



Department of Community Development Long Range Planning

102 Roadrunner Drive
Sedona, AZ 86336
(928) 282-1154

Memorandum

March 15, 2013

TO: Citizens Steering Committee for Community Plan Update
Planning and Zoning Commission

FROM: Mike Raber, Senior Planner
Department of Community Development

MEETING DATE: March 19, 2013

SUBJECT: March 19, 2013 Citizens Steering Committee meeting agenda

Attached is the agenda for our meeting on Tuesday, March 19, 2013 at 3:00 p.m. in the Community Plan Room in the Vista Del Norte building.

This meeting will focus on recommendations for traffic circulation. The purpose of this meeting is to discuss and determine priority issues and potential solutions. While walking and bicycling will enter into the discussion, we expect to discuss that in more detail at the April 2nd meeting.

The following are attached for reference during the discussion:

1. Traffic Circulation – Background and 2002 Community Plan Recommendations (draft)
2. 2011-2012 Public Comments on Circulation
3. 2013 Public Comments on Circulation
4. Verde Lynx Rider's Guide

The draft traffic circulation background is intended to give the Committee an overview of past, present and future traffic circulation issues, conditions and plans and projects linked to the current Community Plan. It is not intended that the discussion on March 19 follow this draft, but it may be useful for the Committee to have this background information ahead of the discussion.

Pages 1-4 describe the status of specific current Community Plan actions and objectives that have been completed or partially completed. Pages 4-5 and the accompanying tables discuss traffic volumes and level of service. Pages 5 and 6 discuss what has taken place in studying alternate routes. Pages 6 and 7 provide an overview of west Sedona. Pages 7 and 8 discuss new projects and page 9 discusses current Community Plan recommendations that will ultimately need to be looked at with this Plan update to see if they should remain, be deleted or modified. Staff still needs some clarification and more information on some of the items in this overview.



102 Roadrunner Drive
Sedona, Arizona 86336
www.SedonaAZ.gov

AGENDA

CITY OF SEDONA CITIZENS STEERING COMMITTEE FOR SEDONA COMMUNITY PLAN UPDATE

Notice is hereby given that the **City of Sedona Citizens Steering Committee for the Sedona Community Plan Update** will meet on **Tuesday, March 19, 2013 at 3:00 p.m.** at the **Community Plan Room** ("Imagine Sedona – 2020 and Beyond") located at 1725 W. Hwy. 89A, Suite D (at Northview Road), Sedona, Arizona. NOTE: Times noted on the agenda are approximations only and may vary.

The Order of Business shall be as follows:

1. Verification of Notice, Call to Order, and Roll Call. Members of the Citizen Steering Committee will attend either in person or by internet conferencing.
2. Announcements from staff and committee.
3. Public forum for items not listed on the agenda – limit of three minutes per person. (Note that the Citizens Steering Committee may not discuss or make decisions on any matter brought forward by a member of the public.)
(10 minutes for items 1-3)
4. Discussion and possible action on traffic circulation issues.
(1 hour and 40 minutes - 3:10 – 4:50 p.m.)
5. Discussion regarding future meeting dates and future agenda items.
Next meeting: Tuesday, April 2, 2013.
(10 minutes – 4:50 – 5:00 p.m.)
6. Adjournment

Please note that the purpose of the Citizens Steering Committee is to work collaboratively with the community, Planning and Zoning Commission, City Council, staff and others to oversee the formulation of the updated Draft Sedona Community Plan. The Draft Plan will ultimately be considered by the Planning and Zoning Commission and City Council and voted on by Sedona's citizens.



Audree Juhlin, Interim Director
Department of Community Development

Posted Date: _____ Time: _____ By: _____

NOTE: This is to notify the public that members of the City Council and other City Commissions and Committees may attend the Citizens Steering Committee meeting. While this is not an official City Council or commission meeting, because of the potential that a quorum of members may be present at one time, public notice is therefore given for this meeting and/or event.

TRAFFIC CIRCULATION - Background and 2002 Community Plan Recommendations

Community Plan Recommended Implementation Actions completed or partially completed

The 2002 Sedona Community Plan lists a number of traffic circulation implementation actions intended to address traffic congestion, safety, access and mobility issues and alternative modes of travel.

1. “Prepare Specific Area Plan for SR 179 Corridor to pursue SR 179 improvements that result in maximum preservation of natural vegetation and open space, control access, locate potential transit stops, accommodate pedestrians and bicycles and minimize impacts on adjacent property owners. Evaluate alternative traffic control improvements to the SR 179/89A intersection...support the programming of SR 179 and “Y” intersection construction only upon completion of a Specific Area Plan...” (this item also contains land use considerations that are discussed under land use).

In November 2002, in response to (at the time) draft Community Plan recommendations and citizen concerns, ADOT committed to a “Needs-Based Implementation Plan (NBIP) that would re-consider the 1996 design for SR 179. The NBIP process began in September 2003 and included a significant public participation program. The NBIP was completed in December 2004. The Plan provided:

- Bifurcated 2-3 lane segments through the National Forest.
- Pedestrian improvements
- Transit stops
- Bicycle accommodations
- Roundabouts at several intersections, including the “Y” and Brewer/SR 89A
- Medians
- 2-3 lane configuration on majority of roadway within the City.

Construction was completed in 2010.

Related Objectives/Policies:

- Objective 6.3 (Circulation Element): *“Work with ADOT to establish highway standards appropriate for a small community rather than a traditional highway”*

The ADOT NBIP process was a good example of a context-based planning process for the SR 179 corridor.

2. “Implement Uptown Area Pedestrian Improvements and Access Control.”

In order to provide more latitude in directing Uptown circulation improvements, in 2003, the City and ADOT negotiated the “turnback” of SR 89A in Uptown. The Uptown Enhancement Project was initiated in October 2003 including a plan for pedestrian, streetscape and transit improvements in Uptown. Construction was completed in 2007. In early 2013, the City was preparing to develop a concept plan to look at additional pedestrian improvements in Uptown. These improvements include

new sidewalks, landscaping, pedestrian lighting, way finding signage, pavement rehab and potential median placement on SR 89A to better manage pedestrian and vehicle movement.

Related Objectives/Policies:

- Objective 7.1 (Circulation Element): *“Provide public parking areas that are compatible with and complimentary to the land use and environmental quality recommendations presented elsewhere in this plan and linked to a transit shuttle system.”*
- Objective 7.2 (Circulation Element): *“Strategically locate off-site parking facilities to promote pedestrian use and the utilization of alternative modes of transportation.”*

In 2005, a comprehensive Parking Management Study was completed for the Uptown/SR 179 commercial area to address both on and off-street parking issues and to provide recommendations for parking needs associated with the City’s first transit system. An implementation strategy including a parking sign program and parking agreements for public off-street parking on private properties and enforcement was initiated but discontinued in 2009 due to the economy. In 2012, an update to this study was completed (see New Projects).

3. *“Participate in the preparation of a Circulation Element for a Verde Valley Regional Plan that will address traffic circulation issues and improvements that are relevant to Sedona and the Sedona region.”* Examples include: evaluation of alternate routes between SR 89A and 179 and related information signage at I-17 and SR 260 noting SR 89A as an alternate to SR 179.

The Verde Valley Multi-modal Transportation Study (VVMTS) was completed for Yavapai County in 2009. The VVMTS included traffic modeling and recommendations for both incorporated and unincorporated areas of the Verde Valley. All of the traffic modeling was done prior to the completion of the SR 179 improvements, so the effect of those improvements was not evaluated. The Verde Valley Regional Land Use Plan, adopted by Yavapai County in 2006, also contains a regional transportation component, recommending that future State highways and county roads in the Valley to have the following characteristics:

- Multimodal character (ie. transit, pedestrian, bicycle)
- Access managed to minimize access points and encourage development hubs
- Consistent design with aesthetic landscaping
- Safe crossings
- Traffic calming integrated into roadway design

4. *“Initiate Public Right-of-way Maintenance Program...”*

Road maintenance is programmed over a two-year period. A new Community Plan goal under the Community Facilities, Services and Recreation Element was adopted in 2006 to provide resources to evaluate, operate and maintain City streets, storm drainage facilities, wastewater facilities and other buildings and infrastructure. Under this goal, objectives include developing a preventative maintenance program and development of criteria for determining facility replacement needs. The goal would be to program maintenance improvements over a five-year period. This programming is underway. **NEED TO CHECK THIS**

5. *“Implement Pedestrian/Bicycle pathway system and connections in conjunction with Trails and Urban Pathways Planning and the Sedona Community Plan”.*

Sidewalk construction has included:

- Jordan Road from Mesquite to the Jordan Historical Park completed as part of the Jordan Pathway (2004).
- Along SR 89A from Arroyo Pinion to Pinion Drive (2004-05)
- Jordan Road from Hwy 89A to Mesquite
- Apple from Hwy 89A to Jordan
- Schnebly Rd at Jordan
- Hozhoni Drive from Southwest Drive to Thunder Mountain Rd (2005)
- Soldier Pass Road from Hwy 89A to Posse Grounds Park boundary (2005-06)
- Road lanes narrowed and bike lanes added on Sunset Drive (2005)
- ADA sidewalks on SR 89A (2007-08)
- Sidewalk on Andante and sidewalk extension on Sunset Drive **CHECK STATUS.**
- Bicycle route planning is underway (2013) using the 1997 Off-Highway Study as a resource for signed bike routes. Some connections are also proposed.
- The USFS is currently (2013) updating a plan for trails in the Sedona area.

6. “Implement off-highway connections in west Sedona” consistent with the Highway Corridor Assessment (1996), Off-Highway Study (1997) and the Sedona Community Plan.

The White Bear extension between Roadrunner Drive and Dry Creek Road was completed in 2004.

The Navoti Drive extension was completed from the Medical Center to Calle Del Sol. Connecting Navoti Drive to Dry Creek Road is no longer recommended.

A connection between Rodeo Road and Goodrow Lane was approved with the Sedona Rouge expansion.

Other off-highway improvements include:

- Re-construction of Upper Red Rock Loop Road (2004)
- Speed Humps on Rodeo Road and Oak Creek Boulevard (2005-06)

Related Objectives/Policies:

- Objective 4.2 (Circulation Element) – “Employ traffic calming techniques where applicable...”

7. “Implement new traffic signals; re-align intersections as warranted.”

- Re-alignment of Castle Rock Trail and SR 179 completed in 2006.
- Signal completed at SR 89A and Airport Road (2011).
- Signal installed at SR 89A and Andante Drive (2012)

8. “Complete Shuttle Transit Feasibility Study. Evaluate specific implementation needs based on the results.”

In March 2003, the City Council accepted the Sedona Shuttle Feasibility Study that outlined a three-phase approach to implement transit service in the Sedona area. In September 2003, the City Council approved an intergovernmental agreement with Coconino County to assess the implementation details

in the Feasibility Study. This implementation plan was adopted by the Council in June 2004. The first phase of the service included a free uptown circulator on a 3.1-mile loop between Uptown Sedona and the southern end of the commercial area on SR 179, running continuously on an 8-10 minute frequency. Phase one also included commuter service between Cottonwood and Sedona during the morning and evening using the same vehicles. Subsequent phases were intended to expand commuter service to the Village of Oak Creek and provide regular service to west Sedona and Oak Creek Canyon.

In early 2006, the Northern Arizona Public Transportation Authority (NAIPTA) was formed, including Flagstaff, Coconino and Yavapai Counties, Cottonwood, Sedona and Northern Arizona University (joined later). NAIPTA was also selected to operate the Sedona transit system. NAIPTA assumed jurisdiction in July 2006. Sedona's transit system (Sedona Roadrunner) launched in October 2006.

In November 2009, the Verde Lynx system was launched to augment the Sedona Roadrunner service with additional trips between Sedona and Cottonwood. By the end of 2010, the City Council was exploring future additional expansion of the Verde Lynx and looking into an alternative service for the Uptown area. The Roadrunner circulator was discontinued in June 2011 and NAIPTA's involvement in Verde Valley operations was discontinued by 2012. The Verde Lynx continues to provide service between Cottonwood and Sedona.

