



2010 Flagstaff Bicycle Commuter Survey Summary Report



City of Flagstaff
Flagstaff Metropolitan Planning Organization
Flagstaff Biking Organization

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Report summary

The Flagstaff Bicycle Commuter Survey was conducted in spring of 2010 in conjunction with Flagstaff's ninth-annual Bike to Work Week, as a cooperative effort by the City of Flagstaff, the Flagstaff Metropolitan Planning Organization, and Flagstaff Biking Organization.

A survey of bicycle commuters was undertaken to collect information about bicycling in Flagstaff, including who cyclists are, how they ride, and what motivates or discourages them from riding; and to identify what works for cyclists in Flagstaff and what needs improvement.

The on-line survey form was available on the City's website from April 27 through May 28, 2010. A total of 304 completed, non-duplicate surveys were submitted.

Key findings

- Survey respondents tend to be more advanced cyclists.
 - Just under half (48.0 percent) indicate that they are confident riders who are willing to ride in most traffic situations.
- Survey respondents are also frequent bicycle commuters.
 - Almost half (48.0 percent) have commuted by bicycle more in the past few years.
 - Three-fourths (74.9 percent) commute by bike five to 15 times per month or more.
 - 44.8 percent use their bicycle for transportation often or most of the time.
- Infrastructure for bicycles, especially FUTS trails and bike lanes, is very important to bicyclists.
 - 4 of 5 respondents (79.3 percent) ride in bike lanes, and more than half (52.9 percent) use FUTS for at least a part of their typical bicycle commute.
 - Bike lanes and FUTS trails are mentioned prominently in comments submitted in response to the questions "what's good about bicycling in Flagstaff" and "what needs improvement." Bike lanes were mentioned in 173 comments (15.3 percent of all comments) and FUTS trails were included in 152 comments (13.4 percent).
- Respondents are generally not deterred by weather or winter.
 - 22.0 percent ride through the winter, and another 43.6 percent ride in the winter when the weather is good.
 - 9.6 percent ride regardless of weather conditions, and 28.1 percent will ride except in very bad weather.

- Facilities for bicycles, including FUTS trails and bikeways, were rated well.
 - 89.8 percent of respondents rated FUTS as good or excellent.
 - 53.6 percent rated bikeways as good or excellent.
- Bicycle parking is adequate for the most part ...
 - 49.3 rated bicycle parking as good or excellent
 - 70.6 percent said outside bicycle parking is available at their place of employment, and 53.3 percent said indoor parking is provided or allowed
- ... Although there is room for improvement.
 - More than half of respondents (50.6 percent) rated bicycle parking as fair or poor
 - 9.0 percent said bike parking is a problem at their place of employment
- Keeping bike lanes and FUTS clear of snow, ice, cinders, and debris is an on-going problem.
 - This issue was brought up in 11.9 percent (69 of 582) of comments submitted in response to “what needs improvement”
 - Almost half of respondents (49.2 percent) checked this in response to the question “what discourages you from riding your bicycle.”
- When respondents made suggestions for improvements to specific locations, downtown Flagstaff and Milton Avenue were most often cited.
 - A total of 30 individual comments suggested various bicycle improvements for downtown Flagstaff, and 23 made suggestions for improvements to Milton Avenue. The next most-frequently mentioned location was Route 66, with 7 comments.

Introduction

The Flagstaff Bicycle Commuter Survey was conducted in spring of 2010 in conjunction with Flagstaff's ninth-annual Bike to Work Week, as a cooperative effort by the City of Flagstaff, the Flagstaff Metropolitan Planning Organization, and Flagstaff Biking Organization.

A survey of bicycle commuters was undertaken for several reasons:

- Collect information about bicycling in Flagstaff, including who cyclists are, how they ride, and what motivates or discourages them from riding
- Identify what works for cyclists in Flagstaff and what needs improvement
- Provide an opportunity for bicyclists to express their concerns and issues
- Promote a positive bicycle environment in Flagstaff

The survey replaced an annual public open house for bicyclists, including the Bicycle Town Hall meeting in 2008 and the Community Bicycle Forum in 2009, that had been hosted by the City of Flagstaff and Flagstaff Biking Organization during Bike to Work Week. In 2010 a survey was undertaken because attendance at the open house declined significantly between the first year and the second, and a survey would allow more bicyclists to participate and express their thoughts. The survey also provided an opportunity to collect additional information about bicycling in Flagstaff.

This survey was intended specifically for those who bicycle for purposeful transportation rather than recreation. For purposes of the survey, a "bike commute" includes any trip made by bicycle for work, school, shopping, errands or other purposes.

This survey uses a *purposive* sampling methodology rather than a random sample. A purposive sample is a non-representative subset of a larger population that is constructed to serve a specific need or purpose. In this case the survey targeted bicycle commuters in order to collect information about bicyclists and bicycling in Flagstaff.

This report summarizes the results of the survey.

Promotion

The on-line survey form was available on the City's website from April 27 through May 28, 2010, and was promoted in several ways:

- "Notify me" email from City's website (approximately 260 subscribers) on several occasions
- Link from Bicycle Program page on City website
- Link from FBO's Bike to Work Week web page

- A notice regarding the survey was posted on FBO's and the FUTS Facebook pages
- After logging a bicycle commute on FBO's website during Bike to Work Week, commuters were presented with a link to the survey and invited to complete it.

Survey form

A copy of the on-line survey form is included in the appendices of this report. The survey consisted of 18 questions and was hosted on the City of Flagstaff's website. A printed version of the survey was also made available at several events, most notable during the Bike Bazaar on Sunday of Bike to Work Week.

Responses

A total of 305 completed surveys were submitted. Prior to compiling data, duplicates checked by comparing IP address with age, gender, and similarity of responses. One apparent duplicate survey was deleted, resulting in a total of 304 surveys.

Respondent profile

Summary and conclusions

- Women are underrepresented in the survey; women make up 49.4 percent of Flagstaff's population, but only 43.2 percent of respondents.
- The median age of respondents is 41 for women, 38 for men, and 39 overall. This is somewhat older than Flagstaff's median age of 28, although the difference can be partially explained by the fact that survey respondents were all aged 15 and over.
- The age range of respondents is 15 to 71 years.
- Respondents to the survey tend to be more advanced cyclists. Just under half (48.0 percent) indicate that they are confident riders who are willing to ride in most traffic situations, and another 49.0 percent said they tolerate riding in traffic but prefer bike lanes, quiet streets, and trails.
- Only 3.0 percent of respondents reported that they would only ride on quiet streets or bike paths.
- Almost half of respondents (48.0 percent) report that they commute by bicycle more in the last few years, and another 35.9 percent said their commuting frequency has not changed. Only 16.1 percent report that they commute by bicycle less than they used to over the last few years.

Table 1 **Gender of respondents**

| | <i>No</i> | <i>Pct</i> | <i>Flagstaff</i> |
|--------|-----------|------------|------------------|
| Female | 130 | 43.2 | 49.4 |
| Male | 171 | 56.8 | 50.6 |
| Total | 301 | 100.0 | |

Figure 1 **Gender of respondents**

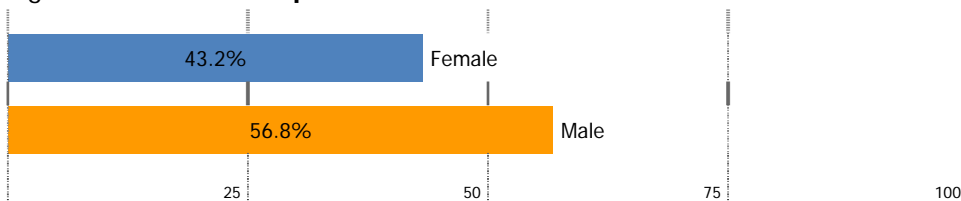


Table 2 **Age of respondents**

| | <i>Average</i> | <i>Median</i> | <i>Range</i> |
|-----------|----------------|---------------|--------------|
| Female | 41 | 41 | 17 to 71 |
| Male | 40 | 38 | 15 to 68 |
| All | 40 | 39 | 15 to 71 |
| Flagstaff | | 28 | |

Table 3 **Age of respondents by category**

| | <i>All</i> | | <i>Female</i> | | <i>Male</i> | |
|---------------|------------|------------|---------------|------------|-------------|------------|
| | <i>No</i> | <i>Pct</i> | <i>No</i> | <i>Pct</i> | <i>No</i> | <i>Pct</i> |
| Ages 15 to 30 | 63 | 20.7 | 22 | 16.9 | 39 | 22.9 |
| Ages 31 to 45 | 137 | 45.1 | 59 | 45.4 | 77 | 45.3 |
| Ages 46 to 60 | 92 | 30.3 | 48 | 36.9 | 43 | 25.3 |
| Ages 61 to 75 | 12 | 3.9 | 1 | 0.8 | 11 | 6.5 |
| Total | 304 | 100.0 | 130 | 100.0 | 170 | 100.0 |

Figure 3 **Age of respondents by category**

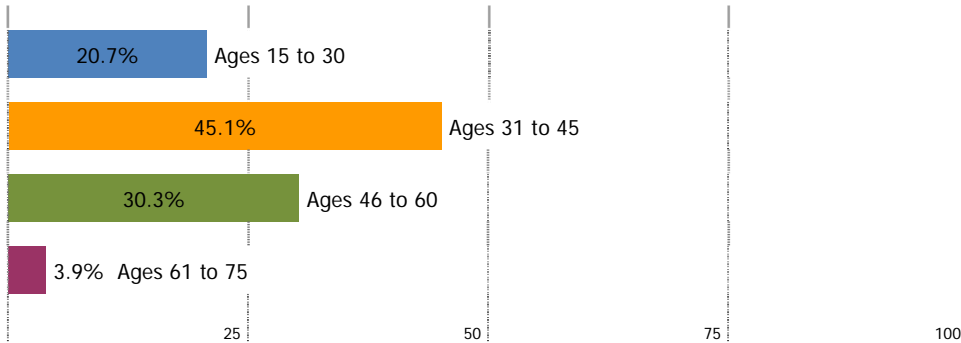


Table 4 **Type of rider**

| | <i>No</i> | <i>Pct</i> |
|------------------------------------------------------------------------------|-----------|------------|
| Confident rider who is willing to ride in most traffic situations | 145 | 48.0 |
| Tolerates riding in traffic but prefers bike lanes, quiet streets, or trails | 148 | 49.0 |
| Only rides on bike trails or quiet streets | 9 | 3.0 |
| Total | 302 | 100.0 |

Figure 4 Type of rider

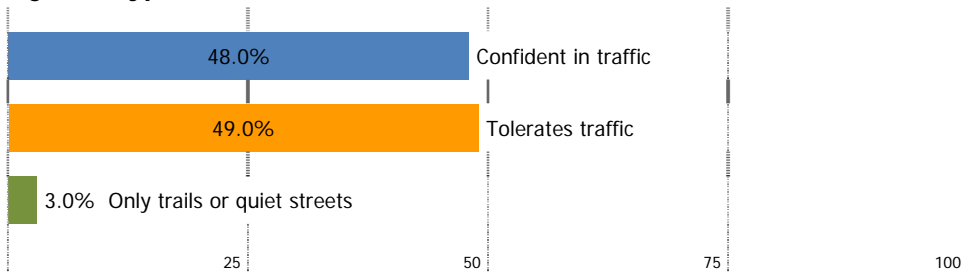
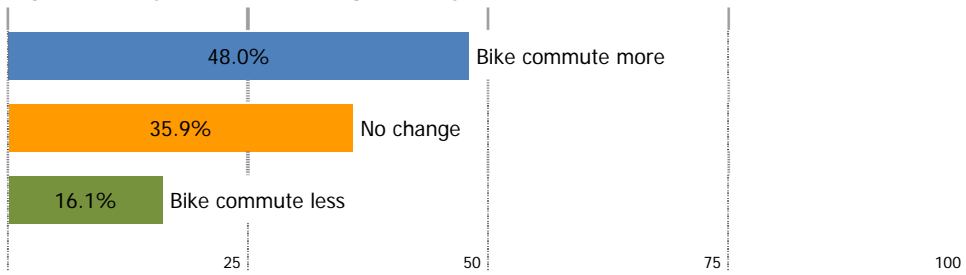


Table 5 Bicycle commuting history

| | <i>No</i> | <i>Pct</i> |
|-------------------|-----------|------------|
| Bike commute more | 146 | 48.0 |
| No change | 109 | 35.9 |
| Bike commute less | 49 | 16.1 |
| Total | 304 | 100.0 |

Figure 5 Bicycle commuting history



Commute characteristics

Summary and conclusions

- Three-quarters (74.9 percent) of respondents report that they commute by bicycle frequently or more (5 to 15 times per month or more). Almost one-fifth (18.8 percent) said they commute by bicycle almost every day, or more than 25 times per month.
- The median length of respondent's typical round-trip commute is 8.0 miles. Bicycle commute trip length ranges from 1 to 40 miles.
- Bicycling is the predominant mode choice for survey respondents; 44.8 percent use their bicycles often or for most trips. Almost 90 percent (89.9 percent) use their bicycle for at least some of their trips.
- Personal cars are the next-most popular mode choice for respondents' trips; just over half (51.6 percent) of respondents use a car often for most if their trips.
- Busy streets with bike lanes are the most commonly-used facility for respondents' typical bicycle commute. Four out of 5 respondents (79.3 percent) ride in bike lanes along busy streets for at least some part of their commute.
- Other frequently used facilities for typical bicycle commutes include quiet streets, which 70.4 percent of respondents use for at least part of the commute, and FUTS trails, which are used at least some of the time for 53.9 percent of respondents.
- Single-track trails are not used frequently for commuting purposes; 59.0 percent of respondents do not use them for any part of their commute, and only 19.7 percent use single-track trails for at least some of their commute.
- Slightly less than half (46.7 percent) of respondents ride along busy streets without bike lanes for at least some of their commute.

