

WORK SESSION AGENDA

CITY COUNCIL WORK SESSION
TUESDAY
FEBRUARY 11, 2025

COUNCIL CHAMBERS
211 WEST ASPEN AVENUE
3:00 P.M.

All City Council Meetings are live streamed on the city's YouTube page
(<https://www.youtube.com/@FlagstaffCityGovernment>)

*****PUBLIC COMMENT*****

Verbal public comments not related to items appearing on the posted agenda may be provided during the "Open Call to the Public" at the beginning and end of the meeting and may only be provided in person.

Verbal public comments related to items appearing on the posted agenda may be given in person or online and will be taken at the time the item is discussed.

To provide online verbal comment on an item that appears on the posted agenda, use the link below.

[ONLINE VERBAL PUBLIC COMMENT](#)

Written comments may be submitted to publiccomment@flagstaffaz.gov. All comments submitted via email will be considered written comments and will be documented in the record as such.

1. Call to Order

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 City Council and to the general public that, at this work session, the City Council may vote to go into executive session, which will not be open to the public, for discussion and consultation with the City's attorneys for legal advice on any item listed on the following agenda, pursuant to A.R.S. §38-431.03(A)(3).

2. Roll Call

NOTE: One or more Councilmembers may be in attendance through other technological means.

MAYOR DAGGETT
VICE MAYOR SWEET
COUNCILMEMBER ASLAN
COUNCILMEMBER GARCIA

COUNCILMEMBER HOUSE
COUNCILMEMBER MATTHEWS
COUNCILMEMBER SPENCE

3. Pledge of Allegiance, Mission Statement, and Land Acknowledgement

MISSION STATEMENT

The mission of the City of Flagstaff is to protect and enhance the quality of life for all.

LAND ACKNOWLEDGEMENT

The Flagstaff City Council humbly acknowledges the ancestral homelands of this area's Indigenous nations and original stewards. These lands, still inhabited by Native descendants, border mountains sacred to Indigenous peoples. We honor them, their legacies, their traditions, and their continued contributions. We celebrate their past, present, and future generations who will forever know this place as home.

4. Open Call to the Public

Open Call to the Public enables the public to address the Council about an item that is not on the prepared agenda. Comments relating to items that are on the agenda will be taken at the time that the item is discussed. Open Call to the Public appears on the agenda twice, at the beginning and at the end. The total time allotted for the first Open Call to the Public is 30 minutes; any additional comments will be held until the second Open Call to the Public.

If you wish to address the Council in person at today's meeting, please complete a comment card and submit it to the recording clerk as soon as possible. Your name will be called when it is your turn to speak. You may address the Council up to three times throughout the meeting, including comments made during Open Call to the Public and Public Comment. Please limit your remarks to three minutes per item to allow everyone an opportunity to speak. At the discretion of the Chair, ten or more persons present at the meeting and wishing to speak may appoint a representative who may have no more than fifteen minutes to speak.

5. Review of Draft Agenda for the February 18, 2025 City Council Meeting

Citizens wishing to speak on agenda items not specifically called out by the City Council may submit a speaker card for their items of interest to the recording clerk.

6. City Manager Report

Information Only

7. Micromobility Share -- Preliminary Discussion

Staff seeks support for exploring ways for micromobility share to return to the City of Flagstaff. If Council supports moving forward, staff will begin engaging stakeholder groups and preparing for a procurement process. Staff will return to Council to present the results of engagement and recommendations for procurement.

8. Pressure Wastewater Code Amendment

Discussion and Direction

9. Discussion and Direction on Existing City Nuisance Ordinances

Discussion and Direction

10. Open Call to the Public

11. Informational Items To/From Mayor, Council, and City Manager; future agenda item requests

12. Adjournment

CERTIFICATE OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Flagstaff City Hall on _____, at _____ a.m./p.m. in accordance with the statement filed by the City Council with the City Clerk.

Dated this _____ day of _____, 2025.

Stacy Saltzburg, MMC, City Clerk

THE CITY OF FLAGSTAFF ENDEAVORS TO MAKE ALL PUBLIC MEETINGS ACCESSIBLE TO PERSONS WITH DISABILITIES. With 48-hour advance notice, reasonable accommodations will be made upon request for persons with disabilities or non-English speaking residents. Please call the City Clerk (928) 213-2076 or email at stacy.saltzburg@flagstaffaz.gov to request an accommodation to participate in this public meeting.

NOTICE TO PARENTS AND LEGAL GUARDIANS: Parents and legal guardians have the right to consent before the City of Flagstaff makes a video or voice recording of a minor child, pursuant to A.R.S. § 1-602(A)(9). The Flagstaff City Council meetings are live-streamed and recorded and may be viewed on the City of Flagstaff's website. If you permit your child to attend/participate in a televised Council meeting, a recording will be made. You may exercise your right not to consent by not allowing your child to attend/participate in the meeting.

**CITY OF FLAGSTAFF
STAFF SUMMARY REPORT**

To: The Honorable Mayor and Council
From: Stacy Saltzburg, City Clerk
Date: 02/06/2025
Meeting Date: 02/11/2025



TITLE:
City Manager Report

DESIRED OUTCOME:
Information Only

Executive Summary:

These reports will be included in the City Council packet for regularly scheduled Work Session meetings. The reports are intended to be informational, covering miscellaneous events and topics involving the City organization.

Information:

Attachments: [City Manager Report](#)
[Alliance Agenda](#)
[Press Release - Grant Funding](#)
[PROSE January Newsletter](#)

City Manager's Report

February 6, 2025

Council and Colleagues, greetings. These reports are intended to be informational, covering miscellaneous events and topics involving the city organization. This report is brief, and appended by a monthly update from the PROSE Division.

Council Retreat

We enjoyed the two-day retreat on January 30th and 31st at the Core Facilities Building (Public Works). Thank you for your engagement. Please be mindful that there will also be a two-day retreat on February 13th and 14th.

The Council considerations that were identified at the end of the retreat have been incorporated into our ongoing budget discussions and will be broached again with the Council for further discussion. Stay tuned.

We received surveys from many of the participants (anonymous) and there was an excellent score across the board for the retreat agenda and discussions, and exercises. These surveys are available for anyone who would like to review.

City Manager's Excellence Awards

We hosted the annual City Manager's Excellence Awards at the Orpheum on February 5th, 11AM to 1:30PM. We had great attendance, and we are grateful to the many elected officials who also enjoyed the festivities. We will provide Council with a list of the awardees and some photos during the next CM Report.

City/County Huddle

We had a great meeting on January 29th and the topic was forest health and fire preparedness. Thanks to Neil Chapman, Chief Gaillard, and Paul Oltrogge from the City for their presentations to the group. We are working on a joint City/County meeting to occur in early April to further discuss. Stay tuned.

Alliance Meeting

The meeting is Friday, February 7th, and the City will be presenting an update on its capital projects. The presentation is attached hereto for your reading enjoyment.

Grant Funding

Please find attached to this report a release as recently provided, courtesy of our Public Affairs Section, on the topic of grant funding and the importance of this revenue for the City. The topic is relevant and timely, and we touched upon it during last week's retreat. It's a very good read.

Fire Department / Summit Fire & Medical Awards

The awards event occurred on Friday, January 31st. Thanks to the elected officials who were able to attend. I would like to recap the recognitions and awards below:

Years of Service

Tenure

- 10 years of City service – Christopher Denham, Anthony Matthews, Casey Gonzales, James Devenney
- 20 years of City service – Chris Samples, Christopher Romero
- 25 years of City service – Dave Wilson, Chris Thomas

Promotions & Badge Pinning

- Seth Gregar - EMS BC
- Nick Ondrejch – Captain
- Kyle Benedict – Engineer
- Jessica Vigorito – Fire Administration Manager

New Positions

- Noah Baker – Wildfire, Climate, and Community Health Specialist (Temp)

Firefighter of the Year 2024

- Levi Daulton

(Excerpts from Chief Gaillard): Levi's journey as a career firefighter began in 2016 with Summit Fire and Medical, where he quickly proved himself as a dedicated and skilled member of the team. In 2021, he brought that same passion and commitment to the Flagstaff Fire Department. Levi was part of the first-ever Greater Flagstaff Regional fire academy, setting the foundation for what would become an exceptional career in service to his community.

This past summer, while on vacation, Levi found himself on a boat dock where bystanders were bringing in victims of a flipped over pontoon boat with 11 people on board. This event turned into a mass casualty incident at Lake Powell, where several individuals tragically drowned. In the face of chaos and heart-wrenching circumstances, Levi worked to assist and treat those affected, doing everything he could to bring hope to an unthinkable situation. As a result of his efforts, a child who arrived at the dock in cardiac arrest left the scene with a heartbeat and is alive today due to the treatment provided. Levi's actions, off the clock, serve as a powerful reminder that the dedication of a firefighter never truly

takes a break.

But Levi's contributions go beyond emergency response. He leads a team of firefighters who participate in Camp Courage through the Arizona Burn Foundation. Camp Courage is a place where young burn survivors come to heal and build confidence. Levi doesn't just lead—he creates opportunities for these kids to find their own strength. One of his standout contributions has been the firefighter obstacle course he designed, allowing the kids to experience the resilience and teamwork that defines our profession. It's a highlight of the camp each year, and it wouldn't be the same without Levi's creativity and heart.

Levi, your work with Camp Courage, your heroism at Lake Powell, and your unwavering commitment to our department and community makes you truly deserving of this honor. You are not only a skilled firefighter but a leader, and mentor for so many. Levi exemplifies the very best of what it means to serve. On behalf of the Flagstaff Fire Department, it is my honor to present you with the Firefighter of the Year Award. Congratulations, Levi!

Unit Commendation

- Station 2 A Shift Crew:
- E2- Mike Felts, Matt Howell, Hannah Duval
- R2- Todd George, Lucas Trotter

(Excerpt from Chief Gaillard): On 12-21-23, station 2 A shift crews responded to the eastside Walmart for the report of a 19-year-old male that was not breathing. Once crews arrived on scene, they confirmed that the patient was a full code or (in cardiac arrest) on the sidewalk in front of the store. Crews were able to quickly jump into action and started CPR and followed ACLS protocols. Due to this crew's actions on scene, the patient regained pluses and was transported to FMC where he recovered and was eventually released. Due to their efforts the following crew will be receiving the Unit Commendation.

The Unit Commendation is awarded when a unit acts with courage, resourcefulness, and/or perseverance in performance of their duties have resulted in the protection of life or property, the prevention of serious injury or death, or exceptional quality service to the department or the community.

Storks Pin's/ Field Delivery Plaque

- E6 Crew:
- Kevin Wiles
- John Jaramillo
- Brandon Roberts

(Excerpt from Chief Gaillard): *Early Easter morning, E6 was dispatched to a female patient in active labor. The family had prepared to deliver the baby at home but, due to the snowy weather conditions, the midwife was delayed so 911 was called. E6 crew arrived on scene and delivery was imminent. E6 crew assisted mom in delivering a healthy baby girl just before the midwife arrived*

The Stork Pin is awarded to either an individual or a unit for performance of duties during a field baby delivery.

Citizen Heroism Award

- Cassandra Borg

(Excerpt from Chief Gaillard): *E1- C shift responded on 02/04/2024 to the Bashas on Woodlands Village for the report of a male who was having chest pain and collapsed in the produce section. While enroute crews were advised that the male pt had stopped breathing and a bystander had started CPR and it was in progress. Upon E1 arrival the pt had agonal respirations and shortly after became conscious. There is no doubt that early CPR from a bystander named Cassandra Borg helped save this man's life. For her efforts Cassandra Borg will be award the Citizen Heroism Award.*

The Citizen Heroism Award (plaque) is awarded to a person outside the Fire Department who has been involved in a lifesaving effort at an emergency scene before the arrival of the Fire Department or who has provided extraordinary assistance to the Fire Department members in an emergency.





FY26 State and Federal Funding Requests

Each year, the City has an opportunity to pursue state appropriations and federal congressionally directed spending requests to fund areas of need within the City. Staff worked with City divisions, City leadership and our lobbyists to create a list of requests of current funding needs that are impactful to our community, politically salient, at the appropriate stage of planning, and within the legislature's desired cost range. The identified requests for FY26 at both the state and federal levels are listed below.

State Funding Asks

- Wildland Fire Management Facility + Design (\$3.95M)
- Public Safety Apparatus (\$3.26M)
- Big Fill Lake Flood Mitigation Project (\$3M)
- Airport Security and Access Control Upgrades (\$1M)

Federal Funding Asks

- La Plaza Vieja Phase II (\$1M)
- Wildfire Risk Reduction Home Hardening Homeowner Matching (\$4M)
- Real Time Operations Center + Emergency Management Equipment (\$3.5M)
- Fanning Wash Flood Mitigations (\$4M)
- Pine Dell Main Upsizing (\$3.2M)
- Airport Terminal Expansion and Accessibility (\$4M)
- Removing Green Waste and Biosolids from the Municipal Waste Stream through Thermal Composting (\$4M)

Staff will work with our lobbyist to communicate the importance of these requests to our legislators and encourage their inclusion in state and federal budgets.

That's all for now, Council.

City of Flagstaff Capital Improvement Projects Update

February 7, 2025



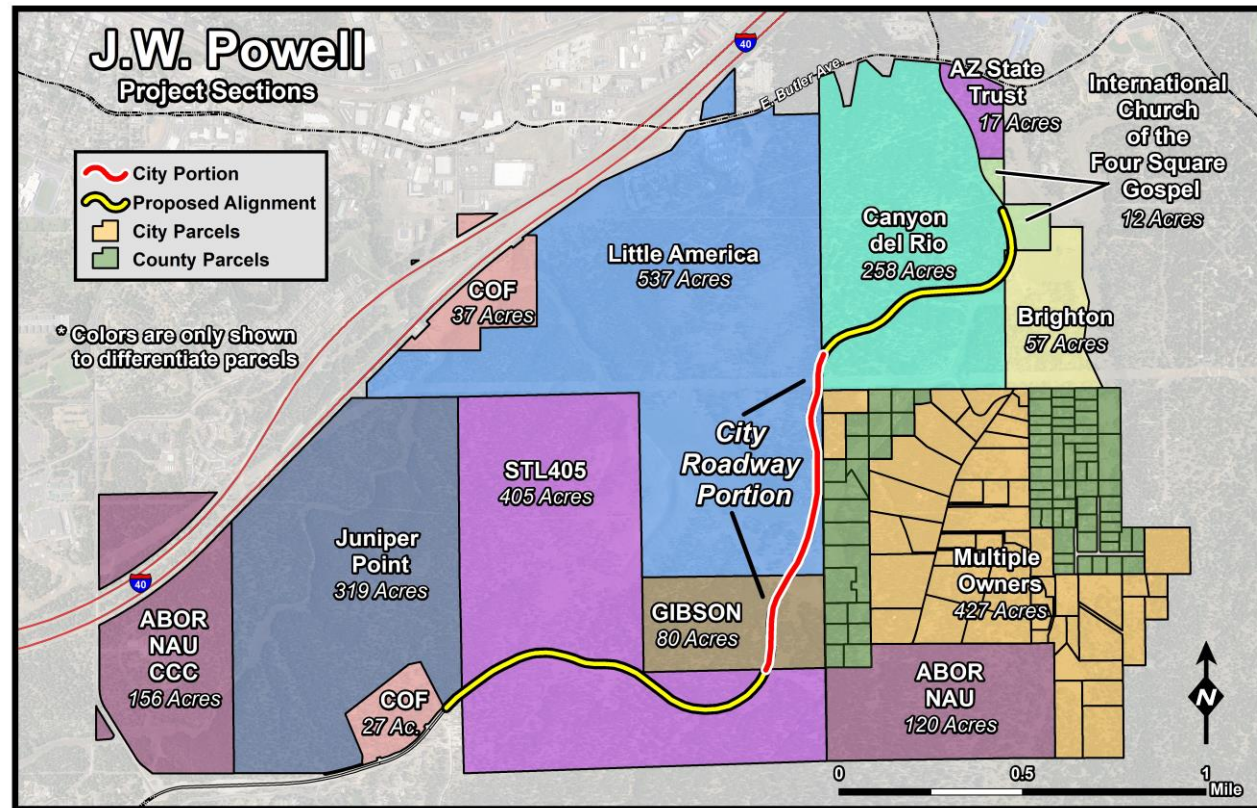


Capital Improvement Program



John Wesley Powell Blvd Extension

- Similar look and feel to existing JWP
- Includes Bike & Ped Facilities
- Budget \$45M (Prop 419)
 - City share at 40% plus ROW - \$24M
 - Developer share at 60% - \$27M
- Development Agreement Approval
 - Approved on December 3, 2024
 - 3 separate agreements
- Schedule
 - Design 2024
 - Construction 2025 to 2028





Capital Improvement Program



Butler Fourth Improvements

- Complete Street Corridor
- I-40 to Sinagua Heights
- Fourth Street
- Roundabouts
- Bike & Ped Facilities
- Street Crossings
- Bus Stops
- Bike/Ped tunnel



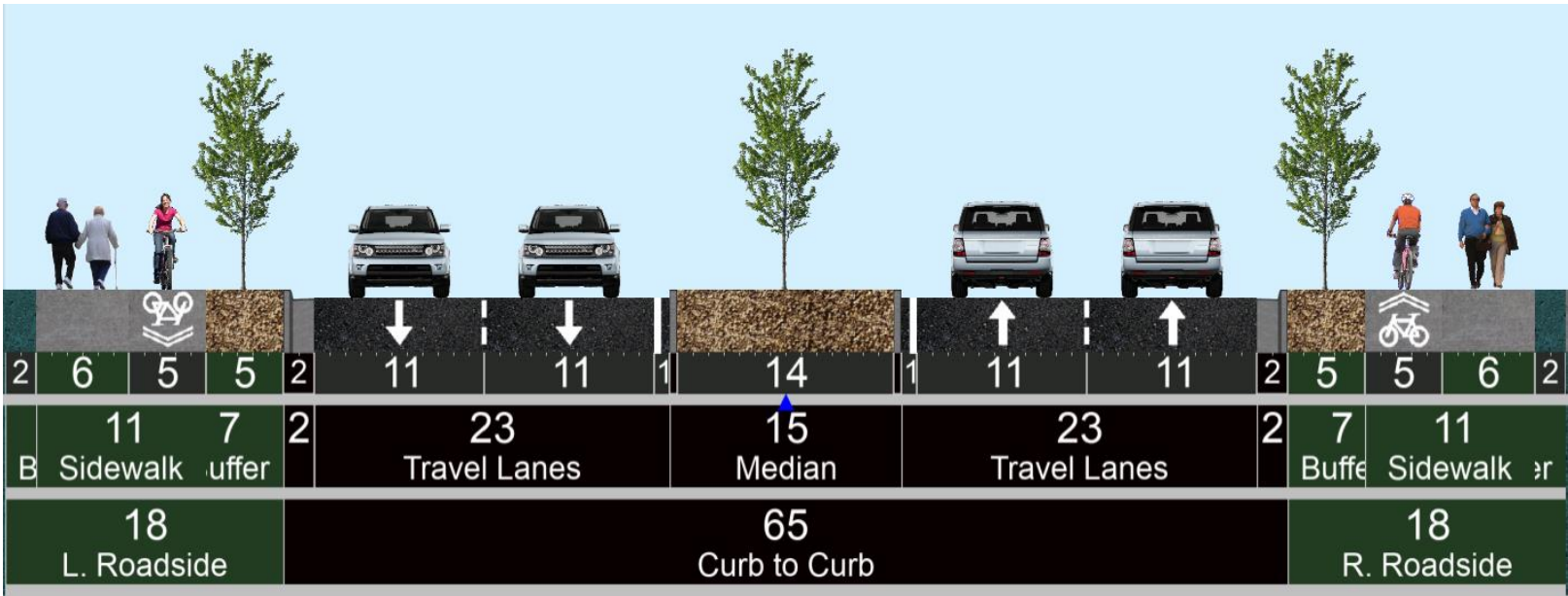


Capital Improvement Program



Butler Fourth Improvements

- Budget \$31M (Prop 419)
 - Construction \$27M
 - Design/Acquisition \$4M
 - RAISE Grant \$19M
- Final design late 2025
- Construction 2026-27



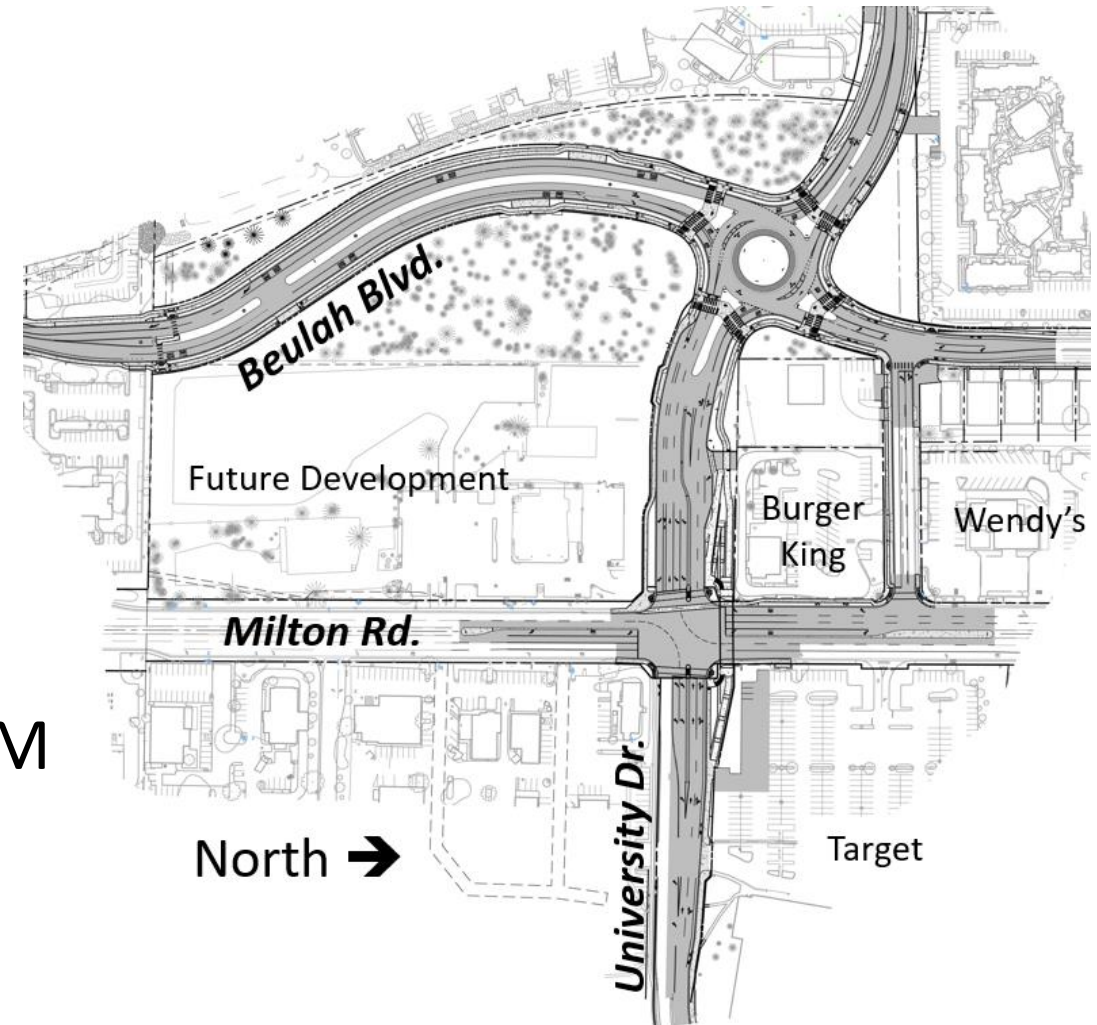


Capital Improvement Program



Beulah & University Realignment

- Street Realignment & Extension
- Roundabout
- Pedestrian Underpass
- Coordination with businesses & NAU
- **Budget \$24M** (Prop 403 and 419)
 - Construction - \$21M
 - Right-of-Way & Easements - \$2M
 - Developer Contribution to date - \$1.6M





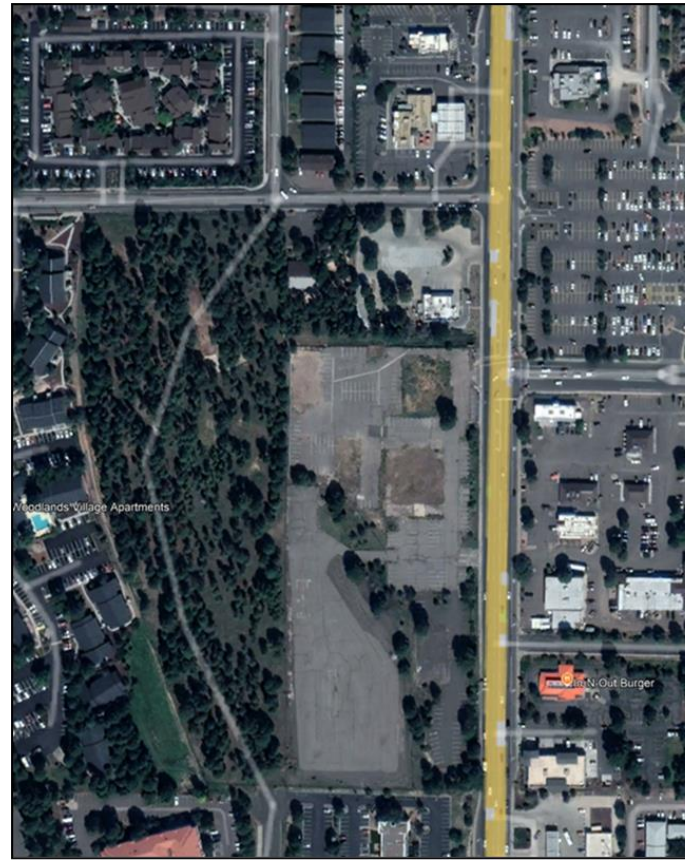
Capital Improvement Program



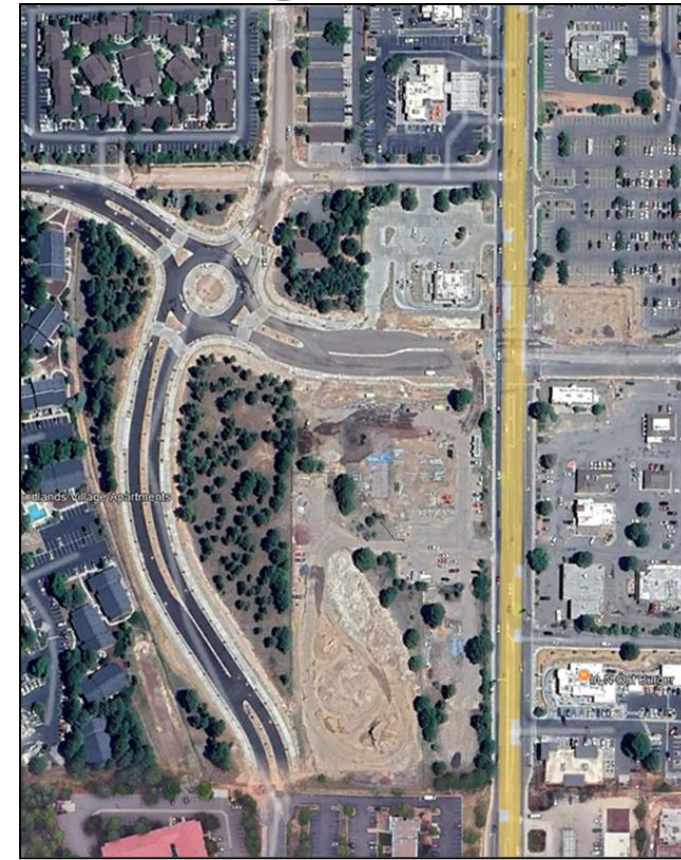
Beulah & University Realignment

- Construction - Update
 - Completion Fall 2025
 - Roundabout Open
 - Pedestrian Tunnel

