE 260	0	0	0	2	6	8	1.60	5.06	Camp Verde	Yavapai	Camp Verde Reservation	NACOG	
7681 BEAR ST & MAIN ST	0	0	0	0	1	1	0.20	0.20	Camp Verde	Yavapai	Camp Verde Reservation	NACOG	
I5812 MIDDLE VERDE RD & MONTEZUMA CASTLE HWY	0	0	0	0	1	1	0.20	0.20	Camp Verde	Yavapai	Camp Verde Trust Land	NACOG	

ID	Fatal Crashes	Suspected	Suspected	Possible	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	County	Tribal Land	Region
		Serious Injury Crashes	Minor Injury Crashes	Injury Crashes								
8457 STATE ROUTE 69 & YAVPE CONNECTOR	0	0	4	7	23	34	6.80	29.29		Yavapai	Yavapai Rese	CYMPO
8455 HEATHER HEIGHTS & STATE ROUTE 69	0	0	2	3	26	31	6.20	16.58		Yavapai	Yavapai Rese	CYMPO
8662 DEMERSE AVE/RUTH ST & PRICKLY PEAR CACTUS DR & WHETSTINE AVE	0	0	0	0	5	5	1.00	1.00	Prescott	Yavapai	Yavapai Rese	CYMPO
274 CREOSOTE WAY & RED BERRY DR	0	0	0	0	1	1	0.20	0.20		Yavapai	Yavapai Rese	CYMPO
8270 ARIZONA WALNUT LOOP & MERRITT AVE	0	0	0	0	1	1	0.20	0.20		Yavapai	Yavapai Rese	CYMPO

ID	Intersection Name	Fatal Crashes	Suspected	Suspected	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	Region
			Suspected Serious Injury Crashes	Suspected Minor Injury Crashes							
31821	FIRST EAST ST & JENSEN ST	0	0	0	0	1	1	0.20	0.20	Fredonia	NACOG
38026	STATE ROUTE 89 (MAIN ST) & BROWN ST	0	0	0	0	1	1	0.20	0.20	Fredonia	NACOG

ID	Intersection Name	Intersection Name	Fatal Crashes	Suspected	Suspected	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash	Crash Severity	Jurisdiction	Region
				Crashes	Minor Injury Crashes				Frequency	Score		
16556	STATE ROUTE 89 (HAMPSHIRE AVE) & DUNDEE AVE	SR-89 & DUNDEE & HAMPSHIRE	0	1	1	0	0	2	0.40	13.10	Jerome	NACOG
16610	STATE ROUTE 89 (MAIN ST) & GULCH RD	SR-89 & GULCH & MAIN	0	0	1	0	2	3	0.60	3.19	Jerome	NACOG
16041	STATE ROUTE 89 (HULL AVE)& CONGLOMERATE	SR-89 & CONGLOMERATE & HULL	0	0	1	0	0	1	0.20	2.79	Jerome	NACOG
16600	STATE ROUTE 89 (CLARK ST) & HILL ST	SR-89 & CLARK & HILL	0	0	1	0	0	1	0.20	2.79	Jerome	NACOG
14716	CEMETERY RD & NORTH DR	CEMETERY & NORTH	0	0	0	1	0	1	0.20	1.93	Jerome	NACOG
16540	STATE ROUTE 89 & GULCH SCHOOL RD	SR-89 & GULCH SCHOOL & SR-89A	0	0	0	1	0	1	0.20	1.93	Jerome	NACOG
16616	STATE ROUTE 89 & LOWER GULCH RD	SR-89 & LOWER GULCH & SR-89A	0	0	0	1	0	1	0.20	1.93	Jerome	NACOG
16541	STATE ROUTE 89 (MAIN ST) & JEROME AVE	SR-89 & JEROME & MAIN	0	0	0	0	4	4	0.80	0.80	Jerome	NACOG
16207	STATE ROUTE (MAIN ST) & SCHOOL ST	SR-89 & MAIN & SCHOOL	0	0	0	0	2	2	0.40	0.40	Jerome	NACOG
16544	STATE ROUTE 89 & LOZANO LN	SR-89 & LOZANO & SR-89A	0	0	0	0	2	2	0.40	0.40	Jerome	NACOG
16557	STATE ROUTE 89 (MAIN ST) & RICH ST	SR-89 & MAIN & RICH	0	0	0	0	2	2	0.40	0.40	Jerome	NACOG
16599	STATE ROUTE 89 (CLARK ST) & COUNTY RD	SR-89 & CLARK & COUNTY	0	0	0	0	2	2	0.40	0.40	Jerome	NACOG
16850	STATE ROUTE 89 (MAIN ST) & EAST AVE & GULCH LN/HOLLY AVE	SR-89 & EAST & GULCH & HOLLY & MAIN	0	0	0	0	2	2	0.40	0.40	Jerome	NACOG
16210	STATE ROUTE 89 (MAIN ST) & FIRST ST	SR-89 & FIRST & MAIN	0	0	0	0	1	1	0.20	0.20	Jerome	NACOG
16558	STATE ROUTE 89 (MAIN ST) & VERDE AVE	SR-89 & MAIN & VERDE	0	0	0	0	1	1	0.20	0.20	Jerome	NACOG
16611	STATE ROUTE 89 & HAMPSHIRE AVE/NORTH DR	SR-89 & HAMPSHIRE & NORTH	0	0	0	0	1	1	0.20	0.20	Jerome	NACOG

ID	Intersection Name	Intersection Name	Suspected				PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	Region
			Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes						
31182	STATE ROUTE 77 (NAVAJO BLVD) & JOY NEVIN AVE	HIGHWAY 77 & JOY NEVIN & NAVAJO	1	0	0	0	4	5	1.00	178.99	Holbrook	NACOG
31343	I-40 WB EXIT 286/CRESTVIEW RD & STATE ROUTE 77 (NAVAJO BLVD)	I-40 & I-40 WB EXIT 286 & CRESTVIEW * NAVAJO	0	0	2	3	14	19	3.80	14.18	Holbrook	NACOG
31259	STATE ROUTE 77 & SR-377/CODE TALKERS DR	CODE TALKERS & HIGHWAY 77 & SR-377	0	0	2	3	4	9	1.80	12.18	Holbrook	NACOG
31293	STATE ROUTE 77 (NAVAJO BLVD) & IOWA ST	I-40 & IOWA & NAVAJO	0	1	0	0	2	3	0.60	10.71	Holbrook	NACOG
27434	8TH AVE & IOWA ST	8TH & IOWA	0	1	0	0	1	2	0.40	10.51	Holbrook	NACOG
31247	US-180 (HOPI DR) & 3RD AVE	I-40 & 3RD & HOPI	0	1	0	0	1	2	0.40	10.51	Holbrook	NACOG
31248	US-180 (HOPI DR) & 4TH AVE	I-40 & 4TH & HOPI	0	1	0	0	0	1	0.20	10.31	Holbrook	NACOG
31251	US-180 (HOPI DR) & 7TH AVE	I-40 & 7TH & HOPI	0	1	0	0	0	1	0.20	10.31	Holbrook	NACOG
31286	STATE ROUTE 77 (NAVAJO BLVD) & ARIZONA ST	I-40 & ARIZONA & NAVAJO	0	0	1	1	3	5	1.00	5.32	Holbrook	NACOG
31334	STATE ROUTE 77 (NAVAJO BLVD) & HOPI DR	I-40 & SR-77 & HOPI & NAVAJO	0	0	1	0	7	8	1.60	4.19	Holbrook	NACOG
28985	HENNESSY AVE & WHITING AVE/McLAWS RD	HENNESSY & WHITING	0	0	0	2	0	2	0.40	3.86	Holbrook	NACOG
27229	1ST AVE & BUFFALO ST	1ST & BUFFALO	0	0	1	0	1	2	0.40	2.99	Holbrook	NACOG
31287	STATE ROUTE 77 (NAVAJO BLVD) & BUFFALO ST	I-40 & BUFFALO & NAVAJO	0	0	1	0	1	2	0.40	2.99	Holbrook	NACOG
27394	6TH AVE & FLORIDA ST	6TH & FLORIDA	0	0	1	0	0	1	0.20	2.79	Holbrook	NACOG
27684	ANITA DR & CARLOS AVE	ANITA & CARLOS	0	0	1	0	0	1	0.20	2.79	Holbrook	NACOG
28027	BROADCAST LN & US-180 (HOPI DR)	BROADCAST & HOPI	0	0	1	0	0	1	0.20	2.79	Holbrook	NACOG
31240	I-40 BUSINESS LOOP (NAVAJO BLVD) & CARLOS AVE	I-40 & CARLOS & NAVAJO	0	0	1	0	0	1	0.20	2.79	Holbrook	NACOG
31252	US-180 (HOPI DR) & 8TH AVE	I-40 & 8TH & HOPI	0	0	1	0	0	1	0.20	2.79	Holbrook	NACOG
31254	US-180 (HOPI DR) & ALLEY (BTW 1ST AVE & NAVAJO BLVD)	I-40 & ALLEY A & HOPI	0	0	1	0	0	1	0.20	2.79	Holbrook	NACOG

ID	Intersection Name	Suspected					Total Crashes	Annual Crash Frequency	Crash		Jurisdiction	Region
		Fatal Crashes	Serious	Suspected	Possible	PDO Crashes			Severity			
			Injury	Minor Injury	Injury							
37988	N LAKE POWELL BLVD/TUNNEL RD & US-89	1	0	4	5	13	23	4.60	201.62	Page	NACOG	
37989	S LAKE POWELL BLVD/SCENIC VIEW RD & US-89	1	0	5	3	16	25	5.00	201.15	Page	NACOG	
37231	LAKE POWELL BLVD & RIM VIEW DR	1	0	0	0	2	3	0.60	178.59	Page	NACOG	
35966	COPPERMINE RD & HAUL RD	0	1	4	0	9	14	2.80	23.28	Page	NACOG	
37544	COPPERMINE RD & SR-98	0	1	3	0	9	13	2.60	20.49	Page	NACOG	
37599	LAKE POWELL BLVD & NORTH NAVAJO DR	0	1	1	2	11	15	3.00	19.16	Page	NACOG	
37225	LAKE POWELL BLVD & ELM ST	0	0	3	3	11	17	3.40	16.37	Page	NACOG	
37979	STATE ROUTE 98 & US-89	0	1	1	0	5	7	1.40	14.10	Page	NACOG	
37227	LAKE POWELL BLVD & SOUTH NAVAJO DR	0	0	3	2	7	12	2.40	13.64	Page	NACOG	
37218	LAKE POWELL BLVD & KAIBAB RD	0	1	1	0	2	4	0.80	13.50	Page	NACOG	
33103	APPALOOSA RD & HAUL RD	0	1	1	0	0	2	0.40	13.10	Page	NACOG	
37347	US-89 & HAUL RD	0	0	2	2	8	12	2.40	11.05	Page	NACOG	
37228	LAKE POWELL BLVD & SUNRISE AVE	0	1	0	0	3	4	0.80	10.91	Page	NACOG	
31497	10TH AVE & CASTLE ROCK ST	0	1	0	0	0	1	0.20	10.31	Page	NACOG	
35703	11TH AVE & PADRE ESCALANTE DR	0	1	0	0	0	1	0.20	10.31	Page	NACOG	
37220	LAKE POWELL BLVD & ASPEN AVE	0	0	2	2	3	7	1.40	10.05	Page	NACOG	
37461	20TH AVE & INDIGO RIDGE BLVD/NORTH NAVAJO BLVD	0	0	2	1	2	5	1.00	7.92	Page	NACOG	
37223	LAKE POWELL BLVD & COPPERMINE RD	0	0	1	2	4	7	1.40	7.46	Page	NACOG	
35730	6TH AVE & SOUTH NAVAJO DR	0	0	1	1	3	5	1.00	5.32	Page	NACOG	
37880	US-89 & WAHWEAP VIEW	0	0	1	1	3	5	1.00	5.32	Page	NACOG	

ID	Intersection Name	Suspected				PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	Region
		Fatal Crashes	Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes						
3909	CASTLE HOT SPRINGS RD & FRENCH CREEK RD	0	0	0	1	1	2	0.40	2.13	Peoria	NACOG

ID	Intersection Name	Suspected					Annual Crash Frequency	Crash Severity Score	Jurisdiction	Region	
		Fatal Crashes	Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes					Total Crashes
24765	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & MALAPAI DR/TIMBER LN	1	1	0	1	2	5	1.00	190.83	Pinetop-Lakeside	NACOG
24768	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & PINEVIEWI DR	1	0	2	0	7	10	2.00	185.18	Pinetop-Lakeside	NACOG
24842	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & YAEGER LN	0	1	2	7	23	33	6.60	34.02	Pinetop-Lakeside	NACOG
24648	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & WOODLAND RD	0	1	4	4	17	26	5.20	32.61	Pinetop-Lakeside	NACOG
24667	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & RHOTON LN	0	1	2	2	8	13	2.60	21.36	Pinetop-Lakeside	NACOG
24663	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & JACKSON LN	0	1	1	4	2	8	1.60	21.23	Pinetop-Lakeside	NACOG
24628	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & SHOW LOW LAKE RD	0	1	1	2	16	20	4.00	20.16	Pinetop-Lakeside	NACOG
24647	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & PORTER MOUNTAIN RD	0	0	4	2	19	25	5.00	18.83	Pinetop-Lakeside	NACOG
24646	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & NIELS HANSEN RD	0	1	2	0	9	12	2.40	17.69	Pinetop-Lakeside	NACOG
24638	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & PENROD LN	0	0	3	3	15	21	4.20	17.17	Pinetop-Lakeside	NACOG
24603	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & LOCKWOOD DR	0	0	2	4	8	14	2.80	14.91	Pinetop-Lakeside	NACOG
24645	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & MOONRIDGE DR	0	0	1	5	8	14	2.80	14.05	Pinetop-Lakeside	NACOG
24636	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & MCCOY DR	0	1	1	0	4	6	1.20	13.90	Pinetop-Lakeside	NACOG
24664	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & JOHN L FISH LN	0	0	2	2	22	26	5.20	13.85	Pinetop-Lakeside	NACOG
24633	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & CREEL DR	0	1	0	1	2	4	0.80	12.64	Pinetop-Lakeside	NACOG
24629	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & TURKEY TRAC DR	0	0	2	2	14	18	3.60	12.25	Pinetop-Lakeside	NACOG
24627	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & POPLAR DR	0	0	3	1	6	10	2.00	11.51	Pinetop-Lakeside	NACOG
24622	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & SUMMER HAVEN LN	0	0	1	3	0	4	0.80	8.59	Pinetop-Lakeside	NACOG
24639	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & S PINE LAKE RD	0	0	2	1	4	7	1.40	8.32	Pinetop-Lakeside	NACOG
24758	STATE ROUTE 260 (WHITE MOUNTAIN BLVD) & MAVERICK ACCESS	0	0	2	0	1	3	0.60	5.79	Pinetop-Lakeside	NACOG

ID	Intersection Name	Intersection Name	Suspected			PDO	Total	Annual	Crash		Jurisdiction	Region
			Fatal	Serious	Minor				Possible	Crash		
			Crashes	Crashes	Crashes	Crashes	Crashes	Frequency	Score			
6179	PRESCOTT LAKES PKWY & SUNDG CONNECTOR RD	BUNKER & PRESCOTT LAKES	2	0	1	0	6	9	1.80	360.37	Prescott	CYMPO
8687	GATEWAY BLVD/PRESCOTT LAKES PKWY & STATE ROUTE 69	GATEWAY & PRESCOTT LAKES & SR-69	1	2	6	9	53	71	14.20	243.55	Prescott	CYMPO
2669	RUTH ST & WHIPPLE ST	RUTH & WHIPPLE	1	4	3	4	25	37	7.40	240.53	Prescott	CYMPO
8031	NICHOLET TRL/WILLOW CREEK RD & SMOKE TREE LN	NICHOLET & SMOKE TREE & WILLOW CREEK	1	1	6	2	19	29	5.80	212.92	Prescott	CYMPO
8616	OVERLAND RD & STATE ROUTE 89	SR-89 EXIT 312A & OVERLAND & SR-89	1	1	2	0	15	19	3.80	197.08	Prescott	CYMPO
1798	CAMPBELL ST & MERRITT ST	CAMPBELL & MERRITT	1	0	3	1	0	5	1.00	188.50	Prescott	CYMPO
8293	FAIR ST & GAIL GARDNER WAY	DOUGHERTY & FAIR & GAIL GARDNER	1	0	1	2	3	7	1.40	185.45	Prescott	CYMPO
8505	STATE ROUTE 89 (WHITE SPAR RD) & HAISLEY RD	SR-89 & HAISLEY & WHITE SPAR	1	0	1	1	1	4	0.80	183.11	Prescott	CYMPO
38275	STANDING ROCK DR & WILLIAMSON VALLEY RD	STANDING ROCK & WILLIAMSON VALLEY	1	0	0	0	3	4	0.80	178.79	Prescott	CYMPO
5819	ALTO ST & GURLEY ST	ALTO & GURLEY	1	0	0	0	1	2	0.40	178.39	Prescott	CYMPO
8636	IRON SPRINGS RD/WHIPPLE ST & WILLOW CREEK RD/MILLER VALLEY RD	IRON SPRINGS & MILLER VALLEY & WHIPPLE & WILLOW CREEK	0	2	15	12	39	68	13.60	93.49	Prescott	CYMPO
6918	WILLOW CREEK RD & WILLOW LAKE RD	WILLOW CREEK & WILLOW LAKE	0	3	7	13	49	72	14.40	85.39	Prescott	CYMPO
8624	STATE ROUTE 89 & DEEP WELL RANCH RD	SR-89 EXIT 320E & DEEP WELL RANCH & SR-89	0	2	6	9	100	117	23.40	74.76	Prescott	CYMPO
8689	LEE BLVD & STATE ROUTE 69	LEE & SR-69	0	2	6	11	28	47	9.40	64.22	Prescott	CYMPO
8749	PRESCOTT LAKES PKWY & STATE ROUTE 89	PRESCOTT LAKES & SR-89	0	2	6	7	38	53	10.60	58.50	Prescott	CYMPO
8724	STATE ROUTE 89 EB EXIT 317 & STATE ROUTE 89A	SR-89 EXIT 317G & SR-89 & SR-89A EB FRONTAGE	0	1	7	7	30	45	9.00	49.38	Prescott	CYMPO
2431	FAIR ST & MILLER VALLEY RD	FAIR & MILLER VALLEY	0	3	3	3	21	30	6.00	49.30	Prescott	CYMPO
6414	GAIL GARDNER WAY & IRON SPRINGS RD	GAIL GARDNER & IRON SPRINGS	0	1	6	7	39	53	10.60	48.39	Prescott	CYMPO
8064	COLLEGE HEIGHTS RD/CROSSINGS DR & WILLOW CREEK RD	COLLEGE HEIGHTS & CROSSINGS & WILLOW CREEK	0	1	10	3	20	34	6.80	48.03	Prescott	CYMPO
8540	STATE ROUTE 89 (GURLEY ST) & SHELDON ST	SR-89 & GURLEY & SHELDON	0	0	6	9	27	42	8.40	39.54	Prescott	CYMPO

ID	Intersection Name	Suspected				Possible Injury	PDO Crashes	Total Crashes	Crash		
		Fatal Crashes	Serious Injury Crashes	Minor Injury Crashes	Crashes				Annual Crash Frequency	Severity Score	Jurisdiction
38253	FRONTAGE RD & MEADOWLARK DR	2	0	2	4	3	11	2.20	370.29	Prescott Valley	CYMPO
7078	FLORENTINE RD & GLASSFORD HILL RD	1	0	11	12	41	65	13.00	240.29	Prescott Valley	CYMPO
8698	KACHINA PL & STATE ROUTE 69	1	1	4	2	22	30	6.00	207.93	Prescott Valley	CYMPO
38965	MENDECINO DR & STATE ROUTE 69	1	1	4	2	7	15	3.00	204.93	Prescott Valley	CYMPO
7567	GLASSFORD HILL RD & GRANVILLE PKWY	1	0	3	7	5	16	3.20	201.09	Prescott Valley	CYMPO
7391	ROBERT RD & SPOUSE DR	1	0	3	3	14	21	4.20	195.16	Prescott Valley	CYMPO
7964	AINSLEY WAY & GLASSFORD HILL RD	1	0	0	1	3	5	1.00	180.72	Prescott Valley	CYMPO
1177	LAKESHORE LN & WHIPSAW DR	1	0	0	0	2	3	0.60	178.59	Prescott Valley	CYMPO
38285	FRONTAGE RD & MOUNTAIN VIEW DR	1	0	0	0	1	2	0.40	178.39	Prescott Valley	CYMPO
3263	LAKESHORE DR & MOCCASIN CIR	1	0	0	0	0	1	0.20	178.19	Prescott Valley	CYMPO
38989	GLASSFORD HILL RD & STATE ROUTE 69	0	3	12	10	64	89	17.80	96.56	Prescott Valley	CYMPO
8663	GLASSFORD HILL RD & LAKESHORE DR/MAVERICK STORE DR	0	2	6	11	45	64	12.80	67.62	Prescott Valley	CYMPO
38967	STATE ROUTE 69 & STONERIDGE DR	0	0	11	10	33	54	10.80	56.64	Prescott Valley	CYMPO
8761	PRESCOTT COUNTRY CLUB BLVD & STATE ROUTE 69	0	1	8	6	44	59	11.80	53.04	Prescott Valley	CYMPO
38966	PRESCOTT EAST HWY & STATE ROUTE 69	0	1	6	8	31	46	9.20	48.72	Prescott Valley	CYMPO
8743	LAKE VALLEY RD & STATE ROUTE 69	0	1	6	7	34	48	9.60	47.39	Prescott Valley	CYMPO
8741	FAIN RD & STATE ROUTE 89A/ROBERT RD	0	2	5	3	20	30	6.00	44.38	Prescott Valley	CYMPO
8696	BRADSHAW MOUNTAIN RD & STATE ROUTE 69	0	1	5	7	21	34	6.80	41.99	Prescott Valley	CYMPO
8298	CENTRE CT & GLASSFORD HILL RD	0	0	7	9	24	40	8.00	41.73	Prescott Valley	CYMPO
38968	STATE ROUTE 69 & VALLEY VIEW DR	0	0	6	8	28	42	8.40	37.81	Prescott Valley	CYMPO

ID	Fatal Crashes	Suspected Serious	Suspected Minor	Possible Injury	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	Region
		Injury Crashes	Injury Crashes	Crashes						
I3319 CAPITOL BUTTE RD & JORDAN RD	1	0	0	0	0	1	0.20	178.19	Sedona	NACOG
I4941 HARMONY DR & WINDSONG DR	1	0	0	0	0	1	0.20	178.19	Sedona	NACOG
I6825 STATE ROUTE 179 & STATE ROUTE 89A	0	1	1	3	147	152	30.40	48.30	Sedona	NACOG
I6805 RODEO RD/SHELBY DR & STATE ROUTE 89A	0	2	4	4	42	52	10.40	47.92	Sedona	NACOG
I6804 MOUNTAIN SHADOWS DR/NORTHVIEW RD & STAE ROUTE 89A	0	2	4	2	14	22	4.40	38.45	Sedona	NACOG
I6801 COFFEE POT DR/SUNSET DR & STATE ROUTE 89A	0	1	3	4	35	43	8.60	33.41	Sedona	NACOG
I6596 ANDANTE DR & STATE ROUTE 89A	0	0	3	3	19	25	5.00	17.97	Sedona	NACOG
I6630 STATE ROUTE 89A & STUTZ BEARCAT DR	0	0	3	4	8	15	3.00	17.70	Sedona	NACOG
I6211 POSITANO PL/BRISTLECONE PINES RD & STATE ROUTE 89A	0	1	2	0	5	8	1.60	16.89	Sedona	NACOG
I6609 GOODROW LN & STATE ROUTE 89A	0	0	3	3	13	19	3.80	16.77	Sedona	NACOG
I6797 L AUBERGE LN & STATE ROUTE 89A	0	1	2	0	3	6	1.20	16.49	Sedona	NACOG
I6803 KALLOF PL/PAYNE PL & STATE ROUTE 89A	0	0	3	2	9	14	2.80	14.04	Sedona	NACOG
I6626 SOLDIERS PASS RD & STATE ROUTE 89A	0	0	2	3	13	18	3.60	13.98	Sedona	NACOG
I4601 BLUE HERON WAY/RIGBY RD & STATE ROUTE 89A	0	1	1	0	2	4	0.80	13.50	Sedona	NACOG
I3636 ROLLING HILLS RD & ROLLING HILLS PL	0	1	1	0	1	3	0.60	13.30	Sedona	NACOG
I4541 ARROYO PINON DR/DRY CREEK RD & STATE ROUTE 89A	0	0	1	4	9	14	2.80	12.32	Sedona	NACOG
I6646 AIRPORT RD & STATE ROUTE 89A	0	1	0	0	10	11	2.20	12.31	Sedona	NACOG
I6634 STATE ROUTE 89A & VIEW DR	0	0	3	1	8	12	2.40	11.91	Sedona	NACOG
I6657 STATE ROUTE 179 & CHAPEL RD	0	1	0	0	7	8	1.60	11.71	Sedona	NACOG
I6627 SOUTHWEST DR & STATE ROUTE 89A	0	0	2	2	7	11	2.20	10.85	Sedona	NACOG

ID	Intersection Name	Suspected					Total Crashes	Annual Crash Frequency	Crash Severity		Jurisdiction	Region
		Fatal Crashes	Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes			Score	Severity		
24770	STATE ROUTE 260 (WHITE MOUNTAIN RD) & WOOLFORD RD	1	2	13	19	53	88	17.60	282.41	Show Low	NACOG	
31174	US-60 (DEUCE OF CLUBS AVE) & ADAMS ST	1	0	2	0	1	4	0.80	183.98	Show Low	NACOG	
31113	US-60 (DEUCE OF CLUBS) & FIRST KNOLL CINDER PIT	1	0	1	1	2	5	1.00	183.31	Show Low	NACOG	
24762	STATE ROUTE 260 (WHITE MOUNTAIN RD) & EVERGREEN LN	1	0	0	1	9	11	2.20	181.92	Show Low	NACOG	
24766	STATE ROUTE 260 (WHITE MOUNTAIN RD) & OLIVER PL	1	0	0	1	0	2	0.40	180.12	Show Low	NACOG	
24653	STATE ROUTE 260 (WHITE MOUNTAIN RD) & UNNAMED ACCESS	1	0	0	0	1	2	0.40	178.39	Show Low	NACOG	
24652	STATE ROUTE 260 (CLARK RD) & BISON PKWY	1	0	0	0	0	1	0.20	178.19	Show Low	NACOG	
24841	STATE ROUTE 260 (WHITE MOUNTAIN RD) & CUB LAKE RD/SHOW LOW LAKE RD	0	1	12	17	65	95	19.00	89.66	Show Low	NACOG	
24837	US-60 (DEUCE OF CLUBS) & WHIPPLE ST	0	2	6	11	33	52	10.40	65.22	Show Low	NACOG	
31349	US-60 (DEUCE OF CLUBS) & CENTRAL AVE	0	1	7	9	36	53	10.60	54.44	Show Low	NACOG	
31331	US-60 (DEUCE OF CLUBS) & STATE ROUTE 260 (WHITE MOUNTAIN RD)	0	1	8	6	42	57	11.40	52.64	Show Low	NACOG	
31296	US-60 (DEUCE OF CLUBS) & STATE ROUTE 77 (PENROD RD)	0	1	3	8	37	49	9.80	41.54	Show Low	NACOG	
31221	STATE ROUTE 260 (WHITE MOUNTAIN RD) & E HALL	0	2	2	4	24	32	6.40	38.73	Show Low	NACOG	
31278	STATE ROUTE 260 (DEUCE OF CLUBS) & 8TH AVE	0	2	1	3	11	17	3.40	31.41	Show Low	NACOG	
24763	STATE ROUTE 260 (WHITE MOUNTAIN RD) & FAWN BROOK DR	0	2	1	0	11	14	2.80	25.61	Show Low	NACOG	
31176	STATE ROUTE 260 (DEUCE OF CLUBS) & 18TH PL	0	1	3	2	5	11	2.20	23.55	Show Low	NACOG	
24752	STATE ROUTE 260 (WHITE MOUNTAIN RD) & SCOTT RANCH RD	0	0	4	4	18	26	5.20	22.50	Show Low	NACOG	
31273	STATE ROUTE 260 (DEUCE OF CLUBS) & 4TH ST	0	1	2	2	5	10	2.00	20.76	Show Low	NACOG	
31279	STATE ROUTE 260 (DEUCE OF CLUBS) & MCNEIL ST	0	0	2	3	16	21	4.20	14.58	Show Low	NACOG	
24893	STATE ROUTE 260 (DEUCE OF CLUBS) & CLARK RD	0	0	2	3	13	18	3.60	13.98	Show Low	NACOG	

ID	Intersection Name	Suspected			Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	Region
		Fatal Crashes	Serious Injury Crashes	Minor Injury Crashes							
29779	24TH ST NORTH & OLD WOODRUFF RD	1	0	0	0	0	1	0.20	178.19	Snowflake	NACOG
31258	STATE ROUTE 77 (MAIN ST) & STATE ROUTE 277 (SN	0	1	1	3	5	10	2.00	19.90	Snowflake	NACOG
24448	STATE ROUTE 277 (3RD ST) & WEST GARDEN LN	0	1	2	0	2	5	1.00	16.29	Snowflake	NACOG
31145	STATE ROUTE 77 (MAIN ST) & 4TH ST SOUTH	0	0	2	4	9	15	3.00	15.11	Snowflake	NACOG
31011	STATE ROUTE 77 (MAIN ST) & 7TH ST SOUTH	0	0	1	5	12	18	3.60	14.85	Snowflake	NACOG
30990	STATE ROUTE 77 (MAIN ST) & 20TH ST SOUTH	0	0	3	1	0	4	0.80	10.31	Snowflake	NACOG
30209	CENTENNIAL BLVD & SIERRA DR	0	1	0	0	0	1	0.20	10.31	Snowflake	NACOG
31005	STATE ROUTE 77 (MAIN ST) & FISH LN	0	1	0	0	0	1	0.20	10.31	Snowflake	NACOG
31081	STATE ROUTE 277 (SNOWFLAKE BLVD) & 6TH ST WE	0	1	0	0	0	1	0.20	10.31	Snowflake	NACOG
31184	STATE ROUTE 77 (MAIN ST) & CENTER ST	0	0	1	2	9	12	2.40	8.46	Snowflake	NACOG
22588	7TH ST SOUTH & PORTER DR	0	0	1	1	3	5	1.00	5.32	Snowflake	NACOG
30369	2ND ST WEST & 7TH ST SOUTH	0	0	1	1	2	4	0.80	5.12	Snowflake	NACOG
29792	STATE ROUTE 77 (MAIN ST) & 5TH ST SOUTH	0	0	0	2	2	4	0.80	4.26	Snowflake	NACOG
31140	STATE ROUTE 77 (MAIN ST) & 1ST ST NORTH	0	0	1	0	3	4	0.80	3.39	Snowflake	NACOG
31146	STATE ROUTE 77 (MAIN ST) & 9TH ST SOUTH	0	0	0	1	7	8	1.60	3.33	Snowflake	NACOG
30366	2ND ST WEST & 4TH ST SOUTH	0	0	1	0	2	3	0.60	3.19	Snowflake	NACOG
30293	PARKWAY DR & SNOWFLAKE HEIGHTS BLVD	0	0	1	0	0	1	0.20	2.79	Snowflake	NACOG
30444	7TH ST SOUTH & CENTENNIAL BLVD	0	0	1	0	0	1	0.20	2.79	Snowflake	NACOG
38325	CANYON DR & FRONTIER PKWY	0	0	1	0	0	1	0.20	2.79	Snowflake	NACOG
30988	STATE ROUTE 77 (MAIN ST) & 14TH ST SOUTH	0	0	1	0	0	1	0.20	2.79	Snowflake	NACOG

ID	Intersection Name	Suspected				PDO	Total	Annual	Crash	Crash	Jurisdiction	Region
		Fatal	Serious	Suspected	Possible							
		Crashes	Injury	Minor Injury	Injury	Crashes	Crashes	Frequency	Score			
18156	AIRPORT RD & BECKER LAKE RD	1	0	0	0	0	1	0.20	178.19	Springerville	NACOG	
23900	AIRPORT RD/COCONINO DR & SR-260 (MOUNTAIN AVE)	0	1	0	1	5	7	1.40	13.24	Springerville	NACOG	
24889	US-180 (MAIN ST) & PAPAGO ST	0	0	0	2	0	2	0.40	3.86	Springerville	NACOG	
24886	US-180 (MAIN ST) & HOPI ST	0	0	1	0	3	4	0.80	3.39	Springerville	NACOG	
24882	US-180 (MAIN ST) & BECKER LAKE RD	0	0	1	0	2	3	0.60	3.19	Springerville	NACOG	
24884	US-180 (MAIN ST) & SILVA LN	0	0	1	0	1	2	0.40	2.99	Springerville	NACOG	
18658	MARICOPA DR & PAPAGO ST	0	0	1	0	0	1	0.20	2.79	Springerville	NACOG	
18164	APACHE ST & PAPAGO ST	0	0	0	1	0	1	0.20	1.93	Springerville	NACOG	
18845	US-180 (MAIN ST) & ZUNI DR	0	0	0	1	0	1	0.20	1.93	Springerville	NACOG	
24517	US-60 (MAIN ST) & ADOT MAINTENANCE YARD ACCESS	0	0	0	1	0	1	0.20	1.93	Springerville	NACOG	
24883	US-180 (MAIN ST) & CHIRICAHUA DR	0	0	0	1	0	1	0.20	1.93	Springerville	NACOG	
24905	US-180 (MAIN ST) & MOUNTAIN AVE	0	0	0	0	4	4	0.80	0.80	Springerville	NACOG	
24909	US-60 & US-180 (NORTH)	0	0	0	0	2	2	0.40	0.40	Springerville	NACOG	
24881	US-180 (MAIN ST) & APACHE ST	0	0	0	0	1	1	0.20	0.20	Springerville	NACOG	
24887	US-180 (MAIN ST) & PAPAGO ST	0	0	0	0	1	1	0.20	0.20	Springerville	NACOG	
24904	US-180 (MAIN ST) & PIMA ST	0	0	0	0	1	1	0.20	0.20	Springerville	NACOG	

