The purpose of the Milton Road Corridor Master Plan (CMP) is to **identify a 20-year vision** for a 1.8-mile section of Milton Road that **addresses current safety and traffic congestion issues** by evaluating a mixture of previously recommended and newly introduced System Alternatives. These System Alternatives include a mix of alternatives that utilize and maintain the existing Milton Road right-of-way, alternatives that would require an expanded right-of-way, and alternative routes separate and in addition to the Milton Road corridor itself.

The System Alternatives are also complemented by a series of Base Build Spot Improvements – which constitute targeted, near-term lower investment mitigation measures that support mid- and long-term System Alternatives.

As part of the CMP Process, a team of Project Partners (Partners) has been assembled to include representatives from the following agencies to help guide the success of the Milton Road CMP study process:

- Arizona Department of Transportation (ADOT)
- Flagstaff Metropolitan Planning Organization (FMPO)
- Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA)
- Coconino County
- US Forest Service (USFS)
- Federal Highway Administration (FHWA)
- Northern Arizona University (NAU)
- Burlington Northern Santa Fe Railroad (BNSF)
- City of Flagstaff
- Coconino County
- US Forest Service (USFS)
- Federal Highway Administration (FHWA)
- Northern Arizona University (NAU)
- Burlington Northern Santa Fe Railroad (BNSF)
- City of Flagstaff

The Project Partners established the following seven goals for the Milton Road CMP which are not prioritized in any particular order:

1. Address congestion and safety on Milton Road
2. Identify the long-term (20-year) vision of the corridor
3. Obtain public and stakeholder input on alternatives, including multimodal alternatives
4. Scope out and further implement previous and new strategies, consistent with the long-term vision
5. Prioritize implementation projects for design
6. Assist NAIPTA in completing its Bus Rapid/Transit/High Capacity Transit system design
7. Follow the Planning and Environmental Linkages (PEL) process to carry forward decisions into the design and NEPA

**PROJECT SCHEDULE**

- **FALL 2017**
  - Ongoing Project Partner, Public & Stakeholder Involvement

- **WINTER 2018**
  - Final Report
**STUDY CORRIDOR AT A GLANCE...**

Number of Average Daily Vehicles

**TODAY**

- **33,939**
- **40,789**
- **24,862**
- **34,621**
- **40,789**
- **53,685**
- **35,262**
- **30,475**
- **34,186**
- **24,862**

**Level-of-Service TODAY**

<table>
<thead>
<tr>
<th>Intersection</th>
<th>PM Peak LOS</th>
<th>Delay (Sec/Veh)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Milton Road &amp; Forest Meadows Street</td>
<td>C</td>
<td>33.3</td>
</tr>
<tr>
<td>Milton Road &amp; University Drive</td>
<td>C</td>
<td>21.2</td>
</tr>
<tr>
<td>Milton Road &amp; Plaza Way</td>
<td>B</td>
<td>20.0</td>
</tr>
<tr>
<td>Milton Road &amp; Riordan Road</td>
<td>B</td>
<td>15.0</td>
</tr>
<tr>
<td>Milton Road &amp; Historical Route 66</td>
<td>C</td>
<td>27.2</td>
</tr>
<tr>
<td>Milton Road &amp; Clay/Butler Avenue</td>
<td>D</td>
<td>40.1</td>
</tr>
<tr>
<td>Milton Rd &amp; Humphreys St</td>
<td>C</td>
<td>29.6</td>
</tr>
<tr>
<td>Milton Rd &amp; Beaver St</td>
<td>B</td>
<td>12.9</td>
</tr>
</tbody>
</table>

**Level-of-Service (LOS) Criteria**

<table>
<thead>
<tr>
<th>LOS</th>
<th>Signalized Intersections</th>
<th>Unsignalized Intersections</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>≤ 10</td>
<td>≤ 10</td>
</tr>
<tr>
<td>B</td>
<td>&gt; 10-20</td>
<td>&gt; 10-15</td>
</tr>
<tr>
<td>C</td>
<td>&gt; 20-35</td>
<td>&gt; 15-25</td>
</tr>
<tr>
<td>D</td>
<td>&gt; 35-55</td>
<td>&gt; 25-35</td>
</tr>
<tr>
<td>E</td>
<td>&gt; 55-80</td>
<td>&gt; 35-50</td>
</tr>
<tr>
<td>F</td>
<td>&gt; 80</td>
<td>&gt; 50</td>
</tr>
</tbody>
</table>

**NOTE:** Vehicle Counts Observed on Tuesday, September 12, 2017
### Study Corridor at a Glance...

#### Existing Corridor Safety Considerations

**Crash Severity Comparison**

<table>
<thead>
<tr>
<th>Crash Severity</th>
<th>Number</th>
<th>US 180 %</th>
<th>Statewide Average %*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatal</td>
<td>2</td>
<td>0.1%</td>
<td>1%</td>
</tr>
<tr>
<td>Injury</td>
<td>338</td>
<td>23%</td>
<td>31%</td>
</tr>
<tr>
<td>Property Damage Only</td>
<td>1,149</td>
<td>77%</td>
<td>68%</td>
</tr>
</tbody>
</table>

**Percentage of Crashes Based on Severity**

- Fatal: 2
- Severe Injury: 96
- Minor Injury: 62
- Possible Injury: 1149
- Property Damage Only: 1119

**Crashes by Cause**

- Motor Vehicle in Transport: 218
- Roadside Object: 62
- Pedestrian/Pedalcycle: 36
- Parked Vehicle: 10

**Total Crashes by Year**

- 2012: 345
- 2013: 323
- 2014: 291
- 2015: 316
- 2016: 214

**Total Crashes by Month**

- JAN: 126
- FEB: 118
- MAR: 109
- APR: 116
- MAY: 106
- JUNE: 101
- JULY: 112
- AUG: 142
- SEP: 146
- OCT: 171
- NOV: 111
- DEC: 131