November 2022



August 2024



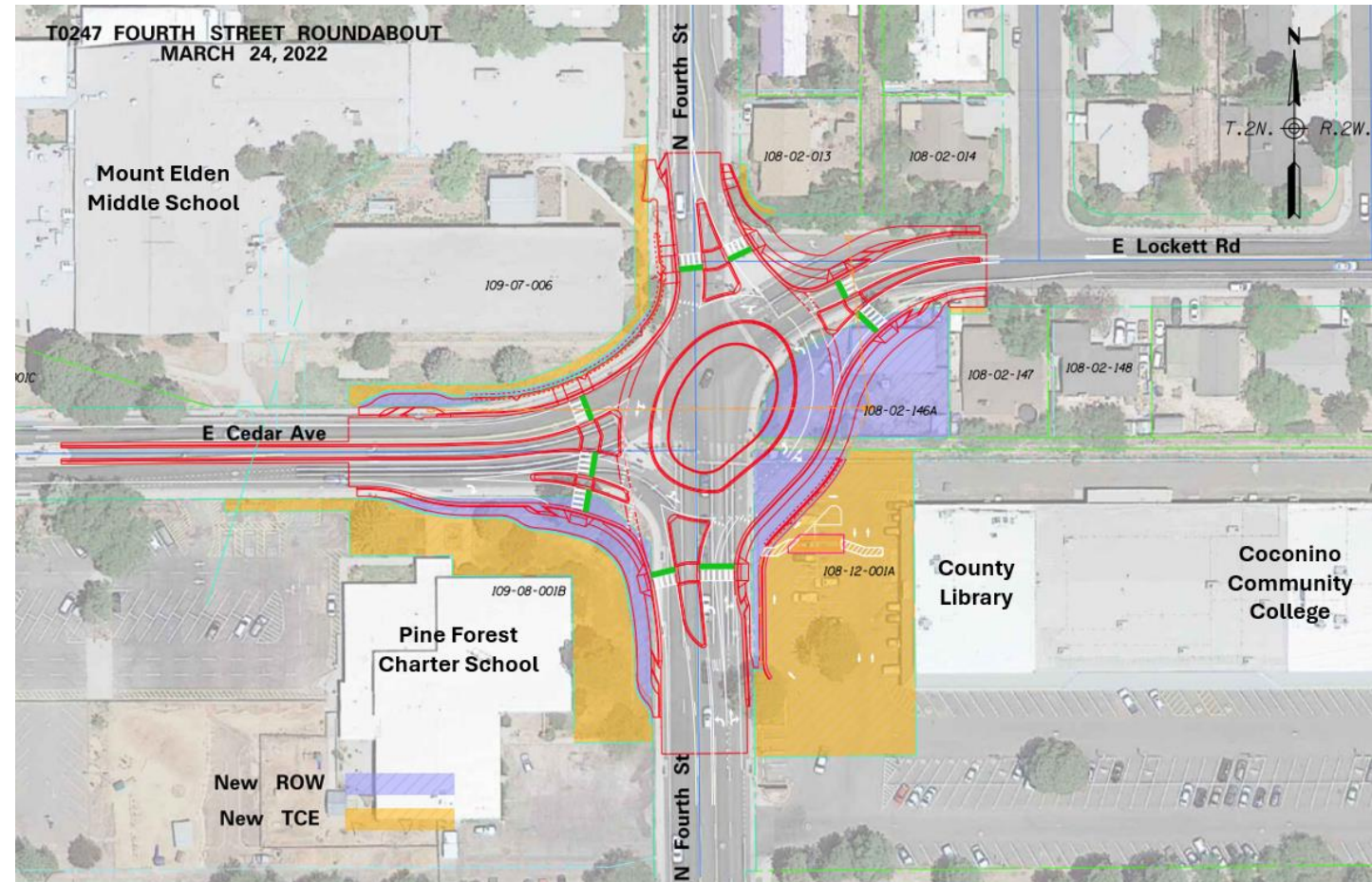


Capital Improvement Program



Cedar Lockett Fourth Roundabout

- ADOT Administration
- Modern Roundabout
- Pedestrian Crossings
- Beacons and Z-Crossings
- Budget \$6M (HSIP & Prop 419)
 - City Share \$4M
 - HSIP Grant \$2M
- Design complete
- Construction April 2025



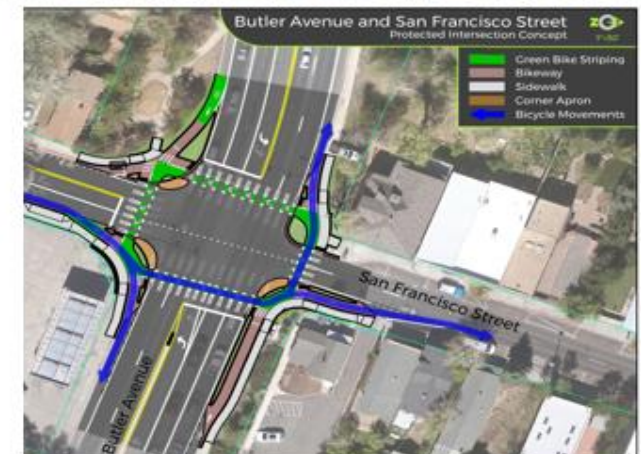


Capital Improvement Program



Butler Ave Complete Street

- Bike & Ped Facilities
- 3 Protected Intersections
- Budget \$12M (Prop 419)
 - SS4A Grant - \$9.6M
 - AZ Smart Fund - \$2.4M
- Design RSOQ 2025
- Construction 2026-27



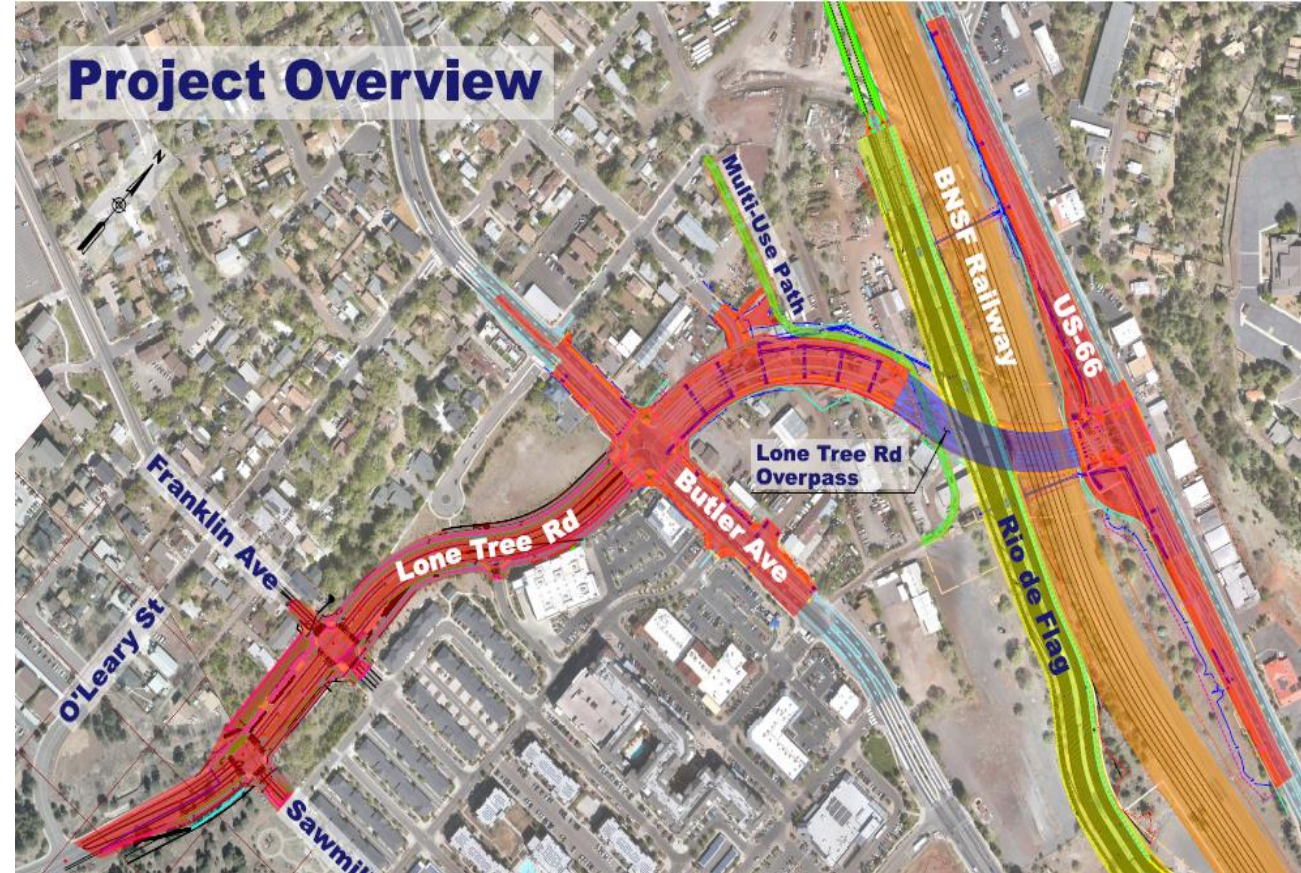


Capital Improvement Program



Lone Tree Overpass and Corridor Improvements

- Bridge over Rio de Flag and BNSF
- 3 Protected Intersections
- Bike & Ped Facilities
- Estimate \$161M (Prop 420 & 419)
 - Construction/ROW \$96M
 - Design \$10M
 - Potential State RTAC Funding offset \$18.3M
- Design complete
- Construction starts week of 2/17 on Corridor phase





Capital Improvement Program





Capital Improvement Program



Downtown Mile Safety and Connectivity Project

- Estimate \$62M
 - Design \$4M
 - Construction \$58M
 - INFRA Grant \$32.2M
 - City (Prop 419) \$9.8M
 - BNSF Railway \$11M
 - ADOT \$3M
- Design at 60%
- Construction 2026 - 28



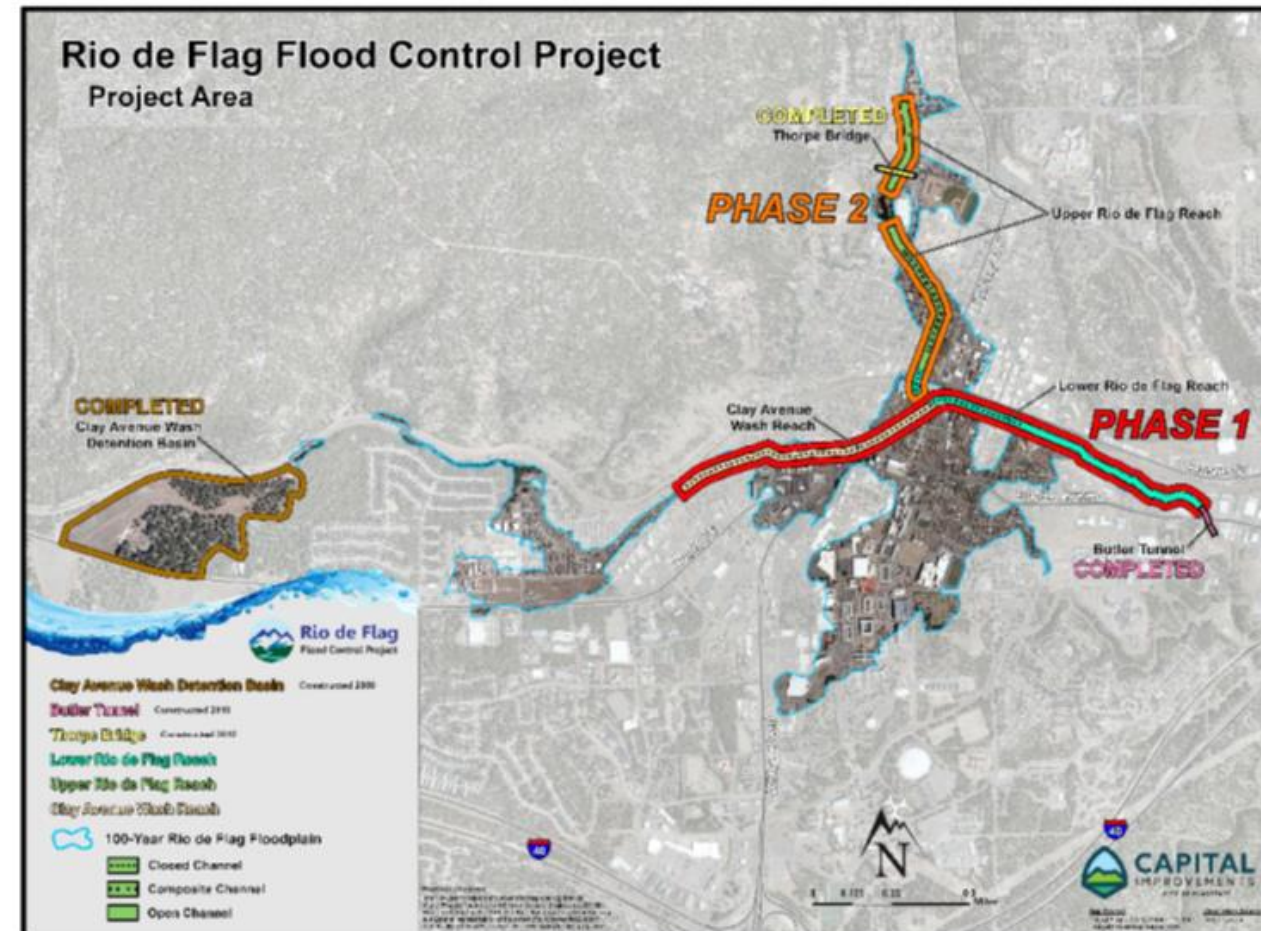


Capital Improvement Program



Rio de Flag Flood Control Project

- Channelizes and reduces 100-year floodplain footprint with improved open channels and underground box culverts
- U.S. Army Corps & City cooperative Project
- Cost share
U.S. Army Corps (65%) and City (35%)
- Estimate \$243M
- Design 95% complete
- Construction anticipated 2026





Capital Improvement Program



City of Flagstaff Capital Improvement Project Update



Paul Mood

City Engineer

Paul.Mood@flagstaffaz.gov

Trevor Henry

Capital Improvements Engineer

thenry@flagstaffaz.gov

Christine Cameron

Senior Project Manager

ccameron@flagstaffaz.gov



City of Flagstaff

News Release
Jan. 30, 2025
For Immediate Release

City underscores the importance of grant funding for local communities

FLAGSTAFF, Ariz – Communities like Flagstaff thrive when resources are allocated to initiatives that support their unique needs, and grant dollars play a vital role in this process. The City of Flagstaff currently has over 107 active state and federal grants, totaling a minimum of \$203M in grant dollars over multiple years. In a given fiscal year, grants comprise approximately one fifth of the City's total annual budget.

Grant dollars have a broad reach in the Flagstaff community. This year, the City is using grant dollars to construct post-wildfire flooding projects in our residential neighborhoods, conduct critical forest health treatments around our city, build better quality transportation networks, and provide our police officers with the equipment they need. Many of these projects are complex in nature, involving multi-year timelines and deploying skilled specialists and tradespeople. Disruptions or uncertainty around grant projects that have been approved and awarded can create a domino effect of delays and setbacks, leading to the completion of fewer important projects for our community.

In addition to allowing the City to solve unique challenges that we face here in Flagstaff, grant dollars also act as a powerful economic stimulus to create jobs and encourage investment in our local economy. Numerous jobs in the Flagstaff area are funded in whole or in part by grant dollars, adding even more weight to the importance of stability and predictability in grant funding.

Mayor Becky Daggett said "while we're relieved that it appears the federal funding freeze has been temporarily halted, I'd like to stress the critical importance this funding has in our community. It's not an overstatement to say that the freeze would have a catastrophic impact on Flagstaff. Many of the city's flood mitigation, transportation, and public safety projects are dependent upon this funding from our federal partners. Additionally, this funding freeze impacts local non-profit organizations we rely upon to provide basic services and our partners such as Coconino County and Northern Arizona University."

The City will continue to monitor developments at the federal level and will communicate the impacts these actions have on City operations.

###



PARKS, RECREATION, OPEN SPACE, AND EVENTS

JANUARY 2025 NEWSLETTER

*Connecting our community through people, parks,
natural areas, and programs.*



Buffalo Park Receives Best of Flagstaff 2024 Award

Buffalo Park was voted “Best Hiking/Biking Trail” in the Arizona Daily Sun’s Best of Flagstaff series. Parks staff attended the Best of Flagstaff Awards banquet to be recognized in person and receive a certificate and banner.

This is the second year in a row that Buffalo Park has received this award but the first time Parks staff have been able to attend the awards ceremony. PROSE is extremely pleased that the community chose Buffalo Park for this award. As Parks continue to maintain and improve this park, it’s always nice to know that the local community appreciates all it has to offer.



Parks staff at the awards banquet



New retaining wall at Foxglenn Park

PARKS

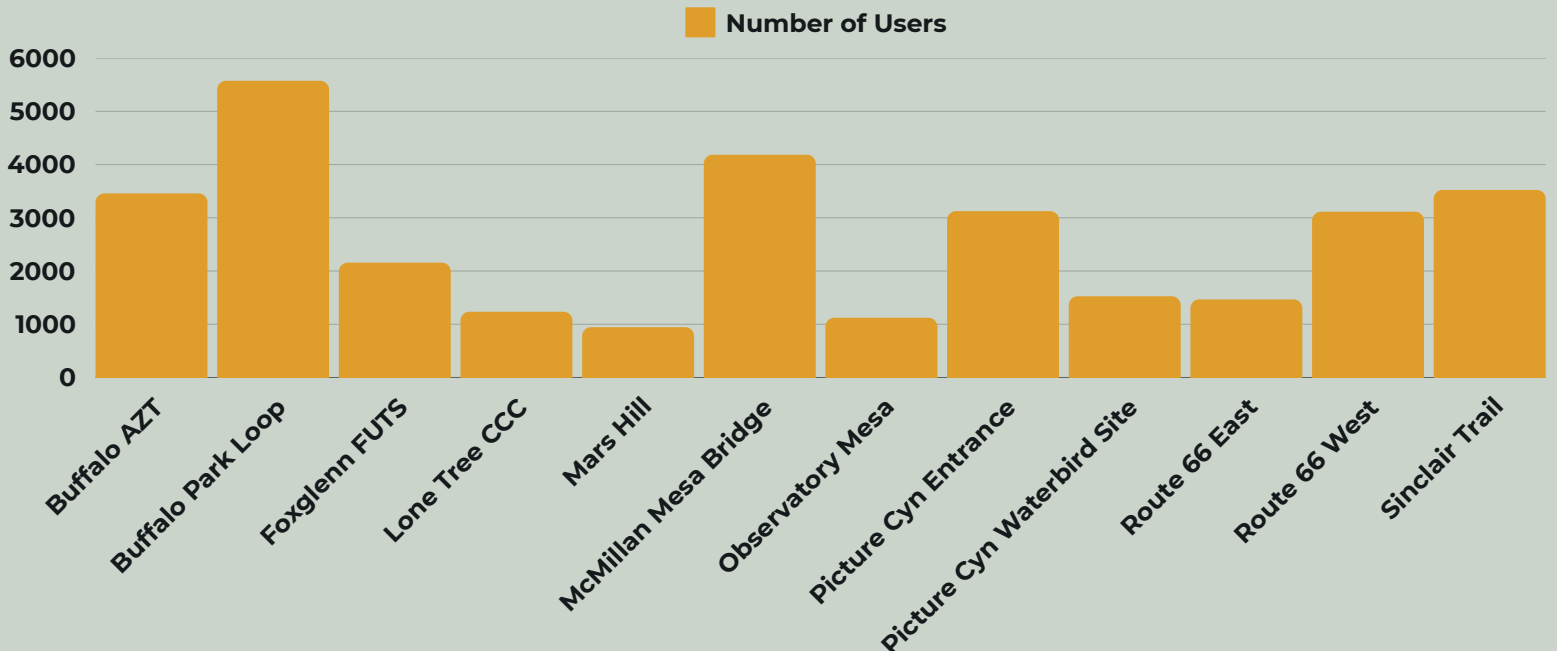
New Retaining Walls at Foxglenn Park

Parks staff constructed two new brick retaining walls around the basketball courts at Foxglenn Park. These walls add structural support to the landscape as they direct water flow around the courts and mitigate erosion on the slopes. The walls also create a new space for landscaping in the future, including pollinator areas, adding to the aesthetics of the community.

One of the retaining walls



December 2024 Trail Counts





Group photo of the Lifeguard Training

RECREATION



Lifeguards in training

Aquaplex Lifeguard Training

Aquaplex Recreation Coordinator, Audrey Curson, obtained her LGI (Lifeguard Instructor) certification this past November. This certification enabled her to instruct the first in-house lifeguard certification class. Seven participants completed the three day course which included online and in the water components. After passing the required skills test, and demonstrating competency in water rescues, CPR, and First Aid, they received a Shallow Water Lifeguard certification from the American Red Cross. The certification is valid for two years. Staff are excited to offer this class multiple times per year for both staff retention and community development.



Lifeguards practicing rescue drills

Aquaplex January Membership Sale

The January Membership Sale at the Aquaplex came to a successful close bringing in many new members to the center. In total, 756 new memberships were sold, generating \$72,082 in revenue, which is approximately \$8,000 more than in 2024!



The Aquaplex



RECREATION

Jor C. Montoya Community and Senior Center Piatigorsky Foundation Concert

Joe C. Montoya Community and Senior Center hosted their annual Piatigorsky Foundation Classical Music Concert with approximately seventy community members who came to listen. The concert this year featured two amazing artists, Nicholas Shaneyfelt (piano) and Kelly Burns (tenor vocalist). The two artists showcased their wide range of musical abilities from heartfelt melodies



The musicians:

Kelly Burns (left) &

Nicholas Shaneyfelt (right)

that evoked tears from the audience to playful songs with humorous lyrics. Many attendees stayed afterward to converse with the artists and were greatly appreciative of the opportunity to come listen.

Black History Month Blood Drive and Upcoming Dinner and a Movie Event

Hal Jensen Recreation Center kicked off Black History Month early with a Blood Drive partnered with Vitalant. The Blood Drive was a successful in receiving donations from over twenty people.

Staff at Hal Jensen Recreation Center are prepared to host Dinner and a Movie to honor Black History Month on February 20th from 2:30pm to 5:00pm. Traditional soul food will be served for dinner and the movie showing is called "The Hate You Give" that will be followed by some open discussion. This event is free and open to the public.

Hal Jensen Recreation Center
Black History Month
DINNER & a MOVIE
LBE LIVED BLACK EXPERIENCE PROJECT
CITY OF FLAGSTAFF PARKS, RECREATION, OPEN SPACE & EVENTS

Come enjoy some soul food and a movie in honor of Black History Month!
Signed waiver required for ages 12 and under

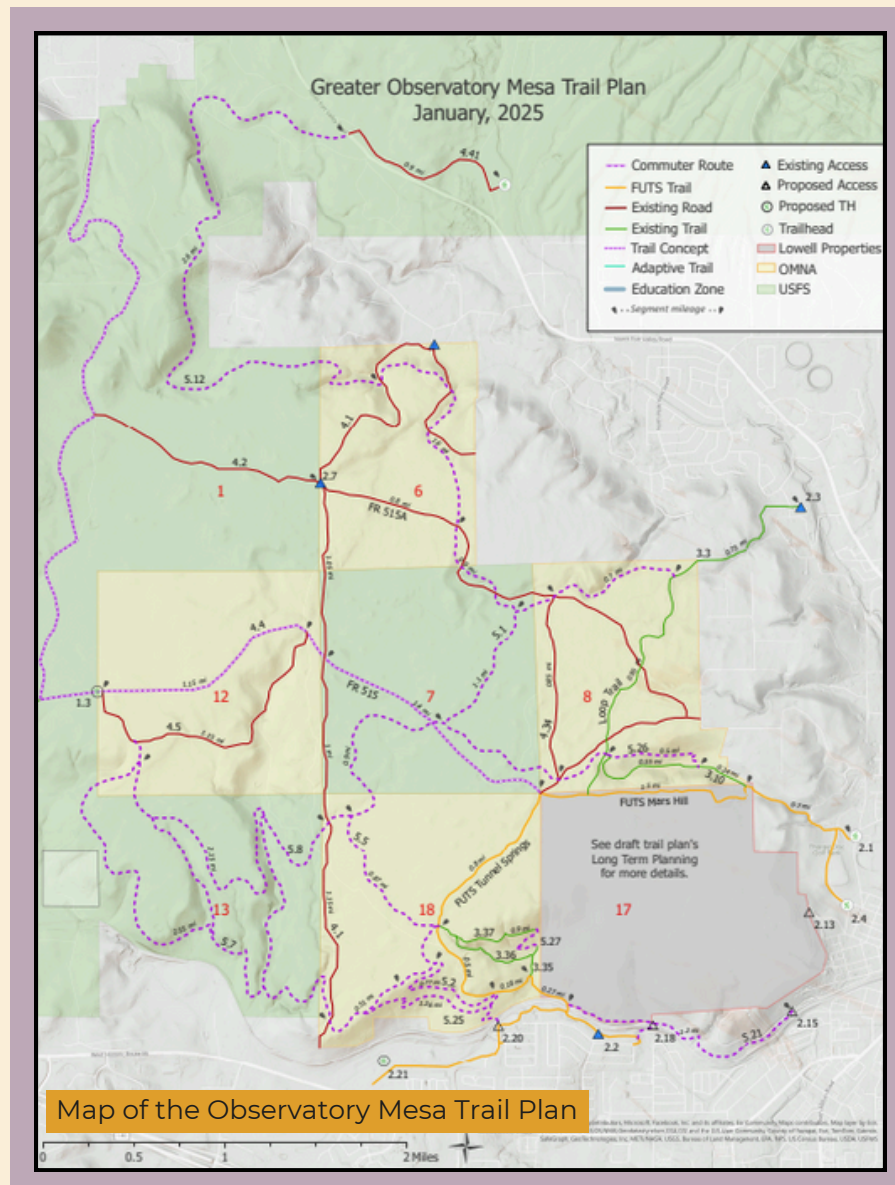
Thursday, February 20th
2:30pm - 5:00pm
Hal Jensen Recreation Center

FREE

OPEN SPACE

Greater Observatory Mesa Area Trail Plan Moves Forward

Open Space has been working closely with the community to develop the Greater Observatory Mesa Area (GOMA) Trail Plan, a thoughtful approach to trail management in this beloved natural area. Designed to balance recreation with conservation, the plan includes sustainable trail alignments, improved signage, increased access, and habitat restoration efforts. After extensive public input and revisions, the Open Spaces Commission voted on January 27, 2025, to advance the plan to the Flagstaff City Council for review. Observatory Mesa is a treasured outdoor space, offering stunning landscapes and potential recreational opportunities near downtown and surrounding neighborhoods. This plan, developed in collaboration with the City of Flagstaff, U.S. Forest Service, and Lowell Observatory, will guide future trail development while ensuring long term protection of the area's cultural and natural resources. To stay informed about the upcoming City Council date, visit our [website](#).





EVENTS, MARKETING & ATHLETICS

Successful First Session Adult Basketball

The first session of the Adult Winter Basketball League has officially wrapped up! Sixteen teams competed, each playing seven games within their division, but only two came out on top. Congratulations to Mike & Ronda's West (Division D/E) and Step Bros (Division B/C) for winning their division! Step Bros dominated with an undefeated 7-0 record, while both teams delivered high-scoring performances—Mike & Ronda's West with 122 points in their highest-scoring game and Step Bros with 144 points. Great job to all the teams on an amazing season!

Adult Softball Registration Opens on February 14th

Adult Softball registration will open on Webtrac on February 14th. Games begin the week of April 27th. Teams fill up quickly, so be ready to register early!



Registration Open for the Aquaplex Spring Break Kids Day Camp

Registration is now open for the Aquaplex Spring Break Kids Day Camp! This is the most affordable camp in town and includes fun activities like swimming, rock wall climbing, arts and crafts, games and more! Camp runs from Monday, March 10th to Friday the 14th with the option to sign up for one day or the whole week. Spots fill up quickly so register today!

Flagstaff Aquaplex

Spring Break

KIDS DAY CAMP

MARCH 10 - 14

Ages 5 - 11

Flagstaff Aquaplex

Monday 3/10	Tuesday 3/11	Wednesday 3/12	Thursday 3/13	Friday 3/14
Full-Day 7:30am-6:00pm	Full-Day 7:30am-6:00pm	Full-Day 7:30am-6:00pm	Full-Day 7:30am-6:00pm	Full-Day 7:30am-6:00pm

Member Price:
\$25/ day

Non-Member Price:
\$35/ day

Click here to SIGN UP!

Stay connected!



