

WORK SESSION AGENDA

CITY COUNCIL WORK SESSION
TUESDAY
JUNE 14, 2022

COUNCIL CHAMBERS
211 WEST ASPEN AVENUE
3:00 P.M.

All City Council Meetings are live streamed on the city's website
(<https://www.flagstaff.az.gov/1461/Streaming-City-Council-Meetings>)

*****PUBLIC COMMENT*****

Verbal public comments may be given through a virtual public comment platform or in-person

If you want to provide a verbal comment during the Council Meeting, use the link below to join the virtual public comment room.

VIRTUAL PUBLIC COMMENT WAITING ROOM

Written comments may be submitted to publiccomment@flagstaffaz.gov. All comments submitted via email will be considered written comments and will be documented into the record as such.

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. **ROLL CALL**

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

MAYOR DEASY
VICE MAYOR SWEET
COUNCILMEMBER ASLAN
COUNCILMEMBER HOUSE

COUNCILMEMBER MCCARTHY
COUNCILMEMBER SALAS
COUNCILMEMBER SHIMONI

3. Pledge of Allegiance, Mission Statement, and Land Acknowledgement

MISSION STATEMENT

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

LAND ACKNOWLEDGEMENT

The Flagstaff City Council humbly acknowledges the ancestral homelands of this area's Indigenous nations and original stewards. These lands, still inhabited by Native descendants, border mountains sacred to Indigenous peoples. We honor them, their legacies, their traditions, and their continued contributions. We celebrate their past, present, and future generations who will forever know this place as home.

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 June 21, 2022 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. **Proclamation:** Junteenth

7. **City Manager Report**

Information Only

A. **Council input re WaterSMART grant submittal**

8. **Lived Black Experience Update**

9. **High Country Humane Presentation and Intergovernmental Agreement Discussion**

City Council direction on possible funding and amendments to the Intergovernmental Agreement with Coconino County for Animal Sheltering Services.

10. **Butler and Beaver Pilot Bike Program Updates**

Staff will present a summary of the Butler and Beaver Pilot Separated Bike Lanes Project report. Transportation has presented this report to the, Bicycle Advisory Committee and the Transportation Commission and have summarized that input.

11. **Greater Observatory Mesa Area Trail Plan and Public Outreach Commencement**

To provide City Council with the opportunity to contribute feedback on the draft Greater Observatory Mesa Trail Plan and its accompanying public outreach opportunities.

12. **Vintage Partners' Proposed 4th Amendment to the Timber Sky Annexation and Development Agreement**
Discussion and Direction
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 _____, 2022.

Stacy Saltzburg, MMC, City Clerk

**CITY OF FLAGSTAFF
STAFF SUMMARY REPORT**

To: The Honorable Mayor and Council
From: Stacy Saltzburg, City Clerk
Date: 06/09/2022
Meeting Date: 06/14/2022



TITLE:

City Manager Report

DESIRED OUTCOME:

Information Only

EXECUTIVE SUMMARY:

These reports will be included in the City Council packet for regularly scheduled Council meetings, excluding Work Session meetings. The reports are intended to be informational, covering miscellaneous events and topics involving the City organization.

INFORMATION:

Attachments: [City Manager Report](#)
[Sustainability Monthly Report](#)
[Capital Improvement Project Map](#)
[Capital Projects Monthly Update](#)

City Manager's Report

June 10, 2022

Council and Colleagues, greetings. These reports will be included in the City Council packet for regularly scheduled Council meetings. The reports are intended to be informational, covering miscellaneous events and topics involving the City organization.

One item in this report will be called out for public discussion, concerning pursuit of a WaterSMART grant. Also, appended to this report is the monthly update from our Capital Projects Team and the monthly report from Sustainability.

Heart of Gold Awards

Assistant City Attorney, Robert Brown, and Executive Assistant, Carol Harvey were each recognized by the Coconino County Victim Witness Services, which is now known as "Northern Arizona Victim Witness Services." The two employees received the Heart of Gold Award for their efforts in assisting victim witnesses through their work in the Prosecution Section. Robert and Carol are amazing employees who continue to ensure that justice is served for all members of our community. They are each very deserving of the recognition they received with these awards. Nicely done, Robert and Carol!



To continue with this recognition of amazing City employees, Detective Todd Martinet (who has since been promoted to Sergeant) was also honored by the Victim Witnesses service of Northern Arizona as a Heart of Gold recipient. He was given this award due to his service to victims of domestic violence crimes in our community. Thank You Sergeant ... well done!



And continuing on with this list of awardees, Detective Joe Gilbert was the second individual from Flagstaff PD to be honored by Victim Witnesses service of Northern Arizona as Victim Witness Heart of gold recipient. Like Sergeant Martinet, Detective Gilbert was awarded due to his service to victims of domestic violence crimes in our community. Thank you, Detective Gilbert!



City Engineer

A very nice send-off for Mr. Barrett, indeed. Many employees from the City organization, accompanied by several individuals from stakeholder organizations, were present at Foxglenn Park to celebrate the amazing tenure and retirement of Rick Barrett. Speeches were made, a City Plaque was presented, and gifts from fellow employees (privately funded) were presented. It was wonderful. Thanks to the Mayor, Vice Mayor, and Councilmember McCarthy for your presence. Rick Barrett, thank you sir for your 40 years of service to the City. You will be greatly missed!



BNSF Conference

Many members from the BNSF organization converged upon the City of Flagstaff this week to conference, and the City welcomed them in good fashion. Christine Cameron presented on the importance of relationship building between the City and BNSF.



City Volunteer Days

The second of a series of City-sponsored community volunteer events occurred on June 4th in both the Sunnyside Neighborhood and Grandview Neighborhood. The task at hand: sandbags. Lots of sandbags. Efforts were focused on replenishing the existing sandbag walls for residents who were on the list (there is a call-in number ... website link on below flyer). We had an amazing turnout and mad props to all who came and ... replenished. Some action shots below and flyer for the next event, occurring on June 18th.



Museum Flood Area Volunteer Event

Distributing Sandbags

Saturday, June 18
8am-12pm & 1pm-4pm



**Meet at Coconino County Health and
Human Services at 2625 N. King St.**

Please wear sturdy shoes, pants, and sun
protection, and bring a refillable water bottle and
work gloves if able. Food will be provided!

**Volunteers should register online in advance
at: <https://loom.ly/kYtSY4k>**



**CITY OF
FLAGSTAFF**

Bond Issue ... 1990

With all the recent activity related to this year's bond measures, I thought that it would be of interest to see what was developing related to City bonds back in 1990. The topic: the proposed new Airport Terminal, which as history has it, was successfully approved and built. I am not sure of the exact date of the below posting, but the bond measure was considered by the City Council in March of 1990. An interesting read:



WaterSMART Grant

Given the topic involves reclaimed water, we would like to gauge Council support for a grant application prior to submittal on June 15th. Council will need to formally accept the grant, if awarded, in April of 2023. The application is for an aquifer recharge and recovery project through the Bureau of Reclamation WaterSMART Drought Response Program. Staff feels that the talking points are solid given that the project is tied to Water Policy and City Code. Notably, the Water Commission endorsed the proposal on a 5-1 vote. Additionally, there are support letters from FoRio, Audubon, AGFD, and possibly Willow Bend. Not in support are F3 and the Flagstaff water group. Issues with not supporting are related to concerns on reclaimed water quality mixing with aquifer water.

Staff's position is that the grant dollars should be pursued, and water quality is something that can be tackled separately, especially noting the near-future plans and public processes to significantly upgrade our wastewater treatment facilities. Please see the below talking points in support of this pursuit, and an appended letter from our Congressional Delegates.

- Arizona Game and Fish Department staff walked the area with Water Services staff about whether such a project was feasible in Sinclair Wash approximately ten years ago
- NAU professor emeritus, Dr. Paul Beier, co-presented with Erin Young, on the topic of the Sinclair wash site as a possible amenity co-benefit with aquifer recharge. This presentation occurred before the Water Commission, Coconino Plateau Watershed Partnership, and Friends of the Rio de Flag in 2018.
- Water Services' perspective has always been focused on the water management benefit of such a project as per the 2014 Water Policies, with amenity co-benefits a nice-to-have – unless the organization wanted to pay for the infrastructure and the monthly cost of the water as a reclaimed water customer
- Staff did not have enough data to support the Sinclair wash location over other sites, including the current discharge point at the I-40 wetlands. Natural Channel Designs completed a feasibility

study in January 2020 and staff have collected additional data to support an application to Arizona Department of Water Resources. Two sites are selected (Sinclair and Bow & Arrow) to have flexibility with where water is discharged for maximum recharge benefit while learning a lot about how the two sites function similarly or differently

- The WaterSMART Drought Response Program objectives matched very nicely with the scope of the City's aquifer recharge and recovery initiatives in the 2014 Water Policy
- Water Services is utilizing the budget for the City's next well site as the match from Reclamation to fund the outfalls in Sinclair and Bow and Arrow washes
- The next well site will be located on Canyon Del Rio property (a well site is included in Development Agreement). City customers benefit from the redundancy the added well capacity brings to the local wells system. The added well improves the City's ability to mitigate a Water Emergency during a water shortage. Local wells are also independently tied into the distribution system and at less risk to loss in a catastrophic wildfire. A catastrophic wildfire in the forest outside of City Limits could take out an entire wellfield.
- Each outfall will have about 0.5 mile of flowing water at variable rates throughout the year, but very little during the dry months of May and June when reclaimed water is in high demand
- Flagstaff is probably 7 to 10 years away from implementing direct potable reuse, should the community elect for DPR vs. ongoing aquifer recharge or augmentation of Upper Lake Mary
- The aquifer should benefit from substantial recharge during this time – staff will work on establishing acceptable minimum flows, when excess reclaimed is available, at the two locations, to prepare for the possibility of reduced flows in the future
- Sinclair outfall project supports a project listed in the Watershed Alliance for Rio de Flag Watershed Plan funded by a WaterSMART Cooperative Watershed Management Program grant in 2019
- Flagstaff would provide \$4.2 million as a 50% cost share, receiving \$4.2 million from Reclamation
- Anticipated letters of support include: Senators and Congressman O'Halleran, Arizona Game and Fish Department, Southside Community Association, Friends of the Rio de Flag, Arizona Department of Water Resources, Coconino Plateau Watershed Partnership, Dr. Tom Whitham at NAU, National Audubon Society
- Water Commission endorsed the project 5 to 1 in favor of the project and submitting the grant application, at their May meeting. Opposition was heard during the Water Commission meeting from Friends of Flagstaff's Future, and one citizen with flagstaff water group, regarding water quality concerns with Class A+ water. Support for the project was heard from AGFD, National Audubon Society, Friends of the Rio de Flag.

Staff's recommendation is that we pursue the grant application and continue discussions around water quality standards beyond A+ separately from sound water management decisions included in the Council-adopted 2014 Water Policies. Should Council not be supportive of this pursuit, staff will not proceed any further. Thank you.

Congress of the United States
Washington, DC 20515

June 9, 2022

Ms. Camille Touton
Commissioner
Bureau of Reclamation
1849 C Street, NW
Washington, DC 20240-0001

Dear Commissioner Touton:

We are writing regarding the City of Flagstaff's \$4.2 million WaterSmart Drought Response Program grant for its Aquifer Recharge and Recovery Project, in which the City's unused reclaimed water will be released to an effective area of aquifer recharge along Sinclair and Bow and Arrow Washes. The City has already allocated \$4.3 million for the required match for this proposed project.

As you may know, the City of Flagstaff has been on the leading edge for rural Arizona communities in the pursuit of a drought resilient water system. The City currently releases unused reclaimed water into Rio de Flag Wash under Arizona Pollution Discharge Elimination System (AZPDES) and Arizona Aquifer Protection (APP) permits. However, these locations are not providing a discernable benefit to the deep C-aquifer from which the City draws its groundwater.

Therefore, Flagstaff is voluntarily pursuing funding two new locations at which to recharge 1,000 acre-feet or more of water a year. The City's Aquifer Recharge and Recovery Project will allow Flagstaff to improve drought resilience, increase amenity and environmental benefits and continue to be a leader for rural communities in water resource planning.

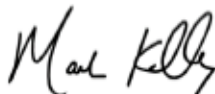
In-stream aquifer recharge also offers abundant community and ecological benefits. Sinclair Wash is one of City's most natural washes and parallels a highly trafficked urban trail. Perennial flow within the wash will encourage the growth of riparian vegetation such as cottonwoods and willows, which improves aesthetics and can help minimize flooding in these low-income communities. Perennial flow in both washes will also provide important habitat for birds and aquatic organisms. The City of Flagstaff's Aquifer Recharge and Recovery Program has many community benefits including increasing drought resilience and improving amenity value. Releasing high quality reclaimed water into the city's aquifer is a vital step for this northern Arizona community to ensure an adequate water supply for the future of Flagstaff.

Thank you for your consideration of this matter in accordance with all applicable rules, regulations, laws, and guidelines.

Sincerely,



Tom O'Halleran
Member of Congress



Mark Kelly
U.S. Senate



Kyrsten Sinema
U.S. Senate

cc: Ms. Sherri Looper, Program Coordinator, WaterSMART Drought Response Program

That's it Council ... it's a wrap. Enjoy the Division updates as appended.

Sustainability Section

Month in Review: May 2022

HOT TOPICS:

- Sustainability's collaboration with Boulder County, Colorado to create the Four Corners Carbon Dioxide Removal Coalition (CDR) received unsolicited media attention this month. The coalition is working to pool private and public resources to accelerate carbon dioxide removal. The coalition's current focus is on the concrete sector. Press coverage can be found on [Grist](#), [The Hill](#), and [Weather Channel](#).
- The second round of the Northern Arizona Solar Coop launched on May 15th and in just nine days, we've already met the initial coop goal of getting 100 members to join. Enrollment closes on July 31st. To learn more please visit us at <http://solarunitedneighbors.org/naz2022>

The graphic features the Solar United Neighbors logo at the top. Below it, the text reads "Let's go solar together!" and "Join the Northern Arizona Solar Co-op". A section titled "Why join a Solar Co-op?" lists five benefits: Expert help (get unbiased support), Save money (get a group rate on your solar), Community (go solar with 50-100 people), Nonprofit (we're not a sales company), and Free to join (no commitment to go solar). A "Join us to learn more!" section includes a Zoom Webinar on May 24th at 6:00pm with a "SIGN UP HERE" link. There are two photos: one of a woman saying "I LOVE MY SOLAR" and another of a man saying "WE WENT TO SOLAR!". Logos for Flagstaff Sustainability Program and Cocconino County are also present. The URL solarunitedneighbors.org/NAZ2022 is at the bottom.

CLIMATE ACTION:

- Over 30 staff from the City, County, MetroPlan, NAU, MountainLine, and ADOT attended a transforming transportation workshop in early May. This workshop was hosted by the City and MetroPlan and facilitated by outside experts, to help staff take the first steps towards the "Big Shift" and create a better transportation network.
- In partnership with NAU, Sustainability staff have begun meeting with micro-mobility companies (like bike share and scooter share) to explore how Flagstaff can bring shared micro-mobility to Flagstaff residents and visitors.
- Staff are finalizing revisions to the Energy Efficiency Rebate program, to increase effectiveness and reach. The program received significant federal funding through the American Rescue Plan Act and will distribute over \$200,000 in rebates to residents in the next fiscal year. The revised rebate program will begin on July 1st.
- The Sustainability Office hired its Youth Climate Leadership VISTA for the 2022 to 2023 term. They will start their full-time one-year service in early July. This position will work closely with Flagstaff Unified School District to support climate action.
- Staff hosted two 4th grade classrooms from Marshall Elementary. Students tested their climate action knowledge and spoke eagerly about what climate change was, how it is affecting us, and expressed a need for urgent action. The students rounded out the visit with a litter clean-up. Thank you Marshall Elementary!



COMMUNITY STEWARDS/LITTER PREVENTION:

- Welcome Sanoma Boynton, our new Stream Steward Coordinator AmeriCorps Member! The coordinator is a shared position between Sustainability and Friends of the Rio.

Sanoma will be responsible for coordinating and helping the Stream Stewards program to grow. She recently graduated from the University of Hawaii Maui College with a degree in Sustainable Science Management and is continuing her education through the Climate Science and Solutions Master's program at Northern Arizona University. Having grown up in Flagstaff, she is excited to reconnect with the community and explore the Rio de Flag. Some of her hobbies include photography, hiking, and swimming. She looks forward to being an AmeriCorps member and spending time with the Flagstaff community. Welcome, Sanoma!



- May Litter Cleanup Data:

| Date | # of Volunteers | Total Hours | Bags of Trash | Bags of Recycling |
|---------------|-----------------|-------------|---------------|-------------------|
| 5/4 | 62 | 186 | 40 | 15 |
| 5/6 | 8 | 8 | 4 | 0 |
| 5/7 | 3 | 5 | 2 | 0 |
| 5/11 | 18 | 18 | 5 | 0 |
| 5/11 | 6 | 6 | 3 | 0 |
| 5/14 | 11 | 17 | 6 | 1 |
| 5/15 | 11 | 22 | 4 | 2 |
| 5/21 | 2 | 4 | 4 | 2 |
| Totals | 121 | 266 | 68 | 20 |

FOOD SYSTEMS:

- Sustainability and Terra BIRDS are hosting free monthly workshops at community gardens throughout the summer. Monthly workshops include "High Altitude Gardening", "Pollinators, Pests, and Plants" and more!
- Work parties at the community gardens are offered on Thursday afternoons from 4:30 - 6:30 pm to work on composting, weeding, mulching, and infrastructure projects. So far, these work parties have seen 15 participants.



MATERIALS MANAGEMENT:

- The May Drop-off Day event diverted 15,015 lbs. of waste from the landfill. More than 415 community members participated:
 - **Elevated Shredding**
 - Shredded 8,000 lbs. of shredded paper materials.
 - **Hazardous Products Center (HPC)**
 - 1,640 lbs. of batteries
 - 91 lbs. of aerosols
 - 140 CFLs (about 4oz each, about 35lbs)
 - 194 fluorescent tubes (roughly 113 lbs. or approximately 848 feet of fluorescent tubes)
 - **Ponderosa Medical Waste**
 - 176 gallons of syringes and OTC medications (approximately 240 lbs.)
 - **R3 Electronic-waste**
 - 4,619 lbs. of E-waste
 - **Drug Enforcement Agency**
 - 277 lbs. of unwanted medications
 - **Total:** 15,015lbs. or 7.5 tons

SUSTAINABILITY COMMISSION:

- In the meeting on May 26th, the Sustainability Commission heard presentations from FY21 Neighborhood Sustainability Grant Recipients and took part in a Regional Plan activity.
- Next meeting: Thursday, June 23rd, 2022, 4:30 PM - 6:30 PM

UPCOMING EVENTS:

- Join us in distributing sandbags for residents in the Museum Flood area!
 - Volunteers will be assisting residents who are elderly or have a disability repair their emergency sandbag mitigation.
 - Volunteer shifts will be from 8 am-12 pm and 1 pm-4 pm on June 4th and June 18th. Meet at Coconino County Health and Human Services at 2625 N. King St.
 - Please wear sturdy shoes, pants, and sun protection, and bring a refillable water bottle and work gloves if able. Food will be provided!
 - Register here: <https://loom.ly/kYtSY4k>

SOCIAL MEDIA:


- The top post on Facebook was the Weather Channel article.

- The top post on Instagram was the Community Garden Work Party.



Flagstaff Sustainability Office
Published by Hootsuite • May 19 at 6:03 PM

Flagstaff was in the news this week! We were highlighted by the Weather Channel for our leading work on carbon dioxide removal. Check it out:



WEATHER.COM
Boulder, Flagstaff Asking Other Communities to Help Strip CO2 From the Air - Videos from The Weather Channel | weather.com

See Insights Boost unavailable

18 4 Shares

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Like by chris_peters_junges and 12 others

Add a comment...

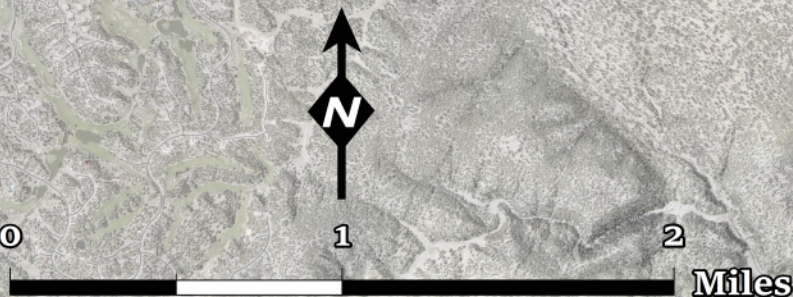
Capital Improvements Projects



● **Pre-Construction**
 ◆ **Under Construction**

June 2022

| No. | Project Name | |
|-----|---|--|
| 1 | J.W. Powell Specific Plan Study | |
| 2 | USGS Flagstaff Science Center Campus - Build to Suit | |
| 3 | LMWTP Flocculation and Sediment Rehabilitation | |
| 4 | Beulah Boulevard Extension / University Drive Realignment | |
| 5 | Coconino Estates Improvements Phase II | |
| 6 | West Flag Improvements - David and Hutcheson | |
| 7 | West Flag Improvements - Canyon Terrace | |
| 8 | Coconino Estates Improvements Phase I | |
| 9 | Lockett/Fourth Roundabout | |
| 10 | Lone Tree Overpass Project | |
| 11 | Library Entrance | |
| 12 | East Route 66 and El Paso Flagstaff Waterline Extension | |
| 13 | Boulder Pointe - University Avenue Traffic Calming | |
| 14 | Switzer Canyon Transmission Main Phase IV & V | |
| 15 | Route 66 ADOT Bridge Replacement Project | |
| 16 | Rio de Flag Flood Control Project | |
| 17 | Steves Boulevard Wash at Soliere | |
| 18 | Wildcat Hill Wastewater Treatment Plant (WHWTP) Digester Complex | |
| 19 | Butler-Fourth Improvements | |
| 20 | Museum Fire Flood Mitigation/Division D | |
| 21 | Spruce Wash - Cedar to Dortha & Dortha Inlet | |
| 22 | Park Basins | |
| 23 | Downtown Mile | |
| 24 | Woody Way | |
| 25 | Protected Bike Lane Pilot Projects (Butler Ave. & Beaver St.) | |
| | ATMP (Citywide) See website: www.flagstaff.az.gov/atmp | |





CITY ENGINEERING DIVISION
Capital Improvements Section

Monthly Capital Projects Report
June 2022

Honorable Mayor, Vice Mayor and Council,

The May report was completed by our Project Managers on June 6th and includes project updates for the month of May.

The attached map is a comprehensive view of all active capital improvements projects in our community that are assigned to the Capital Improvements Section of the City Engineering Division, inclusive of projects that are in planning, design, and construction phases.

We have tried to reduce the extent of information provided and focused on only those projects that had substantive progress from previous months or have key milestones to share.

If you would like to receive more information on a specific project, please reach out and we'd be glad to share more detailed information.

Boulder Point - University Ave Traffic Calming (DESIGN PHASE)

The Traffic Commission approved the traffic circle design at the intersections of University Ave/Majestic Rd and University Ave/Tombaugh Way on June 1st, 2022. This design in temporary form lowered the 85th percentile speed on University Ave to 27 mph, down from 31 mph. This brings the speeds down to a level that are below the threshold for traffic calming based on the worksheets in the Guidebook for Residential Traffic Management. The next steps is to hire a designer to complete the final design. The final design must address concerns from citizens in the neighborhood regarding the traffic circle design, including vehicles traveling in the bicycle lane and sight distance issues for Northbound vehicles on Majestic Rd. The design and construction of this project will be incorporated into the Woody Way improvements.



W University Ave Traffic Circles

Beaver Street/Butler Avenue Pilot Separated Bicycle Lanes (STUDY PHASE)

Traffic data has been collected for the sections of Beaver St and Butler Ave that have pilot separated bicycle lanes, and this data includes before and after speeds, bicycle volumes, and vehicle volumes. The Transportation section has reached out and interviewed stakeholders affected by the separated bicycle lanes. Stakeholders include COF Streets, COF Parks, COF Solid Waste, FPD, FUSD, and Mountain Line. The section has also drafted a survey for roadway users to comment on their experience with the pilot separated bicycle lanes. The traffic data and impact reviews from stakeholders has been compiled into a report and has been presented to Transportation Commission **June 1st**, Bicycle Advisory Committee **June 2nd**, and will be presented to the Pedestrian Advisory Committee **June 9th**. Once the commission/committees have reviewed the report, this item will be presented to City Council on **June 14th** to inform on how the pilot separated bike lanes are performing.



Pilot Bicycle Lanes on E Butler Ave

Spruce Wash – Cedar to Dortha and Dortha Inlet (CONSTRUCTION PHASE)

FUND: STORMWATER

Description - Consists of improvements to the Spruce Wash Channel from Cedar Avenue to south of Dortha Avenue. This work is in response to the damage that occurred during the 2021 monsoon flooding from the Museum Fire burn scar.

- Final grading continued this month on the open channel between Dortha and Cedar in preparation for shotcrete application the week of June 13.
- The floor of the inlet and concrete box structure was installed on May 31. The walls and top of the structure are being formed in anticipation for installation the week of June 13.
- **Due to concrete supply restrictions in our community, the deliveries and installation may be scheduled outside of our normal operating hours during our large concrete pours. We will be issuing a notice to the neighborhood prior to the dates, and we will make every effort to limit off-hours work.**
- Staff provided a monthly update to Council on May 31, which included sandbag delivery, project updates, the siren system, and communications.
- Museum Flood Engineering and Feasibility team meetings continue every Monday and City staff continues to meet monthly with County Supervisor Jeronimo Vasquez.
- While there are utility and property related challenges to this project, construction of these improvements will occur prior to the 2022 monsoon season.



Shoring installation - looking north



Walls and top of structure being formed. Floor is installed. Looking south.

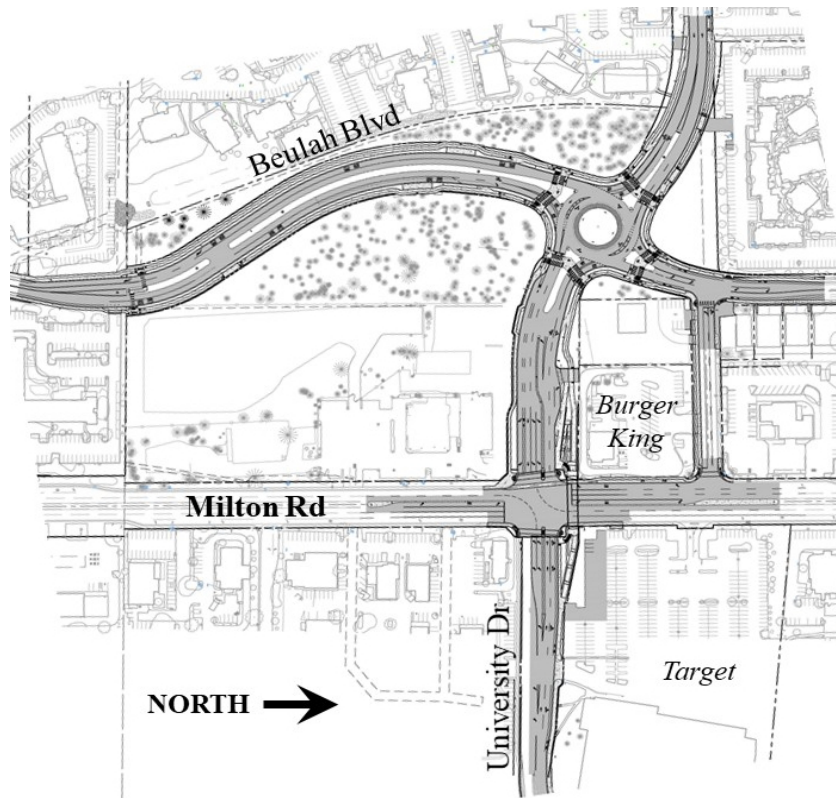
Beulah Boulevard Extension/University Drive Realignment (DESIGN PHASE)

FUND: TRANSPORTATION TAX (STREETS)

Description – This roadway improvement project extends the northern terminus of Beulah Boulevard to connect with University Avenue. Furthermore, University Avenue (west of Milton) will be realigned to match up with University Drive (east of Milton). A new roundabout will be constructed where Beulah Boulevard and University Avenue will intersect. Additionally, this project will also be constructing a new pedestrian underpass beneath Milton Road, just south of Burger King across to Target. Construction is expected to begin in spring 2023 and conclude in late 2024.

Project Update :

- Shephard-Wesnitzer, Inc. (SWI) is the design engineer.
- Eagle Mountain Construction (EMC) is the CMAR (Construction Manager at Risk) contractor.
- SWI will continue design work to complete Final 2s (100%) plans, which are construction-ready plans, by early July.
- Due to property acquisition timelines, volatility of costs, and construction season constraints the team will be delaying award of GMP (guaranteed maximum price) 1 until the end of the 2022 calendar year. This will allow time to value engineer the project to see where cost savings can be achieved.
- Construction is anticipated to begin spring 2023.
- A City Council Report will be sent to City Council in mid-June to provide budget and project background and update.



Extent map of new Beulah and University Roadway Project – taken from 90% plans.

Coconino Estates Improvements Phase II (CONSTRUCTION PHASE)

FUND: ROAD REPAIR & STREET SAFETY & AGING WATER AND SEWER INFRASTRUCTURE REPLACEMENT PROGRAMS

Description - This is a utility and roadway improvements project located on several streets in the Coconino Estates neighborhood as seen in the map below. Improvements on the streets generally consist of replacing all existing utility and roadway infrastructure. The utility improvements include replacing the existing water and sewer mains, water and sewer services, fire hydrants, and manholes. The roadway improvements include replacing the existing asphalt roadway, replacing rolled curb with vertical curb, constructing driveway ramps at driveway entrances, and replacing select sidewalk only where it currently exists on Crescent Drive. Sidewalk will **NOT** be installed where it does not currently exist. For additional information visit the Project website at www.coconinoestates.com

Contractor - Standard Construction Company

Project Update:

Crescent Drive and Meade Lane

- Sewer installations and temporary roadway trench patches are complete except for the ongoing testing.
- Water main installations and temporarily patching roadway water trenches are complete except for the ongoing testing and public and private connections remaining.
- Water main and service installations and temporary roadway trench patches are complete on Meade except for the ongoing testing and public and private connections remaining.
- Concrete curb removals and replacements began in early May working north from Meade and are currently ongoing.
- Crescent is closed to non-residential traffic from Meade to Talkington.

Navajo Drive and Elizabeth Road

- Sewer installations and temporary roadway trench patches are complete except for testing.
- Water main and service installations are complete except for the ongoing testing and public and private connections remaining.
- Navajo is closed to non-residential traffic.

Talkington Drive and Side Streets

- Sewer main and service installations are complete on Talkington, Hazel, Thelma, and Davis, with testing remaining.
- Water main installations on Talkington, Hazel, Thelma, and Davis are complete, with testing and connections remaining.
- Water service installations are ongoing on Talkington, Hazel, Thelma, and Davis.
- Talkington Drive is closed to non-residential traffic from Meade to Crescent.

For questions and project information, call the
Project Hotline at (928) 255-5153
or email news@coconinoestates.com

Access for residents, mail,
deliveries, trash, recyc-
ling and emergency
services will be
maintained.



Coconino Estates Improvements Phase II Project Map



Crescent/Meteor north intersection, looking north at concrete curb installations and temporary driveway ramp installations.



Crescent south of Venus intersection, looking north at concrete curb installations.

West Flag Improvements - David & Hutcheson (CONSTRUCTION PHASE)

FUND: ROAD REPAIR & STREET SAFETY

Description - This is a utility and roadway improvements project located on David Drive and Hutcheson Drive as seen in the map below. The Project originally included Canyon Terrace and was bid as one project in the spring of 2020 but was pulled at the end of the bidding process given the economic and funding source uncertainties due to the COVID 19 Pandemic. It was decided to split the Project into two separate projects consisting of 1. David/Hutcheson and 2. Canyon Terrace. Improvements on the streets generally consist of replacing all existing utility and roadway infrastructure. The utility improvements include replacing the existing water and sewer mains (except for on David Drive), water and sewer services, fire hydrants, and manholes. The roadway improvements include replacing the existing asphalt roadway, replacing rolled curb with vertical curb on David Drive, and replacing select edge improvements (sidewalk, curb, and gutter). For additional information visit the Project website at www.Flagstaff.az.gov/westflagimprovements.

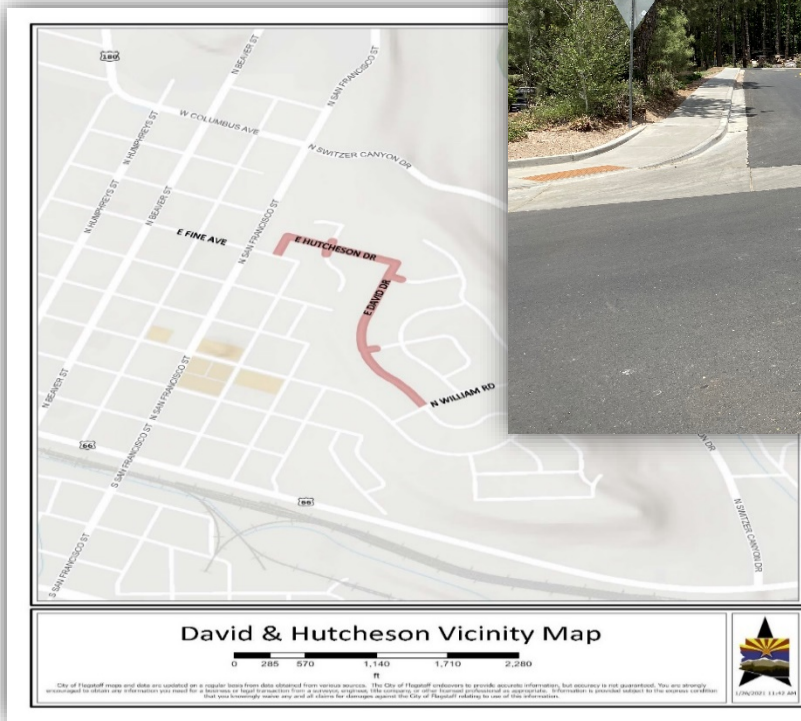
Contractor - Mountain High Excavating

Project Update:

- David and Hutcheson utility and roadway improvements are complete.
- A final walk-through occurred on 6/2/2022 identifying remaining items of work including a few mailboxes, paver, walkway, and landscape restorations.
- David and Hutcheson are now open and will remain open during completion of the final items of work.



Fine, looking north at final striping on Hutcheson.



West Flag Improvements - Canyon Terrace (CONSTRUCTION PHASE)

FUND: ROAD REPAIR & STREET SAFETY

Description- This is a utility and roadway improvements project located Canyon Terrace Drive as seen in the map below. The Project originally included David Drive and Hutcheson Drive and was bid as one project in the spring of 2020 but was pulled at the end of the bidding process given the economic and funding source uncertainties due to the COVID 19 Pandemic. It was decided to split the Project into two separate projects consisting of 1. David/Hutcheson and 2. Canyon Terrace. Improvements on the streets generally consist of replacing all existing utility and roadway infrastructure. The utility improvements include replacing the existing water and sewer mains, water and sewer services, fire hydrants, and manholes. The roadway improvements include replacing the existing asphalt roadway and select curb and gutter. For additional information visit the Project website at www.Flagstaff.az.gov/westflagimprovements.

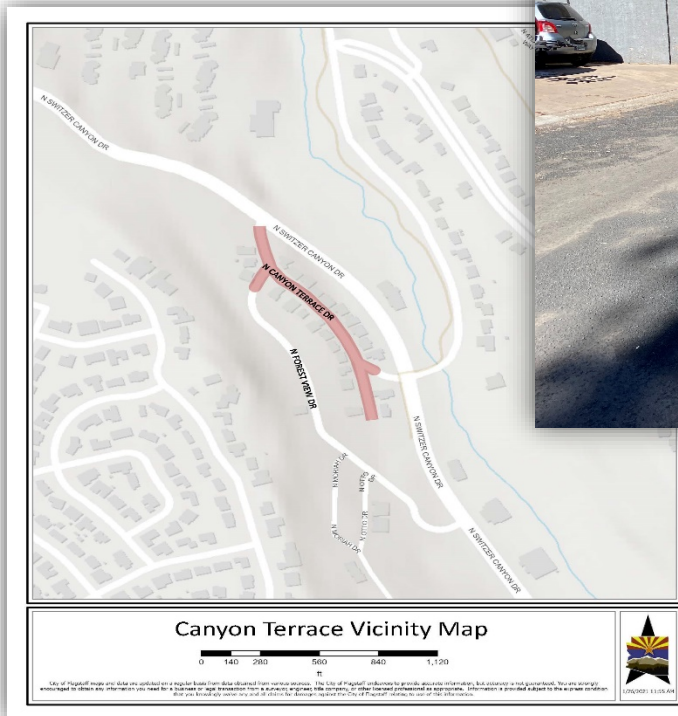
Contractor - Mountain High Excavating

Project Update:

- All improvements are complete including all punch list items as of 5/31/2022.
- Final close out documents remain prior to issuance of Final Acceptance.



*Canyon Terrace Dr, looking north
at the completed project.*



Coconino Estates Improvements Phase I (CONSTRUCTION PHASE)

FUND: ROAD REPAIR & STREET SAFETY

Description- This is a utility and roadway improvements project located in the Coconino Estates neighborhood on Beal Road from Rockridge to Fort Valley, Navajo Drive from Navajo Road to Murray, Whipple Road from Navajo Drive to McMillan, and Navajo Road from Navajo Drive to Fort Valley. Improvements on the streets generally consist of replacing existing infrastructure with new, including water and sewer mains, water and sewer services, fire hydrants, storm drains, streetlights, the entire asphalt roadway, and defective select edge improvements (curb & gutter, sidewalk, etc.), except for Whipple Road which will only receive a new water main. There will also be new infrastructure added consisting of underground electric lines for streetlighting and sidewalk on both sides of the street where it does not currently exist on Beal Road, Navajo Drive south of Beal, and on Navajo Road. For additional information visit the Project website at www.coconinoestates.com.

Contractor - Eagle Mountain Construction

Project Update:

A new way of communicating project information has been started with the installation of a new project sign and banner prototype that include a QR code for the public to scan and view more information on the Project website.

Navajo Road (Construction Zone #1)

- Utility, roadway, and landscape restorations are complete.
- Navajo Road is open to all traffic.

Navajo Drive south of Beal (Construction Zone #2)

- Utility, roadway, and landscape restorations are complete.
- Navajo Drive south of Beal is open to all traffic.

Beal Road (Construction Zone #3)

- Utility and roadway improvements are complete as well as landscape restorations.
- Minor striping improvements will be corrected at a later date.
- Construction activities on Beal, west of the Rio de Flag, paused for the winter and resume this June.
- Beal is currently open to all traffic.

Navajo Drive north of Beal (Construction Zone #3)

- Water main and service installations, testing, and connections are complete on Navajo from Beal to Murray and on Whipple from Navajo to McMillian.
- Sewer main and service installations are complete up to Anderson and are ongoing north to Murray.
- Concrete curb and gutter installations continue between Beal and Anderson.
- Navajo from Beal to Anderson is closed to thru traffic, with detours posted around the closure.
- Whiting from Navajo to Kutch is closed to thru traffic, with detours posted around the closure.
- Whipple from Navajo to 180 is closed to thru traffic, with detours posted around the closure.
- McMillian from Beal to Whipple is closed to thru traffic, with detours posted around the closure.

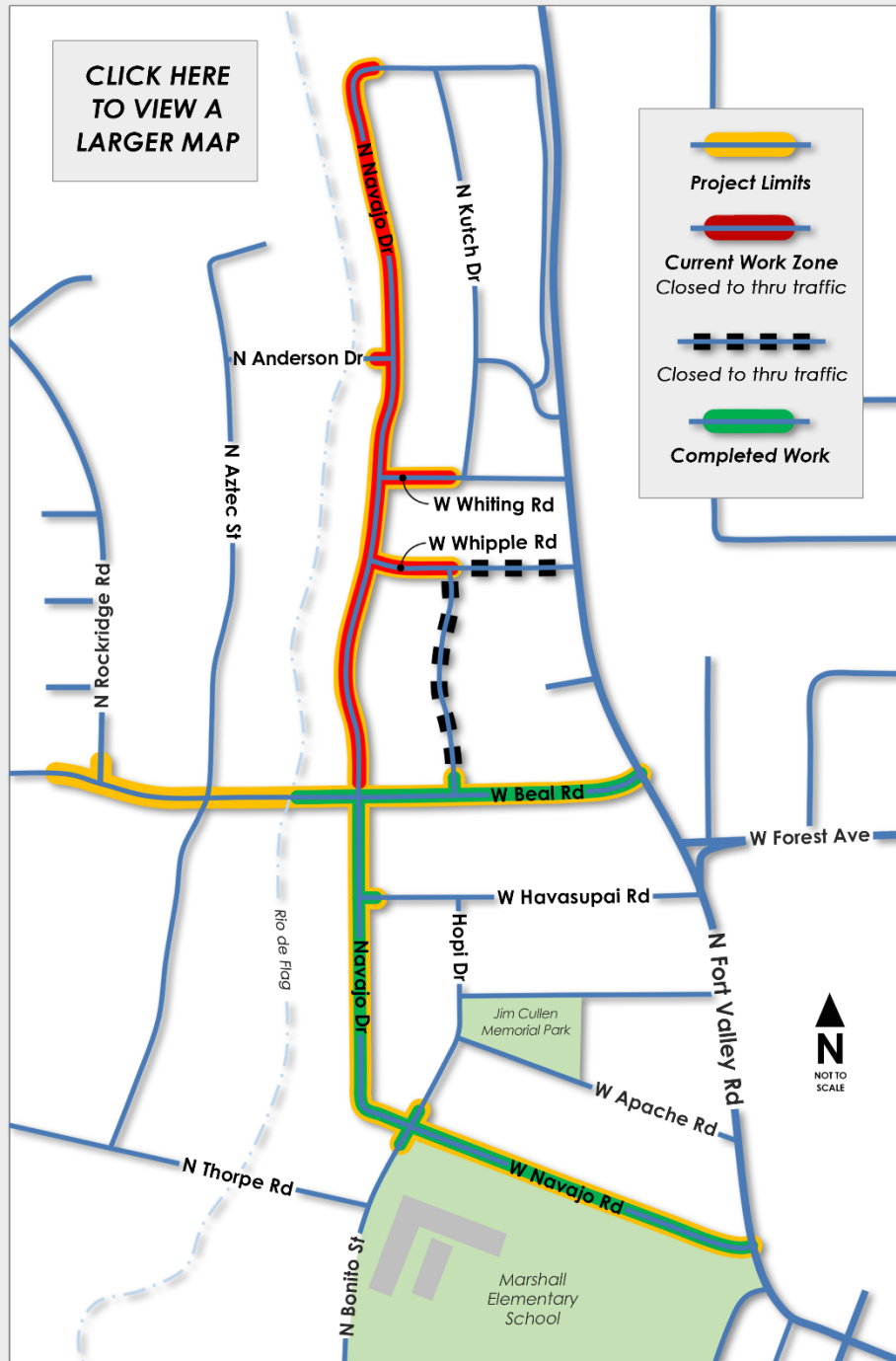


Navajo Dr. at Whiting Rd., looking north at the concrete curb and gutter installations.



Navajo Dr. at Murray Rd., looking at water and sewer installations.

CLICK HERE
TO VIEW A
LARGER MAP



For general questions
and project
information, call the
Project Hotline at
(928) 255-5153
or email

news@coconinoestates.com



Residential access for mail, deliveries, trash,
recycling, and emergency services will be
maintained. No Mountain Line bus routes
are affected during this time.

Project Map with current road closures and detours.

Flagstaff Downtown Mile Project (PLANNING AND DESIGN PHASE)

FUND: TRANSPORTATION, STORMWATER, AGING INFRASTRUCTURE, BNSF RAILWAY, METROPLAN, GRANTS

Description - The Downtown Mile Project consists of a group of City and local agency projects located in Downtown Flagstaff and surrounding the BNSF Railway corridor. They include:

- The Rio de Flag Flood Control Project
- The Rio de Flag Pedestrian Tunnel
- The Lone Tree Overpass
- The Florence to Walnut Pedestrian Underpass
- The Milton Bridge Reconstruction
- The Mountain Line Downtown Connection Center (DCC)



The city has partnered with ADOT, BNSF Railway, Mountain Line, Amtrak, and the Army Corps of Engineers for the overall Downtown Mile Project to coordinate existing funding, plan construction efficiencies surrounding the BNSF corridor, investigate multimodal connectivity, and to seek grant funding for unfunded BNSF mitigation measures to deliver these projects for the Flagstaff community.

The City applied for a USDOT RAISE Planning Grant in July 2021 to fund these planning activities and we received notice in early November that we were not successful. In lieu of the grant, supplemental funding from the City of Flagstaff, MetroPlan, and BNSF has been dedicated to continuing the planning and design effort.

Project Update:

- The Request for Statements of Qualification for design of the Downtown Mile project and BNSF mitigation was advertised on April 24. The solicitation closed on May 23. One submittal was received, and the Statement of Qualifications is currently being reviewed by the evaluation committee.
- On May 16, Staff met with BNSF and Amtrak to discuss platform improvements related to the adjacent rail reconstruction.
- Staff coordinated development of the IGA with MetroPlan to execute receipt of a \$490,000 funding contribution that was approved for the project planning and design effort.
- The city, MetroPlan, BNSF, and HDR (BNSF consultants) met in Flagstaff on May 9 for the final workshop to develop an Infrastructure Investment and Jobs Act (IIJA) INFRA/Rural grant application for funding construction of the Downtown Mile projects and rail mitigation. The application was completed and submitted by the City on May 20.
- The total project cost for the grant scope is estimated at \$65M and the amount of federal funding requested is \$39M (60%). The non-federal match (40%) is being provided from the City of Flagstaff in the amount of \$15M, which is funded through Proposition 419 partnership funding and allocated Transportation and Stormwater funding, and BNSF Railway is contributing \$11M in private funds (\$8.8M) and property rights (\$2.2M). BNSF also provided expert consultant services to make this grant application possible. This contribution from BNSF demonstrates unprecedented support and partnership for our community.

The current updates for the projects included in the Downtown Mile are as follows:

Rio de Flag Flood Control Project (Design Phase)

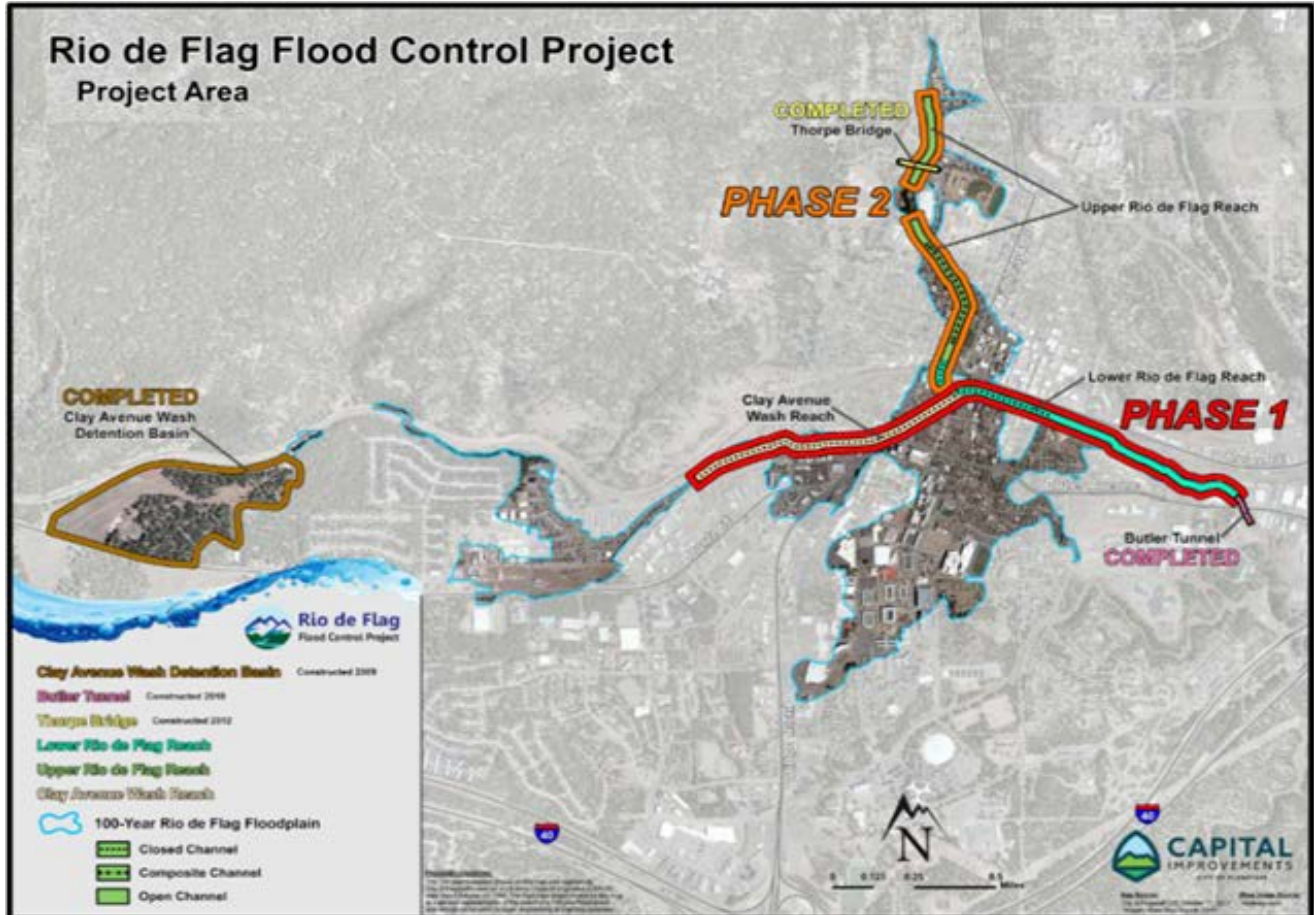
FUND: STORMWATER & AGING INFRASTRUCTURE

Description - Design consists of channel improvements along both the Rio de Flag and Clay Avenue Wash channels through central Flagstaff and includes a combination of underground concrete box culverts, open channel, and composite channel. The composite channel section has both an underground culvert to carry large volumes of water and a smaller open channel on top, which will provide an aesthetic element of flowing surface water during rainfall events. Total project length is approximately 15,000 feet.

The purpose of the Rio de Flag Flood Control Project is to remove the hazards associated with the hundred-year storm event, which include property damage, life safety concerns, and community economic impacts. From research conducted by the Army Corps, it was determined that a significant flood would damage approximately 1,500 structures valued at over \$916M and cause \$93M in economic damages, for a total impact of over \$1B.

Project Update:

- Work continued this month on refinement of the design plans and the real estate documents.
- The draft Construction and Maintenance Agreement was received from BNSF on May 5. This document is under review with City and Army Corps legal staff.



Rio de Flag Pedestrian Tunnel (Design Phase)

FUND: STORMWATER & AGING INFRASTRUCTURE

Description - The Rio de Flag Pedestrian Tunnel will be constructed along with the flood control channel improvements under the BNSF corridor. The undercrossing will also be constructed under the ADOT Route 66 corridor. This will be a FUTS facility which will link north downtown and City Hall with the Southside neighborhood and the future Mountain Line DCC. Project progress will be reported in the Rio de Flag Flood Control Project item above.

Lone Tree Overpass Project (DESIGN PHASE)

FUND: TRANSPORTATION

Description - The Lone Tree Overpass Project will provide a grade-separated crossing over the future Rio de Flag drainage and the BNSF Railway corridor from Butler Avenue to Route 66. Funding for this project is provided through voter approved bonds as designated in the 2018 Proposition 420. The project will also include improvements from Butler south to Sawmill Road, which will be funded by Proposition 419. The project will be delivered via the Design-Build process and the team includes Ames as the contractor and WSP as the prime design consultant.

Project Update:

- On May 3 and 4, staff attended the Transformative Transportation workshop hosted by MetroPlan and City Sustainability staff to discuss future direction on development of the City's transportation infrastructure.
- On May 11, the project team met with BNSF to review the 30% rail relocation design.
- On May 24, the team presented the project to the City's Commission on Inclusion and Adaptive Living.
- On May 24, the team presented the draft Economic Impact Study (EIS) and the Elden Loop Road concept to City Council. The draft EIS is placed on the Project website (lonetreeoverpass.org) for public viewing and the information will be presented to the community at a public meeting in July. Council directed staff to remove the Elden Road Connection from the project scope and investigate a future FUTS facility.



Florence to Walnut Pedestrian Tunnel (Design Phase)

FUND: TRANSPORTATION

Description - Design consists of a FUTS undercrossing of the BNSF corridor that will link Walnut Street and Florence Street in the La Plaza Vieja neighborhood. This project is in the approved La Plaza Vieja Neighborhood Specific Plan and is designed and funded. Upon investigation of the final rail relocation, the design will most likely need to be modified.

Milton Bridge Reconstruction (Planning Phase)

FUND: STORMWATER, AGING INFRASTRUCTURE, AND TRANSPORTATION

Description - The City is currently investigating reconstruction of the existing Milton Bridge structure to accommodate a third mainline track for BNSF and to provide a standard bridge clearance. The current clearance is 13'9" and the standard height is 16'6". The realignment and reconstruction will allow the city to construct the structures for both the Florence to Walnut pedestrian undercrossing and the Rio de Flag flood way and pedestrian tunnel while minimizing operational impacts and construction risk to the BNSF mainline. A minimum of two active tracks are required to be maintained for BNSF operations.

Mountain Line Downtown Connection Center (Design Phase)

FUND: GRANT

Description - The Downtown Connection Center is included in the Downtown Mile project report due to the City's partnership with Mountain Line for developing the site and the opportunity to plan the facility with multimodal connections with the rest of the Downtown Mile projects. There are also current discussions for future co-location of the Amtrak Station.

Project Update:

- The city is facilitating coordination of the DCC site improvements with the future Rio de Flag construction.
- Mountain Line continues its effort to the NEPA work as required by the Federal Transit Authority.
- Staff has begun to prepare an IGA that will be negotiated with Mountain Line following the completion of the NEPA. Mountain Line hopes to have the IGA before the City Council in May 2022 for approval.
- Mountain Line plans to begin construction of its building in Phase I this Summer (2022).

East Route 66 and El Paso Flagstaff Waterline Extension (CONSTRUCTION PHASE)

FUND: AGING INFRASTRUCTURE

Description – A utility improvements project that extends the 12” ductile iron waterline approximately 2,500 linear feet from approximately the intersection of Test Dr. and Rt. 66 to the intersection of El Paso Flagstaff Rd. The waterline extension continues north, up El Paso Flagstaff Road towards the Wildcat Hill Wastewater Treatment plant, with approximately 1,600 linear feet of new 8” ductile iron waterline. The project also calls for a repaving of El Paso Flagstaff Road for the extents of the waterline extension.

Contractor – Scholz Contracting, LLC

Project Update:

- In the month of May crews constructed approximately 2,500 linear feet of 12-inch ductile iron waterline extension that runs along E Rt 66.
- Roadway work has begun on El Paso Flagstaff Rd with completion scheduled by end of June.



El Paso Flagstaff Rd, crews connecting the new 8” waterline to existing

Library Entrance (CONSTRUCTION PHASE)

FUND: BBB - BEAUTIFICATION

Description – Project to bring Library Entrance into ADA compliance with new handicap ramp and new overall vision for the entrance. Public art will be incorporated into project and an artist is being brought onto the design team. Project includes upgrades to landscaping, handicap-accessible parking, parking lot, and hardscape.

Project Update:

- The first project advertisement to the City Job Order Contracting (JOC) contractors was unsuccessful due to heavy contractor workloads. Additional flexibility was included, and the project was readvertised to the JOC contractors.
- A bid was received, significantly higher than estimated, and the project team was unable to reach an agreement in negotiations and value engineering discussions with the contractor.
- The project will be advertised for hard/low bid during the first week of June with plans to award a construction contract at the July 5th City Council meeting.



Library Entrance Project-Rendering of selected concept plan

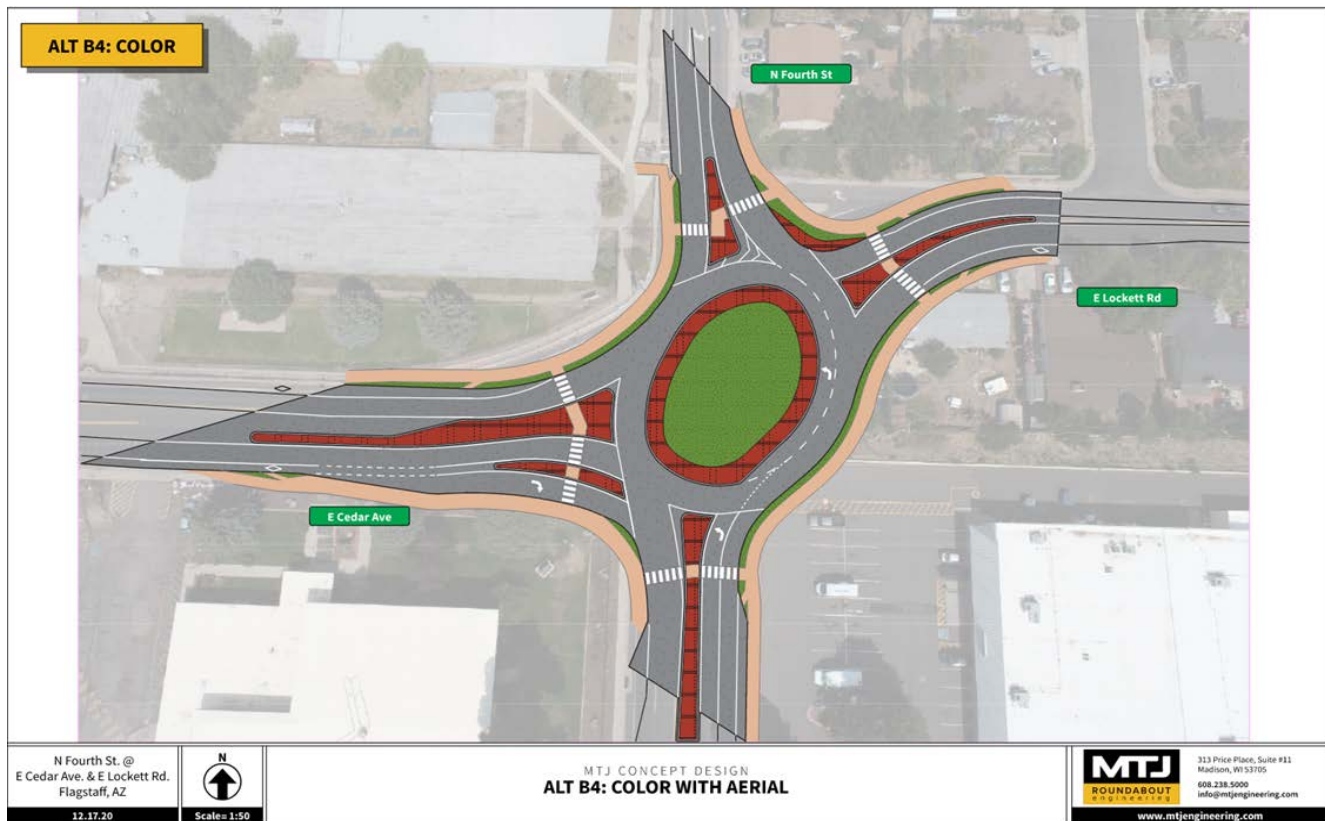
Lockett/Fourth Roundabout (DESIGN PHASE)

FUND: HSIP GRANT, TRANSPORTATION TAX

Description – Project consists of the design and construction of a new roundabout at the Lockett-Cedar-Fourth Street intersection. Project is funded by an HSIP Grant, with supplementary funding from City of Flagstaff. Project design and construction to be administered by ADOT. The new roundabout will improve safety and operations for vehicles, pedestrians and bicyclists in this busy intersection. Project design and construction to be administered by ADOT.

Project Update:

- Project team is in discussions regarding allowable closures and maintenance of traffic options.
- An IGA amendment was approved by City Council on April 5th. The amendment incorporated additional design scope and project funding, and added City involvement in project inspections during the construction phase.
- An ordinance authorizing property acquisitions was brought to City Council on May 17th. A first read was approved.
- On May 31st the project was discussed at a City Council Work Session, and Council directed that several design modifications be considered. An update on these items is expected at the June 7th City Council meeting when the second read of the property acquisition ordinance is scheduled.
- A date for a public information meeting, to be held at the East Flagstaff Library, will be established soon (mid/late August).



Selected Design Alternative- Lockett-Cedar-Fourth Intersection

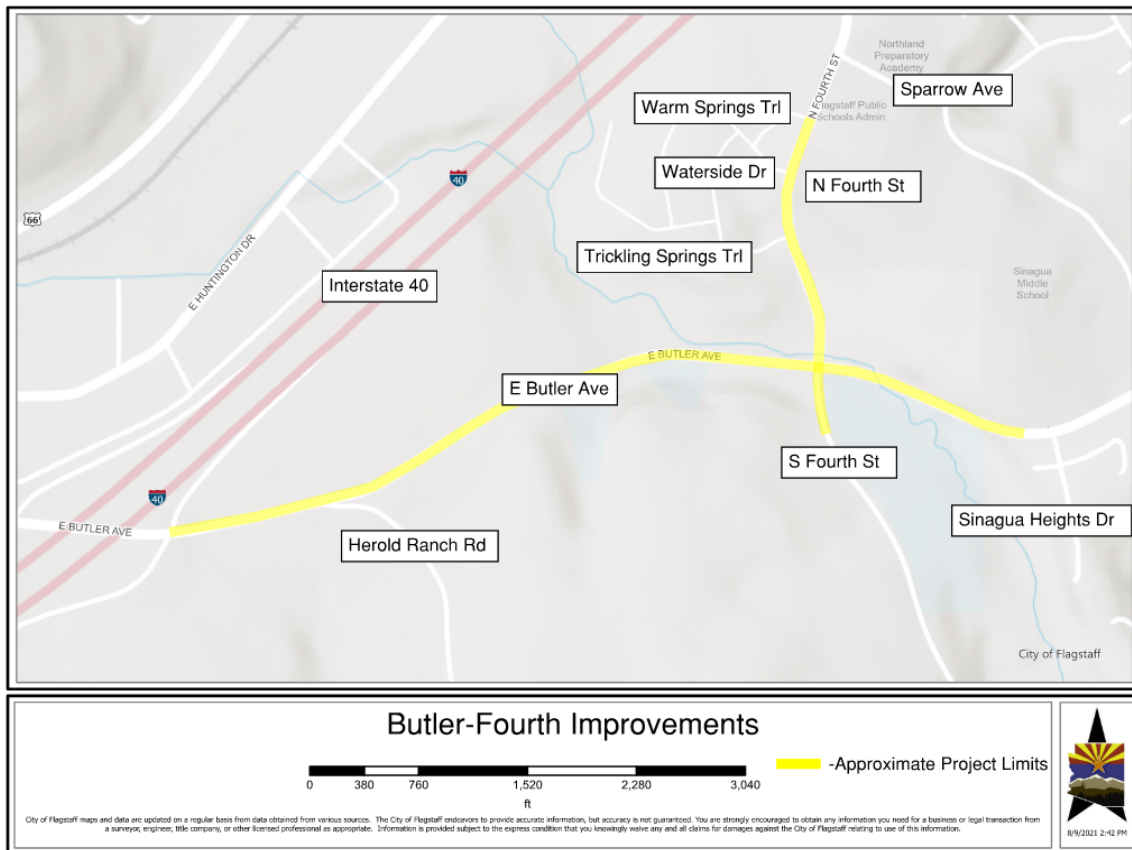
Butler-Fourth Improvements (DESIGN PHASE)

FUND: TRANSPORTATION TAX

Description –In general, the project consists of widening present-day Butler Avenue from Little America to Sinagua Heights and widening present-day Fourth Street from Warm Springs Trail/Sparrow Avenue to the upcoming Canyon Del Rio development south of Butler Avenue. Extensive public outreach and stakeholder engagement is expected during project development, including the preparation of conceptual alternative designs and preliminary feasibility analyses. Several intersections, new and existing, will be impacted along Butler Avenue. The Herold Ranch Road intersection will be re-aligned and converted to a roundabout. The Butler Avenue and Fourth Street intersection will consider a roundabout vs signalized intersection and will be raised to reduce flooding impacts from Spruce Avenue Wash. The project will include ITS (Fiber Optic Conduit) facilities and enhanced bicycle and pedestrian treatments, including a possible separated pedestrian crossing at the Butler Avenue/Fourth Street intersection. Acquisition of new Right-of-Way is expected.

Project Update :

- The Engineering Design Services RSOQ was advertised on May 20th and closes on June 20th.



Approximate Project Limits- Butler-Fourth Improvements

LMWTP Flocculation and Sediment Basin Rehabilitation (DESIGN PHASE)

FUND: DRINKING WATER

Description – The flocculation and sedimentation basin structures and equipment that have been in operation for approximately 60 years are in deteriorated condition and require replacement and rehabilitation. The project consists of constructing a new static mixer installation, rehabilitation of the flocculation/sedimentation basin structures, replacement of electrical systems, and replacement of miscellaneous valves and piping.

Project Update:

- Brown and Caldwell has been hired as the Engineering Design Consultant.
- The project will be advertised in Fall of 2022 with construction starting in the Spring of 2023.



Staff and Brown and Caldwell taking a tour of the LMWTP basins

Rt. 66 at Fanning Landscaping (DESIGN PHASE)

FUND: BBB - BEAUTIFICATION

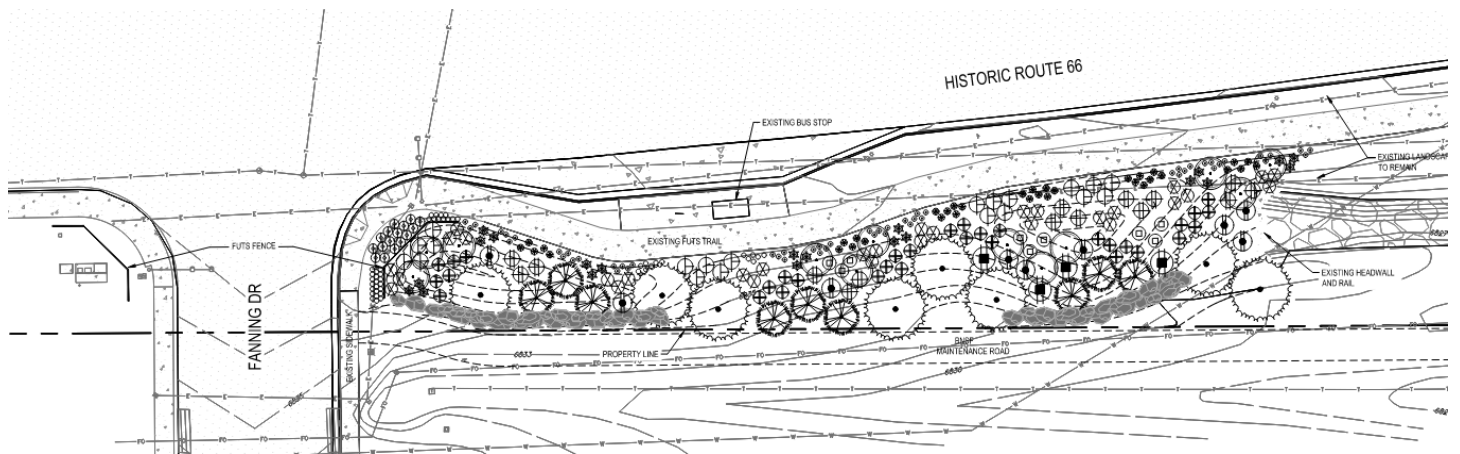
Description – This project will beautify the southeast corner of the Rte. 66 and Fanning Drive intersection with the addition of new landscaping, boulder walls, and FUTS fencing.

Project Update:

- The project team continues to work with Parks to select a final plant list.
- Civil construction plans have been reviewed and comments returned to project designer.



Rte. 66 At Fanning Landscaping-Existing Conditions



Rte. 66 At Fanning Landscaping-Preliminary Landscape Plan

Route 66 ADOT Bridge Replacement Project (CONSTRUCTION PHASE)

FUND: ARIZONA DEPARTMENT OF TRANSPORTATION

Description – Project consists of removing the existing concrete bridge that crosses the Rio de Flag channel and replacing with a precast box girder bridge with precast abutments. Included with the project are roadway approach slabs on either side of the new bridge, channel improvements with bank protection and revegetation mitigation measures. The purpose is to provide a new Route 66 bridge crossing at the Rio de Flag to serve Route 66/Milton.

Project Update:

- The over excavation beneath the new bridge began mid-March 2022 and been completed.
- The soil nail stabilization process has been completed as of mid-April. The soil nails will secure the existing channel and will ensure the channel is stable when the future Rio de Flag Flood Control project begins in this area.
- The restoration of the City Hall lawn, including turf placement and irrigation repairs began May 16th.
- The project work for cleanup and removal of obstructions continues.
- Completion of the downstream channel bank protection is expected in June.
- Final completion of the project is expected for the end of June.
- The contractor has cleared all lane closures, no restrictions are in place. When work continues, implementation of lane closures for EB or WB Route 66 will continue until work on the bridge is completed. ADOT will be monitoring the traffic and will make alterations as needed.



Upstream channel protection and turf replacement

**CITY OF FLAGSTAFF
STAFF SUMMARY REPORT**

To: The Honorable Mayor and Council
From: Rick Tadder, Management Services Director
Co-Submitter: Greg Clifton, City Manager; Budget Team
Date: 06/06/2022
Meeting Date: 06/14/2022



TITLE:
High Country Humane Presentation and Intergovernmental Agreement Discussion

DESIRED OUTCOME:
 City Council direction on possible funding and amendments to the Intergovernmental Agreement with Coconino County for Animal Sheltering Services.

EXECUTIVE SUMMARY:
 High Country Humane will be providing a presentation to City Council to discuss services provided, current funding and a request to increase funding. City Staff will present some financial history on the Intergovernmental Agreement with Coconino County (IGA). Staff will seek City Council direction on possible funding and amendments of the IGA.

