

City of Flagstaff **Active Transportation/FUTS Master Plans**
LAB Bicycle Friendly Community Survey Results

February 2019



This document summarizes the results of a survey conducted in the fall of 2018 by the [League of American Bicyclists](#) in conjunction with the City of Flagstaff's application for renewal of its Bicycle Friendly Community designation.

The League conducted the survey in more than 70 communities across the country that submitted an application for [Bicycle Friendly Community](#) status, including communities like Flagstaff that were renewing their designation. The community survey is a new component of the BFC application process, and it is intended to gain a better understanding of local bicyclists' experiences to aid the assessment of bicycling conditions.

In Flagstaff, a total of 284 bicyclists, advocates, and residents completed the survey. By comparison, the average community received 75 responses, and the community with the highest number of responses received 436. Nationally, more than 5,000 responses were submitted.

In this document, survey results for Flagstaff are presented with national results to permit a side-by-side comparison and to show where Flagstaff exceeds or lags behind national trends.

The last four questions in the survey are open-ended. Responses to these questions are presented here just as they were provided and have not been edited, summarized, or interpreted. However, reading through the responses provides excellent insight and detail about the bicycle environment in Flagstaff.

Highlights of results

- Bicyclists in Flagstaff tend to ride more frequently than the national average; in Flagstaff almost 85 percent of respondents ride a bike at least once a week, compared to the national average of 69.4 percent. Almost a third of Flagstaff respondents reported that they rode 20 to 30 times in the last 30 days versus less than 20 percent nationally. (Q40-Q41)
- Flagstaff respondents are more likely to ride a bicycle for commuting than for recreation. A little more than half of Flagstaff respondents said that the main purpose of their last bicycle trip was for commuting, compared to a quarter of national respondents. (Q42-Q42a)
- Flagstaff has better access to bike paths and bike lanes than other communi-

ties in the survey. For Flagstaff residents, 72.9 percent have access to a bike path, and 83.6 percent have a bike lane within a quarter mile of where they live. Nationally, these percentages are 57.4 and 57.9. (Q44-Q45)

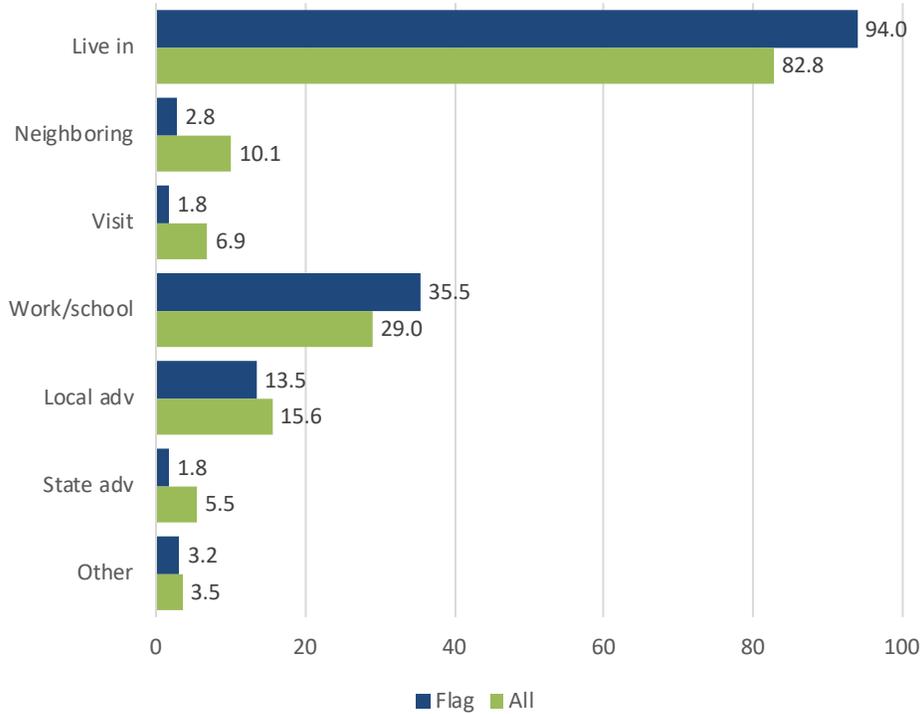
- Most respondents are satisfied with how Flagstaff is designed for making bicycling safe. A total of 70.7 percent of respondents reported that they are either somewhat or very satisfied, while 22.4 percent expressed dissatisfaction. These numbers are slightly better than national percentages. (Q46-Q46a)
- Flagstaff bicyclists indicated that the top changes that local government could make for bicyclists are more bike paths (24.1 percent) and improving bike lanes to protected bike lanes (22.4 percent). Compared to national results, protected bike lanes were rated much higher in Flagstaff than nationally. Bike paths were about equal, and bike lanes were less popular in Flagstaff than nationally. (Q47)
- When asked if it is safe or dangerous to ride a bicycle in their neighborhood, 41.7 percent of Flagstaff said it was safe while 9.5 percent feel it is dangerous. The remainder – about half of respondents – stated that it depends. These numbers are slightly better than national averages. (Q48)
- A follow-up question asked respondents to indicate why it is dangerous; the top reasons in Flagstaff are distracted drivers or riders (29.5 percent), too few or no bike lanes and paths (19.9 percent), and fast moving traffic (19.2 percent). Compared to national averages, too few or no bike lanes and paths scored significantly lower in Flagstaff than nationally, while traffic and congestion scored significantly higher. (Q49)

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- 10 **Q48** Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend?
- 10 **Q49** If you answered "dangerous" or "it depends" above, what is the TOP reason you feel it is dangerous to ride a bicycle in your neighborhood?
- 11 **Q50** What specifically should the community do to become more bicycle-friendly? Please share your top 1-3 recommendations for the community to improve.
- 21 **Q51** Please share the top 1-3 specific hazards or barriers to cycling that you are aware of that should be addressed immediately. e.g. an unsafe road/ intersection, lack of secure bike parking at a specific popular destination, or harsh enforcement practices.
- 29 **Q52** Please share up to 3 current community efforts that are deserving of praise.
- 35 **Q53** If you have other comments or feedback that you would like the community to receive regarding their Bicycle Friendly Community status, please describe below.

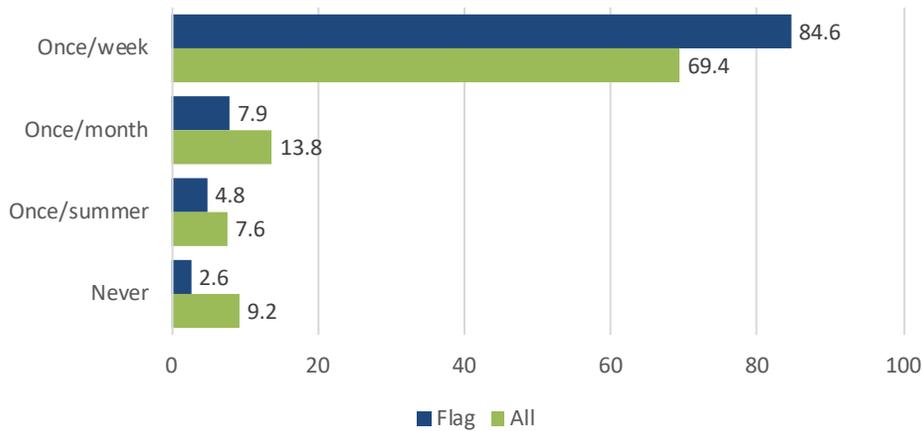
Q39 Which of the following options best describe your connection to this community

<i>Flagstaff</i>	<i>All</i>	
265	4529	I live in this community.
8	552	I live in a neighboring community.
5	379	I visit this community often, but do not live there.
100	1587	I work or attend school in this community.
38	851	I am actively involved in local bike advocacy within this community.
5	302	I am actively involved in bike advocacy in the state or region where this community is located.
9	194	Other (please specify)
282	5468	Total



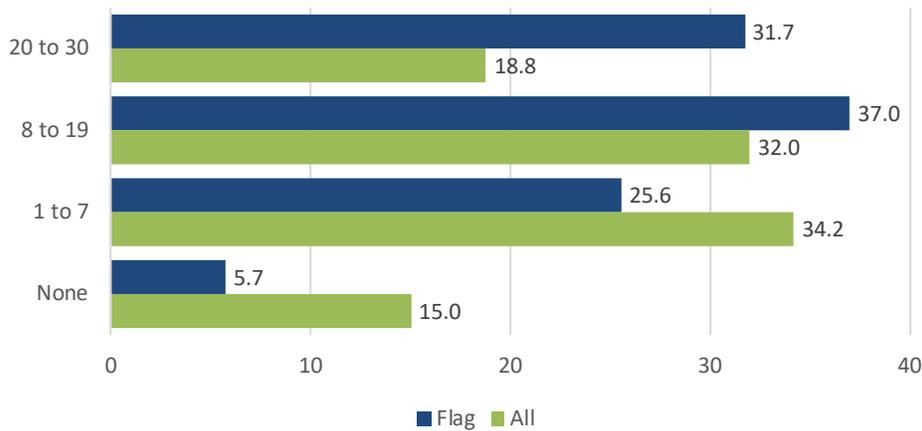
Q40 On average during the summer months, how often do you use a bicycle?

<i>Flagstaff</i>	<i>All</i>	
192	2956	At least once a week
18	586	At least once a month
11	324	At least once in the summer
6	394	Never
227	4260	Total



Q41 Thinking about the past 30 days, about how many of those days did you ride a bicycle?

<i>Flagstaff</i>	<i>All</i>	
72	801	20 to 30
84	1364	8 to 19
58	1458	1 to 7
13	640	None
227	4263	Total

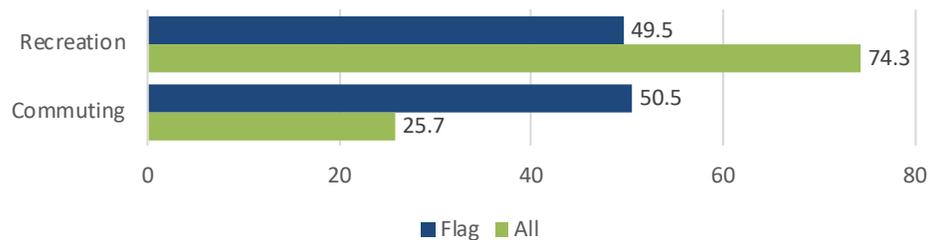


Q42 If you rode a bicycle at least once in the past 30 days, what was the main purpose of the last trip you took on a bicycle?

