



METROPLAN

GREATER FLAGSTAFF

Meeting Minutes Executive Board Meeting

1:00 – 3:00 PM

DECEMBER 4, 2025

Teams Virtual Meeting

Join on your computer, mobile app or room device.

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Meeting ID: 269 719 623 380

Passcode: 4M9WD34u

In-Person Location

Downtown Connection Center

216 W Phoenix Ave, Flagstaff, AZ 86001

Regular meetings and work sessions are open to the public. Persons with a disability may request a reasonable accommodation by contacting MetroPlan via email at planning@metroplanflg.org. The MetroPlan complies with [Title VI of the Civil Rights Act](#) of 1964 to involve and assist underrepresented and underserved populations (age, gender, color, income status, race, national origin, and LEP – Limited English Proficiency.) Requests should be made as early as possible to allow time to arrange the accommodation.

PURSUANT TO A.R.S. §38-431.02, as amended, NOTICE IS HEREBY GIVEN to the general public that the following Notice of Possible Quorum is given because there may be a quorum of MetroPlan's Technical Advisory Committee present; however, no formal discussion/action will be taken by members in their role as MetroPlan Technical Advisory Committee.

Public Questions and Comments must be emailed to planning@metroplanflg.org prior to the meeting or presented during the public call for comment.

NOTICE OF OPTION TO RECESS INTO EXECUTIVE SESSION

Pursuant to A.R.S. §38-431.02, notice is hereby given to the members of the MetroPlan Executive Board and to the general public that, at this regular meeting, the MetroPlan Executive Board may vote to go into executive session, which will not be open to the public, for legal advice and discussion with the MetroPlan Executive Board's attorneys for legal advice on any item listed on the following agenda, pursuant to A.R.S. §38-431.03(A)(3).

EXECUTIVE BOARD MEMBERS

- Miranda Sweet, Vice Mayor of Flagstaff, Chair
- Judy Begay, Chair Coconino County Board of Supervisors, Vice-Chair (left the meeting at 1:50 p.m.)
- Austin Aslan, Flagstaff City Council
- Tony Williams, Mountain Line Board of Directors
- Becky Daggett, Mayor of Flagstaff
- Jamescita Peshlakai, Arizona State Transportation Board Member
- Jeronimo Vasquez, Coconino County Board of Supervisors
- Patrice Horstman, Coconino County Board of Supervisors (*alternate for Coconino County*)
- Anthony Garcia, Flagstaff City Council (*alternate for City of Flagstaff*)

METROPLAN STAFF

- Kate Morley, Executive Director
- David Wessel, Planning Manager
- Tami Suchowiejko, Business Manager
- Mandia Gonzales, Transportation Planner
- Kim Austin, Transportation Demand Management Planner
- Melanie Nagel, Montoya Fellow
- Hailey Bishop, Transportation Education AmeriCorps Member

A. PRELIMINARY GENERAL BUSINESS

1. CALL TO ORDER

Chair Sweet called the meeting to order at 1:07 p.m.

2. ROLL CALL

See above.

3. PUBLIC COMMENT

No public comments were received.

4. APPROVAL OF MINUTES

Executive Board Regular Meeting Minutes of November 6, 2025

Motion: Member Peshlakai made a motion to approve the Executive Board Meeting Minutes from November 6, 2025. Member Aslan seconded the motion. The motion passed unanimously.

B. CONSENT AGENDA

Items on the consent agenda are routine in nature and/or have already been budgeted or discussed by the Executive Board.

There were no items for the Consent Agenda.

C. ACTION ITEMS

1. CONSIDERATION AND POSSIBLE ACTION REGARDING THE VULNERABLE ROAD USERS SAFETY ACTION PLAN

MetroPlan Staff: Mandia Gonzales, Transportation Planner

Recommendation: Staff recommend that the Board adopt the Vulnerable Road Users Safety Action Plan

Transportation Planner Gonzales gave a presentation on the Vulnerable Road Users Safety Action Plan.

Board Discussion:

Member Vasquez asked that the links to the report be provided to the Board members, so that he can share the information in his newsletter. He is excited to educate the community. He is very aware of bicycle accidents and expressed the importance of including multimodal in future planning. He is encouraged that we can use this data to educate the community and our legislators, so we can get the infrastructure needed to ensure that all modes of transportation are safe.

