

AGENDA

City of Flagstaff

BICYCLE ADVISORY COMMITTEE

Wednesday, January 7, 2015 | 4:30 pm



City Hall, Staff Conference Room
211 West Aspen Avenue, Flagstaff, Arizona



In compliance with the Americans with Disabilities Act, if you need assistance to participate in this meeting, please contact Martin Ince at 928-213-2685 (774-5281 TDD). Notification at least 48 hours in advance will enable the City to make reasonable arrangements.

CALL TO ORDER

COMMITTEE MEMBERS:

Ken Lane, Chair
Dave Blanchard
Richard Hall
Jodi Norris
Paul Owen
Jeff Stevenson
Jack Welch

CITY STAFF:

Martin Ince, Multi-Modal Planner
Jeffrey Bauman, Traffic Eng Manager
Dave Needham, Police Department

I. PRELIMINARY GENERAL BUSINESS

1. Announcements

Members of the BAC and staff will be allowed three minutes to make announcements, suggest future agenda items, or comment on items not on the agenda. The Arizona Open Meeting Law prohibits the BAC from discussing or taking action on an item that is not listed on the prepared agenda. BAC members may, however, respond to criticism made by those addressing the Committee, ask staff to review a matter, or ask that a matter be placed on a future agenda.

2. Public comment

At this time, any member of the public may address the BAC on any subject that is not scheduled before the Committee. The Arizona Open Meeting Law prohibits the BAC from discussing or taking action on an item which is not listed on the prepared agenda. Committee members may, however, respond to criticism

made by those addressing the BAC, ask staff to review a matter, or ask that a matter be placed on a future agenda. To address the BAC on an item that is on the agenda, please wait for the Chair to call for Public Comment at the time the item is heard.

3. Approval of minutes

Regular meeting of December 4, 2014

II. OLD BUSINESS

1. Bicycle master plan

Continued discussion of bicycle master plan

Requested action: Information and discussion

III. NEW BUSINESS

1. La Plaza Vieja Neighborhood Plan

Information and discussion on the La Plaza Vieja neighborhood plan, including planned bike routes and FUTS trails

Requested action: Information and discussion

IV. CONCLUDING GENERAL BUSINESS

1. Reports

- A. Bicycle parking inventory and strategies
- B. Fort Valley Road pavement preservation projects
- C. Bus-bike only lanes on Milton Avenue
- D. Bicycle and pedestrian crash data
- E. Bicycle education program
- F. FUTS Project Status Report
- G. Beulah bike lanes
- H. 3-foot passing law sign

2. Concluding announcements

- A. Agenda items for the next regular meeting: February 5, 2015

V. ADJOURNMENT

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Flagstaff City Hall in accordance with the statement filed by the Recording Secretary with the City Clerk.

Posted at _____ on the _____ day of _____, 2014.

Martin Ince, Multi-Modal Planner



DRAFT MINUTES

City of Flagstaff BICYCLE ADVISORY COMMITTEE

Thursday, December 4, 2014
4:30 pm

City Hall, Staff Conference Room
211 West Aspen Avenue, Flagstaff, Arizona

CALL TO ORDER

The meeting was called to order at 4:40 pm. On roll call, the following Committee members were present:

Ken Lane, Chair
Dave Blanchard
Richard Hall
Paul Owen
Jack Welch

Members absent:

Jodi Norris
Jeff Stevenson

The following City and County staff was present:

Martin Ince, Multimodal Transportation Planner

Public present:

Kevin Parkes
Shawn Thomas, Coconino County Public Health Services District

I. PRELIMINARY GENERAL BUSINESS

1. Announcements

There were no Announcements

2. Public Comment

Shawn Thomas introduced himself as the new health policy analyst at the Coconino County Public Health Services District.

Kevin Parkes introduced himself as chair of the City's Transportation Commission.

3. Approval Of Minutes

Mr. Welch made, and Mr. Hall seconded, a motion to approve the minutes of the regular meeting of September 4, 2014. The motion was approved unanimously (5-0).

II. OLD BUSINESS

1. Bicycle master plan

Mr. Ince provided detailed results from the walking and biking survey. Mr. Ince acknowledged Mr. Parkes and commended him for doing an excellent job organizing a massive amount of data from the survey. Mr. Parkes worked as a volunteer helping to compile the biking results of the survey. This evening a lot of very detailed information from the survey will be presented, and the Committee is asked to provide comments and ask questions. Staff will continue working to pull useful information from the survey for the stakeholders and the public.