CITY OF FLAGSTAFF STAFF SUMMARY REPORT

To: The Honorable Mayor and Council
From: Jenny Niemann, Climate Section Director
Co-Submitter: Chris Phair
Date: 02/03/2025
Meeting Date: 02/11/2025



TITLE:
Micromobility Share -- Preliminary Discussion

DESIRED OUTCOME:

Staff seeks support for exploring ways for micromobility share to return to the City of Flagstaff. If Council supports moving forward, staff will begin engaging stakeholder groups and preparing for a procurement process. Staff will return to Council to present the results of engagement and recommendations for procurement.

Executive Summary:

Micromobility refers to modes of transportation, including light, low-occupancy vehicles such as electric scooters (e-scooters), electric skateboards, bicycles, and electric pedal-assisted bicycles (e-bikes). Micromobility share programs provide communities with access to equitable and environmentally friendly transportation options.

Micromobility share has been rapidly expanding in the United States over the past ten years. As of June 30, 2024, according to the United States Department of Transportation, dockless bikeshare systems serve 49 cities and e-scooters serve 130 cities in the US. Micromobility share is supported by several City and Regional planning documents, including the Carbon Neutrality Plan, the Active Transportation Plan, and MetroPlan's Stride Forward Regional Transportation Plan.

The City of Flagstaff has twice attempted to bring micromobility share to the community. Spin, a bike share operator, served Flagstaff in 2018 for a six-month pilot, resulting in almost 11,000 shared bike trips. The data and lessons learned from this pilot allowed the City to advance toward a micromobility program. In partnership with Northern Arizona University (NAU), the City issued a solicitation in 2019 to permit one bike-share operator in Flagstaff. Gotcha Mobility was the selected contractor and plans began to bring 200 e-bikes to Flagstaff. However, Gotcha Mobility broke the contract in 2020 due to global supply challenges and new company ownership.

City staff and MetroPlan seek to revisit micromobility in Flagstaff. If Council supports advancing the discussion, staff will begin an engagement process to discuss micromobility share with City staff, City Commissions, and regional partners. Staff will also contact micromobility share vendors to understand the market and their interest in coming to Flagstaff. This engagement will be used to inform a future recommendation to Council which could potentially include a request for proposals (RFP) to permit a micromobility share vendor to operate in Flagstaff.

Staff will return to Council with engagement results and a staff recommendation, prior to moving to the procurement stage.

Information:

Staff will provide information on the following topics:

- Micromobility share basics

- The micromobility market, including information on how micromobility share operates in peer cities, and the history of micromobility in Flagstaff
- The Micromobility share feasibility report, developed by Mountain Line and MetroPlan (attached).
- How we would begin the process of allowing micromobility share to operate in Flagstaff, and key considerations.

Feasibility Report

MetroPlan and Mountain Line have prepared a Micromobility Share Feasibility Report. This report examines the state of the micromobility share industry, its use in peer cities, and potential risks and considerations for equity. Please see the attached report for extensive information on these topics.

Implementation Steps

Staff will seek Council's support for beginning the process of engagement and recommendation development. If Council supports moving forward, the following process will be followed:

1. Engagement
2. Build a recommendation for action
3. Return to Council
4. Open a procurement or permit process
5. Vendor selection
6. Planning for successful outreach and implementation
7. Program launch
8. Ongoing support

Engagement

If Council supports moving forward with RFP development, staff will engage the following groups in a discussion around micromobility share. Staff will review micromobility share with each group, discuss concerns and opportunities, and solicit feedback for an eventual RFP.

COF Commissions

- Inclusion and Adaptive Living
- Diversity Awareness
- Sustainability
- Transportation
 - Bicycle and Pedestrian Advisory Committees
- Tourism

COF Divisions

- Community Enhancement Committee
- Community Development
- Economic Vitality
- Legal
- Police Department
- PROSE
- Public Works
- Risk Management

Regional Partners

- Arizona Department of Transportation (ADOT)
- Chamber of Commerce
- Coconino County
 - Health and Human Services
 - Sheriff's Office

- Transportation
- Flagstaff Unified School District (FUSD)
- Downtown Business Alliance (DBA)
- Northern Arizona University (NAU)
 - The Transit Services Department will work with other NAU Departments

Attachments: Powerpoint
 MetroPlan and Mountain Line Micromobility Share Feasibility Report

Micromobility Share in Flagstaff: Preliminary Discussion

February 11, 2025





Why are we here today?

- This discussion continues a pre-pandemic conversation about micromobility share in Flagstaff.
 - In 2019, the City issued a solicitation and entered into a contract for e-bike share, in partnership with NAU. The program launch was initially planned for April 2020, but was canceled due to the pandemic.
- Flagstaff's current code specifies that micromobility share companies can obtain a permit to operate in Flagstaff.
- This conversation is about **if and how** we allow micromobility share businesses to operate in Flagstaff.



Agenda

1. Micromobility Share Feasibility Report

- Micromobility Share Basics
- Micromobility Share in Peer Cities and Flagstaff
- Managing Micromobility Share

MetroPlan

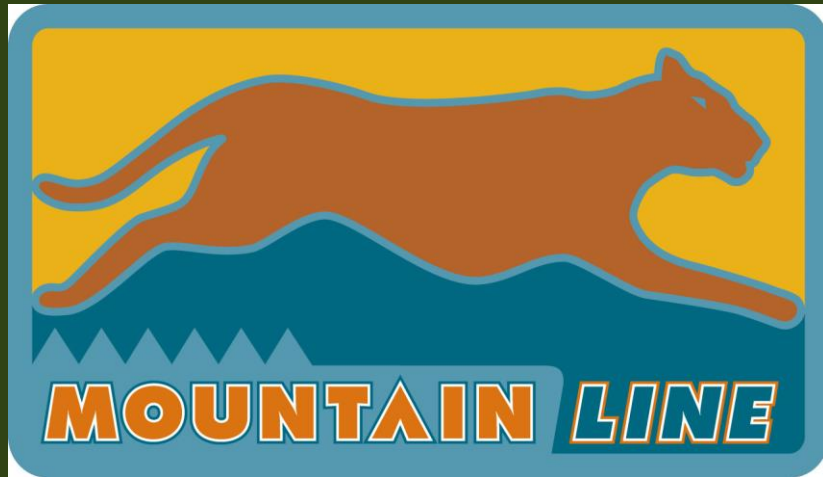
2. Micromobility Share in Flagstaff

- Options and implementation plan

City

3. Request for Direction

1. Micromobility Share Feasibility Report





Feasibility Report Goals

- ✓ Micromobility share programs have multi-jurisdictional impacts.
 - Will use ADOT roads,
 - Travel across County Islands,
 - Be on NAU campus.
- ✓ Stride Forward, MetroPlan's Long Range Transportation Plan, looked at ways to meet City-adopted climate goals.
 - Micromobility share is part of those actions

Micromobility Share

Basics



What is Micromobility?

- Micromobility refers to modes of transportation that include very light, low-occupancy vehicles such as electric scooters (e-scooters), electric skateboards, bicycles, and electric pedal-assisted bicycles (e-bikes).
- For the purposes of this conversation, we will use micromobility to describe **e-scooters and e-bikes**.





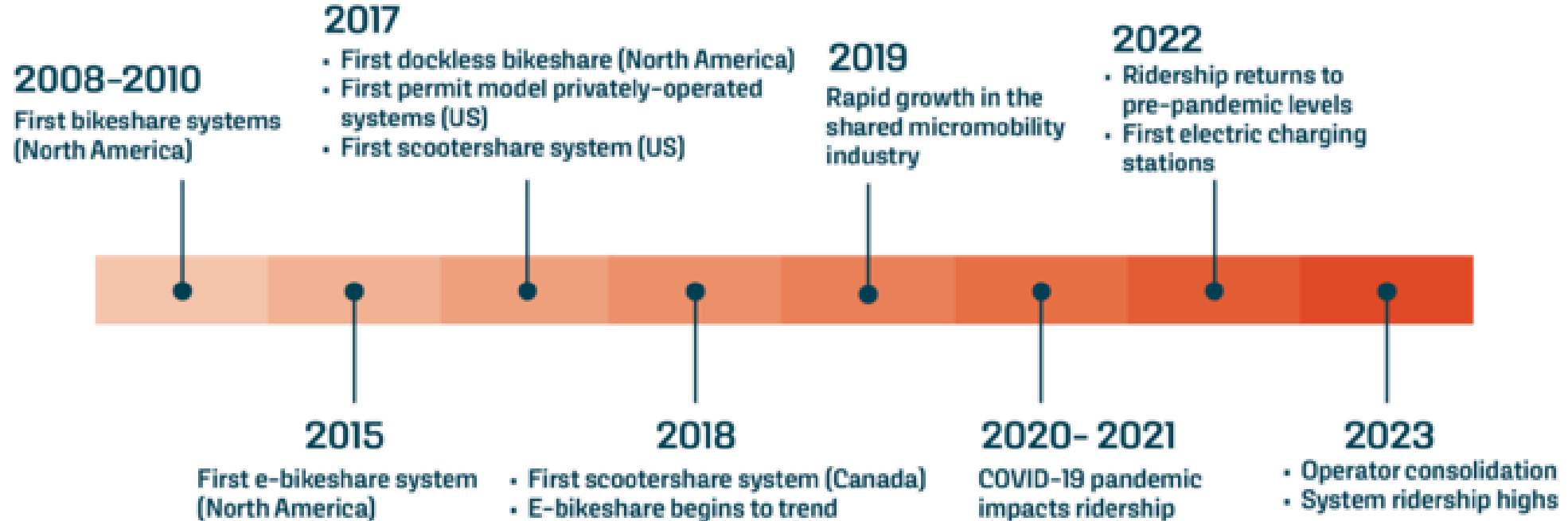
What is micromobility share?

- Shared devices
- Publicly available
- Short-term use
- Operated and parked in the right of way and public spaces.





History of micromobility share in North America





Why micromobility share?



CLIMATE ACTION

REDUCED CONGESTION / TRAFFIC



In 2023, shared micromobility trips offset approximately **81 million pounds of CO₂ emissions (37 million kg)** by replacing auto trips.†

(NACTO 2023)

- Reductions in greenhouse gas emissions
- Eco-friendly transportation choice



37% of shared micromobility trips replace a car trip

- Replaces SOV (single occupancy vehicle) trips
- 2.6 million VMT (vehicle miles traveled) savings annually



Why micromobility share?



PHYSICAL ACTIVITY



Physical Activity & Exercise



North Americans gained almost
24 million hours
of additional physical activity
through shared micromobility creating
new trips and replacing motorized trips.

AFFORDABILITY



- **\$12,000** = cost of average annual vehicle ownership (mid-sized vehicle)
- **\$100 - \$300** = cost of average annual micromobility membership
- Subsidized/low-income option



Why micromobility share?

PARKING



- Reduces need for traditional parking spaces
- Denser use for urban parking

TOURISM



- Keeps dollars local
- Selling point for increased visibility/marketing
- Attracts eco-friendly tourists
- Promotions and partnerships for using devices





How
Micromobility is
supported by
MetroPlan
and City
planning
documents

**Active
Transportation
Master Plan**

**MetroPlan's
Stride
Forward**

**Regional
Transportation
Master Plan**

**Carbon
Neutrality Plan**



Micromobility supported plans



Regional Plan:

- T 1.6: Provide and promote strategies to increase alternative modes of travel and demand for vehicular travel to reduce peak period traffic
- E 1.5: Promote and encourage the expansion and use of energy efficient modes of transportation such as public transport, bicycles, and pedestrians



Carbon Neutrality Plan:

- DD-3: Encourage Flagstaff residents and visitors to walk, bike, roll, and take the bus
- DD-3-1: Significantly increase funding for programming to increase biking and walking, improve micromobility options, provide encouragement programming...



Active Transportation Master Plan:

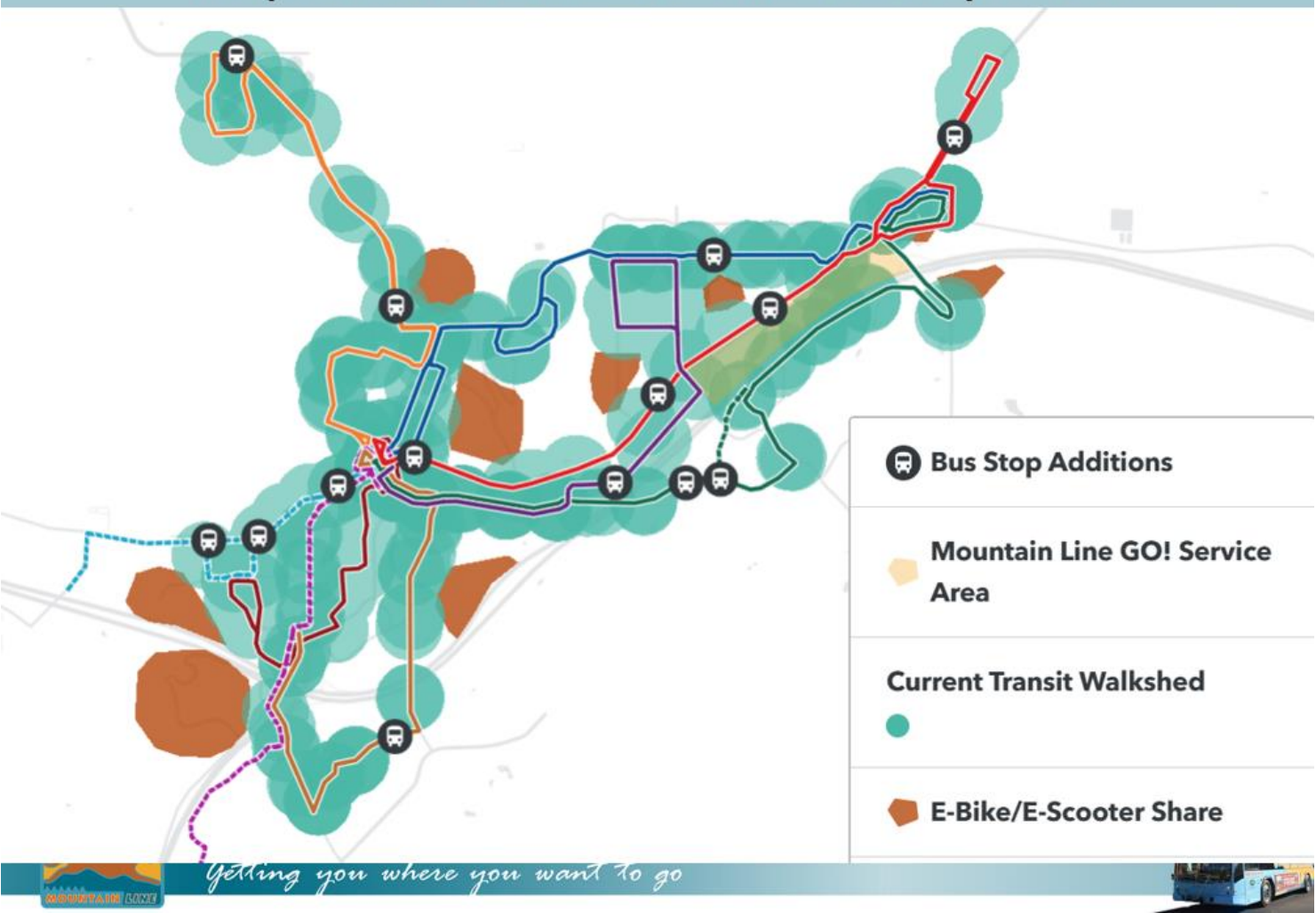
- Complete transportation system with principles optimizing existing infrastructure, enhancing mobility choices and safety



First Last Mile Solutions for Mountain Line



Improve Access To The Bus System



64% of riders reported that they use shared micromobility to connect to transit; **18%** say they use it weekly to connect to transit.



23% of all shared micromobility trips were for the purpose of connecting to transit.



Recent research from UC Davis has found a **positive relationship** between shared micromobility and rail use.*

Micromobility Share in Peer Cities and Flagstaff



Different Micromobility Share Models

**City-
operated**

**Initial bike share
models (2010)**

**Third-party
operated**

**Most common
model in 2025**

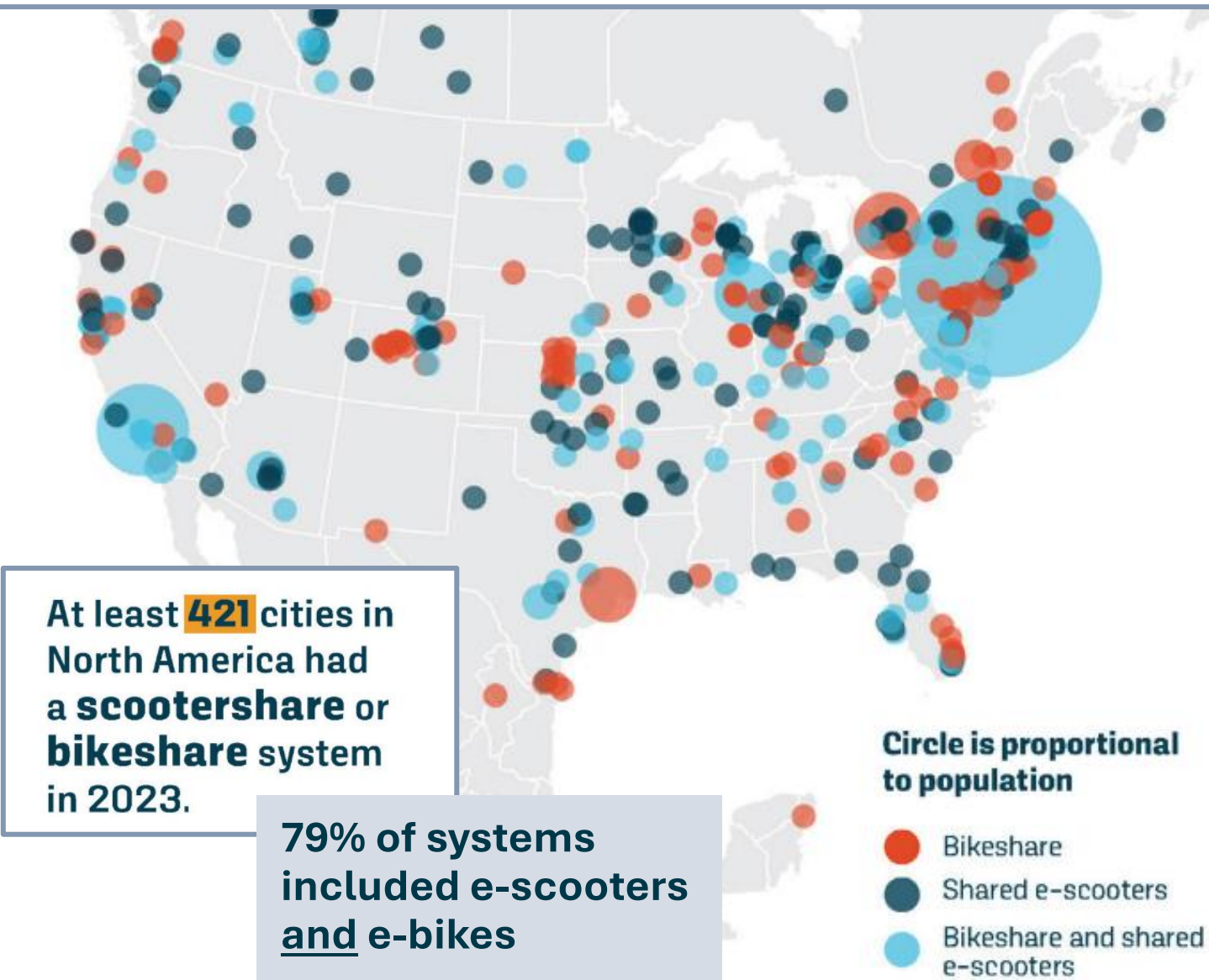
Some cities receive
financial benefits

E-scooters are the
primary devices
offered

Peer Cities

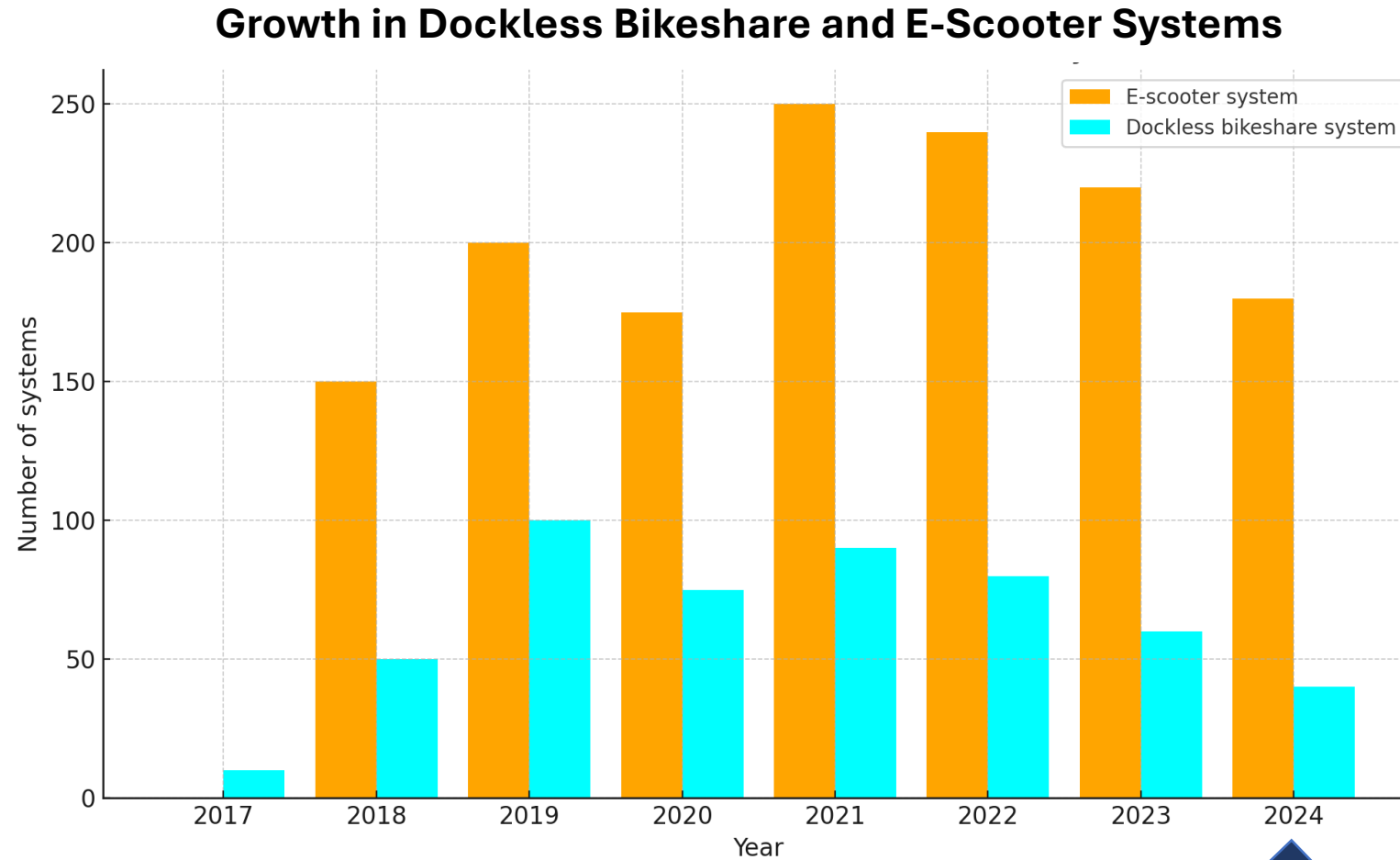
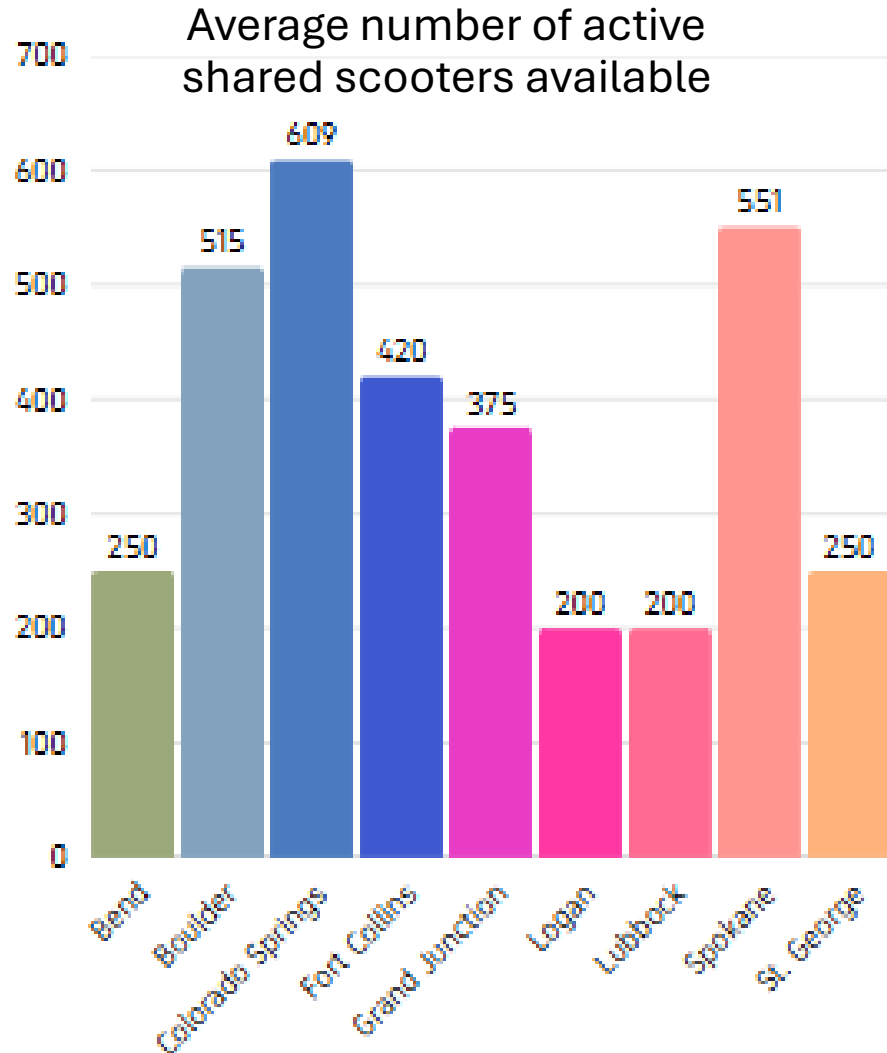
City	Population
Austin, TX	964,000
Bend, OR	106, 184
Boulder, CO	105,898
Colorado Springs, CO	488,664
Fort Collins, CO	170,376
Grand Junction, CO	69,412
Logan, UT	54,000
Lubbock, TX	261,000
Santa Monica, CA	89,922
Spokane, WA	229,447
St George, UT	104,578

North American Cities with Shared Micromobility Systems, Shown by Population Size





Peer Cities



USDOT, through June 2024

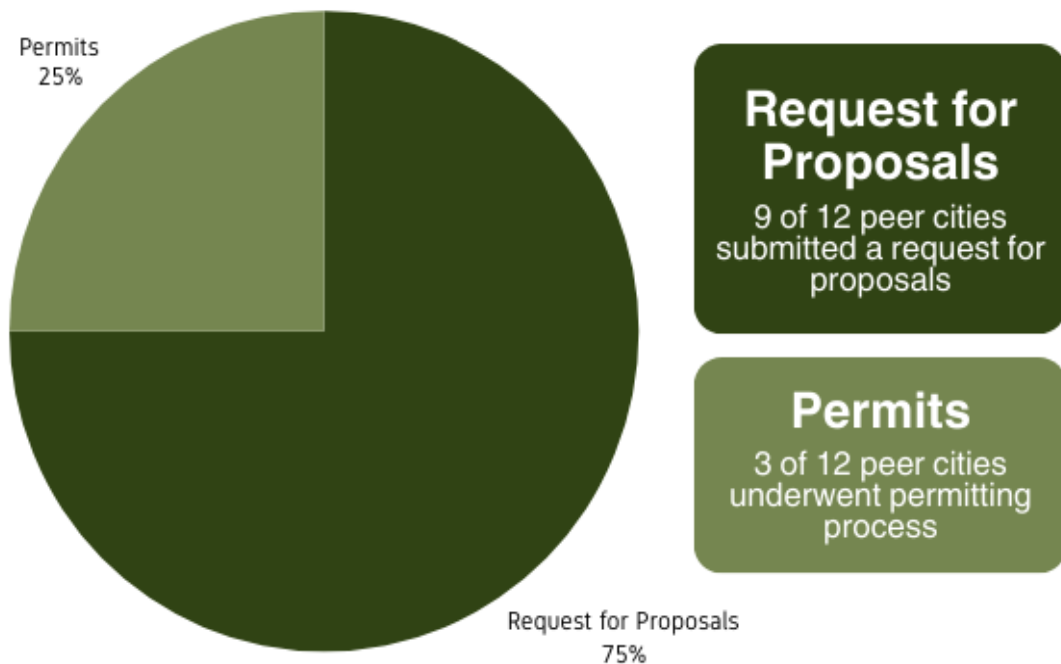
75% e-scooters vs 25% e-bikes



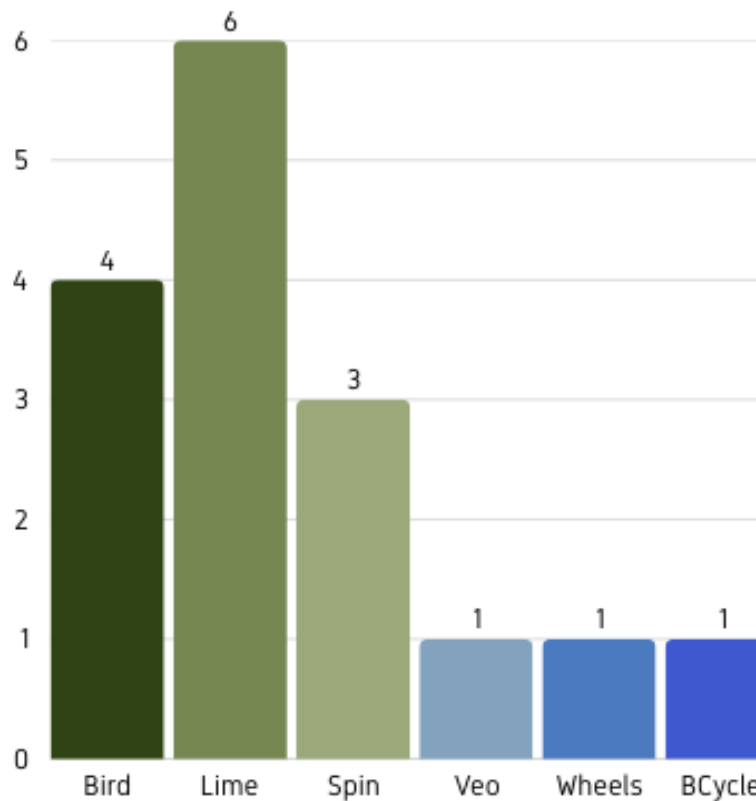
Peer Cities



Type of Agreement Between City and Vendor



Vendor Company



Bird

4 of 12 peer cities had programs run by Bird. 2 of those 4 had Lime as another provider.