<i>Flagstaff</i>	<i>All</i>	
65	1214	Recreation
43	1576	Exercise/for health
24	285	Personal errands
1	39	Visit a friend or relative
71	576	Commuting to/from work
14	66	Commuting to/from school
218	3756	Total

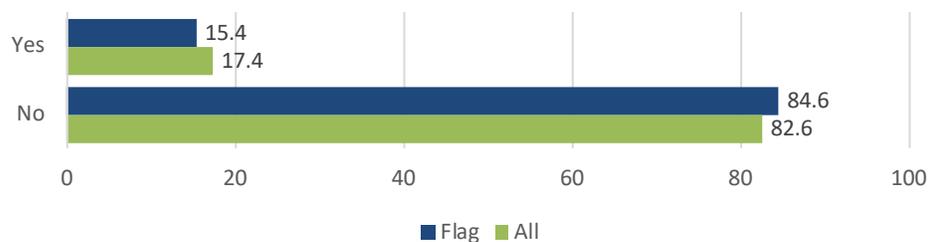
Q42a If you rode a bicycle at least once in the past 30 days, what was the main purpose of the last trip you took on a bicycle? (Generalized)

<i>Flagstaff</i>	<i>All</i>	
108	2790	Recreation/exercise/health
110	966	Commuting
218	3756	Total



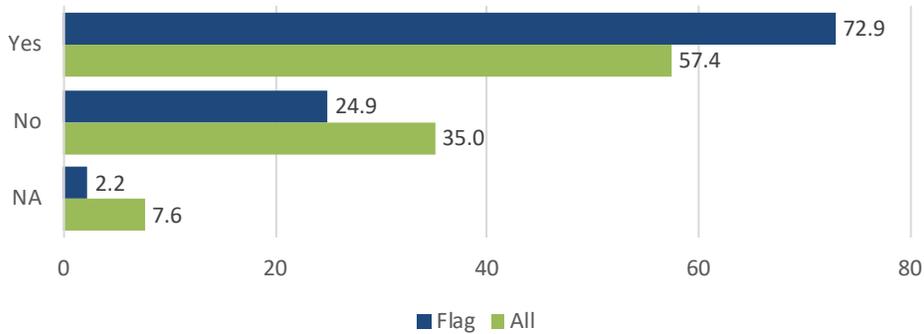
Q43 In the past five years, have you received any training in bicycling safety in this community?

<i>Flagstaff</i>	<i>All</i>	
35	739	Yes
192	3512	No
227	4251	Total



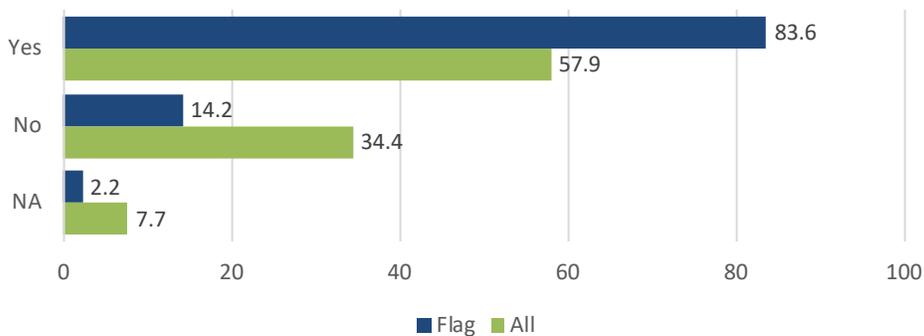
Q44 Are bike paths (that is, paths away from the road on which bikes can travel) available within a quarter mile of where you live?

<i>Flagstaff</i>	<i>All</i>	
164	2443	Yes
56	1492	No
5	324	NA, I do not live in this community
225	4259	Total



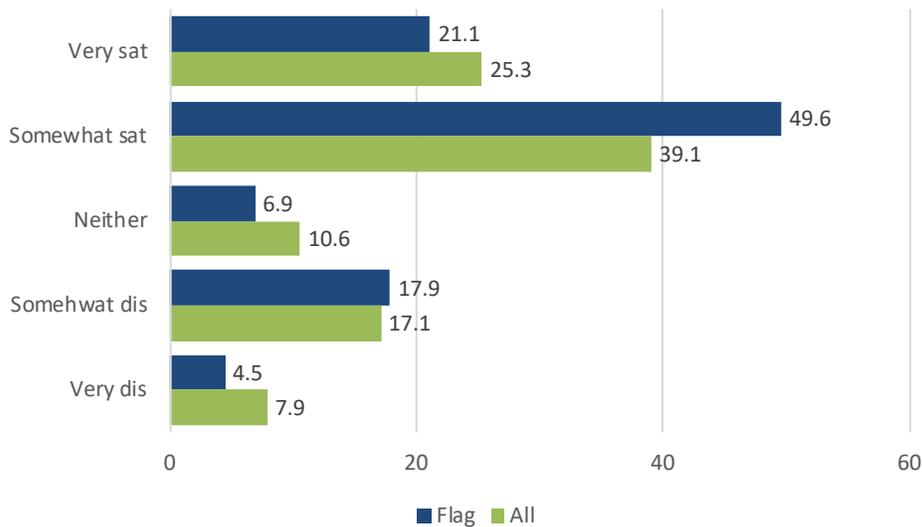
Q45 Are bike lanes (that is, marked lanes on a public road reserved for bikes to travel) available within a quarter mile of where you live?

<i>Flagstaff</i>	<i>All</i>	
189	2466	Yes
32	1464	No
5	326	NA, I do not live in this community
226	4256	Total



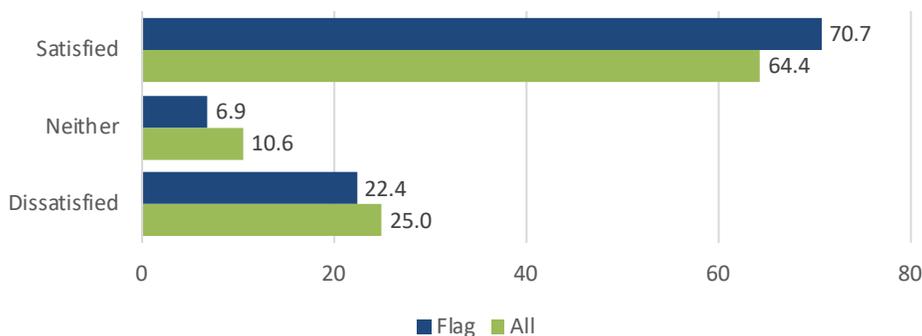
Q46 How satisfied are you with how this community is designed for making bike riding safe?

<i>Flagstaff</i>	<i>All</i>	
52	1209	Very Satisfied
122	1865	Somewhat Satisfied
17	506	Neither satisfied or dissatisfied
44	817	Somewhat Dissatisfied
11	377	Very Dissatisfied
246	4774	Total



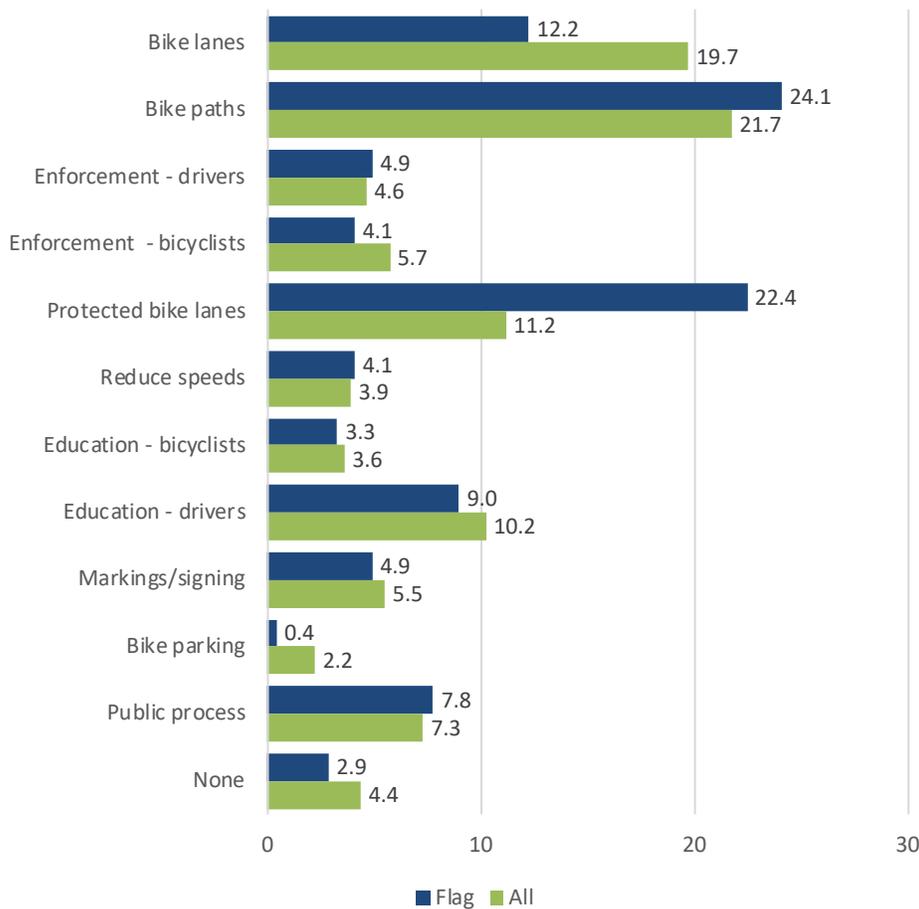
Q46a How satisfied are you with how this community is designed for making bike riding safe? (Generalized)

<i>Flagstaff</i>	<i>All</i>	
174	3074	Somewhat or very satisfied
17	506	Neither satisfied or dissatisfied
55	1194	Somewhat or very dissatisfied
246	4774	Total



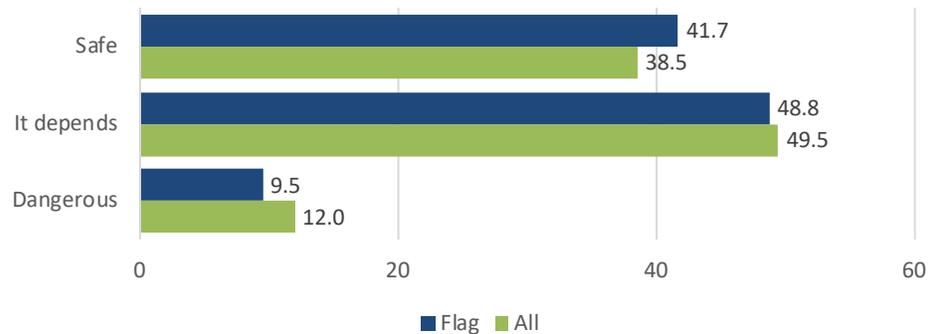
Q47 What is the number one change you would most like to see the local government make in this community for bicyclists?

