

Minutes of the Prescott Bicycle Advisory Committee Regular Meeting
Sept 10 at 11:00 AM (postponed from 9/3 due to Labor Day holiday)
City of Prescott Public Works Department Conference Room, 433 N.
Virginia

Call to order. Present Karen Warrick, Jim Knaup, Derrick Brownlee, and guest Lisa Barnes representing PAT

1. PCC Skull Valley Loop Challenge update—Karen reported that we have most than 110 riders already signed up. Event is Sunday, Sept. 16.

2. Discussion with Lisa Barnes, Associate Director of Prescott Alternative Transportation, on services the non profit organization could provide to the City of Prescott on a contractual basis. Such services could include public education / awareness programs, implementation of Safe Routes to Schools programs, facilities /needs surveys, pursuit of grant opportunities, and more. It was agreed that such an arrangement could be a method to achieve progress in these areas at less expense to the city than having a dedicated bike /ped coordinator on staff, yet at the same time demonstrating some of the community benefits such staff could provide to the city thereby bolstering the argument for the creation of the position which was listed as a priority in the 2003 Bike and Pedestrian Master Plan. It was agreed that we would continue to pursue this concept—with the goal to submit presentation to Council so funding could be considered for the next fiscal year.

3. Spencer Lace has accepted a job in Park City and will be leaving Prescott in two weeks. At this point he does not have time to complete the project of mapping locations of current bike route signage. The project tabled for now, but we appreciate his past contributions to the committee.

4. Review of what we have asked city streets dept to do last year--Add bike route signs -- (No signs have gone up after nearly a year)
--Correct bike lanes problems that create safety hazards for riders. Example-Whipple in front of hospital, Embry Riddle entrance. The committee is concerned that some of these problems may pose possible liability issues for the city, and more immediate steps should be taken to correct them, yet frustrations exist in getting action to be taken. This lack of progress is having a negative impact on committee morale.

5. Jim reported on his conversation and correspondence with CYMPO director Jodi Rooney on the possibility of the position of a Bike Ped coordinator being funded at the MPO level. Basically, she applauded our efforts, and suggested lobbying efforts for the creation of a city staff position, but suggested the issue of public transit is taking first priority at CYMPO, and it would be hard to even get the issue on the radar screen. Correspondence between Jim and Ms. Rooney is attached.

6. Coordination of a city council presentation, and or publication of a brochure to illustrate best practices, and small steps that can be taken to encourage a more bike friendly atmosphere, including language on discriminatory signs, bike parking, etc. Committee discussed and

decided it would be something good to pursue. We'll look at again in November.

7. Old/New business: Derek revisited the issue of the no pedestrian crossing signs in all directions at the Rosser and Hwy 89 intersection. While it was noted that bicyclists have the right to take a lane and proceed as regular traffic, pedestrians are still left in an unfair and difficult position. The question arises of who pedestrians should turn to, and is the Bicycle Advisory Committee the appropriate group to advocate for pedestrian issues in the city.

Should we

consider making the P in PBAC stand for pedestrians, and carry their torch as well? It was decided the issue should be discussed with the Mayor.

8. Adjourn

Next meeting - Monday, Oct. 1

Attached correspondence:

Dear Ms. Rooney

I am writing to you today in my capacity as co-chairman of the City of Prescott Bicycle Advisory Committee (PBAC), an advisory committee of the Mayor and City Council.

Our committee is charged with reducing the number of automobile miles traveled to reduce congestion and preserve air quality, and to look after the general safety of cyclists. We were also active participants in the production of the City of Prescott Bicycle and Pedestrian Master Plan which was adopted in 2003, and we try to make sure that continues to be a relevant document.

One item that was outlined as a priority in the master plan, was that Prescott provide for the hiring of a "Bicycle and Pedestrian Coordinator". Unfortunately, funding for that position never seems to make the budget cut.

At a recent PBAC meeting we discussed this need with Michael Sanders, bicycle coordinator for ADOT, who attended as a guest. I had hoped he might be acquainted with some success stories of other Arizona communities that we might use to bolster our case. Instead, he suggested we might consider a completely different approach: That the Flagstaff area MPO may serve as a model, as they have provided for a regional bicycle and pedestrian coordinator.

While we would hate to give up the hope for a full time staff person in Prescott, a part timer shared out over three communities could be an easier sell, and could be better than nothing. Personally, I am not sure if this would be the best solution... but I do think the idea deserves further exploration.

I am curious as to your initial thoughts on such a proposition, and if you think the idea has merit. My co-chair, Karen Warrick, and /or myself would be happy to meet with you to discuss the potential pitfalls or possibilities in more depth if you think there may be some potential.

Thanks in advance for your consideration of this matter,

Jim Knaup

jim.knaup@gmail.com

928 778 7910 (work)

cc: Karen Warrick

Jim,

I just wanted a follow up to recap our phone conversation yesterday.

Thank

you for contacting me regarding this initiative. Your point is well taken that a

coordinator position has been identified in the City of Prescott Bicycle and

Pedestrian Master Plan (2003) and action to reduce congestion and preserve

air quality is to be applauded.

Safety is high priority along with congestion and air quality and as our region

grows, with it needs surface. The fact remains that this type of position truly

is more specific to a jurisdiction. Yes, the Flagstaff MPO has Martin Ince on

staff (2/3 bike and 1/3 transit); however, he is not full-time with the MPO.

My understanding is his employment is shared with the City of Flagstaff,

which utilizes his abilities for bicycle accommodation. Typically, small MPOs

do not have a staff person dedicated to this initiative due to allocation of

resources. This is currently where our MPO stands. While bicycle and pedestrian accommodation are elements of transportation planning, I do not

have enough staff to be able to dedicate a professional to a full time or even

part time basis. The large MPOs (Phoenix and Tucson) may have dedicated staff but I have not researched this.

Having said that, the appropriate way to keep your initiative before the city

council is to expand your approach to include not only recreation but use of

this mode to travel to work along with an economic development component. Should your lobby be able to bring tourism dollars to the

area through organized bike events, i.e. a criterion, etc., then you build a

stronger case. What has to be kept foremost in mind is how this fits with the

big picture currently and where it may fit in the future due to projected

growth. I agree that a coordinator position has merit; nonetheless, it has to

be weighed with the outstanding needs of the city or region. I know that

presently the City of Prescott is working on water issues and funneling money into the airport. The transit lobby has been effective and now

this issue has come to the front burner. The Council identified the MPO to

administrate transit. Should that come to fruition a transit administrator

would have to be hired. Currently, if the Council is poised with the decision

to choose between a bicycle coordinator and a transit administrator my

experience tells me that the latter would be chosen. Timing is important and overall need has to be taken into consideration due to priorities. This Council will have to look for a sustainable way to fund transit. Thought: if transit funding proceeds to a tax to pay for a system, possibly a small percentage could be married to it in order to finance and sustain a bicycle coordinator position. Do you have marketing contacts that could 'sell it' to the Council on your behalf? (As always, funding is limited and the needs have to be weighed with the resources.) I want to encourage you to continue in your endeavor. Please feel welcome to contact me again on this or future propositions. Thank you for your efforts and passion for this mode of transportation. It truly is part of the big picture.

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