INFORMATION:
 On October 16, 2018, City Council approved Resolution #2018-47 approving the proposed IGA between the City of Flagstaff, Coconino County, and Paw Placement of Northern Arizona (PPNAZ) doing business as High Country Humane. Additionally, this same IGA was presented and approved by the Coconino County Board of Supervisors on October 16, 2018. The City shares the cost at 55% (\$280,500 City), 45% (\$229,500 County) for operations and costs at 50% (\$12,390 each) for maintenance. In addition, the County funds 100% (\$40,800) for capital improvements.

| 2018 IGA | Total IGA | City \$ | City % | County \$ | County % |
|-------------|-----------|-----------|--------|-----------|----------|
| Operations | \$510,000 | \$280,500 | 55% | \$229,500 | 45% |
| Maintenance | \$24,780 | \$12,390 | 50% | \$12,390 | 50% |
| Totals | \$534,780 | \$292,890 | | \$241,890 | |

In February 2020, High Country Humane approached both the City of Flagstaff and Coconino County requesting assistance to cover the higher expenses they were experiencing. High Country Humane requested a one-time for fiscal year 2019-20 in an amount of \$48,332.00 (\$26,583 City, \$21,749 County) which is in line with the allocation percentages under the original IGA. High Country Humane also requested an increase in fiscal years 2020-2021 and 2021-2022 of \$145,000 (\$79,200 City, \$65,800 County) which is in line with the allocation percentages under the original IGA. High Country Humane presented to City Council on March 10, 2020 about services and increase funding request. Council gave direction to amend the IGA with the requested increases. On July 7, 2020, City Council approved

CONTRACT:

City of Flagstaff & Coconino County 5 Year Contract 2019 - 2023



Contractual Services:

✓ Animal Intakes: City & County

- Stray
- Hospital Hold
- Arrest Hold
- Cruelty/Bite Quarantine
- Owner Died
- Owner Surrender

✓ Pet Adoptions

✓ Public Low Cost Food Bank

✓ Public Education:

- Spay/Neuter
- Trap Neuter Release (TNR) Program
- Vaccine Clinic
- City/County Ordinances

Non-Contractual Services:

✓ TNR Community Feral Cat Fix & Release Program

✓ Public Low Cost Spay & Neuter Program

✓ Bi-Weekly Vaccine Clinic

✓ Public Low Cost Vet Care

✓ Volunteer & Foster Care Program

& so much more!
*These programs are funded by High Country Humane to meet the communities need for low cost vet care & manage occupancy.



INTAKE DATA:

2020

**Total Shelter Intakes:
= 2,944**

**Public Service Intakes:
= 5,628**

- Vaccine Clinic: 568
- Low Cost Vet Appointments: 1,636
- Public S/N: 592
- Public Trap-Fix-Release: 211
- Food Bank: 2,271 & Animals 350 People

TOTAL = 8,572

2021

**Total Shelter Intakes:
= 3,553**

- City 39.88%
- County 55.53%
- Other 4.59%

**Public Service Numbers:
= 7,653**

- Vaccine Clinic: 1,090
- Low Cost Vet Appointments: 1,975
- Public S/N: 690
- Public Trap-Fix-Release: 290
- Food Bank: 3,136 Animals & 472 People

TOTAL = 11,206

LIVE / RELEASE RATE

✓ 2020: 96.4%

✓ 2021: 97.8%



2021 in Review



 3,553 Total Intakes

 2,481 Stray Animals

 584 Surrendered Animals

 2,310 Animals Adopted

 477 Pets Reunited with Owners

97.8% Live Release Rate!

Thanks to YOUR support!



COMMUNITY SUPPORT



2020 Community Support:

- VolunteerS: 150
- Volunteer Hours: 5,456
- Foster Volunteers: 484
- # of Animals In Foster Care: 1,371

2021 Community Support:

- VolunteerS: 200
- Volunteer Hours: 6,858
- Foster Volunteers: 597
- # of Animals In Foster Care: 2,016



CAPACITY CONCERNS

Building:

- Disease Management/Isolation Bldg.
- Humane Housing:
 - Indoor/Outdoor Kennels
 - Puppy Housing
 - Small Dog Housing

Capacity For Care:

- 2,500 Animals Annually
- 145 Animals Onsite


Cost Per Animal:

- \$300/Animal



Just an Average Day

 11 animals brought to the shelter!


7 animals adopted! 

 3 animals reunited with their families!

15 animals fixed! 

 170 animals living at the shelter!

100 animals in foster homes! 

 240 doggy potty breaks!

30 vaccinations given! 

 176 medical treatments!

All done by our daily staff of about 15!



How can you help?



INTAKE DATA: Medical

2020

Medical Intakes & Disease Treatment:

- 77% (2,267 Animals) Diagnosed/Treated
- 74% (2,178 Animals) Spayed/Neutered

2021

Medical Intakes & Disease Treatment:

- 59% (2,091 Animals) Diagnosed/Treated
- 74%(2,629 Animals)) Spayed/Neutered



Top 5 Diseases:

- ✓ Giardia
- ✓ Ticks
- ✓ Upper Respiratory Infection
- ✓ Parvovirus – Canine
- ✓ Mange



FINANCIALS



2020

High Country Humane Funding:

Donations: \$308,108

Event Fundraising: \$47,544

Grant Fundraising: \$29,250

Gifts In Kind: \$127,939

Vet Clinic Income: \$117,932

Other Income: \$47,044

= Total: \$673,506

Adoption Fee Income: \$208,140

Contract City/County: \$680,390

= \$1,562,036

2021

High Country Humane Funding:

Donations: \$466,169

Event Fundraising: \$77,109

Grant Fundraising: \$66,530

Gifts In Kind: \$62,381

Vet Clinic Income: \$131,452

Other Income: \$51,627

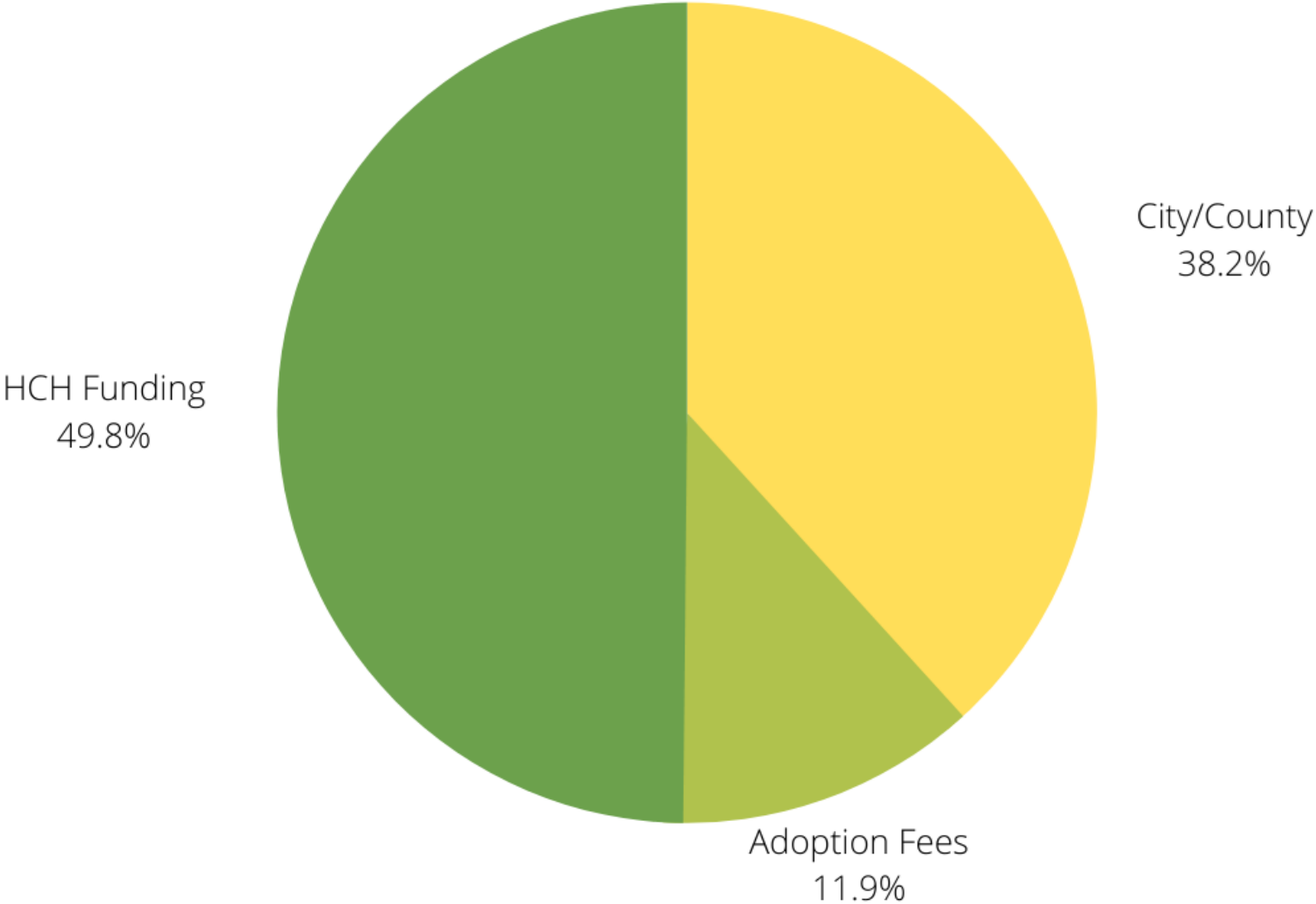
= Total: \$855,268 = 49.8%

Adoption Fee Income: \$204,380 = 11.9%

Contract City/County: \$654,996 = 38.2%

= \$1,714,644

2021 FUNDING



Solutions



Low Cost Care for Coconino County Residents:

High Country Humane will need to hire a 2nd Veterinarian to be able to open a Public Low Cost Vet Clinic.

- Spay & Neuter Program:
 - Overpopulation Crisis
 - Meet Community Demand
- Low Cost Vet Care:
 - Disease Management
 - Meet Community Demand



Building Renovations:

Disease Management & Humane Animal Care/Housing

- Medical Isolation onsite to evaluate & treat serious/contagious medical conditions
- Kennels: Indoor/Outdoor Kennels
- Puppy Adoption Housing
- Small Dog Housing





HIGH COUNTRY HUMANE

Operated by Paw Placement of No. Arizona
A non-profit, 501(c)(3) organization
Tax ID # 45-2912962
11665 N. Highway 89 • Flagstaff, AZ 86004
928-526-0742
www.HighCountryHumane.org

January 21, 2022

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Executive Director

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Dr. Cheryl Dyer
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Mike Loven
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Molly Munger
Steve Peru
Pamela Tharp

Mr. Greg Clifton
City Manager
City of Flagstaff
219 East Cherry Ave.
Flagstaff, AZ 86001

Dear Mr. Clifton,

Happy and Prosperous New Year! It has been a pleasure to partner with you. Thank you for your trust in us and support in 2021. We are looking forward to a new year filled with new opportunities and continued success at High Country Humane.

I would like to provide you with a summary of our year in review. We, as a team, are proud to share this information with you in celebration of disease treatment, the many lives saved, and dedication to the mission of serving the pets and community members of the City of Flagstaff and Coconino County at High Country Humane.

Shelter Statistics: 2021 (contracted services)

Intakes: 3533

These animals came through the shelter as a stray, owner surrender, hospital hold, arrest hold, bite quarantine or other. This is a 21% increase over the previous year by 609 animals.

Adoptions: 2,310

This was an 11% increase over last year with adoption fees ranging from \$0 - \$250 per animal. Included in each adoption fee is a basic intake exam, core vaccines, de-wormer, spay/neuter, microchip & free registration, medical care if needed and housing at HCH.

Live Release Rate: 97.8%

Live Release or placement is defined as the number of all pets who are adopted, rescued, transferred to another shelter or returned to their owners after being lost. The national average is 35%.

Length of Stay: Dogs 15 Days, Cats 26 Days

Length of stay (LOS) is increasingly recognized as a critical factor in shelter management, with implications for animal health, well-being, sheltering costs, and ultimately a shelter's capacity to save lives. Multiple studies have identified LOS as the most significant risk factor for illness in shelter dogs and cats.

Capacity for Care: 145 Animals Onsite, 2,500 Animals Per Year

Many times this year we were over capacity at HCH, taking in more than 1,000 animals over our limit before the end of 2021. Animals were being housed in bathrooms and other areas that were not designed for such housing. Our capacity for care is an ongoing discussion and how we can help reduce the number of homeless and unwanted animals in Coconino County as it seems this number continues to rise each year.

Disease Treatment/Care: 1,410 Animals, 5,400 Treatments

This number continues to rise each year along with the intake number. 1,410 animals were treated for 5,400 different diseases, some which are very contagious such as Parvo, Mange, Ringworm, and Upper Respiratory Disease.

Foster: 597 Families & 1,454 Animals

Pet fostering provides temporary care to shelter animals when the shelter is full, animals are too young/unhealthy to go up for adoption. Fostering also helps to reduce the number of animals onsite, which allows us to care for the animals onsite in a healthier and less stressful environment.

Transfer: 465 Animals

We have proactively transferred 465 animals out to other shelters, in and out of state. We continue to grow these partnerships that allow us to manage the occupancy at the shelter.

Public Service: 2021 (funded by donations, grants, and private partnerships)

Vaccine Clinic: 1,090 Animals

We host a vaccine clinic at the shelter twice per month, offering over 60 pets, at each clinic, low cost vaccines and microchips.

Food Bank: 3,136 Animals & 475 Families

We provide cat and dog food at a monthly food bank and throughout the month as needed for low income members of our community.

Low Cost Vet Appointments: 1,054 Clients

In 2021 we saw over 1,000 pets and their families when they could not afford vet care at local veterinary offices. Low cost care is provided to families to help them keep and care for their pets, versus having to surrender them to the shelter.

Public Spay/Neuter: 690 Surgeries

We were unable to keep the Public Low Cost Spay & Neuter clinic open and have had to close it during various times due to the high occupancy onsite. We are seeing over 90 shelter spay & neuter surgeries a week with one veterinarian on staff, Dr. Carly Bennett. With that in mind, we were still able to perform 690 public spay & neuter surgeries to low income families in Coconino County.

We remain committed in our fundraising efforts. In 2021 we were able to raise over \$610,000 through grants and donations.

Going into 2022 we are committed to find ways to mitigate the trend of an increasing number of animals coming into the shelter. Below is an outline of our plan in 2022 to address these challenges.

- ◆ Hiring a second Veterinarian and supporting staff to allow us to keep the public clinic opened year round. This will get more animals spayed/ neutered to decrease the population.
- ◆ Continue to increase our transfer partners in and out of state. We have been accepted into the ASPCA transfer program which will start this spring and we will be able to transfer out animals on a more consistently to shelters out-of-state without utilizing shelter resources.
- ◆ Continue to seek ways, working with the County, to determine how we might renovate the building to increase the capacity as well as provide an area for disease control which would include an isolation ward.

Going into our 4th year we have learned a lot and have gathered solid data to make informed decisions. We are so grateful to the community and all our partners that support us in so many ways. If you would like to come by for a tour I would love to take you! I am available at your convenience to set that up. My email and personal cell phone are listed below.

Thank you again for your support and encouragement in 2021, we are looking forward to a wonderful 2022 together.

Sincerely,



Liz Olson
Executive Director
High Country Humane
928-526-0742
lolson@highcountryhumane.org



HIGH COUNTRY HUMANE

Operated by Paw Placement of No. Arizona
A non-profit, 501(c)(3) organization
Tax ID # 45-2912962
11665 N. Highway 89 • Flagstaff, AZ 86004
928-526-0742
www.HighCountryHumane.org

January 29, 2022

Liz Olson
Executive Director

Mr. Greg Clifton
City Manager
City of Flagstaff
211 W Aspen Ave.
Flagstaff, AZ 86001

Board of Directors

Kenneth R. Lamm,
Board Chair
Mindy Riesenber, Vice-Chair
Liz Bohlke, Treasurer
Mandy Metzger, Secretary
Diane Jarvis,
President Emerita/Director
Ali Applin, Director
Brenda Carter, Director
Becky Daggett, Director
Joanne Keene, Director
Brian Landauer, Director
Kimberly Ott, Director
Kelly Teeselink, Director
Sam Wheeler, Director

Mr. Steve Peru
County Manager
Coconino County
110 E Cherry Ave.
Flagstaff, AZ 86001

Dear Mr. Clifton and Mr. Peru,

This letter is a follow-up to our previous discussions regarding High Country Humane's (HCH) additional funding request and contract extension. We are asking a total yearly increase of \$590,000 beginning fiscal year 2023.

The Board of Directors of High Country Humane could not be prouder of what we have accomplished together in the past three years. We are especially appreciative to Coconino County and the City of Flagstaff for their unwavering support during these initial three years.

Advisory Committee

Dr. Toni Barnes
Cheryl Blume
Dr. Cheryl Dyer
Winnie Hanseth
Mark Lamberson
Mike Loven
Cindy May
Dr. Loretta Mayer
Molly Munger
Pamela Tharp

The response from our County and City communities to volunteer at the shelter doing laundry, walking dogs, feeding kittens, landscaping and fostering (over 597 fosters in 2021) has been beyond all of our expectations. The 2021 data includes 3,553 intakes (strays and owner surrenders) as per the contract. In addition to support services of 1,090 vaccines, 1,054 low cost HCH veterinarian appointments, 690 public spay/neuter procedures, 317 trap neuter return (TNR), we distributed dog/cat food to 475 families for a total of 7,179 community contacts. This is truly an unprecedented number of interactions during this COVID crisis.

Given this, several times in the past few years we have had to reach out to you, our partners, for assistance. We had no idea that diseases, that

impact the health and safety of our communities were so prominent and would require greater resources than those provided for in the contract. The community, thankfully, has responded with significant financial contributions that have helped to fund the shortfall.

There is a critical need to address over-population and disease control in our communities by expanding our low-cost vet clinic and hiring an additional veterinarian and support staff. This will allow us to have continual low-cost vaccine and spay/neuter services available.

In addition, we are working on a draft ten (10) year strategic plan which envisions renovating the facility and adding a disease-control isolation intake wing. We anticipate the renovation and acquisition will require a capital campaign and would be phased in over time. We look forward to future conversations about the facility and program expansion. In the meantime, we will continue to raise funding with a goal of \$1 million per year.

We hope the County and City see the value and commitment of HCH and the positive impacts we have had on animals and citizens of our communities. We look forward to meeting with you to discuss HCH's additional funding request and proposed contract extension.

Sincerely,



Ken Lamm
Board Chair
High Country Humane
928-779-7296
lammfcb@gmail.com

cc:
Kim Musselman
Eve Wolters
Patrick Brown
Mandy Metzger
Sam Wheeler
Liz Bohlke

This INTERGOVERNMENTAL AND THIRD PARTY AGREEMENT (hereinafter this "Agreement") is made this 16th day of OCTOBER, 2018,

BETWEEN

COCONINO COUNTY, a political subdivision of the State of Arizona, of 219 East Cherry Avenue, Flagstaff, Arizona 86001, (hereinafter the "County"),

AND

CITY OF FLAGSTAFF, a political subdivision of the State of Arizona, of 219 East Cherry Avenue, Flagstaff, Arizona 86001, (hereinafter the "City"),

AND

PAW PLACEMENT OF NORTHERN ARIZONA doing business as HIGH COUNTRY HUMANE an Arizona Non-Profit 501(C)(3) Organization located at P.O. Box 942, Flagstaff, AZ 86002(hereinafter the "Independent Contractor or IC"),

WHEREAS:

- A. The County, pursuant to A.R.S. § 11-1013, may provide for animal shelter services through a county animal sheltering facility;
- B. The City provides animal shelter services pursuant to Flagstaff City Code Section 6-02-001-0002;
- C. The City and the County, pursuant to A.R.S. §§ 11-952; 11-1013, may enter an intergovernmental agreement to provide for animal shelter services through a county animal shelter facility;
- D. The County received by donation the property located at 11665 N. US Highway 89, Flagstaff, Arizona 86004, and all associated facilities (hereinafter "property") from the Second Chance Center for Animals Foundation;
- E. Pursuant to the deed transferring title in the Property to the County, for a period of thirty years from the date of the transfer, the primary use of the Property must be for animal care and management;
- F. In fulfilling the intent of the donation, the County wishes to utilize the Property in a manner to encourage the self-sufficiency of an independent contractor who can provide animal sheltering services as well as extended services beyond those required by law for the benefit of the community;
- G. The County has entered into a concurrent agreement with the City of Flagstaff to work together to obtain animal sheltering services through a single joint request for proposals and subsequent agreement;

- H. The County and City of Flagstaff jointly issued Request for Proposals 2018-107 to obtain animal shelter services consistent with Arizona Revised Statutes Title 11, Chapter 7, Article 6, and Title 9, Chapter 4, Article 8 to be provided at the Property;
- I. The Independent Contractor submitted the successful proposal; and
- J. The Independent Contractor is ready, willing and able to provide the Services to both the County and the City at the County-owned facility; and

THEREFORE, in consideration of their mutual promises outlined in this Agreement, the County, the City, and the Independent Contractor agree as follows:

I. Services Agreement.

A. Scope of Work: The Independent Contractor shall provide animal shelter services (hereinafter "Services"), which shall consist of:

- 1. Maintaining and operating an animal shelter in accordance with the ASPCA Shelter Care Checklists: Putting ASV Guidelines into Action, located at <https://www.aspcapro.org/sites/default/files/aspca-asv-checklist-2014.pdf>; and,
- 2. Implementing the "Must" standards as defined on the ASPCA website referenced above in each of the following areas to assure the delivery of acceptable and humane animal care:
 - a. Management and Record Keeping
 - b. Facility Design and Environment
 - c. Population Management
 - d. Sanitation
 - e. Medical Health and Physical Well-Being
 - f. Enclosures
 - g. Socialization and Interaction with Animals
 - h. Group Housing
 - i. Animal Handling
 - j. Euthanasia
 - k. Spaying and Neutering
 - l. Animal Transport
 - m. Public Health
- 3. Receiving unwanted and stray animals from unincorporated Coconino County residents and City of Flagstaff residents. Nominal fees may be charged for owner surrenders based on circumstances, at the discretion of the Independent Contractor
- 4. Receiving animals impounded by the County Animal Management Officers and the City Animal Control Officers, including police officers, in the performance of their duties 24 hours a day, and place a hold on said animals for at

least 72 hours as per A.R.S. § 11-1013;

5. Considering requests of Coconino County Public Health District (CCPHD) Animal Management Officers and City Animal Control Officers for extended holds on impounded or injured animals not to exceed 7 days. Independent Contractor's approval will be dependent on the animal's health and disposition and animal capacity;
6. Holding for a minimum of 72 hours, injured stray animals that have received emergency veterinarian care and have been signed into the Independent Contractor's shelter.
7. Administering medications to the animal(s) as prescribed by the veterinarian.
8. Working with the County and the City to find agreeable alternatives to sheltering for any animal who has been diagnosed with a contagious disease that may place other animals at risk for contracting the contagion or for any animal that has been severely injured and requires constant supervision and care;
9. Establishing cash control procedures for collecting all license and redemption fees as mandated by County and City ordinances. Fees shall be collected for both County and City and shall be remitted to the County and City monthly, along with supporting documentation on the 15th day of the month. The County reserves the right to audit the IC facility and financial records at any time with reasonable notice.
10. Providing distemper, Bordetella and parvovirus or appropriate shots to all animals brought into the shelter by County Animal Management Officers, City Animal Control Officers, police officers, and by unincorporated Coconino County and City of Flagstaff residents except those to be immediately destroyed;
11. Providing quarantine facilities for bite cases and, as needed, for other health and safety reasons;
12. Developing and implementing operational policies that address the transfer of impounded animals over to other shelters or adoption agencies as allowed by state statute and at no additional charge to either party;
13. Altering all dogs and cats as part of the adoption process per A.R.S. § 11-1022.
14. Humanely destroying and disposing of animals not claimed, adopted or transferred. The contractor will follow the Euthanasia policies as set forth by the ASV to ensure that animals not claimed, adopted or transferred are humanely destroyed. Maintain compliance with A.R.S. § 11-1021.
15. Establishing policies and procedures to include:

- a. transfer of sheltered animals over to “no-kill shelters” as allowed by state statute and at no additional charge to either party
 - b. ensuring rabies vaccination of all dogs which are claimed, adopted or transferred.
16. Providing a processing center area for County Animal Management Officers and City Animal Control Officers to prepare rabies specimens. A freezer, refrigerator, stainless steel processing table, adequate ventilation, and a sink for clean-up and hand washing are required. The County shall provide a freezer and refrigerator for this purpose.
 17. Submitting monthly reports to the County and the City describing each month’s activities, including fees collected, animals impounded, and disposition of all animals from unincorporated Coconino County and the City of Flagstaff by the 15th day of each following month.
 18. Submitting to Performance Evaluations: The IC will meet with the City and CCPHD a minimum of four times annually to review performance and discuss any problems or concerns.
 19. Complying with all federal, state, county, and municipal laws, ordinances, rules, or regulations applicable to performance of these services. This specifically includes all laws, ordinances, rules, or regulations pertaining to humane treatment, euthanasia, spay/neuter and the reclaiming or adoption of animals.
 20. Providing an enclosed area that is accessible 24/7 for the intake of animals from the public or from County Animal Management Officers, City of Flagstaff Animal Control Officers and Police Officers. An employee shall be on-site for coverage when the shelter is closed to provide assistance to unload animals, to provide medication for shelter animals and to provide overall security for the shelter.
 21. Providing an Animal Ambulance to provide emergency veterinarian care for sick and injured animals for the City. The employee must receive and dispatch a call for triage within 15 minutes, following a call for service. All reports pertaining to Animal Ambulance calls shall be included in the monthly reports submitted to the City of Flagstaff.
 22. Conducting animal cruelty investigations, upon request, for the City. All reports and findings shall be submitted to the City on agreed upon forms and utilizing submission protocols of the City.
 23. Collaborating with the County and City to provide public education and to participate in County and City events and requests for educational materials to include:
 - a. Public education (rabies, pet care, bite safety etc.)
 - b. Adoption Services

- c. Low cost spay/neuter services for dogs/cats
 - d. Lost and found
 - e. Pet food bank for low income assistance
 - f. Low cost euthanasia services for pets of Coconino County residents
 - g. TNR- Trap Neuter/Spay Release Program for feral cats outlining safe capture, sterilizing and releasing back into the colony.
24. Providing read only access to CCPHSD Animal Management and City of Flagstaff Animal Control for the shelter database from offsite locations.
 25. Providing documentation of staff training. Log to be provided upon request.
 26. Applying for, obtaining, and maintaining a Shelter Operating License from the CCPHSD Animal Management Program and following the regulations in Chapter 11 of the Environmental Services Code. License fees and routine inspections for compliance with Chapter 11 will be conducted.
 27. Maintaining compliance with all Arizona Revised Statutes, Arizona Administrative Codes, and County regulations pertaining to the operation of a shelter and the care and maintenance of animals under their care.
 28. Providing for membership for both a County and a City designee on the IC's Advisory Board.

II. License

- A. Grant of License. The County hereby grants the Independent Contractor a license to use the Property for the purposes of providing the services described in this Agreement. This License includes the use of any and all facilities, equipment and personal property at or on the Property, including the mobile home located on the Property.
- B. Term. The license shall be effective so long as this Agreement is in effect and, correspondingly, shall terminate in the event this Agreement terminates.
- C. Terms of Independent Contractor's Use
 1. Independent Contractor shall have access to and may conduct operations as described in the Services Agreement utilizing the entire Property and all existing structures contained therein.
 2. The County shall have access to the entire Property for any scheduled maintenance, inspections and County use that does not conflict with the Independent Contractor's operations. Notice of scheduled maintenance and building inspections will be given by the County to the IC promptly.
 3. Independent Contractor shall manage, operate, and maintain any specialty items or equipment owned or leased by Independent Contractor in the provision of services pursuant to this Agreement.

D. General Maintenance, Repair, and Improvements

1. Independent Contractor will maintain the facility in good condition during the term of this Agreement and perform needed maintenance and repairs on those items as listed in (RFP-2018-107, Section 7.6 pg. 15 and 16 and Contractor RFP Response pgs. 38–40, attached as Exhibit A and B and incorporated herein, including:
 - a. Appliances
 - b. Furnishings
 - c. Fixtures
 - d. Plumbing, such as leaks and clogs
 - e. Water heaters
 - f. Electrical issues including such items as bulbs
 - g. Security system
 - h. Communication system-analog phone line to building
 - i. Interior and exterior general maintenance on all structures
2. Independent Contractor shall be responsible for all utility costs including: Doney Park Water, APS Electric, Unisource Gas, Fire Alarm Monitoring service contract, and quarterly elevator servicing contract. County shall invoice IC monthly and IC shall remit payment in full within 15 days of invoice date to the County.
3. Independent Contractor occupancy shall maintain compliance with all laws, ordinances, and health and zoning codes throughout the term of this Agreement.
4. The Independent Contractor shall be responsible for and shall repair and replace the following systems and structural components on behalf of the County for an annual payment of \$24,780. **(County contribution shall be \$12,390 annually; City of Flagstaff Contribution shall be \$12,390 annually). The City contribution of \$12,390 shall be paid to the County annually and County shall remit to the total of \$24,780 to the IC annually.**
 - a. HVAC Systems
 - b. Plumbing system/bathroom fixtures
 - c. Fire extinguishers
 - d. Exterior lighting
 - e. Electrical lines
 - f. Exterior walls, roof and parking surfaces
 - g. Septic systems and all water alternate systems, i.e. cistern
 - h. Mobile home structure, electrical, septic system, plumbing systems, excluding plumbing issues such as leaks and clogs, which shall be considered normal wear and tear and be the responsibility of the IC.
5. If there is insufficient funding to repair or replace any of the systems or structural components listed above, the IC will consult with the County to determine

an advisable scope of work for critical replacements and to determine fair additional compensation from the County in order to maintain the structural and systems integrity of the County-owned property.

6. Independent Contractor understands that its use of the facility is not exclusive. Should the County wish to utilize the facility, it will coordinate with Independent Contractor to avoid any interference with Independent Contractor's operations.
7. The County shall maintain the right to issue licenses for use of portions of the premises to third parties for the benefit of shelter operations and will consult with the IC prior to the third-party license being issued.
8. At approval of this agreement by all parties, the County shall provide the capital cost of certain improvements, for a total of **\$40,080** to allow the IC to optimize their replacement for enhanced service delivery. Said improvements are identified as item #'s: 3, 5, 7, 8, 11, 12, 13,14, 17 of ABACUS Facility Assessment Report, Facility Renewal Schedule pg. 22, attached as Exhibit C and incorporated herein.
9. The County shall complete the following items prior to move in or as promptly after move-in as possible:
 - a. Re-keying of exterior doors
 - b. Landscape cleaning
 - c. Tree CUP required replacement
 - d. Fire alarm system viability assessment
 - e. Fire alarm system to fully protect all egress pathways with smoke detectors
 - f. Electrical equipment marked or labeled with an ARC Flash Hazard Rating
 - g. Analog phone line installation for fire panel
 - h. Fire panel monitoring service contract
 - i. Assessment of cistern and septic system pumps
 - j. Mobile home will be inspected and determined to be structurally sound and will be in livable condition with plumbing, electrical, septic system and appliances in place and in working order.

III. Compensation :

The compensation shall be in amount of **\$510,000 (\$42,500 per month)** for the initial term, ending on June 30, 2024. County portion shall be **\$229,500 (\$19,125 per month)** and City portion paid to the County shall be **\$280,500 (\$23,375 per month)** and total monthly payment in combined amount of **\$42,500** to be remitted by County to the IC.

First payment for service to be effective 1/1/2019

County will pay capital costs for improvements in amount of **\$40,080** upon date of agreement.

Any price adjustment must be approved in writing by mutual written consent of the parties, and price adjustments shall be negotiated based on the Consumer Price Index for all Urban Consumers (CPI-U), using the detailed expenditure category "Pet Services including veterinary" and calculating the average under the seasonally adjusted percent change.

Performance accountability will be jointly considered by the County and City at the time of any annual price adjustment.

Price adjustments must be requested by January 30th of the calendar year, in order to meet the Agencies budget process time lines.

IV. Term of Agreement:

The Term of this Agreement is for the period from 16th day of October 2018, through the 30th day of June 2024.

This Contract may be renewed for up to one (1) additional, five (5) year extension by mutual written consent of the parties.

V. Termination:

Any party may terminate this Agreement, with or without cause, by giving ninety (90) days written notice to the other parties. In that event, the termination date shall be the ninetieth (90th) day after furnishing proper notice to the other party. The Independent Contractor shall be paid for any work completed up to the date written notice of termination is sent to the other parties by first class mail.

VI. Disposal of Personal Property:

Upon termination or expiration of this Agreement, Independent Contractor will, within ninety (90) days, remove Independent-Contractor-owned equipment. Any permanent improvements remaining on the Property will become the property of the County unless otherwise agreed to in writing by both parties.

VII. Insurance:

The Independent Contractor will provide and maintain and cause its sub-contractors to provide and maintain appropriate insurance acceptable to the County and City. Prior to providing services, the Independent Contractor will provide the County and City with a Certificate of Liability Insurance evidencing insurance coverage in the amounts specified above for the effective term of this renewal.

- A. Commercial General Liability occurrence version in an amount not less than One Million Dollars (\$1,000,000) per occurrence/Two Million Dollars (\$2,000,000) aggregate. The policy shall include coverage for bodily injury, property damage, personal injury, and products and completed operations and shall include the following;

| | |
|-------------------|-------------|
| General Aggregate | \$2,000,000 |
|-------------------|-------------|

| | |
|---|-------------|
| Products/Completed Operations Aggregate | \$2,000,000 |
| Personal and Advertising Injury | \$1,000,000 |
| Fire Legal Liability | \$50,000 |
| Each Occurrence | \$1,000,000 |

- B. Automobile Liability in an amount not less than One Million Dollars (\$1,000,000) combined single limit (CSL) per occurrence to include either “any auto” or “scheduled, owned, hired, and or non-owned vehicles. Such insurance shall include coverage for loading and unloading hazards.
- C. Veterinarian’s Professional Liability (if applicable) in an amount not less than One Million Dollars (\$1,000,000) per occurrence/Two Million Dollars (\$2,000,000) aggregate with a retroactive liability date (if applicable to claims made coverage) the same as the effective date of the contract or earlier. The policy shall contain an Extended Claim Reporting Provision of not less than two years following termination of the policy
- D. Worker’s compensation and statutory Arizona limits for employer’s liability limits of 1,000,000 for each accident/1,000,000 for disease on each employee/1,000,000 policy limit for disease. The insurer must agree to waive all rights of subrogation against the County, its officers, agents, employees and volunteers for losses arising from work performed by the Independent Contractor for the County.
- E. Volunteer accident insurance in amount not less than \$100,000 payable to volunteers for bodily injury due to their work in the scope and service of your organization while on the premises of the 11665 N Highway 89 building, and not covered by any other available medical insurance. Or element G shown below.
- F. Provide a waiver signature form for volunteers to acknowledge they waive any right to recovery from IC or Coconino County for bodily injury including disease, dismemberment or death which may occur as a result of their participation in volunteer activities for IC. Minors must also have parent or adult guardian sign waiver form. Maintain a copy of signed volunteer waivers for at least 10 years from the date of signature for adults and for 10 years from the age of majority for minors. (Recommend no volunteers below age 12).
- G. The Independent Contractor will name the County, its agents, officials and employees as additional insureds for general liability including premises/operations, personal and advertising injury, products/completed operations, and as additional insured for automobile liability and pollution liability, and will specify that the insurance afforded by the Independent Contractor is primary insurance and that any insurance coverage carried or self-insurance by the County, any department or any employee will be excess coverage and not contributory insurance to that provided by the Independent Contractor. Said policies must contain a severability of interest provision. County reserves the right to continue payment of premium for which reimbursement will be deducted from amounts due or subsequently due Independent Contractor.

VIII. Indemnification

The Independent Contractor will at all times, to the fullest extent permitted by law, indemnify, keep indemnified, defend and save harmless the County and City and/or any of

their agents, officials and employees from any and all claims, demands, suits, actions, proceedings, losses, costs and/or damages of every kind and description, including any attorney's fees and/or litigation expenses, which may be brought or made against or incurred by the County or City on account of loss of or damage to any property or for injuries to or death of any person, caused by, arising out of, or contributed to, in whole or in part, by reason of any alleged act, omission, professional error, fault, mistake, or negligence of the Licensee, its employees, agents, representatives, or subcontractors, their employees, agents, or representatives in connection with or incidental to the performance of this Agreement or arising out of Workers' Compensation claims, Unemployment Compensation claims, or Unemployment Disability Compensation claims of employees of the Independent Contractor and/or its subcontractors or claims under similar such laws or obligations. The Independent Contractor's obligations under this paragraph do not extend to any liability caused by the sole negligence of the County or City or their employees.

IX. Independent Contractor's Status

The Independent Contractor will operate as an independent contractor and not as an officer, agent, servant, or employee of the County or City.

- A. The Independent Contractor will be solely responsible for the acts and omissions of its officers, agents, servants, and employees. As an independent contractor, the Independent Contractor is responsible for the payment of all applicable income and employment taxes and for providing all workers' compensation insurance required by law.
- B. The independent contractor will operate as an independent entity and none of the employees of the independent contractor are to be considered employees of Coconino County or City of Flagstaff. Independent contractor employees are not eligible for Coconino County or City of Flagstaff group health insurance or other benefits.
- C. The independent contractor will be solely responsible for offering health insurance to its employees as required by the Affordable Care Act, and for any penalties charged to it by the Internal Revenue Service for noncompliance with the Affordable Care Act.
- D. In performance of services within this contract, the independent contractor shall determine his/her necessary hours of work. Contractor shall provide whatever tools; equipment, vehicles, and supplies Contractor may determine to be necessary in performance of services hereunder. Contractor may establish offices in such locations within or outside Arizona, as Contractor may determine to be necessary for the performance of services hereunder and shall be responsible for all expenses of operation of said office, including expenses incurred in hiring employees and assistants to Contractor.
- E. The Independent Contractor has no authority to enter into contracts or agreements on behalf of the County. This Agreement does not create a partnership between the parties.

X. Immigration and Scrutinized Business

- a. Licensee and each of its subcontractors warrant their compliance with all federal immigration laws and regulations that relate to their employees and their compliance with A.R.S § 23-314(A).
- b. A breach of warranty under paragraph (A) above shall be deemed a material breach of the contract and is subject to penalties up to and including termination of the contract.
- c. The County and City retain legal rights to inspect the papers of Licensee or any of its subcontractors who work on the contract to ensure that the Licensee or its subcontractor(s) is complying with the warranty provided under paragraph (A) above.
- d. Licensee further certifies that it is in compliance with the Export Administration Act and not on the Excluded Parties List.
- e. False certifications may result in the termination of this contract.

XI. Certification Pursuant to A.R.S. § 35-393.01

To the extent required by law, pursuant to the requirements of A.R.S. § 35-393.01(A), the Independent Contractor hereby certifies that the Independent Contractor is not currently engaged in a boycott of Israel. The Independent Contractor further certifies that no wholly owned subsidiaries, majority-owned subsidiaries, parent companies, or affiliates of the Independent Contractor (if any) are currently engaged in a boycott of Israel. Independent Contractor further and additionally agrees that for the duration of this Contract, neither Independent Contractor, nor any wholly owned subsidiaries, majority-owned subsidiaries, parent companies, or affiliates of Independent Contractor (if any) shall engage in a boycott of Israel.

For purposes of this Section, “boycott of Israel” shall mean engaging in a refusal to deal, terminating business activities, or performing other actions that are intended to limit commercial relations with Israel or with persons or entities doing business in Israel or in territories controlled by Israel, if those actions are taken either: (a) in compliance with or adherence to calls for a boycott of Israel other than those boycotts to which 50 U.S.C. § 4607(c) applies; or (b) in a manner that discriminates on the basis of nationality, national origin or religion and that is not based on a valid business reason.

XII. Non-Appropriation of Funds

Notwithstanding any other provisions in this Agreement, the Agreement may be terminated if the County’s or City’s governing bodies do not appropriate sufficient monies to fund its obligations herein or if grant funds are terminated or reduced for the purpose of maintaining this Agreement. Upon such termination, the County and City shall be released from any obligation to make further payments and shall not be liable for cancellation or termination charges.

XIII. Amendment and Entirety of Contract

This document constitutes the entire agreement between the parties with respect to the subject matter hereto and supersedes all previous proposals, both oral and written, negotiations, representations, commitments, writings, agreements and other communications between the parties. It may not be changed or modified except by an instrument in writing, signed by a duly authorized representative of the parties.

XIV. Records

The Independent Contractor will:

- a. Submit all reports and invoices specified in this Agreement.
- b. Retain and contractually require each subcontractor to retain all data and other records relating to the acquisition and performance of this Agreement (hereinafter the "Records") for a period of five (5) years after the termination or completion of this Agreement. If any litigation, claim, dispute or audit is initiated before the expiration of the five (5) year period, the Records will be retained until all litigation, claims, disputes or audits have been finally resolved. All Records will be subject to inspection and audit by the County and City at reasonable times. Upon request the Independent Contractor will produce a legible copy of any or all Records.

XIII. Approval by the County and City

Before this Agreement can become effective and binding upon the County, it must be approved by both the County Board of Supervisors or their authorized delegate; and the Flagstaff City Council or their authorized delegate. In the event the County or the City fails or refuses to approve this Agreement, it will be null and void and of no effect whatsoever.

XV. Waiver

The failure of any party at any time to require performance by the other parties of any provisions hereof will in no way affect the party's subsequent rights and obligations under that provision. Waiver by any party of the breach of any provision hereof will not be taken or held to be a waiver of any succeeding breach of such provision or as waiver of such provision itself.

XVI. Non-Assignment

This Agreement and License is non-assignable. Any attempt to assign any of the rights, duties or obligations of this Agreement or License is void.

XVII. Cancellation of Agreement

This Agreement may be cancelled by the County pursuant to A.R.S § 38-511.

XVIII. Non-Discrimination

The Independent Contractor will comply with State Executive Order No. 2009-09 and all other applicable Federal and State laws, rules and regulations prohibiting discrimination.

XIX. Notice

Any notice given in connection with this Agreement must be given in writing and delivered by hand to the party or by certified mail-return receipt to the party's place of business as set forth above.

XX. Choice of Law

Any dispute under this Agreement or related to this Agreement will be decided in accordance with the laws of the State of Arizona.

XXI. Severability

If any part of this Agreement is held to be unenforceable, the rest of the Agreement will nevertheless remain in full force and effect.

XXII. Controlling Documents

To the extent there exists any conflict between this Agreement, RFP 2018-104 and the Independent Contractor's response, this Agreement shall control over the RFP, and the RFP shall control over the Independent Contractor's responses thereto.

XXIII. Force Majeure

Independent Contractor will not be liable for any unforeseen acts or events that prevent it from performing its obligations under this Agreement, if beyond the control of the party despite exercise of due diligence, including, but not limited to, delays caused by fire, flood, earthquake, landslide, washouts, storm damage, acts of war or terrorism, unavailability of materials or supplies, epidemics, labor strikes, civil disturbances, insurrections, riots, explosions, and acts of God.

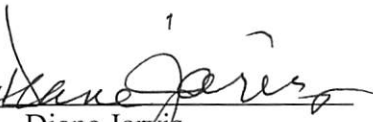
XXIV. Authority

Independent Contractor warrants that the person signing below is authorized to sign on behalf of Independent Contractor and obligate Independent Contractor to the above terms and conditions.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment on the date herein-
before indicated.

PAW PLACEMENT OF NORTHERN
ARIZONA doing business as HIGH
COUNTRY HUMANE

COCONINO COUNTY

By 
Diane Jarvis
President

By 
Art Babbott
Chairman, Board of Supervisors

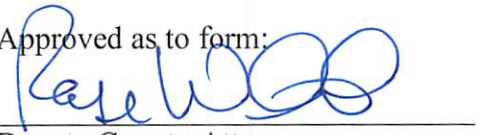
ACKNOWLEDGED before me
by (Name) as (title) of and for
(Independent Contractor) on
this 16th day of October, 20118.


ATTEST:

Clerk of the Board


Notary Public

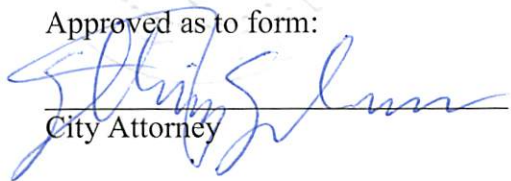
CITY OF FLAGSTAFF

Approved as to form:

Deputy County Attorney

By 
Coral Evans
Mayor

ATTEST:

City Clerk

Approved as to form:

City Attorney

This First AMENDMENT (hereinafter this "Amendment") is made this 23rd day of June, 2020,

BETWEEN

COCONINO COUNTY, a political subdivision of the State of Arizona, of 219 East Cherry Avenue, Flagstaff, Arizona 86001, (hereinafter the "County"),

AND

CITY OF FLAGSTAFF, a political subdivision of the State of Arizona, of 211 West Aspen Avenue, Flagstaff, Arizona 86001, (hereinafter the "City"),

AND

PAW PLACEMENT OF NORTHERN ARIZONA doing business as HIGH COUNTRY HUMANE an Arizona Non-Profit 501(C)(3) Organization located at P.O. Box 942, Flagstaff, AZ 86002(hereinafter the "Independent Contractor or IC"),

WHEREAS:

- A. The County, City and the Independent Contractor entered into an agreement commencing on the 16th day of October 2018, for the Independent Contractor to provide Animal Sheltering Services per Arizona Revised Statutes § 11-1013(hereinafter the "Agreement"); and
- B. The parties have operated pursuant to the Agreement since that date and have identified necessary changes to operations;

THEREFORE, in consideration of their mutual promises in the Agreement, the County, the City and the Independent Contractor agree as follows:

Section I, Services Agreement, is amended to add the following language:

Definitions:

- i. Stray Animal – A dog or cat running at large with no identification tag and no known owner brought in by the public, police officer, sheriff deputy, animal control officer or animal management officer.
- ii. Unwanted Animal – An abandoned dog or cat brought into a shelter by an individual that is not the principle owner of the animal and cannot keep the animal (i.e. the owner passed away and a relative is unable to care for the pet; a tenant moves out of a rented property and leaves a pet behind.)
- iii. Owner Surrender – The owner of a dog or cat wants to relinquish ownership of their animal. NOTE: owner surrenders will be subjected to managed admissions and the owner may be charged a fee by Independent Contractor.

- iv. **Managed Admissions** – Thoughtful process whereby admission of animals into a shelter is scheduled based on the shelter’s capacity to provide humane care and assure the best and most appropriate outcome for each animal admitted. Managed admissions apply only to owner surrenders. Fees may be charged by Independent Contractor.
- v. **Do Not Return to Owner Animal** – As referenced in Coconino County Health and Human Services (CCHHS) Animal Management procedures, a Do Not Return to Owner Animal is an animal that an Animal Management Officer has allowed the owner to sign over to (CCHHS) Animal Management in order to permanently remove the animal from the property. The animal will not be returned to the owner/property.
- vi. **Unincorporated Coconino County Resident** – Individuals living outside the City of Flagstaff, City of Page and City of Williams and including tribal lands.

29. City of Flagstaff Police occasionally needs assistance with stray livestock. The Independent Contractor will assist the City of Flagstaff Police with finding transport and or housing the strays. All costs associated with the assistance and service will be paid by the City of Flagstaff Police Department separately. The contractor will handle paying the subcontractor providing the service as needed.

Paragraph 3 of Section 1 is amended as follows:

3. Receiving unwanted and stray dogs and cats from unincorporated Coconino County residents and City of Flagstaff residents at the discretion of the Independent Contractor.

- i. Owner surrenders of dogs and cats will be referred directly to Independent Contractor by County and/or City of Flagstaff personnel. Independent Contractor will call owners requesting to surrender their dog or cat and managed admissions will apply. City of Flagstaff Animal Control and County Animal Management will only bring an owner surrender dog or cat to Independent Contractor if owner is unable to transport and Independent Contractor has requested a transport. There may be certain circumstances that warrant a City of Flagstaff Animal Control Officer or County Animal Management Officer to accept an owner surrender that is outside the definition of a “Do not return to owner animal”. Independent Contractor will be notified of situation prior to bringing dog or cat to shelter.
- ii. The Independent Contractor shall receive:
 - a. Dogs and cats brought in as strays-by the public (during normal hours of operation, the County Animal Management Officers and the City Animal Control Officers, including police officers, in the performance of their duties 24 hours a day, and place a hold on said animals for at least 72 hours as per A.R.S. § 11-1013;
 - b. Owner arrest, hospital cases and abandoned animals from County Animal Management Officers and City Animal Control Officers. In such cases, the

definition of animals will be extended to include dogs, cats, pocket pets, birds and reptiles. Information regarding the incarcerated owner or the owner being hospitalized must be entered into the Independent Contractor's database by County and/or City of Flagstaff personnel. Information will include but not limited to address, phone number, date of incarcerated or hospitalization, release date if known, next of kin or a contact person when possible and any special circumstances regarding the care of the animal being housed. Animals brought in due to owner arrest or hospitalization cases will not be charged a redemption fee; however, the independent contractor may charge boarding fees. Hospital cases, arrest cases and abandoned animals will be held for 7 days.

- c. Independent Contractor will send a letter to the incarcerated individual at the City of Flagstaff - Coconino County Jail informing them that they have seven days from the time their animal was brought into the shelter to make arrangements to have the animal picked up. If the animal is not picked up by day seven, the animal will become property of the Independent Contractor. Hospitalization cases where animals need to be cared for at the shelter will be handled on a case by case basis. Independent Contractor will have direct contact with hospitalized individuals (or their representative) and determine the length of stay of the animals at the shelter or make arrangements with the owner's family members or friends to pick up and care for the animals, if possible.

Paragraph 26 of Section I is amended as follows:

26. Apply, obtain, and maintain a Shelter Operating License from the Coconino County Animal Management Program and follow the regulations in the Coconino County Keeping of Animals Ordinance 2012-12. License fees will apply and routine inspections for compliance with will be conducted.

Section III, Compensation, is amended to add the following language:

Compensation for FY21 and FY22 shall include a \$145,000 per year increase, contingent upon County Board of Supervisors and City Council budget approval for each fiscal year. If approved for those fiscal years, the County portion increase shall be \$65,800 (\$5,483 per month) and City portion increase paid to the County shall be \$79,200 (\$6,600 per month); and a one-time payment of \$48,322 to be paid in FY 2020. County's portion shall be \$21,749 and City portion paid to the County shall be \$26,573.

Section XI, Certification Pursuant to A.R.S. § 35-393.01, is amended as follows:

If Independent Contractor engages in for-profit activity and has 10 or more employees, and if this Agreement has a value of \$100,000 or more, Independent Contractor certifies it is not currently engaged in, and agrees for the duration of this Agreement to not engage in, a boycott of goods or services from Israel. This certification does not apply to a boycott prohibited by 50 U.S.C. § 4842 or a regulation issued pursuant to 50 U.S.C. § 4842.

Terms and conditions in the Agreement as amended that are unchanged by this Amendment will remain in full force and effect.

Independent Contractor warrants that the person signing below is authorized to sign on behalf of Independent Contractor and obligate Independent Contractor to the above amended terms and conditions.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment on the date hereinbefore indicated.

PAW PLACEMENT OF NORTHERN AZ
dba: High Country Humane

COCONINO COUNTY

By Kenneth Lamm

By Elizabeth C. Archuleta

Kenneth Lamm
Chair, Board of Directors

Elizabeth C. Archuleta
Chair, Board of Supervisors

ACKNOWLEDGED before me
by (Name) as (title) of and for
(Independent Contractor) on
this 1st day of July, 2020.

ATTEST:
Shirley Dley
Clerk of the Board

Denise Sharp Webb
Notary Public **DENISE SHARP WEBB** COMMISSION # 556789
NOTARY PUBLIC STATE OF ARIZONA
COCONINO COUNTY
My commission expires Dec. 09, 2022.

Approved as to form:
Rose Webb
Deputy County Attorney

CITY OF FLAGSTAFF

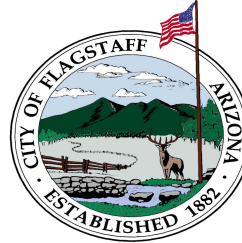
By Coral Evans
Coral Evans
Mayor

ATTEST:
Stacy Saltzberg
City Clerk

Approved as to form:
Elizabeth Selman
City Attorney

CITY OF FLAGSTAFF STAFF SUMMARY REPORT

To: The Honorable Mayor and Council
From: Jeff Bauman, Traffic Engineer
Co-Submitter: Sam Beckett, Martin Ince
Date: 06/07/2022
Meeting Date: 06/14/2022



TITLE:

Butler and Beaver Pilot Bike Program Updates

DESIRED OUTCOME:

Staff will present a summary of the Butler and Beaver Pilot Separated Bike Lanes Project report. Transportation has presented this report to the, Bicycle Advisory Committee and the Transportation Commission and have summarized that input.

EXECUTIVE SUMMARY:

The recommendations are for the Beaver Street portion of the separated bike lane pilot to receive minor modifications to improve operations and then continue to be monitored and evaluated for effectiveness.

The Butler Avenue portion of the separated bike lane pilot project should be modified from a parking curb separated configuration to a buffered bike lane configuration. Buffered bike lanes on Butler Avenue are consistent with the short term planning for Butler Avenue and other space constrained major streets as outlined in the Bikeways Master Plan / Active Transportation Master Plan.

Additionally staff recommends that the buffered bike lane configuration be extended from the current terminus at Sawmill to the East to the intersection of Ponderosa Parkway. This buffered bike lane extension can be a first phase of the upcoming First Mile and Last Mile grant project that is a part of FY 22/23 capital improvements program.

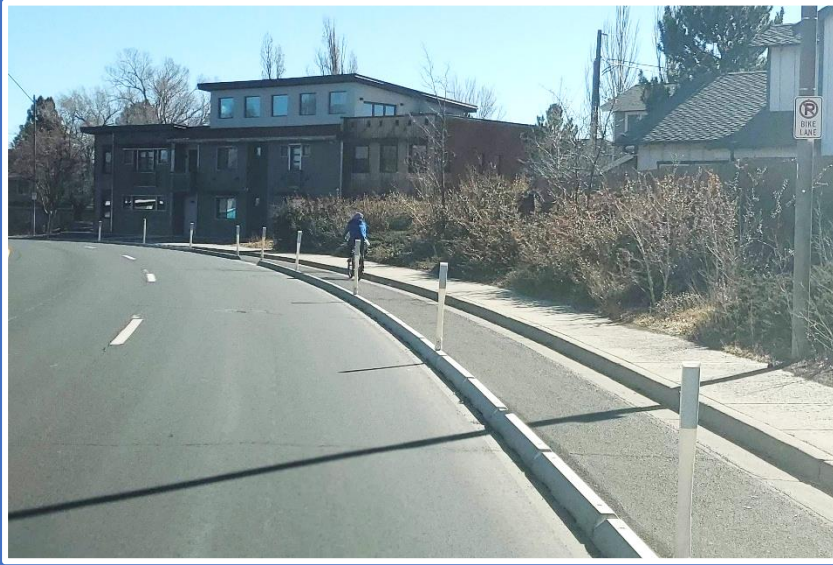
INFORMATION:

In November 2021, the City installed separated bicycle lanes and additional green pavement markings along the Butler Avenue and Beaver Street corridors with the purpose of testing the operation and maintenance of a vertical separation between bicycles and vehicles, while also improving bicyclist safety and increasing bicyclist ridership.

This project was funded through the Pedestrian and Bicycle portion of the City's Transportation Sales Tax. Butler Avenue construction cost \$513,000, and Beaver Street construction cost \$269,382 for a total construction cost of \$782,382.

Transportation staff have prepared a Separated Bicycle Lanes - Butler and Beaver Pilot Project report to document this pilot program. The report documents the following major steps of the pilot program:

- Project development and construction



SEPARATED BICYCLE LANES Butler and Beaver Pilot Projects

A review of the functionality of the separated bicycle lanes along Butler Avenue and Beaver Street based on staff, stakeholder, and user observations and analysis.

6/9/2022



ENGINEERING DIVISION

TRANSPORTATION
ENGINEERING SECTION



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1. INTRODUCTION

In November 2021, the City installed separated bicycle lanes and additional green pavement markings along the Butler Avenue and Beaver Street corridors with the purpose of testing the operation and maintenance of a vertical separation between bicycles and vehicles, while also improving bicyclist safety and increasing bicyclist ridership.

This project was funded through the Pedestrian and Bicycle portion of the City's Transportation Sales Tax. Butler Avenue construction cost \$513,000, and Beaver Street cost \$269,382 for a total cost of \$782,382. The contractor will be back this summer (summer of 2022) to install final pavement markings because temperatures were too cold during original construction, and this work is estimated to cost \$69,756. We have also asked that the contractor replace all delineators with a new style and this work is estimated at \$8,000, while the material cost is \$5,000.

Due to the urgency of getting this project completed in 2021, and working through winter, the construction costs were higher than they typically would be. The Butler Avenue and Beaver Street separated bicycle lane project is the first of possibly other pilot projects in the City of Flagstaff.

The Butler Avenue separated bicycle lanes extend from Milton Road to Sawmill Road and the Beaver Street separated bicycle lanes extend from Forest Avenue to Cherry Avenue. Green pavement markings were added to the conflict points at intersections along the Beaver Street corridor and two-stage bicycle left-turn boxes were added to the intersections along the Butler Avenue corridor.

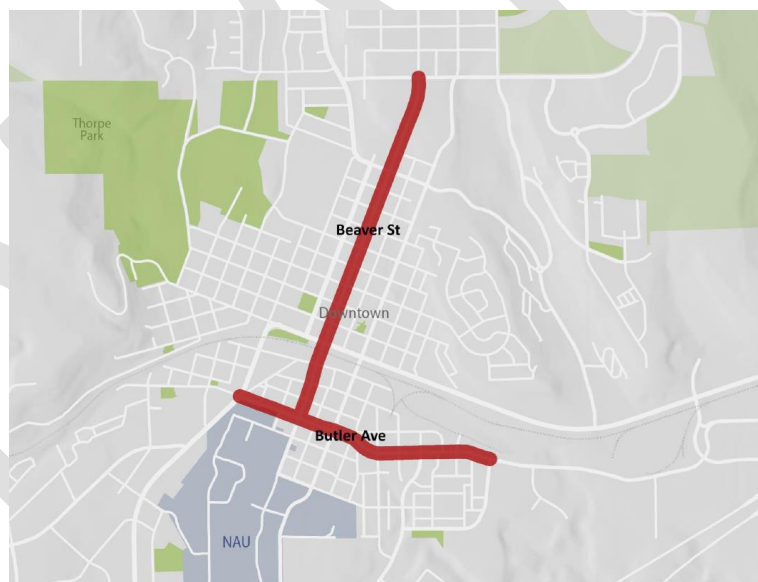


Figure 1: Butler Avenue and Beaver Street Pilot Project Extents

This report will examine how the pilot separated bicycle lanes have affected safety, bicycle ridership, vehicular volumes, and vehicular speeds. This report will also examine how the pilot project has affected stakeholders, including City of Flagstaff (COF) Streets, COF Parks, COF Solid Waste, COF Risk Management, COF Police Department (PD), COF Fire Department, Mountain Line transit, and Flagstaff Unified School District (FUSD).

The Butler Avenue corridor between Milton Road and Sawmill Road redesign included the following primary elements:



- Obliterating the white edge line stripe and narrowing the outer lanes to accommodate a wider bicycle lane.
- Installing white concrete parking curbs to act as a barrier between the bicycle lane and the travel lane, while leaving gaps for intersections, driveways, and bus stops.
- Installing white reflective delineators on top of the concrete parking curbs.
- Placing two-stage bicycle turn boxes (found in the new version of the MUTCD) at all signalized intersection approaches.
- Placing green bicycle lane extensions through each intersection, including adding green at each dedicated right-turn lane conflict point.

The Beaver Street corridor between Forest Avenue and Cherry Avenue consisted of the following primary elements:

- Obliterating the white edge line stripe, and in some locations the centerline skip stripe, to narrow the lanes to accommodate a wider bicycle lane.
- Installing white concrete parking curbs to act as a barrier between the bicycle lane and the travel lane, while leaving gaps for intersections, driveways, and bus stops.
- Installing white reflective delineators on top of the concrete parking curbs.
- Addition of shared lane markings where no bicycle lane was present.

Lastly, the Beaver Street corridor between Cherry Avenue and Butler Avenue consisted of the following elements:

- Addition of shared lane markings where no bicycle lane was present.
- Refreshing and striping new green bicycle lanes at intersection conflict points.

Separated Bicycle Lanes

Benefits

Help make bicycling a comfortable option for more of the population. Separated facilities appeal to the “interested-but-concerned” segment of the population, who would like to bicycle more for transportation but are not comfortable on busy roadways. A 2014 survey found that 85 percent of bicyclists in the interested-but-concerned category would be more likely to ride a bicycle if they were physically separated from traffic by a barrier¹. Numerous studies of separated bike lanes in other communities have found evidence of increased ridership following implementation of separated facilities.²

Benefit all road users. Pedestrians on the sidewalk benefit from an extra layer of separation from traffic. And a comfortable separated facility for bicyclists also may encourage bicyclists to not ride on sidewalks. Drivers may benefit as well; a San Francisco area survey of 265 drivers and bicyclists found that most drivers reported greater comfort with more separation from bikes. Barrier-separated bike lanes were the most popular.³ A 13-year study of crashes in 12 large U.S. cities found that the cities with good bicycle infrastructure, and particularly bike lanes with physical

¹ Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the U.S. (2014)

https://trec.pdx.edu/research/project/583/Lessons_from_the_Green_Lanes:_Evaluating_Protected_Bike_Lanes_in_the_U.S._

² <https://www.peopleforbikes.org/statistics/economic-benefits>

³ <https://www.sciencedirect.com/science/article/abs/pii/S0965856416305018>



barriers, had lower fatalities and serious injuries for all users.⁴ A survey of residents near nine protected bike lane projects in five cities found that 75 percent of residents, and 69 percent of the residents who drive, supported building additional protected bike lanes in other locations. Fifty-six percent of residents felt the street works better for all people due to the protected bike lanes.⁵

Preferred by bicyclists. A 2014 survey of more than 1,000 bicyclists in five cities finds that only 10 percent would feel very comfortable riding in a bike lane on a four-lane commercial street with speeds of 35 mph. That number increases to 58 percent for a physically separated bike lane and to 83 percent for a separated path. The same study found that 85 percent of respondents who identified as interested-but-concerned said they would be more likely to ride a bicycle if motor vehicles and bicycles were physically separated by a barrier.⁶

Part of an overall low stress bikeways network. A comprehensive bikeways network in Flagstaff functions as an overall system rather than a series of individual components or segments. This network will be made up of a wide variety of bicycle facilities. For streets with lower speeds and volumes, more traditional facilities like conventional bike lanes are sufficient, but on higher speed and volume streets physical separation may be needed to help bicyclists feel comfortable.

Supports other community objectives. Robust bicycle infrastructure supports a number of community goals, including meeting carbon neutrality targets, managing traffic congestion, supporting health and wellness, promoting equity and inclusion, and enhancing community character and quality of life.

In other communities

People for Bikes (www.peopleforbikes.org/) maintains an inventory of separated bike lane facilities across the United States:

<https://docs.google.com/spreadsheets/d/11H0gArHxo6kMop1118yMcq7ArbNrwaGBLmIXgq1Gjk/edit?usp=sharing>

The inventory includes separated bike lanes in a variety of configurations and designs, but all of the segments on the list share several features: some form of physical, vertical separation from traffic, exclusive use for people on bikes, and located on or adjacent to a street.

More than 600 examples are included, representing 472 miles of separated bike lanes in 129 communities across 44 states. Some of Flagstaff's peer communities are on the list, including Davis, Santa Cruz, Boulder, Fort Collins, Missoula, Bend, and Eugene.

Resources

- Separated Bike Lane Planning and Design Guide, Federal Highway Administration (2015)
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/page00.cfm
- Bikeway Selection Guide, Federal Highway Administration (2019)
https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf

⁴ Why cities with high bicycling rates are safer for all road users (2019)

<https://doi.org/10.1016/j.jth.2019.03.004>

⁵ Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the U.S. (2014)

⁶ Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the U.S. (2014)



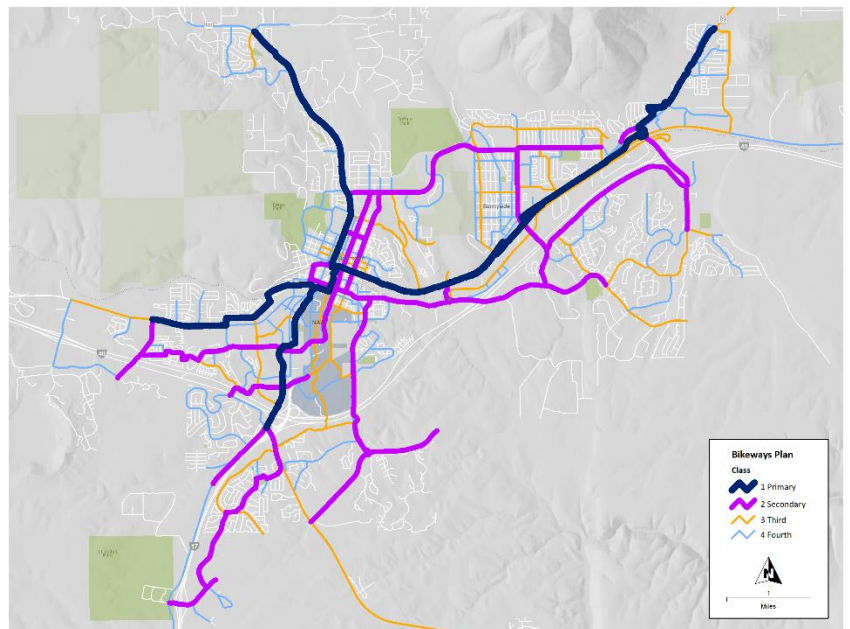
- Urban Bikeway Design Guide, National Association of City Transportation Officials (2014)
<https://nacto.org/publication/urban-bikeway-design-guide/>
- Designing for All Ages & Abilities, National Association of City Transportation Officials (2017)
<https://nacto.org/publication/urban-bikeway-design-guide/designing-ages-abilities-new/>
- Don't Give Up at the Intersection, National Association of City Transportation Officials (2019)
<https://nacto.org/publication/dont-give-up-at-the-intersection/>
- Protected Bikeways Practitioners Guide, Institute of Transportation Engineers (2017)
<https://ecommerce.ite.org/IMIS/ItemDetail?iProductCode=IR-144-E>
- Cycle Tracks: Lessons Learned, Alta Planning + Design (2009)
<https://nacto.org/wp-content/uploads/2011/03/Cycle-Track-Lessons-Learned.pdf>

Flagstaff Bikeways Plan

City staff and the Bicycle Advisory Committee are currently working on a draft Bikeways Plan, which will guide implementation of a comprehensive low-stress network of bikeways in Flagstaff. Low stress means that most people will feel comfortable riding a bicycle.

The network will be hierarchical, so primary and secondary bikeways form a backbone system for bicycle travel around town.

The planned network will be comprised of a variety of bicycle facilities, including shared streets (bike routes, bike boulevards, shared lane markings), dedicated facilities (bike lanes, buffered bike lanes), and separated facilities (separated bike lanes, cycletracks, and FUTS trails). Both corridors and intersections are addressed in the plan



In general, shared street facilities are planned for low volume and low speed streets, like neighborhood residential streets. As traffic speeds and volumes increase, dedicated space for bicyclists in the form of a conventional bike lane or a buffered bike lane is needed. On streets with high traffic speeds and volumes, separated bicycle facilities are desired.

On existing streets, adding new or upgrading existing bicycle facilities required some level of retrofit to the street. This means that existing space or width may preclude some bikeway options or make them prohibitively expensive. On new or reconstructed streets there is more flexibility to build the street with desired bicycle facilities.

The bikeways plan includes options to transition from basic facilities that can be implemented more readily to enhanced facilities that may take more time or resources. For example, intersections can



be provided with two-way left turn boxes in the short term, while a full protected intersection may be a long-term option. Similarly, some streets may be striped with buffered bike lanes in the short term but may be candidates for separated bike lanes in the long term.

A number of streets in Flagstaff, including Butler Avenue and Beaver Street, are identified as candidates for the buffered to separated transition. A citizen petition calling for eight new miles of separated bikeways was received in the summer of 2021, and hastened a pilot program to explore options for implementing barriers on existing streets.

DRAFT



Figure 2: Butler Avenue Before Conditions (Google image)



Figure 3: Butler Avenue After Conditions



Figure 4: Butler Avenue Before Conditions (Google image)



Figure 5: Butler Avenue After Conditions



Figure 6: Beaver Street Before Conditions (Google image)

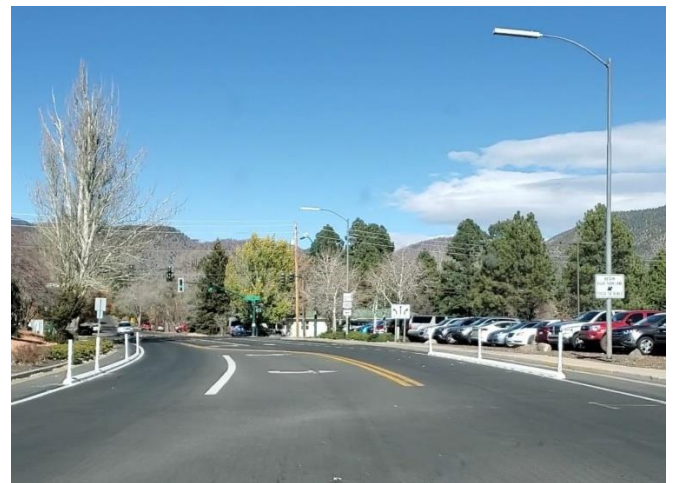


Figure 7: Beaver Street After Conditions



2. DATA ANALYSIS

Crashes

Crash data was limited to crash frequency because detailed crash information is not yet available for Butler Avenue or Beaver Street through the state website for the study period of November 2021 to May 2022. The COF PD provided the number of crashes that occurred along both roads within the boundaries of the pilot project during the study period. The COF PD stated that none of the reported crashes along either roadway during the study period were serious injury or fatal crashes. This data was compared to historical data from the Arizona Crash Information System (ACIS) website. It should be noted that this is a preliminary review of the crashes along both roadways, and it is recommended that more time passes to gain a better understanding of how crashes are impacted by the separated bicycle lanes.