Table 6 **Distance of typical round-trip bicycle commute**

| | <i>No</i> | <i>Pct</i> |
|-------------|-----------|------------|
| 0-5 miles | 88 | 29.5 |
| 6-10 miles | 116 | 38.9 |
| 11-20 miles | 78 | 26.2 |
| 21-40 miles | 16 | 5.4 |
| Total | 298 | 100.0 |
| Average | 9.4 miles | |
| Median | 8.0 miles | |

Range 1 to 40 miles

Figure 6 Distance of typical round-trip bicycle commute

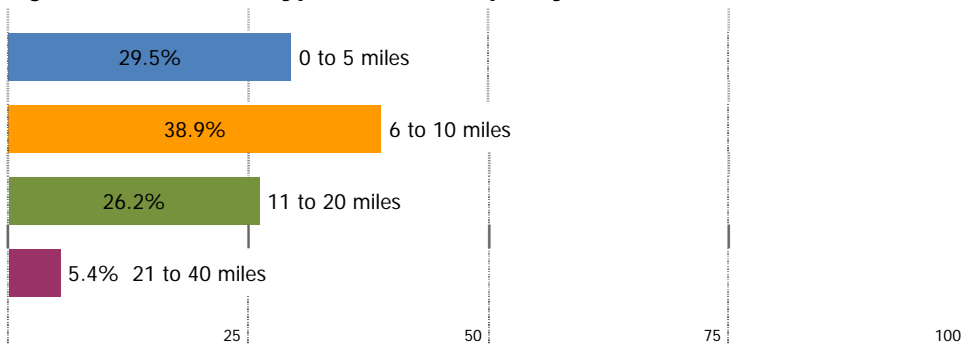


Table 7 Bicycle commuting frequency

| | <i>No</i> | <i>Pct</i> |
|---------------------------------------------|-----------|------------|
| Almost every day (more than 25 times/month) | 57 | 18.8 |
| Most days (15-25 times/month) | 68 | 22.4 |
| Frequently (5-15 times/month) | 102 | 33.7 |
| Occasionally (1-5 times/month) | 66 | 21.8 |
| Almost never | 10 | 3.3 |
| Total | 303 | 100.0 |

Figure 7 Bicycle commuting frequency

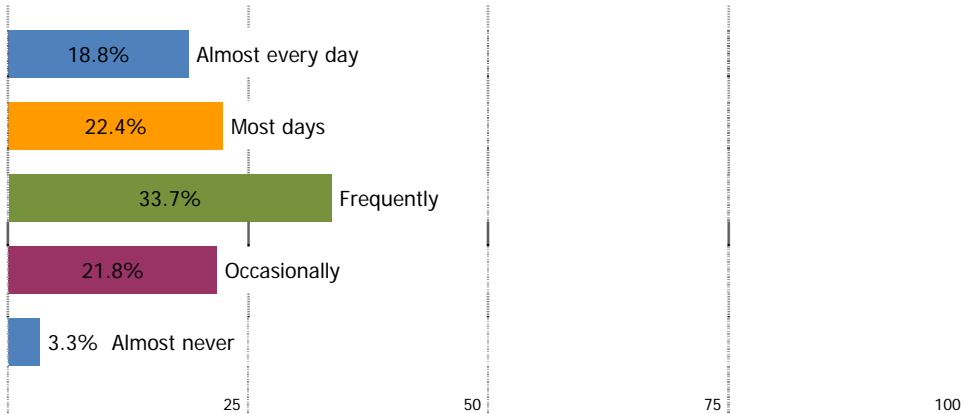


Table 8 Travel mode choice for trips within Flagstaff

| | <i>Most</i> | <i>Often</i> | <i>Some</i> | <i>Rarely</i> | <i>Not</i> | <i>Total</i> |
|---------|-------------|--------------|-------------|---------------|------------|--------------|
| Bicycle | 14.5 | 30.3 | 45.1 | 9.9 | 0.3 | 100.0 |
| Walking | 1.3 | 9.6 | 44.2 | 38.6 | 6.3 | 100.0 |

| | | | | | | |
|----------------|------|------|------|------|------|-------|
| Personal car | 17.1 | 34.5 | 31.3 | 10.2 | 6.9 | 100.0 |
| Car pool | 1.7 | 2.7 | 19.8 | 30.2 | 45.6 | 100.0 |
| Public transit | 0.0 | 1.3 | 11.7 | 27.0 | 60.0 | 100.0 |
| Other | 0.0 | 0.4 | 2.2 | 14.0 | 83.3 | 100.0 |

Figure 8 Travel mode choice for trips within Flagstaff

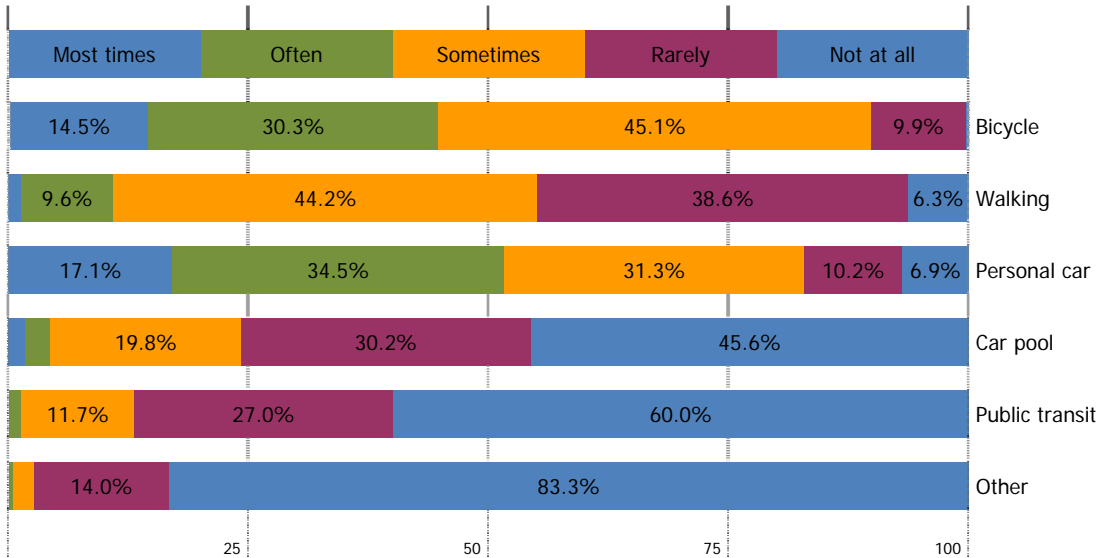
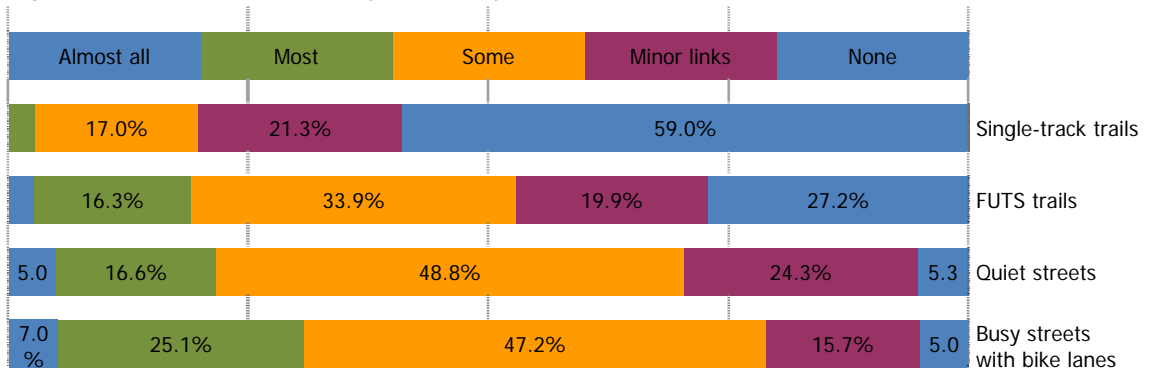
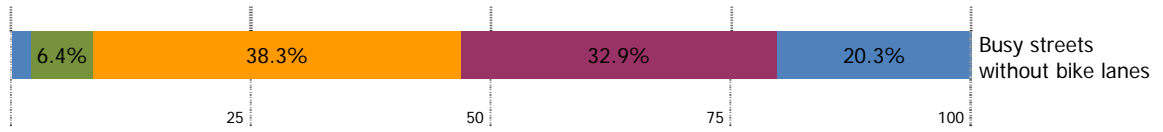


Table 9 Facilities used for typical bicycle commute

| | <i>Almost all</i> | <i>Most</i> | <i>Some</i> | <i>Minor</i> | <i>None</i> | <i>Total</i> |
|------------------------------|-------------------|-------------|-------------|--------------|-------------|--------------|
| Single-track trails | 0.0 | 2.7 | 17.0 | 21.3 | 59.0 | 100.0 |
| FUTS trails | 2.7 | 16.3 | 33.9 | 19.9 | 27.2 | 100.0 |
| Quiet streets | 5.0 | 16.6 | 48.8 | 24.3 | 5.3 | 100.0 |
| Busy streets with bike lanes | 7.0 | 25.1 | 47.2 | 15.7 | 5.0 | 100.0 |
| Busy streets w/o bike lanes | 2.0 | 6.4 | 38.3 | 32.9 | 20.3 | 100.0 |

Figure 9 Facilities used for typical bicycle commute





Riding in weather and winter

Summary and conclusions

- Respondents are generally not deterred from riding in bad weather. A total of 9.6 percent of respondents indicate that they ride regardless of the weather, and another 28.1 percent ride except in very bad weather.
- Only 1 in 5 respondents (21.1 percent) ride only in good weather.
- Winter months also do not discourage commuting by bicycle; 22.0 percent ride through most of the winter, and another 43.6 percent will ride during the winter when the weather is good.
- 34.4 percent of respondents do not ride during the winter.

Table 10 **Riding in bad weather**

| | <i>No</i> | <i>Pct</i> |
|----------------------------|-----------|------------|
| Regardless of weather | 29 | 9.6 |
| Except in very bad weather | 85 | 28.1 |
| In some bad weather | 125 | 41.3 |
| Only in good weather | 64 | 21.1 |
| Total | 303 | 100.0 |

Figure 10 **Riding in bad weather**

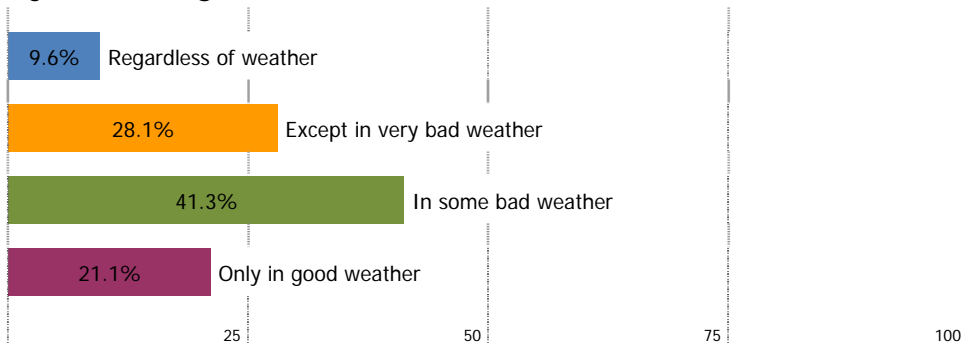
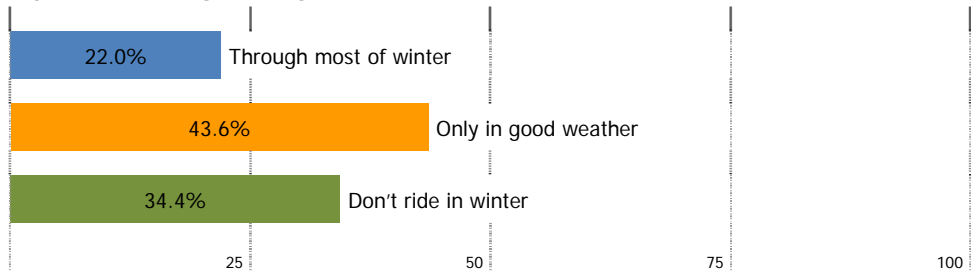


Table 11 **Riding during the winter**

| | <i>No</i> | <i>Pct</i> |
|------------------------|-----------|------------|
| Through most of winter | 67 | 22.0 |
| Only in good weather | 133 | 43.6 |
| Don't ride in winter | 105 | 34.4 |

Total 305 100.0

Figure 11 Riding during the winter



Rating of bicycle facilities

Summary and conclusions

- Respondents were asked to rate three types of bicycle facilities, urban trails (FUTS), bikeways, and bicycle parking, as excellent, good, fair, or poor.
- Among the facilities rated, the Flagstaff Urban Trails System (FUTS) scored the highest with almost 90 percent (89.8 percent) rating the FUTS as good or excellent.
- 53.6 percent of respondents rated on-street bikeways as good or excellent, and 49.3 percent rated bicycle parking as good or excellent.
- 13.3 percent rated bicycle parking as poor.
- Outside bicycle racks are provided at their place of employment for 70.6 percent of respondents, and 53.3 percent report that inside bicycle parking is provided or allowed.
- Only 9.0 percent reported problems with bicycle parking at their place of employment.

Table 12a **Rating of urban trails**

| | <i>No</i> | <i>Pct</i> |
|-----------|-----------|------------|
| Excellent | 105 | 34.8 |
| Good | 166 | 55.0 |
| Fair | 29 | 9.6 |
| Poor | 2 | 0.7 |
| Total | 302 | 100.0 |

Table 12b **Rating of bikeways**

| | <i>No</i> | <i>Pct</i> |
|-----------|-----------|------------|
| Excellent | 16 | 5.4 |
| Good | 144 | 48.2 |
| Fair | 118 | 39.5 |
| Poor | 21 | 7.0 |
| Total | 299 | 100.0 |

Table 12c **Rating of bicycle parking**

| | <i>No</i> | <i>Pct</i> |
|-----------|-----------|------------|
| Excellent | 30 | 10.0 |
| Good | 118 | 39.3 |
| Fair | 112 | 37.3 |

| | | |
|-------|-----|-------|
| Poor | 40 | 13.3 |
| Total | 300 | 100.0 |

Figure 12 Respondents rating of bicycle facilities

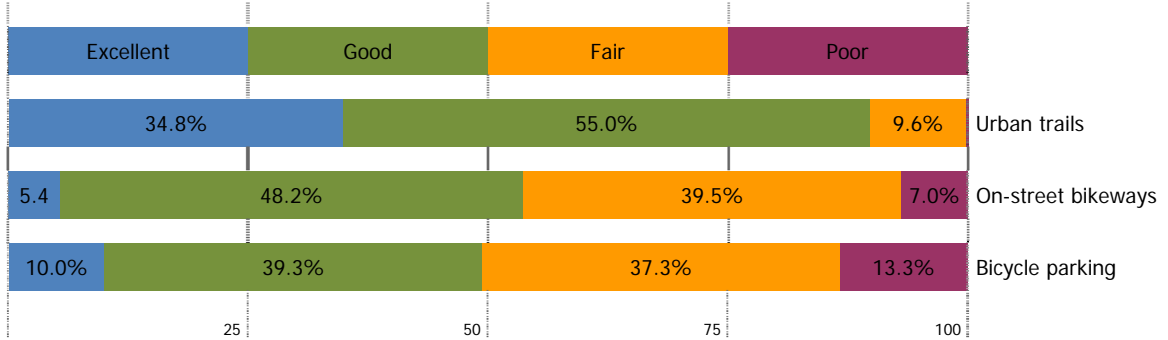
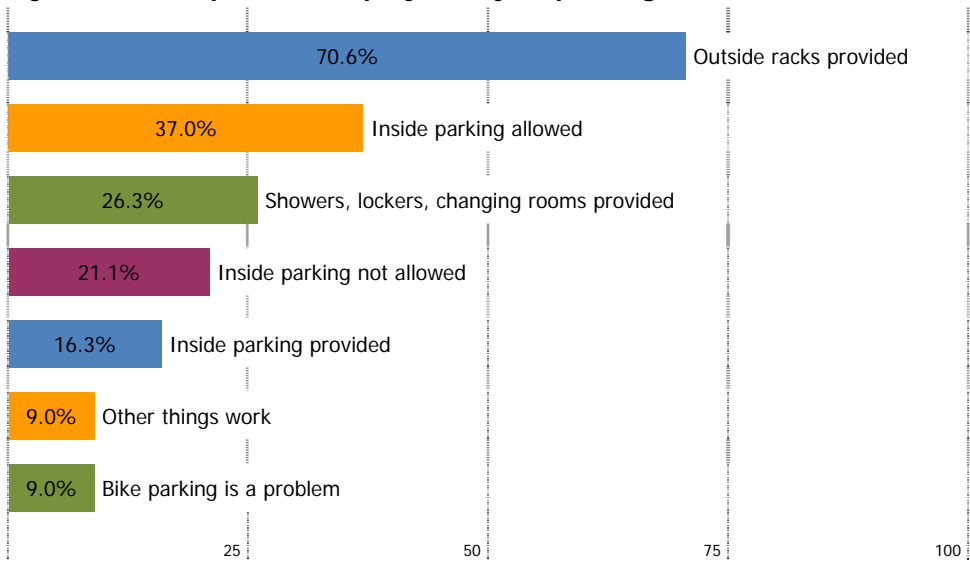


Table 13 Description of employer bicycle parking

| | No | Pct |
|---------------------------------------------------|-----|------|
| Outside racks are provided | 204 | 70.6 |
| Inside bike parking is allowed | 107 | 37.0 |
| Showers, lockers, or changing rooms are available | 76 | 26.3 |
| Inside bike parking is not allowed | 61 | 21.1 |
| Secure inside parking is provided | 47 | 16.3 |
| Other things work | 26 | 9.0 |
| Bike parking is a problem | 26 | 9.0 |
| Total respondents | 289 | |

Figure 13 Description of employer bicycle parking



Motivation and discouragement for bicycling

Summary and conclusions

- To help ascertain what motivates cyclists to ride, survey respondents were asked to indicate “why do you ride your bicycle” and were provided with a list of seven potential reasons. The survey allowed respondents to check more than one reason.
- Three reasons for riding – exercise and health benefits, enjoyment and relaxation, and environmental benefits – were checked by more than 80 percent of respondents. Exercise and health benefits was give as a reason for bicycling by 293 out of 304 (96.4 percent) of respondents.
- The survey also asked respondents were asked to indicate “What discourages you from riding your bicycle” and provided a list of 10 potential reasons. Again the survey allowed respondents to check multiple reasons.
- The reasons for not riding include four that can be affected over time and with effort:
 - Bike lanes and trails are often blocked by snow, ice, cinders or other debris (49.2 percent)
 - There is not a route that feels safe and comfortable for cycling (24.3 percent)
 - There are no showers or changing facilities at my work (13.3 percent)
 - There is not secure bike parking at my destination (5.6 percent)
- The remaining discouragements are related either to weather or personal circumstances, such as carrying cargo, dropping off or picking-up family members or bad weather.
- For future surveys, it may be beneficial to allow respondents to write in reasons for riding or not riding in their own words so as not to lead their responses or miss other reasons.

