

1. CALL TO ORDER

1.1 Roll Call:

Chair Kent Ellsworth called the meeting to order at 10:00 a.m. With roll call taken via ZOOM teleconference, a quorum was established.

1.2 Introduction of members and guests:

There were no guests in attendance.

2. PUBLIC FORUM:

There were no public comments.

3. APPROVAL OF MINUTES FROM PREVIOUS MEETINGS:

3.1 The Committee unanimously approved the meeting minutes for November 21, 2022, with the following amendments:

Add to Item 4.2:

Weber acknowledged that the Committee is empowered to recommend any change to the transit system, however, could not support discontinuing the Lines 14 and 15 as proposed. In addition to imposing controls on illegal parking and lessening traffic congestion in and around the affected trailheads, the central aim of deploying the shuttles was also to mitigate pedestrian safety issues along the roadways leading up to that trailheads.

Committee Member Romig suggested that a park & ride be developed on existing USFS land southeast of Back O' beyond which could be accessible from SR 179. He suggested that the Cathedral Rock trailhead could be connected via the exiting trail network to the park & ride, which also could be served by the shuttle system. He proposed that this would solve the pedestrian issues that are still occurring (*while to a lesser degree*) on Back O' Beyond Rd.

4. REGULAR BUSINESS:

4.1 Sedona Shuttle Connect Service Update:

Weber provided the committee with an update on the vehicle procurement process for the Microtransit (Sedona Shuttle Connect Vehicles). Four different vehicle models were considered, to include three gas models and a battery electric Ford E-Transit model. Three of the models had shortcomings with respect to insufficient passenger capacity, range, and or other features, which has led city staff to recommend the 2023 New England Wheels Front Runner for the Sedona Shuttle Connect service. The Frontrunner is a low floor light duty transit vehicle built on the Dodge ProMaster chassis with a gas powered six-cylinder engine. The vehicle can accommodate up to 14 passengers or 10 passengers and two wheelchairs.

Additionally, the vehicles will be equipped with two interior mounted bike racks as not to interfere with the exterior collision avoidance sensors.

Committee Member Romig asked if additional bikes could be transported on the vehicles. City staff and MV Transportation will determine if additional bikes can be safely secured in the wheelchair securement area as needed.

Committee Member Huthwaite stated: If we are able to get the vehicles that can allow two bikes on them - I believe that is a win. We can always expand that number once we have these running and get enough data to justify larger vehicles or ones that can accommodate more bikes, etc.

Weber stated that the Frontrunner offers the city the best versatility for its size as the passenger capacity can adequately serve Microtransit, Fixed-Route, or future ADA Paratransit services. Its size allows for easy maneuverability around town, and in and out of tight streets or parking lots. Also, a commercial driver's license is not required to operate the vehicle, which will reduce the required training hours for that mode of service.

Unfortunately, it is anticipated that the vehicles would not be delivered until next summer or early fall, which will further delay the deployment of the city's planned Microtransit service

More information on the New England Wheels Frontrunner can be found [HERE](#)

4.2 Public Transit Summit:

The Committee held a general discussion recognizing that the community needs a vision of the short term and long-term transit system. Ideas included:

- A short educational video
- Door hangers with a QR code linked to a brochure or other media explaining the short term and long-term transit plan.

Weber stated that the 2020 Sedona Area Transit Implementation plan was the latest of nine different plans discussing transit in Sedona since 1991. As that plan and its predecessors were developed with broad and rigorous public involvement, the city has a reasonable framework to begin to implement that plan. However, as we move forward, emerging community needs, further public engagement, and service data will inform us on required course corrections as we continue to develop the services.

Chair Ellsworth requested that this item be added to the agenda for the next meeting for further discussion.

4.3 Line 11 Park & Ride - Parking Capacity Plan:

Weber stated that the new West SR 89A Park and Ride located at Red Rock Loop Rd and SR 89A will be designed to have 82 parking spaces. Staff believes the city may be able to

lease the adjacent upper parking lot from the RRHS, which has another 56 spaces.

Committee members TenBroek & Romig stated that additional parking restrictions need to be implemented along Boynton Pass Rd all the way to the Fay Canyon Trailhead. Romig stated that he had sent a letter to Supervisor Michaels District 3 (attached) to that effect.

Committee Member Romig re-asserted that a park & ride should developed on existing USFS land southeast of Back O' beyond which could be accessible from SR 179. He added that the USFS District Office should continue to be pressured to consider this proposal.

4.4 Line 15 Pattern modification and addition of Chapel Rd. flag stop:

Chapel Rd Flag Stop: Not recommended by the Committee at this time – Adding the stop will entice motorists to park in the Chapel neighborhood to access the Line 15 for service to the Cathedral Rock trailhead. Also, it may put additional parking demand on the Bowstring Lot. The City will pursue the permit with ADOT, however, will not activate the stop until conditions change.

Bi Direction Service On The Line 15: Not recommended by the Committee at this time. General belief that it will be ineffective in reducing pedestrian traffic on Back O' Beyond and add unnecessary confusion to the route.

5. REPORTS & INFORMATION ITEMS:

5.1. MV Transportation Inc service update (Bruce Morrow GM Division 536)

Mr. Morrow stated that with all of the XL-Hybrid units functioning property and with focused driver training the fleet is now averaging 8.2 miles per gallon. *Note these vehicles averaged 6.6 MPG in town during Altoona testing.*

The system has been busy during the holidays and MV staff is looking forward to daily service during spring break.

