

WORK SESSION AGENDA

**CITY COUNCIL WORK SESSION
TUESDAY
APRIL 30, 2019**

**COUNCIL CHAMBERS
211 WEST ASPEN AVENUE
6:00 P.M.**

1. Call to Order

NOTICE OF OPTION TO RECESS INTO EXECUTIVE SESSION

Pursuant to A.R.S. §38-431.02, notice is hereby given to the members of the City Council and to the general public that, at this work session, the City Council may vote to go into executive session, which will not be open to the public, for legal advice and discussion with the City's attorneys for legal advice on any item listed on the following agenda, pursuant to A.R.S. §38-431.03(A)(3).

2. Pledge of Allegiance and Mission Statement

MISSION STATEMENT

The mission of the City of Flagstaff is to protect and enhance the quality of life for all.

3. ROLL CALL

NOTE: One or more Councilmembers may be in attendance telephonically or by other technological means.

MAYOR EVANS

VICE MAYOR SHIMONI

COUNCILMEMBER ASLAN

COUNCILMEMBER MCCARTHY

COUNCILMEMBER ODEGAARD

COUNCILMEMBER SALAS

COUNCILMEMBER WHELAN

4. Public Participation

Public Participation enables the public to address the council about items that are not on the prepared agenda. Public Participation appears on the agenda twice, at the beginning and at the end of the work session. You may speak at one or the other, but not both. Anyone wishing to comment at the meeting is asked to fill out a speaker card and submit it to the recording clerk. When the item comes up on the agenda, your name will be called. You may address the Council up to three times throughout the meeting, including comments made during Public Participation. Please limit your remarks to three minutes per item to allow everyone to have an opportunity to speak. At the discretion of the Chair, ten or more persons present at the meeting and wishing to speak may appoint a representative who may have no more than fifteen minutes to speak.

5. Review of Draft Agenda for the May 7, 2019 City Council Meeting

Citizens wishing to speak on agenda items not specifically called out by the City Council may submit a speaker card for their items of interest to the recording clerk.

6. **Recognition in memory of past Tourism Commission Chairperson, Debbi Grogan**
7. **Council Business Listening Tour - Tourism Sector**
Every fifth Tuesday in a single month, two to four businesses will present on a business sector to Council regarding their current status and their experience operating in Flagstaff.
8. **Water Conservation Strategic Plan Update**
9. **Rethink Waste Plan Update**
Staff will provide an update on progress in implementing the Rethink Waste Plan, as well as discuss planned efforts over the next year.
10. **Proposed City Code Revisions - Electric Bikes and Electric Scooters**
11. **2019 Wildfire Outlook and Preparedness Briefing**
12. **Discussion:** Request to reengage the conversation about a Code of Ethics for Council.
13. **Public Participation**
14. **Informational Items To/From Mayor, Council, and City Manager; future agenda item requests**
15. **Adjournment**

CERTIFICATE OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Flagstaff City Hall on _____, at _____ a.m./p.m. in accordance with the statement filed by the City Council with the City Clerk.

Dated this _____ day of _____, 2018.

Stacy Saltzburg, MMC, City Clerk

CITY OF FLAGSTAFF STAFF SUMMARY REPORT

To: The Honorable Mayor and Council
From: John Saltonstall, Business Retention & Expansion
Manager
Co-Submitter: Trace Ward, Convention and Visitor Bureau Director
Date: 04/10/2019
Meeting Date: 04/30/2019



TITLE:

Council Business Listening Tour - Tourism Sector

Every fifth Tuesday in a single month, two to four businesses will present on a business sector to Council regarding their current status and their experience operating in Flagstaff.

DESIRED OUTCOME:

Council will be invited to tour the facilities of the businesses that present this evening. The tours will occur on Thursday, May 2nd in the morning. Council will be at each facility for approximately 30 minutes.

EXECUTIVE SUMMARY:

The City of Flagstaff Economic Development Program works with several local and regional business and service providers. The Listening Tours bring business and Council together for greater mutual understanding. As Economic Development Week and Tourism Week both occur from May 6 - 10 2019, it seemed appropriate to partner with the Convention and Visitor Bureau to bring four attractions to speak.

INFORMATION:

Four Businesses that serve as attractions in our community will present introductions of themselves and the businesses they represent, followed by their biggest challenge, and concluding with their greatest recent business success. Those businesses scheduled to present are the Flagstaff Mall, Single Speed, Lowell Observatory, and Eagle Rider.

Attachments:

CITY OF FLAGSTAFF

STAFF SUMMARY REPORT

To: The Honorable Mayor and Council
From: Tamara Lawless, Water Conservation Manager
Co-Submitter: Erin Young
Date: 04/24/2019
Meeting Date: 04/30/2019



TITLE:

Water Conservation Strategic Plan Update

DESIRED OUTCOME:

Provide council input on Water Conservation Strategic Plan Update.

EXECUTIVE SUMMARY:

To achieve the City Council's goal of water conservation leadership in all sectors, City staff are working with national experts and Flagstaff community members on developing the Water Conservation Strategic Plan.

Water Conservation staff have finished comprehensive public input into the second phase of the Strategic Plan process. This input helped staff narrow down a list of potential conservation actions ("Measures"), which will now be processed for cost-benefit analysis by Maddaus Water Management, Inc.

INFORMATION:

Water Conservation staff engaged the public on the "Conservation Measure selection" of the Strategic Plan through:

1. Stakeholder engagement – Community members were recruited across Flagstaff to participate in a half-day stakeholder workshop at the Flagstaff Aquaplex
2. Community meetings – Water Conservation staff attended meetings of various community groups during their regular meeting times
3. Survey- Online input platform was available on the Plan website
4. Festival of Science – Staff met with members of the public at an open house at the Downtown Public Library
5. Advisory Committee – An advisory committee of community members was formed with membership from vested groups across Flagstaff such as the tourism industry, NAU, the landscaping industry, and COF staff and commissioners

Approximately 115 members of the public provided input in this stage of the process. These participants were strategically recruited to represent a diverse selection of the Flagstaff community including neighborhood groups, nonprofit organizations with a connection to water, various sectors of our economy such as tourism and landscaping, high volume water customers like NAU, and

members of our Sustainability & Water commissions.

All the input from the community, advisory committee, stakeholders, and COF staff were assessed and scored, which allowed for the selection of actions that will move into the next phase of the strategic planning process (cost-benefit analysis and scenario building). These actions are as follows:

Current Actions

1. Tiered Water Rates for Single Family Customers
2. System Water Loss – including pressure control and leak detection
3. Public Outreach and Education
4. Water Conservation Enforcement
5. Residential Indoor Water Checkups
6. High-Efficiency Fixture Giveaways
7. High-Efficiency Toilet Rebate
8. Low Water Landscape Rebate
9. Rainwater Containers
10. Commercial Water Checkups
11. Commercial Rebates

New Actions

12. Stormwater – Incentivize passive capture (ex: curb cuts)
13. Install WaterSense fixtures in all government-owned buildings
14. Landscape standards – Improve (ex: address issues with plant list)
15. Hotel and motel efficiency program
16. Showerheads and faucets – require WaterSense specification and pressure regulation in new development
17. Water conservation plan reviews for all new developments
18. Submetering – Incentivize or subsidize
19. Leak assistance for low-income customers
20. Smart meters – accelerate installation and implementation
21. Hot water recirculation retrofit rebates
22. Water rates – Outdoor water billed higher or tiers for other classes
23. Water budgeting – WC staff provides upon request
24. School retrofits program – incentivize schools (K12 & College) to install water efficient fixtures and irrigation systems
25. Golf course efficiency program

Attachments: [Slides](#)



TEAM FLAGSTAFF



Water Conservation Strategic Plan Update

Tamara Lawless, Water Conservation Manager





Strategic Plan Process

- Phase 1: Data Collection
- Phase 2: Conservation Action (Measure) Selection
- **Phase 3: Cost-benefit Analysis & Scenario Building**
- Phase 4: Draft Plan
- Phase 5: Final Plan & Implementation





Outreach Overview – Conservation Measure Selection

- Public input mechanisms:
 - Stakeholder meeting
 - Community meetings
 - Online survey
 - Festival of Science open house
 - Advisory Committee
- 115 community members participated in the above





TEAM FLAGSTAFF



Current Actions (Measures)

- Tiered Water Rates for Single Family Customers
- System Water Loss – including pressure control and leak detection
- [Public Outreach and Education](#)
- Water Conservation Enforcement
- Residential Indoor Water Checkups
- High Efficiency Fixture Giveaways
- High Efficiency Toilet Rebate
- Low Water Landscape Rebate
- Rainwater Containers
- Commercial Water Checkups





TEAM FLAGSTAFF





New Actions (Measures)

- Stormwater – Incentivize passive capture (ex: curb cuts)
- Install WaterSense fixtures in all government owned buildings
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- Golf course efficiency program





TEAM FLAGSTAFF



Next Step: Cost benefit analysis
& scenario building

Thank you!

Questions?



CITY OF FLAGSTAFF

STAFF SUMMARY REPORT

To: The Honorable Mayor and Council
From: Dylan Lenzen, Zero Waste Coordinator
Date: 04/22/2019
Meeting Date: 04/30/2019



TITLE

Rethink Waste Plan Update

Staff will provide an update on progress in implementing the Rethink Waste Plan, as well as discuss planned efforts over the next year.

STAFF RECOMMENDED ACTION:

Informational only.

EXECUTIVE SUMMARY:

The Rethink Waste Plan was adopted in October 2017 to guide future waste diversion and prevention efforts. The plan institutionalizes a materials management framework for decision making, outlines foundational programs and policies to be implemented in the near-term, as well as identify goals to work towards in the long-term.

INFORMATION:

The Rethink Waste Plan organizes efforts into three phases: **Phase 1:** Years 1-3

- Institutionalize a materials management framework for decision making that emphasizes actions that reduce impacts across the life-cycle of materials
- Implement foundational programs and policies
- Establish accurate baseline metrics

Phase 2: Years 4-5

- Reevaluate goals
- Develop a long-term strategic plan with policies and initiatives that help Flagstaff achieve waste prevention and diversion goals.

Phase 3: Years 6 and beyond

- Implement the policies and initiatives outlined in the strategic plan.

The Plan also establishes long-term goals including:

1. Reduce overall waste generation
2. Achieve 90% diversion by 2050
3. Reduce greenhouse gas emissions associated with Flagstaff's material consumption.

Staff have already had success in implementing key elements of the plan, including expanding public spaces recycling infrastructure, increasing access to recycling at multifamily complexes, and securing

funding for the implementation a volumetric pricing structure, which creates an incentive for reducing waste offering smaller trash cart sizes for lower costs.

Attachments: [Rethink Waste Update](#)

Rethink Waste Update

April 30, 2019

Dylan Lenzen, Acting Sustainability Specialist





Outline



1. Review of Rethink Waste goals
2. Updated diversion and contamination metrics
3. Upcoming policy initiatives
4. Other efforts

Rethink Waste Plan Framework for Action

Plan Adopted in September 2017

Three-phased approach

- Phase 1: Years 1-3
 - Establish a foundation
- Phase 2: Years 4-5
 - Reevaluate goals
 - Develop a long-term strategic plan
- Phase 3: Years 6+
 - Implement policies and programming identified in strategic plan



Rethink Waste Plan Framework for Action

Phase 1 - Establishing the foundation

- Institutionalize a Materials Management approach
 - Prioritize waste reduction initiatives over recycling or diversion
- Implement foundational policies and initiatives
 - Volumetric pricing
 - Increase access to recycling in apartment complexes
- Calculate accurate baseline metrics
 - Recycling and diversion rates
 - Waste generation per capita



Rethink Waste Plan Framework for Action

Long-term Goals

- Reduce overall waste generation
- Divert 90% of waste by 2050
- Measure and reduce the greenhouse gas emissions associated with Flagstaff's consumption



What We've Accomplished



What We've Accomplished



Highlights

- Policy
 - Materials Management Plan requirement for new development
- Programming
 - Permanent funding for recycling outreach included in Solid Waste rates
 - Successful outreach pilots
 - Reduced contamination by 40%
 - Increased amount of recyclables captured
- Infrastructure
 - Expanded public spaces recycling
 - Construction waste diversion pilot





Data and Baseline Metrics

Working towards more accurate and useful metrics

New recycling and diversion rates

- Incorporates additional landfill and diversion categories
- Accounts for contaminated recyclables that are sent to the landfill

Recycling and Diversion Rates by Sector					
Sector		2015	2016	2017	2018
Single-Family Residential	Recycling Rate	15%	11%	13%	13%
	Diversion Rate	17%	13%	15%	15%
Commercial and Multifamily	Recycling Rate	3%	2%	3%	6%
	Diversion Rate	49%	51%	32%	6%
Community-Wide	Recycling Rate	6%	4%	6%	8%
	Diversion Rate	42%	43%	27%	9%



Data and Baseline Metrics

Challenges

Still gaps in existing data

- Private hauler data is missing

Contamination significantly impacting recycling rates

	2015	2016	2017	2018
Contamination Rate	26%	39%	34%	34%

What We're
Working On



Regulation of Private Haulers

Seeking Council input on scope of regulation

Basic elements of a licensing system:

- Reporting requirements
- Proof of insurance
- License fee – based on infrastructure impacts, other externalized costs

Additional considerations

- Service requirements - recycling, bin coloring



Recycling Outreach

Need to reduce contamination

34% of collected recyclables are not being recycled

- Significantly increases costs
- Current contract protects us from additional costs
 - Future contract is unlikely to do so

OOPS!

Recycling Improperly increases costs and contaminates other materials.

Next time, please leave these items out:

-  **Glass**
Sign up for glass recycling service for only \$3.55/mo. Call (928) 213-2110
-  **Non-recyclable plastics**
Only bottles, jugs, and jars can be recycled. All other plastics go in the garbage.
-  **Paper cartons & cups**
Buy milk/juice in a plastic jug. Try a reusable mug!
-  **Food and liquids**
Empty all containers.
-  **Plastic bags**
Recycle bags at local stores and please don't bag your recyclables.
- 

Thank You!



Recycling Outreach



Need to reduce contamination

In advance of volumetric pricing rollout, staff recommend

- Expansion of recycling checkups and resident feedback
 - Best-practice in every successful recycling program
 - Proven results
 - Essential for success of volumetric pricing program

LOOKING
Good!



Thanks for recycling the right stuff.

We're committed to conserving our natural resources and appreciate that you are too. Thank you for helping to keep Flagstaff resourceful.

NEW RESOURCES AT YOUR SERVICE:

NEW Interactive Recycling Guide
Test drive our new guide to discover drop-off locations for those tricky to recycle items and hazardous stuff too.

NEW Pick Up Reminders
Get a digital reminder so you never miss a collection or bulky item pick up.

Visit flagstaff.az.gov/recycle

Have a great one!



Other Initiatives

Master Recycler Class continues to grow

3rd annual course wrapped up this month – 20 new graduates

Over 70 trained volunteers





Other Initiatives

Rollout of volumetric pricing program

- Outreach and open houses to begin next fiscal year (FY 2020)
- Distribution of new cart sizes to begin in (FY 2021)

Exploring composting opportunities

- Identified target waste streams
- Working with City and NAU partners
- Expansion of marketing efforts
 - Increased reach on social media
 - 71% increase in reach, 112% increase in engagement on Facebook
 - Updates to Recycle by City
 - New digital media

Questions



CITY OF FLAGSTAFF STAFF SUMMARY REPORT

To: The Honorable Mayor and Council
From: Nicole Antonopoulos, Sustainability Manager
Co-Submitter: Martin Ince, Multimodal Transportation Planner
Date: 04/23/2019
Meeting Date: 04/30/2019



TITLE:

Proposed City Code Revisions - Electric Bikes and Electric Scooters

DESIRED OUTCOME:

Staff is seeking City Council input on proposed revisions to the City Code regarding electric bicycles, electric scooters and regulating companies that make dockless bicycles, electric bicycles, and electric scooters available for short-term rental.

EXECUTIVE SUMMARY:

Staff's proposed revisions to the City Code would address where electric bicycles and electric scooters should be allowed or prohibited in Flagstaff. Arizona law gives local authorities the right to allow or prohibit electric bicycles from bike lanes or multiuse paths. Revisions also address the City's ability to regulate companies that make quantities over 50 of dockless bicycles, electric bicycles and electric scooters available for short-term rental. This revision is important in light of the growing trend of the dockless or free-roaming business models seen in many communities.

INFORMATION:

Proposed revisions are a result of research into best practices, existing municipal code in other Arizona cities, and community input. Community input included a community survey and discussion with numerous City Commissions and Committees.

Highlights of revisions are attached in a one-page summary.

Attachments: [Proposed Code Revisions PPT](#)
[Community Input Survey Results](#)
[Bicycle Ordinance](#)
[Bicycle Resolution](#)
[2019 Amendments](#)
[Summary of Amendments](#)

City Code Revisions Electric Bikes and Electric Scooters

April 30, 2019



Discussion

- Why are staff proposing revisions to the City Code?
- Existing Arizona Legislation and Flagstaff City Code
 - Electric bikes
 - Electric scooters
- Community input - where do electric bikes and electric scooters belong in Flagstaff?
- Proposed updates





Why Propose Revisions?

- Bike share
 - Lessons learned from 2018 bike share pilot
 - Bike share system joint solicitation with NAU
- Electric bikes
 - ARS does not address electric bicycles on sidewalks, but Flagstaff does except where posted
- Electric scooters
 - ARS does not address scooters on sidewalks
- Ability to regulate companies that make dockless and electric bicycles and electric scooters available for short-term rental



Arizona Legislation – Electric Bicycles



Electric Bicycles

- ARS 28-819 gives local authorities the right to allow or prohibit electric bicycles from bike lanes or multiuse paths
- Electric bikes are defined as:
 - Class 1: pedal assist, not more than 20 mph
 - Class 2: throttle (twist-and-go), not more than 20 mph
 - Class 3: pedal assist, not more than 28 mph



Arizona Legislation – Electric Bicycles



- Section 28-819 regulates the operation of electric bicycles
- Electric bicycles users
 - Have the same rights and duties as a person riding a bicycle
 - Do not require title, registration, vehicle license tax, driver licenses or vehicle insurance
 - Must have a label indicating the classification number, top assisted speed and motor wattage



Arizona Legislation - Electric Bicycles



Class 1 and 2

- May be used on bicycle and multi-use paths (FUTS)
- Local authority may prohibit on paths



Class 3

- May NOT be used on bicycle and multi-use paths, unless it is within or adjacent to a roadway
- Local authority may allow on paths



Arizona Legislation – Electric Scooters




Electric Scooters

- SB 1398 signed by the Governor on 4/22/19 granted electric scooters all of the rights and subject to all of the duties as a person riding a bicycle, and subject to the same ARS provisions as a bicycle:
 - Max speed of 20 miles per hour
 - Max weight of 70 pounds
 - May be used on bike and multi-use paths
 - Local authority may prohibit on paths

Existing City Code

- Chapter 9-05 regulates bicycle use on city streets, sidewalks, and urban trails
- Section 9-05-001-0007 allows bicycles on sidewalks
- Electric bicycles and electric scooters are not currently defined or regulated





Where should
electric bikes and
electric scooters be
allowed in Flagstaff?

Community Input

- The community survey asked Flagstaff residents where they think electric bikes and electric scooters should be allowed or prohibited on:
 - Sidewalks
 - Downtown sidewalks
 - Bike lanes
 - Paved FUTS
 - Gravel FUTS
 - Single-track trails
- The survey was open for 30 days
- 376 surveys were completed





Community Input



General themes:

- Little support for an electric devices on sidewalks
- Almost no support on downtown sidewalks
- Some support for devices on paved FUTS
- Less support on gravel FUTS
- Strong support for devices in bike lanes



Community Input

- Commissions and Committees
 - Traffic Commission
 - Sustainability Commission
 - Commission on Inclusion and Adaptive Living
 - Bicycle Advisory Committee
 - Pedestrian Advisory Committee
- Comments
 - Support: enhance mobility, reduce vehicle use, meet climate goals
 - Concerns: potential conflicts with pedestrians on sidewalks/FUTS

Highlights of Proposed Code Revisions

- 9-05 Bicycles: adds definitions
- 9-05-001-0003 Traffic Laws Apply
- 9-05-001-0004 Riding on Bicycles
- 9-05-001-0006 Riding on Roadways/Bike Lanes
- 9-05-001-XXXX Parking
- 9-05-001-0007 Riding on sidewalks
- 9-05-001-0008 Riding on multiuse paths
- 9-05-001-0010 Bicycle Helmets
- 9-05-001-XXXX Service Agreement
- 9-05-001-XXXX Impoundment
- 9-05-001-XXXX Penalties





Next Steps



- Bike share system solicitation closes on May 31st, 2019
- Staff will be back in June with proposed revisions for approval
- Legal may recommend additional revisions to regulate the operation of electric bikes and electric scooters at a later date

Questions?

