



MINUTES

City of Flagstaff BICYCLE ADVISORY COMMITTEE

Thursday, October 1, 2015 | 4:30 pm

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

CALL TO ORDER

The meeting was called to order at 4:31 pm. On roll call, the following Committee members were present:

Dave Blanchard, acting chair
Richard Hall
Jodi Norris
Jeff Stevenson
Jack Welch

Members absent:

Ken Lane, chair
Paul Owen

The following City and agency staff was present:

Martin Ince, multimodal transportation planner
Dylan Monke, Montoya Fellow intern

Public present:

None

I. PRELIMINARY GENERAL BUSINESS

1. Announcements

Mr. Blanchard said he appreciated the new FUTS signs.

Ms. Norris mentioned that she strategically times her bike commutes and won't use some streets at busy times. She also notices that wider roads attract more traffic.

Mr. Welch asked about the status of the new FUTS trail at Hospital Rim and the sidewalk along the south side of Pine Knoll near the NAU campus.

Mr. Ince announced that Paul Owens had taken an engineering job in Tucson and had tendered his resignation from the BAC.

2. Public Comment

There was no Public Comment.

3. Approval Of Minutes

Mr. Welch made, and Ms. Norris seconded, a motion to approve the minutes from the regular meeting of September 3, 2015. The motion was approved unanimously (5-0).

II. OLD BUSINESS

1. Pedestrian and bicycle master plan

Mr. Ince presented a preliminary report of pedestrian and bicycle crashes in Flagstaff over the past 10 years. The Committee offered a number of comments and suggestions:

- The phrase "with motor vehicles" should be added to the first line.
- The first sentence under the Cautionary Note section should be changed to read "Walking and bicycling are inherently safe."
- The concept of benefit-cost could be mentioned in the report; although there is a cost to walking and bicycling in terms of crashes, there are also numerous benefits. Both the costs and benefits can be monetized.
- The trend line for crashes per year has a very small significance given the level to which crash totals vary from year to year. The Committee recommends removing the trend line from the chart.
- When it's available, national level data such as gender would be useful as a point of comparison.
- There was a discussion about population, traffic volumes, and other measures that might be used to help get a better idea of crash rates. The issue with most potential measures is that they do not directly walking and biking activity, and as a result may not yield an accurate crash rate.
- During winter months some pedestrians may be forced into the street if sidewalks have not been cleared, which may contribute to pedestrian crashes during winter months.

- Individuals with red-green color blindness may have a hard time discerning colors on some of the charts. Separating red and green so they are not adjacent would help. Using red and green in larger areas on the chart also helps.
- The trafficway table is not useful and could be removed.
- There appears to be some issues with the accuracy of the information in the location table. For example, the data shows that in 27 crashes the bicyclist was on a shared use path at the time of the crash. This seems unlikely, given that the vehicle would have to leave the roadway to strike the cyclist. There may be inconsistencies in how the crash report is completed. The Committee recommends removing this table from the report.
- Mr. Ince reported that helmet use is also recorded in the data and is available for a fair number, though not all, of bicycle crashes. However, the crash report form instructions explicitly state that the helmet use box is to be checked only for motorcycle crashes and not for bicycle crashes. As a result there may be some issues with the accuracy of the data.
- It would be interesting to know the number of hit-and-run crashes that include alcohol as a factor.
- Pedestrian and bicycle crashes involving BNSF trains would be useful. Mr. Ince said that they have made some preliminary requests to obtain this data from BNSF, but without success.

The Committee recommended advocating for consistent and accurate completion of the crash forms by local law enforcement, to ensure that the data is reliable and useful. Mr. Ince reported that there is some interest in this goal at the state and national levels.

Mr. Ince said a draft crash report would be presented at the next meeting.

III. NEW BUSINESS

There was no New Business

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 6:11 pm