

**Doney Park-Timberline-Fernwood Area Plan Update Committee**  
**Meeting Notes March 12, 2020 5:00-8:00 pm**  
**Fire Station 32, 8905 Koch Field Rd, Flagstaff**

I. Welcome and Introductions

*Committee members*

Jim Clifford  
Bernice Carver  
Bryan Bates  
John Ruggles  
Dave Browning  
Harriet Young  
Evelyn Wannie  
Emily Stenman  
Rob Wilson  
Saylor Caudill  
Liz Baldwin  
Monica Julian

*Guest Speakers*

Bizzie Collins, Transit Planner, NAIPTA  
Brian Grube, Coconino County Parks and Recreation  
Martin Ince, Multimodal Transportation Planner, City of Flagstaff  
Tim Dalegowski, Coconino County Public Works  
Nick Hall, Assistant Engineer, Coconino County Public Works  
Audra Merrick, Northcentral District Engineer, ADOT

*Staff*

Jess McNeely  
Jessica Simmons  
Melissa Shaw  
Leland Jones  
Theresa Muñoz

*Supervisors*

Liz Archuleta, Supervisor District 2

*Members of the public*

Mark Yubeta  
Andy Cook  
Elizabeth Collins  
Kris Duersen  
Glenn Ross

E. Wannie: All three fire stations and also churches should post the meetings on their reader boards if possible.

II. Review Meeting Notes from February 13, 2020

No comments on meeting notes from February 13; the notes were accepted.

### III. Presentations

#### *Audra Merrick*

DPTF is in the Northcentral ADOT region, which is 23,200 square miles and contains 2,800 lane miles. Construction and maintenance must be coordinated with over 40 stakeholders. ADOT is currently conducting a statewide wildlife vehicle conflict study, part of which will identify collision hotspots; there will probably be one on Highway 89 in DPTF. A draft report of this study will be posted in a few months on ADOT's website for comments. ADOT works with AZGFD to manage wildlife and keep them off the road or allow them to cross safely with over- and underpasses. Upcoming project in DPTF planning area: pavement preservation on I-40 from I-17 to Walnut Canyon. ADOT makes a 5-year construction plan, but they update it every year.

Question about wildlife-activated crossing signs with flashing lights. Response: It's something they can look at as part of the wildlife collision study.

#### *Nick Hall*

Planned projects by Public Works in DPTF. Listed 7 recently completed road projects in DPTF. Listed 5 upcoming pavement preservation projects for Spring 2020 and Spring 2021. Planned capital improvement projects in DPTF (projects that are more substantial and costly): 1) Stardust Trail from Vancey Lane to McGee Rd (FY 2024); 2) Skeet Dr (from Silver Saddle to Neptune) and Neptune Drive (Skeet to Lunar) FY 2026; 3) E Copeland Lane (Highway 89 to N Copeland Lane) FY 2032, 4) Cinder Lakes Landfill Rd FY 2023.

Question: Does the county maintain dirt roads? Answer: Yes, except for private roads. They're on a schedule of being bladed, treated for dust control, and being plowed. Nick will try and figure out the schedule.

Question: Can people on private dirt roads purchase a dust-control product from the county to use on their roads? Answer: Adams County in Colorado uses something that they're going to share with us and we'll test it and we might be able to get it at a discounted rate and sell it to homeowners. It doesn't last very long but since it works in Adams County, which has a similar climate to Flagstaff, that's a good sign. Carver: There are way more people in DPTF using the roads due to trailers and ADUs, etc., and traffic has doubled and dust has increased.

Question about adding new trails and sidewalks. Answer: It can be done but many details need to be decided on, and it all depends on money.

Question about emergency access. Nick: All new projects meet modern emergency access standards, and older roads are improved when work is carried out on them.

Question: How far will the path on the side of Neptune go? Nick: Hopefully from Silver Saddle to the closed dirt portion of Neptune. Clifford: Why wasn't a path added when Cosnino was improved? Nick: Don't know but might have to do with the terrain. Dalegowski: It had to do with budget. Also paths separated from the road need separate equipment to plow snow so take more work to maintain. Clifford: How long will the I-40 project take? Merrick: We try to do it in one season (season meaning whenever it's not snowing) but it often turns into 2, beginning 2021.

*Bizzie Collins*

Formation of NAIPTA, shareholders, and funding sources. Busses only operate within Flagstaff city limits, so not in DPTF. Closest stop is at Snowflake/Christmas Tree Lane. Travel training, a free program from NAIPTA, teaches you how to ride the bus. Current transit options for DPTF: 1) vanpool for trips > 12 mi one way; 2) paratransit and taxi program for people with disabilities. Closest paratransit pickup area is Mary's Cafe in DPTF. Must call at least 1 day ahead, and it costs about \$2. Taxi program is for paratransit-eligible clients. Call at least one hour ahead, and costs about \$5. Mountain express is a free bus service from downtown to Snowbowl. NAIPTA doesn't currently have funding for additional services or expand into DPTF. The 2001 area plan and 2011 multimodal transportation study indicated interest in transit that would serve DPTF. Need alternative transportation trails that connect Flagstaff to DPTF.

For the future: coordinate with NAIPTA on the DPTF survey to assess interest in transit service to DPTF, or in the vanpool option, demand taxi

Baldwin: I see lots of people on bicycles along Hwy 89 – kids trying to get to the mall or the movie theater – and it's not safe. We've talked a lot about connecting trails into DPTF but nothing has happened. Answer: The main challenge to expanding service is funding. With enough popular support there could be a voter-approved tax that could fund that type of project.