ID	Intersection Name	Fatal Crashes	Suspected	Suspected	Possible	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash	Jurisdiction	Region
			Serious Injury Crashes	Minor Injury Crashes	Injury Crashes				Severity Score		
31265	US-180 (CLEVELAND ST) & 24TH ST	0	2	0	0	2	4	0.80	21.02	St Johns	NACOG
30793	3RD & WASHINGTON ST	0	1	0	0	0	1	0.20	10.31	St Johns	NACOG
31263	US-180 (CLEVELAND ST) & 13TH ST	0	0	0	2	5	7	1.40	4.86	St Johns	NACOG
31323	US-180/STATE ROUTE 191 (WHITE MOUNTAIN BLVD) & 7TH ST	0	0	1	0	1	2	0.40	2.99	St Johns	NACOG
26980	E 1ST N & N 1ST E	0	0	1	0	0	1	0.20	2.79	St Johns	NACOG
27032	W 1ST N & N 1ST W	0	0	1	0	0	1	0.20	2.79	St Johns	NACOG
27049	3RD ST & 4TH ST	0	0	1	0	0	1	0.20	2.79	St Johns	NACOG
27140	10TH ST & 6TH ST	0	0	1	0	0	1	0.20	2.79	St Johns	NACOG
27162	33RD PL & 8TH PL	0	0	1	0	0	1	0.20	2.79	St Johns	NACOG
31207	SR-180 (CLEVELAND ST) & WASHINGTON ST	0	0	1	0	0	1	0.20	2.79	St Johns	NACOG
27010	13TH ST & 4TH AVE	0	0	0	1	0	1	0.20	1.93	St Johns	NACOG
27100	1ST ST & 5TH ST	0	0	0	1	0	1	0.20	1.93	St Johns	NACOG
27082	13TH ST & REDSKIN DR	0	0	0	0	2	2	0.40	0.40	St Johns	NACOG
31055	STATE ROUTE 191 & BLUE HILLS LANDFILL	0	0	0	0	2	2	0.40	0.40	St Johns	NACOG
31127	CLEVELAND ST & WASHINGTON ST	0	0	0	0	2	2	0.40	0.40	St Johns	NACOG
31267	US-180 (CLEVELAND ST) & 4TH ST	0	0	0	0	2	2	0.40	0.40	St Johns	NACOG
31318	US-180 (COMMERCIAL ST) & SR-191 (2ND ST)	0	0	0	0	2	2	0.40	0.40	St Johns	NACOG
26983	1ST ST & 2ND ST	0	0	0	0	1	1	0.20	0.20	St Johns	NACOG
27029	16TH ST & 17TH ST	0	0	0	0	1	1	0.20	0.20	St Johns	NACOG
27081	13TH ST & 7TH ST	0	0	0	0	1	1	0.20	0.20	St Johns	NACOG

ID	Intersection Name	Suspected				PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	Region
		Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes						
31150	STATE ROUTE 77 (MAIN ST) & WILLOW LN	0	1	2	0	4	7	1.40	16.69 Taylor	NACOG	
30999	STATE ROUTE 77 (MAIN ST) & PAPERMILL RD	0	0	4	1	10	15	3.00	15.10 Taylor	NACOG	
22718	FARMHOUSE DR & PINEDALE RD	0	1	0	0	0	1	0.20	10.31 Taylor	NACOG	
22460	FOOTHILLS BLVD & PAPERMILL RD	0	0	0	4	0	4	0.80	7.73 Taylor	NACOG	
30979	STATE ROUTE 77 (MAIN ST) & SPLIT ROCK FALLS DR	0	0	2	0	9	11	2.20	7.39 Taylor	NACOG	
30909	1100TH ST/HIGHLAND DR & PAPERMILL RD	0	0	2	0	2	4	0.80	5.99 Taylor	NACOG	
20518	FREEMAN HOLLOW RD & PAPERMILL RD	0	0	1	0	1	2	0.40	2.99 Taylor	NACOG	
29839	300TH ST & CENTER ST	0	0	1	0	0	1	0.20	2.79 Taylor	NACOG	
30206	CENTENNIAL BLVD & HILLSHIRE DR	0	0	1	0	0	1	0.20	2.79 Taylor	NACOG	
30985	STATE ROUTE 77 & TAYLOR FARMS RD	0	0	1	0	0	1	0.20	2.79 Taylor	NACOG	
30207	CENTENNIAL BLVD & PAPERMILL RD	0	0	0	1	1	2	0.40	2.13 Taylor	NACOG	
30907	700TH ST/LOVE LAKE RD & WILLOW LN	0	0	0	1	1	2	0.40	2.13 Taylor	NACOG	
29834	600TH ST & CATTLE LN	0	0	0	1	0	1	0.20	1.93 Taylor	NACOG	
30303	BRIMHALL LN & RIVENDELL DR	0	0	0	1	0	1	0.20	1.93 Taylor	NACOG	
30998	STATE ROUTE 77 (MAIN ST) & CASA LINDA DR	0	0	0	0	7	7	1.40	1.40 Taylor	NACOG	
31148	STATE ROUTE 77 (MAIN ST) & CATTLE LN	0	0	0	0	3	3	0.60	0.60 Taylor	NACOG	
30182	AVALON BLVD & VERDE DR	0	0	0	0	2	2	0.40	0.40 Taylor	NACOG	
30997	STATE ROUTE 77 (MAIN ST) & TUMBLEWEED ST	0	0	0	0	2	2	0.40	0.40 Taylor	NACOG	
31151	STATE ROUTE 77 (MAIN ST) & BALDWIN LN	0	0	0	0	2	2	0.40	0.40 Taylor	NACOG	
31183	STATE ROUTE 77 (MAIN ST) & CENTER ST	0	0	0	0	2	2	0.40	0.40 Taylor	NACOG	

ID	Intersection Name	Suspected Serious Injury				Suspected Minor Injury		Possible Injury		PDO Crashes	Total Crashes	Annual Crash		Jurisdiction	Region
		Fatal Crashes	Injury Crashes	Injury Crashes	Injury Crashes	Possible Crashes	Crashes	Frequency	Severity Score						
37947	STATE ROUTE 64 & NF-302	0	1	1	0	1	3	0.60	13.30	Tusayan	NACOG				
37633	LINCOLN LOG LOOP & STATE ROUTE 64	0	1	0	0	2	3	0.60	10.71	Tusayan	NACOG				
37615	S LONG JIM LOOP & STATE ROUTE 64	0	0	1	0	10	11	2.20	4.79	Tusayan	NACOG				
37910	RP DR & STATE ROUTE 64	0	0	1	0	1	2	0.40	3.00	Tusayan	NACOG				
37614	COYOTE LN & STATE ROUTE 64	0	0	0	1	5	6	1.20	2.93	Tusayan	NACOG				
37944	CANYON PLAZA LN & STATE ROUTE 64	0	0	0	1	4	5	1.00	2.73	Tusayan	NACOG				
37620	AIRPORT RD & STATE ROUTE 64	0	0	0	0	3	3	0.60	0.60	Tusayan	NACOG				
37949	CORSAIR DR & STATE ROUTE 64	0	0	0	0	2	2	0.40	0.40	Tusayan	NACOG				
36796	LONG JIM LOOP & SHIMMY LN	0	0	0	0	1	1	0.20	0.20	Tusayan	NACOG				
37635	N LONG JIM LOOP/NF-201A & STATE ROUTE 64	0	0	0	0	1	1	0.20	0.20	Tusayan	NACOG				

ID	Intersection Name	Crash Type				PDO	Total Crashes	Crash Severity		Jurisdiction	Region
		Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes			Annual Crash Frequency	Severity Score		
8661	WICKENBURG RANCH WAY & US-93	0	4	4	7	48	63	12.60	75.53	Wickenburg	NACOG
8651	SCENIC LOOP RD & US-93	0	1	1	0	3	5	1.00	13.70	Wickenburg	NACOG
8655	US-93 & VULTURE MINE RD	0	0	1	0	1	2	0.40	2.99	Wickenburg	NACOG
8634	MESA BONITA RANCH RD & US-93	0	0	1	0	0	1	0.20	2.79	Wickenburg	NACOG
8654	PEACEFUL RDG (QUALL RIDGE LN) & US-93	0	0	0	0	4	4	0.80	0.80	Wickenburg	NACOG

ID	Intersection Name	Fatal Crashes	Suspected			PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	Region
			Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes						
24915	WB I-40 EXIT 165 & STATE ROUTE 64 (ROUTE 66)	0	1	1	1	18	21	4.20	18.63	Williams	NACOG
24825	EB I-40 I-40 EXIT 163 & GRAND CANYON BLVD	0	1	0	1	8	10	2.00	13.84	Williams	NACOG
24705	RODEO RD & ROUTE 66	0	1	0	1	5	7	1.40	13.24	Williams	NACOG
24682	2ND ST/GRAND CANYON BLVD & ROUTE 66	0	1	0	0	13	14	2.80	12.91	Williams	NACOG
24823	GRAND CANYON BLVD & WB I-40 EXIT 163	0	1	0	1	3	5	1.00	12.84	Williams	NACOG
17756	7TH & CATARACT LAKE RD	0	1	0	0	0	1	0.20	10.31	Williams	NACOG
24572	RAILROAD AVE & GRAND CANYON BLVD	0	0	2	1	10	13	2.60	9.52	Williams	NACOG
24916	EB I-40 EXIT 165 & STATE ROUTE 64 (ROUTE 66)	0	0	1	2	10	13	2.60	8.66	Williams	NACOG
23788	OLD ROUTE 66 (I-40 FRONTAGE) & REDWALL WAY	0	0	1	1	1	3	0.60	4.92	Williams	NACOG
24512	ROUTE 66 & 5TH ST	0	0	1	0	4	5	1.00	3.59	Williams	NACOG
24231	COUNTRY CLUB DR & SIGNAL HILL RD (I-40 FRONTAGE)	0	0	1	0	3	4	0.80	3.39	Williams	NACOG
18077	AIRPORT RD & RODEO RD	0	0	1	0	2	3	0.60	3.19	Williams	NACOG
22974	HIGH SCHOOL HILL RD & PERKINSVILLE RD	0	0	1	0	2	3	0.60	3.19	Williams	NACOG
24907	EB I-40 EXIT 161 & ROUTE 66/COUNTRY CLUB DR	0	0	0	1	6	7	1.40	3.13	Williams	NACOG
18076	QUARTER HORSE RD & RODEO RD	0	0	1	0	1	2	0.40	2.99	Williams	NACOG
24513	ROUTE 66 & PINE ST	0	0	1	0	1	2	0.40	2.99	Williams	NACOG
17609	LAKEVIEW DR & LAZY E RD	0	0	1	0	0	1	0.20	2.79	Williams	NACOG
17757	7TH & FRANKLIN AVE	0	0	1	0	0	1	0.20	2.79	Williams	NACOG
24683	ROUTE 66 & 4TH ST	0	0	0	1	4	5	1.00	2.73	Williams	NACOG

ID	Intersection Name	Fatal Crashes	Suspected			PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	Region
			Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes						
37905	3RD ST & WILLIAMSON AVE	1	0	0	0	7	8	1.60	179.59	Winslow	NACOG
37795	3RD ST & BERRY AVE	0	1	0	1	7	9	1.80	13.64	Winslow	NACOG
38061	HIPKOE DR & EB I-40 EXIT 252	0	1	1	0	2	4	0.80	13.50	Winslow	NACOG
37978	2ND ST & WILLIAMSON AVE	0	1	0	1	3	5	1.00	12.84	Winslow	NACOG
35663	DESMOND ST & WILSON AVE	0	1	0	0	0	1	0.20	10.31	Winslow	NACOG
37807	3RD ST & WINSLOW AVE	0	1	0	0	0	1	0.20	10.31	Winslow	NACOG
37929	2ND ST & COTTONWOOD AVE	0	1	0	0	0	1	0.20	10.31	Winslow	NACOG
35018	DESMOND ST & NORTH PARK DR	0	0	1	2	9	12	2.40	8.46	Winslow	NACOG
35022	HILLVIEW ST & NORTH PARK DR	0	0	1	2	4	7	1.40	7.46	Winslow	NACOG
37918	MIKES PIKE BLVD & NORTH PARK DR	0	0	1	1	12	14	2.80	7.12	Winslow	NACOG
37580	EB I-40 EXIT 253E & NORTH PARK DR	0	0	2	0	4	6	1.20	6.39	Winslow	NACOG
35538	1ST & ALFRED AVE	0	0	2	0	1	3	0.60	5.79	Winslow	NACOG
37806	3RD ST & WARREN AVE	0	0	1	0	6	7	1.40	3.99	Winslow	NACOG
35553	ASPINWALL ST & BERRY AVE	0	0	1	0	3	4	0.80	3.39	Winslow	NACOG
37895	3RD ST & COLORADO AVE	0	0	1	0	3	4	0.80	3.39	Winslow	NACOG
35613	HICKS AVE & MAPLE ST	0	0	1	0	2	3	0.60	3.19	Winslow	NACOG
37209	I-40 FRONTAGE RD & SAGEBRUSH DR	0	0	1	0	2	3	0.60	3.19	Winslow	NACOG
34257	ALLEY & BERRY AVE	0	0	1	0	1	2	0.40	2.99	Winslow	NACOG
34300	ALFRED AVE & ALLEY	0	0	1	0	0	1	0.20	2.79	Winslow	NACOG
34343	ALLEY & NORTH PARK DR	0	0	1	0	0	1	0.20	2.79	Winslow	NACOG

ID	Fatal Crashes	Suspected			PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	Region
		Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes						
8746 I-17 NB EXIT 287 & STATE ROUTE 260	3	1	7	3	25	39	7.80	575.22	Camp Verde	NACOG
16680 AULTMAN PKWY & STATE ROUTE 260	1	2	2	2	7	14	2.80	209.66	Camp Verde	NACOG
38926 STATE ROUTE 260 & PUEBLO RIDGE DR	1	0	0	1	3	5	1.00	180.72	Camp Verde	NACOG
38963 I-17 SB EXIT 287 & STATE ROUTE 260	0	1	6	7	35	49	9.80	47.59	Camp Verde	NACOG
7900 FINNIE FLAT RD & STATE ROUTE 260	0	2	1	3	7	13	2.60	30.61	Camp Verde	NACOG
16679 STATE ROUTE 260 & CHERRY CREEK	0	0	4	6	26	36	7.20	27.96	Camp Verde	NACOG
3366 CLIFFS PKWY & FINNIE FLAT RD	0	0	5	3	12	20	4.00	22.16	Camp Verde	NACOG
8711 GOSWICK WAY/INDUSTRIAL & STATE ROUTE 260	0	0	3	3	33	39	7.80	20.77	Camp Verde	NACOG
8708 MCCRACKEN LN/QUARTERHORSE LN & STATE ROUTE 260	0	1	1	3	5	10	2.00	19.90	Camp Verde	NACOG
4683 7TH ST & FINNIE FLAT RD	0	1	2	1	5	9	1.80	18.83	Camp Verde	NACOG
16677 STATE ROUTE 260 & WILSHIRE BLVD	0	1	1	1	13	16	3.20	17.63	Camp Verde	NACOG
16678 STATE ROUTE 260 & HORSESHOE BEND DR	0	1	1	0	13	15	3.00	15.70	Camp Verde	NACOG
1928 7TH ST & HOLLAMON ST	0	0	3	2	7	12	2.40	13.64	Camp Verde	NACOG
8707 BELL RD & OLD CHURCH & STATE ROUTE 260	0	1	1	0	2	4	0.80	13.50	Camp Verde	NACOG
8487 ASPEN WAY & STATE ROUTE 260	0	1	1	0	1	3	0.60	13.30	Camp Verde	NACOG
12463 RAWHIDE RD & RUSTLER TRL	0	1	1	0	0	2	0.40	13.10	Camp Verde	NACOG
8493 7TH ST & STATE ROUTE 260	0	0	3	1	3	7	1.40	10.91	Camp Verde	NACOG
13000 HORSESHOE BEND DR & RIVER DR	0	1	0	0	2	3	0.60	10.71	Camp Verde	NACOG
14733 CASTLE LN & MIDDLE VERDE RD	0	1	0	0	2	3	0.60	10.71	Camp Verde	NACOG

ID	Fatal Crashes	Suspected	Suspected	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash		Jurisdiction	Region
		Serious Injury Crashes	Minor Injury Crashes					Severity Score			
13054 PERKINSVILLE RD & ROAD 1 EAST	1	2	0	1	5	9	1.80	201.74	Chino Valley	CYMPO	
16822 BETHANY LN/OLD HIGHWAY 89 & STATE ROUTE 89	1	0	1	1	4	7	1.40	183.71	Chino Valley	CYMPO	
4192 BELMONT WAY & ROAD 1 NORTH	1	0	0	0	2	3	0.60	178.59	Chino Valley	CYMPO	
8723 ROAD 2 NORTH & STATE ROUTE 89	0	1	10	15	47	73	14.60	76.61	Chino Valley	CYMPO	
8619 STATE ROUTE 89 & KALINICH AVE	0	3	6	1	27	37	7.40	55.01	Chino Valley	CYMPO	
16819 ROAD 3 NORTH & STATE ROUTE 89	0	3	2	4	12	21	4.20	46.64	Chino Valley	CYMPO	
8747 ROAD 1 NORTH & STATE ROUTE 89	0	1	3	3	21	28	5.60	28.68	Chino Valley	CYMPO	
8617 RUSH ST/MARSTON AVE & STATE ROUTE 89	0	0	4	4	36	44	8.80	26.10	Chino Valley	CYMPO	
16823 PERKINSVILLE RD & STATE ROUTE 89	0	1	0	3	46	50	10.00	25.30	Chino Valley	CYMPO	
8067 STATE ROUTE 89 & ROAD 2 SOUTH	0	1	2	2	26	31	6.20	24.96	Chino Valley	CYMPO	
7302 ROAD 1 EAST & ROAD 1 SOUTH	0	2	1	0	5	8	1.60	24.41	Chino Valley	CYMPO	
8069 OUTER LOOP ROAD/ROAD 4 SOUTH & STATE ROUTE 89	0	0	4	2	33	39	7.80	21.63	Chino Valley	CYMPO	
16698 PALOMINO RD & STATE ROUTE 89	0	1	3	0	8	12	2.40	20.29	Chino Valley	CYMPO	
16066 STATE ROUTE 89 & ROAD NORTH	0	0	3	2	33	38	7.60	18.84	Chino Valley	CYMPO	
15842 REED RD & ROAD 3 NORTH	0	0	3	4	11	18	3.60	18.30	Chino Valley	CYMPO	
16695 JACK DALE DR & STATE ROUTE 89	0	1	2	1	2	6	1.20	18.23	Chino Valley	CYMPO	
8750 CENTER ST & STATE ROUTE 89	0	0	4	1	13	18	3.60	15.70	Chino Valley	CYMPO	
7303 ROAD 1 EAST & ROAD 2 SOUTH	0	1	1	0	4	6	1.20	13.90	Chino Valley	CYMPO	
5851 ROAD 1 EAST & ROAD 2 NORTH	0	0	3	0	12	15	3.00	10.78	Chino Valley	CYMPO	
6281 COTTONWOOD LN & LITTLE DOGGIE DRAW	0	1	0	0	1	2	0.40	10.51	Chino Valley	CYMPO	

ID	Fatal Crashes	Suspected	Suspected	Possible Injury	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	Region
		Serious Injury Crashes	Minor Injury Crashes	Crashes						
16824 STATE ROUTE 89 & SCENIC DR	1	0	1	0	8	10	2.00	182.58	Clarkdale	NACOG
9535 BITTER CREEK RD & CEMENT PLANT RD	1	0	0	0	0	1	0.20	178.19	Clarkdale	NACOG
16792 STATE ROUTE 89 & LINCOLN DR	0	1	3	1	10	15	3.00	22.62	Clarkdale	NACOG
16629 STATE ROUTE 89A & WILD HORSE LN	0	1	0	1	0	2	0.40	12.24	Clarkdale	NACOG
16186 ELEVENTH ST & FIRST SOUTH ST	0	1	0	0	1	2	0.40	10.51	Clarkdale	NACOG
10648 CENTERVILLE RD & RANDALL RD	0	1	0	0	0	1	0.20	10.31	Clarkdale	NACOG
12716 AVENIDA CENTERVILLE & CALLE ROSAS	0	1	0	0	0	1	0.20	10.31	Clarkdale	NACOG
16181 MAIN ST & TENTH ST	0	1	0	0	0	1	0.20	10.31	Clarkdale	NACOG
16213 DEBORAH DR & RETA ST	0	1	0	0	0	1	0.20	10.31	Clarkdale	NACOG
16650 MINGUS SHADOWS DR & STATE ROUTE 89A	0	1	0	0	0	1	0.20	10.31	Clarkdale	NACOG
16747 STATE ROUTE 89 & AVENIDA CENTERVILLE/VALLEY VIEW RD	0	0	1	3	2	6	1.20	8.99	Clarkdale	NACOG
10567 FIFTEENTH ST & FIRST SOUTH ST	0	0	1	0	2	3	0.60	3.19	Clarkdale	NACOG
16619 STATE ROUTE 89A & OLD JEROME HIGHWAY	0	0	1	0	2	3	0.60	3.19	Clarkdale	NACOG
12754 BROADWAY & THIRD NORTH ST	0	0	1	0	0	1	0.20	2.79	Clarkdale	NACOG
15564 BROADWAY & TUZIGOOT RD	0	0	1	0	0	1	0.20	2.79	Clarkdale	NACOG
16452 FOURTEENTH ST & MAIN ST	0	0	1	0	0	1	0.20	2.79	Clarkdale	NACOG
15045 MAIN ST & NINTH ST	0	0	0	1	1	2	0.40	2.13	Clarkdale	NACOG
10649 BROADWAY & CENTERVILLE RD	0	0	0	0	2	2	0.40	0.40	Clarkdale	NACOG
11834 CLARKDALE PKWY & MOUNTAIN GATE DR	0	0	0	0	2	2	0.40	0.40	Clarkdale	NACOG
15289 SYCAMORE CANYON RD & TUZIGOOT RD	0	0	0	0	2	2	0.40	0.40	Clarkdale	NACOG

ID	Fatal Crashes	Suspected	Suspected	Possible Injury	PDO Crashes	Total Crashes	Annual Crash	Crash Severity	Jurisdiction	Region	
		Serious Injury Crashes	Minor Injury Crashes	Crashes			Frequency	Score			
16636	STATE ROUTE 89 (MAIN ST) & SKYLINE DR	1	2	4	2	12	21	4.20	216.24	Cottonwood	NACOG
16809	STATE ROUTE 89A & WILLARD ST	1	1	5	5	16	28	5.60	215.32	Cottonwood	NACOG
15386	CHERRY ST & MAIN ST	1	1	0	0	10	12	2.40	190.50	Cottonwood	NACOG
16253	CHUCKAWALLA DR & MESQUITE DR	1	1	0	0	2	4	0.80	188.90	Cottonwood	NACOG
15384	12TH ST & CHERRY ST	1	0	0	0	0	1	0.20	178.19	Cottonwood	NACOG
16047	MINGUS AVE & STATE ROUTE 89A	0	3	13	13	33	62	12.40	98.94	Cottonwood	NACOG
16675	FIR ST & STATE ROUTE 260	0	1	15	16	55	87	17.40	94.10	Cottonwood	NACOG
16793	STATE ROUTE 89A (COTTONWOOD ST) & STATE ROUTE 260 (MAIN ST)	0	3	6	11	92	112	22.40	87.33	Cottonwood	NACOG
16909	COVE PKWY/STATE ROUTE 260 & STATE ROUTE 89A (MAIN ST)	0	1	3	11	66	81	16.20	53.13	Cottonwood	NACOG
16641	12TH ST & STATE ROUTE 89A	0	1	5	10	41	57	11.40	51.79	Cottonwood	NACOG
16676	RODEO DR & STATE ROUTE 260	0	0	9	10	22	41	8.20	48.85	Cottonwood	NACOG
16570	6TH ST & STATE ROUTE 89A	0	0	8	9	18	35	7.00	43.33	Cottonwood	NACOG
16640	10TH ST & STATE ROUTE 89A	0	2	5	2	9	18	3.60	40.24	Cottonwood	NACOG
16494	STATE ROUTE (MAIN ST) & MINGUS AVE	0	1	5	4	25	35	7.00	37.00	Cottonwood	NACOG
16673	RIO MESA TRL & STATE ROUTE 260	0	1	4	3	24	32	6.40	32.07	Cottonwood	NACOG
16648	MINGUS AVE & STATE ROUTE 89A	0	0	8	2	25	35	7.00	31.20	Cottonwood	NACOG
16866	OGDEN RANCH RD/PRAIRIE LN & STATE ROUTE 260	0	2	1	0	2	5	1.00	23.81	Cottonwood	NACOG
16649	BILL GRAY RD & STATE ROUTE 89A	0	1	3	1	1	6	1.20	20.82	Cottonwood	NACOG
16681	STATE ROUTE 260 & COURY DR/HAYFIELD DRAW DR	0	1	1	3	9	14	2.80	20.70	Cottonwood	NACOG
16550	CAMINO REAL & STATE ROUTE 260 (MAIN ST)	0	0	2	5	22	29	5.80	19.64	Cottonwood	NACOG

ID	Fatal Crashes	Suspected		Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	Region
		Serious Injury Crashes	Minor Injury Crashes							
8460 STATE ROUTE 69 & KLOSS AVE	1	1	1	1	0	4	0.80	193.22	Dewey-Humboldt	CYMPO
8471 STATE ROUTE 69 & MAIN ST/COLINA LN	0	1	1	3	8	13	2.60	20.50	Dewey-Humboldt	CYMPO
8443 OUTBACK RD & STATE ROUTE 169 (CHERRY RD)	0	1	1	0	2	4	0.80	13.50	Dewey-Humboldt	CYMPO
8435 CIELO VISTA LN & STATE ROUTE 169	0	1	0	0	3	4	0.80	10.91	Dewey-Humboldt	CYMPO
8466 STATE ROUTE 69 & SERVICE DRIVEWAY	0	0	1	0	5	6	1.20	3.79	Dewey-Humboldt	CYMPO
8438 CRYSTAL ROCK RD & STATE ROUTE 169	0	0	1	0	3	4	0.80	3.39	Dewey-Humboldt	CYMPO
8451 STATE ROUTE 169 & WIND RIVER DR	0	0	1	0	1	2	0.40	2.99	Dewey-Humboldt	CYMPO
866 FOOTHILL DR & LOTS A VIEW LN	0	0	1	0	0	1	0.20	2.79	Dewey-Humboldt	CYMPO
8402 STATE ROUTE 69 & LEGIONNAIRE WAY	0	0	1	0	0	1	0.20	2.79	Dewey-Humboldt	CYMPO
8437 CLEARVIEW DR & STATE ROUTE 169	0	0	1	0	0	1	0.20	2.79	Dewey-Humboldt	CYMPO
8679 STATE ROUTE 69 & IRON KING RD/THIRD ST	0	0	1	0	0	1	0.20	2.79	Dewey-Humboldt	CYMPO
5704 HENDERSON RD & MARTHA WAY	0	0	0	1	4	5	1.00	2.73	Dewey-Humboldt	CYMPO
7899 PRESCOTT DELLS RANCH RD & STATE ROUTE 69	0	0	0	1	4	5	1.00	2.73	Dewey-Humboldt	CYMPO
4204 FOOTHILL DR & RIDGE WAY	0	0	0	1	0	1	0.20	1.93	Dewey-Humboldt	CYMPO
4759 BAILEY HILL RD & EDDS SAND TRL	0	0	0	1	0	1	0.20	1.93	Dewey-Humboldt	CYMPO
4829 LAZY RIVER DR & SLEEPY ACRE LN	0	0	0	1	0	1	0.20	1.93	Dewey-Humboldt	CYMPO
5455 DANA ST & PRESCOTT ST	0	0	0	1	0	1	0.20	1.93	Dewey-Humboldt	CYMPO
7679 APACHE KNOLLS TRL & SUGAR LEAF LN	0	0	0	1	0	1	0.20	1.93	Dewey-Humboldt	CYMPO
8091 BLUE RIDGE RD/DEER PASS & FOOTHILL DR	0	0	0	1	0	1	0.20	1.93	Dewey-Humboldt	CYMPO
5913 KACHINA PL & MANZANITA BLVD	0	0	0	0	6	6	1.20	1.20	Dewey-Humboldt	CYMPO

ID	Intersection Name	Suspected					Annual Crash Frequency	Crash Severity Score	Jurisdiction	Region	
		Fatal Crashes	Serious Injury Crashes	Minor Injury Crashes	Possible Injury Crashes	PDO Crashes					Total Crashes
23929	4TH ST & STATE ROUTE 260	1	1	0	0	0	2	0.40	188.50	Eagar	NACOG
24744	STATE ROUTE 260 (CENTRAL AVE) & MAIN ST	0	1	0	2	6	9	1.80	15.37	Eagar	NACOG
18751	6TH AVE & MAIN ST	0	1	1	0	5	7	1.40	14.10	Eagar	NACOG
23930	4TH AVE & MAIN ST	0	1	0	0	1	2	0.40	10.51	Eagar	NACOG
18748	6TH AVE & BUTLER ST	0	1	0	0	0	1	0.20	10.31	Eagar	NACOG
23926	2ND ST & MAIN ST	0	0	2	0	1	3	0.60	5.79	Eagar	NACOG
23923	1ST AVE & STATE ROUTE 260 (MAIN ST)	0	0	1	1	2	4	0.80	5.12	Eagar	NACOG
24576	STATE ROUTE 260 (CENTRAL AVE) & BUTLER ST	0	0	0	2	0	2	0.40	3.86	Eagar	NACOG
18724	3RD ST & HAMBLIN ST	0	0	1	0	0	1	0.20	2.79	Eagar	NACOG
18831	2ND AVE & HARLESS ST	0	0	1	0	0	1	0.20	2.79	Eagar	NACOG
23932	7TH ST & MAIN ST	0	0	1	0	0	1	0.20	2.79	Eagar	NACOG
24268	STATE ROUTE 260 (CENTRAL AVE) & 4Y DR	0	0	1	0	0	1	0.20	2.79	Eagar	NACOG
24578	STATE ROUTE 260 (CENTRAL AVE) & HAPPY HOLLOW LN/POVERTY FLAT	0	0	1	0	0	1	0.20	2.79	Eagar	NACOG
24877	US-180/US-191 & APACHE DR	0	0	1	0	0	1	0.20	2.79	Eagar	NACOG
24908	STATE ROUTE 260 (CENTRAL AVE) & US-180/US-191	0	0	1	0	0	1	0.20	2.79	Eagar	NACOG
24278	STATE ROUTE 260 (CENTRAL AVE) & ACCESS (W/O OF STATE ROUTE 261)	0	0	0	1	2	3	0.60	2.33	Eagar	NACOG
16924	STATE ROUTE 260 (CENTRAL AVE) & US-180/US-191	0	0	0	1	0	1	0.20	1.93	Eagar	NACOG
18709	2ND ST & BROWN ST	0	0	0	1	0	1	0.20	1.93	Eagar	NACOG
18723	3RD ST & HAMBLIN ST	0	0	0	1	0	1	0.20	1.93	Eagar	NACOG
18905	8TH ST & MAIN ST	0	0	0	1	0	1	0.20	1.93	Eagar	NACOG

ID	Intersection Name	Suspected			PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction	Region	
		Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes							Possible Injury Crashes
23335	MARKETPLACE & STATE ROUTE 89	2	7	6	14	70	99	19.80	486.34	Flagstaff	MetroPlan
24690	STATE ROUTE 89 & SNOWFLAKE DR/TRAILS END DR	2	1	3	0	8	14	2.80	376.67	Flagstaff	MetroPlan
24913	COUNTRY CLUB DR & STATE ROUTE 89	1	2	11	16	102	132	26.40	280.83	Flagstaff	MetroPlan
16915	US-66 & SR-89 (MILTON AVE)	1	4	5	10	54	74	14.80	263.51	Flagstaff	MetroPlan
24691	CUMMINGS ST & HIGHWAY 89	1	2	13	9	55	80	16.00	263.50	Flagstaff	MetroPlan
24906	I-40 EB EXIT 201 & COUNTRY CLUB DR	1	0	5	8	31	45	9.00	213.81	Flagstaff	MetroPlan
24696	CORTLAND BLVD/SOLIERE AVE & COUNTRY CLUB DR	1	1	4	4	21	31	6.20	211.60	Flagstaff	MetroPlan
17557	DORTHA AVE & THIRD ST	1	1	1	3	13	19	3.80	199.69	Flagstaff	MetroPlan
24171	BEAVER AVE & BUTLER ST	1	0	2	1	34	38	7.60	192.51	Flagstaff	MetroPlan
16023	FOX LAIR DR & SOLIERE AVE	1	0	2	0	3	6	1.20	184.38	Flagstaff	MetroPlan
24488	US-180 (ROUTE 66) & TEST DR	1	0	0	1	3	5	1.00	180.72	Flagstaff	MetroPlan
14327	LITZLER DR & UNIVERSITY HEIGHTS DR	1	0	0	0	2	3	0.60	178.59	Flagstaff	MetroPlan
17052	ARROWHEAD AVE & CENTER ST	1	0	0	0	1	2	0.40	178.39	Flagstaff	MetroPlan
24733	US-180 (ROUTE 66) & FANNING DR	0	4	11	15	77	107	21.40	116.33	Flagstaff	MetroPlan
24892	STATE ROUTE 89A (MILTON RD) & BUTLER AVE	0	1	14	24	84	123	24.60	112.56	Flagstaff	MetroPlan
16795	STATE ROUTE 89 (MILTON RD) & FOREST MEADOWS ST	0	3	12	14	64	93	18.60	104.28	Flagstaff	MetroPlan
16897	US-180 (ROUTE 66) & PONDEROSA PKWY	0	2	9	19	98	128	25.60	102.05	Flagstaff	MetroPlan
16555	STATE ROUTE 89 (MILTON RD) & RIORDAN RD	0	2	12	7	66	87	17.40	80.85	Flagstaff	MetroPlan
16567	STATE ROUTE 89 (MILTON RD) & UNIVERSITY AVE	0	2	10	8	73	93	18.60	78.60	Flagstaff	MetroPlan