6. FUTURE AGENDA ITEMS & NEXT MEETING DATE

6.1 Future Agenda Items: The committee and city staff requested that the following agenda items be added to the agenda for the next meeting:

Add to Regular Business:

- a) Public Transit Summit (Continued discussion)
- b) SR 179 Corridor Parking / Transit Solution
- c) Future Vision – Boynton Canyon parking restrictions and transit service.
- d) Intergovernmental Public Transit Authority
- e) 2023 Shuttle Holiday Schedule

6.2 Next Meeting Date: The committee agreed to hold the next STAC meeting on **Tuesday January 31, 2023, at 11:00 a.m.** The meeting will be in person and the meeting location will be determined at a later date.

7. ANNOUNCEMENTS AND RECOGNITIONS:

None

8. ADJOURN:

With no further business to discuss, Chair Ellsworth adjourned the meeting at 11:35 a.m.

PREPARED BY:



Transit Administrator
City of Sedona

Attachments:

- Verde Valley Cyclists Coalition Letter to Supervisor Michaels Dated 10/16/22

NEXT MEETING DATE: JANUARY 31, 2023
NEXT MEETING TIME: 10:00 A.M.
VENUE: IN PERSON & ZOOM

Please check online at <https://sedonashuttle.com/transit-advisory-committee/> for future meeting dates, agendas, Zoom conference login credentials and other information.

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If information is needed in another language, contact (928) 203-5199. *Para información en Español llame: Victor Estrada, Right-of-Way Specialist, (928) 204-7800.

Public comments may be submitted for any item on the agenda by contacting the city of Sedona: Mail: Attn: Transit Administrator, 102 Roadrunner Dr., Sedona AZ, 86336 Website: <https://SedonaShuttle.com/> FAQ & More/ Contact-Us/ • Email: sedonashuttle@sedonashuttle.gov • Phone: (928) 203-5086



Verde Valley Cyclists Coalition

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board@vvcc.us

October 16, 2022

Donna Michaels and Yavapai County Staff

(sally.jackson@yavapai.us)

10 South 6th Street

Cottonwood, AZ 86326

Supervisor Michaels and staff,

This letter is from the 501-C3 non profit Verde Valley Cyclists Coalition board of directors representing cyclists across the Verde Valley. Our vision is a world class bicycle environment in the greater Verde Valley region. Our mission is to advocate for Verde Valley cyclists by providing memorable, safe riding experiences while preserving and expanding biking access through partnerships.

We reaching out with our concern in regards to county roads Dry Creek (FR152), Long Canyon Rd and Boynton Pass Road. The level of congestion from roadside parking has continued to increase from heavy to excessive. Most days of the week especially during spring and fall there is from 100-500 cars parked in these areas with their occupants walking the roadside to access local trails. This is not conducive to accessing this area via bike or e-bike safely. In addition to the City of Sedona's Shuttle there could be many more people able to access this zone by bike but due to conditions most do not. This also holds true to recreational road riders. Prior to the congestion in this zone it was a very popular road ride. Safety has been compromised due to the many cars and occupants walking roadside. Cyclists are afforded minimal space and too many variable obstacles to navigate this route safely

We are aware that you are working with the City of Sedona and Coconino National Forest to mitigate the roadside parking and congestion in the mentioned area. City of Sedona has bouldered areas that they do not want parking and we understand the county seeks alternative options. We feel bouldering would offer the best initial mitigation. This is due to the fact that cable and bollard blocks all egress away from the road where as the boulders only block a portion of which a cyclist might be able to safely navigate past were they to be forced off the roadway.

Another significant consideration is getting bike lanes installed on these roads. Any infrastructure such as boulders, cables curbs etc if installed without this consideration might have to be moved to accommodate a bike lane built to ADOT's spec. This should be the end goal for roads in this zone. We recognize that the need to mitigate the parking also dictates placement of the site hardening close enough to the roadway to be effective so from our point of view the boulders make the most sense as they could easily be moved in the future for installation of a dedicated bike lane. We feel the **best** mitigation in this zone for safety and efficient access would be to model the bike lane and curbs seen on the scenic portion of HWY 179 between the Village of Oak Creek and Back 'O' Beyond Round-a-about. We assume that goal will likely be longer term

though heavily support it if possible sooner. We again recommend bouldering as it would be the easiest to quickly place and easiest to come back and build the most ideal infrastructure. Also note this zone within county jurisdiction already has a number of bouldered areas.

As we try to navigate these substantial local and tourist usage needs we need to consider many more people could access these zones by bike which would greatly impact the congestion and need for more parking. Many of our members have invested in e-bikes much due to the traffic in the Sedona area. We hope the county would bolster the use of bikes/e-bikes as a way to navigate the area. If you were to monitor HWY179 you would see a very high use of bikes and e-bikes due to the conducive infrastructure. This should also be the case on Dry Creek, Long Canyon and Boynton Pass Roads.

One last concern. From what we have heard the county wants to mitigate parking in stages starting with Dry Creek road to the T after crossing Dry Creek. We feel the site hardening in this zone should be done in only **ONE** stage. This is due to the fact that it will immediately shift heavy usage to other areas. Specifically Boynton Canyon TH. Roadside parking in this zone is already nearly as bad as the area of Dry Creek adjacent to Devils Bridge Trail. If done in stages, stage one will likely displace most users to Boynton Canyon. Boynton's significant archaeological sites are already overburdened with visitation and will only suffer more damage.

We appreciate your consideration of the factors mentioned above. We recognize this is a very complex task to mitigate. We are happy to help and offer any further insight we might have. Many of our members recreate by bike and hike in this zone weekly and see the condition.

Sincerely,

The Verde Valley Cyclists Board of Directors and President.



Dan Blaetter – President

Board:

Kevin Adams – Lars Romig – Tracy Randall – Michael Coyne - Martin Glinsky

Kaitlin Hollister - Pam Milavec - David Biermann - Zac Nasser