<i>Flagstaff</i>	<i>All</i>	
30	942	More bike lanes
59	1038	More bike paths
12	221	Increase police enforcement of traffic laws for drivers
10	273	Increase police enforcement of traffic laws for bicyclists
55	533	Improve existing bike lanes to protected bike lanes
10	186	Reduce speeds through traffic calming and/or road diets
8	172	Increase education for bicyclists
22	488	Increase education for drivers
12	262	Improve markings and signage that direct people to safe bike routes
1	106	Increase/improve bike parking
19	348	Improve public decision-making processes for transportation improvements, including bicycling improvements
7	208	None, can't think of any
245	4777	Total



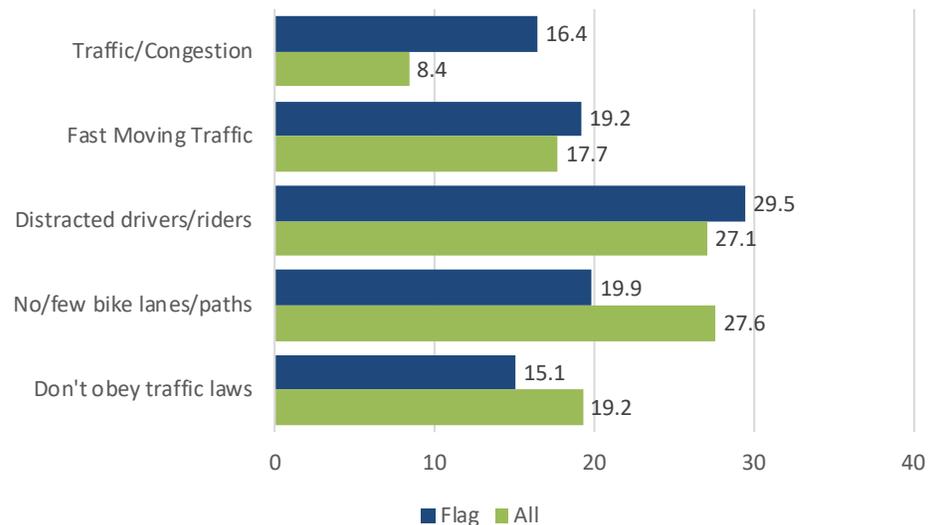
Q48 Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend?

<i>Flagstaff</i>	<i>All</i>	
101	1810	Safe
118	2324	It depends
23	563	Dangerous
242	4697	Total



Q49 If you answered "dangerous" or "it depends" above, what is the TOP reason you feel it is dangerous to ride a bicycle in your neighborhood?

<i>Flagstaff</i>	<i>All</i>	
24	247	Traffic/congestion
28	522	Fast moving traffic
43	797	Distracted drivers/riders
29	813	No/few bike lanes or bike paths
22	567	Drivers/riders don't obey traffic laws
146	2946	Total



**Q50 What specifically should the community do to become more bicycle-friendly?
Please share your top 1-3 recommendations for the community to improve.**

No	Comment
1	Create dedicated bike routes for bike commuters in and around campus. Especially for the Milton/ Butler corridors and into downtown
2	More bike paths. Separated bike paths with barriers to protect bicyclists.
3	Provide better bike lanes or paths along main arterial roadways.
4	Focus on connecting segmented portions of bike lanes. Encourage public out reach to vote for
5	Slow traffic down. Ordinance against phone and texting use. Bicycle awareness education.
6	Develop more Separate bike facilities, they are safer than bike lanes.
7	More safe places to cross Milton Rd. More uniform width bike lanes on west Route 66 Need bike lane on Woodlands boulevard
8	There are just a few areas that do not have bike lanes where I think they would be useful, such as butler ave to fox Glenn. I see many people riding in such areas and a bike path would be safer for both riders and drivers.
9	Finish bike path to downtown from Switzer Canyon. Make biking safer around the hospital
10	Butler corridor should have bike paths
11	More bike paths More enforcement/repurcussion/education for vehicle violators Community marketing on bike safety
12	Link every isolated satellite Flagstaff community with a bike lanes or path.
13	Work on connecting existing pathways to assist cyclists in traversing heavy traffic areas particularly riding through downtown and along Milton and old route 66
14	1) Return one-way streets through downtown to 2-way and implement Advisory Lane designs on both of them. 2) remove balloon pedestrian corners through downtown to allow for safe riding space through blocks that are now suicide lanes. 3) eliminate existing bike lanes on both east & est-bound lanes of Forrest AVE.
15	Where cyclist and cars intersect, the cyclist should have the right of way. Complete the Flagstaff Urban Trail System through out the city which separates cyclist and pedestrians from vehicles. It should be easier to ride a bike through Flagstaff than a car.
16	Improve bicycle lanes on main thoroughfares, especially Milton Road and Humphries and, more specifically, with northbound riding options on Milton and southside Beaver.
17	enforcement of traffic laws for car and truck drivers not respecting cyclists and prosecute drivers
18	Get bicycles off of the sidewalks Safer bike lanes Better linkage of bike lanes throughout town
19	1. Using your definition - more emphasis on bike paths, less emphasis on bike lanes 2. Keep bikes away from traffic 3. Bike riders need to obey traffic rules (no riding through stop signs)
20	Although there are bike Lanes, many bicyclists ride on the wrong side of the road. Many do not signal, wear helmets, nor do they obey traffic rules. Perhaps some kind card verifying that they completed a bike safety course which will reduce the cost of registering a bike?
21	Make more train track crossings for bikes/peds.

Q50 What do to become more bicycle-friendly (continued)

- 22 Most roads with bike lanes on them seem to dissolve the lane when it nears an intersection, which is logically the most dangerous place for a cyclist. Further, no intersections maintain dashed lines showing where a bike belongs. We need a unique bike lane striping color and we need to use it through intersections to assist both those on bikes and those who need to look out for them. Additionally, we need to meet our bike lane goals and have them on every road with a posted speed limit for the full length of the road.

- 23 Develop more bike paths or protected bike lanes along more major roads (if a road is used by many for car commuting, it should have bike facilities as well).

- 24 More protected bike lanes on major roads like Milton, west rt 66, and bridges like one over 4th Street. Better connections from protected bike lanes to regular roadways, dumps you onto roads with no bike lanes or against traffic.

- 25 Crosswalk at Fratelli's pizza/late for the train on Fort Valley Roadsides people coming from the urban trail can walk bikes across, Crossealk on Fremont by FALA, better signage between parts of urban trail- once you get downtown, where do you go?

- 26 Downtown is hard to navigate for tourists. Not sure if there's anything we can do for this

- 27 More bike lanes More bike paths Slower traffic

- 28 more signage regarding cyclists

- 29 Driver education. Construction modifications for bicyclists

- 30 More sidewalk cutouts where trails intersect paved roads

- 31 Safe access for bicycles along large roadways Milton. Require bicycle awareness training for all drivers. Institute bicycle rider training at all Elementary schools.

- 32 Dedicated bike lanes with barriers. Improve bike travel on Milton and pedestrian.

- 33 Do something about bicycle commuting done on city sidewalks.

- 34 Need protected bike lanes on higher speed, congested streets. Need non-grade crossings of historically dangerous intersections with high bike/pedestrian traffic.

- 35 More Bike Lanes/Protected Bike paths Less cars/make driving more difficult in Flagstaff

- 36 Increase bus service and decrease automobile vehicle miles traveled. Build cycle tracks on the one way streets

- 37 More signage for cars. I get run off the road by people who yell at me saying i shouldn't be on their road. I think signs are better because a lot of people are tourists and not locals. Painting bike lanes green works wonders! Look at Durango and Albuquerque for how it improved safety.

- 38 more bike lanes

- 39 Connect up bikeways, many are disjointed and/or disconnected to where I need to get off and walk my bike to be safe. To be more friendly: 1) add in more connections there is a spot on N hwy 89 that has a bike lane go down to zero lane and to ride with traffic. It would only take a quarter to half a mile of trail or bike lane to safely connect it to an existing bike path. 2) Bike paths should be connected via under or overpasses, they tend to end in many instances at a major road, requiring you to get off your bike or ride dangerously to connect. It is easier in these instances to ride on

- 40 1) increase driver awareness of cyclists 2) increase cyclist awareness of motor vehicle laws regarding cyclists 3) improve cyclist accessibility on streets

- 41 More protected bike lanes on major roads. More dedicated bike paths.

Q50 What do to become more bicycle-friendly (continued)

42	Protected bike paths, connectivity throughout all of town that is separate from main busy roads, multimodal paths are a great option, too
43	We're a VERY bike oriented and bike friendly community in my perception. I commute a lot and car drivers in our area tend to roll through stop signs and also roll through major light intersection cross walks. As a cyclists, there isn't a feeling of safety in our crosswalks across town. I bike daily and tend to have to temper my crossing and often have to gain the attention of a driver to not hit me. Outside of that, our FUTS trail is an amazing system and I really appreciate it!
44	More bike lanes
45	Improve safety. More bike paths and lanes. Train police on bicycle issues. Have non uniform police officers out there on bikes, riding and when a vehicle infraction occurs, TICKET THE VEHICLE DRIVER. What would this do? Promote respect by vehicle drivers and increase safety of ride.
46	Either widen bike lanes or, preferably, build barriers between traffic and bike lanes. For commuting, look for missing paths and connect. Also, put left bike turn lanes in at all intersections.
47	This community is doing great. Penalties for distracted drivers needs to be more severe (this is a statewide issue)
48	Dedicated bike paths Larger paved bike lanes in traffic areas E bikes allowed
49	Add more bicycle lanes and advocate for better understanding of laws and regulations for cycling - for both cyclists and drivers
50	Consistent bike lanes on major routes
51	1. More bike lanes 2. More enforcement of drivers are distracted and don't follow laws related to bikes 3. Greater resources put into bike usage, education, signage
52	More or safer bike paths. Connect existing bike paths.
53	The local enforcement of bicycle regulations and laws suck in this community
54	Expand bike infrastructure to poor and underserved neighborhoods
55	1- More bike lanes & paths 2- More bike parking 3- More driver education about bikes
56	More ways to cross Route 66 safely Safe way to be on Milton Safe bike path on Beaver south of
57	1. More bike paths 2. Improve bike lanes (build separator for bike lane/path on Beaver) 3. Improve educational signage for drivers about cyclists (e.g., on Milton)
58	Reduce traffic speed on lake Mary road within city limits. Renovate the 4th street bridge over I-40 to include sperate bike and pedestrian corridors. Reroute the Arizona trail around the backside of Sam's Club instead of sending pedestrians and riders to Butler to access the bridge after the butler/enterprise intersection.
59	Provide more flashing light pedestrian/bike crossings to assist pedestrians and cyclists with crossing intersections
60	We need something for Milton. The only safe ride is on the sidewalk. On the road I was hit and dragged through an intersection by a woman turning right. I was stuck on her passenger mirror and she just kept driving up the hill at Mike & Rhonda's. That was the last time I peddled on the road instead of the sidewalk.
61	MILTON
62	Be aware of cyclists and courteous knowing we can't go their speed.