Thank you.





Introduction

This document summarizes the results of a short online survey hosted on the Flagstaff Community Forum (flagstaff.az.gov/fcf) during the month of February 2019. A total of 376 surveys were completed.

The survey was intended to solicit community feedback in conjunction with potential changes to Flagstaff City Code to address electric bicycles and electric scooters on city streets, sidewalks, and trails.

Respondents were asked to indicate where they think electric bike and electric scooters should be allowed or prohibited on a variety of pedestrian and bicycle facilities:

- Sidewalks
- Downtown sidewalks
- Bike lanes
- Paved FUTS
- Gravel FUTS
- Singletrack trails

Electric bikes and scooters were described in the survey as follows, in line with definitions found in Arizona Revised Statutes:

- Class 1 electric bicycles provide assistance via an electric motor only when the rider is pedaling, up to a speed of 20 mph.
- Class 2 electric bicycles provide assistance via a throttle mechanism that does not require the rider to be pedaling, up to a speed of 20 mph.
- Class 3 electric bicycles provide assistance only when the rider is pedaling, up to a speed of 28 mph.
- Electric stand-up scooters have a small electric motor that allows them to travel at speeds of up to 20 mph. In numerous communities, electric stand-up scooters are left in various locations and made available for short-term rentals by private companies.

Respondents were also provided space to write out their thoughts and comments.

Existing state and local regulations

- **City Code**

Chapter 9-05 of the Flagstaff City Code regulates bicycle use on city streets, sidewalks, and urban trails.

Section 9-05-001-0007 allows bicycles on sidewalks, unless signs are posted to prohibit them. Signs prohibiting bicycles are posted on most downtown sidewalks, as well as sidewalks along south San Francisco and Beaver Streets.

Electric bicycles and electric scooters are not currently defined or regulated in City Code.

- **Arizona Revised Statutes (ARS)**

Bicycle use, including electric bicycles, is addressed in various provisions of Title 28 of ARS.

Electric bicycles are defined in Section 28-101, and divided into three classes as defined above.

Section 28-819 regulates the operation of electric bicycles. Class 1 and 2 electric bicycles may be operated in bicycle lanes and on multiuse paths, although a local authority may prohibit them. Class 3 electric bikes may not be operated in a bike lane or a multiuse path (unless it is adjacent to a roadway), although a local authority may allow them.

Electric standup scooters are not currently addressed in ARS, however Senate Bill 1398 would provide a definition for electric standup scooters and grant operators the same rights and duties as bicyclists. Language also allows them in bicycle lanes and on multiuse paths, although a local authority may prohibit them.

Revisions to City Code

Since electric bicycles are already defined and addressed in state legislation, why is it necessary to revise City Code to regulate them?

- ARS 28-819 gives local authorities (City of Flagstaff) the right to allow or prohibit electric bicycles from bike lanes or multiuse (FUTS) paths. There is a benefit to considering this issue at the local level to determine if we want to follow state legislation or adopt regulations more in line with local conditions and preferences.
- ARS does not address electric bicycles on sidewalks. Because Flagstaff

already allows bicycles on sidewalks (except where posted) we should also consider whether electric bicycles should be allowed on sidewalks.

- ARS does not currently define or regulate electric standup scooters. Even if SB 1398 becomes law, scooters on sidewalks will not be addressed and the City will have the authority to prohibit them from bike lanes and multiuse paths, if we so desire.
- The proposed City Code revisions would also regulate companies that make bicycles and electric scooters available for short-term rental.

Contents of this document

- **Highlights of results** summarizes important takeaways from the survey
- **Results by device** lists survey results for the four types of devices: class 1 electric bikes, class 2 electric bikes, class 3 electric bikes, and electric stand-up scooters
- **Results by facility** lists survey results for the six types of walking and bicycle facilities: sidewalks, downtown sidewalks, bike lanes, paved FUTS trails, gravel FUTS trails, and singletrack trails
- **Summary of comments** categorizes comments by device, tone of comment, and topic
- **All comments grouped by topic** Table 14 lists all 192 submitted comments in their entirety and organized according to topic

Highlights of results

- The survey shows a lack of support for any of these devices on sidewalks. Electric scooters received the most yes votes, but only at 22.1 percent of respondents. Support for electric bicycles ranged from 20.8 percent for class 1 to only 10.2 percent for class 3.
- There is even less interest in these devices on downtown sidewalks; none garnered more than 10 percent of yes votes.
- Respondents are generally comfortable with electric devices in bike lanes, with yes votes ranging from 92.0 percent for class 1 e-bikes to 66.8 percent for e-scooters.
- Respondents' thoughts about electric devices on FUTS trails was mixed. For paved FUTS trails, all devices received more yes than no votes. 73.3 percent said yes for class 1 e-bikes; while barely half (50.3 percent) indicated their support for class 3 e-bikes. E-scooters and class 2 e-bikes were both just under 60 percent support.
- For gravel FUTS, only class 1 e-bikes received more yes than no notes (54.9 to 37.6 percent). Respondents said no more often than yes for class 2 and 3 e-bikes and e-scooters.
- There was less support for electric devices on singletrack trails. The most supported device was class 1 e-bikes at 34.6 percent. E-scooters received only 16.8 percent support, although this may be a reflection of their unsuitability on singletrack trails.
- Among the 192 submitted comments, the most common themes were potential conflicts with pedestrians and other sidewalk/trail users (19.4 percent of comments), problems with scooters left around the community (13.1 percent) and lack of suitable infrastructure for bicycles (10.1 percent).
- 61.5 percent of comments were generally negative in tone, while 27.6 percent were positive and 10.9 percent were neutral.

Results by device

This section summarizes survey results by device for the four types of electric devices included in the survey.

For each device, respondents were asked to check yes, no, unsure, or no opinion to indicate whether or not they should be allowed on sidewalks, downtown sidewalks, bike lanes, paved FUTS trails, gravel FUTS trails, and singletrack trails.

In the tables and figures below, the numbers indicate the percentage of respondents that said yes, no, or unsure/no opinion.

Delta refers to the difference between yes and no percentages. Higher positive numbers indicate stronger support, while higher negative numbers indicate a stronger preference to prohibit them.

Table 1
Results for class 1 electric bicycles

	Yes	No	Uns/no op	Delta
Bike lane	92.0	6.2	1.9	85.8
Paved FUTS	73.3	23.0	3.7	50.3
Gravel FUTS	54.9	37.6	7.5	17.3
Singletrack	34.6	57.9	7.5	-23.3
Sidewalk	20.8	72.3	6.9	-51.5
Downtown	6.4	91.7	1.9	-85.3

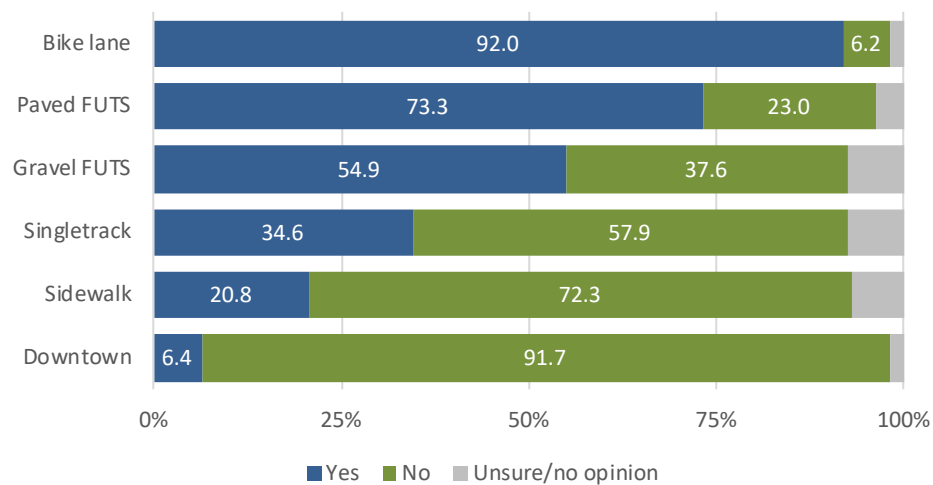


Table 2
Results for class 2 electric bicycles

	<i>Yes</i>	<i>No</i>	<i>Uns/no op</i>	<i>Delta</i>
Bike lane	81.1	17.3	1.6	63.9
Paved FUTS	59.6	38.3	2.2	21.3
Gravel FUTS	44.0	50.9	5.1	-7.0
Singletrack	23.3	69.2	7.5	-45.8
Sidewalk	13.7	82.8	3.5	-69.2
Downtown	4.6	94.1	1.3	-89.5

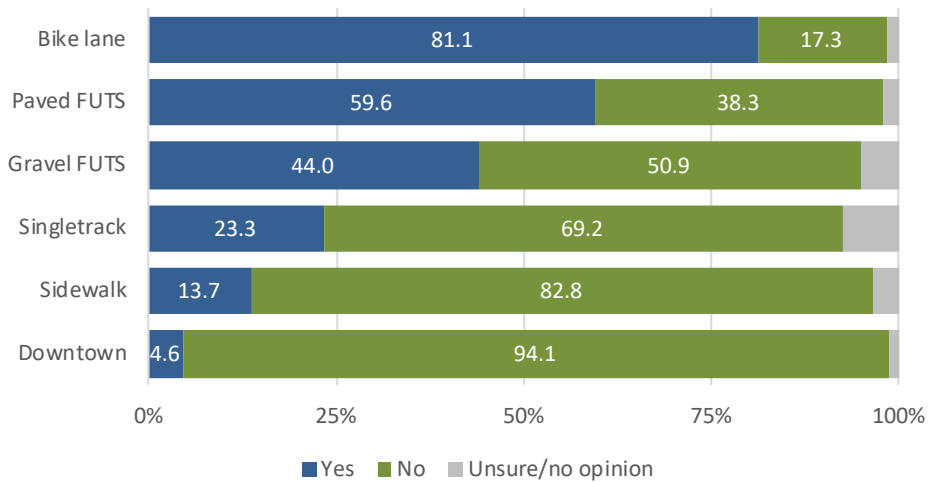


Table 3
Results for class 3 electric bicycles

	<i>Yes</i>	<i>No</i>	<i>Uns/no op</i>	<i>Delta</i>
Bike lane	76.4	22.0	1.6	54.4
Paved FUTS	50.3	46.3	3.5	4.0
Gravel FUTS	38.1	57.1	4.8	-19.0
Singletrack	22.8	70.9	6.3	-48.1
Sidewalk	10.2	87.4	2.4	-77.3
Downtown	5.1	93.6	1.3	-88.5

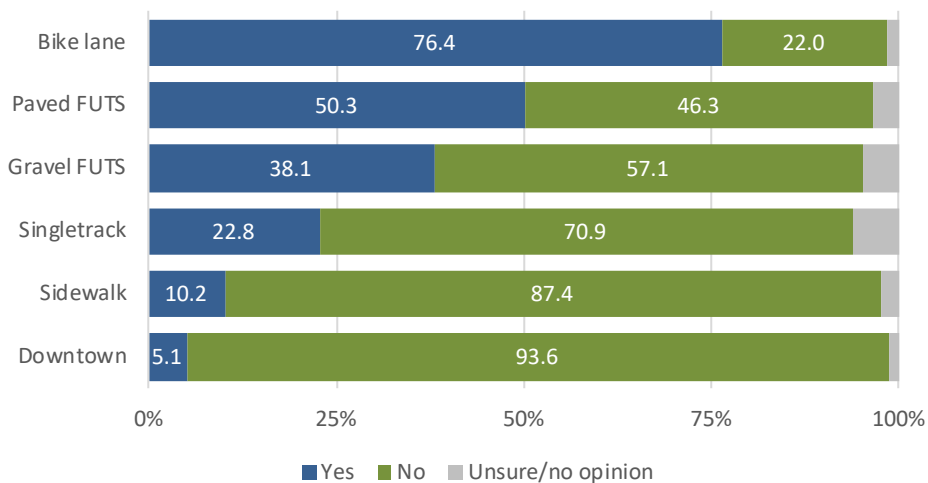
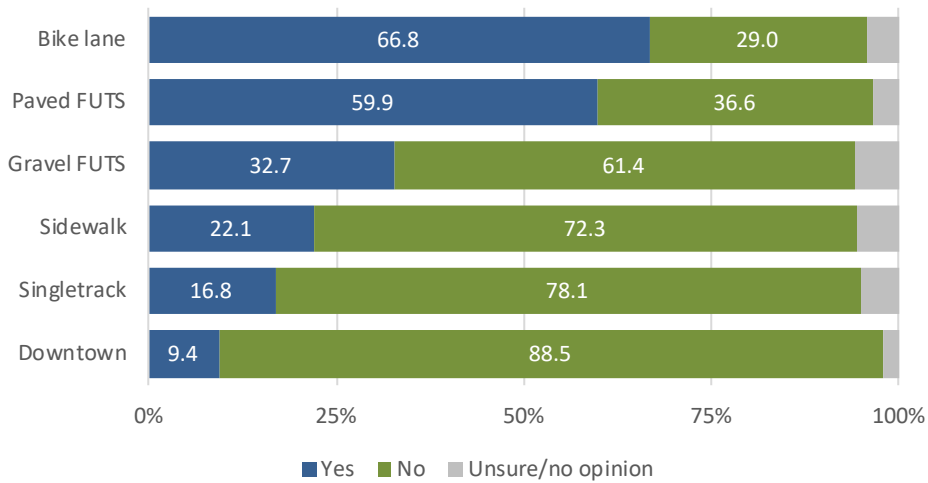


Table 4
Results for electric standup scooters

	<i>Yes</i>	<i>No</i>	<i>Uns/no op</i>	<i>Delta</i>
Bike lane	66.8	29.0	4.3	37.8
Paved FULTS	59.9	36.6	3.5	23.3
Gravel FULTS	32.7	61.4	5.9	-28.7
Sidewalk	22.1	72.3	5.6	-50.1
Singletrack	16.8	78.1	5.1	-61.2
Downtown	9.4	88.5	2.1	-79.1



Results by facility

This section summarizes survey results for the six facility types in the survey: sidewalks, downtown sidewalks, bike lanes, paved FUTS trails, gravel FUTS trails, and singletrack trails.

Table 5
Results for sidewalks

	Yes	No	Uns/no op	Delta
Electric scooter	22.1	72.3	5.6	-50.1
Class 1 electric bike	20.8	72.3	6.9	-51.5
Class 2 electric bike	13.7	82.8	3.5	-69.2
Class 3 electric bike	10.2	87.4	2.4	-77.3

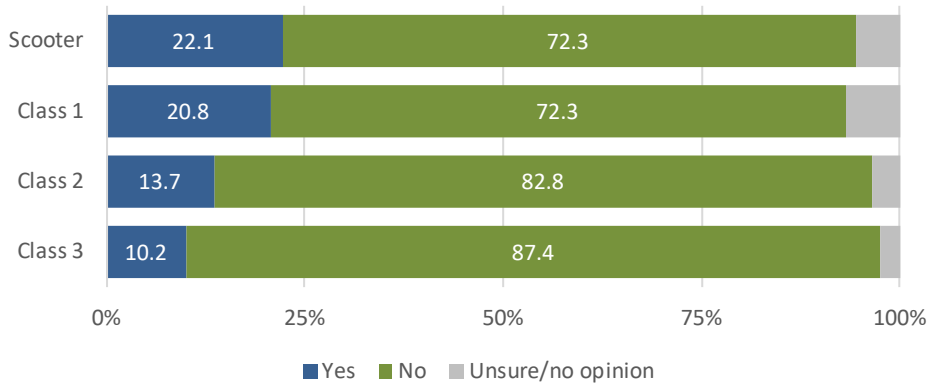


Table 6
Results for downtown sidewalks

	Yes	No	Uns/no op	Delta
Electric scooter	9.4	88.5	2.1	-79.1
Class 1 electric bike	6.4	91.7	1.9	-85.3
Class 3 electric bike	5.1	93.6	1.3	-88.5
Class 2 electric bike	4.6	94.1	1.3	-89.5

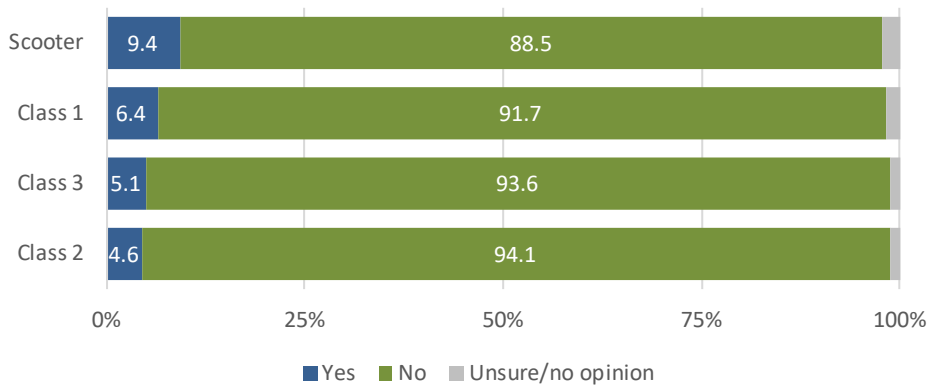


Table 7
Results for bike lanes

	<i>Yes</i>	<i>No</i>	<i>Uns/no op</i>	<i>Delta</i>
Class 1 electric bike	92.0	6.2	1.9	85.8
Class 2 electric bike	81.1	17.3	1.6	63.9
Class 3 electric bike	76.4	22.0	1.6	54.4
Electric scooter	66.8	29.0	4.3	37.8

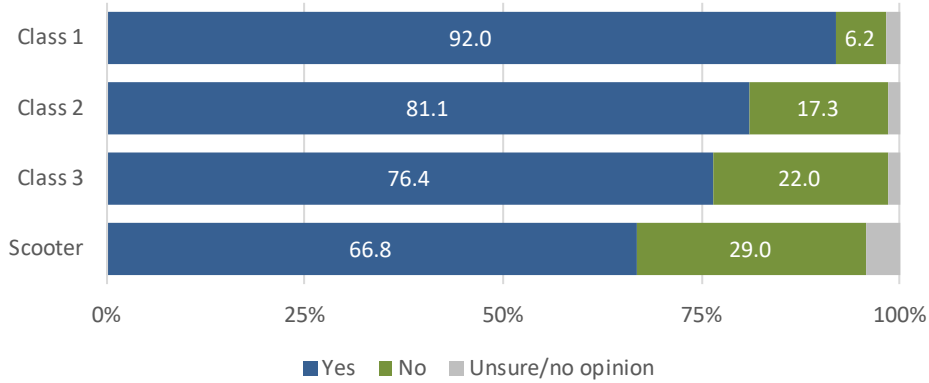


Table 8
Results for singletrack trails

	<i>Yes</i>	<i>No</i>	<i>Uns/no op</i>	<i>Delta</i>
Class 1 electric bike	34.6	57.9	7.5	-23.3
Class 2 electric bike	23.3	69.2	7.5	-45.8
Class 3 electric bike	22.8	70.9	6.3	-48.1
Electric scooter	16.8	78.1	5.1	-61.2

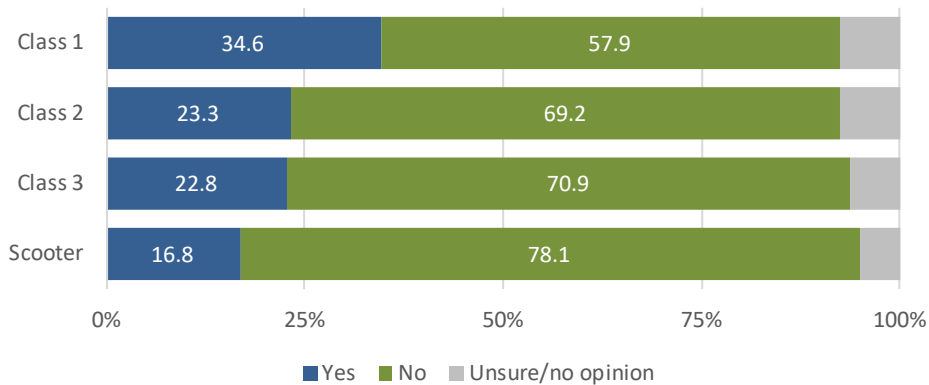


Table 9
Results for paved FUTS trails

	<i>Yes</i>	<i>No</i>	<i>Uns/no op</i>	<i>Delta</i>
Class 1 electric bike	73.3	23.0	3.7	50.3
Electric scooter	59.9	36.6	3.5	23.3
Class 2 electric bike	59.6	38.3	2.2	21.3
Class 3 electric bike	50.3	46.3	3.5	4.0

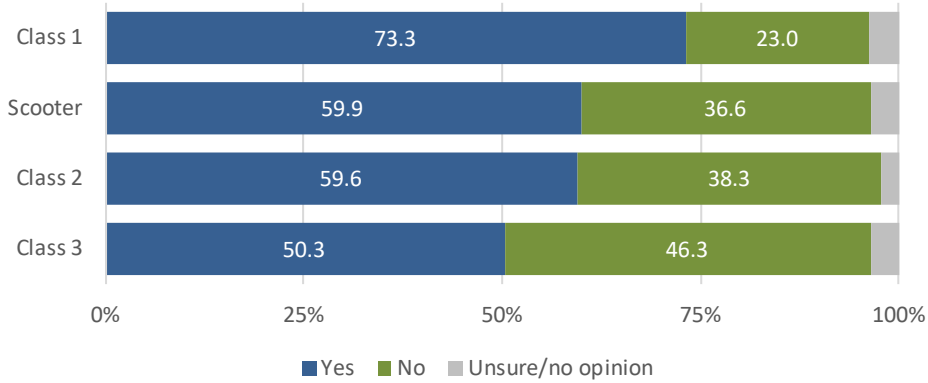
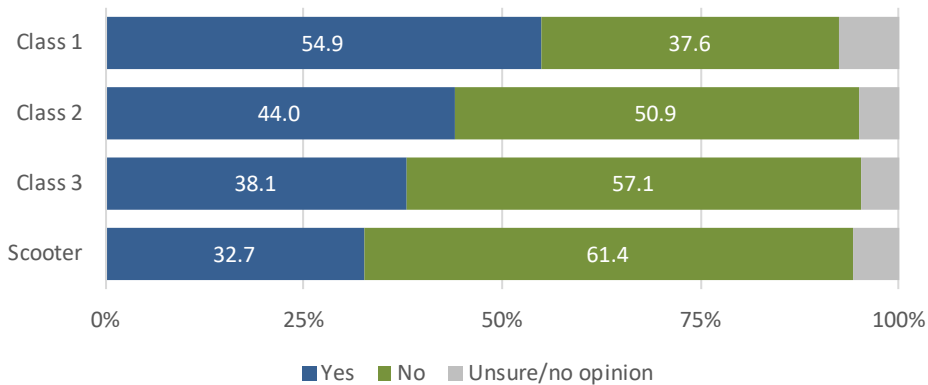


Table 10
Results for gravel FUTS trails

	<i>Yes</i>	<i>No</i>	<i>Uns/no op</i>	<i>Delta</i>
Class 1 electric bike	54.9	37.6	7.5	17.3
Class 2 electric bike	44.0	50.9	5.1	-7.0
Class 3 electric bike	38.1	57.1	4.8	-19.0
Electric scooter	32.7	61.4	5.9	-28.7



Summary of comments

At the end of the survey, respondents were invited to share additional comments about electric bikes and electric scooters. A total of 192 respondents submitted comments, which are included at the end of this document unedited and in their entirety.