Table 14 **Reasons for riding a bicycle**

| | <i>No</i> | <i>Pct</i> |
|----------------------------------------------------|-----------|------------|
| Exercise and health benefits | 293 | 96.4 |
| Enjoyment and relaxation | 266 | 87.5 |
| Environmental benefits | 249 | 81.9 |
| Saves money | 211 | 69.4 |
| Is more convenient or takes less time than driving | 81 | 26.6 |
| Parking is inconvenient, unavailable, or expensive | 79 | 26.0 |
| Cannot drive/no drivers license | 11 | 3.6 |
| Total respondents | 304 | |

Figure 14 Reasons for riding a bicycle

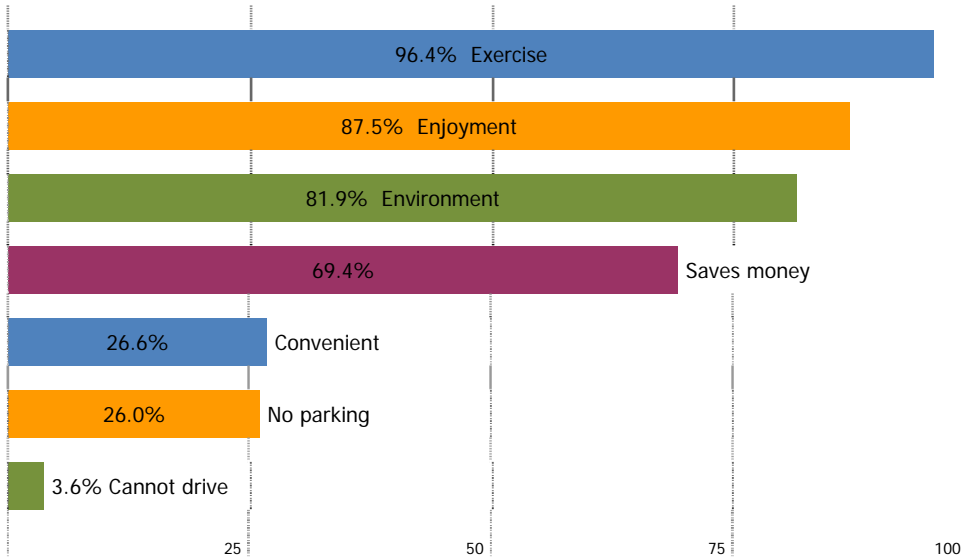
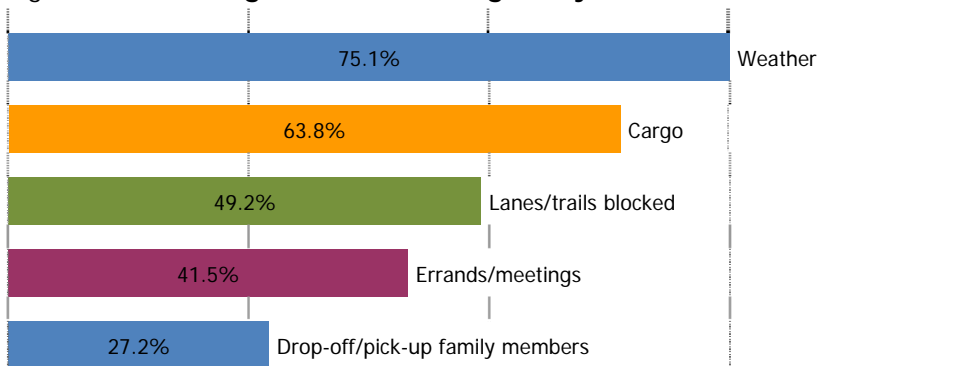
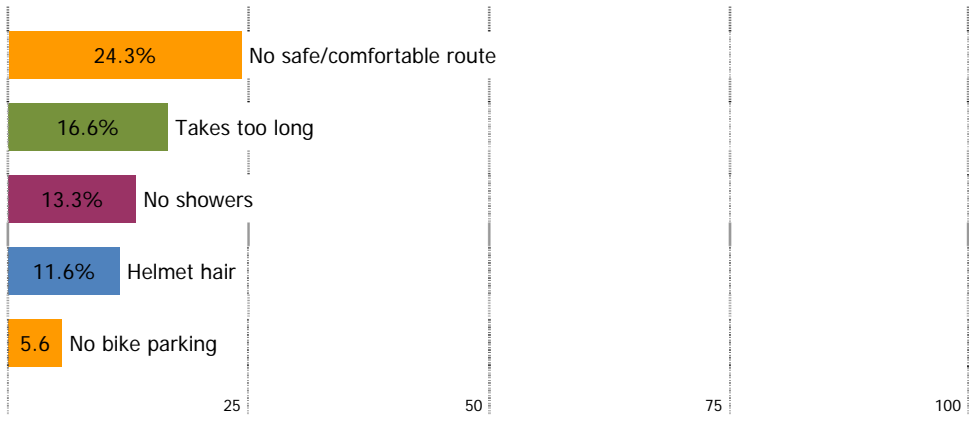


Table 15 Discouragement from riding a bicycle

| | <i>No</i> | <i>Pct</i> |
|----------------------------------------------------------------------|-----------|------------|
| Bad weather | 226 | 75.1 |
| Carrying cargo that I cannot take on a bicycle | 192 | 63.8 |
| Bike lanes and trails blocked by snow, ice, cinders, or other debris | 148 | 49.2 |
| Running errands, traveling to meetings during the day | 125 | 41.5 |
| Dropping-off and picking-up family members | 82 | 27.2 |
| There is not a route that feels safe and comfortable for cycling | 73 | 24.3 |
| Traveling by bicycle takes too long | 50 | 16.6 |
| There are no showers or changing facilities at my work | 40 | 13.3 |
| Helmet hair or other wardrobe conflicts | 35 | 11.6 |
| There is not secure bike parking at my destination | 17 | 5.6 |
| Total respondents | 301 | |

Figure 15 Discouragement from riding a bicycle





What's good and what needs improvement for bicycling in Flagstaff

Summary and conclusions

- For this section, respondents were asked to answer two open-ended questions: question 17 asked "what's good about bicycling in Flagstaff" and question 18 asked "what needs improvement."
- Responses to the two questions were separated into individual comments; for example if a respondent wrote "the scenery is good, other cyclists are friendly, and there are lots of FUTS trails" in response to question 17, this response would be divided into three individual comments.
- A total of 552 individual comments were submitted for question 17, and 582 individual comments were received for question 18.
- Table 16 summarizes all of the individual comments submitted for "what's good about bicycling in Flagstaff." Three of the top five most-submitted comments mention FUTS, bike lanes, and trails. In this case "trails" includes those comments that did not specify if they referred to FUTS trails or single-track trails.
- Table 17 summarizes all of the individual comments submitted for "what needs improvement." The top three most-submitted comments include clearing bike lanes and FUTS trails, bicycle enhancements in specific locations, and bike lanes on more streets.
- Table 18 aggregates individual comments submitted for "what needs improvement" into more general categories. For example all of the comments regarding FUTS trails were aggregated into a single category called "FUTS."
- All responses received for questions 17 and 18, unedited and not separated into individual comments, are included as an appendix to this report.

Table 16 **What's good about bicycling in Flagstaff**

| | <i>No</i> | <i>Pct</i> |
|-------------------------------|-----------|------------|
| FUTS | 86 | 15.6 |
| Bike lanes | 57 | 10.3 |
| Weather | 48 | 8.7 |
| Trails | 29 | 5.3 |
| Scenery | 28 | 5.1 |
| Driver awareness and courtesy | 26 | 4.7 |
| Good routes for bikes | 25 | 4.5 |
| Bike friendly community | 23 | 4.2 |

| | | |
|--------------------------------------|-----|-------|
| Clean air | 21 | 3.8 |
| Community of cyclists | 21 | 3.8 |
| Short distances/small city | 18 | 3.3 |
| Fun, enjoyment, relaxation | 16 | 2.9 |
| Lot of other riders | 15 | 2.7 |
| Faster, more convenient than driving | 14 | 2.5 |
| FBO | 14 | 2.5 |
| City support | 13 | 2.4 |
| Miscellaneous | 11 | 2.0 |
| Community support/acceptance | 10 | 1.8 |
| Health and exercise | 10 | 1.8 |
| Single track trails | 10 | 1.8 |
| General advocacy | 6 | 1.1 |
| Lake Mary Road | 6 | 1.1 |
| Public transit | 6 | 1.1 |
| Bike parking | 5 | 0.9 |
| Hills | 5 | 0.9 |
| Bike to Work Week | 4 | 0.7 |
| Slow traffic/low volumes | 4 | 0.7 |
| Saves money | 3 | 0.5 |
| Tunnels | 3 | 0.5 |
| Video detection at intersections | 3 | 0.5 |
| Bike shops | 2 | 0.4 |
| Birds singing | 2 | 0.4 |
| Loop Trail | 2 | 0.4 |
| Road rides | 2 | 0.4 |
| Shared lane markings - San Francisco | 2 | 0.4 |
| This survey | 2 | 0.4 |
| Total comments | 552 | 100.0 |

Table 17 **What needs improvement**

| | <i>No</i> | <i>Pct</i> |
|------------------------------------------------------|-----------|------------|
| Clearing bike lanes/FUTS of snow, cinders, debris | 69 | 11.9 |
| General bike enhancements for specific streets/areas | 52 | 8.9 |
| Bike lanes on more streets | 49 | 8.4 |
| Motorist awareness, attitude towards bicyclists | 37 | 6.4 |
| New bike lanes in specific locations | 27 | 4.6 |
| Maintenance - bike lanes/streets | 25 | 4.3 |
| New FUTS trail in specific locations | 23 | 4.0 |

| | | |
|--------------------------------------------------|-----|-------|
| Bicycle parking | 21 | 3.6 |
| Miscellaneous | 20 | 3.4 |
| Education for motorists | 19 | 3.3 |
| More FUTS | 16 | 2.7 |
| Gaps/missing sections of bike lanes | 15 | 2.6 |
| Education for bicyclists | 14 | 2.4 |
| Grade separations | 14 | 2.4 |
| Enforcement of traffic laws for bicyclists | 13 | 2.2 |
| Wider bike lanes | 13 | 2.2 |
| Gaps/missing segments in FUTS system | 12 | 2.1 |
| More comfortable bicycle routes | 12 | 2.1 |
| Difficult street crossings | 11 | 1.9 |
| Enforcement of traffic laws for motorists | 10 | 1.7 |
| Better signing for bicycles | 9 | 1.5 |
| Improvements to FUTS in specific locations | 9 | 1.5 |
| Better bike lanes; improvements to bike lanes | 7 | 1.2 |
| Better FUTS trails/improvements to FUTS | 6 | 1.0 |
| Education for police | 6 | 1.0 |
| Education in general | 6 | 1.0 |
| Bicycle community | 5 | 0.9 |
| Maintenance - FUTS | 5 | 0.9 |
| Safety | 5 | 0.9 |
| Traffic signals that detect bicycles | 5 | 0.9 |
| Awkward transitions between trails and streets | 4 | 0.7 |
| Better support for bicycling | 4 | 0.7 |
| Bus driver awareness | 4 | 0.7 |
| Loop trail | 4 | 0.7 |
| Weather | 4 | 0.7 |
| Wind | 4 | 0.7 |
| More bike racks on buses | 3 | 0.5 |
| Parking, obstructions in bike lanes | 3 | 0.5 |
| Showers/changing facilities | 3 | 0.5 |
| Bicyclist awareness | 2 | 0.3 |
| Education for tourists | 2 | 0.3 |
| Hills | 2 | 0.3 |
| Improvements to bike lanes in specific locations | 2 | 0.3 |
| More extensive bus service | 2 | 0.3 |
| Stairs at Milton/Route 66 | 2 | 0.3 |
| Too much traffic | 2 | 0.3 |
| Total comments | 582 | 100.0 |

Table 18 **Aggregated top responses – what needs improvement**

| | <i>No</i> | <i>Pct</i> |
|------------------------------------------------------|-----------|------------|
| Bike lanes | 116 | 19.9 |
| Clearing bike lanes/FUTS of snow, cinders, debris | 69 | 11.9 |
| FUTS | 66 | 11.3 |
| General bike enhancements for specific streets/areas | 52 | 8.9 |
| Education | 45 | 7.7 |
| Awareness, attitude | 44 | 7.6 |
| Maintenance | 30 | 5.2 |
| Enforcement | 23 | 4.0 |
| Bicycle parking | 21 | 3.6 |
| Other | 116 | 19.9 |
| Total | 582 | 100.0 |

Respondent's suggestions for improvements at specific locations

Summary and conclusions

- A total of 134 individual comments submitted in response to “what needs improvement” mention improvements to bicycle facilities at specific locations in Flagstaff. These comments are summarized in the tables below according to the type of facility that was suggested:
 - Table 19: Locations for new bike lanes (27 comments total). Milton Avenue, Butler Avenue (presumably between I-40 and Fourth Street), downtown, and San Francisco Street had at least three comments indicating a need for bike lanes.
 - Table 20: Locations for enhanced street crossings (11 comments). The existing FUTS crossing at Woodlands Village Boulevard received five comments. Route 66 and Milton also received several mentions.
 - Table 21: Locations for new FUTS trails (23 comments). Five comments suggest new FUTS trails in downtown Flagstaff. Two locations outside of City limits, Doney Park and Kachina Village, were cited in five and three surveys respectively.
 - Table 22: Locations for improvements to existing FUTS trails (9 comments). The Fort Valley Trail and the Route 66 Trail were cited three times each, the Rio North Trail twice, and Buffalo Park once.
 - Table 23: Locations for grade separations (12 comments). Grade separations are dedicated facilities for bicycles and pedestrians over or under a busy road or a railroad. A total of nine surveys expressed the need for grade separations in the downtown area.
- Fifty-two comments also call for enhancements for bicycles at specific locations, without indicating what types of facilities are necessary. These locations are summarized in Table 24. Of 17 different locations referenced, Milton Avenue and downtown were mentioned in the most surveys.
- Table 25 aggregates all 134 location-specific comments by location. Downtown Flagstaff and Milton Avenue generated the most mentions by far, with 30 and 23 respectively.