Lime

6 of 12 peer cities had programs run by Bird. 3 of the 4 had another provider - 2 had Lime and 1 had BCycle.

Spin

3 of 12 peer cities had programs run by Spin. 1 of the 4 had Veo and Wheels as other providers.



Peer Cities



City Investment / Fees

City is Paid

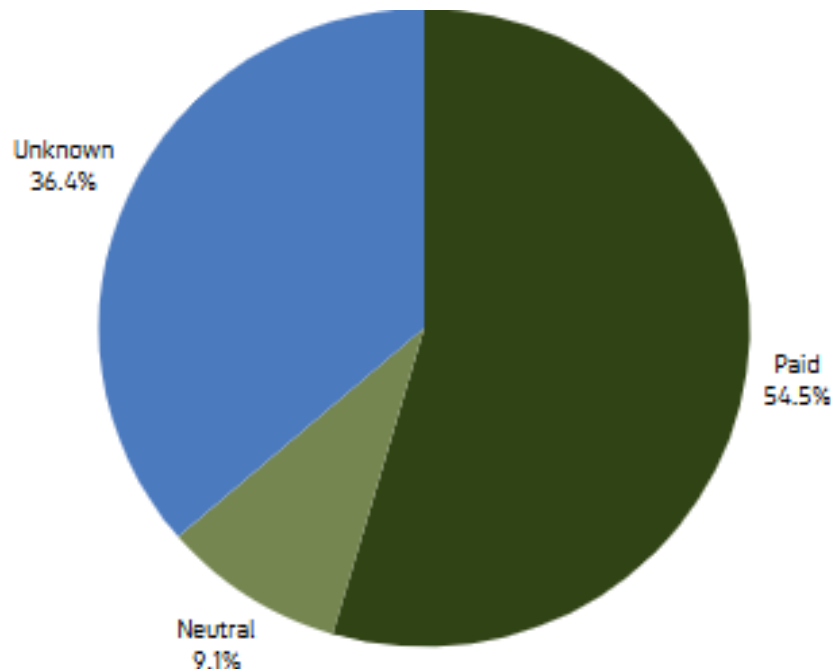
6 of 11 peer cities are paid through fees from the company operating within them.

Unknown

After thorough research, it is unknown whether 4 of 11 peer cities are paid or subsidize

City is Neither Paid nor Subsidizes

1 of 11 peer cities are neither paid by the company or subsidize it



City Staff Time

Austin

Permit process with 3 full time staff ensuring all fees are paid by Bird and Lime and coordinating semi-annual permitting process.

Fort Collins

RFP process with 1 staff member dedicating 25% of their staff time to program.

Grand Junction

RFP process with city staff dedicating 20-40 hours of staff time per month.

Colorado Springs

RFP process with no staff time spent managing program.

Santa Monica

Permit process with 1 staff member dedicating 50% of their staff time to program and 1 code enforcer dedicating 10% of staff time.

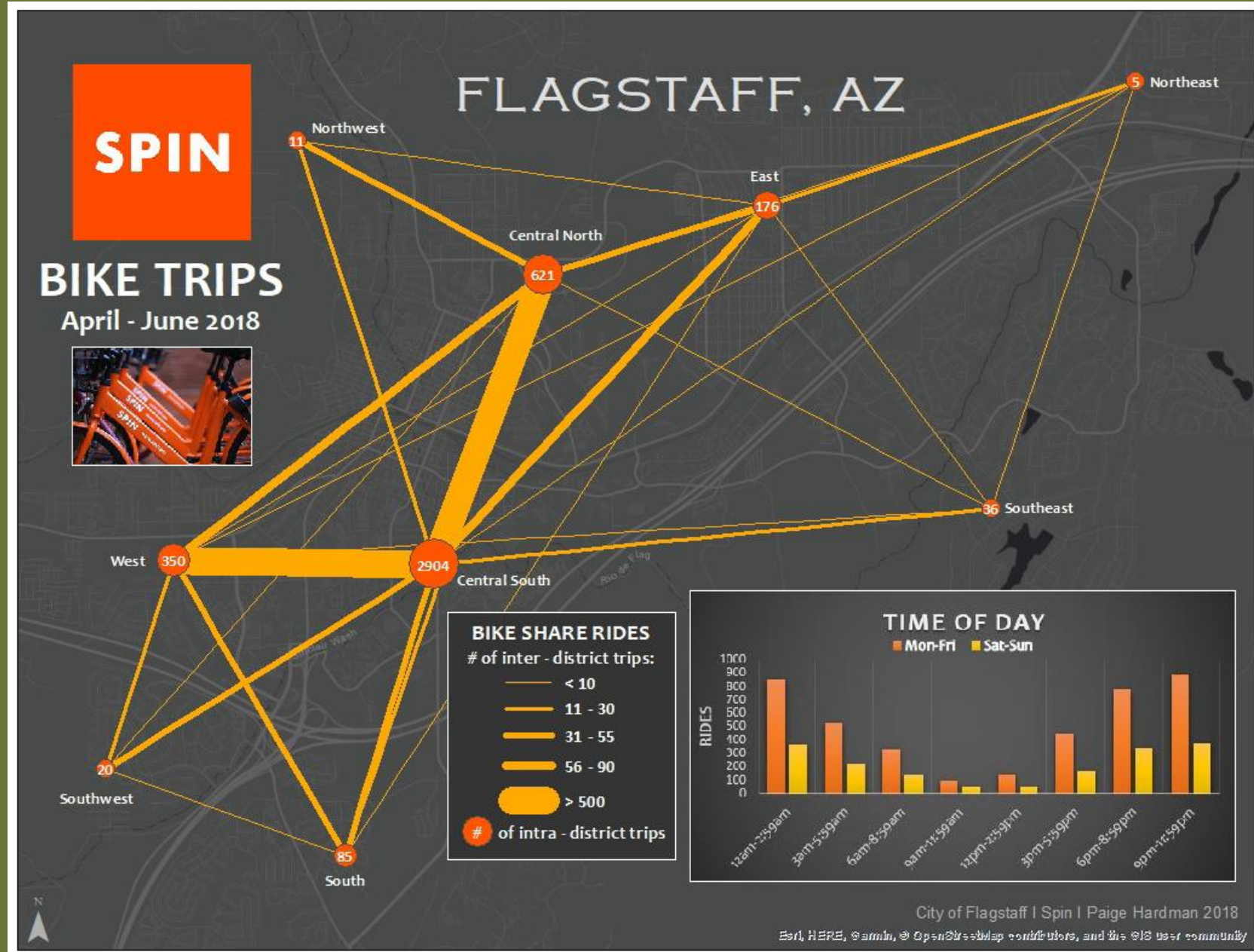
Boulder

RFP process with 1 staff member dedicating 30% of their staff time to program.

Previous Micromobility Share in Flagstaff

2018 SPIN 6 Month Pilot (bikes only)

- 2.7K total trips
- 1.0K trips by students
- Most trips between 7pm-3am
- <1-mile average trip distance
- 2.6 K carbon footprint saved



Managing Micromobility Share



Many benefits, but also risks to manage

- Next slides walk through what were deemed high-impact risks.
- Ideas are provided on ways others are managing and eliminating risks.
- City would need to decide which suggestions to implement or not – as part of **implementation planning**.
 - We are not suggesting **all** the management techniques be implemented due to staff time.



Personal Injury

- Human risk
- Jurisdiction risk

Strategies

- Contract liability to third party operator
- Safety features on bike maintained in timely fashion including lights, brakes and bells
- Riders to sign liability waiver
- Contract provisions for insurance requirements of vendor
- Partner with local bike shops for helmet rental
- Assume risk

Device Parking

- Blocking sidewalks
- ADA Access
- Limited bike parking



Strategies

- Require encroachment permit for review
- Consult Community Enhancement Committee
- Geofenced parking
- Develop hubs in key locations
- Pricing incentives for riders for good parking
- Fee incentives for companies to respond in set timeframe
- Require local staff who can respond
- Require installation of additional racks



Limited Staff Time for Oversight

- Vendor Management
- Complaints

Strategies

- Hire (new) staff or contract with micromobility share staff to specifically oversee the system
- Assistance from AmeriCorps members
- Operator fees should include enough revenue to pay for support staff
- Put as much responsibility on vendor as possible
- Pre-launch community outreach



Public Perception

- Change is hard

Strategies

- Develop marketing campaign
- Work with Downtown Business Alliance and neighborhood associations
- Maintaining devices in good shape
- Respond quickly to complaints



Compliance with bike ordinances

- Infrastructure "tough spots" incentivize poor compliance

Strategies

- Use geofencing to slow down or turn off devices in appropriate areas
- Consider changes to the code to increase uniformity and understanding
- Clarify reasonable party in event of ticket
- Have rules pop-up on app before devices can be rented
- Education



Medium Impact Risks-Mitigation Strategies

Sign code may restrict advertising, which limits a funding stream

Weak points in infrastructure

Equity / low-income access: Lack of options for those without credit cards / banking

Devices taking over existing bike / scooter racks

Company viability; potential liability and clean up of devices should company fail or leave

• Develop model and budget that reduces the reliance on advertising revenue

• Provide bike route maps at micromobility hubs, bike shops, websites and on app
• Promote use of Transit App and comfortable bike trip planning

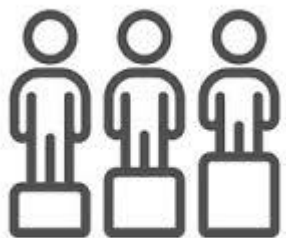
• Allow cash payment options
• Provide a call number to unlock devices
• Free daily passes and links to the Transit app
• Plan revenue sources to offset costs

• Install more or incentivize more bike racks
• Designate pre-approved parking locations
• Require vendor to supply device racks

• Require performance bond
• Broad indemnification required from vendors
• Add admin/trip fee to the fares



Special Considerations: Equity



- Affordable pricing options/fare subsidy
- Cash payment options
- Inclusive to all users/transportation options
- Increases social connectivity
- Equitable redistribution of devices
- Serves areas with limited transit access



Feasibility Report Conclusions

MetroPlan and Mountain Line recommend that partners explore establishing micromobility share programs and guidelines using the best practices and risk mitigation tools mentioned above.

2. Micromobility Share in Flagstaff



Micromobility Share in Flagstaff

- Micromobility share operators are interested in coming to Flagstaff.
- City of Flagstaff Code states that to come to Flagstaff, a micromobility share operator must obtain a permit.
 - In the past, this permit was offered through an RFP process.
 - Without an open RFP, this permit system does not exist today.

We are here today to discuss re-opening a procurement process for micromobility share.

Designing a procurement process would allow the City to introduce requests and constraints.

How a micromobility share operator could manage a shared system in Flagstaff:

City responsibilities	Operator responsibilities
Contract enforcement	Contract compliance
-	Bringing shared micromobility devices to Flagstaff and operating the system
Directing customer service requests, complaints, and issues to the contractor	Customer Service
-	Resolving issues related to device parking, lost or broken devices, etc.



**We will return
to this slide!**

Moving Forward

With Council support, we will explore ways to allow micromobility share to return to Flagstaff.

This will include:

- **Engaging** stakeholder groups
- Continuing deep **collaboration** with our partners
- Preparing for a **procurement** or **permit process** for third-party operators
- Determining **staffing** needs.
- **Returning to Council** to present the results from engagement and recommendations before moving forward.



Alternative

1. Change the code to prohibit micromobility share companies from operating in Flagstaff.

Implementation Steps





Key Considerations



Devices: Open to all micro-mobility

- Based on current market trends, we recommend the City **does not specify device type** in any future procurement.
 - This would entail being open to **either** A.R.S.-compliant scooters or e-bikes.

Staff support

- Staff time is needed to work with the vendor and ensure enforcement of the contract.
- Depending on level of oversight required by City staff, this proposed contract may prompt a new staff request from Engineering.



Engagement

COF Commissions

- Inclusion and Adaptive Living
- Diversity Awareness
- Sustainability
- Transportation
 - Bicycle and Pedestrian Committees
- Tourism

COF Divisions

- Community Development, Economic Vitality, Legal, Police Department, PROSE, Public Works, Risk Management
- Community Enhancement Committee

Regional Partners

- Arizona Department of Transportation (ADOT)
- Chamber of Commerce
- Coconino County
 - Health and Human Services
 - Sheriff's Office
 - Transportation
- Downtown Business Alliance (DBA)
- Flagstaff Unified School District (FUSD)
- Mountain Line
- **Northern Arizona University (NAU)**
 - University Transit Services, which will work with other NAU Departments

3. Seeking Direction



Moving Forward

With Council support, we will explore ways to allow micromobility share to return to Flagstaff.

This will include:

- **Engaging** stakeholder groups
- Continuing deep **collaboration** with our partners
- Preparing for a **procurement** or **permit process** for third-party operators
- Determining **staffing** needs.
- **Returning to Council** to present the results from engagement and recommendations before moving forward.



Alternative

1. Change the code to prohibit micromobility share companies from operating in Flagstaff.



Discussion

If Council directs staff to move forward:

1. The considerations mentioned today will be the focus of our **community engagement** discussions.
2. We'll use the results of those discussions to build a recommendation for Council.

Is there anything beyond these considerations that Council would like us to explore?

Thank You!



MetroPlan

Kim Austin

TDM Planner

kim.austin@metroplanflg.org

City of Flagstaff

Jenny Niemann

Climate Action Section Director

Jniemann@FlagstaffAZ.gov

Chris Phair

Transportation Planner

Christopher.Phair@Flagstaffaz.gov



Micromobility Share Feasibility Report

January 2025



This report was funded in part through grants from the Federal Highway Administration, U.S. Department of Transportation. The contents of this report reflect the views of the authors, who are responsible for the facts and the accuracy of the data, and for the use or adaptation of previously published material, presented herein. The contents do not necessarily reflect the official views or policies of the Arizona Department of Transportation or the Federal Highway, U.S. Department of Transportation. This report does not constitute a standard, specification, or regulation. Trade or manufacturers' names that may appear herein are cited only because they are considered essential to the objectives of the report. The U.S. government and the State of Arizona do not endorse products or manufacturers.

Acknowledgements

This study has been created thanks to the work of the Micromobility Share Stakeholders group and outside agencies and experts

MICROMOBILITY SHARE WORKING GROUP

Kate Morley, Executive Director, MetroPlan
Kim Austin, Transportation Demand Management Planner, MetroPlan
Aubree Flores, AmeriCorps Fellow, MetroPlan
Erin Stam, Director, NAU Parking and Shuttle Services
Jenny Niemann, Climate Action Section Director, City of Flagstaff
Martin Ince, Multimodal Transportation Planner, City of Flagstaff
Chris Phair, Transportation Planner, City of Flagstaff
LaReina Reyes, Associate Transit Planner, Mountain Line
Estella Hollander, former Planning Manager, Mountain Line
Ty Holliday, Montoya Fellow, Mountain Line & MetroPlan
Jamie Larson, Housing and Transportation AmeriCorps VISTA, City of Flagstaff

OUTSIDE EXPERTISE

Carlton Johnson, City of Flagstaff
Sam Beckett, City of Flagstaff
Eve-Lyn Wolters, Coconino County Health and Human Services
Hunter Hebert, Downtown Business Alliance
Nathan Pope, Senior City Planner Denver Department of Transportation and Infrastructure
Devin Mason, City Planner Associate Denver Department of Transportation and Infrastructure
Trevor Thomas, City of Santa Monica Senior Transportation Planner
Allison Moore-Farrell, City of Boulder Senior Transportation Planner
Michael McNoldy, City of Austin Project Coordinator
Rachel Ruhlen, City of Fort Collins Transportation Planner

INTRODUCTION

The goal of this report is to provide an overview of state of micromobility share programs including their benefits and challenges, and to provide recommendations and strategies for partners to consider in the implementation a micromobility share program.

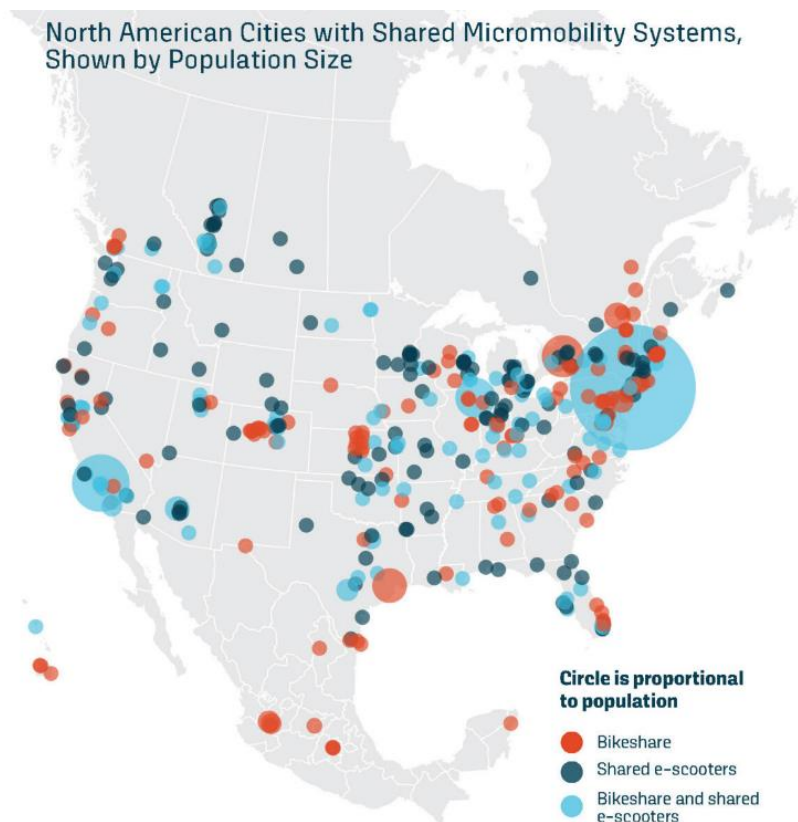
The report is based upon Mountain Line's 2017 Bikeshare Feasibility Study but the scope has been broadened to include micromobility and updated with the latest best practices. MetroPlan has led this multiagency effort in recognition that all of MetroPlan's member agencies will benefit from and be impacted by the implementation of a micromobility share program in the region because devices will cross jurisdictional boundaries.

Micromobility refers to modes of transportation that include very light, low-occupancy vehicles such as electric scooters (e-scooters), electric skateboards, bicycles, and electric pedal-assisted bicycles (e-bikes). Micromobility share programs provide communities with access to short-term rentals of micromobility devices. These equitable and environmentally friendly transportation options and have rapidly expanded in the United States over the past five to ten years. As of June 30, 2024, according to the US Department of Transportation, dockless bikeshare systems serve 49 cities and e-scooters serve 130 cities in the US: *Source: (NABSA, 2023)*

At least **421** cities in North America had a **scootershare** or **bikeshare** system in 2023.

This includes:

- 371 cities in the United States
- 41 cities in Canada
- 9 cities in Mexico



Flagstaff is well-suited for micromobility: the average daily trip is about 4 miles in length and about 60% of all trips are less than 5 miles ([City of Flagstaff Active Transportation Master Plan \(ATMP\), 2018](#)), ideal distances for micromobility share programs to work. Micromobility share systems tend to be popular among populations common to Flagstaff: tourists, college students, professionals and those with limited transportation options. Converting these trips to micromobility modes reduces air pollution, congestion, and the cost of living, while improving health, community connection and supporting the City's climate action goals. Technology breakthroughs are quickly advancing systems, and new business models are making it easier for small communities to effectively manage systems.

The timing for Flagstaff to study micromobility share implementation is appropriate and needed due to interest from community members, the private sector, and the increase in personal electric devices already in use.

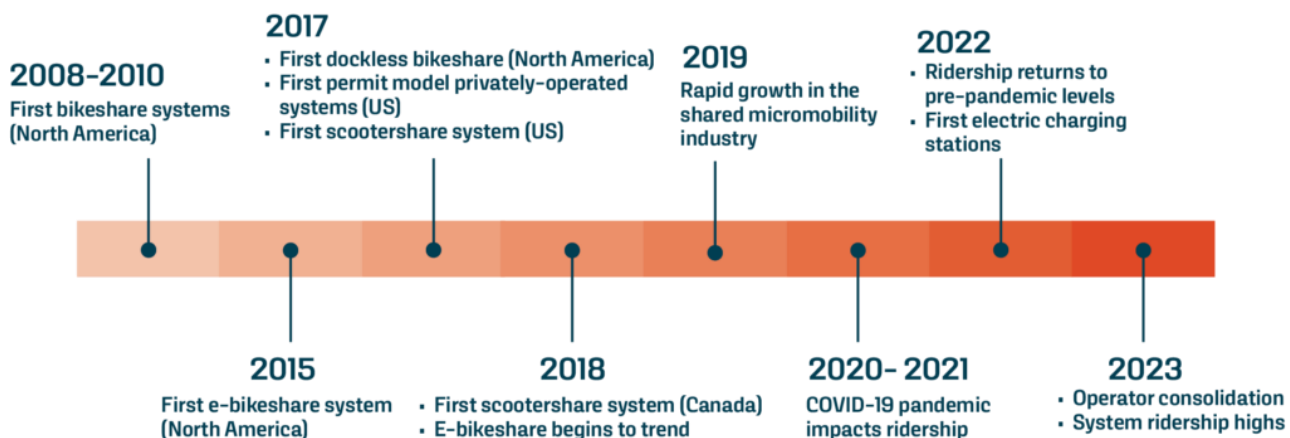
MICROMOBILITY SHARE BACKGROUND

There are a variety of models for micromobility share programs. Consistent amongst all programs is that riders do not own the devices and are not responsible for maintenance. Instead, the micromobility devices are publicly available and rented for a set period of time. The devices are then parked in designated parking locations, or in docked or geofenced areas, for use by other riders. Today, these shared programs generally offer e-bikes and e-scooters because they are more popular than traditional bicycles. These device types also allow for a wider variety of users including people with disabilities, older adults, and her to people with limited ability to ride a bicycle. Scooters are particularly popular because of the ability to wear any type of clothing and shoes while riding bicycles can be more limiting.

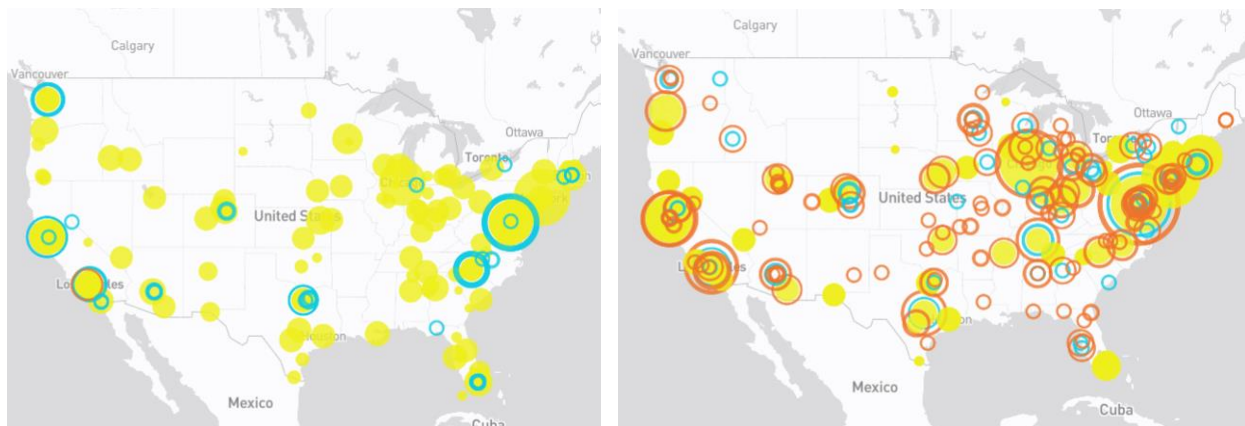
Micromobility share programs began as pedal powered bikeshare programs around 2008. E-bike systems were introduced in 2015 and scooter share systems were first introduced in 2018. The chart below highlights other key evolutions in micromobility over the years.

Micromobility's evolution in the US: 2008 – 2023

Source: (NACTO, 2022)



The two charts below show the growth of micromobility share systems in the us between 2017 and 2024. Yellow indicates docked bikeshare, blue are dockless bikeshare and orange indicates- scooters.