Transportation Planner Gonzales will send out an updated link after the plan is adopted. She also shared that the draft plan is available online on the MetroPlan website.

Member Peshlakai asked for clarification about the grant funding, and what year did the grant begin. The plan includes a lot of data and information, and this was a great presentation. She also asked if crashes involving scooters and skateboarding were incorporated into the data?

Planning Manager Gonzales stated that the grant funding began in fiscal year 2022. All the work was done in-house. She expressed appreciation for the opportunity to work on this project. Regarding scooters and skateboards, it subjective to how the officer [completing the report] classifies the person, if someone is on a scooter, they are likely included in the bicycle category.

Chair Sweet commented that she was surprised by the number of injuries in bike lanes.

Planning Manager Gonzales explained that the info received from ADOT does not include the cause of the injuries. There is general that some drivers do not yield for crossings and right turns.

Planning Manager Wessel explained that we can review video capture date to get more information. He also shared that more incidents related to bikes occur in the bike lanes, because that is where the bikes are.

Public Comment:

Andre "Dapper Dre" Adauto made the following comments:

"It was great to see [this presentation]. Thank you. The interactive map data is going to be super cool and dynamic. I would also be very interested in the intersections being checked for crossings specifically. Again, I think a major dark spot on all this data is how many people use these intersections. Walking approximates, biking approximates and where those overlap with said crash data. I think I've heard from several folks on this Board that proactive is better than reactive, right? I feel like this data is very reactive. You're only looking at what is captured, right? Where, where the light is, where the better light is. So, getting some data about where the expectation of these things are going to happen. Where are these people? Where? Why are there so many pedestrians in that certain area that are getting hit? How many crossings are at your super used crosswalks and intersections to again be proactive in what gets developed in matching up that data as far as where things have been. Showing different incidences, but also like you're saying, the capture of the circle of projects that are supposed to be used in that area. And then one more overlap of a map of where people use these things, where are people trying to get to, where the connection points. Why are there so many pedestrians in a certain area, like the Milton corridor, makes sense that a lot of people go to the university and through that corridor we have the underpass now, which I think is a very valuable asset. And 60% of people getting hit not in intersections makes a lot of sense, right? Because none of the cars are expecting to see somebody running across the street. But that makes sense on Route 66 because the gaps in where you can actually cross are just so big. Of course, you're going to try to run it in between if you can't cross the street from Ponderosa Parkway to to Arrowhead. What if I want to get to that one place that I know are shortcuts from? So, I'm going to have to run that. So, following that data, I think using all this data to really implement to what people gain in the future. I think it's going to be awesome. So, thank you

for that. But I am really looking forward to seeing more information as far as multimodality where that actually happens to retrofit and reinforce the use of said multimodality because I think automatically works into your CMP better than most new implementations or education for the public. Thank you."

Sam Meyer made the following comments:

"Mandia, thank you for that presentation and MetroPlan plan for all your work on this. My name's Sam Meyer. I'm a resident of Flagstaff. I'm also a vulnerable road user as is Dre. I don't drive in the city of Flagstaff and neither does my father. I want to share that my dad's probably one of those crash data points. In 2008, he was struck by a car that failed to yield while he was biking down Cherry Hill, flipped over the hood, broke his femur, was hospitalized, you know, the whole thing. So, this work really matters to people in the community, avoiding crashes and injuries. That's huge. I think unfortunately, many of us know people who have been hurt by a vehicle, whether they're friends, family, or other loved ones. So, I really want to thank you for all your work on this and emphasize that it does really matter. I agree with what Dre said about the data collection. I'm very excited about that. It's been an issue for a long time to not know beyond the existing crash data that's captured by police officers who respond to a scene where people are almost getting hurt, where crashes are minor and therefore not being reported, and therefore where there are unsafe conditions that might not show up in just rate crash data. So, I'm really, really pleased to see the risk exposure assessments and looking at the infrastructure and the ways in which the infrastructure itself is unsafe. And to hear that you're doing more data collection, that's awesome. And again, I just want to thank you all because it does really, really matter to people in this community. So, thank you."

Motion: Member Vasquez made a motion to adopt the Vulnerable Road Users Safety Action Plan. Member Peshlakai seconded the motion. The motion passed unanimously.