Table 1 below compares the reported crashes between November and May for each year starting in 2012 with the last interval being the pilot program period.

Table 1: November - May Crash Comparisons

| November - May | Beaver Street Reported Crashes | Butler Avenue Reported Crashes |
|-------------------|--------------------------------|--------------------------------|
| 2012-2013 | 8 | 27 |
| 2013-2014 | 10 | 36 |
| 2014-2015 | 4 | 36 |
| 2015-2016 | 10 | 35 |
| 2016-2017 | 6 | 30 |
| 2017-2018 | 8 | 23 |
| 2018-2019 | 7 | 36 |
| 2019-2020 | 3 | 16 |
| 2021-2022* | 10 | 30 |

*Study period, crash data obtained from the COF PD

Table 2 below shows the yearly reported crashes along both roads from 2012 to 2020. The ACIS website only has complete crash data up to the year 2020.

Table 2: Yearly Reported Crashes

| Year | Beaver Street Reported Crashes | Butler Avenue Reported Crashes |
|-------|--------------------------------|--------------------------------|
| 2012 | 16 | 45 |
| 2013 | 12 | 56 |
| 2014 | 14 | 60 |
| 2015 | 16 | 50 |
| 2016 | 13 | 57 |
| 2017 | 8 | 62 |
| 2018 | 12 | 51 |
| 2019 | 11 | 58 |
| 2020* | 4 | 29 |

*Low number of crashes a result of COVID stay at home orders



This demonstrates that crashes occurring on both roadways are consistent with historical crash data trends. The separated bicycle lanes do not seem to impact crash severity or frequency; however, more time is needed to draw a more definite conclusion.

Speed

Pneumatic tubes were placed on Butler Avenue, just west of San Francisco Street, to collect vehicular speeds before and after the separated bicycle lane installs. The placement of the traffic counter was close to the intersection, and at certain peak times of the day the vehicle queues would back up past the count location. To capture only free-flow, or unimpeded vehicles, a minimum gap time of 5 seconds was applied. As seen below in *Table 3*, there was no significant change in vehicle speeds after the concrete barriers were installed.

Table 3: Butler Avenue Vehicle Speeds

| Butler Ave. Vehicle Speeds | | Before (October 2021) | After (April 2022) | Percent Change |
|----------------------------|-----------------------------------|--------------------------|-----------------------|----------------|
| Westbound | 85 th Percentile (mph) | 34 | 35 | 3% |
| Eastbound | 85 th Percentile (mph) | 36 | 35 | -3% |

Vehicle Volumes

Pneumatic tubes were placed on Butler Avenue, just west of San Francisco Street, to collect vehicular volumes before and after the corridor redesign. Butler Avenue average daily traffic (ADT) slightly increased in the westbound direction, while slightly decreasing in the eastbound direction. Peak hour vehicular volumes increased in both the westbound and eastbound directions, as seen below in *Table 4*. This demonstrates that vehicle volumes were not significantly impacted by the concrete barriers.

Table 4: Butler Avenue Vehicle Volumes

| Butler Ave. Vehicle Volumes | Before (October 2021) | After (April 2022) | Percent Change |
|-----------------------------|--------------------------|-----------------------|----------------|
| Westbound (ADT) | 10913 | 11813 | 8% |
| Eastbound (ADT) | 10996 | 10407 | -5% |
| Westbound (Peak Hour) | 806 | 910 | 13% |
| Eastbound (Peak Hour) | 910 | 974 | 7% |

A camera was placed along Beaver Street for one 12-hour day (7:00AM to 7:00PM) in October 2021 and April 2022. As shown below in *Table 5*, Beaver Street 12-hour count and peak hour volumes both slightly decreased.

Table 5: Beaver Street Vehicle Volumes

| Beaver St. Vehicle Volumes | Before (October 2021) | After (April 2022) | Percent Change |
|-----------------------------|--------------------------|-----------------------|----------------|
| Southbound (12-Hour Period) | 5090 | 4772 | -6% |
| Southbound (Peak Hour) | 564 | 525 | -7% |



Bicycle Volumes

Bicycle volumes were collected before and after the implementation of the project. A camera was placed along Butler Avenue and Beaver Street for one 12-hour day (7:00AM to 7:00PM) in October 2021 and April 2022. On Butler Avenue, counts have shown a decrease in bicycle ridership in the 12-hour period and a decrease in the peak hour for the westbound direction. It should be noted that wind speeds were higher during the April bicycle counts, and this could have been a factor in the decrease in bicycle ridership. Also, a single day of data collection may not provide a complete picture of how bicycle volumes were affected by the separated bike lanes.

Table 6: Butler Avenue Bicycle Volumes

| Butler Ave. Bicycle Volumes | Before (October 2021) | After (April 2022) | Percent Change |
|-----------------------------|-----------------------|--------------------|----------------|
| Westbound (12-Hour Period) | 47 | 48 | 2% |
| Eastbound (12-Hour Period) | 53 | 26 | -51% |
| Westbound (Peak Hour) | 10 | 11 | 10% |
| Eastbound (Peak Hour) | 10 | 5 | -50% |

On Beaver Street, counts have shown an increase in bicycle ridership by 8% in the 12-hour period and an 31% in the peak hour period, as shown in Table 7 below.

Table 7: Beaver Street Bicycle Volumes

| Beaver St. Bicycle Volumes | Before (October 2021) | After (April 2022) | Percent Change |
|-----------------------------|-----------------------|--------------------|----------------|
| Southbound (12-Hour Period) | 77 | 83 | 8% |
| Southbound (Peak Hour) | 13 | 17 | 31% |



3. STAKEHOLDER INPUT

City Transportation Engineering staff spoke with eight (8) stakeholder groups to collect feedback on the pilot bicycle lane projects. The stakeholder groups include City of Flagstaff (COF) Streets, COF Parks, COF Solid Waste, COF Risk Management, COF Police Department (PD), COF Fire Department, Mountain Line transit, and Flagstaff Unified School District (FUSD). The sections below summarize the conversations with these groups.

City of Flagstaff Streets

The Streets Department has been performing all maintenance on the curbs and delineators, snow removal, and street sweeping efforts on both corridors. The web application known as Cartegraph is utilized by the City to keep track of assets and work. As of June 1, 2022, the following illustrate the quantities of various work performed by City Streets in the approximate five (5) months that the project has been constructed.

- 609 labor hours
- 609 delineators maintained (stood back up by bending metal bracket)
- 131 delineators destroyed
- 73 delineators replaced
- 151 delineators added (new version)
- 38 curbs damaged
- 24 curbs destroyed
- 2 curbs replaced

One of the main issues with the maintenance of the delineators was the hardware that was used, shown in Figure 8. When a delineator was hit, it would bend the bracket and after multiple hits, the bracket would eventually become brittle and break. After more research, the City found a better solution for delineator hardware. Shown below in Figure 9, the new hardware can now take multiple hits and will pop back into an upright position. Another issue to note from meeting with the Streets crew was when a delineator was hit, it would often lean into vehicular or bicycle traffic and cause the drivers/riders to swerve around the device to avoid hitting it. Since the new hardware has been tested on site, there has been a significant decrease in delineator maintenance/replacements. To date, the City has spent \$11,719 on maintenance of the curbs and delineators.



Figure 8: Delineator Hardware - First Attempt



Figure 9: Delineator Hardware - Final Solution

Snow operations were also performed by the City Streets crews. Along Butler Avenue, where medians were present, snow was blown from the bicycle lanes to the travel lanes, then plowed to the median, and later scooped into a dump truck and removed from the site (illustrated in Figure 10 below). The 2021/2022 winter season was minimal compared to previous years, but the City did have a couple storms that produced enough snow to test the operations. To date, the City has spent \$21,373 on snow operations associated with the pilot project, this does not include the purchase of two (2) new Toolcats and the three (3) new snow removal attachments (per piece of machinery).

City plowing crews noted:

- Witnessing drivers pulling up onto the median snow berms
- Narrow lane widths due to piling snow in the median for future removal
- Problems with snow storage along Butler Avenue where **no** medians were present
- Issues keeping up with snow removal
- Some possible recommendations include removing the curbs and just using delineators, or using the delineators with a striped buffer, also, using green delineators versus the white.

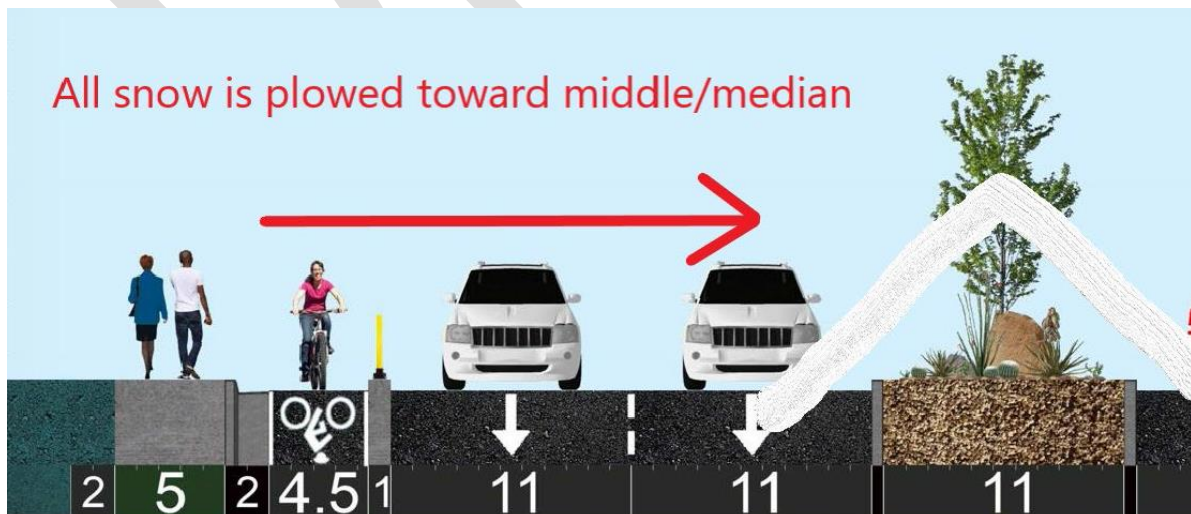


Figure 10: Butler Avenue Plow and Haul



Sweeping operations, performed by City Streets crews, consisted of removing cinders from the bicycle lanes. A sweeper attachment was added to a Toolcat. This attachment picks up the cinders, but it only sweeps what is directly in front of it, so it misses the cinders that collect right at the curb line. To date, the City has spent \$6,905 on street sweeping operations associated with the pilot project, this includes purchasing one (1) new Toolcat sweeping attachments.

This summer, City Streets Staff plan to restripe the white lines adjacent to the bicycle curbs. Also, the contractor will be back out updating the green bicycle lane extensions and two-stage turn boxes with the permanent thermoplastic striping/markings. While they are out there, we have also asked that they remove all old delineators and hardware and replace them with the new devices.

City of Flagstaff Parks

During the meeting on April 28, 2022, with the City Parks Department, it was noted that along Butler Avenue plowing to the center medians had caused damage to plants, shrubs, trees, and irrigation. It is estimated that the costs to maintain this damage is approximately \$4,000 per season. Plowing to the center median also caused gallons of cinders to be piled in the medians. The maintenance cost to remove these cinders is estimated at \$2,000 per season. These costs are estimated using an average amount of storm events and include fully burdened labor rates and all materials needed to complete the maintenance.

City of Flagstaff Solid Waste

City Solid Waste services nine (9) residential units along Butler Avenue and 24 residential units along Beaver Street. Before the pilot separated bicycle lanes were installed, residents were encouraged to place their trashcans along the curb, in the bicycle lane. Since the project has been implemented, the trashcan either needs to be placed in the bicycle-way or in the pedestrian-way. Most residents have learned to place their cans on the sidewalk, although not all abide by this. Currently, the City only has one solid waste truck that can reach far enough, across the separated bicycle lane, to pick-up the cans from the sidewalk. During the meeting on April 26, 2022, City Solid Waste Staff noted:

- Drivers have seen bicyclists kicking over trashcans that are left in the bicycle lanes.
- Solid Waste trucks used to be able pull over to allow vehicles to pass, but now the bicycle curb is hindering them from pulling over. They are trying to miss rush hour and get to Butler Avenue earlier in the morning to prevent back-ups.
- In rental units, Staff is constantly re-training residents where to place their trashcans.
- Drivers have seen bicyclists' handlebars hitting the trashcans.
- Requesting more space for maneuvering on Butler Avenue near the Speedway gas station and along the driveways near Aspen Place at The Sawmill.
- In general, drivers have not had the best experience.
- Butler Avenue now feels too tight during snowstorms.
- On Beaver Street, Solid Waste requested some residents move their trashcans to the side streets (Dale Avenue, Elm Avenue, Fine Avenue, etc.). Some residents complied, and others refused because it was further for them to walk.
- Since the current Solid Waste trucks can only pick-up on the passenger side, residents on the east side of Beaver Street are forced to drag their trashcan over the bicycle curb to the west side of the roadway to be serviced. Staff is working on a solution to this issue, which includes purchasing a different style truck with a trashcan tipper attachment.



City Transportation Engineering Staff will meet onsite with Solid Waste to determine which bicycle curbs need to be removed to better accommodate the solid waste trucks. Also, on Beaver Street, we will work together to determine other locations where curbs can be removed for residents on the east side to not have to lift their trashcans over the curbs. Solid Waste staff are working on combining trash and recycle pick up to occur on the same day, so cans are not in the bicycle lanes over multiple days.

City of Flagstaff Risk Management

City Transportation Engineering met with City Risk Management to discuss claims that have been submitted to the City. As of May 23, 2022, the City had received one (1) claim, although, they had received two (2) other calls inquiring how the claim process works. The claim received involved a vehicle popping their tire on the curb. The case was reviewed with the legal team, and it was determined not compensable because “we will not compensate for hitting a curb/median”. Curbs are designed to delineate traffic flow (e.g., medians, turn bays, sidewalks). The first inquiry involved a driver running onto the bicycle curb and the caller stated the vehicle was considered totaled due to oil pan damage, which caused the engine to cease up. The second inquiry involved a driver who stated a metal “spike”, from the separated bicycle lane, shredded two of the vehicles’ tires.

City of Flagstaff Police Department

The COF PD has noticed more near misses, dangerous driving, and destruction since the bicycle lanes have been installed. The police did an analysis of all crashes since 2019 along Beaver Street and Butler Avenue that involved bicycles. Eight (8) crashes involving bicycles were identified, and none of the crashes were overtaking crashes, which are the main types of crashes prevented by the concrete barriers. The police state that the new snow removal procedure along Butler Avenue and Beaver Street have resulted in two (2) vehicle crashes, and results in severely narrower travel lanes during snow events due to the snow being piled in the median. They have seen more dangerous driving for vehicles resulting from the installation of the separated bike lanes that outweighs safety benefits for bicyclists.

The police emphasized that education is essential to improving bicyclist safety. Teaching citizens how to properly use bike lanes, rules for yielding, and the dangers of riding bicycles on sidewalks are essential lessons that need to be conveyed to the public. They recommended installing rumble strips instead of curbs, more green paint calling out bike lanes, and additional signs that promote yielding to bicycles. The main concerns pertaining to the separated bike lanes identified by the police department are summarized below:

- Increases in near misses and dangerous driving behavior.
- Dangerous driving conditions during snow removal because of narrowed lanes resulting from the snow being pushed to the median.
- The separated bike lanes do not prevent bicycle crashes that occur at driveways and intersections, which are historically the areas with the highest number of bicycle related crashes.

City of Flagstaff Fire Department

The separated bicycle lanes have impeded COF Fire Department operations along Beaver Street and Butler Avenue. During times of high traffic volumes, emergency response times have increased due to drivers being unable to pull off to the right for fire trucks. This is more of an issue on Butler



Avenue than Beaver Street due to the difference in volumes on those roads. Fire truck drivers are using oncoming travel lanes more frequently to navigate past the traffic and bicycle lane curbs. This has resulted in one instance of a fire truck being wedged in oncoming traffic because the vehicles could not pull off to the right due to the bicycle lane curbs. The new bicycle lanes have also resulted in significantly narrower travel lanes during snow events due to new snow removal procedures, and this exacerbates already poor winter driving conditions. Debris from the concrete barriers is often seen in the roadway, and bicyclists are taking the whole vehicle travel lane during trash day to avoid trashcans in the bicycle lane, resulting in congestion and slower speeds. The main concerns identified by the COF Fire Department are summarized below:

- Increased emergency response times due to drivers caught between the bicycle lanes and other vehicles
- Challenging winter driving conditions due to narrow lanes and snow accumulation in the median
- Debris in the roadway from the struck concrete barriers
- More bicycle riders taking the full lane on trash day

Mountain Line

Mountain Line is the local Northern Arizona transit agency. On Butler Avenue, within the improvement zone, Mountain Line has six (6) bus stops, three (3) on the south side of the street (eastbound direction) and three (3) on the north side of the street (westbound direction). Four (4) different routes utilize this section of corridor. On Beaver Street, within the separated bicycle zone, they have four (4) bus stops, with two (2) routes utilizing the corridor. During a meeting with Mountain Line on April 28, 2022, staff noted the following feedback:

- Overall, Mountain Line is very supportive of increased safety for bicyclists including through protected bike lanes. Mountain Line is excited to see the City take on the pilot to look at ways to enhance biking in the City. Most transit riders begin their trips on bike or foot and as such, infrastructure to make that safer and more comfortable is important to Mountain Line.
- Some feedback for improving the pilot project is below and pertains to the Butler Avenue section. We have not had issues on the Beaver Street portion.
 - Perceived narrowing of lanes: the 11' foot lanes are the same as others Mountain Line regularly uses but roadway configuration including street trees and curves creates a perception of them being even narrower. Requesting the consideration of reducing speed limits in certain narrow, curvy sections of Butler Avenue.
 - Mountain Line has hit curbs and candlesticks midblock on two occasions. One incident was to avoid another vehicle drifting into our lane and the curb and candlestick were impacted. There was little room to maneuver to avoid the other vehicle. One other incident resulted in no damage to bus or curbs.
 - Requesting more space to exit their bus stop at Regent Street and Butler Avenue, to reduce the likelihood of impeding into the adjacent lane of travel. Candlestick and curb have been hit on different occurrences as we exit.
 - Requesting that the roadways and bicycle lanes are plowed better, quicker, and more frequently.



- During a snow event, bicycles are forced to drive in the main throughfare before the bicycle lanes are cleared of snow.
- Drivers are having to drive in the middle of the lane due to snow berms being left at both curb edges.
- Requesting better maintenance in general.
 - Broken delineators ended up in the travel lane and buses had to move over into the adjacent lane of traffic to maneuver around them.
 - Debris is often in the bike lane; it would assist bike safety to manage roadway upkeep/cleaning so they are not forced into the travel lanes.

City Transportation Engineering Staff has sent the plan set to Mountain Line and will meet onsite to determine which bicycle curbs need to be removed to better accommodate the buses.

Flagstaff Unified School District

Flagstaff Unified School district (FUSD) does not currently stop along either of the Butler Avenue or Beaver Street separated bicycle lane corridors, but these roadways are on their daily school routes. During the meeting on May 6, 2022, FUSD noted:

- They have not had the best experience
- Lanes too narrow on Butler Avenue
- One instance where FUSD bus & Mountain Line transit bus hit mirrors
- Drivers have seen bicyclists bending over the delineators into traffic
- Drivers have seen vehicular traffic running over the curbs and delineators
- Maneuvering turns is more difficult



4. SURVEY RESULTS

A survey to gather community feedback on the separated bicycle lane pilot project was hosted on the Flagstaff Community Forum (www.flagstaff.az.gov/fcf) from May 2 through May 23, 2022 (22 days total). A total of 602 surveys were completed, which is an excellent response compared to typical community surveys.

A copy of the complete survey results can be downloaded from this link: LINK TO COME

Survey Organization

The survey was divided into four main parts:

Experience with separated bike lanes

The first part of the survey asked respondents about their use of and experience with the pilot project, from four different perspectives:

- Riding a bicycle in the separated bike lanes
- Making a left turn on a bicycle using the two-stage left turn boxes
- Driving a vehicle adjacent to the separated bike lanes
- Walking on the sidewalk along the separated bike lanes

For each of the four, respondents were asked if they have used the separated bike lanes, how frequently they were used, and to rate their experience as positive or negative. Respondents were also given an opportunity to share their thoughts and comments in an open-ended question.

General thoughts and comments

The second section asked a series of follow-up questions, including several open-ended, to solicit more specific feedback on the separated bike lane pilot.

- How comfortable were the separated lanes for bicyclists?
- How does the presence of the separated lanes change how you think about riding along the two streets?
- How would you rate the maintenance?
- What did you like about the separated lanes?
- What could be improved?
- Was your experience different on one street compared to the other?

Ratings of different types of bike lanes

For this section, respondents were asked to rate how comfortable they would be on four different types of bicycle facilities with varying degrees of separation:

- Conventional bike lanes
- Buffered bike lanes
- Vertically separated bike lanes
- Horizontally separated bike lanes

Respondents were asked to imagine riding a bike in the different types of bike lanes along a busy street, like Cedar Avenue, Fourth Street, Butler Avenue, University Avenue, or Lone Tree Road, and then rate how comfortable they would feel.



Bicyclist experience/type

The final set of questions asked respondents to indicate how often they ride a bike for both recreation and transportation, and to rate themselves regarding their comfort level on busy streets with or without bicycle facilities.

The survey also included several optional demographic questions for respondents; however, these results are not made public but used internally to gauge how well the survey reached all populations and parts of the community.

Survey Results and Highlights

Experience with separated bike lanes

Bicyclist's experience with the separated lanes was both polarized and evenly split. About 30 percent of those who rode a bike in the separated lanes reported that the experience was mostly positive, while the same number said the experience was mostly negative

Almost all survey respondents drove along the separated lanes, and for most the experience was negative. Almost half of respondents reported a mostly negative experience with driving along the lanes. Common concerns include narrowing of the travel lanes and difficulty with making turns from or onto the street.

General thoughts and comments

Separated bike lanes help cyclists feel more comfortable and can help encourage more people to ride. More than half of respondents who bicycled in the separated lanes reported that the lanes made them feel somewhat comfortable or very comfortable. For those who rode in the bike lanes, about 40 percent said they were more, somewhat or much more likely to bicycle on Butler or Beaver as a result of the bike lanes.

What users liked about the lanes. Respondents listed several positive aspects of the separated lanes, including enhanced safety for bicyclists, preventing vehicles from encroaching into the bike lane, better accommodation and a dedicated space for cyclists on the street, and more awareness of bicyclists.

What could be improved. Suggestions to improve the lanes include better maintenance of the curbs and delineators, regular snow plowing and cinder removal, more robust delineators, enhanced visibility for the barriers, and reconfigured openings at side streets and driveways.

Many survey respondents expressed strong disapproval of the separated lanes. For all of the open-ended survey questions, there were a significant number of responses, often representing half or more of the comments, that expressed strong opposition to the separated lanes and a desire to have them removed.

Ratings of different types of bike lanes

Horizontally separated bike lanes were rated as most comfortable. Respondents were asked to indicate how comfortable they would feel on four different types of bike lanes. Horizontally separated bike lanes were rated as most comfortable, while conventional and vertically separated bike lanes were rated as least comfortable.

There is support for separating bike lanes from traffic. About half of the comments submitted in this section expressed support for facilities that separate bicyclists from vehicular traffic.



Bicyclist experience and types

Bicyclists were well represented in the survey, but “interested but concerned” bicyclists may be underrepresented. More than a quarter of survey respondents ride a bicycle for transportation at least twice per week. Only a quarter of respondents fall into the “interested but concerned” category, while almost 60 percent identify as somewhat or highly confident cyclists.

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5. CONCLUSION

Butler Avenue and Beaver Street construction cost equaled \$782,382. The contractor will be back this summer (summer of 2022) to install final pavement markings and replace all delineators with the new style at an estimated cost of \$82,756. Maintenance of curbs and delineators equated to approximately \$11,719, snow removal operations were \$21,373, and median restoration costs by the City Parks crews were \$6,000. See Table 8 below for a summary of all costs, including labor. It should be noted that this does not include the cost of the Toolcat purchases for snow and cinder removal.

Table 8: Separated Bicycle Lane Cost Summary

| Item | Cost |
|--|------------------|
| Butler Avenue Installation | \$513,000 |
| Beaver Street Installation | \$269,382 |
| Summer 2022 Final Pavement Markings | \$69,756 |
| Install New Delineators | \$13,000 |
| Maintenance of Curbs and Delineators | \$11,719 |
| Snow Operations | \$21,373 |
| Sweeping Operations | \$6,905 |
| Parks Department Median Restoration | \$6,000 |
| Total* | \$911,135 |
| *Does not include Toolcat purchases | |

Crashes occurring on both roadways are consistent with historical crash data trends. The separated bicycle lanes do not seem to impact crash severity or frequency; however, more time is needed to draw a definite conclusion.

The operating speeds have not experienced a change, suggesting that the concrete curbs alone have not impacted the operating speeds on Butler Avenue. Vehicle volumes have fluctuated less than 10%, which is a typical day to day variation, so the concrete curbs have little effect on vehicle volumes.

Bicycle volumes have increased by 31% on Beaver Street during the peak hour, suggesting the concrete curbs are promoting bicycle ridership on Beaver Street. Butler Avenue saw bicyclist volumes maintained in the westbound direction, but also saw a 51% decrease in the eastbound direction. This drastic decrease in ridership may be contributed to the higher wind speeds observed in April 2022 that were not present in the original count in October 2021. It should be noted that bicycle counts were taken on only one day in each study year and may not be completely representative of average bicycle riding behavior. For future pilot projects, it is recommended that bicycle counts be performed over a longer study period to gain a better understanding of ridership patterns.

All City of Flagstaff stakeholders have expressed issues with the separated bicycle lanes. The main issues are as follows:

- Limited staff and budget to properly maintain and clean the separated bicycle lanes



- Limited staff and budget to properly perform snow removal during large (4-ft plus) snow events
- Dangerous driving conditions during winter snow events due to narrowed travel lanes that result from the new snow removal procedures
- Dangerous driving conditions due to narrowed lanes
- Slower emergency response times along both roadways

City Transportation Engineering Staff will meet onsite with Solid Waste and Mountain Line to determine which bicycle curbs need to be removed to accommodate the trucks and busses. Transportation Staff will also keep following up with City PD and City Risk Management for up-to-date crashes and claims. The contractor will be back out updating the green bicycle lane extensions and two-stage turn boxes with permanent thermoplastic striping and markings. The City has also hired the original contractor to remove the old delineators and hardware and replace them with the newer design delineators. This summer, City Streets Staff plan to restripe the white lines adjacent to the bicycle curbs, but are having difficulty with the close placement of the stripe to the vertical curb and are exploring new equipment or contract services to perform this maintenance.

The community survey elicited a strong negative reaction from many respondents, as well as a list of concerns and problems with operation and maintenance. However, the survey also showed that separated bicycle facilities encourage bicyclists to ride and make bicyclists more comfortable on the road. The survey also found support for facilities that separated bicycles from traffic.

Nearer term pilot projects on already identified ATMP priority bike corridors should include buffered bike lanes and two-way separated facilities, if adequate space is available on the road surface.

Current recommended practice is suggesting a 6-foot buffer (with raised curbing) and a 6.5-foot one-way bike lane. Butler and Beaver are several feet short of this combined 12.5-foot total bike facility dimension. Buffered facilities are less space intensive with dimensions of 2-foot for the buffer and 5-foot for the bike lane, which is similar to what is available on most sections of Butler Avenue today.

Recommendations. There are three (3) recommended next steps for the Beaver and Butler Pilot Bike Lanes project:

1. Keep the separated bicycle lane pilot project on Beaver Street up over the summer to collect more data, including analyzing the maintenance and operational impacts of adjusting the delineators and curb limits, and continue collecting bicycle ridership trends.
2. Modify the Butler Avenue pilot project from a parking curb separated facility type to a buffered bike lane facility type. This cross section will more closely match the current recommended practice for buffered facilities. This is consistent with the short-term planning contained in the Bikeways Master Plan and the Active Transportation Master Plan (ATMP).
3. Install buffered bike lanes on Butler Avenue from the eastern terminus of the pilot project at Sawmill to Ponderosa Parkway.

During the June 1, 2022 meeting, the Transportation Commission recommended removal of the Butler Avenue separated bicycle lanes and replacing them with an 18-inch striped buffered bicycle lane. The new buffered bicycle lane would be analyzed for ridership and safety, similar to the



separated bicycle lanes. The Beaver Street separated bicycle lanes should remain for further bicycle ridership and crash trend analysis.

During the June 2, 2022 meeting, the Bicycle Advisory Committee recommended keeping Butler Avenue and Beaver Street separated bicycle lanes in place to capture at least one full year of analysis. They further requested making small changes to the curbs to allow our stakeholders easier access into certain driveways and bus pullouts. Also, they asked that City Staff research further speed reducing mitigations for the Butler Avenue corridor.

The Pedestrian Advisory Committee cancelled their June meeting.

City Council discussion and recommendation placeholder.

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Community survey results

Butler Ave and Beaver St
Separated bike lane pilot projects



City of Flagstaff
May 2022

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1 Introduction

This survey was conducted in conjunction with a preliminary evaluation of the separated bike lane pilot project on Beaver Street and Butler Avenue in Flagstaff.

The City of Flagstaff installed vertically separated bike lanes along two streets in central Flagstaff in November of 2021; on Beaver Street generally between Forest Ave and Butler Ave, and along Butler Ave between Milton Rd and Sawmill Rd. For the pilot project, bike lanes along both streets were separated from vehicle lanes via a row of concrete curbs with vertical plastic delineators along the bike lane line.

Survey intent

Information collected in this survey is part of a more comprehensive evaluation of the separated bike lane pilot, which will include other data and information collected about the pilot bike lanes. A copy of the evaluation report can be downloaded from this link: (https://www.flagstaff.az.gov/DocumentCenter/View/72405/Pilot-Bike-Lanes-Report_DRAFT). The results of the survey and the evaluation were presented to the City's Bicycle Advisory Committee, Pedestrian Advisory Committee, and Transportation Commission in early June, and to the City Council in mid-June of 2022.



This survey is intended to gather feedback from the community – particularly from those who bicycled, walked, or drove along the pilot streets – regarding their thoughts and experiences about the separated bike lanes. Results will help the City learn from the pilot projects, make any corrections and improvements, and make better facilities for bicycling moving forward.

Response

The survey was hosted on the Flagstaff Community Forum (www.flagstaff.az.gov/fcf), the City of Flagstaff's online instrument for civic engagement, from May 2 through May 23, 2022. A total of 602 responses were submitted.

2 Summary of results

Introduction

- **Survey purpose.** This survey is intended to gather feedback from the community – particularly from those who bicycled, walked, or drove along the pilot streets – regarding their thoughts and experiences about the separated bike lane pilot projects along Butler Ave and Beaver St.
- **Surveys completed.** A total of 602 surveys were completed. This is a large response, compared to typical response numbers for City surveys.

Experience with separated bike lanes

- **Bicyclists' experience with the separated lanes was both polarized and evenly split.** About 30 percent of those who used the separated lanes report that the experience was mostly positive, and almost the same number said the experience was mostly negative.
- **Few respondents used the two-stage left turn boxes.** Relatively few respondents (17.0 percent) used the two-stage left turn boxes. Of those did, 37.9 percent rated the experience as mostly negative. Uncertainty about how to use the boxes, and concerns about drivers' confusion, is a significant concern.
- **For drivers the experience was negative.** Almost all respondents drove a vehicle along the separated lanes. Almost half (48.7 percent) reported a mostly negative experience. Drivers were concerned about the perceived narrowing of travel lanes and difficulties turning from or onto the street.
- **The lanes provide some benefits for walkers.** A surprising number of respondents (46.0 percent) reported walking along the separated lanes. For many of them, the lanes did not affect their experience. About a third (29.9 percent) considered the experience to be mostly positive, and some respondents commented that the barriers provided an additional buffer from traffic. Some walkers expressed concerns about maintenance and vehicles turning across the sidewalk.

General thoughts and comments

- **Separated bike lanes help cyclists feel more comfortable.** More than half of respondents (53.7 percent) who bicycled in the separated lanes reported that the lanes made them feel somewhat comfortable or very comfortable.
- **Separated bike lanes can encourage more people to bicycle.** For those who rode in the bike lanes, 40.5 percent said they were more somewhat or much more

likely to bicycle on Butler or Beaver as a result of the separated bike lanes. Another 29.0 percent are less likely to ride there.

- **Maintenance of the separated lanes was rated very low.** Almost half of respondents (48.6 percent) said maintenance was very poor, and only 16.5 percent considered it good or very good. However, maintenance ratings improved for respondents who bicycled in the separated lanes.
- **What users liked about the lanes.** Respondents listed several positive aspects of the separated lanes, including enhanced safety for bicyclists, preventing vehicles from encroaching into the bike lane, better accommodation for bicyclists and a dedicated space on the street, and more awareness of bicyclists.
- **What could be improved.** Suggestions to improve the lanes include better maintenance of the curbs and delineators, regular snow plowing and cinder removal, more robust delineators, enhanced visibility for the barriers, and reconfigured openings at side streets and driveways. A number of respondents suggested different configurations, such as raising the bike lane to sidewalk level, using more substantial barriers, or widening the road.
- **Many survey respondents expressed strong disapproval of the separated lanes.** For all of the open-ended survey questions, there were a significant number of responses, often representing half or more of the comments, that expressed strong opposition to the separated lanes and a desire to have them removed.
- **Where respondents saw a difference, the lanes seem to work better on Beaver than on Butler.** About 60 percent of submitted comments saw no difference between the two streets. Where respondents did perceive a difference, the speed and volume of traffic, curves in the roadway, and frequency of driveways made the lanes on Butler Ave seem more problematic.

Ratings of different types of bike lanes

- **Horizontally separated bike lanes were rated as most comfortable.** Respondents were asked to indicate how comfortable they would feel on four different types of bike lanes. Horizontally separated bike lanes were rated as most comfortable, while conventional and vertically separated bike lanes were rated as least comfortable.
- **There is support for separating bike lanes from traffic.** About half of the comments submitted in this section expressed support for facilities that separate bicyclists from vehicular traffic.
- **When results are broken out by bicyclist type, a clear relationship between confidence and comfort emerges.** Highly confident cyclists rated conventional bike lanes as generally comfortable, while interested-but-concerned cyclists

consider them to be generally uncomfortable. Comfort ratings for buffered bike lanes were highest among highly confident cyclists, but dropped for somewhat confident cyclists, and dropped again for interested-but-concerned cyclists.

- **Vertically separated bike lanes were rated low.** The low ratings for vertically separated bike lanes is likely a reflection of respondents' dissatisfaction with the pilot project implementation on Beaver St and Butler Ave.
- **There is concern about how any separated bike lanes are maintained and operated.** Relative to separated bike lanes, respondents expressed concerns about how they would be maintained, if there is space for them on the street, if conflicts with pedestrians can be managed, and how bicyclists will be accommodated through intersections.

Bicyclist experience/types

- **Bicyclists were well represented in the survey.** A significant number of respondents (28.1 percent) report that they bicycle for transportation at least twice per week. Most respondents (84.4 percent) ride a bicycle for recreation, even if its infrequent.
- **Interested-but-concerned cyclists may be underrepresented in the survey.** Only a quarter (24.0 percent) of respondents fall into the category corresponding to "interested but concerned" while 59.0 percent of respondents identify as somewhat or highly confident cyclists.

3 Experience with separated bike lanes

The first part of the survey asked respondents about their use of and experience with the pilot project, from four different perspectives:

- Riding a bicycle in the separated bike lanes
- Making a left turn on a bicycle using the two-stage left turn boxes
- Driving a vehicle adjacent to the separated bike lanes
- Walking on the sidewalk along the separated bike lanes

For each of the four, respondents were asked if they have used the separated bike lanes, how frequently they were used, and whether their experience was positive or negative. Respondents were also given an opportunity to share their thoughts and comments in an open-ended question.

Riding a bicycle

Results

Respondents were asked three questions about their use, frequency, and experience with riding a bicycle in the separated bike lanes on Butler Ave and Beaver St. Survey results are shown in Table 3.1 and 3.2 to the right, and in Table 3.3 on the following page.

Highlights

- More than a third of respondents (38.6 percent, or 232 respondents) rode a bicycle in the separated bike lanes.
- Some were frequent users; more than a third (34.5 percent) of those who bicycled in the separated bike lanes did so twice per week or more.

Table 3.1
Have you RIDDEN A BICYCLE in the separated bike lanes

| No | Pct | |
|-----|-------|-------|
| 232 | 38.6 | Yes |
| 369 | 61.4 | No |
| 601 | 100.0 | Total |

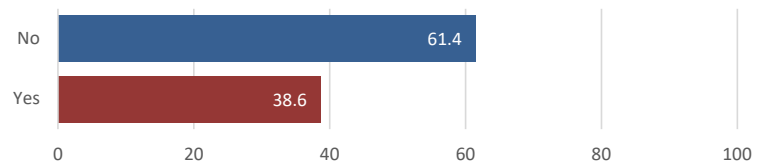
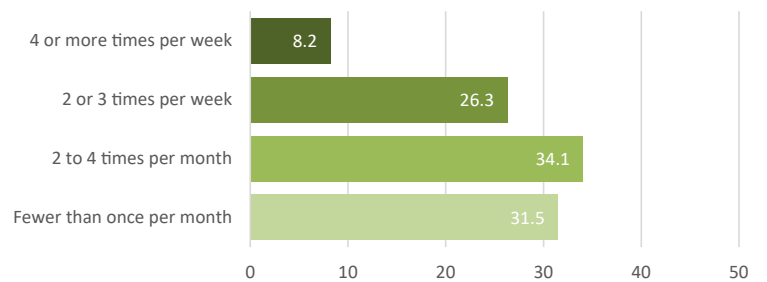


Table 3.2
If yes, approximately how often

| No | Pct | |
|-----|-------|---------------------------|
| 73 | 31.5 | Fewer than once per month |
| 79 | 34.1 | 2 to 4 times per month |
| 61 | 26.3 | 2 or 3 times per week |
| 19 | 8.2 | 4 or more times per week |
| 232 | 100.0 | Total |



- Bicyclists’ experience was both polarized and evenly split. About 30 percent of those who used the separated lanes report that the experience was mostly positive, and almost the same number said the experience was mostly negative.

Comments

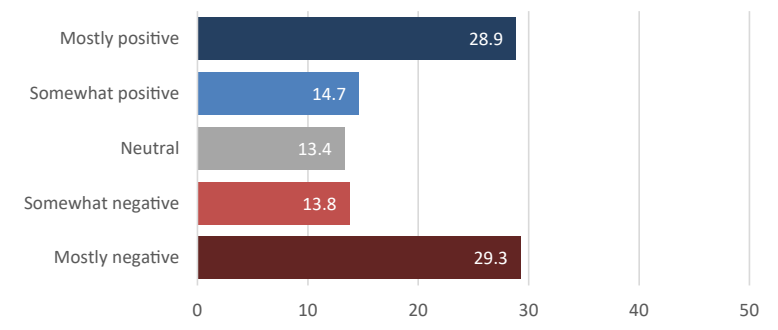
Respondents were also asked to “please share any thoughts or comments about your experience riding a bicycle in the separated bike lanes.” All of the submitted comments are included at the end of this document as Appendix A.

- A total of 190 comments were submitted in response. Of these, 58 comments were generally positive in tone, and 98 were negative or critical.
- The positive comments indicate that the separated bike lanes help make bicycling more visible, that they improve safety, and that they enhanced bicycle travel along the corridors. A number of comments referred to feeling more comfortable and better protected riding in the lanes
- Of the negative or critical comments, common concerns were that the lanes make it more difficult or dangerous for drivers, that broken or bent delineators were an obstruction, that clearing of snow and ice and removal of cinders was a problem, and that the lanes were frequently obstructed by trash cans. About 14 percent of comments reported feeling trapped or restricted in the bike lane by the curbs.

Table 3.3

How was your experience riding a bicycle in the separated bike lanes

| <i>No</i> | <i>Pct</i> | |
|-----------|------------|-------------------|
| 67 | 28.9 | Mostly positive |
| 34 | 14.7 | Somewhat positive |
| 31 | 13.4 | Neutral |
| 32 | 13.8 | Somewhat negative |
| 68 | 29.3 | Mostly negative |
| 232 | 100.0 | Total |



Using two-stage left turn boxes

Results

Respondents were asked three questions about their use, frequency, and experience with making left turns using the two-stage left turn boxes along Butler Ave at intersections with Beaver St, San Francisco St, and Lone Tree Rd. An image of the two-stage left turn box at San Francisco St was included in the survey for reference and is reproduced on the next page. Survey results are shown in Table 3.4 and 3.5 below, and in Table 3.6 on the following page.

Highlights

- Out of 602 survey respondents, only 89 reported using the two-stage left turn boxes. Of those who did use them, almost a third (30.4 percent) used them twice per week or more.
- The experience for users was more negative than positive; 37.9 percent of those who used the left turn boxes reported that the experience was mostly negative.

Comments

Respondents were also asked to “please share any thoughts or comments about your experience using the two-stage left turn boxes.” All of the submitted comments are included at the end of this document as Appendix B.

- For this open-ended question 50 comments submitted, most of which (39) expressed a negative opinion or concern about their use.
- The most common concerns were uncertainty about how to use them coupled with a gen-

Table 3.4

Have you made a left turn on a bicycle using the TWO-STAGE LEFT TURN BOXES along Butler Ave

| No | Pct | |
|-----|-------|-------|
| 89 | 17.0 | Yes |
| 435 | 83.0 | No |
| 524 | 100.0 | Total |

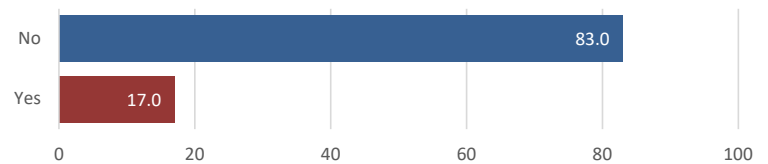
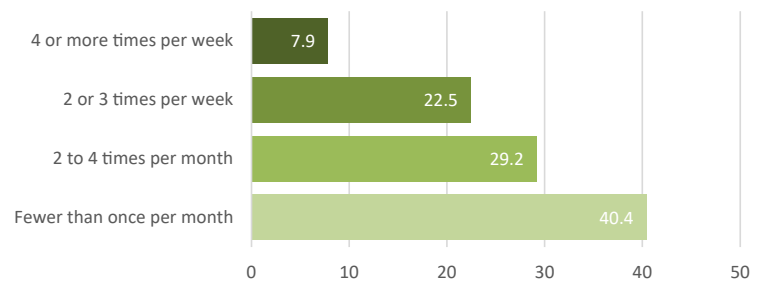


Table 3.5

If yes, approximately how often

| No | Pct | |
|----|-------|---------------------------|
| 36 | 40.4 | Fewer than once per month |
| 26 | 29.2 | 2 to 4 times per month |
| 20 | 22.5 | 2 or 3 times per week |
| 7 | 7.9 | 4 or more times per week |
| 89 | 100.0 | Total |



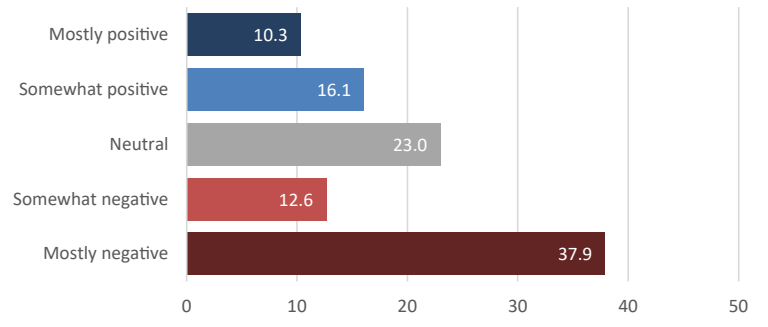
eral concern that drivers do not understand them, a preference to make a left turn as a vehicle rather than in two stages, and complaints that the staging area provided is too small.

- A number of respondents indicated that turn boxes did not alleviate, and may exacerbate, concerns about vehicles turning across the bike lane and potential conflicts with bicyclists.

Table 3.6

How was your experience using the two-stage left turn boxes

| <i>No</i> | <i>Pct</i> | |
|-----------|------------|-------------------|
| 9 | 10.3 | Mostly positive |
| 14 | 16.1 | Somewhat positive |
| 20 | 23.0 | Neutral |
| 11 | 12.6 | Somewhat negative |
| 33 | 37.9 | Mostly negative |
| 87 | 100.0 | Total |



Driving a vehicle

Results

Respondents were asked three questions about their use, frequency, and experience with driving a vehicle along the separated bike lanes on Butler Ave and Beaver St. Survey results are shown in Table 3.7 and 3.8 to the right, and in Table 3.9 on the following page.

Highlights

- Almost all survey respondents have driven on Butler Ave or Beaver St adjacent to the separated bike lanes.
- Almost half (48.7 percent) of those who drove reported that their experience was mostly negative.

Comments

Respondents were also asked to “please share any thoughts or comments about your experience driving a vehicle adjacent to the separated bike lanes.” All of the submitted comments are included at the end of this document as Appendix C.

- A total of 487 comments were submitted from respondents who drove along the separated bike lanes.
- About three-quarters of the comments expressed a negative opinion or concerns about the barriers’ impact on the driving. The most common concerns include a perceived narrowing of the travel lanes, concerns with maintenance of the barriers, in particular broken or bent delineators projecting into the travel lanes, and general concerns about the barriers making the streets more danger-

Table 3.7

Have you DRIVEN A VEHICLE adjacent to the separated bike lanes

| No | Pct | |
|-----|-------|-------|
| 591 | 98.8 | Yes |
| 7 | 1.2 | No |
| 598 | 100.0 | Total |

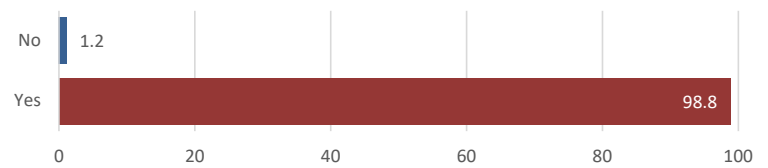
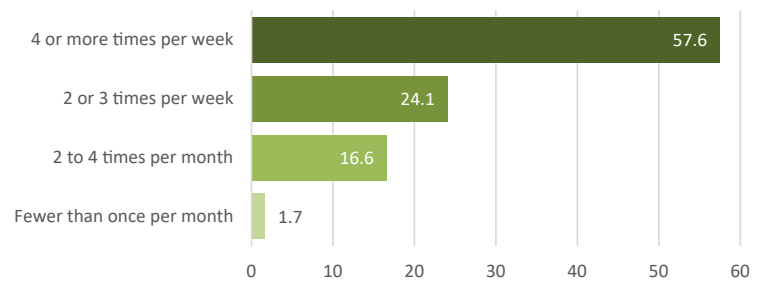


Table 3.8

If yes, approximately how often

| No | Pct | |
|-----|-------|---------------------------|
| 10 | 1.7 | Fewer than once per month |
| 98 | 16.6 | 2 to 4 times per month |
| 142 | 24.1 | 2 or 3 times per week |
| 339 | 57.6 | 4 or more times per week |
| 589 | 100.0 | Total |



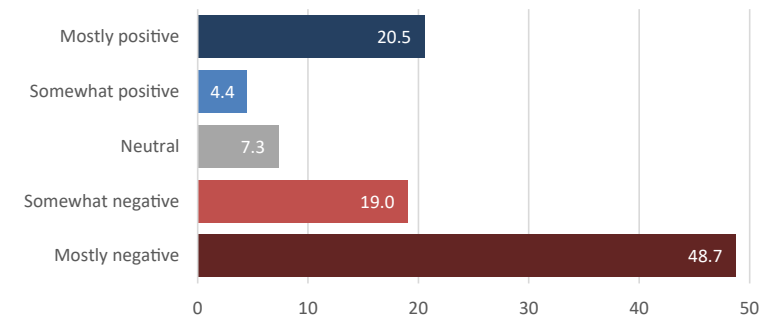
ous for driving.

- Respondents also reported several problems with making turns across the barriers. These include difficulty in identifying openings in the barriers when turning into side streets and driveways, as well as narrow gaps to merge into dedicated right turn pockets.
- About a fourth of the comments expressed concerns about the perceived dangers of having to slow down to make right turns from Butler Ave into a constricted space, or having to make a wide turn around the barriers when turning right onto Butler Ave.

Table 3.9

How was your experience driving along the separated bike lanes

| No | Pct | |
|-----|-------|-------------------|
| 121 | 20.5 | Mostly positive |
| 26 | 4.4 | Somewhat positive |
| 43 | 7.3 | Neutral |
| 112 | 19.0 | Somewhat negative |
| 287 | 48.7 | Mostly negative |
| 589 | 100.0 | Total |



Walking on the sidewalk

Results

Respondents were asked three questions about their use, frequency, and experience with walking on the sidewalk adjacent to the separated bike lanes on Butler Ave and Beaver St. Survey results are shown in Table 3.10 to the right, and Tables 3.11 and 3.12 on the following page.

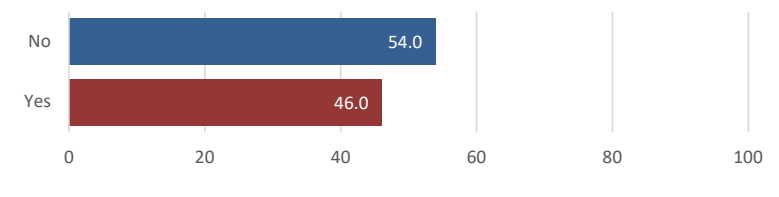
Highlights

- A significant number - 267 respondents or 46.0 percent - indicated that they have walked on Butler or Beaver along the separated bike lanes.
- The frequency of walking was generally low; three-quarters (75.2 percent) walked there only four times or less per month.
- More than a third of walkers

Table 3.10

Have you WALKED ON THE SIDEWALK along the separated bike lanes

| No | Pct | |
|-----|-------|-------|
| 267 | 46.0 | Yes |
| 313 | 54.0 | No |
| 580 | 100.0 | Total |



(37.2 percent) reported a “neutral” experience, while another 29.9 percent considered the experience of walking along the separated lanes to be mostly positive.

Comments

Respondents were also asked to “please share any thoughts or comments about your experience walking on the sidewalk along the separated bike lanes.” All of the submitted comments are included at the end of this document as Appendix D.

- Respondents who walked along the pilot projects submitted a total of 112 written comments. More than a third of the comments indicated no issues with the lanes, or that their experience of walking was the same before and after.
- Nineteen walkers wrote that the barriers help make them feel safer by providing additional separation from traffic.
- Another 19 comments expressed concerns about maintenance, typically regarding the accumulation of cinders and debris in both the bike lane and the sidewalk.
- Eighteen comments expressed concerns about safety. Some of these comments were expressed as general concerns without specific reasons, while others cited drivers turning across the sidewalk and bicycles using the sidewalk when the bike lane is obstructed.

Table 3.11

If yes, approximately how often

| No | Pct | |
|-----|-------|---------------------------|
| 87 | 32.7 | Fewer than once per month |
| 113 | 42.5 | 2 to 4 times per month |
| 44 | 16.5 | 2 or 3 times per week |
| 22 | 8.3 | 4 or more times per week |
| 266 | 100.0 | Total |

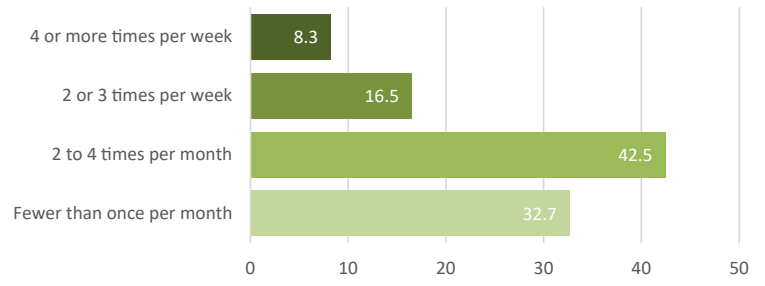
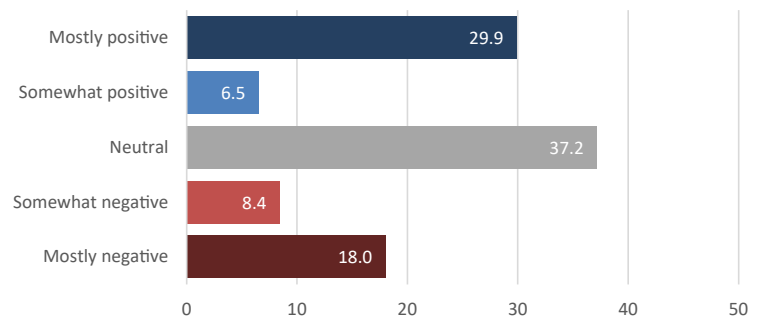


Table 3.12

How was your experience walking along the separated bike lanes

| No | Pct | |
|-----|-------|-------------------|
| 78 | 29.9 | Mostly positive |
| 17 | 6.5 | Somewhat positive |
| 97 | 37.2 | Neutral |
| 22 | 8.4 | Somewhat negative |
| 47 | 18.0 | Mostly negative |
| 261 | 100.0 | Total |



4 General thoughts and comments

The second section asked a series of additional follow-up questions, including several open-ended questions, to solicit more specific feedback from users on their experiences with and perceptions of the separated bike lane pilot.

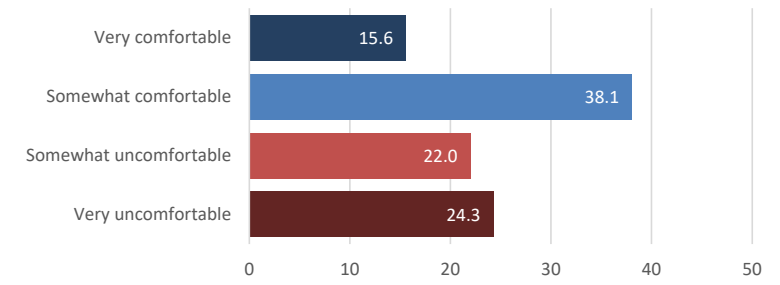
Comfort

Respondents who bicycled in the separated bike lanes were asked how comfortable they felt on a scale from very comfortable to very uncomfortable. Results are included in Table 4.1 on this page.

- A little more than half of respondents (53.7 percent) who bicycled in the separated lanes reported that the lanes made them feel somewhat comfortable or very comfortable.

Table 4.1
If you rode a bicycle in the separated bike lanes, how comfortable did they make you feel

| <i>No</i> | <i>Pct</i> | |
|-----------|------------|------------------------|
| 34 | 15.6 | Very comfortable |
| 83 | 38.1 | Somewhat comfortable |
| 48 | 22.0 | Somewhat uncomfortable |
| 53 | 24.3 | Very uncomfortable |
| 218 | 100.0 | Total |



Future bicycle use

This question asked respondents if the separated bike lanes change how they think about bicycling on Butler Ave or Beaver St in the future; results are provided in Tables 4.2 and 4.3 on the following page.

- A third of respondents (33.5 percent) said they were somewhat more likely or much more likely to bicycle along Butler or Beaver as a result of the separated lanes, a third (31.3 percent) reported that they were less likely, and a third (35.1 percent) indicated no change in their riding behavior.
- When considering only respondents who used the bike lanes, the percent who

are more likely to ride along Butler and Beaver increases to from 33.5 to 40.5 percent. The percent that is less likely to ride is about the same (29.0 percent), but those whose riding would not change drops to 30.4 percent.

Table 4.2

How does the presence of separated bike lanes change how you think about bicycling on Butler Ave or Beaver St

| <i>No</i> | <i>Pct</i> | |
|-----------|------------|---|
| 62 | 15.6 | Much more likely to ride on these streets |
| 61 | 38.1 | Somewhat more likely to ride on these streets |
| 115 | 22.0 | Less likely to ride on these streets |
| 129 | 24.3 | No change in riding |
| 367 | 100.0 | Total |

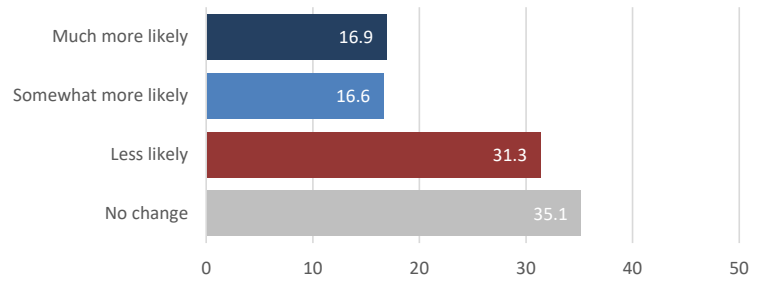
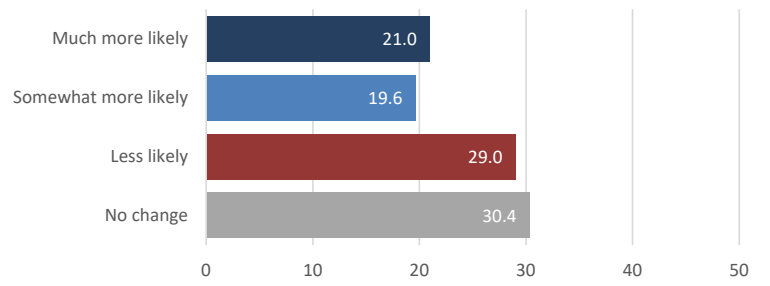


Table 4.3

How does the presence of separated bike lanes change how you think about bicycling - only respondents who bicycled

| <i>No</i> | <i>Pct</i> | |
|-----------|------------|---|
| 47 | 21.0 | Much more likely to ride on these streets |
| 44 | 19.6 | Somewhat more likely to ride on these streets |
| 65 | 29.0 | Less likely to ride on these streets |
| 68 | 30.4 | No change in riding |
| 224 | 100.0 | Total |



Maintenance

Respondents were asked to rate the maintenance of the separated bike lanes, including snow plowing, sweeping, cinder removal, and repairs, on a scale from very good to very poor. Results are shown in Tables 4.4 and 4.5 to the right.

- Overall, maintenance was rated very low. Almost half of respondents (48.6 percent) said maintenance was very poor, and only 16.5 percent considered it good or very good.
- However, ratings for maintenance improve among those who bicycled in the lanes. The percentage for very poor decreases to 38.9 percent, and users who rated it very good or good increases to 27.9 percent.
- It should be noted that the City did not have the proper equipment to sweep the bike lanes for the duration of the pilot period.

Table 4.4

How would you rate the maintenance of the separated bike lanes, including snow plowing, sweeping, cinder removal, and repairs

| <i>No</i> | <i>Pct</i> | |
|-----------|------------|-------------------------|
| 16 | 2.8 | Very good |
| 77 | 13.7 | Good |
| 119 | 21.2 | Poor |
| 273 | 48.6 | Very poor |
| 77 | 13.7 | No opinion / don't know |
| 562 | 100.0 | Total |

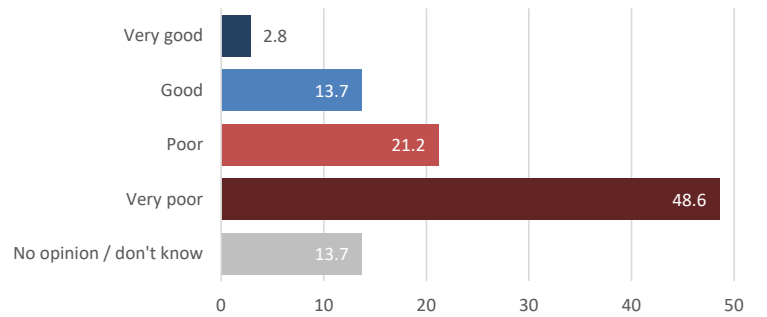
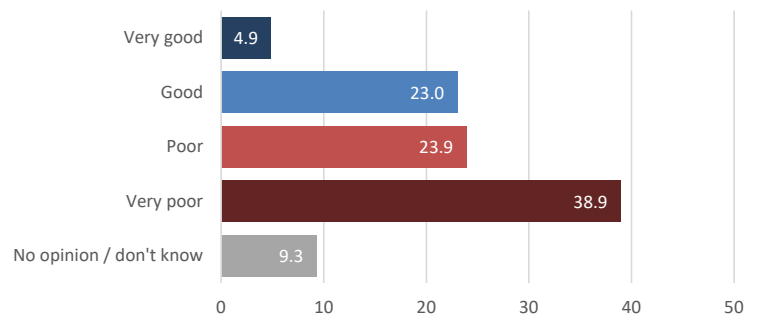


Table 4.5

How would you rate the maintenance of the separated bike lanes - only respondents who bicycled

| <i>No</i> | <i>Pct</i> | |
|-----------|------------|-------------------------|
| 11 | 4.9 | Very good |
| 52 | 23.0 | Good |
| 54 | 23.9 | Poor |
| 88 | 38.9 | Very poor |
| 21 | 9.3 | No opinion / don't know |
| 226 | 100.0 | Total |



What did respondents like

This open-ended question asked respondents to describe what they like about the separated bike lanes. A total of 496 comments submitted were submitted in response and are included as Appendix E.

- About half of these comments indicate that there is nothing to like about the separated lane.
- The remaining comments reference several positive aspects, including enhanced safety for bicyclists, preventing vehicles from encroaching into the bike lane, better accommodation and a dedicated space for cyclists on the street, and more awareness of bicyclists.

What could be improved

For this question respondents were provided space to express their thoughts about what could be done to improve the separated bike lanes. A total of 495 comments were submitted and are attached as Appendix F.

- Just under half of the comments (236 total) recommended removal of the separated lanes.
- A number of comments had specific suggestions for improvements, including better maintenance, regular snow clearing and cinder removal, sturdier delineators, enhanced visibility, and wider openings at side streets and driveways.
- Some comments addressed different designs and configurations, such as using more robust barriers in places of the curb, raising the bike lane above the curb to the level of the sidewalk, and widening the road to better accommodate the space needed for the protected bike lane.
- There were also comments about better programmatic support for the separated lanes, including more education regarding proper use, increased enforcement of traffic laws, and better signage.

Differences between streets

This open-ended question asked respondents who used the separated lanes on both Beaver and Butler to describe if their experience was different on one street compared to the other. Respondents submitted 324 comments in response, which are included as Appendix G.

- A total of 190 comments – representing 58.6 percent of the total submitted – perceived no difference between the two streets

- 57 comments identified issues with Butler Ave, including vehicle speeds and volumes, curves in the street, narrow lane widths, frequency of driveways. These comments described a general perception that Butler Ave was less safe than Beaver St.
- 38 respondents said they thought the lanes worked better on Beaver St than on Butler Ave.

5 Ratings of different types of bike lanes

For this section, respondents were asked to rate how comfortable they would be on four different types of bicycle facilities with varying degrees of separation:

- Conventional bike lanes
- Buffered bike lanes
- Vertically separated bike lanes
- Horizontally separated bike lanes

Respondents were asked to imagine riding a bike in the different types of bike lanes along a busy street, like Cedar Avenue, Fourth Street, Butler Avenue, University Avenue, or Lone Tree Road, and then rate how comfortable they would feel.

Descriptions and images

A short description and image was provided in the survey for each type of bike lane. These are reproduced below.

Conventional bike lanes

Conventional, on-street bike lanes provide dedicated space for bicyclists along the edge of a street. They are typically delineated by a white stripe and marked with bike lane symbols. This is the configuration for most existing bike lanes in Flagstaff.



Buffered bike lanes

Buffered bike lanes add a second stripe to create additional space between the bike lane and vehicle lanes.



Vertically separated bike lanes

Vertically separated bike lanes include some type of vertical barrier between the bike lane and vehicle travel lane, such as concrete curbing, jersey barriers, or a railing.



Horizontally separated bike lanes

Horizontally separated bike lanes are moved off the street and placed adjacent to the sidewalk. Separated lanes are one-way for bikes and clearly marked to distinguish the bike side from the sidewalk side.



Ratings and scores

Comfort ratings

Respondent's comfort ratings for each type of bike lane are provided in Tables 5.3 through 5.6 on page 24 and 25.

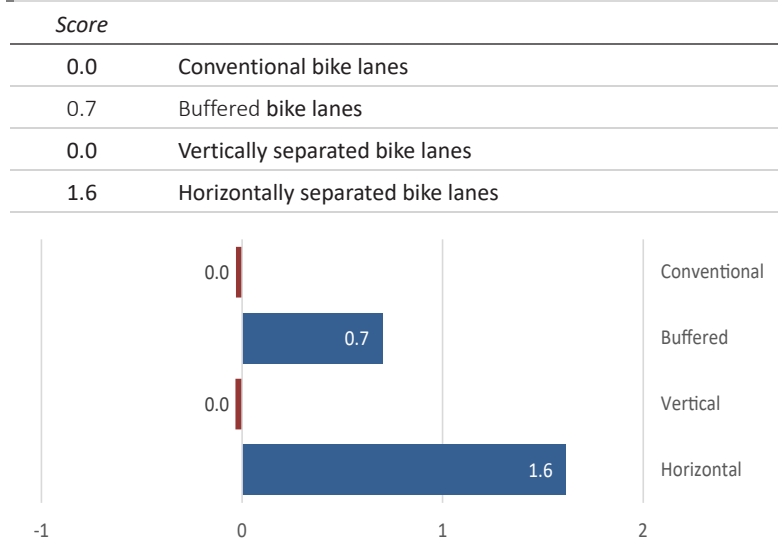
Comfort score

Respondents' ratings for each bike lane type can be expressed as an "average comfort score" by assigning a score of 2 for very comfortable, 1 for somewhat comfortable, -1 for somewhat uncomfortable, and -2 for very uncomfortable. This allows for direct comparison of each bike lane type. Table 5.1 to the right shows average comfort score.

Table 5.2 on the following page breaks out average comfort scores by bicyclist type, which are described below in Section 6. This table illustrates how comfort rating varies according to the experience and confidence level of cyclists when riding in traffic.

Table 5.1

Average comfort score



Highlights

- Of the four types, conventional bike lanes and vertically separated bike lanes were rated the lowest for comfort. Both had an average comfort score of -0.0.
- Under half of respondents (47.0 percent) rated conventional bike lanes as either "very comfortable" or "somewhat comfortable," while 44.9 percent of respondents rated them as "somewhat uncomfortable" or "very uncomfortable."
- The average comfort score for buffered bike lanes was 0.7, which ranked them higher than conventional bike lane and vertically separated bike lanes, but not as comfortable as horizontally separated bike lanes. A total of 68.0 percent of respondents would consider buffered bike lanes as either "somewhat comfortable" or "very comfortable."
- The low comfort ratings for vertically separated bike lanes is likely a reflection of respondents' dissatisfaction with the pilot project implementation on Beaver St

and Butler Ave.

- Horizontally separated bike lanes scored highest on the comfort score at 1.6. Almost three-quarters of respondents would find them “very comfortable.”
- When comfort results are broken out by bicyclist type, a clear relationship between confidence and level of separation emerges. Highly confident cyclists rated conventional bike lanes at 1.0, while interested but concerned cyclists rated them -1.0. Somewhat confident cyclists fell in the middle at -0.1.
- For buffered bike lanes, highly confident cyclists rated their comfort at 1.2; for somewhat confident cyclists the rating dropped to 0.7, and for interested-but-concerned cyclists the rating dropped further to 0.0.
- All bicyclist types rated horizontally separated bike lanes well. Somewhat confident cyclists rated them the highest at 1.8.