Q50 What do to become more bicycle-friendly (continued)

63	Create a better way to get through downtown to NAU campus. Create an easy route to keep bikes off Milton.
64	Better street lighting, you cannot see people at night. More off street options, I am a bike I
65	Be aware of traffic, pedestrians, cyclists.
66	Improving traffic flow for bicycles at car/bike interchanges would be a great start. As well as when bike lanes are ended, for instance when a two lane with bike lane becomes two lane with a turning lane, to sign and mark the road to show that bicyclists should take over the lane.
67	..
68	Be more aware of bikers at crosswalks
69	Improve bike lanes to protected lanes Improve intersections to be safer for bikes Tough-est, but important- change in culture to want to bike/public transport instead of wanting more roadways for personal cars
70	1- add more strategic FUTS trails 2- Do something about congestion 3- make more bike only areas
71	Bridges over/under intersctions
72	Educate police about bicycle rights, about bias against bicyclists.
73	Already bike friendly, but protected Lanes would be great
74	1. Add bike transportation routes through congested areas like Milton and Highway 89 near the
75	Add more protected bike lanes.
76	1. More bike lanes especially separated lanes from cars. 2. Fix cracks on many of the bike paths in town
77	Educate drivers on respecting cyclists on the road! I've almost been hit by drivers not knowing/caring that I'm there. More urban trail connections
78	Better enforcement of the vehicle laws.our local police Dept is very slack on moving vio-lations such as running red lights,speed ,cell phone usage,crosswalk violations.these are not high money producers for them so they do not concentrate enforcement of these.
79	Vigorous law enforcement and punishment of vehicles infractions
80	Drivers in this town need to accommodate for fellow bikers sharing the same road
81	increase police patrol for aggressive drivers,
82	1. Reduce speed limit on roads where bicycles and pedestrians are numerous and require crossings. Enforce speed limits and stop sign laws for drivers. 2. Add activated flashing lights at non-stoplight crossings on major roads. 3. Add tunnel(s) and connecting bike paths at key locations for passage of railroad tracks.
83	I would like to see a concerted effort to make bicyclists aware of the need to give a warn-ing (ring a bell give a shout) as they approach from behind toward anyone on a bike or just walking. It does not happen very often.
84	Flagstaff has improved but we need more bike lane continuity- in some areas bike lanes just end.
85	More bike lane sinage

Q50 What do to become more bicycle-friendly (continued)

86	Protected bike lanes instead of sharrows, lower speeds on streets, make FUTS trail system fully bike and handicap accessible, lack of bike racks in public places
87	Provide alternate routes along major traffic arteries such as Milton Rd and Route 66 (east of
88	More bike crossings with bridges / tunnels of busy roads like Route 66 and Milton and railroad tracks.
89	Just like they improve the roads when they build a student housing or hotel structure, they should also improve the bike lanes in surrounding this town. I don't especially think this town is a Bike friendly town, being that it takes a lot of maneuvering and knowing where to go to get across the city. I take a lot of short cuts because the bike lanes end randomly. I think that should be worked on.
90	Stop focusing development on huge apartment complexes that isolate people from the community and increase car traffic.
91	Add bike lanes. Add more signage regarding bicycles. Bring more awareness to bike lanes with brighter painted pathways, arrows/caution markings on the ground altering drivers about bikes sharing the road.
92	more bridges or tunnels under train tracks for bikers/walkers more dedicated bike trails near downtown not right next to cars who often aren't careful finish single track loop around flagstaff
93	Better marked bike lanes downtown
94	Create places to cross busy roads. Add decent bike lanes along busy roads. Have bike lanes along most roads.
95	Post reminders of rules of the road for Bikers and Drivers.
96	- Ensure bike lanes are not blocked by (cars/trash cans/cinders, ice & snow) - Ensure that major bike routs do not dead end with no recourse to merge into traffic.
97	Ensure that if the rider is a "rider" they obey the rules of the road. Everytime I have witnessed accidents it is because riders flip-flop between being pedestrian or vehicle. It is always which ever provides the most benefit.
98	North-south connections over the railroad. East-west overpass/underpass on Milton Bike lanes along or in close proximity to main corridor - Milton - for north-south connections.
99	Traffic signals that work not only for cars. Safer (wider) lanes. Parking for bicycles.
100	Connect existing bike lanes/paths to create full corridors I would emphasize bike paths over bike lanes, as I would feel safer riding with my child. If bike lanes are necessary, they need to be more than just a painted line on the shoulder of the road. They need to be more than three feet wide - motorists should be three feet from the RIDER not from the edge of the street. Avoiding dangerous intersections - bike paths should incorporate underpasses where possible, or overpasses (less desirable).
101	Intersections with bikes turning left are dangerous and need a solution. Bike lanes and lights, signage needs to happen. Amsterdam is a city with great inspiration for us in flag. Build bike parking that is moveable and shows up at events.
102	More bike paths, more bike lanes. Bike lanes on all of the streets downtown on both north and south of the railroad tracks, especially on S San Francisco St
103	Flagstaff is already a very bicycle friendly town with lots of out of town visitors who may not be looking for bike traffic.
104	Continue the fine work.

Q50 What do to become more bicycle-friendly (continued)

105	More bike paths that are separate from roads. Improve connectivity for existing bike lanes/ routes.
106	More driver education, more bike education
107	Provide more/better bike ways to include all of Flags' communities; Continental needs a Butler corridor; better continuity of bikeways; better bike routes through busy areas. Commuting routes should not take us significantly out of our way to be "Friendly", nor include gratuitous hill climbing, gravel trails that aren't maintained year-round, and frequently blocked bike lanes.
108	Increase the number of bicycle lanes, expand width of some bike lanes that are more narrow on certain streets, increase opportunities to educate both cyclist and motorists of traffic laws.
109	Dedicated/protected bike lanes. Marketing is ahead of reality
110	Bike Lanes, lights in neighborhood, safety classes for public
111	The train track crossings are an area where bikes and cars must mingle and the situation can be dangerous. Crossings in key places just for bikes would be safer for everyone. There are some areas of town that bikes cannot access easily/safely. More bike paths and bike lanes are needed in these areas. Many cyclist in the community do not obey the rules of the road which creates an unsafe and unpredictable environment for everyone. Enforcement is necessary for a good cycling community.
112	Make logical connections through the downtown area.
113	Signage for drivers and cyclists
114	1.Make bike lanes wider 2.Complete bike lanes where they disappear and then reappear
115	Increase connectivity between current bike paths and make some new ones where demand is high. The current plan for this is a great start.
116	Lower the speed limit on Butler Avenue.
117	Educate riders and ticket riders. Too many riders do not obey traffic laws.
118	Educate drivers.
119	Get more community members riding bikes, esp commuting
120	We need protected bike paths and more driver education. I was hit once and it was entirely the drivers fault. It was an accident that occurred due to high congestion and the driver responded with aggressive driving. If NAU were smaller we would be less congested.
121	Fill large cracks and potholes in the roads of flagstaff and surrounding areas.
122	More bike Lanes, and include travel by bicycle as a significant mode of travel in all future city planning.
123	Get bikes lanes out of the street. I used to ride. Lot more but at 62 I have had too many close calls and have lost my nerve to ride in the streets. I know people how have been hit and in one case a hit and run where the driver was eventually identified and law enforcement did Nothing
124	Better on road signage to safe bike routes. Better maintenance of bike routes during snow season.
125	Provide safer access along/across the Milton Road corridor. - Improve the access from Plaza Vieja to downtown and the library.

Q50 What do to become more bicycle-friendly (continued)

126	1. Improve city-planning to better include 10-minute neighborhoods 2. Develop bicycle highways to allow for better commuting opportunities along the major corridors. 3. Clear the bike lanes better in the winter so we can safely bike commute year-round
127	More bike paths. More enforcement of traffic laws for both riders and drivers. Better promotion of the benefits of cycling for commuting and recreation.
128	We need bike friendly options for riding on the busiest, biggest and most congested roads. The big roads like Milton and 4th St and are not safe to ride on and deadly if you are riding with kids in tow. Our town gets more and more congested with cars, but the city is doing little to provide safe bike routes through the bottlenecks in our town. As a Mom commuting to errands on bike with my toddler in the trailer, it is simply unsafe for me to ride to many of the stores i need to go to. This is frustrating and just leads to more people driving cars. We need more protected bike paths and lanes that din't have a lot of fast moving cross traffic.
129	improve hwy 180
130	The green paint in some bike lanes has helped, but we need more of that to wake drivers up and keep reducing instances of bikes being hooked by turning cars. I'd also like to see signs/messages/ads aimed at educating drivers and reminding them that bikes are part of traffic. The best way to make things safer and more enjoyable out there is to get more bikes out...more bikes make cars go slower and increases other rider's confidence... So another thing that would help is slowing cars down - make streets more multi-use and integrated into the community. Make drivers notice they are driving through real neighborhoods, and not some strip mall.
131	Advocate for more bike and driver safety education with outcomes
132	We need trails in under served communities such as the east side and country club areas. We need safe connections between the various trails in the city. We need safe above or below grade crossings at busy intersections.
133	1. Create a commuter bike path from Mountaineer & Kachina to downtown Flagstaff. 2. 1. Create a commuter bike lane from Mountaineer & Kachina to downtown Flagstaff. 3. Provide more public awareness to car and truck drivers about the need for bicycle riders' safety.
134	More urban trails
135	Create protected bike lanes, paint bike lanes green, install crosswalk lights at unsafe intersections like Ft Valley/Forest
136	Stop the massive influx of students and housing when our infrastructure isn't up to par to accomodate it.
137	A tunnel or bridge to get across Milton and Route 66. A bike path to avoid Milton (north-south).
138	Improve signage for bike routes better crossings for bikes across railroad tracks better route connectivity through city
139	1. Separate bike lanes/paths 2. Knowledge of bike laws/etiquette for vehicle drivers to get license.
140	- Don't designate a gutter as a bike lane. If there is a drainage grate in the bike lane it is not longer a bike lane - More education about bike benefits (actually faster than driving most times since we're a small community) - Get the university on board
141	Add a bike lane to Lone Tree

Q50 What do to become more bicycle-friendly (continued)

142	more bike paths. enforcement of traffic laws programs to encourage bikes for running errands and commuting
143	Enforce 50mph on Lake Mary Road; enforce speed limit on Old 66 from Mall to Walnut Canyon; sign where to continue bike safe route, eg ending route from Community College(Lone Tree) on to Sinclair Wash. Need to connect easily to west flag-
144	Increase shared bike lanes, complete bike lanes on busy streets, and educate drivers of cyclists.
145	Connecting bike lanes and paths across the community. There are multiple places where bike lanes/paths just end and you have to connect to the next safe corridor through dangerous streets and intersections
146	Continued safety education opportunities for bike riders.
147	Educate drivers to watch for bicyclists. Direct bicyclists to less busy roads or have bike paths away from roads.
148	Further driver education, possibly signage for bike routes (already existing) for lower traffic bike routes.
149	Butler between 4th Street and I-40 was widened a number of years ago but not wide enough for bike lanes. Making this a safe bike route would make a big difference.
150	Add more bike lanes separated from traffic.
151	More connected single track dirt paths
152	Better police enforcement of bike and vehicle laws, more bike paths, encouragement of the adoption of e-bikes as a viable alternative to a car
153	Increase public awareness and signage for cyclists. Make it feel like cars and bikes share the roads, not as if bikes are a nuisance.
154	Add a bike path along Milton and/or a tunnel/overpass over the train tracks. A direct connection between downtown and campus would be very helpful
155	More connected bike paths for pedestrian and cyclists. Ever checkout Davis CA? Now that's a pretty Bike friendly place! Too many bike paths dead end here or have crazy cracks that some feel unsafe on. Wondering if we could have those solar panel walkways that can melt ice and snow. I know that might be costly. But making it easier to ride a bike all season would be such a boon.
156	Create a complete, safe alternative to Milton Ave. for north/south travel through town. Please keep shared lane street painting up to date (it's pretty faded in places).

