



Flagstaff Biking Organization
PO Box 23851
Flagstaff, AZ 86002
trails@flagstaffbiking.org

September 29, 2016

Jeff Bauman, Traffic Engineer
City of Flagstaff
211 West Aspen Avenue
Flagstaff AZ 86001

Dear Mr. Bauman,

We are writing in support of Option A for the Beaver Street re-paving and re-striping project, which would remove parking and install a bike lane on the west side of Beaver Street between Columbus and Cherry Streets.

Background on Flagstaff Biking Organization

Flagstaff Biking Organization (FBO) is a group of cyclists who came together to “promote bicycling as a safe and attractive means of transportation and recreation in Northern Arizona”. Our initial project was to put on a Bike to Work Week for our community in May 2002. Building on that success we started to expand our efforts to keep people informed of cycling related issues and galvanize support for better and safer facilities, trails, and trail access. Please see <http://flagstaffbiking.org/about-fbo/> for more information.

Please consider our comments as generally representative of our approximately 360 paid members' concerns.

Beaver is a key north-south bike route

Beaver and San Francisco are complimentary routes for north-south travel for bicyclists. Motor vehicles are perhaps better served by using Humphries for through travel, which is not a very good route for bicyclists. The strategy of developing Beaver as a more bicycle-friendly route could help to provide the best options for both cars and bikes.

Bike lanes more appealing than shared-lanes

One of our Organization's goals is to advocate for appealing bicycling facilities in an effort to make cycling seem less scary and more inviting to new riders. We believe that more people riding makes for a healthier and more livable community.

Bike lanes are a more reassuring feature to new riders who may be uncertain of sharing an entire lane with motor vehicles. Additionally, as much as we wish this were not the case, many drivers are unaware that cyclists may use the full lane on narrower lanes, even when marked with sharrows, leading to driver-cyclist conflicts. Although we fully support the use of sharrows and shared-use lanes, in this situation, a bike lane would be better.

Study shows ample parking available

The parking study that the City did demonstrated that there is enough available parking on the east side of Beaver and in the adjacent streets to accommodate parking demand.

Thank you for your consideration!

Sincerely,

s/Anthony Quintile
for the Board of Flagstaff Biking Organization

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