Table 5.2

Average comfort score - by bicyclist type

| <i>Highly</i> | <i>Somewhat</i> | <i>Interested</i> | |
|---------------|-----------------|-------------------|------------------------------|
| 1.0 | -0.1 | -1.0 | Conventional bike lanes |
| 1.2 | 0.7 | 0.0 | Buffered bike lanes |
| -0.4 | 0.4 | 0.0 | Vertically separated lanes |
| 1.4 | 1.8 | 1.6 | Horizontally separated lanes |

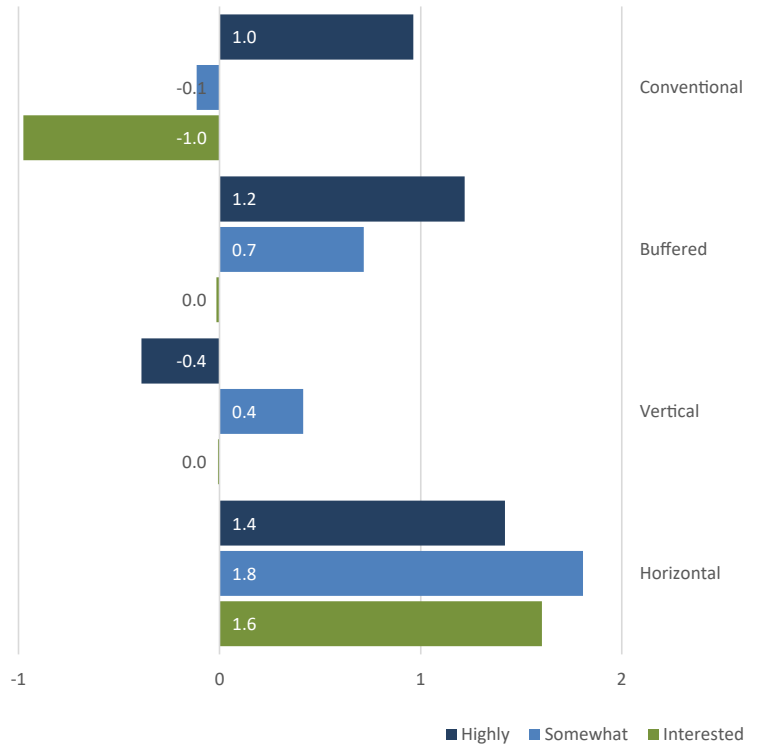


Table 5.3

How comfortable would you feel riding a bike in a conventional bike lane on a busy street

| <i>No</i> | <i>Pct</i> | |
|-----------|------------|------------------------|
| 99 | 17.4 | Very comfortable |
| 168 | 29.6 | Somewhat comfortable |
| 128 | 22.5 | Somewhat uncomfortable |
| 127 | 22.4 | Very uncomfortable |
| 46 | 8.1 | No opinion |
| 568 | 100.0 | Total |

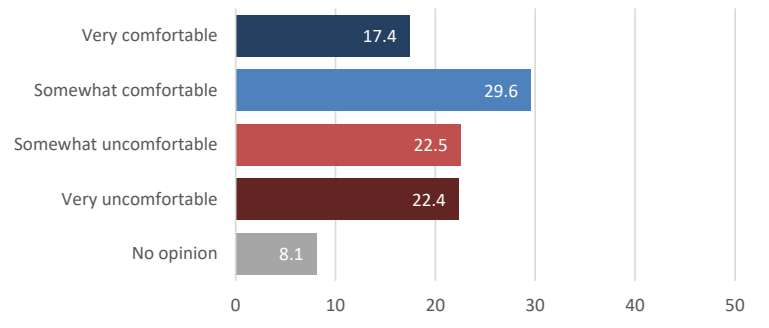


Table 5.4

How comfortable would you feel riding a bike in a buffered bike lane on a busy street?

| <i>No</i> | <i>Pct</i> | |
|-----------|------------|------------------------|
| 173 | 30.1 | Very comfortable |
| 218 | 37.9 | Somewhat comfortable |
| 95 | 16.5 | Somewhat uncomfortable |
| 48 | 8.3 | Very uncomfortable |
| 41 | 7.1 | No opinion |
| 575 | 100.0 | Total |

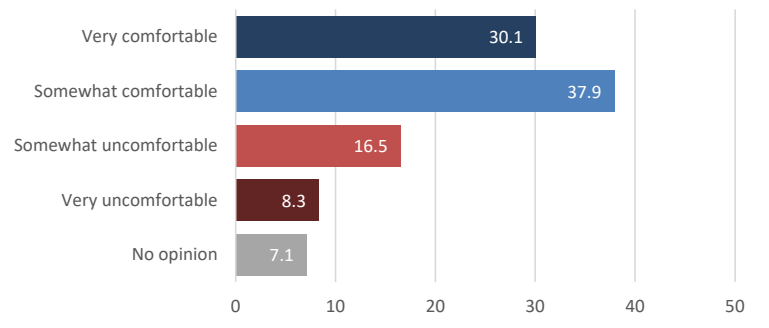


Table 5.5

How comfortable would you feel riding a bike in a vertically separated bike lane on a busy street

| <i>No</i> | <i>Pct</i> | |
|-----------|------------|------------------------|
| 107 | 18.9 | Very comfortable |
| 160 | 28.2 | Somewhat comfortable |
| 97 | 17.1 | Somewhat uncomfortable |
| 147 | 25.9 | Very uncomfortable |
| 56 | 9.9 | No opinion |
| 567 | 100.0 | Total |

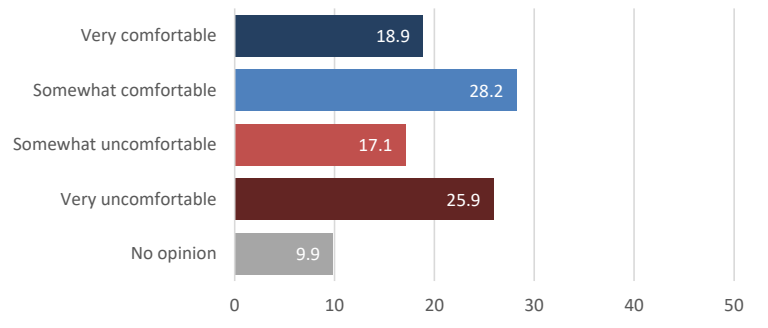
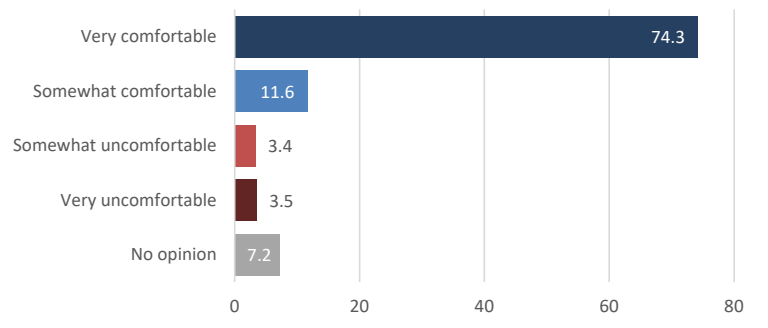


Table 5.6

How comfortable would you feel riding a bike in a horizontally separated bike lane on a busy street?

| <i>No</i> | <i>Pct</i> | |
|-----------|------------|------------------------|
| 421 | 74.3 | Very comfortable |
| 66 | 11.6 | Somewhat comfortable |
| 19 | 3.4 | Somewhat uncomfortable |
| 20 | 3.5 | Very uncomfortable |
| 41 | 7.2 | No opinion |
| 567 | 100.0 | Total |



Additional thoughts

Respondents were provided space to share additional thoughts about the different types of bike lanes. A total of 122 comments, which are reproduced in Appendix H, were submitted.

- Almost half of the comments (116 total) expressed support for the idea of separating bicycle facilities from traffic, particularly on busy streets. Almost all of these indicated a preference for horizontally separated bike lanes.
- A small number of responses (22 total) indicated a preference for keeping bikes on the street with no separation from traffic.
- Some respondents recognize that an appropriate solution depends on the speed and volume of traffic on the street; conventional and buffered bike lanes may be suitable for lower speed and volume streets, while higher speed/volume streets need separated facilities.
- The comments also reference several concerns, including whether existing streets in Flagstaff have space for separated facilities, how maintenance will be done, if potential conflicts with pedestrians can be managed, and the need to include address bicycle separation through intersections.

6 Bicyclist experience and types

The final set of questions asked respondents to indicate how often they ride a bike for both recreation and transportation, and to rate themselves regarding their comfort level on busy streets with or without bicycle facilities.

Bicyclist types

The last question was intended to determine where respondents fall on the widely-used scale of bicyclist types. Bicyclist types and survey questions correspond as follows:

- **Highly confident:** I am a confident cyclist and feel comfortable riding in traffic, even when bike lanes are not present
- **Somewhat confident:** I am fairly comfortable riding on busy streets, but I prefer riding in dedicated bike lanes or on a FUTS trail adjacent to the street
- **Interested but concerned:** I am not comfortable riding a bicycle on busy streets unless there is a FUTS trail adjacent to the street
- **Non-bicyclist:** I do not ride a bicycle

Bicycle use

Tables 6.2 and 6.3 on the following page show how frequently respondents bicycle for both transportation and recreation.

Table 6.1
Which statement best describes you as a cyclist

| No | Pct | |
|-----|-------|---|
| 143 | 25.4 | I am a confident cyclist and feel comfortable riding in traffic, even when bike lanes are not present |
| 189 | 33.6 | I am fairly comfortable riding on busy streets, but I prefer riding in dedicated bike lanes or on a FUTS trail adjacent to the street |
| 135 | 24.0 | I am not comfortable riding a bicycle on busy streets unless there is a FUTS trail adjacent to the street |
| 96 | 17.1 | I do not ride a bicycle |
| 563 | 100.0 | Total |

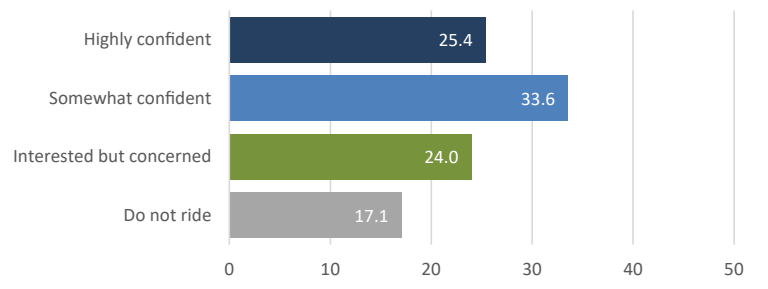


Table 6.2

How often do you ride a bicycle for TRANSPORTATION, including commuting to work, getting to school, going shopping, or running errands

| <i>No</i> | <i>Pct</i> | |
|-----------|------------|---------------------------|
| 186 | 32.9 | Never |
| 139 | 24.6 | Fewer than once per month |
| 82 | 14.5 | 2 to 4 times per month |
| 92 | 16.3 | 2 or 3 times per week |
| 67 | 11.8 | 4 or more times per week |
| 566 | 100.0 | Total |

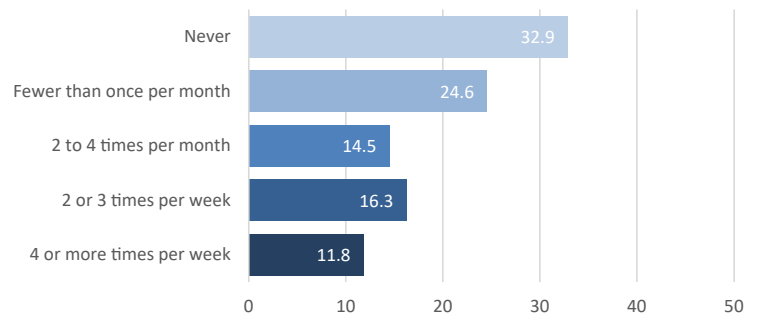
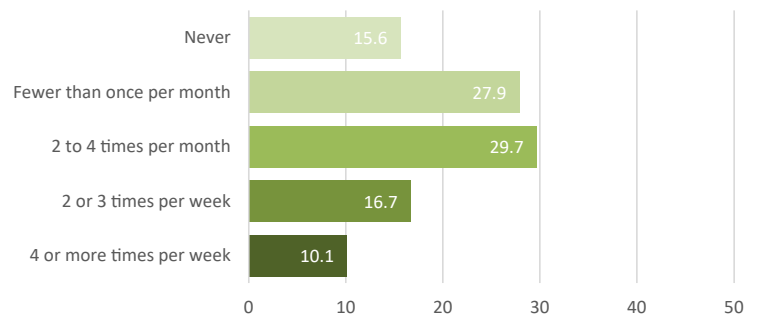


Table 6.3

How often do you ride a bicycle for RECREATION, including riding on trails, mountain biking, or road cycling

| <i>No</i> | <i>Pct</i> | |
|-----------|------------|---------------------------|
| 88 | 15.6 | Never |
| 157 | 27.9 | Fewer than once per month |
| 167 | 29.7 | 2 to 4 times per month |
| 94 | 16.7 | 2 or 3 times per week |
| 57 | 10.1 | 4 or more times per week |
| 563 | 100.0 | Total |



Highlights

- A significant number of riders (28.1 percent) report that they bicycle for transportation at least twice per week. At the other end, about a third (32.9 percent) never bike for transportation purposes.
- Most respondents (84.4 percent) ride a bicycle for recreation, even if it is infrequent. Only 15 percent said they never bike for recreation.
- A quarter of respondents (25.4 percent) regard themselves as highly confident cyclists, and another third (33.6 percent) rate themselves as somewhat confident. Only a quarter (24.0 percent) fall into the “interested but concerned” category.
- National literature and research suggest that about 50-60 percent of the population typically falls into the “interested but concerned” category, and about 10 percent comprise the upper two categories. This indicates that the middle ground of potential cyclists was underrepresented in the survey.

Appendices | Comments and thoughts

Appendix A: Bicycle experience

Please share any thoughts or comments about your experience riding a bicycle in the separated bike lanes

I like the protected feel, but I don't like when the space is occupied by trash cans, or how little time there is to merge into the travel lane when the Beaver curbs get to downtown.

They are no different than regular bike lanes, they are complicated for drivers and are creating more accidents than saving lives. Horrible idea.

Why wasn't this simple change done 30 years ago? Why did it take people dying to make this change? Why don't we have bike lanes like this all over the city? Will that take more people dying?

The barrier posts have all been knocked down and the curb is not high enough to keep a car from accidentally entering the bike lane. Can the barriers be taller?

I did not have any issues.

It was a mostly positive experience using separated lanes. It is nice not worrying about being "buzzed" or other close calls. However, The lanes need to be swept more often (not as much wind from cars to keep the lanes clear) and the plastic flexi posts, while a nice gesture to make the barrier more visible, get hit or blown over, and often fall into the lane, blocking it. (Maybe replace them randomly with solid bollards?) provisions also need to be made for waste collection for businesses and residences adjacent to the lanes, as they place the cans in the lane, blocking it.

I believe it is a huge waste of money for us to put those in. I do not feel any safer. And the broken stanchions hit me and my bike. The cinders were a nuisance as well.

The separated lanes are dangerous and provide zero protection

The small curb and candlesticks offered no more than an illusion of protection. I'm afraid that someday a car will jump the small curb and hit a cyclist. A higher barrier such as a Jersey barrier would offer some real protection from cars. Also, at the time I rode, there was an accumulation of ice, snow and cinders in the bike lane, making it difficult to ride. If protected bike lanes are to be part of the network, they need to be maintained following snow events.

I think the separators are confusing to cars and it makes it difficult for them to turn into shopping centers (like Sawmill). In this way, they are even more dangerous than no barriers. Cars that are confused are dangerous for bike riders.

Debris Damaged pylons bent down into ride area Unable to ride alongside my child

The concrete curbs create hazards for bikes by restricting their ability to merge with traffic.

At Dale on Beaver, the separated bike lane and the wall on private property prevents you from seeing cross traffic. Dangerous. Also at Cherry, it abruptly dumps you into a shared lane. Without warning and at An intersection with high cross traffic. Pull the barrier sooner.

I felt somewhat more protected riding within the separated bike lane on Beaver St.

Still dont trust cars turning. No polc around for enforcement. So, if you're turning left from the left-most lane, you have to turn into the left-most lane. On a two-way street, that would be the lane closest to the centre line or median. On a one-way street, that would be the lane closest to the left curb. Same with right hand turns. Turn into clisest65 lane. Dominoe effect when left han turn are made illegally. Im one in mist danger.

I have been a road cyclist my whole life. Not anymore. As a Life Member of the League of American Bicyclists, I find the road riding conditions here in Flagstaff to be unwelcoming and dangerous. After too many close calls, I stopped cycling here altogether over 8 years ago. The problem was never sideswipes but rather right hooks, distracted drivers, and narrow, unmaintained bike lanes. The new ones are horrendous. Filled with trash, debris, and snow and ice in the winter you might as well have just removed cycling as an option all together. Are they a joke?

I really like the separated lanes. x00%. Build more. I feel safer. Reminds drivers they aren't the only thing on the road. With the increased traffic on Butler we saw a few weeks ago there would have been a lot more people trying to use the bike lanes as driving lanes, this prevented that. We do still see people turning into the bike lanes to make right turns, but less frequently. Cons: harder to turn left on San Fran when eastbound (have to wait for gaps to merge left), occasionally snow/ice, trash cans (just a few locations and I suspect they're doing it on purpose), kinda ugly.

Felt much safer to be in dedicated/separate lane

I really liked the bike lanes. I felt more secure riding and it encourages me to ride around town more. In the past I was hesitant to ride my bike around town because I was worried about distracted driving.

You definitely have to plan ahead to allow for left turns

Intersections and driveway gaps are hard for both autos and bikes to negotiate without significant trepidation.

Separated bike lanes made me feel much safer as a cyclist going south on Beaver. I appreciate this piece of civil engineering. I would have liked to see some marker or pain in the transitional area when the bike lane ends, and cyclists can use the full lane.

It is still scary being so close to traffic, especially since you can see that so many of the candlesticks have been hit. Some of the candlesticks end up in the protected lane after being hit and are hazardous. The amount of cinders and ice in the winter also made it difficult.

Absolutely a waste of money. We need to get rid of the barriers. The cost and time does not warrant this.

Bike lanes are full of cinder which make it hard for tires to grip. Poles are hit and occasionally blocking partial access. Trash/recycle bins are places in the lane making it unsafe to ride.

I feel this was a huge fail, absolute waist of city money.

Unlike true separated bike lanes (the kind separated by a 3-5' wide concrete platform, as some major cities have), the barricades on Butler are kind of half-hearted and I still have to be really vigilant for cars when biking, due to the frequent cuts for business access and right turn lanes where cars may be entering. Also they get more clogged up with cinders and debris than before we had barricades, and limit my ability to ride around trash bins in the bike lane. They are better than nothing - they do prevent vehicles drifting into the bike lane or using bike lane as a right turn lane.

Trash cans in the lanes are sometimes a hazard.

Hi did not like the barriers at all they made me nervous

Their needs to be reflectors on these lanes and the concrete HAS to be painted. Other wise the bike lanes are not safe at all. Cars hit into them all the time. With this being so new I'm surprised this hasn't been done.

The separated lanes felt safer on Butler, especially during rush hour when drivers are in a hurry. The separated lanes on Beaver felt somewhat safe but sometimes I wanted to move a little to the left to avoid drivers nosing out from the side streets. With the barriers in place, this was more difficult.

It makes it hard to turn corners. The bike lane is filled with ciders from winter and never cleaned because a street sweeper can't go in the bike lane.

I like the division here are some issues: cinders make it scary to enter and exit without falling. Many posts are broken or missing. Garbage and recycling cans are in the bike lane and you have to get out or stop and walk to avoid them. It feels dangerous going west where Butler meets San Francisco as you get punched into traffic and people are making a right onto San Francisco. Green paint needs a new paint job

I do not think the barriers are necessary. They are unsightly and in the way. They will not stop a car from hitting a bike. Accidents happen. Cannot punish the whole city for what happened during one unfortunately incident. Get rid of them they are annoying! The thought and motivation behind the barriers was nice but it isn't helpful.

It's still not something I'd let my kid ride in.

The separated bike lines are actually more dangerous! Cars don't know when to turn and just cut off bikes not even looking!

By and large the protected bike lanes feel like a significant safety improvement while biking. Unfortunately it also creates a safety issue when there is frozen ice in the protected bike lane and the only sane option is to take the road and not the bike lane for that section, which cars are now not expecting. Other safety issues are when there are just "bike land closed" signs on Butler. What is the cyclist supposed to do? Biking on Butler outside of the bike lane is not safe. I cannot get left turns from lone tree to Butler to ever stop for me as a cyclist. Forcing crosswalk crossings only.

Felt a bit restricted. Worried about hitting the curb.

I like that the dividers require additional focus from drivers as well as a protective barrier.

It seems like the dividers slow/calm traffic a bit.

I am a huge fan of these. I don't bike commute to work much however I do bike to the trailheads and have used these riding to and from my house on road rides. Since I live downtown, I use these at least once on every ride I do. I feel much more comfortable when I am in the bike lane and traffic is heavy. I do feel like residents along these streets need to be better about not putting their recycling or trash cans so close to the bike lane (it can make entering and exiting the lane hard). I also think drivers who knock over the plastic markers should be financially responsible to replace it.

The lane isn't cleared of debris or cinders and garage day is a nightmare. It was a waste of taxes payers money to not only install the separators but maintain them when damaged. Damage to the separators accrued on the very first day they were installed.

Garbage cans now completely block bike lane and prevent ability to cycle around. City drug their feet for months and there is still no solution in sight. Cinders pile up in bike lanes more now that they're separated, especially when merging in and out of bike lanes. It's nearly impossible to take a left hand turn in a reasonable manner along portions of the corridor due to timing issues.

I noticed driver's noticing me using it. I think single riders using it more often would give it more cred. I'd use it more if it were on my route. I made a special trip to try it out. I loved it.

There is stuff (ie garbage can or debris) in bike lane and I have no where to go due to separator. Instead of concret separator, how about plastic cone-like items where cyclist could move into car lane

I still don't feel safe with the separated bike lane. A trailer hit and drove up the separator as I was riding. I myself drive a full size truck and when you more squeezed by another vehicle not staying in their lane, you have nowhere to go buy up on the that curb. I believe it's gotten more dangerous for both ride and motorist.

Loved it. Would absolutely never have ridden on Butler without it. Would use often if on my regular commute path. I know people complain about how beat up they are, but it's a sign of just how scary biking can be and how often cars are in the bike lanes.

I like riding in a separated bike lane, cars seem to see and notice me more and are less likely to make a right turn in front of me.

Really appreciate the extra awareness it forces onto drivers on Butler to yield the bike lane. Without the separated lanes, I previously avoided riding on Butler unless absolutely necessary (and still avoid, or ride sidewalks, on sections where the lane separations aren't there yet - central Butler where the limit is 40!). I also appreciate the efforts made to maintain the separated bike lanes after snow, damage, etc. - they look great! Thank you!

Didn't feel much different than without the lane protectors, felt more confined and not able to move from potential hazard.

I did feel more protected. There are a LOT of breaks in the separation, and a LOT of the markers that have gotten run down.

I answered "somewhat negative" for these reasons: I had trash cans blocking the path a few times. I rode through snow in the bike lane when the street was dry. I feel a bit trapped in the bike lane. I am worried that one of the vertical posts will be bent down into the bike lane. I have to say that my experience has gotten more positive as I get used to the lanes, and as the residents (with their trash pickup) get used to the lanes. That being said, I usually take alternative routes to avoid the separated bike lanes.

I do not feel any safer in separated bike lanes. I feel more trapped to a space in the event I need to move out of the way.

In winter, snow and cinders accumulate in the separated bike lanes and remain there well after they are cleared from the street. Most of the vertical reflective pylons are bent over, pointing into the separated bike lane. Hazardous. Where these separated bike lanes pass residences, garbage bins from the residences are placed in the bike lane and the curbs separating the bike lane from standard traffic make it very difficult to navigate around these. Travelng south on Beaver, the required merger from the bike lane into traffic is made more difficult by the separating curbs.

I like having the (minor) physical separation. Must be maintained and kept clear to be effective! Only thing better is fully separated routes which I still think should be considered for getting through downtown.

The divided bike lane feels safer and makes me feel better about riding with my daughter on the bike. At times there are trash cans in the Beaver lane which forces the rider to slow down and can be dangerous. On the Beaver St lane I move into the car lane at the top of the hill (Elm St) because cars go down the hill at 35 mph and on a bike you easily reach 25 mph which makes the merge dangerous.

Separated bike lanes help separate the driver from bikes however it decreases drivers awareness of bikers in the separated lane. Far too often I have been cut off by drivers making right hand turns without looking. Far more right hand turn drivers but also left hand drivers as well. They dont seem to SEE or LOOK for bikes. There NEEDS to be signage about being aware of bikes in the lane

waste of money, time and more importantly too much maintenance

It makes me feel far safer. Previous to the separated lane, I avoided Butler entirely for my bike commuting.

Waste of money

They do feel safer & cars then have to give you space. Plenty of challenges easily invade that space though: including ice mounds, cinders, trash/recycling bins (Beaver), & more & more of the candlesticks have been hit & are facing in on the bike side (bad on Butler & safety issue especially at night). There is also the issue of turning, which I just realized is partially answered by the green turn boxes mentioned below—does this work well at a light without a green arrow?

It's great to have a designated and separated lane for biking.

They trap cyclists in the bike lane. If something is blocking the bike lane for any reason, your kinda screwed. Last week there was a chain link fence hanging into the bike lane from the construction happening just north of humpreys summit. I had to stop and get off my bike to avoid hitting it. Without the dividers I would have been able to swerve around the fence. The dividers also offer little protection from cars in my opinion. A vehicle could hop over one very easily. In my experience, most collisions between cars and cyclists happen in intersections anyway.

Concrete pieces from the dividers were spread out in the bike lane, trash was collecting in the bike lane, trash cans were out in the bike lane. It does not make me feel safe seeing skid marks on the inside on the dividers and in the bike lane, the reflector poles were hit and bent over (also bent into the bike lane). I feel more trapped and less safe in the separated bike lanes because it seems cars still don't see or care about the bike lane. To feel safer there would need to be a wall or bike lanes not on the road next to careless drivers.

Dangerous experience: delineators falling or drooping into lane. debris and cinders built up along curbing. Sometimes garbage or recycling containers blocking the way. No way out at times. Awful idea. Even worse during snow/ice season.

Ridiculous waste of money for something that people with common sense already use!

Scary being in that lane with traffic. Cars seem to be riding the curb, so with only a little jump means that I will be hit.

I feel like they are in way.. Very claustrophobic when I'm riding in there.

Although there is a barrier it does May make it feel safer to ride. There is still traffic very close and large trucks with large side mirrors still ride very close to cyclists. The barriers also seem to draw attention away from cyclists while the driver is attempting a right hand turn. The driver seems to pay more attention to being sure they do not clip the barriers that to wether or not there is a bike coming up.

I feel safer. As a driver, I'm also forced to be more aware of the bike lane. I don't like driving next to it! But as a bike Rider, it's great!

Narrow. Cinders. Curb is not high enough. Had instances of needing to react to traffic or close call and nearly crashed after catching tire/handlebars on candlestick and curb.

Usually had a lot of debris in the lane. There were often times where trashcans were in the bike lane making so I had to step off of the bike. Additionally, I feel like I have less options for evading any potential hazards. I will say it stresses me out more riding in those lanes than it did before the concrete barriers were added.

As a driver, the impact or inconvenience has been minimal. As a cyclist the designated lanes have been welcome relief from direct exposure to traffic.

Mostly on Butler - the speed limits are still so high that cars can't navigate the lanes safely and run over the vertical separators frequently. This makes biking in the lanes not ideal. There is still limited ability to cross butler to access the correct bike lines. In the winter and spring the lanes are nearly unusable as they do not get plowed and build up debris. They limit riding in the lane where hazards from the road condition don't exist.

I appreciate them and I feel safer while riding in them. I feel like drivers pay more attention, even when turning into the lanes (turning right or left). Drivers have always given me right of way while I'm cycling past a road or parking lot in a break in the protected lanes. This hasn't been the case when I've cycled in an unprotected bike lane marked only by a white painted line.

Cinders and trash in the bike lane, feel less safe, horrible knee jerk reaction and planning by our city officials. Money well wasted so thanks for that.

Seeing how many of the plastic pillars have been hit shows how bad and distracted our Flagstaff drivers are. Every single one of those could have been an injured or killed cyclist.

Sometimes trash cans are in the bike lane (on Beaver St), forcing me to go out into road. Also, the bike lane ends abruptly and I am forced to enter the road and I worry that a car won't anticipate this/ see me. Cinders in the bike lane following snow removal on road.

Wasteful. Does t fix the problem. Most of the barriers were broken and lying down

I go out of my way to avoid riding a bicycle on Butler. I typically use the bike path on 66 or the urban trail. I feel that the bike lane, especially on Butler, was very poorly planned out and is dangerous for both bicyclists and vehicles.

Cinders and trash make the lane dangerous. The broken barriers and reflectors are in the lane as well. It is harder to get to the left lane to turn onto San Francisco.

As a rider, I felt a bit more safe riding along the "separated" bike lane. I would much prefer a shared-use path that is not even connected to the roadway. It still feels as though a car can jump the curb and get me at any time in the separated lanes.

I actually really enjoy riding in the separated bike lines. It is truly terrifying how many of the little reflector sticks have been taken out by vehicles; it really shows how close cars get to cyclists without even realizing it. It is frustrating that the separation doesn't exist for all of Beaver. It would be nice if the drivers and cyclists had a consistent experience (and thus consistent expectations) with separated bike lane from Columbus all the way to Butler.

I just didn't feel that it helped. Vehicles on the road seemed to struggle with them especially when they needed to take right turns. I support removing them actually. Again, felt like more of a hazard than a help.

Riding in the lanes is OK, not terrible, not great. There is often lots of gravel in the lanes or trash bins. I do not like where the lane ends on Beaver going into downtown as I used to use the whole of the previous block to get over into the actual road lane BEFORE the bicycle lane ended. Now it just ends and you have to get over quick, not fun if there is traffic. Also, the lanes were NEVER plowed during the winter so if a bike is your only transport you're riding in the road to avoid ice. Plus so many of the reflective sticks are always knocked over.

For spending a million dollars you could have spent the money more wisely like filling in potholes, road work , signage. This bike lane has done nothing but cause more confusion and traffic accidents. This should have been voted for by the people not jus done on a whim.

These are a waste

It's dangerous. There is debris. You're lockEd in with no safe exit. Unusable in the winter with snow. Definitely not designed by people who ride bikes.

I would never ride in the street on Butler without the separated lanes, when the barriers end I go on the sidewalk.

Don't like people in it

I love that these feel a bit separated from vehicular traffic, but in doing so, they do not get cleaned by street sweepers or plowed. They aren't always accessible because of this and also because I've had to go around trash cans left out and blocking the bike lane. If they aren't cleared and usable, they aren't serving their purpose. I love that the city is trying to make it safer to commute by bike and I really appreciate the effort.

It is nice to be separate from cars, but snow and cinders accumulate in the bike lane pretty quickly and it seems to take a long time for them to dissipate.

Not necessary.

None

I don't think it solves any bike vs vehicle problems, but I can see and appreciate your efforts to try. A vehicle can still pull out into the path of a bike for example.

Hard wall would be better... Like Jersey barriers

Rocks seem to collect in the lane more than they used to.

Guys, did you ever think about cinders?? Come on how hard is that Butler at the hospital is like riding on a volcano!! What were you thinking??

I find these lanes dangerous- often the poles have been run into by cars and are found laying in the bike lane. During the winter, debris is unable to be cleared. If someone leaves a recycling bin or something drifts into the bike lane, there are no ways to exit. When trying to merge with traffic going down Beaver, I now have less time to safely merge (before I could begin to merge ahead of vehicles to make myself visible)

Makes me feel much safe that cars won't "accidentally" move into my lane. Makes it possible for me to ride my bike to work!

Poles getting run over quite frequently. In the way. Having to stop & rude on sidewalk because seems non effective

I'm not happy about the debris that accumulates to a greater degree in the protected bike lanes, now both against the curb and against the barrier. This results in a less wide traveling surface that is free of debris. On my MTB this is not an issue, but on my road bike it makes travel less safe. In some instances, I prefer to just ride in the lane because it's free of debris, and I have more maneuvering space in case of emergency - something that through protected lane now restricts. It's counterintuitive, but the protected lane feels less safe.

Great! Definitely improved visibility of cyclists, especially when there were high volumes of out-of-town drivers (NAU move-in, commencement, etc.)

I like being separated from the cars, but when there is debris in the bike lane, I am limited on how I can get around it. Debris in the bike lane or ice or cinder build up has been the biggest challenge and can be scary if I'm going fast and don't have a way to move out of the bike lane. The bent posts have sometimes bent into the bike lane and caused another obstacle. It has additionally made it difficult to pass other cyclists on that rare occasion.

Not serving the purpose.

Trash cans in lane, ice in lane

It's dirty, narrow and a bit scary

The turn lane/ turn area for cars is really short. As a cyclist, I am always afraid someone is going to cut me off in that lane/ hit me. As a driver I'm really afraid I'm going to forget to triple check for bikes and hit someone.

I don't like feeling trapped between the curb & separators. Trash accumulates. Cars behave erratically where the separators are.

It was nice to have a designated lane and a buffer from the cars. It would be great to have a more significant barrier as it looks like some cars had run over the barricades!

The cinders all get swept to the bike lane. It seems like the majority of the delineator's are bent- some into the bike lane. Trucks and cars have hit the delineator's or driven over the concrete barriers, I really feel like they are more of a nuisance rather than a benefit to both the biker and the drivers

Unable to access road ways easily. Lots of debris in separated bike lanes, far more than before. Clearly they are not being maintained as well as they used to be before they were separated.

Ultimately Flagstaff needs to create dedicated bike routes away from cars. People in this town are CLUELESS about looking for bicyclists. It's still seriously dangerous even with the separated lanes. I say put up concrete barriers with gaps. People will learn how to drive with bicyclists then.

Spend my tax dollars on urban trails, these are dangerous.

Fell free to do this with all of our roads. Please and thank you.

I have always considered riding on the road an act in vigilance and having these types of barriers tends to lure cyclist into a false sense of security as well as causing many drivers confusion. I believe having the appropriate apparel/equipment a better tactic for safety such as bright colors and bright flashing lights. These lanes also tend to gather a lot of debris causing increased probability of punctures in conventional pneumatic tires systems.

Confusing, narrow, restrictive,dangerous. It was better without it

Going from a separate lane to a shared lane downtown is brutal, and I think confusing for drivers from our of town...

They are over the top reaction with little concept of safety. I hate them and they are more dangerous now than before

The left turns are extremely dangerous

They're great, we should do more of them

I kind of wish they were beefier

The lanes now collect debris and make it unsafe as no street sweeper can get to them.

Great for bikes, but if I were in a car, some entrances to businesses are now very confusing and/or partially blocked. I don't like the bike lanes.

These barriers are unnecessary. Being a bycicalist I don't like them at all. It feels constricting.

It is very difficult to merge into traffic to make a turn. Also snow builds up and isn't plowed

JERSEY BARRIERS WOULD HAVE BEEN SAFER AND MORE EFFECTIVE

I got into an accident with a pedestrian while i was in the bike lane who was illegally J-walking. Instead of normally being able to safely leave the bike lane to avoid the conflict, we collided sending the pedestrian to the hospital. Of course it was just an accident, but the whole situation could have been avoided if the curb stops werent there separating the bike lanes. The collision sent me into the street getting fortunately only brushed by a car while i was getting up. They do more harm than good. Since my accident I haven't used the bike lanes, which of course defeats the purpose.

Riding down Beaver St the bike lane had cinders and it was difficult to exit the bike lane to make a left hand turn. I had to turn right, circle around, stop then start from cold stop to cross the intersection, rather then find a break in traffic while riding down and making the moving left that I would normally make. I didn't have safety concerns before the curbs were placed.

On Beaver St., it can be difficult to maneuver around the trash/recycling/gals cans that are in the bike lane throughout the week.

All the cinders from winter are in the lane making it dangerous

It can be difficult to get out of the separated lane if needing to take a left on beaver or preemptively merge into a lane before the lane disappears in downtown. I do think it raises awareness for motorist and people placing their trash can in the bike lane.

I feel the bike lanes are mostly positive & an overall improvement of bike safety. I do have concerns over how they merge back in with vehicular lanes (an example is on Beaver before the new court building). I end up merging a street or two and thus sets of barriers early. Also, it feels challenging to look over my shoulder when in the new bike lanes because you are a bit boxed in (more a feeling than an actual issue, as I don't swerve when doing so but it does feel that if I am not careful I could bump one of the lite poles marking the lane and is most likely worth it for improved safety).

Felt safer with separation from vehicle traffic.

I don't know what the statistics are, but I felt safer compared to before the lanes were installed. Before I wouldn't even ride along Butler, I'd cut through to NAU Campus.

The separated bike lanes made me feel safer, that I wouldn't be clipped by a passing vehicle, and vehicles seemed more cautious near the lone tree intersection.

I felt confined, like if trash or something was in the lane I would have a harder time avoiding it. I did not feel any more protected from cars.

Looks terrible and totally pointless

It was great

I feel safer with the separated bike lanes. My children have ridden with me, and it feels safer for them too.

During snow, the separations keep the plows from clearing the bike lane. Instead, all the snow ends up in the bike lane and you have to ride in the street lane. It's not a very good solution.

The bike lanes are too narrow and accumulate debris. Many of the "candle sticks" are bent inward and are a hazard to cyclists.

Felt a lot safer.

It forces drivers to drive defensively as a result I feel safer biking downtown.

Terrifying

The loose gravel or cinders were hard on my biking.

Thank you, thank you, thank you.....watch out for trash cans!

I appreciate the effort to make Flagstaff cycling safer, but I feel this solution actually makes us less safe. In the winter snow and cinders fill up the lanes, and year-round trash bins block them. With a regular bike lane a cyclist can (carefully) swerve out to get around such obstacles, but with the lane barriers this becomes impossible. Also, there are so many curb cuts that the safety provided by the dividers is questionable at best. Finally, many of the candlesticks on the dividers were rapidly broken off or bent over, reducing the effectiveness in alerting cars to the protected lane.

On Beaver, merging from the separated bike lane into the shared lane through downtown seems a little dicey. Especially on that steep downhill, you really only have one brief moment to confirm you're not merging into a car and it's right as you're entering an intersection. Also is snow removal possible, maybe with a little bobcat or something? I'd be riding this route daily if I weren't working from home.

The lanes are narrow and often have hazards in them, mainly x) cinders pushed off the road and never cleaned that make the lanes slippery and dangerous (especially on hills), 2) trash and recycling bins left off the curb that block the entire lane, 3) cars waiting to turn and pulling fully into the bike lane before checking for cyclists. All require evasive manoeuvres which dangerous because of restricted movement in the lanes and require either swerving into traffic where the lanes break until the next opportunity to re-enter, or riding on the sidewalk where there may be pedestrians.

Large truck mirrors have encroached in the bike lane due to vehicle lanes being narrow. I was nervous around sawmill turn lanes.

I absolutely feel safer having even a small piece of concrete dividing lanes as opposed to a line of paint. I feel like even the few "protected" bike lanes give more awareness to drivers that there are a lot of bikers in this city. My only complaint is that as a road bike rider, cinders built up in the protected area where street sweepers couldn't reach leading to me riding on ,essentially, rough ball bearings. Again, this is my only complaint. Before the protected space, I had many cars driving very fast past me. Now, drivers subconsciously go slower and drive more carefully.

- Separated bike lanes can't be plowed or street swept for cinders. This increased risk to bu commute as I was often forced to ride on very slippery conditions. - The longevity of the lanes is questionable. I see that most of the markers have already been torn off or run over by negligent motorists

More bike lines throughout the city. Would be great.

Please install more of them

The lane hasn't always been maintained and feels a bit narrow. That being said, I felt safer knowing there's a barrier between me and the vehicles

Vehicles are still crossing pulling into the lane when attempting to make a right or left turn onto beaver/butler causing cyclists to have to abruptly stop to avoid them as they are stuck in the partially armored lane.

I felt so much safer riding in the separated lane. It gave me more confidence to ride a bike for trips instead of taking a car.

They are NOT PROTECTIVE in anyway. They are a traffic hazard.

I didn't feel any safer, and there was a bunch of debris in the lane.

I have enjoyed the use of the bike lanes for the most part, but there is one spot that I find absolutely atrocious! The transition from serparated bike line to full street use at the bottom of beaver street is awful, there is minimal to no signage for cars to know that bikes will be leaving the seperated lane and joining with the street, the transition is at the bottom of the hill where bikes can easily be riding at or above the speed of limit of 25, and cars are often exceeding the speed limit too. I do not and will not ride in the beaver bike lane due to the lack of signage at the transition

It feels very narrow compared to the way it was before. Doesn't feel as safe as it intended to be. I'd much rather now ride on the sidewalks

As the thought is nice! The dividers prevent street sweeping and plowing to occur on the bicycle side. Cinders on dry pavement are like ball bearings. Ice and snow not remove is very problematic.

Traffic still ignores bikes when leaving lane. Traffic needs to be slowed down on Butler.

Most dangerous place to ride your bike in all of town

Although I feel slightly safer in the lanes, I'm not sure I actually am because the front of a car can hit me well before the wheel of the car touches the barrier. I'm not brave/stupid enough to ride on Butler even with the barriers, only Beaver.

There needs to be protected intersections. The intersections are still very dangerous and drivers do not look for a care about cyclists or pedestrians. The bike lanes are covered in road debris, these lanes need street sweeping. Many other cities use small street sweepers to sweep bike lanes, they can fit inside the lane.

it gets in the way of my bicycle.

The separated bike lanes are more dangerous to ride in because of debris, snow, and cinder buildup, trash, bent posts that you cannot avoid, being trapped when a vehicle is pulling out of a driveway, and not being able to navigate to make a turn onto another street.

The land feels restrictive and awkward. It's also hard to avoid debris in the separated bike lanes.

Waste of money

Although the intention was for safety I do not believe they provide a safer riding experience. There is more dirt and debris in these areas than in the past as they cannot be swept out effectively. In the winter time more snow and ice is stuck in these areas as they cannot be cleared effectively. If you really want to make an impact, improve and expand the urban trails to provide better access through town.

While the thought and intent is good there is nothing that prevent a rider from getting killed.

When the lanes end, e.g- southbound on Beaver near the courthouse, it creates a quick forced merge that used to be able to happen more safely by moving into the lane earlier.

Cars now make erratic movements to avoid the curbs

Cars are more worried about changing lanes when the curbs stop than they are checking for bicyclitsts. I almost was clipped at the corner of butler and Lone Tree.

The lane dividers are obnoxious for both bicyclists as well as drivers. How am I supposed to pass another cyclist when the lane isn't wide enough and the dividers prevent me from safely passing another cyclist.

They are better than nothing. Most helpful are features that slow traffic (traffic calming). Note that the separated bike lanes accomplish this to some extent.

It's very nice and makes me feel a lot safer, although I find the smashed flat reflector posts a little alarming... But much better than no separated lane at all!

It can be a challenge dodging trash bins, and other temporary blockages of the lanes. It would be great if they were extended further down butler. When I have to ride along Butler I feel much safer in the protected bike lanes.

The separated bike lanes are a nice gesture but tangible improvements would involve a lot more. Traffic calming measures like chicanes, lower speed limits, speed bumps, etc. could all be implemented. A reduction in traffic speed and volume would have more impact. On-street parking should be eliminated as it benefits cars at the cost of cyclist and pedestrian safety. This space could be used for bike lanes, wider sidewalks, trees, etc.

I'm fairly comfortable as a bike commuter & I was always pretty comfortable on Beaver b4 the separation. I ride on Butler when I have to but avoid that road if I can since it is busy, but was okay with just the bike lane, except when the garbage cans, cinders, snow or trash were in it. Which seemed fairly often.

Too restrictive and don't feel any safer. I also drive cars and it's really unsafe when a car has to slam on their breaks to turn right and fit in between the curbs. It's awful.

This makes absolutely zero sense. I believe this makes it more dangerous for bikers and drivers.

The concrete curbs are placed within the bike lane, which makes the bike lane more narrow (strong negative). There are so many gaps due to driveways, side streets, etc. on Beaver that the separated lane seems pointless. My recollection is that the bicyclists who have been killed by motorists in recent years were killed at an intersection or by a turning vehicle, precisely the location where curbs aren't placed for obvious reasons. I suggest that you spend our taxpayer money developing the FUTS system and identifying bike routes that are not along busy roads. That is where I prefer to ride.

There are too many obstacles in your way. I believe this has made it more dangerous with them than without .

The curbs do nothing to resolve car-bike interactions at intersections.

I am pretty comfortable in traffic, but it does add an extra layer of protection

all bike lanes need to be wiped and cleaned from glass and debris. This is very important even on bike lanes going West on Route 66 are poorly maintained. This is unacceptable.

I am glad the city is attempting to protect cyclists on this route and the barriers do make me feel a little bit safer. However, the bike lane is in horrible condition year round now because they are not kept clear. There are cinders everywhere, trash, and (in the winter) snow that has not been cleared. In many cases, I have been forced to ride in the street as the bike lane is actually more dangerous than before. Additionally, the lane abruptly ends at Cherry and cars are not prepared for bikes to merge.

Appendix B: Two-stage left turn box experience

Please share any thoughts or comments about your experience using the two-stage left turn boxes

I found it a slightly confusing illustration of what I have been doing at intersections for years on my bike. That said, once I had used it, it made perfect sense to me, but not to a lot of other people. I personally have yet to see another cyclist use them.

Still dont trust cars turning. No polic around for enforcement.

So, if you're turning left from the left-most lane, you have to turn into the left-most lane. On a two-way street, that would be the lane closest to the centre line or median. On a one-way street, that would be the lane closest to the left curb. Same with right hand turns. Turn into clisest65 lane. Dominoe effect when left han turn are made illegally. Im one in mist danger.

Too small

Vehicles do not know why the bicyclists are so far out into the intersection. It impedes their ability to make a right on red and frustrates them. I was yelled at while sitting in one. The green paint was faded as well, which does not help.

Autos expect turning traffic in the middle of the road. I prefer to take the auto left turn lane and to use the whole lane. Crossing traffic to enter the turn lane is always disturbing.

I don't believe I should have to go out of my way (the long way around) just to make a turn

Marks you as a bigger target not in a good way.

I did not feel any more safe than if they were not there at all

Traffic doesn't pay attention it's not helping

Staging area size is only large enough for one bicycle, and leads to blocking the bike and/or pedestrian lanes. It's a half-measure execution.

They run red lights causing accidents or near misses

I like being in front of cars to start but didn't know how to use it first time I came upon it. Wish there was a bit more room to make the swing to change directions.

This helps bikes however it does nothing to educate drivers awareness of SEEING and RESPECTING the Bike lane. Proper signage and a Law enforcement enforcement of bike lane encroachment by drivers needs to go into effect immediately.

Confusing and again a waste of money

Cars do not know how to interact with the boxes making them more dangerous than simply biking in the car lane.

I think this could be made more clear. I do t feel significantly more safe, but every effort to help cyclist safety is appreciated.

Putting bicyclists onto an already over congested roadway is especially dangerous for bicyclists.

I don't think green paint does anything for cars noticing you're there. I ride bicycles and motorcycles. You're invisible no matter what you do.

For spending a million dollars you could have spent the money more wisely like filling in potholes, road work , signage. This bike lane has done nothing but cause more confusion and traffic accidents. This should have been voted for by the people not jus done on a whim.

You're banking on car drivers to pay attention to bikers. They do not.

Not enough space for commercial vehicles. Very dangerous and unsafe. Potential accident every time.

Cars seem to be aggressive at these intersections. Presumably because they are all waiting in traffic and don't want to let bicycles into the turn lanes.

They are stupid. What tourist will ever understand who has the right-of-way. This is a college / vacation town. How do expect visitors to understand this nonsense. This is the reason committees should never have decision power over trained experts and traffic engineers!

I had no problems when using. However, I generally just merge with traffic to make a left turn lane.

It's awful. It doesn't help anything.

It is really confusing for a lot of bikers as well as drivers.

The turn boxes where no effective and drivers did not pay attention to bike riders in the turn box. It would have been better to have been on the sidewalk and using the pedestrian crossing, overall a very unsafe and unsettling experience.

Very inconvenient and confusing

As a cyclist, I like it. I think car drivers need some education though.

It can be nice for those riders uncomfortable riding in the road. In those instances I feel those people simply utilize the sidewalk and associated crosswalks. Otherwise it just creates a delay and multiple stops for cyclist that would generally rather utilize the left turn lane.

Confusing

Extremely dangerous

Those are confusing to everyone

For drivers who don't use this road very frequently, they don't remember or expect some of the bicycle safety implementations. I see so many drivers over-correcting in response to the curbs. This could really cause problems during tourist season when non-residents try to navigate the city.

The intention is good, once the city becomes more familiar with the turning movement i think it will be more beneficial.

It's what I would do anyway if I wasn't able to get over to left turn lane before the curbs were installed.

I had no idea (and still don't know) what these are supposed to do and still find myself crossing 2 lanes of traffic and going into the left lane or waiting for a crossing signal to cross Butler

Noone understands the markings... so dangerous

The boxes are too small and placed in a way that made me feel in danger to passing cars.

More dangerous than previously

This needs to be a protected intersection. Bike boxes are better than nothing, but drivers still encroach into the box. They do not care about paint.

Confusing.

I'm not going to lie I almost got hit. It was frightening.

Vey confusing

I just walk my bike through the intersection instead of turning left across multiple lanes of traffic.

What is the point of two stage left turns? I would use the crosswalks if I wanted to take twice as long. I would rather move over to the left turn lane like normal and make my left turn.

Seems like it confuses cyclists and drivers. It feels safer to make a left turn the same way a car would.

As I said, I'm a fairly confident cycle commuter and I resent having to go much out of my way (or time) for perceived safety. I'm usually ok with entering the regular left turn lane to make my turn if the street isn't too busy, too fast or wide. In other words, more likely to use the boxes during rush-hour traffic. But the boxes should be bigger, more permanent, and ideally, put the boxes that allow bikes to precede cars in intersections across all lanes.

Why fixing something that wasn't broken with something that's nonsense?

Appendix C: Driving experience

Please share any thoughts or comments about your experience driving a vehicle adjacent to the separated bike lanes

The curbs are spaced too tightly near whole foods, hard to make right turns, small gaps. Other than that no issues.

This does not make the bike lane any safer and it's hideous, whoever had this idea should reconsider.

It's a much safer system for cyclists and cars alike; it keeps the two separate.

The barricade between the lanes is hard to see with little to no reflective material. They are dangerous to vehicles, and make an already chaotic and heavy traffic area much worse. Every single time I drive down Butler, there are new poles bent and I can't imagine it is sustainable to continue to maintain them. Especially during the winter season with snow plows. I think the consideration for them was nice, but they have caused more problems than good and should not be left up.

particularly on Beaver by the hospital, the bike lanes are atrocious and impede the safety of both vehicle and bicycle traffic

No issues.

I had no issues driving next to the lanes, including turning through them, and find myself wondering why they get hit so often.

I do not like them. They make me drive closer to the center lane divider than I should. I often see bikes outside of those bike lanes as well. They are horrible on butler especially when there is a lot of traffic. The road has too many things going on and distractions for drivers to be safe. I also see cars drive over the lanes and knock down those markers

I find them very awkward to turn around - particularly the turnings into the Whole Foods parking lot off Butler and also the turning onto Sawmill Road. There are so many short sections [of curbing] that turning after one section and before the next section in a larger vehicle is difficult. I totally see why so many of the upright posts get knocked over. I've also seen other drivers turn out of incorrect lanes and following traffic have to stop as people try and figure out where they are supposed to turn.

No difference

Unsafe, not attractive

I didn't have any problems with the presence of the protected bike lane while driving. I don't think it made the car lanes much narrower if at all.

Concerned about hitting poles and curbing.

The curbing is a distraction and hazard with the potential for more serious episodes. The pylons seem to be a more effective barrier...without the curbing.

Bad idea. Plastic lane posts make cars pay less attention to bikes, decrease separation, and increase danger. A car at any speed can run right over them providing NO real bike protection. Concrete lane dividers are worse, likely increasing accidents. See the broken and displaced ones, and more with marks from cars AND bikes hitting them. Sharing the road means everyone using the combined room of car and bike lanes for safer maneuvering by either during an incident. The dividing curbs decrease maneuvering room and makes traffic more dangerous for both motorists AND cyclists. Get rid of them.

It forces the same amount of traffic into a more restricted area INCREASING the chance of an accident.

It's a solution in search of a problem.

I was nearly sideswiped driving down Butler this afternoon. I had the bike lane on my right and another driving in the left lane was over the line into my lane. I had to slam on the brakes to avoid a collision. As often as I drive Butler and Beaver I have yet to see a bicyclist in the bike lane!

Drivers are nervous about getting too close to the barriers and are therefore encroaching on the middle lane. It's difficult to make turns, there's more cinders everywhere, it's the biggest nuisance I've seen in Flagstaff in 40 years.

This is not a safer option for bikes. It narrows the lanes for cars and I still see bikes in the roadway!!! I think it actually makes these lanes MORE dangerous because drivers are so concerned with the narrowed lanes. There are so many broken parts already, this project is not financially good for the city as it already has to be repaired and didn't even solve a problem.

I like most other seem to be getting used to them. They were not cleared of snow promptly apparently due to the lack of proper equipment with public works.

Until I was used to the dividers I almost turned on to butler too tight and nearly hit the dividers. As mostly a driver I do support separate bike lanes!

It is very difficult to safely turn into Sawmill. The time given to turn is too quick and you have to worry about looking for a cyclist, while also watching cars behind you so you don't get slammed from behind - that's a lot to ask of a driver.

Need a bit more space to feel comfortable

I've been behind large semi trucks and observed trailer tires took over the bike lane separator.

It's a stupid decision to put this bike lane in the busiest part of flagstaff.

They are obviously a waste of money as they require frequent ongoing maintenance and provide no real safety for anyone, especially bikes.

Right lane is too narrow to be comfortable. Breaks to allow vehicle access to properties not large enough and too abrupt.

I love them. Cars are driving more carefully along the separated bike lanes than they did before. These lanes make me more likely to use these roads as a cyclist (I am recovering from an injury that prevents cycling for now).

The extra lane is confusing at intersections

The white delineators are sometimes bent and intrude into car lane or bike lane.

The breaks in the bike lane for turning off of Butler are not ideal. They are abrupt and require almost evasive driving maneuvers. That said, it is good to have a separate lane as it is better for cyclists than just a line on the road.

The separated cycling lane bollards make the dedicated area more obvious to drivers and therefore we make the cycling experience more safe.

Turning right into the Wholefoods center can be tricky as the turning lane is small and if there is a car behind you - they do not slow down, so there will be accidents.

Still dont trust cars turning. No polic around for enforcement.

So, if you're turning left from the left-most lane, you have to turn into the left-most lane. On a two-way street, that would be the lane closest to the centre line or median. On a one-way street, that would be the lane closest to the left curb. Same with right hand turns. Turn into clisest65 lane. Dominoe effect when left han turn are made illegally. Im one in mist danger.

I feel like I have to crowd the center line to avoid hitting the bike lane dividers, which is a bit anxiety producing.

Never seen a biker using the lanes and I drive along route daily. Have seen vehicles hit curb or misuse the extremely confusing and absurd use of curbs in front of Sawmill. Horrible! Stupid.

These things look awful. A half-@\$\$ed solution that are even worse in the winter. Making right turns is considerably more difficult and I've seen quite a few near misses of both rear end collision between cars and right hooks of cyclists as drivers pay more attention to the narrow turn space than to if there is an oncoming cyclist. I work all over the western US and have traveled extensively around the world. Flagstaff's solution is the worst I have seen. I'd like my tax dollars back please.

Literally no difference

Also helpful to have more clearly delineates places for bikes/vehicles. I felt I could relax a bit more as a driver.

I still really like them as a driver because it prevents bicyclist from riding on the line close to traffic

You have to plan right turns due to the limited space allowed.

Autos who seem unable to negotiate the curbing without hitting it. The markers are often destroyed.

On Butler it is confusing as to where to turn right into aspen village and onto sawmill from butler

Horrible in snow

The bike lane has never inhibited my ability to drive south on Beaver.

They actively make you slow down and focus, which is great!

We need to do away with this

Poles/ticks bent into roadway. Very narrow lanes with snow/ice. Drivers swerving into left lane to avoid hitting curb. Limited visibility to driveways/business access

I hate the lane makes the already congested road more congested. I feel like the money wasted should have gone to fixing our horrible streets or creating more lanes for all traffic congestion.

The bike lanes make it had to drive because people feel they need to be far away from it and then they are in my lane. Also the candle sticks are broken or bent a lot and some are sticking in the road making it hard to drive past them without damaging my car. This lanes made the roads that are already narrow harder to drive down and more dangerous.

Barricades are fine for vehicles.

Seems like the berms are deteriorating because of either snow plows or cars hitting them. They need to be painted a different color. White is not enough of a contrast.

Not enough room to turn out of a driveway. Hazard

A lot of the reflective poles have been hit and broken by bigger vehicles. It is hard to turn into and out of businesses because of the barriers being so close they are hit to avoid going into traffic.

Their needs to be a warning sign for drivers! Reflectors and the concrete painted to ensure safety of bikers and drivers. Hopefully gets done before someone gets seriously hurt.

It's fine. The only thing i noticed was that it took a little longer to identify the break in the lanes to get into the whole foods shopping center.

Don't care for it, feel trapped, like I'm continually driving through a construction zone

Vehicles don't know how to stay in their lanes. The concrete and reflective pillars are constantly broken. Vehicles don't plan ahead for turns. Turns into the Aspen project are extremely tight and it's impossible to get into the right turn lanes if traffic is moving at speed. Slowing down results in more potential crashed and irritated drivers/honking horns.

The posts are getting bent and sometimes extending into the travel lanes, and bikes are using the car lanes when the bike lane is full of cinders.

The barriers are too narrow have to hit the damn things to get a turn in. The lanes are more narrow and easier to hit the barriers in the snow and ice. Such a stupid design that was rushed by city council.

It has caused dangerous driving conditions with traffic flow on butler. Having to weave in and out of the road markers/ barricades is absolutely horrendous to get access to the establishments on butler. When it snows, it becomes even more dangerous as now people only have enough room for 1 lane and no longer 2. Butler needs to be put back to how it was, it is now unsafe because of the separating bike lane with barriers.

Separator caused damage to car. Turning left on to street with separation blocks.

I feel like there are so many openings through the bike path that it gives bikes a false sense of security and drivers may not see bikers resulting in an accident. It gives me a weird scary pause.

The barriers don't belong on small busy streets like Flagstaff has.

I've seen trucks drive over the curbs several times

I avoid driving on Butler because of the dividers. They make me NOT want to ride a bicycle because motorists turning right are going to be more concerned about missing the dividers than being aware of bikers. It seems impossible to use the bike lane in the winter. How does it get plowed?

Cars in the lane right next to the barriers are afraid to drive to close to them and because the lanes are narrow they end up in the next lane over. It is a driving hazard. I have no problem with having separated bike lanes, but the other lanes have to be wider to give more space. You took space from the two 'normal-sized' lanes in order to make the bike lanes....how could you possibly think that was going to work?

It made me feel that I couldn't get far enough away from the other vehicle in the other lane. How are we supposed to move over when an emergency vehicle is behind you, and your boxed in due to the bike lane separator and the vehicle next to you. That is very concerning especially if the emergency vehicle has a life or death situation.

The car lanes are more narrow now and people can't stay in their own lane.

This has narrowed the lanes of travel, is more dangerous and confuses drivers. I have seen people miss the turn lane and slam on brakes to then turn at the light.

Once I got comfortable with the protected bike lane and where I was supposed to pass through to make right turns, I was comfortable with the system. Still needs reinforcement to protect bikes. All candles have been purposefully hit.

I watch vehicles hit them approximately 3-4 times a week. They make the lanes of traffic way narrow.

Please KEEP them. They can be hard to get use to but I feel so much more ease knowing the cyclist beside me is separated. I always get nervous passing a cyclist and these barriers keep us all safe

These are awful. They look bad and when it snows create a serious hazard to plows and cars. I think bike lanes should be addressed differently.

Narrow lanes, hard to navigate when roads are snowy/icy.

The road seems narrower than before. Winter may bring problems with plows.

I've watched numerous people hit and run over barriers.

People frequently miss the turn entrance and end up stopping traffic in the #2 lane to turn.

Lanes are very narrow now and right turn onto lonetree is tight and short and difficult

I think they are great!

I've noticed damage to the separator since day one.

It's amazing how many cars have REPEATEDLY driven over and broken the lane separator markers. Makes you think much more about how cyclists' complaints of vehicles impeding on their lane are valid. (hint: FPD never seems to regard complaints about the matter.)

I am no longer afraid I might bump a bike rider.

The white curb is hard to see. There isn't much space. The flags pole things are what's down and sometimes in the road or laying into the bike path. I'm all for bike safety but these seem ill-thought out.

On Beaver toward the hospital when the road changes direction slightly and it's very narrow it's very hard to avoid hitting the curb thing, particularly when there is any weather—we have a lot of weather here.

The bike lanes are in constant need of repair, and when the vertical delineator's are absent they are often hit and damaged. Does not reduce conflict points, just adds clutter.

It is disorienting and causes unnecessary anxiety in smaller lanes. It is ineffective and if anything will cause more accidents. I understand why it was developed but they are the absolute worst.

Causes bottle necking and a unsafe distance between lanes. Slows the flow of traffic.

most of them have been hit flags knocked down and I'm sure tires damaged

Impedes emergency vehicles getting thru traffic.

I didn't see any cyclists using it so from a motorist's perspective it seemed cramped for no reason since it seems to get very little use from my personal, rare observations.

Hard to make right turn. Cars entering Beaver come into traffic lane and block bike lane.

Do not believe they are necessary and cause congestion at right hand turning points into places of business. People miss the opening to access the turn lane and go tot he intersection and stop to turn in.

They made the road more dangerous for all Plus the cost of replacing markers. It is a joke. The most dangerous part of the roads are the intersections. Cars running red light along with the bike riders.

There is not a lot of space to switch into the turning lane in a big vehicle. End up turning in a more dangerous way from the right lane instead of the turning lane.

I appreciate the safety measure and would not oppose expansion into other areas. Each time I've seen a downed post in the area of the divided lanes, I think at any given moment that could have been a bicyclist so I am in favor of divided lanes.

The curbs force cars to brake quickly as they try to turn off the street. I have witnessed at least three vehicle crashes directly attributed to these obstructions. Too expensive to maintain. Takes too long to plow. Limited resources spend too much time here and neglect other areas of the city.

Theater are in the way and I never see people biking in them. All over the road everywhere else but strangely not in those handy dandy lanes.

The poles that come out to block the lane have been knocked over, hit, ran into so much. I haven't had any issues with them, but it seems others can have difficulties.

It uses a lot of street space and makes it difficult to turn into traffic, especially with a larger vehicle. I have to take WIDE turns to get around it, which I don't feel is safe unless there is little to no traffic.

Dangerous curbing that damages vehicles. And shrinks the lanes for vehicles especially in times of snow. With little or no use by bicycles. Terrible idea that doesn't work for cars nor bicycles.

The dividers keep me aware, and I look in my passenger mirror more to make sure no one is in the lane when I prepare to turn right.

The many entries into Sawmill make it very confusing to try and enter them at the right point.

The only challenge has been other vehicles, not bikes. Sometimes cars in the lane not adjacent to the bike lane drive so close to or slightly over the line, it's hard not to wind up driving right up against the concrete divider. There are also a few spots where turning is a little precarious because of where the bike dividers start and oncoming traffic approaches, but you get used to it

I believe it's gotten more dangerous for both motorist and cyclists. I am now seeing sections of curb missing or damaged from motorist being squeezed by other vehicles who can't maintain their own lane space forcing the person next to then to hit, rub or jump the bike lane curb to avoid hitting the car next to them.

The lanes are causing confusion leading to illegal and dangerous maneuvers to avoid them. The traffic on Butler has increased because of the confusion and the smaller lanes lead to people going under the speed limit, another dangerous factor. I have personally witness several vehicles and a snow plow hit the dividers and damage their vehicles, causing traffic delays and near collisions. These dividers are a danger to vehicular traffic. The dividers would not have even prevented the death that this project was created because of.

I have no words to express how useless this bike lane is. It not only feels like the bike lanes take up more unnecessary room, but the vehicles have have a much smaller lanes space placing bicyclists in even more danger, because those white poles that are supposedly barriers will not do a thing to protect bicyclists, it only confuses the driver especially when making a right hand turn.

If people are paying attention, it's really not hard to stay in your lane. Doesn't seem any narrower than other lanes in town.

It is kind of stressful and makes tiring in and out of business difficult. I don't see the point of them.

The separated bike lanes made driving along Butler, especially following snow storms, particularly challenging, as drivers in the left lane pushed those in the right lane uncomfortably close to the barriers.

The city does not properly remove snow from the roadway and plows to the center eliminating left hand turn lanes. They are always damaged with broken concrete and missing uprights making them difficult to see. Concrete debris everywhere and increased roadway debris because now its more labor intensive to remove. The damaged and bent uprights fold over and the wind blows them into traffic. I have seen 1 bicycle use the lanes since they were installed. What an embarrassment.

Putting obstacles in roadways will never be a solution to a traffic problem.

I feel more comfortable riding next to a bike in a lane, I know they will stay where they are and lessen my concern for them riding next to traffic

Forces us to pay attention to bikers - whether or not they are actively using the lane - and it is not that hard to stay in your lane and not hit them.

Easy to see how if you weren't paying attention you could easily hop a vehicle over the safety cones/baracade

The bike lanes without the barriers is fine however the barriers have significantly narrowed the road, causing traffic issues and many near collisions personally. I see evidence everyday where a vehicle has collided with the barriers as they are constantly repaired. This is a safety issue for everyone on the road. In addition emergency vehicles cannot bypass those roads as vehicle have no place to pull over. Snow is also a huge issue since plows have to create piles in the median of the road and not to mention able to plow the side causing Butler to be a one lane roadways.

As a cyclist I very much appreciate the barriers. I don't think they've affected traffic much at all. And if it slows things down a bit, all the better.

The travel lanes are too narrow for this arterial roadway.

The first time I drove next to these bike lanes, I had an ambulance behind me and I couldn't pull over to let it pass until there was a break in the bike lane. Not good!

I do not like the right turn onto Cambridge Lane to get to Whole Foods. The barrier forces me to swerve the car to the right.

Many people drive further away from the bike lane, and I've noticed a lot of people driving partially in the left lane in fear of hitting the little bumps by the bike lane.

Have never seen anyone use the bike lane, this is a waste of our money.

It's fine. Still plenty of room for all.

It's great.

The compression of the traffic lanes has slowed the traffic down to at or slightly below the speed limit where in the past the vehicle speeds were in excess of the speed limit.

I think these offer a good solution to help make bicycling safer and am supportive. I would like to see a unique color of flexible post at the beginning and end of a driveway to help drivers more easily identify the opening in the curbing.

While these barriers are improvement, they will rarely stop cars. We need bigger barriers or totally separated bike lanes.

I've seen the poles damaged and down. I don't see the point to them. If a vehicle loses control the barrier won't really protect a bicyclist

Separated lanes as a Driver in the right lane gives little space to react to a driver in the left lane making a merge to the right lane. Drivers in the right lane have no room to move over to avoid collision.

It's too narrow and any bikes I've seen along Butler have been on the sidewalks, which is what they've usually done.

They are almost impossible to see in the winter. They are also unnecessary, you spent a bunch of money solving a problem that did not exist.

In my experience the lanes are rarely used while I have been driving. The dividers are always damaged in some area and most importantly emergency vehicles cannot get through because there is nowhere to pull over.

Right turn lanes are bad news and also creating more congestion. More congestion! Great

I think the candlesticks encourage drivers to speed less & pay attention.

At first I was surprised by the separated bike lanes, but it's easy enough to understand what's going on. Did not have a negative effect on my driving or on me getting where I wanted to go.

I've seen numerous bicycles not using the bike lanes which creates an elevated level of danger for everyone. I've had cars next to me who presumably aren't paying attention and swerve into the lane closest to the bike lane and there is nowhere for these cars to go to avoid a collision because of these barriers.

Cannot see the barriers at night or in the snow which is dangerous.

Its fine on beaver. But on Butler it limits the space to get into the turn lane by dutch bros and whole foods. Quite the surprise when they were first put in. I saw many people hit them that first month.

It is okay, with most of the reflector poles down it is hard to see the concrete blocks that separate the cars and bikes. I know they are there because I bike them but if I didn't it would be tough to notice with all the breaks in the blocks from driveways and turns. If the poles were all there you could see them better.

These barriers are the most ridiculous thing I have ever seen. What a waste of time and money.

The lanes are difficult to avoid hitting, especially when trying to navigate into turning lanes, across the bike lanes. This feels even more difficult at night.

I personally do not like them.

I have never had a problem with the bike lane before it is what it is now. What I have a problem with is when bikers ride side-by-side which is against the law and I wish the city of Flagstaff would enforce that.

The bike barriers are difficult to see at times especially when coming in from an intersection. It is also difficult to judge where they end and where to begin a right hand turn.

I've noticed how many of the vertical markers are smashed down. I don't know if intentional, cars plowing them down, but it just highlights how dangerous it is to ride safely in this town, with the kind of drivers we have here. Also there is a right turn lane near whole foods to turn in by new Credit Union on Butler. Once, I waited till intersection to turn and had car behind me honk at me, it seemed too narrow of a window to pull into turn lane, and seemed dangerous to me to cross over bike lane. Another time I pulled into turn lane and crossed over bike lane and seems not safest for bikers

Lanes are small if you get too close to the bike lane mirrors smack plastic posts. waste of money especially during winter when snow piles are in bike lane and snow plows destroy the bike lanes

It is very hard to get into the Sawmill because you can't go over to the lane earlier.

It makes the lane closest to the bike lane very narrow for larger vehicles, and almost no time to react when coming next to them.

Makes you more aware of the bike lane!

The streets are thin and with those there cars tend to come in your lane or hug the line a lot more and it causes issues

They narrow the road without actually protecting the rider from traffic. Would prefer a larger taller barrier that is clear it is for bike use.

Right turns seem dangerous.

This seems to be a waste of the city's time and money. Lots to maintain and harder on snow removal.

These things are horrible unsafe for drivers and a big waste of money!

Cars have difficulty navigating within the narrower lanes. I've been pushed over to the bike lane by large commercial trucks trying to navigate the narrow lanes. Separated bike lanes without increasing the road width just makes the problem worse.

From a driving perspective as well, these are worse. Some of the gaps for the turn lanes feel almost too small and I think causes more issues on the roadway as a result.

There a nuisance. I bicyclists still using street. If they were to get hit in street of course it would be my fault bicyclists do not follow rules in this town.

The posts are constantly getting knocked over by wind and causing traffic problems

Dangerous to everyone on the road.

PLEASE include these separated bike lanes on Milton. Milton is by far the most busy road near NAU and NEEDS to have separated bike lanes.

They are ugly and attract the accumulation of debris. I very rarely ever see them being used.

The road was narrowed for the bike lane making navigating in a car difficult. Cars frequently cross the dashed lines.

it is a very sharp turn to get in the saw mill shopping center off butler. having had to wait for a bicyclist several times I have nearly gotten rear ended by traffic behind me as they could not see the biker. these lanes are a bad idea. someone is going to get hurt really bad or killed!

It's fine. I've noticed drivers go slightly slower, which enhances safety for everyone.

Terrible!! The lanes feel more narrow, and if there's an emergency vehicle coming we cannot move over now as the law states to do! Terrible idea. Waste of my tax dollars. Constantly being hit and broken. Doesn't do anything to help the Bicyclist especially when they aren't following the laws either

Iv never seen a bike in these lanes while driving by. The candle sticks are constantly getting hit and the little curb isn't going to do anything from stopping a vehicle from going over into the bike lane. This was a waste of money by the city of flagstaff.

The lanes feel tight and a lot of vehicles swerve into the adjacent lane

The openings for turn lanes off of the road could be wider. The current ones on Butler are pretty tight, I've almost hit them many times trying to get in the turn lane and I've missed my turn if I wasn't 100% prepared to turn in.