Q50 What do to become more bicycle-friendly (continued)

- 157 Central Flagstaff seems to be fairly bicycle friendly. However, the satellite communities of Kachina and Mountaineer currently have no good bicycle commuting paths to Flagstaff. The main options are 1) I-17, 2) Old Munds Highway, or 3) Highland Trail (mountain bike is required, not commuter- friendly). A connecting bike lane or trail would be beneficial to all communities (Kachina, Mountaineer, and Flagstaff). Most people in living in Kachina/Mountaineer commute to Flagstaff for work, and people in Flagstaff commute to Kachina/Mountaineer frequently for recreational and commercial purposes. The Kachina and Mountaineer communities would be more empowered to be self-sufficient and commute to town via bicycle if there were a good, efficient option for them. Unfortunately, I-17 is unsafe, Old Munds Highway is challenging to ride using a road/long distance commuter bicycle, and the Highland Trail requires a mountain bike. Commuting via bicycle from Mountaineer/Kachina is already a time commitment due to the distance, but commuters are additionally dissuaded by the extra time a mountain bike would required if Highland Trail route is used. They're also challenged by the roughness of Old Munds Highway (known to cause whip lash and slow riding). A bicycle path or lane along Old Munds would be ideal to facilitate bicycle transportation between these communities. There's already demand but little incentive for people

- 158 connect the bike paths with each other, eliminating gaps that force bike riders into less safe paths.

- 159 Pedestrian/bike structures to avoid biking on Milton and Butler

- 160 Maintain bike paths and bike lanes some in disrepair. Some bike lanes end without indication of where to continue. Bike travel should take precedence to cars where their travel intersects.

- 161 bike safe dedicated streets stop the expensive FUTS spending better coordination between ADOT, CITY And County roads Dept

- 162 I would like a safe crossing along Milton between Beaver and Butler. I would like a bike lane along

- 163 Designated bike lanes and crossings on busy intersections.

- 164 Stop pretending that bicycle lanes are safe and commit to replacing them with bicycle paths.

- 165 We've overdone our bike work at the cost of regular vehicle traffic. We can make bike riding safer if we do more for the cars in the community.

- 166 - Improve crossings at scary intersections (Milton crossings). - Clear bike lanes of gravel/ winter debris earlier in year - Ensure bike lanes go all the way to intersections, instead of disappearing 20 feet back.

- 167 Increase bike lanes to railroad springs area. Exciting the neighborhood, and riding on 66 are very dangerous. Increase bike lane on Milton/ create an option off Milton.

- 168 Increase funding for bike/ped infrastructure additions and improvements -Leverage developers of new large in-fill housing complexes for funding for these improvements to offset the addition of more people to the transportation mix.

- 169 Introduction rides and events Education on safety and defensive riding

- 170 Protected bike lanes in key corridors. Sometimes FUTS trails are not direct enough or not safe difficult to bike to access FUTS trail.

- 171 Design the streets better. On-street parking to the left of bike lane, safer intersections, and road diet for cars.

- 172 More bike infrastructure.

Q50 What do to become more bicycle-friendly (continued)

173 Reduce road speeds and road traffic calming Driver and Bicycle education Protected
bikelanes

Q51 Please share the top 1-3 specific hazards or barriers to cycling that you are aware of that should be addressed immediately. e.g. an unsafe road/ intersection, lack of secure bike parking at a specific popular destination, or harsh enforcement practices.

<i>No</i>	<i>Comment</i>
1	More covered bike parking. Inattentive vehicle drivers.
2	Narrow or lack of safe bike lanes on some roadways
3	Roadway hazards. Fast moving traffic. Some very strange road/cycling lane intersections.
4	Lack of bike paths and/or bike lanes and connections in congested areas.
5	Sometimes cyclists themselves are the hazard - I notice many people in shopping areas biking on sidewalks and cycling against traffic, which causes danger to pedestrians and vehicles who may be observing for cyclists in bike lanes, not hidden sidewalks. I think signage should tell cyclists to use the available bike lanes, not sidewalks (as I have seen done in other cities)
6	Bike lanes end/ do not connect
7	Unsafe shoulder on butler east of 40. Wider bike lanes for bike trailers/kid trailers.
8	Not bike lanes on all streets Speeding cars Cars not paying attention
9	The simple fact that many drivers don't know how to treat a bicyclist on the road (i.e.. how and when to yield to a bike or how to treat them when they are in a bike lane).
10	Extremely dangerous crossing at Ft. Valley and Forest Rds Driver ignorance of difference between bikes and cars Lack of meaningful warning signs on shared paths to alert/re-mind peds and bikes of shared status
11	Riding through downtown where FUTS trails end; Milton, old route 66
12	1) close the downtown blocks to ICE Machines, and resolve the partial Existing bike lanes on
13	Improve roads for cyclist and motorized vehicles. Improve trails for mountain bikers and hikers.
14	Slip-lane signage; yield signage for bicyclists in pedestrian crossings on busy streets.
15	road conditions hazardous many places. cinders put down for snow not removed from roads makes unsafe conditions for cyclists every spring
16	Unsafe bike lanes in high traffic areas No obvious enforcement of distracted drivers or of cyclist that jump street to sidewalk, run lights, etc. Need for traffic calming on Milton and other congested areas
17	All bike lanes are unsafe
18	None. The set up is great just as is.
19	As above, interesections are largely unsafe. Additionally, the fact that the city thinks it is okay to use bike lanes as a place to store plowed snow, rather than plowing the snow from the lane, is unacceptable.
20	Lack of bike lanes/paths connecting some neighborhoods to daily destinations.
21	Unsafe intersections, cars going too fast, and not enough protected bike lanes.
22	See above, make sure the gap between the concrete and gravel doesn't keep getting bigger at the entrance to urban trail in Cheshire
23	Tourists. Wreckless/impatient drivers. Hawk beacons needed towards snowbowl
24	Lack of bike lanes Too fast traffic Lack of secure bike parking in general

Q51 Specific hazards or barriers to cycling (continued)

25	Bad road surfaces, narrow on-street bike lanes
26	I would like to see bike Lanes widen throughout the town. I have definitely seen locations where bike Lanes narrow and it is difficult to stay on the road safely There needs to be a better, more safe path from downtown to NAU campus. I ride from Cheshire to downtown just fine using the FUTS, but riding downtown down Milton to get to campus is terrifying
27	Construction limitations that lead to areas without a bike lane
28	Steep hols
29	Heavy traffic on Milton without a safe crossing area. Not enough enforcement of traffic laws surrounding bicycles (both sides)
30	Milton Rd!!!!
31	Even more bike lanes than already exist. Educating bicycling public re: existing with traffic.
32	Intersection of Ponderosa Pkwy and Rt 66 is quite dangerous. Lone Tree Rd is narrow with high vehicle traffic in the area of Kinsey School and north of there. Butler Ave is unsafe due to relatively high vehicular speeds and congestion.
33	unsafe/distracted drivers unsafe roads uneducated drivers
34	Roads that go straight up hills and low frequency of buses. Also lack of protected bike lanes.
35	Not good bike connectivity, bike trails are good for road bikes, bike lanes are too narrow, bike lanes aren't clear- could be green, bike boxes would be SO helpful at intersections
36	vehicles,ice and snow
37	1) Unsafe roads with unsafe drivers and outright hostile drivers.
38	1) winter weather conditions for bike lanes/sidewalks 2) Lake Mary intersection traffic, coming onto Beulah Blvd. 3) cement barriers in bike lane on beulah Blvd.
39	Fast moving traffic that is not prepared for cyclists on the side of the road, unsafe crossings for pedestrians and cyclists along main roads and state routes.
40	Unsafe crosswalks due to driver compliance to yield to the crosswalk and persons using it. I'd like to see more bike policemen. City wide parking stations would be nice in conjunction with NAIPTA bus stops would be great.
41	Distracted drivers! Rude driver, drunk drugged drivers
42	a) the planter on North San Francisco. b) narrow strips of pavement that are not a bike lane / bike path and do not meet standards of such need to be marked ~"do not ride here" so visitors and others are informed this is an unsafe area to ride. c) making a bicyclist cross an intersection twice while making a left turn, each time pushing a cross walk button to get the traffic light to change in their favor creates an unsafe situation. How, why? Because a bicyclist has to cross an intersection twice instead of once. d) NO TURN ON RIGHT at intersections that are frequented by bicyclist. Why is this a hazard. Vehicle drivers who make right turns on red are looking left and proceeding right. When drivers proceed right they quite often enter/cross a bike lane, which means when a bicyclist is in said lane, they are HIT! (I've been hit this way ~7 times now)

Q51 Specific hazards or barriers to cycling (continued)

43	Milton is terrifying to ride on a bike, and nearly impossible to turn left on Butler if heading south. The paved urban trail along Fort Valley switches sides of the road at the school--during non school hours, traffic rarely slows or stops for bikes and pedestrians crossing the road. Would be great to put one of those flashing crosswalk lights (like they have on Butler) there.
44	Distracted drivers on cell phones
45	4th st from butler to 66 needs a better connection for bikes
46	Lack of law abiding by both cyclists and motor vehicle drivers - Educating both groups of simple laws and guidelines like biking with traffic, avoiding sidewalks, etc.
47	Bike paths appear and disappear on major streets
48	Busy intersections without above grade or below grade crossings.
49	Riding on sidewalks especially on the wrong direction. No lights at night Riding in the non designated sections of the city on sidewalks
50	Getting across 66 at blackbird roost. Aggressive drivers that don't understand bike rights and laws. Make San Fran and beaver one lane for only bikes.
51	1- Biking/bike parking downtown is tricky and sometimes dangerous 2- Biking on sidewalks is legal, but is a lousy answer to insufficient bike lanes- it sets up conflicts on sidewalks 3-
52	Biking on Beaver south of 66 Biking on Milton Biking on Butler where traffic is too fast
53	1. Butler and Milton (high speeds and poor infrastructure [bike lane paint, no bike sensor at Clay Ave Wash]) 2. Beaver Street (e.g., in front of Macy's) 3. FUTS/sidewalk crossings along Rt 66
54	Woodland drive from Route 66 to Beulah Avenue does not have a bike lane. The fourth Street bridge over I 40 has an inferior bike lane and no pedestrian walkway. Butler Avenue from Little America to fourth street needs a shoulder with the bike lane.
55	Right hand turns at intersections
56	We need the ability to ride Milton. And we need bike racks. There are stores like Fry's with 0 bike racks. And there's arbitrary police things. I was given a warning ticket for having a bike rack. They said it obscured the license plate. ? Only if you are up high in a SUV looking down.
57	MILTON ST. 180 SOUTH OF FRATELIS WEST RT 66
58	Gravel, speeding, and the downtown area where people ignore sharrows! Also, biking is mostly seen as a white, upper middle class activity, when a large number of the commuters are non- white, low-income commuters. We need more materials in Spanish to reach more members of our community!!
59	Too many cyclists are riding on the wrong side of the road. Also, many cyclists transition to/from traffic lanes to crosswalks without slowing, causing a hazard.
60	Drivers making turns without looking both ways Bikes get stolen, even if locked Distracted drivers not looking out for bikes or peds Lack of lighting at night Bikes should not be in streets with no bike lines. Period. It's too dangerous. Either ride on sidewalk or make bike lanes.
61	Unsafe intersections. Most drivers traveling 45mph try to beat light and cross into crosswalk. Not safe for cyclists and pedestrians.

