

# DRAFT MINUTES

## City of Flagstaff PEDESTRIAN ADVISORY COMMITTEE



**Thursday, November 9, 2017 | 4:30 pm**

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City Hall, Staff Conference Room  
211 West Aspen Avenue, Flagstaff, Arizona

### **CALL TO ORDER**

The meeting was called to order at 4:31 pm. On roll call, the following Committee members were present:

Brandon Cruickshank, chair  
Jodi Norris  
Jack Welch  
Denise Wynne  
Amy Young

Members absent:

Zach Schwartz

One vacancy

The following City and agency staff were present:

Tiffany Antol, planning manager  
Martin Ince, multimodal planner

Public present:

Walter Crutchfield, Vintage Partners

### **I. PRELIMINARY GENERAL BUSINESS**

#### **1. Announcements**

There were no Announcements.

#### **2. Public Comment**

There were no Public Comments.

### **3. Approval of Minutes**

Ms. Wynne made, and Mr. Welch seconded, a motion to approve the minutes of the regular meeting of September 14, 2017. The motion was approved unanimously (5-0).

## **II. OLD BUSINESS**

### **1. Active Transportation Master Plan**

Ms. Norris made a brief presentation about sidewalk obstructions and how they are handled in other communities. She said in doing her research she wanted to understand more about the issues, but did not necessarily have solutions.

- Typical obstructions include parked cars, snow, and trash/recycling bins.
- Is the timing right for the City to pursue solutions? The change in parking enforcement brought on by the introduction of meters could be an opportunity to expand sidewalk enforcement. Additional student housing development means that more people will be walking.
- Lack of parkways is a significant part of the problem. They provide room for snow storage, as well as a place for trash bins.
- Lack of sidewalks is also an issue. On residential streets with no sidewalks, the streets are not cleared of snow, giving residents no place to walk.
- There is often a conflict between sidewalks, bike lanes, and snow plows. In some communities, snow is plowed to the middle, then removed. Other communities use various techniques to avoid creating berms and blocking driveways.
- Other communities use a variety of approaches, including taking more responsibility for keeping sidewalks clear, providing more education, and using more aggressive enforcement.
- In Duluth for example, the City is responsible for snow removal in the downtown and other commercial areas. Residents can shovel snow into the street, which is then removed by City plows. An online interactive map shows residents where the plows have been.
- Flagstaff has good enforcement efforts. Proactive enforcement is good, and somewhat the exception in the communities she researched. Even though Flagstaff has a good enforcement program, we are not seeing good results. This may indicate that the program is under-funded and under-staffed.

- There was a discussion about the trade-offs between faster enforcement and more contact with property owners. Would faster enforcement make our resources go farther, and would it lead to better compliance? There are still issues with renters and second homeowners.
- In Boulder, volunteer groups are used to help shovel snow. This takes resources to organize.
- She suggested getting stakeholders together from a variety of subject areas to bring different perspectives to potential solutions.
- Other communities also offer different ways to report violations. The city's Citizen Tracker system should be reviewed.

**2. Flagstaff Walks!**

This item was not discussed.

**III. NEW BUSINESS**

**1. Milton Road – Mill Town Ped/Bike Underpass**

Ms. Antol provided background information on the Mill Town project, which is a public-private partnership (P3) involving the ADOT, the City of Flagstaff, and a private developer. The project is located at the intersection of Milton and University, on the site of the ADOT facility. She showed a copy of the current site plan, and indicated the location of the planned FUTS trail and pedestrian-bicycle underpass. The project is mixed-use, and will include about 1220 beds in 340 residential units.

Mr. Crutchfield explained the history of the P3 project. He said the project emphasizes multi-modal transportation. There are bus lanes through the project area, students living there will be provided with eco-passes, and FUTS will be extended through the site. The planned underpass will make it safe and comfortable to cross Milton. He said the availability of student housing would help drive rents down in the rest of the city.

The Committee had a number of questions and comments:

- The mixed-use concept is appreciated.
- There was a brief discussion about topography, particularly along Beulah.
- Will the eco-pass be a temporary or permanent benefit? Mr. Crutchfield indicated that the intent is to be permanent.

- Are the sidewalks detached, and will there be place to store snow? Mr. Crutchfield said there would be parkways.
- There was a brief discussion about reducing water usage, using reclaim water, solar, rain catchment, and recycling.
- In response to a question, Ms. Antol explained the calculations for building height and indicated a conditional use permit would be required to allow extra height.
- The site and its proximity to campus make it an ideal location. There is nothing worth preserving along Milton, so it's a good place for a new building.
- A comment was made about preferring architecture that looks more like Flagstaff and is less generic.
- There was a discussion about the possibility of widening Milton. Ms. Antol said it probably would not happen. A comment was made that wider roads do not solve traffic problems.
- Is NAU a partner in this project? Mr. Crutchfield said they are not an active or financial partner.

#### **IV. CONCLUDING GENERAL BUSINESS**

##### **1. Reports**

There were no Reports.

##### **2. Announcements**

There were no Announcements.

#### **V. ADJOURNMENT**

The meeting was adjourned at 6:21 pm