All of the comments were coded based on the type of device they refer to (Table 11), whether the comment was positive, negative, neutral in tone (Table 12), and the general topic of the comment (Table 13 on the next page).

Comments sometimes referenced more than one topic, so the total exceeds 192. A description of topics is listed below.

All comments are listed and grouped by topic in Table 14, starting on page 13.

- **Conflicts:** generally express a concern about potential conflicts between electric devices and pedestrians and other vulnerable users.
- **Parking:** cite problems with sidewalk obstruction and the visual clutter of short-term rental scooters. In some cases respondents reference other communities with rental scooters, and some reference Flagstaff’s experience with dockless bike share.
- **Infrastructure:** a number of respondents indicated a need to improve bicycle infrastructure to better accommodate electric devices. Crucial bike lane segments are missing, and where they exist are often blocked by snow or covered with cinders and debris. On many streets, bicyclists feel compelled to use the sidewalk because the street does not feel safe.
- **Regulation/enforcement:** comments about the need to enforce existing laws and devise new regulations for users of electric devices.

Table 11
Comments by device

	No	Pct
Electric bike	53	27.6
Electric scooter	25	13.0
Both	46	24.0
Not specified	68	35.4
Total	192	100.0

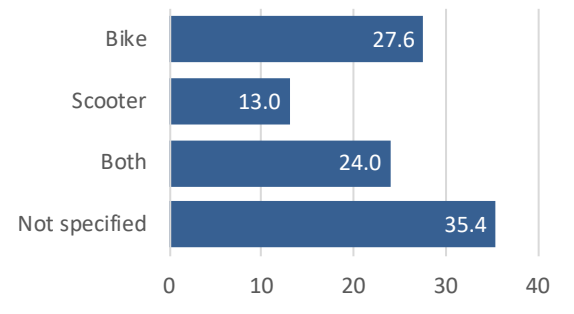
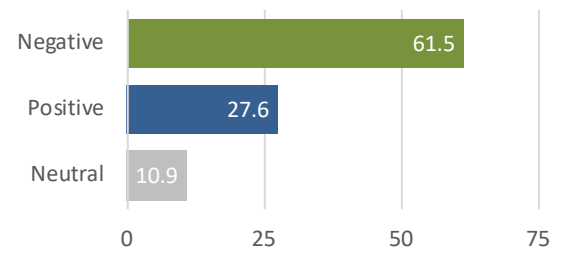


Table 12
Comments by tone of comment

	No	Pct
Negative	118	61.5
Positive	53	27.6
Neutral	21	10.9
Total	192	100.0



- **Alternatives to cars:** responses that highlight the benefits of new devices for replacing car trips and reducing motor vehicle use.
- **Safety:** concerns about the safety of electric device users. If the concern was for the safety of pedestrians or others on the sidewalk or trail, the comment was coded under Conflicts.
- **Motorized use:** comments that oppose the use of these devices on sidewalks and FUTS trails because they are motorized.
- **Legislation:** these comments fall generally into two subcategories; the first questions why the City needs to regulate e-bikes when they are already included in ARS, and the second opines that electric bikes should be treated no differently than regular bicycles.
- **Mobility:** highlight the benefits of enhanced mobility provided by the devices, and in particular for users that have physical limitations. For example, a number of respondents indicated that they can still ride an electric bike but are no longer physically able to ride a regular bicycle.
- **Environment:** reference the environmental benefits of electric devices as part of our transportation system.
- **Education:** comments call for increased education for device users.

Table 13

Comments by topic

	No	Pct
Conflicts	46	19.4
Parking	31	13.1
Infrastructure	24	10.1
Regulation	22	9.3
Alternative	19	8.0
Safety	17	7.2
Motorized	15	6.3
Legislation	13	5.5
Mobility	11	4.6
Environment	7	3.0
Education	3	1.3
Other	29	12.2
Total	237	100.0

Table 14

All comments grouped by topic**Conflicts**

I have spent time in Tempe recently and was constantly annoyed and worried that I would be hit by someone using a scooter. It was very unpleasant!!

Motorized scooters of any sort do not mix safely with pedestrians or bikers. At Mission Bay in San Diego, the side-walks and pedestrian and bike paths and trails have been ruined by such vehicles. Kids are racing each other, using pedestrians as obstacles to race around. I have been clipped many times. One actually puts their life in danger if they walk on these path-ways.. The motorized vehicles have take over these paths in the same manor as semi-trucks have taken over I 40. In addition these scooters for rent are left anywhere at any time becoming eye-sores and obstacles to walk or bike around.

The totally self-propelled scooters and bicycles have proven to be problems in cities larger than ours and without four seasons. Pedestrians shouldn't have to deal with another fast, wheeled vehicle that can approach from behind and is almost totally silent.

Any hiker can tell you that irregardless of the rule of bikes yeiding to walkers/hikers/pedestrians they seldom yield and accidents resulting in non biking folks being injured and even hospitalized. Because of this pervasive non compliance of bikers with the safety rule of yielding, motorized bikes of any degree can only increase the danger to those folks afoot on our trails, sidewalks, and the FUTS trails.

20 mph is too fast to mix with pedestrians. The people I see using these are often inconsiderate of others and enforcement would be unlikely to change this, even if some ordinance about recklessness were in effect.

I believe any motorized or motor-assisted vehicles should only be kept to streets. It is too dangerous for them to be on paths with pedestrians and non-motorized vehicles.

I have seen people riding on sidewalks run into pedestrians and that is a concern

Almost got hit by one on sidewalk. Too dangerous on sidewalks.

Motorized bicycles and scooters of any and all types are motorized vehicles and should not mix with pedestrians or human powered vehicles because of the speed they can attain. Pedestrians operate at a maximum speed of about 3 mph. Bicycles normally operate at speeds under 15 mph. Motorized bicycles and scooters operate at higher speeds. Motorized scooters usually have smaller wheels that cannot absorb the shock of irregular pavement surfaces. They are dangerous and can cause havoc when mixed with slower pedestrian and non-motorized bicycle traffic. A higher speed vehicle such as electric scooters and bicycles have a much longer event horizon than pedestrian and non-motorized bicycle traffic that operate in a tighter view of what is coming. A bicycle operates within 25 feet of what is ahead. A motorized vehicle operates 100 feet into the distance and usually doesn't notice what's right in front of them as with a bicycle or a person on foot.

I feel these machines are more in-line with mopeds and motorcycles than a bicycle. To me the speeds get too high to be on the same recreational trails as bicycles and walkers/runners.

I have been run down by bikes on sidewalks. I ride my bicycle on the streets to avoid pedestrians. Therefore I said NO to all bikes on sidewalks. They are for pedestrians moving at a maximum speed of about 3 mph. Everything that goes faster should be on the streets with the cars for their own safety among other reasons. If the bicyclist is unwilling, to unskilled or simply scared then they should not ride a bicycle.

the safety of pedestrians needs to be a priority especially on the sidewalks.

I have enough problems with regular bicycles on the trails and sidewalks since they come up fast and often do not follow the rules on the sidewalks. This would further discourage me from getting exercise or even trying to drive in Flagstaff.

Everyone should be able to feel safe on trails, so allowing motorized vehicles of any kind is a terrible idea (opens up the chances for collisions). Furthermore, most of us retreat to the trails for solace; having these types of vehicles there would be akin to allowing ATV's; it would ruin the experience. Please do not do this to our local trail system!!!

I just visited and walked around Tempe where they have a city electric scooter rental program and was constantly dodging them on the sidewalks. I'm not sure if they're allowed or not, but it was loud and annoying. The name says it all...sideWALK!. bikes and scooters should not be allowed, especially downtown, things are crowded enough as it is.

I have very serious concerns about electric scooters and safety for the riders as well as for pedestrians. Falls are the #2 cause of accidental death following car accidents, as well as resulting in serious head injuries. I am a trauma counselor and work with folks who have had falls and head injuries and allowing electric scooters onto our roads and walkways it is not something to be taken lightly. As for electric bikes, as a bicyclist I wouldn't want to have bikes that are basically going the speed of a car passing me in the actual bike lane. This can be both startling for the regular bike rider as well as potentially dangerous for both the bicyclists and for any nearby car drivers. People don't often consider it isn't just dangerous for the riders, it is incredibly harmful for anyone who accidentally hits someone.

Bikes in Flagstaff are already a safety issue, knocking down pedestrians on the sidewalk, riding in the wrong direction on the sidewalk and shooting into intersections without stopping. I've seen two bikes shoot into intersections and plow into cars. No conveyances other than wheelchairs should be allowed on sidewalks, period. Electric scooters have proved to be a disaster for other cities, with scooters thrown down on the sidewalk, again injuring pedestrians, among other issues. If Flagstaff introduces special in-town lanes for alternative transportation, fine. But keep them out of traffic and away from pedestrians. And our downtown bike lanes are a joke. There is no way a bike can fit in them and no car can possibly give them a 3-foot berth. So dangerous!

Please do not allow the electric scooter companies to put scooters on the sidewalks. In other cities, this greatly impacts the ability of disabled residents to navigate.

Those concrete paths next to streets are called "sidewalks" not "siderides." When I was 35, I was standing on a sidewalk when I was hit by bicyclist who wasn't watching where she was going. She was probably only moving at about 10 mph and I had a sore back and knee for a few weeks. I'm now 58 and I can only imagine the injuries if I was hit by a bike or scooter going 20-28 mph down a sidewalk. I'd at least have the City of Flagstaff to pay my medical bills for the rest of my life since they allowed motorized vehicles on "sidewalks."

These are vehicles with motors that can attain speeds that can damage and injure citizens. Right now the city is unable to police the citizens who bike illegally, if you approve unfettered access the streets and sidewalks will only get worse. Last year I had a bicyclist without a helmet, with no signaling barrel into my car, then kick my car for being there, I WAS STOPPED! Enough is enough!

These devices are unsafe at any speed and adding them to pedestrian lanes only compounds the awful behavior of mountain bikers on public trails. I have noticed, and greatly agree with, stickers on Forest Service Trails banning E-bikes. Is this advertising, advocating for E-vehicles a move to remove pedestrians from trails and sidewalks - because that's the result it will have. The mountain bikers have already forced many hikers off their public trails because of their selfish, ego-driven behavior. No to E-vehicles on pedestrian or road bike lanes.

They are dangerous because they encourage riders to not pay attention to where they are going. I don't want someone riding into me while walking on the sidewalks. You need electric gas pumps to get tourism coming into this area. Bicycles won't do a thing for increasing tourism or rooftops.

Should be limited to bike lanes given the rate of speed and possible collisions with pedestrians.

A multiuse trail should never combine such vast differences in top speed vehicles\people. I would never want to meet someone going 20 mph when I am walking at 4 mph. Many bicyclists do not slow down nor warn walkers as they speed by.

These will be hazardous to existing bike and pedestrian traffic unless they are attentive to the rules of the road. I have personally encountered difficulty on several occasions from a motorized bike traveling at excessive speeds on a bike path. But, if their presence significantly reduces car traffic, I am willing to try and work with them.

Important consideration is that downhill bicycle traffic usually yields to uphill for safety and other trail users do not expect uphill traffic to be moving fast, motorized bicycle traffic will endanger other trail users by increasing speeds in places where they were lower before.

Sidewalks are for walking, period. The only wheeled vehicle allowed on a sidewalk should be a wheelchair. And before you consider allowing motorized bikes in the bike lanes, the city better start to enforce regular bicycle-riding rules. Myriad bicyclists ride on the wrong side of the road against traffic, ignore traffic control devices, blithely ride out into intersections or ignore cars that are turning, etc. Try mixing motorized bicycles in and it's a recipe for disaster for everybody on the road. Unless you are going to fix the bike lane situation so it's completely adequate and safe, the last thing you need to introduce is fast, motorized bikes.

Yes, as a pedestrian with leashed dogs electric vehicles come out of nowhere very quickly and are frightening and dangerous to walkers and our children and pets. For a pedestrian with hearing loss (most of us of all ages who have ever listened to loud music) it is even more dangerous. Regarding single-track recreational trails, even though pedestrians have the right of way, we already have to jump out of the way frequently to accommodate bicyclists who just don't slow down. Adding motorized vehicles to these trails will make it worse. And having witnessed the carnage that takes its toll on small wildlife on trails (lizards, mice, squirrels, butterflies, birds, snakes, etc), it is unconscionable to escalate the trail kill by bringing in faster and quieter means of conveyance. I believe there should be separate areas for motorized vehicles to protect pedestrians, domesticated and wild animals and slower bicyclists. It seems to me that non-motorized scooters and even roller blades/skates with a speed limit might be okay on sidewalks if riders actually observe a speed limit and distance limit from walkers and yield to pedestrians.

I feel the bikes might be ok if kept to bike lanes only. No one needs to worry about and have to dodge motorized vehicles while walking. Motorized scooters don't have a place in Flagstaff if they can be left anywhere after a user is finished with them. The experiment with the rental bikes recently was a mess. Bikes were left clear out 180 as far as Cheshire and weren't picked up for days and days.

I was in downtown San Diego two weeks ago. My experience in that city with electric scooters shows that these scooters are not compatible with walking pathways, sidewalks, and possibly not even bike lanes. Electric scooters move at a fast speed that is dangerous for walkers, runners, and slow-moving cyclists. Also, I saw many scooters laying on their sides in sidewalks and bike lanes, blocking passage for all other users. From my experience, I strongly oppose electric scooters being allowed in any areas with slower moving humans who are not in vehicles. Additionally, no motorized vehicles should be allowed on any sidewalks or trails. Motorized bikes and scooters are dangerous on walking paths that currently do not allow motorized vehicles.

A person cannot ride a bicycle on a sidewalk, therefore, I do not think we should allow electric bicycles nor electric stand-up scooters to ride on a sidewalk. Recreational trails should be left for peaceful recreation, I don't think anything with a motor should disrupt a person's peaceful enjoyment of nature. I also think that FUTS trails are used for commuters on foot as well as bicycles, so it seems like it could lead to reckless behavior if people are allowed to use electric bicycles and scooters, potentially going 28 mph on the same skinny pathway with pedestrians.

Not a fan of either. Electric bikes should stay on the road/bike lane. Electric scooters aren't safe for pedestrians on sidewalks, and the roads aren't a safe place for the scooters. I oppose the scooters everywhere.

Bringing scooters to this town as a share program is HORRIBLE idea. I have been to several large cities where these things are available and everyone hates them. Many scooters will end being vandalized and downtown will no longer be safe for pedestrians.

Electric bikes and scooters belong with car travel. They should not be on any trails with the general population, especially with children or older persons.

I'm afraid that electric bike and scooters will take over the trails.

I think they are fine in bike lanes but never on sidewalks or unpaved FUTS trails as I am a walker and I have a dog that walks almost always with me. They could easily be startled or hit either one of us and that is just not acceptable. Regular bicycles shouldn't be on sidewalks either, I thought that was already illegal but I sure see it all the time.

I believe all bikes should use streets or bike lanes/FUTS when available. I additionally feel that electric scooters should use the FUTS whenever possible, and if on a sidewalk should never overtake pedestrians faster than is reasonable to avoid an accident, casualty insurance should be required for any company looking to place scooters/bikes for short term rent on any city infrastructure.

Parking

I really dislike that the vehicles can be left anywhere. It would make much more sense if they had to be returned to a charging station and the station would be placed in a good our of the way location.

Short term rentals are the same as litter, only bigger

Go to any city with electric scooters. They are littering the city, people are disrespectful of them and will ride on sidewalks. It will be a huge eyesore and headache. Also look at why cities are removing them. I don't think it's a good fit for Flagstaff.

Create designated areas where they are allowed to be parked. Create regulations that they cannot be randomly left in any random place.

They should only be permitted on NAU campus. This would be litter all over our already crowded streets.

These will end up like trash all over the city and neighborhoods just like they did in the past. There are plenty of local shops in town that rent bikes and this takes business from them and creates eyesores all over this town. Other big cities have had nothing but problems with rentals like these.

Do not want scooters allowed to be left all over the city by companies that rent them out. They become a hazard for other pedestrians and handicapped people.

I really don't like the electric bikes and scooters in other towns. They are a nuisance and create clutter!

Probably not part of this survey, but please stop allowing the huge amounts of rental bikes everywhere. Tks.

Scooter parking needs to be controlled, otherwise they will be left anywhere and everywhere. Electric bikes should have an ENFORCED speed limit and should not be allowed on FUTS trails.

I hope the city takes care of them better than the orange bike trial. People littered bikes all over the sidewalks downtown. And consider the damage to property, people, cars, and riders of the scooters. I've read nothing but horror stories in the news of people in cities injuring themselves and others on scooters.

If they would collect then each night they could be put back in appropriate places for the next day

1. When they were being tested, I didn't encounter any issues with the rental electric bikes other than seeing them abandoned in various areas around the city, sometimes in 'clever' places such as on top of utility boxes. While this is generally harmless, I could see this as becoming a nuisance. Surely individual owners of electric bikes would not abandon their bikes. 2. I'd like to think that one of the many purposes and/or intents of the FUTS trails (paved and gravel), single-track recreational trails, and sidewalks in general, is to avoid or be apart/separated from any kind of motorized vehicle.

Electric bikes and scooters strewn about town look trashy!

In addition to the question WHERE can they be used, is WHERE can they be housed/stored/collected/deposited for the renter and rent-ee to enjoy access? Other cities have introduced this sustainable transportation. They report increased congestion and chaos to the sidewalks, sidewalk corners at intersections and in-front of buildings. The question of "WHERE can they be housed/stored/collected/deposited to prevent clutter and chaos" also needs to be addressed. I am supportive of ELECTRIC and non-polluting bicycles and scooters on our streets, bike paths/lanes/FUTS trails - BUT NOT ON OUR SIDEWALKS.

Please don't start rental programs for these items. Just visit Tempe and you will see them littered everywhere and people run into pedestrians and other riders.

Other cities with Scooters have a real problem with scooters being left anywhere. Is there a way to have designated areas where patrons can pick up and drop off scooters so they are not just dropped all over the place. Like the rental bikes currently are.

