



DRAFT MINUTES

City of Flagstaff TRANSPORTATION COMMISSION

4:00 PM, Wednesday, August 20, 2014

City Council Chambers
211 W. Aspen Avenue

The following link will direct you to live streaming of this meeting.

<http://www.flagstaff.az.gov/index.aspx?NID=1461>

CALL TO ORDER

COMMISSION MEMBERS, voting:

Andrew Benally - Present
Bob Kuhn, Flagstaff Unified School District - Present
Jeff Meilbeck, NAIPTA, Vice-Chair - Present
Bob Mullen - Present
Kevin Parkes, Chair - Present
Gary Robbins - Present
Derik Spice - Present

COMMISSION MEMBERS, non-voting:

Lt. Frank Higgins, Flagstaff Police Department
Jeff Bauman, Traffic Engineer

CITY STAFF:

Rita Severson, Recording Secretary

I. PRELIMINARY GENERAL BUSINESS

PUBLIC COMMENT

At this time any member of the public may address the Commission on any subject within the Commission's jurisdiction that is not on this meeting's agenda. The Arizona Open Meeting Law prohibits the Commission from discussing or taking action on an item that is not listed on the prepared agenda. Commissioners may, however, respond to criticism made by those addressing the Commission, ask staff to review a matter, or ask that a matter be placed on a future agenda.

To address the Commission on an item that is on the agenda, please wait for the Chair to call for Public Comment at the time the item is heard.

No Public Comment

NEW MEMBER WELCOME – ANDREW BENALLY

REORDER AGENDA

No reordered.

APPROVAL OF MINUTES

Regular Meeting of May 7, 2014

Commissioner Kuhn made a motion to approve the Minutes of May 7, 2014, motion seconded by **Commissioner Spice**, all in favor, motion carried.

II. NEW BUSINESS

A. **Pedestrian Advisory Committee and Bicycle Advisory Committee Appointments**

The Pedestrian Advisory Committee is seeking one appointment and four re-appointments. The Bicycle Advisory Committee is seeking two appointments.

Staff Recommendation: Action Item – Motion to approve appointments as presented in the Staff Report.

Commissioner Kuhn made a motion to accept the staff recommendation for appointment of a member to the Pedestrian Advisory Committee, motion seconded by **Commissioner Spice**, all in favor, motion carried.

Commissioner Mullen made a motion to accept the staff recommendation for appointments of members to the Bicycle Advisory Committee, motion seconded by **Commissioner Spice**, all in favor, motion carried.

B. **Bow & Arrow Neighborhood Update**

At the request of the Commission, Staff has reviewed the previous data and analysis performed in the Bow & Arrow Neighborhood prior to 2009 when 7 intersections were converted to ALL WAY STOP control. Staff has also conducted new studies and reviewed crash reports and will present the general before and after conditions and observations from this data.

Staff will also present generally some options for modifying the existing traffic control which will involve public notification and additional follow-up studies.

Staff Recommendation: Informational Item – review the staff presentation, formulate a path forward.

Jeff Bauman gave the Commission a brief outline of the history regarding the traffic calming in the Bow & Arrow Neighborhood.

- 2009 many of the intersections were changed.
- There were several different diverters tried on the intersections for traffic calming.
- The all way stops were chosen for the solution and it did deter traffic for awhile.
 1. Maybe not the most desired solution.
- The building of Ponderosa Trails magnified the problem.
 1. After the completion of Ponderosa Trails there was an increase of traffic through the neighborhood.
 2. The City hesitated to add any restrictions to Zuni because Zuni is a collector street, which had the capacity to handle the additional traffic. The concern on Zuni is the multiple homes that front the street.
 3. If traffic calming was going to be initiated on Zuni there was a concern that it would only move the traffic over to Walapi.