Honestly, trying to weave into the small slots to enter aspen marketplace is a pain. If you miss the inlet, good luck

Horrible to drive through, especially if you are next to a larger vehicle. I can only imagine how the city streets drivers feel plowing it in the winter.

I think there was only 1-2 considerable snowfalls that encouraged plows and I think did some damage, but for the most part I have a positive attitude towards them. I don't recall paying much attention when I need to use the turn lanes for Aspen at Sawmill, etc. So I could be better at looking for bicyclists there.

I think merge early signs would be helpful.

The bike lanes make it dangerous to turn into any businesses in that area. I've seen several accidents almost happen because of them.

Dangerous turning into the Whole Foods plaza

The bike lanes severely congested Butler this last winter and made snow removal difficult. I saw several vehicles strike the curb in the snow causing them to lose control and collide with other vehicles completely halting traffic on Butler.

I personally do not like driving in heavy traffic with no shoulder, and I cannot believe that semi truck drivers have to try to navigate up and down Bulter with those ugly tire poppers leaving them no room for error.

I don't believe the benefit of having that bike lane is worth the risk and have only seen a couple of people actually use the bike lanes

One Word Ugly

As a driver, I have had multiple instances either while attempting to turn or being behind a turning vehicle into Aspen place, that with a designated gap in between the bike lane dividers, there is more unintended slowing of car traffic in order to manage the turning gap. The necessary gap required for cars does not protect bikers during that turn.

Hard to see lane to turn into parking lots. Missed the lane and force to turn from main road.

I water two car hit these while trying to avoid a bicyclist. They pass the cars on the right.. someday one will get ran over, again.

The barriers make it dangerous in the winter for motorists as the barriers are hidden from the snow, becoming invisible to the driver, causing damage when turning to the barrier or the vehicle themselves. Bikes already don't follow road laws, the barriers won't help them follow the rules.

Dangerous, the pylons are broken more then half the time. Snow obscures the base. Garbage trucks drop trash bins in the bike lane. Whole idea is flawed.

It definitely adds a high level of awareness to keep an eye out for bikes. It lowers my anxiety about accidentally not seeing a cyclist and having a collision.

Cars unable to pull to the side to let emergency vehicles through. Also difficult with snow removal.

Right lane feels very tight, but it is likely an optical illusion because the lane size technically did not change.

So hard to navigate, especially when making right hand turns. So narrow and felt like it was more of a hazard than protecting the cyclists, and I am a cyclist myself.

I don't believe this solves the fundamental problem, which is distracted drivers. I believe we have a law prohibiting cell-phone usage while driving - we should enforce it. If we enforced the cell phone restrictions, we wouldn't need silly solutions like the bike lane barriers on Butler.

Very narrow, bicyclist tend to be more aggressive with the lane divider. Gives them a false sense of security

Difficult to make turns into businesses.

It has reduced the two lanes and parking to parking and approx. one and a half lanes because people are worried to drive too close to it. The streets downtown were never meant to accommodate this many things across the span.

***Why can't we pave and mark the alleyways between the north/south streets, or in the whole downtown area, and designate them for mostly bikes and local (neighborhood property access) use?!

the plastic "candle sticks" blow over or are otherwise easily damaged leaving them sometimes facing into traffic causing people to suddenly and unpredictably maneuver to avoid hitting them. the shrinking of the drive lanes also leads to large vehicles having less room when other vehicles cross the lines, other locations the "barriers" start too close to the intersection making it more difficult for long wheelbase vehicles to turn out without snagging and damaging the plastic parts. Near O'Leary street cars regularly do not follow the curve where the center stripe stops leading to near misses

As I'm sure many noted they were troublesome during the winter months due to build up of salt and ice

A lot of what I mentioned above. There are times when it seems that more of the reflective poles are knocked down than are standing up. I see bins in the lanes and am glad to be driving. And during winter drove everywhere because the lanes were not once plowed.

City council should have done a study with the police department to see how many cyclist break city and state laws while riding bikes before drastic measures were taken to satisfy a select few.

For spending a million dollars you could have spent the money more wisely like filling in potholes, road work , signage. This bike lane has done nothing but cause more confusion and traffic accidents. This should have been voted for by the people not jus done on a whim.

These get hit in the snow

block shoulders for emergency's.

There are many negatives but trying to turn in across them and finding the right spot visually is hard. Also when the roads have snow- good god the lanes can't get plowed well. BUT MOST IMPORTANTLY- how is an emergency vehicle (ambulance/ fire/police) supposed to get through there now?? There was barely enough room for cars to move over WITH the bike lane, now there is NO ROOM to move over. And with how many cars drive those roads and people are ALWAYS in the turn lanes, I have no idea how they would get through. AWFUL- simply AWFUL!

They are more dangerous than no lanes. Folks on bikes look like they think god will protect them and they don't need to be alert. Having turns into businesses which cross thru the bike lanes is insanity at best. They crowd the traffic on butler and the whole deal seems more dangerous than it was previous.

It is difficult to tell where an opening is where vehicles should turn to access businesses along Butler. Other people I know have voiced a similar concern. I worry about driving one these routes in the winter.

I have seen a lot of cinders built up in the bike lane. How will snow be cleared.I have seen many of the posts bent. I now avoid these routes as I can.

Separated bike lanes should be extended to the entire city, snow plow drivers need to get over it and stop mowing them down, as do vehicle drivers, I'm sick of selfish, moronic people who don't care about the safety of bicyclists.

To make a turn through them is ridiculous.

Broken reflectors, debris, no bikes in the lanes, tighter vehicle lanes, tricky to make turns in and out.

I feel more comfortable driving by bicyclists on those stretches with the barrier

It was a good idea but it was rushed and could have been more planned and thought out. They have caused confusion for many drivers especially for tourists. Many places have created safety concerns and dangerous turns. They are little curbs it is a deterrent, not a preventative, cyclists can still be hit if someone lost control or actually just wanted to be evil and hit them. The poles have had to be replaced or repaired multiple times a month if not per week... Turn lanes into parking lots are extremely narrow and small access especially if not local and need that last minute space to turn.

They were a waste of taxpayer dollars. They are an accident waiting to happen. It does not excuse irresponsible bicyclists from assuming they own the road. Take them down.

Feel it is too restrictive on the driving lane size. The candlesticks are constantly knocked over by people in larger vehicles making turns and the garbage trucks. Not convinced they will actually protect bicyclists from vehicles.

Due to work i have to drive a box truck/ trailer. It is nerve racking with those poles and cement blocks. I drove better when they weren't there as I pay attention to fellow bicyclists

Seems like a nightmare for the plow folks. Most, if not all of the vertical markers have been destroyed.

It seems to be an additional hazard. I've seen cars in front of me hit it and swerve severely.

Drivers avoid the "barriers" and drift into the left lane, causing other hazards.

I have seen people hit the curbs, not expecting them and I also have vehicle damage from one of the reflectors because it was damaged and hanging on the vehicles side of the road. It is also hard to get into the lanes to turn, especially by Whole foods.

It narrows the lanes for drivers and we have felt a little cramped in our lanes. Also, we have not seen one bicyclist in the lane at any time.

Get rid of them

Many of the poles that stick out of the concrete barriers are broken. Some are broken into the car lane. Since they were put up, I have only seen 2 bicyclists using the lanes. If you are in the right lane, trash trucks stop in the middle of that lane to pick up trash, causing delays and near miss accidents. Trash cans are often in the bicycle lanes. If anyone was using the lane, what do they do? Overall, I feel it's a waste of money.

Didn't disrupt the drive at all. I appreciate the separated bike lane to protect the cyclists and avoid negligence accidents

A vehicle barely fits on the already narrow road and trying to take a right into businesses is a nightmare - there is not enough space to allot for the time it takes to turn.

I havent ridden a bike in the protected lanes yet, but seeing that protection makes me want to, whereas before the protection I thought "Hell no."

They limit the amount of time to turn and make the lane narrow.

They're dumb! All the reflector sticks are gone! Waste of &

I understand this is the beginning of a project, but full-on railings and dividers would be cool. Forever impressed by Moab's completely separate two-lane biking roads.

I almost hit the first post and curb you put in. OMG it has NO color, it's just some dirty white. At the very least paint that (I can't say the "C" word)ok then, that beautiful post yellow or orange! Truly I almost wrecked my car.

I find them very confusing and distracting. So many of them have been run over.

I don't think it solves any vehicle vs bike safety issues.

Had an emergency vehicle coming down Butler, lights/sirens on. Couldn't move over enough. It took longer for them to pass as there's not much space to give them. This wasn't a fire truck, I'd hate to be in the lane when a fire truck needs down it. I have a partner who drives for Mountain Line and those bike lanes are a nightmare for them!

A waste if money! Dangerous!

It was fine for me, but seems there are lots of terrible drivers out there.

Very narrow

People swerve into the inside lane to avoid the curbs for the lane and I have witnessed multiple close calls and one accident because of it.

Especially when we had snow, these barriers are dangerous to vehicles. The plows do not make the two lanes wide enough and many people drove down both lanes preventing even flow of traffic. They're always broken off and sometimes sticking into the lane of traffic. People on bicycles still use the sidewalk or ride the wrong direction, do not signal, cut off motorists and create more hazards than we had to begin with.

Shrunken lanes become unsafe for larger vehicles and avoiding other distracted drivers

It makes the lanes feel to narrow. And people already don't know how to drive in this town. I've seen multiple cars hit the dividers.

It's hard to make a right turn into places like Whole Foods with the bike lanes. A lot of them have been hit or are bent. I don't like them, but I don't ride a bike on those streets

Ride a bike and motorcycle. Cinders on a bike. On motorcycle it not only causes distractions, but more importantly on Butler does not allow me an escape route when someone cuts me off. Stupidest thing to endanger motorcyclists I have ever seen. Thanks Flagstaff for one bicycle death, one, only one, making the rest of our lives more dangerous and complicated!

I don't agree with them. I've almost hit a couple the poles.

They make the right hand lane narrower and push you into the line of left hand lane. I have been hit by the flags sticking up and have scratches on paint job trying to move over for a left lane car

Very narrow. Decreased turning radius for the car.

Large profile vehicles have a hard time navigating through the bike curb areas. I have also observed several accidents that have been caused by the bike curbs and people who are either confused or don't know how to navigate them. It also makes it impossible for emergency vehicles to travel through the roads with bike curbs when there is heavy traffic. I hardly ever see bicycles using them.

It messes up my tires and if you even get slightly close on accident the reflectors scrape the car. They are a horrible idea, just let bicycles ride on the sidewalk, that'll stop them from getting hurt by cars quickly

This is the worst idea the city of flagstaff has ever done. It's more of a hazard. Please drive and look at them. They are all damaged already and it's less than a year. What a waist of tax payers dollars. You should all be ashamed of how you spend tax payers dollars on this BS. You can't even ride a bike in this town half of the year due to weather. They have miles of FUTS trails that millions has been spent on. Hundreds upon hundreds of miles of trails in the NFS to ride on. All the holes made in the asphalt putting these in will compromise the roads that are already in horrible shape.

Have been in several if not daily almost crashes due to them. Knocked down poles in the road. Tourists not knowing how to drive in them. Making abrupt stops. People driving in middle of road & making already congested traffic conditions worse

Making right turns off of Butler into some driveways makes for very harsh braking in the travel lane and requires sharper turns.

It's ridiculous!! Damage to cars is inevitable!!

Road feels slightly narrower, but not enough to be problematic.

These are in the way. They make the traffic in the right lane scoot over way too close to the left lane and it is dangerous for everyone including bikers of an accident happens. The things are constantly bent down and in the street or in the bike lane.

Hard to tell if bikes are coming

In a car, the separated bike lanes do not bother me.

Dangerous for bicycles and vehicles when it snows. You can not see them in deep snow and the plow can not clear the bike lane so the bikes end up in the street. I am pro bicycle and these seem like a poorly thought out quick fix. Trash cans are left in Beaver street or in the bike lane so the garbage trucks can reach them creating more hazards.

These bike lanes are causing more problems than solutions. Bikers are harder to see now because they blend in with the pillars on the road. It is also impossible to move over now when emergency vehicles are behind you. I have also noticed while walking that there is a lot of debris in the bike lane which is harder to walk and bike on. In addition, during winter the snow piles up in the bike lanes and bikers will just ride in the normal drive lane making it more unsafe for bikers.

The lanes are too narrow, they are dangerous for bicycles and vehicles.

It is scary half are down or like by Dutch brothers you have to quickly swerve in to the turn lane. And when you go around corners it's hard to judge where you should drive without swerving into the other lane.

There's just not enough room for the vehicles and bicycles.

It seems as though these are causing more issues. With traffic the way it is, there was an emergency vehicle that couldn't get thru because nobody could get over on butler. The lanes don't have any wiggle room and when there is a semi you can't have cars next to each other in both lanes.

They seem to make drivers swerve to the left to be away from the lane. Broken concrete ends up in the road. Trash in the lanes. It looks trashy.

On butler trying to turn into sawmill was horrible, had turn at Dutch bros or at the light because there is not a lot of room to turn without running over or into one of the barriers

Saw one cyclist the entire time. Horrendous waste.

Can't turn into Whole Foods with trailer, narrows lane. Sleepers knocked out of place.

Scary

A lot of bikes don't stop at stop signs or pay attention to traffic lights while in the lanes.

The addition of the curbs dividing vehicles from bicycles has resulted in vehicles erratically merging into the turn lane. The addition of the curbs make it difficult to distinguish when a turn lane begins. Additionally, there has been an experience in which a large truck has caught there tire on the curb between vehicles and bikes. This resulted in nearly causing an accident as the truck fishtailed in both lanes, became stuck straddling the small curb, and breaking multiple plastic indicators before they could use a gab in the curb to straighten and re-enter the vehicle lane.

Curbs are too close to travel lanes and hinder turning.

They make the lanes really tight and cause driving to be more stressful. I drive the road daily and have yet to see a biker in those lanes. The lanes cause the thousands of drivers more stress, while rarely being used by bikers.

Separated bike lane streets are too narrow now. Why not just add three feet to the sidewalk and make it friendly to both walkers and bikers? This system is used in bigger cities with more traffic.

The separators are difficult to see especially in certain lighting, if they stay, maybe a different color would be beneficial.

The separators do make turning more challenging, especially when traffic is very busy.

I have witnessed larger vehicles hitting the barriers. It is not easy to turn into businesses-you must almost stop the make the turn, causing traffic hazards behind you.

The hit and bent markers are often into the bike lane, causing a hazard to the cyclists. Cinders from snow control and other debris are in the bike lane that the street sweepers can't get to.

The barriers make it extremely difficult to pull over to allow emergency vehicles to get through.

I'd like to know how many bicycle/car accidents happen in this town to make this kind of project a necessary use of our tax dollars.

The turn lane/ turn area for cars is really short, and you often have to make quick decisions/ quick turns bc of traffic on Butler. As a driver I'm really afraid I'm going to forget to triple check for bikes and hit someone.

They are already beaten down. They are not cleaned well. The setup going down Butler to turn into the shops off of loan tree are difficult for people who are from out of town to navigate which causes many more road hazards.

The streets are not wide enough as it is let alone with this lane.

Lanes are too narrow now

Very difficult to turn with them there when towing a trailer.

Absolutely awful. Cars are afraid to drive next to them which causes the inside lane to be super packed. Half of them aren't even up either so again pointless. With bigger trucks driving through town there isn't enough room on the road now. Snow plows can't go down the road.

They are dangerous to have. They are a hazard. They've all been hit or broken already. Someone could pop a tire, and it's harder to get out of the way if needed.(like for emergency vehicles) Cyclist's should be on the side way. They're not a vehicle. Flagstaff is getting ruined.

I don't like driving near them. Makes it hard to enter some driveways. They seem confusing to drivers from out of town, which leads to erratic driving.

I am constrained to the lane in a manner that is unsafe should I need to utilize the bike lane in an emergency avoidance scenario.

There's not enough room on those roads for a separated bike lane which puts the pylons in a dangerous spot for vehicles. Plus trying to access businesses are difficult with a full size truck. I'm fine with having the bike lanes striped but please use some common sense and remove the concrete barriers separating the bike lane and vehicle lane!

Only tricky part is turning into Whole Foods from Butler, it is a very small opening and you have to be going slow enough to make it!

Roadway narrow for vehicles, heavy traffic, long lights, ZERO BIKERS in use of path.

They are bent and broken from being hit by vehicles

I was a passenger alongside the dividers and I feel they at least offered some cyclist visibility and distinction of travel lane which could help for bit more safety.

They really make it unsafe for vehicles in the winter. The bike lanes are a disaster in the winter for both bikers and drivers.

Road way seems narrower. Separation posts/flags in road way and a large majority of cement dividers are damaged/ broken or just overall unsightly giving flagstaff a dirty appearance.

Other vehicles not using turn lanes appropriately, bikers not in bike lanes and on the road

It's too invasive. Does not allow a vehicle to swerve in case of emergency without damaging the vehicle. Cannot see during snow. It wouldn't stop a car from entering it.

Lanes are too narrow. Have witnessed multiple large vehicles strike the curb including fire trucks, busses and plows.

I have been cut off by bikes not in the lanes. I have had bikes run lights and not use hand signals. If you want this to work start ticketing bicycles and require all bikes be licensed to pay for the upkeep. I resent my tax dollars going to a program not respected by the very people it aims to please

Easy peasy

Butler is already a narrow street, having the new curbs makes it feel less safe and cramped

Many people are somewhat aloof and confused as to where to turn right through the lane causing a few unexpected slow downs. Otherwise they're not necessarily a nuisance.

I believe this idea was great, I see the reason behind them. If I taped that after taking my eyes off the road I believe I would have time to pull away from the curb before hitting a biker. Unfortunately they are not good during winter season, and have appeared to have been damaged by plow truck drivers. I don't have an alternative suggestion, I do think the idea is in the right direction, and hope you find a permanent solution!

It's awkward on butler near Aspen place. So much so that I've had near misses while drivers try to figure out how to navigate

Confusing, narrow, restrictive, dangerous. It was better without it

Very scary experience. Not enough room to turn right, other driver leaving more room in the right, getting into left lane.

I think it's a great idea to keep traffic separated from the bike lane. I've had zero inconveniences and I think it helps people stay aware of the lanes they need to be in.

They have made the lanes smaller and when driving side by side with a larger vehicle it leaves room for the usage of only one lane. These will not stop the same type of tragedy from happening that happened May 28th of last year.

The lane width is ridiculous. I have seen many accidents and near misses of the curb. Appearance is not good and weather caused havoc

It's a good idea in theory, but when people in the other lane drift into your lane, it becomes dangerous and hard to avoid an accident.

not enough room for two vehicles. Cars in the right lane tend to be really close to the left lane of the two lanes.

Have drivers almost side swipe my car as there is not enough room between cars that are parked and driving down the road busses included. Cyclists still don't obey traffic laws these barriers give them the sense that they need not stop at red lights or stop signs. Still see a lot of them dart out into traffic and ride on the sidewalks. Not impressed at all.

They make it harder to turn into businesses and harder to get out of them into traffic they made the lanes uncomfortably narrow especially when next to a large semi or bus and when an emergency vehicle is trying to through traffic we have no where to pull over to because the barriers are blocking the shoulders and bike lane where a car would usually pull over for

No change from prior experience

These dividers are the most ridiculous things I've ever seen. Pulling a trailer through town is a nightmare. I am really happy I do not have to drive a roll off truck in this town any more. I really feel for the city employees that have to deal with these things during snow removal season.

Making a right turn to pull out of businesses on Butler is tricky. The bike lanes are a little too close to the driveways. When there's traffic in the other lane, I am unable to make the tight right necessary to get into the right lane safely.

Pilons laid over in the lane, unable to see the dividers in snow causing damage to my car. Should have charged the city for that one.

Terrible, not only have I almost hit them several times but I've seen other cars do the same, swerve to avoid, or almost scrape cars in the next lane

They are a menace.

They are a waste of taxpayer money and they damage vehicles. Snow plows can't plow properly and they press the dividers, which damage the plow and the dividers. Then the bike lanes can't be plowed for use in the winter either.

The "bumper" dividers should be painted yellow so that drivers can more easily see it! And they should be removed in winter for easier snow removal.

These streets are crowded enough. The traffic is insane. Now add bikes and bike lanes and it is the most stressful unpleasant experience driving through town

Fear of hitting them while traffic is heavy

It makes the lanes feel smaller

My grandson wrecked his car into the curb causing \$1500 damage because the lane are too tight.

Right turns into businesses are partially blocked by the lane separation devices.

Cars on inner lanes closest to concrete barriers tend to hug lane divider line or cross it when going around curves; have narrowly escaped being sideswiped. Vehicles making right hand turns either don't use the correct merge opening, or slow down to almost a dead stop. Vehicles using the inner lane tend to drive 5 - 10 miles slower than the speed limit as well.

Very difficult to navigate the narrow lane.

When there are 2 lanes turning and the outer lane is close to the bike dividers, the inner lane car tends to move closer to the outer lane causing a situation that the outer lane car goes over the bike dividers. This is an accident prone situation, these dividers are horrible for the auto drivers. Also giving less opportunity to move over to a turning only lane at an intersection when the dividers give restricted options. The car driver either misses the opportunity to get into that gap and now the turning car is in a go straight only lane but has to turn.

These bike lanes are the most idiotic ideas this town could have thought of. Most drivers are feeling they don't have the necessary room and are straying from their lane of traffic. Instead of helping traffic flow through an overcrowded town, the city has decided to help slow traffic even more. I do have a good laugh when I see that a city plow truck demolishes one or two of the curbs. Snow removal season was an absolute disaster for the plows which affected the public trying to drive around town.

Don't like them. Almost got into crah maybe 1-3 times a week because people dont know where to turn and they go infront on the entrance instead of where they are supposed to. Also the bike lanes are so thick and you are so close to them with your car that you can gi iver them or hit them with your tire.

People get a lot closer to the cars in the other lane making it more dangerous.

They make the lanes feel too. Small and if there is an emergency vehicle trying to get through I have no way to pull over without damaging my vehicle

Cement barriers dangerous esp in snow. Also making a turn onto Beaver from side streets requires driver to veer in the left lane because barriers are too close to make a proper turn into the nearest lane.

Like that it keeps us separated, but seems to make other drivers nervous--they struggle to stay in their lane

The curbs are shaped in a very unsafe way and do not allow as much space on the road.

The lanes feel very crowded next to the bike lanes now. The poles look horrible. Dirty, Bent, missing.

Wide trailer and narrow road not good very difficult to make right turns bikers ride in road because they can't make a left turn

They would be okay if bicyclist used them. Bicyclist need to learn they have traffic laws too.

my partner & I were driving down butler a few nights ago around 9:00 pm. It was dark, & many of the reflectors were missing or knocked down. We were driving along the part of the road that begins to curve, and there was no reflector at the edge of the median, and we hit the median. Both passenger tires were flat, and it was incredibly frustrating. We had to get towed, and it was a financial hit for us. I understand the purpose of the bike medians and support keeping bikers safe, but seeing so many reflectors knocked down & missing, I don't believe this is the most effective use of resources.

Driving on these streets on a very regular basis, at different times of day, I've never seen anyone using the bike lanes. They take up precious space and make white knuckle driving when beside a large vehicle. I've seen more barriers out of place (snowplow issues?) than people using them. They also make the turns into Sawmill confusing

not attractive, most poles bent over

The car lanes have been narrowed making it even more dangerous should a bicyclist try to go around, even in a bike lane. Even in my Kia Soul, I am hitting the new curb for the bike lane when I come out of the FMC west parking lot. On Butler, it is very confusing and becomes more dangerous when I, as a driver, miss my turn because I mistakenly thought I couldn't turn into a turn lane because it's on "the other side" of the bike curb. All in all, a more dangerous idea unless both driver and rider are going straight with no lane exceptions.

It is difficult to determine where to turn into The Sawmill shopping area.

JERSEY BARRIERS WOULD BE SAFER AND MORE EFFECTIVE

I find myself driving further away from the bike lane, closer to the median lines (good for bikes, bad for oncoming traffic doing the same). I constantly feel like I'm going to run into one (which I see that some have been run into/ over). I feel somewhat neutral about the whole thing but I also feel like it was/ is a waste of money. The winter season can be rough on things like that, and some people don't pay attention to anything when driving.

Drivers have difficulty yielding to emergency vehicles with these blocks in place. Also, the sight of a bicyclist actually occupying these bike lanes is so infrequent, it begs the question, 'Why are these even in place?'

People can't drive in Flagstaff. I ride a motorcycle and cars are scared of those stupid things. Tend to ride almost in the next lane. Not to mention the obvious damage they've already gotten. How much will this cost the city to keep repairing and replacing. Not to mention when we actually get snow and the snow plows destroy them.

Beaver st: During months when there is snow, vehicles will parallel park poorly due to snow and ice on the road. When they park further from the curb and block some of the left lane, it causes drivers to drive around them(changing to the right lane). This makes more vehicle congestion. Butler: I've hit a broken and fallen reflector used on the barriers because they are hanging down into the street.

The lane feels constricted with the obstruction right next to the road. And turning in driveways is more difficult with the bumpers on either side.

Drivers who are less familiar with the street tend to put more distance between them and the bike lane. Of course this is appreciated but also disrupts the normal flow of traffic down the street. The lanes are already fairly narrow with parking on the eastern side of the road; drifting cars avoiding the bike lane bumpers only makes it worse.

Dangerous for bikers!

These bike lanes were a ridiculous use of tax payer money. The only reason they weren't tore to pieces by the snowplows was because we didn't get hardly any snow this year. They are not safe for drivers and turning into the business on Milton.

I hate the separated bike lanes, especially when icy or covered with snow. The road needs to be wider.

Cyclist enter the vehicle lane when ice or trash cans are put in the bike lane, making it more dangerous then it would be without the curbs. The restricted entry into the right turn lane causes dangerous situations along Butler from NAU to Sawmill. Drivers that are not sure where to turn will suddenly dart over to enter the turn lane or miss the turn lane entry so they stop abruptly and turn directly at the intersection, causing drivers behind to also stop abruptly. Over time most local drivers have probably figured it out but the tourist traffic is not familiar and never will be.

DANGEROUS. especially in traffic when you cannot see barriers and the tiny turn lanes

Made Butler too narrow and making it hard to turn, especially in icy conditions. While I do support having separate bike lanes from traffic, this solution isn't it.

The concrete separation barriers are a bother. Many of them don't have the flags to show where they are making it hard to know where they are and narrows the road when there is snow or if someone drive close to the center of the road. I DO NOT like them

Driving felt tight and if an incident was to arise, I felt like options would be limited. See above for additional comments.

No problems

The lane are not indicated because the markers have gotten knocked down and I have seen many people hit these as they limit the lanes. Especially in the snow they are horrible because you can't see them

I think the separation creates a heightened awareness for both biker and driver.

They make the lanes too narrow, and turning lanes for Vehicle too short causing people behind you to have to stop just so you can slow down enough to make the sharp turn. Flagstaff gets SNOW!! Plows are plowing over these ending up to be a maintenance issue the city has to pay for.

They reduce size of access to residences/businesses

I think it's a great idea, but it's made an already narrow road narrower and it makes it nearly impossible to know when and where you can turn in to the plazas due to the size of the openings, maybe signage or color coding could fix this, and I strongly believe the width of the road needs to be considered before installing this, I almost never go down either of these roads anymore for concern of accident on the curves of the road

It gives space to the bikers and raises awareness for bikers and motorists. Some of the separated lanes in front of businesses are a little excessive (butler ave in front of the whole foods). It is hard to make a turn into the shopping area.

During winter storms, the driving lanes are substantially reduced as plows cannot remove snow fully from the roads. This makes two lane roads feel extremely dangerous. Also, turn lanes are very short and abrupt which causes dangerous driving decisions.

They are horrible! Always being hit and broken posts, cinders are unable to be cleaned off bike path and road, hard for vehicles to have room

I've often seen drivers failing to get into a turning lane appropriately and end up turning out of a lane of traffic intended to go straight. These type of situations are common when new traffic patterns are set in place (ie- traffic circles), potentially more prominent, brighter, lighted signage would minimize this? Such behavior will only increase as summer tourism kicks up ☹️

These are dangerous and need to go. Paint the lanes green like the rest of the developed world!

Took a bit to get used to but fine after that.

The barriers cause crowding within the driving lanes. Twice I have almost ran over the barriers while trying to make a right hand turn.

Could be a flashier color to stand out more, the white blends in.

It makes it harder to turn into a driveway that I use and one of the vertical posts had been run over and was sideways creating more trouble.

As much as I use the roads, I have never seen anyone on a bicycle using these special lanes.

Initially, having the barricades took some getting used to. Now I don't mind them at all.

More dangerous trying to turn into and out of parking lots. What a waste of money.

The dividers seem fine, except for the light reflectors that stick up. Those are so flimsy they don't survive snow season. If bent at the wrong angle after being broken one of two things occur; they obstruct the bike lane itself, or they make contact with my vehicle either hitting my tires or my passenger side panels creating scratches. Again, this happens when they become damaged and end up bent in the wrong direction.

Vehicles will move from the #2 lane to the #1 line to avoid the separation barriers which is very dangerous. The barriers are placed too close to the lane of travel.

They make turning left hard in some intersections. Some bicyclists don't use them.

I am always cautious for bicycles while driving, but I have seen cyclist outside the designated bike lane more often after the installation of the protected designated bike lane. I am assuming this is to change lanes along butler, make left turns, or just autonomy from being trapped in the separated lane.

These barriers make it more hazardous to drive, especially when roads are slippery.

I feel better about driving past a cyclist with the separated bike lanes. I'm not worried they will accidentally veer into the car lane, and I appreciate that it makes drivers more aware of the physical space that belongs to the bike lane.

They are not well maintained. The verticals posts are mostly broken. It makes entering turn lanes more difficult. I see bikers often not using the bike lanes.

Dumb idea

The bike lanes make the road smaller and scarier to drive

It feels tight to be in the right lane, and I prefer to get in the left lane. It is especially uncomfortable if a larger vehicle, or one being driven poorly, is in the left lane while I am in the right. HOWEVER, I like having them there because it makes me more aware of how much space I am giving the bike lanes.

Turning right across the separated bike lanes was confusing at first. I got used to it. I think it does help make drivers more aware.

The barriers have narrowed the car lanes to less than optimal with, especially on Beaver north of Columbus. In the area of the Sawmill complex, the barriers are all too confusing. When traveling east and trying to make a right turn into any of the streets of Sawmill, it's hard to discern when to make the turn. At the cutout before, or on the actual street. This distraction to drivers is a danger to cyclists as while making these decisions/maneuvers, attention towards cyclists be forgotten. There are also many candlesticks bent inward into the bike lanes.

Wasted resources and creation of dangerous driving conditions. Driving next to a large truck is ridiculous with the size of driving lanes and curves on Butler. When it snowed and plowing the snow to the middle another terrible idea creating an additional driving hazard especially if trying to make a left on San Fran from Butler. These bike lanes should be pushed to the less used surface streets instead of the main car traffic streets. Imagine make use of Leroux and Riles and then Dale, Benton, DuPont as streets for bikes

It doesn't hinder me and adds no stress and I'm glad bikers are safe

Hard to enter into turning lanes.

Sometimes I miss the turn out for turning right.

When they get hit or when people mess with them the little poles stick out into the roadway and it creates an unsafe driving corridor; on multiple occasions cars have swerved to avoid damaging their vehicle and in the winter they are hazardous for plow drivers as well

Less room to maneuver in an emergency for vehicles. I have seen very few cyclists using the designated lane while driving.

They stop and start so quickly and so frequently that it worries me that I will miss something. I avoid making turns there.

So many times I have almost run over the flimsy white poles.

On Beaver, I notice a definite narrower space.

Piece of cake if your a decent driver.

Narrows the road, feels dangerous, have witnessed driver confusion and incorrect turns due to the barriers.

I think they are a great idea! I am a wish there was a little more room for both the cars and bikes, feels a little tight, but it works.

These bike lanes have created a major hazard to vehicles, bike riders, and pedestrians as a whole. Drivers in general and especially those unfamiliar with the area are much more likely to get in or cause an accident if they are unable to slow down quick enough to make it into the small gaps in order to turn. These need to be removed immediately before they cause more accidents.

Makes the roads way to narrow and very dangerous. Being next to a city bus or semi is terrifying.

Reflector sticks are too close and can make a big scratch on buses or vehicles... roads are too narrow due to the bike lanes... bike lane was a bad idea & a waste of the city money...

I've seen some delivery drivers and trash cans obstructing the bike lane, but certainly fewer cars and trucks blocking it since the dividers went in. The flexible posts along the divider seem pretty flimsy, if cars are already knocking them over, replace them with something that will actually damage a car when it gets hit (concrete bollards or planters) and drivers will try harder to avoid them.

The turns are hard to see. I've seen some dangerous driving moves from people who don't seem familiar with where is safe to turn. I'd love to see the barriers painted a bright color.

I don't like that there is limited room to pull over when needing to make a turn and that cars can't pull over if there is car trouble. The poles are a bit distracting too. I don't think they add safety to bikers either. A heavy truck could easily knock the barriers over.

They are fine do drive next to. Having to turn between the barricades makes it so you can't turn into certain areas with trailers or longer vehicles. It also makes it harder to watch for bicycles because no I have worry about not hitting curbing that doesn't maintain the same radius that normal streets do.

Can be tight especially on beaver when cars have open doors.

Having them there makes no difference when driving

I drive this route very often and have yet to see anyone use them. However I have witnessed traffic accidents and tire issues and more problems with them. This is more dangerous to drivers than to the few people who bike.

I never see any bikes in these useless lanes. They are a distraction and slowing down traffic in an already high traffic area. I've seen cars hit the barriers and neay bounce back over in the cars in the left lane. It's dangerous.

The lanes are too narrow, especially around curves. I've slowed down to move into turn lane only to have a bike speed up beside me. I think you need more width from curve to curve for this to be safely successful.

The roads are too narrow. Why are we confirming to bike riders and not addressing the traffic congestion in our city?

I have seen quite a few cars run into the separated lane and hit the poles that come up from the concrete

The turn lanes into Sawmill are confusing, sometimes there doesn't feel like enough room for two cars driving with the curves in the road. Feels unsafe

Bikers still out in the road to avoid building up of snow or cinders... more dangerous than before... and I'm a biker

The curbs make me drive slower, and I've noticed other drivers actually go the speed limit around these areas. The bike lane isn't seen as an "error zone" for swerving.

Driving in the right lane is awkward in spots where the curb comes out further than it should. Driving in the left lane is even worse because right lane drivers keep drifting into and out of the other lane trying to avoid the curb.

Feel better knowing I'm not that close to the bicycle riders.

More bike lanes. Encourages me to ride into the city. Have a park and ride parking lot near the south side of town.

I like the physical barrier between the bicyclists and cars.

Butler is too tight for large vehicles now and you can't pass. I avoid Butler and the westside. The city council has destroyed the uniqueness Flagstaff!

I find it pretty intense to turn into the businesses with the separation! The speed of butler is simply too fast there in my opinion, which adds to the intensity of turning through or into those bike lanes. I think it is hard to look into rear view mirror and actually see a biker with all that's going on (speed, turning, the tunnel turning into, then crossing over bike lane). I feel like I have to moreso rely on memory of seeing a biker or not before approaching the turn. I find it more nerve wracking now.

It's great for bikers otherwise, but something about the turns as a driver- scary

It's unsafe yet there needs to be a safer option for everyone. People on bikes don't respect auto drivers anymore because of disrespectful drivers.

The roads are very narrow in general and having a chunk of it given to bicycle riders makes for you to be super close to other drivers. During the snow I noticed a lot of people crashing into the poles half the poles that were placed have been nicked down already. I don't believe that the dividers have been helpful but rather more of a danger.

Good separation from bikes

The bike lane makes the two vehicle lanes smaller. Too many people don't know how to stay in their lane and will take up both lanes. It's difficult driving a truck through as you have 5 inches to a foot total for error or mistake. The bike lane just gives me more anxiety than before

It slows down traffic due to people coming to almost a complete stop to access turn lanes. I'm wondering how long until they are taken out by snowplow equipment. Seems like a costly solution to little or no added safety for bikers.

The separated bike lanes have made me feel marginally better driving alongside bikers, but if anything I would like to see increased separation between the roads and bike lanes

A piece broke off it was in the road and ruined my car. The entire underside was damaged and it's been an ongoing mess getting it fixed at a local shop, dealing with insurance, etc. Absolutely awful.

The bike lanes force drivers to be more aware and drive slower

More dangerous for the bikes / cars. The poles are jagged from people hitting them almost hit a car. The bikes have to watch out for more aggressive vehicles swerving in and out of the closed areas

Not a good solution

They are a traffic hazard to bikes and vehicles. Ridiculous. Big bike cities like Tucson do not have these, because they do more harm than good.

Damage to cars during snow storms covering barricades.

It's very difficult to come out of some of the business parking lots with those tall plastic things sticking up. I had to make a wide turn to insure I would not hit it, putting me in the far lane. therefore it took longer to get out

Waste of money. I have watch even police officers hit these curbs while driving. For snow removal and street cleaning these are a joke.

I felt more crowded by the other traffic. I also couldn't figure out how to make a right turn at first.

I am happy that the bike lanes are separated there for the cyclists' and drivers' safety and comfort. I think it would be good to have more of these around town.

If you don't live in Flagstaff, driving along these can be confusing and sometimes dangerous. I have seen multiple times cars that try to turn on the thru lanes, cars that hold up traffic because they are unsure of where to go and overall it makes the lane closest to the barrier feel more narrow which makes it easier for people to drift into the middle or other lane.

Really appreciate safe places for biking! But, the barriers are tricky to see and sometimes confusing.

The issue I found occurred on Butler near the Sawmill complex. Making a right hand turn in to small cut outs is less than ideal. Challenging for cyclists and automobiles.

At first it took a bit getting used to with knowing where you could enter and exit to turn but now that I am used to it, it is fine. You can anticipate where other drivers might make an error and it is perfectly fine. I was worried about snow and the snow plows but it has not been a problem. Like anything new, it just took a little getting used to.

I've seen cars go up on the curb, and then have to try to come back into traffic. I have to be very alert when I am planning to make a right hand turn, as the entrances are not well marked.

If a vehicle sways out of the outside lane toward the inside lane toward my car, there is no shoulder or way to avoid an accident. There is a lot of traffic through this area and as a driver, it limits road availability. Hitting one of the cement barriers can damage tires and rims

Bike riders don't use them

The bike lanes make the driving lanes feel VERY narrow. It's difficult to make a right turn into Sawmill since there's no room to slow down to turn. Snow makes it all MUCH worse.

It can be difficult to maneuver my Jeep Cherokee while on the road with the bike lane stakes as often a large truck/semi is on my left and I have to be careful to give space to the other vehicle. In this case, the white markers become hazardous.

They are distracting and it is nerve wracking to negotiate them.

Hazard to drivers passing by. Too close to the road lines and people driving next to it tend to merge into the other lane so they won't hit it. Very unnecessary and I bet it's very expensive as well, money that could've been used to fund other useful projects

Hard to see them in the dark

The road is always packed with cars. The bike lane barriers are always beat up. Our tax dollars could go to paying City employees enough to live in this expensive city, rather than expensive concrete barriers that will not work in the case of an out of control driver. At least it keeps the bikers off the main part of the road though.

It makes the lanes tighter and because people are nervous about hitting the "curb" they often veer into the other traffic lane. Even when there is no bicyclist in the separated lane. This is dangerous.

The bike lanes help slow down traffic which is wonderful. We need more traffic calming though. Way too many speeding cars crammed into the city.

I think it's fine, a great addition.

Bicyclists still ride IN the road and NOT the bike lane and holding up traffic...then they're mad at the drivers...not cool man...it's you. Doesn't matter what you do for the bicyclists... they're STILL going to ride in the road and NOT in their lane.

It has been quite dangerous! With the lanes near the Sawmill being curvy, often times cars are swerving in the other lane to avoid hitting the poles in the bike lane or to avoid getting close since they protrude outward from being hit previously. I have seen many car crashes almost happen because of it and it doesn't seem to be a good fit on that particular road because of it. Focus on having them on wider and less curvy roads where there is actually room for these bike lanes with the poles separating them!

You have to move to the left of the car lane to avoid bent posts so you are pushing into the lane next to you which is dangerous.

The opening to turn right are narrow and make turning difficult

Difficult to turn right, turn onto street from lot and feels too narrow.

If you drive a larger car.. it's really hard to maneuver past them (while turning)

The concrete barriers are a pain to motorists and I never seen any bicyclist using their lane. If we were environmentally conscience like Portland Or, I would consider the bike lanes but not enough cyclist in flg to even need these.

The barriers are not marked well and the markers are continually mowed over. The barriers do not allow vehicles to avoid accidents by giving additional space on the roadway to swerve. Winter time plowing and snow removal effectiveness have suffered as the snow cannot be effectively plowed completely off the roadway. Areas where there is a small break in the barrier for a righthand turn (near sawmill) are especially dangerous as people slow down erratically then dart over to try and make it in between the barriers and make the turn. Very dangerous.

The problem is most not all riders have a sense of entitlement. When it pertains to driving a vehicle next to riders I've been cut off by bicyclists and or expected to allow them to do as they please on the roadway. In turn leads to people getting ran over

I have had to avoid accidents multiple times due to people being confused about the turn lanes when there are new concrete barriers for drivers to navigate

I do not believe that the roads are wide enough for these lanes. New roads or full lane reworks might be better but they were squeezed in on the two routes.

I saw a biker almost get hit going straight on Butler while the driver turned right in front of him. I don't think the bike lanes help.

These are poorly designed, making any turn into or out of a business difficult, confusing, and dangerous. The vertical posts are distracting and makes the road feel narrow, so people are crowding the center line. A traffic engineer should have been consulted before letting Adam Shimoni run wild with his imagination.

Too big for sucks a small narrow road already

OMG where do I start. We are lucky that we did not have a big or even normal snow year. If we would have had some big snows the snow plows would have destroyed a good portion of the barriers. And even if they didn't there is no way get the snow off the bike lane. And to the push the snow to the center of the road is just a bad idea. And driving on Butler regularly I've seen people hit and at times drive over the barriers on several occasions. And on a couple of occasions the driver hit the barrier and over reacted by swerving into the adjacent land. No accidents mercifully.

The dividers make me feel very uneasy. I feel as though they crowd the lane and create another hazard in the event of an emergency.

Main issue is conflicting signals to drivers on appropriate speed limits. Along the separated lanes 25mph should be max. Need to drive slow to hit the right turn lanes, but other traffic is wanting to go 40 (posted limit on Butler).

The cement barriers are a hazard. They are the same color as the shoulder striping and when the upright flagging is down (which most of them are, especially on Butler) it is difficult to see the barriers. They do not allow for avoidance of other vehicles who might encroach on your lane nor do they allow for avoidance of debris in the roadway. I have seen many vehicles in the past few months make contact with these barriers and it is dangerous when it surprises the driver and shoves them back into traffic. I see very few cyclists on Butler and fewer yet using the bike lane.

It makes you aware how close you are to the bike lane, because you don't want to hit it. It makes you think when you have to turn into the parking lots at Sawmill Plaza. These are good things! People should think more about how close they are to bicycle infrastructure.

I had to re-educate myself on my turning radius when I missed a turn and pulled a U-turn at the next intersection. The candlestick prevented what would have been an effortless U-turn. Instead I faced the oncoming traffic rapidly approaching me while I either had to do a 2 point turn or run over a candlestick.

They are dangerous. When driving the openings are too small to pull into the parking lots and create more of a hazard. They also create a false sense of security for bikers because the posts will not stop a vehicle, if anything they will create a more serious accident by drivers trying to avoid the posts.

Right turns are miserable - both turning off of Butler and turning into Butler. Hard to miss the corner and afraid it will damage my tires.

The level of stupidity is incredible. Specially when snows. This makes it harder to clear, damaging cars, makes no sense. Taxpayers money being wasted. This is pathetic.

The reflectors have mostly been knocked over at this point, making the curbs more difficult to see. The bike lanes are also debris collectors.

I think this has made it more dangerous to be in they area's. I the winter to snow was being pushed to the middle of the road's and not being removed for day and making it more dangerous for everyone. I can't believe that the bus drivers can drive around without having problems they only have inches on both sides of the bus. There not being maintained most of the delineator's are broken or missing.

These lanes are a nightmare to navigate past. The turns to merge into them are too sharp. You have to turn so quickly that the fear of not seeing a bicyclist is possible. If I rode a bike I would hate using these. They are run down. Broken, and full of debris. Someone explain how those little poles and speed bump curbs are helping bicyclists? The traffic on that road is busy and fast and full of speedy, horrible drivers who don't care. There has to be a safer and more effective way than some plastic PVC tube!

The bike lanes are dangerous when the roads are icy you can slide into them particularly on San Francisco where the hill is.

They can make turns on to the street difficult.

The barriers are too close to the edge of the road and pose a serious hazard and distraction when driving near them. In addition, it is very difficult to get through the small openings when making right turns.

remove the white platig stands and incorporate night visible bike lanes like Sweden and Baltic countries.

I think this is a great move toward protecting our cyclists, thank you! I do have some suggestions for improvement though. First, the right lane is very narrow and I personally don't feel comfortable driving there. Also, it's sketchy driving next to someone who is in the right lane because they drift left due to the narrowness of the lane. Also, the right turn lanes are entirely too narrow and too brief to safely brake in time to make the turn. I've missed my turn due to this and have seen others brake too quickly and in an unsafe manner in order to make their turn in time.

As mentioned before, the bike lane so abruptly ends at Cherry and spits bikes into traffic at the bottom of a hill. It is dangerous for both bikes and cars.

These barriers are a hazard to vehicles and unsightly. They make maneuvers at minor intersections hazardous and provide a perception of narrowed roadways that I'm sure invites risk to motorist and cyclist alike. They appear to leave the bike lanes clogged with debris that I'd rather not have my bike tires on. I'm an avid cyclist but do not see the value in a system that a) makes driving more difficult and b) won't stop a vehicle in worst case scenarios. I appreciate the effort, but I will continue to avoid major streets on my bikes until such time as meaningful infrastructure is in place.

The lanes are congested and there is nowhere to move over for emergency vehicles who are responding to emergencies. Also, the reflective sticks break and fall into the travel way and I have seen vehicles flip on their roofs during this past winter after hitting the barrier; whereas prior to this installation the vehicle would not have flipped. The liability the city has created is not acceptable.

Curbs give the impression of narrower lanes. Vehicles driving adjacent to the curbs tend to shy away from the curbs and encroach on the adjacent lane, particularly on the curves on Butler. Multiple times other vehicles have encroached on my lane.

Appendix D: Walking experience

Please share any thoughts or comments about your experience walking on the sidewalk along the separated bike lanes

No issues

City eye sores

We would be better off spending funds on either a wider sidewalk or a dedicated bus/bike lane

In the snow, the plows can't push snow to the sidewalk so now bikers are on the sidewalk or the street. Please remove the barriers. They are ugly. They are causing more trouble than solutions. This was a terribly barbaric idea for modern day minds. We are better than this.

Seems that cyclists are staying off the sidewalks but I couldn't be sure until we get into summer and heavier bicycle use.

Slightly more separation from cars was nice

There is considerably more junk on the sidewalk than pre-barriers. Same comment as above with drivers turning. They pay attention to the turn space, not the bike lane or the sidewalk. I am hyper vigilant when approaching these spots. From a visual stand point, the barriers are just simply ugly.

Again clear delineations of who belongs where allowed me to relax and focus on my conversation/activities

it is nice when bicyclists have a place to ride, which is separate from the sidewalk.

Having that extra space between me and cars was awesome.

No change.

Bike lanes don't really affect the sidewalk walking situation.

After the snows the sidewalks adjacent to the bike lanes had quite a bit of cinders on them. I'm not sure this is because of the lanes or because of something else.

I feel they are more hazardous than they are for safety

There is no issue with walking on the sidewalk.

Side walk is where people and bikes should be. Please get rid of the separated bike lane barrier it is now more dangerous!

When the bike lane is full of debris the bikes ride on the sidewalk.

Didn't even notice it. Sidewalk was normal

Didn't change anything

The sidewalk and bike lanes are full of cinders. I slid and almost fell on the sidewalk walking along Beaver, between Elm and Dale.

Witnessed many cars hit or run over the dangerous curbs

I feel like I'm in danger the whole time.

Dirty and unsightly.

It feels a little more safe even though there was a traditional bike lane there before, more enjoyable to walk on the sidewalk

Not sure why there would be any issue with walking next to these. Maybe fewer bikes on the sidewalk which benefits pedestrians.

Bikes on the sidewalks and many have come way too close for comfort.

No issues — maybe feels a little safer with cars actually staying few couple feet away

I am on the sidewalk and life moves slower when walking

Seems safer to have more of a separation between us and cars.

I just walked on the sidewalk. That should all be on the same level, not split. So that bike and pedestrian can easily navigate rather than stepping or riding up/down the curb.

The poles are ridiculously dangerous always bent and endangering people. Combined with trash day a disaster.

The streets are very dangerous at night. We must wait for no vehicles to cross t intersections as cara Farley see pedestrians. In the winter months the sidewalks are icy and unusable.

I feel safer walking with the separated lanes.

I don't think the bike lane changes the experience on the sidewalk as much. Many bikers still use the sidewalk because the bike lane is dangerous

I understand the reactive nature in which these bike lanes were constructed. However well placed the intent, the practical application of them leaves a lot to be desired. I often encounter bikers biking in the sidewalk or veering out of the bike lane into the car lane due to obstructions, construction, or other obstacles in their way. Because the bike lane is intended to be a separate, isolated bike, this common interference is more distracting to non-bikers. The impractical bike lanes cause bikers to be on sidewalks endangering pedestrians (likely tourists) - what a trade off.

They sure look junky. You can see where they were torn up by the plows and and there is so much trash, including used masks, caught under them.

Well the sidewalk hasn't changed and I'd say walking on a sidewalk is fairly straightforward.

For spending a million dollars you could have spent the money more wisely like filling in potholes, road work , signage. This bike lane has done nothing but cause more confusion and traffic accidents. This should have been voted for by the people not jus done on a whim.

Walking on the sidewalk was fine, but it did not improve my impression of these bike lanes which I think are a hot mess.

It gives a sense of safety but very little as I know I can still be hit by a vehicle if they make a wrong turn, overcorrect, or just want to be evil. Some poles are literally creating an obstacle in the lane as well as protruding into vehicle lanes.

Don't see the point to have a bike lane when only 2-3 bikes use it and more people are walking and driving.

Debris from broken barriers are in the way. Bicyclists use the sidewalk more with the barriers up creating issues for pedestrians.

Again, the cinders were stupid. Did you ever think ahead before spending my tax \$ for a non-existent problem to make my life more complicated and dangerous. It was one, very unfortunate traffic fatality, but again one. How much taxpayer \$ did you spend on this waste and hazard you created??? FLAGSTAFF! Sweep up the cinders! Hospital hill and Ft Valley is disgusting and embarrassing!?!

Some of those bikes get close to the sidewalk that I feel one is going to hit me. I have to walk to the right to avoid the bikes riding close

No issues here.

I've never had a problem sharing the sidewalks with bicyclists. I move out of the way to let them pass. I feel the sidewalks are a safer place for them to ride anyway. Putting these bike curbs on the road makes it more dangerous as I have seen an increase in accident related to them and uncontrollable vehicles are more of a hazard then cyclists riding on the sidewalk.

Probably more scared walking than before due to aggressive driving from frustrated people due to the above mentioned traffic problems they are causing

As a pedestrian on the sidewalk, I have no issues or concerns with the separated bike lanes.

The bike lane and sidewalk have additional gravel and debris on them because they can't be swepted due to the dividers on the road.

Didn't change my previous experience now having the lane.

Gravel and trash on sidewalks

A lot of the bikes don't follow traffic laws and will go into the sidewalk or crosswalk when it's convenient to them.

No issues with a sidewalk near a bike lane. In Montreal, they have the sidewalks between the bike lane and the road, and I thought that was safer all around. The bike lanes even have their own green lights on the traffic lights!

The cinders are unable to be picked up by the street sweeper and it is a visual eye sore.

there is no point to having it there. Kinda makes me more scared that a car would hit one and it would flip to hit me.

No issues. It's nice to have the sidewalk just for pedestrians!

Now sidewalk pedestrians seem to be using an entire street lane to frequent the bars. While drivers show frustration commuting through the area.

Didn't seem to interfere with foot traffic.

Cars have to make fast turn into the turn lanes, the turn aggressively and could lose control, and hit someone in bike lane. Also it's nerve racking to be next a a vehicle aggressively swerving to get into a turn lane

Bicycles still on the sidewalks

Confusing, narrow, restrictive,dangerous. It was better without it

I definitely felt safer on the sidewalk after the barrier was put in place.

Great trash catchers

Feel like I'm going to trip over them if I jaywalk

They are/ were a waste of money. Putting a tram in would have been more cost effective then these oversized speed bumps that destroy more vehicles than do what they are supposed to

No change

People still pass me on bikes on the sidewalk.

Bikers generally don't care that I'm in a wheelchair and need to be positioned at the corner in a specific way. I've had. Several bikers darting across traffic to get on a sidewalk before the bike lane ends and nearly collide with me.

I felt the same way walking as before the bumpers were there.

I feel like it has not made a significant impact on the sidewalks

I liked that there was more separation from a car and me!

It did not change the experience at all.

It feels very safe walking on sidewalks, especially with children on tow.

Most traffic light intersections are not friendly to pedestrians.

I do not feel the new bike lanes changed anything about walking on the sidewalks.

Dangerous. Riders don't use them, full of cinder and they need to go.

I didn't feel much different but I suppose it's safer as it's an additional barrier between the cars and myself

Having the separated bike lane made it feel like there was more distance between me and fast traffic on Butler.

As a pedestrian I have seen no changes on my part since the addition of the separated bike lane.

The barriers are an eyesore and inhibit crossing the street.

It's the same it always has been

N/A

Same as always

No problems with either the bike lane or sidewalk..

Nothing was different.

It is more dangerous to walk next to the separated bike lanes because cars turn in much faster than they would before and it can be unpredictable. The cars have to turn in faster when other cars are going fast behind them and there is less time to slow down.

It seems crazy having a bike lane on narrow road. Seem like vehicles are closer together...

No problems as a pedestrian along the bike lanes. How about making downtown car-free between SF and Beaver, from Cherry down to 66? Just pedestrianize the whole place. Fill in the parking lots and put in some high-density mixed-use residential/commercial while you're at it.

Having them there makes no difference to walking

Just make the city more bike and pedestrian friendly.

I hear honking a lot. I might see one bike rider in the lane.

I would like to see Flagstaff continue to invest in pedestrian and bike infrastructure and treat them as a primary forms of transportation in the area instead of afterthoughts to car infrastructure.

They're not useful at all! Please remove them. The entire community dislikes them.

It's nice that the bikes are off the sidewalks more.

It wasn't any safer

Speed limit enforcement

Bicycles ride on the sidewalks leaving no room to walk. I don't understand why if you made those bike lanes why they are also riding on the sidewalks and it is the motorized bikes as well.

Bike riders use sidewalks instead of bike lanes

People biking on them and coming off and on the sidewalk.

Hard to cross streets, hazard to pedestrians, bike riders still ride on the sidewalk regardless.

No problems for me as pedestrian

It's a sidewalk.

Drivers don't yield or care about pedestrians. There needs to be protected intersections and HAWK signals midbox. The flashing yellow pedestrian sign does very little, drivers don't always care about it and I was almost killed crossing there.

The cinders in the lane are slippery when crossing the street. Also snow buildup is a hazard along with trash.

Hardly any cyclist using the bike lanes

I don't believe the barriers provide any added benefit to folks walking on the sidewalk.

The concern is maintenance. How will the city of Flagstaff remove the cinders, and keep the bike lanes clean? Typically the cyclist will not ride in the lanes filled with cinders. How will the City keep the bike lanes cleared of snow? No one can use the lanes if they are full of snow. How will the plows remove snow. The curbs on Butler are not sustainable, due to a lack of consideration of maintenance.

On Beaver the barriers are the same color as the shoulder striping and when the upright flagging is down it is difficult to see the barriers. I think that it gives cyclists a sense of false security as they continue through intersections without slowing down or looking for traffic. Cyclists typically do not ride on the sidewalk so the bike lane does not help the walking situation; it simply narrows the width of the already narrow roads causing additional hazards.

Doesn't impact walking at all. Why ask this??

I don't feel any safer walking on the sidewalks with or without those horrible pictures pipes. Drivers just don't care either way!

These bike lanes collect cinders and make it hazardous for riding bicycles

Makes no change walking on sidewalks, although I guess it is a little safer in terms of potential accidents.

Appendix E: What respondents liked

What do you like about the separated bike lanes

Protects you and makes you feel safe during rush hour

Nothing. They delay and intervene with traffic and snow plowing.

They make cycling safer.

I don't believe they help, at all. I do not agree with putting them up or keeping them in place.

The goal to prevent cyclists from being struck by vehicles. Given how all the posts have been run over I think the barrier height should be higher to really prevent cars from entering the bike lane

Increases the sense of protection, at least along the sections with curbs.

The separation from motor vehicle traffic.

I don't like them. I don't see a lot of bikes using them and therefore they are useless. It's making something for a few while all others have to pay for it.

I like the idea of keeping bikes and cars separated for safety.

Nothing

Encourages biking on the main road instead of the sidewalk

Nothing

I'm a cyclist and a separation adds to my safety

I like having a place to ride that is somewhat separated from the car lanes.

Somewhat safer.

Absolutely nothing. They are a knee-jerk reaction because of a fatal cyclist accident, and have made cycling and driving MORE DANGEROUS along Butler Ave.

Nothing

Absolutely NOTHING! I hate them!

Nothing. It doesn't improve bike safety because everywhere bikes would interact with cars... the same issues still exist.

I hate it. Maybe understand and appreciate an idea but this was never a good idea and had poor execution.

Increase options for eco friendly travel

I like that we are trying to make biking safer, particularly along Butler.

I like that there is focus on safe bike riding in flagstaff. But don't think lanes help more than they hinder

None it's stupid

Nothing

I feel safer as a biker. They slow down cars and make drivers more aware of bikers are present.

Awareness building.

1) cars drive more carefully and fewer of them are speeding. 2) as a bicyclist who formerly used these roads, I would have to watch in my rear view mirror for cars veering into the bike lane, particularly large vehicles (eg one school bus driver would regularly cross over into the bike lane). 3) in the wintertime, cars would veer enough so that I have, more than once, done an emergency pull-over-and-dismount on Beaver rather than take a chance with my life with a car that appeared to be going too fast, too close, and/or not in control.

I feel somewhat more protected riding in the separated bike lane.

A separate lane is always safer than a line on the road. It clearly defines that the space is NOT for driving which is a step in the right direction for improving bike friendly infrastructure.

Separated by claims make it visually more obvious to drivers that there's a dedicated area for cyclists to use and make it more safe for users in the dedicated space and also improve community health by making infrastructure more visible to drivers to consider using this space.

Neutral

Works if cars would obey turning laws. They're hitting the cones. Need police enforcement

Seems like it would be potentially safer for cyclists

Nothing. Ridiculous.

The intent behind them is good.

One step in the right direction to prioritize transportation around people then the automobile

Mentioned this previously The city did a good job of repairing them quickly. Obviously there's a learning curve

clearly delineated space for bicycles. So that "aggressive" drivers cannot claim that bicycles do not belong and can't cross the line

It shows cars bikes have a place on the road to ride

There is some security to ride behind the extra curbing. I question the protection at intersections where the curbing allows vehicle traffic. I still much prefer to ride my bike using a different route avoiding Butler as much as possible. Auto traffic has to focus on the new curbing at all intersections when other autos and bicycles should be given additional attention.

Nothing

The safety they provide for cyclists.

I think it makes drivers pay more attention.

I don't like it

I don't like them

Nothing waste of money and city time.

Nothing. I think they are stupid and a waste of money.

They keep cars from drifting into the bike lane (very common previously) and using the bike lane as a right turn lane.

They do keep bicyclists protected from traffic.

Nothing

Nothing

The intention

Protection and awareness for cyclists

They keep cars out of the bike lane.

Nothing

Nothing really. It seems to be more of an impediment than an aid and a gross overreaction to a single bicycle accident. I would rather see the city invest in policing and informing the bicycle community on their responsibilities as well - stopping at stop signs, following one way streets, etc.

Safety for cyclists

Nothing

No

I like the concept but it is too small an area on butler for the barriers that have been put up.

Seem pointless as I don't see people cycling on them. Witnessed bicycles still on road.

Improved biker division and safety

Nothing.

It's a good start, but true bikeability serves every cyclist, ie kids riding to school

Nothing

I like that it keeps the cyclists safer

Nothing

I don't like anything about it.

Not much

Nothing

Makes cars much more likely to provide the required 3 feet of space. Lowers my risk bike commuting in the most dangerous part of my commute. Would like to see Butler one continued east as that area isn't any safer.

I like the thought.

Feels safer. As a driver I have had cyclists veer in front of me and these separate lanes keep us apart which keeps us all safe.

Nothing

The effort to provide a safe biking experience.

Nothing. Waste of time and resources.

Nothing

Calm motor vehicle speeds and requires more focus from drivers.

Nothing

It feels safer to bike and drive down these roads

It increases safety and bicycle awareness in my opinion.

It's a waste of tax payers money.

They are showing that we have a problem with vehicles driving in bike lanes.

Veneer of safety?

Nothing! One person gets hit and we put up parking bumpers. Poor thought process....

seprate bike lanes are fine the mickey mouse curbing is going to be a maintenace nightmare and is not logical

Absolutely nothing

I think more drivers need to see more cyclists using it for regular transportation not just for group rides

Nothing

Can not say anything positive about them.

I don't. Not cost effective. Waste of tax payers funds

Safety for bicyclists. Increased need for drivers to be attentive.

Nothing.

They create jobs for people, but that just means we are wasting time and resources because a car can easily still hit someone in that lane.

I like that it keeps cars out of the bike lane, there's no need for cars to ever be driving in the bike lane.

Nothing. They are just in the way.

Nothing

Providing additional safety to bikers

That it gives walkers on the sidewalk an even larger buffer from vehicular traffic

Remove them.

Nothing

Makes riding that much more comfortable, allowed me to contemplate riding on Butler

I don't see the point of them.

The added security for our cyclists.

Nothing

I feel more safe on my bike, there are so few places in Flagstaff along the roads when I feel this way, THANK YOU for creating them

I like the awareness it forces drivers to have. We (drivers) don't need to be speeding down this downtown/campus adjacent section of Butler and can take the time and care to yield to the bike lane (now curb) and other cars.

Little more awareness of the existing bike lane

I believe they were a waste of the tax payer monies.

Nothing. They cause too much confusion especially with all of the people from out of town. Get rid of them.

Protection from cars. Feeling like cyclists aren't second class (or worse) road users.

I do not like them. But I do like the addition of the green paint.

Nothing

Being separated from the cars.

Nothing

Nothing

I understand the intention of installing these, but they are really quite ineffective. Fundamentally, the highest risk areas when biking are around intersections - precisely the areas that canNOT be protected by the small curbs designed to separate the bike lane.

Nothing

Separation from big trucks in the curvy part of the road. Also kept uber, delivery, etc. from parking in the bike lane

Physical separation! Especially for my kids, makes me feel safer.

Added safety for bikers, and having the bikers separated from faster traffic.

They make it safer for cyclist and slow down the traffic.

Dile make bicycling around Flagstaff safer and encourage more to do so.

They give bikers a sense of safety.

I don't like the bumper/rails, they are pointless

Its a good idea... however without public education the separation barriers will continue to cost the taxpayer money with no "payoff" of keeping bikes save.

I dont like them

Providing a physical barrier changes the distance cars will actually be from your bicycle, making me feel a lot safer, especially on higher speed roadways (ei: 40mph) It also completely disallows the possibility of a car parking in the bike lane (this happens ALL of the time where there's bike lanes but no physical separation), so saves the hassle and the added danger of having to suddenly merge into traffic to get around the illegally parked car and then back into the bike lane.

Not much of anything.

Nothing, they are expensive and unnecessary.

The only positive thing I can think of is at least they weren't built into the vehicle lanes.

I don't like them.

Not much

Feels safer

Seems a lot safer for biking. Makes me much more likely to bike on those streets. Especially Beaver.

Nothing.

NOTHING.

Nothing

Nice thought to try and protect cyclists. Wish it was executed completely different

It raised more awareness and showed some improvement to help bikers get around safely.

Don't like them at all.

Nothing at all

I don't

I like that we have bike lanes. These, however, are scary and a waste of money.

Nothing.

It does create a small barrier that discourages vehicles from riding in the bike lane.

More awareness of biking as a mode of transportation in our community.

Nothing

Nothing

Does create a safer area for bikers.

Safer

Nothing

The idea of separate safe lanes. In practice they need to be taller, thicker, permanent spaces for bikes to occupy. Either lower the curb or raise the bike lane so that they are even. Paint a line for bike and pedestrian down the middle for clarity.

Good idea. Concerned about snow removal

Nothing

Nothing

Absolutely NOTHING

I like that the cars don't wander into the bike lane.

safety for cyclists

Nothing

Safety of bikers

I don't

These bike lanes require cars to leave more room between themselves and the bicyclists.

Nothing

The physical barrier makes it feel like you are safer from cars.

nothing, they are a nightmare

Nothing

Absolutely nothing. It does nothing to help people who still don't follow rules

Absolutely nothing in their current state. They are an eyesore. That small cement barrier will not keep a vehicle out of the bike lane.

I am hoping that bikers feel safer along those roads... even driving them sometimes makes me nervous.

The concept is rational, the execution just seems poor. It really tightens up the right line for vehicles, and you can tell when new people are driving through there. They shift into the left lane and are often confused on how to get onto lone pine/ tree

Absolutely nothing. This isn't California. Stop trying to make it be.

Gives good space and encourages safe bicycling.

Keep bicyclists safe

They keep cyclists safe from distracted drivers

Nothing

I guess it's kind of funny to watch people miss turns and drive half the speed limit, but I honestly don't like anything about them

Nothing

Remove them as I do not feel they serve their intended purpose.

Don't like them at all. They create more of a hazard than a safe zone.

Nothing, bad idea

I like the idea of trying to protect people on bikes.

As a rider, it certainly felt a little safer than simply riding in a bike lane.

As both a cyclist and a driver, I really like the separated bike lanes. I wish there was more consistency throughout town, but overall it gives me more confidence that I'm not going to get squashed by a driver that's not paying attention.

Nothing

I'm not a fan of them

I believe there are better solutions to the underlying problem.

0

Nothing, they are a waste of tax payer money

Nothing about these. What a waste of time and money.

good idea

Cars can not pull over and block the bike lane so bikers don't have the issue of bike lanes becoming obstructed with nowhere to go.

It provides a safe space for bikers

I think they are a cool idea when executed properly and do get cars used to the fact that cyclists are on the road.

I do not like them.

Not a fan of them.

Nothing at all!

I don't

Nothing.

Nothing

Nothing. As the relative of someone who was killed while cycling I applaud the intent but surely there are multiple better options.

A sense of safety when I'm riding my bike.

Nothing

Some separation between bikes and vehicles.

I feel like it keeps bikers safer and makes it easier for drivers bro navigate around them.

The idea and concept of them. That is all.

Absolutely nothing. It's a hazard to everyone drivers and bicyclists. It's to narrow of a of an area. They are a real issue. They need to be removed. Bicyclist don't even use them majority of the time. It's going to cause an accident and get someone seriously injured. I drive it daily.

Nothing

Nothing.

Nothing really. I feel enclosed but I still have to pay attention to drivers

Nothing

I do like the extra space and protection they kind of provide. It's more a slight increase of security.

They alert everyone on the roads to the fact that there is a bike lane and I believe that makes it safer for those of us who use them.

Nothing

I like that there is a little bit of a barrier between cars and cyclists.

Nothing

I like the concept of having a safe riding space for bikes, however it feels these aren't the right way to do it. As a neurodivergent person, If I am busy concentrating on slowing down and not missing my very short turn opportunity then it could be easy to miss a biker. It feels clustered and chaotic especially as you get into conjested areas.

Nothing

Nothing

Nothing

While driving, it makes it easier to not accidentally veer into the bike lane. Also it didn't impact my drive at all.

I don't

nothing

Nothing.

it helps protect bikers

Nothing

Keeps vehicles from drifting into the bike lane and from just ignoring the bike lane and treating it like the shoulder. It really does provide some level of protection.

Nothing.

Nothing

Ensures the safety of cyclists. Instead of veering into the bike lane like a Word I Cannot Use Due To Vulgarity, you'd instead scrape your hubcaps. I'm not saying this is well deserved. But it might be. It forces people to respect the bike lane who wouldn't if not for the barriers.

I'm neutral. Maybe there's a benefit, but not much.

Absolutely nothing. They're always chipped because they're constantly getting hit.

Should keep cyclists safer

Safer

I like the effort to keep cyclists safe while they ride

Absolutely nothing.

No positive response

I like that the bikes are safer

Not a lot

I don't

I really do not like them and feel they make my commute more dangerous.

Makes me feel safer and more confident about drivers not hitting me

Nothing. They are rarely used and impede the flow of traffic on the roadway. The vast majority of people commute with their vehicles. I have yet to see an increase in cyclists with these bike curbs

Nothing

Nothing

I thought they might possibly saved lives. Not really sure how effective they are with the extreme maintenance needed & people rubbing them over anyway

Nothing. It was a good idea that I was supportive of initially, however given my experience using them I'm not in favor of them anymore.

Nothing!! Most people in this town are not riding a bike, yet the city seems to only think of them

Makes drivers more aware of cyclists. Drivers are bad at sharing the road in Flagstaff, although some of the blame lies with student cyclists who don't follow the rules of the road.

Nothing. They are annoying and make turning into businesses hard and dangerous. The turn lanes are basically blocked by these and causes traffic to slow way down to turn into the shopping center and create more problems.

Don't like them

I like that it forces space between me as a cyclist and cars.

Nothing

Nothing.

Nothing

They are awful!

Nothing!

Not much too tight for the cars

There's a place for folks to ride.

I like to think they are providing safety for bikers.

Nothing

Absolutely nothing.

Not a thing.

Not much

None

It keeps people from parking in the bike lanes.

Nothing.

Nothing

Nothing at all.

Nothing.

