

Appendix A

FLAGSTAFF ADDENDUM TO FLAGSTAFF ENGINEERING STANDARDS

This addendum is part of Ordinance No. 2015 - 12, Roadway Functional Classifications and Truck Routes.

Attached is a new page insert and map that belongs between pages 132 and 133 in the 2012 Engineering Standards.

The 2012 Engineering Standards make numerous references to the 2001 Regional Plan. Since a new Regional Plan has been adopted, that does not have the detailed maps, these references are invalid. The following are locations that refer to the 2001 Regional Plan, and will now be referred to as Section 13-10-014.

- Page 97
- Page 98
- Page 112
- Page 113
- Page 114
- Page 115
- Page 116
- Page 123
- Page 126
- Page 132

New Engineering Standards are currently being revised, and are anticipated to be completed in April of 2016. The above locations will be corrected when the 2016 Engineering Standards are developed.

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Sections:

13-10-014 Roadway Functional Classifications and Truck Routes

13-10-014-0001. Roadway Functional Classifications

13-10-014-0001.1 Definitions

13-10-014-0002 Truck Routes

13-10-014-0003 Map

Section 13-10-014 Roadway Functional Classifications and Truck Routes

Section 13-10-014-0001. Roadway Functional Classifications

This chapter defines the roadway functional classes and also provides a map of the City of Flagstaff with the various roadway classifications and truck routes.

Section 13-10-014-0001.1 Definitions

"Freeways" refer to high-speed facilities with access permitted only at traffic interchanges

"Major Arterials" provide relatively high-capacity roadways for longer trips. They provide direct service to major regional centers or activity and often serve as boundaries between districts. Major Arterials provide roadway continuity and length for trans-regional, inter-regional and inter-state trips and connect the Flagstaff region to surrounding regions. Throughput capacity will be emphasized over local access. Adjacent land uses include commercial areas, open space, public lands, industrial sites and institutional sites. Residential property will not abut Major Arterials unless separated by adequate buffering.

"Minor Arterials" provide capacity and continuity for travel between different districts of the region. Adjacent land uses include residential and commercial areas, open space, public lands, industrial sites, and institutional sites. The activity center for a district will often be located along a Minor Arterial or at the intersection of a Minor Arterial with another Minor Arterial or a Major Collector.

"Major Collectors" collect traffic from Minor Collectors and Local streets within a district and deliver that traffic to Major or Minor Arterials. They are generally not intended to serve trans-regional trips and generally will not provide route continuity for more than a mile or two (except in rural areas where they may be longer). These roadways are generally contained entirely within a district and connect the neighborhoods of that district with each other. Adjacent land uses include residential and commercial areas, open space, public lands, industrial site, and institutional sites.

"Minor Collectors" collect traffic from Local streets and deliver it to Major Collectors or Minor Arterials. They will not serve trans-regional trips and will not provide route continuity for more than a mile (except in rural areas where they may be longer). Adjacent land uses include residential and commercial areas, open space, public lands, industrial sites, and institutional sites. The contribution of Minor Collectors to the structural framework of the region is minimal, but affect neighborhood form.

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"Commercial Local" refer to streets that provide for direct vehicle, bicycle, and pedestrian access to commercial land uses. The streets do not serve trans-regional trips and provide no route continuity beyond the areas they connect. Adjacent land uses include commercial areas, industrial sites, and institutional sites.

Section 13-10-014-0002 Truck Routes

The Truck Routes map positively identifies where trucks are to operate for cross and through-town trips. The Regional Plan policies direct the City and County to develop regulations for specifying how trucks may make deliveries (i.e., make use of the shortest route in and out of a residential area, during certain hours in certain zones). The map will guide investment and design decisions so that trucks may operate in the Flagstaff region safely and efficiently.

Section 13-10-014-0003 Map



Roadway Functional Classification Map

Legend

- Future Freeway
- Freeway
- Major Arterial
- Minor Arterial
- - - Future Minor Arterial
- Major Collector
- - - Future Major Collector
- Minor Collector
- - - Future Minor Collector
- Commercial Local
- - - Future Commercial Local
- - - Truck Routes