4. After JW Powell Blvd was built the City then felt it was good timing to try some restrictions on Zuni.
 - Traffic counts were conducted on Zuni in 2007.
 - All way stops were initiated on Zuni in 2008.
 - Traffic counts were conducted on Zuni in 2010.
 1. With the all way stops and JW Powell available for traffic the counts didn't support the desired outcome to divert traffic to JW Powell. Unfortunately the traffic stayed within the Bow and Arrow Neighborhood seeking out other paths within the subdivision.
 2. The speeds did drop in the neighborhood.
 - The use of stop signs for traffic calming does have its downsides.
 1. People tend to speed up and hurry from one stop to the next.
 2. People tend to begin rolling through stops at streets that they realize carries little traffic.
 3. The study conducted after the all way stops were initiated also indicated compliance was very low.
 4. Unwarranted stop signs will also create more crashes because of the low compliance.
 - Lt. Higgins told the Commission that when the all way stops were first installed PD spent a lot of time on Zuni patrolling do to theft or destruction of the stop signs, this went on for several months.
 - Crashes – Four years prior to stop signs:
 1. Eight crashes on Zuni, volume of vehicles 4,000 per day
 - Crashes – Four years after the stop signs:
 1. 11 crashes, volume of vehicles 1,966 per day

Chair Parkes inquired on the severity of the crashes. Jeff told the Commission that he and the staff didn't explore that detail but would do that if the Commission wanted that knowledge. There had been one fatality which was a cyclist. Jeff added that recently he had toured the area and has found that the stop signs were in poor condition, stop bars needed repainting and there were some problems with vegetation growth within the line of site area. All of these items have been addressed and maintained to standards.

Jeff presented to the Commission some alternatives or changes that could be done in the Bow and Arrow neighborhood;

- Reduce the number of all way stops on Zuni.
- Mini circles
- Diverters – not highly recommended because they tend to move the traffic to another part of the neighborhood.
- Medians – they do slow traffic down.

Chair Parkes asked how much time is needed after a traffic calming change to conduct new studies of the findings. Jeff told the Commission that after 30 days things calm down and people expect the changes and then the study could be conducted. Jeff also told the Commission that before changes are tried he would very much like to have a discussion that included the Bow and Arrow neighborhood at a Transportation Commission meeting. Jeff told the Commission that he believes there is a better solution for this traffic calming and asked the Commission to give direction if they were interested in revisiting the Bow and Arrow traffic calming issues.

Vice Chair Meibeck made the recommendation that staff should remove three stop signs in the Bow and Arrow neighborhood based on results of a public process and further technical analysis. Four other Commissioners were in favor of this recommendation and Commissioner Kuhn was unsupportive.

Jeff told the Commission he will move forward by;

1. Bring the Commission back a more detailed report on the crash study.
2. Bring back a recommendation to the Commission.
3. Send out invites to the Bow and Arrow neighborhood to attend the next Transportation Commission meeting.

C. Roles and Responsibilities of Transportation Commissioners

At the May Transportation Commission Meeting Staff was asked to do a presentation on the Roles and Responsibilities of the Transportation Commission.

Staff Recommendation: Informational Item – review the staff presentation and packet of information provided with the agenda.

Jeff presented to the Commissions some materials to provide them with a better clarification of the Transportation Commission's roles and authority.

1. Ordinance which creates the Commission.
2. Membership criteria must be a Flagstaff citizen and appointed by Council.
3. Term to serve, three year terms with a max of two full terms.
4. Functions and authority, ordinances are recommended by the Commission to Council, Council is the body that approves an ordinance. Traffic regulations stay within the Traffic Engineer program.

The Commission was very happy to receive this information.

III. OLD BUSINESS – None

A. City of Flagstaff – Franklin Avenue Traffic Calming

The City was contacted from residents in the area of the Franklin and O'leary intersection in late 2013. The concerns stemmed from a particular high profile vehicle crash at the intersection of Franklin and O'leary and the resident's observation that the intersection had recently seen a dramatic increase in crashes.

Staff conducted speed, volume and crash analysis studies of Franklin Avenue and it's intersections between Lone Tree Road and San Francisco Street and found that speeds were moderate to acceptable on Franklin, but that the intersection of Franklin and O'leary had a crash rate roughly twice that of it's peer intersections.