The Committee discussed several items from the survey:

- The Committee asked if the corridor responses were specific as to location. Mr. Ince said that they were, and that results could be pulled for shorter segments within longer corridors. Mr. Parkes said that longer corridors tend to get more responses. The Committee asked that the results be broken into specific locations within longer corridors.
- There is often a problem with vehicles parked in bike lanes, especially around campus and at the end of the day.
- The Committee asked if the ramp at Sitgreaves is intended to make the stairs accessible or to accommodate bikes. Mr. Ince replied that the stated intent is to make the stairs accessible, although it was widely acknowledged that the ramp would benefit and be used by bicyclists. Mr. Ince said that the narrow width of the sidewalk, and the potential for frequent conflicts between bikes and pedestrians, made this an area to consider a requirement for bicyclists to dismount. There was some concern that there would not be enough width on the sidewalk for a pedestrian and a person walking a bike, but the Committee acknowledged that bikes go too fast in this area and must yield better to pedestrians.

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- The Committee discussed the benefits of a center stripe on paved FUTS trails, and wondered if the walking survey indicated a problem with bike conflicts on FUTS trails and sidewalks. Signing should be considered to remind bicyclists to be courteous and yield to pedestrians.
- Milton Road seems busier than it used to be, and is probably the most pressing transportation issue in the City. Any potential solutions need to include bicycles.
- Completing missing segments of FUTS and sidewalks is not in Proposition 406, but there is still money available in the 2000 Transportation Tax. At the onset of the tax, a list of bike and pedestrian projects was developed, but some of the projects have not been completed. At one time the BAC asked for an accounting of how the tax proceeds were being spent and what bike and pedestrian projects have been completed.
- The Committee discussed a cell phone ban, and whether it could be passed. Mr. Parkes provided a brief history of the issue as discussed at the Transportation Commission. The Committee asked if the BAC could put forth a statement in favor of the ban.
- Future survey questions may have to address other users, including skateboards and electric bicycles.

2. Bicycle friendly community designation – status of application for renewal

Mr. Ince reported that the City's Bike Friendly Community status was renewed at the Silver level. He passed out a one-page report card from the League of American Bicyclists that provided suggestions for what must be done to move up to Gold level.

III. NEW BUSINESS

There was no New Business

IV. CONCLUDING GENERAL BUSINESS

1. Reports

There was no discussion on the Reports.

2. Concluding Announcements

Mr. Ince said that because the next regular meeting falls on January 1, it must be canceled or rescheduled. January 7 was suggested as a replacement date.

V. ADJOURNMENT

The meeting was adjourned at 6:11 pm.

Pedestrian – Bicycle – FUTS Specific Plans

Plan and process outline

First draft

5 January 2015



1 Purpose and organization of this document

This document provides an outline of the process to prepare and adopt pedestrian, bicycle, and FUTS specific plans for the City of Flagstaff. It is anticipated that pedestrian and bicycle will be combined into a single plan document, and FUTS will be a separate plan.

Planning and process topics to be covered in this document include:

- Policy framework
- Organizing principles
- Plan scope
- Why are walking and biking important
- Relevant plans and studies
- Working papers
- Public engagement
- Schedule

2 Policy framework

Pedestrian, bicycle, and FUTS master plans will fit within the policy structure established by the Flagstaff Regional Plan 2030.

The Regional Plan, which was adopted in May of 2014, is an aspirational document that embodies the community's vision for the natural and built environment. The document is a tool to make informed decisions about Flagstaff's future, and lists a range of goals and policies to help guide growth and development. This includes a number of goals and policies to promote walking, biking, and transit.

While the regional plan is general in nature and broad in scope, it anticipates that subsequent specific or area plans will be created to provide specificity and fill in some of the details. Specific plans are organized around a particular topic, such as utilities, open space, parks, or in this instance, walking, biking, and trails. Area plans cover a neighborhood or geographic sub-area, like Sunnyside or La Plaza Vieja.

A specific plan, like pedestrian, bicycle, and FUTS master plans, will include detailed strategies or actions to implement and achieve the vision, goals and policies of the Regional Plan. A specific plan will also include recommendations for projects and programs that further the vision.

In this way, specific and areas plans are an intermediate step between the high-level goals and policies of the Regional Plan and the detail of implementation or regulating documents, including the Capital Improvement Plan, the Zoning Code, and the Engineering Standards.

3 Organizing principles

Preparation of these plans is guided by a number of basic principles regarding walking and biking:

- Walking, biking, and transit provide a variety of social, economic, and environmental benefits for the community
- Being walkable and bicycle-friendly contributes significantly to Flagstaff's community character
- Shifting trips to walking and biking is essential to managing congestion and enhancing mobility
- Our transportation system works best when it provides a range of legitimate transportation options, including walking, biking, and transit
- There is a substantial opportunity in Flagstaff to increase walking and biking
- Walking and biking need to be supported and encouraged in order to thrive
- Transit and walking and biking and mutually supportive: walk- and bicycle-friendliness encourage increased use of transit, and having a strong transit system promotes walking and biking

- More people will choose to walk and bicycle when it is comfortable, convenient, and appealing
- The design and character of pedestrian and bicycle facilities should reflect the context in which they are located
- An effective plan will be comprehensive in scope and address multiple aspects of walking and biking, as five E's typically associated with pedestrian and bicycle planning – engineering, evaluation, encouragement, enforcement, and education

4 Plan scope

This section describes the information that will likely be included in the plan documents. Subsequent refinements of this list will include separate lists for the pedestrian and bicycle plan and the FUTS plan.