Please review the city of Tempe's recent Scooter program. Way too many scooters left lying anywhere in the Tempe Town Lake area ...

I think these bike share companies like Lime and Spin are terrible. These bikes were left all around, littering our town. These should not be allowed back into Flagstaff.

Electric scooters were left laying around all over sidewalks last time I was in Tempe. Many appeared broken and just left where they fell. It looked completely trashy.

I strongly feel AGAINST any short term rentals - bicycles or scooter. Many people ride without helmets, creating a safety hazard that cannot be regulated, people leave them in the middle of streets, sidewalks, throw them into people's yards etc., and people do not follow laws regarding where they can and cannot ride. They also do not provide any better transportation system for people without cars or bicycles.

Personal devices seem like a smaller issue than the rentals like Lime. Please God do not let those litter our downtown area.

Having these set up at stations would be much cleaner for the city than the orange bikes were

The last time we had a bike share program they were left everywhere. All over side walks and parking lots. They were a complete hazard. Allowing this type of program back is a terrible idea.

these things become another form of pollution. Go to scottsdale, they are laying all over the place. Flagstaff doesn't have enough room on it's sidewalks as it is.

In Tempe, electric scooters and bikes are left everywhere, often tipped over and blocking sidewalks. It is a major hazard for other people using sidewalks and a HUGE issue for access and usability for those with disabilities. Where and how these vehicles will be stored so that they do not become barriers and nuisances must be addressed.

Infrastructure

I am not sure if speed is a factor which damages single track trails. If it is not, I not see why electric bikes should not be allowed. Of course, being mindful of pedestrians and regular bicycles. If there is no safe infrastructure for scooters or bicycles (electric or regular), how can it not be allowed to ride on sidewalks!

I own a class 2 electric bike, and outside of winter months I use it several times a week. I very rarely use it on sidewalks, generally only when the car traffic is too busy to keep up with and there's either no bike lane or too narrow a bike lane to be comfortable, and when there are no side roads available to use. When I do have it on sidewalks I dismount and walk it if there are pedestrians around. Honestly there's not a whole lot I can do on the electric bike that a strong cyclist can't on a normal one. If both bike lanes and sidewalks were closed to electric bikes it would severely limit where I could take it, since it still doesn't nearly keep up with the speed of traffic outside of residential zones.

E bikes should be allowed anywhere a pedal bike should. As this trend grows, Flagstaff should consider extending infrastructure to support them.

We need to create the infrastructure that allows these "last mile" forms of transportation. I've used both ebikes and e scooters and they do have a place in the community.

Better make the bike lanes wider, keep em off the Futs.

bike lanes is the answer. BUT City needs to do a much better job of keeping bike lanes clear of cinders, debris and snow. The City Street cleaner is a waste of gas, machinery and time.

It's challenging enough as a pedal bicyclist on all surfaces and then to throw this in the mix of things. The bike lane issue in Flag hasn't even been safely or extensively attended to and this motorized option is being thrown into it now, too?! I just know that as a bicyclist, tending to accessible, safe, accommodating bike lane networks all over is the first step needed before allowing motorized bikes, because there's lot of rd rules needed to be taught and adhered to for everyone's use and enjoyment. Adding motorized bikes isn't going to help until respect of the lanes is honored. It is also understandable to those needing assisted bikes as well, but much more needs thought on in implementing this option. A lot more.

Generally, e-bikes should stick to bike lanes, though there are many places in Flagstaff where this infrastructure is lacking or unsafe, such as: Milton, Cedar, and the west side of 66. Until the community provides satisfactory bike lanes throughout town, e-bikes should be allowed the option to ride on the sidewalks at 10mph.

With more options for transit requiring SAFE bike lanes, improvements are needed to the city's bike lane system to avoid the temptation for bicyclists to use sidewalks, make unexpected maneuvers to or from bike lanes that suddenly end, or claiming the road lane to ensure safe travel (to the chagrin of car drivers). One example of conflicting bike - transit interaction is the bus stops commonly being placed on the side of the road, in the bike lane. What is a bike supposed to do when a bus stops in front of the bicyclist in the bike lane? Wait? Go into traffic and around the bus? It is these kinds of uncertainties that make biking unsafe and can lead to unpredictable actions or illegally using the sidewalk that make drivers and walkers hate bicycles. Please design future streets and upgrade existing streets with SAFE bike lanes, or better yet -- protected bike lanes! Thank you!

Flagstaff needs more parking for all types of bikes and scooters.

Our downtown sidewalks are already crowded and there is little bike parking as is. Bikes have no place on downtown sidewalks, let alone bikes with motors of any sort.

Considering some FUTS have both gravel and paved sections, electric bicycles could work with no problem. Scooters could be difficult to use on gravel trails so they might need improved tires, and on paved trails they should be ok. All options should NOT be allowed on downtown sidewalks, as well as sidewalks with a lot of foot traffic, i.e. campus. Street lanes that allow cyclists to take an entire lane (San Francisco right lane) would need more markings or signage to inform motorists that cyclists and scooters have the right of way. Bike lanes should be improved/widened around town in general to accommodate cyclists and electric cyclists, but this will be the safest section for the pedestrians, scooters and electric cycles regardless.

Is there some way to put a dividing line down The middle of wider pedestrian walkways, so that walkers have the right of way on the left-hand side and bikers have the right of way on the right hand side? I am visually impaired due to a brain injury and no longer feel safe biking, so I usually bus and walk. However, I hope to be able to afford and use a PlanetRider (reclining bike with motor and lightweight roof/shelter - being designed by engineers on South Steves, across from Olsen). I hope there would be some appropriate places to be able to ride that from my Lake Mary house to downtown.

I think Electric scooters are a great idea. We've used them in Tempe and love them. Very efficient and cost effective. Flagstaff will need to improve bike lanes, helmet laws and provide scooter parking areas (like Santa Monica) in order for them to be as effective as Tempe/L.A.

The problem won't be electric assist devices flooding our pedestrian zone; The problem is we have tailored the automobile as the single mode of transportation far too long. In lieu of giving up sidewalk space for a new way to travel about let us consider giving up an automobile travel lane to innovative travel. Our current sidewalks aren't even designed for two people to walk comfortably abreast and converse while passing an oncoming person. Yet we dedicate 5-12 foot lanes to automobiles that rarely have more than one person in them. Our sidewalks have suffered the encroachment of trees, parking kiosks, traffic signs, benches, paper racks, planter boxes, bike racks, trash receptacles and now we are asking for more to encroach on them. Let's consider moving some of these items to a physical barricaded safe/share zone. Rename and rebrand the "Side"-walk to the "huMain"-zone. Also, while considering these new forms of travel we mentioned speed as the big fear instigator to decide if they can co-exist on sidewalks. We have forgotten that our average self who typically walks at 2-4 mph has the ability to sprint up to 12mph at a moment's notice, yet we have the sensibility to not sprint down the sidewalks to save a little time. These scooters can travel at walking speeds safely and considerately. I used electric scooters in Kansas City and Mesa Arizona as a means of travel it was: fun, safe, and an alternative to the automobile.

I would love to see more ebike use in general. Also I would be open to ebike use on sidewalks during inclement weather where the bike lanes are unusable in cases of piled up snow, etc. For example last week's storm.

Regulation/enforcement

Require drivers license for class 3

Limit the speed of all bikes and scooters (electric and non-electric) to 15mph.

They also must obey the same rules as bicycles. Riding on the RIGHT side of the road going in the same direction as traffic. The police departments seem to have a problem with enforcing the last comment.

More important than where these are used is how. They must be used consistent with the location. For example, riding an electric-assisted bicycle on a trail should be allowed unless the rider is behaving in an unsafe manner.

Whatever the result, a better job needs to be done in holding bicyclists, motorized or not, accountable for obeying traffic regulations. The same should be the case for motorized scooters. VERY few obey stop signs and traffic signals. Many also travel in the incorrect lane. Lights should also be a requirement when traveling dusk to dawn.

I would like each rider of scooters and bicycles to have their own personal insurance. The companies will provide their own commercial insurance. PLEASE consider lowering ALL speed limits within our city limits. Sincerely, retired professional cdl driver Jill Farrell

Downtown sidewalks are too narrow, bumpy and crowded for wheeled bikes or scooters at any time. Other sidewalks are not as crowded, but strict riding guidelines need to be put in place to include helmets, coming up behind a pedestrian and others as appropriate.

Riders must wear helmets and follow rules / law. Pedestrians must move over on trails. I want to encourage people to use electric bikes in the city, as it may make non-car use possible, including for the disabled, for many. I do NOT want electric bikes in the wilderness on gravel trails, etc.

all must be muffled. all must require a helmet. all must pass an education of traffic flow, hand signals, rear view mirror and NO NO NO ear buds worn.

Non-electric bikes and scooters are also not allowed on sidewalks. Please remember to stay in designated bike lanes or trails. When riding in traffic, please follow all traffic laws. Also remember that even though you have a right away, you are on a bike versus a car. Ride safe Flagstaff.

I have visited over an extended period in two cities that allow electric bikes/electric scooters. There seems to be little regulation regarding wearing helmets, training, licensing, awareness of walkers and non-electric bike riders. From my observation, such vehicles are a danger to pedestrians and non-electric bike riders, and also a hazard to drivers of cars. If such vehicles are allowed in Flagstaff I think there should be required training, licensing and such vehicles should not be allowed on trails, sidewalks or maybe even bike trails. They are dangerous when unregulated.

I think keeping laws consistent and easy to understand is important! I recommend the same restrictions for all electric bikes and scooters.

I think they are a great asset but the biggest problem is renters don't follow the rules (riding on sidewalks where prohibited)

Pedestrians always have the right of way on sidewalks!

Alternative to cars

Scooters are a viable alternative to cars, they seem like they could be fun within reasonable boundaries. So wise regulation seems like a prudent approach rather than complete restriction or elimination. Whatever types of scooters come to Flagstaff should have larger tires for the environment that includes cinders, trails, and frequent asphalt cracks.

Great travel choice that can move people out of cars

I think we should make every effort to encourage non-car ways to get around our city.

I think it's a great idea! Any opportunity to cut emissions is a great one! My only problem would be usage on downtown sidewalks. Having somebody wizz by a pedestrian at 20mph could cause more harm than good. Keep up the good work y'all!

I am pro-electric bikes for Flagstaff and would like to see more electric bikes than cars. Just not on bike paths or sidewalks with pedestrians. I think more bike lanes for e-bikes would be great! I would strongly prefer to ride an E-bike all Spring, Summer, & Fall, if it were safe to do so in Flagstaff. I am also an avid mountain biker and don't believe e-bikes are suitable for bike trails. It would ruin the experience for hikers and bikers. E-bikes are a form of transportation to and from home, work, and commerce and should be given a bike lane on our streets as a means to decrease traffic, decrease CO2, and improve community innovation. I think Flagstaff should give a credit for owning an e-bike and create a license plate or permit to operate an e-bike to pay for increased bike lanes. Thank you.

Why not? Think these are great if people use them instead of cars. Would be great to make it work for them wherever possible (but not in the middle of dense sidewalks downtown).

E-bikes are a great alternative to commuting by car, we should support their use.

I own a class 1 e-mountain bike and find them to be very quiet and non-intrusive to other outdoors people. They also don't tear up a trail any more than a normal hiker or biker. Considering cars, trucks, motos, etc., can travel all over the surrounding area, I feel e-bikes are fine most everywhere. I think if more people had e-bikes they would not need to drive to trailheads, cutting down on pollution and traffic congestion.

I support the expanded use of these machines if they will reduce vehicle traffic in town, although pedestrian and regular bicycle traffic safety should be a high priority.

Electric bikes and scooters help reduce the number of cars on the cities degrading infrastructure. I feel the city should defer to the state laws on e-bikes at this time and not over think it. Class 1 and 3 bikes are a great way to help everyone get out and stay healthy. E-bikes in general will help keep flagstaff an environmentally friendly city and promote more tourist based revenue.

These would provide a good alternative access for those who feel riding a bicycle is too much. With all implementations, its super important to educate the user.

Ebikes have the potential to drastically improve transportation in Flagstaff and reduce traffic congestion, I hope this self evident fact is recognized. As a 30 year resident I've only started using an ebike for my 18 mile round trip commute the last 2 years, it only takes me a few minutes longer and is now my primary means of getting to and from work. I do have a concern about the speeds being too low, riding an unassisted road bike at 25-30mph is fairly common (or 35+ when riding down a hill), I hope careful consideration is given to the purpose of any regulation. If special speed limits apply to ebikes (assisted or not) for safety reasons, they should also apply to unassisted bikes.

I have seen them in Tempe and other places. They are a convient way of getting around without much hassle. Rules will need to be istablished and inforced

Any low impact form of transportation is a plus and many times the negative aspects and public views are related to the user and use of said vehicles. I believe in an urban setting the e-bike is a brilliant tool and as the price comes down could end up being a significant form of transportation for many people and communities. I am still unsure about e-scooters, while they are still low impact transportation I think they are mostly millennial capitalism defined, too much grey area w/ pedestrian vs vehicles. As far as outdoor recreation and trail usage with e-mountain bikes, supposedly the wave is coming and they are huge in Europe but I am not a believer currently. The designs for high-end e-mountain bikes are so good all of the sudden that most non-mountain bikers couldn't tell the difference, besides seeing the speed at which they go up hill is super human. So they could be difficult to regulate. I could go on and on and on.... Opinions of a daily bike commuter and mountain biker. Thanks

I'm good with anything that reduces the number of cars off the streets, but believe all powered bikes/scooters should grant right-of-way to non-powered bikes, skateboards or scooters. The drivers should have to, at the very least, pass an online class/quiz to ride their device. Actually, I believe all vehicle drivers should also take a class that ensures they know the rights and responsibilities of bikes, pedestrians, etc.

Please bring this to Flagstaff. We need the traffic relief and it's green tech so that's nice too. The only thing I'd object to is downtown sidewalks which just makes sense.

Scooters are the easiest way to go from one place to another without reparking. And so much fun.

Safety

I have experienced electric bicycles in Buellton, CA where some are made. They can come up fast when motorists are coming in or out of driveways, especially when ridden on sidewalks. The bike moves a lot faster than someone walking or jogging. Scootter are just plain ridiculous. Grow up.

Neither electric bikes/electric scooters should be allowed. Unfortunately, the people who would use these bikes are not responsible as we have witnessed with the recent scooters. Also, twenty miles an hour or even less or more the rider is not protected and I wonder as to license required. Bikers in this town, by observation, are exceedingly careless as many run traffic lights feeling they do not apply to them. The traffic in this town is horrible because the City Council over decades has ignored this problem just as with the problem with Snow Bowl's traffic. These electric bikes only add to the problems of traffic and safety.

The problem is speed and experience. High-speed electric bikes are not compatible with the regular bikes. Bikes don't belong on the sidewalks except where trying to get around dangerous roads, and electric bikes are fast enough that they don't need that. The scooters are just dangerous wherever they are.

They are dangerous, both to the riders and other pedestrians/hikers. We should be encouraging exercise, not other forms of motorized recreation that will detract from those using trails for their intended purpose.

There is such a fine line here between a motorcycle and a bicycle. On a pedal only bicycle the person has a direct connection to the speed and control. When energy assist is added that direct connection is lost and it is easy to exceed safe speeds. Important to note is that law-enforcement would not easily be able to differentiate which is assisted and which is not so being low on the totem pole of concerns, there will be little to no enforcement. Just like the phone texting ban which is a complete failure--can't tell the difference between texting and looking for a phone number--either way the driver is dangerously distracted. I see drivers looking at their phones ALL THE TIME. Allow motor assisted only on the roads--from the start.

My concern is that the speeds of these bikes and scooters are much faster than your typical bicycle. This can cause problems when sharing a bike lane with "standard" bicycles, and also can be hazardous because drivers have to be far more alert to avoid collisions with these faster bikes/scooters. When on trails, I already have experienced issues with bicyclists nearly running us over as we walk/hike. I worry that this will be exacerbated with electric bikes/scooters going at greater speeds.

Many accidents from electric scooters. People just dump them on sidewalks and disabled people can't get around them.

1) Electric scooters do not belong anywhere. They are a hazard, both because they are dynamically unstable and because in my experience their operators tend overwhelmingly to turn into dangerous idiots the second they step onto their scooter. 2) Motors (whether motorized bikes or, especially, motorized scooters) do NOT mix well with non-motorized bikes. If they're not actively pedaling, they are not bicycles and they do not belong with bicycles.

Riders of stand-up scooters are often unaware of potentially extreme traffic creating safety issues. Helmet and knee/body padding standards must be created as well as zones where riding is OK.

People on scooters do not appear the same to drivers of cars as bicycles. I am a little worried that cars would not discern the scooters as being different from a pedestrian at a quick glance and that their difference in speed could cause them to be hit more often by accident. Bike lanes may be too dangerous for scooters, but then where could they travel, because on sidewalks is too dangerous for pedestrians.

All bikes, of all kinds, should be kept off sidewalks. It is simply not safe. Especially downtown. Do you plan to rent to people who have little experience? Sounds like a perfect opportunity for a lawsuit.

I'd like to see no scooter or electric bike zones such as on campus, downtown Flagstaff, City Hall lot, Wheeler Park, Buffalo Park, and Thorpe Park. Those areas deserve a quiet peaceful environment. Scooters are too dangerous to be driven on any shared path except possibly a bike lane.

Seems like anything with a motor should be restricted to roads, but the speeds would make it unsafe for the operator. These devices should definitely not be on sidewalks, but their higher speeds might make them dangerous to non-motorized/assisted bicyclists.

No motorized devices

No motors on sidewalks!

All motorized means of transportation has no place on sidewalks, FUTS or recreational trails. In bike lanes only with proper safety equipment.

Motors - gas or electric belong with cars. We need real dedicated bike lanes, this just complicates the situation we now have. The FUTS is too expensive to be completed. Dedicated bike lanes will attract bike commuters with or without motor assist.

I believe that in all cases, and on the basis of infrastructure designs that have historically been intended for pedestrians and non-motorized ""apparatuses"" as the state of AZ refers to human-powered ""push bikes"", that motorized vehicles of any kind need to be segregated from pedestrians and non-motorized push bikes - this is simply a matter of public safety - keep human-powered transportation isolated from motorized transportation; regardless of motor type or speed. Alf a gasoline-powered motorcycle or E-motorcycle, not to mention a Tesla or Nissan Leaf automobile, were to be fitted with a speed-controlling device (governor) that only allowed speeds of 20 - 28 mph, would they be allowed on the FUTS, city sidewalks or designated bike lanes in Flagstaff? Likely not... Please don't adopt new e-vehicle rules in our city that further jeopardize my health and safety - beyond what risks and hazards I must already face with the horrendous number of ""ICE Machines"" already clogging and polluting our fair city-scape! With declining health and increased obesity among our society, perhaps it might be better to promote greater human-powered transportation around town through walking and traditional cycling options; please keep motorized vehicles where they belong; in the city streets with the rest of the cars and trucks (oh, and Segways too..). Thank you for asking my opinion!

Futs does not allow motorized and these have motors. Set locations so they don't get left everywhere blocking sidewalks and cluttering the city. Same with outside the downtown area.

They are a motorized vehicle and should not be allowed on paths and trails that are intended strictly for non-motorized vehicles. They are dangerous and out of control in many communities.

E-bikes of any kind do not have a place on singletrack where human-powered transit is the pre-dominate mode of transportation.

You guys have to get ahead of this. It's a real problem especially on the FUTS. A motor is a motor whether it's electric or gasoline and the FUTS PROHIBITS motorized vehicles. That would include a bike with an electric MOTOR Thanks!!

I look at them as, ""a motorized vehicle"", like a scooter (I forget the name of the famous one that's been around forever) and while a bicycle rider can learn to text while riding, it is easier with a motor. The second concern I have is that it will be much easier for the rider to maintain 20mph with less attention paid and a 20 mph impact with a pedestrian has potential to cause serious injury. I'm not sure this is a fair comparison, but I think football players are usually not moving at 20 mph and with protection & training they sometimes suffer serious injury.

no motorized vehicle, whether it requires pedal power to engage the motor or not, should be allowed on any sidewalk or bike lane. these vehicles need their own lane or own sidewalk .

Please do not allow this "can of worms" to be opened. Non-motorized means non-motorized! I love the FUTS and appreciate not having to worry about the safety of my grandchildren while they are using the urban trail.

the thing that we can count on on the urban trails, and especially on forest trails, is not having to look out for motorized anything. Motors belong on roads. i am as non tree hugger as it gets, but i want to feel safe from being run over when on the urban trails & especially in the woods!! oh my gosh, please do the right thing for once!