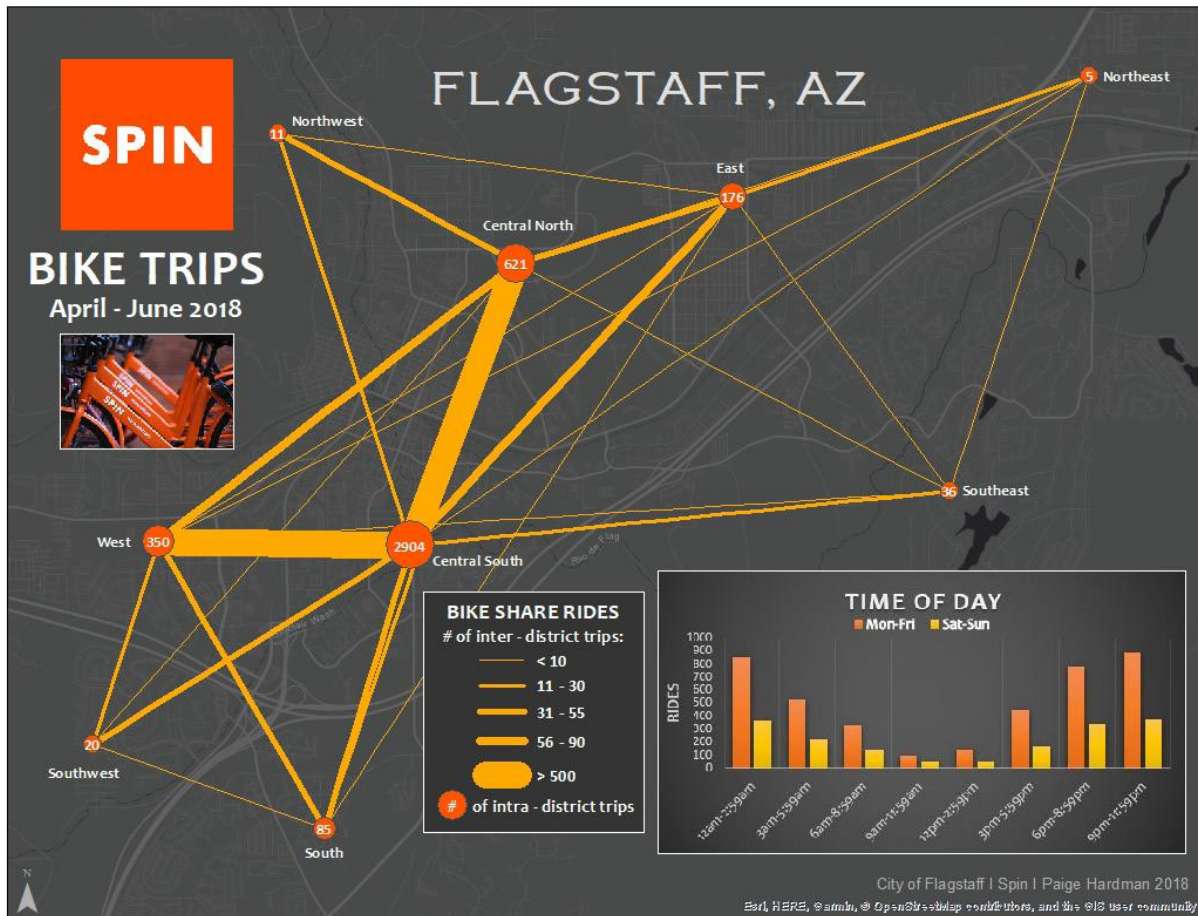
Maps comparing the increase in micromobility share programs in North America (2017-2024)

HISTORY OF MICROMOBILITY SHARE IN FLAGSTAFF

In 2018, Flagstaff partnered with [SPIN](#) for a pilot bike-share program. The program lasted five months and was deemed a success because in those six months, over 10,000 trips were taken covering almost 11,000 miles. SPIN trips were most likely to take place on the south side of town and between Northern Arizona University (NAU) and downtown Flagstaff. Most trips occurred between the hours of 7pm and 3am. In SPIN's first month of operation alone, shared bikes were used more than 25 times per day, traveling 1,390 miles in Flagstaff and by almost unique 1,000 riders.

In 2019, the City of Flagstaff hosted a Request for Proposal (RFP) process for bikeshare providers and contracted with [GOTCHA](#) to provide bike share in 2020. The contract included many requirements to provide for a well-run and equitable program including cash payment options for the unbanked, redistribution of bikes to equity areas and Flagstaff-based customer service. Unfortunately, the COVID pandemic and supply chain issues led to GOTCHA cancelling the contract before their bikes came to Flagstaff.

Both programs used the model of partnering with private systems to operate the program rather than establishing a City run program. This model decreases costs for Cities, both operational and in staff time though there is some loss of control over elements of the program. Most US systems, particularly smaller systems, follow this model.



REGIONAL GOALS AND POLICIES SUPPORTING MICROMOBILITY SHARE

The implementation of a micromobility share program is identified in and supports many regionally adopted plans, goals and policies, including the following:



Flagstaff Regional Plan

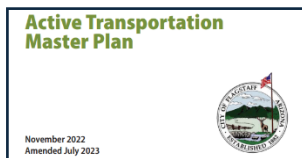
- Policy T 1.1: Integrate a balanced, multi-modal transportation system
- Policy T 1.5: Manage the operation and interaction of all modal systems for efficiency, effectiveness and safety, and to best mitigate traffic congestion
- Policy T 1.6: Provide and promote strategies to increase alternative modes of travel and demand for vehicular travel to reduce peak period traffic
- E 1.5: Promote and encourage the expansion and use of energy efficient modes of transportation such as public transport, bicycles, and pedestrians
- LU 18.5: Plan for and support multi-modal activity centers and corridors
- Policy E&C.2.2: Promote investments that create a more connected and efficient community, decrease emissions from transportation and build energy, and strengthen climate resiliency.



MetroPlan Long Range Transportation Plan: Stride Forward

Supports:

- City, County and Mountain Line to make transportation investments to improve residents' equitable access to jobs, goods, housing, schools and services; can reduce vehicle miles traveled.
- Benefits of transportation options to support carbon neutrality goals and reduce traffic congestion
- Tactical urbanism: concept aiming to quickly and affordably involve and integrate communities, use local artists and create a safer, accessible and equitable environment
- Multimodal plans and studies: provide guidance for future bicycle and pedestrian networks, prioritize multimodal improvements and help develop implementation strategies.
- Vehicle Miles Traveled (VMT) reduction and transportation behavior change



City of Flagstaff Active Transportation Master Plan

- Goal 1.5: Work with city transportation partners to unify multimodal (bike/ped) networks
- Goal 2.5: Improve and enhance existing bike/ped facilities to meet the basic levels of functionality and accessibility
- Complete transportation system with principles optimizing existing infrastructure, enhancing mobility choices and safety

The Flagstaff Carbon Neutrality Plan

City of Flagstaff Carbon Neutrality Plan

- Goal T.5: Increase the availability and use of Pedestrian infrastructure, including FUTS, as a critical element for a safe and livable community
- Goal T.6: Provide bicycling as a safe and efficient means for transportation and recreation
- Goal T.7: Provide a high-quality, safe, convenient and accessible public transportation system, where feasible, to serve as an attractive alternative to single-occupant vehicles
 - T.7 Action: Launch a new micromobility share program (in years one-three)
- DD-3: Encourage Flagstaff residents and visitors to walk, bike, roll, and take the bus
- DD-4: Transform transportation policies and plan to incorporate greenhouse gas emissions analysis and reduce dependence on driving
- DD-6: Proactively invest in protecting Flagstaff's clear air status

COMMUNITY GOALS FOR MICROMOBILITY

It is important to identify and prioritize the community's particular goals when creating a micromobility share program. Having clear goals in mind can help steer those priorities. For example, if the main priority is equity, a community might ensure the devices are available in low-income areas when designing the redistribution requirements. If, however, the program's main goal is environmental

benefits, costly redistribution efforts may not be worth the added expense, vehicles miles traveled to redistribute devices, and oversight. Identifying priority goals is important to make these decisions. In January of 2017, a survey was distributed via the Flagstaff Community Forum website asking about goals and potential usage of a bikeshare system. The most important reasons for pursuing micromobility share were identified:

1. Provide transportation options
2. Reduce congestion
3. Reduce parking demand
4. Promote health benefits
5. Reduce air pollution

MICROMOBILITY BENEFITS

Below is a list of common goals communities have for why they implemented micromobility share programs and a description of how such programs can help reach goals.

AFFORDABLE TRANSPORTATION OPTIONS

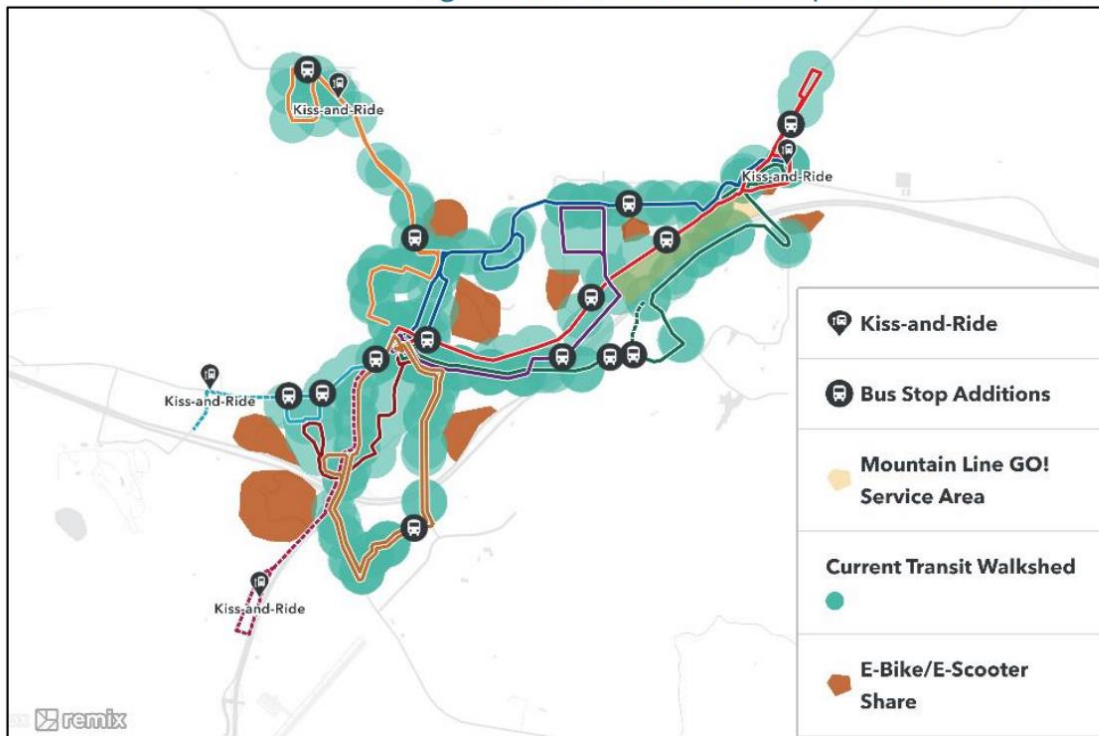
According to the American Automobile Association (AAA), the average annual cost of owning and operating a mid-size car is nearly \$12,000 while annual micromobility-share memberships are usually \$100-\$300 annually. This equates to car ownership costing up to 25% of a person's annual income whereas regular use of micromobility share programs account for about 1% of average annual income. Many cities also offer special membership rates for low-income residents or tie memberships to transit passes to increase micromobility share affordability.

Micromobility share can also extend transit's reach and provide a solution to the difficult first and last mile portion of a transit trip. Micromobility devices increase options for getting to and from the bus and extend the hours of transportation options beyond Mountain Line's hours. Mountain Line's [Flagstaff In Motion](#) identifies locations in the City where micromobility is best suited to fill gaps in the transit system.

Financial needs have a big impact on the ways people use micromobility services. Research from the Monash Institute of Transport Studies explored a program called [Lime Access](#), which subsidizes e-scooter access for low-income riders. Lime Access riders are more likely to use the service for essential trips, like grocery shopping and medical appointments, compared to full-price riders who primarily use it for social and recreational outings. These riders are also more likely to link their trips with public transit.

Micromobility shares provide flexibility for converting some trips from car to other device throughout the day by allowing for one-way bike or scooter trips. These trips can be paired with carpool, transit, drop-offs and other alternatives to single occupancy vehicle trips without someone having to commit to leaving their car behind for full day.

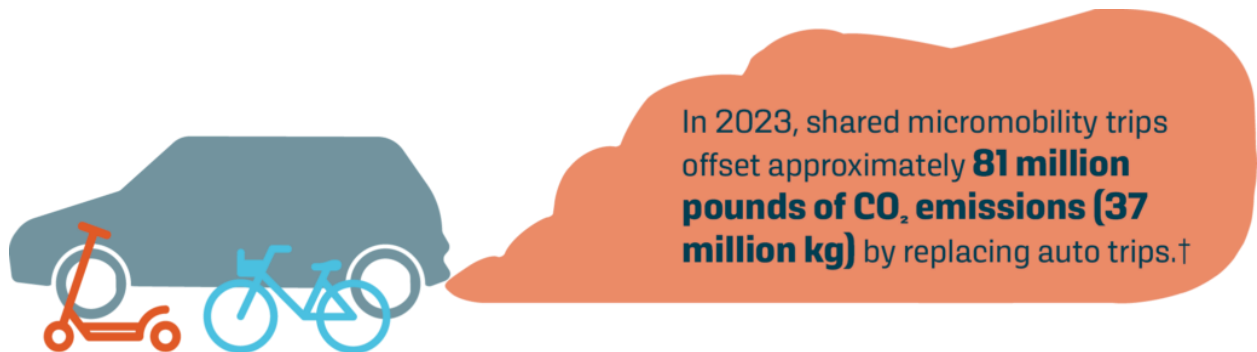
Figure 10. Recommended improvements to access



Brown bubbles indicate locations where micromobility share is better suited to bring transit riders to the bus than route a but through the neighborhood.

CONGESTION

In communities where micromobility share is a transportation option, surveys have shown approximately 20 to 40 percent of annual member micromobility share trips replace what would otherwise have been a short automobile trip. According to the North American Bikeshare and Scooter Share Association, in 2022, shared mobility offset approximately 74 million pounds of carbon dioxide emissions by replacing auto trips across North America. *Source: (Time magazine, Sept. 2024)*



Source: (NABSA, 2023)

HEALTH

According to Johns Hopkins, transportation is one of the most underappreciated but significant determinants of health and well-being. Micromobility can help solve social needs such as access to health care, healthy foods, employment, and other important health determinants. Blue Cross Blue Shield has sponsored two micromobility share programs in the US, and Kaiser Permanente sponsors Denver's B-Cycle. This investment shows health care insurance companies recognize the benefits of micromobility share programs.

Physical Activity & Exercise



North Americans gained almost
24 million hours
of additional physical activity
through shared micromobility creating
new trips and replacing motorized trips.

Source: (NABSA, 2023)

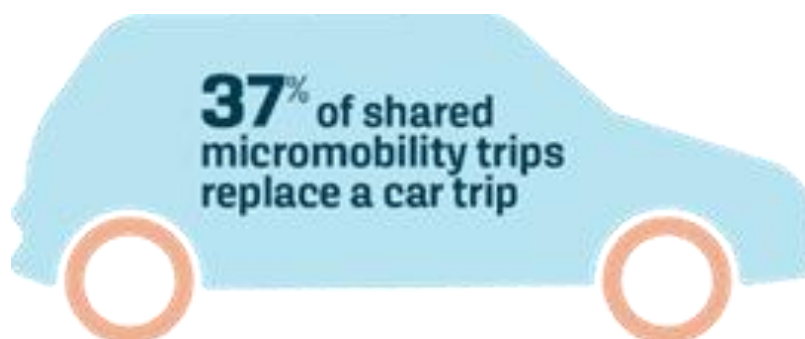
Additionally, some employers offer micromobility share as a part of their Health and Wellness programs. The Director of CDC says that physical activity is the closest thing we have to a magic pill. Even twenty minutes of movement per day, the average length of a micromobility share commute, contains significant benefits. Key locations for the micromobility devices, according to Coconino County Health and Human Services, would be jails, hospitals, and health centers.

"The micromobility movement is exploding, not only bringing convenience to city residents—but presenting a chance to address long-standing public health transportation issues that affect health equity".

(John Hopkins BSPH, 2022)

ENVIRONMENT AND AIR POLLUTION

Micromobility share can help reduce fossil fuel consumption and related air quality impacts. According to MetroPlan's [*Stride Forward*](#) plan, the implementation of a micromobility share program in Flagstaff, AZ, could save approximately **2.6 million vehicle miles traveled (VMT)** annually. This reduction is anticipated by providing residents and visitors with an alternative transportation option for short trips, which typically make up a significant portion of VMT in urban areas.



Source: (NABSA, 2023)

The goal of the micromobility share program would be to encourage the use of bikes, e-bikes, and scooters for everyday trips that reduce reliance on single-occupancy vehicles and contribute to a reduction in overall traffic congestion and greenhouse gas emissions.

REDUCING PARKING DEMAND

Micromobility can provide access to areas where parking is limited without taking up valuable spaces by providing alternatives to driving to reach those places. This makes it particularly valuable for bringing people to places such as NAU's campus, high schools and the downtown area. It can also be a valuable part of high occupancy housing developments which can support alternative transportation options by providing micromobility parking areas for residents.

TOURISM

Micromobility-share programs should be designed to operate with a focus on residents. However, research published in the Journal of Sustainable Transportation demonstrated the significant demand tourists can have for micromobility-share programs. Micromobility-share allows for freedom to explore a city in an affordable and fun way. Tourists use these programs to explore urban destinations in a leisurely way. They stop frequently at popular tourist attractions, local retail outlets, restaurants and bars along the way.

Micromobility share also allows for the economic and social benefits of tourism activity to be distributed more widely throughout a community because visitors can move about a larger area of a community without driving. In Flagstaff, this could be tourists riding the FUTS to the Museum of Northern Arizona, up Mars Hill to Lowell or over to Sunnyside to visit local businesses in the area. Some communities have even developed micromobility tours supported by apps to encourage their use and encourage tourists to particular destinations.

Reaping the full benefits of micromobility-share programs and tourism depends on encouraging visitors to use these devices. Ways to do this include developing safety guidelines and aids to increase ease of

use and where to properly ride, such as digital cycling guides, maps, apps and companion programs with local businesses.

ECONOMIC DEVELOPMENT:

A micromobility share program encourages tourists and residents to use bikes, e-scooters, and other shared vehicles for local trips rather than relying on vehicles. This has been shown to result in more people spending money locally — whether it's at coffee shops, restaurants, attractions, or other small businesses along their routes. The reason is thought to be that people moving at slower speeds are able to “window shop” more and see good things they may want and are also more able to stop to run into a shop quickly than those in a car who may not want to find parking and walk to their destination.

New research shows that low-income people increasingly use micromobility systems to connect with public transit to access destinations including school, work and shopping, making them important tools for equity and economic growth.

Finally, establishment of a micromobility share program would likely create at least one local job for the maintenance and redistribution of devices.

PEER CITIES

Comparisons of peer cities can provide performance metrics that can be used to evaluate and predict the use of a micromobility share program in Flagstaff. The information below reviews micromobility share programs in a sample of cities.

City	Population	Agreement	Companies	Fleet size	Staff time	City Role	Equity provisions
Austin, TX	964,000	Permit	Bird, Lime	6,781	3 full time staff	paid	Bird and Lime Access
Bend, Oregon	106,184	Request for Proposals	Bird	250			Bird Access
Boulder, Colorado	105,898	Request for Proposals	Lime, BCycle	515	30% of one staff member's staff time	paid	Lime Access
Colorado Springs, Colorado	488,664	Request for Proposals	Lime	609	no staff time spent	paid	Lime Access
Fort Collins, Colorado	170,376	Request for Proposals	Spin	420	25% of one staff member's staff time		Spin Access
Grand Junction, Colorado	69,412	Request for Proposals	Bird, Lime	375	20-40 hours of staff time a month	neither	Bird and Lime Access
Logan, Utah	54,000	Request for Proposals	Bird	200		paid	Bird Access

Lubbock, Texas	261,000	Permit	Lime	200			Lime Access
Santa Monica, California	89,922	Permit	Spin, Veo, Wheels	1,593	50% of one staff member's time	paid	Spin Access
Spokane, Washington	229,447	Request for Proposals	Lime	551		paid	Lime Access
St George, Utah	104,578	Request for Proposals	Spin	250			Spin Access

Several cities have implemented micromobility programs using either a request for proposals (RFP) contract process or a permitting system, each tailored to their specific needs and resources. After communicating with several program managers of cities with characteristics similar to Flagstaff, the following data was collected.

In Grand Junction, Colorado, the city is transitioning its 20-month pilot program to a permanent permitting system after initially selecting Bird and Lime through an RFP contract process. The program exclusively offers e-scooters but aims to encourage fleet diversity, such as e-bikes, in future agreements. the responsibilities are split amongst city staff members with the average total amount of time spent managing the program is 20 - 40 hours per month. A \$6,000 permitting fee and a 10¢ per ride fee covers staff and infrastructure costs.

Boulder, Colorado uses an RFP contract process with one provider for e-scooters (Lime) and another for e-bikes (BCycle). Approximately 30% of one full-time employee (FTE) is dedicated to tasks such as permitting, compliance, equity programs, and managing sidewalk parking challenges for dockless scooters. The city finds having one provider per mode works well for its size (~105,000 population).

Similarly, Fort Collins, Colorado selected Spin through an RFP contract in 2021 and allocates 25% of one staff member's time to the program. The staff member has said she could allocate 10% of her staff time but in detriment to the success of the program. Collaboration with Colorado State University has led to improved outcomes for the program in Fort Collins, enabling innovative strategies such as adaptive trike libraries and better parking infrastructure. Fort Collins recommends using RFPs and contracts over permits for greater flexibility in adapting to changes.

In California, Santa Monica dedicates significant resources to managing its shared micromobility program. On an ongoing basis, the program requires approximately 50% of the time of a senior-level planner and 10% of a Code Enforcement officer. The planner's responsibilities include daily monitoring of program metrics such as device deployment, utilization, and distribution; regular check-ins with micromobility operators; responding to community complaints; conducting field checks of operating zones; reviewing and updating policies; and performing analytical tasks like comparing trip patterns to a separate docked bikeshare system operated by LA Metro. Additional duties involve managing procurements for supportive services like third-party data dashboards, coordinating with the city's legal department, and developing safety messaging for shared mobility users. The Code Enforcement officer's time is primarily spent addressing non-permitted deployments, such as impounding devices from

unpermitted operators. However, Santa Monica notes that the Code Enforcement allocation could benefit from an increase beyond the current 10% of a single officer's time.

Santa Monica also invested heavily in upfront work to establish the program, including researching and drafting Administrative Regulations, creating Municipal Code updates, planning and designating drop zones, and conducting fieldwork. This foundational effort involved not only planners but also higher-level staff, such as city lawyers and mobility division managers.

In Austin, Texas, the city caps the number of providers at two and requires semi-annual permitting. The program is managed by three full-time staff who oversee permitting, compliance, special events, and public engagement. The city has also developed "Director's Rules" to regulate fleet sizes, safety standards, and fee structures, which ensures clear expectations for providers. Strong relationships with providers have been key to program success. In contrast, Colorado Springs, Colorado manages its program with no dedicated staff time, reflecting a more hands-off approach.

City	Austin, TX	Missoula, MT	Bloomington -Normal, IL	Logan, UT	Tucson, AZ	Lubbock, TX	Bend, OR	Santa Monica, CA
Population	964,000	75,000	167,000	54,000	543,000	261,000	106, 184	88,925
Bike/Scooter or both	Bicycle	Scooter	Both	Scooters	Bicycle	Scooters	Bicycle	Both
Quantity			50 bikes 200 scooters	200				
Type	Docked	Dockless	Dockless	Dockless	Docked	Dockless	Dockless	Docked
Managing Agency	CapMetro (transit)		City of Bloomington (partnership with Indiana University)		City of Tucson		City of Bend	Santa Monica DOT

Washington, D.C. has become a shining example of how micromobility is done right. The nation's capital is home to a mixed fleet of over 18,000 vehicles from standing scooters to pedal-assist e-bikes and throttle-assist e-bikes. The program provides assistance to those in need. The program requires each operator to provide unlimited, free 30-minute rides to people who qualify for assistance, and the city

will refund part of the permit fee paid by operators depending on the proportion of miles traveled by people that qualify.

ANALYSIS: RISKS AND CHALLENGES

Below is a summary of real and perceived risks and barriers to a micromobility share program. A strong mitigation plan can overcome or avoid most risks and barriers. Following the table are more in depth descriptions of the risks and strategies identified in the table.

RISKS AND CHALLENGES	IMPACT SCORE	RISK FOR WHOM?	POTENTIAL STRATEGIES TO MITIGATE RISK AND CHALLENGES
Parking concerns: availability of device parking, devices blocking sidewalks, ADA access, businesses	High	City / NAU	<ul style="list-style-type: none"> • Use the encroachment permit process through Community Development • Consult the City's Expanded Use of Right of Way committee in designating parking areas • Require geofencing in high traffic areas via app managed by vendor • Consider placement of hubs at key location • Ensure vendor staff to monitor device parking and relocation are available 365 days per year. • Require devices be parked at a bike rack when in downtown, Sawmill or on NAU campus • Install more bikes/ scooter racks and/or parking hubs • Identify approved bike parking locations • Ensure vendor accessibility and responsiveness for complaints or user issues • Upfront fees or penalties to incentivize proper parking • Designate pre-approved parking locations • Incentivize additional bike or scooter parking • Require vendor to supply bike or scooter or racks
Sign code may hinder advertising which limits traditional funding stream	Med	Vendor	<ul style="list-style-type: none"> • Develop model and budget without reliance on advertising at stations or hubs revenue. • Allow adds on bikes as done on vehicles/ Mountain Line
Personal injury while riding/injury liability	High	City / NAU, Vendor, User	<ul style="list-style-type: none"> • Liability waivers • Insurance requirements of vendor • Partner with local bike shops for helmet rental • Advertise law that people 18 and under must have helmet for riding bikes • Rental agreement assuming risk with usage • Contract liability to third party operator • Ensure the safety features on bikes are maintained in timely fashion including bikes, brakes and bells

RISKS AND CHALLENGES	IMPACT SCORE	RISK FOR WHOM?	POTENTIAL STRATEGIES TO MITIGATE RISK AND CHALLENGES
Compliance with ordinances: Lack of clarity where use is allowed and illegal riding (downtown sidewalks, FUTS, etc)	Low	City / NAU/ User	<ul style="list-style-type: none"> • Use geofencing to slow down or turn off devices in appropriate areas • Consider changes to the code to increase uniformity and understanding • Clarify responsible party in event of ticket • Have regulations appear on app before devices can be rented • Conduct Rider education campaign
Infrastructure Limitations	Med	City	<ul style="list-style-type: none"> • Provide bike routes map at micromobility share hubs, website and on app • Direct users to bike shops for hard copy maps • Promote use of the Transit App and use of comfortable bike trip planning options
Device theft	Low	Vendor	<ul style="list-style-type: none"> • Include GPS units on bikes • Add parking locations in visible areas to discourage theft
Winter Conditions	Low	Vendor	<ul style="list-style-type: none"> • Vendor can reduce number of devices available, to match demand • Track data in line with snowfall and seasons for evaluating possible hibernation to reduce operating costs • Partner with bike shops to promote cold weather bike gear • Outfit devices for winter as appropriate • Reduce costs as needed • Hibernate devices in the winter months or during periods of snow. • The City Streets and PROSE teams should be involved in the parking plan development as it related to clearing snow
Equity- Pricing and payment options	Med	City, Vendor	<ul style="list-style-type: none"> • Create a system that allows for cash access to device rentals • Offer limited free daily passes • Create links to transit app • Create other revenue sources to offset costs
Equity- People with disabilities, seniors and youth, families	Med	City	<ul style="list-style-type: none"> • Provide trikes, hand bikes and other accessible bikes or scooters • Provide multi-size bikes or scooters • Incentivize different type of bikes or scooters • Partner with Northern Arizona Adaptive Sports, the Commission on Inclusion and Adaptive Living
Equity- Distribution	Med	Vendor, City	<ul style="list-style-type: none"> • Operate system city-wide. Include plan for redistributing bikes to low-income neighborhoods • Include re-distribution requirements in vendor agreement

RISKS AND CHALLENGES	IMPACT SCORE	RISK FOR WHOM?	POTENTIAL STRATEGIES TO MITIGATE RISK AND CHALLENGES
Limited staff time to oversee program, complaints etc.	High	City, NAU	<ul style="list-style-type: none"> Hire or contract with micromobility share staff to specifically oversee the system vendor compliance Operator fees should include enough revenue to pay for support staff <ul style="list-style-type: none"> Design agreements to assign all system responsibility to the vendor Community outreach prior to program launch
Concerns from local bike shops	Low	City	<ul style="list-style-type: none"> Bike shops can apply to RFP for micromobility share Increase partnership with local bike shops
Public Perception	High	City, NAU Vendor	<ul style="list-style-type: none"> Develop marketing campaign Work with Downtown Business Alliance and neighborhood associations Ensure routine and effective bike maintenance Respond quickly to complaints
Negative ridership effects on Mountain Line	Low	Mountain Line, City	<ul style="list-style-type: none"> Track and assess ridership pick up and drop off data by day, time of day, location geography Connect payment/fare systems Connect apps to show both bus and micromobility share
Devices leaving jurisdiction boundaries	Low	Vendor	<ul style="list-style-type: none"> Regional approach Geofencing technology Alerts that pop up on vendor app when leaving boundaries Require vendors to retrieve devices from other jurisdictions as needed.
Company viability: potential liability and responsible clean-up of devices if the company leaves Flagstaff	Med	City, NAU	<ul style="list-style-type: none"> Require a performance bond Select vendors through RFP Broad indemnification required from vendors Add administrative or trip fee to ride fees Help promote the program

EXTENDED DISCUSSION OF RISK

PARKING CHALLENGES- HIGH

Dominating Bike Parking

In popular destinations, such as downtown and other major activity centers, it is possible that micromobility share program devices could dominate the available bike parking in the area. Pre-planning for parking locations is a key step in implementation. Installing more bike racks and hubs, and using geofencing to identify parking locations, can help reduce the possibility of a bike parking shortage. Its also possible to require or incentivize the vendor provide additional parking racks or pay for hub locations.