Table 19 **Locations for new bike lanes**

| | <i>No</i> | <i>Pct</i> |
|---------------|-----------|------------|
| Milton | 6 | 22.2 |
| Butler | 4 | 14.8 |
| Downtown | 4 | 14.8 |
| San Francisco | 3 | 11.1 |
| West Route 66 | 2 | 7.4 |

| | | |
|-----------------------------|----|-------|
| Beulah | 1 | 3.7 |
| East side | 1 | 3.7 |
| Lone Tree | 1 | 3.7 |
| Outlying | 1 | 3.7 |
| West side | 1 | 3.7 |
| Woodlands Village Boulevard | 1 | 3.7 |
| Woody Mountain Road | 1 | 3.7 |
| Zuni Drive | 1 | 3.7 |
| Total | 27 | 100.0 |

Table 20 **Locations for enhanced street crossings**

| | <i>No</i> | <i>Pct</i> |
|-----------------------------|-----------|------------|
| Woodlands Village Boulevard | 5 | 45.5 |
| Route 66 | 3 | 27.3 |
| Milton | 2 | 18.2 |
| Forest/180 | 1 | 9.1 |
| Total | 11 | 100.0 |

Table 21 **Locations for new FUTS trails**

| | <i>No</i> | <i>Pct</i> |
|-----------------|-----------|------------|
| Downtown | 5 | 21.7 |
| Kachina Village | 5 | 21.7 |
| Doney Park | 3 | 13.0 |
| Milton | 2 | 8.7 |
| West side | 2 | 8.7 |
| Bushmaster | 1 | 4.3 |
| Clay Basin | 1 | 4.3 |
| East side | 1 | 4.3 |
| Little America | 1 | 4.3 |
| Mall | 1 | 4.3 |
| Pine Knoll | 1 | 4.3 |
| Total | 23 | 100.0 |

Table 22 **Locations for improvements to existing FUTS trails**

| | <i>No</i> | <i>Pct</i> |
|--------------|-----------|------------|
| Fort Valley | 3 | 33.3 |
| Route 66 | 3 | 33.3 |
| Rio North | 2 | 22.2 |
| Buffalo Park | 1 | 11.1 |
| Total | 9 | 100.0 |

Table 23 **Locations for grade separations**

| | <i>No</i> | <i>Pct</i> |
|--------------------------------|-----------|------------|
| Downtown | 9 | 75.0 |
| RR tracks | 2 | 16.7 |
| San Francisco (through campus) | 1 | 8.3 |
| Total | 12 | 100.0 |

Table 24 **Locations for general bicycle enhancements**

| | <i>No</i> | <i>Pct</i> |
|------------------|-----------|------------|
| Milton | 13 | 25.0 |
| Downtown | 12 | 23.1 |
| South side | 5 | 9.6 |
| I-17 | 3 | 5.8 |
| East side | 2 | 3.8 |
| Fort Valley | 2 | 3.8 |
| Fourth | 2 | 3.8 |
| Lone Tree | 2 | 3.8 |
| West Route 66 | 2 | 3.8 |
| West side | 2 | 3.8 |
| Butler | 1 | 1.9 |
| Elks Lodge | 1 | 1.9 |
| Highway 89A | 1 | 1.9 |
| Mall | 1 | 1.9 |
| McConnell/Beulah | 1 | 1.9 |
| Route 66 | 1 | 1.9 |
| Southwest | 1 | 1.9 |
| Total | 52 | 100.0 |

Table 25 **All locations included in comments**

| | <i>No</i> | <i>Pct</i> |
|-----------------------------|-----------|------------|
| Downtown | 30 | 22.4 |
| Milton | 23 | 17.2 |
| Route 66 | 7 | 5.2 |
| Woodlands Village Boulevard | 6 | 4.5 |
| Butler | 5 | 3.7 |
| Fort Valley | 5 | 3.7 |
| Kachina Village | 5 | 3.7 |
| South side | 5 | 3.7 |
| West side | 5 | 3.7 |
| East side | 4 | 3.0 |
| San Francisco | 4 | 3.0 |
| West Route 66 | 4 | 3.0 |
| Doney Park | 3 | 2.2 |
| I-17 | 3 | 2.2 |
| Lone Tree | 3 | 2.2 |
| Fourth | 2 | 1.5 |
| Mall | 2 | 1.5 |
| Rio North | 2 | 1.5 |
| RR tracks | 2 | 1.5 |
| Beulah | 1 | 0.7 |
| Buffalo Park | 1 | 0.7 |
| Bushmaster | 1 | 0.7 |
| Clay Basin | 1 | 0.7 |
| Elks Lodge | 1 | 0.7 |
| Forest/180 | 1 | 0.7 |
| Highway 89A | 1 | 0.7 |
| Little America | 1 | 0.7 |
| McConnell/Beulah | 1 | 0.7 |
| Outlying | 1 | 0.7 |
| Pine Knoll | 1 | 0.7 |
| Southwest | 1 | 0.7 |
| Woody Mountain Road | 1 | 0.7 |
| Zuni Drive | 1 | 0.7 |
| Total | 134 | 100.0 |



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Flagstaff Bicycle Commuter Survey 2010

All Flagstaff cyclists are invited to fill out this survey; urge your friends to fill it out as well. The survey takes about 5 or 10 minutes to complete, and will help us identify what works for cyclists in Flagstaff and what needs improvement. The results will help us improve facilities for the growing ranks of bicycle commuters.

For this survey, a "bike commute" includes any trip made by bicycle for work, school, shopping, errands or other purposes.

This survey will be available through Friday, May 28, 2010 (one week after the conclusion of Bike to Work Week). Please take this survey only once, and thank you for your time and assistance!

1. On an annual basis for trips within Flagstaff, estimate how much you use each mode of transportation:

Bicycle

- Not at all (0%)
- Rarely (0-10%)
- Sometimes (10-50%)
- Often (50-80%)
- Most of the time (more than 80%)

Walking

- Not at all (0%)
- Rarely (0-10%)
- Sometimes (10-50%)
- Often (50-80%)
- Most of the time (more than 80%)

Personal car or truck

- Not at all (0%)
- Rarely (0-10%)
- Sometimes (10-50%)
- Often (50-80%)
- Most of the time (more than 80%)

Car pool

- Not at all (0%)
- Rarely (0-10%)
- Sometimes (10-50%)
- Often (50-80%)
- Most of the time (more than 80%)

Public transit or school bus

- Not at all (0%)
- Rarely (0-
- Often (50-80%)
- Most of the

- Streaming City Council Meetings
- Set the Record Straight
- Snow Advisories
- Agendas and Minutes
- Boards and Commissions
- Mayor & Council
- Recovery Act Information
- Flagstaff Neighborhoods
- Contact Us
- Flagstaff MPO
- Jobs
- Public Posting Places

- Utility Payments
- Agendas & Minutes
- Emergency Services





- 10%
- Sometimes (10-50%)

Other

- Not at all (0%)
- Rarely (0-10%)
- Sometimes (10-50%)
- Often (50-80%)
- Most of the time (more than 80%)

2. How long is your typical round trip bicycle commute in miles?

3. For your usual bicycle commute, estimate how much of the trip by mileage is traveled on each type of facility.

Single track or forest trails

- None
- Minor links
- Some
- Most
- Almost all

Urban trails (FUTS)

- None
- Minor links
- Some
- Most
- Almost all

Quiet streets

- None
- Minor links
- Some
- Most
- Almost all

Busy streets with bike lanes or wide shoulders

- None
- Minor links
- Some
- Most
- Almost all

Busy streets with NO bike lanes or wide shoulders

- None
- Minor links
- Some
- Most
- Almost all

4. On average, about how many days a month do you ride your bicycle for transportation to work, school, shopping, or errands? (check one)

- Almost every day (more than 25)
- Most days (15-25)
- Frequently (5-15)
- Occasionally (1-5)
- Almost never



5. How does weather affect your commuting? (check all that apply)



Live Edit Mode



- I bike regardless of weather
- I bike except in very bad weather
- I bike in some bad weather
- I bike only in good weather

6. Do you ride during winter months? (check one)

- I ride through most of the winter
- I ride during the winter months when the weather is good
- I don't ride during the winter

7. Why do you ride your bicycle? (check all that apply)

- Environmental benefits
- Exercise and health benefits
- Enjoyment and relaxation
- Saves money
- Is more convenient or takes less time than driving
- Parking is inconvenient, unavailable, or expensive
- Cannot drive/no drivers license

8. What discourages you from riding your bicycle? (check all that apply)

- Bad weather
- Carrying cargo that I cannot take on a bicycle
- Running errands, traveling to meetings during the day
- Dropping-off and picking-up family members
- There is not a route that feels safe and comfortable for cycling
- Traveling by bicycle takes too long
- There are no showers or changing facilities at my work
- There is not secure bike parking at my destination
- "Helmet hair" or other wardrobe conflicts
- Bike lanes and trails are often blocked by snow, ice, cinders, or other debris

9. How would you rate the Flagstaff Urban Trails System (FUTS)? (check one)

- Excellent
- Fair
- Poor





10. How would you rate bike lanes and other on-street bicycle facilities in Flagstaff? (check one)

- Excellent
- Fair
- Good
- Poor

11. How would you rate bicycle parking in Flagstaff? (check one)

- Excellent
- Fair
- Good
- Poor

12. How would you describe your employer's bike parking? (check all that apply)

- Secure, designated bicycle parking is provided inside the building
- Bikes can be parked inside or in offices
- Parking bikes inside is not allowed
- Outside racks are provided
- No racks are available, but other things work well
- Secure bike parking is a problem
- Showers, lockers, or changing rooms are available

13. Which of these phrases best describes you? (check one)

- I am a confident rider who is willing to ride in most traffic situations
- I only ride on bike trails or quiet streets
- I will tolerate riding in traffic but I prefer bike lanes, quiet streets, or trails

14. Which phrase best describes your bike commuting history in the last few years? (check one)

- I bike commute more than I used to
- My bike commuting has not changed significantly
- I bike commute less than I used to

15. How old are you?





Live Edit Mode



16. What is your gender?

Female Male

17. What's good about bicycling in Flagstaff?

18. What needs improvement?

That's it!
Thank you for participating. The results of the survey will be posted in a few weeks on the City of Flagstaff and FBO websites.

If you would like to receive email notification of information of interest regarding bicycle issues, including monthly meeting agendas for the City's Bicycle Advisory Committee, type your email address here:

Submit

Reset

Cancel

17. What's good about bicycling in Flagstaff?

Exercise, saves money, scenery.

Flagstaff Biking Organization, Martin Ince, mountain bike trails, FUTS, Loop Trail

Where there are bike lanes, they are wide, clearly marked and I feel safe riding north of NAU's campus and west of the mall. I particularly enjoy the urban trails, and use them whenever possible for travel to destinations.

Great scenery, fair trail, fresh air

Flagstaff Biking Organization and bike week. Bike routes are slowly improving.

The hills :). Seriously. Also, the relatively small size of the city.

It wakes me up more than a cup of coffee! I really look forward to the ride home. It allows me to decompress, and maybe get a little singletrack time in if I go the long way home.

the bike park

the year round temperate climate makes bike commuting very reasonable to do! I like the large number of bike lanes and urban trails and use them frequently. I love the bike path on route 66 and use it a lot to get from my neighborhood (sunnyside) to downtown.

Short distances, bike paths and lanes, fresh air!

Lake Mary Road is awesome. McMillan Mesa is a great link in the FUTS.

The FUTS and the trails through NAU keep it safe.

Flagstaff has made good efforts to create bike lanes. Then they don't do anything to maintain the lanes or educate the public about what they're for. Mostly the FUTS trails are the best part - if you're going that way. Otherwise - God help you. The message is: bikes don't belong on the road here. Want to ride somewhere? Do it on your own little stretch of path separated away from traffic.

bike lanes

Flagstaff is more friendly and accommodating towards cycling culture than many communities. Over the past couple years especially, there seems to have been a larger push towards making the city easier and less discouraging to ride in.

I can get most places as fast or faster by bike than by car. Acceptable public transit is available when necessary.

The steps already taken to make it easier to bike in Flagstaff.

The great weather in the summer. Clean air (most of the time).

weather, sunshine, easy access to trails to Forest Service and state trust land, FUTS network including Sante Fe Rec Trail along Rte. 66 (though it has significant "connectedness" problems - discontinuities)

I really enjoy riding when the weather is good.

It allows you to travel around downtown Flagstaff easier and more efficiently than a car. A great stress reliever.

Great weather, short distances, scenic town

Urban trails, bike lanes

Things have improved in the last five years - more dedicated lanes for instance. It is nice to see more lanes. I have also been shocked at how many lights now "see" cyclists and we no longer have to wait for a car to trip it for us.

We have little difficult weather so thanks to the right clothing we can ride year-round. More info for

#11--most businesses, etc. are pretty tolerant about bike parking when there is no designated location--but it would be better if there was more secure bike parking at businesses. WHEN the City builds a downtown parking garage <G> please include an indoor, secure area for bikes! Perhaps more downtown employees would cycle to and from work if this were available.

Besides how much flak we get from the horrendous comments azdailysun posts on their website. biking here is generally pretty good. I've been doing it for a year and about 8 months now, and I love it. I live about 5-6 miles from work and have been commuting every day. rain or snow.

Most drivers are considerate.

ever expanding FUTS trails

Good biking community and overall awareness. FBO is an outstanding organization.

Open roads outside of town, make for safer bike riding.

How far it has come in so little time.

Increasing miles of paved urban trails. The new Lake Mary road bike lanes.

FUTS trails. Can ride across NAU away from noise and traffic. Except when the bike lanes are blocked by snow, the climate is good winter and summer.

Active cycling community with supportive politics at city hall. Great summer riding and a good trail system.

It's gradually becoming a higher priority for those in charge of designing and maintaining travelways. We seem to be moving in a positive direction.

Access to FUTS and all the single track

An advocacy group like Flagstaff Biking Org, having a Bicycle Advisory Committee and a Multi Modal Planner. I always know I'm being represented.

The new design of Lk Mary Rd!!!

Weather. Bike lanes.

Pathways are conducive. Supportive community.

The weather is very accommodating.

Generally, the temperature and clear skies are good. Flagstaff is also relatively compact. I don't need to travel more than 5 miles to get anywhere (10 miles round trip).

There are some bike lanes. Smaller town and less traffic.

The Urban Trail system and plentiful sunshine

Many trails and options for getting around town. Drivers are very cautious and respectful of cyclists. Despite what you may hear, I've been a bike commuter in 5 different states over the last 10 years and Flagstaff is by far the best/safest feeling city I've biked in.

Flag is very bicycle friendly

I see all my friends doing the same

Overall, many of the primary destinations around town are fairly close (eg. 5 mile radius, NAU, Downtown, Libraries, Museum, schools, parks, rec. centers, Buffalo Park, USGS, Lowell, etc.). I think that Flagstaff citizens are increasingly aware of "sharing the road" with cyclists and it increases to be a "bike friendly" town: thanks to the joint efforts of the Cycling Organizations and the City.

Beautiful places

The FUTS system is excellent. Biking often gets me to and from my destination faster than driving.

Even the other side of town is not that far away and can easily be biked. The bike path along Route 66 is excellent.

Good community support

FUTS bike/trail system, Rt 66 bike path & tunnels at major intersections (Enterprise, Country Club/Rt66, etc), the growing number of cyclists on the road (of all biking levels), questionnaires like this one, commitment by City to BTWW, San Francisco St. bike lane

Overall a safe biking community

weather most of the time, trails, trails, trails, scenery

Access to FUTS trails; awareness of drivers toward bicyclists

I like the trails in Buffalo Park.

The Urban Trail is fairly convenient and rather safe (i.e. not vehicles).

Plenty of bike lanes (the one along Rt. 66 is particularly nice), FUTS, great community, nice summer weather. I would ride all the time if it weren't for the problems I outline in question 18.

