

Meeting Log

Flagstaff Pathways Regional Transportation Plan

Prepared: 4/18/08

by: SAB and JMR

Emergency Management Services Stakeholders Meeting

April 10, 2008, 3:00-4:30 pm

Coconino County Human Resources Building, Weatherford Room

Participating:

Stakeholders:

- o Paul Cortez - COF Fire Dept
- o Mark Venuti - Guardian
- o Bob Coryell - Arizona Department of Public Safety

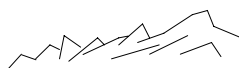
FMPO Staff: David Wessel

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 Too early to tell how East Flagstaff Traffic Interchange will work, but seems to be functioning better than expected
 - o Rate of 6 to 7 out of 10 - bottlenecks in getting through town, especially South Milton Road
 - o System is stressed and overloaded
 - o Fourth Street overpass has been one of best recent accomplishments
 - o Bottlenecks affect response time, which affects facility site locations
 - o Medians are challenging for emergency response
 - o Design roundabouts to be utilized by large trucks
 - o Ideally streets should be wider
 - o Real increase in private streets that are narrower
 - o Traditional neighborhood developments with narrow streets affect EMS access and maneuverability
 - o On very narrow streets, a second responding unit has to come in from the opposite direction
 - o Snow on the ground obscures lane markings
- Question: What are the best aspects of the current transportation system?
 - o Fourth Street overpass as alternate route and grade-separated crossing
 - o Widening to allow separate bike lanes have been good
 - o Widening of Humphries and Columbus
- Question: What are the most important future transportation issues for your constituency?
 - o Signage, medians, bottlenecks
 - o W. Route 66 needs work



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- Alternate routes
- Truck traffic coming out of Little America
- Downtown intersections
- County is working on mass evacuation plan
- What does it mean for Flagstaff when Phoenix residents need to evacuate?
- The ability to move traffic around accidents, etc. is important
- Prompt snow removal is important, salt mixtures have helped
- Not enough frontage roads along freeways

- Question: What core transportation values should the planning process address?
 - Small-town atmosphere (depends on where you came from)
 - Aesthetic mountain community
 - Access to recreational opportunities

- Question: What are greatest future transportation challenges?
 - Big change in types/mix of vehicles being used - by EMS and by regular drivers
 - Materials in alternative vehicles are different - affect EMS response (fire suppression, batteries, "jaws of life")
 - Major growth
 - Funding
 - Response time degradation and future facility site locations

- Question: What non-auto opportunities does the region have?
 - Identifying where incident is occurring on FUTS network is challenge
 - Gaps in bike routes and difficulty to access - becomes a safety issue
 - Education, safety, helmets, seat belts
 - Lots of HAZMATs on railroad

- Question: What land-use policies should we consider?
 - Subdivision/neighborhood access - multiple ways in/out
 - Being able to make turns in large vehicles
 - Snow banking on cul-de-sacs limits EMS maneuverability
 - Response time - access to emergency services - in planning development
 - Widths of hallways and doorways are important
 - Idea of understanding land uses by potential for responsiveness need

- Question: What would make the Regional Transportation Plan useful and successful?
 - Nice traffic flow
 - Reduce accident rate
 - Improve response rate
 - Is accident rate the correct performance measure?
 - Frequency, location, diversion time
 - Number of road-closing accidents
 - Changing speed limits anytime soon probably isn't realistic
 - Road width to route traffic by instead of having to build new roads
 - Achieve some redundancy in system
 - At some point, FAA requirements will change for fire response at airport based on airport activity



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- 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.

