

Meeting Log

Flagstaff Pathways Regional Transportation Plan

Prepared: 4/18/08

by: SAB and JMR

Neighborhood and Environmental Stakeholders Meeting

April 10, 2008, 11:30 am-1:00 pm

Coconino County Administration Building, Board of Supervisors Room

Participating:

Stakeholders:

- o Gene Waldrip – United States Forest Service
- o Sarah Lantz – Arizona Game and Fish Department
- o Bill Towler – Coconino County
- o Erika Mazza – COF
- o Carlos Taylor – Coconino County Board of Supervisors
- o Cynthia White – Friends of Flagstaff's Future
- o Mandy Metzger – Diablo Trust
- o Laura Myers – Plaza Vieja Neighborhood Association
- o Coral Evans – Sunnyside Neighborhood Association

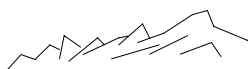
FMPO Staff: David Wessel

Charlier Associates: Jacob Riger, 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 more extensive than originally thought
 - o Signage can be confusing in rural areas
 - o Overall system is great
 - o Brief explanation given of the Sustainable Economic Development Initiative
 - o System is effective in many ways
 - o Concern about Milton Avenue congestion
 - o Transit system should be expanded
 - o There needs to be more long-term planning (traffic signals not timed properly)
 - o Butler is getting very congested
 - o Bike safety needs to be increased
 - o We are making great progress, but demand for growth exceeds our ability to keep up
 - o Railroad complicates traffic flow
 - o Multimodal focus is good
 - o Transportation is better than before, but more to do
 - o Need more north/south options
 - o Need to re-look at 2000 transportation bond issue



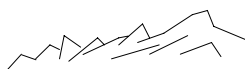
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- Excited about transit momentum - transit tax should be permanent and transit should extend to outlying areas
 - Bicycle connections are better but not able to keep up with growth - safety is an issue
 - Land use planning/affordable housing locations affect transportation
 - System is great in some areas, marginal in others
 - FUTS trails are good
 - Several constraints difficult to overcome
 - Current RTP is still very forward-thinking, but could be better: more emphasis needed on non-motorized transportation, integrate wildlife concerns into the plan
 - We have done quite well with the constraints we have, but there are no easy solutions
- Question: What is best aspect about the existing transportation system?
- FUTS trails
 - Bus system
 - Fourth Street overpass
 - Visual aesthetics
 - Improvements to E. Route 66 over the years (sidewalk, landscaping, signage)
 - FUTS bridge over Cedar Avenue
 - Entrance signs
 - Lack of grid system gives character to community
- Question: What are the most important future transportation issues or challenges?
- Increase of people living in fringes on forest lands depending on forest roads (designed only for forest management)
 - Lack of funding to buy or upgrade - disclosures or user agreements needed
 - Back roads are used for littering, is also a safety issue
 - Many gaps in sidewalk network
 - Many roads don't have shoulders - affects bicycle safety
 - More public awareness about safety (cars, bikes, peds)
 - This is not a pedestrian-friendly community - even some areas that do have sidewalks are not designed well
 - Link between future growth areas and transportation
 - Cul-de-sacs are safety issue
 - Ped/bike safety
 - Transportation costs of housing and affordable housing locations
 - Prevent habitat fragmentation and preserve migration corridors - also safety issues (wildlife collisions) - wildlife crossing structure locations, design, policies
- Question: What are the core values the planning process should address?
- Travel choices
 - Small-town character - not paving over with six lane roads - take slightly longer to enjoy the ride
 - Protect quality of life, wildlife, and natural resources
 - Talk with bus drivers and cab drivers
 - Appreciation for public lands and to use them
 - Pedestrian-friendly, walkability, creating supportive environments



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- Commuter enhancements - park-n-rides
- Diversity - pathway connections to interact, value dogs/pets
- Dark skies, open spaces, clean air and water
- Independence - travel choices, not being steered towards that choice
- Expanding choice options geographically

- Question: What are future transportation challenges to face?
 - Why is traffic getting worse if we're not growing much? People are using cars more
 - There are traffic benefits to limiting car use among those who should have other options, such as NAU students
 - Also tourists and second homes
 - The more beautiful we make Flagstaff, the more people will come
 - Concept discussed of community trailers vs. personal SUVs
 - More reliable air service

- Question: How important are non-auto modes to the future?
 - Agreement that already largely addressed
 - Issue of weather (snow) impacting service, convenience, ridership

- Question: How should we use land-use planning to support and improve the transportation system?
 - Be proactive about transp. implications of land use decisions
 - Look beyond project boundaries
 - Growth options are somewhat constrained
 - Infill will become increasingly important
 - Neighborhoods are densifying, but roads stay the same size
 - It's hard to put theories into practice
 - Issue of second homes - building permits don't always translate into population
 - Look at resort tax system for second homes - used in Colorado, Arizona law would have to be changed
 - You don't have community when 30%+ of neighborhood homes are empty - affects on transportation when nobody is there to use it (like building a FUTS trail) - also affects emergency management response

- Question: What would make the Regional Transportation Plan useful and successful?
 - If wildlife collisions have been reduced by 85%
 - Permanent transit funding source established
 - You can walk or ride anywhere safely
 - Economic marketplace will solve some problems
 - Vibrant community
 - Better regional/statewide connectivity and travel choices
 - Love the feeling of European towns - car free downtown, sense of community (village feeling)
 - Making complete communities (full-service - jobs, stores, services, etc.)
 - Flagstaff is a series of villages

- 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.

