



Approved by BAC  
8-7-2014

# MINUTES

## City of Flagstaff

### BICYCLE ADVISORY COMMITTEE

Thursday, July 3, 2014  
4:30 pm

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City Hall, Finance Conference Room  
211 West Aspen Avenue, Flagstaff, Arizona

#### **CALL TO ORDER**

The meeting was called to order at 4:35 pm. On roll call, the following Committee members were present:

Ken Lane, Chair  
Dave Blanchard  
Richard Hall  
Jodi Norris  
Jeff Stevenson

Members absent:

None

Two vacancies

The following City staff was present:

Martin Ince, multimodal transportation planner

Public present:

Lloyd Chambers  
Kevin Parkes

#### **I. PRELIMINARY GENERAL BUSINESS**

##### **1. Announcements**

Mr. Blanchard said that the timing of the signal at Lake Mary and High Country has been changed, and now there is a long wait before the light changes.

**2. Public Comment**

Kevin Parkes introduced himself as the chair of the City's Transportation Commission. He reported that the commission has been working on an ordinance to ban texting while driving or riding, which is going to the City Council for consideration on July 15. He said that the Commission has been recommending a ban, dating back to 2010. He is certain that distracted driving is a factor in many crashes.

**3. Approval Of Minutes**

Ms. Norris made, and Mr. Stevenson seconded, a motion to approve the minutes of the regular meeting of June 5, 2014. The motion was approved unanimously (5-0).

**II. OLD BUSINESS**

**1. Bikeways planning**

Mr. Ince presented an updated map showing the bicycle comfort index for all streets. He said there was an interesting anomaly that some local residential streets scored lower than minor collector streets, probably because the minor collector streets score well because they have bike lanes as well as low volumes and low speeds. He asked the committee members if they thought this ranking was valid, or if adjustments should be made to the scoring system.

The committee said that there can be significant variation in how comfortable cyclists feel on different residential streets, depending on the amount of on-street parking and the frequency of driveways and side streets. In some cases a low volume collector with a bike lane may feel more comfortable than a residential street, so the group's consensus was to leave the scoring as is and not make adjustments.

The committee expressed a concern that some streets score fairly well – Soliere and Huntington are examples – but still feel somewhat uncomfortable for bicyclists. Mr. Ince wondered if it might be the case that the actual speed of vehicles on these streets is higher than the speed limit.

There was some discussion about using pavement condition and the presence of debris as a criterion in the formula. Through the discussion several reasons that argue against using pavement condition or debris were enumerated:

- It would be difficult to measure and score the level of debris on a street; although pavement condition ratings are readily available.

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- The presence of debris may describe a temporary condition. If there were persistent problems in a particular location with debris, it is probably the result of another problem, like drainage. Mr. Ince said that known persistent problems could be identified in a master plan, with a strategy that the underlying cause be fixed.
- While the other factors measure psychological comfort, pavement condition is related to physical comfort.

Mr. Ince showed the group a "heat map" of Flagstaff provided by Strava that shows where cyclists ride with their Strava app active. Although the information has some limitations, it is useful in a general sense to see where cyclists ride and where they don't. The committee expressed its interest in having more specific counts done, and there was a discussion about the use of a smart-phone app to record bicyclists' routes.

Mr. Ince presented an outline for measuring bicycle level of service by traffic analysis zone (TAZ) and explained that the measure could be used in traffic modeling to estimate bicycle trips and mode share. The committee had several comments regarding the outline:

- Factors listed under the facilities category are generally fairly important. These include FUTS per square mile, percentage of establishments with bicycle parking, and the average comfort index score for streets and intersections.
- Not all FUTS trails serve commuters equally, so some consideration might be given to scoring paved FUTS higher than unpaved.
- Barriers are important in the connectivity category.
- Measures of connectivity may be mixed in their benefit to cyclists. While a dense network provides additional options, more intersections may be a hindrance to cyclists and increase the number of potential conflict spots.
- Density and diversity measures are less applicable to bicyclist level of service. In some cases density may be disadvantageous if it results in more traffic and side conflicts.

### **III. NEW BUSINESS**

There was no New Business.

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**IV. CONCLUDING GENERAL BUSINESS**

**1. Reports**

There was no discussion on the Reports.

**2. Concluding Announcements**

There were no Concluding Announcements.

**V. ADJOURNMENT**

The meeting was adjourned at 6:17 pm.