



Listening and Learning Session – Circulation
Summary of discussion (plenary and using Zoom chat)
December 7, 2022

In this Listening & Learning Session, three breakout rooms were provided for residents to further discuss the topics of transit, streets, and bike/ped. Comments and questions were transcribed from the Zoom video recordings. Comments from residents and City of Sedona staff were paraphrased when necessary for the sake of brevity and to capture the meaning of the comment. For any clarification on the comments please watch the Zoom recording. These videos have been posted on YouTube for public viewing.

Feedback from the community:

Transit Breakout Comments and Questions

Sedona and Cottonwood are connected by the Verde Shuttle. Sedona's transit system will link to other transit systems (like CAT), supplement them, and expand them to meet riders demands.

Which buses will go to the ride exchange? Ride exchange will provide a central multi-modal exchange (buses, bikes, scooters, ride-share etc.). The ride exchange is a hub to get off one type of transportation on to another. There will be no parking at the hub. Potential plans intend for people to hang out there between trips. There may be bathrooms and picnic areas.

Will there be adequate shade structures and seating at the ride exchange? The ride exchange will be designed as a park setting. It will be a potential gathering area, have shade structures, facilities for picnics, possible amphitheater, and food truck availability. It is not a parking lot. The micro transit system of Sedona will play a big part in this ride exchange. The facility will be ADA compliant.

How will this plan reduce traffic in uptown? The planned uptown garage will take cars and those people will take the bus to the exchange? The transit hub will be another tool to get people to plan their visit when they come to Sedona. A smartphone app will help people plan their visit by giving them an option for transportation other than their personal vehicle.

Since most of the tourist traffic arrives from the south from Phoenix, what are the parking plans for the southern section of SR 179? Currently we have Bowstring (N SR-179 Park and Ride). The city is looking to expand this facility with for transit riders. It will include bathrooms in the future.

There is a concern the Bowstring (N SR-179 Park and Ride) parking is almost overflowing. How can you put more parking at this location? Upgrading the park and ride is necessary fix

currently. There is a plan for more shuttles and parking along SR-179 similar to the N SR-179 Park and Ride that has to go through the planning process.

Is the uptown parking garage still happening? The city council voted to put a hold on the parking garage. It is ready to go out to bid. The council will engage the consulting engineer who specializes in parking garages in metro areas. They will review the studies and validate our plan to install the parking garage. There is still a plan to install a surface lot for parking in the interim.

Bike/Ped Breakout Comments and Questions

The road is narrow on Andante/Harmony. Will the city be taking property people have been using? How is this planned? The roadway is 25 feet wide and there is another 12 feet on each side for the path. Public Works will engage the neighborhood in the pre-design process to see where residents would like the path.

What is the City's vision of the Chapel and Dry Creek paths? How do people access these paths if they don't live in the neighborhood? How will people access the Chapel path? At the start of the project, the City was working with the USFS to create a parking lot to work with our shuttle service. People could park at the ride exchange and then be shuttled to this location. The City is currently doing a traffic study to assess parking in this area. The current strategy to get people to this path is by using the shuttle stops/pull-outs along SR-179. Concerning the Dry Creek path, the next steps will be to continue the path down to Thunder Mountain.

Who was the intended user of the Dry Creek path? Tourist or residents? The shared use path is for everyone. Residents that live near this path are utilizing it.

Improving bike path on SR-89A. SR-89A is very dangerous for bike/ped travelers. A suggestion is to take one sidewalk out entirely and have a bi-directional path with a physical barrier. This could be a highly used and safer corridor for biking. There are constraints with SR-89A because of ADOT. But those avenues with ADOT need to be explored.

The GO Sedona Pathways Plan shows bike/ped connections within neighborhoods. People either use those paths because they are more recreational cyclists or because they prefer not to use SR-89A because it's dangerous.

Jaywalking on SR-89A is common. The concern is that there are not enough crosswalks. Jaywalking in the area between Soldier's Pass and Northview is prevalent. The SIM Plan does address crosswalks. Public support is necessary to move things forward.

Moving from east to west in Sedona is difficult at times when there is not a clear path to travel whether biking or walking. Along SR-89A specifically, traffic is moving very fast.

For shared use paths, the priority should go to connecting existing paths as the opportunity arises.

If we make the highways more pedestrian and bike friendly, will this lead to more traffic congestion? What does the traffic modeling show? Signal timing and traffic modeling would be necessary to see whether there would be an impact from additional bike/ped facilities.

Streets Breakout Comments/Questions

Sedona is trying to treat a symptom by going through large Public Works projects to increase capacity. The concern is creating induced demand. If you create more capacity, more people use the roads. If you create more parking, more people will use parking. There are about 3.5 million people who visit Sedona every year and most stay an average of three days. *There are 16,000 average visitor days.* The average high-capacity days overwhelm the capacity of the city. Should we look at more ways to control visitation on peak days versus trying to have large Public Works projects that try to ease that capacity and move people through the city which will ultimately probably fail because the capacity will be reached again with more visitation.

What's the Portal/Ranger/Brewer connection? This project would connect Portal Ln across Soldier Wash to Brewer Rd. It would give travelers another route to Uptown and West Sedona while taking traffic off SR-179.

We need to connect West Sedona with SR-179 and bypass the Y, Cook's Hill, Brewer etc. Going from West Sedona to SR-179 by an alternate route would alleviate traffic.

Can we have a bypass around the Airport mesa? This solution has been addressed in the past with Yavapai County. This solution was not implemented due to costs, impacts, and priorities.

Some of the residents think that the City is trying to make Andante a one way street. An option is that Concord Dr could be converted into a one-way street. This is still in the public outreach process.

Is there a plan in the future to expand the northbound lanes in Uptown? Can the flow of southbound traffic on SR-179 be improved? There is a project in design for extending a second northbound lane up to the Jordan roundabout. Another project recently under construction is a right turn lane in uptown near Amara Ln. The Forest Rd connection should alleviate traffic at Tlaquepaque by taking trips out of the Y.

Los Abrigados to Brewer connection is complete. Brewer-Ranger Intersection and Portal-Ranger-Brewer Connection are in design and in the process of being developed.