

# DRAFT MINUTES

## City of Flagstaff PEDESTRIAN ADVISORY COMMITTEE



**Thursday, March 14, 2019 | 4:30 pm**

City Hall, Council Chambers  
211 West Aspen Avenue, Flagstaff, Arizona

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### **CALL TO ORDER**

The meeting was called to order at 4:30 pm. On roll call, the following Committee members were present:

Brandon Cruickshank, chair  
Megan Hosterman  
Jodi Norris  
Zach Schwartz  
Jack Welch

Members absent:

None

Two vacancies

The following City and agency staff were present:

Paige Hardman, Montoya Fellow  
Martin Ince, multimodal planner

Public present:

Jeff Goulden

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

#### **1. Announcements**

There were no Announcements.

#### **2. Public Comment**

There was no Public Comment.

**3. Approval of Minutes**

Ms. Norris made, and Mr. Welch seconded, a motion to approve the minutes of the regular meeting of February 14, 2019. The motion was approved unanimously (5-0).

**II. OLD BUSINESS**

**1. E-bike and e-scooter amendments to City Code**

Mr. Ince presented a summary of the results of the community survey. Members of the Committee indicated that some of the comments were well informed, but some were based on assumptions and hypotheticals.

The Committee discussed infrastructure and bike safety and comfort. More bike lanes should be painted green, and buffered or protected bike lanes should be implemented in some cases. If bicyclists were more comfortable in bike lanes, there would be fewer conflicts on sidewalks.

The Committee then discussed and voted on whether each device should be allowed or prohibited on each facility type. The results of the voting are listed below:

Class 1 electric bikes

- Sidewalks: 3-2 (yes-no)
- Downtown sidewalks: 0-5
- FUTS trails: 5-0
- Bike lanes: 5-0

Class 2 electric bikes

- Sidewalks: 2-3
- Downtown sidewalks: 0-5
- FUTS trails: 5-0
- Bike lanes: 5-0

Class 3 electric bikes

- Sidewalks: 1-4
- Downtown sidewalks: 0-5
- FUTS trails: 1-4
- Bike lanes: 5-0

Electric stand-up scooters

- Sidewalks: 1-3

## City of Flagstaff - Pedestrian Advisory Committee DRAFT Minutes

March 14, 2019 | Page 3 of 4

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- Downtown sidewalks: 0-5
- FUTS trails: 3-1
- Bike lanes: 3-1

The Committee discussed proposed amendments to City Code for electric bicycles and electric scooters:

- In many communities, scooters are frequently used on the sidewalk even where they are banned. It does not seem practical to expect that a prohibition would be enforceable.
- There are problems with faster devices on sidewalks. Most sidewalks are too narrow to allow shared use.
- There was a discussion about a requirement for bicyclists to ride on the sidewalk with the direction of traffic. Mr. Ince said he believes that is the code in Tempe.
- The Committee also discussed the role of basic courtesy in sharing sidewalks and FUTS trails.
- Additional signing may help along FUTS trails. For example signing might be used to tell users to stay right, and to slow down for pedestrians.
- There is a community interest in getting more people to ride bicycles, but it should be in a way that does not create conflicts for pedestrians.
- A suggestion was made to require a short online tutorial about proper use and behavior for anyone renting a bike or scooter.
- Another suggestion was discussed to require that rented bikes and scooters be equipped with a bell.
- As mobility devices become popular, it is likely that culture will shift to be more accommodating of them.
- A question was raised about the accountability of the bike share company to the end user.
- There was a discussion about using a generalized definition of electric-powered devices to avoid having to define and regulate devices individually as they are introduced. The definition could be based on the device's operating parameters, such as speed, width, and weight. There was consensus among the Committee that this is an approach worth pursuing.
- In the Milton Road corridor master plan meetings, the cross-section options that were most popular with the community were the ones that included wider sidewalks.

- There needs to be an effort to slow traffic – for the benefit of all users – and to reduce the number of vehicles on the road.

The Committee discussed the under-the-influence section of the proposed code. A question was raised about whether there is any evidence that using scooters reduces the incidence of driving while impaired. It may be that scooters are more likely to replace walking trips than vehicle trips. The Committee wondered about the vendor's position on the under-the-influence section. Class 1 e-bikes function very much like regular bicycles. The other classes may be more problematic because they allow for greater speeds.

**2. Active Transportation Master Plan**

This item was not discussed.

**III. NEW BUSINESS**

**1. FMPO Trip Diary Survey**

This item was not discussed.

**IV. CONCLUDING GENERAL BUSINESS**

**1. Reports**

There were no Reports.

**2. Announcements**

There were no Announcements.

**V. ADJOURNMENT**

The meeting was adjourned at 6:14 pm.