I feel like its less likey a car will swerve over and hit me while I am biking along the road (Butler). But the down side is that traffic then goes really fast by you and they don't try to move over to give you berth. Its a little unnerving bc I don't trust that a driver isn't going to swerve into the barrier. Some are already knocked over, and those vertical barriers are not too sturdy.

Safety for bikers

I appreciate the idea of safety.

I do not like them.

Nothing

Nothing

Nothing

Nothing

It distinctly shows drivers there is a bike lane and to stay in their side of the buffers.

Nothing

Nothing!

Nothing.

They temporarily separate bikes from larger vehicles

Nothing

Safety and visibility for bicyclists to be seen by vehicles.

Nothing

I don't

They offer distinct idea of travel lane for cyclist which offers safer feeling. Visibility helps for cyclist as much as can be hoped for and this at least offered this.

I like the general theoretical idea but it seems like flagstaff is not the place to use them because of the weather and crowded roads as it is.

Nothing. They are a danger to drivers and bike riders.

I like that it forces distance between vehicle traffic and bicycle traffic

Nothing! It looks dumb and crates confusion. Bad idea to begin with!

Don't like them. I ride my bike to work everyday and will not use them due to dangers. Enhance the urban trail system.

Absolutely nothing

I like that there is a dedicated and widened space for cyclist on high traffic roads.

The idea behind them/ keeping bikers safe.

Nothing

I don't like the concrete curbs and posts. It's better without it.

Nothing. How do you get the snow off these lanes?

The thing I like about the separated bike lanes is that it forces traffic to pay attention to where their vehicles need to be. I like the added safety for community members on the ground.

Nothing

Encourages more people to bike instead of drive

Not much

Nothing a waste of money. The city needs to focus on other matters like extending the roads as the city is growing more with students. We have phoenix like traffic on rt 66 and milton. Fix that first instead of trying to be like portland and Seattle. This town is NOT progressive it is confused to say the least.

Nothing they are a waste of tax money they do not get cleaned by the street sweeping so they are filled with dirt and debris and the "candle stick" things are broken and missing on over half of them it really brings down how Butler used to work

Nothing.

They're separates bike lanes, the appeal is pretty self-explanatory

Nothing.

Way safer for bikers

Not much, good effort failed deployment and sustainment will be costly to tax payers.

Good idea but these were thrown up hastily in response to a tragedy. Let's not be reactionary and waste money. This was the mayor posturing.

They separate the bikers

It protects the bike riders

the divider bumper can be cumbersome

Nothing

Nothing

I dont

Safer for bikes

Absolutely nothing! They are unsightly, and the constant repair makes it seem that this is a very expensive solution to a potentially unneeded thing. Unfortunately it seems one incident blew this into a need that is costly and not effective. I'll be honest in all the weeks I've been driving along the Butler or Beaver corridor I have only seen ONE bicyclist.

Nothing

Nothing

I like that it keeps most vehicle drivers aware of the bike lane.

Not one thing.

Nothing

Nothing

Nothing they are making the road to narrow

Keeps cars and bikes well separated

Less worried about clipping a cyclist or a cyclist crossing into the vehicle lanes

I don't.

Nothing the curbs won't even slow down most trucks

Nothing

I support keeping the bikers safe, however, I drive this route daily and almost never see bikers.

Not much.

The separate lanes are good. The dividers are confusing.

JERSEY BARRIERS WOULD BE SAFER AND MORE EFFECTIVE

nothing

I like how streets without the lanes seem so much easier to navigate compared to those that do have the separated lanes. It's like when you get sick for a long time; you really have a greater appreciation for your health. The bike lane streets with separating curbs compliment those that have none. Non-separated streets just feel safer.

Nothing. Absolutely nothing.

I do not particularly like them.

The idea of a safe place to ride bicycles where pedestrians and vehicular traffic are separated.

Separate cars from bikes

Nothing

It's a fun conversation topic for people visiting from out of town.

Having lived in Montreal, I absolutely loved them. What was put in place in Flagstaff is horrible. And not necessarily safer. Look at how many posts have been busted o. The concrete blocks?! How are cyclists supposed to feel safe?

The barriers both physically and mentally require vehicles to slow down when turning right onto a side street.

Nothing!

The concept and that we are moving towards safer biking.

The extra safety it provides for bicyclists by forcing drivers to pay closer attention

It makes it a little safer for the bikes

Provides a greater sense of security for cyclists

Both biker and driver are required to be more aware of one another

Nothing

I think it's good that the safety of cyclist are considered

awareness for motorist and bikers

It does seem very safe for pedestrians and bicyclists.

I do not like them

I imagine many folks feel safer.

They are dumb and unnecessary. Bike lanes are great. Paint them green and take down the dumb barriers.

Feels safer.

Nothing

nothing

Feeling of safety

Seems safer for bike riders

Guaranteed space, higher visibility of cyclists, heightened general awareness of cyclists and infrastructure.

Absolutely nothing

They help provide the belief that it's safer.

Bicyclists are better protected from DUI and reckless drivers.

I appreciate that it raises awareness of cyclists and reinforces that the bike lane space belongs to them, not careless drivers swerving around bc they're on their cell phones.

Nothing

Nothing

Safety

The bike lane is separate so bikers don't merge onto the regular road. Some bikers do still use the main road on butler instead of their own lane so my response is neutral.

I think they are a bit cumbersome, but they serve the purpose of keeping drivers more aware of the bike lane.

More protection for riders; promotes more thought in drivers about bikes.

I don't like anything about them. They were implemented as a knee jerk reaction to a tragic accident on Beaver and Butler to promote a project that makes it look like the city is doing something about bike safety when it really does nothing. Nothing that has been done would have prevented that accident.

Nothing

Good idea, but needs to be implemented everywhere and for pedestrian walkways to be built on butler so pedestrians don't walk across the roads.

Safety. Mine and others bikers. Also feel it helps drivers know their lanes better. Less poles and more lights to highlight them.

In theory as apart of the actual plan for the street they would be great, the current ones are forced and widely unused from what I see.

I love biking; it's great for me and for the environment and I hope Flagstaff can get to a place where it's biker friendly throughout. Less cars, more bikes. And the separation is key, because it elevates the safety and subsequently motivates me to bike instead of drive. In turn, there's one less car adding to traffic congestion.

I think they are unnecessary and a waste of taxpayers money.

it's easier to stay away from the folks on bikes.

I like that it gives bikers a sense of peace

As a cyclist, I feel much more safe

The aesthetic is wrong and distracting.

Nothing, waste of money. Does not protect bikes one bit.

The concept

The bikers are separated from the traffic.

They help protect my life.

Nothing, honestly.

I think they will really help keep cyclists star safe.

Absolutely nothing, they are a hazard and should be removed as soon as possible.

I do not like the bike lanes. Was a bad idea to begin with. Makes the main roads narrow and the reflector stick scratch buses and vehicles. Snow plow seems to run into them..

it helps keep the cars out of the lane, both those in motion and parked. That's safety and convenience.

I like that there are separate bike lanes for bikers to move at their own speed but I don't like the barriers.

Nothing

They make drivers pay more attention.

I like that they are separate.

Makes me feel slightly safer and more separated from traffic

Nothing!!

Absolutely nothing. They are a waste of money and more dangerous for vehicles driving on these roads.

Nothing. Make it go away.

I do not support it based size restrictions of the roadway.

I don't!

Nothing

Keeping bikers safe

Nothing

Waste of money. Will cause an accident

-It promotes sustainable travel -traffic has gotten so awful in town that promoting other forms of transportation is not only good for traffic, the environment, and personal health, but for the tourist economy as out of towners probably won't bring their own bike. - bikers feel safer, listened to, and prioritized

- The provided safety from distracted drivers

These ones, nothing. They are a waste of money and an eye sore.

Rides seem to be safer from the huge trucks

Feeling a safety,

It creates a defined space for the cyclists and I am less worried about accidentally hitting them. It's less disruptive to the flow of traffic because people aren't swinging wide to give the cyclists more space

I do like the separation as far as making me aware as a driver and providing more attention to the overall situation and safety of bikers!

Nothing

Nothing they are horrible you have to drive super close to other cars and this I get was very dangerous during the snow I noticed a majority of drivers drove as a one lane instead of two to avoid being so close. The roads are simply too narrow to have bike lanes the way they've been designed

Safety for all

I like that it's for the safety of bikers.

Think it is next to pointless at an added cost to taxpayers.

I think they are a good start and would like to see Flagstaff treat bicycle and pedestrian infrastructure with the same priority given to car infrastructure.

Nothing, it's not practical or necessary.

It's much better than a thin strip of paint. We need a holistic connected network of separated bike lanes throughout town

Safety and right of way

Nothing

The provide a safe comfortable riding experience and reduce car traffic.

Not a thing

Nothing. They offer no more safety than before. A knee jerk reaction to a tragic accident.

Defined

Nothing g

Not much.

I like that it enhances the comfort and safety of both cyclists and drivers.

not much

I like the idea and effort put into making biking around flagstaff safer

Safer for bikes. Have watched bikers ride on sidewalk and not in the bike lane. Never really sure where bikes will be and the barriers are visually confusing Sometimes not clear whether it's a car turning lane or a bicycle lane

Gives a visual perception of a separate space for cycling

Neutral. If it makes it safer for the bicyclists, I support it.

Nothing.

They are fine

Nothing

Nothing

I don't. But I also know bike riders need a safe travel.

Nothing.

Nothing

Feels like I'm slightly safer Lends legitimacy to cycling Makes me feel like cars/trucks are more likely to respect my need for safe space

Keeps the bikers out of traffic.

It gives a bit more protected from cars and traffic. Drivers don't care about paint, so barriers are needed.

nothing

It keeps cyclists safer from traffic and distracted drivers. Makes cyclists more visible.

Nothing

I like them on the wider roads where cars can actually fit without feeling the need to swerve or drive partly in both lanes on the road.

Nothing

Nothing.

Nothing. They are ugly and unsafe for vehicles

Not much

I dont

Nothing

Nothing

I know the purpose of bike lanes but not too people use them. They seem to only to mess up cars and trucks on the road-way.

Not much.

Nothing

There really isn't any positives for the separated bike lane from my experience.

Nothing.

They do make it feel safer riding slowly with my kids

There's an extra barrier between you and the biker.

Nothing. They are poorly designed and an eye sore.

Nothing

I don't. How dangerous

I don't. They seam more dangerous.

If the question is in regards to Butler Ave and Beaver Street...NOTHING!!

I don't.

Slows traffic Makes biking feel marginally safer

Physical protection from cars getting too close

Nothing

They help to reduce vehicles accidently or carelessly careening into the bicycle lane, and hitting any bicycles in the process.

I like the small improvement in safety they provide.

I like that they declare to all that cyclists do indeed have a right to be safe on the road. I HOPE that they made the 60% of concerned cyclists (which I don't include myself as) more comfortable and more likely to ride, but I would never encourage those same folks to commute on Butler if they could avoid it. Myself, I could live without them, but if I had to be on Butler regularly, I would probably embrace them more.

Nothing

Nothing

Any added safety measures for bike riders I'm in support of.

Absolutely nothing.

Nothing

I can't think of anything.

Nothing

Being separated from large vehicles.

Safer for bike riders and pedestrians.

Bike lanes need to be cleaned. The construction of pavement barricades has made this to become a neglible issue.

I think they do a good job of not only separating bikes and cars, but also providing a barrier that will likely prevent an accident should someone drift right in their car. I also think it's good for the drivers, as some cyclists have a tendency to ride a little too close to the left line in order to avoid debris in the bike lane.

More than anything, separate bike lanes show that the city is attempting to value cycling as a legitimate form of transport. The lanes do force cars to be more aware of the space they take up and is a step in the right direction.

They at least provide a minimum level of separation from motor vehicle traffic.

I like that it creates a barrier between drivers and bicycles. As a driver, I am less afraid of hitting a bicycle along the street, and do not feel the need to give them extra space by moving into the next lane a little, which could be dangerous.

Nothing, they are a waste of tax payer money and could be better planned to accommodate bicycle safety.

Nothing

They provide a sense of safety.

any protection from cars is better than nothing

Appendix F: What can be improved

What could be done to improve the separated bike lanes

More space for bikes to merge into traffic when the curbs end

Remove them and leave the regular bike lanes.

Put them on more roads.

Remove the barriers. Or at the very least make them reflective

I can't exactly answer that, but there is an increased risk in any spot where the curb ends and there is a driveway or road where cars may be turning or merging into a right hand turn lane (e.g., by the hospital, by the Whole Foods shopping center). I've seen cars do abrupt lane changes near Whole Foods to get into the turn lane. Also, businesses along Beaver have had to put their trash cans IN the bike lane rather than on the sidewalk since that is the only place collectors can access it. This forces bikes to go around them, usually onto the sidewalk, in a very awkward way.

More of them! Connect them to current/expanded cycling infrastructure and FUTS. More frequent sweeping, especially in winter. Stiffen the flexi posts and/or make the barriers taller.

Take them out

I don't know a solution besides making a completely separate bike lane. The curbing sections are awkward and all the knocked down posts look stupid. We're also lucky it was a dry winter as plowing past those posts/keeping the bike lanes clear must be a real PITA.

Make them easier to remove to remove cinders

Fully raised to the level of sidewalk, similar to the NAU Pedway

Create an actual bus/bike lane

Replace the small curbs with something offering real protection like Jersey barriers. Regularly maintain the bike lanes following snow events.

Remove continuous curbing.

Get rid of these road hazards. If you want safer bike lanes, then PLAN FOR THEM before letting another business build right up against the existing sidewalks.

Remove them.

I feel it's more about educating the bicyclist! I avoid downtown in fear of the bicyclists! I think many of them think they are invincible! I have seen so many peddling in and out of traffic believing (I think) they are entitled to maneuver in way they want.

Remove them.

Completely remove them and make more access to the urban trail system.

Maintenace will always be the problem. The vertical posts are not staying. I am surprised that the bumpers themselves are staying in place and not becoming a hazard to cars or bicycles.

Make physical barriers to meaningfully protect cyclists

I think we need truly separated bike lanes (ie a bike lane separated by grass from the road). That is the only true way to make that stretch of road safe for both cars and bicycles.

Remove them

Get rid of it

Remove them.

Wider. Better, faster, cinder clean up (although it was better then I expected).

More consistent throughout town.

More of them! Especially on cedar/forest over the hill where cars regularly go into the bike lanes on the curves, on San Francisco and Elm (near the road divider) because most cars veer into the bike lane and that location is so nerve-wracking on my bike that I'll wait or go on the sidewalk if there are many cars coming up. We need something like it along Lockett because even the people on the sidewalk there are very unprotected and many children walk along there.

They get terribly dirty with snow, cinders, and trash but there is not an easy way to maintain them using the current city equipment. A method for cleaning would be helpful.

Make them usable during all seasons which means winter and keep them plowed and free of snow

Reduce speed limit on Butler to 30 miles per hour

Works if cars would obey turning laws. They're hitting the cones. Need police enforcement

At least remove the posts. Just curbs would deter most people from accidentally drifting into the bike lane without the risk of causing a car accident.

Get rid of them.

Clean them, remove the trash that gets collected. Remove the snow and ice. Clean up the cinders from the plow man. Make them look better.

Wider, to support standardized maintenance eqmt

More!

Curb

Have them in more places outside of downtown

More visibility for both bikes and vehicles. Difficult to see the lane at night, as a vehicle.

Avoid Butler.

make the turning lanes more clear

Widen the street. Cars still need a shoulder instead of a curb that can be covered by snow and hard to see

A bigger sign or painted section north of Fine Ave indicating bikes can use full lane.

Make them wider and separated further, similar to the Route 66 FUTS trail.

Remove them

Removed. Not white. maintained regularly. Place in locations where protection is needed not on Beaver at the hospital. People who bike should be using the FUTS for protection.

Need to improve streets and congestion before worrying about unused bike lanes.

Get rid of them!

Extend them further outside the downtown core. The way they go only from downtown/NAU to Aspen Place really seems like they are geared towards students/tourists/rich folks more than working folks. I have to bike another 1.5 miles along Butler and Huntington to reach work - the Butler/Huntington/Ponderosa intersection and Huntington are scary at times. It would be great if people had a safe bike route to Walmart, not just Whole Foods. Figure out better places for trash pickup so they are not blocked by trash/recycle bins.

Please consider painting the berms a different color such as green. They are difficult to see.

Get rid of them

Make a bigger space for turning into businesses. Widen the driving lanes to avoid the poles getting hit

Remove them and provide actual bike lanes.

Again, please put up signs and make the lane stand out. As of now it blends in and people are hitting it.

Add more of them. Maybe brighter colors for the curb part.

Sweep out the gravel more often, especially in the winter.

Take down the markers

Increased number/resilience of reflectors

No poles, none where there are turn lanes, wider openings at businesses

Have the bike lane on the sidewalk like in Amsterdam not in the freaking road.

Leave the bike lanes as normal bike lines. Do NOT have the barriers and road markers there. Normal road markings and paint is sufficient enough for bike lanes.

Different color to be more distinct especially with snow.

Install better poles, have solutions for garbage and recycling in the bike lane, clean up cinders more frequently, examine entrance and exits for safety as we join car traffic

Make more bike lanes in areas where they are scarce like on country club drive but without barriers.

Make the bike lane on a sidewalk that is actually separated from cars.

You have got to make the driving lanes wider

The community of Flagstaff needs to set aside their personal opinions and feelings in order to find a positive solution. Also all of us should understand how people who drive vehicles and those who ride bikes, need to obey and understand the laws.

Move them to a less busy street or make completely separate bike lanes (like a parallel alley or similar to the FUTS trail).

Get rid of them!

Need a real separation. The candles being hit all of the time proves it isn't entirely safe. Interactions too need to be considered in can we use traffic slowing devices to keep pedestrians and cyclists safe.

Make the sidewalk wider and divide the walkway and bike lane above the street level. Use a flexible divider for snow removal and sweeping This will help not damage cars and plow trucks. Would help with snow removal.

The plastic sticks get hit and the concrete gets hit if you are not paying attention but it is still worth it.

Cars can and do easily cross the barriers. False sense of security for bikers.

Remove the concrete curbs and leave the poles.

Remove them.

Better aesthetics/appearance. Maybe brighter colors?

Remove them!

More cleaning, especially in winter as cinders build up

I think it would be better to just widen sidewalks and paint them, half for pedestrian and half for bikers

Save money on damage and upkeep by removing all of them.

Readdress the issue with a better planned solution (not reactionary, with no metrics.)

A clear separation is helpful.

I am honestly not sure but I think these after-road "fixes" are not working.

There is no silver bullet to fix bike and ped issues, and unfortunately this project may have actually set back progress and efforts to improve the situation. Bikeways physically removed from the roadway would be an improvement but don't solve the issues of conflict points

Get rid of them.

Why do we need one? Wasn't a bicyclist hit on babbitt and butler 2 years ago? With your logic, why not put bumpers there too? The cost vs reduced accidents doesn't add up.

put up because of an accident at an intersection but they are not placed at intersections for logical reasons. leave them the way they were

Remove them

Put more separated lanes on routes more cyclists already use. Repaint the Share Arrows so driver's will get more experience sharing the road and feeling how fun it can be together.

Use flexible separators so bikes can avoid items in bike lane. Make separators be further from corners so right turns not so negatively impacted.

Remove the barriers

Maybe expand the sidewalk instead another couple of feet

More space to switch to turning lane.

Increased community education about bike safety and rules of the roads for all users. European models for bike and vehicle safety are appealing as well. They include features like increased distance, clear user lanes and paths.

Remove them.

Remove them and let people bike and drive as they should by following the painted lines.

Something should be done about the poles that stick out, they don't seem completely logical.

Remove the curbing.

Add more, some of the trickiest areas with high traffic don't have them and I worry about bike riders in those areas as people are coming off of streets with the dividers and seem to get a little more reckless as soon as they disappear

Installing a more permanent barrier such as a k rail and widening the lane enough to provide a few inches to not immediately hit the k rail in the event the other lanes vehicle swerved into yours. This may mean losing the center median to get the space needed.

Remove them. Or just make the sidewalk wide enough for all bike and pedestrian traffic while also allowing for wider vehicle lanes than there are currently with this project.

Make a designated bike lane without taking up as much space from the vehicles lane, this is only putting the bicyclists in even more danger

Fully elevate them so not in gutter. Can get stuck in them currently if something is in the way.

Remove them during winter months to allow plows and cars adequate space to traverse during and after snow storms.

Remove them

The lanes need to be cleaned much more frequently. Regular bike lanes always had dirt, rocks, branches, trash, broken glass, etc. but the lanes seem to be more dirty and have more debris most of the time. Maybe because cars are not driving in the bike lane to clear it all out anymore!

Not much to be done about it but there are a lot of gaps for driveways/cross streets - I always triple check before crossing them for unaware drivers. I wish there were separated bike lanes further east along Butler - I hate biking on that road but it is a convenient connector between the southside/campus and the Ponderosa FUTS underpass.

Higher barricade, lights, more separate from cars

Remove the barriers.

Get rid of them.

Clean them. Maybe better signage / PR for other road users that aren't bike savvy.

Get the bikes off the roadway and onto their own vertically separated trail.

At first I noticed a big problem with the posts being knocked over by cars. Sometimes a metal pole would poke into the bike lane. That happened when the system was new, and maybe you have found some way to avoid the problem.

Take them out

Take the white poles down so I don't hit my hands/handlebars on them.

Remove, replace or maintain the standing reflective pylons regularly so that they are not left to point into the bike lanes. Snow and cinders need to be removed promptly.

Remove them and stop wasting our money

put hem up with the sidewalk

More frequent repairs and clearing

add more around town.

Maintenance and replacement of markers. Ensuring that trash can, road debris, or other obstacles are not present.

Unique colored flexible post to more easily visually identify the beginning and end of curbing.

The barriers need to be bigger. If a car is headed off of the road, they won't stop them. We don't need another tragedy.

remove the bumper.rail

signs educating the driver to LOOK for cyclist in the right lane prior to making a right turn, law enforcement. tickets to drivers parking or merging into non separated bike lanes. Increase bike/driver education at every public event. Booth every event held at the city about bike awareness on our roads. Stickers at booth stating to LOOK for cyclist. Hang up and drive campaign. Strict law enforcement/heavy fines on distracted drivers/ drivers using non separated bike lanes. Weekly family bike rides downtown and other places with cycle officers educating cyclist on proper use of bike lanes.

remove the barriers

Extended them further on Butler, all the way to Ponderosa. Since they are only from Milton up to E Sawmill Road, once you're east past E Sawmill Rd, the bike lane suddenly feels unusable, which is unfortunate since it has a nice connection with the below ground pedestrian bridge to allow you to ride separate from the road if you're headed north on Ponderosa, to the bike path on route 66. The only other hiccup about the separated bike lane is that if residents leave their trash bins out for a long time, it becomes an obstacle to rise around.

Why not widen the sidewalks and put a lane just for bikes like some parks have. Or widen Butler.

Remove them.

I'm not sure other than remove them

Remove them or elevate the lane above curb height.

Less cars on the road

Apparently a little education for cyclists, cars, citizens such as: don't leave things in bike lanes—happens all the time with non-protected bike lanes too, green left turn boxes. Maybe even how to not knock over the candlesticks... Snow removal before it turns into ice, cinder removal. Debris from accidents can get stuck in these too.

Nothing. Remove them and invest in urban trail development throughout the entire city.

Remove the barriers.

Take them out

Hard to say, because the biggest problem with them is the number of intersections where cars cross the lanes, particularly just east of Lone Tree Rd. It feels reasonably safe but I'm also on high alert for that whole stretch in case cars cut me off. There's no obvious solution to that problem.

I dont think it was a good idea to begin with...

A wall so cars can't just driver into it as easily, or making a separated path. Lowering the speed limit for cars in those areas.

Get rid of them.

Remove them and admonish this responsible

Take them.out

No motorized vehicles near the bike lanes.

I feel like if the people that road bikes were more responsible with their traffic actions like not riding side-by-side and riding single line aint it then I think it would be better.

Painting the lanes green seems to have worked in Tucson. But wider lanes and even a separated space for bikes would be better for such a narrow and windy roadway.

Paint them a bright color? I haven't ridden my bike in them, but I wonder about the height if the vertical markers, if they are same height as handlebars, maybe making slightly taller.

Get rid of them keep the lanes get rid of everything else

Don't put them right on the line, if you are driving and you have to swerve slightly due to something out of the ordinary you have nowhere to go

Add in rural areas, like out to snowbowl from flag.

The concrete and plastic have been hit by snowplows and different things already

See last comment

Remove them and put the streets back the way they were.

Take them down! it's chaos!

Get rid of them. Flagstaff created this problem with share the road without making the road wide enough to share. They solve it with another more dangerous solution.

I think if they were truly separated from the road like a proper bike path, it would make them much better. The way they are now is the worst of both worlds. It makes it much harder to try and make left hand turns on Butler and honestly, they stress me out more than a normal bike lane.

mount the poles directly to the asphalt and eliminate the curb

Take the damn white barriers off

Not much

The snow plows push snow into the lanes, they are not helping protect bicycles

Add more signage for cars near intersections where separated bike lanes are not possible.

Remove them altogether.

Lower speed limits mainly.

take them away

Remove them

Remove the expensive poles that do nothing but cause a headache to drivers, snowplows and really doesn't protect anyone if there's an accident as they can be driven over

Get them off the road. Build separate bike paths

When roads are built or rebuilt, put a green space between the road and a bike lane/sidewalk. Take some pride in our city and quite making it look dumpy.

Make sure there is enough space for a moving car to get in-between for turns. Additionally, the lanes on Butler are already pretty narrow, if the barriers could be moved towards the curb by about 3-6 inches I think it would help a lot.

Getting rid of it completely.

signs for motorists

Take them out

Tall concrete walls

Remove them

Take them out

There was nothing wrong with the lane before the dividers, waste of tax payer monies.

Remove them. Stop wasting money. Hardly any riders in them.

I think there needs to be more of a barrier.

Remove them and invest in a city-wide, connective shared-use path system.

More of them and more consistency/continuity of the existing ones. Ensure they're cleared of snow, cinders, glass, etc.
Repair or replace the reflector sticks

Take the cones out.

I'm honestly unsure what could improve them

remove them and address the underlying issues.

Yellow bright stripes,

Get rid of them

Please start utilizing the alleyways in this particular locations instead.

leave more room at intersections for long wheelbase vehicles, change the design of the stand ups, put follow lines in the intersections, ticket people that block the bike and pedestrian crossings when the light turns red.

The bike lane on beaver ends abruptly and leaves cyclists exposed to traffic. Bike lanes should never stop without some continued form of bike infrastructure on a busy street.

Maybe getting rid of the curb and just having the cones/pillars there so there isn't a build up

The lanes we have seem like a bandaid. They would do nothing to prevent the Bike Party accident that precipitated their installation. Intersections are the most dangerous/scary places when riding a bike and I don't see protection there. And again, regarding snow, there were lots of promises that the lanes would be plowed and they were not! Also, I think white is maybe not a good color because they really don't look any different than the white painted lines on the side of the road that drivers are used to so I wonder if that's why they get hit so often.

Find more funding for police department to police cyclist in town. They are observed breaking just as many laws as vehicle drivers.

Put the bike lanes on the sidewalk.

Get rid of it!

Remove metal stakes

Look at other countries where biking is more prominent. Copy them. Europe for example.

The road is too narrow already for the traffic etc that those roads carry. The separated bike lanes make it worse by many degrees.

Take them down

A lot! Look at what other similar cities have done that works well and is attractive.

Snow plow and vehicle drivers stop hitting them.

Remove them. They're trashed from snowplows and traffic and they're an eye sore.

Wait until the road needs to be reworked to add in separated bike lanes properly. Don't take space away from vehicle lanes.

Having a better system with them for when it snows. They did not seem to fare well with the snowplows.

Make them higher like an actual barrier, and also make them less long when coming to a turn or near turn lanes

Remove them or make an alternative route not on such a busy high traffic area. Write tickets to the people on bicycles that disobey traffic laws. Bicyclists think they own the roadway with no regards to motorist.

Remove them entirely

Nothing

Not have the pole things sticking up

Remove them

They are heavily damaged due to vehicles hitting them. Garbage cans also sit in the middle of them and block.

Making sure they're clear and kept cleaned equally with the vehicular lanes.

Remove them

They need to be swept and plowed more often and in a more timely manner.

Take out the ridiculous curbs!

I don't know. As a mother, I would/will not allow my kids to ride bikes on the road because it is so dangerous. Again, thinking as a parent, I would prefer that there was a divided sidewalk so that bikes could ride far enough away from the cars.

Get rid of the partitions.

Get rid of them

Remove them.

Remove them

Get rid of them.

wider roads

They need to be removed

Fresh paint. Prompt repairs/replacement of broken candles--like as soon as damage happens, to reinforce the importance of the lanes to the community.

Take them away

Take them away

Railings! Get rid of lanes on either side and make a designated side for them with two lanes! Railings between the bike lanes and the road! Maybe a "cross-bike" thing adjacent to cross walks to make the dual lane bike road work?

Total separation of bike and vehicle. A bike lane should be a wide sidewalk. Similar to the bike/pedestrian lane on campus on the east side of San Francisco near the Dome.

Ultimately this is the ideal solution of safety, separation. I think bikes and vehicles sharing the road is a bit antiquated. 20# bike vs 3000# vehicle never works together.

Take them out.

Make them so they can be plowed and cleaned

Hard wall

Bring them up to the same level of the sidewalks but keep them separated somehow

Take them down completely.

Remove them and create bike lanes through neighborhoods with less traffic

Honestly I don't know. But I'm not sure if this is the right way to fix the problem. Maybe make the roads wider?

Not sure

Remove them and sweep up the cinders

N/A

If we have to have bike lanes, there needs to be a way to clean the debris during/after winter, a way to safely exit the lane if needed to take a turn earlier or merge earlier or to avoid obstacles.

Make more of them!

Get rid of them. I can imagine the amount of money the city is spending to maintain them. I see the city work crews almost daily fixing the damages from the day before

Take them down

Riding a bike is dangerous. Stay on the FUTS trails and other backroad trails if they want to ride their bike.

I would at the very least take the poles down if not completely removing them

Get rid of the physical barriers and move to just having green paint for the bike lanes similar to that you see in Tucson.

Just keep them the way they were

Can the aesthetics be improved somehow?

Take them out. Allow bikers on the sidewalks. You act like there are 100's of people walking on the sidewalks and it would be in the way. These bike lanes cause traffic and make it dangerous for drivers and bikers.

I find it stupid - never see bikes in them. Cars are primary and now the streets is smaller- could cause more accidents because of this -

Faster and more reliable cleanup of debris in the bike lanes.

Remove them. Make more separated urban trail like routes where possible.

Remove them altogether.

Remove

Bikes do not need their own lane!

Take them out

Colored posts for winter.

They need to increase the lane size for vehicles and make the bike lane a bit smaller

Widen the road and have a real barrier that looks nice and functions correctly. This should be paid for with bicycle license fees. The roads are in terrible condition. Bicyclists should pay for the road if they want to use it.

Remove them.

Take away the sleepers

Clean them, make em wider

Not have made them, they seem more trouble than they're worth.

The addition of the separate bike lanes increases the likelihood of a vehicle accident. It is more difficult to merge into the flow of traffic or right-hand turn lanes with the additional curbs. The small curbs cause optical illusions and difficulty with seeing where it is safe to merge.

Use paint only

Get rid of them

Make them smaller to make the driving lanes larger

Widen the streets out.

Get rid of them. Are they really necessary? Or is it a pet project of a city employee?

Put in a cement barrier between the bike lane and the road. The would really deter a driver from going over it. Even better, put the sidewalk between the bike lane and the road. No one is going to accidentally swerve into the sidewalk, and then the bike lane is truly protected.

Utilize separate lanes off the road such as a main paved artery way that goes thru town that is away from cars but can be utilized by pedestrians also?

take them out

Get rid of them completely and change the law so bicyclist use the sidewalk instead if the street

Take them out.

Take them out.

Regularly street sweep these areas. They collect the debris from the road and it makes riding in the bike lane unenjoyable.

I have not idea but this is not a good solution.

Get rid of them!

Get rid of them.

Remove them

Remove concrete barriers

Make them more substantial so it is a real barrier between cars and bikes.

Take them away, come up with a new plan that includes what's really happening in flagstaff....more drivers.

They need to be on roadways with less businesses. I often freak out when I try to turn into sawmill bc they confuse me and I miss my turn and slam on my brakes

Some studies have shown painted lanes/intersections help reduce crashes and if these were implemented at most dangerous intersections/stretches of road that could help visibility. Safer intersections for cyclists when possible especially at choke points.

Take them away. They crowd the biker and the vehicle driver making both feel unsafe.

Remove the barriers.

More signage for turn lanes for vehicles

Concrete barriers or altogether separate bike routes.

Build bike lanes that are not parallel to traffic

Extend urban trail system. Use the Rio all the way through downtown.

Remove them. Make bicyclists follow same laws as cars

Everything

removal of the barrier and the application of reflective textured paint instead

Make the lanes for vehicles bigger, not enough room for bigger vehicles

They take away from the physical beauty of Flag and they just don't work. Bicyclist often ride outside of them so they are in more danger as they are further out in the driving lane already narrowed by the bike lane

Bolder bike lane stripe with image of painted bike more frequent within the lane

Nothing

I would say maybe paint to make them more visible?

Remove them.

Remove them and move on

Find a way to improve turning

reline the car lanes to provide more space in the right lane.

Take them down

Remove them

Remove them.

Fewer gaps. Some of the gaps left for driveway entrances are too long. The southbound Beaver lane creates somewhat of a problem in that it doesn't allow for much of a merge zone into traffic when the bike lane ends at the courthouse

Remove them please.

Larger barrier

Widen the roads, remove them, crack down on bike laws...I have almost been hit in the bike lane by another biker going the wrong way.

Take them down and consult with experts to put something better in place.

Get rid of them

Paint the dividers yellow!

I honestly dont know

Remove them

Bigger brighter painted lanes

Widen the whole road and remove the separator

Get rid of them

Give bikes their own through ways. Look at Amsterdam.

Get rid of them, or find a different type of barrier that is not damaging to vehicles and isn't needing constant repair/replacement.

Take out the curbs.

Removal

I would add reflective tape or paint to the top of the barriers.

Take them out, bikes ride in the lanes of traffic anyways.

Take them away. Yes im glad that there is bike lanes but maybe something different that isn't concrete things.

The width of The current lanes are not conducive to having a separated bike lane and Driving lanes.

Make the bikers take a driving course and obey the rules.

Make barriers out of soft materials so if cars or trucks run into them it would be safer.

More visible, especially during snow events

Remove them.

Remove them

Teach bicyclist they have traffic laws too.

Better maintenance and replacement of reflectors. Or, using a different material that is not cement blocks that can severely damage cars if hit. The road is already narrow, and it feels like the bike median make it even more narrow. When we had to get the car towed, our tow truck driver said ever since the medians were put up, they get calls for tow on a weekly basis.

Remove them

why do they need to be separated, is butler special ?

Make both the bike and vehicle lane wider.

Paint indicators to show where cars should turn.

JERSEY BARRIERS WOULD BE SAFER AND MORE EFFECTIVE

Take them out

Wider to accommodate emergency vehicles would be ideal. Or the lanes could be entirely blocked off like biking tunnels. That would present a greater visual barrier for drivers who share the road.

Take them down.

Encourage bicyclists to use the bike lane. I've seen a couple not using it and still using the road (like a motorcyclist).

I think there should be dedicated bike routes, or that they be detached from the roadways all together.

Remove them, especially since this would not have stopped the tragic bike accident that occurred. The only real prevention would to have designated corridors for bikes and peds to use. Or by widening the streets to allow complete streets.

More highlighted striping

Take them out

Widen the roads so there is more room to drive next to bike lanes.

Remove the barriers.

No more barriers

True protected bike lanes. Which could mean narrowing the sidewalks or expending them.

The distance allowed to get into traffic to make a left turn on a side street is limiting.

Take them out. Replace with flag poles of some sort

More frequent line painting and road cleaning (gravel). Also turning the entire light system off (red lights) when a crosswalk is enabled; or limiting right on red options at busy intersections.

Maybe make them higher

Remove them and allow bikes on side walks

The breaks in the separated are sometimes difficult to see and I wonder if this could be improved by adding color to the borders

Should have put more thought into as the lanes narrow for these.

Color coding for car turns, considering the width of the road before installing

More thought into where bikers would like to merge with regular lanes especially when the bike lane is coming to an end.

More signage for turn lanes. Maybe narrowing the lanes so snow removal is more successful.

Slightly more horizontal space so as to be able to more comfortably look over one's shoulder. Admittedly, I do not have rearview type mirrors on my bike & that could also be a solution; especially as widening roads ain't gonna happen.

Remove the barrier and paint them green. Works every where else and is safer

It would be helpful if the delineators and concrete separator were a brighter color.

Remove them or make them way more visible

remove them

Color could stand out more

Make turns into driveways less "squared" so cars don't have to make hard turns.

I don't think a small concrete curb would do much to stop a vehicle from getting over it. Doesn't seem like a truly effective way to block the lane for safety.

It's space permitting, but lanes with permanent curbs or landscape beds. More intersections/routes with green paint. More painted cycles on sharerow pavement.

Remove them. They cause added confusion to already busy streets.

They make the road feel significantly smaller, mostly in winter during snow. Cinder clean up seemed difficult on those roads. Light reflectors need rethinking. Maybe they should be a bit taller as they are little more than a speed bump currently.

Extend the road about 3 ft to allow the barriers to be placed farther from the lane of travel.

Removal.

I have been caught off guard by the available turn lane placement for cars in front of the sawmill, missing my turn, but after a couple days got the hang of it.

Remove them

Removing them

More of them!

Take out the sidewalk and make that a bike lane/walkway like NAU campus has.

I am curious how it would impact things to make them a color other than white? Something brighter and more visible.

Clear snow from the lanes with the same promptness (such as it is) as is done for streets.

Remove them. Start a massive safety education program for bicyclists and auto drivers to educate them in the rules of the road and and safety procedures.

Take them out.

Painting them a color so they are more visible in the snow, rain, or night.

Have the bike lanes outside of sidewalk like on Route 66 where it was a fully thought out plan for them.

Seems a bit far fetched to ask everyone to be defensive drivers, get off their phones, and to not prioritize cars over pedestrians+bikers (the woody mountain road bridge over the 40 comes to mind. It's sketch as hell to walk/bike/run over it...)

Honestly just getting rid of them would be an improvement. If a car is going to go into the bike lane and it hits a curb, the car will not stop and likely cause a worse accident than otherwise would have occurred without the separators.

Some of the poles on beaver have fallen down. It would be helpful if the city was able to fix them.

Remove them.

If there are going to be barricades, make actual barricades. The halfway thing is super stressful as both the biker and the driver.

Clean the bike lanes.

Spring loaded markets that pop back up.

Get rid of them and focus funds on building & maintaining paved FUTS trails (including snow removal in winter), or designating and signing safe routes off of main streets for riders uncomfortable with navigating in traffic.

Having wide, raised sidewalks would be a better option. Similar to the urban trail along rt 66. No driver confusion, regular curbs for the plows. Room for walking and biking. Safer for bikes to be off street level.

I think if both the car and bike lanes could be larger that would be great, but that would mean completely redoing the streets and I don't think that would be worth it. It is fine the way it is.

Remove them

Take out the bike lanes..

separate the cars and bikes entirely, make a car-free (as much as possible) bikeway from NAU's campus to downtown, up to the hospital, connect to FUTS bikeways and keep the cars out. I don't know the best way to route it and all the car lanes. But the way to get people out of their cars is to make it more convenient to bike than to drive. Reduce parking, reroute the cars. A bikeway would be quieter than a road with cars, safer than trying to route bikes and cars together, and more people would use it as a result. Also, build more housing! Rowhomes, or 3-6 story blocks, no parking minimums.

Remove the barriers, expand bike lanes (painted only) to more roads.

Not made them.

Not sure

Forbid residents and trash/recycling pick up from putting bins in the lanes. Clean cinders from them in the winter. Incorporate real separated bike lanes into city road planning. Wider lanes (where you can pass another cyclist) and fully separated pavement, not just a thin strip that any suv or pickup can easily clear

Remove them! More traffic issues than anything. Snow removal was such an inconvenience

Remove them and don't put any more in the city.

Remove it.

N/A

Improve traffic congestion in our city, not provide lanes for a few citizens.

Take them down

Paint the lane dividers a color, adjust the spacing by the four sawmill entrances.

Take them out. The bike lanes then get street swept to clean the cinders. The Nike lane makes the vehicle lanes too narrow and more dangerous with turning

Remove them. They are a hazard

Clean the cinders out of them during the winter and spring.ADD MORE!

- Design the separated lanes to be able to be cleaned through the spring and fall

Removal. They would do little to nothing to stop a vehicle. I would rather bicycle laws be properly enforced as those laws are there too protect bicyclists. You could do a wall like on 4th Street bridge, or repeal the no bikes on sidewalk law witch isn't enforced anyway.

Add more

Taken down

Again something about the areas when needing to crossover into businesses doesn't feel right. Too busy with so much stuff? I haven't quite determined words for it, but it's intense crossing and tunneling into it

Take them down

cinders removal

Removed the poles and dividers and just have the lane designed for bikes like other cities do.

Increase fines for parking cars in them

Make them smaller. They done need that much room or revise the entire road

Why do they need to be separated?

Raised line markers are not good

I think further increases to the size of the bike lanes and further separation between car traffic and bike traffic is worth tradeoffs like narrowing car lanes, or reducing car speeds on roads like Butler. I would like to see snow/cinder removal prioritized for bike lanes. Increased lighting, especially around intersections, would also make it safer for bikers and pedestrians who have to share the road with cars at night.

They should be removed.

Holistic connection, markings and signage.

expand them throughout the city

The sidewalks are more dirty and they are all broken. And torn apart already. Waste of MOney and resources

Only making more of them on more roads!

Teach bikers how to ride in traffic. Education. Not these barriers

Take down the barriers and slow the speed limit on that road.

Widen roads

Remove the plastic things that stick up

Remove them.

I don't see how they improve anything, and they wouldn't have prevented the recent bicycle tragedy (which was in an intersection).

The end of the beaver street bike lane needs more signage about how bikes can join into the full lane. The ending being at the bottom of the hill is awful, cars cruising down beaver have bikes off their minds beacuse of the seperated bike lane and suddenly bikes can join into the street at a sketchy intersection.

Increasing the width of bike lanes, so that there's enough room

Planters instead of cheap plastic dividers. I realize it was a pilot program but the visual aesthetic is very important to cyclists and drivers a like. When ice and debris isn't removed I felt it made cyclists ride on the sidewalks more which is dangerous for pedestrians and for cyclists as well. Cyclists should NOT be on the sidewalks. Check out Amsterdam.

Take out the departed bike lanes on butler... they're dumb

Remove them.

Remove the cement barriers. Butler has a lot more traffic but the cement barriers limits the drives ability to adjust for things like cars that sway out of their lane, animals in the roadway

Get rid of them all together

Just keep the lanes and remove the barriers and columns.

Widen the paths. Try another barrier rather than the white stakes. Maybe bushes.

Take them away.

Get rid of it, if not, make it so much smaller

Make them wider so that the cyclist can't be touched by the front of the vehicle before the vehicle wheel touches the barrier. Make them more visible. Make them taller. How about those barriers they use for flood waters (2.5ft tall concrete). Then I would feel truly safe

I think we need to worry about certain other infrastructures in the city, considering that Flagstaff is not built for the population size (including roads and available resources to year round community members).

They need to be gone.

Concrete separation. If a driver swears into the flex posts they will still kill people. Need protected intersections to continue the separation through the intersections.

take the separators away they're dangerous.

I haven't used them yet but I hear that some of the bike lanes in town do not have consistent smooth pavement. Specifically the pavement does not go all the way to the curb so there is a divit that can cause cyclists to wipe out if they have to dodge and weave for whatever reason. If the pavement issue could be fixed throughout town, that would be great.

Get rid of thdm

Only put them on the wider roads that can actually accommodate for them without being dangerous to drivers as well!

Get rid of them.

Interesting concept but streets are too narrow. The Carsonite strips are mostly broken. Plowing was miserable.

Remove them

Streets should have been made wider before installing. Seems like a knee jerk solution rather than careful planning

Take them out

Get rid of them

Remove them

Remove them.

Remove them. They fill with cinders, dirt and debris. People hit the posts along them all the time making it more dangerous for everyone.

Remove them.

I think the lanes that were in place prior to the knee jerk reaction were plenty sufficient.

Better planning could occur so that the steps taken aren't reactionary. The concrete barriers present a hazard for cars and especially for bicycles. Having a way for bicycles to not be trapped in the lane if they have to evade an obstacle should be a priority.

The roads need to be wider. Northbound Beaver north of Columbus was a terrible choice for a test location.

There's not much room to turn right as the car. It's a very small window.

Remove the parking bumpers and candlesticks.

Get rid of them.

Remove the curbs

remove the curbs.

If the question is in regards to Butler Ave and Beaver Street...Encourage cyclist to use different routes.

Remove the dividers. Place rumble strips or small bumpers instead so that bikes can pass each other, and vehicles can safely exit the lane for an emergency, or make room for ambulances.

Real separation (raised curbs)

Some way to clear snow.

bright green paint (like along Beaver st south of the tracks) highlighting the bike lane at driveways and intersections; I get a little nervous that cars will still hit cyclists while making a right turn and more bike lane visibility could help.

Removal of the cement barriers and painting the bike lane stripe in a bright color

It's awkward. Ideally the bike lane would be at the same height as the sidewalk, so it could be cleared of debris more easily. We need a place to put trash cans that don't block the bike lane(on all city streets it's a problem, worse when you're hemmed into the bike lane)

So many of our busier streets are limited in width, but the more space given to bike lanes, buffered, separated or traditional, the safer they would feel. Importantly, we haven't been through much of a winter or a monsoon season to see how they survive those conditions. And they will quickly become eyesores and trash & cinder collectors if not properly maintained especially after the "newness" wears off. Cars are highly motivated to avoid hitting those curbs; I'm not sure how safe a painted buffer strip is by comparison, but again, I think it mostly comes down to how the 60% feels about them.

Remove them

Take the curbs out. Why not try rumble strips instead?

Remove them.

Take them out and develop a more complete FUTS trail system and designated bike routes that follow less traveled roads. I personally think Beaver was a great commuting route prior to the introduction of the curbs; it has much less traffic than Humphreys.

Not put them in.

Work with a professional transportation company to create safe bike lanes. Use better construction and materials to define the lane if that is the plan. This seems very last minute thrown together

Remove them

Lower curbs would make them less intrusive.

Remove the poles and move the curb over further to the right so there is some shoulder on the right lane before the curb. This will provide more wiggle room for cars on high traffic roads like butler. Make the right turn opening much wider to allow for easier turns, especially on high traffic roads.

Maintenance twice a week due to accidents and vehicles, pedestrians carelessness.

As I said before, the right lane is too narrow. I like how Route 66 has a wide sidewalk for bikes and pedestrians that is safe for both cyclists and pedestrians, but also doesn't impede the flow of traffic by narrowing the lanes. I'm not sure that setup is possible on the more narrow city streets, but it would be great if there could be a widening of the area to the right of traffic without impeding or narrowing the traffic flow. I'm also wondering how the city is currently planning to keep the separated bike lanes free of harmful debris since the street cleaners cannot access the lane?

There needs to be a way to maintain the bike lanes year round. Currently, they are dangerous due to debris. Ideally, they will be raised to be on the same level as the sidewalk thus are able to be properly maintained.

They need wider buffers from motor vehicle traffic. In other words, roads like Milton or Beaver or Butler would be wider and allow for greater safe space for cyclists, in an ideal but unlikely world.

Making the candlesticks not so breakable. I have personally never hit one of the candlesticks, but I have seen several down along Butler.

Do not "Portland" Flagstaff as ONE council member attempts to do on a daily basis. We cannot use other metropolis communities to guide or dictate our practices. Our budget cannot withstand trial projects observed in other cities while costing more than originally budgeted due to unforeseen or unaccounted for maintenance costs. Put more emphasis toward bicycle safety and rules of the road; or separate the bicycle and pedestrians on the sidewalk and make the bicyclists adhere to pedestrian signals to cross. They fail to stop when leaving the sidewalk and fail to mind their speeds.

Remove them

Widen the bike lane to allow easier maintenance. Make the speeds along segments with curb slower, I think its 35-40 mph on Butler, this feels fast given the amount of traffic.

while any protection from cars is better than nothing, there should be stonger, more permanent infrastructure to keep cyclists and pedestrians safe

Appendix G: Difference between streets

If you bicycled, drove, or walked along both Beaver St and Butler Ave, was your experience different on one street compared to the other

Butler felt more dangerous, cars are going to fast on that road for me to feel comfortable, barriers or no barriers.

No.

No, pretty much in all areas they are more of a distraction to drivers and not conducive to the amount of traffic in town. I would have to say it has made the turn lane from Butler to alone Tree even more of a nightmare when the traffic backup has always been the worst in that area.

I don't think so.

I've walked down butler with and without the bike lanes. No difference.

As a driver I find the Beaver street sections less troublesome as they are typically on longer, uninterrupted blocks. On Butler the curbs make the two traffic lanes feel very narrow and unsafe.

It seems that it makes more sense to have it along Butler since that is a larger artery in town

Butler is scary. Beaver has so many obstacles it is scary

No.

Beaver somehow seemed safer than all the dividers and "stuff" in the road on Butler.

Both bad.

Beaver is already too narrow and Butler is a bunch of distracted college students, both are awful.

Beaver is slower traffic but worse visibility because of street parking. Butler is faster and more efficient. Both feel narrow in different ways

Beaver was better with fewer complex turn lanes and busy commercial traffic. Butler is confusing as a driver when there is a separate bike lane and two separate travel lanes to monitor when turning left

Nope still stupid and need to get rid of right away

No

Butler is more scary because of the speed limit and Sawmill shopping traffic.

Primarily on Butler and unable to compare, but I felt uneasy and I would never ride a bike in one of the lanes. Just by the number of pylons and barriers that have obviously been hit this experiment leaves a lot to be desired in my opinion.

No

It's an improvement for both, the improvement for Butler changes it from a street I would absolutely not bike on to one that I would bike on to run errands, or might bike on as a commuter if I went during the non-busy times. If it works during the winter it will make a tremendous difference to my willingness to commute more of the year.

The space available on Beaver was better than Butler. The lane compression on Butler feels tight when compared to Beaver.

Motorists need busted

No

Butler is dangerous both at curvy area and at Sawmill.

No. Traffic is heavy on both and drivers are equally distracted on both.

Felt calmer and relaxed w/ extra space from traffic

I don't think I noticed a big difference? I generally skip the last section of protected bike lane on beaver. This gives me more time to merge and get visible to cars. I don't want to all of a sudden pop into the lane of car traffic at the bottom of the hill.

I thought it would feel more significant on Butler but I felt the different was more evident on Beaver. With so many people walking, riding, driving/parking, the dedicated lane really made me feel safer as a cyclist.

I still tent to avoid Butler, even with the separated bike lane. I still use Beaver.

All bad

Butler has the green area, but both provide excellent safety for cyclists.

Yes, Butler is much scarier because the cars go so fast.

No

Snow/ice is much heavier and harder to navigate on Beaver when one lane. Butler is also chaotic.

No it's was still a huge mess.

Both experiences sucked. It's not safe to drive that way during traffic jams.

Beaver is far better for biking than Butler. Cars drive way too fast on Butler. Cameras at lights on Butler to ticket red light runners would be great. Enforcement for cars running reds in Flagstaff is almost nonexistent, and Joanna Wheaton was killed by a driver running a red light, not due to any issues related to bike lane barriers or markings.

No

It makes it difficult to turn in and out of streets and business and increases the potential for car accidents which in turn increase the potential for cyclists being hurt.

Yes. Coming downhill on beaver, one picks up speed and having the barriers to my left and drivers nosing out of side streets on the right makes me nervous. This doesn't happen as much on butler.

No

Butler is by far the worst to do anything on - especially from the conoco to the sawmill project.

Traffic does not flow as well as it used to with the barriers there, it is more dangerous as people have to slam on brakes to make the right turns in to the commercial establishments area.

Yes, it brings attention to the fact that we're a cycling community. Cycling is important and we need to improve safety for cyclists. The lanes aren't ugly or obtrusive

No. They both feel extremely tight in the vehicle.

Cars actually pay less attention, get confused, and abruptly enter turn lanes or miss the turn in and turn at the light in the travel lane creating a hazardous situation

Enjoyed them both. When driving, it was slightly difficult to safely provide room to cyclists where the Beaver one ends downtown. Would support having road go cyclist only or single car lane, whatever supports cyclist and pedestrian safety.

Beaver feels narrower still and it can get tricky going around parked cars so I think Butler is still easier to drive on even with the barriers

It is way too tight on Butler

No

No

They're still both busy streets with lots of speeding happening & driving into the bike lanes.

Butler is better than Beaver because Beaver is so very narrow already.

More room, ability to avoid obstacles in roadways

Yes, cycling on the south side of Butler has many more, heavily used intersects than the north side of Butler. Very Important for Cyclists to wear very visible gear, assume invisible, and be prepared to give way even when have the "right of way". That's why I think painting the share arrows on San Fransisco, Aspen, Birch, etc is important. Drivers need more experience seeing and sharing with bikes in Flagstaff. Why are the share arrows allowed to fade? Brighten them up please. If I see them come back. I'll give time to ride in the separated lanes on Beaver.

Yes. Felt squeezed out many times.

They create too many hazards, are always destroyed and cost too much time and money to maintain.

Yes on Beaver you don't feel like you are being sandwiched up against the cars in the next lane over, because there are three lanes or two lanes and a median instead of four tiny lanes and a median.

The side driving east is more inconvenient when it comes to turning into the parking lot with Whole Foods, REI, etc. The bike lane blockers slow down traffic trying to turn into the parking lot because there is little space to make the turns.

Driving is a hassle and I always feel I am too close to driving over the separation, which would be more likely to cause an accident. It is difficult to see during bad weather and is difficult for snow plows to work around.

More dangerous due to the close proximity of fixed curbing on a roadway.

Fewer entries on Beaver make it easier than the Sawmill entries makes it easier to navigate.

Pretty similar

Driving I feel safer than biking which is why I only did it a couple times. I now avoid that area

Beaver is much more comfortable because there are less cars. Biking Beaver is a no brainer for me. Butler allowed me to do it but wasn't pleasant.

It makes the lanes more narrow and more difficult to navigate.

Felt more safe both driving and riding

I have previously seen cars parked in the bike lane on Beaver, and had to weave into traffic as a biker to avoid them. Separated bike lanes prevent this from happening. My current experience on them with separated bike lanes is similar and positive.

Butler still feels very vulnerable to cars, beaver lots of trash cans in middle of bike lane

I find these roads are more accident prone since the barriers have been built. I drove that road everyday at different times a day. I don't see very many bicyclist to justify them.

Only biked on one.

This type of treatment makes way more sense for a roadway like Beaver. Butler has way too high vehicular volumes to narrow the lanes and keep bikes within the roadway. Makes more sense to separate bikes vertically.

Beaver is much more comfortable than Butler on a bike. I always ride my bike through the neighborhoods rather than ride East on Butler. An exception is the short stretch of Butler from the pedestrian crosswalk leaving NAU, west towards Milton drive for a few hundred meters. I do that frequently and I feel safe doing it. Beaver was fine before the separated bike lane. I liked the "bikes make use the whole lane" system, and going downhill it was easy to go fast enough so as not to feel I was aggravating drivers.

Car lanes are too narrow

No

No

liked the slower traffic and the sidewalk on butler particularly felt safer.

Both essentially the same experience

No

NA. Still don't plan on using the bike lanes as they still seem unsafe. I think I am better off sticking to FUTS or trails.

As a bike commuter on and off for the last 20 years Butler is by far the most terrifying road to travel on by bike. Speed limits are high. And drivers frequently travel 10mph faster on butler. Also butler has a high amount of commercial vehicle traffic makes bike travel intimidating. LOWER the speed limit and ENFORCE speed limit downtown.

Yes, cars don't drive as close to you while you cycle.

Yes they limit the driving lane. Semi trucks have difficulty maneuvering and it slows traffic down for no good reason.

No

Butler — worse ice issues in winter, ended up in traffic anyway due to large ice mounds — more candlesticks down Beaver — trash/recycling bins in bike lane on multiple occasions, had to veer into the car lane to avoid Probably the other main difference is the speed limit is much lower downtown than on Butler — cars tend to be less menacing to folks not in them when they're moving slower.

The traffic on Butler is still faster than what I like to bike with, so I'm less comfortable there. I like the separated lane on Beaver. It's on a route that gets me where I need to go. There isn't a good alternative to Beaver Street, so I'm glad it's more bike friendly.

Same experience.

All bad

Beaver St feels safer but that's just because the speed limit is slower.

Beaver is definitely better/easier. Butler could really use a path like 66!

They are both bad, it is mostly the way drivers drive on those streets; fast and narrow vision. Drivers only look for other cars and not bikes on the side. Bikes move fast too and cars think they can make that turn before the bike gets to them.

It is absolutely nerve wracking driving through there as a matter of fact I pay more attention to the dividers than I do an actual bike rider. It is am concentrating on not hitting the edging I am not looking out for bicycles

The lanes feel tighter now and I feel more stressed driving the lanes. Cycling seems to have remained the same. I don't feel much safer on my bike.

Definitely feels more open on Butler. And feels squeezed in on Beaver. And maybe why it is so important to make a physical separation between cars and bikes

Beaver is less annoying as a driver

I can't remember. I just know it makes a very stressful driving situation for larger vehicles

Butler is just horrible to be on. Traffic is fast and so close. Lower the limit to 25mph, widen the bike/sidewalk lane. Butler at evening is absolutely terrible to bike or walk.

Less safe

Yes. I think in driving and biking, the new bike lanes are worse for both cycling and driving.

Butler always feels less safe

No

Yes, it made the road feel a bit tight

Equally total fail

Beaver is and has been safer feeling than Butler before and after barriers. Maybe because of the 25 vs 35 mph speeds and the fact that I40 traffic gets diverted to Butler.

it really makes me nervous driving, I now try and not use any street that has a bike lane!

No

Cars go just as fast, it narrowed the drive lanes and snow removal was awful when they pushed the snow into the middle of the road it took away from busy turn lanes. Turning into businesses around these lanes is dangerous and a lot of people have hit candle sticks

No, just less traffic on Beaver. Also lost a lot of parking on Beaver.

N/A

It's the same. Horrible.

Make them more permanent?! honestly can't remember them on Beaver, but they were very noticeable in Butler

The traffic on butler has only gotten worse and moves slower.

Waste of taxpayers \$\$ and Ugly

I now avoid those streets on my bicycle. And try to avoid them as much as possible while driving car.

No.

Have only used Butler.

I've biked on Beaver and part of Butler and I've driven both Beaver and Butler. Butler is so much busier with so much turning traffic and so that still introduces alot of bike/car conflict, particularly by the Sawmill intersection and turns.

Yes. The other streets they weren't there.

No

yes.

No

Due to the increased traffic Butler, they are just nuisance

Too tight for all that needs to be going on and the right hand turns on Butler are pretty sketchy for everyone.

I definitely appreciate the protected lanes WAY more on Butler than on Beaver. I've never felt uncomfortable riding down Beaver and the lanes there honestly annoy me and sometimes I CAN'T ride in them due to trash cans, but on Butler I like them because Butler is a much "scarier" road to ride a bike on.

More dangerous.

Worse on butler

Still terrifying but now there is a false sense of security with the poles.

Beaver is perhaps slightly better due to being one way and having fewer places with heavy traffic in and out.

No

No

It's absolutely awful. The program is a joke.

They are all dangerous

No

No

No, about the same.

Beaver street feels a little safer due to the usually lower speeds of cars and the fewer number of the plastic delineators that have been bent by cars obviously hitting them.

Butler is a very busy road with a higher speed limit which makes intersections much more dangerous because cars are not as likely to stop to let the bicycles continue on straight.

Drivers slowing down and crowding the left lane; difficulty determining which lane vehicles are in on Butler when turning right from Sawmill onto Butler.

The speed limit on Beaver is slower, so they don't seem to be as obstructive. There also seems to be less damage to the ones on Beaver.

No

I think Butler is worse. A couple of the right turn areas are hard to get into and easy to miss.

No.

No

The speed of gas vehicles differs on each.

Lanes are narrow and less time to turn.

Both positive.

Perhaps yes. Butler is 35-40 mph. This should not change just to cater to a recent accident or to a rare group of bike commuters. Vehicles need a good east/west corridor option. Beaver is 25 mph, with more stops, traffic lights.

Rode down Butler on a bike in the past, hadn't had any problems.

No

No

It was equally horrible.

No both are just as bad

No

Both were bad experiences. Beaver is a hill. Cinders awful in bike lane. Took another route. Also driving to work at hospital on snow days made it harder to get to work as road was not safely cleared. Butler on motorcycle took away any escape route. Both very poorly planned.

It seems like a busier street

Less pleasant experience on a bicycle on Beaver (unsafe) Less pleasant experience in a car on Butler (difficult to access businesses)

No. They are both worse with the bike curbs.

No I prefer the streets where they aren't

I owe a bicycle and know it's not safe. That's why I ride it on trails behind my house and in my Neighborhood.

All of the above. Walking kind of the same. Driving & biking horrible due to close call crashes & bent Poles & extra debris in the way

No

Only the damage done to cars and trucks

As a cyclist, it felt safer. I'm usually reluctant to cycle along the main roads (except for 66 with the wide combination sidewalk & bike lane). As a driver, I didn't notice much difference, since I always keep an eye out for cyclists & motorcycles.

So much safer to turn into business with out the bike lanes blocking.

Butler seems to always have more cinders and debris in the lanes than other streets.

The ones on Butler are difficult to navigate in a few places when Turing into or out of a business.

Yes. Beaver street bike lanes are less intrusive to cars whereas the Butler avenue bike lanes make it very difficult and dangerous to drive and turn into businesses along the road. I also have nearly hit a biker on Butler because I couldn't see them as they blended in with the pillars on the road.

Cluttered

Nope same

Drivers are stressed on butler. I haven't noticed them slowing anyone down and people are still speeding and running red lights

No.

No, the experience was the same.

Because of the speed of traffic the experience was worse on Butler with greater speeds of travel.

Different

Yes, driving on those roads are not comfortable anymore and have little space.

The markers are always being hit and bent over. The streets are too narrow for this and emergency vehicles can't get through very well. A bent marker into the bike lane is a definite hazard to the cyclist, especially at night.

I like biking on Beaver better, but thats bc I think there is less traffic in general, less people turning off of the road, and cars go slower. Personally I think I like the open bike lanes on Beaver better, but thats b/c I am used to biking in the road, and I'm a little afraid someday I'm going to make a little mistake and swerved into a vertical barrier in Beaver and bite it. But I do think that the vertical barrier is probably safer, especially on Beaver where people drive fast. I will say the separated bike lane on Beaver has made me way more likely to bike on it.

Butler seems very tight when traveling in a vehicle

On beaver while passing through FMC the road is pretty tight when turning out of Fmc due to placement of curbs.

No

No

no

It causes more traffic jams cause people don't know how to use the turning lanes created. They have all been hit and broken so much already. It's looks trashy.

Not appreciably different

Both streets are dangerous to drive on due to the concrete barriers. Plus people struggle with where to place cans for trash and recycle. Do they go in the sidewalk? No the arm on the trash truck doesn't extend far enough. What about the bike lane? No that doesn't work either. What about the already narrow street? Nope.

Butler seemed to be more comprehensive with longer lanes whereas Beaver had so many broken up sections.

Yes, more traffic

Yes real scary

No

I felt much more at ease on the streets that didnt have the barriers.

N/A

I won't bike through there. Terrifying.

No, it all was terrible

Same

Nope both are now more difficult to use

Nope

butler seems to be a bit more confusing for drivers.

Confusing, narrow, restrictive,dangerous. It was better without it

No

Beaver typically has more people not paying attention to lines in the road. I try to avoid it as I worry about getting in an accident.

Yes other streets are safer.

If you're going to ride a bicycle on the street you should be prepared to deal with the crazy traffic in this town.

Beaver feels safer because of the one way

Basically the same everywhere.

They're both awful

N/A

All unpleasant. Bike riders need to start paying registration fees if they want to share and crowd the roads that are already traffic packed and jammed

Butler is like pulling into a pit stop to enter shopping area

No

Butler has too much traffic to narrow it. Terrible plan

No.

Always scared a car hits me because there is restricted space

It is much tighter driving with the separated bike lane than anywhere else in town.

None they both suck

Yes, sometimes I'm not 100% focused on driving because I'm watching barriers to make sure I don't hit them, especially in heavy traffic when both lanes are full.

No

No

n.a

Butler is more white knuckle driving wedged between large trucks and a barrier. Beaver has more destroyed poles.

Up on Beaver is harder because of the narrowing of the vehicle lane.

JERSEY BARRIERS WOULD BE SAFER AND MORE EFFECTIVE

The green painting on Butler is confusing as one is driving along at speed. I for one am always cautious of bicyclists on roadways, but I feel like I could pay more attention to the bright green paint than a bicycle.

It is more challenging to drive on Butler, (especially in the afternoon sunlight) with the separators. The bike lanes just make navigating the roads more complex. Beaver Street isn't too bad to drive on. When biking, I go out of my way to avoid Butler.

I've seen more cyclists using the bike lane on Butler and more using the street on Beaver St.

My experience walking along Beaver was unchanged, and my driving experience was negatively impacted for the reasons mentioned above. My driving experience along Butler was negatively impacted for the reasons mentioned above.

The streets are particularly different because of the road geometry. Currently butler ave is more daunting because of how narrow it became and vehicular traffic being impacted by the separated bike lanes. At least butler is a straight hill so there is less maneuvering, but unfortunately the speeds are greater (illegally). As a bicyclist/driver, i avoid both streets now.

NA

I don't bike on Butler since there are numerous other options through NAU or less busy streets. I generally take Leroux St instead of Beaver.

Butler is far worst.

Yes, it was more difficult.

I now purposely avoid those areas because I hate the bike lanes

The curves on butler make it dangerously narrow.

I feel like I drive significantly slower on the roads that have these separate lanes due to concern of striking the barrier or another car on curves of the road, this is not a concern on Milton or campus roads

No

I actually felt safer on Butler because there was no merging from the bike lane to the vehicular lane.

Hate this route now.

I have to be more aware of my surroundings. Never know if a tourist or someone not paying attention will cause commotion

All terrible. Avoid those roads now

Yes. Slightly more cramped feeling when driving. Walking felt mostly the same on both roads.

Beaver street seems narrower.

No

I think there is faster traffic on Butler, and potentially more traffic. The increased physical and visual protection on Butler for cyclists feels appropriate.

Beaver is worse than Butler

Less fear of crazy car people

Butler is definitely more chaotic with traffic

Nothing stands out

The implementation on butler, especially in the Sawmill area is much more confusing than Beaver. On Beaver the car lanes are much too narrow for safe driving.

This works better on the one way steer of Beaver than on the street that is a main driving arteries of Flagstaff.

No noticeable difference

Obviously Beaver is one way and has minimal traffic compared to Butler Ave. More appropriate on Beaver . Ridiculous on Butler Ave with the amount of commercial traffic and the University.

no

The barrier by the hospital seems to have been degraded more than Butler. Don't know if it was from motor vehicles or snow plows.

I refuse to use the bike lanes on Butler. Super scary. People go super fast, I have very little confidence in the barriers. Beaver people seem to be more conscious there.

Beaver seemed narrower than Butler.

No.

I find these particularly unnecessary on Beaver, since the one-way downhill makes it easy to keep up with vehicle traffic and ride safely.

I haven't noticed a difference, but I will check it out.

Every street containing these bike lanes is unsafe and there has been an increase in car accidents due to them

No

No

Felt protected but still unseen at times

Beaver was more treacherous with the downhill and more frequent obstacles (bins, cinders, cars trying to turn). It can also be dangerous merging back into traffic when the lane abruptly ends at the bottom of the hill before downtown

Beaver has more room for them. Butler is heavily traveled and a nightmare with these in place.

Yes, they are distracting drivers and cause cars to swerve into the left lanes.

East bound was more challenging and made me more nervous.

Yes, narrow roads.

They both were poor because they had the bike lanes

Beaver was fine.

Butler was worse

Both are terrible

I certainly felt safer. Please Please Please get a bike line for the entirety of Butler. There are small sections missing from the highway underpass to fourth st.

I rarely take Beaver much past the hospital but, they have done little to affect that stretch. I have seen them get struck on multiple occasions though. The ones on Butler are a different story. The rode is not wide enough to accommodate both these curbs and two reasonably moving lanes of traffic, especially with the recent and sudden downshift in traffic conditions over the last few months.

I don't ride my bike here because I don't feel safe. These lanes would make me feel safer

Not concerned about parking cars or traffic.

I have not risen a bicycle

Its no small for vehicles now. I do my best to avoid it.

Yes, Beaver is a much more pleasant and safe street to walk on due to lower car speeds, wider sidewalks, and more separation between the sidewalk and the car lanes. The higher speed of traffic on Butler requires a greater separation between car and bike/pedestrian traffic to make it feel safe.

I felt boxed in, if needing to swerve slightly out of the lane you're stuck. It's not practical.

As a cyclist, coming down beaver into town is a bit weird and sketch how the lanes simply end.

I like the partial armoring and being separated from vehicles more

Terrible

No difference.

Already to narrow

The streets with those barriers are dangerous to drive, because people try to stay away from those barriers, this crowds the lanes because they move away from them.

Of course. Cement barricades will do that.

There are bikes more bikes on the sidewalks on Butler opposed to Beaver

Yes bikes don't use bike lanes

Beaver seems to work slightly better.

No

Still very awful regardless of which street

Butler is just too dangerous for safe cycling in my opinion. I won't ride on it. Beaver St feels safer

No. All horrible, annoying, distracting, and frustrating.

No

Beaver St is extremely dangerous. It is a horrible place to be a pedestiran or cyclist. Driver's do not care about cyclists or pedestrians and doing anything other than driving feels stressful and and awful. The sidewalks are just large curbs with speeding traffic flying by you.

Bicyclists are still riding in the road

Butler Ave was a lot worse!

No

It is awful on all streets

Annoying

Sucked

Not really

there was more dirt and debris in these areas than before they were installed and compared to areas without the barriers.

No not really.