2. CONSIDERATION AND POSSIBLE ACTION REGARDING SAFE STREETS
MASTER PLAN CONTRACT #2026-03 TASK ORDER #2 WITH
KITTELESON & ASSOCIATES

MetroPlan Staff: Kate Morley, Executive Director

Recommendation: Staff recommend that the Board authorize the Executive Director to execute Safe Streets Master Plan Contract #2026-03 Task Order #2 in the amount of \$202,770.

Executive Director Morley presented information about Task Order #2 for the project prioritization process. MetroPlan will fund this project with Carbon Reduction Program funds. ADOT has signed off on the use of the funds. There are over 600 projects in the region, in many different plans. Step one of the project prioritization process will be to bring all those projects together in one GIS platform. Next, the projects will be ranked based on the MetroPlan values. This prioritized ranking of projects will simplify the strategic grants planning process. The GIS platform of prioritized projects will be available to our partners.

Board Discussion: There was no discussion by the Board about this topic.

Public Comment: There were no public comments on this item.

Motion: Member Vasquez made a motion to authorize the Executive Director to execute Safe Streets Master Plan Contract #2026-03 Task Order #2 in the amount of \$202,779. Member Peshlakai seconded the motion. The motion passed unanimously.

D. DISCUSSION ITEMS

1. UPDATE ON LEGISLATIVE AGENDA

MetroPlan Staff: Kate Morley, Executive Director

Recommendation: None. This item is for information and discussion only.

Executive Director Morley provided an update on the State and Federal priorities in the legislative agenda approved back in October.

Board Discussion:

Member Vasquez encouraged the Board members to complete the RTAC survey to provide direction to RTAC about the long-term funding gas tax issue. RTAC has positioned itself to be in the middle of this issue and at the forefront of the conversation. He stated that there is a unique opportunity to create some energy around this issue and would like to see RTAC take on this issue. He also expressed appreciation for all the work being done on these issues.

Public Comment: There were no public comments on this item.

2. SAFE STREETS MASTER PLAN KICKOFF MEETING UPDATE

MetroPlan Staff: David Wessel, Planning Manager

Recommendation: None. This item is for information and discussion only.

Planning Manager Wessel provided an update on the Safe Streets Master Plan Kickoff Meeting.

Board Discussion: There was no discussion by the Board about this item.

Public Comment: There were no public comments on this item.

3. STRONG TOWNS PRESENTATION BRIEFING

MetroPlan Staff: David Wessel, Planning Manager

Recommendation: None. This item is for information and discussion only.

Planning Manager Wessel provided a summary of the information from two presentations given on November 13 & 14.

Board Discussion:

Chair Sweet commented that she attended both events and had been following Strong Towns since she was elected five years ago. They have a great website and social media, so

state she would recommend following them on social media. She felt that the community really valued the two presentations. There was a lot of great discussion, a lot of good questions, and believe that we need more of that. She stated that she thinks Strong Towns was an asset, and it is here to stay. She felt it be helpful to engage the local chapter and keep the conversation going.

Member Vasquez commented that he had not followed Strong Towns previously. The information they presented was new for me and there are some interesting points. He shared that presentation also raised some questions for him and commented that we may want to consider having Strong Towns present to the Board, so we can engage with them and the rest of the community on those topics moving forward.

Public Comment:

Andre "Dapper Dre" Adauto gave comments:

"Thank you folks for the presentation and reminder on this. Yeah, I think it was a huge success, all the people being there. I mean, I come to a lot of meetings, you guys see me. I come to a lot of things that are outside of just city things and to have that many people in the room at Trinity Heights was impressive because we all know sometimes it's crickets for a lot of these bigger decisions. I think strong towns a framework is a good thing. If you folks haven't listened to the audio book or read the book, I think it's valuable just for kind of general expanse of what we value in communities and how we build those. And I think the big thing that is brought up is that incrementalism, those small tries and trying to get the data from those small tries and not only doing them once, but doing them over and over again and then also presenting that to the community in either the form of strong towns or showing people that they might not inherently understand why they like something, but that it falls under the rubric that is community building. Instead of seeing a street shut down as an inconvenience, remind people that we all celebrate the 4th of July parade and New Year's Eve. And what are those? Those are street closures. Those are the first thing. What do we value every Sunday during the prime time of weather? A huge parking lot getting shut down and a street getting shut down for the farmers market and people value that and it's incremental and trying to get a little bit more data collection from some of these incremental street closures like they were just doing road work down where the buses usually go in front of the [transfer center]. Was there data being taken as far as delays in the service or complaints from people who couldn't access the bus? Can we try more, where, I don't know, you might shut down Beaver Street for maintenance, and can you run data on how people react to that to see if allowing for streets to be strategically closed help with some of the community building instead of always thinking in car centric terms that allow for messaging to cars saying, oh, we beg you 1000 pardons. Instead, we're trying to invite people to say, actually, this is your street, you pay for it. Let's use it when it strategically makes sense. And I think Strong Towns has a good strategic overview of why and how we do things and not just caught up in more of the bureaucracy of why and how we do things, but what people actually value and go off of that instead of sometimes getting lost in the sauce with planning and zoning and what's legal or what's not. Sometimes, again, those incremental tries of what we can do to hopefully build up what we want to see as induced demand works both ways. If you induce demand for walking and riding bikes, that's the same as doing it for cars. Thank you."

4. METROPLAN HAPPENINGS

MetroPlan Staff: Kate Morley, Executive Director

Recommendation: None. This item is for information and discussion only.

Executive Director Morley highlighted MetroPlan's recent activities for the Board.

Board Discussion: There was no Board discussion about this item.

Public Comment:

Andre "Dapper Dre" Adauto gave the following comment:

"I just wanted to comment on the ADOT transportation vision. This opportunity was super awesome. It was really great to have the ear of ADOT because that's probably one of the hardest things to do in general. It was nice to see not only their proactiveness, but also MetroPlan and the City being proactiveness to talk about that. I think we're in a unique place where Route 66 and Milton are ADOT purview and you hear so much from the general public in commentary and critique of our roads, and oftentimes those are ADOT thoroughfares. So, educating the public more into the realm of knowing what can be addressed by the city and what needs to be addressed by ADOT, I think helps to quell some of the more outspoken or frustrations on the realm of some. The general public and how they interact with roadways and their expectations. If more people are educated on how roads work, it might give some grace not only to all multimodality but also give a little bit more perspective on patience. You know your 5 seconds to get somewhere faster [versus] making my life actually continue, [safety] is more important than necessarily solving traffic, which I think is what the general public often thinks. This is a traffic problem. This is something that needs to be solved when it can't be, it's just a force unto its own. It's a situation and it's a dynamic, and the more people understand that, the less it is a black and white discussion and more of a OK, how do we make this as best we can? Because the only way you're going to free up traffic is getting multimodal and the general public needs to start understanding that more and more, so they understand why certain decisions get made on a broader level for safety. Thanks."

E. CLOSING BUSINESS

1. ITEMS FROM THE BOARD

Member Vasquez shared information with Board about the upcoming Dragon Bravo Fire long-term recovery listening session on Wednesday, December 10th from 3:00pm to 5:00pm at NACET. This is an opportunity for those businesses in Flagstaff who have been impacted by the Dragon Bravo Fire, particularly the dip in the tourism industry. Community members and local businesses will learn about the resources that part of the recovery plan. More information can be found on the Coconino County website.

Member Peshlakai shared information with the Board that the next Arizona State Transportation Board Meeting will be held in Queen Creek on Friday December 21st. She also shared that Historic and Geographic Names Board for the State of Arizona formally named the bridge in Cameron as the Navajo Code Talker Jimmy Preston Memorial Bridge. ADOT is working on new signage for the bridge. We will let everyone know the date for the dedication ceremony.

2. NEXT SCHEDULED EXECUTIVE BOARD MEETING

Thursday, January 8, 2026 – 1:00 p.m. – 3:00 p.m.

3. ADJOURN

Chair Sweet adjourned the meeting at 1:44 p.m.

The Transportation Improvement Program (TIP) includes the Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA) final program of projects for Sections 5307 and 5339 funding under the Federal Transit Administration unless amended. Public notice for the TIP also satisfies FTA public notice requirements for the final program of projects. The MetroPlan Public Participation Plan (PPP) provides public participation notices and processes for NAIPTA as required to meet federal and state requirements for public participation and open meetings.