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
15	I-40 EB	1 mi East of Skyline Ave	0.7 mi West of Skyline Ave	1.7	EW	1	3	0	1	20	25	5.00	215.05	124.26		Apache		NACOG
16	I-40 EB	1.3 mi East of McCarrell Rd	1.5 mi West of McCarrell Rd	2.8	EW	3	2	6	1	24	36	7.20	578.68	206.11		Apache		NACOG
17	I-40 EB	4.7 mi East of Pinta Rd	0.6 mi east of Pinta Rd	4.1	EW	1	6	8	5	33	53	10.60	278.64	67.19		Apache		NACOG
18	I-40 EB	2.5 east of Querino Rd	Querino Rd	2.5	EW	1	1	7	0	17	26	5.20	211.45	86.30		Apache	Navajo Reservation	NACOG
19	I-40 EB	2.6 mi East of Navajo Rd	1.2 mi West of Navajo Rd	3.8	EW	2	3	4	3	34	46	9.20	411.07	108.35		Apache	Navajo Reservation	NACOG
20	I-40 EB	3.7 mi West of Pinta Rd	3.7 mi West of Pinta Rd	3.0	EW	2	1	2	2	20	27	5.40	380.14	128.84		Apache	Navajo Reservation	NACOG
26	I-40 EB	Grants Rd	2.3 mi West of Hawthorne Rd	6.9	EW	4	3	12	5	55	79	15.80	797.86	115.35		Apache	Navajo Reservation	NACOG
44	Frontage Rd	Lupton Rd	1.3 west of Lupton Rd	1.3	EW	1	0	0	0	0	1	0.20	178.19	135.84		Apache	Navajo Reservation	NACOG
45	Frontage Rd	West of Hawthorne Rd	1.8 mi West of Hawthorne Rd	1.5	EW	1	0	0	1	0	2	0.40	180.12	120.08		Apache	Navajo Reservation	NACOG
49	SR-61	Triple L Ranch Rd	0.8 mi north of Stanford Dr	1.5	NS	1	0	0	0	5	6	1.20	179.19	121.81		Apache		NACOG
50	SR-61	7.6 mi south of SR-180	3.6 mi north of Aztec Rd	3.0	NS	0	6	2	0	4	12	2.40	68.24	22.75		Apache		NACOG
51	SR-61	Kelsey Rd	1.4 south of Kelsey Rd	1.4	NS	1	0	0	0	0	1	0.20	178.19	124.05		Apache	Navajo Reservation	NACOG
124	SR-260	2.1 mi East of Maple Ave	0.6 mi East of Maple Ave	1.5	EW	1	1	0	0	3	5	1.00	189.10	126.07		Apache	Fort Apache Reservation	NACOG
128	SR-260	6.1 mi East of Maple Ave	4.6 mi East of Maple Ave	1.5	EW	1	0	0	0	1	2	0.40	178.39	118.93		Apache	Fort Apache Reservation	NACOG
138	SR-264	7.3 mi West of Summit Rd	9.3 mi West of Summit Rd	2.0	EW	2	0	0	0	0	2	0.40	356.38	178.19		Apache	Navajo Reservation	NACOG
139	SR-264	17.6 mi West of US-191	19.1 mi West of US-191	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
141	SR-264	11.8 mi West of Summit Rd	13.3 mi West of Summit Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
143	SR-264	Lagoon Rd	St Michael Mission Rd	2.8	EW	3	0	0	1	0	4	0.80	536.50	191.46		Apache	Navajo Reservation	NACOG
147	SR-264	0.9 mi East of Post Office Rd	0.7 mi West of Post Office Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
149	SR-273	9 mi south of SR-260	10 mo south of SR-260	1.0	NS	0	2	0	0	0	2	0.40	20.62	20.62		Apache		NACOG
150	SR-273/ White Mountain Scenic Rd	1.4 miles West of NF-116	0.7 miles West of NF-409	1.5	EW	1	0	0	0	1	2	0.40	178.39	118.93		Apache		NACOG
186	US-60	5.3 mi east of Rodeo Dr	3.8 mi east of Rodeo Dr	1.5	EW	0	2	1	1	10	14	2.80	27.34	18.22		Apache		NACOG
187	US-60	9.7 miles West of US-160/US-180 Interchange	11.2 mi west of US-160/US-180 Interchange	1.5	EW	1	1	2	0	6	10	2.00	195.28	130.19		Apache		NACOG
210	US-160	6.1 mi East of Dinnehotso Rd	4.6 mi East of Dinnehotso Rd	1.5	EW	1	0	1	1	3	6	1.20	183.51	122.34		Apache	Navajo Reservation	NACOG
214	US-160	1.2 mi West of US-191	2.4 mi West of US-191	1.5	EW	1	1	2	0	6	1.20	194.48	129.66		Apache	Navajo Reservation	NACOG	
215	US-160	2.6 mi East of Old Swaho Rd	1.1 mi East of Old Swaho Rd	1.5	EW	1	0	1	0	1	3	0.60	181.18	120.79		Apache	Navajo Reservation	NACOG
216	US-160	3.1 mi East of US-64/SR-504	1.6 mi East of US-64/SR-504	1.5	EW	1	0	0	1	0	2	0.40	180.12	120.08		Apache	Navajo Reservation	NACOG
217	US-160	4.3 mi West of US-191	5.8 mi West of US-191	1.5	EW	1	0	2	1	3	7	1.40	186.31	124.13		Apache	Navajo Reservation	NACOG
220	US-191	16 mi south of Picnic Cr	4 mi north of US-180 and US-191 Intersection	1.5	NS	1	0	1	0	8	10	2.00	182.58	121.72		Apache		NACOG
221	US-180	8 mi south of Petrified Forest Loop Rd	9.2 mi north of Old Hunt Rd	1.5	NS	1	0	1	0	2	4	0.80	181.38	120.92		Apache		NACOG
226	US-191	4.2 mi south of Chambers Community Rd	north of Middle Well Rd	0.9	NS	0	1	0	0	1	2	0.40	10.51	11.17		Apache		NACOG
227	US-191	North of Middle Well Rd	South of Little Silversmith Rd	0.6	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
228	US-191	6.6 miles south of US-191 and SR-61 Intersection	20 mi north of Cemetery Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache		NACOG
229	US-191/SR 61	10.1 mi south of US-191&SR-61 Intersection	16.4 mi north of Cemetery Rd	1.5	NS	1	0	2	0	0	3	0.60	183.78	122.52		Apache		NACOG
230	US-191	0.5 mi South of Parker Draw Rd	2 mi South of Parker Draw Rd	1.5	NS	1	0	0	0	1	2	0.40	178.39	118.93		Apache	Navajo Reservation	NACOG
231	US-191	4.8 mi North of Navajo Station Rd	3.3 mi North of Navajo Station Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
232	US-191	7 mi North of SR-264	1 mi North of SR-264	6.0	NS	3	0	1	0	0	4	0.80	537.36	89.56		Apache	Navajo Reservation	NACOG
233	US-191	5.1 mi North of Main St	3.1 mi North of Main St	2.0	NS	2	0	0	0	0	2	0.40	356.38	178.19		Apache	Navajo Reservation	NACOG
234	US-191	10.5 mi South of Main St	12 mi South of Main St	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
235	US-191	0.9 mi South of Main St	2.4 mi South of Main St	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
236	US-191	11.6 mi North of Main St	10.1 mi North of Main St	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
237	US-191	US-160	1 south of US-160	1.0	NS	1	0	1	0	0	2	0.40	180.98	180.99		Apache	Navajo Reservation	NACOG
238	US-191	3.9 mi South of Main St	5.4 mi South of Main St	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.74		Apache	Navajo Reservation	NACOG
239	US-191	15.5 mi South of US-160	17 mi South of US-160	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
240	US-191	7.4 mi South of Main St	8.9 mi South of Main St	1.5	NS	1	0	1	0	0	2	0.40	180.98	120.66		Apache	Navajo Reservation	NACOG
241	US-191	8.1 mi North of Main St	6.6 mi North of Main St	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
242	US-191	2.5 mi North of Lake Rd	1 mi North of Lake Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
243	US-191	13.1 mi North of SR-264	11.6 mi North of SR-264	1.5	NS	1	0	0	0	1	2	0.40	178.39	118.93		Apache	Navajo Reservation	NACOG
249	County Rd 6268	1 mi east of US-61	2.5 mi east of US-61	1.5	EW	0	1	0	0	0	1	0.20	10.31	6.87		Apache		NACOG
250	IR-4	7 mi West of US-191	8.5 mi West of US-191	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
251	IR-15	0.5 mi South of US-264	2.5 mi South of US-264	2.0	NS	1	1	0	0	0	2	0.40	188.50	94.25		Apache	Navajo Reservation	NACOG
252	IR-27	18.5 mi South of Zuni St	20 mi South of Zuni St	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
253	IR-27	0.5 mi South of Zuni St	2 mi South of Zuni St	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
254	IR-64	2.6 mi West of Antelope House Overlook	4.1 mi West of Antelope House Overlook	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
255	IR-64	6.4 mi East of Antelope House Overlook	5.4 mi East of Antelope House Overlook	1.0	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
256	IR-59	4 mi West of US-191	5.5 mi West of US-191	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
257	IR-59	14.5 mi West of US-191	16 mi West of US-191	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
258	IR-12	2.7 mi North of I-40	1.2 mi North of I-40	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
259	IR-12	1 north of Kit Carson Dr	Kit Carson Dr	1.0	NS	1	0	0	0	0	1	0.20	178.19	183.14		Apache	Navajo Reservation	NACOG
260	IR-12	2.7 mi South of Mitchell's Rd	5.2 mi South of Mitchell's Rd	2.5	NS	2	0	0	0	0	2	0.40	356.38	142.55		Apache	Navajo Reservation	NACOG
261	IR-12	0.5 mi North of Lower Wheatfields Rd	1 mi South of Lower Wheatfields Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
262	IR-12	2.3 mi North of Mitchell's Rd	0.8 mi North of Mitchell's Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
263	IR-12	14.8 mi South of Mitchell's Rd	16.3 mi South of Mitchell's Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
264	County Rd 2180	US-180/US-191	US-180/US-191	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.80		Apache		NACOG
265	Concho Hwy	6.2 mi west of Spotted Horse Rd	west of Old Hunt Rd	1.0	NS	1	0	0	0	2	3	0.60	178.59	178.59		Apache		NACOG
266	Spring Dr	0.9 east of Clubhouse Ln	Clubhouse Ln	0.9	EW	1	0	0	0	0	1	0.20	178.19	194.79		Apache		NACOG
267	Salt Lake Rd	2 mi south of Sacramento Ln	2.5 mi south of Sacramento Ln	1.5	NS	0	1	0	0	0	1	0.20	10.31	6.87		Apache		NACOG
268	Ponderosa Dr	Arrowhead Blvd	Gale Dr	1.5	EW	0	1	0	0	0	1	0.20	10.31	6.87		Apache		NACOG
477	I-40 EB	2.1 mi West of Skyline Ave	3.2 mi West of Skyline Ave	1.1	EW	1	0	0	0	3	4	0.80	178.79	160.68		Apache		NACOG
478	I-40 WB	0.6 mi East of St Anselm Rd	0.9 mi West of St Anselm Rd	1.5	EW	1	1	2	1	8	13	2.60	197.62	131.74		Apache	Navajo Reservation	NACOG
479	I-40 WB	1 mi east of US-191	0.6 mi west of US-191	1.5	EW	1	0	1	0	8	10	2.00	182.58	121.72		Apache		NACOG
515	US-160	5.3 mi East of US-191	3.8 mi East of US-191	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
517	US-160	7.6 mi East of Old Swaho Rd	6.1 mi East of Old Swaho Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
518	US-191	8.7 mi south of Picnic Cr	10.2 mi south of Picnic Cr	1.5	NS	1	0	0	2	5	8	1.60	183.05	122.04		Apache		NACOG
519	US-191	1.6 miles North of Grey Valley Rd	North of Grey Valley Rd	1.5	NS	2	0	0	0	0	2	0.40	356.38	237.59		Apache	Navajo Reservation	NACOG
525	US-180	5.7 mi south of from Commercial St	7.1 mi south from Commercial St	1.5	NS	1	0	0	0	1	2	0.40	178.39	118.93		Apache		NACOG
527	US-60	West of Pine Tree Rd	1.7 mi west of Pine Tree Rd	1.5	EW	1	0	1	0	6	8	1.60	182.18	121.46		Apache		NACOG

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
2	I-17 NB	North of Old Munds Hwy	0.8 mi South of Mountainaire Rd	3.1	NS	3	1	13	6	99	122	24.40	612.58	199.71		Coconino		MetroPlan
3	I-17 NB	0.8 mi South of Mountainaire Rd	9.7 mi North of Stoneman Lake Rd	17.0	NS	7	12	96	33	438	586	117.20	1790.48	105.54		Coconino		NACOG
10	I-17 SB	7.9 mi North of Stoneman Lake Rd	4.6 mi North of Stoneman Lake Rd	3.1	NS	1	4	10	2	28	45	9.00	256.82	83.64		Coconino		NACOG
21	I-40 EB	1.6 mi West of Hipkoe Dr	East of I-40 EB Winslow Job Corp Center Rd OffRamp	4.8	EW	0	8	15	6	34	63	12.60	142.75	29.95		Coconino		NACOG
23	I-40 EB	2.6 mi East of Twin Arrows Rd	8 mi East of Twin Arrows Rd	4.7	EW	4	8	28	19	123	182	36.40	934.73	87.66		Coconino		NACOG
24	I-40 EB	East of Devil Dog Rd	1.7 mi West of Pine Springs Rd	4.0	EW	2	1	3	3	60	69	13.80	392.86	98.22		Coconino		NACOG
27	I-40 EB	East of Townsend Winona Rd	0.6 mi East of Walnut Canyon Rd	6.1	EW	3	2	36	10	95	146	29.20	694.04	114.07		Coconino		MetroPlan
30	I-40 WB	9.8 mi west of US-66	0.9 mi west of Garland Prairie Rd	13.2	EW	2	10	50	19	251	332	66.40	686.01	51.80		Coconino		NACOG
34	I-40 WB	1.9 mi west of Meteor City Rd	0.8 mi west of Buffalo Rd	13.5	EW	4	14	24	12	90	144	28.80	965.29	71.50		Coconino		NACOG
35	I-40 WB	1.6 mi west of Pine Springs Rd	0.7 mi east of Monte Carlo Rd	5.6	EW	2	13	17	10	109	151	30.20	578.99	103.75		Coconino		NACOG
36	I-40 WB	0.5 mi east of Flagstaff Ranch Rd	5.6 mi east of Garland Prairie Rd	9.3	EW	3	7	35	15	174	234	46.80	768.25	82.75		Coconino		MetroPlan
38	I-40 WB	2.1 east of Meteor City Rd	Meteor City Rd	2.1	EW	0	3	4	2	9	18	3.60	47.76	22.94		Coconino		NACOG
46	Old Highway 66	0.7 mi west of Sherwood Forest Rd	Cool Pines Rd	0.4	EW	0	1	0	0	0	1	0.20	10.31	24.40		Coconino		NACOG
52	SR-64	6.9 mi south of Corsair Dr	4.7 mi north of Wilawa Rd	1.5	NS	1	0	1	0	16	18	3.60	184.18	122.79		Coconino		NACOG
53	SR-64	San Marcos Rd	Sunset Strip Rd	1.6	NS	1	0	2	1	13	17	3.40	188.31	115.49		Coconino		NACOG
54	SR-64	0.9 mi north of Hawkins Ranch Rd	South of Cinder Pit Rd	3.0	NS	2	2	3	0	5	12	2.40	386.38	128.79		Coconino		NACOG
78	SR-87	4.5 mi south of General Crook Trl	2 miles north of Louthan Ln	1.1	NS	3	6	6	7	13	35	7.00	629.30	581.26		Coconino		NACOG
79	SR-87	1.4 mi south of McGee Rd	1.1 mi north of Well Field Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Coconino		NACOG
80	SR-87	south of Lake Mary Rd	1.9 mi south of Lake Mary Rd	1.5	NS	2	0	0	0	9	11	2.20	358.18	238.89		Coconino		NACOG
82	SR-87	south of Starlight Dr	1.7 mi south of Starlight Dr	1.5	NS	1	0	1	0	8	10	2.00	182.58	121.72		Coconino		NACOG
83	SR-87	West of Blue Ridge Dr	East of Clear Creek Pines Access Rd	1.5	EW	1	0	0	0	5	6	1.20	179.19	119.46		Coconino		NACOG
84	SR-87	15 mi south of Rock Station Rd	7.5 mi north of Starlight Dr	1.5	NS	1	0	1	0	3	5	1.00	181.58	121.06		Coconino		NACOG
86	SR-87	2.4 mi east of General Crook Trl	0.9 mi east of General Crook Trl	1.5	EW	1	0	1	0	12	14	2.80	183.38	122.28		Coconino		NACOG
87	SR-87	1.5 mi west of General Crook Trl	3 mi west of General Crook Trl	1.5	NS	1	0	3	1	7	12	2.40	189.90	126.60		Coconino		NACOG
106	SR-98	23.9 mi West of US-160	29.4 mi West of US-160	5.5	EW	3	0	1	0	2	6	1.20	537.76	97.78		Coconino	Navajo Reservation	NACOG
107	SR-98	42 mi North of US-160	43.5 mi North of US-160	1.5	NS	1	0	0	0	4	5	1.00	178.99	119.33		Coconino	Navajo Reservation	NACOG
108	SR-98	33 mi West of US-160	34.5 mi West of US-160	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Navajo Reservation	NACOG
109	SR-98	1.6 mi West of Navajo Mountain Rd	3.1 mi West of Navajo Mountain Rd	1.5	EW	1	0	0	0	1	2	0.40	178.39	118.93		Coconino	Navajo Reservation	NACOG
110	SR-98	38 mi West of US-160	39.5 mi West of US-160	1.5	EW	1	0	0	1	2	4	0.80	180.52	120.35		Coconino	Navajo Reservation	NACOG
114	SR-179 NB	2.3 mi north of Bell Rock Blvd	1.1 mi North of Bell Rock Blvd	1.2	NS	0	4	3	3	22	32	6.40	59.81	49.19		Coconino		NACOG
116	SR-179 SB	1.1 mi Back o Beyond Rd	1.1 mi north of Bell Rock Blvd	0.8	NS	0	0	1	1	2	4	0.80	5.12	6.55		Coconino		NACOG
118	SR-260	East of Mogollon Rim Rd	0.6 mi west of Old Rim Rd	9.9	EW	5	11	31	18	186	251	50.20	1162.89	117.55		Coconino		NACOG
145	SR-264	14.2 mi East of US-160	10.7 mi East of US-160	3.5	EW	2	0	0	0	1	3	0.60	356.58	101.88		Coconino	Navajo Reservation	NACOG
146	SR-264	10.8 mi East of Coalmine Rd	9.3 mi East of Coalmine Rd	1.5	EW	1	0	0	0	1	0	0.20	178.19	118.79		Coconino	Hopi Reservation	NACOG
161	SR-89	6.8 mi south of Landon Springs Rd	0.6 mi north of Forest House Rd	5.5	NS	0	5	20	12	78	115	23.00	146.18	26.58		Coconino		NACOG
176	US-89	South of Elden Springs Rd	Townsend Winona Rd	2.4	NS	2	0	4	2	38	46	9.20	379.01	160.34		Coconino		MetroPlan
177	US-89	Townsend Winone Rd	0.5 south of Townsend Winone Rd	0.5	NS	0	0	7	2	16	25	5.00	26.61	53.89		Coconino		MetroPlan
188	US-89	5 mi North of Moenave Rd	3 mi North of Moenave Rd	2.0	NS	2	1	1	0	5	9	1.80	370.48	185.24		Coconino	Navajo Reservation	NACOG
189	US-89	North of Black Mesa Pump Station Rd	1.4 mi north of Spider Web Ranch Rd	5.0	NS	3	1	2	1	9	16	3.20	554.20	110.84		Coconino		NACOG
190	US-89	5.5 mi North of Navahopi Rd	7 mi North of Navahopi Rd	1.5	NS	3	0	2	0	5	10	2.00	541.16	360.77		Coconino	Navajo Reservation	NACOG
191	US-89 NB	1.2 mi south of Tub Ranch Rd	6.7 mi south of Sunset Crater Wupatki Loop	8.5	NS	6	4	10	3	30	53	10.60	1150.10	135.31		Coconino		NACOG
192	US-89	19 mi South of Haul Rd	20.5 mi South of Haul Rd	1.5	NS	0	3	4	0	11	18	3.60	44.30	29.53		Coconino	Navajo Reservation	NACOG
193	US-89	Navahopi Rd	1.4 south of Navahopi Rd	1.4	NS	1	1	2	0	7	11	2.20	195.48	139.18		Coconino	Navajo Reservation	NACOG
194	US-89	3.5 north of Kaitlin Way	Kaitlin Way	3.5	NS	3	2	4	1	25	35	7.00	573.29	161.49		Coconino		MetroPlan
195	US-89 NB	North of Lenox Park	3.3 mi North of Lenox Park	3.3	NS	1	0	9	10	29	49	9.80	228.44	69.77		Coconino		MetroPlan
196	US-89	6.2 mi South of Marble Canyon Damside Rd	10.2 mi South of Marble Canyon Damside Rd	4.0	NS	2	1	0	0	3	6	1.20	367.29	91.82		Coconino	Navajo Reservation	NACOG
197	US-89	3.8 mi North of Marble Canyon Damside Rd	2.3 mi North of Marble Canyon Damside Rd	1.5	NS	1	0	0	0	2	3	0.60	178.59	119.06		Coconino	Navajo Reservation	NACOG
198	US-89	6.5 mi South of US-160	5 mi South of US-160	1.5	NS	1	0	1	0	2	4	0.80	181.38	120.90		Coconino	Navajo Reservation	NACOG
199	US-89	East of Dam Access Rd	West of Glen Canyon Dam Access Rd	1.0	EW	0	2	2	0	5	9	1.80	27.20	27.20		Coconino		NACOG
209	US-160	West of Goldtooth Circle Rd	1.7 mi West of Goldtooth Circle Rd	1.5	EW	1	0	0	0	1	2	0.40	178.39	118.93		Coconino	Navajo Reservation	NACOG
211	US-160	9.9 mi East of Fairgrounds Rd	6.9 mi East of Fairgrounds Rd	3.0	EW	3	0	0	0	1	4	0.80	534.77	178.26		Coconino	Navajo Reservation	NACOG
212	US-160	15.9 mi East of Fairgrounds Rd	14.4 mi East of Fairgrounds Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Navajo Reservation	NACOG
213	US-160	3.7 mi West of SR-98	5.2 mi West of SR-98	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Navajo Reservation	NACOG
223	US-180	3 mi north of Hart Prairie Rd	2.5 mi north of Hart Prairie Rd	1.5	NS	1	1	2	0	5	9	1.80	195.08	130.06		Coconino		MetroPlan
224	US-180	0.5 mi north of Fort Valley Ranch Rd	0.8 mi north of Hidden Hollow Rd	1.5	NS	1	1	1	0	12	15	3.00	193.69	129.13		Coconino		MetroPlan
225	US-180	south of Hart Prairie Rd	North of Roundtree Rd	1.5	NS	1	0	0	2	9	12	2.40	183.85	122.52		Coconino		MetroPlan
244	US-89	West of House Rock Rd	2 miles East of Burma Rd	3.5	EW	1	2	2	0	8	13	2.60	205.99	58.86		Coconino		NACOG
245	US-89	1 mi west of Burma Rd	2.5 mi west of Burma Rd	1.5	EW	1	1	0	2	3	7	1.40	192.96	128.64		Coconino		NACOG
246	US-89	7.5 mi south of Winter Rd	8.5 mi South of Winter Rd	1.0	NS	0	2	0	0	1	3	0.60	20.82	20.82		Coconino		NACOG
247	US-89	10 mi south of Winter Rd	12.5 mi south of Winter Rd	2.5	NS	0	6	6	2	10	24	4.80	84.47	33.78		Coconino		NACOG
248	US-89	north of Mariah's Way	2 mi south of Mariah's Way	2.5	NS	2	0	4	2	1	9	1.80	371.61	148.64		Coconino		NACOG
269	Antelope Point Rd	0.5 mi North of Lake Pump Rd	1 mi South of Lake Pump Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Navajo Reservation	NACOG
270	NF-82E	1.5 east of Lake Mary Rd	Lake Mary Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Coconino		NACOG
271	NF-84	1.5 north of Rim Rd	Rim Rd	1.5	NS	0	1	0	0	1	2	0.40	10.51	7.01		Coconino		NACOG
272	Black Mesa Pump Station Rd	1.3 mi West of US-89	2.8 mi West of US-89	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Navajo Reservation	NACOG
273	Crimson Rd	0.6 mi south of Settlers Trl	0.6 mi north of Happy Trails Dr	0.9	NS	0	1	0	0	0	0	0.00	10.31	10.99		Coconino		MetroPlan
275	Leupp-Oraibi Rd	11.3 mi North of Sand Springs Rd	9.8 mi North of Sand Springs Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Hopi Reservation	NACOG
276	US-89T	0.6 mi South of Windmill Corral	2.1 mi South of Windmill Corral	1.5	NS	1	0	0	0	0	0	0.00	178.19	118.77		Coconino	Navajo Reservation	NACOG
277	US-89T	8 mi South of Windmill Corral	9.5 mi South of Windmill Corral	1.5	NS	1	0	0	0	1	2	0.40	178.39	118.96		Coconino	Navajo Reservation	NACOG
278	US-89T	5 mi South of Copper Mine Rd	6.5 mi South of Copper Mine Rd	1.5	NS	1	0	1	0	1	3	0.60	181.18	120.81		Coconino	Navajo Reservation	NACOG
279	IR-2121	3.1 mi North of US-160	1.6 mi North of US-160	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Navajo Reservation	NACOG
280	IR-6330	6.9 mi East of Powerline Rd	5.4 mi East of Powerline Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Navajo Reservation	NACOG
282	Lake Mary Rd	2.2 mi north of Stoneman Lake Rd	0.8 mi south of Stoneman Lake Rd	3.0	NS	0	2	2	2	7	13	2.60	31.47	10.49		Coconino		NACOG
283	Lake Mary Rd	1 north of SR-87	SR-87	1.0	NS	0	1	0	0	0	1	0.20	10.31	10.31		Coconino		NACOG
284	Lake Mary Rd	0.5 miles North of Mormon Lake Rd	1 mi south of Mormon Lake Rd	1.5	NS	1	0	2	1	5	9	1.80	186.71	124.47		Coconino		NACOG
285	Lake Mary Rd	2.5 mi south of Mormon Lake Rd	3.7 mi north of Stoneman Lake Rd	1.5	NS	0	1	0	2	3	6	1.20	14.77	9.85		Coconino		NACOG
286	Lake Mary Rd	3 mi south Lake Mary Lodge Rd	0.4 mi north of Lake Mary Boar Lndg	1.1	NS	0	1	0	0	1	2	0.40	10.51	9.64		Coconino		MetroPlan
287	Lake Mary Rd	0.4 mi north of Lake Mary Boar Lndg	South of Lake Mary Boat Lndg	0.4	NS	0	0	1	0	1	2	0.40	2.99	7.31		Coconino		NACOG

288	Leupp Rd	1.5 mi east of Roosevelt Rd	1.3 mi east of Roosevelt Rd	0.2	EW	0	0	0	1	0	1	0.20	1.93	9.06	Coconino	MetroPlan
289	Leupp Rd	2.8 mi north of Roosevelt Rd	1.5 mi north of Roosevelt Rd	1.3	NS	0	1	0	1	2	4	0.80	12.64	9.83	Coconino	NACOG
290	Leupp Rd	1.5 mi east of grandfalls Rd	east of grandfalls Rd	1.5	EW	1	0	0	1	1	3	0.60	180.32	120.21	Coconino	NACOG
291	Leupp Rd	2.7 mi East of Grandfalls Rd	1.7 mi East of Grandfalls Rd	1.3	EW	1	0	0	0	0	1	0.20	178.19	135.21	Coconino	Navajo Reservation NACOG
292	Leupp Rd	Marcou Way/Navajo Rd	2 mi west of Hopi Rd	2.5	EW	1	1	2	0	2	6	1.20	194.48	77.79	Coconino	NACOG
293	NF-564	0.4 mi north of NF-169	1.1 mi south of NF-169	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79	Coconino	NACOG
294	Mountainaire Rd	0.5 north of Old Munds Hwy	Old Munds Hwy	0.5	NS	0	1	1	0	0	2	0.40	13.10	26.28	Coconino	MetroPlan
295	Old Rim Rd	West of Mill Rd	1 miles west of Mill Rd	1.0	EW	0	1	0	0	0	1	0.20	10.31	10.31	Coconino	NACOG
296	S Cosnino Rd	1.1 mi west of Rabbit Ridge Rd	2.1 mi west of Rabit Ridge Rd	1.0	EW	0	1	0	1	0	2	0.40	12.24	12.24	Coconino	MetroPlan
297	NF-153	5.9 mi north of Quail Ridge Ln	4.4 mi north of Quail Ridge Ln	1.5	NS	0	1	0	0	1	2	0.40	10.51	7.01	Coconino	NACOG
298	NF-153	2.3 mi south of I-17	3.8 mi south of I-17	1.5	NS	0	1	0	0	0	1	0.20	10.31	6.87	Coconino	NACOG
299	N Slayton Ranch Rd	Sunbeam St	1 south of Sunbeam St	1.0	NS	0	1	0	0	1	2	0.40	10.51	10.51	Coconino	MetroPlan
300	N Slayton Ranch Rd	South of Homewood Ln	North of Carl Rd	0.5	NS	0	0	0	1	2	3	0.60	2.33	4.66	Coconino	MetroPlan
301	NF-179	6.6 mi south of Nelson Fire Rd	8.1 mi south of Nelson Fire Rd	1.5	NS	0	1	0	0	0	1	0.20	10.31	6.87	Coconino	NACOG
302	Stoneman Lake Rd	0.9 mi west of Lake Mary Rd	East of K T Ranch Rd	2.0	EW	0	1	0	0	1	2	0.40	10.51	5.25	Coconino	NACOG
306	E Crestline Rd	Turkey Trl	Pinewood Blvd	0.5	NS	0	1	0	0	0	1	0.20	10.31	18.99	Coconino	NACOG
311	E Priarie Edge Rd	5.5 mi east of Parkinsville Rd	4.5 mi east of Parkinsville Rd	1.0	EW	0	1	0	0	0	1	0.20	10.31	10.31	Coconino	NACOG
315	N Snow Bowl Rd	2.9 mi south of Alpenglow Rd	0.5 mi north of US-180	2.0	NS	0	2	2	0	8	12	2.40	27.80	13.90	Coconino	MetroPlan
316	NF-516	south of Alpenglow Rd	1.8 mi south of Alpenglow Rd	2.0	NS	0	0	5	4	10	19	3.80	23.69	11.84	Coconino	MetroPlan
317	S Garland Priarie Rd	2.8 mi north of Trinity Ranch Rd	1.3 mi north of Trinity Ranch Rd	1.5	NS	1	0	0	1	0	2	0.40	180.12	120.08	Coconino	NACOG
319	S Perkinsville Rd	3.9 ni north of Drake Rd	2.4 mi south of Drake Rd	1.5	NS	0	1	0	0	0	1	0.20	10.31	6.87	Coconino	NACOG
321	W Brannigan Park Rd	1 north of Hughes Ave	Hughes Ave	1.0	NS	0	1	0	0	0	1	0.20	10.31	10.31	Coconino	MetroPlan
322	W Mt Elden Lookout Rd	0.5 mi east of N Yarrow Tri	East of Schultz Pass Rd	0.5	EW	0	1	0	0	0	1	0.20	10.31	20.08	Coconino	MetroPlan
461	US-89 SB	0.7 mi north of Shultz Pass Lockett Meadow Rd	South of Camino De Los Vientos	2.9	NS	0	3	6	3	30	42	8.40	59.48	20.31	Coconino	MetroPlan
473	I-17 NB	South of Rocky Park Rd	5.2 mi North of Stoneman Lake Rd	3.8	NS	2	4	13	11	111	141	28.20	477.37	125.87	Coconino	NACOG
482	I-40 WB	1.6 mi East of Devil Dog Rd	0.6 mi West of Pine Springs Rd	3.0	EW	1	2	12	3	38	56	11.20	245.72	81.45	Coconino	NACOG
489	SR-64	2.7 mi north of US-180	1.2 mi north of US-180	1.5	NS	1	0	0	0	3	4	0.80	178.79	119.19	Coconino	NACOG
490	SR-87	8.4 mi north of General Crook Trl	7.4 mi north of General Crook Trl	1.0	NS	0	1	3	1	6	11	2.20	21.82	21.82	Coconino	NACOG
497	SR-98	11.2 mi South of Upper Antelope Rd	12.7 mi South of Upper Antelope Rd	1.5	NS	1	0	0	1	1	3	0.60	180.32	120.21	Coconino	Navajo Reservation NACOG
505	SR-260	6.2 mi west of Rim Rd	7.7 mi west of Rim Rd	1.5	EW	0	2	3	3	4	12	2.40	35.59	23.73	Coconino	NACOG
507	SR-89	Pine del Dr	1 south of Pine del Dr	1.0	NS	1	0	0	0	14	15	3.00	180.99	184.15	Coconino	MetroPlan
510	SR-89	South of Leo Schnur Ln	0.8 mi north of Purlymun Ln	1.4	NS	0	2	5	1	26	34	6.80	41.71	29.26	Coconino	NACOG
512	US-89 NB	1.7 mi north of Sunset Crater Wupatki Loop	1 mi north of Sunset Crater Wupatki Loop	0.7	NS	0	0	1	1	7	9	1.80	6.12	9.07	Coconino	NACOG
520	SR-64	9.2 mi north of Wilawa Rd	8.2 mi north of Wilawa Rd	1.0	NS	0	1	1	2	22	26	5.20	21.36	21.36	Coconino	NACOG
540	NF-153	1 east of Quail Ridge Ln	Quail Ridge Ln	1.0	EW	0	1	0	1	1	3	0.60	12.44	12.85	Coconino	NACOG
541	Copper Mine Rd/US-89T	South of Border St	1 mi south of Border St	1.0	NS	0	1	1	2	5	9	1.80	17.96	17.96	Coconino	NACOG
542	SR-98	West of Upper Antelope Rd	1.1 mi East of E Copperhead Rd	0.7	EW	1	0	1	0	5	7	1.40	181.98	245.13	Coconino	NACOG
543	IR-21	IR-6251	IR-7	1.3	EW	1	0	0	0	0	1	0.20	178.19	138.00	Coconino	NACOG