There were more near-miss accidents on Butler because of the barriers than there were on Beaver.

Butler is tight but makes way more sense than Beaver. The bikeway (FUTS) along 66 is far superior to both.

No

They are both poorly designed and ugly.

No they are all stupid and annoying

Beaver St. is more bike friendly than Butler Ave. Beaver is straight and Butler has all of the tight curves between San Francisco and Lone Tree with people going way too fast and not paying attention.

Beaver has more traffic calming signals and feels safer.

Both streets have been narrowed by the barriers. I have seen vehicles strike the barriers on both streets which cause the vehicles to veer back into traffic. There is more bicycle traffic on Beaver than on Butler.

They feel similar.

I don't think they changed my experience on Beaver as much as Butler. Butler just feels so much nastier than Beaver. Faster, busier, with more pedestrian (& vehicle) cross traffic being that close to NAU. Just slowing down Butler would be a huge help, but with the long straight run, and no enforcement, people want to drive fast.

There seem to be many more gaps in the concrete curb on Beaver, making the whole thing seem more pointless.

Absolutely! I would much rather use Route 66. It is much safer to walk and ride a bike!!

If you have to avoid a dangerous situation you cannot it makes it very narrow to drive through

Only been on Butler

:C

I'm a cyclist, but have not ridden on Butler since the separated lanes were added. I believe I would feel safer with these separated lanes, but not in the area of Sawmill. This is where the barriers get very confusing for drivers and I would definitely not feel safe with the way the turn lanes are constructed. I've seen this confusion with people trying to turn into these areas, and I think it's only a matter of time until there is either a collision or someone doesn't see a cyclist in the lane in their haste to make the turn.

I simply would never take on the risk of those thoroughfares in their current condition. I am not one of those obstinate cyclists willing to put his life at risk to assert a right to the road, even though I fully support said right.

Butler is a bit more busy, so it may be easier for some to turn on Beaver, but that is the only major difference.

Beaver and butler have the same issues, the city placed obstruction in the travel way is a hazard to motoring vehicles on the street as well as bicyclists. The entrance into a turn lane is fast and narrow which will lead to increased collisions with the barriers. The city's attempt at protecting bicyclists created an unnecessary risk to motorists, as we have seen serious vehicle rollovers due to the hazard put onto the roadway by the city.

Butler has curves causing traffic to encroach. Beaver is a down hill direction, bicycles can keep up with the flow of traffic.

i enjoy driving there more because of the bike lanes

Appendix H: Conventional, buffered, separated bike lanes

Use this space to share any additional thoughts about conventional, buffered, or separated bike lanes

Horizontally separated bike lanes are the best

Please review this plan, it's a failure, plow delays, cars turning into them, poor night visibility and won't save any cyclists lives.

In a recreational town like Flagstaff, a buffered lane with more room for riders or the separated lane would be best for both drivers and riders.

Although each level of separation adds to my comfort level, there are risks associated with intersections, that may actually be exacerbated by the separation - such as visibility of the cyclist, abruptness for cars to make turns/merges, inappropriate use of the bike lane (like trash cans), and maintenance hazards (like clearing snow).

If the current arrangement of pedestrian sidewalks and cycle paths on NAU campus is any indication, pedestrians will not respect a clearly marked, horizontally separated cycle lane. Such lanes (as illustrated) will also make cyclists less visible, and more vulnerable to turning cars in both directions.

I believe these bike lanes were a huge ovary action due to the tragic accident at Butler and Beaver. More thought should have been put into this before we acted on it

Horizontally separated bike lanes change the nature and mindset of all users of the public byway

Funds need to be spent wisely and not on "pilot" items.

For adequate safety and comfort, bicyclists need to be completely separated from traffic on busy streets. An alternative would be good protection from the car lanes, with a structure such as a Jersey barrier. Painted stripes on a busy road offer only an illusion of protection at best.

Best way if possible.

Although bicycles have the same 'rights' as a motorized vehicle, it is unreasonable to match a few tons of machinery against a few rolling, mechanical parts

Vertically separated lanes are safer than conventional lanes ONLY if the road was planned for it, & if the separator isn't just a psychological divider, but actually provides some collision protection. Cramming a "vertically separated" lane on a street not designed for it makes it MORE dangerous for motorists and cyclists alike. The "Vertically Separated Lane" pic above is only a BUFFERED lane with costly plastic eye candy that will drain the budget every time it is side-swiped and broken. The plastic provides only the ILLUSION of protection, which actually increases cyclist danger.

Separated or full lane is the most logical.

Bicycle lanes need to be painted regularly. I've seen areas in the past where the line was very faded.

The current project is not sustainable nor functional.

I believe that bicycles should be with cars not with pedestrians. That applies whether I'm on a bicycle or walking.

Bike pathways need to be continuously connected to one another to be effective. Often good bike lanes end or there are gaps where you have to cross several streets on foot or the bike lane disappears entirely

This really depends on how busy the street is...I feel very comfortable riding on Loan Tree in the bike lane because there isn't a lot of traffic, or a lot of places where cars drive over the bike lane to turn in somewhere. I am not at all comfortable riding on Butler because there is a ton of traffic and lots of places where cars can cross over the bike lanes.

I enjoy riding my bike to get places and want to have the same ease and opportunity to get to where I'm going as a car would have. Having separate bike lanes builds a false sense of safety for drivers and bicyclists. I'd rather have consistent bike lanes, slower speed cars in downtown areas than have special lanes and different paths for bike riders. .

Vertically separated bike lanes create a hazard. They are not safe. They are more dangerous.

Make the entire commute comfortable! Until then, it's hard to encourage anyone to bike commute. When I bike-commuted from campus, I could not avoid some busy streets/intersections (South San Francisco). Even though I was a strict follower of legal and safety rules, I still had one unpleasant encounter with motorists every two weeks (changing lanes into the one I was using, veering into the bike lane, passing too close, and blocking crosswalks as they tried to right-turn-on-red. This would ruin my day, and sometimes the day or two following the event.

Obviously, separated lanes are the ideal but building them into existing infrastructure is difficult at best. Having only part of the infrastructure with separated lanes does not immediately improve the situation.

Any infrastructure that is put in place to allow cycling and dedicated area for safety allows for the greater community to see people choosing a better alternative lifestyle of commuting to work therefore snowballing the effect of drivers seeing cyclists and being safe about their commuting options.

Still motor ists need busted. They violate turning laws.

There is no easy solution here in Flagstaff. Space is at a premium and both cyclists and drivers are as uninformed as ever. Separated lanes seem to be the right answer for current social and civic conditions.

More signage would be helpful when using traditional bike lanes, and having the police give tickets for parking in them (w clay is coming to mind). Riding the futs along 66 (horizontally separated?) is my favorite

I have used horizontally separated lanes in Japan. I'm not sure if it would work in US because pedestrians would likely wander into them. There would need to be some vertical separation from pedestrian areas or a wholly separate path. Also, from recreational path in Tucson . . . pedestrians strolling are talking are not always aware, especially with leashed animals. I would be concerned about dogs running into bicycle path. I think bikes are more like cars than pedestrians due to speed of movement so prefer vertical separation.

The vertically separated bike lane is preferable to buffered or conventional bike lane. Not only does it allow the separation but also more space between the vehicle traffic than regular separated, buffered or conventional bike lane. I think the Butler separated bike lane would be better if a bit more space was allowed between the vehicle lane and the separated lane. Also, transitioning between separated and conventional or no bike lane (shared lane) is difficult for newer riders or riders who do not know the traffic laws.

Separated horizontal lanes are much preferred. Street crossings could include bikes as well as pedestrian traffic. Bikes cannot navigate cross traffic as well in the separated lanes as bikes in the normal traffic lanes.

In my opinion, based on zero years of civil engineering experience, I would think conventional bike lanes should be used for the least trafficked roads. Buffered and separated bikes lanes should be used for the busier roads if possible.

It's really tough to ride on butler when the bike lanes end without warning. At that point I have had many close calls with cars getting too close to me.

We don't have space for horizontal separated bike lanes

I prefer the buffer or separated onto sidewalk option. It seems that would fit better into an all weather town.

I feel like this overall should have used more of trails as new bike roads instead of taking lanes away from our congested streets. Motorist need our streets and there is a better safer way to make bike roads away from busy streets.

Separated bike lanes seem like the best to avoid anyone getting hurt either on a bike or in a car

For me, the more separation from cars the better so separated bike lanes almost always feel safer.

Horizontally separated is definitely the best

Get rid of the barriers on butler for the vertical bike lane.

Separated is always best

This would be an interesting experiment on 4th.

We need real separation. Planters, bollards, or concrete dividers would all be safer than what exists anywhere in town including the protected lanes on Butler and Beaver.

If the bicyclist rides properly and follows regulations and regular bike lane should work

For some reason I see people walking these lanes occasionally. I don't get it but apparently some didn't get the memo that it is for bikes.

On Fourth and Soliere drivers don't see cyclists on 4th crossing Soliere when cyclists push pedestrian button. Please reprogram yellow flashing light to be off when walk sign is on. Drivers see the yellow arrow not the cyclist so they don't give way.

No matter how much you think by doing this is going to push more in Flagstaff to ride a bike rather than drive you are wrong. We do not want this small town to become a high rise walking village.

Not cost effective

Please continue the effort to improve safety and reduce carbon emissions with public transit and bike paths. Thank you!!

I feel like anything that sticks up off the ground is just something to run into whether on a bike or in a car causing damage or injuries when it's not necessary. Unfortunately accidents happen and if a car is going to hit a biker or a pedestrian, a curb will not stop that.

Bike lanes need to be separated off of the road without taking away space for cars driving on the main roadway.

Love the last pic above. Let's do more of that!

Having at least a conventional bike lane on any of our streets is good, some have none and some are so narrow in places where they are not wide enough for a bike to not go in to traffic, riding in conventional lanes and comfort depends on what street it is on, some are good and I feel pretty safe, others not safe at all. Any infrastructure for bicycles is great and appreciated.

Most of these examples the roads can be widened to accommodate bike lanes with buffers. Butler is not wide enough.

Let's go for the best option we can and separate the bike lanes. FLG is a place where lots of people bike and can do that most of the year, so let's support that piece of our community!

The vertically separated bike lane in the photograph looks very comfortable, but the lanes I've used are much more narrow. I am still getting used to the feeling of being "trapped" in the lane. If there is some obstruction of the lane I cannot swerve to avoid it. I understand that swerving into traffic is *not* a good thing, but I have a negative emotional response to the vertically separated bike lanes. I am getting used to the bike lanes, and I am more comfortable now than I was at first.

The lanes we have now are costly to maintain and not effective

Please create more of separated lanes in high traffic areas where there's no parallel off street bike trail.

More FUTS trails and bigger buffers and barriers on the bike lanes will lead to an increase in bike commuting.

LOVE the horizontally separated bike lane and buffered. I think those options are more esthetically pleasing and better for snow removal/cleaning. I think the conventional is fine but if we are trying to improve on that buffered or horizontal are best. Vertical is essentially what we have now and it's wasteful and a pain.

Buffered or fully separated bike lanes are my ideal. I say this because in areas with either shared car/bike lanes (ei: San Francisco) or just a conventional bike lane, I encounter a lot of aggressive drivers, who either speed around me, try to turn right while I am in the bike lane at light where I'm riding straight, or yell at cyclists, and it makes for a super unpleasant or unsafe experience even on streets that have low speed limits that should technically be safe (ei:downtown). Whereas riding on the completely separated bike route along rt 66 is the best riding experience to get around.

Flagstaff gets too much snow to have the vertically separated lanes.

Use the space for big travel lanes so we can use the streets for what they are meant for: Vehicular travel.

The FUTS is great & there should be a lot more of it. The challenges are always in the navigating through & across car traffic. Intersections will always be the most challenging part & we need to step our game to make all other non-enclosed folks more visible to the folks in cars. The part this survey is missing is the number of car lanes & speed limits. If you have to cross 4 lanes of traffic to get into a turn lane there's no way to make that feel safe on a bike especially when the speed limit is 45-50 mph. 89A & even Lake Mary Road feel pretty dodgy on a bike on a good day.

It's great to have horizontally separated bike lanes where we can. Obviously not possible everywhere, so vertically separated seems like a good second best choice.

The most comfortable I feel in Flagstaff is on the Rt 66 bike path, followed by downtown/neighborhood streets, followed by Butler, followed by anything else. The separated bike lanes are nice but Butler is just a tough street to ride with high traffic speeds and lots of intersections, so there's no way to ride it without being on high alert all the time.

I have been a bike commuter for a decade or longer so I may be an outlier in this survey. My time on a bike and training (yes, I took a class on bike and road safety) allows me to feel more comfortable riding in most spaces around traffic. Super-sets spaces are great for busy or fast roadways and I will tend to take the bike lane around very slow traffic that I can keep pace with.

I don't know how it would happen, with spacing on current streets and sidewalks but a fully separated pathway seems safest. Like the elevated, 1/2 sideride/ 1/2 sidewalk

Need horizontally separated bike lanes

There needs to be a little more separation between bike lane and car lane such as the buffered or separated bike lane. All the vertical ones that are installed do is cause stress for motorists and nowhere for them to go if they need to.

I hate phoenix....but at least they have a separate bike path that is physically separated from roads by 4-6ft. Rt 66 FUT could use more trees or a half wall separating the rider from the car noise. It's loud and smoky. A half wall would reduce noise pollution for the rider making their way east to west

I am the biggest fan of horizontally separated bike lanes. I think as a cyclist and a motorist, these make the most sense and I would love to see more around Flagstaff.

Snow plows need to be factored in

I think the barriers are a great step forward but the car culture in the city is dangerous and does not make it feel like a bike safe community.

I would feel safer on a sidewalk dedicated to riding a bike. It's further from the street, and it wouldn't cause congestion with emergency vehicles.

The vertically separated bike lanes are hard to use with kids being towed behind. I am worried that we will hit the sides. buffered is better.

The only intelligent solution for a town with poor planning, insufficient infrastructure, and way too much traffic is a separated bike lane.

The edge stakes are dirty, bent and not straight

I'd like consideration for the non-bikers impacted by any bike lane decisions. I believe conventional or buffered bike lanes are less disruptive for the reasons I've found disturbing about the separated bike lanes.

More enforcement of cyclists who does not follow rules. They dont stop at stop signs. They run red lights. They ride in between car. Every time at San Francisco and Butler some cyclists I see them not following rules. They are just as much at fault!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

This is the most preferred option in my opinion

I feel a walker and bicycle has a better survival rate than those 2 versus a vehicle

Separated bike lanes are the way to go!!!! The large sidewalk on Rt. 66 was originally supposed to be a separated bike lane and the bikes refuse to use it. We need some more PSA regarding that.

If there was room to do what is pictured above with that style barrier and extra space for the lanes in Flagstaff that would be far better than what was tried currently

I think if the city continues to use vertically separated bike lanes like the kind used in the pilot the curbs and vertical markers should be made brighter colors. As they currently are it can be hard to see them when driving.

I love the last separated option

Riding in bike lanes typically doesn't make me too uncomfortable except in vertically separated lanes when there are obstacles (trash bins, trash, gravel) and you can't get around because you're stuck. Honestly the only thing that really causes apprehension for me is intersections or getting over to make a left turn somewhere.

I won't ride in the street. Too dangerous. I ride on the sidewalk. The city needs to require all new roadwork include separate bike/per pathways. No more shared space! Sorry, but roads are for vehicles.

Most of the city is still conventional lanes, then buffered. If any separate bike lanes are made they should be horizontal bike lanes as they are effective and provides more safety for riders. NAU has them and they have been proven to work!

Do not put it on busy streets. There are plenty of alternative routes. You're going to get someone killed again because of this.

Although I do not ride a bicycle, if I did the only place I would ride is on the sidewalk or a horizontally separated bike lane. Especially in the winter, riding immediately adjacent to vehicles is too hazardous.

I really like the conventional and buffered lanes as a driver and a rider. As a driver i don't like the separated bike lanes. As a rider, it's okay. Ultimately horizontally separated bike lanes are preferred.

Separated may work in cities that don't have snowfall. Big fail for Flagstaff in my opinion.

While I do believe the conventional and buffered bike lanes alert drivers and riders alike to the bike lanes, I feel as though a driver of a vehicle who is not paying attention is just as likely to hit a person on a bicycle with any one of these. While I am very aware of my surroundings, not all people riding bikes are (and neither are vehicle drivers). Having completely separated bike lanes on the busiest roads would make this issue less likely to end in folks being hit. I also think it would encourage more people to commute by bike.

I like the separated bike lanes. I would feel comfortable letting my children ride their bikes on separated lanes.

Horizontally separated bike lanes seem to make the most sense here in Flagstaff. The best scenario would be using the FUTS trail, but when that isn't reasonable, this would be great-and safe for both drivers and bicyclists.

I think they should be removed.

The previous photo of the vertically separated bike lane is wider and NOT the same as the Butler bike lane.

Lower the speed limit on Butler. With the curves approaching San Francisco, drivers aren't aware of bicyclists until they're just about on them. With the growing popularity of electric bikes, scooters, and skateboards, these lanes are only gonna see more use.

Separated 100%!

Horizontally separate is the ideal goal for the future of all main corridor bike lanes.

Just make the side walk like 66, wide enough for foot traffic and bicycles. No need to add concrete barriers on the road, especially when they need replacing often, they look awful when they're crumbled...also puts concrete debris in the bike lane. I drive Butler daily.

I do think we're heading in the right direction and appreciate the effort to bring the communities wants and needs into the conversation.

Streets are not wide enough for these alternates.

Horizontal bike lanes would be amazing!

These are a waste of tax payer dollars. The city should spend the money to keep the paint stripes in good condition so drivers can actually see the lanes. The city should then put the money saved towards projects that don't relate to bicycles or affordable housing because the majority of the citizens do not use either of these.

Bike lanes on sidewalks are going to have the most success

Riding a bike isn't safe period. Once again this town has trails all around it to use. Bicycles can't even be ridden half the year due to weather.

The barriers suck. Take them out.

It's a band aid approach - feel good type of thing- makes politicians look like they are doing something for the few who ride. I don't see many bikes in them . It will not make more people ride them. Hard to navigate for cars - too many people can't drive the way it is - now add smaller car lanes. Stupid. We are paying more taxes for the few who do.

If our separated bike lanes had more width like the vertically separated lane example pictured, I would feel a lot more comfortable because the example has more space than our current separated lanes to go around debris or pass other pedestrians. I do LOVE the horizontally separated lanes. Even if we could have just a bit more buffer space like the buffered lanes I would be so much happier, more so than the vertically separated lanes we currently have because it provides space to go around debris.

Flagstaff traffic is way too unsafe for cyclists. The lack of planning for city streets makes drivers abnormally aggressive and careless.

100% safety will not exist with any changes. The cost will be too high.

As a driver I would like to see buffered bike lanes. The vertical separated lanes would be an absolute nightmare, especially in the winter and during college/ tourist season. And majority of the bike riders I have encountered don't even follow the rules of the road. They think because they are on a bike that they can ride wherever and any where they want.

If you're going to do anything, horizontal separation like on Route 66 would be great. No land for that. Please remove the unsightly current barriers.

Having a physical barrier makes it harder to have an escape route if something should go wrong.

There has to be a happy medium. The buffered bike lanes are a good common ground.

Horizontally separated bike lanes combined with walking side walks seems more efficient for our city. Especially if the city isn't planning on widening out our streets.

I am a cyclist that rides on Lake Mary Road frequently. I would not feel comfortable riding in the existing separated bike lanes on Butler or Beaver. Perhaps funds would be better spent educating both cyclists and drivers regarding bike safety and rules of the road.

Most of the 'conventional bike lanes' in Flag are just the shoulder w/ a bike painted on it. They have big grates, holes, are filled with cinder & garbage, have rumble strips. They often just disappear suddenly and you have to merge into traffic and hope you don't get hit, or people put their garbage bins out in them (today I had to go around a speed limit sign!). At a minimum I think paving these and pushing the cinders off of them would greatly enhance bike safety. I think separated bike lanes are most important on Milton, Rt 66, Beaver, Butler, San Francisco. Green paint really helps!

I think the separate lane is a good choice and with modification to sidewalks and walking areas could be very useful.

Horizontally separated bike lanes look like a great solution.

Honestly anything might be better than the current situation. I haven't heard good reviews from anyone in the community in regards to them. During the winter months I do know multiple were scared/ there was many accidents that was involved with the new updated roads as well and it didn't add any extra safety it made it worse by making the roads less plowed and caused more people to swerve into them.

Adding bike lanes to the sidewalk would be better and safer for everyone.

Vertically separated lanes are the worst option.

Vertical separation creates a lot to maintain, and I see it as a hazard to all users. Imagine riding at night and crashing due to clipping the divider. I think the system is too complicated and will ultimately prove wasteful and uniquely hazardous.

I like the idea of total separation as shown in the last example.

We really do need real separations for bikes. This was a great start and I hope to see more throughout town!

The last option is most ideal.

Buffered and/or separate when possible especially at most dangerous intersections. If there was good arterial infrastructure I think more people would opt to ride.

Separated bike lanes are the way to go. Safer for the biker and driver

The curbs are ugly, confusing and just straight up a huge waste of time and money. People will hit them, cause property damage. And unfortunately it still won't stop a car from getting into the bike lane. It leaves turning into parking lots difficult for those not familiar with the area. And we gets lots of tourists. It's hard for the snow plows. Over all it's a senseless waste of resources. Try widening the roads and use actual remedies.

Are you nuts. Who is paying for all this? When will residents be taken into consideration and we stop Beni g over for NAU

Horizontal separation is the safest and most visually appealing of all. I think it would show the world (most of the world will come through FLG going to the Grand Canyon) that we care about our environment and the human quality of life.

A horizontally separated bike lane may be the perfect alternative

Off the street especially on Butler

I appreciate the effort made to hopefully prevent future deaths in our community. I hope we continue to see positive changes like this! I think the horizontally separated bike lanes placed next to the sidewalks would be the ideal scenario and I would feel the most comfortable with that!

I choose to never ride on busy streets.

Horizontally separated bike lanes would be safer for both cars and bicyclists

The last two options are stupid. Isn't the last option A SIDEWALK. ☹

The horizontally separated lanes make the most sense. However I do not know how Flagstaff has any more space for things like this!

Horizontally separated is the way to go

In the winter, they are not cleaned and maintained well. A lot of delineators are missing

Sidewalk bike lanes are best since it keeps bikers off the street . It means less ppl on the road

Main roads are not good for bike lanes that disrupt the flow of traffic. I spoke with 3 different people on one day that had accidents due to the current bike paths on butler.

The current separate bike lanes are distracting to drivers and visually unappealing

From a driver's perspective, the separated bike lane seems like a good idea. My current frustration with many bicyclists it they use the sidewalks to ride on, go the wrong way on both sidewalks and the bike lanes, and makes it difficult for the driver to be aware of the bicyclist.

Half the people on bike don't ride by the law! Teach them the rule and you won't need these bike lane with curbs an such.

Our town bike lanes are very narrow. Cars can't give the 3 feet space due to that and also lots of bicyclists ride in twos and definately giving the cars no option to give them space. When sharing the road, it is impossible, bikes can't go 25mph and so it causes road rage, traffic and potential accidents. This is a tourist town, hard to share the road with bicycle s

The barriers between riders and drivers is unnecessary. Cyclists need to pay better attention and obey the rules to the road and not think they are better. I have seen more of my fellow cyclists break the laws than the drivers of vehicles. Maybe get cycling cops to patrol and teach the bicyclist the laws regarding proper cycling.

Please consider both bikers AND drivers when planning for the future.

I do not ride a bike, but as a person who drives on butler daily, I would prefer a buffered bike lane to replace the cement bike medians.

How many people actually use these? Has there been a drastic increase since the lanes have been put it?

JERSEY BARRIERS WOULD BE SAFER AND MORE EFFECTIVE

Horizontally separated lanes are excellent. I love seeing this type of lane when going through parts of Flagstaff or when they are present in other cities.

Yes people ride bikes in Flagstaff. But the city should focus on spending money in other ways to benefit the city. How about we actually figure out how to fix the current roads we have or figure out how to add additional roadways to decrease the traffic through town and on 180. As Flagstaff grows so does traffic. The roads here are designed to handle this traffic.

I don't trust vehicles to not hit me, whether on foot or bike. I refuse to ride a bike if I can't use the sidewalk (something separated and at a different height to the road. I've seen many cyclists, if multiple riding together, will ride next to each other. The bike lanes done accommodate this cultural behavior. Don't know if it's allowed or not but I see it often, and in doing so, cyclists ride in the road to accommodate this behavior. Could the sidewalk be widened and used for cycling and pedestrians like NAU uses?

Understanding that the city only has so much Right of Way & Budget to utilize, I believe that a buffered bike lane is the most reasonable approach. The vertical separated lanes have only caused more accidents (my personal experience) and I like others am less inclined to use those streets. Ideally, horizontally separated lanes would be the best option and would provide some beautification to the city with parkways and wider sidewalks. But I understand this is a tall order.

How often are cyclist struck while riding in a bike lane? It seem like most incidents are at intersections and I believe most of these create a false sense of security for both riders and vehicles. When a standard bike lane is used then it's very clear to both riders and drivers where each other is but that is not always the case with separated lanes at intersections. Tucson has designated streets that are restricted to local traffic and bikes that are used a lot. That's not as practical for east/west movement here but could be an option downtown or by NAU.

Horizontally Separated bike lanes seem like the best option

I think the campus bike lanes are a great example of what they should be, off of the road where cars are and clearly outlined for walking pedestrians to avoid. They keep cyclist away from cars completely so that they are at a significant decrease of injury, it doesn't clog traffic and walking pedestrians still have a sidewalk area that is out of the way of cyclists

I think some of the existing bike lanes were good before the separators were installed. I would like to see more separate bike lanes or conventional bike lanes in general. A major bike route is South San Francisco. It would be amazing if it could resemble south beaver street with a dedicated bike lane. Half the time, cars take up more than the allotted parking space which reduces the lane to one lane anyway. A dedicated bike lane would keep the bikes off the sidewalk too when there is a train. Hopefully, the lone-tree overpass would help this option become a reality.

Though I imagine for the average rider the separated bike lanes do feel safer, I felt very safe riding previously & in my experience feel okay but actually less safe in the sepersted lanes as it gives me fewer options to adjust my path in case of an emergency, accident, trash/recycling bin or other large item in the bike lane. Also, if a driver is not paying attention they'll easily drive over the seperstor/curb, ie - they only offer a feeling of safety & minimal actually safety. It is important to keep in mind, this would not have helped avoid the horrible bike accident on Beaver & Butler.

Get rid of the insane barriers Flagstaff has now

Separated bike lanes, please!

Vertically and horizontally separated lanes make cycling feel a more integral part of the immediate infrastructure and community. Compare the same street with/without these types of lanes and one feels infinitely more walkable and with a sense of place that you want to experience by foot or bike.

Vertically separated needs more thought put in in regards to light reflectors that are far more durable.

Separated bike lanes are a good idea, but the benefits provided with it's current implementation do not outweigh the negative effects. I recommend either removal of the current system, or preferably extending the road for a more proper separation.

Buffered and separated bike lanes are fine for new construction, where streets will be wider. However many of the streets in Flagstaff don't have adequate room for traffic, parked cars, bike paths and sidewalks.

Horizontally separated bike lanes or buffered bike lanes would work the best for flagstaff. The roads are small and cannot accommodate for the concrete blocks.

What bothers me more about this pilot project is the thought that if it's implemented as mapped out in the proposal as presented at implementation is the thought of this being implemented in places like Forest street going up over (or down from) Cedar Hill at the Gemini intersection. A barrier coming down towards the hospital from that intersection would be extremely dangerous on a bicycle locked into that narrow space at speeds of 30 MPH+, especially with the debris that tends to collect there. Also, by observation, the divided lanes were rendered virtually unusable in the Winter.

These bike lanes do not have enough space to make anyone feel comfortable. Also the people for trash pickup have nowhere to put their cans. Roadway on Butler or Beaver outside of bike lane in traffic is a hazard for all.

Thank you for giving me definitions to work with, I am 100% in favor of horizontally separated bike lanes!

Separated bike lanes add to my anxiety because pedestrians will walk on them as well, the vertical bike lanes add to my anxiety of bike lanes because if a car is to hit me without a curb and separator it would be a direct impact instead of the risk of the car getting air and having a more violent crash

Who pays for all this ? Not bike riders

I really prefer the FUTS system. It is separated, far less stressful, I don't worry about dying on my way to work from someone not paying attention.

The poor pedestrians.

I like the horizontally separated bike lane concept best. I believe this concept would be safest though probably the most expensive.

I think horizontally separated lanes are the best way to make biking more safe. However, if the City were to implement these I would anticipate lots of interference from oblivious pedestrians walking in the bike lane (given how much this happens on NAU's campus).

Horizontally separated bike lanes, for the win! Great idea. Much safer for all involved.

Horizontal wins hands down. But Vertical works nicely too.

I think bike lanes on a side walk would be a great idea.. would be safer

Say no to bike gutters! Fully- (horizontally) separated lanes with a curb, obstructions like trees for traffic calming, etc, will get more people out of their cars, because more people will feel more safe! In the Netherlands they keep bike and pedestrian road crossings at the same level as the rest of the sidewalk, like a broad speed hump across the road, paved the same as the sidewalk and cycle path, so cars know they're crossing someone else's space. That would be great!

All the options except for separated bike lanes allow for better snow removal

At the end of the day none of these separations can stop a distracted driver, nor can they train people on how they should ride on the road. These issues are immensely bigger problems than creating a different separation. These are just a waste of money and come snow season will be plowed up and have to be replaced anyway.

I'm going to ride no matter what, but some sort of barrier is nice.

I think spending more money on this is not in our best interest at this time. What we have works and is nice.

Please plan horizontally separated bike lanes. Especially for Milton. It's extremely dangerous and nearly inaccessible by bike

A horizontal separated lane seems to be the best compromise. No curbs or barriers which affect the cars and snow removal.

There is not enough bike traffic to warrant this kind of expense.

It is a waste of tax payers money!

Either conventional or completely separated bike lanes would be best for our city and would not interfere with drivability and traffic

I live on Fort Valley and have used that as my highway along with the incredible bike infrastructure NAU has created. I know this town has money; NAU campus should be the blue print for the town. FUTS should be upgraded to allow road bikes to travel on this vein of trail systems across town. Tucson has done it, Flagstaff needs it!

You didn't apply the design of buffered lanes correctly. Your sample picture shows a zone between the bike lane and traffic lane with the buffer placed inside the zone. Even with this set up though I feel this style of bike lane is only slightly safer than being completely exposed to traffic I would rather a hard curb like with separated bike lane design.

I dream of a bike and pedestrian friendly city. Nothing can be done to rescue 66, but the side roads can be made bike and pedestrian friendly. Add bike shelters, not just the standard bike rack/pole, and shelter for bikes to protect from the elements, at least six or seven places just to start.

Check out the Netherlands! Makes people want to bike!

The best options to me are the buffered bike lanes and the horizontally separated bike lane. These feel as if they allow for the biker to be safe but also don't take some much of the road away being the roads in flagstaff are so narrow.

Make them like in Boulder CO

I might see bikes ride in the bike lane on butler. But anywhere else in flagstaff the bikes DO NOT follow the rules of the rode when riding their bikes. I have almost been hit by one as a pedestrian multiple times a week. I also see almost-accidents when the people riding the bikes are not following the rules they need to. Sometimes they are not in a bike lane at all but do not follow those rules for not being in a bike lane.

Horizontally separated bike lanes are far and away the best and safest option for biker and make the street more pleasant and safe for everyone including pedestrians. Conventional bike lanes and buffered bike lanes are unsafe, leave little to no room to account for driver or cyclist error, and in Flagstaff become gutters for plowed snow and cinders making them unusable for significant parts of the year.

Everything except the vertically separated. But flagstaff streets are thin at is it, there's no room to create any additional construction for more separation. It should have been left as it was.

We need bike lanes that serve all types of riders, not just the crazy ones like myself

I believe continuing to build buffered or separated bike lanes will increase the amount of cycling instead of driving.

Bikers need to be away from vehicles. If they have to ride on the road they should be reque to educate them selfsame on how to ride in the rode.

Bike lanes painted on roads meant for cars is stupid. Want bike lanes? Widen roads. Register and lisenice bikes to help pay for improvements. Enforce bike riding laws.

Love separated bike lanes and the bike trail in town!!

Lets just shut off San fran and beaver to car traffic from fort valley to 66, fk the cars and overload humpherys st with traffic, keeping downtown safe and pedestrian friendly

I absolutely love the horizontally separated buffer and aesthetically pleasing

These lakes are a mess.

Separated bike lanes are more dangerous for every party and cause unnecessary spending.

I'm sure this last option is more expensive, but worth it. Sure beats the white poles!

Jersey barriers would be great but I recognize they would make sweeping and plowing of bike lanes impossible. I really like the horizontally separated bike lanes above. Those would be ideal. Alternatively, I would love to see designated no-car streets as are being created in New York City and elsewhere. If you've ever cycled in Holland, bike ways that are nowhere near cars are not only the safest but also the most pleasant. More people bike when biking is more pleasant.

Horizontally separated would keep the bikers out of traffic and safer from traffic.

Separated bike lanes are the responsible solution. All others will result in death. We need protected intersections. These lanes end once the intersections come.

I think horizontally seperated bike lanes would be the best option because cyclists would be the furthest from traffic, especially distracted drivers. Most of the accidents with cyclists I have heard are regarding cars not paying attention and turning into them. If Flagstaff could have a greenbelt major bike path for commuting similar to Minneapolis, I think cyclists would be safer and with more people biking to work, it would be better for the environment.

No matter what is done for the bicyclists... they're still going to ride in the road

Horizontally separated bike lanes would be an AMAZING addition to Flagstaff for both bikers and drivers!

Conventional bike lanes are the safest because obstacles and hazards are cleared. Also, pedestrians and car collisions can be avoided because you are not boxed in.

The bike lanes also prohibit traffic turning on to streets.. especially around Sawmill

I see the intention of why we put up the bike lanes with concrete barriers because of the fatalies surrounding the bike accident but I don't see enough bike riders using these lanes. First day of seeing these barriers up, I knew they were going to a road hazard if anything. The city can't keep up with all the white poles that destroy automobiles everyday. It's just a nuisance honestly.

I prefer bike lanes in the street. Riding on bike lanes that are on the same grade as a sidewalk makes me worried that pedestrians would veer into the bike lane.

The vertical separated bike lanes seem like they would make biking more comfortable but they are costly to maintain and feel unsafe with cinders. My preferred would be actual separated lanes and/or more urban trails leading to busy parts of town (such as along Milton).

Horizontally separated bike lanes are the best option.

I actually like the separated bike lane on the sidewalk idea. Minimizes the risk to motorists and bicyclists.

The curb-stop design is not effective at stopping cars as is demonstrated by the number of reflectors flattened every night.

There's no extra space as seen in the Picture of vertically separated bike lanes. You literally hug the buffer zone

Conventional, buffered and separated bike lane with out barriers have always worked. The key is to make the lane wide enough to ride safely. Barriers on the other hand are obstacles to drivers and if they are like bike riders if you focus on an obstacle the tendency is to head towards it. You can see this by all the tire marks on barriers on Butler.

Due to snow the only viable option is the second option. The others will not be maintained.

Traffic calming (15mph) along bike routes is by far the best way to combine bike traffic with autos. if not feasible, then bike routes should be physically separate.

I do not ride my bike on busy streets. I take alternate routes that are safer than riding on a busy street. I think that increasing the Urban Trial system through town, perhaps paving and maintaining that would be a great solution. Other cities like Boulder and Durango, CO have great "urban trails" that facilitate safe bike traffic in their busy cities.

As I get older and trust cars less I prefer to ride on isolated facilities. I love the section of urban trail along Rt. 66 from downtown to the mall, it's great! I tend to ride on side roads and back roads when possible to avoid traffic, but sometimes I need to be on Butler or Woodlands Village Blvd. and it's very nice having separated lanes when possible.

Other factors than separation add up to how safe a cyclist feels. Speed, noise, splashes & stink all emanate from car lanes making busy streets less attractive than quiet ones. Yet often the busy street get one fastest to one's destination cuz of its continuity & access to destinations. This town seems to have a horrible time keeping painted bike markings visible, making the physical barriers seem superior, even if maintenance slipped. I'm all for road diets that narrow (& slow) car lanes; & I would definitely feel better with buffers on Milton & 4th St for starters. I have more to say but cnt

I think people should go back to using sidewalks for bicycle riders and pedestrians like we used to years ago. Sidewalks are the best for safety from vehicles. I think people are smart enough to stay out of each other's way.

The horizontally separated don't work because people end up walking in them and it's hard to get around big groups. Bikers will also abuse these and go both ways. If they aren't wide enough for 2 way biking, then don't do it.

I regularly ride my bike with my children in tow or on their own bike and it's rare that I feel comfortable, especially on the road. We ride Ft. Valley frequently and it does not feel safe except when we're on the sidewalk, in which case we have to cross the road multiple times. I'd love to see a better solution.

It seems that the vertical bike lanes are difficult/costly to maintain. Also, why do all the questions involve lanes on a busy street? That's exactly where I don't want to ride.

While I don't see it being possible on Butler, the horizontally separated bike lane above would be the best option for bicyclists! That would not only look nice, but create a safe space separated from traffic!

Intersections are still the location of most accidents and are not really addressed unless large changes are made.

Love the idea of horizontally separated bike lanes.

Bike lanes, regardless the design, need to be cleaned twice every week.

I have never felt comfortable riding in a narrow, unprotected bike lane on a busy road. I'm a big fan of the horizontally separated bike lane and have ridden on the Rt 66 wide bike lane many times and have never felt unsafe. I also think the chosen solution should work for drivers in a way that makes them feel safe with cyclists and doesn't impede the flow of traffic and I believe the horizontal separation accomplishes this best for all.

Seriously, the picture used for vertically separated lanes is a disingenuous example that in no way reflects our experimental infrastructure. A local picture should have been used, to which my response is entirely uncomfortable. What is pictured here in this survey is a whole other animal, and thanks to the space allowed on either side of the barrier, I would be immediately less concerned as a cyclist and driver. The superiority of that system is conspicuous, but we simply do not have anything like it in Flagstaff.

Move them off the streets

Horizontally separated bike lanes seem to be the best option.


Appendix I: Survey form


Survey
Separated bike lane pilot project survey

Community thoughts and experiences | Beaver and Butler separated bike lane pilot project

This topic is closed

Registered (190) (/portals/227/Issue_11873/survey_responses) Unregistered (412) (/portals/227/Issue_11873/survey_responses?scope=

 Demographics (/portals/227/Issue_11873/survey_responses/demographics?scope=all)

 Filter (/portals/227/Issue_11873/survey_responses/analyze?scope=all)

Download ▾

602 responses

Summary Responses (602) Survey

Your answers will NOT be saved

This is the form that was used to collect responses. It's here so you can try it and see how it worked when the topic was open.
The topic is now closed, and anything you enter into this form will **not** be saved.

OpenGov will show your response on this website. Do you also want your name shown with your response?

- Yes** - show my name
- No** - do not show my name

Please share your experiences with the separated bike lane pilot project

Have you **RIDDEN A BICYCLE** in the separated bike lanes on Beaver St or Butler Ave?

- Yes
- No

If yes, approximately how often?

- Fewer than once per month/6 times in the past 6 months
- 2 to 4 times per month
- 2 or 3 times per week
- 4 or more times per week

How was your experience riding a bicycle in the separated bike lanes?

- Mostly positive
- Somewhat positive

- Neutral
- Somewhat negative
- Mostly negative
- Not applicable

Please share any thoughts or comments about your experience riding a bicycle in the separated bike lanes

Characters left: 600

Have you made a left turn on a bicycle using the TWO-STAGE LEFT TURN BOXES along Butler Ave at the Beaver St, San Francisco St, or Lone Tree Rd intersections?

- Yes
- No



If yes, approximately how often?

- Fewer than once per month/6 times in the past 6 months
- 2 to 4 times per month
- 2 or 3 times per week
- 4 or more times per week

How was your experience using the two-stage left turn boxes?

- Mostly positive
- Somewhat positive
- Neutral
- Somewhat negative

- Mostly negative
- Not applicable

Please share any thoughts or comments about your experience using the two-stage left turn boxes

Characters left: 600

Have you DRIVEN A VEHICLE adjacent to the separated bike lanes on Beaver St or Butler Ave?

- Yes
- No

If yes, approximately how often?

- Fewer than once per month/6 times in the past 6 months
- 2 to 4 times per month
- 2 or 3 times per week
- 4 or more times per week

How was your experience driving along the separated bike lanes?

- Mostly positive
- Somewhat positive
- Neutral
- Somewhat negative
- Mostly negative
- Not applicable

Please share any thoughts or comments about your experience driving a vehicle adjacent to the separated bike lanes

Characters left: 600

Have you WALKED ON THE SIDEWALK along the separated bike lanes on Beaver St or Butler Ave?

- Yes
- No

If yes, approximately how often?

- Fewer than once per month/6 times in the past 6 months
- 2 to 4 times per month
- 2 or 3 times per week
- 4 or more times per week

How was your experience walking along the separated bike lanes?

- Mostly positive
- Somewhat positive
- Neutral
- Somewhat negative
- Mostly negative
- Not applicable

Please share any thoughts or comments about your experience walking on the sidewalk along the separated bike lanes

Characters left: 600

What do you like about the separated bike lanes?

Characters left: 600

What could be done to improve the separated bike lanes?

Characters left: 600

If you bicycled, drove, or walked along both Beaver St and Butler Ave, was your experience different on one street compared to the other?

Characters left: 600

If you rode a bicycle in the separated bike lanes, how comfortable did they make you feel?

- Very comfortable
- Somewhat comfortable
- Somewhat uncomfortable
- Very uncomfortable
- Not applicable

How does the presence of separated bike lanes change how you think about bicycling on Butler Ave or Beaver St?

- I am much more likely to ride on these streets
- I am somewhat more likely to ride on these streets
- I am less likely to ride on these streets
- No change in my riding
- Not applicable - I don't ride a bike

How would you rate the maintenance of the separated bike lanes, including snow plowing, sweeping, cinder removal, and repairs?

- Very good
- Good
- Poor
- Very Poor
- No opinion / don't know

Next, we'd like you to rate different types of bicycle facilities

For this part of the survey, tell us how comfortable you would feel riding a bicycle in different types of bicycle lanes with varying degrees of separation from traffic. Imagine you are riding along a busy street, like Cedar Avenue, Fourth Street, Butler Avenue, University Avenue, or Lone Tree Road.

Conventional bike lanes

Conventional, on-street bike lanes provide dedicated space for bicyclists along the edge of a street. They are typically delineated by a white stripe and marked with bike lane symbols. This is the configuration for most existing bike lanes in Flagstaff.



How comfortable would you feel riding a bike in a conventional bike lane on a busy street?

- Very comfortable
- Somewhat comfortable
- Somewhat uncomfortable
- Very uncomfortable
- No opinion

Buffered bike lanes

Buffered bike lanes add a second stripe to create additional space between the bike lane and vehicle lanes.



How comfortable would you feel riding a bike in a buffered bike lane on a busy street?

- Very comfortable
- Somewhat comfortable

- Somewhat uncomfortable
- Very uncomfortable
- No opinion

Vertically separated bike lanes

Vertically separated bike lanes include some type of vertical barrier between the bike lane and vehicle travel lane, such as concrete curbing, jersey barriers, or a railing.



How comfortable would you feel riding a bike in a vertically separated bike lane on a busy street?

- Very comfortable
- Somewhat comfortable
- Somewhat uncomfortable
- Very uncomfortable
- No opinion

Horizontally separated bike lanes

Horizontally separated bike lanes are moved off the street and placed adjacent to the sidewalk. Separated lanes are one-way for bikes and clearly marked to distinguish the bike side from the sidewalk side.



How comfortable would you feel riding a bike in a horizontally separated bike lane on a busy street?

- Very comfortable
- Somewhat comfortable
- Somewhat uncomfortable
- Very uncomfortable
- No opinion

Use this space to share any additional thoughts about conventional, buffered, or separated bike lanes

Characters left: 600

What kind of bicyclist are you

How often do you ride a bicycle for TRANSPORTATION, including commuting to work, getting to school, going shopping, or running errands?

- Never
- Fewer than once per month / 12 times per year

- 2 to 4 times per month
- 2 to 3 times per week
- 4 or more times per week

How often do you ride a bicycle for RECREATION, including riding on trails, mountain biking, or road cycling?

- Never
- Fewer than once per month/12 times per year
- 2 to 4 times per month
- 2 to 3 times per week
- 4 or more times per week

Which statement best describes you as a cyclist?

- I am a confident cyclist and feel comfortable riding in traffic, even when bike lanes are not present
- I am fairly comfortable riding on busy streets, but I prefer riding in dedicated bike lanes or on a FUTS trail adjacent to the street
- I am not comfortable riding a bicycle on busy streets unless there is a FUTS trail adjacent to the street
- I do not ride a bicycle

Tell us about yourself

The following demographic questions are optional, but will help us understand who we have reached with this survey. The results will not be shared publicly.

What is your gender?

- Female
- Male
- Non-binary

What is your age range?

- Under 18
- 18-24
- 25-40
- 41-64
- 65 and older

What is your race?

- Asian
- Black / African American
- Indigenous / Native American
- Native Hawaiian / Pacific Islander
- White
- Two or more races
- Other race

What is your ethnicity?

- Hispanic / Latino / Latinx
- Not Hispanic / Latino / Latinx

Where do you live in Flagstaff?

- Northwest (Cheshire, Coconino Estates, Lynwood, Valley Crest, West Ridge)
- Central North (Cherry Hill, Clark Homes, Downtown, Hospital Hill, McMillan Mesa, North End, Switzer Ridge, Townsite)
- East (Grandview, Greenlaw, Pine Park Manor, Shadow Mountain, Siler Homes, Sunnyside, Swiss Manor)
- Northeast (Christmas Tree, Mobile Haven, Mount Elden Foothills, Rain Valley, Smokerise)
- Southeast (Amberwood, Country Club, Elk Run, Foxglenn, Lakeside, Sinagua Heights, Tanglewood, Walnut Meadows)
- Central South (Brannen Homes, La Plaza Vieja, NAU, Rio Homes, Sawmill, Southside)
- South (Bennett Estates, Bow & Arrow, Pine Canyon, Pinnacle Pines, Ponderosa Trails)
- Southwest (Equestrian Estates, University Heights, University Highlands)
- West (Boulder Pointe, Presidio, Railroad Springs, Timber Sky, West Village, Woodlands Village)
- Outlying community (Mountaineer, Kachina Village, Belmont, Fort Valley, Doney Park, Cosnino)
- Outside of the Flagstaff region

Thank you! Your participation in this survey is greatly appreciated.

Separated Bicycle Lanes

Butler & Beaver Pilot Projects



City Council

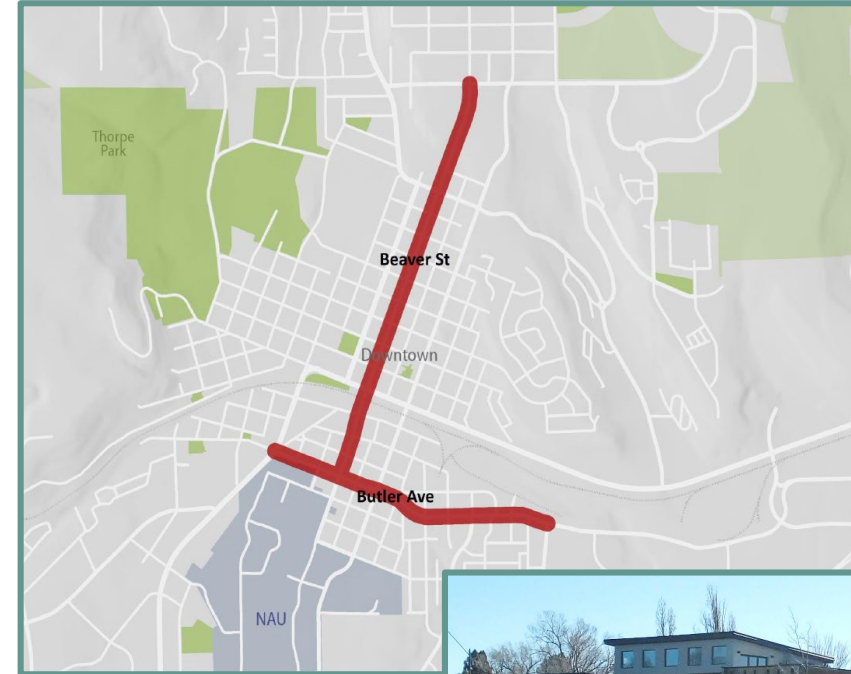
June 14, 2022



Background

Council recommended (July 2021):

- First pilot separated bicycle lanes installed on Butler Avenue & Beaver Street
- Improvements include parking curbs & delineators/candlesticks





The Pilot Plan



- Start with these two phases (Butler & Beaver)
- Study
 - Collect speed & volume data before & after install
 - Collect feedback from stakeholders & citizens
 - Determine maintenance in general & during snowstorms
 - Review crashes
- Determine other possible phases or next steps



Separated Bike Lanes

Experience from other communities

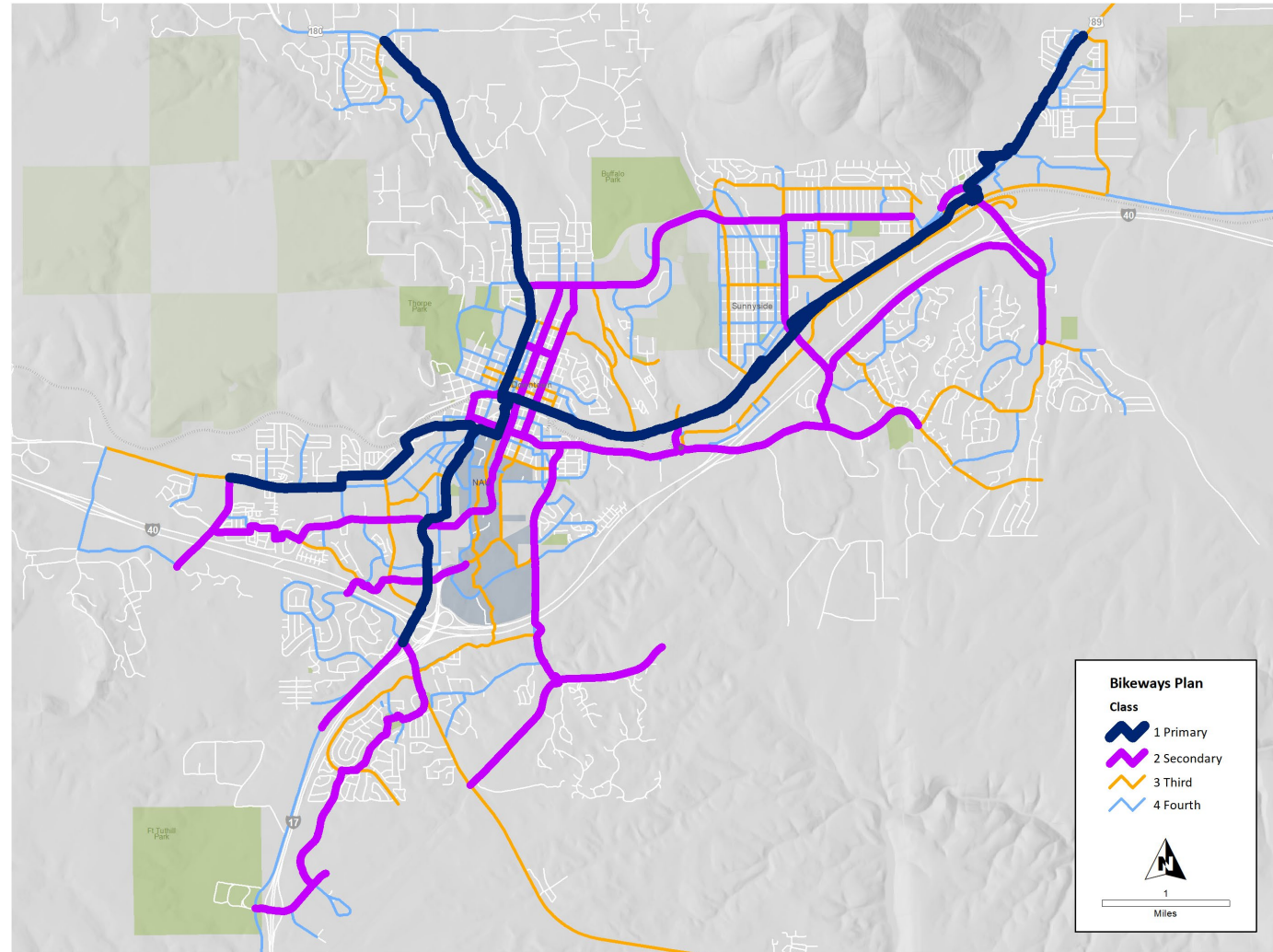
- Make bicycling comfortable for more people
- Benefit all road users
- Preferred by bicyclists
- Part of an overall low stress bikeways network
- Support other community objectives



Draft Bikeways Plan

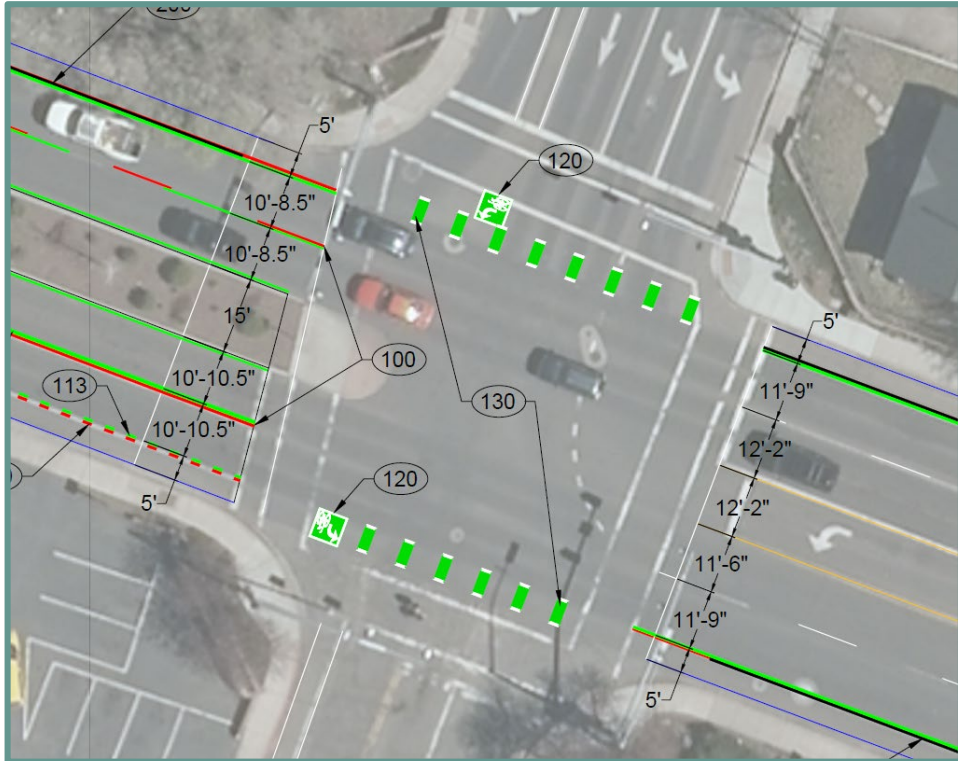
Component of ATMP

- Low-stress
- Comprehensive/complete
- Hierarchical routes
- Variety of facilities
- Transitions from basic to enhanced
 - Buffered bike lanes to separated bike lanes





Installation



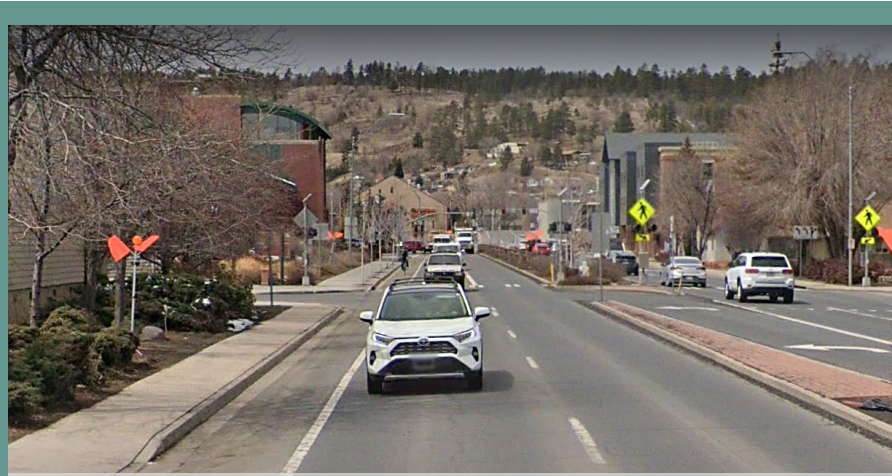
Installed November 2021

- Butler Avenue corridor - from Milton Road to Sawmill Road
 - Two-stage bicycle left-turn boxes
 - Green extensions of bicycle lanes through intersections
- Beaver Street corridor - from Forest Avenue to Cherry Avenue
 - Green bicycle lanes south of Aspen Avenue
 - Shared lane marking south of Cherry Avenue





Before & After Conditions



Butler Avenue **Before** Conditions (Google image)



Butler Avenue **After** Conditions



Butler Avenue **Before** Conditions (Google image)



Butler Avenue **After** Conditions



Beaver Street **Before** Conditions (Google image)



Beaver Street **After** Conditions



Butler Avenue Speeds & Volumes

Vehicle Speeds

| Butler Ave. Vehicle Speeds | | Before (October 2021) | After (April 2022) | Percent Change |
|----------------------------|-----------------------------------|--------------------------|-----------------------|----------------|
| Westbound | 85 th Percentile (mph) | 34 | 35 | 3% |
| Eastbound | 85 th Percentile (mph) | 36 | 35 | -3% |

Bicycle Volumes

| Butler Ave. Bicycle Volumes | Before (October 2021) | After (April 2022) | Percent Change |
|-----------------------------|--------------------------|-----------------------|----------------|
| Westbound (12-Hour Period) | 47 | 48 | 2% |
| Eastbound (12-Hour Period) | 53 | 26 | -51% |
| Westbound (Peak Hour) | 10 | 11 | 10% |
| Eastbound (Peak Hour) | 10 | 5 | -50% |

Vehicle Volumes Unchanged at Approximately 22,065 veh/day



Beaver Street Volumes

Bicycle Volumes

| Beaver St. Bicycle Volumes | Before (October 2021) | After (April 2022) | Percent Change |
|-----------------------------------|----------------------------------|-------------------------------|-----------------------|
| Southbound (12-Hour Period) | 77 | 83 | 8% |
| Southbound (Peak Hour) | 13 | 17 | 31% |

Vehicle Volumes Unchanged at Approximately 4,930 veh/12-hr period



Crash Data

Study Period Comparison

| November - May | Beaver Street Reported Crashes | Butler Avenue Reported Crashes |
|-------------------|--------------------------------|--------------------------------|
| 2012-2013 | 8 | 27 |
| 2013-2014 | 10 | 36 |
| 2014-2015 | 4 | 36 |
| 2015-2016 | 10 | 35 |
| 2016-2017 | 6 | 30 |
| 2017-2018 | 8 | 23 |
| 2018-2019 | 7 | 36 |
| 2019-2020 | 3 | 16 |
| 2021-2022* | 10 | 30 |

*Study period, crash data obtained from the COF PD. No fatal or serious injury crashes have been reported since the barriers have been installed.



Stakeholder Input

City of Flagstaff Streets

• Costs:

- \$66,149 Total cost of maintenance
- \$11,719 for maintenance of curbs & delineators
- \$21,373 for snow operations
- \$6,905 on street sweeping operations
- \$11,138 Additional Administrative Cost

• Cartegraph curb & delineator maintenance numbers:

- 609 labor hours
- 609 delineators maintained
- 131 delineators destroyed
- 73 delineators replaced
- 151 delineators added (new version)
- 38 curbs damaged
- 24 curbs destroyed
- 2 curbs replaced

| Work Order 60 | | Separated Bike Lane Project 2021 - Markings | | | Owner | Status |
|----------------|-------------|---|---------------|---------------|---------------|--------------|
| 53 Total Tasks | 53 Complete | Total Cost | Labor | Equipment | Material | Other |
| Progress | 100% | \$66,149 | Cost \$22,191 | Cost \$20,773 | Cost \$15,791 | Cost \$7,395 |

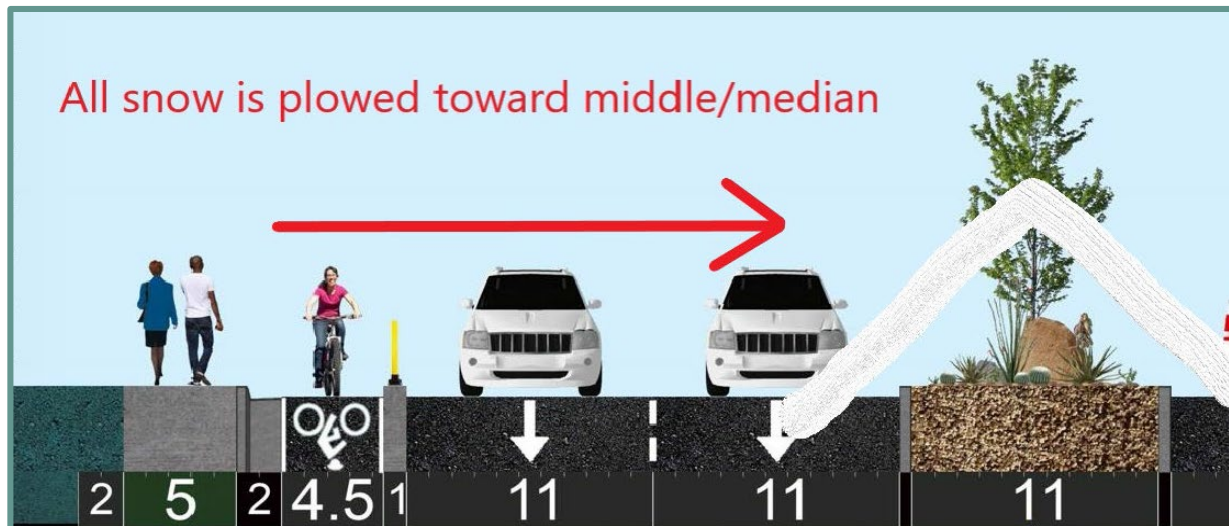




Stakeholder Input

City of Flagstaff Streets

- Noted issues:
 - Hardware breaking after hit
 - Narrow lanes more difficult to plow
 - Issues storing snow where **no** medians present
 - Issues keeping up with snow removal
 - Drivers pulling up onto median snow berms





Stakeholder Input



City of Flagstaff Parks

- Plowing to median causes:
 - Damage to plants, shrubs, trees, irrigation - \$4,000 per season
 - Additional applications of cinders - \$2,000 per season

City Risk Management

- Two claims filed
- Four official inquires

City of Flagstaff Solid Waste

- Unable to pull over
- Witnessed bicyclists kick trash cans left in path
- Witnessed handlebars hitting trash cans
- Requesting more space at a few locations
- Butler feels too narrow
- East side residents drag trash can over bicycle curb



Stakeholder Input



City Police Division

- Increased near misses
- Narrowed lanes during snowstorms causing dangerous driving behavior
- Dangerous driving conditions outweighs safety benefits for bicyclists

City Fire Division

- Drivers unable to pull over to let fire trucks pass
- During peak hours, emergency response times have increased
- Narrowed lanes during snowstorms causing challenges
- Bicyclists using travel lanes on trash day



Stakeholder Input



Mountain Line Transit

- Travel lanes too narrow
- Bicyclists driving in travel lanes during snow events
- Vehicles driving in middle of roadway due to snow berms at both curb edges
- Bus mirrors hitting other buses or objects
- Broken delineators & debris in bike lanes

Flagstaff Unified School District

- Have not had best experience
- Lanes too narrow
- FUSD bus & Mountain Line bus hit mirrors
- Witnessed bikes bending over delineators into traffic
- Witnessed drivers running over curbs & delineators
- Making turns more difficult



Community Survey



- Flagstaff Community Forum
- Open from May 2 through May 23, 2022
- 602 responses submitted
- Four parts:
 - Experience with separated lanes
 - General thoughts and comments
 - Ratings of different types of bike lanes
 - Bicyclist experience/type



Survey Highlights



- Bicyclists' experience with the separated lanes was both polarized and evenly split
- Drivers' experience was negative
- Can help cyclists feel more comfortable and encourage more people to ride
- Positives were enhanced safety, preventing vehicle encroachment, better accommodation, and more awareness



Survey Highlights



- Concerns for bicyclists include maintenance, snow/cinders, delineators, trash cans, vehicles turning, feeling trapped
- Concerns for drivers include narrow lanes, maintenance, snow removal, delineators, turning from or onto the street
- Many survey respondents expressed strong disapproval of the separated lanes
- There is support for separating bike lanes from traffic



Cost Summary

| Item | Cost |
|---|------------------|
| Butler Avenue Installation | \$513,000 |
| Beaver Street Installation | \$269,382 |
| Summer 2022 Final Pavement Markings | \$69,756 |
| Install New Delineators | \$13,000 |
| Maintenance of Curbs and Delineators | \$11,719 |
| Additional Snow Operations | \$21,373 |
| Additional Sweeping Operations | \$6,905 |
| Public Works Administrative | \$11,138 |
| Parks Department Median Restoration | \$6,000 |
| Total* | \$931,294 |
| *Does not include \$131,000 for Toolcat purchases with accessories | |

Recommendations Continued



Transportation Commission

- Remove curb & delineators from Butler and stripe a buffer
 - Collect ridership and maintenance cost data
- Keep Beaver the way it is

Bicycle Advisory Committee

- Recommended keeping Butler and Beaver for at least one full year for further data collection and review.
- Small modifications to curb placement is recommended

Recommendations



- Keep the separated bicycle lane pilot project on Beaver Street up over the summer to collect more data
 - Analyze the maintenance and operational impacts of adjusting the delineators and curb limits and continue collecting bicycle ridership trends.
- Modify the Butler Avenue pilot project from a parking curb separated facility type to a buffered bike lane facility type.
 - This cross section will more closely match the current recommended practice for buffered facilities.
 - This approach is consistent with the short-term planning contained in the Bikeways Master Plan and the Active Transportation Master Plan (ATMP).
- Install buffered bike lanes on Butler Avenue from the eastern terminus of the pilot project at Sawmill to Ponderosa Parkway.

Questions & Discussion



Buffered Bike Lanes



A buffered bicycle lane on downtown Portland's Southwest Stark Street



CITY OF FLAGSTAFF STAFF SUMMARY REPORT

To: The Honorable Mayor and Council
From: Robert Wallace, Open Space Specialist
Co-Submitter: Rebecca Sayers
Date: 05/27/2022
Meeting Date: 06/14/2022



TITLE:

Greater Observatory Mesa Area Trail Plan and Public Outreach Commencement

DESIRED OUTCOME:

To provide City Council with the opportunity to contribute feedback on the draft Greater Observatory Mesa Trail Plan and its accompanying public outreach opportunities.

EXECUTIVE SUMMARY:

The City's Open Space program and partners have developed a first draft of the Greater Observatory Mesa Trail Plan. The plan area includes the City's regional open space preserve Observatory Mesa Natural Area as well as neighboring properties Lowell Observatory and Coconino National Forest. The trail plan draft also provides direction for managing City property for preservation and recreation.

Implementation of the plan would benefit the preservation of the area and wildlife habitat along with additional recreational opportunities via the proposed trail system improvements. Because of the location of Observatory Mesa, the plan has the potential to serve numerous neighborhoods: Railroad Springs, West Village, Flagstaff Mesa, Flagstaff Townsite, Westridge, Ridge Crest, Anasazi Ridge, and Cheshire. Additionally, the site is heavily used by the broader Flagstaff community and therefore will benefit the community at large.

This proposal was developed with substantial thought and care to balance community use with the preservation of sensitive cultural and natural resources. Plan developers analyzed wildlife corridors, reviewed and accommodated sensitive watersheds and springs, accounted for sensitive species by minimizing trail infrastructure in associated areas, avoided cultural resources with a 500-foot buffer, adhered to Arizona State Parks and Trails Conservation easement requirements as well as City Open Space Program directives, and established a directive for sustainable trail building.

In summary, the draft plan includes:

- Recommended repairs for existing designated trails, since portions of the existing trail system have seen trail widening and braiding due to user intensity and weather events
- Naturalize about 8 miles of unauthorized trails
- Naturalize over 12 miles of abandoned roads
- The addition of 8 more formal access points, resulting in a total of 12
- Approximately 26 miles of natural-surfaced single-track trail for varied recreational opportunities
- Installation of trail signage for informing users of regulations and wayfinding

- Additional parking for residents and visitors at two locations
- Two educational zones for the purpose of increasing student and adult awareness of environmental topics.

To date, Lowell Observatory, Coconino National Forest, Flagstaff Urban Trail System, and the Open Spaces Commission have reviewed and approved the draft plan for public outreach.

INFORMATION:

Background Information

In 2004, voters approved a bond initiative fund for the purpose of working towards implementing an Open Space and FUTS system. With this direction, the Open Space program used a portion of these funds to secure the City's first regional open space preserves, which included Picture Canyon Natural and Cultural Preserve and Observatory Mesa Natural Area. This was achieved by using the voter-approved funds as a match for an Arizona State Parks Growing Smarter grant in 2013. These two sources of funds thus financed the acquisition of the Observatory Mesa Natural Area. The Arizona State Land Department agreed to sell the 2,000 plus acres that now make up the City's natural area because they recognized that the property is vital to preserving the environmental and community health of Flagstaff.

Because grant funds were utilized to purchase the acreage, the grant agreement bestowed Arizona State Parks a conservation easement over the property, which requires the acreage to be retained forever as conservation land for the purpose of environmental and community health. The conservation easement requires the City to provide the right to engage in and permit engagement in recreational uses of the property, including hiking, trail running, cycling, equestrian use, and other forms of passive recreation, along with educational and scientific study activities. This plan was thus drafted to support those agreed-upon requirements.