I can generally find routes that feel safe.

The off road trails and the FUTS

Birds singing in the morning, prairie dogs, feels great, other riders are friendly. bike trails. I especially commute on the trail along 66, and it is fantastic to not have to ride with cars. I love the bike trails!

bike path along Rte 66 from downtown to the east-side is fantastic!

Flagstaff does a good job of making it easy to ride a bike. The FUTS makes it feel safe.

Many people bike, so it's accepted and people try to accommodate bikers.

Through a combo of quiet streets, FUTS, and tolerable sections of moderately busy streets, I can get to all destinations in Flag.

many improvements of FUTS and bike lanes in the past several years. We have a good cycling community, pretty good support from the city government, and a great advocacy group in Flagstaff Biking Org.

The bike path on 66 is awesome

people are generally aware that there are bikers on the road.

Relative high awareness of bikes on the road by drivers. Relatively good choices and options for routes in various parts of town. A relatively large number of riders in town.

Bike lanes are often provided and there are many bike advocates.

mostly courteous car drivers. always clean air! existing bike lanes are awesome (except for snow and ice) super support for safe biking from FPD officers

cars are tolerant. came from Michigan and cars hated cyclist would try to run off the road.

With the FUTS and the Rte 66 paved trail, I can get to many destinations and feel safe. A lot more people are riding/commuting now. This trains drivers better to keep on the lookout.

Most roads have bike lanes, I like being able to jump on trails right out of my neighborhood to shorten my commute. Driving would be faster but it only takes 25 min from my door to my son's school and then on to work. so it is only about 10 min's longer.

Great Trails, trail systems. Wider Lake Mary Road! FUTS is awesome.

Fresh air, convenience.

The Mountain Line is an awesome compliment to bike commuting, especially in weather. The trails are good and there are lots of them. The bike lanes are pretty good (though only on heading East on Cedar) the 66 cycle path is great, the FUTS is a good connector link, direct route, and non motorized route.

Helpful people that can show you different routes to ride. There are more bike lanes being put in.

FUTS is great. Keep it up with expansions/connections, please!

Awesome scenery, fresh air, great urban trail system...

it's a lot easier to get around without having to find a parking spot. Most commuting for me can be done on back roads. It's a small enough town that anywhere I need to go is not that far away. FUTS is extensive enough to be used recreationally and also as a nice way to get somewhere with avoiding traffic.

Live downtown. Get around faster then driving and parking is available. Very scenic road biking

The attitudes of people in Flagstaff are generally positive towards bicyclists. Also, the culture does not require one to look neat and well dressed to enter most businesses (e.g. restaurants).

Lanes and the three lanes at absolute! other people out riding, FBO

Good weather at the times I commute to work for most of the spring, summer and fall. I have lots of friends who bike.

The City of Flagstaff supports alternative non motorized modes of transportation.

trails are awesome--accessible, wide, and well-maintained. Bike lanes are almost everywhere and alt routes to high traffic routes exist almost all the time.

good bike lanes, willingness of drivers to share the road.

There are more bike lanes than several years ago.

sense of community

the beautiful area

I can usually piece together a fairly safe route to where I want to go

It's all good ! meeting people, getting a little workout, saving money, it's a good vibe.

Bike lanes on many streets, FUTS is great.

Trails are found everywhere. Most bike lanes feel safe. Attitude is generally better towards bicyclists from motorists.

The weather is often comfortable and many roads offer a nice, wide bike lane. The FUTS is great and offers a way to get many places while avoiding traffic, traffic lights, and bad drivers.

I would bicycle more if I didn't live in Kachina which is predominantly expressway riding.

I can get from Downtown to Cheshire without taking the major highways through town. Can rely on quieter neighborhood streets and urban trails to get there. Its easy to get to a lot of places on the west side without too much trouble.

Flag is a bike friendly community that allows one to take scenic routes on bike through the middle of the city. Its a fast alternative to driving.

weather, trail links

Bike lanes in some areas. More and more bikers out, raising awareness.

Everything. MTB single track trails are awesome.

Community and work-place support for riding; great terrain off-road and on-road; downtown riding for lunch/errands is more convenient and faster than cars/trucks

Weather is generally good. Access to excellent mountain bike trails. Good variety of road rides. The bicycling community is becoming stronger in its efforts of advocacy. FBO, Jack and Martin, all the bike shops, Bike to Work Week, Loop Trail efforts.

quick, friends, view different things.

fun.

FBO is proactive in planning future bike urban trail.

occasionally the weather plays along and it is stress free and relaxing.

It is healthy and environmentally considerate.

Its bicycling, and its in Flagstaff. Seriously. Its a good sport, and its a good town, but they don't have a lot to do with one why each other is good. I suppose the fact that the town is just not that big helps.

FUTS

Fairly bike-friendly town.

lots of sunny days

Most of the drivers are considerate, good existing routes and options for bicycles, bike racks on buses, paved and trail to single track trails.

futs, cyclists seem to be recognized as a legitimate entity by drivers, city is proactive in creating bike lanes, the shared lane on south san francisco (although the road surface is terrible)

There are good places to ride Great scenery

short trips, pretty neighborhoods

Its faster than driving, and I don't get stressed out like I do behind the wheel in this traffic-jammed town.

It is cheaper than gas. I can get most places in about 15 minutes by bicycle from my house.

Bike friendly community so there is much attention paid to street improvements to accommodate bicycles in most places.

It's Flagstaff

there is generally good awareness and respect toward bicyclists. I have lived here 22 years and this has improved greatly during that time. I also appreciate the improvements and addition of bike lanes.

Well, it's beautiful here... Drivers tend to have somewhat of an awareness of bike riders; definitely saw improvement after that guy filed the lawsuit against the bus. The bike path on 66 is great.

Flagstaff is small enough, it doesn't take long to get places.

Good lanes for the most part and terrific views / surroundings.

It is so easy to stay off main streets and take the FUTS or trails. There is so much beauty to see when you ride.

Weather is conducive. Bike lanes. flagstaffbiking.org

Fairly limited traffic - or it can be avoided depending on where you bike. Flagstaff is small and

getting from point A to B can actually be faster on a bike.

FUTS, the weather, the people

Rarely harassed by drivers Many expect to see cyclists

Cyclists are fairly well respected

overall bike friendly town

There are a decent number of bike lanes around the city.

Beautiful!

urban trails, bike lanes, good weather.

1. FUTs. 2. the new RT-66 and Milton bike lanes. 3. the new path in front of the train depot. 4. many traffic light signals will respond to me on a bike, though some are flaky.

Lots of routes, scenic, seems mostly safe, variety.

For the most part, commuting by bicycle can be done on smaller streets with less motorized traffic and lower speed limits.

Great environment! Beautiful!! You can smell the trees, not the smog!!

Camaraderie among bicyclists in town is great. Overall, despite being a mountain town, it still has a fairly long-lived bike commuting season... good for those who choose not to drive. We are a one car family - where the one vehicle accrues 5,000 miles or less per year. Living in a progressive and positive biking/walking community is of very high importance to us.

Flagstaff is bike friendly and I can get an enjoyable commute to my work.

the trail along 66 from downtown to the mall is excellent since it gives us plenty of space away from traffic except when at intersections. I would love to see another separate commuter trail on Milton though I am not too sure how feasible that would be.

The health benefits. It's a bit rough as a commute. There are hills and the wind can get pretty fierce, but not much can be done about that.

The views and fresh air.

bicycling is good. you avoid the flagstaff traffic, you get to know the atmosphere, and it is a fairly bicycle friendly community. the super-highway bike path down 66 is killer. i dig it all.

FUTS

Clean air except when you don't have to breath cigarette smoke form passing cars.

Ther weather is good and it is culturally accepted.

Can get anywhere in town, and the Urban trail is amazing for general transport and joy riding...

Plenty of nice weather. Clean air most days. Great access to USFS and other surrounding forest lands and trails. In town, we have an excellent urban trail system in some areas, but not where I need it most (Old 66 West).

Lots of trails, the possibilities are endless.

respectful drivers! (mostly) smooth roads and bike lanes.

Community.

the trails are the best

if you (the cyclist) obeys the rules cycling is easy and safe as most motorists i encounter are courteous.

Most drivers are biker-friendly.

Most cyclists obey courtesy and safety rules thereby affecting a positive view of cyclists.

Lots of people are riding, so at least local drivers expect bicycles on the road

You can take the FUTS almost anywhere.

FUTS trail -- though I have moved where the FUTS trail no longer gets me to work; bike lanes are decent where they exist; the beauty of the scenery while biking (I used to love my bike commute to Cheshire -- now I live closer, but don't like my commute as much)

sunshine, urban trails

Lots of bike lanes and alternate routes that provide safe passage. The streets department is pretty good about sweeping cinders in a timely manner, and when snow levels are not record setting, the bike lanes get plowed pretty well too!

Bicycling in flagstaff

There are plenty of trails and in-between places (parks, alleys, culverts, etc) that make my daily commuting interesting.

Beautiful country, sunshine birds singing,

This survey is evidence of the priority of biking in Flagstaff's agenda.

Bike to Work Week represents everything that is good about bicycling in Flagstaff! FUTS is great. Bike lanes on many streets.

It's a fun environment. I feel healthy and there's always good air to breathe in town.

Bike lanes on most streets, decent urban trail system.

Exercise, comradery, trails.

* Good bike paths * Off-road path on South side of 89/66 * Lots of trails * tunnel at 89 and old 66, and alternate path at 89 and country club * slow traffic speeds downtown

Ample bike lanes and lock up areas.

community of people who value cycling

the wide shoulders and bike-only lanes. the bike path along 66 to the mall is great.

The community is very biking-oriented.

There is some awareness on the part of the city of the need for safe bicycling facilities.

With the extension of the FUTS to the East side of town, I now have a much safer commute from the Christmas Tree neighborhood into downtown (cityhall).

The Urban Trail. But more miles of Urban Trail would be even better.

The urban trails are great for families - I have 2 young sons.

FUTS and bike lanes. High percentage of pop. also bikes; therefore motorists are used (mostly) to sharing road with bicyclists.

Fresh air, relaxation, less stress, challenging hills to and fro

It's sometimes faster than car commuting

Good trails and bike lanes, Bike-friendly attitude, Great Scenery.

Everything!

Over all it is a very bike friendly community, more so than where I am from in North Carolina. The FUTS is incredible and there are more bike lanes in Flag than what I am use too. Nice to be around so many people who ride their bikes.

Generally seem to be respected by drivers. Ways to get around that are away from busy streets.

I do appreciate the increase in bike lanes & urban trails. I love riding during the warmer months, starting in April through September as the weather permits.

Ease of access to downtown from my neighborhood. Feeling of community among bicyclists

Great cardio workout, you can't avoid a hill if you are traveling more than a few miles in any direction! Flagstaff is becoming a progressive, pro active community in regards to bike commuting. There is a general sense of cohesiveness and support amongst the biking community!

Wide sidewalk on Milton

The urban trails and good scenery

The sense of community. Great for our clean city. Lots of trails

Bike lanes, some secure bike parking.

Bike lanes, some secure bike parking.

Lots of trails and bike lanes.

Good bicycling community. Lake Mary Road and Wupatki loop are good ride locations.

1)Beautiful scenery and weather (much of the time). 2)We have urban trails.

A person can bike most of the year because of the weather; I also like the urban trail system.

The large off the road bike paths and tunnels which keep bikes away/out of traffic completely. Urban trails and easy access to single track mountain biking are excellent and excellent WEATHER!! Typicaly a person can bike into the winter months.

I like the FUTS trails and Lake Mary road. There are many drivers who seem aware of bicycles and try not to run over them. It's a healthy, fun, social activity that all ages can participate it.

Slower traffic, good organization, trails.

around town it is better than driving or walking.

Love the 4th street overpass and the bike path on route 66

short distances, good weather, great urban trail system, most motorists sympathetic

it's fun and it's great exercise.

It's fun! Sense of community, smelling the pines or flowers and vitamin D! Our air is clean. FUTS is great.

urban trails

People are generally aware of cyclists and most roads make some sort of concession for bikes. Newer lights with cameras detect me.

Climate

The weather (most of the time), the health benefits, the convenience.

Lots of urban trails and options for commute routes

Great urban trails and single track around town. Good bike lanes on many streets, including dedicated bike trails on Route 66.

clean air, nice views,

Urban Trail, lots of other people do it

*Great in the summer *Trail System is expanding *Good Group/Organization Support ie:Flag Biking
*It's fun!

Nice grass-roots effort to keep people interested in cycling. Always someone to talk to, about cycling.

I love the urban trail system--since I don't feel confident about my ability to ride in traffic, I much prefer to stay on the safe and scenic trail system:).

clean air and lots of other bike commuters on the road. Great trails to link and provide some fun on the way

great weather (in summer)

It's beautiful along the way!

Trails are well maintained and I feel safe riding on them.

FBO!

Bike lanes are excellent. Climate is mostly moderate. People here are far more considerate than where I moved from.

I love the bike path along 66. I never hesitate to ride my bike downtown from the East side. I feel that I will have a safe and enjoyable ride.

dirt

i feel that most drivers are aware and courteous. we have bike lanes at intersections which keeps everyone safe and there are plenty of route options depending on how confident one is.

It has become far more common to find bike racks at businesses.

Weather conditions Bike lanes Trails

The weather outside of winter, clean air, high altitude, good bike lanes.

Flagstaff is a beautiful place & the urban trail system makes it fun & easy to get around!

Other bikers on the street. Most things are close enough to bike. Weather is usually fairly good for biking

The weather (usually), the hills, the fresh air, the generally respectful drivers, and all the other riders out there on the roads!

The FUTS is great.

The people!

For the most part, Flagstaff has plenty of bike lanes and a good trails system. It seems to improve year over year. And I enjoy having Mountain Line as an option to, say, take the bus to the mall and ride back. Whereas a ride out and back might be too much.

The view! Start getting winded and one glance at the mountain refreshes me! FUTS, never lived in a town that showed dedication to bike commuting and recreation.

Great weather, good facilities

It is easy to get around town since the community (for the most part) is fairly small. And if you need to get to the other side of town, the bike racks on buses are easy to use and make distance travel for riders easier if they are not able to pedal the extra distance.

Mostly the snow and wind, and the hills are good too. Good to see trails and bike lane networks grow

each year.

The Bikes lanes on Butler, Huntington, Forest/cedar, are great!

I like the FUTS and there's a fair amount of bike lanes. Nice cruising down quiet streets to get to town.

I moved here 36 years ago for the clean air. It is great here except when you have to breath cigarette smoke from cars at stop lights and form people standing outside businesses.

In general, the weather is good. It's sunny most days, and the street conditions are such that rarely one can't ride a bike.

FUTS

The fantastic clean air.

I use the FUTS a lot. It seems that drivers in general are more aware of bicycles here compared to other cities. The busses have bike racks.

Small enough town to bicycle commute everywhere 100% of the time.

The weather.

A fair number of bike lanes and decent urban trails

In general, the weather is good, the routes are good and the acceptance of cycling as a mode of transportation is good

There are trails everywhere

Great bike lanes and FUTS system, courteous (for the most part) drivers.

Makes me feel great to commute to and from work by bike.

It is extremely cyclist friendly. Bike racks are provided at nearly every store.

There is a strong and growing bicycle culture. Government agencies are mindful of bicycle-riding values.

Strong community support of cyclists from the city, and FBO. With such support, including crucial funding for bicycle transportation improvements and support staff, Flagstaff can move forward with critical improvements to provide safe and convenient alternative transportation in the city and region.

18. What needs improvement?

A short section of steep trail on the Rio North FUTS should be paved. Storms regularly erode the trail causing dangerous ruts. I'm worried that bikers will get hurt going down this steep hill.