*Brian Grube*

Parks and Recreation is just finishing up with its 2-year long Master Plan process. It will go in front of the Board of Supervisors in 2 to 3 weeks. Some objectives from the plan: a) increase accessibility and engage and communicate with residents, b) improve park facilities and amenities, c) expand trails and greenway connectivity, d) expand recreational opportunities. There are pages specific to DPTF in the master plan. DPTF opportunities: integration of FUTS trail into DPTF; special events such as rodeos, community runs; greater collaboration with USFS to develop and designate ATV trails; and prioritize habitat conservation (open space). Parks and Recreation wants to work with communities and empower them to make changes in their own communities by, for example, helping them find grant money, lending expertise, etc.

*Martin Ince*

Flagstaff Trails Initiative, FUTS master plan, and other multimodal issues

FTI kicked off Fall 2017, now into the approval process. Goals are to improve trails; address growing demand; and improve connectivity between Flagstaff, the FUTS system, and outlying communities such as DPTF. Education and outreach. Protect the environment. Be financially stable. Presented several recommended trails in DPTF for access by residents, most of which are existing social trails. General recommendation is to prevent the loss of public access by pursuing legal access to important, trail access points as development occurs or opportunities arise.

Potential FUTS connections to DPTF include an extension along Highway 89, an extension through Picture Canyon and from AZNST to Cosnino Rd.

Other possible future multimodal connections are bike lanes on HW 89 from Flagstaff city limits to Townsend-Winona Rd. The Bicycle Route 66 alignment is planned through DPTF on Highway 89 and Townsend-Winona.

*Tim Dalegowski*

DPTF multimodal study from 2011. This was a study, not a guiding document. Projected out 20-year horizon. Includes ALL modes of transportation. Purpose was to inventory and determine multimodal needs and deficiencies. Found a need to ensure emergency egress of residents during an emergency such as a fire. Listed areas of safety concern in DPTF. Discussed types of multimodal facilities and the benefits and challenges of building each. These are shared-use paths (SUPs cost about 1 million per mile), sidewalks, wide paved shoulders, bike lanes.

*Melissa Shaw*

Land Use Planning and the Horsemen Lodge property. Tools that are used for land use decision-making in Coconino County. Zoning. Next month Navajo Gaming will come to the DPTF meeting. The property is currently zoned as AR 2 ½ single family residence, which means 2.5 acre minimum lot size. The restaurant has been there for longer than the lot has had that zoning, so it's legal nonconforming – it was grandfathered in. If the restaurant or bar changes it must conform to zoning unless it is rezoned. County zoning applies regardless of ownership. Gaming isn't allowed anywhere in the county under Coconino Zoning Ordinance. The Arizona Department of Gaming regulates gaming, so even if the County wanted to allow gaming they still wouldn't be allowed to by the state. Therefore, Navajo Gaming can't build a casino there the parcel is not zoned for that unless they converted the land to Tribal Trust Land, which is a federal process that takes several years. The community can engage with Navajo Gaming on this issue. The DPTF area plan can address issues such as casinos in the planning area.

Ruggles: Want to stress to the committee that the area plan and Comprehensive Plan are very important to the Planning and Zoning Commission when they make their decisions.

IV. Census

It starts March 13. It's important. Do it.

V. Work Group: Key points from presentations

Funding. ADOT has a 5-year plan. Need to create movement/demand to create action and get public transportation in DPTF. Need to identify Park-and-Ride opportunities. Discuss traffic calming strategies such as "no dust speed zone" to reduce dust on dirt roads. Need to identify resources that would help identify easements and trails that allow access to public lands, and then create a strategy to formally identify those places. Plan for connectivity to the greater area (FUTS, FTI, multimodal facilities) and within DPTF as trails are built/expanded. Community should work to find funding for improvements and not always depend on the government, that is to utilized community resources and become more self-reliant. Emergency egress. DPTF should support the ongoing efforts by Public Works to build wider shoulders on public roads to accommodate multi modal opportunities. Identify accountability for who has authority to keep trails open – which trails are public, and which are private – and provide education within the community about public access to trails.

For DPTF community open houses, invite the presenters so they are available to respond to specific topic questions. For transportation-related topics, organize the open house display by employment areas to show where the alternative transportation modes exist.

Future topics: Emergency services response time and planning; identify emergency routes, including egress points.

VI. Schedule

We're still gathering and analyzing data and identifying issues. Those activities will continue as we work with the community.

Next meeting is **April 9 at Station 33 on Hwy 89**

Topics:

- Navajo Gaming
- Community services
- Public safety
- Sustainable building
- Possibly USFS

Homework: Read the County Comprehensive Plan or at least the digest

VII. Public Comments

None

VIII. Committee Final Thoughts

We're packing too much into a meeting. Request for fewer presentations so the committee has time to ask questions and discuss and digest. We do want to concentrate on the education portion of this process now so that we have the background information to discuss and debate the issues later. However, tonight there were seven presentations with little time for questions, and the meeting ran long. So, the consensus was to do slightly fewer presentations per meeting so that there is time for all committee members to fully understand the material.

Remember to keep stay focused on what we can affect in the area plan; for example, the area plan can't create more funding for public transportation or trail connectivity.

Use other plans as a template to save effort by the committee during this process.