Question need for legislation

The City should default to the new State law. Having jurisdiction-dependent changes in regulation on an issue like this is highly problematic, and City staff should not be re-hashing something the State has thoroughly considered. Also, although it shouldn't be, this issue has become contentious in some segments of the cycling community. This survey is apt to elicit some misinformed and dogmatic opinions that should be considered for what they are. E bikes are an entirely acceptable form of transportation and recreation, and are readily accepted throughout Europe, (for example), without question on all non-motorized trail systems. Elitism from certain cyclists should not be driving policy in the United States.

Bikes should be treated as bikes. Even if electric.

Arizona State law made pedal assist bicycles legal where regular bicycles can go so easy to follow that rule.

they should all be classified as bicycles and regulated exactly under the same laws as bikes currently are.

Arizona State law about e bikes is fine, we don't need any more rules, certainly not prohibition. Treat bikes and scooters like bikes and scooters, regardless of how it is propelled.

E-bikes should follow the same rules as ALL bikes: stay on the road, not on sidewalks.

E bikes are pretty misunderstood on single track. Generally speaking, pedal assist e bikes are hard to distinguish from regular bikes even when you are riding past someone on one out int the trail. Throttle only bikes are not the same and should be carefully regulated on trails. No bikes should be on side walks. E bikes and regular bikes can easily coexist in bike lanes and on futs trails. Electric scooters quickly become litter in cities where they proliferate. Tossed aside on sidewalks they block strollers, wheelchairs, and other side walk users. They are thrown in ditches, abused and treated without care. The owners take no responsibility for how they affect the cities where they do business.

Why would these things be allowed on sidewalks when bikes and skateboards are not? Also I truly believe our city has way more pressing issues. I find this a complete waste of time.

Don't we already have code around bikes and scooters on sidewalks? I am unclear on why this is even a question. Also, I believe we have more pressing issues in our City and would prefer to see Council engaged in the larger concerns facing our community (housing, homelessness, education, road repairs, transit and more).

Seems to me that if anyone riding any class of electric bike or scooter they should be able to ride on any trail that they can handle.

A bike is a bike whether powered by humans or batteries. Bikes and riders should follow all the applicable laws. Rental electric scooter shave a history of user abuse, not following the rules, etc.

Mobility

They can be good mobility options for people in Flagstaff, if there was better infrastructure to support them.

E-bikes and E-scooters are a positive way to promote new and more healthy forms of mobility within the city. A Public Education campaign on the right of way and safe ways to use e-bikes & e-scooters needs to be put into place before the new rules/regulations & any city authorized vendors utilizing e-bikes or e-scooters goes into place.

As a senior with health issues - my eBike enables me to remain as active as others without worry if something with my legs flares up and I can't make the trip home. I would not be able to be as active as I am similar to others and how I biked in my earlier days without this bike enhancement!

I use a Class 1 electric bike, and would not be commuting by bike from Kachina Village without it (I'm older and have bad knees). As long as people are respectful and responsible, they should be able to go anywhere that other bicycles go. (If you have any influence, it would also be great to have the FUTS extend out to Kachina/Mountaineer!). Thank you.

Electric bikes open up a huge opportunity for people that wouldn't normally want to commute by bicycle. PLEASE don't discourage this sustainable form of transportation by forcing e-bike riders off of the FUTS trails and onto the dangerous roads. I ride an e-bike to work, and this allows me to get to work without becoming all sweaty and gross. For my ride home, I don't use the e-assist and that way I get some good exercise. I will feel betrayed by my community if I'm told I can no longer use the trails and sidewalks I've used for years now.

Electric bikes are a big help to some of us that have health issues, it allows us to continue to ride. I have owned an electric bike for 4 years and have enjoyed riding all over Flag, I believe it has helped me to get out more and give me a great deal of freedom, it has definitely enriched my life, and improved my health! Unfortunately, I do not believe the scooters should be allowed on sidewalks, these have proved to be a nuisance in so many areas, and have been removed. They seem to be used by the younger population that do not obey the laws or seem to ignore the people and traffic around them. The scooters are hard to see, and hear. I believe they are a nuisance to the public.

I use an electric bike, class 1 because I'm getting older and my knees are wrecked. It allows me to continue to ride, I sure hope that right will not be taken away as a result of this survey. But I appreciate the fact that you are looking into it. The other factor to be considered is the noise. My bike motor is essentially silent, unlike many others.

I believe electric assist bikes provide a good option for those with physical or age issues to get out and use the great city provided biking lanes. Sometimes sidewalks a more safe on high volume streets.

my electric bike has enabled me to be more mobile, saves me money on gas, and helps relieve congestion on our streets. please don't take that freedom away from me.

Environmental benefits

Excuse me, what the f*ck??? Why in the world would you ban someone from trying to be more eco-friendly and be safe by riding on the sidewalks etc, when it's NOT safe to ride on the roads because of the cinders and the terrible rude drivers?!?

This is a green technology that I believe needs to be supported and encouraged by public officials. I believe no regulation should be required at this time to support the use of this form of transportation.

Please continue to allow ebikes and electric scooters within the city and encourage their use because they provide a more environmentally friendly alternative to commuters instead of constantly relying on motor vehicles. Because Flagstaff is at such high elevation and has numerous hills, electric bikes and scooters make riding them a viable option for people who may not ride a non-electric bike around town otherwise due to health or other reasons. They are not fast enough to ride in traffic in most places but it is much safer for them to use the bike lanes and respect the same rules as non electric bikes and yield to pedestrians too.

Electric bikes can solve so many of our transportation and sustainability goals as a city. They should be treated as equals to traditional bicycles in order to have a robust transportation network in Flagstaff.

Ebikes and scooters are better for the climate than cars, and should be prioritized as a way to reduce traffic and improve green transportation, including allowing them on FUTS trails, bike lanes, and non-downtown sidewalks in areas where it's not safe to ride on the road, like along Milton. I don't think they should be allowed on downtown sidewalks or non-FUTS trails because they are about an experience other than transportation: recreation in the case of non-FUTS trails, and shopping/socializing/transit on foot on downtown sidewalks. If ebikes and scooters are allowed for rent, I think the bike share rules that were in place for the pilot worked well and could be carried forward.

I think we need to encourage everyone to move away from gasoline, and if it takes electric bikes etc to do that, let's help them. people who ride bicycles will mostly continue to do so. what we really need is more bike lanes for both bicycles and electric versions

If they help cut down pollution, we should find a way to let people use them.

Education

Please benchmark with other communities, including those in other countries. No need to reinvent the wheel when we can learn from others' actual experiences. I would like to see greater effort put into education for all drivers on how to interact well together. Most anger comes from misinformation and a lack of knowledge about other vehicles (bikes can't be in the lane --- yes they can, especially when the bike lane is full of cinders). Electric vehicles could provide a great stepping stone for people to see other travel options other than personal vehicles: beneficial for traffic conditions, sense of community, personal health, and personal wealth.

ORDINANCE NO. 2019-XX

AN ORDINANCE OF THE MAYOR AND COUNCIL OF THE CITY OF FLAGSTAFF, ARIZONA AMENDING TITLE 9, *TRAFFIC*, CHAPTER 9-05, *BICYCLES*, OF THE FLAGSTAFF CITY CODE

RECITALS:

WHEREAS, the City recognizes the value of bicycle share, and the desire of City residents and visitors to use bicycle share devices; and

WHEREAS, the City had a successful pilot program to allow the use of dockless bicycle share devices; and

WHEREAS, the City desires to continue to allow dockless bicycle share devices within the City, and add docked bicycles and electric bicycles; and

WHEREAS, the City has a right and duty to act in the best interest of the City to protect and enhance the public health, safety, and welfare of its residents and visitors.

ENACTMENTS:

NOW, THEREFORE, BE IT ORDAINED by the Flagstaff City Council that:

SECTION 1. In General.

The Flagstaff City Code, Title 9, *Traffic*, Section 9-05, *Bicycles* is hereby amended by adoption of those amendments set forth in the document known as “The 2019 Amendments to Title 9, *Traffic*, Chapter 9-05, *Bicycles*, of the Flagstaff City Code” which are adopted as public records by Resolution 2019-## and maintained on file with the City Clerk.

SECTION 2. Repeal of Conflicting Ordinances.

All ordinances and parts of ordinances in conflict with the provisions of the code adopted herein are hereby repealed.

SECTION 3. Severability

If any section, subsection, sentence, clause, phrase or portion of this ordinance or any part of the code adopted herein by reference is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions thereof.

SECTION 4. Clerical Corrections.

The City Clerk is hereby authorized to correct clerical and grammatical errors, if any, related to this ordinance, and to make formatting changes appropriate for purposes of clarity, form, or consistency with the Flagstaff City Code.

SECTION 5. Effective Date.

This ordinance shall be effective on _____.

PASSED AND ADOPTED by the City Council of the City of Flagstaff this XX day of XXX, 2019.

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:

CITY ATTORNEY

RESOLUTION NO. 2019-##

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF FLAGSTAFF, ARIZONA, DECLARING CERTAIN DOCUMENTS KNOWN AS “THE 2019 AMENDMENTS TO TITLE 9, TRAFFIC, CHAPTER 9-05, BICYCLES, OF THE FLAGSTAFF CITY CODE” AS PUBLIC RECORDS

RECITALS:

WHEREAS, pursuant to A.R.S. § 9-802, a municipality may enact or amend provisions of the City Code by reference to a public record, providing that the adopting ordinance is published in full;

ENACTMENTS:

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF FLAGSTAFF AS FOLLOWS:

Those certain documents known as “The 2019 Amendments to Title 9, *Traffic*, Chapter 9-05, *Bicycles*, of the Flagstaff City Code” attached hereto as Exhibit A are hereby declared to be public records, and three (3) copies shall remain on file with the City Clerk or one paper copy and one electronic copy maintained in compliance with A.R.S. § 44-7041 or public record shall remain on file with the City Clerk.

PASSED AND ADOPTED by the City Council of Flagstaff on _____ day of _____.

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:

CITY ATTORNEY

Attachments:

Exhibit A: The 2019 Amendments to Title 9, *Traffic*, Chapter 9-05, *Bicycles*, of the Flagstaff City Code

**THE 2019 AMENDMENTS TO TITLE 9, *TRAFFIC*, CHAPTER 9-05, *BICYCLES*,
OF THE FLAGSTAFF CITY CODE**

The Flagstaff City Code, Title 9, *Traffic*, Section 9-05, *Bicycles* is hereby amended as shown below (additions identified by ALLCAPS and deleted text identified by a strike-through).

9-05-001-0001 APPLICATION OF PROVISIONS

- A. The parent of a child and the guardian of a ward shall not authorize or knowingly permit the child or ward to violate any of the provisions of this Chapter.
- B. The regulations of this Chapter in their application to bicycles, **ELECTRIC OR MOTORIZED BICYCLES, ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICES, ELECTRIC MINIATURE SCOOTERS OR ELECTRIC STANDUP SCOOTERS, SKATEBOARD OR LIEGHTWEIGHT WHEELED VEHICLES** shall apply when a ~~bicycle~~ **SUCH DEVICE** is operated upon any roadway, **MULTIUSE** path, or sidewalk subject to those exceptions stated in this Chapter.
- C. The regulations of this Chapter shall not apply to exempt vehicles when they are used for the purposes for which they are intended.

9-05-001-0002 DEFINITIONS

For purposes of this Chapter:

- A. "Bicycle" means a device, including a racing wheelchair, that is propelled by human power and on which a person may ride and that has either:
1. Two tandem wheels, either of which is more than sixteen inches in diameter.
 2. Three wheels in contact with the ground, any of which is more than sixteen inches in diameter.
- ~~B.G.~~ "Bicycle lane" means that portion of the roadway striped and designated for the **exclusive** use of bicycles.
- C. **"ELECTRIC BICYCLE" MEANS A BICYCLE OR TRICYCLE THAT IS EQUIPPED WITH FULLY OPERABLE PEDALS AND AN ELECTRIC MOTOR OF LESS THAN SEVEN HUNDRED FIFTY WATTS AND THAT MEETS THE REQUIREMENTS OF ONE OF THE FOLLOWING CLASSES:**
1. **"CLASS 1 ELECTRIC BICYCLE" MEANS A BICYCLE OR TRICYCLE THAT IS EQUIPPED WITH AN ELECTRIC MOTOR THAT PROVIDES ASSISTANCE ONLY WHEN THE RIDER IS PEDALING AND THAT CEASES TO PROVIDE ASSISTANCE WHEN THE BICYCLE OR TRICYCLE REACHES THE SPEED OF TWENTY MILES PER HOUR.**

2. "CLASS 2 ELECTRIC BICYCLE" MEANS A BICYCLE OR TRICYCLE THAT IS EQUIPPED WITH AN ELECTRIC MOTOR THAT MAY BE USED EXCLUSIVELY TO PROPEL THE BICYCLE OR TRICYCLE AND THAT IS NOT CAPABLE OF PROVIDING ASSISTANCE WHEN THE BICYCLE OR TRICYCLE REACHES THE SPEED OF TWENTY MILES PER HOUR.

3. "CLASS 3 ELECTRIC BICYCLE" MEANS A BICYCLE OR TRICYCLE THAT IS EQUIPPED WITH AN ELECTRIC MOTOR THAT PROVIDES ASSISTANCE ONLY WHEN THE RIDER IS PEDALING AND THAT CEASES TO PROVIDE ASSISTANCE WHEN THE BICYCLE OR TRICYCLE REACHES THE SPEED OF TWENTY-EIGHT MILES PER HOUR.

D. "ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE" MEANS A SELF-BALANCING DEVICE WITH ONE WHEEL OR TWO NONTANDEM WHEELS AND AN ELECTRIC PROPULSION SYSTEM THAT LIMITS THE MAXIMUM SPEED OF THE DEVICE TO FIFTEEN MILES PER HOUR OR LESS AND THAT IS DESIGNED TO TRANSPORT ONLY ONE PERSON.

E. "ELECTRIC MINIATURE SCOOTER" MEANS A DEVICE THAT WEIGHS LESS THAN THIRTY POUNDS, HAS TWO OR THREE WHEELS, HAS HANDLEBARS, HAS A FLOORBOARD ON WHICH A PERSON MAY STAND WHEN RIDING, IS POWERED BY AN ELECTRIC MOTOR OR HUMAN POWER, OR BOTH, AND HAS A MAXIMUM SPEED THAT DOES NOT EXCEED TEN MILES PER HOUR, WITH OR WITHOUT HUMAN PROPULSION, ON A HARD LEVEL SERVICE.

F. "ELECTRIC STANDUP SCOOTER" MEANS A DEVICE THAT WEIGHS LESS THAN SEVENTY-FIVE POUNDS, HAS TWO OR THREE WHEELS, HAS HANDLEBARS, HAS A FLOORBOARD ON WHICH A PERSON MAY STAND WHILE RIDING, IS POWERED BY AN ELECTRIC MOTOR OR HUMAN POWER, OR BOTH, HAS A MAXIMUM SPEED THAT DOES NOT EXCEED TWENTY MILES PER HOUR, WITH OR WITHOUT HUMAN PROPULSION, ON A HARD LEVEL SERVICE. THIS DOES NOT INCLUDE AN ELECTRIC MINIATURE SCOOTER.

G.Ⓓ: "Exempt vehicles," when used for the purposes for which they are intended, means wagons, wheelchairs, and strollers or other devices designed and used for the purpose of transporting children, infants, physically challenged, or incapacitated persons, or carts or other devices intended and used for transporting merchandise or materials.

H. "OWNER" MEANS ANY PERSON HOLDING THE LEGAL TITLE TO A BICYCLE, ELECTRIC OR MOTORIZED BICYCLE, ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE, ELECTRIC MINIATURE SCOOTER OR ELECTRIC STANDUP SCOOTER, SKATEBOARD OR LIGHTWEIGHT WHEELED VEHICLE.

I. "MOTORIZED BICYCLE" MEANS A MOTORIZED GAS-POWERED BICYCLE OR TRICYCLE THAT IS EQUIPPED WITH A HELPER MOTOR THAT HAS A MAXIMUM PISTON DISPLACEMENT OF FORTY-EIGHT CUBIC CENTIMETERS OR LESS, THAT MAY ALSO BE SELF-PROPELLED AND THAT IS OPERATED AT SPEEDS OF LESS THAN TWENTY MILES PER HOUR.

J. "PEDESTRIAN THROUGH ZONE" IS THE PORTION OF THE SIDEWALK USED PRIMARILY BY PEDESTRIANS FOR TRAVEL AND ACCESSING TRANSIT OR BUILDINGS.

~~H. "Path" means a shared use pathway designed and intended for the use of bicycles, pedestrians, and other non-motorized users that is physically separated from the roadway.~~

K. "MULTIUSE PATH" MEANS A HARD SURFACED OR AGGREGATE PATH THAT IS PHYSICALLY SEPARATED FROM THE ROADWAY AND DESIGNED AND INTENDED FOR THE SHARED USE OF BICYCLES, PEDESTRIANS AND OTHER HUMAN-POWERED VEHICLES. MULTIUSE PATHS INCLUDE, BUT ARE NOT LIMITED TO, PATHS THAT ARE SIGNED, DESIGNATED, AND ILLUSTRATED ON OFFICIAL MAPS AS PART OF THE FLAGSTAFF URBAN TRAILS SYSTEM (FUTS).

~~C. "Play vehicle" means a coaster, rollerskates, scooter, roller ski, child's tricycle, unicycle, sled, toboggan, or any other non-motorized device with wheels, rollers or rails upon which a person may ride.~~

L. "LIGHTWEIGHT WHEELED VEHICLE" MEANS ROLLER SKATES, INLINE SKATES, SCOOTERS, ROLLER SKIS, UNICYCLES, OR ANY OTHER HUMAN-POWERED NON-MOTORIZED CONVEYANCE DEVICE WITH WHEELS OR ROLLERS.

~~M.E. "Ride or riding" means operating a bicycle, ELECTRIC OR MOTORIZED BICYCLE, ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE, ELECTRIC MINIATURE SCOOTER, ELECTRIC STANDUP SCOOTER, SKATEBOARD OR LIGHTWEIGHT WHEELED VEHICLE either wholly or partially sitting, standing or lying upon SUCH a bicycle, skateboard or play-vehicle by a person whether such bicycle, ELECTRIC OR MOTORIZED BICYCLE, ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE, ELECTRIC MINIATURE SCOOTER OR ELECTRIC STANDUP SCOOTER, skateboard or play LIGHTWEIGHT WHEELED vehicle is in motion or stationary.~~

~~N.F. "Roadway" means all of the improved portion of a street which is intended for vehicular travel or parking.~~

~~O.I. "Sidewalk" means that portion of a street that is between the curb lines or the lateral lines of a roadway and the adjacent property lines that is intended for the use of pedestrians.~~

~~P.B. "Skateboard" means a platform mounted on wheels that is propelled by human power.~~

Q. "SERVICE PROVIDER" MEANS AN INDIVIDUAL OR ENTITY THAT DISPLAYS, OFFERS OR MAKES AVAILABLE FOR RENT OVER 50 BICYCLES, ELECTRIC BICYCLES, ELECTRIC MINIATURE SCOOTERS OR ELECTRIC STANDUP SCOOTERS FOR SHARED USE ON A SHORT-TERM BASIS AT NO COST OR FOR A FEE.

9-05-001-0003 TRAFFIC LAWS APPLY

Every person riding a bicycle, ELECTRIC OR MOTORIZED BICYCLE, ELECTRIC MINIATURE SCOOTER OR ELECTRIC STANDUP SCOOTER upon a roadway is granted all the rights and shall be subject to all of the duties applicable to the driver of a vehicle PURSUANT TO by this CODE Chapter AND THE ARIZONA REVISED STATUTES, except as to special regulations OF

~~SUCH in this Chapter and except as to those provisions of this Chapter which by their nature can have no application.~~

9-05-001-0004 RIDING ON BICYCLES AND OTHER DEVICES

A. A person riding a bicycle, **ELECTRIC BICYCLE OR MOTORIZED BICYCLE** shall not ride other than upon or astride a permanent and regular seat attached thereto.

B. No bicycle, **ELECTRIC OR MOTORIZED BICYCLE, ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE, ELECTRIC MINIATURE SCOOTER OR ELECTRIC STANDUP SCOOTER, SKATEBOARD OR LIGHTWEIGHT WHEELED VEHICLE** shall be used to carry more persons at one time than the number for which it is designed and equipped.

C. No person riding upon any bicycle, **ELECTRIC OR MOTORIZED BICYCLE, ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE, ELECTRIC MINIATURE SCOOTER OR ELECTRIC STANDUP SCOOTER, SKATEBOARD OR LIGHTWEIGHT WHEELED VEHICLE** shall attach the same or themselves to any vehicle upon a roadway.

D. No person operating a bicycle, **ELECTRIC OR MOTORIZED BICYCLE, ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE, ELECTRIC MINIATURE SCOOTER OR ELECTRIC STANDUP SCOOTER** shall carry any package or article which prevents the driver from keeping at least one hand upon the handlebars.