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
32	I-40 WB	3.6 mi east of Adamana Rd	2.6 west of SR-77	16.9	EW	8	6	28	13	85	140	28.00	1607.68	94.91		Navajo		NACOG
42	I-40 WB	West of Valley Rd	East of Geronimo Rd	2.0	EW	2	2	6	2	18	30	6.00	401.22	200.61		Navajo		NACOG
48	I-40 EB I-40 BL Connector	I-40 BL	I-40	0.3	EW	1	0	1	0	0	2	0.40	180.98	532.54		Navajo		NACOG
67	Chief Ave	Mulberry St	Birch St	1.4	NS	0	1	0	0	0	1	0.20	10.31	7.20		Navajo	Fort Apache Reservation	NACOG
68	SR-73	2.3 mi North of Robert's Ranch Rd	0.8 mi North of Robert's Ranch Rd	1.5	NS	1	0	1	0	0	2	0.40	180.98	120.61		Navajo	Fort Apache Reservation	NACOG
69	White River Scenic Rd	0.7 mi South of Robert's Ranch Rd	2.2 mi South of Robert's Ranch Rd	1.5	NS	1	0	0	0	1	2	0.40	178.39	118.93		Navajo	Fort Apache Reservation	NACOG
70	Chief Ave	Saddle St	1.9 south of Saddle St	1.9	NS	2	0	0	0	2	4	0.80	356.78	185.30		Navajo	Fort Apache Reservation	NACOG
71	White River Scenic Rd	4th St	1.4 south of 4th St	1.4	NS	1	0	0	0	2	3	0.60	178.59	127.64		Navajo	Fort Apache Reservation	NACOG
72	Chief Ave	0.6 mi North of Kasey Rd	0.9 mi South of Kasey Rd	1.5	NS	1	0	0	0	1	2	0.40	178.39	118.97		Navajo	Fort Apache Reservation	NACOG
73	SR-77	south of SR-377	1.3 mi south of Woodruff Rd	6.0	NS	3	4	0	1	9	17	3.40	579.54	96.59		Navajo		NACOG
76	SR-77	6.7 mi south of Feedmill Rd	1.5 mi north of Snowflakes Farm Rd	1.5	NS	1	1	0	0	2	4	0.80	188.90	125.93		Navajo		NACOG
77	SR-77	3.8 mi south of Woodruff Rd	North of Feedmill Rd	1.5	NS	1	0	1	0	1	3	0.60	181.18	120.79		Navajo		NACOG
81	SR-87	7.8 mi South of SR-264	9.3 mi South of SR-264	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Hopi Reservation	NACOG
85	SR-87	32.5 mi North of I-40	31 mi North of I-40	1.5	NS	1	0	0	0	1	2	0.40	178.39	118.91		Navajo	Navajo Reservation	NACOG
111	SR-98	US-160	1.4 west of US-160	1.4	EW	1	0	0	1	0	2	0.40	180.12	131.38		Navajo	Navajo Reservation	NACOG
117	SR-260	4.6 mi east of Mogollon Rim Rd	East of Mogollon Rim Rd	4.5	EW	4	4	17	7	67	99	19.80	828.40	185.53		Navajo		NACOG
119	SR-260	Ricochet Ranch Rd	2.1 west of Ricochet Ranch Rd	2.1	EW	1	1	5	4	23	34	6.80	214.79	103.86		Navajo		NACOG
120	SR-260	1.4 east of Ricochet Ranch Rd	Ricochet Ranch Rd	1.4	EW	1	0	0	0	18	19	3.80	181.79	126.88		Navajo		NACOG
121	SR-260	Aspen Ln	5.9 West of Aspen Ln	5.9	EW	1	8	10	7	99	125	25.00	321.91	54.84		Navajo		NACOG
125	SR-260	0.5 mi east of Rocky Ln	West of Sawmill Rd	1.5	EW	1	1	3	0	16	21	4.20	200.08	133.39		Navajo		NACOG
126	US-60	1.5 mi east of Bourdon Ranch Rd	Little Monmon Lake Rd	3.7	EW	1	1	8	13	27	50	10.00	241.35	64.59		Navajo		NACOG
130	SR-260	0.5 mi south of SR-277	North of Mongolian Dr	1.5	NS	1	0	0	2	6	9	1.80	183.25	122.17		Navajo		NACOG
140	SR-264	6.4 mi East of Main St	1.8 mi East of Main St	4.6	EW	3	0	0	0	0	3	0.60	534.57	115.55		Navajo	Hopi Reservation	NACOG
142	SR-264	3 mi east of SR-87	1 mi East of SR-87	2.0	EW	2	0	0	0	0	2	0.40	356.38	178.19		Navajo	Hopi Reservation	NACOG
144	SR-264	3.3 mi West of Main St	4.8 mi West of Main St	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Hopi Reservation	NACOG
148	SR-264	22.8 mi East of Coalmine Rd	24.3 mi East of Coalmine Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Hopi Reservation	NACOG
151	SR-277	2.3 mi South of Halter Cross Rd	North of Tonto Rd	1.0	NS	0	1	1	0	4	6	1.20	13.90	13.90		Navajo		NACOG
152	SR-277	1.32 mi South of Halter Cross Rd	1.1 mil North of Tonto Rd	1.0	NS	0	2	0	1	7	10	2.00	23.95	23.95		Navajo		NACOG
153	SR-277	East of Tonto Rd	West of Ponderosa Rd	1.0	EW	1	0	1	2	4	8	1.60	185.65	185.65		Navajo		NACOG
154	SR-277	East of Factory Rd	3 mi east of SR-377	1.5	EW	1	0	1	1	3	6	1.20	183.51	122.34		Navajo		NACOG
155	SR-377	5.3 mi south of SR-77	2 mi north of Old Holbrook Rd	2.0	NS	0	4	4	1	3	12	2.40	54.94	27.47		Navajo		NACOG
156	SR-377	1.7 mi south of Hutch Rd	2.8 mi south od Duck Lake Rd	6.5	NS	3	5	15	4	15	42	8.40	638.73	98.27		Navajo		NACOG
157	SR-377	0.5 mi north of Old Holbrook Rd	2 mi south of Old Holbrook Rd	2.5	NS	1	3	4	0	9	17	3.40	222.09	88.84		Navajo		NACOG
158	SR-377	2.3 mi north of Despain Ranch Rd	South of Despain Ranch Rd	2.5	NS	0	4	1	3	7	15	3.00	51.22	20.49		Navajo		NACOG
159	SR-377	1.8 mi north of	0.8 mi north of Hutch Rd Hutch Rd	1.0	NS	0	2	1	0	3	6	1.20	24.01	24.01		Navajo		NACOG
160	SR-564	2.9 mi South of Sandal Trl	South of Sandal Trl	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Navajo Reservation	NACOG
183	US-60/SR-77	1.3 mi South of Mogollon Rim Rd	2.8 mi South of Mogollon Rim Rd	1.5	NS	1	0	1	0	6	8	1.60	182.18	121.46		Navajo	Fort Apache Reservation	NACOG
184	US-60/SR-77	3.8 mi North of SR-73	2.3 mi North of SR-73	1.5	NS	1	0	1	1	6	9	1.80	184.11	122.74		Navajo	Fort Apache Reservation	NACOG
185	US-60	0.8 mi west of SR-61	East of Ranch Rd	1.0	EW	0	1	3	0	11	15	3.00	20.89	20.89		Navajo		NACOG
205	US-160	0.5 mi East of US-163	1 mi West of US-163	1.5	EW	1	0	1	3	4	9	1.80	187.58	125.05		Navajo	Navajo Reservation	NACOG
206	US-160	14.7 mi East of US-163	9.4 mi East of US-163	5.3	EW	3	0	2	1	2	8	1.60	542.49	101.50		Navajo	Navajo Reservation	NACOG
207	US-160	8 mi West of US-163	11 mi West of US-163	3.0	EW	4	0	0	0	1	5	1.00	712.96	237.65		Navajo	Navajo Reservation	NACOG
208	US-160	5.3 mi East of SR-98	2.3 mi East of SR-98	3.0	EW	2	0	1	0	1	4	0.80	359.37	119.80		Navajo	Navajo Reservation	NACOG
218	US-163	13.1 mi North of US-160	9.6 mi North of US-160	3.5	NS	3	2	1	2	1	9	1.80	562.05	160.58		Navajo	Navajo Reservation	NACOG
219	US-163	3.1 mi North of Nakai Cir	1.6 mi North of Nakai Cir	1.5	NS	1	0	1	0	1	3	0.60	181.18	120.79		Navajo	Navajo Reservation	NACOG
324	SR-77	10.2 mi South of Gasline Rd	11.7 mi South of Gasline Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Navajo Reservation	NACOG
325	IR-15	1 mi West of Greasewood Rd	2.5 mi West of Greasewood Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Navajo Reservation	NACOG
326	IR-67	IR-4	1.5 south of IR-4	1.5	NS	1	0	0	0	0	1	0.20	178.19	121.14		Navajo	Navajo Reservation	NACOG
327	IR-59	US-160	1.6 south of US-160	1.6	NS	1	0	0	0	0	1	0.20	178.19	110.36		Navajo	Navajo Reservation	NACOG
328	Leupp-Oraibi Rd	20.3 mi North of Sand Springs Rd	18.8 mi North of Sand Springs Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Hopi Reservation	NACOG
329	Leupp-Oraibi Rd	25.5 mi North of Sand Springs Rd	24 mi North of Sand Springs Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Hopi Reservation	NACOG
330	SR-77	3.5 mi South of SR-264	1.5 south of 3.5 mi South of SR-264	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Hopi Reservation	NACOG
331	SR-77	4.3 mi North of Gasline Rd	2.8 mi North of Gasline Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Navajo Reservation	NACOG
332	SR-60	1.5 north of SR-264	SR-264	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Hopi Reservation	NACOG
333	Bourdon Ranch Rd	Parson Ln	Shumway Rd	1.5	EW	1	0	1	1	1	4	0.80	183.11	121.05		Navajo		NACOG
334	Bourdon Ranch Rd	South of Roundup Dr	Red Fox Ln	1.1	NS	1	0	0	0	1	2	0.40	178.39	158.18		Navajo		NACOG
335	IR-12	9 mi West of US-60/SR-77	11.2 mi West of US-60/SR-77	2.2	EW	2	0	0	0	0	2	0.40	356.38	165.51		Navajo	Fort Apache Reservation	NACOG
336	Cemetery Rd	0.5 mi West of Pulpmill Rd	Old Cemetery Rd	1.0	EW	0	1	0	0	0	1	0.20	10.31	10.64		Navajo		NACOG
337	E Concho Hwy	East of Encanto Rd	South of Pine Ln	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Navajo		NACOG
338	Little Mormon Lake Rd	Red Fox Ln	0.5 mi north of US-60	2.4	NS	1	1	0	0	1	3	0.60	188.70	77.59		Navajo		NACOG
339	Lone Pine Dam Rd	SR-77	1.1 west of SR-77	1.1	EW	1	0	0	0	0	1	0.20	178.19	166.38		Navajo		NACOG
340	McLaws Rd	West of Hay Rd	2 mi east of Territorial Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Navajo		NACOG
341	Old US-66	1.2 mi West of Lacy Ln	1.9 mi West of Lacy Ln	0.7	EW	0	1	0	0	0	1	0.20	10.31	14.48		Navajo		NACOG
342	Papermill Rd	1.5 im west of Cottonwood Dr	1.6 mi east of June Dr	1.5	EW	1	1	0	1	1	4	0.80	190.63	127.09		Navajo		NACOG
343	Pinedale Rd	Cobblecreek Dr	0.9 south of Cobblecreek Dr	0.9	NS	0	1	0	0	0	1	0.20	10.31	10.99		Navajo		NACOG
344	Porter Mountain Rd	0.2 east of Penrod Rd	Penrod Rd	0.2	EW	0	0	0	0	1	1	0.20	0.20	1.02		Navajo		NACOG
345	Fork Rd	Banashley Rd	1.8 south of Banashley Rd	1.8	NS	2	0	0	0	0	2	0.40	356.38	194.25		Navajo	Fort Apache Reservation	NACOG
351	Rim Rd	Willow Run	Larson Rd	0.5	EW	1	0	0	0	0	1	0.20	178.19	326.89		Navajo		NACOG
486	I-40 EB	2.4 mi west of Hibbard Rd	1.3 mi east of Maple St	5.9	EW	2	6	14	3	52	77	15.40	473.53	80.88		Navajo		NACOG

487	I-40 EB	0.7 mi west of I-40 BL/Rogers Ave	4.4 mi east of Jack Rabbit Rd	3.5	EW	5	0	8	3	22	38	7.60	923.49	263.85	Navajo	NACOG
488	I-40 WB	6.1 mi East of Hibbard Rd	1.1 mi East of Hibbard Rd	5.0	EW	3	3	1	3	12	22	4.40	576.49	115.30	Navajo	NACOG
500	SR-260	3.8 mi west of Camperland Rd	5.3 mi west of Camperland Rd	1.5	EW	1	0	0	0	19	20	4.00	181.99	121.33	Navajo	NACOG
501	SR-260	West of Worldmark Dr	East of Pine Lake Rd	0.4	EW	0	1	0	0	0	1	0.20	10.31	27.60	Navajo	NACOG
502	SR-260	West of Pinedale Rd	Eagle Rest Rd	0.5	EW	0	0	0	0	3	3	0.60	0.60	1.30	Navajo	NACOG
503	SR-260	1mi west of Farnsworth Ranch Rd	East of Pinedale Rd	2.0	EW	1	2	2	1	26	32	6.40	211.53	105.76	Navajo	NACOG
504	SR-260	Cheney Ranch Loop	Oak Grove Rd	1.3	EW	1	0	2	0	8	11	2.20	185.38	138.17	Navajo	NACOG
514	US-160	3.4 mi East of US-163	2.4 mi East of US-163	1.0	EW	0	2	0	1	0	3	0.60	22.55	22.55	Navajo	Navajo Reservation
516	US-160	1.2 mi East of SR-564	0.3 mi West of SR-564	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79	Navajo	Navajo Reservation

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
1	I-17 NB	South of General Crook Trl	8.1 mi north of Dugas Rd	8.0	NS	4	8	52	21	205	290	58.00	1022.02	127.75		Yavapai	NACOG	
4	I-17 NB	1.2 mi south of Cordes Lake Rd	North of Coldwater Road	15.9	NS	7	17	99	45	443	611	122.20	1874.59	117.94		Yavapai	NACOG	
6	I-17 NB	Cornville Rd	2.4 south of Cornville Rd	2.4	NS	1	4	7	5	39	56	11.20	256.43	106.86		Yavapai	NACOG	
7	I-17 NB	0.5 mi south of Mud Springs Rd	0.5 mi south of Rock Springs Rd	0.8	NS	2	0	2	3	33	40	8.00	374.36	164.53		Yavapai	NACOG	
8	I-17 SB	2.2 mi south of Badger Springs Rd	0.5 mi south of Rock Springs Rd	11.9	NS	8	19	67	42	299	435	87.00	1549.43	163.92		Yavapai	NACOG	
9	I-17 SB	0.6 mi north of SR-179	0.2 mi north of Middle Verde Rd	9.5	NS	5	10	49	24	173	261	52.30	1211.84	128.08		Yavapai	NACOG	
12	Velda Rose Rd	Mud Springs Rd	Rock Springs Rd	1.0	NS	0	1	0	0	2	3	0.60	10.71	10.61		Yavapai	NACOG	
13	Old Black Canyon Hwy	Jacie Ln	0.9 south of Jacie Ln	0.9	NS	1	0	1	1	5	8	1.60	183.91	214.00		Yavapai	NACOG	
25	I-40 EB	1.1 mi East of Fort Rock Rd	1.5 mi West of Fort Rock Rd	2.6	EW	0	3	9	2	35	49	9.80	66.92	25.72		Yavapai	NACOG	
29	I-40 EB	East of Anvil Rock Rd	West of Markham Pass	2.0	EW	0	2	5	3	17	27	5.40	43.78	21.89		Yavapai	NACOG	
39	I-40 WB	3.5 mi west of Old Highway 66	1.6 mi east of Sol Ln	22.0	EW	8	18	22	22	149	219	43.80	1744.82	79.31		Yavapai	NACOG	
40	I-40 WB	1.2 mi West of Markham Pass	1.5 mi East of Fort Rock Rd	1.5	EW	1	0	0	0	3	4	0.80	178.79	119.19		Yavapai	NACOG	
41	I-40 WB	1.1 mi West of Fort Rock Rd	1.8 mi east of Fort Rock Rd	1.4	EW	1	0	2	0	13	16	3.20	186.38	133.17		Yavapai	NACOG	
55	SR-69	South of Enterprise Pkwy	North of Fain Rd	1.3	NS	0	1	6	4	16	27	5.40	37.99	28.24		Yavapai	Central Yavapai Metropolitan Planning Organization	
56	SR-69 SB	0.6 mi north of Ramada Dr	North of Sunrise Blvd	1.1	NS	0	0	7	7	28	42	8.40	38.67	33.86		Yavapai	Central Yavapai Metropolitan Planning Organization	
57	SR-69 NB SR-89 SB Connector	East of Heather Hts	0.3 mi West of Heather Hts	0.3	NS	0	1	2	2	9	14	2.80	21.56	82.62		Yavapai	Central Yavapai Metropolitan Planning Organization	
58	SR-69 SB	1 mi south of Iron Springs Rd	North of Finley Rd	4.3	NS	3	3	8	6	27	47	9.40	604.83	139.65		Yavapai	NACOG	
62	SR-69	West of Prescott Canyon Dr	North of Prescott Canyon Dr	1.0	NS	1	5	13	8	51	78	15.60	291.69	284.98		Yavapai	Yavapai Reservation	Central Yavapai Metropolitan Planning Organization
63	SR-69 SB	South of Central Ave	South of Central Ave	1.5	NS	1	0	1	1	4	7	1.40	183.71	122.40		Yavapai	NACOG	
64	SR-69 SB	1.7 mi south of Central Ave	South of Old Sycamore Rd	2.1	NS	3	2	7	0	23	35	7.00	579.34	276.38		Yavapai	NACOG	
65	SR-71	5.7 mi south of US-93	10.5 mi north of US-60	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Yavapai	NACOG	
66	SR-71	1.3 mi west of Moore Ranch Rd	east of US-93	1.5	EW	1	0	0	0	3	4	0.80	178.79	122.43		Yavapai	NACOG	
88	SR-89	4 north of US-93	US-93	4.0	NS	2	4	7	2	13	28	5.60	423.63	105.91		Yavapai	NACOG	
89	SR-89	0.9 mi north of San Francisco St	North of Little Ranch Rd	3.7	NS	1	2	7	8	15	33	6.60	236.81	64.81		Yavapai	Central Yavapai Metropolitan Planning Organization	
90	SR-89	0.6 mi south of Haisley Rd	North of Walden Blvd	13.5	NS	0	29	57	21	78	185	37.00	514.31	38.10		Yavapai	NACOG	
92	SR-89	South of Fountain Hill Ln	1 mi south of Fountain Hill Ln	1.0	NS	0	2	1	2	9	14	2.80	29.07	29.86		Yavapai	NACOG	
93	SR-89 NB	2.1 mi north of Mina Rd	2.1 mi north of Date Creek Rd	3.7	NS	6	7	9	5	7	34	6.80	1177.50	319.51		Yavapai	NACOG	
94	SR-89 NB	1 mi south of outer loop Rd	North of Willow Creek Rd	3.1	NS	2	3	9	3	30	47	9.40	424.24	136.66		Yavapai	Central Yavapai Metropolitan Planning Organization	
97	SR-89	South of Devon Dr	Donegal Dr	0.7	NS	1	0	0	0	1	2	0.40	178.39	246.51		Yavapai	NACOG	
98	SR-89 NB	0.8 mi south of Yavpe Conn	South of VA Hospital	0.5	NS	0	2	0	4	9	15	3.00	30.14	61.61		Yavapai	Central Yavapai Metropolitan Planning Organization	
99	SR-89	South of Hays Ranch Rd	North of W Young Ln	2.5	NS	2	1	2	2	10	17	3.40	378.14	151.26		Yavapai	NACOG	
101	SR-89 SB	0.7 miles west of S Mina Rd	1.7 mi west of Mina Rd	1.0	EW	0	5	7	3	4	19	3.80	77.69	74.38		Yavapai	NACOG	
102	SR-89 WB	3.6 mi east of Date Creek Rd	2.1 mi east of Date Creek Rd	1.5	EW	1	3	2	2	3	11	2.20	219.17	146.11		Yavapai	NACOG	
103	SR-96	4.4 mi west of Iron Horse Rd	7.1 mi east of Santa Maria Rd	2.5	EW	2	0	3	0	7	12	2.40	366.16	146.46		Yavapai	NACOG	
104	SR-97	0.6 mi north of Burro Creek Rd	1.5 mi north of US-93	1.5	NS	2	1	0	0	0	3	0.60	23.41	15.61		Yavapai	NACOG	
105	SR-97	5.1 mi north of Burro Creek Rd	4.1 mi north of Burro Creek Rd	1.0	NS	0	2	2	0	3	7	1.40	26.80	26.81		Yavapai	NACOG	
112	SR-169	West of Stallion Run Trl	Crystal Rock Rd	3.1	EW	2	1	5	5	24	37	7.40	395.11	127.09		Yavapai	NACOG	
115	SR-179 SB	1.1 mi north of Bell Rock Blvd	North of Bell Rock Blvd	0.7	NS	1	1	2	0	4	8	1.60	194.98	283.12		Yavapai	NACOG	
131	SR-260	3.6 mi west of General Crook FS 130	7.6 mi east of Fossil Creek Rd	3.0	EW	3	3	6	0	15	27	5.40	585.25	195.08		Yavapai	NACOG	
132	SR-260	South of Godard Rd	South of Del Rio Dr	0.5	NS	0	0	3	4	4	11	2.20	16.90	31.68		Yavapai	NACOG	
134	SR-260	3 miles south of Strawberry	4 miles South of Fossil Creek Rd	1.5	NS	1	4	1	2	4	12	2.40	226.88	151.28		Yavapai	NACOG	
163	SR-89	East of Legend Hills Rd	East of Prescott Ridge Rd	3.4	EW	2	1	2	2	14	21	4.20	378.94	112.59		Yavapai	Central Yavapai Metropolitan Planning Organization	
164	SR-89	6.8 mi north of Potato Patch	1.3 mi north of Potato Patch	5.5	NS	2	7	16	6	34	65	13.00	491.62	89.38		Yavapai	NACOG	
165	SR-89	Old Homestead Way	0.6 mi north of Deception Ln	1.4	NS	0	2	3	1	11	17	3.40	33.13	24.25		Yavapai	NACOG	
168	SR-89	S Uux Rd	S Mt Mings Rd	0.3	EW	0	0	3	2	10	15	3.00	14.24	56.82		Yavapai	NACOG	
171	SR-89 SB	West of Glassford Hill Rd	East of Granite Dells Pkwy	2.1	EW	0	1	5	16	27	5.40	37.13	18.11		Yavapai	Central Yavapai Metropolitan Planning Organization		
174	SR-89 SB	North of Lower Red Rock Loop Rd	0.6 mi South of Loy Canyon Rd	5.0	NS	1	5	18	3	78	105	21.00	301.40	60.56		Yavapai	NACOG	
200	US-93	20.8 mi North of SR-71	2.8 mi North of SR-71	18.5	NS	18	15	37	17	119	206	41.20	3522.03	190.38		Yavapai	NACOG	
201	US-93	2.5 north of Matthie Ranch Rd	Matthie Ranch Rd	2.5	NS	1	0	4	0	8	13	2.60	190.96	75.49		Yavapai	NACOG	
202	US-93 SB	0.2 south of Matthie Ranch Rd	Matthie Ranch Rd	0.2	NS	0	0	2	1	0	3	0.60	7.52	35.64		Yavapai	NACOG	
203	US-93	Scenic Loop Rd	Camino Blanco Rd	0.6	NS	0	0	3	2	5	10	2.00	13.24	20.54		Yavapai	NACOG	
353	Beaverhead Flat Rd	2.5 mi north of Cornville Rd	1 mi north of Cornville Rd	1.5	NS	1	0	0	0	3	4	0.80	178.79	119.19		Yavapai	NACOG	
354	N Bill Gray Rd	3.6 mi north of Lime Klin	2.3 mi north of Lime Klin	1.3	NS	0	0	1	1	2	4	0.40	2.13	1.63		Yavapai	NACOG	
356	E Bill Gray Rd	South of Sycamore Pass Rd	1.3 mi south of Sycamore Pass Rd	1.2	NS	0	1	0	0	1	2	0.20	10.31	8.74		Yavapai	NACOG	
357	Crown King Rd	Black Canyon Rd	0.8 mi north of Maggie Mine Rd	1.3	NS	0	1	2	0	0	3	0.60	15.89	12.66		Yavapai	NACOG	
358	Chavez Ranch Rd	0.9 east of Crescent Moon FS Rd	Crescent Moon FS Rd	0.9	EW	0	1	0	0	0	1	0.20	10.31	11.98		Yavapai	NACOG	
360	Forest Rd	0.3 west of Oak St	Oak St	0.3	EW	0	1	0	0	0	1	0.20	10.31	31.56		Yavapai	Central Yavapai Metropolitan Planning Organization	
366	5250	1.9 mi north of Bradshaw Rd	0.6 mi north of Bradshaw Rd	1.3	NS	0	2	0	0	0	2	0.40	20.62	15.55		Yavapai	NACOG	
369	Beaver Creek Rd	North of Beaver Creek Rd	North of Bar D Ranch Road	1.8	NS	1	0	0	1	0	2	0.40	180.12	102.80		Yavapai	NACOG	
370	E Beaver Creek Rd	West of Dave Wingfield Rd	Culpepper Ranch Rd	1.5	EW	0	1	0	1	2	4	0.80	12.64	8.43		Yavapai	NACOG	
371	Bloody Basin Rd	North of Cave Creek Rd	1.3 mi South of Cave Creek Rd	1.5	NS	0	1	0	0	0	1	0.20	10.31	6.87		Yavapai	NACOG	
372	E Bloody Basin Rd	South of I-17 Ramp	1 mi south of Tonelea Trl	1.5	NS	0	1	2	2	7	14	20.16	13.44		Yavapai	NACOG		
373	Boynton Pass Rd	East of Bear Mountain Rd	Loy Canyon Rd	1.5	EW	0	1	1	0	0	2	0.40	13.10	8.73		Yavapai	NACOG	
374	N Castle Hot Springs Rd E	Whispering Sands Rd	North of Crown King Rd	1.2	NS	0	0	0	1	1	2	0.40	2.13	1.83		Yavapai	NACOG	
376	E Cornville Rd	South of Apache Maid Ranch	South of Wind Valley Ranch Rd	3.5	NS	0	4	2	3	12	21	4.20	55.02	15.75		Yavapai	NACOG	
377	E Cornville Rd	South of Mountain View Rd	North of Beaverhead Flat Rd	3.0	NS	0	2	2	0	8	12	2.40	27.80	9.27		Yavapai	NACOG	
378	Cornville Rd	Sheepshead Crossing Rd	3.3 west of Sheepshead Crossing Rd	3.3	EW	3	3	9	2	12	29	5.80	596.90	180.35		Yavapai	NACOG	
379	Crown King Rd	5.4 mi north of Senator Hwy	4 mi north of Senator Hwy	1.5	NS	0	1	0	0	0	1	0.20	10.31	6.87		Yavapai	NACOG	
380	E Jacie Ln	S Old Black Canyon Hwy	S Old Black Canyon Hwy	0.3	EW	0	1	0	0	0	1	0.20	10.31	38.26		Yavapai	NACOG	
381	E Maren Ave	S Maggie Mine Rd	E Lisa Dr	0.3	EW	1	0	0	0	0	1	0.20	178.19	610.75		Yavapai	NACOG	
382	Newton Ave	East of Merrill Rd	1 mi east of Merrill Rd	0.8	EW	0	0	1	0	0	1	0.20	2.79	3.46		Yavapai	NACOG	
384	E Pappo Dr	Lindsay Rd	0.1 south of Lindsay Rd	0.1	NS	0	1	0	0	0	1	0.20	10.31	82.62		Yavapai	NACOG	
386	E Powder Horn Pass	0.1 east of N Old Chisholm Trl	N Old Chisholm Trl	0.1	EW	0	1	0	0	0	1	0.20	10.31	84.40		Yavapai	Central Yavapai Metropolitan Planning Organization	
388	E Priarie Ln	SR-260 intersection	SR-260 intersection	0.1	EW	0	1	0	0	1	2	0.40	10.51	10.51		Yavapai	NACOG	
390	E Robin Dr	west of Lois Dr	East of Lois Dr	0.2	EW	0	1	0	0	0	1	0.20	10.31	51.26		Yavapai	Central Yavapai Metropolitan Planning Organization	
393	Spruce Mountain Rd	West of Sky View Dr	0.5 mi east of Senator Hwy	1.5	EW	0	1	0	0	0	1	0.20	10.31	6.87		Yavapai	NACOG	
395	5th St	South of 6th St	South of 6th St	0.2	NS	0	1	0	0	0	1	0.20	10.31	56.86		Yavapai	Central Yavapai Metropolitan Planning Organization	
400	N Hyde Park Rd	South of Tracy Trl	Hard Rock Way	1.5	NS	1	0	0	0	1	2	0.40	178.39	118.93		Yavapai	NACOG	
401	Hyde Park Rd	Via Dolorosa Rd	North of Brother's Blvd	1.5	NS	0	1	0	0	0	1	0.20	10.31	6.87		Yavapai	NACOG	
402	Loy Canyon Rd	2.9 mi south of Boynton Pass Rd	1.5 mi north of SR-89	1.5	NS	0	1	2	0	1	4	0.80	16.09	10.74		Yavapai	NACOG	
403	Montezuma Castle Rd	2.1 mi west of Middle Verde Rd	1 mi West of Middle Verde Rd	1.1	EW	0	1	0	0	0	1	0.20	10.31	9.06		Yavapai	NACOG	

408	E Perkinsville Rd	1 mi north of Blissful Path	19 mi south of Drake Rd	1.2	NS	0	1	1	1	1	4	0.80	15.23	12.55	Yavapai	NACOG
409	NF-618	0.5 mi south of Beaver Creek Rd	1.7 mi north of Ward Rnch	1.5	NS	1	0	0	0	1	2	0.40	178.39	116.97	Yavapai	NACOG
410	N Shamrock Dr	Lower Ranch Trl	Laprechaun Rd	0.3	NS	0	1	0	0	0	1	0.20	10.31	29.75	Yavapai	NACOG
412	N Tolemac Way	0.5 north of Iron Springs Rd	Iron Springs Rd	0.5	NS	0	1	0	0	0	1	0.20	10.31	22.33	Yavapai	Central Yavapai Metropolitan Planning Organization
413	N Williamson Valley Rd	Southview Dr	Longview Dr	1.5	NS	1	0	2	1	5	9	1.80	186.71	127.88	Yavapai	Central Yavapai Metropolitan Planning Organization
414	N Williamson Valley Rd	South of Hootenanny Rd	Talking Rock Ranch Rd	1.5	NS	0	1	1	0	1	3	0.60	13.30	8.87	Yavapai	Central Yavapai Metropolitan Planning Organization
415	N Williamson Valley Rd	South of Outer Loop Rd	South of Buchanan Dr	1.5	NS	0	1	0	0	3	4	0.80	10.91	7.27	Yavapai	Central Yavapai Metropolitan Planning Organization
416	Williamson Valley Rd	5.1 mi east of Walnut Creek Rd	3.7 mi east of Walnut Creek Rd	1.5	EW	0	1	0	0	0	1	0.20	10.31	6.87	Yavapai	NACOG
417	Crown King Rd	South of Black Canyon	1.5 mi south of Black Canyon	1.5	NS	0	1	0	0	1	2	0.40	10.51	7.01	Yavapai	NACOG
419	Crown King Rd	7.5 mi north of Maggie Mine Rd	6 mi north of Maggie Mine Rd	1.5	NS	0	1	0	0	0	1	0.20	10.31	6.87	Yavapai	NACOG
420	Cave Creek Rd	10.1 mi south of Bloody Basin Rd	11.6 mi south of Bloody Basin Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.71	Yavapai	NACOG
421	W Constellation Rd	Buckhorn Rd	1.4 south of Buckhorn Rd	1.4	NS	0	1	0	0	0	1	0.20	10.31	7.39	Yavapai	NACOG
422	S Cow Creek Rd	South of SVX Ranch Rd	0.7 mi north of Champie Rd	1.0	NS	0	1	0	0	0	1	0.20	10.31	10.31	Yavapai	NACOG
423	Iron Springs Rd	North of A.V Ranch Rd	South of old Skull Valley Rd	3.0	NS	0	2	1	0	7	10	2.00	24.81	8.27	Yavapai	NACOG
424	Iron Springs Rd	2.4 mi south of Contreras Rd	South of Tonto Rd	3.0	NS	3	1	1	0	4	9	1.80	548.47	182.82	Yavapai	NACOG
425	SR-96/Kirkland Valley Rd	South of Iron Springs Rd	0.6 mi north of M Ranch Rd	1.0	EW	0	2	0	0	0	2	0.40	20.62	20.62	Yavapai	NACOG
426	S Loy Rd	1 north of Anasazi Way	Anasazi Way	1.0	NS	0	1	0	0	2	3	0.60	10.71	10.21	Yavapai	NACOG
427	S Rincon Rd	1.6 north of Everett Bowman Trl	Everett Bowman Trl	1.6	NS	0	1	0	0	0	1	0.20	10.31	6.43	Yavapai	NACOG
429	S Salt Mine Rd	0.4 mi south of Blue Sage way	1.5 mi north of Garden Ln	0.4	NS	0	0	0	0	1	1	0.20	0.20	0.46	Yavapai	NACOG
430	S Salt Mine Rd	0.8 mi south of Blue Sage Way	1 mi north of Garden Ln	0.4	NS	0	1	0	0	0	1	0.20	10.31	23.86	Yavapai	NACOG
431	S Salt Mine Rd	South of River Bend Rd	1.9 mi north Beasley Flat Rd	1.5	NS	0	1	0	0	0	1	0.20	10.31	6.87	Yavapai	NACOG
432	S Senator Hwy	North of Escape Route Rd	Crown King Rd	2.5	NS	1	1	0	0	0	2	0.40	188.50	75.38	Yavapai	NACOG
433	S Senator Hwy	South of Mt Tritle Rd	1 mi north of Mt Tritle Rd	1.5	NS	0	1	2	0	4	7	1.40	16.69	11.13	Yavapai	NACOG
434	S Senator Hwy	South of Marpai Rd	North of New Horse Cp	1.5	NS	0	1	1	0	5	7	1.40	14.10	9.40	Yavapai	NACOG
435	Walker Rd	South Lynn Lake Store Rd	North of Enchanted Forest Trl	1.5	NS	0	1	0	2	2	5	1.00	14.57	9.71	Yavapai	NACOG
436	E Walker Rd	Enchanted Forest Trl	Softwind Trl	1.5	NS	0	2	0	0	0	2	0.40	20.62	13.75	Yavapai	NACOG
437	S Wagoner Rd/NF-362	North of Hozoni Ranch Rd	0.5 mi south of Hozoni Ranch Rd	1.0	NS	0	1	0	0	0	1	0.20	10.31	10.30	Yavapai	NACOG
438	S Wagoner Rd/S Walnut Grove Rd	0.7 mi south of Curry Rd	1.5 mi north of Crooks Canyon Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79	Yavapai	NACOG
439	W Big Chino Rd	West of Kyoto Rd	Mitchell Ln	1.5	EW	1	0	0	1	1	3	0.60	180.32	120.21	Yavapai	Central Yavapai Metropolitan Planning Organization
440	W Campwood Rd/NF-21	5.5 mi north of Behm Mesa Rd	4 mi north of Behm Mesa Rd	1.5	NS	0	1	0	0	1	2	0.40	10.51	7.01	Yavapai	NACOG
441	Campbell Ranch Rd	I-40	0.8 west of I-40	0.8	EW	1	0	0	0	0	1	0.20	178.19	234.85	Yavapai	NACOG
442	W Cherry Creek Rd	East of Mingus Mountain Rd	East of Powell Spring CG FS Rd	1.5	EW	1	0	0	0	2	3	0.60	178.59	119.06	Yavapai	NACOG
443	Contreras Rd	Tonto Rd	South of Railroad Service Rd	1.0	NS	0	1	0	0	0	1	0.20	10.31	10.31	Yavapai	NACOG
444	W Denny Ln	Iron Springs Rd	0.3 west of Iron Springs Rd	0.3	EW	1	0	0	0	0	1	0.20	178.19	567.55	Yavapai	NACOG
446	W Fort Rock Rd	US-66	Granada Rd	1.8	EW	1	0	0	0	0	1	0.20	178.19	100.63	Yavapai	NACOG
447	W Hays Ranch Rd	SR-89	Mexican Ave	1.5	EW	0	1	0	0	0	1	0.20	10.31	6.98	Yavapai	NACOG
448	W Iron Springs Rd	Tolemac Way	Tolemac Way	0.4	EW	0	0	0	0	1	1	0.20	0.20	0.57	Yavapai	Central Yavapai Metropolitan Planning Organization
449	Iron Springs Rd	Tolemac Way	Camp Yavapines Rd	0.5	NS	0	0	0	0	2	2	0.40	0.40	0.78	Yavapai	Central Yavapai Metropolitan Planning Organization
450	W Iron Springs Rd	East of Granite Basin Rd	Iron Springs Summer Homes	3.3	EW	3	1	1	1	8	14	2.80	551.20	168.50	Yavapai	NACOG
451	N Jerome Perkinsville Rd	7.8 mi south of Perkinsville Rd	9.3 mi south of Perkinsville Rd	1.5	NS	0	1	0	0	0	1	0.20	10.31	6.87	Yavapai	NACOG
452	Jerome Perkinsville Rd	11.2 mi north of Perkinsville Rd	9.7 mi north of Perkinsville Rd	1.5	NS	0	1	0	0	0	1	0.20	10.31	6.88	Yavapai	NACOG
453	SR-96/W Kirkland Hills Rd	1.5 mi north of Neil Hampton Dr	North of Neil Hampton Dr	1.5	NS	1	0	1	0	1	3	0.60	181.18	120.79	Yavapai	NACOG
456	US-66	0.6 mi north of Audley Rd	0.9 mi south of Audley Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79	Yavapai	NACOG
457	US-66	0.5 mi west of Fort Rock Rd	2 mi west of Fort Rock Rd	1.5	EW	1	0	0	0	1	2	0.40	178.39	118.93	Yavapai	NACOG
458	US-66	3.4 mi south of Audley Rd	3.5 mi north of Fort Rock Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79	Yavapai	NACOG
459	W Outer Loop Rd	0.6 mi West of Cowboy Trl	0.5 mi East of Williamson Valley Rd	1.5	EW	0	1	0	0	1	2	0.40	10.51	7.01	Yavapai	Central Yavapai Metropolitan Planning Organization
460	W Stanton Rd	1.7 mi west of Buzzard Rd	0.8 mi east of Alvarado Mine Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79	Yavapai	NACOG
462	I-40 WB	1.8 mi east of SR-89	0.6 mi east of SR-89	1.1	EW	0	3	0	0	9	12	2.40	32.73	28.62	Yavapai	NACOG
463	SR-89 NB	0.6 mi north of Willow Creek Rd	North of Willow Creek Rd	0.3	NS	1	0	0	1	1	3	0.60	180.32	552.88	Yavapai	Central Yavapai Metropolitan Planning Organization
464	I-17 NB	2.1 mi north of Dugas Rd	North of Dugas Rd	2.0	NS	0	3	12	3	20	38	7.60	74.23	37.12	Yavapai	NACOG
465	I-17 NB	6.1 mi north of Dugas Rd	4.6 mi north of Dugas Rd	1.5	NS	0	2	4	1	15	22	4.40	36.72	24.48	Yavapai	NACOG
466	I-17 SB	7.5 mi north of Dugas Rd	4 mi north of Dugas Rd	3.5	NS	1	2	14	5	37	59	11.80	254.96	72.85	Yavapai	NACOG
467	I-17 SB	3 mi north of Dugas Rd	South of Dugas Rd	3.0	NS	1	4	18	12	62	97	19.40	305.27	101.76	Yavapai	NACOG
468	I-17 NB	4 mi South of Stoneman Lake Rd	5.5 mi south of Stoneman Lake Rd	1.5	NS	0	1	7	2	35	45	9.00	40.72	27.15	Yavapai	NACOG
469	I-17 NB	0.6 mi North of Stoneman Lake Rd	South of Stoneman Lake Rd	1.0	NS	0	1	3	0	13	17	3.40	21.29	21.29	Yavapai	NACOG
470	I-17 NB	5.3 mi North of Stoneman Lake Rd	4.1 mi North of Stoneman Lake Rd	1.2	NS	0	0	6	0	39	45	9.00	24.56	20.34	Yavapai	NACOG
471	I-17 SB	4.5 north of Stoneman Lake Rd	Stoneman Lake Rd	4.5	NS	0	5	12	5	48	70	14.00	104.32	22.99	Yavapai	NACOG
472	I-17 SB	1.4 mi South of Stoneman Lake Rd	1.1 mi north of Red Rock Scenic Byway	5.0	NS	2	5	11	6	24	48	9.60	455.04	91.01	Yavapai	NACOG
474	I-17 SB	0.9 mi south of Dugas Rd	1.3 mi south of Arcossanti Rd	6.2	NS	2	7	18	13	96	136	27.20	523.12	84.99	Yavapai	NACOG
475	I-17 SB	1.3 mi north of Bloody Basin Rd	0.5 mi South of Badger Springs Rd	5.0	NS	3	4	14	10	48	79	15.80	643.82	128.76	Yavapai	NACOG
491	SR-89	2.7 mi north of San Francisco St	0.9 mi north of San Francisco St	1.8	NS	2	0	1	0	6	9	1.80	360.37	195.30	Yavapai	NACOG
492	SR-89	5.5 mi north of Drake Rd	South of Drake Rd	6.0	NS	4	1	3	5	29	42	8.40	746.91	124.48	Yavapai	NACOG
493	SR-89	0.4 mi south of Bullock Rd	4.5 mi north of Rattlesnake Rd	1.5	NS	1	1	1	0	4	7	1.40	192.09	128.06	Yavapai	NACOG
494	SR-89	2.1 mi north of Date Creek Rd	1.8 mi north of Date Creek Rd	0.3	NS	0	1	0	0	1	2	0.40	10.51	30.81	Yavapai	NACOG
495	SR-89	1.2 mi south of Wagoner Rd	1.2 mi north of Rancho El Osio Rd	1.5	NS	1	0	2	0	1	4	0.80	183.98	122.65	Yavapai	NACOG
498	SR-169	1.6 miles West of I-17	3.1 mi west of I-17	1.5	NS	1	0	1	0	12	14	2.80	183.38	122.34	Yavapai	NACOG
499	SR-179 SB	1.1 mi north of Bell Rock Blvd	0.8 miles North of Bell Rock Blvd	0.3	NS	0	0	0	0	2	2	0.40	0.40	1.53	Yavapai	NACOG
506	SR-260	3.1 mi east of Fossil Creek Rd	2.1 mi east of Fossil Creek Rd	1.0	EW	0	2	2	0	0	4	0.80	26.20	26.21	Yavapai	NACOG
508	SR-89	North of Harris Rd	North of Legend Hills Rd	0.4	NS	0	0	0	1	3	4	0.80	2.53	6.94	Yavapai	NACOG
509	SR-89	1.2 mi south of Potato Patch	North of Harris Rd	3.5	NS	1	6	12	6	25	50	10.00	290.15	82.90	Yavapai	NACOG
511	SR-89 SB	1 mi south of Oak Creek Valley Rd	0.17 miles North of N Bill Gray Rd	1.3	NS	0	2	4	0	2	8	1.60	32.19	25.46	Yavapai	NACOG
513	US-93 SB	3.2 miles South of Burro Creek Rd	1.6 mi North of SR-97	1.5	NS	1	0	0	0	2	3	0.60	178.59	119.06	Yavapai	NACOG
539	I-17 NB	South of General Crook Trl	2.9 mi South of General Crook Trl	2.5	NS	1	1	12	6	58	78	15.60	245.20	98.08	Yavapai	NACOG