Traffic Volumes and Level of Service

The existing street system in Sedona is characterized by a combination of state highway and local roadways. As the City's only true arterial roadways, SR 89A and 179 bear the burden of nearly all local trips as well as the visitor traffic. In 1989, the highest traffic volumes were on SR 89A between Coffeepot and Mountain Shadows Drives. The 24-hour traffic volume for both directions of travel combined was 24,400 vehicles per day. SR 179 carried a 24-hour volume of 13,500 vehicles per day near the SR 89A intersection. In 2000 and 2003, these segments carried 32,200 and 20,600 vehicles per day respectively. This represents 31% and 53% increases respectively over 11 and 14 –year periods.

On SR 89A, the internal traffic volumes within west Sedona are as much as two times higher than those at the western City limits and four times higher than the eastern City limits. On SR 179 at the "Y", traffic volumes are over 40% higher than those at the southern City limits. The highest volume local roadways are Sunset Drive, Dry Creek Road, Coffeepot Drive, Shelby Drive and Soldier Pass Road. Although visitor traffic is a contributing factor to the overall traffic load, in 1995, it comprised only 20% of the SR 89A traffic and 46% of the SR 179 traffic.

Historic Traffic Volumes/Projections

Table #1 depicts the historic traffic volumes (average daily trips for both directions combined in a 24-hour period) on SR 89A and SR 179 including 2030 projections prepared in 2009 by Lima and Associates. The 2030 projections represent conditions for the City when it is 93% built out. Also depicted is the percent of increase from 1989-1998 and the percent of increase from 1998 to 2012 (or the most recent traffic data available). Traffic volumes increased much more rapidly from 1989-1995 than in recent years. This corresponds with the rate of Sedona's growth during those time periods (ie. Sedona's year-round population has not grown in 12 years). Table #1 also includes original 1996-97 projections by CH2Mhill (Sedona Highway Corridor Assessment and West Sedona Off-Highway Circulation Study) regarding the impact of Red Rock Crossing on traffic volumes. Also included is the

1999 assessment of the same Red Rock Crossing impact by Lima and Associates (Verde Valley Regional Transportation Study Update) and the 2009 assessment, also by Lima and Associates, of an Oak Creek crossing connection in another location (2009 Verde Valley Multimodal Transportation Study).

Current Traffic Volume Estimates/Projections

From the 2007 traffic model (Lima and Associates, 2009) depicted in Table #1, on SR 89A at buildout, traffic volumes will likely increase by about 30-40% in most of west Sedona, by 75-100% at the western City limits and by over 90% in the Uptown area. On SR 179, at buildout, traffic volumes will likely increase by around 50% at the “Y”. In 2030 it is estimated that Sedona will be about 79% built out. In 2012, Sedona was 71% built out.

Level of Service

The previous 1996 Sedona Traffic Model (CH2Mhill) and the 1999 Verde Valley Regional Transportation Study Update included an analysis of intersection operations and road segment traffic flow. Traffic conditions are normally evaluated and compared using Level of Service. The concept of *Level of Service* is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. Level of Service generally describes these conditions relative to speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience and safety. Typically, this is presented on a scale from “A” to “F”. Level of Service “A” represents a free flow of traffic where each vehicle is virtually unaffected by other vehicles. Level of Service “F” represents forced or breakdown flow. In general, levels of service (LOS) “C” and “D” are considered acceptable (Verde Valley Transportation Study Update – 1999). The 2009 Verde Valley Multi-modal Transportation Study (Lima and Associates) uses the terms Under, Near, At and Over Capacity which may be easier to understand. A level of service A and B would correspond to “Under Capacity” using that system.

From the Study, in 2007, 89A was “Under Capacity” from about Andante Drive to the west. The remainder of 89A through west Sedona to the “Y” was at “Near Capacity” and 89A through Uptown was “Under Capacity”. SR 179 was under construction at the time of this Study. Prior to the construction, SR 179 was “Near Capacity” from Schnebly Hill Road to the south and “At” or “Over Capacity” from Schnebly Hill Road to the “Y”. When the City is close to being built out, all of SR 89A from the “Y” to the west would be “Near Capacity”. Some of the SR 179 roundabouts might be near capacity and near the “Y”, the road might be “At” Capacity.

Alternate Route Studies

Link Between SR 89A and 179

In 1991, the first adopted Sedona Community Plan and the Sedona Area Transportation Study identified the need for a link between the Village of Oak Creek and West Sedona (between SR 89A and 179). In 1993, the Uptown Creek Area Plan suggested a low-water crossing of Oak Creek served solely by shuttle service. In the mid-1990’s, Yavapai County studied several potential routes, but construction was not pursued. In 1996, the Sedona Origin/Destination Study documented significant SR 179 traffic originating in the Village of Oak Creek, destined for west Sedona and Cottonwood. The Highway Corridor Assessment that accompanied that study noted substantial traffic volume decreases on SR 179 with an alternate route. The 1999 Verde Valley Regional Transportation Study also modeled scenarios with an alternate route noting substantial traffic volume decreases on both SR 89A

and 179. The 1998 Sedona Community Plan specifically recommended the re-establishment of Red Rock Crossing to make this connection.

The current 2002 Community Plan no longer recommends a specific alternate route, however, the Plan's Regional Coordination Element contains language regarding the need to further evaluate a connection between SR 89A and 179 as a regional issue. In 2008, a transportation feasibility study for alternate routes was completed for information purposes (not adopted). Five possible corridors were evaluated. Red Rock Crossing had fewest constraints, was least visible and least costly. A traffic study and updated model were among the recommended follow-up steps. This has not been pursued and would require a lead role from Yavapai County and USFS approval.

In 2009, the Verde Valley Multi-modal Transportation Study (VVMTS) evaluated a bypass route between SR 89A and 179 at back-o-Beyond and Chavez Ranch Roads. While there would be a significant reduction in traffic on SR 179 near the "Y", the bypass was not recommended due to the high cost and potential environmental/aesthetic impacts. The Study did recommend the extension of Ranger Road to bypass the "Y".

Bypass of the "Y" Intersection

A bypass of the "Y" intersection was first proposed in the 1993 Uptown Creek Area Plan using Ranger and Forest Roads. In 1996, the Sedona Highway Corridor Assessment evaluated several potential bypass routes and recommended the extension of Ranger Road as the most feasible. This recommendation is in the current Community Plan. In 2004, the Heart-of-Sedona "Blue Sky" Plan recommended the Ranger Road extension as well. The 2009 VVMTS also recommended the extension of Ranger Road to bypass the "Y" within the next twenty years.

West Sedona – 89A Corridor and Off-Highway

Since 1991, to help limit the number of unprotected turning conflicts, ADOT in conjunction with the City of Sedona has installed seven new traffic signals and re-aligned several intersections in west Sedona. However, the current spacing guidelines would not allow for future traffic signals to be installed on SR 89A at the exit point of each individual neighborhood. Relief from traffic congestion on SR 89A will not be obtained by conventional methods due to the limited opportunities for widening SR 89A or the installation of new traffic signals.

The adopted Sedona Highway Corridor Assessment provided a concept plan for raised medians and combined access drives to reduce the number of left turn conflicts throughout the corridor. This Plan, adopted in 1997, was developed through coordination with ADOT and is the primary resource document for current SR 89A circulation recommendations in the Sedona Community Plan. This concept Plan proposes median segments with strategically-placed full access opportunities between Juniper Drive and Airport Road in west Sedona. In 2002, SR 89A was upgraded to a four-lane highway between Sedona and Cottonwood with a raised median segment from Juniper Drive to west of Upper Red Rock Loop Road. The current Community Plan also calls for alternate commercial access and a four-way intersection at Soldier Pass Road so that traffic from Saddlerock, Willow Way, Birch, Inspirational, Oak Creek Blvd and View Drive could access Northview and Soldier Pass Road signals. This scenario is very dependent on significant and coordinated re-development of the commercial area.

The implementation of raised medians from Juniper Drive to Airport Road would require a great deal of communication and cooperation between commercial property owners, the City, and ADOT.

Although the Highway Corridor Assessment was adopted, the median plan was not, due to the need for more detail and public involvement.

The City currently implements access control measures in conjunction with new development and through coordination and approval from ADOT. In the past, the Highway Corridor Assessment had been a valuable tool in the review of new development proposals. The 2007 Soldier Pass Road Area Traffic Study also evaluated several access management alternatives in the Soldier Pass/Airport Road area including roundabouts and traffic signals.

The Community Plan also recommends that solutions be found that allow for trips to be made off of the highway, however, these recommendations must not conflict with the desired character that the community wishes to preserve. In November 1997, the West Sedona North/South Off-Highway Circulation Study was completed to provide alternative road connections to help reduce traffic volumes on the highway by providing most residents with access to a signalized intersection and all subdivisions with at least two exit locations. Traffic volumes, however, are only one aspect of the traffic congestion issue. Lack of access control, other traffic management deficiencies and the concentration of commercial uses in a “strip” orientation are also significant contributors to traffic congestion on the highway. Increased flexibility in off-highway route choices and better access to controlled intersections for neighborhood areas can help reduce the highway congestion. For these neighborhood road connections that could be implemented by the City, the current Community Plan recommends that the “West Sedona North/South Off-Highway Circulation Study” be utilized as a resource and planning guide in an annual evaluation of capital projects including potential street connections and in the evaluation of new development projects. Although several off-highway connections have been made, opportunities to connect residential areas are limited, particularly south of the highway. Potential connections in conjunction with commercial re-development may be more realistic. Care must be taken that in facilitating traffic flow along the state route, flow into and out of neighborhoods is not unduly hampered.

New Projects

Parking Study (2012 update to the 2005 Parking Management Study – Nelson/Nygaard)

This study was completed as a resource for implementing parking improvements in Uptown.

Findings

Demand for on-street parking continues to be very high, impacting availability and traffic flow. There continues to be many off-street spaces available when on-street parking is full and visitors have a difficult time finding them.

Study Goals

Uptown should be a “Park Once District”. A parking demand strategy should focus on making the most efficient use of existing parking facilities before creating new facilities.

Study Recommendations

Short-term:

- Monitoring enhanced enforcement on parking turnover and availability
- Improving awareness with additional visitor-friendly way-finding
- Opening up existing off-street lots to public use.

- Evaluation of a shuttle circulator to connect parking areas and as a potential future connection to future canyon service.

Longer-term recommendations include installation of parking meters and a seasonal parking manager. Longest-term implementation includes identification of additional parking locations linked by shuttle.

Implementation

For now the city is pursuing additional off-street parking locations and agreements and also working on getting new, consistent signage for restricted spaces that is less unwelcoming/threatening. The City is also pursuing more consistent/standardized wayfinding signs and enforcement of time limits. The City is not currently pursuing parking meters, a parking manager or a re-evaluation of shuttle service. However, the City is participating in an Alternative Transportation Study with the USFS to look at transit and other options for Oak Creek Canyon.

Alternative Transportation System Implementation Plan (Nelson/Nygaard – through grant with NAIPTA)

The USFS is studying transportation alternatives to reduce traffic congestion in key areas between Uptown Sedona and the top of Oak Creek Canyon. These alternatives may include a range of transit, bicycle and pedestrian opportunities and additionally protect National Forest lands from ecological impacts and recreation management difficulties at popular sites. The City will serve as primary stakeholder and planning team participant. The USFS cannot take an active role in implementing Study recommendations that require on-going operations. With possible recommendations for access restrictions in the Canyon, a park and ride location(s) might be needed somewhere in the Uptown area. The study is expected to be completed by October 2013.

Concept plan for Pedestrian Improvements and Roadway Rehabilitation in Uptown (2013)

This concept plan would look at additional pedestrian improvements in Uptown. These improvements include new sidewalks, landscaping, pedestrian lighting, way finding signage, pavement rehab and potential median placement on SR 89A to better manage pedestrian and vehicle movement.

Bicycle Route Planning

Underway (2013) using the 1997 Off-Highway Study as a resource for signed bike routes. Some connections are also proposed. **NEED MORE INFO**

The USFS Red Rock Trails Planning

Current (2013) planning process underway for developing a plan for Forest Service trails in the Sedona and Village of Oak Creek areas.

