



FLAGSTAFF METROPOLITAN
PLANNING ORGANIZATION
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Action Summary **Executive Board**

8:00 a.m. to 12:00 p.m., Wednesday, October 24, 2012

City of Flagstaff Aquaplex
1702 N. 4th Street , Flagstaff, AZ 86004

Chair Ryan called the meeting to order at 8:09 a.m.

Roll Call

Present: Chair Matt Ryan, Supervisor Coconino County; Hank Rogers, Arizona Department of Transportation; Mark Woodson, Councilmember City of Flagstaff; Mandy Metzger, Supervisor Coconino County; Jeff Oravits, Councilmember City of Flagstaff; Chuck Gillick (designated alternate,) ADOT

Others Present:

David Wessel, FMPO Manager; Martin Ince, FMPO Multi-Modal Planner; Justine Otto, FMPO Administrative Specialist Temp; Bryce Berry, Greyhound; Brent Crowther, Kimley-Horn; Caleb Lanting, CAC/Peak Engineering; Dave Healey, ; Rick Barrett, ; Mackenzie Kirby, ADOT; Jeff Meilbeck, NAIPTA; Julian Avila, ADOT; Kate Morely, Coconino County; Barney Hemlick, ; Brandon Chandler, Nestle Purina; Barbara Goodrich, ; Erika Mazza, NAIPTA; Jim Cronk,

I. PRELIMINARY GENERAL BUSINESS

A. PUBLIC COMMENT

None.

B. ANNOUNCEMENTS

Mr. Wessel stated that the agenda had been amended to include the Safety Program in the TIP Amendment.

C. APPROVAL of MINUTES.

Mr. Oravits made a motion to approve the Minutes of September 26, 2012 and Mr. Woodson seconded, motion passed unanimously.

II. OLD BUSINESS (Continued, postponed, and tabled items.)

1. Legislative and Regulatory Update and Review

Mr. Wessel provided a legislative review and update to the Executive Board, explaining the history of state funds for the public attendees. There was discussion only.

III. NEW BUSINESS (Continued, postponed, and tabled items.)

1. Transportation Improvement Program Amendment – Transit & Safety Program

Mr. Wessel called on Erika Mazza to address the Board. Ms. Mazza gave a brief comparison between hybrid and clean diesel technologies and handed out a memo with an overview of the

facts. Mr. Wessel reviewed the Safety Program and stated the need to re-order the projects due to delays in the guardrail design portion of the current priority project. He stated that in the current version of the TIP the construction funds would be shifted to sign replacement. He confirmed for the Board that the funding came from the Federal government and was dispersed through the State government. Mr. Woodson moved to approve the Transportation Improvement Program as presented, Ms. Metzger seconded, and the motion passed unanimously.

2. Rural Transportation Advocacy Council Representation

Chair Ryan introduced the topic and explained the function of the RTAC representative. Mr. Woodson volunteered to be the representative to the Council. Mr. Oravits moved to approve Mr. Woodson's appointment, Ms. Metzger seconded. Mr. Oravitz moved to amend the motion to state that Mr. Ryan would remain the alternate to Mr. Woodson, Ms. Metzger seconded, the amended motion passed unanimously.

3. FMPO Working Calendar

Mr. Wessel stated that the November and December Executive Board meetings would be combined into a single meeting in mid-December based on the Board's availability. He added that the Management Committee meeting would also take place in early November pending quorum. There was discussion only.

IV. CONCLUDING GENERAL BUSINESS

A. REPORTS

There was no discussion.

B. ANNOUNCEMENTS

There was no discussion.

V. FMPO FALL RETREAT

1. Retreat Purposes

Mr. Wessel opened the retreat at 8:30. He overviewed the purpose of the retreat, outlined the exercises they would be participating in, and presented the hypothetical futures that different decisions could result in. The attendees introduced themselves.

2. The Region in Context and Policy

Mr. Wessel stated the importance of transportation and a long-range transportation plan, both in regional use and in global context. He presented the in-progress Land Use Policy that the Citizen Advisory Committee was currently drafting and showed on the maps how Scenario D was the most compact plan that had emerged. The future assumptions made would be based on a population of 150,000 with employment to match in the Flagstaff region within the next 20 years, 25,000 of which is the projected student population. The Circulation policy was discussed. It was stated that projections were good for planning but they needed to match reality as well. There was discussion only.

3. So Many Paths Up the Mountain --Evaluating Circulation Strategies

The dimensions of regional transportation were defined. It was stated that interstates should not be factored in as arterials, instead being preserved for long trips. It was determined that not many cars would have to be shifted from arterials to make a big difference in congestion and travel time. The impact and potential danger of encouraging bicyclists in the roads was briefly discussed, it was stated that education was needed to increase safety. Transportation and its relation to the economy was discussed with focus on revenue generated per acre, both downtown and in retail

sectors. Mr. Wessel presented his map packets, discussion the two main plans of more roads and wider roads. There was discussion only.

4. Alternative Strategy Performance and Critique – a Series of Exercises

The retreat reconvened at 9:37. Mr. Wessel explained the mapping exercise, stating that he and Mr. Crowther would lead two balanced groups in the exercises. He presented a table of numbers from Flagstaff and similar cities, stating that depending on the growth rate they should aim for a time frame of 20-100 years in the future. The groups split up and opened two separate discussions, using the maps as a basis for planning. Mr. Oravits left at 10:05, quorum was maintained. Mr. Rogers left at 11:33 and was replaced by Chuck Gillick, quorum was maintained. Ms. Metzger left at 11:34, quorum was maintained. There was discussion only.

5. On Our Way—Charting a direction using the day's ideas

Mr. Wessel reviewed the comments made during the groups, inquiring if a consensus had been reached on a plan to choose, or if the plans needed to be combined. It was agreed that the plans should both be used on a case-by-case basis. It was noted that such factors as congestion and visitors vs. local traffic should be taken into account. It was stated that density was a large factor in Flagstaff and the comparison cities, though the road experience of those cities was questioned. It was determined that the group's favorite things in the maps were the Lone Tree railroad overpass, the activity centers south of the I-40 and on John Wesley Powell, and the extension from Babbitt Road to John Wesley Powell. It was stated that a connection between Florence and Walnut would be problematic and expensive. The possibility of narrowing 4th Street was discussed, and it was determined that the area would have to be urbanized into a grid network to prevent traffic congestion. Areas that lend themselves to urbanization include 4th Street, the Canyon Del Rio area, West Route 66 (though North and South Route 66 would not be good,) and the Woody Mountain and Flag Ranch areas. There was discussion only.

ADJOURNMENT

Chair Ryan adjourned the meeting 12:04 p.m.