Finish FUTS and FLT connectivity, better winter bike route cleaning, (not complaining, just room to improve)

During the winter, bike lanes are largely unusable. Obviously the FUTS is impassable as well, and even many sidewalks throughout the city seem dangerous. Drivers seem largely unaware that they are supposed to leave 3 feet of space around a biker.

Potholes are numerous, bike lanes leave a lot to be desired or are non-existent where they are really needed. For a town that has as much bicycle traffic, not nearly enough is being done for bicycle safety and ease of use. Several times over this past winter there have been sidewalks that were only partially cleared or not cleared at all. When the sidewalk is the bike lane, it's really a hassle not to be able to get through. Several of the bike lanes were totally closed by snow and ice for a great part of the winter. More bike lanes in busy parts of town would be a real help. Thank You

We need stronger support from the automobile community - many treat bicyclists as an annoyance and a hazard. We need greater support from local gov't and law enforcement. We need even safer and more consistent bike routes.

The bike lanes; bike etiquette among riders and drivers; police attitude towards cyclists; lack of bike lanes; lack of appropriate parking.

Better snow/ice removal in bad weather. Also, some bikeways (89 north comes to mind) have incomplete bikeways/bike lanes that force riders either onto the highway (dangerous), or onto sidewalks to continue their travel.

park rules (skaters in bike only park, vice versa)

YOu know, I struggle with how torn up the streets get (potholes and large gouges in the middle of the roads). The poor road condition often encourages cars to drive in the bike lane to avoid these hazards. Such as on Beaver street below the hospital.

Hwy 180!!!! is scary around the bend near hidden hollow. Almost been hit a few times.

Clearing snow from bike lanes during the winter so that I don't have to drive in traffic. Clearing the FUTS faster after snow. The idiotic drivers (hey, I can hope, right?).

I'm terrified to ride in this town now. I used to ride almost exclusively. Now I ride very little. I have been nearly hit by city trash-truck drivers, then a kid was killed by a trash-truck driver. I used to live in a town in Montana that had lots of bicycle infrastructure and I rode 12 months a year. Here, the bike lanes are for snowbanks! And want to ride out in the road? Forget it - that lane's for cars (see reference below to getting arrested). In Montana they plowed ALL the urban trails by 11 am, every time. Flagstaff? NO WAY! Want to go over Cedar Hill safely in the winter? Drive a car! The Matt Kelley bridge might have 2 inches of ice on it. That sure wouldn't have done him any good. Generally, Flagstaff drivers are crazy! Even in good weather people drive in the bike lanes. I'm tired of being scared and agitated when I get home. So I take the bus - oh, the bus! The bus drivers are OUT OF CONTROL! They would nearly hit me EVERY time they went by. Then there was the kid who nearly got whacked, and he got arrested by the cops for it. THIS TOWN HAS LOST ALL "BIKE FRIENDLINESS" THAT IT EVER CLAIMED. I wish I could still ride my bike but I'm forced to drive my car out of fear for my life (or ride the bus and watch other cyclists dive out of the way of the buses). I DON'T WANT TO DIE IN FRONT OF A CAR OR BUS OR TRASH TRUCK.

Idiot bicyclists who ride illegally and make the rest of us look bad. I think more dedicated bike lanes above street grade would be ideal.

Many bike lanes around town are far too narrow or cracked/potholed to be safely ridden in. Also many bike lanes use the gutter pan as part of their width, which is terribly unsafe when you consider

the joint between the concrete gutter and the asphalt is rarely ever level, and often also has a wide crack. Debris in the gutter pan (Broken glass, cinders, rocks)also makes it an unsafe location to ride, thus, the gutter pan should not be considered a part of the width of bike lanes. Also problematic are the bike lanes that disappear for some stretches of the road, forcing cyclists to ride in motor traffic lanes to the next segment of bike lanes. I feel that laws regarding cyclists need greater enforcement. As a cyclist, I have seen other cyclists blow stop lights and stop signs in front of police officers, who do nothing about it. Cyclists are required to follow the same laws as cars, and they should be enforced. This would go a long way towards curbing the animosity between vehicle drivers and cyclists.

We need more signage/education for both bikers and drivers to understand what is both acceptable and legal behavior.

More parking racks are needed everywhere in town and out at the mall.

Cleaning of bike lanes to reduce hazards. Incorporating more bike lanes into existing streets.

basic bad Arizona drivers in general and bad driver attitudes in particular, too much motor vehicle traffic (especially macho pick-up truck drivers), bad layout of the town (bisected by Interstate and RR), downtown's narrow streets with on-street car parking, lack of fully connected FUTS, bad cinder build-up in bike lanes and along curbs & gutters throughout late winter & spring, poor air quality and extreme noise levels on FLG's busy streets due to FLG's overabundance of diesel trucks (pick-ups, SUV's and poorly maintained commercial vehicles), scofflaw cyclists who don't obey traffic laws and get the aforementioned basically bad Arizona car and truck drivers so riled up that they'd rather run one over a cyclist than shift a lane to avoid one, and lack of quick crossings of I-40 and RR tracks.

More comprehensive trail system that joins sections of town

More bike lanes.

People driving cars to be more aware of cyclists. Somehow education the cyclists that create a bad image for others. More bike lanes.

Enforced motor vehicle laws especially speed. More focus on integrated solutions, not failed strategy of separating bikes only to futs

A way to cross Route 66 downtown safely (tunnel or bridge), a way to go north from NAU without going over to San Francisco Street.

Education of drivers and police. I was the victim of road rage by a driver and received little assistance from the police. Also, I do not understand why the emphasis on the vehicular cyclist concept. How long have we been doing that and how much of a change have we seen in ridership? I sure would love to see a switch to making improvements that would make a mom want to ride with her child rather than what would please a 30 something male clad in lycra and ready to take on the world. As a first step how about if we could just keep the bike lanes we have cleaned and safe?

Keeping the bike lanes/shoulders cleaner (clean off cinders, glass, snow etc.) so it is easier to ride predictably and to stay to the side; keep signage out of bike lanes; if there are to be bike lanes make it clear where cyclists are to go when there is a right turn lane and the cyclist is going straight. Also, the bike lane by Kinsey (on Lone Tree) is poorly designed in that it sticks to the curb and makes bikes move away from the flow of traffic and then move back toward traffic. It would be better to allow the cyclists to ride straight and consistently. If this was designed to accommodate school buses it still does not make sense unless the idea was to knock down bowling-pin kids boarding a bus. Please fix this. Thanks.

some drivers need educating on looking out for us, and in general smart driving. I've been in an accident where a lady crossed all 5 traffick lanes on 4th street and cut me off. i went over my handle bars onto her hood and broke my collar bone. she had no insurance and i've been stuck with the bills. also I would like it if cyclists were ticketed for doing obvious illegal things that give good law abiding and safe commuters like me a bad wrap. I see too many cyclists riding at night without headlamps or reflectors, going against traffic, running stop signs and red lights. something needs to be done!

Clear the bike lanes of trash, cinders, etc.

'disconnects' in FUTS system Milton

More bike lanes. Greater communication to those who are visiting our community regarding the bike friendly nature of our community.

Other bicyclist think they own the road. They make Drivers mad and put me in jeopardy. More effort on law enforcement to ticket bikers that don't ride by the laws. Bike routes in Downtown area need wider lanes.

Awareness and attitudes of both cyclists and vehicle drivers. Continued development of physically separated and direct cross-town routes.

Removal of debris and snow from bike lanes. More paved urban trails and more and wider bike lanes on streets. Turn on the electrical outlets on the square downtown, so people can charge their electric bikes.

FUTS trail crossing just south of Wal Mart needs major re-design.

Connectivity within the bikelane system. More on street bike lanes and more off-street bike paths (preferred). More city-sponsored bike events, rides, parades, picnics, social/family events.

The safety and comfort and ease of travel of bike commuters should be prioritized, rather than a tacked-on afterthought. Bike lanes are too narrow, often cluttered with debris (cinders, for example), and not maintained in snowy weather. There are not enough bike lanes. I'd like bike lanes downtown. I encounter road rage from automobile drivers frequently, both when I'm biking and walking. I'm talking literally about screaming, threats, and threatening movement of the vehicle toward the biker/pedestrian. It's dangerous, and it causes psychological trauma that can negatively effect productivity and happiness for the rest of the day and decrease cycling confidence and the desire to bike commute. I reported one of these instances to law enforcement, and I wasn't satisfied with law enforcement's follow-through. If another citizen behaved like that to me in line at the grocery store, rather than from within the protective bubble of his SUV, he would probably be arrested for disorderly conduct. He would at least be ostracized by the community. How can we change the culture to see this behavior from behind the wheel as abhorrent as it would be seen face-to-face? I'd like bike racks to be the norm at businesses all over Flagstaff. First State Bank, for example, is a heavily used, centrally located business with no bike rack (at their Humphreys Street location). In general, there's a palpable culture in Flagstaff of seeing bike commuting as a barely tolerated annoying oddity, rather than what it should be: a normal, viable, safe, and healthy transportation option that's fully supported by the transportation infrastructure.

Clearing snow from all bike lanes and FUTS to encourage riding in the winter.

Education!

FUTS to KV. The little connector trail built two years ago is single track, too treacherous, and not usable in winter.

Weather. Bike lanes. Buses encroaching on bike lanes. Parking for bikes. Snow and cinders in bike lanes. Showers for employees (co-ed is best).

Better trails (set back from highway 89) from outside of town into town i.e timberline to town.

Milton Road

Keeping bike lanes clear of snow and cinders in the winter. More ways are needed to be able to change traffic lights at intersections -- I don't like getting stuck at lights. I think drivers need education on what bicyclists are allowed to do -- they often seem to think that I don't deserve to ride in the street, ride on sidewalks, etc. They often pass way too close to me. Drivers making right turns usually don't look to see when bicyclists or pedestrians are in a crosswalk.

Crossing on Woodlands in front of Walmart is ridiculous. I fear for my life.

making UTS "flow." Addressing curbs, obstacles and vehicle signage relative to the UTS. Bicycle parking is poor. Educating Drivers.

Quicker removal of snow/cinders in the winter.

More bike lanes on major streets

double lefts are a problem. Design intersections to allow bikes to ride in the direction of travel.

Our family would appreciate a few more trails/links to main arteries. In addition, it would be nice to coordinate a method for keeping bike lanes "clear" during inclement weather conditions, eg. somewhat free of snow, ice, cinders, and parked cars, etc.

Bike lanes on streets--particularly, on my commuter route, Butler, the whole street; the worst stretch is from the I-40 to Fourth St. intersections.

Bike lane on south San Francisco (I know this was proposed and shot down due to less parking for cars) because this is one of the heaviest cycle traveled road we have. Please repave south of the tracks too (especially south San Francisco, there are pot holes and cracks that even swallow cars). The north side got it, but the south side is where it was truly needed. In winter the bike lanes need to be cleared of snow. They never are and it forces cyclists to ride in the lane of traffic which pisses off drivers even though we have the right to be there. Bike lanes are often not cleared of cinders at all and need cars to drive in the bike lane or eventually the monsoons to clear them.

Bike lanes on Woody Mountain Rd.

Quite a few bike lanes just end w/o warning and for sometimes for no apparent reason, then re-start a block or few later. Flg would benefit from more 3' Safe Passing distance signs (especially on roads where bike lanes are not present). City supported Spring newspaper/City Scape/PSA's reminders for drivers as to bike safety/bike awareness - safe passing distances, looking before turning left across a bike lane, etc. On highway 180 bike path where Mead, Beal, etc access Hgwy 180: would be excellent to have "LOOK for Bikes" signs at the Stop signs - too often cars do not stop at the first White line and then proceed slowly through cross walk/bike path lane; instead cars stop right in the cross walk/bike path - making it very unsafe for pedestrians/bikes crossing. It's a beautiful pathway, but too many cyclists are fearful of being hit at those crossings, so are avoiding that pathway - myself included (I run into this problem almost daily). Drivers who HONK right as they are passing a cyclist - perhaps to let us know they are passing. I believe these drivers are trying to be nice, but the reality is it startles cyclists. Police enforcement of cars parked in bike lanes - I called FPD several times for S. Beaver Street School parents consistently parked in the bike lane, gave FPD times when they could easily issue tickets and nothing was done. Also more FPD enforcement of cars passing w/o the 3' - several times I have been passed with little distance, and a police officer was w/n site and the car was not pulled over.

FUTS is still disjointed with dead end trails that really negatively effect the commute. Once these are all connected things will be much better. Some "at Grade" crossings for the FUTS trail are VERY dangerous and need to be addressed (Woodlands is very unsafe and I will not take the family across that intersection)

bike lanes, driver education, pathways to downtown that families with kids can ride safely

Bicyclists need to be more aware of conflicts with car traffic. I think it is ridiculous for cyclists to be riding in the winter with so much snow and ice. Riding the bus would make a lot more sense. I think a lot of cyclists are irresponsible when it comes to safety.

1) Snow removal needs to be extended to bike lanes. 2) Many bike lanes need to be maintained more frequently (e.g. repaint white lines, sweep off debris and cinders, repair potholes in bike lanes) 3) Signs around town reminding drivers to provide ~3' distance between vehicle and bike. 4) Signs on one-way streets reminding bikers they are not to go the wrong way on these streets.

1) A FUTS link from Forest Dale to Little America/water treatment plant/FUTS, or to Butler Ave. Herold Ranch road is UNSAFE, as is Arizona Trail at night. 2) Poorly planned bike lane heading west on Butler from Continental Area toward NAU: requires either a) crossing the road and traveling the

wrong way, in an area full of unaware tourists and busy business entries, or b) moving across 2 lanes of traffic with 18-wheelers, to get to left turning lanes. There is no other way. SCARY!!

Flagstaff needs more bike lanes and trails and needs to maintain existing bike lanes and trails. Bike lanes are not cleared of snow, ice, cinders, or other debris and trash. Biking in Flagstaff is particularly frightening during snowy winters when urban trails are buried under several feet of snow and the few existing bike lanes are buried under snow plowed from the auto lanes.

People not riding when trails are muddy, which creates ruts when the mud dries. A public trail behind The Elks Lodge (a trail exists and people use it, but it does say no trespassing).

Stop the wind! south San Francisco! It is hard to go safely on South Milton and I avoid it

While Flagstaff has made plenty of positive moves to encourage bicycling, for the commuter it seems that there are just too many locations on the busiest streets that do not provide a safe bicycle lane/way to navigate traffic. I was solely a bike commuter in Fort Collins for 5 years and hold that as the gold standard - nice big bike lanes everywhere, so that drivers are always aware that cyclists could be present. Part of it is just the layout of Ft. Collins seems much more conducive to biking (something we can't change about Flag), but for someone commuting from Cheshire to W. Rt. 66, the only real option to cross the tracks is on Milton, which feels like playing roulette from Santa Fe to W. 66. I take the back streets through downtown and would be much more willing to bike to work if there was a way to cross the tracks from Santa Fe through to the neighborhood just south of the tracks. Thanks.

connection around the train station between San Francisco to Beaver/Humphrey, and Butler south of I-40 could use a bike path.

More FUTS trails including a trail across the tracks from north side to south sides and from NAU to Lone Tree. There is no safe way to ride along Route 66 towards the west. More bike racks around town. Encourage businesses to put in more.

roads are full of potholes and cracks that damage bikes. Many roads either don't have bike lanes, or cars regularly ignore them.

A North/South FUTS or bike lane (if lone tree is extended over 66 or a bike lane on South/North San Francisco). San Francisco is dangerous and, in my opinion, is the number one bike lane priority. I've heard talk of a FUTS segment near the visitors center. Is this a link for a north/south downtown route?

continue to connect FUTS and city bike lanes.

People think bike lanes are for parking their cars

better routes to cross the railroad tracks - a pedestrian/bike bridge would be excellent.