NEED Info on proposed capital projects

Current Plan Recommendations that should be evaluated in Plan Update

Objective 2.1 (Circulation Element): *“Evaluate alternative traffic control improvements to the SR 179/89A intersection...Alternatives should include, but are not limited to, an extension of Ranger Road as a bypass route or new terminus for SR 179, the use of Ranger/Brewer Roads as part of a one-way circulator and a roundabout at the intersection if the Ranger Road bypass cannot be realistically implemented...”*

Although the ADOT NBIP for SR 179 did not include the Ranger Road extension, the “Blue Sky Heart of Sedona concept plan (2004-2005) recommends the continued evaluation of this connection (and closure of the Brewer Road/SR89A intersection). The 2009 Verde Valley Multi-modal Transportation Study also recommends this be pursued. Although these past plans include this recommendation, there are many implementation difficulties.

Other Key Recommendations

Implement Access Control and TSM improvements on SR 89A...

The Highway Corridor (1996) and Off-Highway Study (1997) contain recommendations specific to median placement on the west Sedona highway corridor. The state of Arizona is also (**HAS Prepared?**) preparing new access control guidelines. An access control plan should be undertaken in conjunction with other specific planning on the highway corridor.

Provide neighborhood connections to commercial areas and to other neighborhoods including roads, pedestrian paths and bike routes.

Currently-recommended street connections that have not already been made that may or may not still be possible include:

- Southwest Drive to 89A and south of 89A to Carol Canyon Dr.
- Tranquil Drive ,Rigby Rd and Madole (connects to Andante)
- Northview to View Drive
- Oak Creek Blvd to Birch
- Willow Way to Rockridge Dr. (Also key ped/bike connection)

A connection between Panorama and Sunset Drive is recommended only as a pedestrian/bicycle connection.

An extension of El Camino Grande linking Juniper and Pinion Drives was not pursued due to neighborhood opposition.

Provide for a non-motorized circulation system integrated with the Trails and Urban Pathways Plan.

Work with ADOT to establish highway standards appropriate for a small community rather than a traditional highway.

Provide public parking areas linked to a transit system.

Establish shuttle transit and support a regional commuter system for residents, workers and visitors.

Table #1 - Historic Traffic Volumes – SR 89A (Average Daily Trips)

Location SR89A (west to east)	1989	1995 ²	1998 ⁴	2000 ⁵	2003-07	2007 ¹³ Traffic Model	2008-2012 Traffic Counts	Percent Increase (1989-1998)	Percent Increase (1998-2003- 07)	Near Buildout ⁹
West of Upper Red Rock Loop Road	-	12,000*	-	12,158	<u>2006</u> 13,100 ¹¹ <u>2007</u> 14,000	16,600	2010 ADOT <u>Annual Avg.</u> 12,400	-	<u>1995-2006</u> 3%	26,600
Upper Red Rock Loop to Dry Creek Roads	7,600	13,500*	14,300*	-	-	18,000	-	88%	<u>1998-2007</u> 26%	31,600
Dry Creek Road to Andante Drive	12,600	19,200	24,000*	24,061	-	23,700	2009 ADOT <u>Annual Avg.</u> 23,500	90%	<u>1998-2009</u> 0%	34,100
Shelby to Coffeepot Drives	17,900	25,000*	26,325	27,195	<u>2003</u> 30,654 ⁶	-	-	47%	<u>1998-2003</u> 16%	-
Coffeepot to Mtn Shadows Drives	24,400	30,100	36,466	32,190	-	-	-	49%	0%	-
Posse Grounds to Airport Road	20,600	<u>1994</u> 23,000 ³ (Apr)	26,132	-	<u>2005</u> 30,850 ⁷	32,300	-	27%	<u>1998-2007</u> 24%	41,200
Airport Road to the “Y”	21,900	26,952	-	28,550	<u>2005</u> 30,850 ⁷	28,800	-	<u>1989-1995</u> 23%	<u>2000-2007</u> 0%	39,700
The “Y” to Forest Road (Uptown) ¹²	-	15,186 (Sept)	13,832 (Nov)	13,613 (Nov)	<u>2005</u> 16,864 ⁸	-	-	<u>1995-1998</u> 0%	<u>1998-2005</u> 22%	-
Forest Road to Jordan Rd. ¹² (Uptown)	-	-	-	-	<u>2007</u> 9,189 ¹⁰	-	2008 City of <u>Sedona</u> 8,781 ¹⁴	-	-	-
Art Barn Rd. to Lomacasi ¹² (Uptown)	5,800	8,388	8,600*	-	<u>2007</u> 6,071 ¹⁰ <u>2006</u> 5,900 ¹⁰ <u>2005</u> 6,670 ¹⁰	7,000	2009 ADOT <u>Annual Avg.</u> 5,800 2008 City of <u>Sedona</u> 5,500 ¹⁴	48%	0%	13,400

* Traffic Model Only

1. Sedona Area Transportation Study (July 1991 – Parson Brinckerhoff). Source: ADOT Traffic Counts – July 1989
2. Sedona Traffic Model (January 1996 – CH2MHILL). Source: City of Sedona Traffic Counts – September 1995 and October 31 – November 2, 1995. Traffic counts cited are those used in Sedona Traffic Model (January 1996 – CH2MHILL).
3. Sedona Traffic Model (January 1996 – CH2MHILL). Based on traffic counts – April-July 1994.
4. Verde Valley Regional Transportation Study (July 1999 – Lima & Associates). Traffic model for 1998 conditions based on traffic counts in November 1998. Traffic model locations are not as precisely located as traffic counts.
5. Traffic Counts (November 2000 – City of Sedona). Single 24 hour counts in selected locations.
6. Andante Signal Study (August 2003 – Kimley/Horn).
7. Soldier Pass Road Area Traffic Study. Traffic counts at 2 locations: 1) Posse Grounds Rd and 2) Brewer Road – June 2005. These locations are combined in the Study and seasonally adjusted. The number in this table is an average of the two volumes provided in Fig 4.3 of the Study.
8. City of Sedona traffic counts – December 2005
9. 2030 Traffic Model - Verde Valley Multi-modal Transportation Study (2009 - Lima and Associates). Represents about 93% of buildout. 2012 estimates are for 79% buildout in 2030.
10. City of Sedona (October 26 - November 2, 2007 and December 2005). Average of weekday/weekend counts (2006 – ADOT).
11. West of Lower Red Rock Loop Rd (2006 and 2007 average annual – ADOT).
12. Uptown area traffic counts vary considerably based on time of year and specific days. For the Uptown Enhancement Project, RBF Consulting conducted single day traffic counts for one weekday (Wednesday, October 8, 2003) and one weekend (October 4, 2003) that yielded counts that were **27%** higher between the Y and Forest Road (20,579 - 22,225 ADT); **109%** higher between Forest and Jordan Road (18,269 - 20,239 ADT) and **275%** higher north of Apple Ave (14,760 - 18,578 ADT). These counts were conducted during what is typically the busiest time of year in Sedona.
13. Verde Valley Regional Multi-modal Transportation Study (2009 - Lima and Associates). Traffic model for January 2007 conditions based on traffic counts in 2005-2007 (Traffic model locations are not as precisely located as traffic counts.).
14. City of Sedona (2008) February – April average.

NOTE:

In 1996 and 1997, CH2MHILL evaluated three locations with and without a Red Rock Crossing linking SR 89A and 179. The difference in volume is as follows:

- Between Upper Red Rock Loop and Dry Creek Road = an **increase of 17% with** Red Rock Crossing.
- Between Coffeepot and Mountain Shadows Drives = a **decrease of 7% with** Red Rock Crossing
- City limits at Oak Creek Canyon = **No change with** Red Rock Crossing

The Verde Valley Regional Transportation Study (Lima, 1999) also examined three scenarios to assess the impact of a Red Rock Crossing. SR 89A could realize about a **9% decrease** in volume.

The Verde Valley Multi-modal Transportation Study (Lima, 2009) also examined scenarios to assess the impact of a crossing near Back-o-Beyond and Chavez Ranch Road. At close to buildout, much of SR 89A could realize **6-14% decrease** in volume, with an increase of up to 32% on Upper Red Rock Loop Road.

Table #1 - Historic Traffic Volumes – SR 179 (Average Daily Trips)

Location SR179	1989 ¹	1995 ²	1998	2001 ⁶	2003 ⁷	2003-2007 ⁹	2007 ¹⁰ Traffic Model	2008-2012 Traffic Counts ¹¹	Percent increase 1989-1998	Percent increase 1998-2012	Near Buildout ⁸
City Limits (South of Back-O-Beyond)	7,900	11,200	11,516 ³	13,887	13,731	<u>2007</u> 13,500	15,400	<u>2009</u> 12,000	46%	<u>1998-2009</u> 4%	15,000
Chapel Road to Poco Diablo	9,300	13,580	13,800 ^{4*}	15,342	15,473	<u>2006</u> 17,600 <u>2007</u> 13,000	18,400	<u>2010</u> 11,500	48%	<u>1998-2010</u> 0%	18,000
Tlaquepaque Bridge	13,500	15,950	20,229 ⁵	20,437	20,597	<u>2007</u> 19,500	22,800	<u>2009</u> 19,000	50%	<u>1998-2009</u> 0%	31,000

1. Sedona Area Transportation Study (July 1991 – Parson Brinckerhoff). Source: ADOT Traffic Counts – July 1989.
 2. SR 179 Design Concept Study (May 1995 & December 1996, BRW, Inc.). Source: ADOT Transportation Planning Division & BRW, Inc.
 3. Verde Valley Regional Transportation Study (July 1999 – Lima & Associates). Source: Lima & Associates Traffic Counts, November 1998.
 4. Traffic model - Verde Valley Regional Transportation Study (July 1999 - Lima and Associates). Model location between Canyon Drive and Schnebly Hill Rd.
 5. Traffic Counts (July 1998 – City of Sedona).
 6. Traffic counts (March and April 2001 – City of Sedona and March 2001 - ADOT). Volumes represent an average of all three counts.
 7. Traffic counts (August 2003) – DMJM Traffic Data Collection Report – SR 179 Corridor Development, Design and Construction Report for ADOT (Sept 2003).
 8. 2025 Traffic Model - Verde Valley Multi-modal Transportation Study. (2009 - Lima and Associates). Represents about 88% of buildout. 2012 estimates are for 77% buildout in 2025.
 9. ADOT – 2006 and 2007 (average annual daily traffic).
 10. Verde Valley Regional Multi-modal Transportation Study (2009 - Lima and Associates). Traffic model for Jan 2007 conditions based on traffic counts in 2005-07.
 11. ADOT – average annual daily traffic.
- * Traffic Model only

NOTE:

In 1996 and 1997, CH2MHILL evaluated three locations with and without a Red Rock Crossing linking SR 89A and 179. The difference in volume is as follows:

- Southern City Limits = **Reduction of 29% with** Red Rock Crossing
- Between Chapel and Morgan Roads = **Reduction of 12% with** Red Rock Crossing

The Verde Valley Regional Study (Lima, 1999) also examined three scenarios to assess the impact of a Red Rock Crossing. SR 179 in the Village of Oak Creek could experience a **decrease** in traffic volume of **18%**, which would gradually decrease to **8%** closer to the “Y” in Sedona.

The Verde Valley Multi-modal Transportation Study (Lima and Associates – 2009) evaluated the impact of a crossing at Back-o-Beyond/Chavez Ranch Rd on SR 179. This bypass would reduce traffic volumes by about 25% on SR 179 near the “Y”.