Q51 Specific hazards or barriers to cycling (continued)

62	During winter months the city doesn't clear dedicated bike lanes of snow, and doesn't use de-icing materials so bikes must takeover lanes on fast moving roads. Right turning vehicles don't look for bikes in blind spots
63	.
64	Unsafe for bikers at intersections on hwy 66
65	Intersection at ponderosa/66 often unsafe Unsafe to ride along butler, especially east of ponderosa to 4th st
66	1- tourists and students are dangerous drivers 2- our road network is not well planned 3- our road network is crammed
67	Intersections
68	Bicycle lanes on 66.
69	Icy roads and paths, busy roads (Milton, Butler, Rt 66, 4th St) feel unsafe, high bike theft
70	1. The intersection of Forest and Highway 180 is dangerous or impossible to cross at certain times of the day. 2. Highway 89 by the mall has no bike lanes in the northbound direction. I hate riding through there.
71	Traffic Narrow streets
72	1. Train crossing, build one or two bike underpasses. 2. Milton bike crossing 3. Bike lane on 89A south of town
73	No bike lane on Beulah from town to Fort Tuthill + high speeds on that road make it extremely dangerous to ride on.
74	Dangerous drivers Better traffic control at lights.longer crossing time Crack down on bicycle theft
75	Get bike paths off the street
76	Distracted driving/walking is a HUGE problem. I've been almost run over/ hit someone so many times because someone was on their phone and not paying attention. The bike lanes on campus are terrible as well. People walk right through them or even on them without looking.
77	1. Intersection of Forest and Fort Valley Rd: vehicle speeds too high, crossing too dangerous, activated crossing flashing lights necessary. 2. Milton corridor requires better bicycle facilities, i.e. divided/separated bike lanes.
78	1 fort Valley and Cedar intersection. There is a crosswalk but cars often don't slow down or slam on breaks to avoid hitting me.
79	There are unsafe intersections that need traffic lights
80	McConnell/Milton interchange is extremely dangerous, infrastructure dollars/bike lanes go to richer neighborhoods, no investment in area outlying city to create network
81	Milton from Forest Meadows to downtown, Route 66 from Milton to Woody Mountain Road.
82	Dedicated lanes and paths missing from downtown area.
83	Going up the hill from south campus where social and behavioral sciences is, knowles road should have a bike lane on the street instead of on the left side of the road. Students walk all over those bike lanes making it hard to navigate through them without hitting them. And then you have to jump off the sidewalk to get back onto the street to continue going straight towards the library. Whoever designed this does not have cyclist interests in mind.

Q51 Specific hazards or barriers to cycling (continued)

84	Neighborhoods are too isolated from one another.
85	Safety on Milton and lack of bike lanes. Also generally, Cars often turn in front of cyclists unaware that they are there in the bike lane.
86	drivers traffic bike lanes too close to traffic downtown
87	More bike parking by restaurants/businesses along S Milton Rd
88	Unavailable road crossings. Places where the only way to get from point A to B is to ride the wrong way on a sidewalk. Lack of bike lanes in places with heavy traffic. Traffic lights that don't change for bikes.
89	1- Bicycles going the wrong way on roads 2- cars parking in bike lanes 3- bicyclists not following rules of the road and passing cars on left side or not stopping at stop signs.
90	- Ensure bike lanes are not blocked by (cars/trash cans/cinders, ice & snow) - Ensure that major bike routs do not dead end with no recourse to merge into traffic.
91	Flagstaff's biggest challenge is that our City is bisected by the interstate and the railroad. These are barriers to a certain extent and it is costly to make connections up/over/through. As a result, bike routes may not be the most direct and could be a barrier to riding.
92	Milton Road has no bike lane at points. Drivers/riders should be more aware of laws.
93	Unsafe intersection: buehler and rd from university that goes under the freeway. Bikers lose their lanes if turning left. Barrier to cycling: place old munds hwy and add a bike lane to it. A protected lane.
94	San Francisco St through downtown is no safe for cyclists.
95	visitors being aware and watchful for bike traffic.
96	Construction work take bike lanes in consideration
97	Poor connectivity and continuity of bike lanes, such as along McConnell between the intersection with Beulah and the on-ramp to I-17. Aggressive drivers who don't give cyclists any space or "roll coal" on us. Pedestrians walking in designated bike paths/ lanes with headphones
98	More bike parking downtown
99	Safer transitions through downtown (N-S); Butler & Milton corridor/bypasses.
100	No covered bicycle parking in the community.
101	Lack of bike lanes from outside of city center Poor signage on "take the lane" areas
102	Unsafe roads, no enforcement of laws for riders and driver's, few bike Lanes in neighborhood
103	Unsafe train track crossings. lack of bike paths / lanes in certain areas. Unpredictable cyclists in the community that do not obey traffic laws.
104	Gaps in network
105	1. HWY 180/Cedar intersection is unsafe for bikes and drivers, all directions 2. HWY 180 bike lane disappears on sharp corner just past City Boundary, north of Shultz Pass. 3. Butler, Cedar, Forest roads speed limit should be reduced to 35mph.
106	For road bikes, we basically have 2-3 road where we can ride long distances.
107	Biking along the Milton corridor is inefficient and scary due to high traffic volume and primitive biking infrastructure. Butler Ave is a similar situation.

Q51 Specific hazards or barriers to cycling (continued)

108	The cinders used for snow melting need to be swept up better. They make some bike lanes and sidewalks hazardous.
109	Motorized vehicles.
110	Congested driving areas without protected bike lanes.
111	Terrible road surfaces in town.
112	Lack of bike Lanes on heavily trafficed roads between major destinations.
113	Aggressive law enforcement of drivers who are distracted by cells phones or behave in an aggressive way toward cyclists
114	Lack of quick snow clearing on FUTS and the snow banks that plows form at intersections that block the FUTS. This makes it very difficult to be a year round cyclist.
115	- Unsafe travel along/across Milton Road corridor. - Unsafe intersection at Santa Fe Ave./Rt. 66.
116	1. connections between bike routes often involve short stretches of unsafe areas 2. bike lanes (such as on Butler, but other locations as well) are not cleared of snow and cinders in the wintertime 3. Buses only have carrying capacity for 3 bikes. During busy times, those 3 fill up, creating a really tricky situation if you are counting on getting your bike on the bus with you.
117	Education for university (NAU) students about bike riders and our traffic rights. Riding is almost a death wish in certain areas of town when they come back for the fall semester.
118	Milton Rd. the whole thing is a bicycling boondogle and there is no way to get to the stores on it without going through the fire. Switzer Canyon intersection with Rt 66, sucks cuz there are so many cars pulling in and out of grocery lots plus the busy intersection. I dont feel safe here with my kid in the trailer. Forest St. between the Safeway and 4th St. the bike lane is narrow and full of potholes, and is a necessary throughfare for children going to school and to get to Bushmaster Park
119	More education through local media, especially on the university campus. Many more 'sharrow' markings and 'shared road' signage. Synchronized traffic lights that allow for peds and bikes to enter the intersection before auto traffic- ala Amsterdam.
120	Hwy 180
121	Massively increased number of cars just in the last few years. Cars move too fast. Increasing problems with congestion is leading to more road rage - and ticked off drivers are even more dangerous.
122	lack of driver education, not knowing what cyclists have rights are, to ride and where. Distracted drivers!
123	There needs to be a below grade crossing of the Arizona Trail and Route 66 Trail at the busy Ponderosa Parkway/Route 66 intersection. The Country Club Trail needs to be extended south to Bear Paw.
124	Lack of protected bike lanes, unsafe intersections like forest/ft. Valley
125	Milton Avenue is a dangerous road to ride but there aren't good alternative routes.
126	better maintenance on some bike paths (rough surface)

Q51 Specific hazards or barriers to cycling (continued)

127	The amount of university/tourist vehicles really makes it crazy to bike from downtown and past NAU-all this area is dangerous. Big, big hazard is how many car drivers have no respect of bikers right-of-way, or even checking before they make turns. And what has happened to the couple of bike officers we used to have?! Now, those guys could give citations to drivers being a danger to bikers. One more, snow removal for bike lanes!
128	bike lanes don't meet the requirements of bike lanes (too narrow, storm grates, disappear, debris - street sweepers don't come for months)
129	Construction on Beulah is hindering bicycle commuters immensely
130	distracted drivers drivers not following traffic laws intersections that are dangerous for bikes
131	abrupt endings of bike paths or bike lanes due to construction- often no warning whatsoever and one is then tossed out into traffic. warnings of trails ending ahead of time are needed
132	Milton, Butler, Route 66 between beaver & San Francisco
133	No good way to cross Milton without using side walks
134	Stretches of road where cars & bikes share the road.
135	Traffic speed on Soliere Ave especially at the corner of Soliere Ave & 4th St. Bike lanes on 4th st.
136	Lack of driver education
137	Traffic congestion
138	Milton Road from I-17 to Downtown is quite scary to ride a bike because of all the vehicle traffic. I stay away from this area whenever possible. A dedicated bike lane would help dramatically here
139	Drivers don't understand sharrows, bike lanes on streets with high traffic, drivers don't know how to interact/pass bikes on roads without bike lanes
140	Crossing Milton, especially when trying to get west or northwest of campus Most drivers (esp. those from out of town) don't know to look for bicyclists
141	Ponderosa trails bike paths have extreme cracks. Beulah needs a lane to accommodate cyclists getting out to 89a. The FUTS trails near Macmillan Mesa get washed out every season. They need to be graded better to accommodate runoff.
142	Milton Ave. too congested to ride safely many hours of the day.
143	Old Munds Highway is unsafe for riding. As is I-17 between Kachina/Mountaineer and Flagstaff.
144	Milton and Butler are major roads that bikes can't safely use as members of traffic - you have to ride on the sidewalk and use crosswalks to feel safe
145	1. Route for bikes at Butler Road in the area of I-40. 2. Off leash dogs on trails and bike paths. 3. Aggressive drivers both on and off road
146	Snowbowl Rd needs to be paved Lack of E-Bike enforcement on FUTS
147	Milton is extremely unsafe for cyclists.
148	Shared, tight road space with traffic.

