

Meeting Log

Flagstaff Pathways Regional Transportation Plan

Prepared: 4/18/08

by: SAB and JMR

Economic Development Stakeholders Meeting (#2)

April 10, 2008, 7:30-9:00 am

Coconino County Administration Building, Board of Supervisors Room

Participating:

Stakeholders:

- o Mike Manson – Brookstone Ventures, LLC
- o Eve Ross – W.L. Gore
- o Lance Roederer – AMP
- o LTC Adrian Nagel – Arizona Army National Guard
- o Frank Protiva – SWI Engineering
- o Mark Woodson – Woodson Engineering

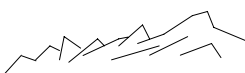
FMPO Staff: David Wessel

Charlier Associates: Jacob Riger, Brenda Johnson, Stephanie Bowker

Partners for Strategic Action: Curt Dunham

Notes:

- After introductions by David, Jacob gave a brief overview of the project, the purpose of today's discussion, and how input received will help shape the planning process.
- Curt then led the group through a facilitated discussion involving responses, thoughts, and input to several key questions. Each question and responses received are summarized below.
- Question: How would you rate or grade the existing transportation system (all modes)?
 - o System is in great shape compared to what it was - not just auto, but also bike/ped and transit
 - o Street system is much better, bicycle options are much better
 - o I-40 is at overload - it's always one mishap away from dysfunction
 - o Less-tenured employees tend to live farther away, so "fragility" of interstates is critical
 - o Fourth Street overpass is good project
 - o Railroad splits city in half
 - o I-17 to Phoenix is one accident away from disaster
 - o FUTS - so much is invested in something that doesn't seem to be used much - much more expensive to build separate paths than integrating with roadway projects
 - o System has improved, but traffic is even worse
 - o Bike system is phenomenal
 - o Milton is completely dysfunctional depending on time of day - important because primary corridor to airport
 - o Hard to make left turns off Route 66 at certain times of year
 - o Tourist traffic is funneled through town unnecessarily
 - o Roads have definitely improved over the years
 - o Gridlock on Milton



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- Camp Navajo will be primary pre-deployment training installation for Arizona; most AZ National Guard members are in Phoenix in Tucson - Arizona National Guard is one of the country's fastest growing
- Question: What is best aspect about the existing transportation system?
 - Trail system
 - For small community, bus system has made great advancements
 - Bike routes have seen significant improvement
 - Extending airport runway - more noise, but hopefully more service
 - ADOT has made important improvements over time
- Question: What are the most important future transportation issues or challenges?
 - Funding - local, state, federal
 - Building regional partnerships and support
 - Competing interests can cause inaction
 - Flexibility - doing things like requiring trains, prohibiting trucks on highway during daylight hours, other non-traditional operational solutions
 - Will have to look at low-cost operational improvements because funding won't be available for larger projects
 - Concept of operational management, including emergency response (and accident response - only eight people in Arizona can investigate accidents and they are far away)
 - Sometimes finding funding is easier than changing behavior
 - Gas prices - will help change behavior over time
 - Natural disasters and weather - fires, snow, etc.
 - The railroad is like a geologic formation that doesn't move - how can we deal with it better?
 - Also topographic challenges - mountains, canyons, etc.
 - Existing affordable housing is far away - implications for employees and mobility, economic development
 - Shift to transit and even vertical development
 - You can't afford to drive to where you would qualify for housing (from the expression "drive 'til you qualify")
 - How to balance planning and market forces
 - Spread out origins and destinations, especially retail
 - Wonderful climate within two hours of major metro area - Flagstaff is like an amusement park to Phoenix residents
 - Also closest cool place (four-season climate) to Las Vegas as well
 - Time-waste to catch flights in Phoenix
- Question: What are the core values to address in the planning process?
 - Clean air
 - Small town - short commutes, expectations of quick travel, NIMBY (not in my backyard), opposed to Wal-Mart even though it might lower cost of living
 - Access to open space - huge recruiting and retention tool
 - Outdoor lifestyles and solitude
 - New highway in undeveloped area reduces value of landscape and encourages sprawl
 - Neighborliness - people still let you merge, civility on roads



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- More respect for different modes - kind culture
- No more roundabouts - they feel too urban, but also age issue - younger drivers are more used to them
- Dark skies

- Question: How important are non-auto modes to the future?
 - Bus will become more important
 - Weather - winter months - affect non-auto use
 - Expand transit to major employers
 - Electric vehicles will be wave of future - smaller vehicle sizes, need for charging stations
 - Regulatory atmosphere of non-auto modes (bicyclists not wanting to obey one-way streets or stop signs)
 - Aging and demographics will be huge issue - aging coupled with winter will have impacts - getting to health care and recreation, not just work - might affect traffic patterns, modes, and vehicle types
 - Flagstaff may not be great retirement market, but maybe for "active retirees"

- Question: How will change in land use patterns affect transportation?
 - Encourage mixed uses to use infrastructure more efficiently
 - Checkerboard land use/ownership pattern encourages inefficient land development
 - Mixed uses to help shorten trip frequencies and trip lengths, but you can't force people to work where they live
 - Going vertical is tough in Flagstaff because it doesn't match historical development or current expectations
 - Phoenix people buying a Flagstaff condo don't mind not having a backyard - they have the outdoors
 - Should target second home areas better because otherwise they occur in existing neighborhoods and impact affordable housing availability and close-in commuting

- Question: What would make the Regional Transportation Plan useful and successful?
 - Can you drive down South Milton Road?
 - A drop in single-occupant vehicle commute trips
 - Ease of access to Phoenix
 - Lower accident rates, safety
 - Truck traffic is wisely managed
 - Addressing railroad crossings
 - Affordability - do you have to live in Bellemont (Flagstaff doesn't become a trust fund town)
 - Clean air, small town feel, maintaining dark skies and view sheds
 - Better commuting travel options

- Curt concluded the meeting by thanking everyone for their participation and noting that we will be holding a second round of stakeholder meetings this fall to review draft concepts and projects.