CIRCULATION
- Make Jordan Road 1-way and create deeper neighborhoods; 89A
Fix traffic! Options, alternatives now
- Traffic back-up is a problem in Uptown through OC Canyon and also to the Village of Oak Creek.
- The big problem in Sedona is traffic!
Public safe roads.
Better traffic control, signage, neighborhood and business access.
Resurface Shelby Drive. Street cleaning.
Kathy, I hope I'm not sharing information that you already have, but I've become aware of the Complete Streets program that is the focus for the FHWA, and which has been adopted by many cities and states in the USA. I'm passing this on because I think it is imperative that Sedona jump on this bandwagon, before we are left far behind, in terms of function and safety on our road. The link I'm sending has info about a recently published study, "Complete Streets Best Practices." It costs \$60 and is now available for purchase. It looks pretty exciting. Hope you can use this info. Take care. http://www.completestreets.org/resources/complete-streets-best-practices/
Imagine a Sedona with no black top pavement that retains the heat.
While I have your attention, I would also like to repeat my plea to you at an earlier meeting: to consider changing the unwieldy, mouth-twisting technical designations of our main arterials to simple meaningful names : Canyon, Village and Valley Roads.
Sedona would be a better community if . . . We had less traffic.
2. Reduce congestion at Y.
Better condition of the roads.
Fix (reface) the roads, like on corner of Harmony and 89A.
Provide adequate roads for residents and visitors (pay attention to congestion during holiday times).
Side roads maintained (Sugarloaf).
TRAFFIC SNARLS. Seek a way to divert big tour buses, ease blockage uptown, etc.
Safety islands.
Please review and recondition the east / west portion of Shelby Dr. I've lived in Sedona since 2005, And to get to the animal Humane society is a challenge. Thanks
We need a vision to deal with the traffic. We've been putting off the problem of being tied to our cars. We can't just add more lanes to the road. Finding same problems at Grand Canyon and Montezuma's Well.
Quiet and peacefulness. Quieting of cars—maybe more electric cars. Maybe a quiet rail line down 89A, a horse lane, car free days in the city which would require more park and ride outside the city. (If NYC can close Central Park to traffic for bikers and pedestrians, we should be able to work something out.)
Figure out a way to have minimum impact of cars.
More connector streets.
What I want to see: Safer road to turn onto, partially due to seniors driving.
Arterial connectors between green street, with native plants, swales.
Car sharing.
I would like to see a Sedona with wider highways from Sedona to the Village of Oak Creek. One lane for slow traffic and one lane for faster traffic.
Add another lane to 179 in both directions.
Our roads are in really bad shape, even in the Manzanita Hills, Lazy Bear, etc., area and all from having at least one garbage truck coming down the road 4-5 days a week. By 2020 the city should be able to save money on the roads by contracting with ONE company for an area. Many of our streets end in a cul-de-sac, but some of the trucks turn around in areas that are "elbows" rather than the turn areas and are creating ruts off the street and making rubble out of the sides of the streets, especially at the intersections. It would save the city a great deal of infrastructure monies by limiting the number of garbage trucks. If there are 5 garbage haulers, have them bid for 5 different areas and hire one for each area.
179 looks beautiful: retaining walls, etc., very well done.

2011-2012 PUBLIC COMMENTS – CIRCULATION – TRAFFIC, PARKING, TRANSIT

Reduce traffic at the “Y” roundabout by 20% by 2020
Attractive and effective people circulation
We shouldn’t design costly road improvements to address holiday traffic issues. Perhaps we could get info about alternative destinations to visitors (e.g., alternate creek access places).
Not out on the road enough to experience major backups in the canyon or SR 179, but aware that both visitors and locals are angry. However, we live in a resort town and all resort towns have to deal with a lot of traffic. People just need to deal with it. More people may be passing through and not stopping, because of the congestion. The canyon seems worse than it used to be. Canyon “through-traffic” may be an issue with less I-17 maintenance in winter.
TRAFFIC. Provide adequate roads for residents and visitors (pay attention to congestion during holiday times).
Traffic is a problem, and when the economy turns around it won’t be any better. Need to take care of these problems.
More scenic pull-outs or highway patrol to move tourists along.
Circulation and parking are the highest priorities – get these resolved first
One idea might be to construct a gondola from the rim into town so visitors from Flagstaff could avoid the canyon.
Fuel-efficient transportation
New ways for transportation: Electric cars; smart cars; segways, scooters, bicycles, hybrid cars.
WORKSHOP ON TRANSPORTATION, 11/17/11: Connections: Yes to the racquet club from neighborhoods to the north. West Sedona school to Zane Grey. Kachina to Navoti. Grasshopper at Top—connect all streets. Goals? Improve road conditions or find alternatives. Getting in: Reduce visitor transit. Shuttle buses. Visitors cause problem: fewer people? (e.g., Aspen). Getting around: What should city do: If you live in city, get pass; otherwise get shuttle. How does it work. Do comprehensive. San Antonio riverwalk, drive to riverwalk. Connection is destination. West Sedona corridor: Changes? Own it. Node concept. Biddles? Parking behind (Reds?). Tie in with Lynx. Enable people to move around. Limit traffic? Commercial ones surrounded by homes. Transit system for neighborhoods. Sedona is typical: land use pattern needs to be changed. Connections: Enable roundabout way to avoid 89A in west Sedona. Neighborhoods: Make codes flexible to allow businesses to serve neighborhoods. Could be low impact. Markets: live/work space. Surface travel is congested, but the sky is wide open: airlift for emergencies, personal air vehicles for local travel. Transportation is a topic the City Council should approach as part of making Sedona the best place to live.
UPTOWN
Better traffic flow in Uptown – alternate route in Uptown
Do something to relieve the congestion in uptown Sedona, so non-tourist traffic can move back and forth through area without getting stuck.
Traffic back-up of up to 1 hour or more in Uptown when there are activities/special events. Need police to help out. On holidays the traffic gets very congested. Uptown footbridge (overpass) in Uptown.
Better traffic flow in uptown.
Please consider making 89A in uptown a one-way street. Have cars turn down Apple if you choose southbound or Jordan if you choose northbound. This is not a bad thing. It would bring people to parking places and allow for more movement, especially when tourists feel the need to just walk wherever they want, or make you wait while they jockey for a parking place. Thanks.
Uptown: Traffic due to pedestrian crossing
more parking in uptown, make Uptown function better (traffic).
Figure a way around uptown so that uptown can sometimes be closed off to cars and be a pedestrian mall—or maybe

2011-2012 PUBLIC COMMENTS – CIRCULATION – TRAFFIC, PARKING, TRANSIT

permanently make uptown closed to cars—therefore needing a way around the uptown area for cars going to and from Oak Creek Canyon.
Second most important thing is to deal with the traffic in Uptown Sedona. Everyone could see the possibility of pedestrian bridges, arterial roads, and the building of multilevel parking garages to get the cars off the streets and better accommodate the visitors and residents who wanted to come to Uptown.
Traffic control: uptown needs more officers to manage flow.
Crosswalks in uptown need to be regulated to allow for vehicle flow on weekends.
Make the police traffic control uptown effective to help alleviate traffic back-ups in Oak Creek Canyon.
Concern about traffic in Oak Creek Canyon into uptown.
Last weekend the problem was that no one was directing tourists.
Canyon traffic caused by crosswalk.
ALTERNATE ROUTES
Alternate Route to get to VOC
Pave Schnebly Hill Rd as another road into/out of Sedona
An alternative route by SRRHS, Red Rock crossing and Verde Valley School Road is needed for safety and efficiency.
Schnebly Road, if paved, could reduce the backups in the canyon and on 179.
An alternate to West Sedona SR89A on the south side of the highway, like Thunder Mountain on the north side. An alternate loop such as the previously proposed Red Rock Crossing.
Any of the alternate route connections from 179 to west Sedona could help “spread out” the congestion.
a bypass of the Y
Take traffic off 89A uptown completely—bridge to Schnebly—so uptown would be pedestrian only.
The discussion continued with the thought that there should be arterial roads to keep the traffic down on SR89A, such as a road from Forest Rd to the Posse Grounds/Barbara's Park. Yes, they were aware of the Forest Service land.
89A bypass for uptown?
Spectacular bridge over Oak Creek.
West Sedona – North Bypass General Traffic Uptown traffic – left turns on 89A
Alternative route from VOC.
discussion about paving Schnebly hill road
Schnebly Hill Road – Alternative rerouting 89A traffic Wayside Chapel traffic flow
Pave Schnebly Hill Rd (3 persons).
- Alternate route to bypass uptown.
Develop an alternative route(s) from Dry Creek Road to Airport Rd. so that residents can get to west Sedona stores without driving on 89-A.
Another route to avoid traffic and for emergency purposes at Red Rock Crossing.
Connect Brewer Road and Chavez Crossing to Poco Diablo.
ROUNDAABOUTS
Instructing the public (especially visitors) on the use of roundabouts.
Educate drivers on use of roundabouts.
No more "double roundabouts" like at the post office.
Teach visitors how to drive in the roundabouts.
Traffic flow/roundabouts might not work in 2020 at Tlaquepaque and others. - Signs not great.
On SR 179, there is a lot of northbound traffic coming into Village of Oak Creek. Don't have an answer for the causes, but many out-of-towners seem to panic in the roundabouts. May be better education or signs are needed. People just need to be patient.
More signage for roundabouts probably won't work – there is too much to look at.
Traffic is flowing. Backups are not continuous. SR 179 does seem to flow better since the roundabouts were constructed. Seems to be more traffic on the south end of SR 179 near VOC. Maybe it flows better as people get used to driving the roundabouts.
Need signs in the roundabouts for who has right of way

SIGNAGE & LIGHTS
Need a light at the Medical Center
The blinking light uptown negatively affects traffic flow
The Cottonwood 260 interchange should have Sedona signage.
Poor signage at Tlaquepaque
The timing at the light on Dry Creek road is bad...too long. No turn signal at Airport Road, even though it has a turn lane.
I'd like to see throughout town little "crosswalks" images on side streets of quail and babies, to naturally slow down drivers. And it would be a cute Sedona idea, marketable at gift stores.
- Put signs and a stoplight at Posse Grounds Road to help people find the recreational facilities there.
Alumbrado publico [public lighting].
Light up road signs. Make more visible.
Unique street signs that reflect a sense of community.
Resurrect existing Uptown signal for pedestrians and eliminate the blinking yellow light at Oaxaca.
get rid of many of the stop signs which now dog local drivers (and invite non-compliance) in most of our subdivisions, and could be replaced by yield-signs, or omitted altogether letting drivers go by the usual rule "from the right, has the right of way".

PARKING
More space for parking in Oak Creek Canyon.
More parking for safety reasons and the tourists in Oak Creek Canyon.
More parking for visitors that come to Oak Creek.
Solution is the parking for tourist population growth.
PARKING. Consider underground or even outside of town. Small shuttles into city center. (Look at small hillside scenic towns in Italy like Assisi.)
A public garage owns and maintains the vehicles in the city. Licenses could offer lease agreements to use the cars and/or transportation credits for town trains/buses. Electric or hybrid engines will reduce the city's dependence on oil.
No parking on SR89A in uptown; parking spaces replaced by extra traffic lanes. Parking moved to a parking garage, say behind Hozho with public transportation to uptown.
- Larger central parking areas.
Had better parking (level parking with park level) had more parks
Support golf carts and electric cars instead of 4 wheelers by adding parking spaces today.
Ecological parking lots, permeable pavement.
Permeable pavement.
Parking: Make it more difficult.
Signage for the Uptown parking lot may not be effective enough (the visual environment is too distracting). Maybe a clearer message is needed that this lot is for visitors.
Need signage in uptown to get visitors to municipal lot for parking; public transportation from the lot to uptown recommended and from West Sedona
Why hasn't metered parking been implemented?
We need more parking, to repurpose out buildings to use as multi-functional.
Parking is an issue to consider for large festivals.
Sedona Arts Center – parking a problem. Multi-use space.

89A CORRIDOR
- We need to pull together on 89A.
- West Sedona should be the main focus for the next 10 years. Concept idea shown is one option.
Please get ADOT to pave 89A with the same rubberized paving they did on 179 before they turn it back to the city. It made a fantastic difference on 179 in quieting the traffic noise.
89A desperately needs safe parking. So many entrances.
Connect some of the large parking lots to avoid retuning to 89A.

