



APPROVED MINUTES

City of Flagstaff TRANSPORTATION COMMISSION

4:00 PM, Wednesday, June 3rd, 2015

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

Erika Mazza, NAIPTA

Bob Mullen - Present

Kevin Parkes, Chair - Present

Gary Robbins, Vice-Chair - Present

Derik Spice

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.

APPROVAL OF MINUTES

Regular Meeting of April 1, 2015

Vice Chair Robbins made a motion to approve the Minutes of April 01, 2015, motion seconded by **Commissioner Kuhn**, all in favor, motion carried.

II. OLD BUSINESS

A. None

III. NEW BUSINESS

A. NAIPTA – August Route Service Updates

NAIPTA has several proposed service changes for August 2015 that they would like to present to the commission. The changes involve Route 2 service frequencies from 30 minutes to 20 minutes and a morning and afternoon route diversion to service a new stop adjacent to BASIS school. Route 3 involves a morning and afternoon route deviation to service a new stop adjacent to NPA school. Route 5 supplemental service to capture the peak ridership intervals associated with FALA school.

Staff Recommendation: Informational Item – review the presentation and provide feedback

The NAIPTA Director of Operations, Jim Waggoner presented this item. He outlined for the Commission the proposed next steps to the NAIPTA's service plan with increased service to areas that contain charter schools will begin in August 2015.

1. Increase frequency on Route 2, which services from Downtown to the Flagstaff Mall.
 - a. Additional bus; currently two buses with 30 minute frequency during peak hours and 60 minute frequency at non peak times.
 - i. Additional bus will allow the service frequency to 20 minutes during peak hours and 30 minute frequency on the weekends.
 - ii. There will also be a new service provided on Gemini that will include before and after school services for the Basis school.
2. Route 3 which, services the Butler Corridor area.

- a. NAIPTA will start to serve the NPA School with scheduled deviations within the regular route twice a day to accommodate students traveling to from school.
3. Route 5 serves US 180 with a stop in front of the FALA School. Currently this stop is very popular and becomes over crowded after school.
 - a. NAIPTA will add an additional bus to travel about 5-10 minutes earlier than the regularly schedule Route 5 bus to help accommodate the students. These will be the larger buses that can hold up to 45 riders seated and standing.
4. The other changes will be to move Route 2, 3, 66 & 7 closer to the NAIPTA headquarters.

B. FMPO – US Bike Routes Designation

The U.S. Bike Route System is a national network of bicycle routes that link urban, suburban, and rural areas using a variety of appropriate cycling facilities. These routes are established by State Departments of Transportation (DOTs), and are designated and catalogued by the American Association of State Highway and Transportation Officials (AASHTO) through the Special Committee on U.S. Route Numbering (this is the same committee that assigns numbers to U.S. highways and interstates). To date there are 8,992 miles of U.S. Bicycle Routes in 18 states.

The FMPO is bringing a Resolution to the City Council at their June 16th meeting asking for the City's support for ADOT designating a route through Flagstaff that roughly follows historic Route 66 on the following mix of ADOT, Coconino County and City of Flagstaff streets:

West Route 66
Milton Road
Butler Avenue
Beaver Street / San Francisco Street
East Route 66
Highway 89
Townsend-Winona Road

Staff Recommendation: Action Item – review the presentation, provide feedback and a recommendation of approval to the City Council

The City of Flagstaff's Multi Modal Planner, Martin Ince presented this item. Martin told the Commission that these bike routes are designed for multi day or overnight biking and are urban and scenic and connect town to town and state to state. Currently there are over 9,000 existing routes which are mainly in the eastern United States and are spread over 18 states. In the current planning there will be four US Bike Routes to travel through Arizona which, will be US Bike Routes 66, 70, 79 and 90 with the route 66 passing through Flagstaff.

Martin presented a map to the Commission that showed the proposed route through Flagstaff.

Beginning on the West end of town from I-40 to Route 66 then to Milton to Butler through the southside on San Francisco back to Route 66 to HWY 89 east into the County to Townsend-Winona Road to I-40 an into New Mexico.