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
81	SR-87	7.8 mi South of SR-264	9.3 mi South of SR-264	1.50	NS	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Hopi Reservation	NACOG
140	SR-264	6.4 mi East of Main St	1.8 mi East of Main St	4.63	EW	3	0	0	0	0	3	0.60	534.57	115.55		Navajo	Hopi Reservation	NACOG
142	SR-264	3 mi east of SR-87	1 mi East of SR-87	2.00	EW	2	0	0	0	0	2	0.40	356.38	178.19		Navajo	Hopi Reservation	NACOG
144	SR-264	3.3 mi West of Main St	4.8 mi West of Main St	1.50	EW	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Hopi Reservation	NACOG
146	SR-264	10.8 mi East of Coalmine Rd	9.3 mi East of Coalmine Rd	1.50	EW	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Hopi Reservation	NACOG
148	SR-264	22.8 mi East of Coalmine Rd	24.3 mi East of Coalmine Rd	1.50	EW	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Hopi Reservation	NACOG
275	Leupp-Oraibi Rd	11.3 mi North of Sand Springs Rd	9.8 mi North of Sand Springs Rd	1.50	NS	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Hopi Reservation	NACOG
328	Leupp-Oraibi Rd	20.3 mi North of Sand Springs Rd	18.8 mi North of Sand Springs Rd	1.50	NS	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Hopi Reservation	NACOG
329	Leupp-Oraibi Rd	25.5 mi North of Sand Springs Rd	24 mi North of Sand Springs Rd	1.50	NS	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Hopi Reservation	NACOG
330	SR-77	3.5 mi South of SR-264	1.5 south of 3.5 mi South of SR-264	1.50	NS	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Hopi Reservation	NACOG
332	SR-60	1.5 north of SR-264	SR-264	1.50	NS	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Hopi Reservation	NACOG

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
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NO SEGMENT PRIORITY LOCATIONS

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
18	I-40 EB	2.5 east of Querino Rd	Querino Rd	2.5	EW	1	1	7	0	17	26	5.20	211.45	86.30		Apache	Navajo Reservation	NACOG
19	I-40 EB	2.6 mi East of Navajo Rd	1.2 mi West of Navajo Rd	3.8	EW	2	3	4	3	34	46	9.20	411.07	108.35		Apache	Navajo Reservation	NACOG
20	I-40 EB	0.7 mi West of Pinta Rd	3.7 mi West of Pinta Rd	3.0	EW	2	1	2	2	20	27	5.40	380.14	128.84		Apache	Navajo Reservation	NACOG
26	I-40 EB	Grants Rd	2.3 mi West of Hawthorne Rd	6.9	EW	4	3	12	5	55	79	15.80	797.86	115.35		Apache	Navajo Reservation	NACOG
44	Frontage Rd	Lupton Rd	1.3 west of Lupton Rd	1.3	EW	1	0	0	0	0	1	0.20	178.19	135.84		Apache	Navajo Reservation	NACOG
45	Frontage Rd	West of Hawthorne Rd	1.8 mi West of Hawthorne Rd	1.5	EW	1	0	0	1	0	2	0.40	180.12	120.08		Apache	Navajo Reservation	NACOG
51	SR-61	Kelsey Rd	1.4 south of Kelsey Rd	1.4	NS	1	0	0	0	0	1	0.20	178.19	124.05		Apache	Navajo Reservation	NACOG
85	SR-87	32.5 mi North of I-40	31 mi North of I-40	1.5	NS	1	0	0	0	1	2	0.40	178.39	118.91		Navajo	Navajo Reservation	NACOG
106	SR-98	23.9 mi West of US-160	29.4 mi West of US-160	5.5	EW	3	0	1	0	2	6	1.20	537.76	97.78		Coconino	Navajo Reservation	NACOG
107	SR-98	42 mi North of US-160	43.5 mi North of US-160	1.5	NS	1	0	0	0	4	5	1.00	178.99	119.33		Coconino	Navajo Reservation	NACOG
108	SR-98	33 mi West of US-160	34.5 mi West of US-160	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Navajo Reservation	NACOG
109	SR-98	1.6 mi West of Navajo Mountain Rd	3.1 mi West of Navajo Mountain Rd	1.5	EW	1	0	0	0	1	2	0.40	178.39	118.93		Coconino	Navajo Reservation	NACOG
110	SR-98	38 mi West of US-160	39.5 mi West of US-160	1.5	EW	1	0	0	1	2	4	0.80	180.52	120.35		Coconino	Navajo Reservation	NACOG
111	SR-98	US-160	1.4 west of US-160	1.4	EW	1	0	0	1	0	2	0.40	180.12	131.38		Navajo	Navajo Reservation	NACOG
138	SR-264	7.3 mi West of Summit Rd	9.3 mi West of Summit Rd	2.0	EW	2	0	0	0	0	2	0.40	356.38	178.19		Apache	Navajo Reservation	NACOG
139	SR-264	17.6 mi West of US-191	19.1 mi West of US-191	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
141	SR-264	11.8 mi West of Summit Rd	13.3 mi West of Summit Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
143	SR-264	Lagoon Rd	St Michael Mission Rd	2.8	EW	3	0	0	1	0	4	0.80	536.50	191.46		Apache	Navajo Reservation	NACOG
145	SR-264	14.2 mi East of US-160	10.7 mi East of US-160	3.5	EW	2	0	0	0	1	3	0.60	356.58	101.88		Coconino	Navajo Reservation	NACOG
147	SR-264	0.9 mi East of Post Office Rd	0.7 mi West of Post Office Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
160	SR-564	2.9 mi South of Sandal Tri	South of Sandal Tri	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Navajo	Navajo Reservation	NACOG
188	US-89	5 mi North of Moenave Rd	3 mi North of Moenave Rd	2.0	NS	2	1	1	0	5	9	1.80	370.48	185.24		Coconino	Navajo Reservation	NACOG
190	US-89	5.5 mi North of Navahopi Rd	7 mi North of Navahopi Rd	1.5	NS	3	0	2	0	5	10	2.00	541.16	360.77		Coconino	Navajo Reservation	NACOG
192	US-89	19 mi South of Haul Rd	20.5 mi South of Haul Rd	1.5	NS	0	3	4	0	11	18	3.60	44.30	29.53		Coconino	Navajo Reservation	NACOG
193	US-89	Navahopi Rd	1.4 south of Navahopi Rd	1.4	NS	1	1	2	0	7	11	2.20	195.48	139.18		Coconino	Navajo Reservation	NACOG
196	US-89	6.2 mi South of Marble Canyon Damside Rd	10.2 mi South of Marble Canyon Damside Rd	4.0	NS	2	1	0	0	3	6	1.20	367.29	91.82		Coconino	Navajo Reservation	NACOG
197	US-89	3.8 mi North of Marble Canyon Damside Rd	2.3 mi North of Marble Canyon Damside Rd	1.5	NS	1	0	0	0	2	3	0.60	178.59	119.06		Coconino	Navajo Reservation	NACOG
198	US-89	6.5 mi South of US-160	5 mi South of US-160	1.5	NS	1	0	1	0	2	4	0.80	181.38	120.90		Coconino	Navajo Reservation	NACOG
205	US-160	0.5 mi East of US-163	1 mi West of US-163	1.5	EW	1	0	1	3	4	9	1.80	187.58	125.05		Navajo	Navajo Reservation	NACOG
206	US-160	14.7 mi East of US-163	9.4 mi East of US-163	5.3	EW	3	0	2	1	2	8	1.60	542.49	101.50		Navajo	Navajo Reservation	NACOG
207	US-160	8 mi West of US-163	11 mi West of US-163	3.0	EW	4	0	0	0	1	5	1.00	712.96	237.65		Navajo	Navajo Reservation	NACOG
208	US-160	5.3 mi East of SR-98	2.3 mi East of SR-98	3.0	EW	2	0	1	0	1	4	0.80	359.37	119.80		Navajo	Navajo Reservation	NACOG
209	US-160	West of Goldtooth Circle Rd	1.7 mi West of Goldtooth Circle Rd	1.5	EW	1	0	0	0	1	2	0.40	178.39	118.93		Coconino	Navajo Reservation	NACOG
210	US-160	6.1 mi East of Dinnehots Rd	4.6 mi East of Dinnehots Rd	1.5	EW	1	0	1	1	3	6	1.20	183.51	122.34		Apache	Navajo Reservation	NACOG
211	US-160	9.9 mi East of Fairgrounds Rd	6.9 mi East of Fairgrounds Rd	3.0	EW	3	0	0	1	1	4	0.80	534.77	178.26		Coconino	Navajo Reservation	NACOG
212	US-160	15.9 mi East of Fairgrounds Rd	14.4 mi East of Fairgrounds Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Navajo Reservation	NACOG
213	US-160	3.7 mi West of SR-98	5.2 mi West of SR-98	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Navajo Reservation	NACOG
214	US-160	1.2 mi West of US-191	2.4 mi West of US-191	1.5	EW	1	1	2	0	2	6	1.20	194.48	129.66		Apache	Navajo Reservation	NACOG
215	US-160	2.6 mi East of Old Swtzo Rd	1.1 mi East of Old Swtzo Rd	1.5	EW	1	0	1	0	1	3	0.60	181.18	120.79		Apache	Navajo Reservation	NACOG
216	US-160	3.1 mi East of US-64/SR-504	1.6 mi East of US-64/SR-504	1.5	EW	1	0	0	1	0	2	0.40	180.12	120.08		Apache	Navajo Reservation	NACOG
217	US-160	4.3 mi West of US-191	5.8 mi West of US-191	1.5	EW	1	0	2	1	3	7	1.40	186.31	124.13		Apache	Navajo Reservation	NACOG
218	US-163	13.1 mi North of US-160	9.6 mi North of US-160	3.5	NS	3	2	1	2	1	9	1.80	562.05	160.58		Navajo	Navajo Reservation	NACOG
219	US-163	3.1 mi North of Nakai Cir	1.6 mi North of Nakai Cir	1.5	NS	1	0	1	0	1	3	0.60	181.18	120.79		Navajo	Navajo Reservation	NACOG
227	US-191	North of Middle Well Rd	South of Little Silversmith Rd	0.6	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
230	US-191	0.5 mi South of Parker Draw Rd	2 mi South of Parker Draw Rd	1.5	NS	1	0	0	0	1	2	0.40	178.39	118.93		Apache	Navajo Reservation	NACOG
231	US-191	4.8 mi North of Navajo Station Rd	3.3 mi North of Navajo Station Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
232	US-191	7 mi North of SR-264	1 mi North of SR-264	6.0	NS	3	0	1	0	0	4	0.80	537.36	89.56		Apache	Navajo Reservation	NACOG
233	US-191	5.1 mi North of Main St	3.1 mi North of Main St	2.0	NS	2	0	0	0	0	2	0.40	356.38	178.19		Apache	Navajo Reservation	NACOG
234	US-191	10.5 mi South of Main St	12 mi South of Main St	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
235	US-191	0.9 mi South of Main St	2.4 mi South of Main St	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
236	US-191	11.6 mi North of Main St	10.1 mi North of Main St	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
237	US-191	US-160	1 south of US-160	1.0	NS	1	0	1	0	0	2	0.40	180.98	180.99		Apache	Navajo Reservation	NACOG
238	US-191	3.9 mi South of Main St	5.4 mi South of Main St	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.74		Apache	Navajo Reservation	NACOG
239	US-191	15.5 mi South of US-160	17 mi South of US-160	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
240	US-191	7.4 mi South of Main St	8.9 mi South of Main St	1.5	NS	1	0	1	0	0	2	0.40	180.98	120.66		Apache	Navajo Reservation	NACOG
241	US-191	8.1 mi North of Main St	6.6 mi North of Main St	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
242	US-191	2.5 mi North of Lake Rd	1 mi North of Lake Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
243	US-191	13.1 mi North of SR-264	11.6 mi North of SR-264	1.5	NS	1	0	0	0	1	2	0.40	178.39	118.93		Apache	Navajo Reservation	NACOG
250	IR-4	7 mi West of US-191	8.5 mi West of US-191	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
251	IR-15	0.5 mi South of US-264	2.5 mi South of US-264	2.0	NS	1	1	0	0	0	2	0.40	188.50	94.25		Apache	Navajo Reservation	NACOG
252	IR-27	18.5 mi South of Zuni St	20 mi South of Zuni St	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
253	IR-27	0.5 mi South of Zuni St	2 mi South of Zuni St	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
254	IR-64	2.6 mi West of Antelope House Overlook	4.1 mi West of Antelope House Overlook	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
255	IR-64	6.4 mi East of Antelope House Overlook	5.4 mi East of Antelope House Overlook	1.0	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
256	IR-59	4 mi West of US-191	5.5 mi West of US-191	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
257	IR-59	14.5 mi West of US-191	16 mi West of US-191	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
258	IR-12	2.7 mi North of I-40	1.2 mi North of I-40	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
259	IR-12	1 north of Kit Carson Dr	Kit Carson Dr	1.0	NS	1	0	0	0	0	1	0.20	178.19	183.14		Apache	Navajo Reservation	NACOG
260	IR-12	2.7 mi South of Mitchell's Rd	5.2 mi South of Mitchell's Rd	2.5	NS	2	0	0	0	0	2	0.40	356.38	142.55		Apache	Navajo Reservation	NACOG
261	IR-12	0.5 mi North of Lower Wheatfields Rd	1 mi South of Lower Wheatfields Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
262	IR-12	2.3 mi North of Mitchell's Rd	0.8 mi North of Mitchell's Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
263	IR-12	14.8 mi South of Mitchell's Rd	16.3 mi South of Mitchell's Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Apache	Navajo Reservation	NACOG
269	Antelope Point Rd	0.5 mi North of Lake Pump Rd	1 mi South of Lake Pump Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Navajo Reservation	NACOG
272	Black Mesa Pump Station Rd	1.3 mi West of US-89	2.8 mi West of US-89	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79		Coconino	Navajo Reservation	NACOG

276	US-89T	0.6 mi South of Windmill Corral	2.1 mi South of Windmill Corral	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.77	Coconino	Navajo Reservation	NACOG
277	US-89T	8 mi South of Windmill Corral	9.5 mi South of Windmill Corral	1.5	NS	1	0	0	0	1	2	0.40	178.39	118.96	Coconino	Navajo Reservation	NACOG
278	US-89T	5 mi South of Copper Mine Rd	6.5 mi South of Copper Mine Rd	1.5	NS	1	0	1	0	1	3	0.60	181.18	120.81	Coconino	Navajo Reservation	NACOG
279	IR-2121	3.1 mi North of US-160	1.6 mi North of US-160	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79	Coconino	Navajo Reservation	NACOG
280	IR-6330	6.9 mi East of Powerline Rd	5.4 mi East of Powerline Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79	Coconino	Navajo Reservation	NACOG
291	Leupp Rd	2.7 mi East of Grandfalls Rd	1.7 mi East of Grandfalls Rd	1.3	EW	1	0	0	0	0	1	0.20	178.19	135.21	Coconino	Navajo Reservation	NACOG
324	SR-77	10.2 mi South of Gasline Rd	11.7 mi South of Gasline Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79	Navajo	Navajo Reservation	NACOG
325	IR-15	1 mi West of Greasewood Rd	2.5 mi West of Greasewood Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79	Navajo	Navajo Reservation	NACOG
326	IR-67	IR-4	1.5 south of IR-4	1.5	NS	1	0	0	0	0	1	0.20	178.19	121.14	Navajo	Navajo Reservation	NACOG
327	IR-59	US-160	1.6 south of US-160	1.6	NS	1	0	0	0	0	1	0.20	178.19	110.36	Navajo	Navajo Reservation	NACOG
331	SR-77	4.3 mi North of Gasline Rd	2.8 mi North of Gasline Rd	1.5	NS	1	0	0	0	0	1	0.20	178.19	118.79	Navajo	Navajo Reservation	NACOG
478	I-40 WB	0.6 mi East of St Anselm Rd	0.9 mi West of St Anselm Rd	1.5	EW	1	1	2	1	8	13	2.60	197.62	131.74	Apache	Navajo Reservation	NACOG
497	SR-98	11.2 mi South of Upper Antelope Rd	12.7 mi South of Upper Antelope Rd	1.5	NS	1	0	0	1	1	3	0.60	180.32	120.21	Coconino	Navajo Reservation	NACOG
514	US-160	3.4 mi East of US-163	2.4 mi East of US-163	1.0	EW	0	2	0	1	0	3	0.60	22.55	22.55	Navajo	Navajo Reservation	NACOG
515	US-160	5.3 mi East of US-191	3.8 mi East of US-191	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79	Apache	Navajo Reservation	NACOG
516	US-160	1.2 mi East of SR-564	0.3 mi West of SR-564	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79	Navajo	Navajo Reservation	NACOG
517	US-160	7.6 mi East of Old Swhzo Rd	6.1 mi East of Old Swhzo Rd	1.5	EW	1	0	0	0	0	1	0.20	178.19	118.79	Apache	Navajo Reservation	NACOG
519	US-191	1.6 miles North of Grey Valley Rd	North of Grey Valley Rd	1.5	NS	2	0	0	0	0	2	0.40	356.38	237.59	Apache	Navajo Reservation	NACOG

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67	Chief Ave	Mulberry St	Birch St	1.4	NS	0	1	0	0	0	1	0.20	10.31	7.20	Navajo	Fort Apache Reservation	NACOG	
68	SR-73	2.3 mi North of Robert's Ranch Rd	0.8 mi North of Robert's Ranch Rd	1.5	NS	1	0	1	0	2	0.40	180.98	120.61	Navajo	Fort Apache Reservation	NACOG		
69	White River Scenic Rd	0.7 mi South of Robert's Ranch Rd	2.2 mi South of Robert's Ranch Rd	1.5	NS	1	0	0	0	1	2	0.40	178.39	118.93	Navajo	Fort Apache Reservation	NACOG	
70	Chief Ave	Saddle St	1.9 south of Saddle St	1.9	NS	2	0	0	0	2	4	0.80	356.78	185.30	Navajo	Fort Apache Reservation	NACOG	
71	White River Scenic Rd	4th St	1.4 south of 4th St	1.4	NS	1	0	0	0	2	3	0.60	178.59	127.64	Navajo	Fort Apache Reservation	NACOG	
72	Chief Ave	0.6 mi North of Kasey Rd	0.9 mi South of Kasey Rd	1.5	NS	1	0	0	0	1	2	0.40	178.39	118.97	Navajo	Fort Apache Reservation	NACOG	
124	SR-260	2.1 mi East of Maple Ave	0.6 mi East of Maple Ave	1.5	EW	1	1	0	0	3	5	1.00	189.10	126.07	Apache	Fort Apache Reservation	NACOG	
128	SR-260	6.1 mi East of Maple Ave	4.6 mi East of Maple Ave	1.5	EW	1	0	0	0	1	2	0.40	178.39	118.93	Apache	Fort Apache Reservation	NACOG	
183	US-60/SR-77	1.3 mi South of Mogollon Rim Rd	2.8 mi South of Mogollon Rim Rd	1.5	NS	1	0	1	0	6	8	1.60	182.18	121.46	Navajo	Fort Apache Reservation	NACOG	
184	US-60/SR-77	3.8 mi North of SR-73	2.3 mi North of SR-73	1.5	NS	1	0	1	1	6	9	1.80	184.11	122.74	Navajo	Fort Apache Reservation	NACOG	
335	IR-12	9 mi West of US-60/SR-77	11.2 mi West of US-60/SR-77	2.2	EW	2	0	0	0	0	2	0.40	356.38	165.51	Navajo	Fort Apache Reservation	NACOG	
345	Fork Rd	Banashley Rd	1.8 south of Banashley Rd	1.8	NS	2	0	0	0	0	2	0.40	356.38	194.25	Navajo	Fort Apache Reservation	NACOG	

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454	Middle Verde Rd	Castle Ln	Montazuma Casde Rd	0.3	NS	1	0	0	0	0	1	0.20	178.19	527.39	Camp Verde	Yavapai	Camp Verde Trust Land	NACOG

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62	SR-69	West of Prescott Canyon Dr	1.1 mi West of Prescott Canyon Dr	1.02	NS	1	5	13	8	51	78	15.60	291.69	284.98		Yavapai	Yavapai Reservation	Central Yavapai Metropolitan Planning Organization
496	SR-89 NB	0.5 mi South of Industrial Way	0.7 mi South of Industrial Way	0.18	NS	0	1	0	1	0	2	0.40	12.24	69.83	Prescott	Yavapai	Yavapai Reservation	Central Yavapai Metropolitan Planning Organization

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11	I-17 SB	North of Middle Verde Rd	North of General Crook Trl	4.0	NS	1	3	7	5	57	73	14.60	249.72	61.84	Camp Verde	Yavapai		NACOG
14	Arena del Loma Rd	Middle Verde Rd	Krazy K RV Park	1.4	NS	1	1	1	0	0	3	0.60	191.29	136.81	Camp Verde	Yavapai		NACOG
135	SR-260	Oasis Dr	Homestead Pkwy	1.4	EW	0	2	1	0	0	3	0.60	23.41	17.34	Camp Verde	Yavapai		NACOG
136	SR-260	1.2 mi North of Cherry Creek Rd	South of Cherry Creek Rd	1.5	EW	1	1	2	0	10	14	2.80	196.08	130.72	Camp Verde	Yavapai		NACOG
137	Old Highway 279	0.2 north of Cherry Ln	Cherry Ln	0.2	NS	0	1	0	0	0	1	0.20	10.31	42.06	Camp Verde	Yavapai		NACOG
445	Finnie Flat Rd	7th St	SR-260	1.0	EW	0	1	0	1	5	7	1.40	13.24	13.49	Camp Verde	Yavapai		NACOG
454	Middle Verde Rd	Castle Ln	Montazuma Casde Rd	0.3	NS	1	0	0	0	0	1	0.20	178.19	527.39	Camp Verde	Yavapai	Camp Verde Trust Land	NACOG
526	General George Crook Trl	Olive Ln	1.4 west of Olive Ln	1.4	EW	1	0	1	1	1	4	0.80	183.11	130.42	Camp Verde	Yavapai		NACOG

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91	SR-89	North of Road 6 N	Choctaw Ln	1.9	NS	0	3	4	2	8	17	3.40	47.56	24.39	Chino Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
95	SR-89	Perkinsville Rd	4.8 south of Perkinsville Rd	4.8	NS	0	2	10	9	47	68	13.60	75.33	15.74	Chino Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
364	Palomino Rd	SR-89	Road 1 W	0.7	EW	0	1	1	0	1	3	0.60	13.30	19.19	Chino Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
385	County Rd 70	Iu Bar Rd	Santa Fe Trl	1.2	NS	0	1	1	0	3	5	1.00	13.70	11.27	Chino Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
428	Road 1 E	Road 3 S	Road 4 S	0.5	NS	1	0	0	0	0	1	0.20	178.19	359.57	Chino Valley	Yavapai		Central Yavapai Metropolitan Planning Organization

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418	Broadway Rd	Luke Ln	Park Rd	0.86	NS	0	1	0	0	2	3	0.60	10.71	12.42	Clarkdale	Yavapai		NACOG

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133	SR-260	Main St	1.5 south of Main St	1.5	NS	0	1	5	8	36	50	10.00	46.93	32.00	Cottonwood	Yavapai		NACOG
162	Cottonwood St	Main St	6th St	0.8	EW	0	1	4	1	21	27	5.40	27.61	34.90	Cottonwood	Yavapai		NACOG
169	Main St	Mingus Rd	Mt Mingus Rd	1.5	NS	0	3	13	5	42	63	12.60	85.29	57.69	Cottonwood	Yavapai		NACOG
355	Bill Gray Rd	2.3 mi north of Lime Kiln	1.9 mi north of Lime Kiln	0.4	NS	0	1	0	0	0	1	0.20	10.31	24.67	Cottonwood	Yavapai		NACOG
455	Mingus Ave	Willard St	Happyjack Way	1.0	EW	0	0	3	1	1	5	1.00	10.51	10.51	Cottonwood	Yavapai		NACOG

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NO SEGMENT PRIORITY LOCATIONS

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
113	Cherry Rd	Crystal Rock Rd	1.4 west of Crystal Rock Rd	1.4	EW	0	2	0	1	8	11	2.20	24.15	17.36	Dewey-Humboldt	Yavapai		Central Yavapai Metropolitan Planning Organization
383	Newton Ave	Wicklow Dr	0.23 miles West of S Merritt Rd	0.5	EW	0	1	0	1	0	2	0.40	12.24	23.69	Dewey-Humboldt	Yavapai		Central Yavapai Metropolitan Planning Organization
389	Prescott St	Jones St	Holiday Dr	0.3	EW	1	0	0	0	0	1	0.20	178.19	578.72	Dewey-Humboldt	Yavapai		Central Yavapai Metropolitan Planning Organization

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5	I-17 NB	I-40	North of Old Munds Hwy	3.9	NS	1	3	18	7	87	116	23.20	290.31	74.91	Flagstaff	Coconino		MetroPlan
28	I-40 EB	East of Butler Ave	West of Beulah Blvd	4.0	EW	0	4	16	7	138	165	33.00	127.04	31.76	Flagstaff	Coconino		MetroPlan
37	I-40 WB	East of Butler Ave	West of Beulah Blvd	4.0	EW	2	2	8	6	75	93	18.60	425.93	106.48	Flagstaff	Coconino		MetroPlan
47	I-40 WB I-17 NB Connector	I-40 WB	I-17 NB	0.5	EW	1	1	3	1	8	14	2.80	200.41	430.79	Flagstaff	Coconino		MetroPlan
178	US-89	1.6 north of Country Club Dr	Country Club Dr	1.6	NS	1	3	4	4	43	55	11.00	236.61	144.07	Flagstaff	Coconino		MetroPlan
179	Rte 66	Country Club Dr	San Francisco St	4.1	EW	2	5	18	25	108	158	31.60	528.08	128.00	Flagstaff	Coconino		MetroPlan
180	Rte 66	1.2 east of Railroad Springs Blvd	Railroad Springs Blvd	1.2	EW	0	1	3	6	17	27	5.40	33.68	28.59	Flagstaff	Coconino		MetroPlan
181	US-180	Rain Valley Rd	El Paso Flagstaff Rd	0.9	EW	1	0	0	0	2	3	0.60	178.59	198.39	Flagstaff	Coconino		MetroPlan
303	Butler Ave	Foxglenn St	I-40	1.4	EW	0	2	5	5	29	41	8.20	50.04	36.76	Flagstaff	Coconino		MetroPlan
304	Butler Ave	Ponderosa Pkwy	Lone Tree Rd	1.0	EW	0	1	4	4	22	31	6.20	33.61	34.54	Flagstaff	Coconino		MetroPlan
305	Cedar Ave	4th St	Gemini Rd	1.2	EW	1	2	1	1	16	21	4.20	206.73	167.95	Flagstaff	Coconino		MetroPlan
307	Huntington Dr	4th St	1.2 west of 4th St	1.2	EW	0	1	2	2	21	26	5.20	23.96	19.30	Flagstaff	Coconino		MetroPlan
308	Huntington Dr	Industrial Dr	Fanning Dr	0.8	EW	0	1	0	0	4	5	1.00	11.11	13.86	Flagstaff	Coconino		MetroPlan
309	Industrial Dr	Nestle Purina Ave	Steves Blvd	1.6	EW	0	1	2	0	1	4	0.80	16.09	10.31	Flagstaff	Coconino		MetroPlan
310	Pine Knoll Dr	Maricopa St	Huffer Ln	1.1	EW	0	1	2	1	7	11	2.20	19.23	17.93	Flagstaff	Coconino		MetroPlan
312	Soleire Ave	Country Club Dr	Elk Run St	1.2	EW	1	1	2	1	3	8	1.60	196.62	167.84	Flagstaff	Coconino		MetroPlan
313	4th St	Lockett Rd	I-40	1.2	NS	0	1	2	3	14	20	4.00	24.49	20.93	Flagstaff	Coconino		MetroPlan
314	Mountain Meadow Dr	El Paso Dr	Lynch Ave	0.3	NS	0	1	0	0	1	2	0.40	10.51	33.27	Flagstaff	Coconino		MetroPlan
318	Lake Mary Rd	Wildlife Dr	Frontier Ave	1.7	EW	0	0	0	1	4	5	1.00	2.73	1.57	Flagstaff	Coconino		MetroPlan
323	University Ave	Milton Rd	Forest Meadows St	0.6	EW	0	1	0	3	3	7	1.40	16.70	28.75	Flagstaff	Coconino		MetroPlan
476	Milton Rd	Rte 66	Forest Meadows St	1.0	NS	1	0	5	6	35	47	9.40	210.74	210.74	Flagstaff	Coconino		MetroPlan
483	I-40 WB	2.7 mi East of Country Club Dr	0.7 mi East of Country Club Dr	2.0	EW	1	0	6	2	32	41	8.20	205.21	102.60	Flagstaff	Coconino		MetroPlan
484	I-40 EB	0.6 mi East of Country Club Dr	East of 4th St	2.0	EW	3	0	0	3	33	39	7.80	546.97	273.48	Flagstaff	Coconino		MetroPlan
485	I-40 WB	1.5 mi East of Beulah Blvd	2.2 mi East of Beulah Blvd	0.7	EW	1	0	1	0	7	9	1.80	182.38	268.93	Flagstaff	Coconino		MetroPlan

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528	Main St	Maurice Ave	1 south of Maurice Ave	1.0	NS	0	0	0	0	1	1	0.20	0.2	0.21	Fredonia	Coconino		NACOG
529	Main St	1.3 north of Roys Rd	Roys Rd	1.3	NS	0	0	0	0	1	1	0.20	0.2	0.15	Fredonia	Coconino		NACOG

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33	I-40 WB	North of Hermosa Dr	SR-77	1.4	EW	1	0	2	2	1	6	1.20	187.84	132.93	Holbrook	Navajo		NACOG
530	I-40 BL	Hermosa Dr	Crestview Rd	0.8	EW	0	0	0	2	4	6	1.20	4.66	5.76	Holbrook	Navajo		NACOG

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166	Dry Creek Scenic Rd	0.5 east of Deception Ln	Deception Ln	0.5	EW	0	0	0	0	1	1	0.20	0.20	0.42	Jerome	Yavapai		NACOG
523	Hampshire Ave	Douglas Rd	Gulch Ln	0.2	EW	0	0	0	0	1	1	0.20	0.20	0.97	Jerome	Yavapai		NACOG
524	Clark St	Hill St	Hull Ave	0.3	NS	0	0	0	0	1	1	0.20	0.20	0.79	Jerome	Yavapai		NACOG

