



**Next Move Arizona
Statewide Listening Tour**

**North Central Arizona Community Character Focus Group
Meeting Notes**

November 5, 2025

Attendees

ADOT and Consultant Team

- Matt Moul, Multimodal Planning Director
- Ruth Garcia, Regional Transportation Planner
- Kristin Darr, Consultant Team Facilitator
- Jennifer Love, Consultant Project Manager
- Estella Hollander, Consultant Support

Agency and Public Participants

- Andres Aduato, Bike Mobility Advocate
- Dara Marks Marino, Hopi Utilities Corporation
- Jenny Niemann, City of Flagstaff – Climate Action Section Director
- Margery Sorensen, Friends of Flagstaff's Future
- Sam Meier, Flagstaff Biking Organization

Welcome

- Matt opened the meeting with a welcome and a round of introductions.

Discussion

- Route 66 and Milton Road crossings, both ADOT facilities, are perceived as unsafe for bicyclists, and it is difficult for local advocates to communicate safety concerns to ADOT. Stakeholders find it easier to call the city.
- There is unequal prioritization of other modes besides vehicles within the transportation system.
- Sustainability and livability in Flagstaff involves creating walkable, connected neighborhoods with thoughtful housing and transportation planning. Sprawl puts more cars on the road, and there should be a focus on reducing carbon emissions.
- Non-drivers, who comprise approximately 30% of the population, are not adequately supported by the current transportation system.
- Design should promote better intercity connectivity without a car.
- There is a lot of space allocated for cars while there is a housing/space crisis.



- Community connectivity supports better mental and physical health. Consider the impacts of longer commutes and car-focused infrastructure on residents, including students and children walking to school.
- Desire for a transportation system that serves different types of users is important and integrates safety at all levels and recognize cars pose a higher risk of unnecessary injury or death.
- San Francisco Street and Route 66 crossing doesn't provide adequate pedestrian or bicycle crossing.
- There is very limited pedestrian data available.
- Most multimodal users are in the city centers. With these denser areas comes a higher level of wheelchairs and other ADA accessibility needs.
- Regarding some transportation projects, agencies say they include safety or multimodal elements, but the actual decisions about the project are still based on traditional car-centric metrics like VMT (Vehicle Miles Traveled) or LOS (Level of Service).
- Requests for enhancements to improve pedestrian and cyclist safety, including Leading Pedestrian Intervals (LPIs), restrictions for right turns on red, clearer markings, bike boxes, and measures to lower overall vehicle speeds. Bump outs or anything that reduces distance to walk across intersections is also helpful.
- Identify and use metrics beyond LOS to track and measure multimodal mobility, incorporating infrastructure strategies such as roundabouts, physical barriers, and dedicated, separated bike and pedestrian facilities that are safe, cost-effective, and user-friendly.
- The FUTS trail (Flagstaff Urban Trails System) provides good pedestrian and bike connectivity along Lone Tree until the trail reaches the main roadway where it connects to seven-lane streets. These wide streets make it challenging for planners or engineers to safely add multimodal improvements.
- Intersections and crossings are lacking on key roads, like Milton Avenue near Northern Arizona University and the Museum of Northern Arizona. The absence of safe pedestrian crossings can create unsafe conditions, forcing people to drive even short distances. At locations like the Museum of Northern Arizona and Fort Valley Road, the problem is severe enough that shuttles are needed to move people safely across roads with high vehicle speeds.
- The FUTS trail connection on the west side of Fort Valley Road crosses several streets, presenting safety concerns.
- Develop a clear plan for winter or weather-related parking, learning from how similar communities handle snow and other conditions.
- To encourage walkability, consider dedicating entire streets to transit, bikes, and pedestrians, while creating safer and more inviting sidewalks that prioritize comfort and safety.



- Roadway widening projects, such as I-17, encourage more vehicle transit. Consider redirecting those funds toward bike, pedestrian, and livable community improvements.
- ADOT coordination with the city beyond major traffic corridors, considering context-sensitive decisions such as city limits, street connections, and safe crossings.
- Downtown Flagstaff, the city's cultural hub, is not currently pedestrian-friendly, with intersection timing prioritized for vehicles rather than people walking.
- ADOT facilities, such as US 180, Milton Road, and Route 66, don't currently reflect the communities they pass through. Consider ways these corridors can better align with local values and community character.
- Encourage more community forums or town halls to discuss transportation decisions, while recognizing that continual roadway expansion is costly, consumes space, and does not solve congestion.
- Transportation planning should incentivize multimodal options and disincentivize default car use, supporting all ages and promoting a genuine culture shift away from car dependence.
- Regarding the statewide vision, consider multimodal connections from Flagstaff to the Grand Canyon and Kachina Village, a potential rail line to Phoenix, and improved connectivity to Sedona.
- Consider developing a reliable, statewide bus network connecting Flagstaff with the Grand Canyon, Sedona, and other destinations, similar to Colorado's Bustang system, including recreation-focused services like trailhead buses.
- Bike/pedestrian infrastructure is cost-effective and long-lasting. Road diets can be an effective way to improve safety and multimodal access.
- Discussions about trains should be framed positively. Large infrastructure investments take time and may face short-term criticism before benefits are realized. Buy-in will most likely be tied to consumer cost.
- Major reasons for travel between Flagstaff and Phoenix include sports/events, airport access, medical appointments, and education.
- Electric vehicle infrastructure is important and should be embedded in all roadway and multimodal improvement projects to support sustainable transportation.
- ADOT should address pedestrian safety at challenging intersections, including hot spots like Milton/Butler and other high-conflict areas near the university, transit centers, and grocery stores, where pedestrians currently must navigate multiple crossing legs.
- ADOT should emphasize safety and multimodal options while balancing statewide priorities with local knowledge. Improve accessibility so community feedback reaches ADOT directly. Consider mechanisms like petitions for specific locations to ensure local input is heard.



Key Takeaways

- Desire to focus on multimodal safety, and to prioritize multimodal needs in design standards, intersection configurations/operations, etc., as well as the need for increased multimodal options and connectivity for recreation and tourism.
- Discussion on concerns about the safety of users crossing in-community state-owned facilities.
- Desire to examine how ADOT facilities can better reflect the communities where they are located.
- Discussion on the economic development benefits of transportation.
- Questions regarding how best to access ADOT for providing input.
- Discussion on pedestrian and bicycle safety concerns at intersections and crossings in high-activity areas, including locations near the university and other community hubs.