



MINUTES

City of Flagstaff

PEDESTRIAN ADVISORY COMMITTEE

Thursday, February 14, 2013
4:30 pm

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

CALL TO ORDER

The meeting was called to order at 4:34 pm. On roll call, the following Committee members were present:

Kim Austin, Co-Chair
Joyce Browning
Georgia Duncan, Vice Chair
Cecile LeBlanc
Jim Tuck

Members absent:

Heather Taylor, Co-Chair

One vacancy

The following City staff was present:

Tom Boughner, Code Enforcement
Martin Ince, Multimodal Planner

Others present:

Tyler Aman
Jared Bohn
Casey Borden
Brian Cimala
Angela Horvath, County Health Department
Erika Mazza, NAIPTA
Melody Merritt
Ivanna Munoz

I. PRELIMINARY GENERAL BUSINESS

1. Announcements

Ms. Duncan reported that snowplows had damaged the truncated dome panels where the Fort Valley FUTS Trail crosses the Museum research campus driveway.

Mr. Boughner reported that they were still working on sidewalk complaints. He said they have done four abatements, where the City hires someone to clear the sidewalk, and then charges the property owner. He also said the ordinance has been changed to make it easier to enforce; specifically the changes make it easier to hire a contractor for a second violation.

2. Public Comment

Three nursing students from NAU introduced themselves, and said they were working on a class project to research bicycle and pedestrian safety in Flagstaff.

Two journalism students and one public relations student from NAU also introduced themselves.

3. Approval of Minutes

Approval of the minutes of the regular meeting of January 10, 2013 was tabled to the next meeting.

II. NEW BUSINESS

1. NAIPTA five-year transit plan update

Erika Mazza, planning manager at NAIPTA, gave a presentation on NAIPTA's draft five-year transit plan. She said that public outreach was beginning on March 4 with a series of public events, and that the draft plan would be presented to the NAIPTA board in April.

III. OLD BUSINESS

1. Draft ADOT Bicycle and Pedestrian Plan

Mr. Ince provided a brief overview of the plan and the planning process, and presented draft comments on the plan's strategies.

Following discussion, Mr. Tuck made, and Ms. LeBlanc seconded, a motion to forward the following comments to ADOT, as written in the staff report and modified by discussion. The motion was approved unanimously (5-0).

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Strategy 1

- Add pedestrians to third sentence, last paragraph of page 36.
- Page 37, second bullet suggesting that development be concentrated is a good idea but outside of ADOT's jurisdiction or ability to control.

Strategy 2

- In urban areas, it is recommended that sidewalks should always be included on both sides of a street. Soliere Avenue in Flagstaff, for example, is bordered on the north by Interstate 40. A decision was made to not build a sidewalk along that side because of the lack of destinations; however, there are still pedestrians who walk on that side of the street in the bike lane. In addition, bus stops have been added to that side of the road since the decision not to include sidewalks was made. In general, it is best to avoid trying to determine in advance where sidewalks are needed and where they are not.
- Parkway (a strip of land between the back of curb and the sidewalk) should be included wherever sidewalks are installed. Parkway provide a buffer for pedestrians from traffic, and in snow country provide a place for snow to be piled and for cinders to accumulate.
- There is a need to differentiate the need for sidewalks on state highways in remote rural areas, and state highways through communities and developed areas – the methodology to determine when sidewalks should be included will be very important.
- Sidewalks should be a minimum of 6 feet in width on state highways.
- Sidewalks should be wider on streets with high volumes of traffic, where a parkway cannot be provided, and where there are vertical obstructions like walls, fences, buildings, and rock faces adjacent to the sidewalk.

Strategy 5

- It is recommended that ADOT pursue revisions to ARS using language similar to the Oregon example to clarify the operation of bicycles on sidewalks and crosswalks.
- The rights and duties of bicyclists on pathways also need to be clarified.

Strategy 6

- Are there any opportunities to provide more useful information from pedestrian crashes?

Strategy 8

- Because Arizona does not require drivers to renew their license until they reach 65 years of age, it would be beneficial to require drivers to participate in a “refresher” course every few years to keep their license current. This concept would be similar to professional certifications that require continuing education to maintain the certification. A refresher course for drivers could take the form of a 15-20 minute on-line webinar, and could be included as part of the on-line process to renew a vehicle registration. This would expose many more drivers to pedestrian and bicyclists rights and duties, and it would provide an opportunity to educate drivers about new bike/pedestrian laws and changes to existing laws.

Strategy 10

- Work with health organizations to encourage helmet use, particularly among children.
- Explore signing, pavement markings, publicity campaigns, and other ways to increase motorists awareness of bicyclists and pedestrians, particularly for turning vehicles at intersections.

Strategy 14

- Recommend that ADOT take the lead in organizing Cyclovia events, so local communities can follow.

Strategy 17

- State highways often create barriers in communities because traffic speeds and volumes can make them difficult to cross, and there are few places (signalized intersections) where pedestrians and bicyclists can cross comfortably. Medians and pedestrian crossing islands would clearly help, particularly in areas where generators and attractors are more dispersed and there are not obvious, well-used crossing points. One common problem with converting a two-way left turn lane (TWLTL) to a raised median is the number of driveways and side streets make it difficult to find stretches of the TWLTL that can be converted to raised median without affecting existing driveways. Many of the driveways are probably not necessary, but some access control is necessary to make it work.
- In Flagstaff, most signalized intersections along the state highway system have crossing prohibitions on one leg of the intersection, which discourages and unnecessarily inconveniences pedestrians. Additionally, on Route 66 (B40) through Flagstaff, bicyclists crossing Route 66 at a signal from the shared use path on the south side to a side street on the north side are already on the wrong side of the side street if they proceed north from the crossing. This seems to encourage wrong-way riding.

Strategy 18

- State highways often serve a “main street” function because there are numerous destinations along the road where people want to go, including bicyclists and pedestrians. As a result it is important to accommodate bicycles and pedestrians on these streets, or they will not have access to the places where they want to go. If parallel routes are provided, it should be in addition to facilities for bicycles and pedestrian on state highways, not in place of them.

Strategy 21

- Does ADOT have a policy to replace inductive loop detectors with video or infrared detectors, or to build new intersections with video or infrared detectors? If not, this may be an appropriate strategy as they can be more easily configured to detect bicycles. This would help promote compliance at traffic signals among bicyclists.

Strategy 24

- Crosswalk markings, bike lane stripes and symbols need to be repainted/refreshed to ensure they are visible, particularly in snow country.
- Support the idea of adding a shoulder to Highway 89A between Flagstaff and Oak Creek Canyon.

2. Sidewalk inventory and prioritization project

This item was tabled to the next meeting.

3. Cityscape articles

The committee was provided with samples of articles from Safe Routes to School. A question was asked about the due date for an article.

4. Flagstaff Walks!

This item was tabled to the next meeting.

5. Designated school drop-off locations

Ms. Austin reported that she, Heather Taylor, and Angela Horvath attended FUSD's wellness committee meeting, and were given a go-ahead to work on a pilot program at one school. Details for the program still need to be worked out. Ms. Horvath said she would like to collect before and after data, and she cited a Danish study that shows that walking has a more positive impact on student's performance than breakfast.

IV. CONCLUDING GENERAL BUSINESS

1. Reports

There was no discussion on the Reports.

2. Announcements

There were no Concluding Announcements.

V. ADJOURNMENT

The meeting was adjourned at 6:08 pm.