

DRAFT MINUTES

City of Flagstaff BICYCLE ADVISORY COMMITTEE



Thursday, November 2, 2017 | 4:30 pm

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

CALL TO ORDER

The meeting was called to order at 4:40 pm. On roll call, the following Committee members were present:

Mark Haughwout, chair
Kim Austin
Susan Hueftle
Matthew Mitchell

Members absent:

Margaret Penado

Two vacancies

The following City and agency staff was present:

Tiffany Antol, current planning manager
Martin Ince, multimodal transportation planner

Public present:

Caleb Breazeale
Walter Crutchfield, Vintage Partners
Jeff Goulden
Bill Sandercock
Irma Sandercock

I. PRELIMINARY GENERAL BUSINESS

1. Announcements

Ms. Hueftle announced that a Cranssgiving Bike Ride would be held on November 11 as a fundraiser for the St. Mary's Food Bank. More information available at

cranksgivingflagstaff2017.com. She also said that a fundraiser for Tommy Dukes is planned at the Murdoch Center.

2. Public Comment

There was no Public Comment.

3. Approval of Minutes

Ms. Hueftle made, and Ms. Austin seconded, a motion to approve the minutes from the regular meeting of October 5, 2017. The motion was approved unanimously (4-0).

II. OLD BUSINESS

1. Active transportation master plan

Mr. Ince summarized the outcome of the first walking-biking-trails summit, and asked the BAC to share their thoughts. The Committee offered several suggestions to increase participation in the next summit.

The Committee reviewed participant's ratings of goals and strategies from the first summit.

The Committee suggested having a place on the City's website to provide information on pedestrian, bicycle, and FUTS projects, including construction closures.

III. NEW BUSINESS

1. Milton Road – Mill Town Ped/Bike Underpass

Mr. Crutchfield was introduced as the developer of the planned Mill Town mixed-use project located on the west side of Milton Road at University Drive. Mr. Crutchfield briefly described the project, and outlined the cost of living and housing in Flagstaff. Mill Town will help provide affordable housing for students. He said the development proposal emphasizes multimodal options, including bus-only lanes for NAIPTA's bus rapid transit route, a transit staging area, and bus passes for residents.

The planned underpass at Milton is intended to encourage students to walk and bike to campus, and is part of the TIA mitigation. He said that widening roads, such as at the Timber Sky development, does not encourage residents not to drive. The Committee had a number of comments and questions during the ensuing discussion about the development:

- What unit types and prices are planned? Mill Town is intended for students. Timber Sky is a market rate development, but will include an affordable housing component.
- There was a question about scheduling, including the timeline for approval and construction. At this point the start of construction is unsure since they do not have approval yet. Construction could be in 2018 or 2019 and will be phased.
- There was a discussion regarding differences between Mill Town and other student housing projects, such the Hub or the Grove.
- Mr. Crutchfield was asked about his motivation for including the underpass. Mr. Crutchfield responded that it was not just about the cost, but about providing a quality product. The exact cost of the underpass is not known, since it is included with the overall transportation infrastructure costs.
- Mr. Crutchfield explained that this project is part of a three-way partnership between the developer, ADOT, and Harkins Theater. The City is also a partner in the transportation infrastructure.
- Construction on Milton, including the underpass, will require detailed planning and scheduling.
- There is anecdotal evidence of frequent crashes along this section of Milton.
- In response to a question about what will become of old University, Mr. Crutchfield explained that it part of it will be closed, part will remain to serve as access to businesses on either side, and the intersection at Milton will be converted to a right-in/right-out.
- Mr. Crutchfield reported that the student housing component will include 1220 beds in 340 units.
- Parking will be provided at a rate of about 80 percent of beds plus the required parking for the commercial component. There was a discussion about under versus over-parking, and a question about whether parking will be free. The City has conducted a study of parking demand at a variety of existing student-oriented residential projects, and the results indicate that the 80 percent rate is correct. Further reductions are taken to discount for the number of students who walk or bike.
- Indoor bike parking will be provided for residents.
- There will be only one driveway from Milton – a right-in/right-out – plus full access from University. The student parking structure will be accessed from Beulah. A concern was raised about the number of driveways along Milton.

- Mr. Crutchfield explained that the intention is to provide free bus passes in perpetuity.
- In response to a question about the height of the building and whether a height exemption is needed, Ms. Antol explained the how building height is measured and the role of the zoning approval process. One elevation will have a height of 82 feet, and a rooftop structure will trigger the need for an exemption.
- The extension of Beulah is planned to include a travel lane, a bus-only lane, and a bike lane. There was a discussion about the width of the roadway and the number of lanes. It may be possible to convert the bus lane to a vehicle lane in the future if needed.
- A grade-separated crossing was suggested on Beulah to help get residents south to the Walmart area, although Mr. Crutchfield said this was not being considered.
- Mr. Crutchfield described pedestrian access through the site.
- There was a question about who would be responsible for snow removal at the ends of the tunnel.
- There was a discussion about how to ensure that the units will be rented by students.

Mr. Ince described the how the development proposal fits in with planned FUTS trails and other pedestrian and bicycle infrastructure. There was a discussion about the location of the underpass, and whether it would work better if it were located to the north in the vicinity of old University. This would make it easier to get through the Target parking lot so it could continue north. Mr. Crutchfield said he was willing to help secure access through the Target parking lot.

IV. CONCLUDING GENERAL BUSINESS

1. Reports

Several members who had attended Interbike in Las Vegas indicated that electric bikes were quite prominent. Ebikes are only allowed on Forest Service trails where motorized vehicles are allowed. Flagstaff needs to have a robust public discussion about the topic. There was a question about the status of ebike legislation at the state level.

2. Concluding Announcements

There were no Concluding Announcements

V. ADJOURNMENT

The meeting was adjourned at 6:18 pm