2011-2012 PUBLIC COMMENTS – CIRCULATION – TRAFFIC, PARKING, TRANSIT

Cut through neighborhoods as alternative to 89A.
89A: - Create center islands - Beautification - Roundabout - Safety
Ease of travel, friendlier 89A.
Roundabout 89A.
Let ADOT keep Hwy 89A. Allow ADOT to add safety lighting in west Sedona. No highway dividers--keep 89A open for commerce.
Pedestrian bridges for crossing SR89A in West Sedona.
More trees along SR89A in West Sedona.
- Making 89A more pedestrian friendly is critical for calming speed and increasing safety for vehicles and pedestrians.
89A pedestrian and bicycle friendly. Safe road crossing. Landscaping.
No lights on 89A. Crosswalks, medians.
Make 89A more "walker friendly" and "bike friendly".
89A in west Sedona may not be perfect, but compared to other towns it is charming. Adding drinking fountains would help, so would some benches. But 89A is a main thoroughfare, let's be realistic. If a creek walk is possible, do it; a hike option to the commercial uptown.
- West Sedona, strip mall or character.
As along 89A, walkability.
Focus beautification improvements in west Sedona. We have improved uptown and 179, now it is west Sedona's turn. Roundabout at 89A and Coffee Pot.
89A in west Sedona: Improve the appearance with nice landscaping and architectural design.
Invest in West Sedona * Curb appeal, need vision for West Sedona
Redesign west Sedona's 89A frontage parking lots to be more pedestrian friendly with community-volunteerism visibility.
More of a town center feeling through west Sedona 89A, with plants, artwork, walking area, etc.
Would like west Sedona to look more like uptown
consider 89A roundabouts, which promote circles and make energy flow better.
Make 89A in west Sedona more beautiful to fit in with the "striking beauty" all around us. Make it more quiet—pavement, etc.
Sees the main 89A strip as one enjoyable area, if it were easier to get from one center to another
Need a walkable 89A. Sidewalks to streets not inviting. Push sidewalks to inside edge, with buffer to highway. 89A gathering places really need to address getting across highway. 89A needs to be narrowed like a main street. No depth to commercial. Need boulevard.
Quality of development: west Sedona needs help.
What is community? 89A? Community, medians, roundabouts, trees. Make road safer; enable people to walk; bike paths. Shade; all concrete; no trees or shade. Pedestrian friendly; own the right of way. Priorities—take back along road: W 89A. Public ownership of property along 89A. Eminent domain? Now is the time to do this!
Need safe crossing on 89A
Physical layout of West Sedona is not conducive to community building
155 curb cuts or more in west Sedona! We could work on reducing this friction.
Bite off smaller pieces (than Loop Road to the Y) and improve 89A a bit at a time.
Safety improvements on West Sedona SR89A: reflectors at crosswalks, restriction of left turns from the "suicide lane," and from parking lots.

2011-2012 PUBLIC COMMENTS – CIRCULATION – TRAFFIC, PARKING, TRANSIT

<p>There was no planning on SR 89A before incorporation. Biggest concern is lack of left turn restrictions onto the highway and too many access points (curb cuts) for businesses (It took me five minutes to make a left turn out onto the highway). Need to control highway access better. Selective use of medians, consolidation of curb cuts, more left turn restrictions. A lot has been done on SR 89A. There are not a lot of easy fixes left.</p>
<p># 11: What changes would you make in West Sedona and along the 89A corridor and what would you like to see there in the next 10 years? More attractive signage; signage that fits better/doesn't distract from the environment, scenery.</p>
<p>West Sedona. Uptown and 179 have been updated for traffic flow and beautification for residents and visitors. West Sedona is an "eyesore" by comparison. It has so much untapped potential. Look at signage. Look at it from the perspective of those visiting for the first time; what first impression does it give?</p>
<p>Bypass 89A Main street park like</p>
<p>Roundabouts could be placed on SR 89A – they work well on SR 179, but need to recognize that some older residents won't drive them (need classes/training?). 89A should have medians and be landscaped Put trees along south side of 89A</p>
<p>Question ADOT jurisdiction along SR89A. Need to work together with ADOT.</p>
<p>West Sedona corridor needs to be a priority.</p>
<p>Need better signage for ER/Medical Center</p>
<p>Solutions: Use Wilson Canyon as a No. – So. bypass to Forest Rd; put in a pedestrian underpass; focus on doable issues.</p>
<p>SAFETY. Eliminate suicide lanes.</p>

TRANSIT

<p>- Public transport. / Public transportation./ New public transit.</p>
<p>Secondly, we need shuttle buses for those who no longer drive.</p>
<p>Imagine a bus terminal somewhere uptown or nearby where all the buses can discharge their passengers who then get on public transportation.</p>
<p>Imagine a light rail or monorail system built around Sedona, not up the main street; something allows riders to enjoy the vistas and natural beauty as they ride. In fact, establishing routes for beauty should be a goal of our public transit system.</p>
<p>Imagine Sedona with Public Transit serving West Sedona, Uptown and even the Village. Senior friendly. Efficient and attractive for use by residents and visitors.</p>
<p>For the community: - Transportation for seniors. - Transportation for everyone.</p>
<p>Pollution free, clean, alternative public transportation, like electric trolley.</p>
<p>Transportation that doesn't rely on cars and is comprehensive enough that everyone will use it.</p>
<p>- Transportation especially for seniors.</p>
<p>Transit needed. Cottonwood to VOC to Flagstaff. And more frequent in town: medical center, other high needs, grocery stores.</p>
<p>Phenomenal public transportation system that everyone can use. Get cars off the road.</p>
<p>Transportation: - How to move people around? Limit parking to encourage shuttles and electric carts/bikes. Use and return. ("Credit card concept": "use and return")</p>
<p>Transportation to health centers.</p>
<p>- Small people movers. - Auto-free zone.</p>
<p>- Develop robust public transportation, both local and regional, electric vehicles, ban parking.</p>
<p>Please keep the trolley in place. Less traffic in uptown, Tlaquepaque, and Hillside. Attracts tourists to explore more of Sedona's businesses.</p>
<p>Monorail to Sedona from I-17.</p>

2011-2012 PUBLIC COMMENTS – CIRCULATION – TRAFFIC, PARKING, TRANSIT

There is no transportation between Sedona and VOC. Residents and tourists need to be able to travel between the two locations for shopping, doctors, etc.
Build a monorail from I-17 into the Village and uptown. I would like to see less pavement. 179 becomes/stays as it is for our local travel needs, while visitors are transported into Sedona via a quiet, modern monorail (hey, one neighbor agreed with me!) from I-17. Covered parking lots or a handsome covered garage are provided just off I-17 at 179 at the monorail station. Yes, let's face it, Sedona is a Disneyland of natural beauty and best viewed as that quiet monorail slips through the natural forest. The Village would have a stop, perhaps a stop at a trail head for hikers, and the Sedona stop. Where? Hmm. The monorail is supported by a shuttle system at an information center. If you look at 17-mile drive in Carmel, where visitors pay a fee to drive through it, I see this monorail being similar--a way to "buy a ticket in" for the day visitor. With an overnight accommodation you can bring your car with you. From west Sedona, a parking facility at the wetlands and a connection with the local bus/transportation system; running often would bring the day visitor in.
Bus, rapid transit. Add more public sculptures. Bypass around "Y", say via Forest Rd.
Light rail?
If I could stress anything above all else I would exalt "public transportation." It takes care of emissions, provides an egalitarian transportation system, and fosters community with its passengers.
A public transportation system that runs at night so those people who would prefer not to drive at night will have the opportunity to go out.
Public transportation--we need more of it and it should be convenient and efficient and reliable.
Need public transportation, reliable taxi service.
Better transportation alternatives (reliable, safe cabs) because of aging population and to encourage older people to move here.
Public transportation, an inexpensive way to get to where you need to be without owning a car.
Electric tram alongside SR89A in the canyon up to Grasshopper Point and no parking along that stretch.
Electric light rail the entire length of SR89A in West Sedona.
<i>Sedona would be a better place if:</i> <ul style="list-style-type: none"> - Shuttle service/public transit – residents & visitors – easy + fee (free?) often & marketed - Easy parking at ends of city w/transit into town
Oil based transportation limited or banned in the city; replace with local trolley or electric train ever-present with local service on SR89A.
Better on-demand transit – youth, others
Public transportation that runs at night and early in the morning.
Public transportation!! Subsidize it, it's sustainable. Lynx run to VOC.
Public transport: egalitarian, carbon reducer, eliminates distracted drivers, single car lanes 20 mph.
Light rail through town.
Lynx: off work at 4:00pm, but Lynx comes at 5:30 for two people in Cottonwood = \$8.00 per day.
Park and rides. Ideal: Sedona as park—light rail into Sedona.
Affordable transit system. Portland \$1.50; Honolulu \$3.00 = high.
Monorail I-17 to Sedona.
Effective public transportation/reduce traffic congestion.
Public transportation to reduce or eliminate vehicular congestion.
"Short hop" transit system—way to get up cooks hills.
Transport to carry bikes (park & trolley, park & bike, park & ride).
Trolley to connect.
Traffic: Park & ride at the sewer plant for the workers from Cottonwood; transit system to and from their workplace. Parking for tourists, visitors in underground, city-owned parking garages; parking meters in uptown to encourage using the parking garages; transit from there to uptown. Volunteer residents to commit to a car free day a week. Transportation: Transit system that actually goes into neighborhoods; strategically located stations, not just along 89A or 179. Provide coin operated bike rentals; connect neighborhoods with walking paths.
West Sedona must be served and link to uptown.
Transit can mix our visitors into our daily resident lives to everyone's mutual benefit. It can show visitors another side of

2011-2012 PUBLIC COMMENTS – CIRCULATION – TRAFFIC, PARKING, TRANSIT

<p>town.</p> <p>Top of canyon—could allow visitors to park and transit into the canyon.</p> <p>Shuttles up and down canyon a) recreation b) transit for work.</p> <p>Park & Rides could intercept car traffic and transition people to shuttle before they get here.</p> <p>Prohibit private car access to school in the morning: must use buses.</p> <p>Get rid of school buses and institute community bus service for all (this may eliminate the stigma kids feel about bus). Is it fun, cool, and profitable? It must be to work.</p>
<p>A park-and-ride at each end of SR89A between Sedona and the top of the canyon, paid for by converting it to a toll road.</p> <p>Make laws to restrict travel to residents of the canyon and Sedona residents who work in Flagstaff. Traffic congestion on weekends is a safety issue in case of fire or medical emergency. City government needs to alleviate this risk immediately.</p> <p>Public transportation throughout the city; Sedona is way behind in establishing one; public transportation relieves congestion and promotes the chance encounters that build community. This would require strategically placed parking; some of the congestion is caused by searching for parking. Public transportation designed to be more convenient, attractive, affordable, and fun than driving a car.</p>
<p>Shuttle service from Flagstaff and maybe other places could be an option for day trippers.</p> <p>More of the resorts need to provide employee transit in and out of work.</p> <p>A park and ride system is the best way to have any real impact on traffic. Multiple lots throughout Sedona area, served by shuttle, may be more realistic than lots on the periphery as they can catch a wider variety of potential users.</p> <p>Zion and Springdale—a great example of a working shuttle system that combines an inter-city system with a shuttle serving an auto-free area (Zion Canyon).</p> <p>Is there a mixed message in promoting electric cars if this increases demand for power generation (i.e., coal)?</p> <p>Transit within the City must be integrated with a regional system.</p> <p>We need to find a way to really promote more local use of transit.</p> <p>The USFS-proposed system may work over the long haul as a local system.</p>
<p>TRANSPORTATION. Better transportation alternatives (reliable, safe cabs; public transportation that is convenient, efficient and reliable) to reduce the need to drive, whether it's to events, dinner, etc.; to keep pace as our current residents' age and to encourage/attract older people to move here who may feel less comfortable behind the wheel.</p>
<p>One-half of the participants use cars and the other half walk or share rides to get around; one used the Lynx.</p> <p>Need a shuttle.</p> <p>The shuttle route could be similar to the school routes and on 89A. But, we need to analyze this further.</p>
<p>Transportation – Sunset Village has a shopping van – but all of Sedona needs this</p>
<p>Need transportation to Flagstaff, Prescott and other Verde Valley Cities</p>
<p>A public transportation such as a moving sidewalk to bring people together</p>
<p>No central place, no main street, which is why we need public transportation.</p>
<p>Inter-city shuttle system with a public parking garage.</p>
<p>Need transit connection to Flagstaff.</p>

CIRCULATION

Traffic reduction strategies / Traffic congestion solutions / 2) Control traffic/limiting of vehicular traffic in Sedona. / 2. Traffic reduction. / transportation, public and parking / Minimize car traffic.

