

Elaine Averitt

From: Alan Sanderson
Sent: Friday, July 27, 2018 7:45 AM
To: Tiffany Antol; Dan Musselman
Cc: Elaine Averitt; Jeffrey Bauman
Subject: RE: Commercial and Residential Development on Butler Ave (Jeld-Wen) --Entry/Exit on Sawmill
Attachments: Asset Plus TIA Final 05012018.pdf

I would not recommend asking the developer to build a pedestrian bridge over Sawmill for a number of reasons.

- Given the width of the street (2 lanes), the volume of traffic anticipated (approximately 6,000 total vehicles per day—374 vehicles in the morning peak hour and 615 in the afternoon peak hour—on the west end of Sawmill, and less on the north end), and the amount of pedestrians expected (122 in the morning peak), adequate gaps in traffic to accommodate pedestrians crossing Sawmill are expected.
- While we have no way of knowing how many residents would be NAU students, those students walking to and from South Campus, where the majority of classes are held, are more likely to stay on the south side of Sawmill and access the FUTS trail to south campus. Thus not all of the pedestrian trips are expected to cross Sawmill. A crossing with pedestrian actuated flashers is already in place where the trail crosses Lone Tree.
- The topography here is flat, meaning a bridge could not be built that would complement or blend with the existing terrain at all. Experience demonstrates that pedestrians typically will not use a bridge or tunnel that requires extra time and walking distance unless they perceive the roadway as being very difficult to cross safely at grade. A bridge across Sawmill would require extensive walls or fences between the curb and sidewalk to prevent at grade crossings and attempt to force pedestrians to use the bridge (although they would still be able to cross at the driveway openings). Otherwise a bridge would likely get very little use.
- Construction of a bridge would require buying property and reconfiguring a portion of the existing developed site on the west side of Sawmill to build an access ramp or stairway and elevator, something that was not provided for when that project was built.
- The most effective safety feature for pedestrians crossing during darkness is street lighting of the crossing area. The proposed project has two access points on Sawmill, one across from Kensington Drive, and one at the existing driveway north of Kensington. We expect most of the pedestrians crossing Sawmill to do so at these driveways, and a streetlight is already in place on Sawmill at each of these points.
- Assuming the proposed project is built, Transportation can observe actual pedestrian activity to see if it differs from what is expected, and additional traffic controls can be installed if needed.

The first submittal of the Transportation Impact Analysis is attached for reference.

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