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274	Haul Rd	Appaloosa Rd	US-89	0.9	EW	1	1	0	1	5	8	1.60	191.43	213.51	Page	Coconino		NACOG
281	Industrial Dr	Border St	SR-98	0.6	NS	0	1	0	0	0	1	0.20	10.31	16.11	Page	Coconino		NACOG

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375	Castle Hot Springs Rd	North of Crown King Rd	Castle Creek Rd	3.3	NS	0	3	1	1	2	7	1.40	36.05	10.80	Peoria	Yavapai		NACOG

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123	White Mountain Blvd	Lakeview Ln	Pine Lake Rd	4.6	NS	1	1	11	10	34	57	11.40	245.34	53.55	Pinetop-Lakeside	Navajo	NACOG	
348	Penrod Rd	1.8 mi North of Porter Mountain Rd	South of Porter Mountain Rd	1.9	NS	0	1	3	2	8	14	2.80	24.15	12.62	Pinetop-Lakeside	Navajo	NACOG	
352	Woodland Lake Rd	Whispering Pines Ln	Richardson Ln	1.0	EW	0	1	0	0	2	3	0.60	10.71	11.00	Pinetop-Lakeside	Navajo	NACOG	

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61	SR-69	0.5 mi East of Old Black Canyon Hwy	Prescott Lakes Pkwy	3.1	EW	2	3	11	20	101	137	27.40	476.86	152.78	Prescott	Yavapai		Central Yavapai Metropolitan Planning Organization
96	SR-89	North of Willow Creek Rd	North of Calvary Ln	3.9	NS	1	0	4	6	36	47	9.40	208.15	52.89	Prescott	Yavapai		Central Yavapai Metropolitan Planning Organization
100	Montezuma St	Merritt St	Sheldon St	0.7	NS	0	1	1	4	10	16	3.20	22.83	32.35	Prescott	Yavapai		Central Yavapai Metropolitan Planning Organization
173	SR-89 NB	East of Granite Dells Pkwy	0.6 mi West of Larry Caldwell Dr	1.9	EW	3	4	12	4	25	48	9.60	622.05	325.75	Prescott	Yavapai		Central Yavapai Metropolitan Planning Organization
359	Downier Trl	Westridge Dr	Sierr Peaks Dr	0.4	NS	0	1	0	0	0	1	0.20	10.31	28.81	Prescott	Yavapai		Central Yavapai Metropolitan Planning Organization
361	Iron Springs Rd	Willow Creek Rd	Meadowridge Rd	0.9	EW	0	0	7	5	11	23	4.60	31.41	34.04	Prescott	Yavapai		Central Yavapai Metropolitan Planning Organization
362	Willow Creek Rd	Heritage Park Rd	Whipple St	4.9	NS	1	5	13	19	71	109	21.80	316.94	64.63	Prescott	Yavapai		Central Yavapai Metropolitan Planning Organization
363	Miller Valley Rd	Whipple St	Madison Ave	0.8	NS	0	0	3	1	3	7	1.40	10.91	14.46	Prescott	Yavapai		Central Yavapai Metropolitan Planning Organization
365	Prescott Lakes Pkwy	Sundog Ranch Rd	SR-89	1.9	NS	0	1	2	0	1	4	0.80	16.09	8.46	Prescott	Yavapai		Central Yavapai Metropolitan Planning Organization
367	Sandretto Dr	Willow Creek Dr	Tower Rd	0.2	EW	0	1	0	0	4	5	1.00	11.11	47.66	Prescott	Yavapai		Central Yavapai Metropolitan Planning Organization
368	Williamson Valley Rd	Shadow Valley Ranch Rd	Iron Springs Rd	1.1	NS	0	2	0	0	0	2	0.40	20.62	19.08	Prescott	Yavapai		Central Yavapai Metropolitan Planning Organization
392	Smoke Tree Ln	Cabaret St	Golden Bear Dr	0.5	EW	1	0	0	0	0	1	0.20	178.19	364.21	Prescott	Yavapai		Central Yavapai Metropolitan Planning Organization
496	SR-89 NB	0.5 mi South of Industrial Way	0.7 mi South of Industrial Way	0.2	NS	0	1	0	1	0	2	0.40	12.24	69.83	Prescott	Yavapai	Yavapai Reservation	Central Yavapai Metropolitan Planning Organization
522	Lee Blvd	Rainbow Ridge Dr	0.3 south of Rainbow Ridge Dr	0.3	NS	0	2	0	0	0	2	0.40	20.62	61.24	Prescott	Yavapai		Central Yavapai Metropolitan Planning Organization

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59	SR-69	East of Enterprise Pkwy	Center Ct	3.5	EW	1	2	9	10	37	59	11.80	250.66	72.63	Prescott Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
60	SR-69	North of Fain Rd	Cherry Rd	2.6	NS	0	4	8	2	28	42	8.40	73.04	27.89	Prescott Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
170	Robert Rd	Fain Rd	Spouse Dr	2.2	NS	1	1	0	2	11	15	3.00	194.56	87.10	Prescott Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
172	SR-89 SB	0.5 mi East of Viewpoint Dr	West of Glassford Hill Rd	2.0	EW	0	3	0	3	13	19	3.80	39.32	19.28	Prescott Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
182	Fain Rd	1.7 mi west of Lakeshore Dr	0.5 miles east of Robert Road	1.1	EW	0	1	0	0	3	4	0.80	10.91	10.22	Prescott Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
387	Powers Ave	Robert Rd	Castle Track Dr	0.4	EW	1	0	0	0	0	1	0.20	178.19	408.43	Prescott Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
391	Roundup Dr	Viewpoint Dr	Winchester Dr	0.9	EW	0	1	0	0	0	1	0.20	10.31	12.07	Prescott Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
394	Valley Rd	1.1 mi East of Enterprise Pkwy	West of McAnally Dr	1.4	EW	0	1	0	0	1	2	0.40	10.51	7.37	Prescott Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
396	Castle Dr	Antelope Dr	Sunset Ln	0.5	NS	0	1	0	0	0	1	0.20	10.31	22.21	Prescott Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
397	Desert Ln	Castlemen Dr	Tranquil Blvd	0.4	NS	0	1	0	0	0	1	0.20	10.31	24.59	Prescott Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
398	Fulton Dr	Roundup Dr	Long Mesa Dr	0.3	NS	0	1	0	0	0	1	0.20	10.31	38.99	Prescott Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
399	Glassford Hill Rd	Tuscany Way	Spouse Dr	1.0	NS	0	1	0	3	8	12	2.40	17.70	17.62	Prescott Valley	Yavapai		Central Yavapai Metropolitan Planning Organization
411	Stoneridge Dr	Slow Creek Rd	1.1 west of Slow Creek Rd	1.1	EW	0	1	1	1	2	5	1.00	15.43	13.90	Prescott Valley	Yavapai		Central Yavapai Metropolitan Planning Organization

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167	SR-89	0.8 north of Purtymun Ln	Purtymun Ln	0.8	NS	3	1	0	1	9	14	2.80	548.61	699.38	Sedona	Coconino		NACOG
175	SR-89 SB	Arts Village Dr	0.9 west of Arts Village Dr	0.9	EW	0	2	4	2	14	22	4.40	38.45	44.69	Sedona	Yavapai		NACOG

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
75	Penrod Rd	6.50000015798557north of Deuce of Clubs	Deuce of Clubs	6.5	NS	2	2	5	10	46	65	13.00	419.48	64.54	Show Low	Navajo		NACOG
122	SR-260	Webb Dr	Ellsworth Rd	1.9	EW	0	2	22	24	79	127	25.40	144.22	77.20	Show Low	Navajo		NACOG
127	Deuce of Clubs	Little Mormon Lake Rd	White Mountain Rd	3.3	EW	3	1	3	4	21	32	6.40	565.18	173.18	Show Low	Navajo		NACOG
129	Clark Rd	Smith Ranch Rd	0.9 south of Smith Ranch Rd	0.9	NS	0	2	0	0	6	8	1.60	21.82	24.11	Show Low	Navajo		NACOG
346	Woolford Rd	White Mountain Rd	8th St	0.6	EW	0	1	1	0	8	10	2.00	14.70	24.37	Show Low	Navajo		NACOG
347	Penrod Rd	2.2 mi South of Bluff Ridge Rd	3.2 mi South of Bluff Ridge Rd	1.2	NS	0	1	1	2	7	11	2.20	18.36	15.50	Show Low	Navajo		NACOG

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
531	Main St	7th St S	Rodeo Rd	0.8	NS	0	0	1	1	3	5	1.00	5.32	6.68	Snowflake	Navajo		NACOG
532	Main St	Old Bypass Rd	0.6 south of Old Bypass Rd	0.6	NS	0	0	1	0	1	2	0.40	2.99	5.22	Snowflake	Navajo		NACOG
533	3rd St N	Country Club Dr	2.6 west of Country Club Dr	2.6	EW	0	1	1	1	2	5	1.00	15.43	5.93	Snowflake	Navajo		NACOG

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
534	US-191/US-180	South of Hooper Ranch Rd	0.77 mi North of Hooper Ranch Rd	1.0	NS	0	0	1	0	1	2	0.40	2.99	2.99	Springerville	Apache		NACOG
535	Main St	Silva Ln	1 west of Silva Ln	1.0	EW	0	0	1	1	0	2	0.40	4.72	4.72	Springerville	Apache		NACOG
536	Pinal St	Main St	Mason Dr	0.3	NS	0	0	0	1	0	1	0.20	1.93	6.04	Springerville	Apache		NACOG

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
222	US-180	7th W	27th Pl S	1.7	NS	1	0	1	0	0	2	0.40	180.98	108.22	St Johns	Apache		NACOG

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
74	SR-77	1 mi South of Shumway Rd	1.6 mi North of White Mountain Lake Rd	1.1	NS	0	2	3	2	35	42	8.40	39.86	36.37	Taylor	Navajo		NACOG
350	Papermill Rd	Foothills Blvd	Power Ln	1.8	EW	0	1	0	0	3	4	0.80	10.91	5.98	Taylor	Navajo		NACOG
521	Nourdon Ranch Rd	0.5 mi South of Pebble Ln	North of Lovelake Rd	0.3	NS	0	1	0	0	1	2	0.40	10.51	32.11	Taylor	Navajo		NACOG

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
537	SR-64	North of Moqui Dr	1.6 mi South of Corsair Dr	4.1	EW	0	0	2	1	48	51	10.20	17.12	4.18	Tusayan	Coconino		NACOG
538	N Long Jim Loop	SR-64	Reclaim Ln	0.8	NS	0	0	1	0	0	1	0.20	2.79	3.33	Tusayan	Coconino		NACOG

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
204	US-93	1.1 north of Scenic Loop Rd	Scenic Loop Rd	1.1	NS	0	2	6	3	25	36	7.20	48.17	43.21	Wickenburg	Yavapai		NACOG

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
31	I-40 WB	0.9 mi East of Aunt Marys Rd	0.8 mi west of Aunt Mary's Rd	1.7	EW	1	0	5	2	28	36	7.20	201.62	117.02	Williams	Coconino		NACOG
43	I-40 WB	Airport Rd	1 west of Airport Rd	1.0	EW	1	0	2	0	2	5	1.00	184.18	177.15	Williams	Coconino		NACOG
320	Perkinsville Rd	1.8 north of Ski Run Rd	Ski Run Rd	1.8	NS	1	1	1	1	1	5	1.00	193.42	109.84	Williams	Coconino		NACOG
481	I-40 WB	2.6 mi east of Devil Dog Road	1.6 mi east of Devil Dog Rd	1.0	EW	1	0	2	0	7	10	2.00	185.18	188.42	Williams	Coconino		NACOG

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
22	I-40 EB	0.7 mi east of Hipkoe Dr	1.5 mi West of Hipkoe Dr	2.2	EW	3	2	5	1	12	23	4.60	573.48	256.71	Winslow	Navajo		NACOG
349	Mikes Pike Blvd	Park Dr	Papago Blvd	1.1	EW	1	0	0	0	6	7	1.40	179.39	158.10	Winslow	Navajo		NACOG
480	I-40 EB	0.7 mi East of Transcon Ln	south of Maple St	1.1	EW	1	0	2	0	10	13	2.60	185.78	162.92	Winslow	Navajo		NACOG

Appendix D: ~~EPOD~~ methodology

Network Screening



Equivalent Property Damage Only (EPDO) Method

- Crash severity score weights each crash by severity using ADOT crash costs
- Property damage only crash weight is 1
- Fatal crash weight is 891:
 - \$9,515,371/\$10,680
- EPDO values are annualized for the five-year analysis period (2017-2021)
 - Score of 178.2 would be equivalent to a fatal crash occurring at the location every 5 years

Fatality	\$9,515,371
Suspected Serious Injury	\$550,499
Suspected Minor Injury	\$149,132
Possible Injury	\$103,145
Property Damage Only	\$10,680

Appendix E: Top 20 Priority Locations by Agency

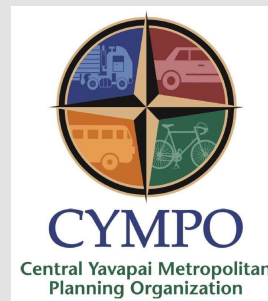
ID	Intersection	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Jurisdiction Location	Region
23335	MARKETPLACE DR & STATE ROUTE 89	2	7	6	14	70	99	19.80	486.34	Flagstaff	MetroPlan
24690	STATE ROUTE 89 & SNOWFLAKE DR/TRAILS END DR	2	1	3	0	8	14	2.80	376.67	Flagstaff	MetroPlan
24913	COUNTRY CLUB DR & STATE ROUTE 89	1	2	11	16	102	132	26.40	280.83	Flagstaff	MetroPlan
24691	CUMMINGS ST & STATE ROUTE 89	1	2	13	9	55	80	16.00	263.50	Flagstaff	MetroPlan
17557	DORTHA AVE & FOURTH ST	1	1	1	3	13	19	3.80	199.69	Flagstaff	MetroPlan
16915	ROUTE 66 & STATE ROUTE 89A (MILTON RD)	1	4	5	10	54	74	14.80	263.51	Flagstaff	MetroPlan
24906	COUNTRY CLUB DR & EB I-40 EXIT 201	1	0	5	8	31	45	9.00	213.81	Flagstaff	MetroPlan
16023	FOX LAIR DR & SOLIERE AVE	1	0	2	0	3	6	1.20	184.38	Flagstaff	MetroPlan
24696	CORTLAND BLVD/SOLIERE AVE & COUNTRY CLUB DR	1	1	4	4	21	31	6.20	211.60	Flagstaff	MetroPlan
14327	LITZLER DR & UNIVERSITY HEIGHTS DR	1	0	0	0	2	3	0.60	178.59	Flagstaff	MetroPlan
23885	PEAKS PKWY & SUNSET BLVD	1	0	0	0	1	2	0.40	178.39	Coconino	MetroPlan
24171	BEAVER ST & BUTLER AVE	1	0	2	1	34	38	7.60	192.51	Flagstaff	MetroPlan
24531	BURRIS LN & STATE ROUTE 89	1	0	1	2	7	11	2.20	186.25	Coconino	MetroPlan
24488	ROUTE 66 & TEST DR	1	0	0	1	3	5	1.00	180.72	Flagstaff	MetroPlan
17052	ARROWHEAD AVE & CENTER ST	1	0	0	0	1	2	0.40	178.39	Flagstaff	MetroPlan
24536	NORTHGATE LOOP & STATE ROUTE 89	1	0	0	0	5	6	1.20	179.19	Coconino	MetroPlan
16344	CANYON LOOP & KACHINA TRL	1	0	0	0	0	1	0.20	178.19	Coconino	MetroPlan
24733	FANNING DR & ROUTE 66	0	4	11	15	77	107	21.40	116.33	Flagstaff	MetroPlan
24529	BRAMLEY LN & STATE ROUTE 89	1	0	0	0	0	1	0.20	178.19	Coconino	MetroPlan
24531	BURRIS LN & STATE ROUTE 89	1	0	1	2	7	11	2.20	186.25	Coconino	MetroPlan
24536	DENALI DR & STATE ROUTE 89	1	0	0	0	5	6	1.20	179.19	Coconino	MetroPlan
23885	PEAKS PKWY & SUNSET BLVD	1	0	0	0	1	2	0.40	178.39	Coconino	MetroPlan
16344	CANYON LOOP & KACHINA TRL	1	0	0	0	0	1	0.20	178.19	Coconino	MetroPlan
24529	BRAMLEY LN & STATE ROUTE 89	1	0	0	0	0	1	0.20	178.19	Coconino	MetroPlan
24522	SILVER SADDLE RD & STATE ROUTE 89	0	2	4	5	10	21	4.20	43.45	Coconino	MetroPlan
24528	TOWNSEND WINONA RD & STATE ROUTE 89	0	0	2	4	30	36	7.20	19.31	Coconino	MetroPlan
23087	RAIN VALLEY RD & TOWNSEND WINONA RD	0	1	1	0	4	6	1.20	13.90	Coconino	MetroPlan
16876	I-17 NB EXIT 333 & MOUNTAINAIRE RD/KACHINA BLVD	0	1	0	1	4	6	1.20	13.04	Coconino	MetroPlan
23335	MARKETPLACE & STATE ROUTE 89	2	7	6	14	70	99	19.80	486.34	Flagstaff	MetroPlan
24690	STATE ROUTE 89 & SNOWFLAKE DR/TRAILS END DR	2	1	3	0	8	14	2.80	376.67	Flagstaff	MetroPlan
24913	COUNTRY CLUB DR & STATE ROUTE 89	1	2	11	16	102	132	26.40	280.83	Flagstaff	MetroPlan
16915	US-66 & SR-89 (MILTON AVE)	1	4	5	10	54	74	14.80	263.51	Flagstaff	MetroPlan
24691	CUMMINGS ST & HIGHWAY 89	1	2	13	9	55	80	16.00	263.50	Flagstaff	MetroPlan
24906	I-40 EB EXIT 201 & COUNTRY CLUB DR	1	0	5	8	31	45	9.00	213.81	Flagstaff	MetroPlan
24696	CORTLAND BLVD/SOLIERE AVE & COUNTRY CLUB DR	1	1	4	4	21	31	6.20	211.60	Flagstaff	MetroPlan
17557	DORTHA AVE & THIRD ST	1	1	1	3	13	19	3.80	199.69	Flagstaff	MetroPlan
24171	BEAVER AVE & BUTLER ST	1	0	2	1	34	38	7.60	192.51	Flagstaff	MetroPlan
16023	FOX LAIR DR & SOLIERE AVE	1	0	2	0	3	6	1.20	184.38	Flagstaff	MetroPlan
24488	US-180 (ROUTE 66) & TEST DR	1	0	0	1	3	5	1.00	180.72	Flagstaff	MetroPlan
14327	LITZLER DR & UNIVERSITY HEIGHTS DR	1	0	0	0	2	3	0.60	178.59	Flagstaff	MetroPlan
17052	ARROWHEAD AVE & CENTER ST	1	0	0	0	1	2	0.40	178.39	Flagstaff	MetroPlan
24733	US-180 (ROUTE 66) & FANNING DR	0	4	11	15	77	107	21.40	116.33	Flagstaff	MetroPlan
24892	STATE ROUTE 89A (MILTON RD) & BUTLER AVE	0	1	14	24	84	123	24.60	112.56	Flagstaff	MetroPlan

16795	STATE ROUTE 89 (MILTON RD) & FOREST MEADOWS ST	0	3	12	14	64	93	18.60	104.28	Flagstaff	MetroPlan
16897	US-180 (ROUTE 66) & PONDEROSA PKWY	0	2	9	19	98	128	25.60	102.05	Flagstaff	MetroPlan
16555	STATE ROUTE 89 (MILTON RD) & RIORDAN RD	0	2	12	7	66	87	17.40	80.85	Flagstaff	MetroPlan
16567	STATE ROUTE 89 (MILTON RD) & UNIVERSITY AVE	0	2	10	8	73	93	18.60	78.60	Flagstaff	MetroPlan

ID	Roadway Name	From Segment	To Segment	Length of Segment (miles)	Direction	Fatal Crashes	Suspected Serious Injury Crashes	Suspected Minor Injury Crashes	Possible Injury Crashes	PDO Crashes	Total Crashes	Annual Crash Frequency	Crash Severity Score	Normalized Crash Severity Score	City	County	Tribal Nation	Region
2	I-17 NB	North of Old Munds Hwy	0.8 mi South of Mountaineire Rd	3.067379931	NS	3	1	13	6	99	122	24.40	612.5752434	199.7063479				MetroPlan
5	I-17 NB	I-40	North of Old Munds Hwy	3.875517695	NS	1	3	18	7	87	116	23.20	290.3074719	74.90804965	Flagstaff	Coconino		MetroPlan
27	I-40 EB	East of Townsend Winona Rd	0.6 mi East of Walnut Canyon Rd	6.084518795	EW	3	2	36	10	95	146	29.20	694.0433146	114.0670837		Coconino		MetroPlan
28	I-40 EB	East of Butler Ave	West of Beulah Blvd	4.000000089	EW	0	4	16	7	138	165	33.00	127.0405056	31.7601257	Flagstaff	Coconino		MetroPlan
36	I-40 WB	0.5 mi east of Flagstaff Ranch Rd	5.6 mi east of Garland Prairie Rd	9.284034496	EW	3	7	35	15	174	234	46.80	768.2532022	82.74992974		Coconino		MetroPlan
37	I-40 WB	East of Butler Ave	West of Beulah Blvd	4.000000013	EW	2	2	8	6	75	93	18.60	425.9300749	106.4825184	Flagstaff	Coconino		MetroPlan
47	I-40 WB I-17 NB Connector	I-40 WB	I-17 NB	0.465209506	EW	1	1	3	1	8	14	2.80	200.4091948	430.7934214	Flagstaff	Coconino		MetroPlan
176	US-89	South of Elden Springs Rd	Townsend Winona Rd	2.363820089	NS	2	0	4	2	38	46	9.20	379.0149813	160.3400289		Coconino		MetroPlan
177	US-89	Townsend Winone Rd	0.5 south of Townsend Winone Rd	0.493788676	NS	0	0	7	2	16	25	5.00	26.61224719	53.89400061		Coconino		MetroPlan
178	US-89	1.6 north of Country Club Dr	Country Club Dr	1.64	NS	1	3	4	4	43	55	11.00	236.6145318	144.0671045	Flagstaff	Coconino		MetroPlan
179	Rte 66	Country Club Dr	San Francisco St	4.125770505	EW	2	5	18	25	108	158	31.60	528.0838577	127.9964208	Flagstaff	Coconino		MetroPlan
180	Rte 66	1.2 east of Railroad Springs Blvd	Railroad Springs Blvd	1.177851854	EW	0	1	3	6	17	27	5.40	33.67649813	28.59145488	Flagstaff	Coconino		MetroPlan
181	US-180	Rain Valley Rd	El Paso Flagstaff Rd	0.900204533	EW	1	0	0	0	2	3	0.60	178.5904682	198.3887679	Flagstaff	Coconino		MetroPlan
194	US-89	3.5 north of Kaitlin Way	Kaitlin Way	3.55	NS	3	2	4	1	25	35	7.00	573.2918352	161.492013		Coconino		MetroPlan
195	US-89 NB	North of Lenox Park	3.3 mi North of Lenox Park	3.274285458	NS	1	0	9	10	29	49	9.80	228.440618	69.7680825		Coconino		MetroPlan
223	US-180	3 mi north of Hart Prairie Rd	2.5 mi north of Hart Prairie Rd	1.500000004	NS	1	1	2	0	5	9	1.80	195.0849064	130.0566008		Coconino		MetroPlan
224	US-180	0.5 mi north of Fort Valley Ranch Rd	0.8 mi north of Hidden Hollow Rd	1.500000092	NS	1	1	1	0	12	15	3.00	193.6921723	129.1281069		Coconino		MetroPlan
225	US-180	south of Hart Prairie Rd	North of Roundtree Rd	1.500592858	NS	1	0	0	2	9	12	2.40	183.8535768	122.5206263		Coconino		MetroPlan
273	Crimson Rd	0.6 mi south of Settlers Trl	0.6 mi north of Happy Trails Dr	0.937806308	NS	0	1	0	0	0	1	0.20	10.30897004	10.9926431		Coconino		MetroPlan
286	Lake Mary Rd	3 mi south Lake Mary Lodge Rd	0.4 mi north of Lake Mary Boar Lndg	1.09021383	NS	0	1	0	0	1	2	0.40	10.50897004	9.639365918		Coconino		MetroPlan
288	Leupp Rd	1.5 mi east of Roosevelt Rd	1.3 mi east of Roosevelt Rd	0.213219109	EW	0	0	0	1	0	1	0.20	1.931554307	9.059011232		Coconino		MetroPlan
294	Mountaineire Rd	0.5 north of Old Munds Hwy	Old Munds Hwy	0.50	NS	0	1	1	0	0	2	0.40	13.10170412	26.2847697		Coconino		MetroPlan
296	S Cosnino Rd	1.1 mi west of Rabbit Ridge Rd	2.1 mi west of Rabit Ridge Rd	1.000000046	EW	0	1	0	1	0	2	0.40	12.24052434	12.24052378		Coconino		MetroPlan
299	N Slayton Ranch Rd	Sunbeam St	1 south of Sunbeam St	0.999496694	NS	0	1	0	0	1	2	0.40	10.50897004	10.51426193		Coconino		MetroPlan
300	N Slayton Ranch Rd	South of Homewood Ln	North of Carl Rd	0.500000033	NS	0	0	0	1	2	3	0.60	2.331554307	4.66310831		Coconino		MetroPlan
303	Butler Ave	Foxglenn St	I-40	1.361185741	EW	0	2	5	5	29	41	8.20	50.03938202	36.76161197	Flagstaff	Coconino		MetroPlan
304	Butler Ave	Ponderosa Pkwy	Lone Tree Rd	0.972866041	EW	0	1	4	4	22	31	6.20	33.6061236	34.54342344	Flagstaff	Coconino		MetroPlan
305	Cedar Ave	4th St	Gemini Rd	1.230915167	EW	1	2	1	1	16	21	4.20	206.7326966	167.9504016	Flagstaff	Coconino		MetroPlan
307	Huntington Dr	4th St	1.2 west of 4th St	1.241503854	EW	0	1	2	2	21	26	5.20	23.95754682	19.2971989	Flagstaff	Coconino		MetroPlan
308	Huntington Dr	Industrial Dr	Fanning Dr	0.801247289	EW	0	1	0	0	4	5	1.00	11.10897004	13.8645961	Flagstaff	Coconino		MetroPlan
309	Industrial Dr	Nestle Purina Ave	Steves Blvd	1.560671858	EW	0	1	2	0	1	4	0.80	16.0944382	10.31250619	Flagstaff	Coconino		MetroPlan
310	Pine Knoll Dr	Maricopa St	Huffer Ln	1.072453265	EW	0	1	2	1	7	11	2.20	19.22599251	17.92711453	Flagstaff	Coconino		MetroPlan
312	Soleire Ave	Country Club Dr	Elk Run St	1.171443367	EW	1	1	2	1	3	8	1.60	196.6164607	167.8412002	Flagstaff	Coconino		MetroPlan
313	4th St	Lockett Rd	I-40	1.170324412	NS	0	1	2	3	14	20	4.00	24.48910112	20.92505367	Flagstaff	Coconino		MetroPlan
314	Mountain Meadow Dr	El Paso Dr	Lynch Ave	0.315909789	NS	0	1	0	0	1	2	0.40	10.50897004	33.26573093	Flagstaff	Coconino		MetroPlan
315	N Snow Bowl Rd	2.9 mi south of Alpenglow Rd	0.5 mi north of US-180	1.999999928	NS	0	2	2	0	8	12	2.40	27.80340824	13.90170462		Coconino		MetroPlan
316	NF-516	south of Alpenglow Rd	1.8 mi south of Alpenglow Rd	2.000858884	NS	0	0	5	4	10	19	3.80	23.68988764	11.83985955		Coconino		MetroPlan
318	Lake Mary Rd	Wildlife Dr	Frontier Ave	1.734638986	EW	0	0	0	1	4	5	1.00	2.731554307	1.574710547	Flagstaff	Coconino		MetroPlan
321	W Brannigan Park Rd	1 north of Hughes Ave	Hughes Ave	1.00	NS	0	1	0	0	0	1	0.20	10.30897004	10.30897002		Coconino		MetroPlan
322	W Mt Elden Lookout Rd	0.5 mi east of N Yarrow Tri	East of Schultz Pass Rd	0.513311394	EW	0	1	0	0	0	1	0.20	10.30897004	20.08326751		Coconino		MetroPlan
323	University Ave	Milton Rd	Forest Meadows St	0.580992906	EW	0	1	0	3	3	7	1.40	16.70363296	28.7501496	Flagstaff	Coconino		MetroPlan
461	US-89 SB	0.7 mi north of Shultz Pass Lockett Meadow Rd	South of Camino De Los Vientos	2.929023977	NS	0	3	6	3	30	42	8.40	59.47797753	20.30641538		Coconino		MetroPlan
476	Milton Rd	Rte 66	Forest Meadows St	1.000000016	NS	1	0	5	6	35	47	9.40	210.7434644	210.743461	Flagstaff	Coconino		MetroPlan
483	I-40 WB	2.7 mi East of Country Club Dr	0.7 mi East of Country Club Dr	1.999999993	EW	1	0	6	2	32	41	8.20	205.2099813	102.604991	Flagstaff	Coconino		MetroPlan
484	I-40 EB	0.6 mi East of Country Club Dr	East of 4th St	2.000000057	EW	3	0	0	3	33	39	7.80	546.9660674	273.4830259	Flagstaff	Coconino		MetroPlan
485	I-40 WB	1.5 mi East of Beulah Blvd	2.2 mi East of Beulah Blvd	0.678179619	EW	1	0	1	0	7	9	1.80	182.3832022	268.9305267	Flagstaff	Coconino		MetroPlan
507	SR-89	Pine del Dr	1 south of Pine del Dr	0.98286302	NS	1	0	0	0	14	15	3.00	180.9904682	184.1461776		Coconino		MetroPlan

Appendix F: Complete Streets and Vision Zero

Complete Streets and Vision Zero Policies



Presented by:



Complete Streets Policy



Complete Streets in FHWA:

A Complete Street is safe, and feels safe, for all users.



What is a Complete Streets Implementation Strategy?

1. Understanding the **community** and **network** context
2. Identifying **safety, connectivity,** and **equity** concerns
3. **Implementing** improvements over time
4. Evaluating impacts by **monitoring** and **measuring** success

<https://highways.dot.gov/complete-streets/complete-streets-fhwa>

Complete Streets Policy



Complete Streets Policy

Policies

Practices

Projects

Network

10 Elements of a Complete Streets Policy

1. Establishes commitment and vision
2. Prioritizes underinvested and underserved communities
3. Applies to all projects and phases
4. Allows only clear exceptions
5. Mandates coordination
6. Adopts excellent design guidance
7. Requires proactive land-use planning
8. Measures progress
9. Sets criteria for choosing projects
10. Creates a plan for implementation

Complete Streets Policy



City of Phoenix Complete Streets Policy

*Only 5 pages

Vision: To help the City of Phoenix

- Become more **walkable, bikeable** and **public transit** friendly
- Foster **social engagement**
- Instill **community** pride
- **Grow** the local economy and property values
- Identify projects that will improve **equitable transportation access** for vulnerable and transit-dependent populations
- Improve the **livability** and long-term **sustainability** of the region.

Complete Streets Policy



GOALS: Ensure the rights-of-way:

- Are planned, designed, constructed, operated, and maintained with the ultimate goal of **servicing a variety of transportation modes**
- Will contribute to **active transportation and public health**
- Accommodate transportation users of **all ages and abilities**
- Are economically and environmentally **sustainable**
- Are designed to be compatible with the surrounding contexts and **connecting transportation networks**
- Comply with state and federal law and City code and Ordinance S-41094
- Follow the **Complete Streets Planning and Design Principles** which will be integrated into the Street Transportation Design Guidelines
- Provide **new or improved connectivity** between all transportation modes and adjacent land uses.

Complete Streets Policy



Howard County, Maryland Complete Streets Policy

An illustration of a busy city street scene. In the foreground, several pedestrians are walking across a crosswalk. Behind them, a blue car, a yellow scooter, and an orange car are visible. In the background, there are trees, buildings, and a yellow van. The scene is set against a light blue sky.

**BEST COMPLETE STREETS
POLICY IN 2023**

- Howard County was awarded a perfect score for its policy from the National Complete Streets Coalition
- First community in the nation to receive a perfect score

A circular gold seal with a crown at the top. A yellow ribbon across the center contains the text "100%". The words "COMPLETE STREETS" are written in a curve along the bottom inner edge of the seal.

 **Calvin Ball**
County Executive

Complete Streets Policy



Vision:

“To ensure that Howard County is a place for individuals of all backgrounds to live and travel freely, safely, and comfortably, public and private roadways in Howard County shall be **safe and convenient** for residents of all ages and abilities who **travel by foot, bicycle, public transportation or automobile, ensuring sustainable communities** Countywide.”

Complete Streets Policy

Above and beyond policy details:

- Developed a **design manual** for complete streets
- Integrated Pedestrian and Bicycle **master plans**
- **Scoped projects** for design and construction
- Developed 9-part Complete Streets **training videos**
 - For developers, designers, and the general public
- Developed a **sidewalk policy**
- Developed a transportation **project prioritization system**



Complete Streets Policy



Transportation Project Prioritization System

A project scoring mechanism for all potential capital transportation projects

Project scoring system (50 possible points)

- Multimodal access and safety (20 possible)
- Equity (10 possible)
- Crash history (10 possible)
- System preservation/maintenance (10 possible)
- Bonus points for cost sharing (10 points)

Complete Streets Policy



Questions/Discussion

Vision Zero Policy



THE
**SAFE
SYSTEM**

The logo consists of a blue circular icon with a white gap, containing the word "THE" in white. Below it, the words "SAFE" and "SYSTEM" are stacked in a large, bold, dark blue sans-serif font.

APPROACH

Zero is our goal. A Safe System is how we get there.



The **zero deaths** vision acknowledges that even one death on our transportation system is unacceptable and focuses on safe mobility for **all road users**.