Staff presented the results of these studies and listened to Commission and Public input in May 2014. Staff will update the Commission on the temporary measures that have been instituted and on progress towards the permanent improvements.

Staff Recommendation: Informational Item – review the staff presentation and discuss the project's path forward and timeline.

Previous Commission meeting requests:

1. Re-analyze Franklin Avenue crash diagrams
 - A citizen with concerns that traffic heading east bound on Franklin and taking a right turn was causing some of the crashes, the current data didn't support this scenario.

- Commissioner Benally said he spent some time at this enter section and found there could be a site or view problem on the north east corner do to bushes. Jeff said he will make a note and look it.
- 2. Construct interim improvements
 - Candle sticks at O'leary and Franklin to help with the site distance problem, added painted curbs in red.
- 3. Review project progress
 - Hired Plateau Engineering to design and complete the project, Plateau will be hiring RTE to construct the roundabouts. The City has accepted Plateau's scope of work.
- 4. Review current and future project scheduling
 - Project is running on schedule
 - 90% of plans to be completed the fall of 14 and late fall of 14 project design will be completed, construction scheduled for beginning of Summer 2015

Vice Chair Meilbeck wanted the staff to know that as of this week NAIPTA has started running a 60' bus on Franklin and wanted to insure that the roundabout designs would accommodate this size of a vehicle. Stephanie responded that the design will be able to accommodate an articulated bus. Jeff told the Commission that the design aspect of the project is moving forward and they will present them to the Commission when completed.

IV. **CONCLUDING GENERAL BUSINESS**

A. **Reports**

1. Report from the Bicycle Advisory Committee:
<http://www.flagstaff.az.gov/index.aspx?nid=1822>
2. Report from the Pedestrian Advisory Committee:
<http://www.flagstaff.az.gov/index.aspx?nid=1824>

Chair Parkes wanted to add that he has attended both of the above committees in the last couple of months. Both committees which are made up of volunteers from the City are working on the bicycle and pedestrian transportation plan.

3. Status of Transportation Engineering Program Projects

General update presentation on several projects and work orders performed by Transportation Engineering Staff

1. Commissioner Kuhn asked about the safety issues on Fourth Street around the Gore area.
 - The road repair and safety initiative going to the voters in November would possibly include this area as a project.
 - At this time it's a need that is recognized but there are insufficient funds.
 - The one improvement that is being completed will be a completion of a trail that will add some pedestrian safety.
 - Staff will review the latest crash data at this area and report back to the Commission.
2. Commissioner Spice asked about the project for pedestrian safety on Fourth Street from Route 66 to Cedar.
 - Moving forward, this summer traffic and pedestrian counts were completed.
 - A survey company was been hired to determine the exact amount of ROW on Fourth Street from Route 66 to Cedar. This survey will also include the corners on the east side of Fourth Street.
 - Phase 1 – is to have two pedestrian crossings installed which will also be coordinated with NAIPTA's bus stops.
 - Phase 2 – the completion of sidewalks from Route 66 to Cedar on the east side of Fourth Street.
 - The desired completion of this project is before the snow flies.

Commissioner Mullen's asked why consider the pedestrian crossings at Dortha with Cedar and Lockett being so close. Jeff gave the Commission an overview of the areas considered and why certain streets were more desirable for pedestrian safety than others.

B. Informational Items to/from Commissioners and Staff

1. Commissioner discussion

C. Next Meeting

1. **Regular Meeting: October 1, 2014**

Tentative Agenda Items:

1. Transportation Tax and Capital Program Update
2. Road Repair and Street Safety Initiative Update
3. Update on Fourth Street Pedestrian Safety North of Route 66
4. Bow and Arrow Update and timeline.

IV. ADJOURNMENT

Commissioner Robbins made a motion to adjourn, motion seconded by **Commissioner Kuhn**, all in favor, motion carried. Meeting was adjourned at 5:48 P.M.