Sedona needs to solve its traffic & transportation situation for the safety of its citizens as well as for visitors. There are many excellent ideas set forth & some work on this is already evident.

Neighborhood hubs are needed to encourage outdoor activities and gatherings which will support intergenerational activities and aging in place. These include pedestrian oriented roadways, public transportation and car free quiet zones to help our residents and visitors stay healthy by giving everyone the opportunity to explore at a leisure pace.

2. Pedestrian bridges, underpasses to improve traffic flow & reduce backups.

2. Improve traffic with alternate routes around uptown and Y. Either open/connect some side streets as alternatives and/or add major bypasses like a bridge across Red Rock Crossing.

These include pedestrian oriented roadways,, public transportation, and car free quiet zones to help our residents and visitors stay healthy by giving everyone the opportunity to explore at a leisure pace.

1. Limiting tourist intrusion e.g. jay walking – u-turns – stopping at yield signs & not stopping @ yield signs – need police out giving tickets & warning only tickets to "deer in headlights" people who are confused.

1. Reduce traffic congestion. Especially uptown. West Sedona being not too much better.

Pedestrian and vehicular circulation is the big challenge here in Sedona.

1. Remove half the roundabouts from I-17 to the "Y". Help Uptown congestion coming into town from Canyon.

1. Traffic improvement is a must! Missing from plan – connecting Verde Valley School Road and Red Rock Loop – bypass much traffic through town center.

2. Another entrance to Sedona from the north – Oak Creek Canyon Road is too congested – probably very expensive but some thought for the future.

ways to lower traffic with better signage and more directed parking, yet bring tourist revenue

1. Working with the forest service and Coconino county to improve and pave Schnebly Hill Road. The road merges right into the roundabout with no retail business to slow it down. It would make a great alternative to driving up and down Oak Creek Canyon and would help relieve the traffic bottleneck in uptown. It would benefit locals and tourists alike.

2. Traffic flow (mostly for locals) needs to be addressed; recent roads/roundabouts have improved traffic flow – but we need to connect VOC with west side, and should punch Verde Valley School Road through to connect both sides of Sedona. Would be a smart and efficient way to route traffic and ease the current route system.

2. Do not widen either 179 or 89A.

2. Control traffic and parking in residential areas. No plazas.

2. What about roads – when I moved here 23 years ago Schnebly Road was graded & we all could use it & even go to Flag.

2.A) My vision is to have people drive 25 mph down Badger Drive without adding speed bumps.

1. Six lane freeways are at a standstill during peak hours – have you never been to Flag/PHX or LA?

2. Safer, less flow of traffic, cleaner air.

Slow down vehicle traffic, and make safety priority one; that includes attractive roadway medians and increased traffic controls, such as traffic circles

A thoughtful separation of traffic/congestion/commercial - along the primary roadways - from most other uses you can imagine. Noise/exhaust negatively impacts environment and community.

2. Street markings which currently make no sense must be reconsidered.

2. Landscape all of the medians along SR179.

I also like the idea of more and better community transportation.

What about the route to Village of Oak Creek?

In about 30 years that I have been involved with Sedona, ten as a regular visitor and twenty as a permanent resident, I have watched the town slowly develop symptoms of heart and lung disease. Sedona's resident and visitor populations (the life blood of our economy and community) no longer flow smoothly through the environment, and it is far more difficult than it has been in the past to breathe easily here, literally and figuratively.

The stress and tension created by Sedona's congestion problems decrease the quality of life and possibly the length of

life for Sedona residents. The congestion also taints visitor experiences, which could shorten length of stay and reduce repeat visitor numbers, ultimately leading to reduced tourist revenues. Finally, the congestion puts a strain on the environment. Considering the negative impact across the full E-T-C spectrum, a commitment to eliminating or significantly reducing Sedona's congestion problems, along with related action plans, should be strongly emphasized in the new community plan.

Transportation. In my opinion, roundabouts have not improved traffic flow. I believe too many were installed on 179 and only restrict traffic. When there is a busy time of day or a holiday traffic is still backed up as it used to be. I don't believe tourists will want to leave their rented cars, whereby they can come and go as they please, whether shopping or sightseeing to take transit, especially from the three gateway locations suggested.

Medians - if you were to install medians on 89A, how would the emergency services (ES) get to their calls. Traffic comes to a complete stop, (as mandated by law) and the ES must drive in the middle lane. Traffic stops they just don't go to the right to let them pass - How would that work with medians?

Not enough parking at some popular hiking areas such as Airport Mesa. Free shuttle services for big events like tree lighting. Traffic & parking are terrible. Get traffic moving on 89A through town on holidays. Turn off traffic signal, hire off-duty police to move traffic. No more multi-hour waits to get into town.

– Minimize traffic

79A should have been a 4 lane road! In the future it will be a four lane. I have followed a truck from the village to Sedona that went 4 miles per hour pulling a motor home.

People stop at the roundabouts when they see the yield and come to a complete stop. I live up town and this is how the roundabouts are working. We go to Chicago each year and have no problem to drive in the down town area for events.

The paragraph on top of p. 15 – safer, smoother flow of traffic. More patrolling – giving more tickets – having more reduced speed & enforced. Medians and 25 to 30 MPH – crosswalks – enforcement.

The traffic circles on 179 should be worked on to be safer. Curbs need to be removed and sloping provided so it's user-friendly. They are awkward and downright dangerous now.

Limit any further motel & or restaurants @ Airport Plaza – traffic is absurd already – keep airport small but open.

No more Resorts we have to much traffic.

2. Traffic monitoring/parking/roundabout education at gateways.

Preserve land and reduce traffic, please no more hotels/time shares.

2. Too much emphasis on tourism. Resort hotels out of town. The roads cannot handle the traffic we have now.

2. Action plans that will relieve the chronic and growing experience of congestion in Sedona, including traffic congestion, building congestion (housing and commercial), noise congestion, light congestion at night (diminishing dark skies), decreasing air quality, and more.

#4) Chapel area: – Permit tourist traffic Chapel Road only.– Permit bikes Badger Road only.

Can't de-pave parking lot at Chapel of the Holy Cross – cars would be all over the Chapel neighborhood!

The Chapel area – the parking and traffic needs to be addressed. The parking lot limits tour buses and large campers. There is no public restroom available except for a portable. I like the idea of a car-free zone, more environmentally friendly with picnic benches. I am very concerned with buses, size and frequency. Additionally, a smaller marketplace would increase larger vehicles - deliveries, trash, and noise. I live right below the Chapel and anyone from the committee is welcome to sit on my front porch and just watch the activity.

I like the environmental (where practical) & tourist. I would like to see something done for Oak Creek Canyon. We are ruining this beautiful stretch. We should stop cars from going up there unless they have a pass! Small electrical buses can take tourists to key sites for hiking & visits (Slide Rock; West Fork).

– The tourists will still come, but not if they're forced to park their cars and walk, on the street in buses, like in the cities they came from.

Tourism is a keystone of Sedona's economy, but let's try to localize tourist areas in uptown, 179, and Tlaquepaque area. This makes transportation logistics easier and most of the existing tourist draws are in those areas already. As a local, I can visit that venue but can retreat to my quiet neighborhood.

2. The Cultural Park needs to be the educational, cultural, artistic, and entertainment center of Sedona. Even though it

is on the west side, it can become the center by connecting it to North Uptown by a monorail that quietly and quickly moves people from one part of town to the other and simultaneously taking vehicles off 89A. Also, all parking for businesses on 89A should be relocated behind businesses so 89A could be beautified.

Perhaps most important of all will be using a combination of local transit, pedestrian pathways, bicycle lanes, and tour vehicles to ultimately reduce the numbers and impacts of private vehicles and roadways in the area.

89A/WEST SEDONA

2. Decrease in traffic – 89A – town should own 89A & put in roundabouts. There should be pedestrian crossovers on 89A in uptown.

We still need to make the West Sedona 89A highway corridor user friendly with benches, landscaping and crosswalks.

2. I would like to see shaded streets and connecting streets between neighborhoods to keep traffic off of 89A.

Sedona needs to own 89A and its ROW in order to have a comprehensive community plan. This huge swath running through the center of town necessarily controls the look and feel of our town.

2. Redevelopment of West Sedona, including W. 89A

89-A West Sedona do round-a-bouts, underground utilities, business parking in back. Build access roads that run parallel to 89-A to access businesses. No left turns on 89-A except at round-a-bouts.

89A improvements in West Sedona. Medians for sure, maybe round-abouts, and a lower speed limit.

Redevelop – facelift 89A.

2. Safety & upgrade plan for West 89A. 179 & Uptown have had a facelift. West 89A needs one badly. Yes it's ADOT's road but it's our main street.

1. 1T/2C has the most merit. But more control needs to be in place to prevent pedestrians from crossing 89A in a way that impedes traffic.

Crosswalks in West Sedona.

- restrict traffic on 89A

Bringing better transportation to W. Sedona – especially to Uptown.

Keep older Sedona neighborhoods viable by NOT putting medians in W SR89A or connect side streets with parallel routes to SRW89A to allow easy access to stores, school, medical, cultural facilities.

2. Landscaped medians on 89A through West Sedona as both a safety and aesthetic enhancement project.

2. Landscaped median on 89A.

I would really like to see State Road 89A in West Sedona changed to become more like a Main Street and less like a busy highway by creating a landscaped median with round-abouts.

We still need to make the West Sedona 89A highway corridor user friendly with benches, landscaping and crosswalks.

The ambience of West Sedona could be improved by some limited traffic-calming on West 89A – a few landscaped traffic islands – without really slowing or impeding the flow of cars.

– Whoops. Lights on 89A. A travesty – very gaudy & ugly overkill – too many, too high – doesn't even do what it's supposed to do. Sedona blew it! Fix it, remove them as well as utility lines also ugly.

Re-do, improvement of "roadside" appearance in W. Sedona - lights are in, make it look better - better monitor roadside business & their frontage (street side) areas.

– Highway 89A West Sedona is ugly! Can we turn the center turn lane into bioswales with controlled turn areas? Might reduce accidents. We also need to connect side streets to allow local traffic and foot traffic to flow east to west without going to 89A.

I would really like to see that which City Council negotiated re our Main Street (that is, 89A)--which the voters rejected due to scare tactics of having maybe to pay taxes (which are the price of civilization)--a safer daytime route--a street with safe biking, landscaped medians, numerous safe pedestrian crossings, round-abouts so people won't be doing U-turns on a 5-lane highway, and accessible businesses designed for local residents.

I think the lights are pretty ugly, especially during the daytime.

Its no news to anyone traffic on 89a needs new plan for pedestrian, bicycle and cars.

Transportation. In my opinion, roundabouts have not improved traffic flow. I believe too many were installed on 179 and only restrict traffic. When there is a busy time of day or a holiday traffic is still backed up as it used to be. I don't

believe tourists will want to leave their rented cars, whereby they can come and go as they please, whether shopping or sightseeing to take transit, especially from the three gateway locations suggested.

Medians - if you were to install medians on 89A, how would the emergency services (ES) get to their calls. Traffic comes to a complete stop, (as mandated by law) and the ES must drive in the middle lane. Traffic stops they just don't go to the right to let them pass - How would that work with medians?

Liked the tourism transportation idea – except getting rid of the medians. You have to realize these businesses have daily deliveries and many are made off the street. There are no back roads or back side of the business to go to. The idea is great, but how will these deliveries be made?

PARKING

1. Additional parking structures for cars & buses with transportation around town – structures could be more attractive, hidden – maybe green belt park on top.

Underground parking and pedestrian overpass in uptown

2. Establish a parking structure to relieve downtown congestion. This might involve further indebtedness, but would be a positive improvement.

More parking in uptown area.

No parking garages.

2. More parking structures so that our streets aren't crowded.

No large parking garages, etc.!!!

No parking garage! Uptown.

Parking in Sedona is the problem! Build a parking garage uptown at the parking lot.

Would like to see better parking for visiting buses and recreational vehicle visitors along with any necessary shuttle/transportation from parking areas to Sedona's shops, trailheads, etc.