Vision Zero Policy



HUMAN-CENTRIC APPROACH



1. Death/serious injury is unacceptable
2. Humans make mistakes
3. Humans are vulnerable
4. Responsibility is shared
5. Safety is proactive
6. Redundancy is crucial

Vision Zero Policy



Vision Zero Policy



City of Phoenix 2022 Vision Zero Action Plan

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Vision Zero Policy

VISION

Phoenix aspires to reduce the number of fatal and serious injury crashes on its streets to **ZERO** by 2050

GOALS



Create a Road Safety Action Plan that moves to VISION ZERO



Engage the public through an inclusive engagement process



Use data to drive decisions



Embrace the 5 E's of safety
(Evaluation, Engineering, Enforcement, Education, & Equity)



Establish a culture of safety



Develop and implement strategies and countermeasures



Establish performance measures for evaluation

Vision Zero Policy



HIN INTERSECTIONS

Location	HIN Segment Tier (1-3)	RSAP Equity Analysis	USDOT Underserved Community	Key Crash Characteristics	Status: RC, PC, P, F
35th Ave & Glendale Ave	1	Yes	Yes	<ul style="list-style-type: none"> - 50% Left-Turn (LT) crashes - 50% nighttime - 3 ped & 1 bike crashes (40%) - Fatal crash ped south of crosswalk 	P
51st Ave & McDowell Rd	1	Yes	Yes	<ul style="list-style-type: none"> - 56% nighttime or dawn/dusk - 44% peds (3 on west leg) - 75% peds at night or dawn/dusk 	P

HIN SEGMENTS PROJECTS

Location	HIN Segment Tier (1-3)	RSAP Equity Analysis	USDOT Underserved Community	Key Crash Characteristics	Status: RC, PC, P, F
35th Ave: Moreland St to Van Buren St	1	Yes	Yes	<ul style="list-style-type: none"> - 8 ped crashes (32% of all crashes) accounted for 4 fatalities (57%). All but 1 ped crash were within 300' of a signalized intersection - 1 bicyclist crash accounted for an additional fatality - Near even mix of daytime and darkness crashes 	P
7th St: Hatcher Rd to Mountain View Rd	1	Yes	Yes	<ul style="list-style-type: none"> - 55% peds (2 fatal) - 1 bike crash (fatal) - 64% nighttime - 55% in 2017 	P

Vision Zero Policy

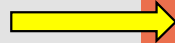
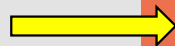


City of Boulder, CO 2023 Vision Zero Action Plan

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*Less emphasis on community engagement efforts than Phoenix



Vision Zero Policy

Vision Zero is Boulder's goal to eliminate all severe traffic crashes involving people using all modes of travel.

*no end date

There are five Vision Zero objectives:

- 1 Eliminate crashes resulting in serious injuries and fatalities.
- 2 Reduce other types of crashes.
- 3 Improve travel comfort and security.
- 4 Enhance awareness of and community engagement with Vision Zero.
- 5 Improve data and be transparent.

Vision Zero Policy



Action	4 E's	Timeframe	Partners*	Performance Metric(s)
1. Implement specific countermeasures at high crash locations (peds, bikes, vehicles)		Ongoing	Transportation, PD	% of intersections addressed on an annual basis Target: 45 intersections with specific mitigation identified for implementation
2. Continue to pursue federal funding for and construct Highway Safety Improvement Program projects		Ongoing	Transportation	# of projects funded and completed Target: 3 projects per funding cycle
3. Proactively implement new signal timing practices at identified intersections to improve pedestrian, bicyclist, and		Ongoing	Transportation	% of intersections addressed on an annual basis Target: 50 intersections identified

*Less scoping to actions

Vision Zero Policy



Questions/Discussion

Appendix G: Recommended Projects

MetroPlan High-Level Estimate of Probable Project Cost

Location	Roadway Ownership	Intersection/ Segment	Project Type	Selection Method	Scope	Estimated Cost	Lat. (X)	Long. (Y)	From X, Y	To X, Y
Flagstaff	ADOT	Milton Rd & Riordan Rd	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Improve traffic signal timing and coordination, left turn phasing evaluation/improvement, and high-visibility crosswalks	\$219,000	35.190434	-111.661081	35.190434, -111.661081	
Flagstaff	Flagstaff	Rt 66 & Ponderosa Pkwy	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Install high-visibility crosswalks, speed feedback signs, and protected bicycle lanes	\$213,000	35.195164	-111.628338	35.195164, -111.628338	
Flagstaff	Flagstaff	State Route 89A (Milton Rd) & Butler Ave	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Install green bicycle lane crossing markings, improve traffic signal timing and coordination, and reflective signal head tape	\$243,000	35.195255	-111.655312	35.195255, -111.655312	
Flagstaff	ADOT	Country Club Dr & US 89	Intersection	Agency Comment/Top Crash Hotspot	Install reflective signal head tape, speed feedback signs at approaches, green bicycle lane crossing markings, and improve traffic signal timing and coordination	\$284,000	35.221174	-111.587864	35.221174, -111.587864	
Flagstaff	Flagstaff	Rt 66 from Country Club Dr to San Francisco St	Segment	Agency Comment/Top Crash Hotspot	Install speed feedback signs, green bicycle lane crossing markings, and improve traffic signal timing and coordination	\$539,000	35.220265	-111.586835	35.220265, -111.586835	35.197199, -111.648098
Flagstaff	Flagstaff	Butler Ave from Mustang Wy to I-40	Segment	Agency Comment/Top Crash Hotspot	Install green bicycle lane crossing markings, sidewalks, and bicycle lanes	\$4,051,000	35.196328	-111.598141	35.194789, -111.600353	35.191911, -111.620822
Flagstaff	Flagstaff	Cedar Ave from Gemini Rd to West St	Bicycle/ Pedestrian	Public Comment/Top Crash Hotspot	Install protected bicycle lanes, green bicycle lane crossing markings, HAWK/PHB mid-block crossing at trailhead, and additional roadway lighting	\$4,194,000	35.213827	-111.631271	35.213827, -111.631271	35.218087, -111.622075
Flagstaff	Flagstaff	Rt 66 & Milton Rd	Intersection	Public Comment/Top Crash Hotspot	Maintain turning sight distance (vegetation/tree removal), install enhanced pedestrian crosswalks, bicycle lanes to intersection, and green bicycle lane crossing markings	\$231,000	35.192834	-111.658531	35.192834, -111.658531	
Flagstaff	Flagstaff	Rt 66 & Fanning Dr	Intersection	Public Comment/Top Crash Hotspot	Install enhanced crosswalks, a leading pedestrian interval, and reflective signal head tape	\$255,000	35.215744	-111.595563	35.215744, -111.595563	

Location	Roadway Ownership	Intersection/Segment	Project Type	Selection Method	Scope	Estimated Cost	Lat. (X)	Long. (Y)	From X, Y	To X, Y
Flagstaff	ADOT	US 89 & Cummings St (Mall Driveway)	Intersection	Public Comment/Top Crash Hotspot	Install enhanced crosswalks, a leading pedestrian interval, and reflective signal head tape	\$255,000	35.223654	-111.584158	35.223654, -111.584158	
Flagstaff	ADOT	US 89 & Snowflake Dr/Trails End Dr	Intersection	Public Comments/Top Crash Hotspot	Maintain intersection sight distance and install speed feedback signs at approaches	\$67,000	35.238996	-111.571662	35.238996, -111.571662	
Flagstaff	Flagstaff	Butler Ave & Huntington Dr	Intersection	Agency Comment/Public Comments	Install green bicycle lane crossing markings and reflective signal head tape	\$69,000	35.192274	-111.627798	35.192274, -111.627798	
Flagstaff	Flagstaff	Rt 66 & Railroad Spring Blvd	Intersection	Agency Comment/Public Comments	Maintain turning sight distance (vegetation/tree removal), install crosswalk, and consider installing traffic signal control	\$1,105,000	35.187827	-111.68075	35.187827, -111.680750	
Flagstaff	ADOT	US-89 from Snowflake Dr to Country Club Dr	Segment	Top Crash Hotspot	Install speed feedback signs and conduct targeted speed enforcement	\$42,000	35.239005	-111.571712	35.239005, -111.571712	35.221180, -111.587785
Flagstaff	Flagstaff	Milton Rd from Rt 66 to Forest Meadows St	Segment	Top Crash Hotspot	Install speed feedback signs, improve traffic signal timing and coordination, and conduct targeted speed enforcement	\$216,000	35.192847	-111.658488	35.192847, -111.658488	35.179027, -111.661335
Flagstaff	ADOT	US-180 & Forest Ave	Intersection	Public Comments	Refresh/enhance pavement markings, maintain turning sight distance (vegetation/tree removal), and intersection consider traffic signal control	\$1,060,000	35.210684	-111.649209	35.210684, -111.649209	
Flagstaff	ADOT	US-180 & Schultz Pass Rd	Intersection	Public Comments	Refresh/enhance pavement markings, install reflective signal head tape, install flashing yellow left turn phase	\$275,000	35.238621	-111.669023	35.238621, -111.669023	
Flagstaff	Flagstaff	Lockett Rd & Kasper Dr	Intersection	Public Comments	Install stop bars, crosswalk, maintain intersection sight distance, and no U-Turn signage	\$154,000	35.217061	-111.594217	35.217061, -111.594217	
Flagstaff	Flagstaff	Elm Ave & Humphreys St (US-180)	Intersection	Public Comments	Refresh/enhance pavement markings and install crosswalks	\$111,000	35.202892	-111.649196	35.202892, -111.649196	
Coconino County	ADOT	Townsend Winona Rd & US 89	Intersection	Agency Comment/Top Crash Hotspot	Install reflective signal head tape, traffic signal ahead warning signage, and reduce speed limit at approaches	\$62,000	35.245186	-111.564763	35.245186, -111.564763	

Location	Roadway Ownership	Intersection/Segment	Project Type	Selection Method	Scope	Estimated Cost	Lat. (X)	Long. (Y)	From X, Y	To X, Y
Coconino County	ADOT	Silver Saddle Rd & US 89	Intersection	Top Crash Hotspot	Install reflective signal head tape and all protected left-turn phasing,	\$209,000	35.269846	-111.545332	35.269846, -111.545332	
Coconino County	ADOT	US-89 from North of Lenox Park to 3.3 mi North of Lenox Park	Segment	Top Crash Hotspot	Install/maintain ROW fencing, animal warning signage, median barrier, and speed limit reduction during adverse weather with dynamic speed limit signs	\$2,733,000	35.340808	-111.557856	35.340808, -111.557856	35.382712, -111.580659
Coconino County	ADOT	US-89 from 3.5 north of Kaitlin Way to Kaitlin Way	Segment	Top Crash Hotspot	Install/Maintain ROW fencing, speed limit reduction during adverse weather with dynamic speed limit signs, and street lighting	\$13,674,000	35.296206	-111.542623	35.296206, -111.542623	35.342195, -111.559458
Coconino County	ADOT	US-89 from South of Elden Springs Rd to Townsend Winona Rd	Segment	Top Crash Hotspot	Install/Maintain ROW fencing, speed limit reduction during adverse weather with dynamic speed limit signs, and street lighting	\$13,674,000	35.27771	-111.542958	35.277710, -111.542958	35.245171, -111.564788

MetroPlan High-Level Estimate of Probable Systemic Project Cost

Location	Roadway Ownership	Intersection/ Segment	Project Type	Selection Method	Scope	Estimated Cost
Flagstaff	Flagstaff/ADOT	<ul style="list-style-type: none"> • Milton Rd & Riordan Rd • State Route 89A (Milton Rd) & Butler Ave • Country Club Dr & US 89 • Rt 66 & Fanning Dr • US 89 & Cummings St (Mall Driveway) • US-180 & Schultz Pass Rd 	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Improve traffic signal timing and coordination, left turn phasing, and pedestrian interval evaluation/improvement	\$1,218,000
Flagstaff	Flagstaff/ADOT	<ul style="list-style-type: none"> • Milton Rd & Riordan Rd • Rt 66 & Ponderosa Pkwy • Cedar Ave from Gemini Rd to West St • Rt 66 & Milton Rd • Rt 66 & Fanning Dr • US 89 & Cummings St (Mall Driveway) • Lockett Rd & Kasper Dr • Elm Ave & Humphreys St (US-180) 	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Install enhanced pedestrian crosswalk	\$2,624,000
Flagstaff	Flagstaff	<ul style="list-style-type: none"> • State Route 89A (Milton Rd) & Butler Ave • Country Club Dr & US 89 • Rt 66 & Fanning Dr • US 89 & Cummings St (Mall Driveway) • Butler Ave & Huntington Dr • US-180 & Schultz Pass Rd 	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Install reflective signal head tape	\$282,000
Flagstaff	Flagstaff	<ul style="list-style-type: none"> • Rt 66 & Ponderosa Pkwy • Country Club Dr & US 89 • Rt 66 from Country Club Dr to San Francisco St • US-89 from Snowflake Dr to Country Club Dr • Milton Rd from Rt 66 to Forest Meadows St 	Intersection/ Segment	Agency Comment/Public Comment/Top Crash Hotspot	Installing speed feedback signs	\$267,000
Flagstaff	Flagstaff	<ul style="list-style-type: none"> • Rt 66 & Ponderosa Pkwy • State Route 89A (Milton Rd) & Butler Ave • Country Club Dr & US 89 • Rt 66 from Country Club Dr to San Francisco St • Cedar Ave from Gemini Rd to West St • Rt 66 & Milton Rd • Butler Ave & Huntington Dr 	Intersection/ Segment	Agency Comment/Public Comment/Top Crash Hotspot	Install improved bicycle lanes	\$851,000

Location	Roadway Ownership	Intersection/ Segment	Project Type	Selection Method	Scope	Estimated Cost
Flagstaff	Flagstaff	<ul style="list-style-type: none"> Rt 66 & Milton Rd Rt 66 & Fanning Dr US-180 & Forest Ave US-180 & Schultz Pass Rd 	Segment/ Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Refresh pavement and markings	\$317,000
Flagstaff	Flagstaff	<ul style="list-style-type: none"> Rt 66 & Milton Rd Rt 66 & Railroad Spring Blvd US-180 & Forest Ave US-180 & Fratelli's Driveway (S of Meade Ln) Lockett Rd & Kasper Dr 	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Sight distance improvement/maintenance (vegetation/tree removal)	\$129,000
Flagstaff	Flagstaff	<ul style="list-style-type: none"> Rt 66 & Railroad Spring Blvd US-180 & Forest Ave 	Intersection	Agency Comment/Public Comment/Top Crash Hotspot	Consider installing a traffic signal	\$2,068,000
Coconino County	ADOT	<ul style="list-style-type: none"> Townsend Winona Rd & US 89 Silver Saddle Rd & US 89 	Intersection	Agency Comment/Top Crash Hotspot	Install reflective signal head tape	\$70,000
Coconino County	ADOT	<ul style="list-style-type: none"> Townsend Winona Rd & US 89 US-89 from North of Lenox Park to 3.3 mi North of Lenox Park US-89 from 3.5 north of Kaitlin Way to Kaitlin Way US-89 from South of Elden Springs Rd to Townsend Winona Rd 	Intersection/ Segment	Agency Comment/Top Crash Hotspot	Speed management strategies; such as reducing speed limit at approaches or during adverse weather conditions	\$359,000
Coconino County	ADOT	<ul style="list-style-type: none"> US-89 from North of Lenox Park to 3.3 mi North of Lenox Park US-89 from 3.5 north of Kaitlin Way to Kaitlin Way US-89 from South of Elden Springs Rd to Townsend Winona Rd 	Segment	Agency Comment/Top Crash Hotspot	Install/maintain ROW fencing	\$2,083,000

MetroPlan High-Level Estimate of Probable Project Cost

Unit Costs

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name MetroPlan RTSP					
Improvement Speed Feedback Sign - Segment (1 Mile Unit)					
Item Number	Description	Unit of Measure	Quantity	Unit Cost	Subtotal
1. REMOVALS					
1	REMOVE TREE, DIAMETER > 12 IN.	EA	1	\$ 1,125	\$ 1,125
Subtotal					\$ 1,125
2. INSTALLATIONS					
2	PERFORATED SQUARE TUBE SIGN POST	LF	20	\$ 68	\$ 1,350
3	SPEED FEEDBACK SIGN	EA	2	\$ 6,552	\$ 13,104
Subtotal					\$ 14,454
Construction Subtotal					\$ 15,579
3. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 15,579	\$ 2,500
5	TRAFFIC CONTROL	PERCENT	10%	\$ 15,579	\$ 2,500
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 15,579	\$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 15,579	\$ 2,340
8	CONTINGENCY	PERCENT	20%	\$ 15,579	\$ 3,120
9	ESCALATION	PERCENT	10%	\$ 15,579	\$ 1,560
Subtotal					\$ 15,020
Construction Total					\$ 30,599
4. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	\$ 30,599	\$ 10,000
11	POST DESIGN	PERCENT	2%	\$ 30,599	\$ 1,000
Design Total					\$ 11,000
Grand Total					\$ 41,599

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS

Project Name MetroPlan RTSP

Improvement Speed Feedback Sign - Intersection (1 Intersection Unit)

Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. REMOVALS					
1	REMOVE TREE, DIAMETER > 12 IN.	EA	1	\$ 1,125	\$ 1,125

Subtotal \$ 1,125

2. INSTALLATIONS

2	PERFORATED SQUARE TUBE SIGN POST	LF	20	\$ 68	\$ 1,350
3	SPEED FEEDBACK SIGN	EA	2	\$ 6,552	\$ 13,104

Subtotal \$ 14,454

Construction Subtotal \$ 15,579

3. CONSTRUCTION SOFT COSTS

4	MOBILIZATION/DEMobilIZATION	PERCENT	10%	\$ 15,579	\$ 2,500
5	TRAFFIC CONTROL	PERCENT	10%	\$ 15,579	\$ 2,500
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 15,579	\$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 15,579	\$ 2,340
8	CONTINGENCY	PERCENT	20%	\$ 15,579	\$ 3,120
9	ESCALATION	PERCENT	10%	\$ 15,579	\$ 1,560

Subtotal \$ 15,020

Construction Total \$ 30,599

4. DESIGN AND POST DESIGN COSTS

10	DESIGN	PERCENT	30%	\$ 30,599	\$ 10,000
11	POST DESIGN	PERCENT	2%	\$ 30,599	\$ 1,000

Design Total \$ 11,000

Grand Total \$ 41,599

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS

Project Name MetroPlan RTSP
Improvement Warning and regulatory signage (1 Intersection Unit)(4 signs)

Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	PERFORATED SQUARE TUBE SIGN POST	LF	40	\$ 68	\$ 2,700
2	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	SF	36	\$ 10	\$ 2,835

Subtotal \$ 5,535
Construction Subtotal \$ 5,535

2. CONSTRUCTION SOFT COSTS					
3	MOBILIZATION/DEMobilIZATION	PERCENT	10%	\$ 5,535	\$ 2,500
4	TRAFFIC CONTROL	PERCENT	10%	\$ 5,535	\$ 2,500
5	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 5,535	\$ 3,000
6	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 5,535	\$ 830
7	CONTINGENCY	PERCENT	20%	\$ 5,535	\$ 1,110
8	ESCALATION	PERCENT	10%	\$ 5,535	\$ 550

Subtotal \$ 10,490
Construction Total \$ 16,025

3. DESIGN AND POST DESIGN COSTS					
9	DESIGN	PERCENT	30%	\$ 16,025	\$ 10,000
10	POST DESIGN	PERCENT	2%	\$ 16,025	\$ 1,000

Design Total \$ 11,000
Grand Total \$ 27,025

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS

Project Name MetroPlan RTSP

Improvement Warning and regulatory signage (1 Mile Segment Unit) (2 signs in one direction)

Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	PERFORATED SQUARE TUBE SIGN POST	LF	20	\$ 68	\$ 1,350
2	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	SF	18	\$ 10	\$ 2,835

Subtotal \$ 4,185

Construction Subtotal \$ 4,185

2. CONSTRUCTION SOFT COSTS					
3	MOBILIZATION/DEMobilIZATION	PERCENT	10%	\$ 4,185	\$ 2,500
4	TRAFFIC CONTROL	PERCENT	10%	\$ 4,185	\$ 2,500
5	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 4,185	\$ 3,000
6	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 4,185	\$ 630
7	CONTINGENCY	PERCENT	20%	\$ 4,185	\$ 840
8	ESCALATION	PERCENT	10%	\$ 4,185	\$ 420

Subtotal \$ 9,890

Construction Total \$ 14,075

3. DESIGN AND POST DESIGN COSTS					
9	DESIGN	PERCENT	30%	\$ 14,075	\$ 10,000
10	POST DESIGN	PERCENT	2%	\$ 14,075	\$ 1,000

Design Total \$ 11,000

Grand Total \$ 25,075

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS

Project Name MetroPlan RTSP

Improvement Adding Bike lane with conflict zone green paint (by narrowing the lane) (1 Mile Unit)

Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. REMOVALS					
1	OBLITERATE PAVEMENT MARKING (STRIPES)	LF	21,120	\$ 1.15	\$ 24,288

Subtotal \$ 24,288

2. INSTALLATIONS

2	PERFORATED SQUARE TUBE SIGN POST	LF	40	\$ 68	\$ 2,700
3	5' x 1.5' SOLID GREEN LINE AND 1.5' GAP (90 MIL ALKYD THERMOPLASTIC)	LF	300	\$ 23	\$ 6,750
4	PAVEMENT SYMBOL (EXTRUDED THERMOPLASTIC) (ALKYD) (0.090")	EA	4	\$ 300	\$ 1,200
5	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	21,120	\$ 0.88	\$ 18,480
6	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	SF	36	\$ 10	\$ 2,835

Subtotal \$ 31,965

Construction Subtotal \$ 56,253

3. CONSTRUCTION SOFT COSTS

7	MOBILIZATION/DEMobilIZATION	PERCENT	10%	\$ 56,253	\$ 5,630
8	TRAFFIC CONTROL	PERCENT	10%	\$ 56,253	\$ 5,630
9	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 56,253	\$ 3,000
10	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 56,253	\$ 8,440
11	CONTINGENCY	PERCENT	20%	\$ 56,253	\$ 11,250
12	ESCALATION	PERCENT	10%	\$ 56,253	\$ 5,630

Subtotal \$ 39,580

Construction Total \$ 95,833

4. DESIGN AND POST DESIGN COSTS

13	DESIGN	PERCENT	30%	\$ 95,833	\$ 28,750
14	POST DESIGN	PERCENT	2%	\$ 95,833	\$ 1,920

Design Total \$ 30,670

Grand Total \$ 126,503

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS

Project Name MetroPlan RTSP

Improvement Bicycle lane crossing markings (1 Mile Unit)

Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	PERFORATED SQUARE TUBE SIGN POST	LF	40	\$ 68	\$ 2,700
2	5' x 1.5' SOLID GREEN LINE AND 1.5' GAP (90 MIL ALKYD THERMOPLASTIC)	LF	300	\$ 23	\$ 6,750
3	PAVEMENT SYMBOL (EXTRUDED THERMOPLASTIC) (ALKYD) (0.090")	EA	4	\$ 300	\$ 1,200
4	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	21,120	\$ 0.88	\$ 18,480
5	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	SF	36	\$ 10	\$ 2,835

Subtotal \$ 31,965

Construction Subtotal \$ 31,965

2. CONSTRUCTION SOFT COSTS					
6	MOBILIZATION/DEMobilIZATION	PERCENT	10%	\$ 31,965	\$ 3,200
7	TRAFFIC CONTROL	PERCENT	10%	\$ 31,965	\$ 3,200
8	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 31,965	\$ 3,000
9	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 31,965	\$ 4,790
10	CONTINGENCY	PERCENT	20%	\$ 31,965	\$ 6,390
11	ESCALATION	PERCENT	10%	\$ 31,965	\$ 3,200

Subtotal \$ 23,780

Construction Total \$ 55,745

3. DESIGN AND POST DESIGN COSTS					
12	DESIGN	PERCENT	30%	\$ 55,745	\$ 16,720
13	POST DESIGN	PERCENT	2%	\$ 55,745	\$ 1,110

Design Total \$ 17,830

Grand Total \$ 73,575

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS

Project Name MetroPlan RTSP

Improvement Bicycle lane crossing markings (1 Intersection Unit)

Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	PERFORATED SQUARE TUBE SIGN POST	LF	20	\$ 68	\$ 1,350
2	5' x 1.5' SOLID GREEN LINE AND 1.5' GAP (90 MIL ALKYD THERMOPLASTIC)	LF	200	\$ 23	\$ 4,500
3	PAVEMENT SYMBOL (EXTRUDED THERMOPLASTIC) (ALKYD) (0.090")	EA	4	\$ 300	\$ 1,200
4	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	200	\$ 0.88	\$ 175
5	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	SF	18	\$ 10	\$ 2,835

Subtotal \$ 10,060

Construction Subtotal \$ 10,060

2. CONSTRUCTION SOFT COSTS					
6	MOBILIZATION/DEMobilIZATION	PERCENT	10%	\$ 10,060	\$ 2,500
7	TRAFFIC CONTROL	PERCENT	10%	\$ 10,060	\$ 2,500
8	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 10,060	\$ 3,000
9	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 10,060	\$ 1,510
10	CONTINGENCY	PERCENT	20%	\$ 10,060	\$ 2,010
11	ESCALATION	PERCENT	10%	\$ 10,060	\$ 1,010

Subtotal \$ 12,530

Construction Total \$ 22,590

3. DESIGN AND POST DESIGN COSTS					
12	DESIGN	PERCENT	30%	\$ 22,590	\$ 10,000
13	POST DESIGN	PERCENT	2%	\$ 22,590	\$ 1,000

Design Total \$ 11,000

Grand Total \$ 33,590

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name		MetroPlan RTSP			
Improvement		Traffic Signal with protected left-turn movements (1 Intersection Unit)			
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	ELECTRICAL CONDUIT (3") (PVC)	LF	50	\$ 146	\$ 7,313
2	CONCRETE SIDEWALK RAMP	EA	4	\$ 10,125	\$ 40,500
3	PAVEMENT SYMBOL (EXTRUDED THERMOPLASTIC) (ALKYD) (0.090")	EA	8	\$ 300	\$ 2,400
4	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	1360	\$ 0.88	\$ 1,190
5	ELECTRICAL CONDUIT (2-3") (PVC) (TRENCH)	LF	140	\$ 146	\$ 20,475
6	PULL BOX	EA	6	\$ 2,250	\$ 13,500
7	POLE FOUNDATION (TYPE R)	EA	4	\$ 11,700	\$ 46,800
8	MAST ARM (60 FT.) (TAPERED)	EA	4	\$ 37,125	\$ 148,500
9	EMERGENCY VEHICLE PREEMPTION UNIT	EA	4	\$ 5,625	\$ 22,500
10	TRAFFIC SIGNAL FACE (TYPE F)	EA	4	\$ 1,350	\$ 5,400
11	TRAFFIC SIGNAL FACE (TYPE G)	EA	8	\$ 1,688	\$ 13,500
12	TRAFFIC SIGNAL MOUNTING ASSEMBLY	EA	12	\$ 450	\$ 5,400
13	SIGNAL POLE	EA	4	\$ 15,000	\$ 60,000
14	LUMINAIRE	EA	4	\$ 2,329	\$ 9,315
15	LUMINAIRE MAST ARM (25 FT.) (TAPERED)	EA	4	\$ 10,125	\$ 40,500
16	CONTROL CABINET	EA	1	\$ 12,000	\$ 12,000
17	CONDUCTORS	LS	1	\$ 22,500	\$ 22,500
Subtotal					\$ 471,793
Construction Subtotal					\$ 471,793
2. CONSTRUCTION SOFT COSTS					
18	MOBILIZATION/DEMobilIZATION	PERCENT	10%	\$ 471,793	\$ 47,180
19	TRAFFIC CONTROL	PERCENT	10%	\$ 471,793	\$ 47,180
20	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 471,793	\$ 4,720
21	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 471,793	\$ 70,770
22	CONTINGENCY	PERCENT	20%	\$ 471,793	\$ 94,360
23	ESCALATION	PERCENT	10%	\$ 471,793	\$ 47,180
Subtotal					\$ 311,390
Construction Total					\$ 783,183
3. DESIGN AND POST DESIGN COSTS					
24	DESIGN	PERCENT	30%	\$ 783,183	\$ 234,950
25	POST DESIGN	PERCENT	2%	\$ 783,183	\$ 15,660
Design Total					\$ 250,610
Grand Total					\$ 1,033,793

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS						
Project Name MetroPlan RTSP						
Improvement HAWK/PHB (1 crossing Unit)						
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal	
1. INSTALLATIONS						
1	ELECTRICAL CONDUIT (3") (PVC)	LF	50	\$ 146	\$ 7,313	
2	CONCRETE SIDEWALK RAMP	EA	2	\$ 10,125	\$ 20,250	
3	PAVEMENT SYMBOL (EXTRUDED THERMOPLASTIC) (ALKYD) (0.090")	EA	2	\$ 300	\$ 600	
4	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	100	\$ 0.88	\$ 88	
5	ELECTRICAL CONDUIT (2-3") (PVC) (TRENCH)	LF	140	\$ 146	\$ 20,475	
6	PULL BOX (NO. 8) (PE-071-1)	EA	1	\$ 2,250	\$ 2,250	
7	POLE FOUNDATION (TYPE R)	EA	1	\$ 11,700	\$ 11,700	
8	MAST ARM (60 FT.) (TAPERED)	EA	1	\$ 37,125	\$ 37,125	
9	TRAFFIC SIGNAL FACE (TYPE F)	EA	2	\$ 1,350	\$ 2,700	
10	TRAFFIC SIGNAL MOUNTING ASSEMBLY (PELCO SKYBRACKET TENON MOUNTS)	EA	2	\$ 450	\$ 900	
11	POLE	EA	1	\$ 15,000	\$ 15,000	
12	LUMINAIRE	EA	1	\$ 2,329	\$ 2,329	
13	LUMINAIRE MAST ARM (25 FT.) (TAPERED)	EA	1	\$ 10,125	\$ 10,125	
14	CONTROL CABINET	EA	1	\$ 12,000	\$ 12,000	
15	CONDUCTORS	LS	1	\$ 22,500	\$ 22,500	
16	PULL BOX	EA	1	\$ 2,250	\$ 2,250	
					Subtotal	\$ 167,604
					Construction Subtotal	\$ 167,604
2. CONSTRUCTION SOFT COSTS						
17	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 167,604	\$ 16,760	
18	TRAFFIC CONTROL	PERCENT	10%	\$ 167,604	\$ 16,760	
19	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 167,604	\$ 2,500	
20	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 167,604	\$ 25,140	
21	CONTINGENCY	PERCENT	20%	\$ 167,604	\$ 33,520	
22	ESCALATION	PERCENT	10%	\$ 167,604	\$ 16,760	
					Subtotal	\$ 111,440
					Construction Total	\$ 279,044
3. DESIGN AND POST DESIGN COSTS						
23	DESIGN	PERCENT	30%	\$ 279,044	\$ 83,710	
24	POST DESIGN	PERCENT	2%	\$ 279,044	\$ 5,580	
					Design Total	\$ 89,290
					Grand Total	\$ 368,334

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS

Project Name MetroPlan RTSP
Improvement Intersection lighting (4 each)

Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	ELECTRICAL CONDUIT (2-3") (PVC) (TRENCH)	LF	200	\$ 146	\$ 29,250
2	POLE FOUNDATION (TYPE R)	EA	4	\$ 11,700	\$ 46,800
3	LUMINAIRE	EA	4	\$ 2,329	\$ 9,315
4	LUMINAIRE MAST ARM (25 FT.) (TAPERED)	EA	4	\$ 10,125	\$ 40,500
5	POLE	EA	4	\$ 15,000	\$ 60,000
6	CONDUCTORS	LS	1	\$ 12,000	\$ 12,000

Subtotal \$ 197,865

Construction Subtotal \$ 197,865

2. CONSTRUCTION SOFT COSTS					
7	MOBILIZATION/DEMobilIZATION	PERCENT	10%	\$ 197,865	\$ 19,790
8	TRAFFIC CONTROL	PERCENT	10%	\$ 197,865	\$ 19,790
9	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 197,865	\$ 2,500
10	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 197,865	\$ 29,680
11	CONTINGENCY	PERCENT	20%	\$ 197,865	\$ 39,570
12	ESCALATION	PERCENT	10%	\$ 197,865	\$ 19,790

Subtotal \$ 131,120

Construction Total \$ 328,985

3. DESIGN AND POST DESIGN COSTS					
13	DESIGN	PERCENT	30%	\$ 328,985	\$ 98,700
14	POST DESIGN	PERCENT	2%	\$ 328,985	\$ 6,580

Design Total \$ 105,280

Grand Total \$ 434,265

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS

Project Name MetroPlan RTSP
Improvement One Side Street Lighting (One Mile Unit, Spacing 270')

Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	ELECTRICAL CONDUIT (2-3") (PVC) (TRENCH)	LF	5680	\$ 146	\$ 830,700
2	POLE FOUNDATION	EA	20	\$ 11,700	\$ 234,000
3	LUMINAIRE	EA	20	\$ 2,329	\$ 46,575
4	LUMINAIRE MAST ARM (25 FT.) (TAPERED)	EA	20	\$ 10,125	\$ 202,500
5	POLE	EA	20	\$ 15,000	\$ 300,000
6	CONDUCTORS	LS	1	\$ 40,625	\$ 40,625

Subtotal \$ 1,654,400

Construction Subtotal \$ 1,654,400

2. CONSTRUCTION SOFT COSTS					
7	MOBILIZATION/DEMobilIZATION	PERCENT	10%	\$ 1,654,400	\$ 165,440
8	TRAFFIC CONTROL	PERCENT	10%	\$ 1,654,400	\$ 165,440
9	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 1,654,400	\$ 16,540
10	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 1,654,400	\$ 248,160
11	CONTINGENCY	PERCENT	20%	\$ 1,654,400	\$ 330,880
12	ESCALATION	PERCENT	10%	\$ 1,654,400	\$ 165,440

Subtotal \$ 1,091,900

Construction Total \$ 2,746,300

3. DESIGN AND POST DESIGN COSTS					
13	DESIGN	PERCENT	30%	\$ 2,746,300	\$ 823,890
14	POST DESIGN	PERCENT	2%	\$ 2,746,300	\$ 54,930

Design Total \$ 878,820

Grand Total \$ 3,625,120

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS

Project Name MetroPlan RTSP

Improvement Traffic signal head reflective tape (Four leg intersection with 12 heads)(1 intersection unit)

Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	TRAFFIC SIGNAL FACE BACKPLATE	EA	12	\$ 900	\$ 10,800
2	REFLECTIVE SIGNAL HEAD BACK PLATE TAPE	LF	72	\$ 10	\$ 720
Subtotal					\$ 11,520
Construction Subtotal					\$ 11,520

2. CONSTRUCTION SOFT COSTS					
3	MOBILIZATION/DEMobilIZATION	PERCENT	10%	\$ 11,520	\$ 2,500
4	TRAFFIC CONTROL	PERCENT	10%	\$ 11,520	\$ 2,500
5	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 11,520	\$ 2,500
6	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 11,520	\$ 1,730
7	CONTINGENCY	PERCENT	20%	\$ 11,520	\$ 2,300
8	ESCALATION	PERCENT	10%	\$ 11,520	\$ 1,150
Subtotal					\$ 12,680
Construction Total					\$ 24,200

3. DESIGN AND POST DESIGN COSTS					
9	DESIGN	PERCENT	30%	\$ 24,200	\$ 10,000
10	POST DESIGN	PERCENT	2%	\$ 24,200	\$ 1,000
Design Total					\$ 11,000
Grand Total					\$ 35,200

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS

Project Name MetroPlan RTSP

Improvement Traffic Signal Modification (New Protected Left Turn Movement) (1 Intersection Unit)

Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
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1. REMOVALS

1	REMOVE SIGNAL FACE	EA	8	\$ 688	\$ 5,500
Subtotal					\$ 5,500

2. INSTALLATIONS

2	ELECTRICAL CONDUIT (3") (PVC)	LF	400	\$ 146	\$ 58,500
3	TRAFFIC SIGNAL FACE (TYPE G)	EA	8	\$ 1,350	\$ 10,800
4	TRAFFIC SIGNAL MOUNTING ASSEMBLY	EA	8	\$ 450	\$ 3,600
Subtotal					\$ 72,900
Construction Subtotal					\$ 78,400

3. CONSTRUCTION SOFT COSTS

5	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 78,400	\$ 7,840
6	TRAFFIC CONTROL	PERCENT	10%	\$ 78,400	\$ 7,840
7	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 78,400	\$ 2,500
8	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 78,400	\$ 11,760
9	CONTINGENCY	PERCENT	20%	\$ 78,400	\$ 15,680
10	ESCALATION	PERCENT	10%	\$ 78,400	\$ 7,840
Subtotal					\$ 53,460
Construction Total					\$ 131,860

