

DRAFT MINUTES

City of Flagstaff BICYCLE ADVISORY COMMITTEE



Thursday, July 11, 2019 | 4:30 pm

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

CALL TO ORDER

The meeting was called to order at 4:32 pm. On roll call, the following Committee members were present:

Mark Haughwout, chair
Daniel Crim
Jeff Goulden
Estella Hollander
Matthew Mitchell

Members absent:

Kim Austin
Susan Hueftle

The following City and agency staff was present:

Jason Blair, Police Department
Martin Ince, Multimodal Transportation Planner
Jacob Wang, Montoya Fellow intern

Public present:

Jim Gibson
Margie Goulden
Joe Koenig
Jodi Norris, Pedestrian Advisory Committee
Zach Schwartz, Pedestrian Advisory Committee
Jack Welch, Pedestrian Advisory Committee
Jonathan Wulbern

Meeting note: this meeting was planned as a joint meeting of the City's Pedestrian Advisory Committee and Bicycle Advisory Committee. However, a quorum of the Pedestrian Advisory Committee was not present, so their meeting was cancelled and only the Bicycle Advisory Committee meeting was conducted.

I. PRELIMINARY GENERAL BUSINESS

1. Announcements

There were no Announcements.

2. Public Comment

There was no Public Comment.

3. Approval of Minutes

Mr. Goulden made, and Ms. Hollander seconded, a motion to approve the minutes from the regular meeting of June 6, 2019. The motion was approved unanimously (5-0).

II. OLD BUSINESS

1. Active transportation master plan/FUTS master plan

Mr. Ince provided information regarding considerations and potential strategies to promote equity in pedestrian and bicycle planning. The Committee offered a number of comments:

- In addition to low-income neighborhoods, other areas like the Huntington-Industrial corridor should be considered. This area has a significant concentration of social service facilities.
- Commuting should be prioritized over recreation, to serve individuals who choose to walk or bicycle to work for economic reasons.
- Consider families in planning, for example facilities should be comfortable for kids, moms, strollers, and trailers.
- The former City fire station in Sunnyside used to provide minor bicycle repairs for kids in the neighborhood.
- A repair station should be installed at the bike park on Sixth Avenue.
- Gas stations could make air compressors available to bicyclists to fill their tires at no charge.
- There are several events taking place soon which would be beneficial to attend.

- Basic bicycle and commuter services – such as minor repairs, maintenance, commute information, and FUTS maps – could be provided at places that already provide other services.
- For individuals who rely on walking and bicycling, the need does not go away in the winter. As a result, when sidewalks and bike lanes are not cleared the effects are not equitable.
- Incentivize businesses to provide bicycle parking. There was a brief discussion about the requirement for bicycle parking, and how it could be more effective. The City should consider additional requirements to provide covered and lighted bicycle parking.
- There was a question about the incidence of bicycle theft. It is possible that the lack of bicycle parking may contribute to theft.
- There was a discussion about differing needs between long-term employee bicycle parking and short-term customer parking. One strategy would be to provide technical assistance on bicycle parking to large employers.
- Thresholds for when bicycle parking is required should be lowered when buildings change uses or make minor improvements. Adding bicycle parking is very inexpensive.
- There was a discussion about low-income discounts for bus passes. Ms. Hollander explained that some organizations buy bulk passes at half price, then give them to their clients at no charge or a discounted price.
- The Committee asked how often bike racks on buses are filled. Ms. Hollander said that Arizona limits the front capacity to three. Other options raise safety concerns. During off-hours, some drivers allow riders to carry their bicycles onto the bus if the racks are full.
- A question was raised about whether Killip School's boundaries cross Fourth Street, and if students are required to cross Fourth Street to get to the school.
- Outreach to disadvantaged communities should be done now as part of the planning effort.
- There are other issues that are more systematic and would require a multi-disciplinary approach.
- It would be helpful to understand how people walk or bicycle through neighborhoods.

Mr. Ince then provided information regarding the plan for forest access points, which allow public access between Flagstaff neighborhoods and the surrounding forest. He

explained that access is often taken across private parcels, which could be closed if they are not planned or protected in advance.

The Committee suggested a requirement for spacing of no more than a quarter-mile. Signing to highlight their locations would be helpful.

Technically, there is not public access to state trust land unless a permit has been issued.

2. E-bike amendments to City Code

Mr. Ince summarized the amendments to City Code regarding ebikes as approved by the City Council. He said that the Council had given direction to the BAC, PAC, and Transportation to consider if additional FUTS should be closed to ebikes, and to consider signing and education regarding etiquette.

There was a brief discussion about whether ebikes are specifically excluded from single-track trails.

The Committee discussed what it means to yield to pedestrians, the importance of education, and mechanisms to collect public feedback about etiquette. Adding or deleting trails from the Council's list seems to be more controversial.

Ms. Goulden said she is concerned about bicyclist etiquette, and would like Buffalo Park to remain non-motorized. She wondered if the City has the authority to allow ebikes on the Arizona Trail, since it is a designated National Scenic Trail. She said that bicyclists need to follow regulations on the trails, and she is concerned that they may not be aware of them.

Mr. Koenig opined that ebikes are not the same as regular bicycles. He said that most ebike users should use bike lanes. There is a need to clarify the ambiguity for other trails. He is concerned about problems differentiating between classes of ebikes. Signing should encourage walkers to not use earbuds. He thanked the Committee for their work.

Mr. Gibson said that both he and his wife use ebikes. In his experience Class 1 bikes operate the same as a regular bike. He said that other FUTS users respond positively to expressions of courtesy.

Mr. Welburn reported a problem with pedestrians blocking the FUTS while waiting to cross at Route 66 and San Francisco Street. He suggested signing or pavement markings to keep a passageway clear and remind people that it is a FUTS. He welcomed opportunities for better bike parking, especially covered parking.

The Committee closed the discussion with the thought that this conversation provides an opportunity to raise the bar for FUTS courtesy generally.

III. NEW BUSINESS

There was no New Business.

IV. CONCLUDING GENERAL BUSINESS

1. Reports

There was no discussion on the Reports.

2. Concluding Announcements

The Committee indicated a desire to have development projects presented to PAC, BAC, and the Transportation Commission when a rezoning is required.

The BAC expressed interest in holding a combined meeting once per year. When there is fear and uncertainty, it is easy to vilify other groups.

The Committee asked about the status of the Mill Town development.

V. ADJOURNMENT

The meeting was adjourned at 6:30 pm