

**Approved by BAC  
11-3-2016**



# MINUTES

## City of Flagstaff BICYCLE ADVISORY COMMITTEE

**Thursday, September 22, 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 4:39 pm. On roll call, the following Committee members were present:

Steven Richard, chair  
Mark Haughwout  
Susan Hueftle  
Matthew Mitchell  
Margaret Penado  
Jeff Stevenson  
Melanie Street

#### Members absent:

None

#### The following City and agency staff was present:

Jeffrey Bauman, traffic engineering manager  
Martin Ince, multimodal transportation planner  
Bret Petersen, capital improvements engineer  
Stephanie Sarty, traffic engineering project manager  
Maggie Twomey, volunteer coordinator

#### Public present:

Jack Welch  
Denise Wynne

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

#### **1. Announcements**

There were no Announcements

**2. Public Comment**

There was no Public Comment

**3. Approval Of Minutes**

Ms. Hueflte made, and Mr. Mitchell seconded, a motion to approve the minutes from the regular meeting of August 4, 2016. The motion was approved unanimously (7-0).

**II. OLD BUSINESS**

**1. Pedestrian and bicycle master plan**

Mr. Ince presented preliminary recommendations for adding bike lanes to streets where they are missing. The Committee made several comments and asked a number of questions:

- The Regional Plan and Regional Transportation Plan can provide context for the bikeway network and should be referenced in the analysis.
- The FUTS system needs to be part of network considerations.
- Future student housing projects need to be taken into account.
- Attractors and generators are helpful in determining where bike lanes are most needed.
- Additional surveys can be used to collect specific information from the public for individual locations.
- Butler Avenue between Little America and Sinagua Heights should be moved from the deferred category to the short term construction category. This is a critical link for cyclists. Options for a FUTS trail along the street should also be considered.
- How are FUTS planned along major street and at significant intersections.

The Committee asked Mr. Ince to provide a copy of the power point presentation.

### **III. NEW BUSINESS**

#### **1. Bike lanes on Beaver Street – Columbus to Cherry**

Ms. Sarty made a presentation about potential options for striping a bike lane along Beaver Street between Columbus and Cherry. She described the current lane configuration on Beaver Street, and said the street would be rebuilt as part of the Road Repair and Street Safety bond project. As a result, there is an opportunity to change the lane striping.

The existing dimensions for parking, travel lanes, and the bike lane on the north half of the street are very tight. Two options for restriping are being considered:

- The first option would remove on-street parking along the west side of the street from Columbus to Cherry. This would allow bike lanes to be added to the southern segment, and keep the bike lanes on the northern segment.
- The second option would keep parking along the west side of the street and remove the bike lane from the northern segment. Shared lane markings would be used along the entire length of the street to encourage cyclists to ride in traffic.

Ms. Sarty presented some information collected regarding traffic on the street:

- A recently-completed parking study indicates that there is sufficient parking availability on the east side of the street to accommodate demand. There is also available parking on the side streets near Beaver Street.
- Bike counts completed in the previous week show 55 daily cyclists and 10 in the peak hour.
- There have been a total of 36 crashes along the street between January 2010 and July 2016.

She said there will be a public meeting at the Transportation Commission on October 5. Property and business owners have been invited. Construction would begin in June of 2017, and take approximately two years to complete.

The Committee asked a number of questions about the proposals:

- Does traffic volume increase during ski season, and what percentage is Beaver Street of all trips in Flagstaff. This information is not known.
- Will the permit parking program extend into this area? Permit parking may increase both bicyclists and parking demand. Permit parking may extend a few blocks north of Cherry, but not all the way to Columbus.

- Are there proposals for new development in the area that may affect parking demand. There is a proposal for a residential development on the site of St. Mary's School. There are no other current development proposals.
- Bike lanes are also missing north of Columbus to the shopping center driveway. Can bike lanes in this section be added as part of the project. There is not room for bike lanes on both sides through this section; however it may be possible to include a bike lane in the uphill section and shared lane markings on the downhill side. Staff can pursue inclusion of this section in the project.
- Are bike lanes required on streets of this nature, and what does it mean to have bike lanes included in the cross section of minor arterial streets in the City's Engineering Standards.
- Under the second option, would shared lane markings be included in both travel lanes. Shared lane markings would only be used in the travel lane on the west side of the street, not in both lanes.
- What is the experience with shared lane markings on San Francisco Street. Generally, bicyclists who were already using the street appreciate them, but it is not clear that the markings attract additional riders or make the average ride feel more comfortable.
- There is a concern that bicyclists would not be able to maintain their speed and keep up with traffic in the short uphill segment on south-bound Beaver.
- The existing corridor feels compressed for bicyclists, because they are in a relatively narrow bike lane between parking cars and traffic.
- There would be an advantage to having a street section that is consistent with the existing Beaver Street section south of Route 66.
- Bike lanes may me more comfortable for cyclists, but which facility is safer for cyclists. Option A (bike lanes) would seem to have some safety benefits.
- Bike lanes would probably encourage more bicyclists than shared lane markings.
- Because this is a fast downhill section, some cyclists may end up taking the lane even if a bike lane is provided.
- There was a question about how wide the bike lane will be, and whether it can be made wider. If there is space, this might be a good location for a separated bike lane. In this case separation could be a simple as a double line between the bike lane and travel lane.

- The Committee brought up the island on San Francisco at Elm Street. The stripe may have “migrated” to reduce the width of the bike lane. Rather than slowing to go around the island, many cars simply encroach into the bike lane.
- The last block of shared lane markings on San Francisco (between Birch and Cherry) begins an uphill section of the street. Bicyclists slow dramatically in this section and find it more difficult to ride in the lane in traffic.
- How will the public be informed of the options and this project.

A straw poll was taken of the Committee’s preference for striping along Beaver. Five members expressed a preference for Option A (bike lanes) and two indicated that either option would work.

#### **IV. CONCLUDING GENERAL BUSINESS**

##### **1. Reports**

The Committee asked for additional information about the high occupancy housing plan, and in particular more information about the process and schedule.

##### **2. Concluding Announcements**

The Committee asked if outgoing and past Committee members could be formally recognized.

A question was raised about how to promote education in support of enforcement, particularly for the non-cycling population. The Committee wants to make sure that education of police officers continues, and that bike patrols are a higher priority.

#### **V. ADJOURNMENT**

The meeting was adjourned at 6:26 pm