4. DESIGN AND POST DESIGN COSTS

11	DESIGN	PERCENT	30%	\$ 131,860	\$ 39,560
12	POST DESIGN	PERCENT	2%	\$ 131,860	\$ 2,640
Design Total					\$ 42,200
Grand Total					\$ 174,060

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS

Project No. MetroPlan RTSP
Improvement High-visibility crosswalk (ladder type) (One 36' crossing)

Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	12" SOLID YELLOW LINE (90 MIL ALKYD THERMOPLASTIC)	LF	192	\$ 5	\$ 864
2	PERFORATED SQUARE TUBE SIGN POST	LF	40	\$ 68	\$ 2,720
3	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	EA	4	\$ 10	\$ 40
				Subtotal	\$ 3,624
				Construction Subtotal	\$ 3,624

2. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 3,624	\$ 2,500
5	TRAFFIC CONTROL	PERCENT	10%	\$ 3,624	\$ 2,500
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 3,624	\$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 3,624	\$ 540
8	CONTINGENCY	PERCENT	20%	\$ 3,624	\$ 720
9	ESCALATION	PERCENT	10%	\$ 3,624	\$ 360
				Subtotal	\$ 9,620
				Construction Total	\$ 13,244

3. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	\$ 13,244	\$ 10,000
11	POST DESIGN	PERCENT	2%	\$ 13,244	\$ 1,000
				Design Total	\$ 11,000
				Grand Total	\$ 24,244

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS

Project No. MetroPlan RTSP
Improvement High-visibility crosswalk (ladder type) (Four 36' crossing)

Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	12" SOLID YELLOW LINE (90 MIL ALKYD THERMOPLASTIC)	LF	768	\$ 5	\$ 3,456
2	PERFORATED SQUARE TUBE SIGN POST	LF	160	\$ 68	\$ 10,880
3	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	EA	16	\$ 10	\$ 160
				Subtotal	\$ 14,496
				Construction Subtotal	\$ 17,952

3. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 17,952	\$ 2,500
5	TRAFFIC CONTROL	PERCENT	10%	\$ 17,952	\$ 2,500
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 17,952	\$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 17,952	\$ 2,690
8	CONTINGENCY	PERCENT	20%	\$ 17,952	\$ 3,590
9	ESCALATION	PERCENT	10%	\$ 17,952	\$ 1,800
				Subtotal	\$ 16,080
				Construction Total	\$ 34,032

4. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	\$ 34,032	\$ 10,210
11	POST DESIGN	PERCENT	2%	\$ 34,032	\$ 1,000
				Design Total	\$ 11,210
				Grand Total	\$ 45,242

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS

Project No. MetroPlan RTSP
Improvement Sidewalk (100' unit) (100'x6')

Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	VERTICAL CURB AND GUTTER, STANDARD DETAIL 220-1, TYPE "A"	LF	100	\$ 63	\$ 6,300
2	CONCRETE SIDEWALK	SF	600	\$ 20	\$ 12,000

Subtotal \$ 18,300
Construction Subtotal \$ 18,300

3. CONSTRUCTION SOFT COSTS					
3	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 18,300	\$ 2,500
4	TRAFFIC CONTROL	PERCENT	10%	\$ 18,300	\$ 2,500
5	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 18,300	\$ 2,500
6	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 18,300	\$ 2,750
7	CONTINGENCY	PERCENT	20%	\$ 18,300	\$ 3,660
8	ESCALATION	PERCENT	10%	\$ 18,300	\$ 1,830

Subtotal \$ 15,740
Construction Total \$ 34,040

4. DESIGN AND POST DESIGN COSTS					
9	DESIGN	PERCENT	30%	\$ 34,040	\$ 10,210
10	POST DESIGN	PERCENT	2%	\$ 34,040	\$ 1,000

Design Total \$ 11,210
Grand Total \$ 45,250

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS

Project Name MetroPlan RTSP

Improvement Refresh Roadway Markings/Restriping (1 Mile)(two lane and TWLTL)

Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	PAVEMENT SYMBOL (EXTRUDED THERMOPLASTIC) (ALKYD) (0.090")	EA	2	\$ 300	\$ 600
2	8" SOLID YELLOW LINE (90 MIL ALKYD THERMOPLASTIC)	LF	21120	\$ 0.88	\$ 18,586
3	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	10560	\$ 0.88	\$ 9,293

Subtotal \$ 28,478

Construction Subtotal \$ 28,478

2. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 28,478	\$ 2,850
5	TRAFFIC CONTROL	PERCENT	10%	\$ 28,478	\$ 2,850
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 28,478	\$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 28,478	\$ 4,270
8	CONTINGENCY	PERCENT	20%	\$ 28,478	\$ 5,700
9	ESCALATION	PERCENT	10%	\$ 28,478	\$ 2,850

Subtotal \$ 21,520

Construction Total \$ 49,998

3. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	\$ 49,998	\$ 15,000
11	POST DESIGN	PERCENT	2%	\$ 49,998	\$ 1,000

Design Total \$ 16,000

Grand Total \$ 65,998

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS

Project Name MetroPlan RTSP

Improvement Sight distance maintenance (1 Intersection Unit)

Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. REMOVALS					
1	REMOVE TREE, DIAMETER > 12 IN.	EA	2	\$ 1,125	\$ 2,250
2	CLEARING AND GRUBBING	ACRE	0.5	\$ 5,000	\$ 2,500

Subtotal \$ 4,750

Construction Subtotal \$ 4,750

2. CONSTRUCTION SOFT COSTS					
3	MOBILIZATION/DEMobilIZATION	PERCENT	10%	\$ 4,750	\$ 2,500
4	TRAFFIC CONTROL	PERCENT	10%	\$ 4,750	\$ 2,500
5	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 4,750	\$ 3,000
6	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 4,750	\$ 710
7	CONTINGENCY	PERCENT	20%	\$ 4,750	\$ 950
8	ESCALATION	PERCENT	10%	\$ 4,750	\$ 480

Subtotal \$ 10,140

Construction Total \$ 14,890

3. DESIGN AND POST DESIGN COSTS					
9	DESIGN	PERCENT	30%	\$ 14,890	\$ 10,000
10	POST DESIGN	PERCENT	2%	\$ 14,890	\$ 1,000

Design Total \$ 11,000

Grand Total \$ 25,890

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS

Project No. MetroPlan RTSP
Improvement Stop bar (1 two-way stop intersection)

Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
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1. INSTALLATIONS

1	12" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	24	\$ 1.65	39.6
				Subtotal	\$ 40
				Construction Subtotal	\$ 40

2. CONSTRUCTION SOFT COSTS

2	MOBILIZATION/DEMobilIZATION	PERCENT	10%	\$ 40	\$ 2,500
3	TRAFFIC CONTROL	PERCENT	10%	\$ 40	\$ 2,500
4	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 40	\$ 3,000
5	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 40	\$ 3,000
6	CONTINGENCY	PERCENT	20%	\$ 40	\$ 3,000
7	ESCALATION	PERCENT	10%	\$ 40	\$ 3,000
				Subtotal	\$ 17,000
				Construction Total	\$ 17,040

3. DESIGN AND POST DESIGN COSTS

8	DESIGN	PERCENT	30%	\$ 17,040	\$ 10,000
9	POST DESIGN	PERCENT	2%	\$ 17,040	\$ 1,000
				Design Total	\$ 11,000
				Grand Total	\$ 28,040

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS

Project Name MetroPlan RTSP

Improvement Cable Median Barrier (1 mile Unit)

Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
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1. INSTALLATIONS

1	CHAIN LINK CABLE BARRIER	LF	5280	\$ 50	\$ 264,000
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Subtotal \$ 264,000

Construction Subtotal \$ 264,000

2. CONSTRUCTION SOFT COSTS

2	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 264,000	\$ 26,400
3	TRAFFIC CONTROL	PERCENT	10%	\$ 264,000	\$ 26,400
4	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 264,000	\$ 3,000
5	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 264,000	\$ 39,600
6	CONTINGENCY	PERCENT	20%	\$ 264,000	\$ 52,800
7	ESCALATION	PERCENT	10%	\$ 264,000	\$ 26,400

Subtotal \$ 174,600

Construction Total \$ 438,600

3. DESIGN AND POST DESIGN COSTS

8	DESIGN	PERCENT	30%	\$ 438,600	\$ 131,580
9	POST DESIGN	PERCENT	2%	\$ 438,600	\$ 8,770

Design Total \$ 140,350

Grand Total \$ 578,950

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS

Project Name MetroPlan RTSP

Improvement Right of way fencing (1 mile Unit)

Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
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1. INSTALLATIONS

1	CHAIN LINK FENCE, TYPE 1 (72")	LF	5280	\$ 20	\$ 105,600
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Subtotal \$ 105,600

Construction Subtotal \$ 105,600

2. CONSTRUCTION SOFT COSTS

2	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 105,600	\$ 10,560
3	TRAFFIC CONTROL	PERCENT	10%	\$ 105,600	\$ 10,560
4	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 105,600	\$ 3,000
5	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 105,600	\$ 15,840
6	CONTINGENCY	PERCENT	20%	\$ 105,600	\$ 21,120
7	ESCALATION	PERCENT	10%	\$ 105,600	\$ 10,560

Subtotal \$ 71,640

Construction Total \$ 177,240

3. DESIGN AND POST DESIGN COSTS

8	DESIGN	PERCENT	30%	\$ 177,240	\$ 53,170
9	POST DESIGN	PERCENT	2%	\$ 177,240	\$ 3,540

Design Total \$ 56,710

Grand Total \$ 233,950

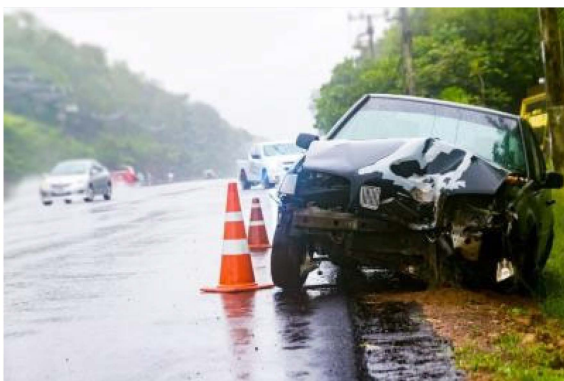
ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project No. MetroPlan RTSP					
Improvement Sidewalk on both sides of road (1 mile unit) (5280'x6' x2)					
Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. INSTALLATIONS					
1	VERTICAL CURB AND GUTTER, STANDARD DETAIL 220-1, TYPE "A"	LF	10,560	\$ 63	\$ 665,280
2	CONCRETE SIDEWALK RAMP	EA	5	\$ 10,125	\$ 50,625
3	CONCRETE SIDEWALK	SF	41184	\$ 20	\$ 823,680
Subtotal					\$ 1,539,585
Construction Subtotal					\$ 1,539,585
3. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	\$ 1,539,585	\$ 153,960
5	TRAFFIC CONTROL	PERCENT	10%	\$ 1,539,585	\$ 153,960
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	\$ 1,539,585	\$ 15,400
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	\$ 1,539,585	\$ 230,940
8	CONTINGENCY	PERCENT	20%	\$ 1,539,585	\$ 307,920
9	ESCALATION	PERCENT	10%	\$ 1,539,585	\$ 153,960
Subtotal					\$ 1,016,140
Construction Total					\$ 2,555,725
4. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	\$ 2,555,725	\$ 766,720
11	POST DESIGN	PERCENT	2%	\$ 2,555,725	\$ 51,110
Design Total					\$ 817,830
Grand Total					\$ 3,373,555

Appendix H: Story Maps



Background

The Northern Arizona Regional Transportation Safety Plan (RTSP) is a planning effort of MetroPlan Flagstaff, seeking to reduce the risk of death and serious injury on roadways. This plan utilizes vehicle crash data between 2017-2021, stakeholder and public input, and other roadway condition data to ensure all required elements of a Safety Action Plan are met as defined in the Safe Streets and Roads for All (SS4A) Federal grant program.



Safe streets and roads are the foundation of a livable region. When people step out their front door, they expect and deserve a safe way to get where they're going, whether it's walking or bicycling in the neighborhood, getting to transit, or

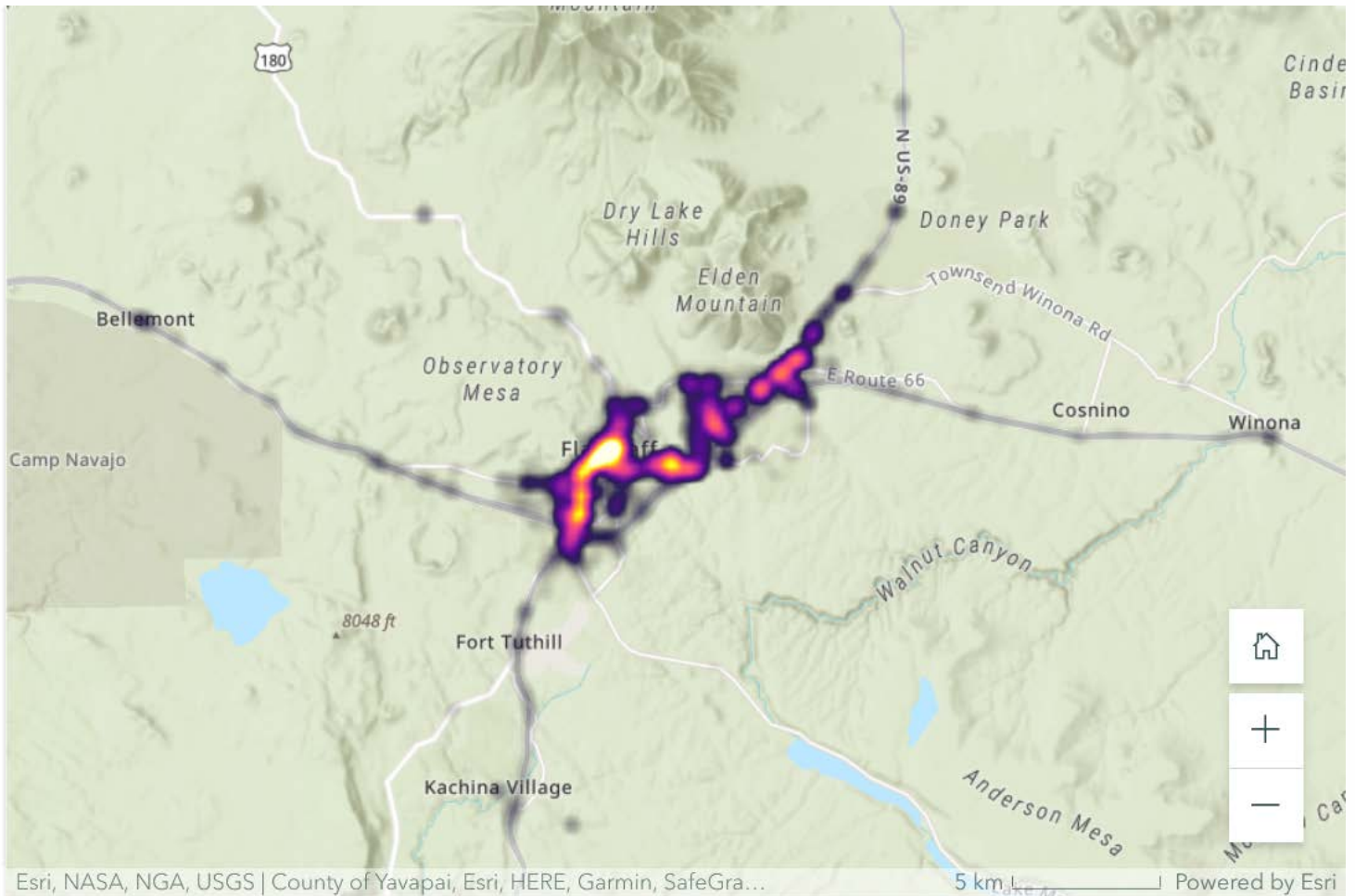
Figure 1. A damaged vehicle on the shoulder of a wet roadway, showing the aftermath of a weather-related crash.

driving down a highway.

Why is roadway safety important?

By analyzing and addressing potential roadway hazards, implementing effective traffic management strategies, and improving infrastructure, safety planning efforts like the Northern Arizona Regional Transportation Safety Plan reduce the number of crashes, injuries, and fatalities.

In the last 5 years (2017-2021), the Flagstaff region had over 10,000 crashes that led to 3,450 serious injuries and 62 deaths. The Regional Transportation Safety Plan provides a regionally-focused, data-driven framework for increasing traffic safety on roadways in the greater Flagstaff region. The Plan focuses on strategies and actions drawn from best practices proven to reduce traffic-related deaths and serious injuries. ***Our vision is zero deaths.***

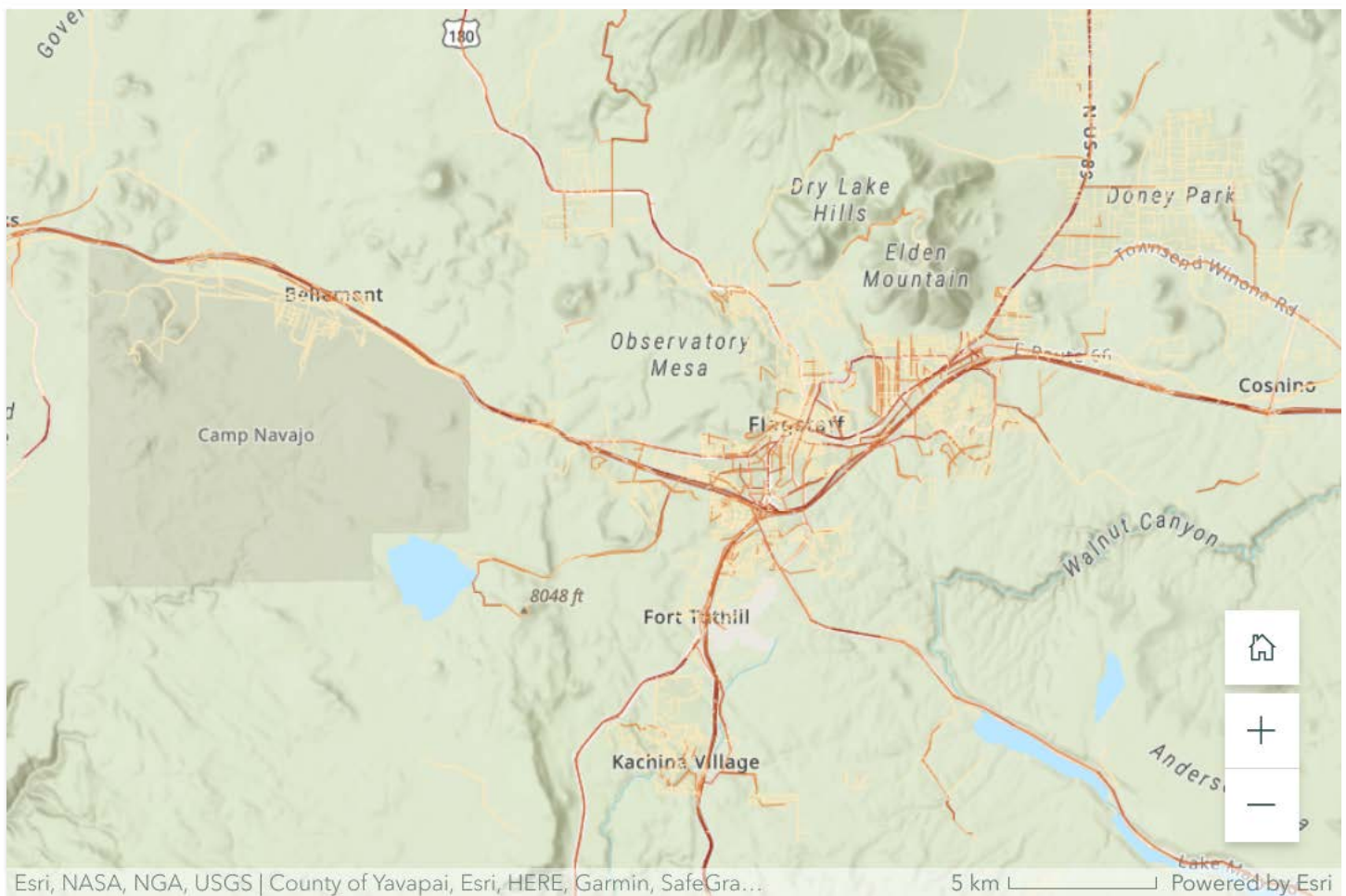


Crash Data

Crash data was drawn from Arizona Department of Transportation (ADOT) for a five-year period beginning in January 2017. Severe or fatal crashes as well as clusters of crashes were investigated to identify causes and solutions.

Crashes were attributed to an intersection or to a 0.5-mile section of the roadway to ensure solutions were prescribed for the correct locations and roadway features.

To interact with the map, start by clicking the button with two opposite-facing diagonal arrows in the upper right corner. Navigate around the map and use the zoom feature (+/- buttons on the right-hand side of the screen) to view points of interest in greater detail.



Network Screening

The Regional Transportation Safety Plan effort employed a **network screening**, or a detailed analysis of all crashes and

their contributing factors, to break down safety issues into a variety of causes and trends in roadway conditions and human behaviors that may contribute to future crashes. This helps MetroPlan identify and prioritize locations in greatest need of improvement.

The network screening process considers crash history (as shown above), roadway factors, and traffic characteristics to score the safety performance of every roadway segment and intersection. The network screening serves to objectively provide a list of locations where safety improvements are likely to save the most lives and reduce injuries.

To interact with the map, start by clicking the button with two opposite-facing diagonal arrows in the upper right corner. Navigate around the map and use the zoom feature (+/- buttons on the right-hand side of the screen) to view points of interest in greater detail.

Trends

Greater Flagstaff's crash data trends were analyzed as part of the Regional Transportation Safety Plan effort, helping to locate persistent problem areas, identify problematic crash behaviors and roadway conditions that contribute toward crashes, and gauge success of locations where safety improvements have already been installed. A full analysis of crash data is included in the full [Regional Transportation Safety Plan](#). The charts below show a summary of relevant safety-related trends for the Greater Flagstaff area.

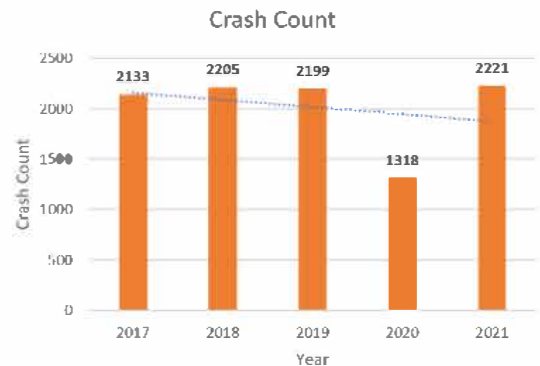


Figure 2. Total number of crashes, 2017-2021. Data retrieved from Arizona Department of Transportation.

Figure 2 (right) shows the total number of crashes for each year between 2017 and 2021. While the table displays a statistical downward trend in the total annual number of

crashes, note that 2020 is an outlier year that experienced a significantly lower number of crashes due to the effects of the COVID-19 pandemic.

Figure 3 (below) breaks down observed crashes by the severity of injury reported. This attribute is exceedingly important in identifying locations in greatest need of safety improvement.

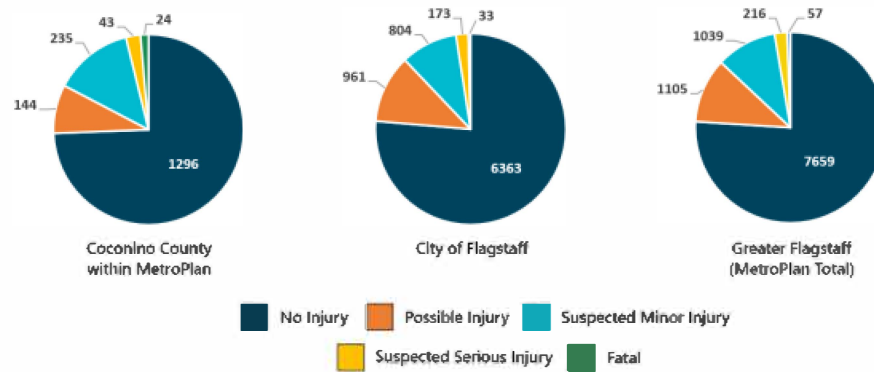


Figure 3. Total number of vehicle crashes, 2017-2021, categorized by severity for the City of Flagstaff, Coconino County where it coincides with MetroPlan Flagstaff's planning area, and Greater Flagstaff overall (the sum of the aforementioned). Data retrieved from Arizona Department of Transportation.

Crashes during the 2017-2021 period were also categorized by their crash manner, a metric which captures the angles at which the incident occurs - results are displayed in the table below. Crash manner analysis helps further characterize dangerous situations on Greater Flagstaff roadways and serves as another step toward mitigating those conditions. The crash type and manner is often linked to the severity of the incident; for example, head on crashes tend to be the most dangerous while sideswipe accidents see less severe injuries.

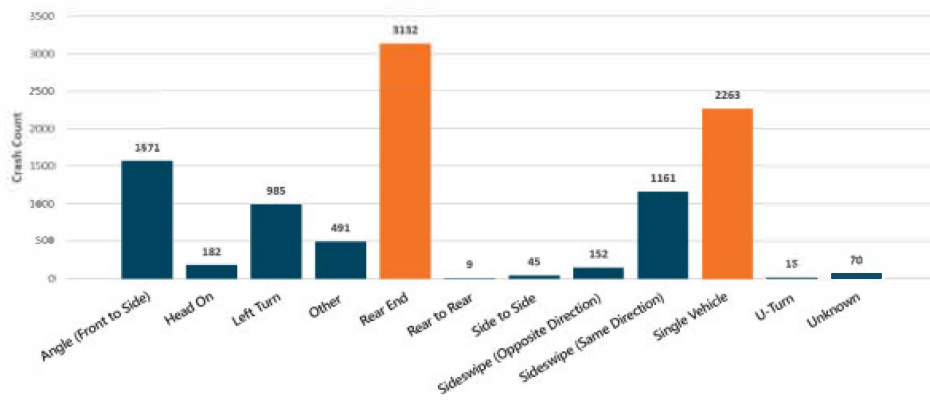
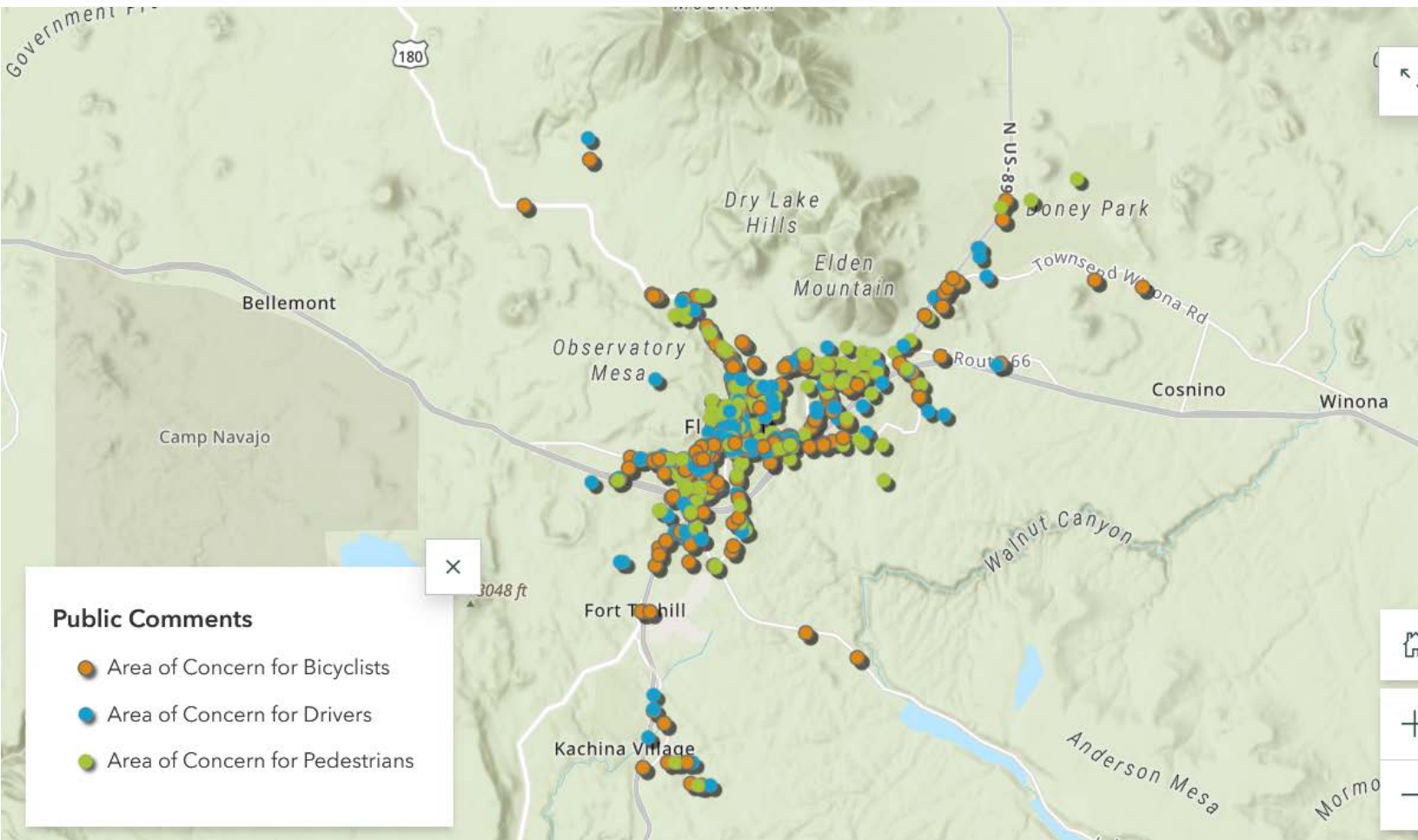


Figure 4. Crashes within the MetroPlan Flagstaff planning area, 2017-2021, categorized by crash manner. Data retrieved from Arizona Department of Transportation.



Public Involvement

Public involvement for the RTSP planning process was multi-faceted, leveraging the existing working relationships among a variety of local, county, regional, and state government representatives, as well as community organizations to reach vital stakeholders and the public to provide valuable input for the plan.

To interact with the map, start by clicking the button with two opposite-facing diagonal arrows in the upper right corner. Navigate around the map and use the zoom feature (+/- buttons on the right-hand side of the screen) to view points of interest in greater detail.



MetroPlan Flagstaff utilized in-person events in and around Flagstaff, an online survey and mapping tool, regular meetings open to local stakeholders and the public, and an online planning webpage as channels for communicating project information and requesting input from the public. A full summary of public involvement efforts and analysis of responses is included in the [full Regional Transportation Safety Plan](#).

Strategies & Policy

The RTSP data analysis, public involvement efforts, and ongoing planning have resulted in the identification of a set of fourteen different safety emphasis areas. After careful review, MetroPlan has adopted eight of the identified safety emphasis

areas where particular attention should be paid by jurisdictions when identifying and implementing safety improvements:



Figure 5. MetroPlan Flagstaff's eight roadway safety emphasis areas.

These safety emphasis areas guided the identification of priority projects, and will continue to influence policy guidance going forward. Crashes were analyzed and categorized within these emphasis areas (a single crash may be identified as contributing to more than one emphasis area, as a crash may have had multiple factors associated, e.g. a lane departure crash where speeding and not wearing a seat belt were observed).

The Regional Transportation Safety Plan effort has also resulted in a robust set of broader, network-wide safety strategies and policy recommendations, including the following examples:

Speeding

- Run public awareness campaigns to educate drivers about the dangers speeding and aggressive driving by using emotional appeals, statistics, and real-life stories to convey the message,
- Install speed feedback signs that have data collection features (speed, volume),
- Install traffic calming to reduce speeds (speed humps, road diets, curb bulb-outs)

Lane Departure

- Install centerline and edge-line rumble strips, especially on two-lane, regional roads.
- Relocate objects within the recovery area along the side of the road in high-risk locations.
- Apply paving technologies to negate vertical drop-offs and facilitate driver ability to maintain vehicle control under instances of lane departure, such as Safety Edge.

Weather

- Flood control measures, such as stormwater management systems and flood barriers to reduce the impact of heavy rainfall, flooding, and snow/ice on roadways.
- Implement a speed limit reduction during adverse weather conditions.
- Regular inspections of bridges/overpasses to ensure structural integrity during severe weather.

Figure 6. Sample of the safety strategies recommended for the MetroPlan Flagstaff area as a result of the Northern Arizona Regional Transportation Safety Plan effort.

The full extent of the safety strategies and policy improvements is accessible in the full Regional Transportation Safety Plan document, available on the MetroPlan Flagstaff website. Below, you'll find an interactive map of recommended safety priority projects, developed using a weighted combination of the safety emphasis areas, Arizona Department of Transportation 2017-2021 crash data, and comments from stakeholders and the public.



Priority Projects

Surface transportation improvement projects were selected based on a combination of the crash data, network screenings specific to each identified safety emphasis area, public involvement, and agency comments.

To interact with the map, start by clicking the button with two opposite-facing diagonal arrows in the upper right corner. Navigate around the map and use the zoom feature (+/- buttons on the right-hand side of the screen) to view points of interest in greater detail. Click or tap on each point or line to understand more about the location, safety concerns, and recommended improvements.

Below, the three highest priority safety improvements for the MetroPlan region are shown in greater detail. These are not the only recommended projects, but are intended to illustrate the depth of the recommendations and their strong ties to MetroPlan Flagstaff's identified safety emphasis areas. MetroPlan will inform the respective jurisdictional authorities of these opportunities, encourage their response, and assist in the pursuit of funding.

1

Intersection of S Milton Road & W Riordan Road



[View Location \(Google Maps\)](#)

This location was identified through the quantitative crash data analysis, as well as comments provided by MetroPlan, the City of Flagstaff, and the public.

This project applies the identified safety strategies through recommended improvements, which include improvement of traffic signal timing and coordination, left turn phasing evaluation and/or improvement, high-visibility crosswalks, and potentially restricting U-Turns.

2

Intersection of Butler Avenue and Lone Tree Road



[View Location \(Google Maps\)](#)

This location was identified through the quantitative crash data analysis, as well as comments provided by MetroPlan, the City of Flagstaff, and the public.

This project applies the identified safety strategies through recommended improvements, which include installation of refreshed left turn guide markings and reflective signal head tape.



Route 66 & Ponderosa Parkway



[View Location \(Google Maps\)](#)

This location was identified through the quantitative crash data analysis, as well as comments provided by MetroPlan, the City of Flagstaff, and the public.

This project applies the identified safety strategies through recommended improvements, which include installation of high-visibility crosswalks, speed feedback signs, and protected bicycle lanes.

Resources & Contacts

The City of Flagstaff has additional resources and planning documents regarding roadway safety, which can be accessed using the links below.

[Flagstaff Regional Plan 2030 \(Ratified May 20, 2014\)](#)

[Flagstaff Regional Plan 2045 \(In Progress\)](#)

[Flagstaff Active Transportation Master Plan \(Adopted November 1, 2022\)](#)

Please direct any questions, concerns, or other comments to David Wessel (david.wessel@metroplanflg.org).

Additional information, including the full RTSP document, can be accessed on [the MetroPlan Flagstaff website](#).



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