Options for crossing Milton Rd and the train tracks near downtown. Distracted drivers. Rule breaking bicyclists who give others a bad reputation. I still see a good number of bicyclists riding on the wrong side of the road.

Traveling from downtown to west flagstaff requires crossing the Rail road - all options feel dangerous to me. I recently moved to Flagstaff and chose my rental location to be close to work, however, I find that the route feels unsafe to bike (Route 66) and side routes have speed bumps that are uncomfortable for riding. Therefore, I tend to drive more frequently than I would like. Where I lived previously, in a larger community (missoula, mt) I biked almost everywhere and rarely felt unsafe. I recommend some better form of pedestrian transport across the rail road from the thorpe park area to the west side and removal or restructuring speed bumps on the back streets that parallel 66 to provide quite/safe alternative route.

need more education for bike riders to make them realize they are under same vehicular rules as autos. E.g. one-way streets, riding WITH the traffic, obey stop and yield signs, hand signals, helmets helmets! Snow removal to keep bike lanes open.

Some bike lanes are covered in gravel (even in summer when cinders are not used). The bike lane

heading north on San Francisco St, by the hospital, has a 1"d x2"w groove right in the middle of the pavement where my front tire should be. I haul a trailer with my daughter in it. So, going around the groove doesn't feel safe. I'm either too close to the sidewalk or in traffic.

To and from work is good but getting to other parts of town is not as easy.

Lack on bike lanes in a city with very few roads makes road riding more difficult. The Loop project needs serious support as this will provide the ability to get around the city with greater ease.

A city loop to access all parts of the city safely.

The new speed bumps in Buffalo Park to the West of the parking lot and picnic area are awful for cycling, though may have drainage benefits. They could be more ramped and less of a lump. A FUTS greenway through Bushmaster would be cool. Improve southside and campus connections.

Bike lanes that end in the middle of a road. Just because the "lane" ends, doesn't mean I can stop riding that road. Seems very odd to me.

FUTS needs to connect to Kachina Village and Mountaineire, there are a lot of us out there who like to commute to town.

FUTS or other bicycle-safe connections to outlying (county) communities such as Mountaineire/Kachina. Paving Old Munds Highway would keep all of us in Mountaineire from having to ride on the freeway, and greatly improve ridership from the neighborhood.

some connections need to be improved to ensure continuity of the ride on urban trail instead of having to take some busy streets to go thru downtown... Downtown and Milton Rd need serious improvement...

Biking is still scary on S. San Fran. All I can say is more signage and more paint on the road.

Need more bike lanes.

I would ride more if I could, more conveniently, integrate the bus into my daily commute, but I still have a two mile, uphill ride to work after I get off of the bus at Home Depot (I work at W.L. Gore near the arboretum). I would love to be able to ride the bus into work a few days a week, bike to work a few days a week and bike home every day. Other than that, if someone could stop the 30-40mph wind gusts, that would help too.

The urban trail on fort valley road is extremely hazardous I will not ride it. I have ridden for getting around touring and commuting for 30 years that is about the worst thing I have seen. At a minimum there needs to be a sign at each intersection telling the vehicles to stop before the bike crossing. Everyday it looks like someone pulled into it without looking I've seen two people hit in those crossings. Please fix it or shut it down to bikes. A wider bike lane would have been a lot better.

Some of the bike lanes or trails end abruptly on sidewalks or other awkward spots making it difficult to ride safely and legally (1 example: where the underground bike path comes up on the south side of Butler). Some streets with bike lanes still don't feel safe to me (Cedar hill, Milton).

I'd like wider bike lanes but at least there is an outlined "gutter" area

Enforcement. FPD does not proactively enforce infringements by motorized vehicles against bicycles. (FPD enforcement is so bad I am actually considering pulling future business endeavors out of Flagstaff and relocating to more bicycle friendly location(s).) Education. The motorized public needs to be educated about the rights of bicycles on road ways. Education 2, bicyclers need to stop riding down one way streets the wrong way and other abuses. (FPD needs to start handing out tickets to bicyclers for breaking traffic laws.). Tourist. Somehow visitors to this city need to be educated about bicycles and bicyclist rights. (I have been hit twice, while riding my bike, by tourists.)

Other cyclists' mentality of not obeying traffic laws This applies to all kinds of cyclists, however, I've noticed the WORST offenders are the "diehards" with their cycling jerseys and roadbikes. Drives me crazy. Motorists not checking BOTH ways when exiting a parking lot or making turns at intersections (a concern for me as both a pedestrian AND cyclist). These are behavioral changes, and difficult to

implement, I know. But, PLEASE consider having FlagPD cite these infractions or look for them during certain times of the year. I know we want to encourage biking, but we also want to encourage SAFE biking--perhaps start during BTWW?

More awareness, more designated "bike streets" with restricted car traffic, bike lanes need cleared from snow and debris when the streets get cleared.

better bike lanes

safety, better and more off road bike lanes like those along rt.66, info to drivers on bike safety, bikers following road rules.

Some of the FUTS foot/bike paths need to be "smoothed" out- makes for rough riding and difficult control on a road bike with no shocks.

I think we need more street sweeping for cinders and debris from roadway. The county really needs it.

More streets with bike lanes. Intersection of McConnell Dr. and Beulah Blvd. is dangerous on a bike. Need more secure, lit bike parking downtown and at local businesses.

Locations for improvement are Butler between Sinagua Heights and Lucky Ln., FUTS between Enterprise and 4th (too bumpy for a road bike), Rt 66 between Railroad Springs and Woody Mountain (nonexistent bike lane), 4th street between Butler and Soliere (too narrow). Lastly why not have a circle trail (FUTS) around Flagstaff like large cities have with an interstate? Trail links are mostly there but nothing around the SE corner (Amberwood and Walnut Canyon) to link up with Rio De Flag.

I turn north on to Beulah from Lake Mary Road on my daily commute. Lake Mary Road and Beulah to the new hotel/forest meadows, has a wide bikelane. after the light, it simply ends. The issue here, as it is in many other places around town, is that the bike lane ends with no signage to warn cyclists or cars. this stretch of road passing by olive garden/red lobster and wal-mart/old fazolis, needs a bike lane.

Downtown/Southside Community area and NAU campus roads are a bit neglected. Wide cracks in the road and pot holes are all over and are trouble particularly on a road bike. Cinders to melt the ice and dirt/gravel from construction reduces traction and control on a bike. The streets are usually clear but the bike lanes don't get as much detail after Winter/in construction areas. Also, the city buses could use bigger bike racks.

The bicycle community has a lot of cliques and they don't seem to be open to riders who aren't like them. There seems to be a lot of judgment for those of us who are more casual but still love riding.

bike lanes downtown, western route 66

More bike lanes, or even better, more designated bike paths from east side of town north of 66. 180 out to Baderville is rough, no shoulder. "watch out for bikers" signs on 180 sort of like the "watch out for elk" signs on I17 would be awesome.

1. Still way to many idiots in pick-ups who think nothing of threatening me with their vehicles. 2. The City of Flagstaff has to commit to clearing snow, ice and debris from bike lanes and shoulders in the city. I pay property taxes, too. 3. While the FUTS and other trails are good and getting better, there are some critical interchanges that are still very dangerous. a) McConnell and Beulah, b) crossing Milton anywhere, c) when will there be some way over the train tracks that is not Beaver Street? d) it's a nice path, but can we fix the crossings where the Urban Trail crosses Steve's and Fanning? It's too tight, narrow, etc. e) and how am I supposed to get from the urban trail along Route 66 to Beaver Street and NAU? Do I go the wrong way on San Francisco? 3. Curb cuts! ie: a curb cut 25 yards before the intersection that will let me exit the separated bike path, jump into the bike lane through the intersection, and another cut that will get me back onto the path. (Steve's, Fanning)

milton area, and crossing it.

safety.

Urban trail infrastructure - more trails, overpasses/underpasses, eg, it'd be nice if there was an urban trail tunnel going under S. San Francisco on the NAU campus.

Roads need bike lanes and/or sidewalks that are maintained YEAR ROUND and go from one corner to the next, not just 100 ft and then disappear. Driver Education for all drivers more than once every 40 years.

Better pathways and employer support.

Cycling in snow is over-rated, and its cold and dark in the mornings in winter. If the planet's axial tilt were, say, half of what it is now, cycling in Flagstaff would be much nicer.

bike lanes on major roads to get from West side to the East side for those who ride road bikes/non trail loving bikes

Sweeping the shoulders along the interstate.

Winter plowing of bike lanes and cinder pickup outside of the spring clean when snow is melted on major roads. Wondering how many times there are more than 2 bikes riders using a bus and have to wait for the next bus.

Bridge below duck pond Close Milton

Correct the bike lane width on 66 it is not 3 feet

Bike parking facilities Bike lanes Showers @ work

still are situations that put a cyclist in a position where it is impossible to follow the rules of the road (e.g., crossing 66 at switzer canyon puts you on the wrong side of the road), aggressive bus drivers, both city and school buses, winter conditions

The mall area is a dangerous place to commute through

bike lanes, better drivers.

We need more bike lanes, more bike racks, and PLEASE FIX POT HOLES ON SAN FRANCISCO STREET! (painful for a road bike).

Increased bike lanes. Education for motorists. We should work to have less cinders and debris in bike lanes and on sidewalks.

Street cleaning and removal of cinders after winter since most of it gets shoved to the bike lanes. Snow removal during the winter since it all gets shoved to the bike lanes.

More bike lanes, would be nice.

More people riding would improve a lot of things. I think increasing participation is very important in order to become less of a "car culture."

Keeping bike lanes clean. I have to ride closer to traffic when the cinders are all over. More bike lanes!

Headlight and taillights along with helmet enforcement.

Some bike lanes could be better. Manuevering through busy intersections can be difficult.

More activism to get people to ride to work and errands.

We need more bike lanes. Education for both drivers and bicyclist, but mainly drivers.

More bike lanes and signage

Wider bike lanes. More incentive to bike year-round such as easier bike parking accessibility. More bike lanes allowing connecting routes.

My back

Educating tourists to watch out. Frequent signs to share the road

Less people on cell phones and texting. Very obvious when cycling. Almost all close calls are where someone is using cell phone.

urban trail to link kachina village to ft. tuthill

The quieter, safer roads tend to have a lot more cracked pavement which leads me to bike on heavier trafficked roads to not have to deal with all the cracks and pot holes.

More bike lanes and increased education to public and police dept.

driver awareness (safety), removal of snow in bike lanes in the winter, urban trail parallel to Milton.

1. getting across Downtown and the RR tracks for through bicycling traffic. 2. a plan for Milton! the street is crazy, riding the sidewalks is too narrow and too many driveways. There are many businesses that I've given up on because it's too difficult to get there on a bike even though they're physically 3 blocks from where I work. Would be great to have wider sidewalks, at least on the east (fewer driveways) and add a crosswalk with a safety island on south Milton somewhere between University and South Plaza. Or something. 3. lack of snow removal in bike lanes and nearly no enforcement of sidewalk shoveling.

People seem to need educated on the use of the urban trails. Stay to the right! Right?! So many people are hodge podge all over the trails and risk getting hurt or hurting others by not paying attention or being on the wrong side in blind spots.

Bike lanes bike lanes bike lanes! Claiming a lane due to the lack of a bike lane is very dangerous, there is a serious lack of education of how people should share the road with cyclists. I'm not confident in peoples ability to become safer drivers, I think effort is better spent by making alternatives (bike lanes) available throughout the city.

Need timely and consistent clearing of bike lanes in the winter, of both snow/ice AND cinders. At times major roads (ie. Butler Ave, San Francisco St. etc.) go for over a month with obstructions in the bike lanes, creating hazards for both cyclists, pedestrians, and motorists. The emphasis of FUTS is nice, but it's usually closed for a few months out of the year due to the winter weather. I'd rather the city put more emphasis on bike paths that are actually able to be maintained year round.

Bikers need to follow rules and not switch between on road/sidewalk/crosswalk...no wonder motor vehicles get angry. There needs to be more education on both parts!

1) We need better congruent designated bike lanes. For example, why is it that I can ride south on Milton from our downtown neighborhood (near City Hall) and portions of the Milton roadway have designated bike lanes then wham! a few blocks without?? 2) Broader Bicycle Awareness and acceptance by the community as a whole. It is hard being repeatedly honked at, yelled at, and flipped off, physically grazed and nudged by vehicles. Typically folks in extra large vehicles have a hard time fitting in the narrow lane anyways, let alone if they are passing a bicyclist - then they yell that we (bikers) need to ride on the sidewalk - which I have done. And, in turn been our beloved Flagstaff Police Department has warned and cited me. Thanks.

I would like to see traffic signs on intersections along 66 like enterprise and 66 notifying drivers to pay attention to cyclists using the trail along 66. Too many close calls and blocked access. I would also like a designated bicycle lane on south san francisco. drivers don't seem to notice that the whole right lane is designated for bicycles. More incentives for riding.

Not sure anything can be done, but the most challenging thing is the amount of hills to get to work! I am at FMC and there is NO route that doesn't involve a few major inclines.

I ride the freeways. I commute from the airport area to Gore on Kiltie by way of I-17 and I-40. It would sure help if the sides of the freeway could be swept more often.

Better driver awareness of bikers and bike-related traffic situations.

Road and Pothole Repairs in the Bike Lanes.

Making motorists aware that they don't own the road. Some motorists get upset when they see a bicyclist on 'THEIR' road.

designated bike path down Milton (or just extend the bike lane through that whole business district). I am not sure what else.

More bike lanes

The route I take to work goes from two lane to one lane to right turning lanes and it is confusing where the bike should go. Also some areas don't have any shoulder.

road quality The interfaces where bike paths join or cross roads are usually clumsy, although this is a difficult design issue.

Some FUTS trails need upkeep, and some drivers around town need to be more aware of bicyclists.

I live downtown. When I used to work on 4th street, I biked year round, 5 days/wk summer, 2-3 in winter. Since work moved to Woody Mountain Rd 17 years ago, I only bike to work a few days a year. The main reason is the lack of an urban trail connection from downtown out to WM road, either on N or S side of the RR tracks. This would make a huge difference for me. We also need the tunnel under the tracks at Walnut Street. And why doesn't the Mountain Line bus go out to WM Road? Thx - GB

More awareness for the people driving the cars!!!

those people texting while driving.

some of the roads and segments of the FUTS on the east side are pretty dicey for skinny tires.

Community relations and education.

ALL OF THE BIKE LANES OR TOTAL LACK THERE OF.

bike racks downtown

Lone Tree and Zuni are both lacking bike lanes.

Safety when riding on busy roads with little or no shoulder. Most traffic lights won't change for bicycles.

Northbound RR crossing at Beaver or other northbound option west of San Francisco over the tracks.

There are some awkward links between FUTS and street riding (like where am I supposed to go when riding FUTS E to W and hit San Francisco?!) Please stop having street sweepers push debris and cinders into bike lanes. Some lanes are incredibly rough (S. San Francisco) and need to be repaved.

Better connections -- a tunnel under Route 66 near downtown would be awesome. Disappearing bike lanes are dangerous, e.g. Beaver, San Francisco, etc. Milton is very dangerous. Construction pops up everywhere in the summer with no alternate routes for bikes (e.g. could the sidewalk at San Francisco and 66 at the RR tracks at least be kept open when it's down to one lane (like today) so bicycles can get around and connect with the Rt. 66 bike route east?

more bike lanes, clear snow/cinders from bike lane (along Rt. 66 especially), attitude toward bikers,

Parks department could clear park paths and wider multi-use trails sooner after snow. Wish you could require a bicycle riding safety class in order to obtain an AZ driver's license. I have found that the more I commuted by bicycle, the more aware of cyclists I was and I was better able to predict what they will do when I'm driving.