E. No person shall operate a bicycle, **ELECTRIC OR MOTORIZED BICYCLE, ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE, ELECTRIC MINIATURE SCOOTER OR ELECTRIC STANDUP SCOOTER** at a speed greater than is reasonable and prudent under the circumstances, conditions and actual and potential hazards then existing, or in excess of the posted speed limit.

~~F.C.~~ Penalty. Violation of any provisions of **9-05-001-0004(A) - (E)** ~~9-05-001-0007~~ by any person shall be a civil traffic offense punishable by a fine of not less than twenty-five (\$25.00) nor more than seventy-five dollars (\$75.00) for each offense.

G. NO PERSON SHALL OPERATE A BICYCLE, ELECTRIC OR MOTORIZED BICYCLE, ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE, ELECTRIC MINIATURE SCOOTER OR ELECTRIC STANDUP SCOOTER WITH RECKLESS DISREGARD FOR PERSONS AND PROPERTY. A VIOLATION OF THIS SECTION IS A CLASS TWO MISDEMEANOR.

9-05-001-0005 EQUIPMENT

A. Every bicycle, **ELECTRIC OR MOTORIZED BICYCLE, ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE, ELECTRIC MINIATURE SCOOTER OR ELECTRIC STANDUP SCOOTER** when in use at nighttime shall be equipped with a lamp on the front, **EITHER AFFIXED TO THE DEVICE OR WORN ON THE PERSON**, which shall emit a white light visible from a distance of at least five hundred feet (500') to the front and with a red reflector on the rear of a type approved by the Arizona Department of Transportation, which shall be visible from all distances from fifty feet (50') to three hundred feet (300') to the rear, when directly in front of lawful upper beams of headlamps on motor vehicles. A lamp on the rear emitting a red light visible from

a distance of five hundred feet (500') to the rear may be used in **PLACE OF** ~~addition to~~ the red reflector.

B. Every bicycle, **ELECTRIC OR MOTORIZED BICYCLE, ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE, ELECTRIC MINIATURE SCOOTER OR ELECTRIC STANDUP SCOOTER** shall be equipped with a brake which will enable the operator to make the braked wheels skid on dry, level, clean pavement.

C. **PENALTY. VIOLATION OF ANY PROVISIONS OF 9-001-0005 BY ANY PERSON SHALL BE A CIVIL TRAFFIC OFFENSE PUNISHABLE BY A FINE OF NOT LESS THAN TWENTY-FIVE (\$25.00) NOR MORE THAN SEVENTY-FIVE DOLLARS (\$75.00) FOR EACH OFFENSE.**

9-05-001-0006 RIDING OPERATION ON ROADWAYS AND BICYCLE LANES

A. A person riding a bicycle, **ELECTRIC OR MOTORIZED BICYCLE, ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE, ELECTRIC MINIATURE SCOOTER OR ELECTRIC STANDUP SCOOTER** on the roadway **OR BICYCLE LANE** at less than the normal speed of traffic at the time and place and under the conditions then existing shall ride as close as practicable to the right-hand curb or edge of the roadway, except under any of the following situations:

1. If overtaking and passing another bicycle or vehicle proceeding in the same direction.
2. If preparing for a left turn at an intersection or into a private road or driveway.
3. If reasonably necessary to avoid conditions, including fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals, snow and ice, or surface hazards.
4. If the lane in which the person is operating the bicycle is too narrow for a bicycle and a vehicle to travel **SAFELY** side by side within the lane.
5. When proceeding straight, through an area where a right-turn is permitted, in order to avoid conflicts with right-turning vehicles.

B. When parking is allowed along the roadway, then the "right side of the roadway" shall be deemed to be to the left of any parked vehicles or parking lane, including the area occupied by open car doors, or to the right of any parked vehicles or parking lane on the left side of one-way streets.

C. Persons riding bicycles, **ELECTRIC OR MOTORIZED BICYCLES, ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICES, ELECTRIC MINIATURE SCOOTERS OR ELECTRIC STANDUP SCOOTERS, SKATEBOARDS OR LIGHTWEIGHT WHEELED VEHICLES** upon a roadway, **MULTIUSE PATH OR BICYCLE LANE** shall not ride more than two (2) abreast except on paths or parts of roadways **SUCH** set aside for the exclusive use of bicycles, **ELECTRIC OR MOTORIZED BICYCLES, ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICES, ELECTRIC MINIATURE SCOOTERS OR ELECTRIC STANDUP SCOOTERS, SKATEBOARDS OR LIGHTWEIGHT WHEELED VEHICLES.**

D. **A PERSON MAY RIDE A BICYCLE, ELECTRIC OR MOTORIZED BICYCLE, ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE, ELECTRIC MINIATURE SCOOTER OR**

ELECTRIC STANDUP SCOOTER, SKATEBOARD OR LIGHTWEIGHT WHEELED VEHICLE IN A BICYCLE LANE.

E. PENALTY. VIOLATION OF ANY PROVISIONS OF 9-05-001-0006 BY ANY PERSON SHALL BE A CIVIL TRAFFIC OFFENSE PUNISHABLE BY A FINE OF NOT LESS THAN TWENTY-FIVE DOLLARS (\$25.00) NOR MORE THAN SEVENTY-FIVE DOLLARS (\$75.00) FOR EACH OFFENSE.

9-05-001-0007 RIDING OPERATION ON SIDEWALKS

A. Where signs are erected giving notice thereof, no person shall ride a bicycle, **ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE, SKATEBOARD OR LIGHTWEIGHT WHEELED VEHICLE** upon a sidewalk. ~~This prohibition shall also apply to any bicycle, skateboard or play vehicle which is equipped or assisted by a motor.~~ Signs prohibiting such activity shall be installed at locations as directed by the Office of the Traffic Engineer.

B. IT IS PROHIBITED TO RIDE AN ELECTRIC BICYCLE, MOTORIZED BICYCLE, ELECTRIC MINIATURE SCOOTER OR ELECTRIC STANDUP SCOOTER UPON A SIDEWALK.

~~C.~~ **B** A PERSON MAY RIDE A BICYCLE, ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE, SKATEBOARD OR LIGHTWEIGHT WHEELED VEHICLE ON A ~~public~~ SIDEWALK BUT shall be subject to the following provisions:

1. ~~A person riding a bicycle, skateboard, or play vehicle upon a sidewalk~~ **SUCH PERSON** shall yield the right-of-way to all pedestrians and exempt vehicles.
2. Such person shall give an audible signal before overtaking and passing any pedestrian or exempt vehicle traveling in the same direction on the sidewalk.
3. No person shall operate a bicycle, **ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE, SKATEBOARD OR LIGHTWEIGHT WHEELED VEHICLE** on a sidewalk at a speed greater than is reasonable and prudent under the circumstances, conditions and actual and potential hazards then existing.

~~D.~~ **C** Penalty. Violation of any provisions of 9-05-001-0007 by any person shall be a civil traffic offense punishable by a fine of not less than twenty-five **DOLLARS** (\$25.00) nor more than seventy-five dollars (\$75.00) for each offense.

9-05-001-0008 RIDING OPERATION ON MULTIUSE PATHS

A. A PERSON MAY RIDE A BICYCLE, CLASS 1 OR CLASS 2 ELECTRIC BICYCLE, ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE, ELECTRIC MINIATURE SCOOTER, ELECTRIC STANDUP SCOOTER, SKATEBOARD OR LIGHTWEIGHT WHEELED VEHICLE ON A MULTIUSE PATH.

B. A PERSON RIDING A BICYCLE, CLASS 1 OR CLASS 2 ELECTRIC BICYCLE, ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE, ELECTRIC MINIATURE SCOOTER, ELECTRIC STANDUP SCOOTER, SKATEBOARD OR LIGHTWEIGHT WHEELED VEHICLE UPON ANY MULTIUSE PATH SHALL BE SUBJECT TO THE FOLLOWING PROVISIONS:

~~1.A. A person riding a bicycle, skateboard, or play vehicle upon a sidewalk~~ **SUCH PERSON** shall yield the right-of-way to all pedestrians and exempt vehicles.

~~2.B. Such person shall give an audible signal before overtaking and passing any pedestrian or exempt vehicle traveling in the same direction on the path.~~

3. NO PERSON SHALL OPERATE A BICYCLE, ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE, SKATEBOARD OR LIGHTWEIGHT WHEELED VEHICLE ON A MULTIUSE PATH AT A SPEED GREATER THAN IS REASONABLE AND PRUDENT UNDER THE CIRCUMSTANCES, CONDITIONS AND ACTUAL AND POTENTIAL HAZARDS THEN EXISTING.

C. NO PERSON SHALL RIDE A CLASS 3 ELECTRIC BICYCLE OR MOTORIZED BICYCLE ON A MULTIUSE PATH.

D. PENALTY. VIOLATION OF ANY PROVISIONS OF 9-05-001-0008 BY ANY PERSON SHALL BE A CIVIL TRAFFIC OFFENSE PUNISHABLE BY A FINE OF NOT LESS THAN TWENTY-FIVE DOLLARS (\$25.00) NOR MORE THAN SEVENTY-FIVE DOLLARS (\$75.00) FOR EACH OFFENSE.

9-05-001-0009 BICYCLE REGISTRATION

The Chief of Police, or his or her designee, is hereby authorized and directed to issue, upon written application, bicycle registration tags. The Chief of Police shall designate and provide tags for the use of the registrant, direct the manner of placing such tags on the bicycles by the registrants, and keep a record of the name of the registrant, the number of the tag, the date of issuance of the tag, and pertinent information about the bicycle. A fee may be charged for registration and the tag.

9-05-001-0010 BICYCLE HELMETS/PROTECTIVE EQUIPMENT

A. It shall be unlawful for any person under eighteen (18) years of age to operate or ride upon a bicycle, **ELECTRIC OR MOTORIZED BICYCLE, ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE, ELECTRIC MINIATURE SCOOTER, ELECTRIC STANDUP SCOOTER, SKATEBOARD OR LIGHTWEIGHT WHEELED VEHICLE** on any ~~highway, street, road,~~ **ROADWAY**, sidewalk, ~~bike-way or trail,~~ **OR MULTIUSE PATH** unless that person wears a protective helmet that is properly fitted and fastened.

B. No parent or guardian of any unemancipated minor under eighteen (18) years of age shall knowingly allow the minor to violate this section.

C. Violation of this section shall constitute a civil traffic offense and shall be punishable by a fine of not less than twenty-five dollars (\$25.00) nor more than seventy-five dollars (\$75.00) for each offense.

D. The first time a person is charged with a violation of this section the Court may dismiss the charge upon presentation of evidence that the person has purchased or obtained a protective helmet.

E. For purposes of this section "protective bicycle helmet" means a helmet containing a manufacturer's certification that it meets the standards of either the American National Standards Institute (ANSI), the American Society for Testing and Materials (ASTM), or the United States Consumer Product Safety Commission (CPSC).

F. Except as authorized by A.R.S. § 28-1599, a violation of this ordinance cannot be used as evidence of negligence or comparative negligence in a subsequent civil or criminal proceeding.

G. PENALTY. VIOLATION OF ANY PROVISIONS OF 9-05-001-0010 BY ANY PERSON SHALL BE A CIVIL TRAFFIC OFFENSE PUNISHABLE BY A FINE OF NOT LESS THAN TWENTY-FIVE DOLLARS (\$25.00) NOR MORE THAN SEVENTY-FIVE DOLLARS (\$75.00) FOR EACH OFFENSE.

9-05-001-0011 SERVICE PROVIDERS

A. NO SERVICE PROVIDER SHALL DISPLAY, OFFER, OR MAKE AVAILABLE FOR RENT A BICYCLE, ELECTRIC OR MOTORIZED BICYCLE, ELECTRIC MINIATURE SCOOTER OR ELECTRIC STANDUP SCOOTER WITHIN THE CITY, UNLESS THE SERVICE PROVIDER HAS A VALID, FULLY EXECUTED CONTRACT FOR SERVICES WITH THE CITY. A VIOLATION OF THIS SECTION MAY BE PUNISHABLE BY A FINE OF FIVE-HUNDRED DOLLARS (\$500.00) PER DEVICE PER DAY.

B. A BICYCLE, ELECTRIC OR MOTORIZED BICYCLE, ELECTRIC MINIATURE SCOOTER OR ELECTRIC STANDUP SCOOTER MAY BE SUBJECT TO IMPOUNDMENT IF IT IS DISPLAYED, OFFERED, OR MADE AVAILABLE FOR RENT WITHOUT A VALID CONTRACT FOR SERVICES.

C. THE OWNER OF AN UNLAWFULLY PARKED, INOPERABLE OR ABANDONED BICYCLE, ELECTRIC OR MOTORIZED BICYCLE, ELECTRIC MINIATURE SCOOTER OR ELECTRIC STANDUP SCOOTER IN LOCATIONS DEFINED IN THE FLAGSTAFF CITY CODE, CHAPTER 9-01, *TRAFFIC*, SECTION 9-01-001-0003(E), *STOPPING, STANDING AND PARKING RESTRICTIONS*, MAY BE SUBJECT TO A FINE OF ONE-HUNDRED DOLLARS (\$100.00) PER DEVICE PER DAY AND MAY BE IMPOUNDED OR RELOCATED BY CITY EMPLOYEES AS NECESSARY TO PROTECT THE HEALTH, SAFETY AND WELFARE OF THE PUBLIC OR AS OTHERWISE AUTHORIZED BY LAW.

D. A VIOLATION OF ANY PROVISIONS OF 9-05-001-0011 SHALL BE CONSIDERED A CODE ENFORCEMENT VIOLATION.

Amendments to Flagstaff City Code Chapter 9-05; Bicycles



Amendment	Amendment
<p>Section 9-05-001-0001; Application of Provisions</p> <ul style="list-style-type: none"> Applied City Code to electric or motorized bicycles, electric miniature scooters and electric standup scooters when used on roadways, multiuse paths or sidewalks. 	<p>Section 9-05-001-0007; Operation on Sidewalks</p> <ul style="list-style-type: none"> Prohibited riding an electric bicycle, motorized bicycle, electric miniature scooter and electric standup scooter upon a sidewalk.
<p>Section 9-05-001-0002; Definitions</p> <ul style="list-style-type: none"> Added definitions, including, electric bicycle, electric miniature scooter and electric standup scooter. Identified “service provider” as a company that rents over 50 bicycles or electric devices. Defined a “multiuse path” as a hard surfaced or aggregate path with include FUTS trails. 	<p>Section 9-05-001-0008; Operation on Multiuse Paths</p> <ul style="list-style-type: none"> A bicycle, Class 1 or Class 2 electric bicycle, electric personal assistive mobility device, electric miniature scooter, electric standup scooter, skateboard, or lightweight wheeled vehicle may be ridden upon a multiuse path. Prohibited operating devices at a speed greater than is reasonable and prudent. Class 3 electric bicycle or motorized bicycle prohibited from multiuse paths.
<p>Section 9-05-001-0003; Traffic Laws Apply</p> <ul style="list-style-type: none"> Defined that every person riding a bicycle, electric bicycle, electric miniature scooter or electric standup scooter have all the rights and responsibilities. To reflect provisions of the Arizona Revised Statutes. 	<p>Section 9-05-001-0009; Bicycle Registration</p> <ul style="list-style-type: none"> No amendments
<p>Section 9-05-001-0004; Riding on Bicycles and Other Devices</p> <ul style="list-style-type: none"> Prohibited operation of bicycle, electric or motorized bicycles, electric miniature scooters and electric standup scooters: <ul style="list-style-type: none"> ✓ At a speed greater than reasonable and prudent. ✓ With reckless disregard for persons or property. 	<p>Section 9-05-001-0010; Bicycle Helmets/Protective Equipment</p> <ul style="list-style-type: none"> Added requirement that persons under eighteen (18) years of age wear a protective helmet for riding electric devices, skateboards, or lightweight wheeled vehicles.
<p>Section 9-05-001-0005; Equipment</p> <ul style="list-style-type: none"> Authorized riders to use a lamp on the front either affixed to the device or worn on the person. Authorize a rear red lamp in place of a reflector. 	<p>Section 9-05-001-0011; Service Providers</p> <ul style="list-style-type: none"> Prohibited companies from renting bicycles, electric bicycles, electric miniature scooters or electric standup scooters unless they have an executed service agreement to do so with the City. Established fines of \$500 per device/per day and impoundment. Established fines of \$100 per device/per day and impoundment for unlawfully parked, inoperable or abandoned devices.
<p>Section 9-05-001-0006; Operation on Roadways and Bicycle Lanes</p> <ul style="list-style-type: none"> A bicycle, electric or motorized bicycle, electric personal assistive mobility device, electric miniature scooter or electric standup scooter may be ridden on the roadway or bicycle lane. 	

CITY OF FLAGSTAFF STAFF SUMMARY REPORT

To: The Honorable Mayor and Council
From: Paul Summerfelt, Wildland Fire Manager
Date: 04/19/2019
Meeting Date: 04/30/2019



TITLE

2019 Wildfire Outlook and Preparedness Briefing

STAFF RECOMMENDED ACTION:

Information Only

EXECUTIVE SUMMARY:

The 2019 Breifing will be a joint-presentation involving Flagstaff Fire (FFD) and Police (FPD), Coconino County Emergency Management (CCEM), AZ Public Service (APS), and the US Forest Service (USFS).

INFORMATION:

The presentation will focus on:

- Past fire history,
- Factors which influence our fire year,
- Early season Outlook for 2019,
- FFD focus areas,
- FPD efforts,
- CCEM posture and efforts,
- APSprocess and actions,
- USFS priority and staffing, and finally
- Q&A

Attachments: [Presentation](#)