Q51 Specific hazards or barriers to cycling (continued)

149	1. Lack of crosswalk at the closest intersection to my home for accessing the bike path 2. Drivers making right turns who do not look to their right to see bicyclists who are waiting for the light to change. 3. Poor intersection design that makes it hard to see bicyclists (look at how the Netherlands designs their intersections).
150	Too few options for cars, which causes congestion, which make it less safe for bicycles. Fix the roads for cars and the bikes will be safer.
151	- No great bike crossing on Milton - Ponderosa/Butler/Huntington intersection on my daily commute is not fun on a bike. - Flagstaff's terrible street grid (squeezed between mesas, train tracks, etc.) means bicyclists are often forced onto main roads when
152	Bikes ride against traffic which makes it dangerous for bikes who are following traffic laws. Milton, as a through street for Flagstaff, is very dangerous for bikes.
153	Create safe, easy crossings and alternative bicycle corridors for major traffic corridors like Milton and Route 66.
154	Snow conditions on the roads and the treatment of roads that make it unsafe to bike at times
155	Key road corridors feel unsafe even with a bike lane. Need separated bike facilities in dense traffic areas. Disjointed system- can go from good bike facility to nothing then back again.
156	5 lane roads with poor to no bike infrastructure, especially at intersections, limited to no bike parking especially at businesses outside of downtown area, and lack of bi-directional separated bike lanes.
157	Butler Ave., Milton Ave., crossings/ turning on route 66
158	Fear of riding with traffic Unsure of how to ride with traffic Driver and Bicyclist education

Q52 Please share up to 3 current community efforts that are deserving of praise.

<i>No</i>	<i>Comment</i>
1	The FUTS is great!
2	Bike repair stations, especially at Wheeler Park! Hulabaloo Festival! Trail building days with FBO!
3	On-going expansion of urban trail system. Improved bike lane marking and signage. Community involvement to promote safe biking.
4	Road Repair and Street Safety Improvement Program - City of Flagstaff ongoing Flagstaff Urban Trail construction
5	The visibility of signage. Opportunities for input about cycling for the community.
6	FUTS trail program has brought in (slowly) more bike paths but stumbling blocks are property acquisition and expense to construct. Good public transit for bus/bike option during inclement weather.
7	Urban trail signage
8	Great bike and trail system all over flagstaff!!! The city also encourages and enables public engagement regarding cycling.
9	There are some really nice bike lanes but the best is in the least affordable neighborhood
10	Long term plans look good, unclear of timeline and funding to complete.
11	Martin
12	The planning of extra bike lanes (separate from the road) on Milton.
13	Maintenance and expansion of FUTS Shared lane signage
14	Expansion of FUTS trails, bike share program, loop trail construction
15	1) FUTS 2) Mountain Line 3) Bike Cops
16	Flagstaff Urban Trail System Flagstaff Biking Organization coordinates Bike to work week and other community cycling events. Arizona Trail Association teaches local girls about cycling.
17	Improving bicycle lane designations.
18	trail creation and maintenance especially FUTS is good. trails are better than roads
19	We have recreational bike lanes that circumnavigate the city We have a city commission that advocates for better
20	Many bike paths, the city has excellent urban trails bike friendly community.
21	The community surveys and meetings.
22	Bike to Work Week
23	Urban trail system
24	Trails, bike week, 66 path
25	The little bike lanes we have
26	Meeting with community over bicycle/vehicle issues
27	Establishment of the FUTS has made life wonderful Allowing the bikes to share the road in some places
28	Bike park work; wide bike lanes; laws for minors to always wear a helmet

Q52 Community efforts that are deserving of praise (continued)

29	Continued funding and expansion of the urban trail system
30	Resurfacing and addition of bike lane on Beaver!!!! Public Bike Share!!!! Multiple my bike teams at Flagstaff middle and high schools, and growing!
31	On par, this is a very bicycle-friendly community.
32	Out reach to community for input.
33	n/a
34	FUTS system is awesome. Bike lanes are well-proliferated. The bicycle advisory committee is a great opportunity for the public to get engaged.
35	The futs is amazing! When I'm on my mountain bike I feel like I can get to so many locations safely. Shoulders on lake Mary and 89 to Sedona are really a good size. Bike racks are every where!
36	1) FUTS is wonderful and well kept 2) bike lanes are easily accessible during non-winter months 3) generally feel safe riding in bike lanes
37	FUTS trail!
38	The orange bike program. Adopt a FUTS trail program. BLE program.
39	FBO , Absolute Bikes, AZT
40	a) the bike lane along mid to east Rt. 66 is fabulous. b) the extra wide shoulder on Rt 66 leading out to I-40 is wonderful. c) the bike path leading out northwest of town is fantastic.
41	The trail days are a great way to get bikers involved with keeping the trails maintained.
42	FUTS Coconino bike park New mountain bike trails
43	Flag trails system
44	Not known to me at this time
45	Urban trail system Bike to work week Shared bike lanes downtown
46	Flagstaff Trails Initiative Bike to Work Week Trail Days (Volunteer Work on Trails)
47	There are non
48	Urban trail. Bike to work week. Flagstaff bicycle coalition
49	1- FUTS!!! 2- Widening of shoulder and bike lanes to Lake Mary Road!! (and a big shout out for the widening of 89 to the Sedona overlook!!) 3- Orange rental bikes!
50	1. FUTS overall is amazing (Martin Ince is the man) 2. Bike lane improvements on Beaver with new road in 2017 3. Flagstaff Bike to Work Week
51	The Flagstaff loop trail system deserves praise. The Arizona Trail connecting route 66 to Buffalo Park via McMillan Mesa deserves praise. The many activities and promotions (especially Wednesday morning breakfast stops and Thursday afternoon bike night out) during flagstaff's bike to work/school week deserves praise.
52	New projects
53	Bike share program Bike racks on buses Bike lanes through downtown
54	FUTS
55	FUTS trails, consistent attention to cycling as recreation and transportation. I really appreciate that the city advocates for and encourages cycling.
56	Well maintained bike paths, urban trail system

Q52 Community efforts that are deserving of praise (continued)

57	Completion of the FUTS Flagstaff Urban Trail System
58	.
59	FUTS trail, fort Tuthill trails, bike friendly attitude
60	Effort by bike shops to promote bike safety Bike tool/pump locations Bike club/community involvement
61	1- climate change action plan 2- Flagstaff Urban Trails System (FUTS) masterplan update
62	1) FUTS 2) Bike Lanes 3) Bike carriers on bus !!
63	Urban trail is excellent
64	1. The FUTS trail system that has been built thus far is wonderful. I love riding on the trails. 2. Bike to Work Week is a great community event. We all love Bike to Breakfast.
65	1. NAU has installed new bike lanes in walkway which have been working well
66	Lots of bike lanes and an AWESOME urban trail system.
67	Building of ,and expansion of the bike park Expansion of local urban trails Promotion of Flagstaff bike week
68	Cannot think of any
69	this town is absolutely great for biking.
70	Flagstaff city Ped-Bike-FUTS office is doing a good job. Flagstaff city bicycle and pedestrian advisory committees are well supported. Flagstaff Biking Organization is an active and valuable presence.
71	1 Bike to work week 2. More connections between Urban Trail- love the part behind Little Bashes On Fort Valley 3. Nau campus has a great network of bike paths
72	Ongoing efforts to expand bike paths/lanes
73	City bike share program
74	Flagstaff Biking Organization provides great resources and events.
75	The continuous expansion of FUTS. Flagstaff Loop trail and interconnection with forest trails like AZT
76	I can't think of any. The community continues to work towards a car infested community instead of a bike community.
77	Bike lanes downtown.
78	Repaving streets makes for safer use.
79	green paths signs
80	Many bike lanes A good bike path system Tons of trails that are interconnected
81	A lot of Bike Lanes, FUTS trail,
82	Bike to Work week is outstanding, great participation. The Flagstaff Urban Trail System is outstanding I like the new signage along the FUTS.
83	Monthly bicycle meetings/surveys. Including bike lanes in new/upgraded road work/ infrastructure. Embracing bike shares. Overall I think Flagstaff is trying to be bike friendly, and is way above most other cities, but coming from Boulder, I see how much more can be done.
84	Existing futs network is good. Shared lanes on sf seem to work well.

Q52 Community efforts that are deserving of praise (continued)

85	FUTS
86	Trail Days and the support from the local businesses is amazing!! The volunteer leaders for those days should be praised on how well they run these events... they plan for safety - explain the hazards of the tools being used by community members, explain the goal for that day and the sections each of us work. It is thanks to their planning, time, effort and love for the sport we have to thank for all the wonderful bike trials we have. Local bike stores also host events like ladies rides, etc...
87	Flagstaff Biking Orgs advocacy efforts Flagstaff Trails Initiative's work to consolidate trail efforts. Trail maintenance
88	Lanes, paths, community involvement
89	Increasing number of sharrows. Bike-friendly RR underpass at Milton/Rt 66. Increasing bike lanes. Bike master plan (IF IMPLEMENTED in timely manner)
90	Unsure.
91	Spin bikes!
92	None
93	The Fort Tuthill bike park. Mount Elden / dry lake hills trail advocacy.
94	The FUTS trail system.
95	Bikes can use the full lane on San Francisco, and is clearly marked.
96	1. Bike shops and community groups really advocate for cyclists of all interests (road, MTN, BMX) 2. City has cooperated with locals to have a good amount of bike lanes 3. Forest Service works well with local groups to help build trails.
97	The bike path network upgrade that was recently proposed looks great.
98	Friends of Rio De Flag. Flagstaff Futures
99	All of Flagstaff Biking Organization's efforts.
100	FBO's regular investment in cycling community and infrastructure , with the bike park at Tuthill and Bike to Work Week being at top of list. BONAR/Kyle Hornbeck's organizing of the road community
101	Fbo trail maintenance projects. Cycling programs at schools teaching safe road practices.
102	Trail repair projects. Lots of bike lane.
103	1. There is a significant effort to create and maintain a high quality urban trail system 2. There is improvement and investment in mountain trails for locals and tourists. 3.
104	Active bike community
105	FUTS trail development is great. Loop trail is awesome. Martin Ince does great work at the City.
106	- Absolute Bikes bike clinics - Bike to Work Week - Savvy Cyclist bike safety classes
107	Martin Ince has developed some amazing ideas on bicycle highways and how to implement them in Flagstaff. Now he just needs the funding and city support!
108	Flagstaff Urban Trail and it's network expansion. Flagstaff mountain bike trail maintenance and construction volunteer groups.
109	FUTS trails
110	The FUTS trail system. Existing on-street bike lanes (need more)

Q52 Community efforts that are deserving of praise (continued)