Blocking Sidewalks, ADA Access, Businesses

The possibility of devices being left in locations where they block access to businesses and sidewalks is a concern. Having plenty of parking spaces with adequate frequency can encourage appropriate parking. It is important to have a clear parking plan from the outset to include micromobility hubs in crowded area. The plan should be developed in coordinated with the City's Expanded Use of Right of Way committee, NAU and the Downtown Business Alliance. It is also important vendors set up a monitoring system and a public request system to ensure devices can be reported and are removed from certain locations in an agreed upon time frame.

Financial incentives are also useful and can be applied to both the rider and the vendor. Financial incentives for riders can prohibit devices from being turned off (with usage fees continuing to be charged) if the device is not in an approved location. Alternatively, vendors can charge fines when a device is reported as poorly parked. Apps can notify users of appropriate parking spaces or require devices to be left in designated locations. Financial incentives for vendors can be the return of a portion of permit fees annually for timely compliance with relocating poorly parked bikes or similarly creating a returnable deposit. Timeframes for removal are typically set at two hours.

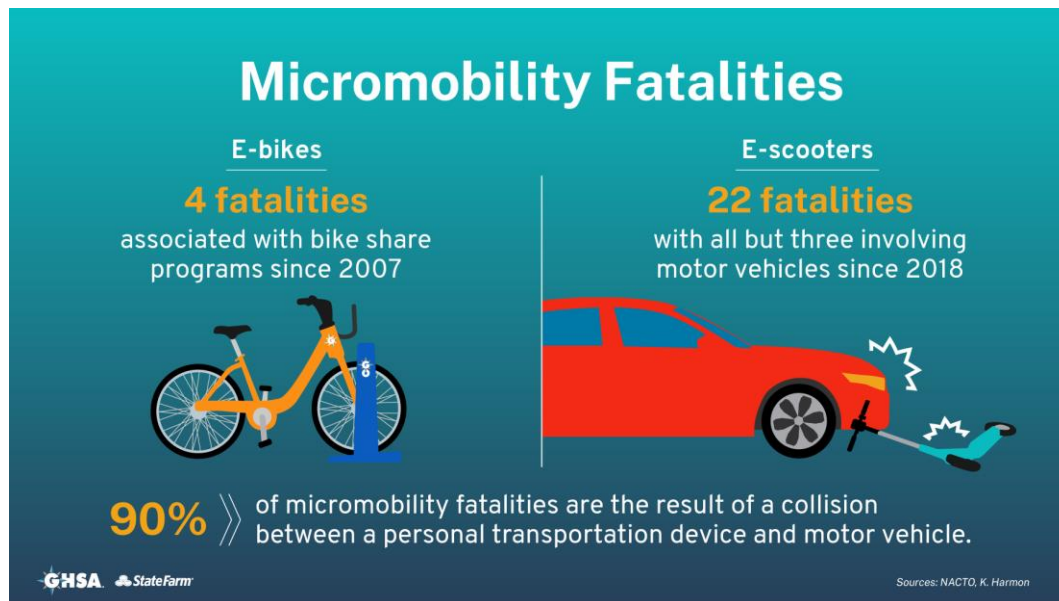
Winter parking can be handled in several ways. Often, ridership drops and companies choose to hibernate many or all devices to protect their assets. Approved parking locations may also be more selective in winter since ridership is likely to be lower anyway. Many cities receiving significant annual snowfall are successfully operating systems and are a resource for additional strategies.

SIGN CODE LIMITATIONS: Medium

Many micromobility share programs are funded through a robust advertising program. The City of Flagstaff sign code does not allow for signs at bus stops and/or parking stations. However, marketing can be allowed on device baskets or potentially through the device design for a title sponsor. Ultimately, it will be the responsibility of a vendor to ensure their business model can succeed in Flagstaff. Any procurement for such programs should be explicit about sign code allowances.

PERSONAL INJURY AND LIABILITY: HIGH

The potential safety impacts of micromobility share programs include collisions with other road users (pedestrians, bicycles and vehicles), single-device crashes by the device user, and unsafe operations if users do not follow existing rules and regulations or impede traffic. Recommended mitigation of those safety impacts can include implementing protected bike lanes, policy development and implementation for device regulation, plans for harsh weather conditions, education for users, the use of technology for user limitations and management, and requiring vendors to provide a broad indemnification clause in their contract. Even though injury is a risk with micromobility share programs, they have grown in popularity and functionality with more than 10 billion micromobility trips taken globally and more than 300 billion in the US in 2023 alone, since their inception.



In addition, Micro-mobility for Europe created a first ever fact sheet on incident data involving shared e-scooters in Europe. <https://cdn.li.me/content/uploads/LIME-SAFETY-REPORT-FOR-SCOOTERS-IN-PARIS.pdf>. The truth is a majority of the danger on city streets are caused by vehicles. To improve the safety of vulnerable road users, it is recommended to (1) invest in protected infrastructure, (2) recognize all vulnerable users and implement safety precautions for their protection, and (3) encourage enforcement and proper usage of these micromobility devices.

Still, the risk of liability for injury is an important consideration. Liability waivers and contracting to a third party or private device-share company should be considered.

LIABILITY

Minimizing the city's liability risk in a micromobility share program may involve a combination of proactive legal, operational, and safety measures. Below are several strategies that could be used to mitigate these risks:

1. Clear and Comprehensive Liability Waivers

- **User Agreements:** Ensure that the micromobility share vendor requires all users to sign a comprehensive liability waiver that acknowledges the risks associated with using the devices. This can reduce the city's liability if a user is injured while riding.
- **Indemnification Clauses:** Include indemnity clauses in contracts with micromobility providers, where they assume responsibility for accidents or injuries caused by their vehicles or operations. This will help shield the city from liability.
- **Informed Consent:** Ensure that users acknowledge the risks (e.g., potential injury, property damage) before riding by making such warnings explicit and visible in the app and at point-of-use locations.

2. Insurance Requirements

- **Insurance Coverage for Operators:** Mandate that micromobility providers carry appropriate insurance coverage that covers the city, the service provider, and the users in case of

accidents, injuries, or property damage. This could include general liability, product liability, and accident insurance.

- **City's Insurance Protection:** Ensure that the city has its own liability insurance to cover its potential exposure related to public safety, city property damage (like street furniture or infrastructure), or other related risks.

3. Clear Regulations and Policies

- **Safety Standards:** Implement and enforce safety regulations for both riders and vehicles. This may include requirements for helmets (either mandatory or incentivized), speed limits, and safety checks on the vehicles.
- **Designated Parking and Riding Zones:** Define specific locations for parking the vehicles and set rules about where they can be ridden (e.g., not on sidewalks, in bike lanes, or within certain high-traffic areas). This helps control how and where users interact with the infrastructure, minimizing accident risks.
- **Speed and Usage Restrictions:** Set speed limits for vehicles, particularly in crowded urban areas or near pedestrian zones. Restrictions could also apply to high-risk times or locations (e.g., near schools, hospitals, etc.).

4. Regular Maintenance and Inspections

- **Vehicle Safety and Maintenance:** Require operators to conduct regular maintenance and inspections of vehicles to ensure they are safe to use. This includes checking brakes, lights, tires, and other key safety features. Prompt repair and replacement of defective units can prevent accidents.
- **Maintenance Logs:** Have operators keep detailed records of maintenance and repairs that can be audited by the city or relevant authorities.

5. Education and Outreach

- **Rider Education:** Provide educational materials or campaigns to inform users about how to safely operate micromobility devices, including proper riding techniques, road safety, and laws regarding their use (e.g., not riding under the influence of alcohol, riding in bike lanes, etc.).
- **Operator Training:** Ensure operators train users on how to properly use the vehicles through tutorials or on-screen prompts in apps, including guidance on starting, stopping, and riding safely.

6. Data Collection and Incident Reporting

- **Incident Tracking:** Require that all accidents and incidents involving the shared vehicles be reported to the city or regulatory body for review. This helps identify trends, problem areas, and potential risks.
- **Data-Driven Insights:** Use the data collected from micromobility apps (e.g., trip data, accident reports, locations of frequent crashes) to adjust policies, improve safety, and minimize risks in real-time.

7. Data Privacy and Security

- **Privacy and Data Protection:** Given the use of mobile apps for rentals, cities should ensure that operators comply with data privacy laws. Protecting user data prevents legal issues and potential litigation related to privacy breaches.
- **Tracking Devices:** Ensure that all vehicles are equipped with GPS tracking, which can help in accident investigations, deter theft, and aid in monitoring vehicle use patterns.

8. Encourage Safe Riding Behavior

- **Incentive Programs:** Cities can work with operators to encourage safe riding through incentives, such as discounts for users who wear helmets or avoid risky riding behaviors (e.g., riding on sidewalks).

- **Behavioral Monitoring:** Implement technology that detects unsafe riding behavior (e.g., speeding, riding on sidewalks) and provides automatic warnings or fee penalties through the app.

9. Collaboration with Law Enforcement

- **Police Enforcement:** Work with local law enforcement to enforce traffic laws specific to micromobility vehicles. This includes ticketing for violations such as improper parking, riding under the influence, or riding without a helmet.
- **Real-Time Enforcement Tools:** Collaborate with micromobility companies to develop mechanisms where operators can flag riders who exhibit dangerous behavior or violate regulations, and ensure penalties are consistent with city laws.

Helmets

Renting helmets presents challenges for many micromobility share programs and most do not offer helmet rental, or they provide helmets for purchase at discounted rates. Helmets for children under 18 are required by law in the City of Flagstaff, and a minimum age limit of 18 can be set for renting micromobility devices, to minimize this risk. It is possible to provide helmets with device usage, but operations can be costly for cleaning and maintaining helmets. Alternatively, many programs work with local bike shops to offer discounted helmets for purchase with memberships. It may also be possible to have bike shops offer helmet rental. Helmet use should be strongly encouraged as a means of preventing injury.

COMPLIANCE WITH LOCAL ORDINANCES : LOW

Ensuring that micromobility share users understand and comply with local ordinances is an important factor to take into consideration when implementing a micromobility share program. Certain precautions can be utilized to ensure users comply with ordinances such as clarifying where the devices should and should not be ridden and the responsible party in the event of a ticket, using geofencing to limit usage in certain areas or control speeds, having rules pop-up on the vendor's app for the user to review before the bike can be taken, and education prior to reservation of the devices. The City may also want to review its code to ensure the rules are consistent and easy to understand.

INFRASTRUCTURE LIMITATIONS: MEDIUM

Successful micromobility share programs have strong bike networks. The [Flagstaff Urban Trail System \(FUTS\)](#) provides a strong foundation for this, as does the existing bike network. However, it is important to recognize gaps in the system and direct riders to bike lanes and alternate routes to ensure they feel comfortable and become repeat riders. In the future, the City of Flagstaff Regional Transportation Plan 2030 and the Active Transportation Master Plan both recommend more streets being redesigned as [Complete Streets](#), and the Regional Plan also contains policies for creating more biking and micromobility infrastructure. It's important the city continue the work they are doing to improve the multimodal network.

Mountain Line's Transit App also provides low stress bike options to users who input origin and destination options. Promotion of this and/or similar tools direct riders to the places with the best infrastructure. It may be possible to integrate these tools with the micromobility share app directly.

THEFT- LOW

Many cities worry about theft of devices based on early programs which suffered capital losses due to theft. However, technological advancements including GPS tracking and advanced locks have

significantly reduced thefts, with most programs reporting a maximum of 1-2 thefts per year. Ensuring devices have the latest anti-theft technology can reduce losses. Additionally, this Plan suggests that the City partner with a third party operate to implement such a program, putting the risk of theft back on the vendor.

WINTER CONDITIONS- LOW

Winter months often limit opportunities for robust ridership in micromobility share programs. Some programs find ridership is so low they can save money or at minimum break even by “hibernating” bikes in the winter. Storage for bikes is required to accommodate hibernation. Meanwhile, Chicago, Seattle, Philadelphia, Boulder, New York City, Montreal and others all operate successful micromobility shares despite winter conditions. The City of Denver does not allow devices to be ridden during occasional times of inclement weather but otherwise permits year-round usage. The City of Flagstaff Streets Division and Parks, Recreation, Open Space, and Events teams should be included in the discussion early in the process, particularly as it relates to parking devices in places that allow for street maintenance.

EQUITY- MEDIUM

It is possible for a micromobility share program to operate without stated equity goals. However, if equity is a goal of such a program, the following considerations should be considered:

Pricing and ease of payment systems

Payment systems can be a barrier to accessing devices for those who do not have smart phones or are unbanked. Providing a variety of payment options can help make the micromobility share system more accessible to people with different income levels. Partnering with Mountain Line, downtown parking and local businesses may be options to provide cash and/or smartphone-less access and make mobility services operate interchangeably. Providing subsidized or free rides for low-income residents could be accomplished through an application and qualification process. Other important considerations include having a call number for the unbanked to pay and unlock the devices, and quick sign-ups on an app system, especially for one-time users or visitors. Coconino County Health and Human Services can be a vital partner for the distribution of free or subsidized passes.

Unique populations

It is possible to offer a variety of bikes for people with various disabilities, seniors and even youth. Funding for accessible bikes may be through grant opportunities to serve the elderly and people with disabilities. Some micromobility share programs have even offered a variety of bike sizes to accommodate youth. Other adaptable bicycles may be available and can be negotiated with the vendor to mitigate this risk. Local groups including the Commission on Inclusion and Adaptive Living and Northern Arizona Adaptive Sports can partner in serving these communities.

Device Distribution

If equity is a key goal of a program, it's important that devices are available in low income and equity areas. Vendors can be required to redistribute bikes throughout town. It's also recommended the program be allowed City wide and not limited to a particular area such as NAU only.

STAFF TIME- HIGH

Staff oversight of a program will be required and could be impactful. Decisionmakers should consider to whom the duties of responding to complaints, working with the vendor(s) and general oversight should

fall and if a new position may be needed to manage these aspects of the program. Under the SPIN program, full time support was not required however it did take staff time to manage. In addition, responsibility should be put on private vendors to respond to complaints, proactively resolve issues and ensure safe and effective system operations. Staff roles should be to redirect issues back to the vendors.

BIKE SHOP COMPLAINTS- LOW

Micromobility share programs could potentially take business away from bike shops in the area. Though most shops rent long-term (half or full day) bikes or mountain, these customers tend not be the same users as micromobility share riders, but some may have similar models. There is no way to eliminate this threat in a private system, but existing bike shops could benefit by competing for the contract for maintenance and redistribution needs. Information and marketing incorporated with the micromobility share program can refer people to bike shops to purchase helmets and other bike gear. Clear guidelines and expectations should be set prior to beginning any micromobility share program.

PUBLIC PERCEPTION- HIGH

The way the public perceives the micromobility share system can have a large impact on the system's success in the community. As a result, it is important to develop a marketing campaign and work with businesses in the area to create a positive image of the micromobility share before a program is implemented. Keeping bikes well-maintained and responding to complaints in a timely manner can also help create a positive public image of the micromobility share system. It is very important to mitigate this risk to avoid losing public support for continued or future micromobility share programs.

RIDERSHIP EFFECTS ON MOUNTAIN LINE- LOW

Integrating shared micromobility with public transit offers opportunities to complement fixed-route transit networks and address first- and last-mile issues. It can also offer faster and more cost-effective mobility options for most trips, contributing to urban resilience, better air quality, lower greenhouse gas emissions and livable communities. Mountain Line can track and assess ridership data to determine the impact a micromobility share system has had on their ridership however saw no such impact during the SPIN trial. They might be able to connect their online payment system and Mountain Line app to the micromobility share system. Mountain Line has studied the impact of micromobility share programs and produced a map areas micromobility would specifically support transit because they are areas where additional routes are needed and not feasible but where micromobility devices would support access to established routes.

DEVICES LEAVING JURISDICTION BOUNDARIES - LOW

Devices will migrate into different jurisdiction boundaries (i.e. city to county), especially between the City, ADOT right of way and County Islands. The best solution is a regional approach that allows for and acknowledges that riders will need to cross boundaries. In addition, if needed, geofencing, alerts, and working with partner are all possible solutions to issues that may arise. MetroPlan's interagency nature is allowing all members to consider these issues in this Plan and raise concerns.

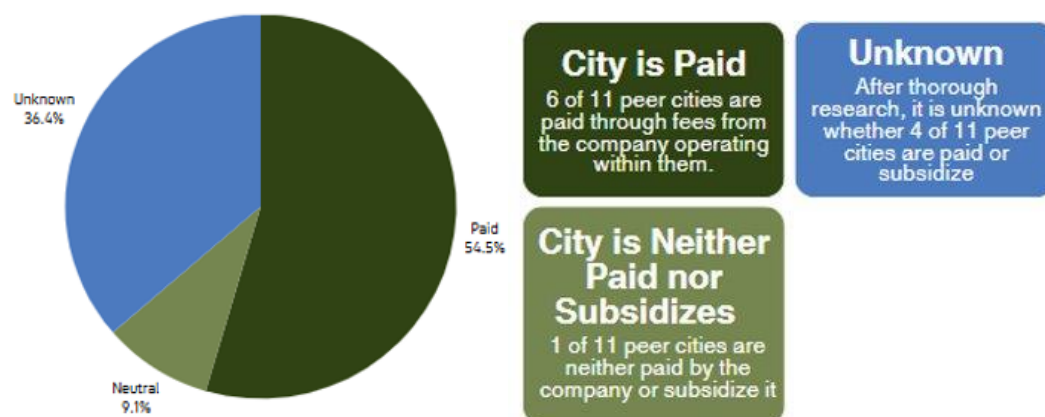
COMPANY VIABILITY- MEDIUM

Over the last 5 years, micromobility models have evolved and the number of private companies has dwindled to only a few operators that have developed a sustainable business model. By allowing a vendor to enter the market through an RFPc contract process, the financial viability of company can be considered.

It is important to understand company viability for two reasons, one is to create a micromobility share program with community support in case the model should change over time. Secondly, in the event a provider goes out of business, it will be important to understand responsibilities for cleanup from the program. This can be done through performance bonding and/or including mitigation strategies within a vendor contract.

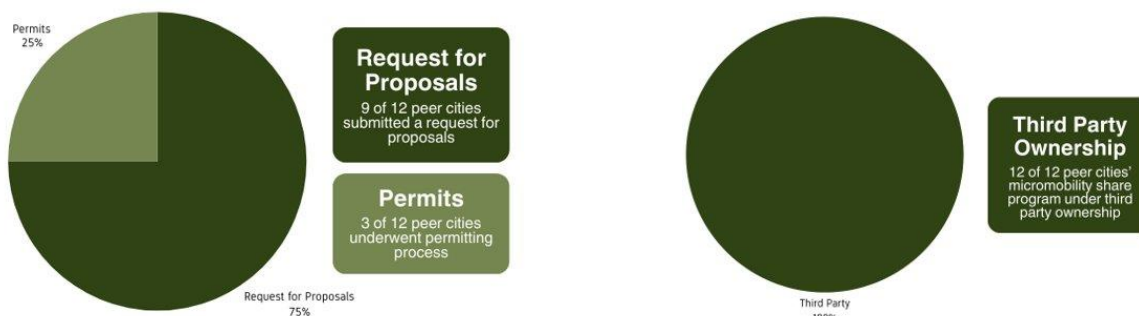
Changes in estimated ridership or fare structure may impact anticipated financial returns and is important to the long-term viability of a micromobility share program. Marketing a micromobility share program in partnership with the Downtown Business Alliance, Discover Flagstaff, neighborhood associations and NAU can increase visibility and usage for the program and reduce this risk.

Finally, the city can collect an administrative fee or require bonding that would help cover any costs if a vendor were to leave.



PROGRAM APPROACH- CONTRACTING AND PERMITTING

Below are examples of business models for both a permit-only and request for proposals (RFP) contract model share programs. Of 12 peer cities researched, 75% used and RFP and 25% used permits. One hundred percent used third party ownership rather than owning themselves.



RFP (REQUEST FOR PROPOSAL) CONTRACT FOR A MICROMOBILITY SHARE PROGRAM

Section 1: Introduction

1.1 Purpose

The City of Flagstaff seeks proposals from qualified vendors to operate a micromobility share program. The program will allow residents and visitors to rent shared electric scooters, bikes, or other micromobility devices for short trips within Flagstaff's urban area.

1.2 Objective

The objective of the micromobility program is to provide affordable, environmentally friendly, and convenient transportation alternatives that reduce traffic congestion, lower emissions, and enhance accessibility across Flagstaff.

Section 2: Scope of Work

2.1 Service Area

The program will cover designated areas within the City of Flagstaff, including downtown Flagstaff, business districts, residential areas, educational institutions, parks, and other key points of interest.

2.2 Fleet Composition

Proposals should include a fleet of electric scooters, bicycles, and/or other micromobility vehicles. The vendor must provide maintenance, operation, and customer support services for the fleet.

2.3 Operations

- **Hours of Operation:** The service should be available 7 days a week, from 6:00 AM to 10:00 PM (may vary based on city needs).
- **Maintenance:** The vendor must ensure that vehicles are regularly maintained, charged, and available for use.
- **Technology Platform:** The vendor must provide an easy-to-use mobile app or alternative for vehicle reservations, payments, and tracking.

2.4 Pricing Model

The vendor must propose a pricing structure based on per-minute or per-trip rates, including discounts for low-income riders, students, or other groups, and free rides during special events.

2.5 Environmental and Safety Standards

The vendor must comply with all state and local regulations concerning environmental sustainability and ensure vehicles meet safety standards for operation.

Section 3: Proposal Requirements

3.1 Company Qualifications

- Provide information on the vendor's experience in micromobility services.
- Submit a business plan detailing the operations, revenue model, and scalability of the program.

3.2 Technical Proposal

- Outline the fleet management system, the types of vehicles proposed, and the technology platform.
- Provide an implementation timeline for rolling out the service, including vehicle deployment, mobile app integration, and customer support setup.

3.3 Financial Proposal

- Outline all costs to the city, including revenue sharing models, infrastructure investment (if any), and any incentives or subsidies for riders.
- Propose a flexible pricing structure.

3.4 Insurance and Liability

Provide proof of insurance, including liability coverage for vehicles, users, and third parties, in accordance with Flagstaff's legal requirements.

Section 4: Evaluation Criteria

4.1 Proposal Evaluation

Proposals will be evaluated based on the following criteria:

- **Experience:** Relevant experience operating micromobility programs.
- **Education:** Proposed education of the devices, safety mechanisms and where to park/ride
- **Innovation:** Proposed technologies, fleet management systems, and user experience.
- **Sustainability:** Commitment to reducing carbon emissions and using green energy.
- **Cost Efficiency:** Fair and transparent pricing structure.
- **Community Engagement:** Strategies to promote the program and ensure inclusivity.

Section 5: Terms and Conditions

5.1 Duration of Agreement

The vendor term will be for an initial period of 3 years, with the option for annual renewals based on performance.

5.2 Performance Metrics

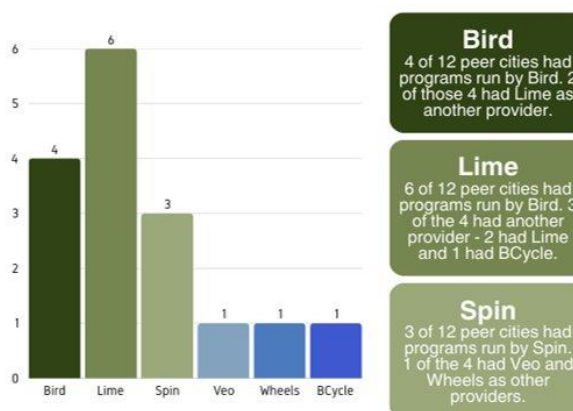
The vendor will be held to specific service levels, including vehicle availability, response times for maintenance, and customer satisfaction targets.

5.3 Reporting and Audits

The vendor will be required to submit monthly reports detailing fleet usage, financial performance, and other relevant data.

PERMIT BUSINESS MODEL FOR THE MICROMOBILITY SHARE PROGRAM

A permit business models take a free-market approach and minimizes government intervention while encouraging competition and innovation. This model can attract various private providers to operate, each offering different pricing structures, technologies, and service models. Its important to note that the micromobility share vendor market evolved and there are not as many vendors to compete as there were prior to 2020.



1. Initial Setup and Infrastructure

- **City Role:** Flagstaff will not provide direct infrastructure but will designate public parking spaces for micromobility devices (e.g., scooter/bike stations) and possibly invest in road and sidewalk improvements to accommodate these vehicles.
- **Private Operator Responsibilities:** Vendors will be responsible for maintaining fleets, operating apps, and managing customer support systems.

2. Revenue Model

1. Pricing Structure:

- a. **Pay-Per-Minute or Pay-Per-Trip:** Vendors will determine their rates, typically \$1 to \$2 per unlock and \$0.25 to \$0.40 per minute of use.
- b. **Subscription Plans:** Riders can opt for monthly or annual memberships, which provide discounts for frequent users (e.g., \$15/month for unlimited rides under 30 minutes).
- c. **Dynamic Pricing:** Prices could fluctuate based on demand (e.g., higher costs during rush hours or special events).

2. Revenue Sharing:

The city may take a small percentage (e.g., 5%-10%) of the revenue from rentals in exchange for the right to operate within the city limits. This would be negotiated based on local needs and policy goals.

3. Incentives for Vendors:

- a. **Bonuses for Coverage:** Vendors can earn additional revenue based on maintaining vehicles in under-served neighborhoods or during off-peak hours.
- b. **Reduced Parking Fees:** Vendors who meet certain sustainability or community engagement goals could receive reduced or waived fees for designated parking areas.

3. Competition and Innovation

- **Multiple Operators:** The city could allow several vendors (e.g., Lime, Bird, Spin, or local startups) to compete in the market, which would encourage innovation, service quality, and lower prices.

- **Market-based Entry and Exit:** New companies can enter the market by meeting the city’s basic operational requirements, and underperforming companies can exit, creating a competitive landscape.
- **Technology Differentiation:** Companies can compete through technology (e.g., better mobile apps, improved vehicle design, AI-powered fleet management) and service quality (e.g., cleaner vehicles, faster response times).

4. User Experience and Inclusivity

- **Low-Income and Discount Programs:** Vendors must offer subsidized rates for low-income individuals and students to increase accessibility.
- **Flexible Payment Systems:** Riders can pay with credit cards, mobile payments, and other digital options. Cash payments could also be made available for unbanked users.
- **Accessibility Features:** Devices should be designed to accommodate people with disabilities, such as scooters with lower seats for ease of use or vehicles with handles for users with mobility challenges.

5. Sustainability and Safety

- **Green Energy:** Encourage vendors to use electric vehicles and source power for charging from renewable sources.
- **Safety Initiatives:** Vendors must ensure proper safety equipment (helmets, etc.), as well as data-driven strategies to reduce accidents, including vehicle speed limitations in high-risk areas.
- **Environmentally Conscious Practices:** Vendors should recycle old vehicles and batteries, and reduce emissions through efficient logistics (e.g., using electric vehicles for fleet rebalancing).

This RFP and free-market business model examples outline a pathway for Flagstaff to implement a sustainable and efficient micromobility share program. Through a competitive, innovative market with clear performance criteria, the city can provide high-quality transportation options for its residents and visitors.

RECOMMENDATION

Flagstaff has features of demographics, density, and infrastructure that have been correlated to successful micromobility share programs elsewhere. A micromobility program would support many adopted goals and policies of the City, as referenced above in Supporting Policies and Goals. MetroPlan and Mountain Line recommend partners explore the establishment of micromobility share programs and guidelines in their region using the best practices and risk mitigation tools mentioned above.

