



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

February 8, 2013

ADOT Bicycle and Pedestrian Program
206 S. 17th Avenue, Mail Drop 310B
Phoenix, AZ 85007

Dear ADOT Bicycle and Pedestrian Program,

We are writing in response to the ADOT draft Bicycle and Pedestrian Master Plan.

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 the 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. Currently we have well over 200 paid members and represent the interests of Flagstaff’s thousands of cyclists. Please see <http://flagstaffbiking.org/about-fbo/> for more information.

We would like to first and foremost express our support for this planning effort. We are happy that ADOT is making efforts towards properly accommodating bicyclists and pedestrians on our State’s roadways.

Specifically to Flagstaff and other higher-elevation locations in the State, we recommend guidance in the Plan for appropriately plowing roadway shoulders to allow for safe bicycle operation as soon as possible after storms. Measures to address the need for clearing cinders as soon as possible should be included, as excessive cinders accumulate along the shoulders of State highways creating unsafe conditions for cycling. Additionally, including parkways along State highways in urban areas provide room for snow to be piled in larger storms, thus allowing more thorough clearing of the shoulders and safer bicycle travel.

We support revising the ARS to give bicyclists riding on a sidewalk or in a crosswalk the same

rights and duties applicable to a pedestrian as this would bring clarification to an issue that has presented itself on numerous occasions in Flagstaff. We do not support the further requirement that bicycles travel no faster than a speed appropriate for pedestrian travel as this is confusing, open to arbitrary interpretation and is unnecessary in many instances.

We would like to see an additional ARS revision that clarifies bicyclists' rights and duties on multi-use pathways. A major example of the need for this is the Route 66 Flagstaff Urban Trail Path. This path is adjacent to a major roadway with several intersections. Since it is not a sidewalk per se, it is not included in the currently recommended ARS revisions for bicycles on sidewalks.

Since State Highways often bisect communities, are typically very wide and contain a high volume of vehicle traffic, they tend to create a barrier to travel for bicyclists and pedestrians. Recommendation within the plan for crosswalks at all legs of intersections and other traffic control devices to ease the ability to cross these roadways would mitigate the impediment to travel created by these roads.

We would like to see use of stronger language overall in this document. As currently written, bicycle and pedestrian facilities are only to be considered when building or rebuilding State Highways. We would like the Plan to require that new planning or rebuilding of State roads include bicycle and pedestrian facilities as appropriate.

Thank you for this opportunity to comment on the Draft Plan. We look forward to the on the ground improvements that this planning will bring.

s/Anthony Quintile
for the Board of Flagstaff Biking Organization