More bike lanes, motorist education. 0 tolerance DUI. Driver's licenses as privilege instead of right.

Disappearing bike lanes and/or the lack of bike lanes on important thoroughfares is a constant frustration... the now-partially-missing bike lane that was recently 'erased' on Kaspar in front of the new NATRA bus facility comes to mind. I am of the opinion that this is an ironic oversight in the city's multi-modal infrastructure.

more bike paths

Snow removal from bike lanes and traffic light sensors that can recognize cyclists. My thought process is: if my weight as a cyclist is insufficient to register with a traffic sensor then the light is clearly intended exclusively for cars and not bikes or the safe flow of traffic regardless of vehicle type.

Bike lane on West Rt 66 tapers into nothing. Something should really be done about that. Better street sweeping of bike lanes would be nice.

Creating a wider bike lane on some flagstaff streets.

Beaver St, and San Francisco should accommodate 2 way bike traffic. Currently a law abiding citizen can easily double the distance and time by required for short commutes downtown. Cycling infrastructure is lagging on the east side of town. Bike paths in Doney Park connecting into town would be a significant improvement.

Getting through Downtown and the south milton area. There is no real way to safely get through downtown. We usually use side streets but it would be nice if there was a designated trail system going east west through downtown. There is no bike path going up the west Rt66 near Woody Mountain. That is a very busy section of road with a fairly steep grade hill. It would be nice to have a safe bike path/trail system (off the road) going up the hill. Many W.L. Gore & Associates use that route to get to work.

* Would be nice for people east of the mall (townsend/winona, doney park) to have a bike path in. * Driver awareness (hopeless I think) * Biker awareness (better to live than be right) * More bike parking downtown

Bike lanes in outerlying areas.

road conditions (sweep streets, manage potholes/cracks)

some shoulders are full of cinders and rocks from the winter but that may be outside the city limits (Lake Mary Rd) and could be a county issue

Bike lanes & general bike access on the west side of town in particular. The urban trail intersections with streets by Wal-Mart are treaturous. Bike lanes or even sidewalks along Woodlands Village would be nice. Further development of the urban trails system would be great. A way to access downtown from the SW side of town with my kids without severe worries about car traffic interaction would be awesome.

There are still too many streets that do not have safe cycling facilities (downtown and Milton).

A changing/locker room with a shower would be nice in cityhall ;)

Bike lanes on streets that mysteriously end. At their terminus, they should tie in better with the shoulder/bikepath/sidewalk. Also, the Ft Valley bike path is great, but there needs to be a better/safer crossover near Sechrist School. Lastly, the dedicated cycling community "gets it," but casual cyclists, such as laborers or NAU students, need to be targeted more heavily for education about rules of the road and cycling etiquette.

Milton Road needs a bike lane!!

Need a safe way to get from NAU south campus to Lake Mary Road.

Cleaning of the bike paths, more vehicular awareness and less animosity, more access at businesses to lock up bike, more "air" places to fill up if forgot before left home.

Safety, I'm always concerned w/ this. Road conditions- half of my commute has me riding on roads w/ 6+ inch cracks in the road. Cleaner streets- there's so much trash, debris and LOTS of cinder to contend with. More bike lanes.

Better bike lanes on major routes such as Butler Ave between I-40 and Fox Glen Park. More FUTS connections.

Drivers and wind (if you figure those 2 out, let me know your secret!!)

Make sure EVERYONE knows the law. The recent incident with the Bus Driver and Law Enforcement Official show that people who should know about the 3 foot law don'teducate...liberate

East to west link Downtown. Clean up/ grade the trail/access road on the north side of the track from far west downtown to behind the new flood basin, too rocky for a commuter. The Fanning and Rt 66 intersection, scary.

Drivers remain scary - some close calls. MOre awareness needed, particularly regarding red light runners and giving bikes a better margin of space. Street conditions could be improved - wide cracks in pavement and cinder removal. I understand in Seattle that buses have bike racks on the back as well as the front - could we consider this?

Safe ways to access South Milton from downtown area need to improve. Right now I carry my bike across the tracks through a hole in the fence: not ideal. Also, I see people riding with no helmets, I-pods in their ears, ignoring traffic rules-- depending on cars to see and honor them. We need to follow good safety rules and traffic rules-- and also to educate drivers about the rights of bikes.

The more I commute on bike, the more aware I have become of the importance in being an alert, undistracted driver. It would be nice to encourage awareness and the necessity of following biking/driving laws and general safety practices by offering public presentations. I can't tell you the number of times I have almost been hit by distracted drivers. I ride very defensively and anticipate that I will not be seen, this mentality (I am sure) has saved me from being run into even multiple times in one day! We need to encourage awareness in both cyclists and drivers. I think we often get caught up in who's right, demanding right of way, etc. forgetting that safety proceeds this, regardless of who is right and who is wrong. Otherwise Flagstaff is a very enjoyable and bike friendly community! Thanks for all you do FBO!

Drivers that don't pay attention! Also, it's sometimes difficult to go through the downtown area with the narrow one-way streets and cars parked along the road.

FUTS - needs to connect through town. Milton needs bike lanes. Wish riding downtown was safer.

Bike lanes away from/partitioned off from the road and for bikes only.

Bike lanes away from/partitioned off from the road and for bikes only.

Education for bikers and drivers in Flagstaff.

Not enough safe routes for bicycles (ie, Butler, Milton, Rte 66, the whole downtown area). Tourism opportunities being squandered by not having key tourist travel routes with bike lanes (ie, Oak Creek Canyon, Snowbowl Road, Hwy 180 (limited)).

1)Enforcement of traffic violations committed by cars/trucks against cyclists. Police don't even seem to be watching violations that take place right in front of them, such as driving in the bike lane with a cyclist in it, not yielding to a cyclist or pedestrian in a crosswalk. Then there is the three foot rule.
2)Bike lanes on many streets and roads are too narrow. 3)Snow removal on urban trails, sidewalks and bike lanes. Butler Street still had snow blocking both the bike lane and sidewalk in the middle of March.

Bike lanes need to be created for all roads, they also need to be swept of cinders and kept clean/clear (this doesn't happen enough, especially now in the spring when they are the dirtiest) and we need an easy way to get across 180 at the end of Forest.

More off road wide bike paths!! Let's separate the bikes from cars so that cars cannot veer into the bike lanes, also often bike lanes are full of debris or pot holes or uneven/unfinished surfaces. Every street should have a 2 way side walk on one side and a 2 way bike path on the other side (as with Rt 66), also more tunnels that keep bikes out of traffic.

More trails that are separate from the road. Snow removal!! More education for bicyclists and drivers about road rules and safety.

Snow removal, snow removal, snow removal. Bike lanes, shoulders both need to be clear of snow/ice.

connections on north 89, where I commute from, SUCK. the new trails around the freeway and mall are truly weird. bike paths are often shared with drunks and maintenance trucks. drunks are a problem especially near Kachina restaurant--that little grove of trees next to the bike path. walk signals should be automatic in this town. how do you get the light to change when you are in traffic?

Looking forward to having road work on San Francisco finished.

some motorists aggressive

Clearing the bike lanes of cinders and junk in the spring (esp. 4th street) and 4th street needs to be safer for bikers and pedestrians (maybe some speed bumps and more cross walks?)

Bike lanes on several more routes, and some more bike racks around town.

extension to county limits so commuters do not have to ride on a 4-5 lane highway

Infrastructure! Better bike lanes that are not sandwiched between fast traffic and parked cars. Crossings on FUTS on 66 often puts you on the wrong side of the road. FUTS on 66 gets too much snow from the plows during the winter from the road. Too many lights don't detect bicycles, pedestrian switches sometimes located too far from crossing area. Right on red, people aren't paying attention. Police don't enforce 3 foot law. Too many strip malls don't provide adequate or safe bicycle parking.

Road repair

Safety...biking downtown is dangerous due to aggressive drivers and lack of bike lanes.

Snow and ice removal from bike lanes during winter. Cinder removal during spring.

Some bike lanes end abruptly and then begin suddenly without warning or obvious reason. Signage for bicycling is often lacking, especially in busy intersections or difficult crossings. Bike to Breakfast happens only once per year. :)

unaware, inconsiderate, dangerous drivers of vehicles

more lanes in heavier traffic areas

*There needs to be a bike lane/trail out on 89 for safety and continue to Sedona

Bike Education!!!!

Cycling in Flagstaff is STILL dangerous, despite more bike lanes provided. People die or get hit every single year. Cyclists need to honor the rules of the road, but more importantly, drivers need to be more respectful of cyclists. I've had drivers yell obscenities at me and drive much too close as they pass by, simply to scare me. There needs to be a hotline to report drivers who are wreckless around cyclists.

Riding downtown scares me because of all the parallel parking--you never know when a car will swerve to get a parking spot. I especially dislike trying to cross Route 66--I wish there was a safer way to cross the major streets there. I work on one side of Route 66 and have class on the other, but I'm afraid to ride my bike to class and end up walking or driving instead.

education of road laws for cyclists, drivers, and police.

more bike paths or wide, clean shoulders

more education on rules of the road for both bikers and cars More bike lanes

Education on rules of the road to the public between those riding a bike and those driving a car.

We need FUTs to Katchina / Mountaineer. Old Munds is terrible and the single track isn't very direct to Fort Tut.

Clearing the bike lanes after snow. More education. there is no excuse for city employees and police not knowing the law.

The bike loop around Flagstaff. I work off of Townsend Winnoa and I see signs in the forest regarding the Loop Trail, but I don't know where it goes, or if it is finished. Maps for the trail systems in Flagstaff.

some of the transitions, the filth behind Walmart

i think the bike lanes need better marking and better upkeep. maybe more signage on commonly ridden streets to remind drivers of bikes being present. we could always use more bike racks.

The bike lane on N Beaver is useless - you have to ride in the car lane in order to be out of range of opening car doors. There should be sharrows through downtown, not just on the south side of the tracks, on SF and Beaver.

Bike lane markings Wider shoulders More paved trail miles

More bike lanes and trails. Better way to clear trails in the winter.

On street bike lanes

More options for not sharing busy roads with cars Thanks a lot for all you do!

The snow and ice drifts that get plowed into the bike lanes and left there. The cinders in the bike lanes that don't get swept up by the street sweepers. There could be more and better bike racks downtown.

We need better bike lanes (esp. on Beulah) with lanes for left turns. Milton Avenue is a real impediment to more bike commuting. A real disaster. I also think we'd see more bike commuting if Mountain Line extended to more places like into Ponderosa Trails. Finally, our city's leadership doesn't bike commute at all and aren't invested in it. Numerous City staff value it but the higher ups don't actively promote it.

Bike lanes and routes

I really don't like the situation at the railroad underpass at 66 and Milton. It's really dangerous for bicycles, and the sidewalk is difficult to manage because of the stairs. Can we get rid of those stairs? Also, Milton in general is a nightmare for cyclists. This should be focused on.

Bike lanes along Butler/Milton! Wider, better marked (bright/reflective paint for lines), better signage. A bike friendly community sign on the way into town along 17. These are the only areas of Flagstaff I would consider it "dangerous" to ride.

Wind needs to be reduced. Traffic laws could use more enforcement to reign in scofflaw cyclists and improve cyclist's image. Thanks Martin-Ken

Riding in downtown can be a dangerous and frightening experience. With no bike lanes, cars will get as close to cyclists as they can, even cutting cyclists off in traffic and almost hitting people. Some have found that riding the FUTS is rather silly and a large loop out of the way. Risking riding on roads with no bike lanes can save you major time. Most trails are for mountain bikes only (in my experience).

Greater connectivity of lanes and trails. Ongoing underpass disaster at Santa Fe/Milton and difficulty navigating RR tracks. Continuous bike lanes on Milton. Need to enlist/endocrinate Nau students etc., that give cycling community a bad name, and train bus-drivers/cops about bike laws.

Milton! A dedicated, separated bike lane would be awesome! I am a very experienced, law abiding rider and have had too many "near misses" on Milton and W. Rt. 66 to the "Urban trail" sidewalk that begins at San Francisco St. The stretch of "Old Rt 66" from the end of the Mall addition out toward I-40 is in horrible shape. Loose, broken, chunks of roadway, pot holes, large cracks etc.

Plowing the snow and removing cinders out of the bike lane would be helpful. Also shoveling snow at cross walks wide enough for a bike trailer would be good.

The biggest factor that keeps me from riding to work in the winter are the chemicals but on the road. They cause me to get sick with respiratory problems and they cause my bike to corrode. Also, the bike lanes are inconsistent which makes it dangerous because you go from having a nice wide shoulder to no shoulder.

Getting across Milton and Route 66. It would be nice to have a commuter tunnel go under Route 66 and the railroad tracks so that one can safely and quickly get from downtown to south of the tracks (like Macy's, NAU, New Frontiers, etc.). It would be great if there was an underpass that would hook up Agazzis St. in downtown to someplace just south of the tracks.

Expanding FUTS trails, improving some existing FUTS, Providing more bike racks/lock-up areas at major shopping/areas of commerce. Bike racks on all busses. Investigate bike-share program for city (see Telluride, CO's successful program--linked with city library--very successful program. Linked with city library--the program has zero thefts/losses of bike inventory to date).

Education of citizens and law enforcement of bike laws. Foster community between bikes and cars. Clear snow from bike lanes, keep parked cars out of bike lanes.

City organization, cars are diverted through the city often making biking dangerous...particularly the R66 /Milton area. Tourists going to snow bowl & the Canyon go through downtown making the road congestion insane. Mix in local lunch time, after work rush, & NAU it can get scary...been hit twice on my bike.

Need more bike parking at all businesses. Street cleaning of bike lanes. Continued expansion of FUTS. Would like to see bike lanes installed in the Country Club and Route66/Hwy89 interchange.

FUTS is too disconnected.

Clearing of bike lanes year round. Education of drivers and police on bicycle laws. This survey does not seem to acknowledge full time use of bicycles as transportation. See Questions #1 #4 #6

The weather!

I don't feel safe on the Route 66 Bike path due to cinders, ice, cracks, and seams that go down the middle of the path on the east side. Also, a lot of cyclists do not feel the need to follow traffic laws (passing between cars at stop lights, not stopping at lights, etc.)

Bicycle Education! Too many cyclists, and by the looks of it as many regular commuters as noobs and students, ride with very little regard for the traffic laws. This makes it harder for those of us that do follow the law to keep our own rides safe and to enjoy a positive relationship with motorized traffic. Stop signs and lights mean stop...if there isn't a bike lane you should not be riding up on the right to block the lane in front of traffic that was in front of you, riding the wrong way in the bike lane on a one way street etc... So frustrating and aggravating as a cyclist who has commuted for years and works to fit into the flow and rules of traffic in order to improve the relationship between bikes and cars. From a car standpoint it is time to start enforcing parking tickets in bike lanes. The city needs money right???

more bike lanes

The weather in general. Just kidding. Quite a few stores and places of business have no bike racks. Bike lanes in winter are full of snow and ice.

Some bike lanes (Lockett, for instance) on major roads are pitted, rutted and aren't clean which makes for a difficult ride. Bike lanes need to be remarked on Rte 66.

Signs at trail turn offs, so people don't get lost in trails.

Downtown and west-side bicycle lanes, west-side to-and-from NAU bicycle routes (especially northbound), provision for South Milton and west Santa Fe (downtown) bicycle traffic, timely snow and cinder clearing from bike lanes and bike routes,

Improved bicycle access to the W side, in the Milton corridor. Promotion of the Bicycle and Pedestrian committees to full commission status, possibly including other alternative transportation

components of the city governance. Support of the bicycling community, including the city, for expansion of Walnut Canyon NM. Certainly, NM designation guarantees long-term, valuable protection for these lands from future development. The preservation of open space should far outweigh any temporary inconvenience to cyclists due to possible rerouting of bicycle trails.