CITY OF FLAGSTAFF STAFF SUMMARY REPORT

To: The Honorable Mayor and Council
From: Jackson Salazar, Plan Reviewer
Date: 01/29/2025
Meeting Date: 02/11/2025



TITLE:
Pressure Wastewater Code Amendment

DESIRED OUTCOME:
 Discussion and Direction

Executive Summary:

This code amendment will allow for publicly owned pressure wastewater systems and outlines the standards and specifications for new pressure wastewater mains and lift stations. The current code prohibits the public ownership of pressurized wastewater mains.

Information:

Financial Impact:

There are ongoing costs associated with the ownership and operation of pressure wastewater systems. The code amendment will include 10 years Operation and Maintenance Costs to be paid by the developer. The City will collect the standard water and wastewater buy-in fees and rates from the new customers connected to pressure wastewater system. The City will also mitigate risk by taking over a lift station which may be in need of rehabilitation.

Policy Impact:

This will enact a new policy to allow for public ownership of pressurized wastewater systems. This is currently prohibited by City Code.

Connection to PBB Priorities/Objectives, Carbon Neutrality Plan & Regional Plan:

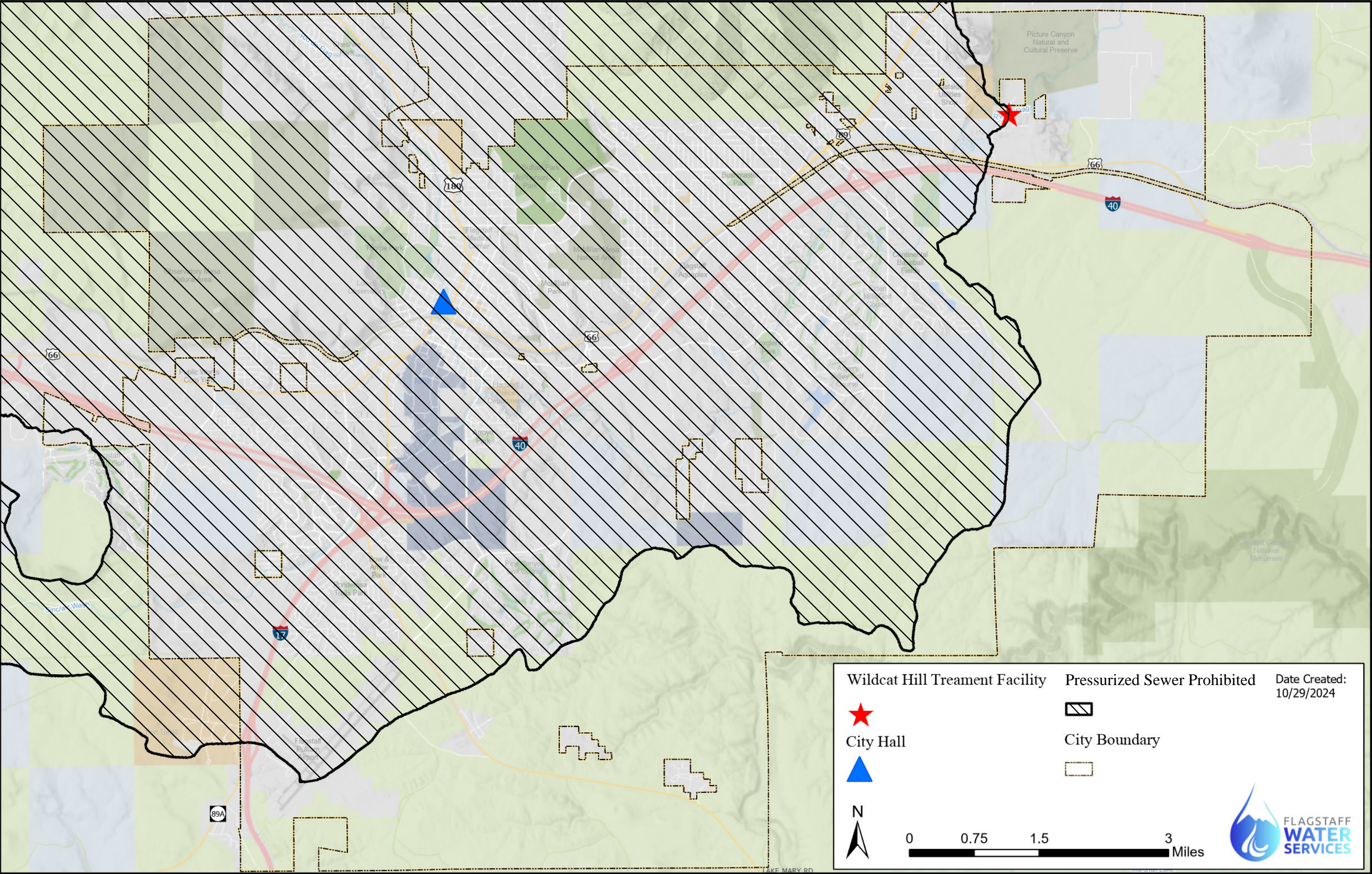
The code amendment allows for pressurized wastewater mains to be extended to areas that are unable to be served by gravity wastewater systems. This limits new septic installations and allows the city to recover reclaimed water from previous septic customers as well as new customers that would be on septic. This benefits the reclaimed water supply and water quality concerns that can arise from densely spaced septic systems. It also provides equitable water and wastewater service to those outside of the gravity wastewater shed. The new standards will allow for the extension of the public system within the Urban Growth Boundary to new areas that may otherwise be served by a private entity.

Regional Plan

- Goal PF.2.: Provide sustainable and equitable public facilities, services, and infrastructure systems in an efficient and effective manner to serve all population areas and demographics.
- Goal WR.3: Satisfy current and future human water demands and the needs of the natural environment through sustainable and renewable water resources and strategic conservation measure.
- Goal WR.4. Logically enhance and extend the City's public water, wastewater, and reclaimed water services including their treatment, distribution, and collection systems in both urbanized and newly developed areas of the City to provide an efficient delivery of services.

- ## Priority Based Budget Key Community Priorities and Objectives

- Attachments:** Gravity Sewershed Map
 Proposed Code Amendments
 Presentation



Pressure Wastewater Code Amendment

13-09-002-0012 Pressure Wastewater Mains and Lift Stations

A. All proposed public wastewater systems shall be gravity flow within the gravity wastewater shed of the Wildcat Hill Wastewater Treatment Plant (see **Figure 13-09-002-02** for a map of the gravity wastewater shed of the Wildcat Hill Wastewater Treatment Plant). Public pressure wastewater systems including piping, lifts, and appurtenances are prohibited within this area.

B. Where pressure systems are allowed, they will transition back to gravity as soon they cross into the gravity wastewater shed as shown in Figure 13-09-002-02.

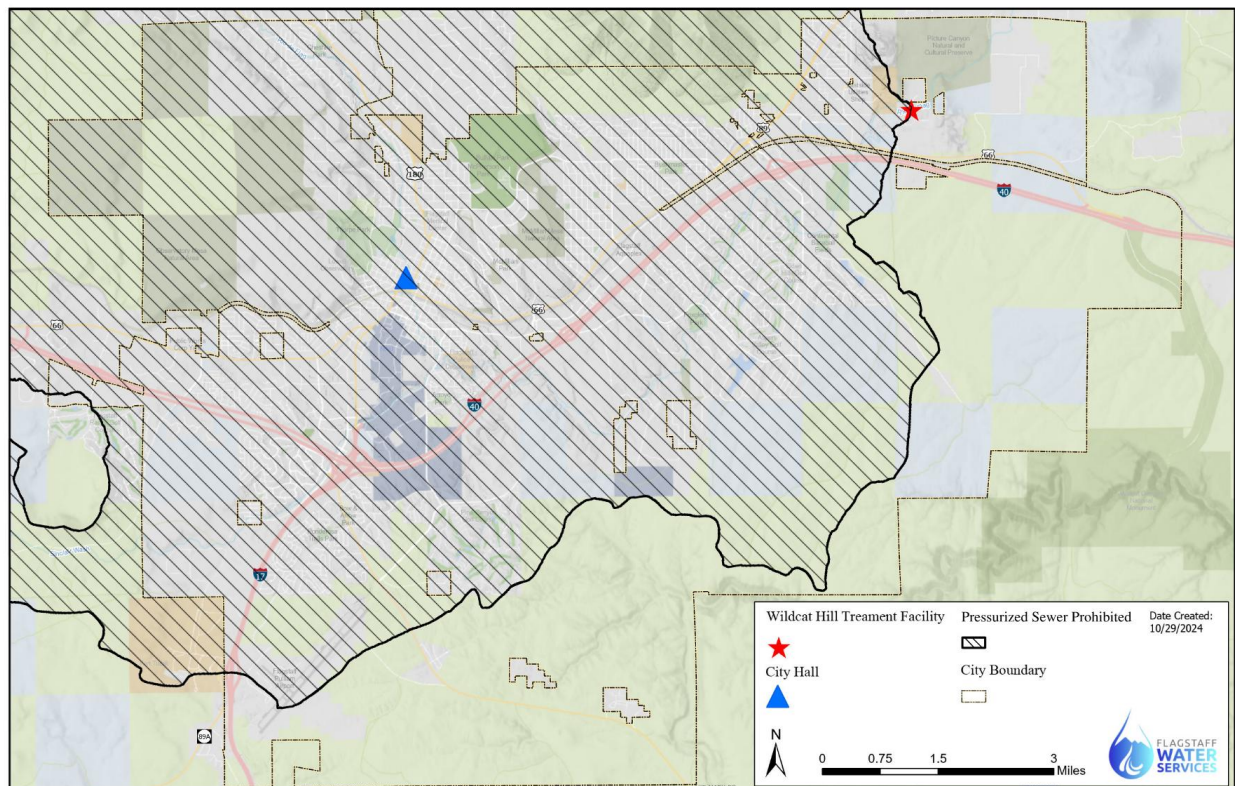


Figure 13-09-002-02 Gravity Wastewater Shed of Wildcat Hill Wastewater Treatment Plant

C. All proposed designs shall meet requirements of Arizona Administrative Code Title 18, Chapter 9.

13-09-02-.1 Lift Stations

A. A development agreement will be required for any new development that requires a lift station.

1. The development agreement shall include a payment of 10 years operation and maintenance which will be included on the Estimate of Probable Cost submitted for the project. The payment will be collected before the issuance of the public improvements permit.

B. The location of the lift station should be chosen so that the entire lift station drainage area can be served by gravity up to the lift station. Lift station sites may not be located in floodways, floodplains or other locations subject to inundation. The lift station must be accessible and free of inundation during the 100 year flood event.

C. Design should accommodate for expansion of lift station capacity with development while meeting wet well retention and pump cycling/capacity criteria. Capacities of lines are to be determined for an entire drainage

area, developed or undeveloped, which may be reasonably serviced by the proposed system or by future extensions of the system. Densities will be estimated from the land use plan of the current Regional Plan. Use Table 13-09-002-01, to determine number of persons per unit for different dwelling types. All lift stations and force mains must be designed for peak flow in accordance with Table 13-09-002-01 and Figure 13-09-002-01.

E. Minimum design considerations by the Water Services Division for lift station facilities are as follows:

1. A communications link will be provided by fiber optic cable to the nearest City facility if the facility is within one mile of the lift station. If the facility is greater than one mile away from the site, then a microwave tower may be constructed instead of the fiber optic cable. A SCADA communications plan must be submitted for plan approval.

- a. All components of the SCADA system shall be included in the communications plan including at a minimum monitoring instruments, programmable logic controllers (PLCs), remote terminal unit (RTUs) and variable frequency drives (VFDs). These components shall be compatible with the existing COF SCADA system.

2. An outflow meter will be provided at the lift station. Meters will be submitted and approved by the Water Services Division. The outflow meter shall be an ultrasonic flow meter that is compatible with COF SCADA systems. The flow meter shall be sized to meet both low and high flow ranges per manufacturer recommendations. The location of the flow meter shall be easily accessible and visible within the site. The flow meter shall have a pressure rating greater or equal to the pipeline it is connected to, and shall be rated for wastewater.

3. An alarm with an automated callout system will be required. The system will be submitted and approved by the Water Services Department. The alarm and automated callout system shall be functional before acceptance of the wastewater system. An override button shall be provided at the lift station site to allow for maintenance to be completed without triggering alarms.

4. The lift station shall be equipped with a standby power system. This system shall include at a minimum, an automatic transfer switch, a diesel generator, and a fuel tank of sufficient capacity to allow continuous operation under full load for 24-hours.

5. Design shall allow for continuity of pumping operation during service and cleaning through the incorporation of divided wet wells or other design as approved by the City Engineer and Water Services Director.

- a. A cleanout pipe will be provided that allows for a vacuum truck to connect and clean the lift station.
6. All pumps must be submitted and approved by COF Water Services Division. Minimum design requirements for pumps are as follows:
 - a. Nonclog wastewater pumps shall be used for the lift station.
 - b. The pump will require at least one back up for redundancy. The pump system shall be set up so that both pumps are regularly operated using a duplex system or similar system that balances the wear on the pumps.
 - c. Pumps shall be designed with a rail system to allow for the pumps to be easily lifted and lowered into the wet well for pump replacements.
7. All lift interior lift stations components shall be coated with a corrosion resistant epoxy coating rated for wastewater.
8. Check valves, air release valves, and plug valves shall be located in a separate vault within the lift station.
 - a. Check valves shall be full-port solids handling ball check valves. Check valves shall be provided on pump discharges 8" and smaller. Check valves shall be rated for wastewater and feature a corrosion resistant epoxy coating. Check valves shall have a pressure rating equal to or greater than the pipeline they are connected to.
 - b. Air release valves shall be combination type and rated for wastewater. Air release valves shall be Cla-Val or approved equal.
 - c. Eccentric plug valves shall be provided on the discharge of all pumps. Install the plug valves horizontally so the plug rotates up 90° to open and the plug seat is facing downstream when closed. The plug valves shall be located downstream of the check valves. All valve materials shall be rated for wastewater and shall have a minimum of 40 mils of ceramic epoxy lining.
9. Fall protection shall be provided at the wet well entry hatch.
10. An odor control system shall be required. The odor control system must be submitted and approved by the Water Services Division.

11.A minimum eight (8) foot tall CMU masonry wall around the perimeter with a locked entrance gate.

a. The wall shall be compatible with the surrounding environment, including landscaping.

12.The facility entrance shall have a twelve (12) foot wide double drive access gate with at least twelve (12) feet clear space.

13.The station shall have a paved access road at least twelve (12) feet wide with a maximum slope not to exceed ten percent (10%)

a. A forty-five (45) foot radius or hammerhead turnaround shall be provided if the access road exceeds fifty (50) feet in length.

14.The interior of the compound shall be surfaced with four (4) inches of asphaltic cement pavement.

15.Service vehicle access to major station components shall be incorporated in the station design.

16.Down cast facility lighting, both wall mounts and pole mounts shall be provided with at least one (1) photocell operated light.

a.The light switch shall be located next to the access gate in the interior of the compound.

b.Lights shall be dark sky compliant.

F. An operation and maintenance plan for the lift station and its components must be provided and approved by COF Water Services Division. The operation and maintenance plan shall be provided for all equipment and systems, valves, instruments and control devices, and electric gear. The operation and maintenance plans shall include at a minimum:

a. Contact information for the Contractor, Engineer, and Supplier

b. Engineer approved submittals

c. Disassembly drawings

d. Operating instructions

e. Test data

f. Maintenance recommendations and schedule

g. Troubleshooting procedures

h. Recommended spare parts

i. Warranty terms and duration

G. An Engineer's Design Report must be prepared and submitted. The report shall be prepared, signed and sealed by an Arizona Registered Engineer. It shall be submitted to the City for review and approval and will include, at a minimum, the following:

a. Description of design criteria to be utilized other than this document,

b. Flow computations, including a complete analysis of the downstream gravity system's capacity to convey such flows in addition to other design flows and if mitigation measures such as gravity wastewater up-size, flow equalization basins or other measures are warranted.

c. Wet well volume calculations,

d. Retention and pump cycling calculations,

e. Hydraulic analysis including friction and minor head loss calculations,

f. Calculated system curves with overlaid pump curves,

g. Surge protection recommendations

h. Structural component description and calculations

i. Electrical, instrumentation, and process description, control description, and calculations,

j. Analysis and design solutions to control corrosion, odor, and noise in the lift station, force-main and downstream gravity wastewater system

k. Define site, right-of-way, and easement requirements,

- l. Listing of permit requirements,
- m. Geotechnical investigation,
- n. Cost estimate based on unit costs for major elements of work following this design criteria.

13-09-002-0012.2 Wastewater Force Mains

A. Velocities in force mains shall be determined for design capacities using the Hazen Williams formula. Flow capacities shall also be determined using the Hazen Williams formula.

B. Design velocities for wastewater force mains shall comply with ARS R18-9-E301 with a minimum of 3 and maximum of 7 feet per second.

C. New public wastewater force mains may be constructed using the following minimum material specification and subject to engineering analysis based on the specific design additional material specifications may apply:

1. Class 200 (polyvinyl chloride) PVC conforming to the appropriate MAG section.
2. Class 200 ductile iron pipe (DIP) conforming to the appropriate MAG section. DIP may be used for wastewater force mains, four (4) inches through twelve (12) inches in diameter. All ductile iron pipelines shall be polyethylene encased in accordance with MAG Specifications. When DIP is used, it shall be lined with Protecto 401 ceramic epoxy. Special design considerations may require a higher class rating of DIP.
3. DR 11 High density polyethylene (HDPE) wastewater pipe conforming to MAG Section 738 and AWWA C906.

D. Depth requirements for force mains shall conform to COF standards for water mains.

E. Separation requirements shall meet requirements defined in COF Engineering Standards section 13-09-001-0004 and the current MAG standards whichever is greater.

F. Force mains 6 inches and larger shall provide two-way cleanouts every 1,300 feet or 1-way cleanouts every 650 feet. Single cleanouts must be provided at all horizontal bends oriented in line with the downstream pipe. Lines 4 inches and smaller shall provide two-way cleanouts every 600 feet or 1-way cleanouts every 300 feet.

G. Joint restraint will be required everywhere where there are horizontal or vertical bends and in areas where the pipe is above ground.

H. Air release valves will be required at all high points.

13-09-002-0012.3 Force Main Discharge Manholes

A. Force main discharge manholes should conform to City of Scottsdale Standard Detail 2402 or approved equal.

B. Discharge manholes shall at a minimum be coated with a corrosion resistant epoxy coating approved by COF Water Services.

13-09-03-0012.4 Private Pressure Wastewater Systems

A. Private pressure wastewater systems, including individual pressure wastewater services are not allowed unless approved by the Utilities Division and the City Engineer. Off-site extensions of the public system in order to provide gravity service may be required. Should a private system be allowed, the following criteria shall be addressed prior to plan approval:

- 1.A provision for continued operation by the appropriate Class or Grade Operator as required in AAC R18-05-114.

2. A provision for scheduled routine operation and maintenance by qualified personnel and an operation and maintenance manual approved by ADEQ.

3. An emergency spill prevention and response plan shall be kept at the site and include provisions for twenty-four (24) hour response and mitigation by qualified personnel.

4. In accordance with AAC R18-9-E301, wastewater collection, force mains, and lift stations having the design flow of ten thousand (10,000) gpd or more shall maintain and revise, when needed, an operation and maintenance plan at the operator's control center (office) and the appropriate field person's vehicle.

5. Private pressure systems may not be placed within public Right-of-Way or public utility easement. Separate private utility easements may be required.

6. When a lift station is installed as an interim condition until the future extension of a gravity main, the developer shall pay to the City Utilities Division the estimated cost of decommissioning and removing the lift station and connecting to the gravity main.

Pressure Wastewater Code Amendment

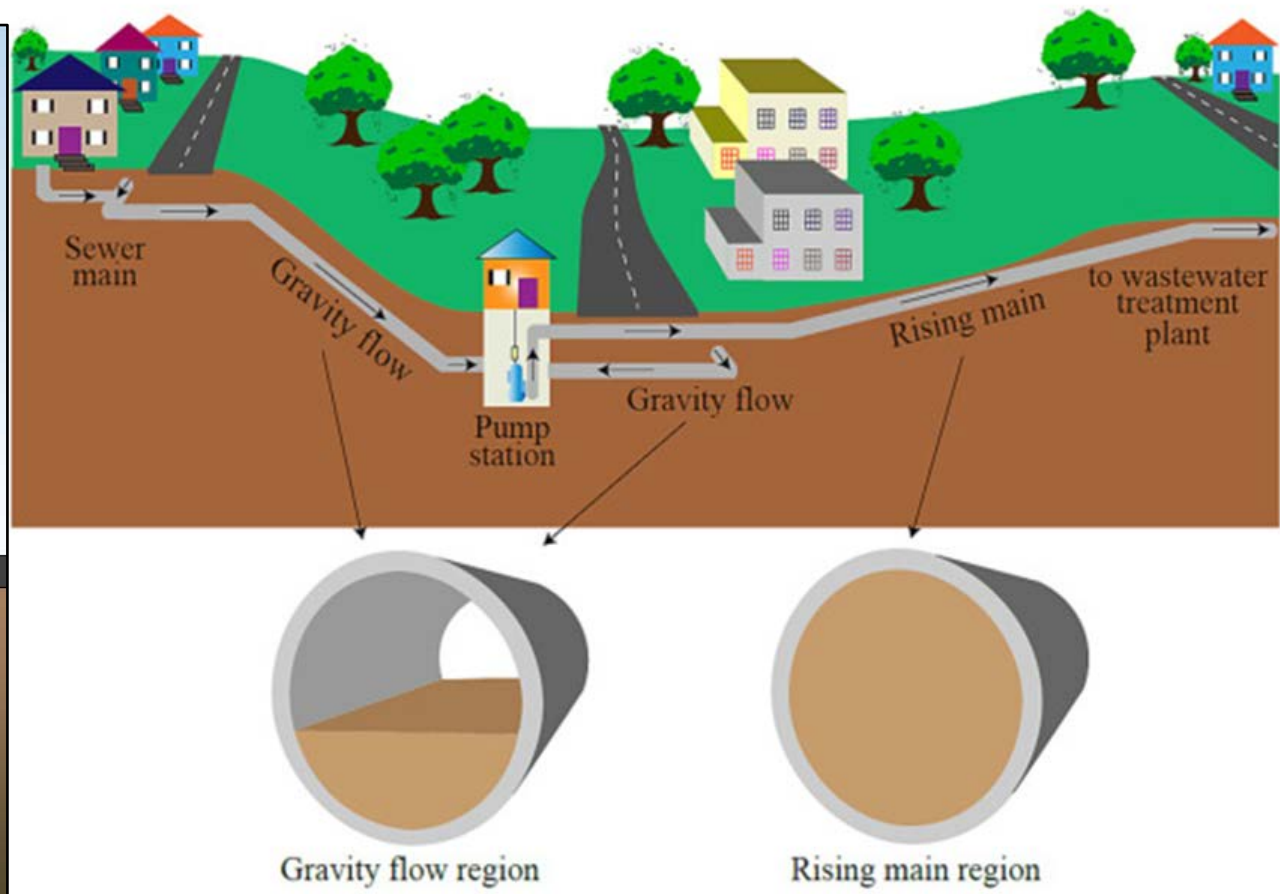
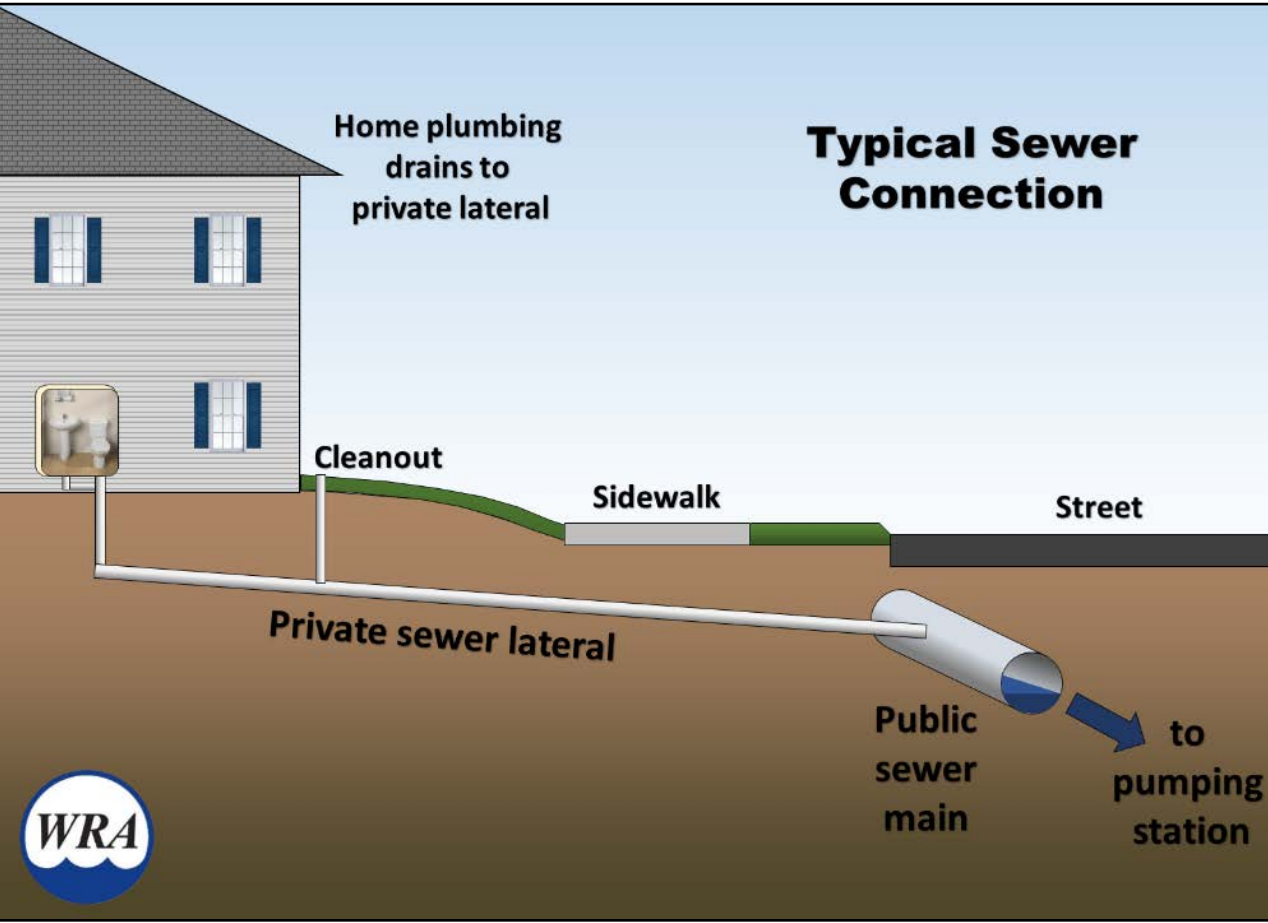
Jackson Salazar, Project Manager