- Relevant information and data regarding walking and biking in Flagstaff
- Inventory of existing facilities and conditions
- Specific strategies to implement the goals and policies of the Regional Plan and enhance walking and trails
- A description of best practices for walking and biking and where they may be applicable in Flagstaff
- Basic design guidance and principles for walking and biking facilities and trails
- “Systems” plans for walking, cycling, and trails
- A list of recommended infrastructure projects for pedestrians and bicyclists, including general cost estimates
- Potential programs and policies to support walking and biking
- Methods for setting priorities among potential projects and programs
- Engage the public; rally community partners

- Address the 5 E's of pedestrian and bicycle planning – engineering, evaluation, encouragement, enforcement, and education
- Set performance measures and goals

5 Why are walking and biking important

A pedestrian and bicycle-friendly environment directly benefits the community in a number of ways.

- Health and physical activity
- Community and quality of life
- Economic sustainability
- Environment
- Equity

6 Relevant plans and studies

General Plans

- [Flagstaff Regional Plan 2030 – Place Matters](#) (2014)
- [Flagstaff Area Regional Land Use and Transportation Plan](#) (2001)

Transportation Plans

- [FMPO Flagstaff Pathways 2030 Regional Transportation Plan](#) (2009)
- [NAIPTA Flagstaff Five-Year and Long Range Transit Plan](#) (2103)
- [FMPO Coordinated Public Transit – Human Service Transportation Plan](#) (2014)

Statewide Plans

- [ADOT Statewide Bicycle and Pedestrian Plan](#) (2013)
- [ADOT Pedestrian Safety Action Plan](#) (2009)
- [ADOT Bicycle Safety Action Plan](#) (2012)

Bicycle Plans

- [Flagstaff Bicycle Plan](#) (1991)
- [Flagstaff Bike Plan](#) (ca 1980)

Trails

- [Final Report – Flagstaff Urban Trails System Ad Hoc Committee](#) (1988)

Surveys

- [FMPO Trip Diary Survey](#) (2012)
- [Bicycle commuter survey](#) (2011)
- [Bicycle Town Hall Meeting Summary Report](#) (2008)
- [FUTS trail user survey](#) (2012)

7 Working papers

Working papers on a variety of topics will be prepared to provide background information for the preparation of the specific plans. Use of working papers allows detailed information to be collected that is useful and important for the planning process, but is too detailed or too much information to be included in the final documents. Much of the information in the working papers has already been collected or developed, and just needs to be compiled.

At this time, working papers on 15 potential topics have been identified, although topics may be added or deleted as the process progresses.

- WP01 Existing plans, policies, regulations, and guidelines
- WP02 Literature review
- WP03 Walking and biking survey
- WP04 Mode share trends and peer communities comparison
- WP05 Pedestrian and bicycle crash data
- WP06 Pedestrian environment factors
- WP07 Pedestrian generators and attractors
- WP08 Sidewalk inventory
- WP09 Pedestrian facilities best practices
- WP10 Bicycle comfort index

- WP11 Bike lane inventory
- WP12 Bicycle parking inventory
- WP13 Bicycle facilities best practices
- WP14 FUTS prioritization methodology
- WP15 Accessibility considerations

8 Public engagement

This section lists a variety of potential ways to engage the public throughout the planning process. Public involvement is of particular importance in this process, to insure that the plan addresses the issues that and that there is public support for the solutions. A detailed plan for public engagement will be developed as part of the planning process.

- Public meetings/open houses
- BAC and PAC meetings
- Combined BAC/PAC meeting
- Presentations to other boards and committees – Open Space, Parks and Recreation, Transportation, Planning and Zoning, Sustainability, Disability Awareness
- Presentations to community groups and organizations
- Dedicated website
- Interactive public engagement website
- Posting in bike shops, running shops, outdoor stores, etc
- Social media including Facebook and Twitter
- Notify Me facility on the City's website
- Direct engagement and participation of community partners

- Outreach help by community partners – Flagstaff Biking Organization, F3, Sierra Club, NABA, NAIPTA, etc
- Steering committee
- Outreach to groups or neighborhood associations to reach segments of the population that are typically not

9 Schedule

Listed below is a generalized schedule that should be refined as the process takes shape.

- Working papers Jan Feb Mar Apr
- Discussion, preparation Feb Mar Apr May
- First draft Jun
- Review, revision Jun Jul
- Final draft Aug
- Adoption Aug Sep