111	Flag biking organization trail improvements New FUTS trail fom 180 to Beavet Dt Ft Tuthill bike trails
112	The green paint along intersections. Increased signage aimed at drivers letting them know to yield. Increasing the FUTS
113	Getting more kids on bikes, through school programs. Creating a free bike park.
114	Bike to Work Week
115	The Flagstaff Urban Trails System is phenomenal. It's literally the best thing about living in Flagstaff.
116	Many urban trails and bike paths. Overall good bike lanes on many roads. Promotion of Flagstaff as bike friendly town.
117	Flagstaff Urban Trail
118	comprehensive master plan
119	Kudos to bike parking racks downtown. Expanding FUTS for bikes-but separate lanes would be better, especially in winter when dirt paths getting muddy or full of snow.
120	- Bike to Work Week efforts
121	adding bike paths adding bike lanes more bike racks
122	Good trails, lots of variety , love the underpasses
123	FUTS, bike share with Spin, and NAU yellow bike share
124	Continued expansion of the urban trail system
125	- Flagstaff Biking Organization - Flagstaff Urban Trails and Bikeways Map, thanks to City of Flagstaff and Blue Cross/Blue Shield of Arizona - The extensive system of urban trails in Flagstaff is a significant community asset. (Note.... we have so many trails we NEED a good map.)
126	Good bike trails maps for Flagstaff area.
127	The multi-modal program for the City of Flagstaff is exceptional in how it is run and works for the community.
128	Flagstaff Biking Organization are AMAZING!! And the City of Flagstaff's support of biking is really nice too.
129	The city is really reaching out a lot to get responses from the community. There are so many meet ups. The proposals look great.
130	Ongoing creation of new elements for and maintenance of the FUTS system is much appreciated.
131	1) Great bicycle trail and lane system in downtown Flagstaff. 2) Great bicycle awareness in downtown Flagstaff. 3) Wonderful that Flagstaff has a Multimodal Transportation Planner to bring attention to bicycle awareness and facilitation to the community.
132	The FUTS is wonderful!
133	1. FUTS Flagstaff Urban Trail System is great. 2. Ft. Tuthill Bike Park 3. Flagstaff Loop Trail
134	Beaver st bike lane Spinbikes Flag CAAP addresses transportation
135	The expansion of the FUTS trails is awesome! I'm digging the orange bikes, even though I don't use them, I see lots of folks that use them to get around.
136	Public Transportation is educating the community on the bus system and active commuting.

Q52 Community efforts that are deserving of praise (continued)

137	1. Bike-to-work week 2. Repair of ramps at intersection crossings
138	We've done a lot over the years with bike lanes and FUTS. We don't need to do a whole lot more.
139	- FUTS paths are great, I just wish there were more! - appreciate that city held open houses to get bicyclist/pedestrian input on future projects last year - The city has built some good bike paths, to be fair a lot of scariness is due to an awful street grid that they have to work with.
140	The FUTS is awesome, it just doesn't always connect.
141	NICA/AZICL/other bike clubs/programs in schools/youth programs Police lead classes for deferment of payment of cycling infractions Flagstaff Trails Initiative that should help streamline new mountain biking opportunities and trail system connectivity
142	Bikeshare
143	FUTS trail improvements over last 20 years - really great job - I use more for walking. Picture Canyon clean-up Ongoing COF FUTS/Rio del Flag community clean-ups
144	Flagstaff Urban Train System and cross town separated bike paths like Route 66 trail.
145	Active Transportation Master Plan, FUTS trails, new Beaver St. bike lane
146	New Bike Park over 50 miles of Urban Trails within city Bike to Work Week activities

Q53 If you have other comments or feedback that you would like the community to receive regarding their Bicycle Friendly Community status, please describe below.

No	Comment
1	Create bike/ped corridors downtown- could use alleys.
2	Need enforcement for vehicle violation, & to be taken seriously by police Need more bike paths not obstructed in the winter by road rocks
3	It's simply this, by doing only some of what's needed to make a safe and functional cycling system in the the city; one that is fully integrated with the FUTS, but not doing it all completely anyway, a "Frankensystem" design has resulted; one in which the unsuspecting inexperienced cyclist can be lured in to death trap situations that can lead to injuries and deaths - the Forrest Ave. hill bike lanes on one example, the balloon curbs in downtown are another, and the worst might be the bike lanes along route 66 that end downtown and then lead the poor wretched cyclist down under a railroad overpass in a 90-degree left hand bend with no designated bike lane along a concrete crashbarrier - it's f*****g death-defying! While cyclists are also part of the problem in Flagstaff - rampant violations of traffic laws, the poor and fitful Frankensystem design fosters a sense of "wild-West" lawlessness for just about everyone on the streets, ICE Machine operators, cyclists and pedestrians, as well. My current hope and plan is to relocate from the city after 38 years to find a safer place to live, work and cycle, before I die in another traffic accident.
4	biking and bus could be more useful. limited utility for taking bus with bike when only 3 bikes can fit on a bus rack
5	Look at other communities as models. Santa Fe.
6	It's the bicyclists who put themselves in danger by not obeying street laws, not wearing helmets and riding in the wrong lane against traffic.
7	I do not feel Flagstaff is deserving of this status. I have lived other places without this designation that had better bike lanes.
8	Underpass on milton needs some sort of drain installed
9	These approaches require us to investigate the role of access to bicycles and safe transportation. Biking should not just be for the affluent
10	Flagstaff is very bicycle friendly but still suffers from the standard car-centric planning that the US fetishizes.
11	Please help with bikes on road safety! Around Behula it's terrifying because of all the tourist and NAU traffic.
12	Keep Riding Forward
13	a) There is way to much congestion in downtown Flag and on Milton Rd. I'd like to see serious plans for bypass routes around these areas. Bypass routes would greatly reduce vehicle congestion. b) I'd like to see serious implementation of NL bike riding infrastructure. In NL bike lanes in major cities, towns are SEPARATE or in many cases have a curb separating motorized vehicle lane(s) from bicycle lane(s). .
14	Recently visited Boise, ID and their Greenbelt would be an excellent model for FLG. City council approved class 1/2 E bikes.
15	All types of biking. Available mountain road box city
16	Education of bicyclist in the current rules of the road.

Q53 Other comments or feedback (continued)

-
- 17 We love biking in this community- it's a big part of why we live here. We lived in Holland for several years where we learned what a bike friendly healthy community really looks like. It is a fundamental shift in transportation and lifestyle. Flagstaff is getting there and we hope that it continues to grow in this direction!
-
- 18 Use income/socioeconomics as a priority/selection criteria to get more bicycle infrastructure into low income, minority communities and make this a high priority.
-
- 19 Former projects aren't maintained (e.g. repaint the share the lane cyclist emblems on share the lane routes). Maintenance needs to be budgeted and implemented
-
- 20 This is a great place to live with a lot of excellent biking options for fun and transportation!
-
- 21 .
-
- 22 Overall, I feel that the bike community in flagstaff is great. However, I feel like this city would be perfect for near round commuting with some better infrastructure
-
- 23 no thanks.
-
- 24 Cyclists are frequently the biggest danger to themselves, seemingly obeying traffic laws at random
-
- 25 I signaled and pulled into a left turn lane earlier this week. A driver in the next lane rolled down his window and told me that if I had done that in his home state (Michigan), drivers would have yelled at me for being on the road. I have never been yelled at in Flagstaff for moving into the left turn lane, so I'm grateful for that.
-
- 26 This is an active bike advocacy community! I have lived here for >20 years and the improvements have been incredible. As always a work in progress
-
- 27 On main bike path along 66 make walk lights at intersections come on automatically.
-
- 28 Flagstaff does many things other than invest money to make itself seem bike friendly, sharrows shouldn't even be considered bike lanes
-
- 29 Education and law enforcement for cyclists, drivers, and skateboarders, in and around NAU.
-
- 30 Would love to see the urban trail more inclusive of other neighborhoods and renovated in key areas
-
- 31 I love the continuing construction of the Fort Tuthill Bike Park
-
- 32 This community is a dangerous place to ride a bike, but there are a lot of riders regardless. High levels of tourism, out of town second home owners, and students make riding even more of a challenge.
-
- 33 The new GIS application for routes-trails through Flagstaff is a great tool for seeing what's existing and what's proposed and for making route decisions.
-
- 34 Keep up the great work!
-
- 35 Excellent
-
- 36 89A going to Sedona and Lake Mary Rd. have wonderfully wide shoulders, making them fantastic bike routes for road cyclists. It would be great if Hwy 180 past Snowbowl Rd were the same.
-
- 37 I feel there may be a major disconnect between the bike amenities community planning and the city engineers who must implement road/bike lane construction. And fellow drivers who are reluctant to share the road.
-

Q53 Other comments or feedback (continued)

38	Transportation Tax proposition does not cover bicycles nearly well enough. City Staff should resign over this.
39	It is a college town with no infrastructure for biking
40	The mountain bike community has significantly more advanced and professional level riders than most and they have different wants/needs. Flagstaff as a Mtb destination has reached where it is now because of this group. Modern trail development tends to neglect or even push out this group. Please keep in mind what they have done for the community and that they are a very important group and should be listened to.
41	I want to see this community make bicycling viable throughout the city, and to make it safer for children and teens to ride.
42	The Flagstaff community and bike advocacy volunteers are making the best efforts to get more people on bikes, as a means of recreation and commuting.
43	There needs to be more funding for bike/ped infrastructure. There are many planned projects to make biking better/safer in the city but inadequate funding to make progress on them.
44	Keep up the great work!
45	We really need separate bike lanes from car lanes.
46	- We can do better: better infrastructure, better education, better maintenance - Don't mark a bike lane unless it meets the minimum requirements
47	Integration of NAU with community
48	some sort of physical barrier on bike lanes to keep drivers from driving in bike lanes
49	Keep up the good work... both City of Flagstaff staff, non-profits groups and individual cyclists. I think more "mature cyclists" are now on e-bikes, and I'm one of them
50	Thank you for all the efforts to make Flagstaff more Bike friendly.
51	Thanks to Martin, the BAC, FBO, and all the others who work so hard to make this a great community to ride in!
52	I've been told that there are bicycle-friendly projects with high priority in Flagstaff that include building bike trails where bike lanes already exist. It seems that any sort of bike trail or lane where none exists should have higher priority in some cases. This includes creating a commute bike- friendly route from Kachina/Mountaineer to downtown Flagstaff. I would like to see this project elevated in priority since it facilitates the active commuting between the two communities. It's a surprise that this sort of trail/path doesn't already exist.
53	Flagstaff is a great bike community that could become a bike destination city with just a few improvements.
54	City needs new blood in the bicycle coordinator position
55	Lets work on USFS and Snowbowl to get some of those lifts retrofitted to carry bicycles up the mountain, I don't ski but I'd definitely pay for a bicycle season pass.
56	NA
57	A bicycle lane next to a road that is posted as 45 mph for traffic is so unsafe that it should not be allowed to exist. It is better to remove it and have nothing than to create the illusion that a bicycle lane is a safe place to ride.

Q53 Other comments or feedback (continued)

- 58 I think if you are a seasoned or confident bike rider, getting around Flagstaff on a bike is easily achievable/doable. However, if you are the occasional rider, riding in or next to busy traffic is not fun.
 - 59 Generally a great biking town with the FUTS and people who pay attention to bikes.
-