TRANSIT

(4) 2. public transportation / good public transit / 1. Public transportation / public transportation

1. Public transportation, with an emphasis on getting tourist to leave their cars at one of the gateway centers.

Additionally, I fully support public transit,

b) effective public transit – local, between Cottonwood/Prescott, and Phoenix airport

transit gateway parks

more efficient transit service

As for the two most important things, I chose In-town Public Transit with 15 minute frequency in smaller than larger vehicles. This supports Community as well as Tourism and helps our environment too

Lessen automobile impact & tour buses by using tourist gateways where they can leave their cars & buses & take electric trams into town.

Public transport – small vehicles.

1. Keep the visitor traffic off Sedona streets and shuttle people in small, charming (unique to Sedona) vehicles. (electric perhaps)

provide more opportunities for a more efficient transit service

I think we need better mass transit and it can be done properly, efficiently and in a way that has low impact on our community pocket book. Many people come here from the bigger cities and know how easy it is to walk or take a bus or train as I used to in NYC.

A well planned system for public transportation should help, for both visitor and local use

A key to making all three environments work is public transportation. Getting people out of their cars and onto public transportation will be a big challenge. The 3 Gateway Centers will need to be places that really attract people to want to take the time to stop at them and provide incentives for using public transit. Getting residents to use public transit will be an even greater challenge.

I frequently visit family on Mt Desert Island, Maine, home of Acadia National Park. There is now a bus system donated by LLBean that carries visitors all around the island to various Park facilities and scenic features. It seems to

<p>be something that works well for visitors but not for residents. The benefit for residents is less traffic congestion.</p>
<p>Parking lots at the edge of town are not likely to be used. People will not want the inconvenience of moving their luggage from the car to the bus and from the bus to the hotel. However, an increase in streetcars or buses covering more routes & picking folks up from their hotels might be welcome to many.... especially the locals.....and cut down on car traffic in and around the Y area and Tlaquepaque.</p>
<p>NEGATIVE-TRANSIT</p>
<p>2. Forget visitor "shuttles." People will not leave their cars in out-of-the-way lots. Therefore, consideration of a parking garage(s) is important.</p>
<p>1. It appears that the three scenarios all include public transportation, and making the attempt to get the tourists out of their vehicles, as well as the residents. (As you may recall the Roadrunner was a failure on many levels.) The vision of Bowers, et al., is not necessarily the vision of the residents of Sedona. While the Verde Lynx, for example, seems to provide a reasonable service to a select few residents of Cottonwood and Sedona, including few Japanese tourists who happen to not have any personal vehicle while in town, we have seen that it is not paying for itself. The residents do not want to subsidize another transit system just to satisfy the vision of a couple of individuals on the steering committee.</p>
<p>1) There is a theme given about reducing traffic by having visitors park cars in designated areas (gateway centers) with shuttles providing transportation service into the heart of Sedona. This sounds nice on paper however there are drawbacks:</p> <p>a) Tourists generally want the convenience of their vehicle getting them to the designated hotel instead of having to transfer a host of personal items/luggage to a ferry vehicle.</p> <p>b) Also there is a very high overhead of maintaining a transit system seven days per week and most hours of the day since visitors arrive at all hours. Most transit systems in large cities consume more resources (dollars) than they produce which means the resources must come from somewhere (taxpayers). The current transit system in place is NOT self-sustaining (financially), why would one think this other concept would be?</p>
<p>Public Transportation</p> <ul style="list-style-type: none"> • There is no public outcry for public transportation. It is not practical in Sedona and the expense would be too much for our community, even with grant support. • The City cannot afford to purchase land at the Cultural Park and the Red Rock Lodge, develop these areas into parking lots and tourist facilities, and then staff these locations. • There are not enough tourists arriving from 89A in West Sedona to warrant the high cost of a western gateway at the Cultural Park. • We already know from our "Roadrunner" experience how expensive it is to purchase and maintain vehicles, employ drivers and other personnel, cover fuel costs, etc. According to NAIPTA, the longest people will wait for public transportation is 15 minutes. Sedona would need many vehicles to provide transit service with a 15-minute wait. • The preponderance of visitors is day trippers from Phoenix or Prescott. Most drive one loop through the city, stopping at the places they wish. They do not need or want public transportation. • I am from the Chicago metropolitan area and I support public transportation where it makes sense. It does not make sense in Sedona. <ul style="list-style-type: none"> o Consider how public transportation would work from the user perspective. Think of the trips you make--how many stops are involved, what you need to carry with you, how many people are in the vehicle, and to what extent time is important. o Then consider the alternative of walking from your home to a transit pick-up site on 179 or 89A, riding a vehicle that makes many stops along the way, and getting off the vehicle along a major highway, and walking to your destination carrying your stuff--and then returning the same way. o Why would a resident or visitor pay to take public transportation when it would be far more convenient and less expensive to drive a few miles? o The bottom line is they won't. For Sedona, public transportation is an expensive pipe dream.
<p>Regarding public transit: In theory it's great, but can we make it work? I loved living in Telluride which had a compact town center. We walked to work, to the store and to community events. But Sedona is too spread out, as is most of America. I can't see how public transit can serve the locals very well, as it would have to go into every neighborhood very frequently. How could I use public transit for grocery shopping? Therefore it's primarily for tourists, and good</p>

luck getting them out of their cars! Fund it with sales & bed tax.
If I had to take city bus to get around Sedona, I would not live here. That means tourist would have to carry what they bought with them before they get back to their car. It would cost them more money to ride the bus than to drive the car.
4. The heavy emphasis on public transit is naïve. Neither residents nor tourists are going to use it exclusively or even heavily.
In reviewing the Community Planning Edition, a constant in all the scenarios, was public transportation. Didn't we try that? We spent too much money on studies, vehicles, etc and had to stop the Sedona transit before more money was wasted on it. There aren't even pull-offs for the bus and therefore every stop impacts traffic flow. How do you plan to make it better and what are the costs?
1. Transportation: Can we really wean visitors from their cars? Is public transportation viable and/or affordable? I believe the demise of the Roadrunner in part answers that question.
No public transportation – tried that failed.
I regret that the creators of the proposed community plan have assumed that everyone's vision include public mass transportation and a creek walk. These may be noble goals but are they affordable (are we willing to pay for them) and are they practical. I hope there is understandings that by assuming we all want mass transportation and a creek walk that there is a real danger that the plan will be voted down by the community.
The three plans (Environment, Tourism, and Community) are too similar. Each of these plans is based on purchasing large pieces of expensive properties, constructing new public buildings, and installing city-wide public transportation. In fact, public transportation is embedded so deeply into all three "visions" that no matter how people respond it will look like they want public transportation. Each plan would require an enormous outflow of cash. I'd like to see a community plan that is affordable and realistic.
It strikes me as odd all three scenarios are based on public transportation--something already proven to not work here. And all three scenarios have medians going down 89A--something lots of people were very vocal against in the summer and fall of 2011. I think medians are probably a good idea. Would I use public transportation? Probably only when my vehicle is in the shop. I group my errands and trips to drive as little as possible, and when I do, there are many stops to make and usually quite a few bundles to transport.



**Direct bus service between Cottonwood and Sedona
7-Days-a-Week**

Verde Lynx buses run from the Cottonwood Library to Poco Diablo and the Municipal Parking Lot in Uptown Sedona. A complete list of bus stops is shown in the schedule. All Verde Lynx stops are marked with the bus stop sign shown here. The fare is \$2.00 per one-way trip or \$40.00 for an unlimited ride monthly pass.



Free Park & Ride facilities are provided at Garrison Park in Cottonwood and the Sedona Municipal Lot. Or riders can use local transit services in Cottonwood and Sedona to Connect to Verde Lynx. A route map and complete schedule are shown on the reverse side of this guide.



Local bus service in Cottonwood, Clarkdale and Verde Village Connects to Verde Lynx at the Cottonwood Library

Cottonwood Area Transit operates two bus routes that provide circulator service within Cottonwood, plus connecting service to Clarkdale and Verde Village. Both routes meet on the hour at the Cottonwood Library, where riders can also transfer to Verde Lynx. Complete schedules for the CAT routes are included in this guide. The fare is \$1.00 per ride, or \$2.00 for an all day pass.

For more information about transit and paratransit services in Cottonwood, call **928.634.2287**.

Verde Lynx

**Servicio directo de ómnibus entre Cottonwood y Sedona
Todos los días**

Los autobuses de Verde Lynx van desde el Parque Garrison en Cottonwood hasta Poco Diablo y el Estacionamiento Municipal en el Centro de Sedona. En el listado de horarios se muestra una lista completa de las paradas de autobús. Todas las paradas de Verde Lynx están marcadas con el cartel de parada de autobús que se muestra aquí. El precio del boleto de ida es de \$2.00; el pase mensual ilimitado cuesta \$40.00.



En el Parque Garrison en Cottonwood y en el Estacionamiento Municipal de Sedona los viajeros pueden dejar sus vehículos sin cargo y utilizar nuestro servicio. Otra opción es utilizar los servicios de transporte locales en Cottonwood y Sedona y conectar con Verde Lynx. En el reverso de esta guía encontrará un mapa de las rutas y un listado completo de los horarios.

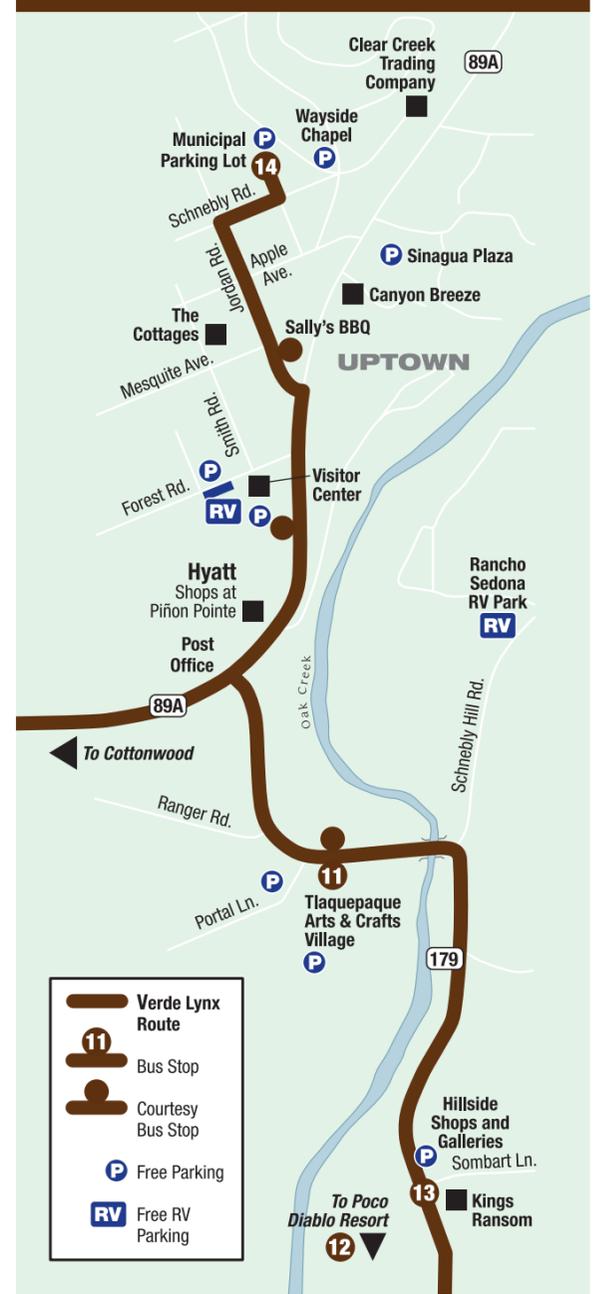
CAT

Servicio de autobuses locales en Cottonwood, Clarkdale y Verde Village Conecta con Verde Lynx en Parque Garrison

La empresa Cottonwood Area Transit (CAT) opera tres rutas de autobuses que brindan un servicio de circulación dentro de Cottonwood, además de un servicio de conexión a Clarkdale y Verde Village. Las tres rutas convergen cada hora en el Parque Garrison, donde los viajeros también pueden realizar la conexión con Verde Lynx. En esta guía se incluye también el listado completo de horarios de las rutas de CAT. El precio del boleto es de \$1.00 por viaje; el pase diario cuesta \$2.00.