WILDFIRE PREPAREDNESS BRIEFING

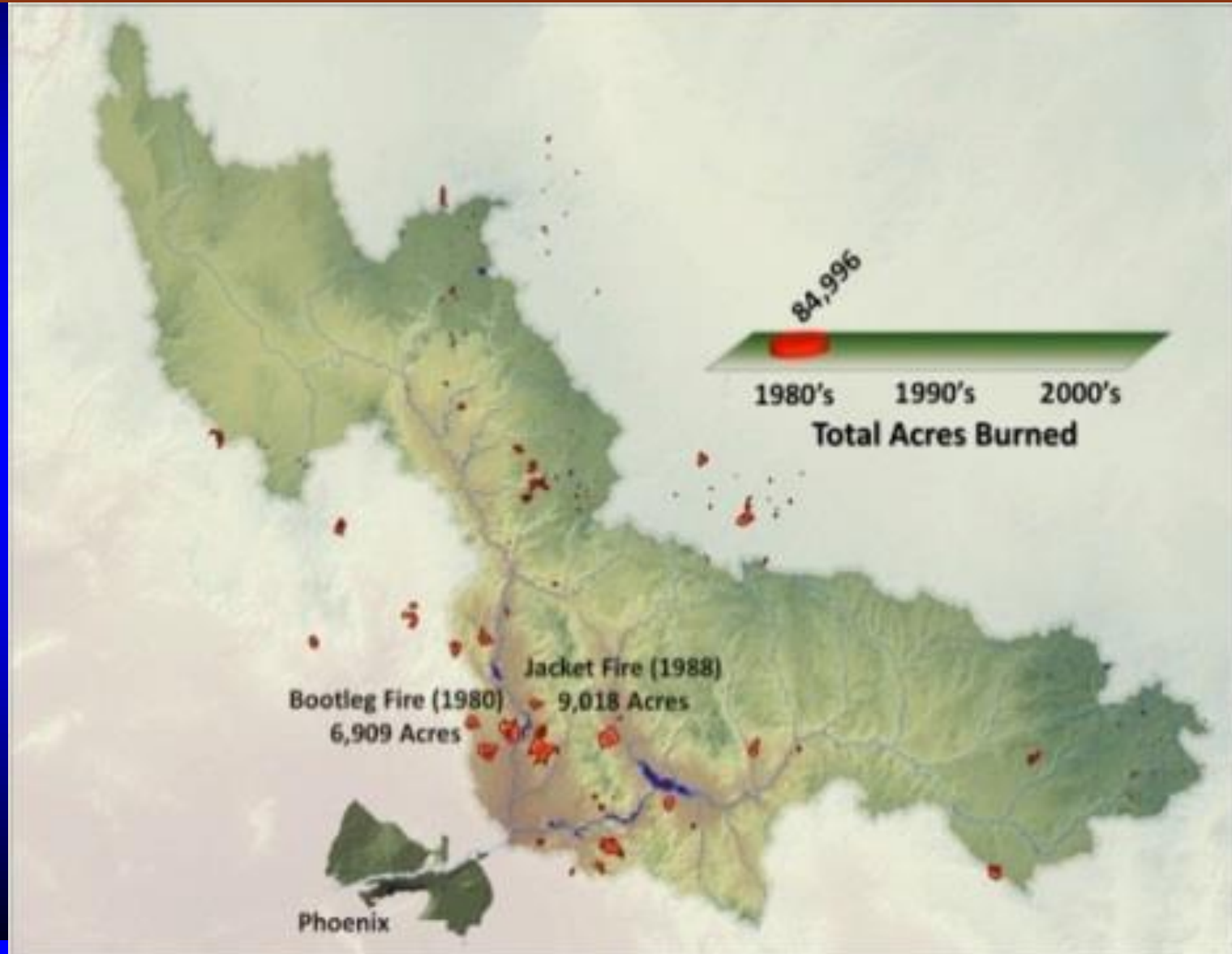
Apr 30, 2019



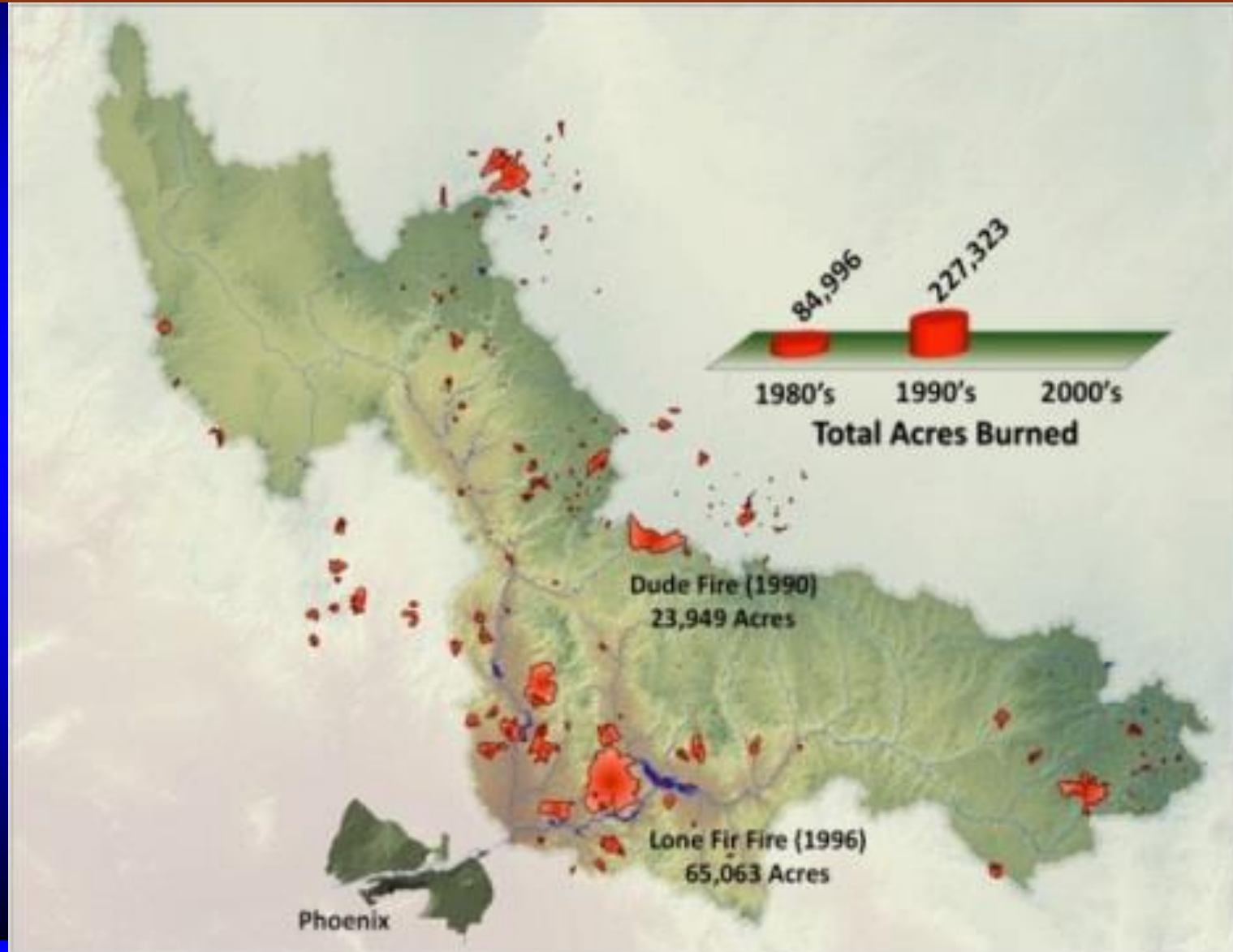
*Paul Summerfelt – FFD
Sgt Ryan Coons – FPD
Todd Whitney – CCEM
John Haro – APS
Duane Tewa – USFS*

*... each have a role,
all our partners*

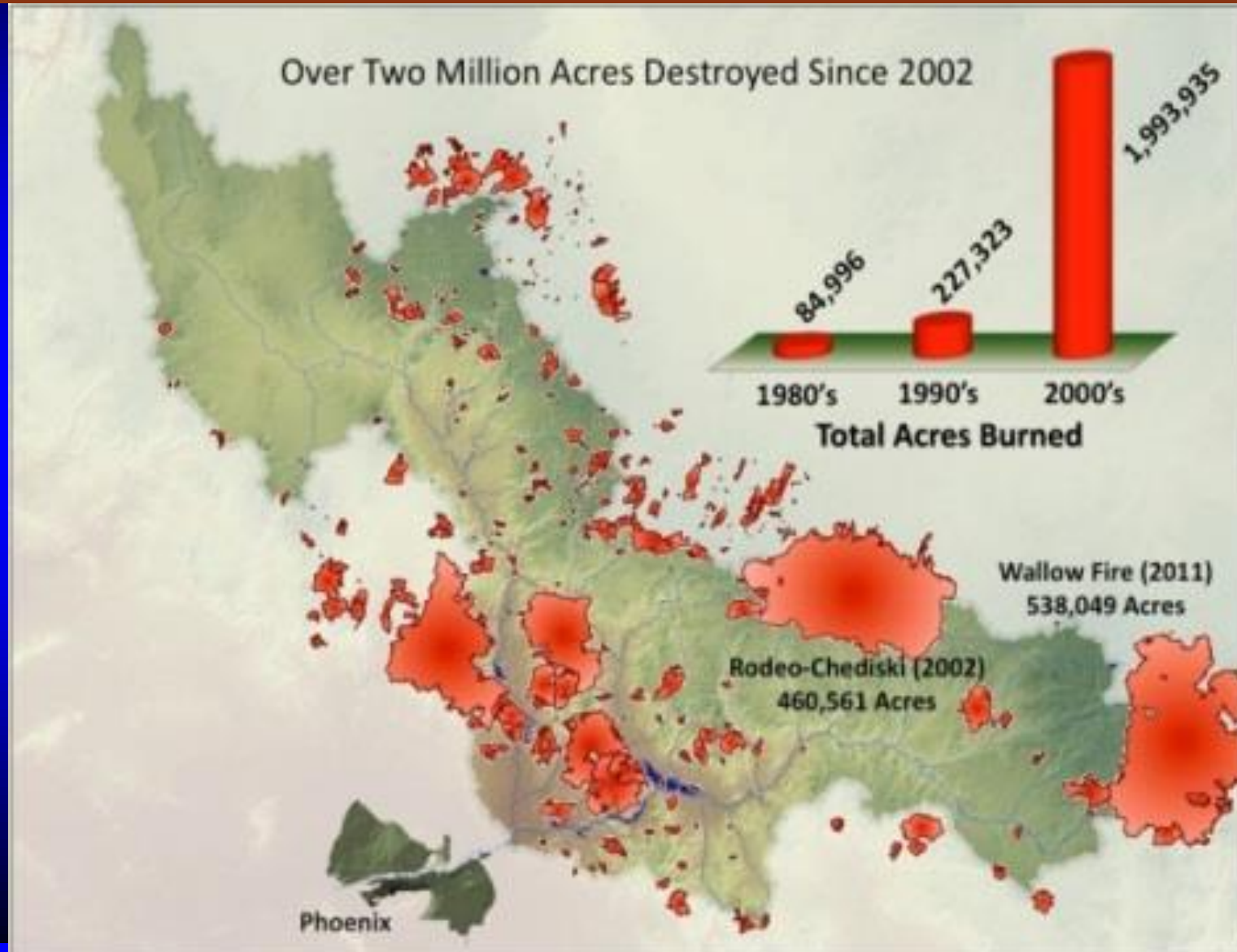
Total Acres Burned 1980s



Total Acres Burned 1990s



Total Acres Burned 2000's



Fire Year Factors

Severity & Duration highly dependent upon:



1. Drought vs precipitation
2. Fine Fuels Condition
3. Weather - temperature, RH, & wind
4. Monsoon

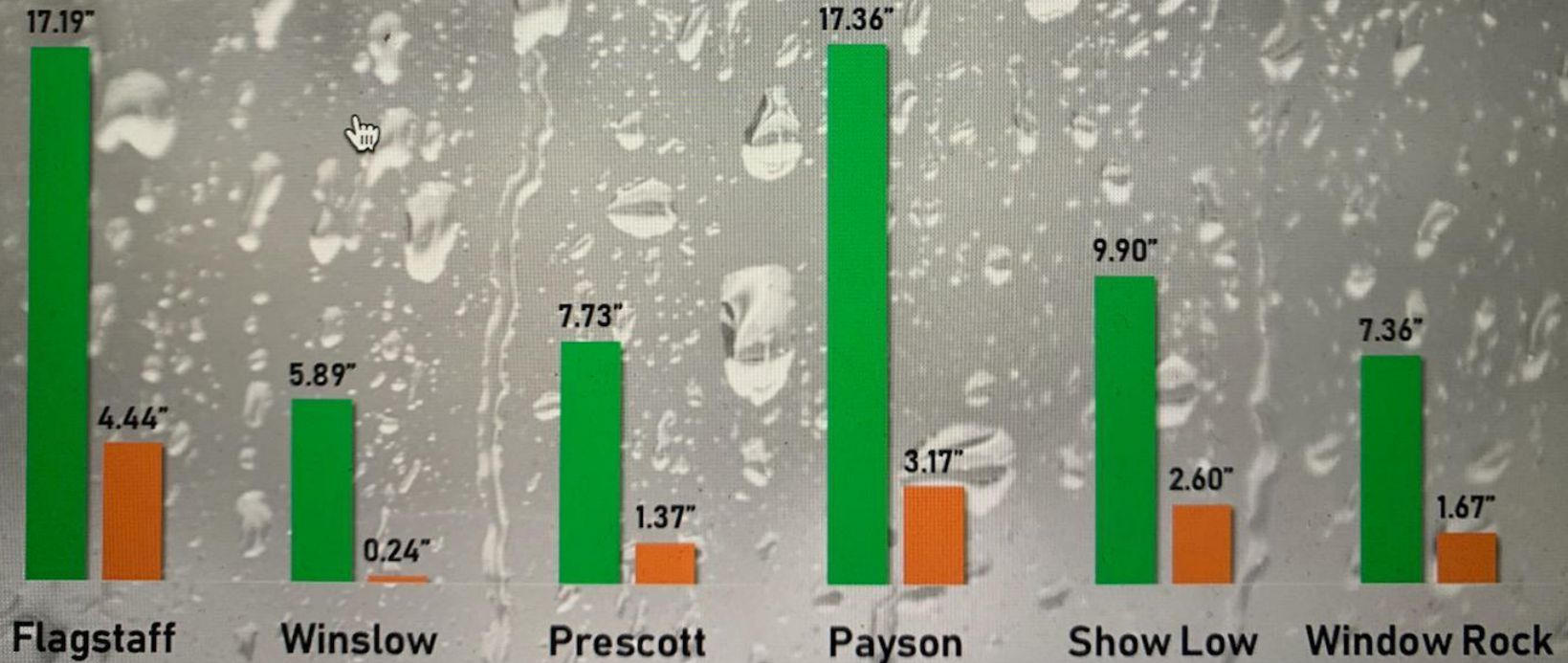
Wet Fall And Winter



What A Difference One Year Makes

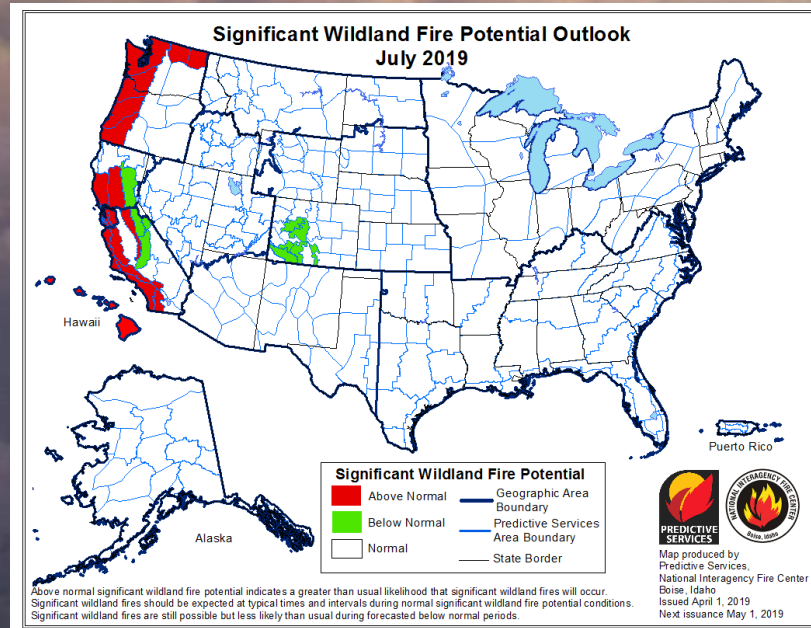
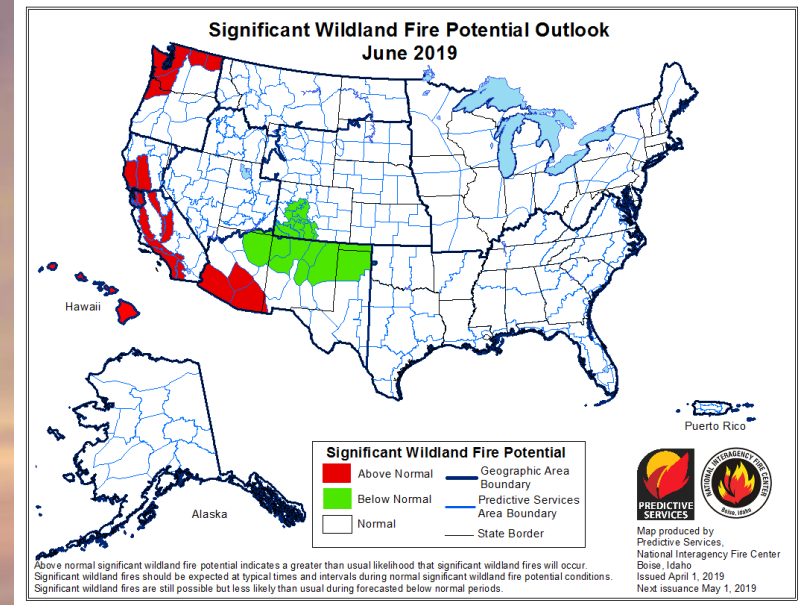
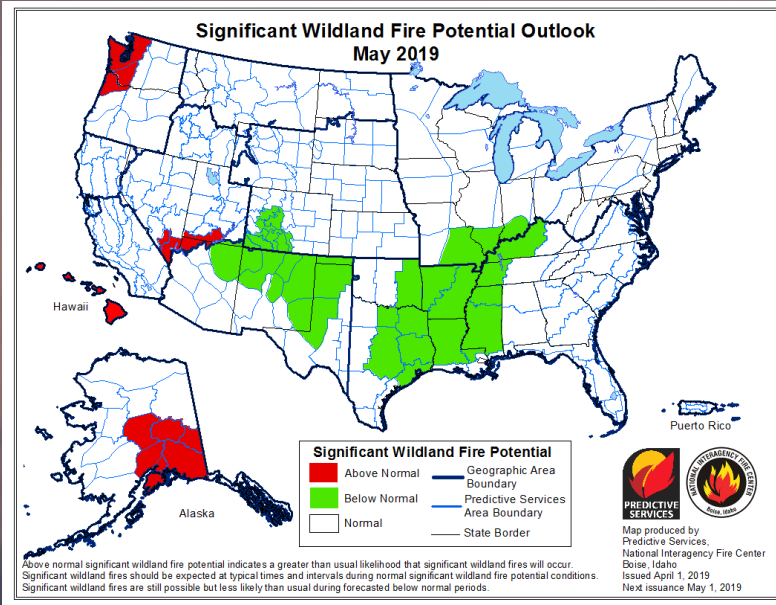
October 1st to March 14th

 2018-2019 Precipitation (inches)
 2017-2018 Precipitation (inches)



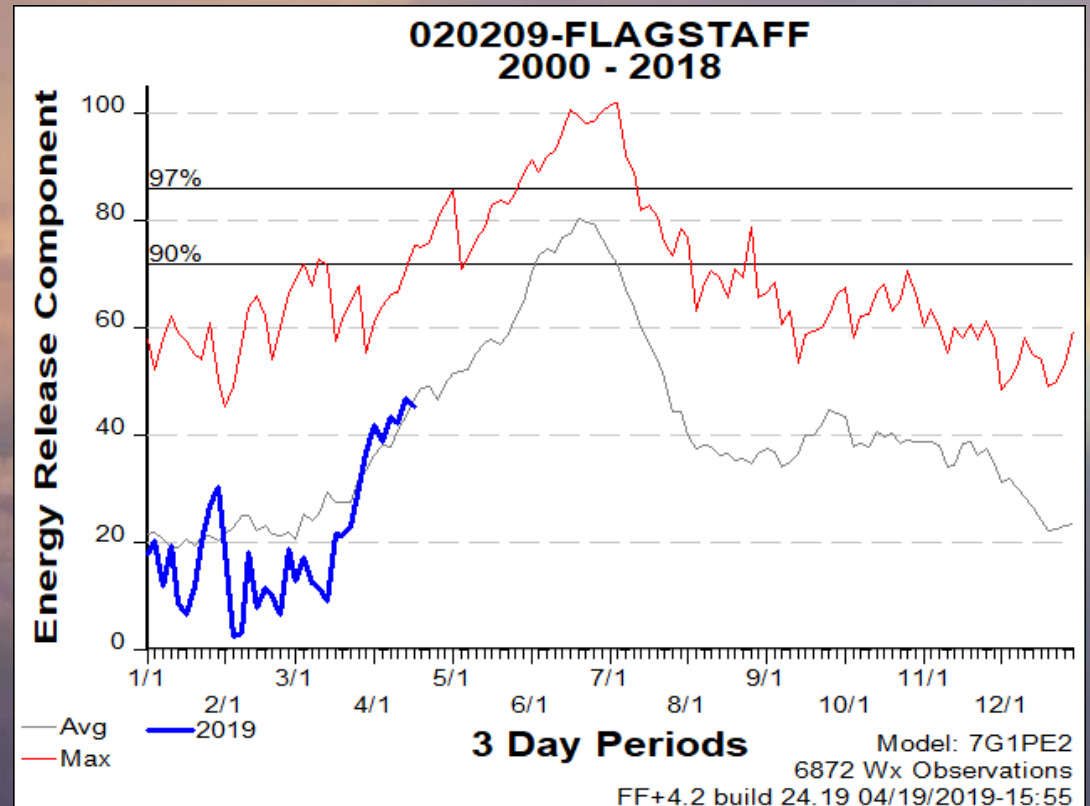
[Show Caption](#)

National Significant Wildland Fire Potential Outlook



Our Status & Readiness Posture

- It's always fire season;
- Only questions are *when*, *where*, and *how long*;
- We prepare every year;
- We are ready year-round,
- There are always wildcards,
- We aren't in this alone,
- Everybody plays a part.