Furthermore, Flagstaff Trails Initiative (FTI) completed a public survey to garner public feedback on Flagstaff trails to develop their broader trail plan strategy. Public comments were compiled and evaluated to better understand the public's relationship to outdoor recreation in Flagstaff. Of the 1,700 total comments received, 7% of the public comments were about Observatory Mesa, which FTI distilled into the following five recommendations.

1. Construct a new stacked loop system on Observatory Mesa accessible from downtown Flagstaff and Thorpe Park to help address local demand and unauthorized trails.
2. Connect Fort Valley and Observatory Mesa to help link two popular areas.
3. Adopt unauthorized trails on Lowell Observatory property as part of Observatory Mesa system improvement.
4. Evaluate unauthorized trails on Observatory Mesa for closure and restoration to reduce impacts and reduce redundancy.
5. Connect Fort Valley to FUTS with a commuter route on Observatory Mesa that partially uses existing roads.

<http://flagstafftrailsinitiative.org/>

This high level of public interest in Observatory Mesa is reflected in the prioritized recommendations of the proposed trail plan.

Related Priority Based Budget Key Community Priorities and Objectives

- High Performance Governance:
 - Encourage public trust through transparency, accessibility & use of the City's public participation policy.
- Safe and Healthy Community:
 - Promote physical health through providing recreation opportunities, parks, open space, and multiple transportation options.

- Inclusive and Engaged Community:
 - Promote environmental justice and the fair distribution of environmental benefits.
- Sustainable, Innovative Infrastructure:
 - Utilize existing long-range plans that identify the community's future infrastructure needs and all associated costs.
- Robust Resilient Economy:
 - Embrace and invest in responsible tourism opportunities to promote economic development.
- Livable Community:
 - Provide amenities and activities that support a healthy lifestyle.
- Environmental Stewardship:
 - Promote, protect, and enhance a healthy, sustainable environment and its natural resources.

Related Regional Plan Items

Vision: In 2030, the Flagstaff region maintains a healthy system of open lands supporting the natural environment and our quality of life through stewardship by regional stakeholders.

- Goal OS.1. The region has a system of open lands, such as undeveloped natural areas, wildlife corridors and habitat areas, trails, access to public lands, and greenways to support the natural environment that sustains our quality of life, cultural heritage, and ecosystem health.
- Goal ED.7. Continue to promote and enhance Flagstaff's unique sense of place as an economic driver.
- Goal REC.1. Maintain and grow the region's healthy system of convenient and accessible parks, recreation facilities, and trails.
- Policy OS.1.1. Establish a Conservation Land System supported by stakeholders (federal, state, city, county, non-profit, and interested citizens) to inventory, map, update, and manage the region's green infrastructure including open space planning, acquisition, conservation, protection, and long-term management and maintenance.
- Policy OS.1.4. Use open space as opportunities for non-motorized connectivity, to interact with nature, and to enjoy the views and quiet.

Attachments: [Presentation](#)

The Great Observatory Mesa Area Trail Plan and Public Outreach Commencement

Open Space Specialist, Robert Wallace



General Overview



- What location the plan address
- Why the plan was created
- How the plan was created and how it addresses preservation and recreation
- What the plan proposes
- Next steps
- Opportunity to provide feedback


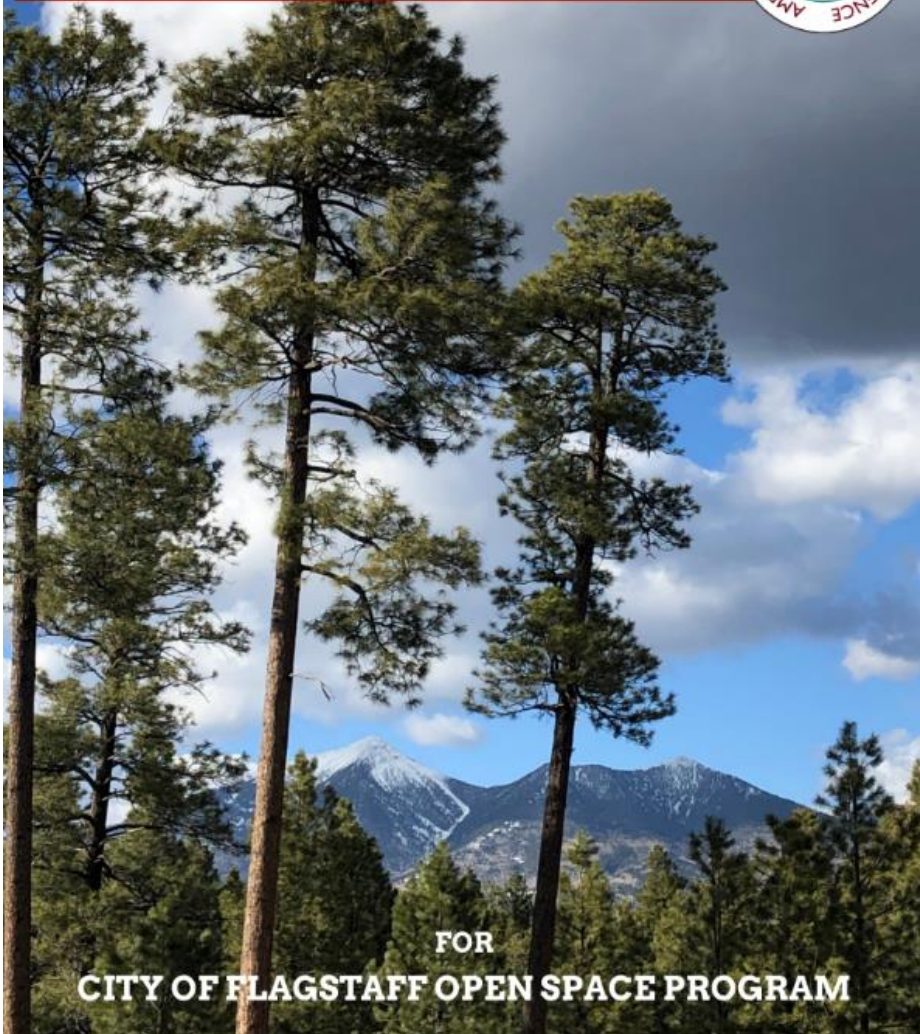




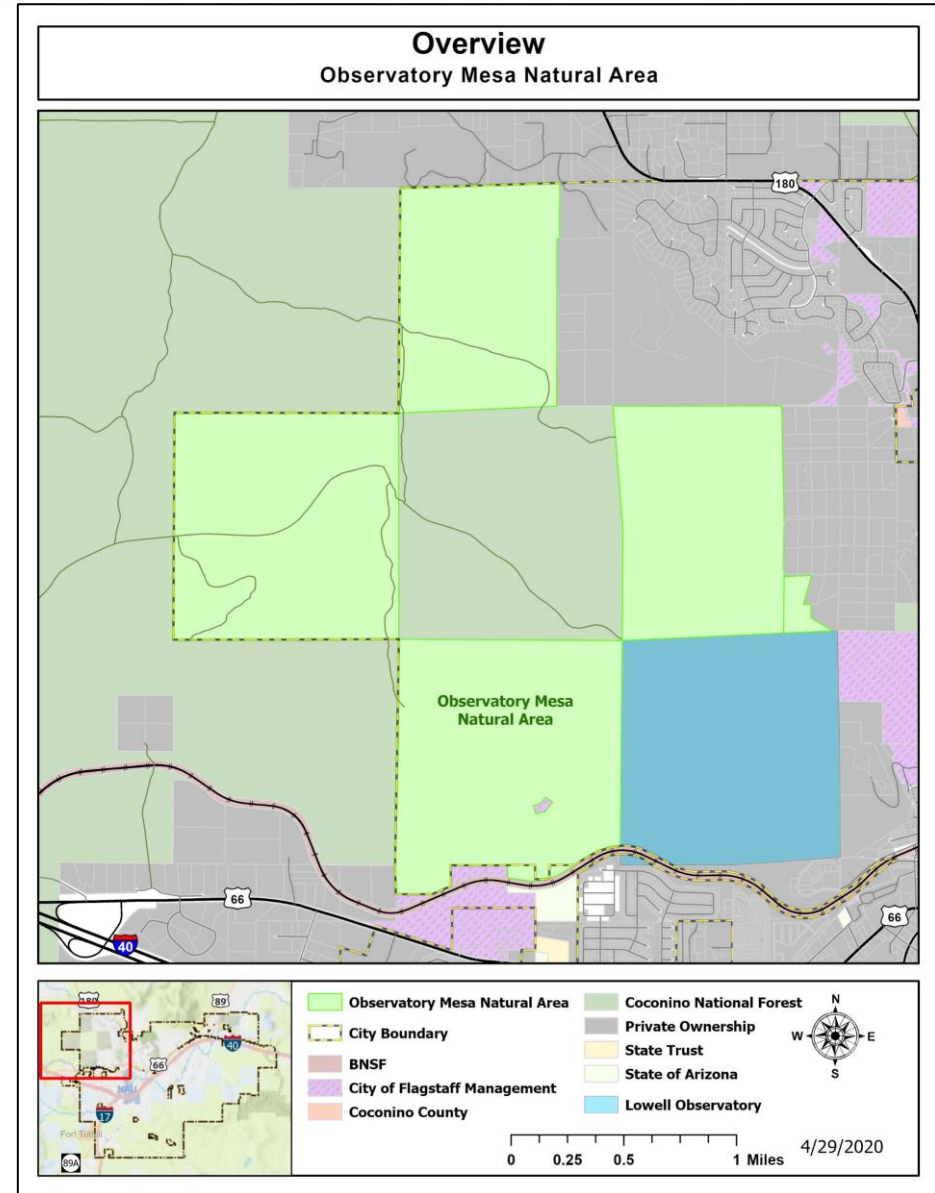
Trail Plan Draft Generalities



GREATER OBSERVATORY MESA TRAIL PLAN
2022
 Prepared by Mark Loeth, National Trails Specialist, American Conservation Experience

FOR
CITY OF FLAGSTAFF OPEN SPACE PROGRAM





Background: Plan Draft Development



Background:

- 2004 bond fund
- Arizona State Parks Growing Smarter grant and Conservation Easement
 - Conservation easement language: the right to engage in and permit engagement in recreational uses of the property, including hiking, trail running, cycling, equestrian use, and other forms of passive recreation, and educational and scientific study activities.





Background: Plan Draft Development

Flagstaff Trail Initiative public survey (<http://flagstafftrailsinitiative.org/>)

- 1,700 public comments received
- 7% of the comments were about Observatory Mesa, distilled into the following five recommendations.

1. Construct a new stacked loop system
2. Connect Fort Valley and Observatory Mesa
3. Adopt unauthorized trails on Lowell Observatory property as part of trail system
4. Evaluate unauthorized trails for closure and naturalization
5. Connect Fort Valley to FUTS with a commuter route



Background: Plan Development Partners



- Observatory Mesa Natural Area
- Lowell Observatory
- Coconino National Forest

Greater Observatory Mesa Partners:





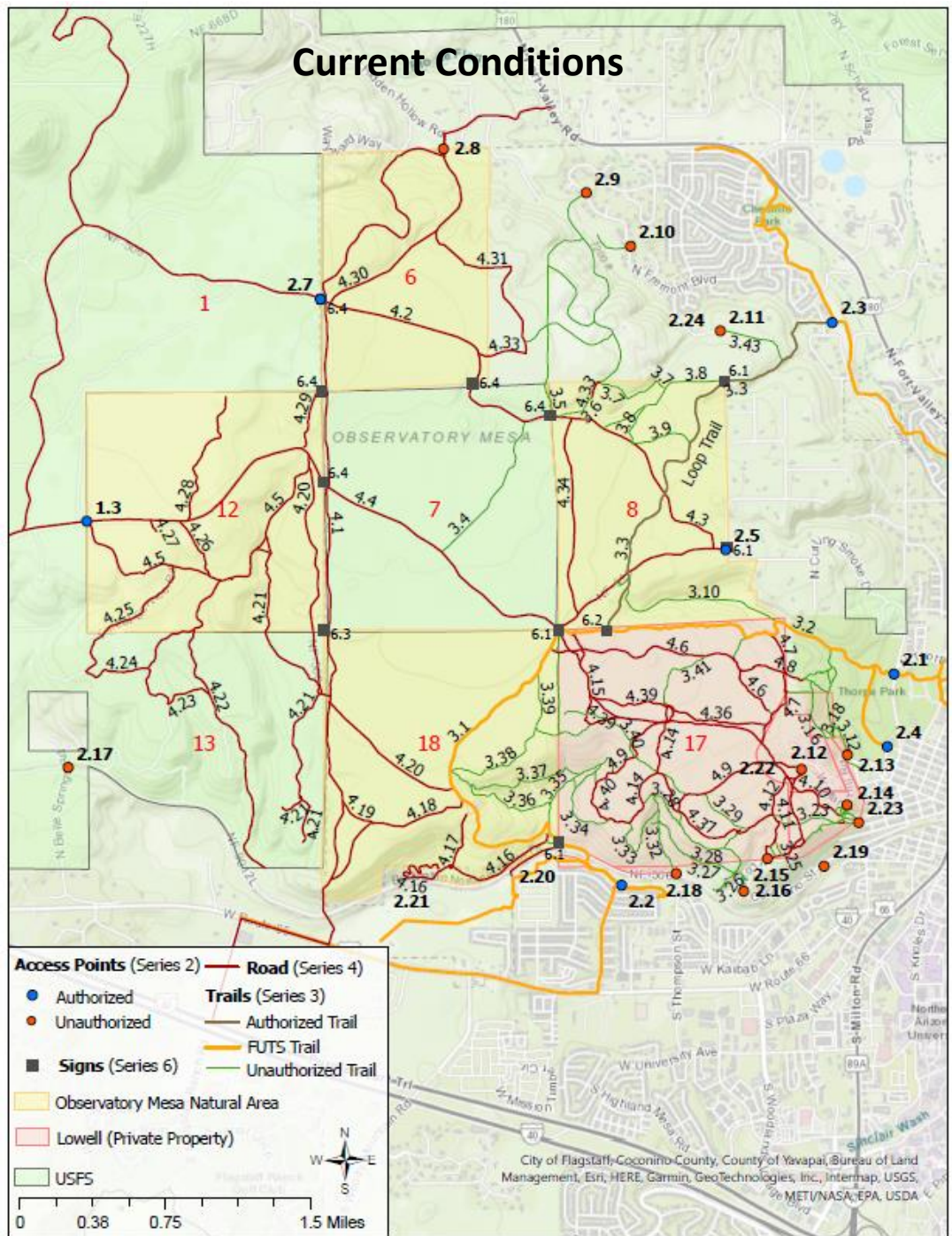
Current Conditions

- 20-30,000 users/year
- Broad array of recreation
 - hiking, bicycling, horseback riding, cross-country skiing, and snowshoeing
- Only 5.8 miles of formal trail
- Minimal access
- Un-managed recreation and public use, including 15 miles of user-created unauthorized trails



illegally constructed trails

Current Conditions



Draft Plan Objectives

1. Identification and incorporation of strategies that will benefit the preservation of the area and wildlife habitat
2. Propose a trail system design for implementation for the Greater Observatory Mesa Natural Area





Strategies for Preservation

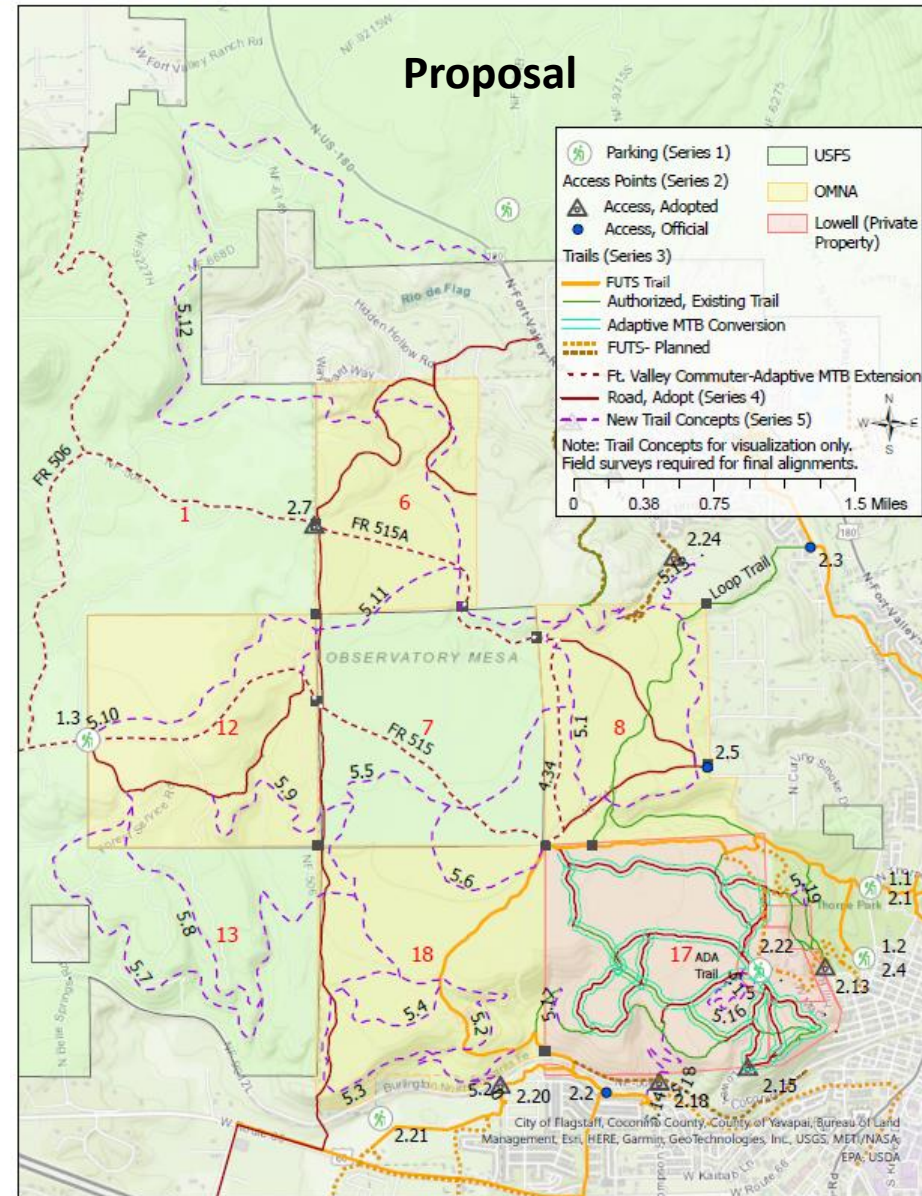
- Sustainable alignments
- Restoration
- Passive recreation
- Avoidance of ecologically sensitive areas



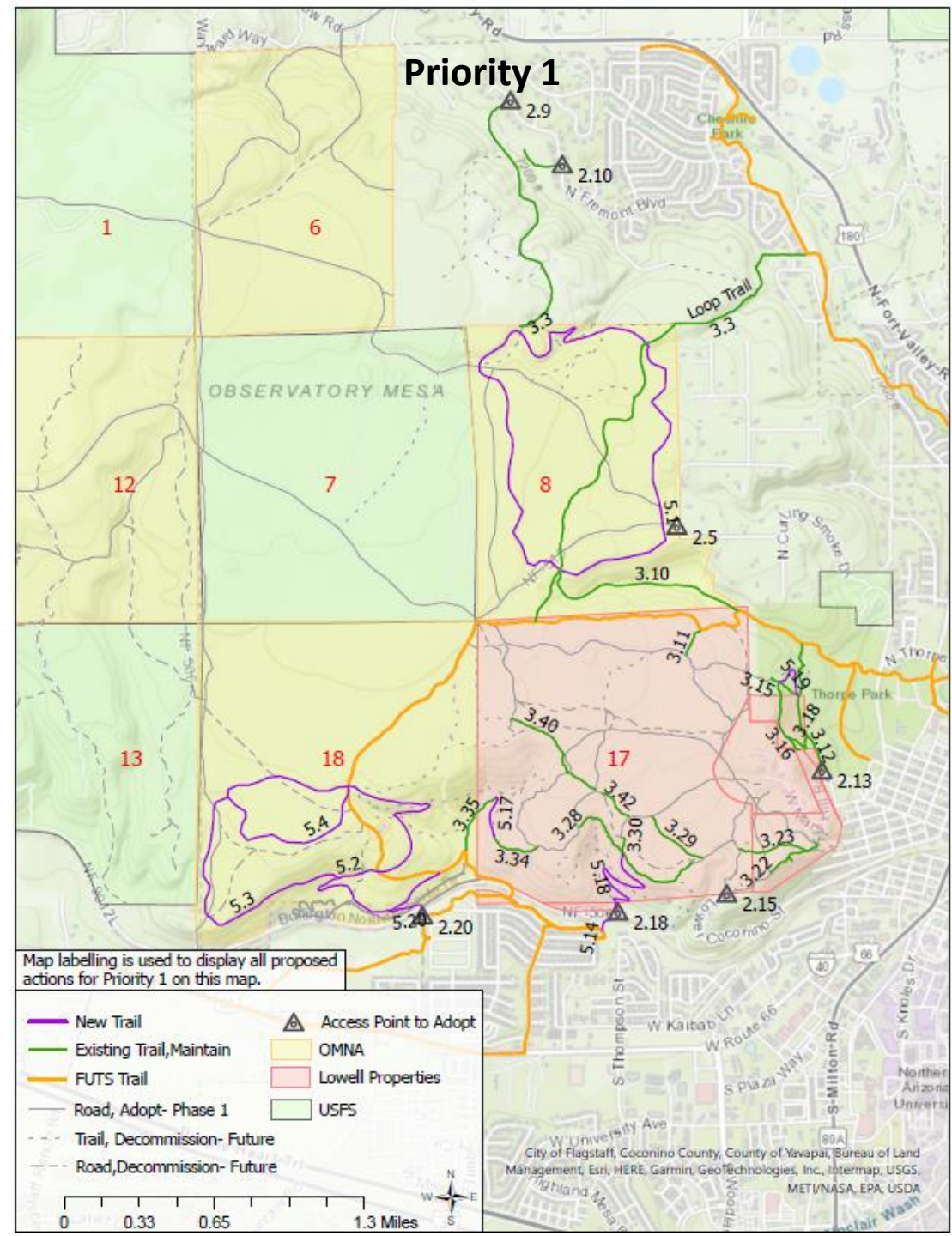


Trail System Design

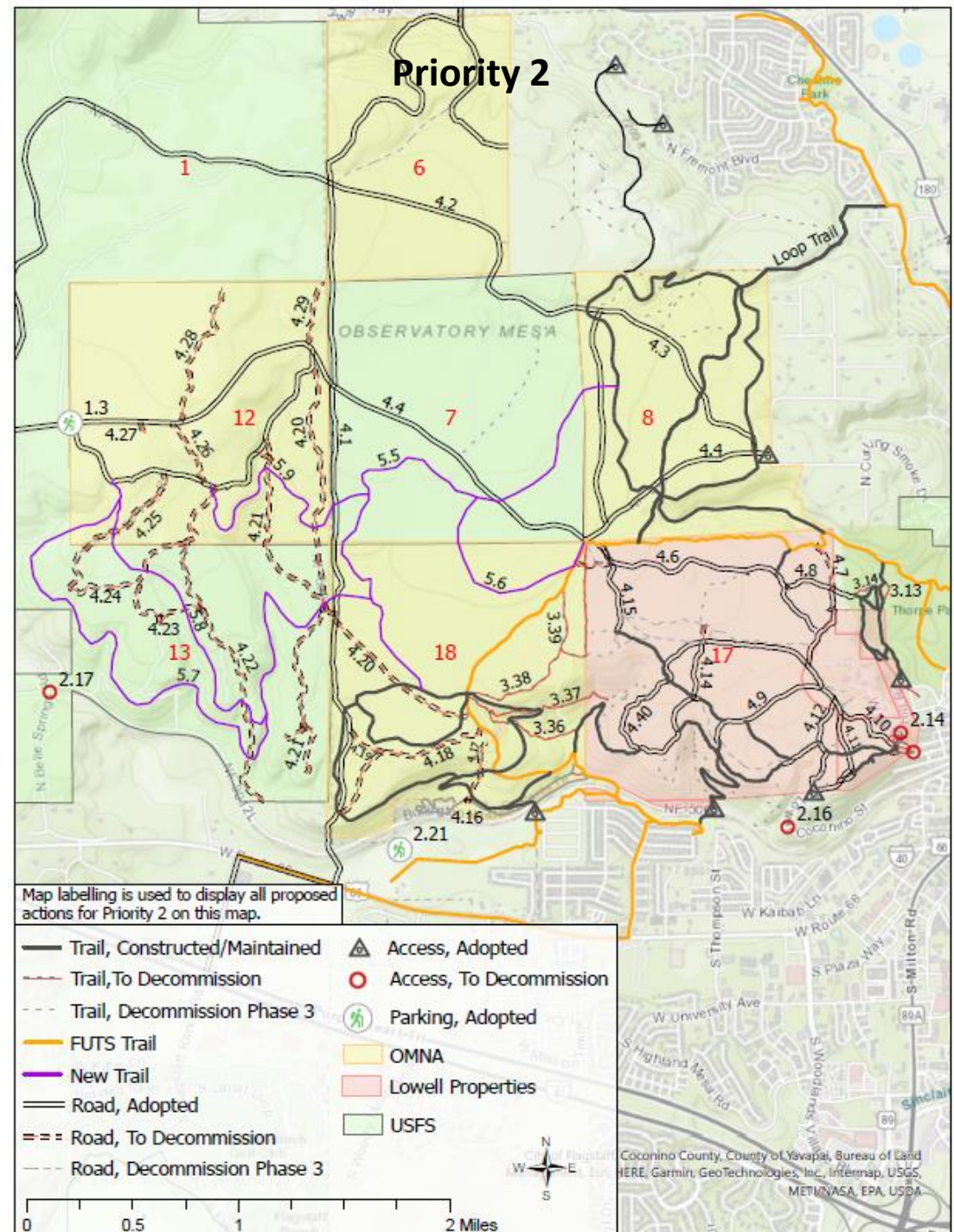
- Existing trail repairs
- Unauthorized trail restoration
- Abandoned road restoration
- 12 formal access points
- 26 miles of single track trail
- ADA trail implementation
- Adaptive mountain biking trail
- Trail signage
- Additional parking
- Two educational zones



Draft Plan: Priority 1



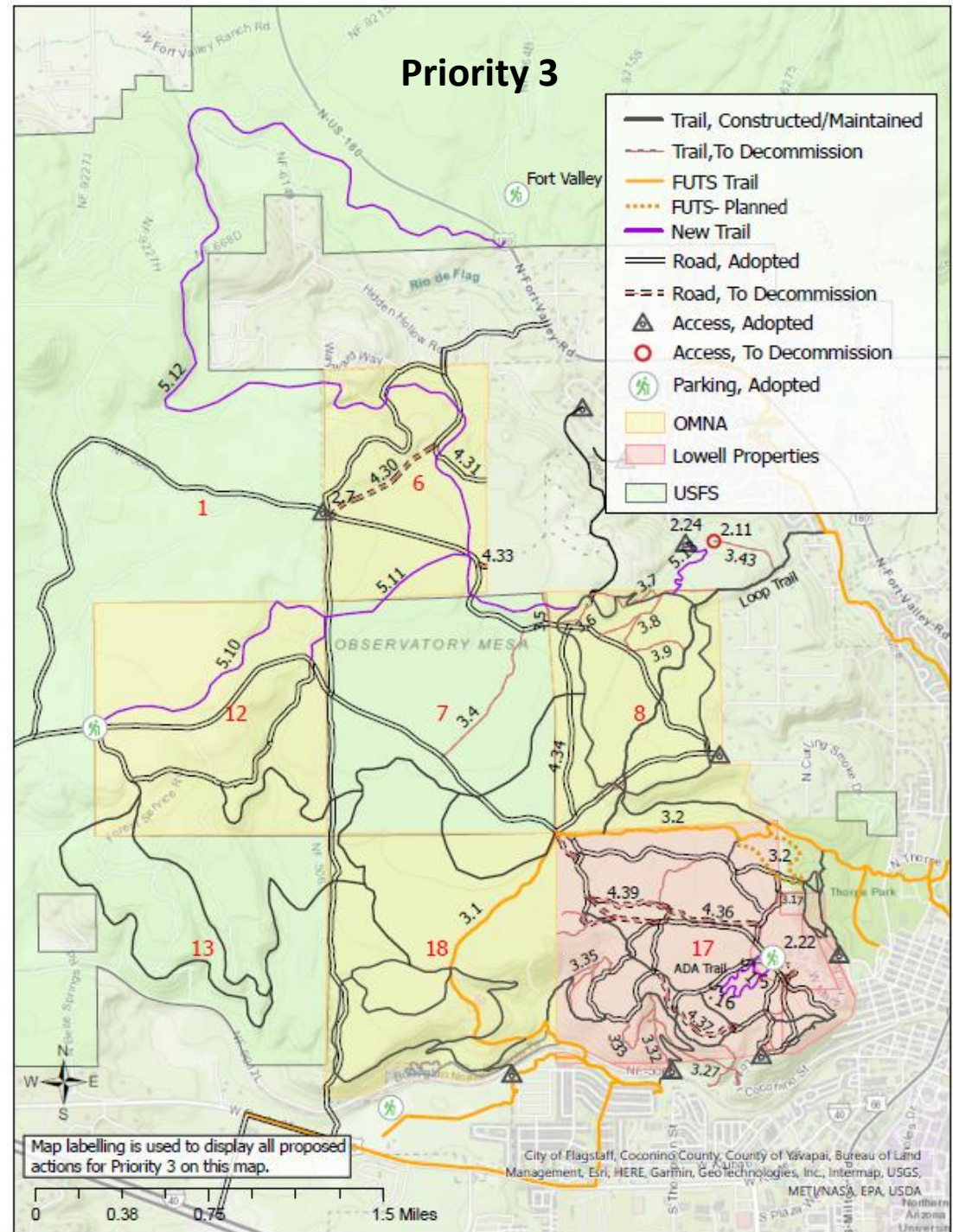
Draft Plan: Priority 2



Draft Plan: Priority 3

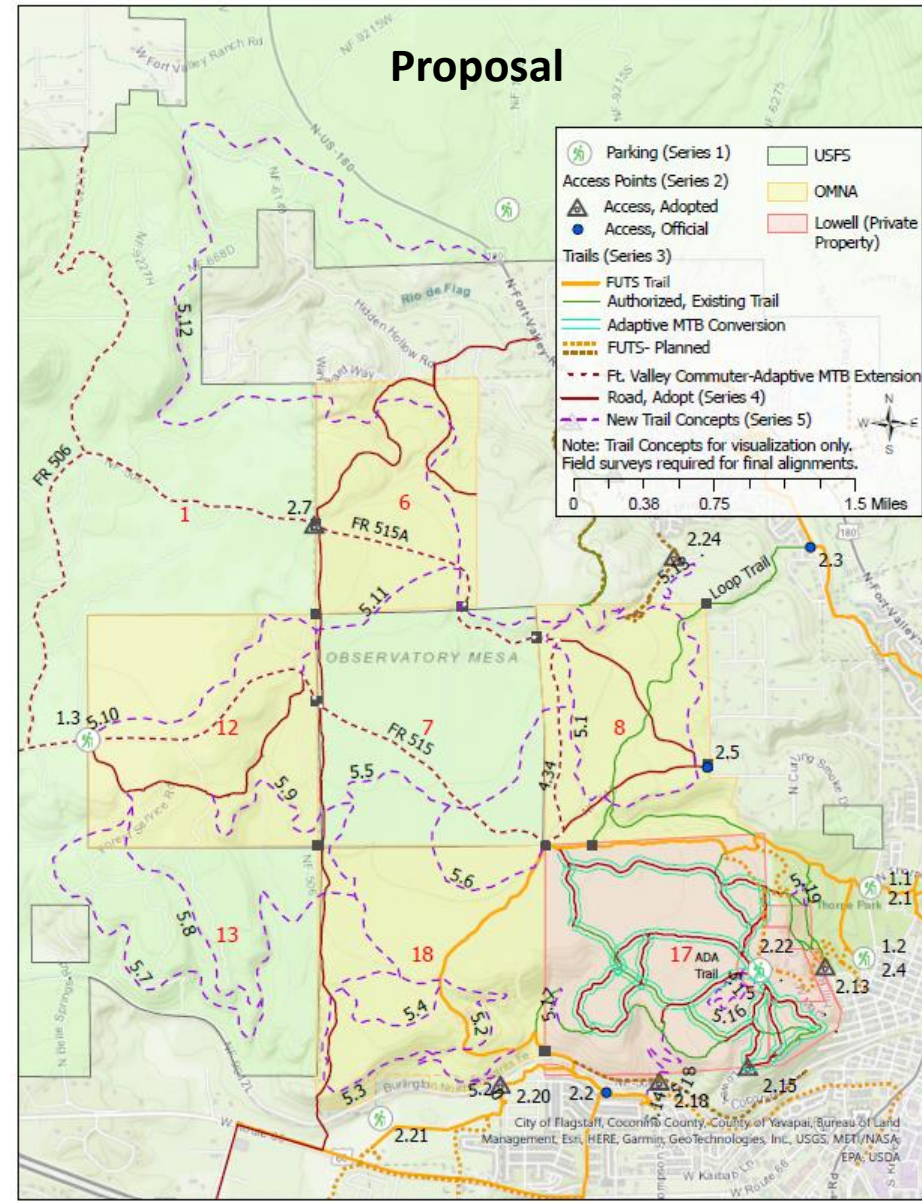
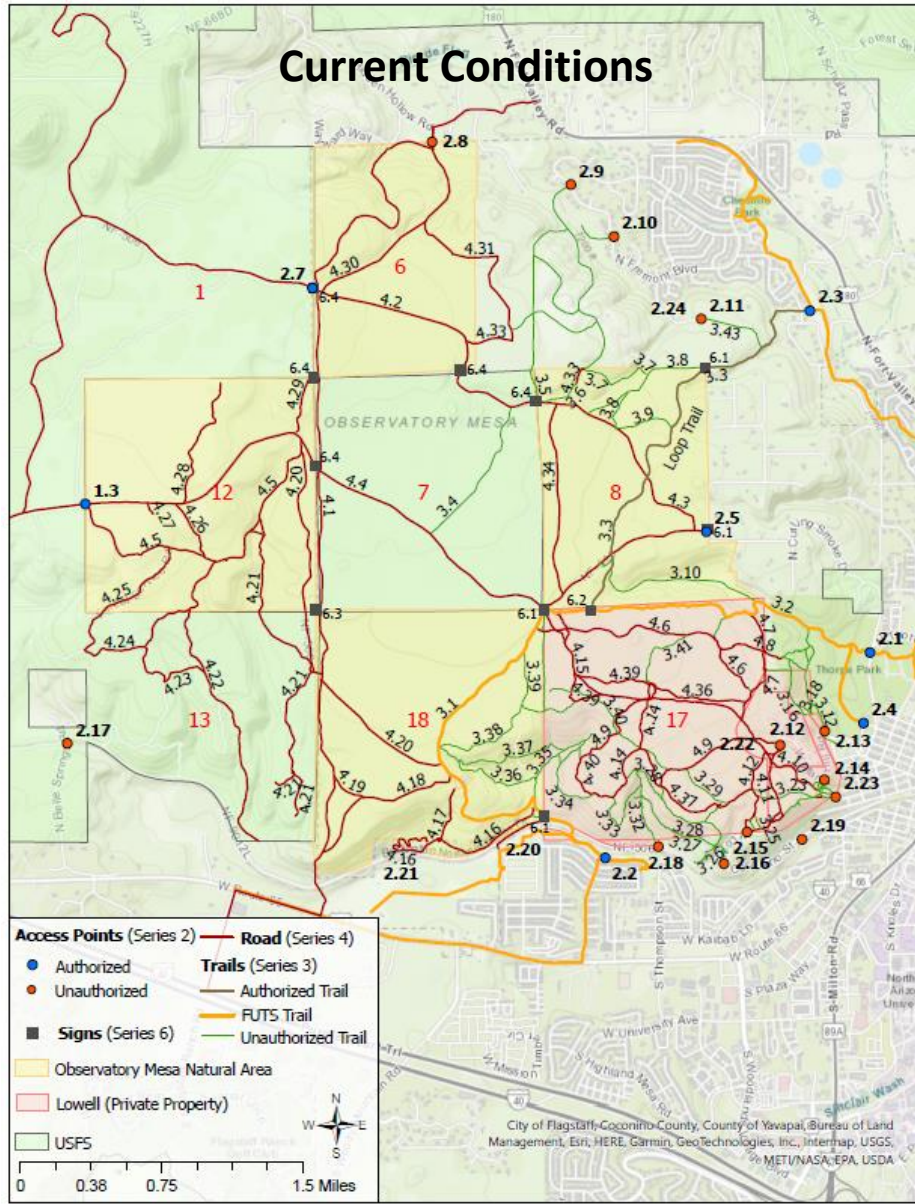


TEAM FLAGSTAFF
WE MAKE THE CITY BETTER





Draft Plan: Overall Proposed Actions





Next Steps – Stakeholder Review & Input

Partners to Review

- Lowell Observatory
- Coconino National Forest
- Flagstaff Trails Initiative
- City of Flagstaff Park and Recreation
- City of Flagstaff Property & Development
- City of Flagstaff Fire Department
- Flagstaff Urban Trail System (FUTS)
- Arizona State Parks
- State Historic Preservation Office
- Arizona Game and Fish Department
- Draft to City Council
- City of Flagstaff Commissions/Committees/Boards:
 - Commission on Inclusion and Adaptive Living
 - Heritage Preservation Commission
 - Housing Commission
 - Indigenous Commission
 - Open Spaces Commission
 - Parks and Recreation Commission
 - Planning and Zoning Commission
 - Sustainability Commission
 - Tourism Commission
 - Transportation Commission
- Flagstaff's Convention and Visitors Bureau (CVB)
- Coconino County Parks, Recreation and Open Space



Next Steps – Planning & Participation Timeline

2020-2022

Summer 2022

Fall 22

Fall 22

Winter 22

Winter 23

Spring 23

**Trail Plan
Drafting
with
Partners**

**Public
Comment
Stage 1**

**June 14
–
July 23**

**Public
Comment
Stage 2**

**August 8
–
September 9**

**Permitting,
Agreements,
& Surveys**

**SHPO
Submission**

**Finalized
Proposal
Review**

**January 9
–
February 7**

**Plan
Adoption**

Summary



- Moving Forward
 - Create a final plan
 - Resource protection
 - Abide by guiding documents
 - Propose actions for facility development., restoration, signage, and education zones
 - Upon plan approval, pursue funding for implementation



Thank you

Robert Wallace

Robert.Wallace@flagstaffaz.gov

928-213-2154



Questions, comments, ideas?

Public Comment Period #1: June 14, 2022 – July 23, 2022

- **In-person Public Meeting, 6/29/2022. City Hall, Council Chambers, 211 West Aspen Ave. Flagstaff**
- **Time: Wednesday, 5-7 pm, 2 hours.**
 - **Virtual option: Microsoft Teams**
- **Community Forum Comment Period #1, 6/14/2022 - 7/23/2022**
 - **<https://www.flagstaffaz.gov/3284/Flagstaff-Community-Forum>**

CITY OF FLAGSTAFF STAFF SUMMARY REPORT

To: The Honorable Mayor and Council
From: Tiffany Antol, Senior Planner
Date: 05/17/2022
Meeting Date: 06/14/2022



TITLE:

Vintage Partners' Proposed 4th Amendment to the Timber Sky Annexation and Development Agreement

DESIRED OUTCOME:

Discussion and Direction

EXECUTIVE SUMMARY:

Vintage Partners has approached the City with a proposal to amend the Timber Sky Annexation and Development Agreement in regard to Densities, Workforce Housing, and Water Fees.

Timber Sky is a master planned development including a mixture of high-density, medium-density, and single-family residential units combined with commercial service and open space on 197.58 acres. The site is situated north and south between Route 66 and Interstate-40 and east and west between Woody Mountain Road and Flagstaff Ranch Road. An Annexation and a Zoning Map Amendment were approved for this project in 2016. A preliminary block plat was also included with these applications that will divide the total acreage into 15 separate blocks with an internal minor collector roadway in four phases. Each block is then subdivided further (except those designated as open space or community center) into individual lots that will be sold to homeowners. A final block plat has been approved and recorded for the first three phases of the Timber Sky development. However, only three blocks within the first phase have been subdivided into a total of 159 units.

A complete history of the Timber Sky Development Agreement was provided in the April 12th City Council Work Session staff report.

INFORMATION:

Vintage Partners has provided staff with a draft amendment to the Development Agreement, which is attached. Staff is attempting to negotiate revised terms and discussions are underway to address some issues identified by staff. Council will be updated during the work session if agreement is reached. The main points of amendment and concerns staff has identified are set forth below.

Amendment Request

The main points of the amendment are as follows:

- Section 5.1.3 Densities: This new addition allows the density of the project to be averaged across the project regardless of zoning category. This provision will not increase the overall maximum density for the project, nor will it permit the density of any individual development parcel to exceed



City of Flagstaff

Community Development Division

211 W. Aspen Ave P: (928) 213-2618
 Flagstaff, AZ 86001 F: (928) 213-2609
 www.flagstaff.az.gov

| | | | | | |
|---|-----------------|--|--|--|-------------------------------------|
| Date Received | | Application for Development Agreement | | File Number | |
| Project Name Fourth Amendment to Timber Sky Annexation and Development Agreement | | | | | |
| Site Address South and west of the intersection of Route 66 and Woody Mountain Road | | Parcel Number(s) See Exhibit A of original development agreement | | Subdivision & Lot Number | Site Acreage 197.58 acres |
| Existing Zoning District R1, POS, MR, HR, CS, RR | | Proposed Zoning District R1, POS, MR, HR, CS, RR | | Existing Regional Plan Area and Place Type Urban—Future Land Use; Suburban—Future Land Use | |
| Existing Use Undeveloped, Residential, Commercial | | | Proposed Use Residential, Commercial | | |
| Property Information: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Located in an existing Local/National Historic District? (Name: _____) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Existing structures are over 50 years old at the time of application? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Subject property is undeveloped land? | | | | | |
| Type of Zoning Map Amendment (Small, Medium, Large or Multi-Phase) Multi-Phase | | | | | |
| Property Owner(s) VP 66 & Woody Mountain, LLC | | | Phone 602-459-9929 | | |
| Mailing Address 2502 E Camelback Rd Suite 214 | | City, State, Zip Phoenix, AZ 85016 | | E-mail mark@vintagevp.com | |
| Applicant(s) VP 66 & Woody Mountain, LLC | | | Phone 602-459-9929 | | |
| Mailing Address 2502 E Camelback Rd Suite 214 | | City, State, Zip Phoenix, AZ 85016 | | E-mail mark@vintagevp.com | |
| Project Representative(s) Lindsay C. Schube | | | Phone 602-256-4471 | | |
| Mailing Address 40 N. Central Ave, 20 th Fl | | City, State, Zip Phoenix, AZ 85004 | | E-mail lschube@gbllaw.com | |
| Property Owner Signature (required) | | Date | Applicant Signature | | Date |
| For City Use | | | | | |
| Date Filed: | | | File Number(s): | | |
| P & Z Hearing Date: | | | Publication and Posting Date: | | |
| Council Hearing Date: | | | Publication and Posting Date: | | |
| Fee Receipt Number: | | Amount: | | Date: | |
| Action by Planning and Zoning Commission: | | | Action by City Council: | | |
| <input type="checkbox"/> Approved | | | <input type="checkbox"/> Approved | | |
| <input type="checkbox"/> Denied | | | <input type="checkbox"/> Denied | | |
| <input type="checkbox"/> Continued | | | <input type="checkbox"/> Continued | | |
| Staff Assignments | Planning | Engineering | Fire | PW/Water Services | Stormwater |

When recorded, mail to:

City Clerk
City of Flagstaff
211 West Aspen Avenue
Flagstaff, Arizona 86001

FOURTH AMENDMENT TO TIMBER SKY ANNEXATION AND DEVELOPMENT AGREEMENT

This Fourth Amendment to Timber Sky Annexation and Development Agreement (“**Amendment**”) is entered into effective as of _____, 2022 (“**Amendment Date**”), by and between City of Flagstaff, a municipal corporation organized and existing under the laws of the State of Arizona (“**City**”), and VP 66 & Woody Mountain, L.L.C., an Arizona limited liability company (“**Owner**”).

RECITALS

A. City and Vintage entered into that certain Timber Sky Annexation and Development Agreement dated November 15, 2016, and recorded in the Official Records of Coconino County as Document No. 3772624 (the “**Original Agreement**”), as amended by that certain First Amendment to Timber Sky Annexation and Development Agreement dated September 18, 2017, and recorded in the Official Records of Coconino County as Document No. 3796196 (“**First Amendment**”), and as further amended by that certain Second Amendment to Timber Sky Annexation and Development Agreement dated March 14, 2018, and recorded in the Official Records of Coconino County as Document No. 3810373 (“**Second Amendment**”), and as further amended by that certain Third Amendment to Timber Sky Annexation and Development Agreement dated September 18, 2018, and recorded in the Official Records of Coconino County as Document No. DEV-2018-188-AG1-AM3 (“**Third Amendment**”). The Original Agreement, as amended by the First Amendment, the Second Amendment and Third Amendment are referred to herein as the “**Agreement**”. Unless otherwise defined in this Amendment, initially capitalized terms used herein have the meanings given them in the Agreement.

B. The parties desire to amend the Agreement on the terms and conditions more fully set forth below, which amendment is made pursuant to Section 15.4 of the Agreement.

AMENDMENT

NOW, THEREFORE, in consideration of the mutual promises and covenants contained herein and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereby agree as follows:

1. Density Average. The following is hereby added to the end of Section 5.1.3 of the Agreement:

“The density of the Project may be averaged between development parcels within the Project regardless of the zoning categories of the development parcels; provided, however, (i) the overall density of the Project, cannot exceed the maximum density for the Project, and (ii) the density of each development parcel cannot exceed the maximum density for that development parcel.”

2. Workforce Housing. Section 5.2 of the Agreement, and the last four (4) sentences of Section 13.1 of the Agreement, are hereby deleted and replaced with the following:

“5.2 The Project shall provide affordable housing by way of residential rental and ownership units.

(1) Land for Rental Units – “**Block 1**” of the Timber Sky Final Block Plat (“**Block Plat**”) recorded in the Official Records of the Coconino County Recorder at Instrument Number 3810031 (the “**Affordable Rental Property**”), shall be restricted for development of a minimum of 200 affordable residential rental units (“**Affordable Rental Unit**”). Owner is under contract to sell the Affordable Rental Property (“**Roers PSA**”) to Roers Flagstaff Apartment Owner LLC, a Minnesota limited liability company (“**Roers**”), who is a developer of affordable rental units. Roers has submitted to the City for review and approval that certain Concept Plan dated _____ and prepared by _____ under Case No. _____ (“**Concept Plan**”) and the Concept Plan provides for _____ Affordable Rental Units. If the number of Affordable Rental Units on the approved Concept Plan is reduced below 200 as a result of City Code, Zoning Code, Engineering Design Standards and/or other City requirement(s) or as a result of City Staff review and comment (collectively “**City Action**”), then the minimum number of Affordable Rental Units (i.e., 200) shall be reduced by the number of Affordable Rental Units reduced as a result of such City Action. For a period of thirty (30) years from the date the Affordable Rental Units are put into service, the leasing of Affordable Rental Units will be income-restricted, so that the average household income for lessees of the Affordable Rental Units (at the time of leasing, as reported by such households) equals, or is less than, sixty percent (60%) of the Area Median Income (“**AMI**”), as determined by the United States Department of Housing and Urban Development. On or before the conveyance of the Affordable Rental Property to a developer of affordable rental units, Owner shall cause a Restrictive Covenant to be recorded against the Affordable Rental Property, which restricts the development of the Affordable Rental Property as set forth in this sub-section (1) (“**Restrictive Covenant**”). The Restrictive Covenant shall provide that the City is an intended third-party beneficiary of the Restrictive Covenant with the right to enforce the same. Owner shall provide a copy of the Restrictive Covenant to the City for approval prior to recordation. The Owner’s obligation under this sub-section (1) shall

be satisfied once the Restrictive Covenant is recorded and the developer commences the grading of the Affordable Rental Property.

- (2) Land for Ownership Units – The Owner shall convey no less than three (3) acres of land as generally depicted on **Exhibit A** attached hereto (the “**Habitat Property**”), to “Habitat for Humanity” or an affiliate thereof (“**Habitat**”), for development of at least forty (40) units intended for ownership (“**Affordable Ownership Units**”). Criteria for the sale of Affordable Ownership Units, once developed by Habitat, will be subject to a program approved by the City and Habitat (the “**Habitat Affordability Plan**”), and shall include the following terms and conditions: (i) Affordable Ownership Units will be sold to purchasers that have an income equal (at the time of leasing, as reported by such households) to or less than one hundred percent (100%) of AMI, and, (ii) the Affordable Ownership Units will be restricted for affordability as described in this sub-section (2) and placed in the City’s Community Land Trust; where, the Habitat Affordability Plan, and all terms and conditions thereof, including any restrictive covenant shall continue in perpetuity from the date the Affordable Ownership Units are placed into service, unless otherwise prescribed by State or Federal Law. The terms of the Habitat Affordability Plan may be agreed to and amended by the written consent of Habitat and the City Manager of the City and without the consent of Owner.

The Owner’s obligations under this sub-section (2) shall be satisfied upon the conveyance of the Habitat Property to Habitat, or to any other entity approved by the City Manager. The parties acknowledge that, prior to conveyance of the Habitat Property to Habitat, Owner shall be required to process a replat of “**Block 2**” of the Block Plat in order to legally subdivide the Habitat Property from the balance of Block 2, and the parties agree to use commercially reasonable efforts to prepare, process and approve such replat as soon as reasonable possible following the Amendment Date. The Habitat Property shall be conveyed pursuant to a special warranty deed which shall contain a right of reversion whereby the Habitat Property shall revert to the City or its assignee, if construction of the 40 units is not substantially complete as determined in the sole and absolute discretion of the City within 5-years following the date that the Habitat Property is conveyed to Habitat. To further the objective of the Agreement to create unidentifiable affordable housing, concurrently with the conveyance of the Habitat Property to Habitat, the Habitat Property will be annexed into and subject to the Declaration of Covenants, Conditions and Restrictions for Timber Sky recorded as Instrument No. 2019-3859262 in the Official Records of the Coconino County Recorder so that the Habitat Property is subject to the same design review process as the rest of the Project.

(3) Phase 4 Development. Owner agrees and acknowledges that the City will not sign a final block plat for “Tract ZZ” of the Timber Sky Final Block Plat – Phase 2 recorded in the Official Records of the Coconino County Recorder at Instrument Number 33937728 until (i) the Restrictive Covenant is recorded against the Affordable Rental Property and developer has commenced grading of the Affordable Rental Property, and (ii) the Habitat Property has been conveyed to Habitat or other entity approved by the City Manager. However, the City shall review and consider for approval any site plan, preliminary plat and final plat prior to the satisfaction of Owner’s obligations as set forth in the preceding sentence.

3. Water System Improvement Requirements. The parties agree that Section 8.4.1, Section 8.4.1.1 and Section 8.4.1.2 of the Agreement are hereby deleted in their entirety.

4. Alternative Payment Schedule for Engineering Fees. The following sentence is added to the end of Section 13.1:

Notwithstanding anything to the contrary herein, Owner shall pay then-current Engineering Fees for Phase 4.

5. Miscellaneous. Except as stated herein, the Agreement shall remain in full force and effect and is hereby ratified and approved. If there is any inconsistency between the terms of the Agreement and the terms of this Amendment, the provisions of this Amendment will govern and control the rights and obligations of the parties. This Amendment may be signed in counterparts.

6. Conflict of Interest. This Amendment and the Development Agreement may be cancelled by the City pursuant to A.R.S. § 38-511.

[Balance of Page Intentionally Left Blank; Signature Page Follows]

IN WITNESS WHEREOF, City and Owner have executed this Amendment as of the date first set forth above.

“City”

City of Flagstaff, an Arizona municipal corporation

Paul Deasy, Mayor

Attest:

City Clerk

Approved as to form:

City Attorney

“Vintage”

VP 66 & Woody Mountain, L.L.C., an Arizona limited liability company

By: Vintage Partners, LLC, an Arizona limited liability company
Its: Manager

By: Edward & Company, LLC, an Arizona limited liability company
Its: Administrative Member

By: _____
Mark Ortman, Jr.
Its: Manager

STATE OF ARIZONA)
COUNTY OF COCONINO)

ACKNOWLEDGMENT

On this _____ day of _____, 2022, before me, a Notary Public, personally appeared Paul Deasy, Mayor of the City Flagstaff, known to be or satisfactorily proven to be the person whose name is subscribed to the foregoing instrument and acknowledged that she executed the same on behalf of the City of Flagstaff, for the purposes therein contained.

Notary Public
My Commission Expires:_____

STATE OF ARIZONA)
COUNTY OF MARICOPA)

ACKNOWLEDGMENT

On this _____ day of _____, 2022, before me, a Notary Public, personally appeared Mark Ortman, Jr., known to me to be or satisfactorily proven to be the person whose name is subscribed to the foregoing instrument and acknowledged that he/she executed the same on behalf of VP 66 & Woody Mountain, L.L.C., an Arizona limited liability company, for the purposes therein contained.

Notary Public
My Commission Expires:_____

Exhibit A

Depiction of Habitat Property



Timber Sky Development Agreement 4th Amendment

Tiffany Antol
Zoning Code Manager
June 14, 2022

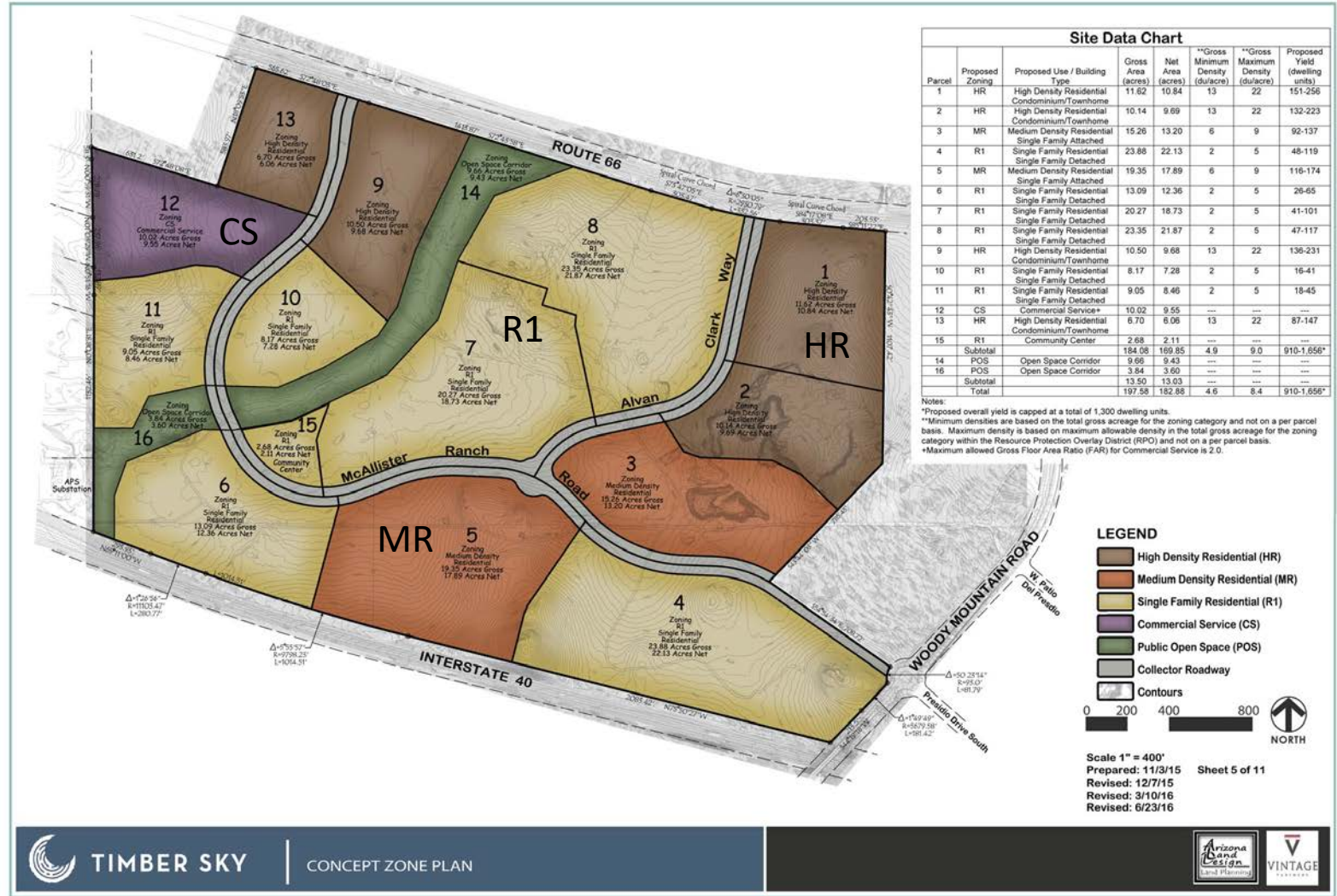




Timber Sky Summary



- 2016 Annexation, Rezoning, and Block Plat approved by City Council in conjunction with Development Agreement.
- Minimum of 910 units and Maximum of 1,656 dwelling units
- 10.02 acres of commercial development





Timber Sky Block Plat

Block Plat

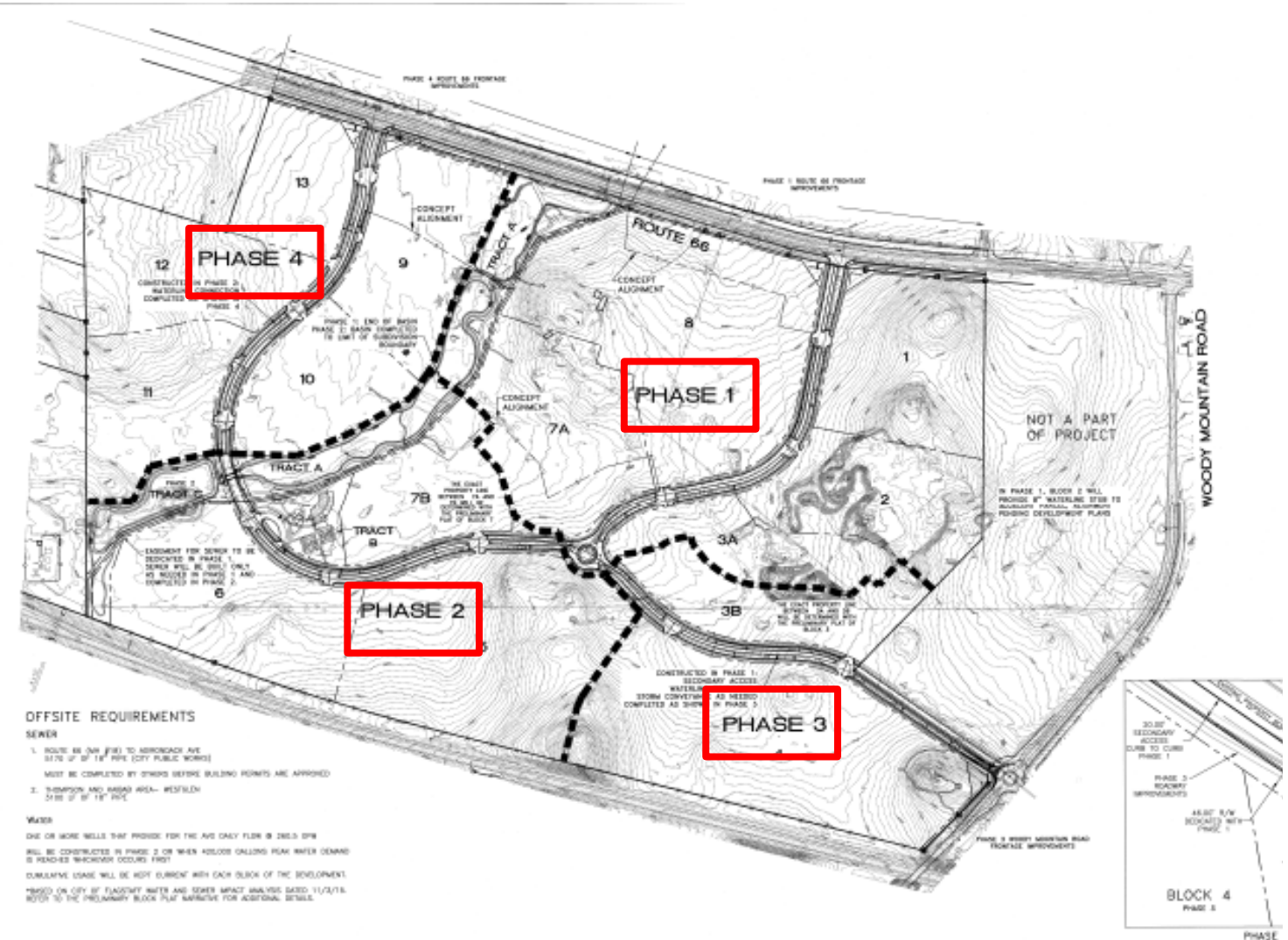
- 17 Blocks (2 blocks 3 & 7 are split over phases due to edge improvements)

Phase 1 Block Plat

- Includes Blocks 1, 2, 3A, 7A & 8
- Final Plat approved 2017
- Blocks 8, 7A & 3A subdivided for single-family residential
- Blocks 1 & 2 remain undeveloped – no development proposals

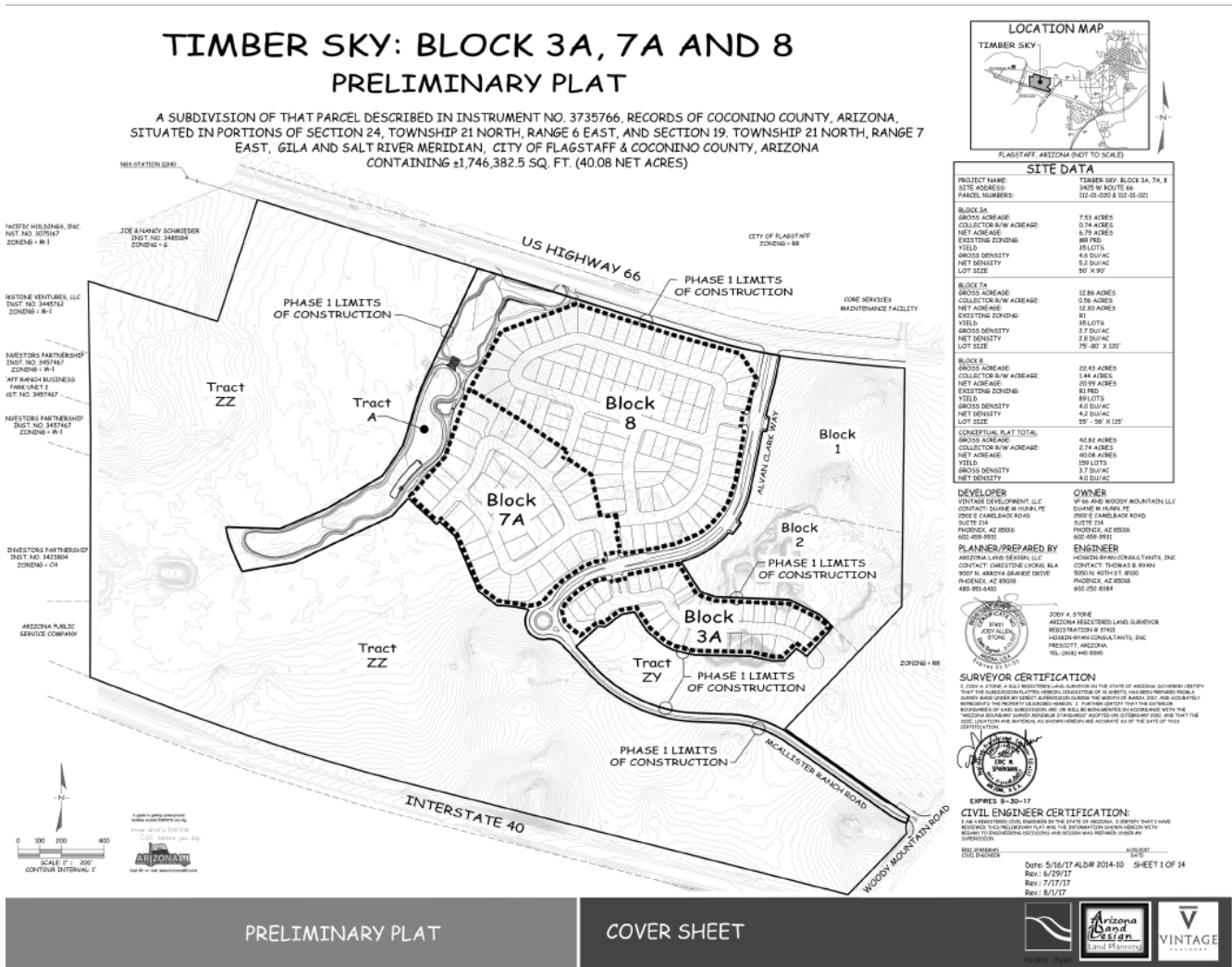
Phase 2 Block Plat

- Originally included Blocks 5, 6 & 7B.
- Phase 2 and 3 combined as Phase 2
- Now includes Blocks 3B & 4 as well
- Final Plat approved 2021
- Staff is reviewing Preliminary Plats for Blocks 3B, 4 and 7B (118 lots)





Blocks 3A, 7A & 8



Block 3A – MR Zone

- 35 SFD lots (Gross Density 4.6 units per acre) minimum density 6 units per acre
- Planned Residential Development
- 7 Land Trust Units per Affordability Plan (undelivered)

Block 7A – R1 Zone

- 35 SFD lots (Gross Density 2.7 units per acre) minimum density 2 units per acre
- No Land Trust Units

Block 8 – R1 Zone

- 89 SFD lots (Gross Density 4.0 units per acre) minimum density 2 units per acre
- Planned Residential Development
- No Land Trust Units



Current Development Agreement

5.1.3 Densities. The Zoning Ordinance reflects minimum and maximum densities for each non-transect residential zoning category. Due to the topography of the Property and the Resource Protection Overlay requirements, minimum densities are based on the total gross acreage for the zoning category and not on a per parcel basis. Maximum density is based on maximum allowable density in the total gross acreage for the zoning category within the Resource Protection Overlay District (RPO) and not on a per parcel basis.

Concerns:

- Density within the Timber Sky Development has been difficult to achieve with only Single-family lots.
- Block 3A (within MR Zone) was deficient in density. This density can only be made up on Block 5 (within MR Zone) per this Development Agreement provision.
- Blocks 1 and 2 (within the HR Zone) are required to provide 13 units per acre. This density cannot be achieved with Single-family lots. The Zoning Code has since been amended to change the minimum density from 13 units per acre to 10 units per acre in the HR zone. The DA, however, locks this development into the Zoning Code at the time of the approval.



Current Development Agreement

Workforce Housing

- Section 5.2 states the Project will deliver **100 residential ownership units** with a minimum of 2 bedrooms and 2 bathrooms that will be sold at or below 125% of the AMI affordability level.
- Land Trust Units
- Subject to an Affordability Plan
- Intended that the location would be disbursed throughout the first three phases of development within the MR and HR zones, specific lot locations at the owner's discretion.
- Owner does not plan to cluster the units rather owner intends to keep the units distributed throughout the blocks as feasible.
- The City agreed to apply the 2013 Engineering Fees as an incentive for the provision of the 100 AMI-accessible units described in Section 5.2.
 - The maximum incentive is \$1,600,000.00.
 - 75% of the AMI-accessible units must be provided and transferred to the community land trust program prior to first final plat approval within Phase 4.
 - If units are not sold and transferred to the land trust, no plat within Phase 4 shall be recorded until payment has been made to the City in the amount of \$16,000 per remaining AMI-accessible unit.



Proposed Amendment



Workforce Housing:

1. Replace Section 5.2 Workforce Housing with provisions for 200 affordable rentals to serve households with an average Area Median Income (AMI) of 60% for a period of 30 years;
 - a) A restrictive covenant would be recorded with City as a third-party beneficiary
 - b) A concept plan for this site has been submitted for review by Roers Flagstaff Apartment Owner LLC
 - c) Vintage's obligation shall be satisfied once the covenant is recorded, and the City accepts the Rough Grading Certificate.
2. Vintage will provide no less than 3 acres to Habitat for Humanity for the development of at least 40 units intended for ownership for households with an average Area Median Income (AMI) of 100%.
 - a) Part of Habitat's existing starter home program, units are restricted for affordability, and included within the City Land Trust Program
 - b) Vintage will be responsible for subdividing Block 2 to create the 3-acre parcel and has committed to providing access and stub utilities to the Habitat parcel.
 - c) Deed to include a right of reversion clause in favor of the City if construction not completed in 5 years
 - d) Habitat parcel will be subject to the Timber Sky CC&R's



Proposed Amendment



Workforce Housing (Continued):

3. Vintage agrees that the City will not sign a final block plat for Tract ZZ (Phase 4) until the Restrictive Covenant is recorded on the affordable rental project and the City has accepted a complete Rough Grading Certificate, and the Habitat parcel has been conveyed to Habitat or the entity approved by the City Manager.

Water System Improvement Requirements:

1. Delete provisions of the development agreement that required upfront water capacity fee payments. Water Services has agreed that these provision are no longer necessary. All required water capacity fees will be paid.

Alternative Payment Schedule for Engineering Fees:

1. Vintage will pay the current Engineering Fees for Phase 4.



Proposed Amendment



Penalties:

- Phase 4 final plat won't be signed by the City of Flagstaff until a deed restriction has been recorded on the affordable rental project and the City has accepted a rough grading certificate (indicating that construction is underway), and the land has been transferred to Habitat for the ownership units.
- Once these obligations have been satisfied Vintage is released from the current penalty of \$1.6 million, however, Vintage will pay the current development engineering fees on all development within Phase 4.
- The practical effect is that Vintage will pay roughly a quarter of the 1.6 million fee through the payment of current engineering fees in phase 4.