The process for this proposed Route is being handled through Arizona Department of Transportation (ADOT). Before ADOT can complete their application for the Routes they need concurrence from all jurisdictions that have control over the proposed route locations. The City of Flagstaff does have jurisdiction over most of the Route that travels through Flagstaff. Concurrence with resolution or letter of support is required from the City of Flagstaff. The Bicycle and Pedestrian Committee has prepared a draft ordinance which has been supplied in the meeting pack for this evening. This ordinance is scheduled to be presented to the City Council on June 16th with the Transportation Commission's recommendations. The implications to the City to establish this route will be very minor with no expectations of additional facilities being added or expansion of maintenance on the route. In the future there maybe additional signage to identify the routes but this isn't required by the jurisdictions.

Commission Discussion

Commissioner Mullen inquired about the signage. He understands that signage is optional but how would a bicyclist entering the City and know where this designated route would be without signage? Martin said that most of these types of rides are planned out and there are a number of maps and guides available through government agencies and websites. Martin believes that about 25 signs would be needed for the City of Flagstaff's designated route and maybe in the future the signs could be funded. The average cost of one sign is \$100.00.

Commissioner Benally suggested that there should be some kind of communication when the designated route is closed or impaired by construction or other obstacles. Martin replied that this is something that needs to be done better and eventually with the website this could be achieved at a high standard.

Vice Chair Robbins made a motion to forward this resolution onto City Council with the approval of the Transportation Commission; motion seconded by **Commissioner Mullen**, all in favor motion carries.

c. City of Flagstaff Speed Limits

The City receives several requests for Speed Limit verification or modification every year. Some states (CA) require agencies to review speed limits on an annual rotation, Arizona does not. Arizona does have language in the Arizona Revised Statutes (ARS Title 28, Chapter 3, Article 6 – Speed Restrictions) regarding how speed limits shall be established. ARS is consistent with national engineering practice and most states.

Setting speed limits is a fairly complex process and can result in a controversial decision. This presentation will educate Commissioners on the typical engineering study process, the value of setting 'appropriate' speed limits, discuss a possible public notification process and discuss a few of the speed limit studies that Transportation Engineering staff are currently working on.

Staff Recommendation: Informational Item – review the presentation and provide feedback on the City's proposed process.

Jeff Bauman the City's Transportation Engineer gave the Commission information on how the City of Flagstaff determines speed limits. The process isn't a formalized process but with further discussion with the Commission the Transportation program would like encourage an internal policy. This item will also appear on the next meeting's agenda.

The basic study of speed limits includes the following:

1. Review of road's environment, features, and condition and traffic characteristics.
2. Observation and measurement of vehicle speeds along representative spots along roadway, by using radar or traffic hoses.
3. Analysis of vehicle speeds to determine 85th percentile speed, which is one deviation from the average, which studies have shown doesn't affect the safety. The City uses the 85th percentile speed to determine the posted speed limit. 85th percentile speed is defined as the speed at which 85 percent of free-flowing traffic is traveling at or below.
4. Review of roadway crash history.
5. Review of any unusual conditions not readily apparent.

There was a brief discussion with the Commission on the review of a road's environment and the 85th percentile vs the design speed. Jeff told the Commission that the 85th percentile only takes in account daytime dry road conditions.

Jeff added that there is an online tool developed by Federal Highway Administration to aid practitioners in determining appropriate speed limit recommendations, which has been supplied in the PowerPoint.

After the presentation the Commission decided if there were a speed limit issue that they would prefer to deal with these on a case to case basis.

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>
3. Status of Transportation Engineering Program Projects
 - General update presentation on several projects and work orders performed by Transportation Engineering Staff

B. Informational Items to/from Commissioners and Staff

Fourth Street Update

The Commission viewed the ultimate design of Fourth Street north and south.

1. Bow & Arrow Neighborhood Traffic Calming

The Commission was shown the alternate speed calming device chosen and the location for it in the Bow & Arrow Neighborhood. After installations there will be more studies conducted.

2. Summer Pavement Maintenance Program 2015 – Phase 2

The staff will let the Commission know the fall schedule as soon as possible.

3. Commissioner Discussion

C. Next Meeting

1. **Regular Meeting: July 13th, 2015**

Tentative Agenda Items:

1. Isabel Street Diverters
2. Speed Limits

IV. ADJOURNMENT

Vice Chair Robbins made a motion to adjourn; motion seconded by **Commissioner Kuhn**, all in favor motion carries. Meeting adjourned at 5:20 P.M.