Para más información sobre los servicios de transporte directos e indirectos en Cottonwood, llame al **928.634.2287**.

VERDE LYNX ROUTING IN SEDONA



**CONNECTING SERVICE IN COTTONWOOD
Monday – Friday 7:00 a.m. – 6:00 p.m.**

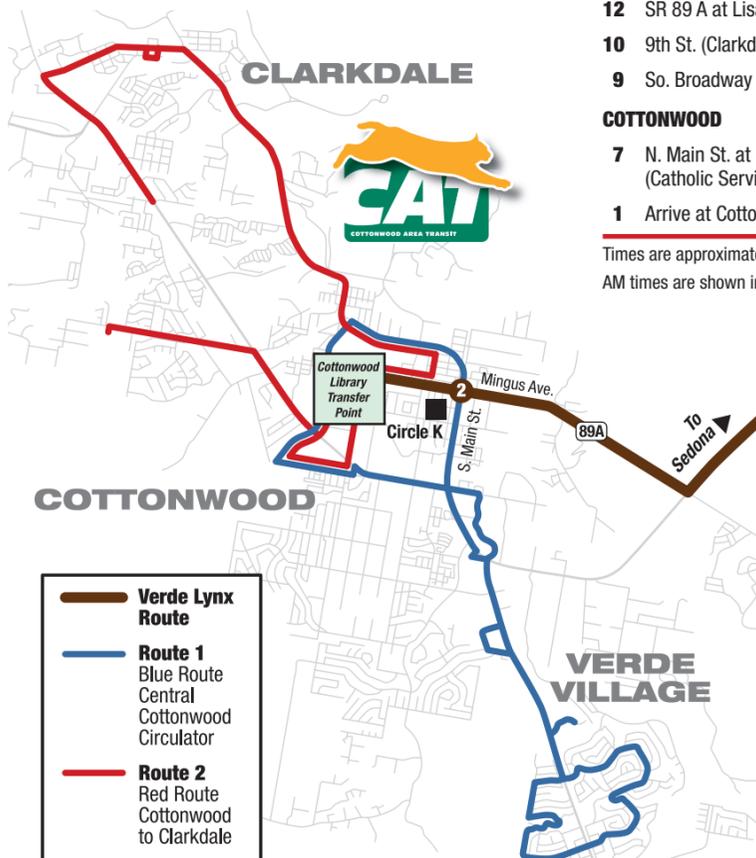
BLUE ROUTE Monday – Friday 7:00 a.m. – 5:50 p.m.

Bus Stop Bus	First Service	Hourly Bus Service	Last Bus
1 Depart Cottonwood Library	7:00	:00	5:00
2 N. Main St. & 5th St.	7:03	:03	5:03
3 S. Main St. (Food City/Safeway)	7:09	:09	5:09
4 Hwy. 260 at Fir St. (Frys)	7:11	:11	5:11
5 Del Rio Dr. at Warriors Run	7:17	:17	5:17
6 Western Dr. at Village Dr.	7:22	:22	5:22
7 Del Rio Dr. at Puma Circle	7:27	:27	5:27
8 Verde Valley Manor	7:30	:30	5:30
9 Wal Mart at Rodeo Dr.	7:34	:34	5:34
10 Cottonwood St. (Safeway)	7:38	:38	5:38
11 Cottonwood St. at 6th St.	7:42	:42	5:42
12 Cottonwood St. (Guidance Clinic)	7:44	:44	5:44
13 Verde Valley Medical Center (Main Entrance)	7:46	:46	5:46
1 Arrive at Cottonwood Library	7:50	:50	5:50

RED ROUTE Monday – Friday 7:00 a.m. – 5:51 p.m.

Bus Stop Bus	First Service	Hourly Bus Service	Last Bus
COTTONWOOD			
1 Depart Cottonwood Library	7:00	:00	5:00
2 Cottonwood St. at 6th Street.	7:02	:02	5:02
3 Black Hills Dr. at Alamos Drive (Dollar Store)	7:07	:07	5:07
4 Yavapai College	7:09	:09	5:09
5 Willard St. at Tres Tiegres (Medical Center)	7:14	:14	5:14
6 Mingus at Willard (Cottonwood Village)	7:16	:16	5:16
7 N. Main St. at 5th St.	7:20	:20	5:20
8 N. Main St. at W. Pima (City Hall)	7:22	:22	5:22
CLARKDALE			
9 So. Broadway at Bent River	7:25	:25	5:25
10 Main St. at 9th St. (Clarkdale City Hall)	7:27	:27	5:27
11 Main St. at 16th St. (Oovahs)	7:30	:30	5:30
12 SR 89 A at Lisa St.	7:34	:34	5:34
10 9th St. (Clarkdale Post Office)	7:41	:41	5:41
9 So. Broadway at Bent River	7:43	:43	5:43
COTTONWOOD			
7 N. Main St. at 5th St. (Catholic Services)	7:46	:46	5:46
1 Arrive at Cottonwood Library	7:51	:51	5:51

Times are approximate and may vary due to weather and traffic conditions. AM times are shown in regular type. PM times are shown in boldface type.



FARES / TARIFAS

CAT	
Per Ride	\$1.25
All Day Pass	\$3.00

Verde Lynx is operated by Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA). All vehicles are wheelchair accessible and operated in accordance with the Americans with Disabilities Act.

NAIPTA complies with Title VI of the Civil Rights Act of 1964. Service will be provided without regard to race, color, national origin, age, sex or disability. To file a civil rights complaint, contact ADOT Civil Rights Office, 1135 N. 22nd Ave., Mail Drop 154A, Phoenix, AZ 85009, (602) 712-7761.

Information about the transit agency, including information in non-English alternative formats may be obtained through the transit manager at (928) 282-0938.

Verde Lynx es operado por Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA). Todos los vehículos son accesibles para sillas de ruedas y cumplen con la Ley de Estadounidenses con Discapacidades (Americans with Disabilities Act).

NAIPTA cumple con el Título VI de la Ley de Derechos Civiles (Civil Rights Act) de 1964. Se proporcionará el servicio sin distinción de raza, color, nacionalidad, edad, sexo o discapacidad. Para presentar un reclamo referente a los derechos civiles, comuníquese con ADOT Civil Rights Office, 1135 N. 22nd Ave., Mail Drop 154A, Phoenix, AZ 85009, (602) 712-7761.

Puede solicitar información sobre la agencia de transporte público, incluyendo información en diferentes formatos y en otro idioma distinto al inglés, llamando al gerente de transporte por el teléfono (928) 282-0938.



RIDER'S GUIDE



For more information call **928-282-0938** or visit www.verdelynx.az.gov

EFFECTIVE JANUARY 3, 2012



FARES / TARIFAS

Verde Lynx

Per Ride	\$2.00
Monthly Pass	\$40.00
20-Ride Pass	\$40.00

CAT

Per Ride	\$1.25
All Day Pass	\$3.00

Separate fares are required on Verde Lynx and CAT.

Times are approximate and may vary due to weather and traffic conditions. AM times are shown in regular type. PM times are shown in **boldface type**.

Fixed route trip planning (Powered by Google Transit) is available on www.verdelynx.az.gov

VERDE LYNX ROUTE Monday – Saturday 6:00 a.m. – 7:10 p.m., Sunday 7:15 a.m. – 5:49 p.m.

Bus Stop	Monday thru Saturday Service								Sunday Service					
NORTHBOUND to Sedona														
1 Depart Cottonwood Library	6:00	7:15	8:30	9:45	1:00	2:30	4:00	6:00	7:15	8:30	9:45	1:00	2:30	4:00
2 Circle K	6:02	7:17	8:32	9:47	1:02	2:32	4:02	6:02	7:17	8:32	9:47	1:02	2:32	4:02
3 Upper Red Rock Loop Rd.	6:21	7:36	8:51	10:06	1:21	2:51	4:21	6:21	7:36	8:51	10:06	1:21	2:51	4:21
4 Across from Sedona Medical Center / Hwy. 89A	6:22	7:37	8:52	10:07	1:22	2:52	4:22	6:22	7:37	8:52	10:07	1:22	2:52	4:22
5 Arroyo Piñon Dr.	6:23	7:39	8:54	10:09	1:24	2:54	4:24	6:24	7:39	8:54	10:09	1:24	2:54	4:24
6 Super 8 Motel	6:24	7:40	8:55	10:10	1:25	2:55	4:25	6:25	7:40	8:55	10:10	1:25	2:55	4:25
7 Wells Fargo Bank	6:25	7:41	8:56	10:11	1:26	2:56	4:26	6:26	7:41	8:56	10:11	1:26	2:56	4:26
8 Walgreens	6:26	7:42	8:57	10:12	1:27	2:57	4:27	6:27	7:42	8:57	10:12	1:27	2:57	4:27
9 Northview Rd.	6:27	7:43	8:58	10:13	1:28	2:58	4:28	6:28	7:43	8:58	10:13	1:28	2:58	4:28
10 Soldiers Pass Rd. (Biddles)	6:28	7:44	8:59	10:14	1:29	2:59	4:29	6:29	7:44	8:59	10:14	1:29	2:59	4:29
11 Tlaquepaque	6:30	7:47	9:02	10:18	1:33	3:03	—	6:33	7:47	9:02	10:18	1:33	3:03	—
12 Poco Diablo Resort	6:34	7:51	9:06	10:22	1:37	3:07	—	—	7:51	9:06	10:22	1:37	3:07	—
13 Hillside Shops & Galleries	6:36	7:53	9:08	10:24	1:39	3:09	—	6:34	7:53	9:08	10:24	1:39	3:09	—
14 Sedona Municipal Parking Lot	6:40	7:57	9:12	10:28	1:43	3:13	4:33	6:38	7:57	9:12	10:28	1:43	3:13	4:33
SOUTHBOUND to Cottonwood														
14 Sedona Municipal Parking Lot	6:45	8:00	9:15	10:30	1:45	3:15	5:00	6:38	8:00	9:15	10:30	1:45	3:15	5:00
11 Tlaquepaque	—	—	—	—	—	—	5:03	—	—	—	—	—	—	5:03
12 Poco Diablo Resort	—	—	—	—	—	—	5:09	—	—	—	—	—	—	5:09
13 Hillside Shops & Galleries	—	—	—	—	—	—	5:11	—	—	—	—	—	—	5:11
10 New Frontier	6:50	8:05	9:20	10:35	1:49	3:19	5:15	6:42	8:05	9:20	10:35	1:49	3:19	5:15
9 Hampton Inn	6:51	8:06	9:21	10:36	1:50	3:20	5:16	6:43	8:06	9:21	10:36	1:50	3:20	5:16
8 Arco / Bashes	6:51	8:06	9:21	10:36	1:51	3:21	5:17	6:44	8:06	9:21	10:36	1:51	3:21	5:17
7 Safeway	6:52	8:07	9:22	10:37	1:53	3:23	5:19	6:46	8:07	9:22	10:37	1:53	3:23	5:19
6 Sedona Car Wash	6:53	8:08	9:23	10:38	1:54	3:24	5:20	6:47	8:08	9:23	10:38	1:54	3:24	5:20
5 Dry Creek Rd.	6:54	8:09	9:24	10:39	1:55	3:25	5:21	6:48	8:09	9:24	10:39	1:55	3:25	5:21
4 Sedona Medical Center	6:55	8:10	9:25	10:40	1:57	3:27	5:23	6:50	8:10	9:25	10:40	1:57	3:27	5:23
3 Cultural Park Pl.	6:56	8:11	9:26	10:41	1:58	3:28	5:24	6:51	8:11	9:26	10:41	1:58	3:28	5:24
2 Circle K	7:13	8:28	9:43	10:58	2:21	3:51	5:47	7:08	8:28	9:43	10:58	2:21	3:51	5:47
1 Arrive Cottonwood Library	7:15	8:30	9:45	11:00	2:23	3:53	5:49	7:10	8:30	9:45	11:00	2:23	3:53	5:49