



MINUTES

City of Flagstaff BICYCLE ADVISORY COMMITTEE

Thursday, December 1, 2016 | 4:30 pm

Flagstaff City Hall, Council Chambers
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:

Steven Richard, chair
Mark Haughwout
Susan Hueftle
Matthew Mitchell
Margaret Penado

Members absent:

Jeff Stevenson
Melanie Street

The following City and agency staff was present:

Martin Ince, multimodal transportation planner
Maggie Twomey, volunteer and event coordinator

Public present:

Daniel Crystal
Jack Welch
Denise Wynne

I. PRELIMINARY GENERAL BUSINESS

1. Announcements

Mr. Haughwout said that sidewalks are still covered in snow. He would like the City to take a more active stance in enforcement of the sidewalk ordinance.

Ms. Hueftle reported that bike commuters from Doney Park have expressed frustration at recent street closures. She asked if there is a specific process for soliciting ideas for bicycle improvements from the BAC.

2. Public Comment

There were no Public Comments

3. Approval of Minutes

Mr. Richard made, and Ms. Hueftle seconded, a motion to approve the minutes from the regular meeting of November 3, 2016. The motion was approved unanimously (5-0).

II. OLD BUSINESS

1. Active transportation master plan

Mr. Ince presented draft recommendations from the working paper regarding implementation of missing bike lanes. The Committee offered a number of comments and asked several questions:

- Are there standards for bicycle and pedestrian connections between neighborhoods?
- Do we collect information on bike-to-bike and bike-to-pedestrian crashes? How can we collect this information?
- How is the current transportation tax divided, and what is the share for bike-pedestrian projects?
- The Committee expressed a concern about how bicycle and pedestrian accommodation is addressed in new capital and private development projects. The information that BAC is reviewing needs to be part of the process. If it is not, there is a concern that opportunities will be missed. How can BAC be a part of the process before decisions are made.
- The Committee discussed options for Woodlands Village Boulevard. This street will become more important as a bike route as new development is added to the west side of town. The speed limit is 40 mph, so shared lane markings are not appropriate on the uphill side. The wide sidewalk on the east side crosses numerous driveways, and there are sight obstructions which make it more difficult to see cyclists. As a result, it is not suitable for designation or use as a FUTS trail.

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- Is it possible to align a FUTS behind the businesses along the south side of Woodlands Village Boulevard, between McConnell Road and Beulah Boulevard?
- For Humphreys Street, the most important section is the two blocks between Route 66 and Birch. Unfortunately, this is the section where bike lanes would be most difficult. Bike lanes have not been planned in the street section adjacent to the Marriot under construction, and there is a plan to add additional turn lanes to the intersection at Route 66.
- It is difficult for bicyclists to get into the downtown area from the southwest, because the railroad tracks, Milton Road, and Route 66 create barriers, and Beaver is one-way southbound. The two planned underpasses will help, but there is not good option for the short term. The bike lanes on Milton disappear under the tracks going around the corner; it would help if they were continuous. The Committee discussed options for bicyclists for getting into downtown from the south across the tracks.
- Shared lane markings at intersections would make more riders feel more comfortable, and may attract new riders. Some education would be required to make sure cyclists know how to use them. There would be a benefit to using shared lane markings at more locations; cyclists would get used to using them and drivers would be on the lookout for them at intersections.
- Mw. Wynne said the use of shared lane markings would encourage her as a beginner cyclist.
- Shared lane markings must be refreshed periodically; this should be taken into account in the plan.
- Most people don't feel safe on Butler Avenue because of the volume and speed, as well as the proximity of traffic.
- The Fort Valley Road curve should be included in the short term list.
- Most commuter and road riders do not use the FUTS along Lone Tree Road. Both planned segments of bike lanes (north and south of Pine Knoll Drive) should be moved to the short term list.
- Zuni Drive should be considered a medium-term project.
- Huntington is more frequently used as a bicycle route than Lucky Lane.
- The growth in NAU enrollment is driving our planning efforts; getting students to walk and bicycle more is important.

- The recommended term for East Route 66 should match the timing of the project to resurface the road out to Walnut Canyon Road. A width of 8 feet would be ideal for the shoulders, to match Lake Mary Road.
- Old Walnut Canyon Road should be given a higher priority.
- The shared lane markings on San Francisco Street between Birch and Cherry do not work well because it marks the start of a steep uphill section. Bike lanes should be considered for this segment, although it would require removal of on-street parking.

III. NEW BUSINESS

1. Bicycle education opportunities

This item was not discussed

2. BAC meeting dates for 2017

Mr. Ince provided copies of the BAC regular meeting schedule for 2017.

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 6:50 pm