February 11, 2024



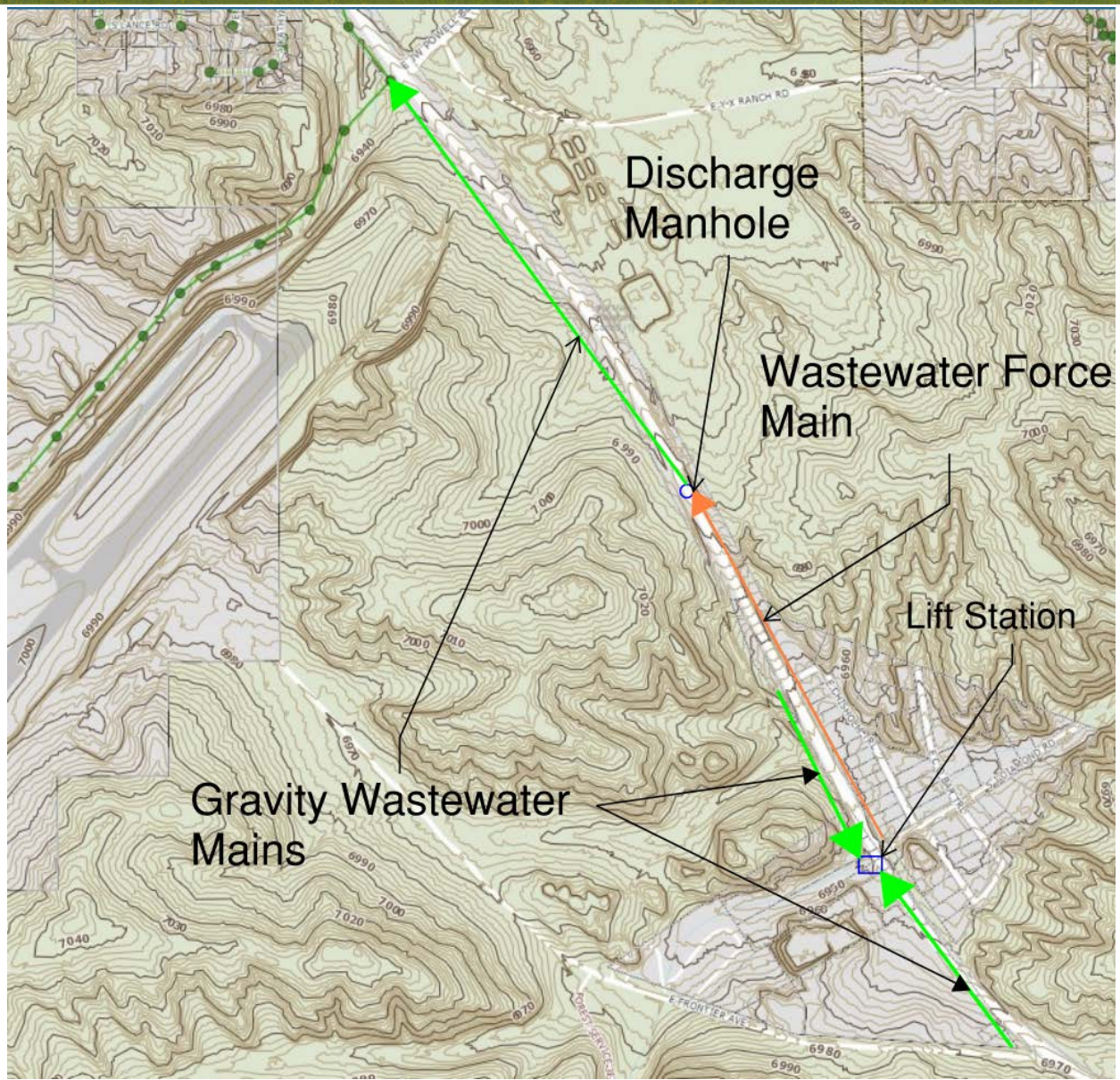


How It Works





How It Works





Research

- NCS Engineers completed survey of cities including 4 in Arizona
 - Prescott
 - Show Low City
 - Lake Havasu
 - Payson
- Met with City of Prescott wastewater superintendent and toured lift stations sites





History of Pressure wastewater

- Public pressure wastewater systems historically prohibited
 - a. Projects that required pressurized wastewater handled on a case by case basis
 - b. City currently owns one large lift station at Rio de Flag Plant and one low pressure system
 - c. Other existing private systems within Flagstaff



Proposed Code Amendment

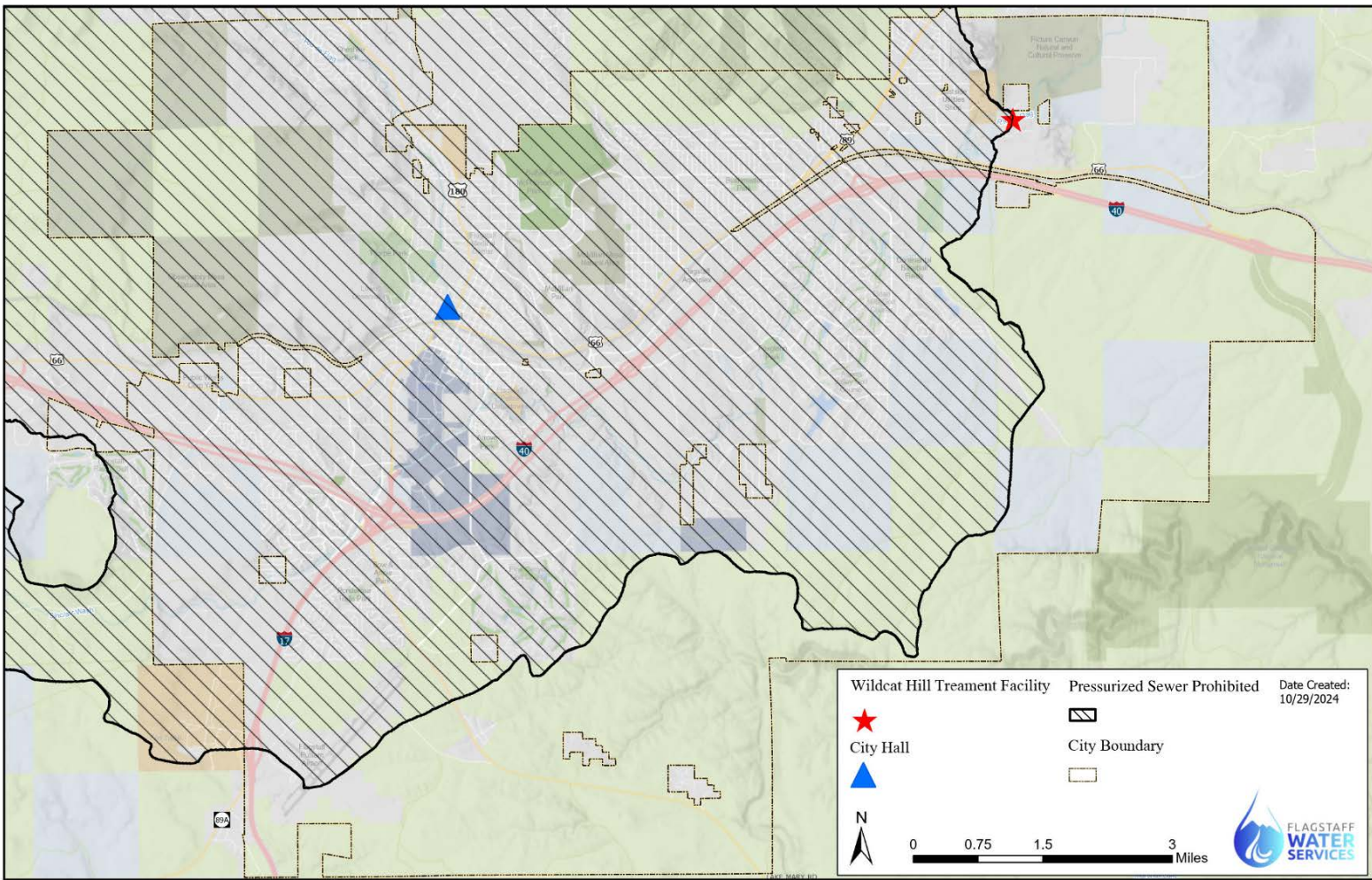
- Allow pressure wastewater outside of gravity wastewater shed
- Gravity system to regional lift station, back to gravity at boundary of gravity wastewater shed
- Sets minimum standards and specifications for lift stations and force mains



Proposed Code Amendment



Figure 13-09-002-02 Gravity wastewater Shed of Wildcat Hill Wastewater Treatment Plant





Conclusion

- Code amendment allows for public ownership of pressurized wastewater lines within city limits
- New lift stations and force mains will be required to be built per City of Flagstaff Engineering Standards
- Allows for choice between public and private



Next Steps

- Council first read 2/18
- Council second read 3/4



Discussion

Questions and comments

**CITY OF FLAGSTAFF
STAFF SUMMARY REPORT**

To: The Honorable Mayor and Council
From: Stacy Saltzburg, City Clerk
Date: 02/06/2025
Meeting Date: 02/11/2025



TITLE:
Discussion and Direction on Existing City Nuisance Ordinances

DESIRED OUTCOME:
Discussion and Direction

Executive Summary:

Chapter 6-08 Noise Control of the Flagstaff City Code is attached. As highlighted in the attached, this chapter of city code contains section 6-08-001-0002 NUISANCE NOISE and section 6-08-001-0005 NUISANCE PARTIES.

Staff is seeking Council review and feedback on whether Council wants to amend existing nuisance ordinances.

Information:

The applicable ordinances are attached. Staff is seeking Council review and feedback on whether Council wants to amend existing nuisance ordinances.

Attachments: Chapter 6-08 Noise Control

CHAPTER 6-08 NOISE CONTROL

SECTIONS:

- [6-08-001-0001](#) DEFINITIONS
- [6-08-001-0002](#) NUISANCE NOISE
- [6-08-001-0003](#) GENERAL EXCEPTIONS
- [6-08-001-0004](#) VEHICLE NOISE
- [6-08-001-0005](#) NUISANCE PARTIES
- [6-08-001-0006](#) SOUND AMPLIFICATION SYSTEMS IN VEHICLES

6-08-001-0001 DEFINITIONS

The following words and phrases, when used in this chapter, shall have the following meanings:

CLEARLY AUDIBLE: Can be plainly heard by any occupant of a residence.

CONSTRUCTION EQUIPMENT: Any device or mechanical instrument operated by fuel, electric, or pneumatic power employed in the excavation, alteration, repair, demolition or construction of any building, structure, land parcel, public right of way, waterway or appurtenance thereto.

NOISE: Any sound, whether naturally or artificially produced.

PERSON: Any individual, firm, partnership, joint venture, association, corporation, municipal corporation, estate, trust or any other group or combination acting as a unit, and the plural as well as the singular number.

PUBLIC PREMISES: All real property, including appurtenances thereon, which is owned or control by any governmental entity, including all public right of ways, parks and waterways.

PUBLIC SAFETY WORK: Work immediately necessary to restore property to safe condition, or work required to protect persons or property from potential danger or damage, including snowplowing or work by a public or private utility when restoring utility service.

RESIDENCE: A building, or portion thereof, used for living quarters. Residence includes use for temporary living quarters, including but not limited to hotels and motels.

RESIDENTIAL UNIT: A single-family residence, or that portion of a multi-family residence, designed to provide living quarters for a single family.

SOUND AMPLIFICATION SYSTEM: Any device, instrument or system, whether electrical or mechanical or otherwise for amplifying sound or for producing or reproducing sound, including but not limited to any radio, stereo, musical instrument, compact disc, or sound or musical recorder or player. (Ord. 2014, Amended, 12/21/1999; Ord. 2004-21, Amended, 11/16/2004)

6-08-001-0002 NUISANCE NOISE

The following noise restrictions are hereby established for any area within the City:

- A. The noise regulations of this Chapter shall apply on Monday through Friday between the hours of twelve o'clock (12:00) A.M. and six o'clock (6:00) A.M. and on Saturday and Sunday between the hours on one o'clock (1:00) A.M. and seven o'clock (7:00) A.M.
- B. During the hours given in subsection (A), it shall be unlawful for any person, while outdoors or within a residential unit, to make or permit to be made any noise which is clearly audible within a residential unit other than that from which the noise may have originated.
- C. The standards which shall be considered in determining whether a violation of this Section exists shall include the following:
 - 1. The volume of the noise;
 - 2. Whether the nature of the noise is usual or unusual;
 - 3. Volume of background noise, if any;
 - 4. The duration of the noise.

6-08-001-0003 GENERAL EXCEPTIONS

The following activities are exempted from the prohibitions stated in Section 6-8-2:

- A. Noise created by public safety work.
- B. Sound made to alert persons to the existence of an emergency, danger or attempted crime.
- C. Noise associated with the normal traffic of motor vehicles, aircraft or the railroads.
- D. Bells or chimes on public buildings.
- E. Noise created by construction equipment operated upon public premises by or on behalf of any governmental entity when the welfare or convenience of the public requires the operation of such equipment at night. (Ord. 2004-21, Amended, 11/16/2004)

6-08-001-0004 VEHICLE NOISE

A. DEFINITIONS. The following words and phrases, when used in this section, shall have the following meanings:

A-WEIGHTING: The sound level of noise as measured with a meter using the A-weighting network. This unit is dB(A).

C-WEIGHTING: The sound level of noise as measured with a meter using the C-weighting network. This unit is dB(C).

CLEARLY AUDIBLE: Can be plainly heard by a person with normal hearing.

DECIBEL (dB): The value is equal to twenty (20) times the logarithm to the base ten (10) of the ratio of the measured sound pressure to the reference pressure. Where the reference pressure is two (2) times 10^{-5} newton/meter².

FREQUENCY: The frequency of a sound is the number of pressure cycles occurring in a unit of time. The unit of frequency is hertz (hZ), i.e., cycles per second.

IMPULSE NOISE: Means a noise of short duration, usually less than one (1) second, with an abrupt onset and rapid decay.

LMAX: (Maximum Level) Means the loudest sound level over a sample period. Lmax is expressed in dB(A) or dB(C). Lmax is fast-weighted for impulse noises and slow-weighted for continuous noise.

MOTOR VEHICLES: Means any self-propelled vehicle operated within the City, including but not limited to licensed or unlicensed vehicles, automobiles, minibikes, go-carts and motorcycles.

NOISE: Any sound, whether naturally or artificially produced.

PERIOD: Of a periodic quantity shall mean the smallest increment of time for which the function repeats itself.

PERSON: Any individual, firm, partnership, joint venture, association, corporation, municipal corporation, estate, trust or any other group or combination acting as a unit, and the plural as well as the singular number.

PUBLIC SAFETY WORK: Work immediately necessary to restore property to safe condition, or work required to protect persons or property from potential danger or damage, including snowplowing or work by a public or private utility when restoring utility service.

PURE TONE NOISE: Means any noise that is distinctly audible as a single pitch (frequency) or set of pitches as determined by the enforcement officer.

SOUND AMPLIFICATION SYSTEM: Any device, instrument or system, whether electrical or mechanical or otherwise, for amplifying sound or for producing or reproducing sound, including but not limited to any radio, stereo, musical instrument, compact disc, or sound or musical recorder or player.

SOUND LEVEL OR NOISE LEVEL: Is the sound intensity measured with a sound level meter set to A-weighting with the unit of measurement dB(A), or C-weighting with the unit of measurement dB(C).

SOUND LEVEL METER: Means an instrument including a microphone, an amplifier, an output meter, and

frequency weighting networks for the measurement of sound levels which satisfies the pertinent requirements in American Standard Specifications for sound level meters S1.4-1971 or the most recent revision thereof for Type I or Type II equipment.

B. **Vehicle Noise Limits.** The following noise restrictions are hereby established for any area within the City for vehicle noise:

No person shall operate either a motor vehicle or combination of vehicles at any time or under any condition of grade, load, acceleration or deceleration in such a manner as to exceed the following noise limit of the category of motor vehicle measured from outside of the traffic lane or at a greater distance:

Location of Vehicle	Legal Speed Limit of 35 mph or Less	Legal Speed Limit of More Than 35 mph
Any motor vehicle with a manufacturer's gross vehicle weight rating of 26,000 pounds or more, any combination of vehicles towed by such motor vehicle, and any motorcycle other than an electric bicycle	88 dB(A)	92 dB(A)
Any other motor vehicle and any combination of vehicles towed by such motor vehicles	82 dB(A)	86 dB(A)

C. **Measurement Criteria.** For the purpose of enforcement of the provisions of this section, noise level shall be measured on the A-weighted scale with a Type I or Type II sound level meter. The meter shall be set for slow response speed, except for impulse noises or rapidly varying sound levels, fast response speed may be used. Prior to measurement, the meter shall be calibrated, and adjusted according to the manufacturer's specifications.

D. **Civil Penalties.** The civil fees for a responsible person(s) are as follows:

1. For a first vehicle noise violation a warning shall be issued.
2. For a second vehicle noise violation within one hundred twenty (120) days of the first vehicle noise violation the fee is one hundred fifty dollars (\$150.00), inclusive of any State or City fines, fees, assessments, or surcharges.
3. For a third or subsequent vehicle noise violation within one hundred twenty (120) days of the second nuisance noise violation the fee is two hundred fifty dollars (\$250.00), inclusive of any State or City fines, fees, assessments, or surcharges.

4. Each day that a violation of this section is permitted to continue or occur by the defendant shall constitute a separate offense subject to separate citation pursuant to the provisions of this section.

F. Other Remedies. Nothing in this section shall be construed as affecting the ability of the State to initiate or continue concurrent or subsequent criminal prosecution of any person for any violations of the provisions of the City Code or State law arising out of the circumstances necessitating the application of this section.

G. Hearing Procedures.

1. A person liable for the civil fee under this section may, within ten (10) days of receipt of notice of the violation, request a hearing with a hearing officer designated by the presiding magistrate of the Flagstaff Municipal Court.

2. The hearing officer shall set a time and place for the hearing as soon as practicable.

3. The hearing shall be conducted in an informal process to determine whether there is a sufficient factual and legal basis to impose the civil fee. The rules of evidence shall not apply; provided, that the decision of the hearing officer shall in all cases be based upon substantial and reliable evidence. All parties to the hearing shall have the right to present evidence. The City shall have the burden of establishing by a preponderance of the evidence that a violation has occurred.

4. The decision of the hearing officer is final. A failure of the person notified of the violation to timely request a hearing or the failure to appear at a scheduled hearing shall constitute a waiver of the right to a hearing or to challenge the validity of the notice or violation. (Ord. 1511, 08/04/1987; Ord. 2014, Amended, 12/21/1999; Ord. 2022-34, Amended, 12/13/2022 (Res. 2022-60))

6-08-001-0005 NUISANCE PARTIES

A. Findings. The City Council of Flagstaff finds and determines that unruly parties held on private property may constitute a nuisance which is a threat to the peace, health, safety and welfare of the general public. Police officers have been required to make repeated responses to unruly parties to abate the nuisance and to disperse uncooperative or unruly participants to restore the public peace and welfare. Such repeat calls deplete the manpower and resources of the Police Department and can leave other areas of the City with compromised levels of police protection so as to create a significant threat to the safety of both citizens and police officers alike.

B. Purpose. The purpose of this section is to deter criminal behavior associated with and related to nuisance parties which have been determined to be a threat to the peace, health, safety or welfare of the general public.

C. Definitions. For the purposes of this section, the following definitions apply, unless the context in which they are used clearly requires otherwise:

1. "Owner" means the owner of any property, as well as any agent of an owner who acts on behalf of the

owner to control or otherwise regulate the occupancy or use of the property.

2. "Premises" means the property that is the site of a nuisance party. For residential properties, "premises" means the dwelling unit or units where the nuisance party occurs.

3. "Nuisance party" means a gathering of five (5) or more persons on any private property, including property used to conduct business, in a manner which causes a disturbance of the quiet enjoyment of private or public property by any person or persons. Such disturbances may include, but are not limited to, excessive noise or traffic, obstruction of public streets by crowds or vehicles, drinking in public, the service of alcohol to minors or consumption of alcohol by minors, fighting, disturbing the peace, and littering.

4. "Responsible person" means any person in attendance who engaged in a nuisance party, including any owner who is in attendance, occupant, tenant, guest or any sponsor, host or organizer of the nuisance party. "Responsible person" does not include owners or persons in charge of premises where a nuisance party takes place if the persons in attendance obtained use of the premises through illegal entry or trespassing.

5. "Minor" means any person under the age of twenty-one (21) years.

6. "Officer" and/or "police officer" means a duly sworn peace officer in the State of Arizona.

D. Nuisance Party. A nuisance party is unlawful and constitutes a civil infraction.

1. When a police officer responds to the first nuisance party and while at the scene determines that there is a threat to the public peace, health, safety or general welfare, the officer shall issue a written notice of violation to any responsible person(s). The responsible person(s) will be assessed a civil fee as set forth in subsection (E) of this section.

a. On a first response to a nuisance party, the responsible person(s) shall be assessed a fee commensurate with a second nuisance party, as set forth in subsection (E) of this section, for a first nuisance party if any of the following crimes are being committed at the first nuisance party:

(1) Minor in possession of alcohol;

(2) Minor in consumption of alcohol;

(3) Possession or use of illegal drugs;

(4) Weapons misconduct, in violation of A.R.S. Section 13-3102; or

(5) Any felony offense.

2. If, after a written notice of a violation is issued, police respond for a second time to the same premises

for a nuisance party within one hundred twenty (120) days of the first response, such response shall be deemed a second nuisance party and any responsible person(s) as well as the owner of the premises will be issued a written notice of a second violation and assessed a civil fee as set forth in subsection (E) of this section. Notice to any responsible person(s) and the owner shall be provided in the same manner as set forth in subsection (D)(4) of this section.

a. On any response to a second nuisance party, the responsible person(s) shall be assessed a fee commensurate with a third response fee, as set forth in subsection (E) of this section, for a second nuisance party if any of the following crimes are being committed at the nuisance party:

- (1) Minor in possession of alcohol;
- (2) Minor in consumption of alcohol;
- (3) Possession or use of illegal drugs;
- (4) Weapons misconduct in violation of A.R.S. Section 13-3102; or
- (5) Any felony offense.

3. If, after a written notice of a second violation is issued, police respond to the same premises for a third or subsequent nuisance party within one hundred twenty (120) days of the second nuisance party response, such response shall be deemed a third or subsequent nuisance party and any responsible person(s) as well as the owner of the premises will be issued a written notice of a third or subsequent violation and assessed a civil fee as set forth in subsection (E) of this section. Notice to any responsible person(s) and the owner shall be provided in the same manner as set forth in subsection (D)(4) of this section.

a. On any response to a third or subsequent nuisance party, the responsible person(s) shall be assessed a fee commensurate with two (2) times the fee for a third or subsequent nuisance party, as set forth in subsection (E) of this section, if any of the following crimes are being committed at the party:

- (1) Minor in possession of alcohol;
- (2) Minor in consumption of alcohol;
- (3) Possession or use of illegal drugs;
- (4) Weapons misconduct in violation of A.R.S. Section 13-3102; or
- (5) Any felony offense.

4. The police officer or other police employee shall provide notice of the violation to the responsible

person(s) and the landlord or owner in any of the following manners:

- a. Personal service to any responsible person(s) at the nuisance party.
- b. As to the resident(s) of the premises, posting of the notice on the door of the premises of the nuisance party.
- c. Mailing a copy of the notice of the nuisance party or notice of violation via certified mail to the property owner at the address shown on the Coconino County Property Tax Assessor's records. The return receipt will serve as evidence of service. A courtesy copy of the notice shall be sent to any property manager if known to the Flagstaff Police Department.
- d. Upon request by law enforcement the owner must provide the names of any and all occupants listed on the leasing documents of the premises of a nuisance party.

E. Civil Penalties.

1. The civil fees for a responsible person(s) are as follows:

- a. For a first nuisance party violation the fee is two hundred fifty dollars (\$250.00), inclusive of any State or City fines, fees, assessments or surcharges.
- b. For a second nuisance party violation within one hundred twenty (120) days of the first nuisance party the fee is five hundred dollars (\$500.00), inclusive of any State or City fines, fees, assessments or surcharges.
- c. For a third or subsequent nuisance party within one hundred twenty (120) days of the second nuisance party the fee is one thousand dollars (\$1,000.00), inclusive of any State or City fines, fees, assessments or surcharges.

2. The civil fees for the owner of a property are as follows:

- a. If the owner was at the premises when the nuisance party occurred and failed to take reasonable action to prevent the nuisance party the civil fees are as follows:
 - (1) Two hundred fifty dollars (\$250.00) for the first nuisance party, inclusive of any State or City fines, fees, assessments or surcharges.
 - (2) Five hundred dollars (\$500.00) for the second nuisance party within one hundred twenty (120) days of the first nuisance party, inclusive of any State or City fines, fees, assessments or surcharges.
 - (3) One thousand dollars (\$1,000.00) for the third or subsequent nuisance party within one hundred twenty (120) days of a second nuisance party, inclusive of any State or City fines, fees,

assessments or surcharges.

b. If notice of the first nuisance party was provided to the owner via certified mail as provided in subsection (D)(4)(c) of this section, a civil fee can be imposed on the owner if a subsequent nuisance party occurs on the premises thirty (30) days after the receipt of the notice of the first nuisance party. The fees are as follows:

(1) Two hundred fifty dollars (\$250.00) for the next nuisance party that occurs on the premises thirty (30) days after notification is received by the owner, inclusive of any State or City fines, fees, assessments or surcharges.

(2) Five hundred dollars (\$500.00) for a second nuisance party that occurs on the premises thirty (30) days after notification is received by the owner, inclusive of any State or City fines, fees, assessments or surcharges.

(3) One thousand dollars (\$1,000.00) for a third or subsequent nuisance party that occurs on the premises thirty (30) days after notification is received by the owner, inclusive of any State or City fines, fees, assessments or surcharges.

c. Within ten (10) business days of receipt of notification of violation, the owner may petition the Chief of Police, or the Chief's designee, for a waiver of the civil fee for the first nuisance party that occurs thirty (30) days after notification of the nuisance party was received, under the following circumstances:

(1) The owner has taken steps reasonably necessary to prevent a subsequent nuisance party or to exclude the uninvited persons from the premises, or the owner is actively attempting to evict the responsible persons from the premises.

(2) The owner agrees to actively participate in the Flagstaff Police Department's Crime Free Multi-Housing Program by participating in the training provided by the Flagstaff Police Department, requiring tenants to sign a crime free lease addendum, and by receiving reports regarding criminal activity on the premises and taking action based upon those reports.

(3) The owner of a property with over one hundred (100) individually rented units obtains and maintains private security services for the entire property.

d. If an owner evicts tenants from a premises where a nuisance party occurred and new tenants at the same premises are given notice of a nuisance party violation the owner must be renotified pursuant to subsection (D)(4)(c) of this section.

3. Nothing in this section shall be construed to impose liability on the owner, occupant, or tenant of the premises or sponsor of the nuisance party for the conduct of persons who are in attendance without the

express or implied consent of the owner, occupant, tenant, or sponsor, as long as the owner, occupant, tenant, or sponsor has taken steps to prevent a subsequent nuisance party or to exclude the uninvited persons from the premises. Where an invited person engages in unlawful conduct which the owner, occupant, tenant or sponsor could not reasonably foresee and could not reasonably control without the intervention of the police, the unlawful conduct of the person shall not be attributable to the owner, occupant, tenant or sponsor for the purpose of determining liability under this section.

F. **Other Remedies.** Nothing in this section shall be construed as affecting the ability of the State to initiate or continue concurrent or subsequent criminal prosecution of any responsible persons or owner for any violations of the provisions of the City code or State law arising out of the circumstances necessitating the application of this section.

G. **Hearing Procedures.**

1. A person liable for the civil fee under this section may, within ten (10) days of receipt of notice of the violation, request a hearing with a Hearing Officer designated by the Presiding Magistrate of the Flagstaff Municipal Court.
2. The Hearing Officer shall set a time and place for the hearing as soon as practicable.
3. The hearing shall be conducted in an informal process to determine whether there is a sufficient factual and legal basis to impose the civil fee. The rules of evidence shall not apply; provided, that the decision of the Hearing Officer shall in all cases be based upon substantial and reliable evidence. All parties to the hearing shall have the right to present evidence. The Police Department shall have the burden of establishing by a preponderance of the evidence that a violation has occurred.
4. The decision of the Hearing Officer is final. A failure of the person notified of the violation as set forth in subsection (D)(4) of this section to timely request a hearing or the failure to appear at a scheduled hearing shall constitute a waiver of the right to a hearing or to challenge the validity of the notice or violation. (Ord. 1934, Enacted, 02/18/1997; Ord. 2009-32, Amended, 10/06/2009; Ord. 2015-08, Amended, 05/19/2015)

6-08-001-0006 SOUND AMPLIFICATION SYSTEMS IN VEHICLES

A. **LIMITATIONS ON USE**

1. Except as authorized by law, no person shall operate or permit the operation of any sound amplification system in or on a vehicle in such a manner or with such volume as to annoy or disturb the quiet, comfort or repose of any person or neighborhood in the vicinity.
2. Except as authorized by law, no person shall operate or permit the operation of any sound amplification system in or on a vehicle which can be heard at a distance of fifty (50) feet or more and which annoys or disturbs a reasonable person of normal sensitivities, or which causes a person to be aware of

vibration accompanying the sound at a distance of fifty (50) feet or more.

B. EXEMPTIONS

1. Amplification systems being operated to request assistance of an emergency nature or to warn of a hazardous situation;
2. Authorized emergency vehicles;
3. Vehicles operated by utility companies;
4. Vehicles used in parades, concerts, festivals, fairs or similar activities subject to any sound limits in any permit or other approval by the city; or
5. Amplification systems in vehicles which are operated on private property with the permission of the owner and which are not audible beyond the property line.

(Ord. 2014, Add, 12/21/1999)