2019 Focus Areas

• Prevention:

- **Engagement w/shelter**
- **Woods Watch**
- **Joint patrols w/PD**



• Preparedness:

- **Community Wildfire Preparedness Day – May 4th**
- **Restrictions & Closure Plan -**
 - ❖ **Updated**
 - ❖ **Staff orientation**
 - ❖ **Weekly partner coordination calls & City Dept Updates**





2019 Focus Areas

- Preparedness (cont):

- **Training: AZ Wildfire Academy, Annual Refresher**

- Hazard Mitigation:

- **Forest Treatments: Thinning, debris disposal, Rx fire**
- **Home & Property clean-up: Firewise**

- Response:

- **Line & City Crew 1**
- **Severity Unit(s)**

- Recovery: as required



COLLABORATION & PARTNERSHIPS



FLAGSTAFF WATERSHED PROTECTION PROJECT



TEAM RUBICON



***Fire Adapted Communities →
&
Fellow Fire Depts
(Ashland OR, Austin TX, Santa Fe NM)***

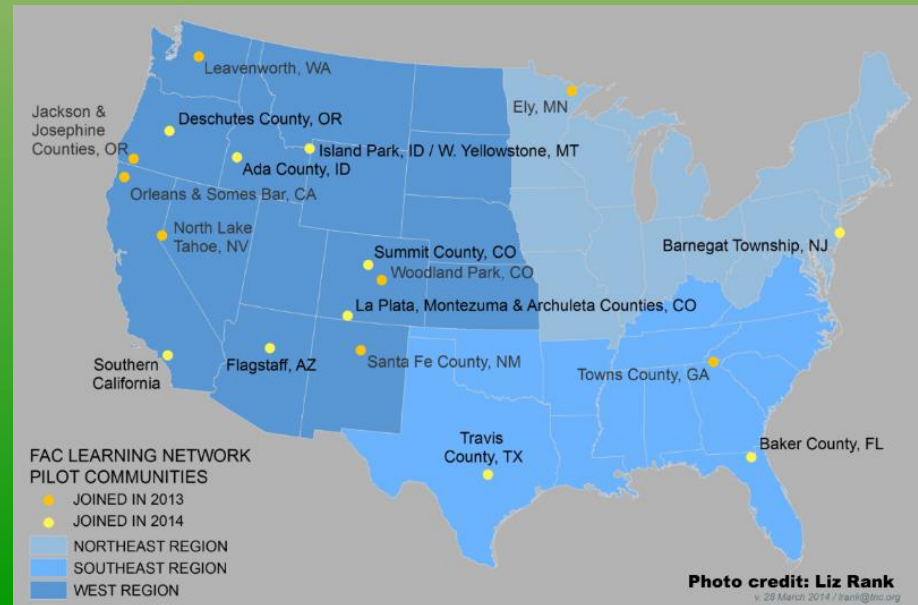
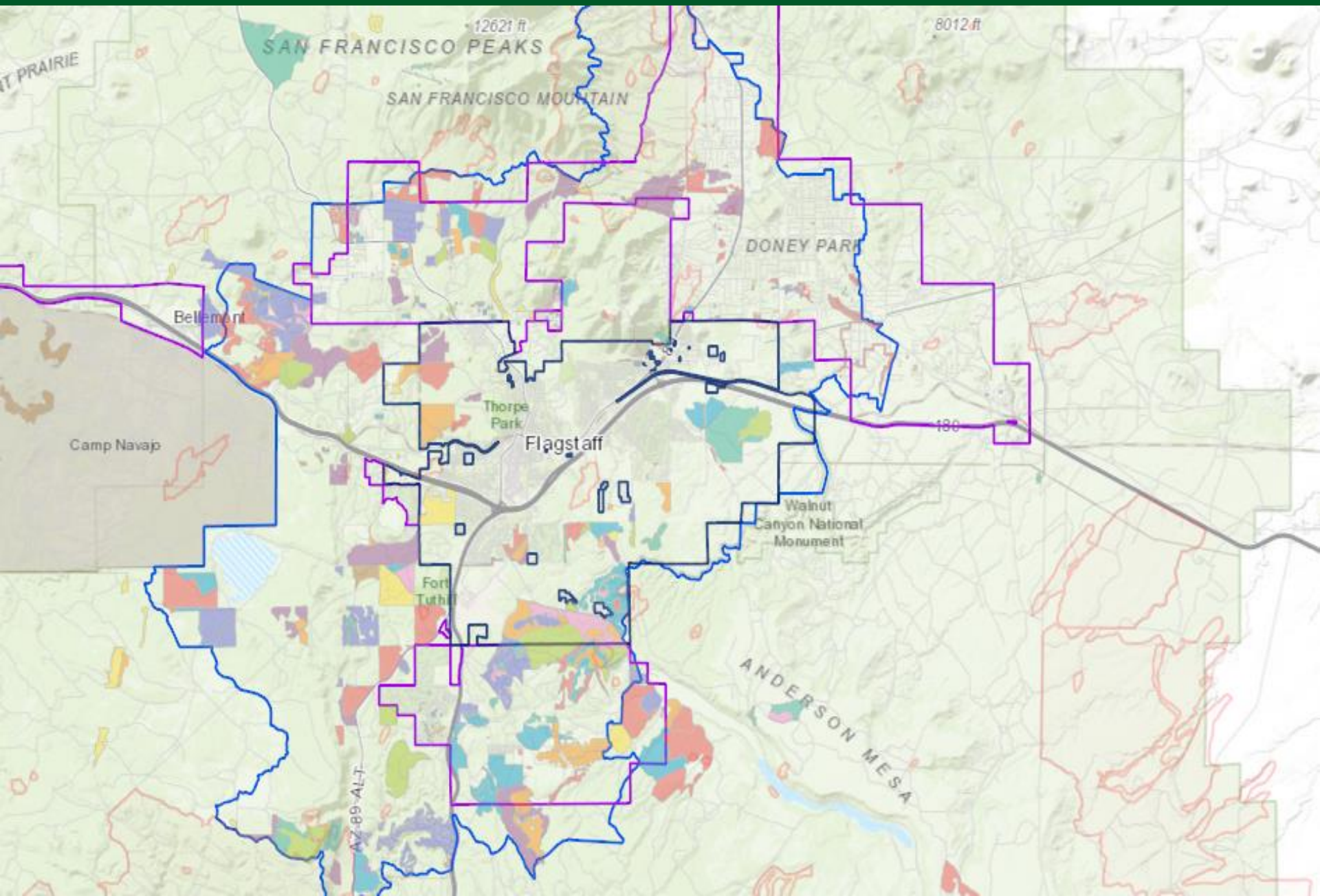


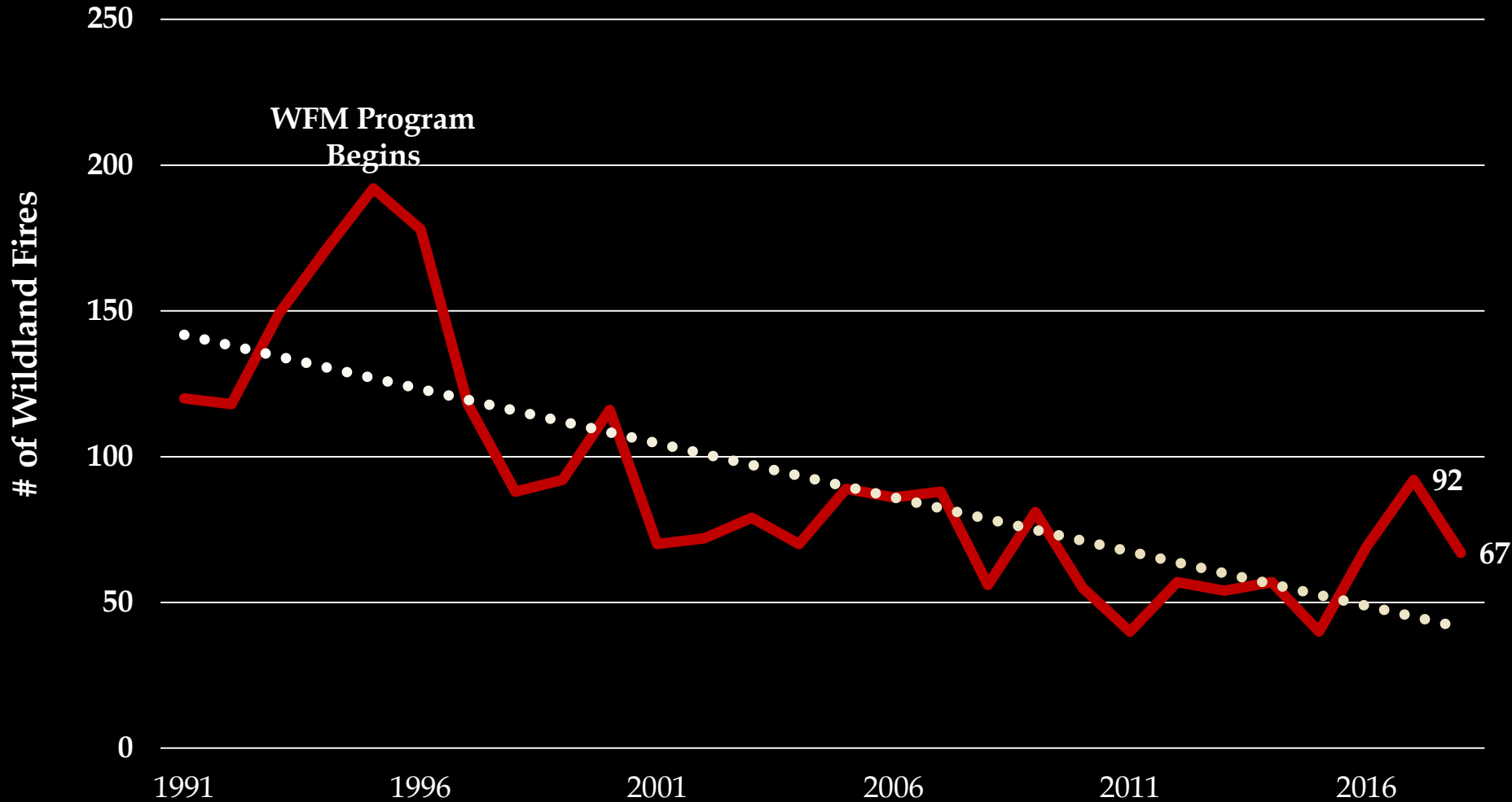
Photo credit: Liz Rank
v. 28 March 2014 / lrank@fmc.org

Greater Flagstaff Area Forest Treatment Map



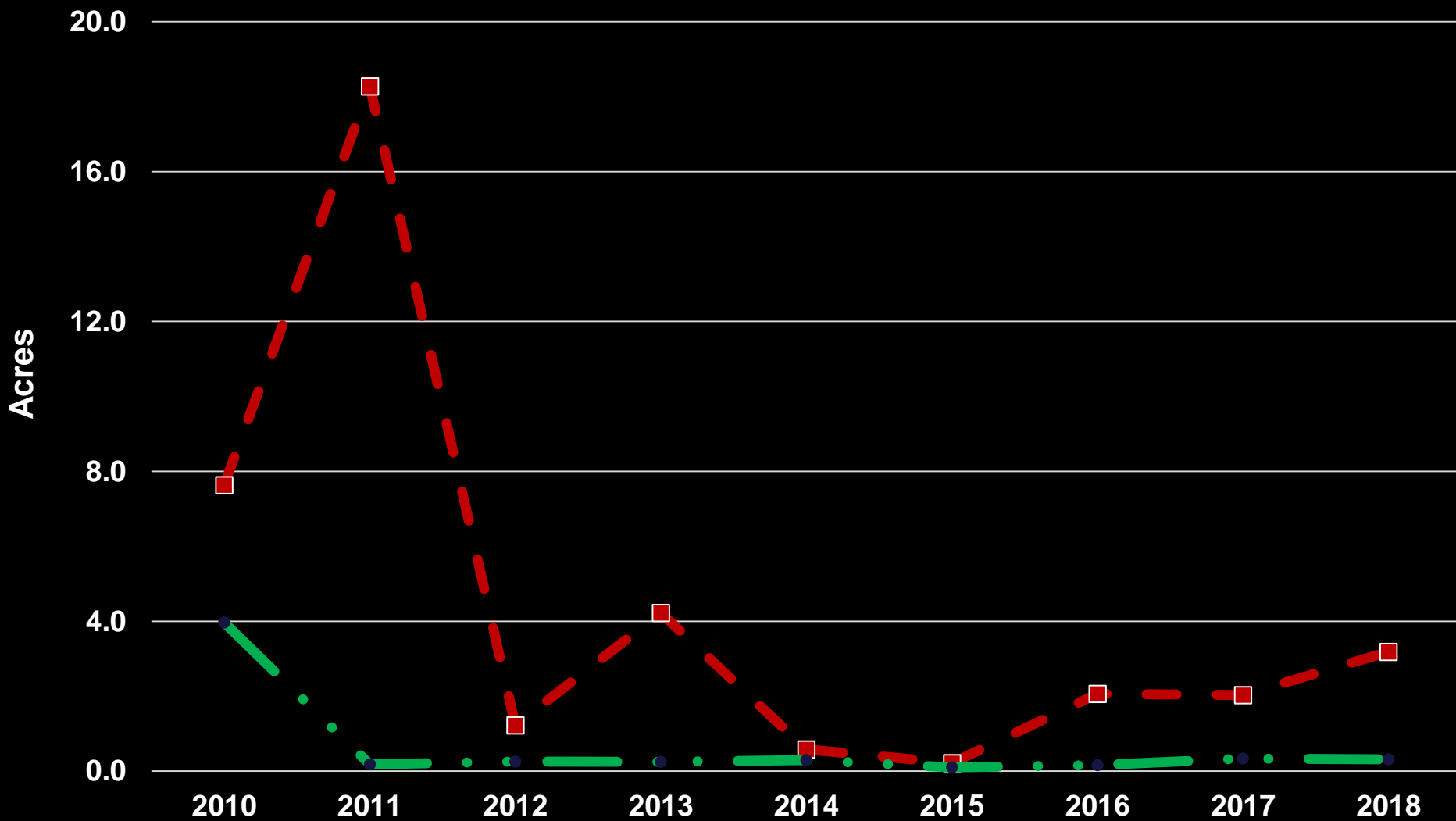
Wildland Fire Occurance

— Wildland Fire Occurance •• Linear Trend (Wildland Fire Occurance)



Wildland Fire Size in Treated and Untreated Areas

■ Untreated: Average Annual Fire Size ● Treated: Average Annual Fire Size



Law Enforcement Fire Prevention Patrols

- Proactive patrols typically start in May. This year, the PD began preparing for forest patrols in April
- Patrols begin when weather becomes more moderate due to a “Necessity” clause in the city camping ordinance
 - *Fire danger is lower during (most) winter months due to precipitation*



TEAM FLAGSTAFF

WE MAKE THE CITY BETTER



Law Enforcement Fire Prevention Patrols

Patrol Efforts

- Early morning patrols in the wooded areas of Flagstaff to address illegal camping and campfires
- Night time flights looking for illegal campsites and campfires begin in coordination with fire restrictions
 - *Fire assets can be directed to the area by personnel on the flight*
- The Justice Assistance Grant will be used to pay overtime costs associated with evening flights
 - *1 officer daily for 2 - 3 hours*



**Evening air patrols
conducted with CCSO**



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Law Enforcement Fire Prevention Patrols



Woods Watch Volunteers

- The Woods Watch program will be coordinated with the Coconino County Sheriff's Office again this year
- Woods Watch volunteers aid law enforcement by reporting violations of forest closure restrictions



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WE MAKE THE CITY BETTER



Coconino County Emergency Management



- **Full-Time Department (5)**
- **Director, Coordinator, Planner, Specialist, CERT Volunteer**

Coconino County Emergency Management

- **City / County EOC Coordination.**
- **Emergency Operations Centers Upgraded.**
 - ***LEAF / GEMINI***
 - ***Procedures***
 - ***Staffing***
 - ***Exercised***



Coconino County Emergency Management

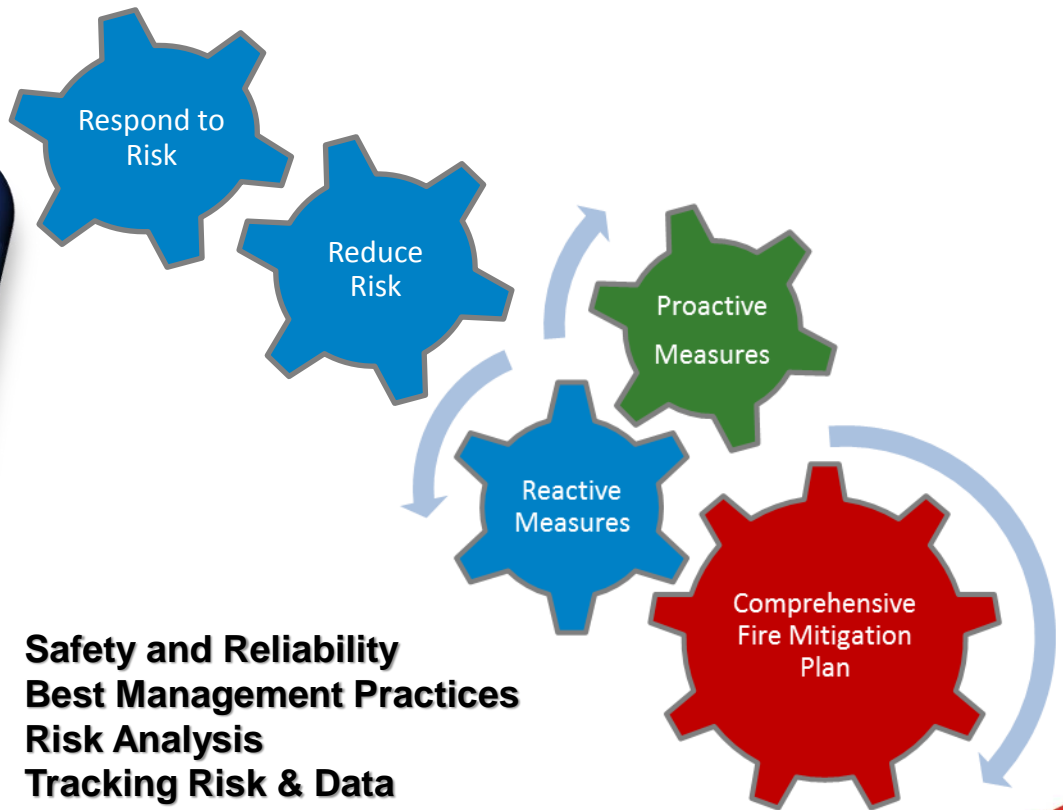
- **Wildfire Defense Ordinance**
- **Planning efforts underway**
 - *Mass Evacuation*
 - *EOP Update*
- **Collaboration with Public Health Emergency Preparedness, Regional EOC's**
- **Enhanced Training and Exercises**





Fire Mitigation 2019





- **Safety and Reliability**
- **Best Management Practices**
- **Risk Analysis**
- **Tracking Risk & Data Analysis**
- **Incident Management Response**

Fire Mitigation Development 2019



**Increased spend in
Hazard Trees**



**Increased spend in
DSAP program**



**Increased staffing to
support FM efforts**



**Reclosing Strategy (12kV)
Extending to 69kV**



**Technology Assessment for
new FM technologies**



**Safety Line Patrols
on High Risk Feeders**



**Maintenance Backlog
Completion**



Public Outreach



Coconino National Forest Fire and Aviation Management Program

▶ **Chief's Letter of Intent...**

National Cohesive Strategy

- ▶ ***“Continuing Commitment to Life First...
▶ ***Stop...Think...Talk...Act”******

- ▶ *Implement strategies and tactics that commit responders only to operations where and when they can be successful, and under conditions where important values actually at risk are protected with the least exposure necessary while maintaining relationships with the people we serve.*

Wildland Fire Dispatch

- ▶ **Coconino National Forest**
- ▶ **BIA Navajo and Hopi Agencies**
- ▶ **Flagstaff and Verde Valley Monuments**
- ▶ **PFAC and the Greater Flagstaff Area**





Fire Prevention Strategies

- **Education**
- **Patrols**
- **Severity**
- **Restrictions**





Wildfire Detection

- ▶ **Lookout Towers**
- ▶ **Aerial Detection**
- ▶ **FTS Cameras**
- ▶ **Public**





Engines and Crews (USFS)

- ▶ **Engines (12)**
- ▶ **Crews (3)**
- ▶ **Water Tenders (4)**
- ▶ **Dozers (2)**
- ▶ **Misc. Overhead**
- ▶ **178 Total Firefighters**





National Ground Resources

- ▶ **60 Interagency IMT**
- ▶ **113 Interagency Hotshot Crews**
- ▶ **10,000 Firefighters**
- ▶ **900 Engines**
- ▶ **Partners**
- ▶ **International**





National Air Resources

- ▶ **18 Large/Very Large Fixed-Winged Air tankers**
- ▶ **5-7 SEAT's in the SW in 2019**
- ▶ **28 Type 1 Helicopters, 34 Type 2 Helicopters**
- ▶ **13 Exclusive Use Helicopters in the SW**
- ▶ **Fixed Winged Fleet**



Questions ?



**CITY OF FLAGSTAFF
STAFF SUMMARY REPORT**

To: The Honorable Mayor and Council
From: Stacy Saltzburg, City Clerk
Date: 04/25/2019
Meeting Date: 04/30/2019



TITLE

Discussion: Request to reengage the conversation about a Code of Ethics for Council.

STAFF RECOMMENDED ACTION:

Discussion/Direction

EXECUTIVE SUMMARY:

Mayor Evans provided the Future Agenda Item Request on January 15, 2019, which was supported by the required number of Councilmembers.

INFORMATION:

Attachments: