



# SIERRA VISTA METROPOLITAN PLANNING ORGANIZATION BICYCLE PEDESTRIAN ADVISORY COMMITTEE AGENDA: AUGUST 26, 2019

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## MEETING LOCATION:

Sierra Vista Public Works Bld.  
Training Room  
401 Giulio Cesare Ave.  
Sierra Vista, AZ 85635

To attend the meeting by telephone:  
*Please contact the Administrator at least 72 hours in advance if you would like to be connected to this meeting by telephone.*

## MEETING DATE AND TIME:

August 26, 2019  
11:00 AM

## FOR MORE INFORMATION OR TO REQUEST ACCOMMODATION FOR SPECIAL NEEDS:

Website: [www.svmppo.org](http://www.svmppo.org)  
Email: [SVMPO@SierraVistaAZ.gov](mailto:SVMPO@SierraVistaAZ.gov)  
Administrator Phone: 520-515-8525



## Bicycle/Pedestrian Advisory Committee (BPAC) Members

*One or more members may participate via teleconference*

Chair:	Vacant
Vice-Chair:	Bud Dragoo
Member:	John Healy
Member:	Ana Stompro
Member:	Kara Harris
Member:	CBA Representative
Member:	Cochise County Health and Social Services Representative

## STAFF:

SVMPO Administrator: Karen L. Lamberton, AICP

### 1. CALL TO ORDER AND INTRODUCTIONS

Members and guests will introduce themselves/ their affiliations.

This is an informational item.

### 2. APPROVAL OF MEETING MINUTES

**Action:** Review and Approve the BPAC Regular Meeting Minutes of Feb. 25, 2019 and April 29, 2019 Meetings.

This is an action item.

**3. OPERATING STRUCTURE and COMMITTEE MEMBERSHIP PROPOSED REVISIONS**

**Action:** The attending members, with participation of invited guests, will discuss the current operational structure and composition of the SVMPO BPAC Committee and consider recommendations for changes to this standing SVMPO Committee. Discussion of the BPAC members, with invited guests, will include:

1. Underlying role/purpose of the BPAC;
2. A determination on the applicability of the objectives of the BPAC;
3. Consideration of possible revisions to the BPAC membership; and
4. Potential revisions to the structure of BPAC meetings.

Also discussed will be the implications of the American League of American Bicyclists Bicycle Friendly Community criteria on potential activities undertaken by the BPAC.

This is an action item.

**4. SELECTION OF A BPAC CHAIR AND VICE-CHAIR**

**Action:** Guidance for the BPAC committee states that a Chair and Vice-Chair position are elected annually and typically serve for one year. Currently, the Chair position is vacant. A new Chair may be nominated and appointed; and, if then needed, also nominate and appoint a Vice-Chair. The BPAC may also consider alternates to standing BPAC leadership roles.

This is a discussion, with possible action, item. *(This item may be tabled pending Executive Board revisions recommended under the previous item 3).*

**NEW BUSINESS: PRESENTATION/DISCUSSION/POSSIBLE ACTION**

**5. SVMPO FY20 & FY21 WORK PROGRAM**

The final FY20 & FY21 work program will be shared with the BPAC members.

This is an informational item.

**6. SVMPO LONG-RANGE TRANSPORTATION PLAN PENDING UPDATE**

**Action:** Information about the pending update to the SVMPO Long-Range Transportation Plan will be presented. Members, and invited guests, will discuss the scope of work and make recommendations to the SVMPO Administrator of elements they would like to see included by the consultant team for this regional transportation plan.

This is a discussion, with possible action, item.

**7. SIGNALIZATION CONFLICTS**

**Action:** Members will have an opportunity to discuss the May 8, 2019 City of Sierra Vista City Engineer response to inquiry on potential conflicts between green light turn arrows and pedestrian WALK sign indicators.

This is a discussion, with possible action, item.

**8. EAST/WEST BICYCLE ROUTE UPDATE**

Members will have an opportunity to discuss the August 19, 2019 e-mail update of the East/West bicycle path plans and construction progress.

This is an information item.

**9. FUTURE AGENDA ITEMS & MEETING DATE/TIMES**

Members will identify agenda items that they would like to discuss in future meetings. A general discussion may be had regarding regional activities of interest for follow-up by the SVMPO. The next scheduled 2019 meeting date for BPAC is: October 28<sup>th</sup> at 11 a.m.

The members will discuss, and make adjustments, to the scheduled date and time, if needed.

This is an information and discussion item.

**10. ANNOUNCEMENTS, UPDATES AND GENERAL CALL TO THE PUBLIC**

This is the time set aside for BPAC members to share information and current events. This is also the time set aside for members of the public to provide general comments to the BPAC committee. Members of the Committee may not take formal action on matters not specifically identified on the agenda. Therefore, pursuant to A.R.S. § 38-431.01 (H) action taken as a result of public comment is limited to responding to any criticism, directing staff to review the matter, or scheduling the matter for discussion at a later date.

This is an information item.

**11. ADJOURNMENT**

The meeting room is accessible to those individuals with mobility impairments. Individuals with disabilities who require special accommodations or have limited English proficiency and are in need of an interpreter may contact Karen Lamberton at 520.515.8525 at least 72 hours before the meeting time to request accommodations.

Si necesita acomodaciones especiales o un interprete para esta conferencia, debe pnerse en contacto con Karen Lamberton al numero 520.515.8525 por lo menos setenta y dos (72) hora antes de la conferencia.



# SIERRA VISTA METROPOLITAN PLANNING ORGANIZATION BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING MINUTES: APRIL 29, 2019

**DRAFT**

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## MEETING LOCATION:

Sierra Vista Public Works Bld.  
Training Room  
401 Giulio Cesare Ave.  
Sierra Vista, AZ 85635

## MEETING DATE AND TIME:

April 29, 2019  
11:00 AM



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## Bicycle/Pedestrian Advisory Committee (BPAC)

### MEMBERS IN ATTENDANCE:

Vice-Chair: Bud Dragoo  
Member: John Healy  
Member: CBA Representative: Ken Kilmurray

### MEMBERS ABSENT:

Member: Kara Harris  
Member: Jacob Jones-Martinez  
Member: Ana Stompro

### STAFF:

SVMPO Administrator: Karen L. Lamberton, AICP  
Regional Transportation Planner Intern: Catarina Porter, BYU-I Intern

### OTHERS PRESENT:

No others present.

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## 1. CALL TO ORDER AND INTRODUCTIONS

The BPAC meeting was called to order at approximately 11:17 a.m. Administrator Lamberton noted that the BPAC did not have a quorum. A call for a representative from the Cochise Bicycle Advocate group was favorably received and the CBA has agreed to send one voting member to each meeting.

The attendees discussed the lack of quorum – which has been the case for the last four meetings. It was noted that the position held by Jacob Jones-Martinez may be convened over to his replacement in the position that he used to hold with the County's Health Dept. Administrator Lamberton will follow up on that. The County's School Superintendent's office has been contacted and they advise that they no longer staff a position at the School Superintendents office that address programs like Safe Routes to Schools. However, the Superintendent's office is willing to push information to the Districts to see if there is any

interest at that level. The group discussed who might be interested in participating, attendees agreed to contact absent members and solicit replacements. Administrator Lamberton stated that SVMPO may wish to change by-laws to allow a different quorum requirement and/or to vacate positions of members that do not attend on a regular basis.

Member Healy noted that historically the BPAC looked for individual members that had a passion for bicycling or pedestrian activities rather than organization/agency representatives. Administrator Lamberton stated that one positive aspect of organization/agency representatives is that these individuals are often linked to a larger group for disseminating information and obtaining feedback. Often these members view their participation as part of their formal jobs vs. a volunteer activity. BPAC attendees feel that a mix of both would be good and agreed that a larger membership would help to facilitate the types of planning activities the BPAC was formed to accomplish.

Attendees were encouraged to solicit additional members. An application form is available on the SVMPO website: <https://www.svmopo.org/boards-and-committees/bicycle-pedestrian-advisory-committee-bpac/apply-to-the-bac/> Administrator Lamberton stated that she can put a link on the front page to do an active call for members.

**2. SELECTION OF A BPAC CHAIR AND VICE-CHAIR**

No action taken due to lack of quorum.

**3. APPROVAL OF MEETING MINUTES**

No action taken due to lack of quorum.

**NEW BUSINESS: PRESENTATION/DISCUSSION/POSSIBLE ACTION**

**4. SVMPO FY20 & FY21 WORK PROGRAM**

Administrator Lamberton stated that she had hoped to obtain a letter of support from the BPAC; however, lacking a quorum no action can be taken. The attendees discussed the final draft work elements and proposed tasks. It was suggested to include a task item related to roadway, shoulder, and multi-use path maintenance. It was noted that maintenance is the responsibility of the member jurisdictions, nevertheless, enhancing communication to the public about how to submit requests for maintenance and/or provide jurisdictions notice of maintenance issues (like potholes, damaged shoulders, debris) might be useful. It was also noted that not many people would even think of looking to the MPO for that information – which led to the observation that a better job needs done in general about letting people know what the work of the MPO is in the first place.

Administrator Lamberton advised that she will let the BPAC members know when the final draft of the Work Program is posted and stated that she welcomed their individual comments to present to the SVMPO Board.

**5. FUTURE AGENDA ITEMS & MEETING DATE/TIMES**

Donna Lewandowski, M.S., the State's Bicycle & Pedestrian Program Coordinator, plans to attend the August meeting to update BPAC members on State-Wide activities. SVMPO will be beginning their Long-Range Transportation Plan update and the BPAC will be taking an active role in the section on long-range needs and proposed projects for this update.

Tentative 2019 meeting dates for the BPAC are: **August 26<sup>th</sup>, October 28<sup>th</sup>**. The BPAC attendees agreed to leave the meeting timeframe as 11:00 a.m. to 12 noon.

This is an informational item.

**6. ANNOUNCEMENTS, UPDATES AND GENERAL CALL TO THE PUBLIC**

No general announcements were offered: no member of the public wished to speak.

This was an informational item.

**7. ADJOURNMENT**

The committee adjourned by general consent at approximately 12:29 p.m.



# SIERRA VISTA METROPOLITAN PLANNING ORGANIZATION BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING MINUTES: FEBRUARY 25, 2019

**DRAFT**

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## MEETING LOCATION:

Sierra Vista Public Works Bld.  
Training Room  
401 Giulio Cesare Ave.  
Sierra Vista, AZ 85635

## MEETING DATE AND TIME:

February 25, 2019  
11:00 AM



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## Bicycle/Pedestrian Advisory Committee (BPAC)

### MEMBERS IN ATTENDANCE:

Vice-Chair: Bud Dragoo  
Member: Kara Harris

### MEMBERS ABSENT:

Member: John Healy  
Member: Jacob Jones-Martinez  
Member: Ana Stompro

### STAFF:

SVMPO Administrator: Karen L. Lamberton, AICP

### OTHERS PRESENT:

Jeff Pregler, City of Sierra Vista, Senior Planner  
John Wetteck, Interested Citizen/CBA  
Kathy Buonocore, Interested Citizen/CBA

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## 1. CALL TO ORDER AND INTRODUCTIONS

The BPAC meeting was called to order at approximately 11:10 a.m.

Attendees introduced themselves and shared their interests in bicycling and pedestrian activities. All of the attendees bicycle on a frequent basis in the region.

A quorum was not present. Administrator expressed her concern that this was the third meeting of the BPAC that has had no quorum. She stated that she will contact the missing members personally and discuss with them if this day and time is a problem for them, or this is no longer something they can commit to on a regular basis. She also stated that for those that are employed and this assignment is part of their job, the Chair of the SVMPO is willing to contact their supervisor to raise the level of importance to them for attendance. A brief discussion occurred about including the Cochise Bicycle Advocates (CBA) group as a voting member. Administrator Lamberton agreed to broach this topic with the CBA group at their next meeting, scheduled for Wednesday, March 27<sup>th</sup>.

## **2. SELECTION OF A BPAC CHAIR AND VICE-CHAIR**

This item was tabled due to a lack of a quorum.

## **3. APPROVAL OF MEETING MINUTES**

The Administrator suggested that the BPAC considered simply accepting, rather than adopting, the previous set of unapproved minutes for BPAC Regular Meetings for October 16, 2017; October 30, 2018; and December 3, 2018. She stated that given the length of time between these meetings continuing to keep these on as an action item may not be desired. Vice-Chair Dragoo stated that he agreed with this approach and Member Harris concurred. The previous minutes will therefore be accepted as written.

## **OLD BUSINESS: PRESENTATION/DISCUSSION/POSSIBLE ACTION**

### **4. EAST/WEST BICYCLE ROUTE**

Jeff Pregler, City of Sierra Vista Planner, updated the BPAC on the progress made towards implementing the East/West bicycle route. A brief summary of the decision-making that went into the selection of the route (detailed in previous minutes) was given for the new members. The City has successfully obtained an estimated \$11,000 through a CBDG grant for a multi-use path segment, anticipated to be built later this year. Striping of the new bicycle lane is planned for this Spring. A discussion was held regarding the lack of parking in some areas and the conflicts with bicycle lanes. How the striping is ultimately placed will be determined by the width of available right-of-way, which varies throughout the proposed route, and engineering judgement.

The route has not been named yet. Member Harris brought up the safety of bicycling riding on Fry Blvd., stating that she doesn't ride on that road if she can avoid it.

Vice-Chair Dragoo asked about the routes on the Highway, near the Mall, and if plans were in place to build another route on the opposite side of the Highway. Mr. Pregler stated he wasn't aware of any immediate plans to build that route but the City does have a long-range plan for developing routes throughout the City. There is an eventual plan to link this new East/West route into the Pathway for Learning route by the college. There are also plans to develop the bridge across from the Wal-Mart, with bicycle lanes.

No action was taken on this item.

## **NEW BUSINESS: PRESENTATION/DISCUSSION/POSSIBLE ACTION**

### **5. SVMPO FY20 & FY21 WORK PROGRAM**

Administrator Lamberton briefed the BPAC on the pending Work Program and Budget. This Program sets the priorities for the MPO to undertake in the next two years and assigns funding to accomplish those goals. The BPAC discussed possible activities for the MPO to consider.

These included:

- ❖ Distribution of state and local bicycle maps.
- ❖ Maintenance of updated bicycle routes and pedestrian routes on the website.
- ❖ Look at jurisdiction long-range and general plans for possible strategies or goals to support in the region.
- ❖ Assist in developing goals focused on bicycle and pedestrian activities in member jurisdiction's long-range and general plans.
- ❖ Provide support to the statewide planning process and support investment in bicycle and pedestrian infrastructure in the SVMPO region.

The Administrator advised that the FY20 & FY21 Work Program and Budget would be brought forward for approval in May of this year.

This was an informational item: no action was taken.

## **6. WALKABILITY ACTION INSTITUTE**

Administrator Lamberton stated that she would bring this item back in more detail later, given the time and remaining agenda items. She advised that the Executive Board had considered being involved with a Walkability Action Institute, an intensive, out-of-State training event for elected officials and a multi-disciplinary staff team on developing active living, especially pedestrian amenities, in an area. The Executive Board indicated interest in doing an event locally, possibly a half-day or full-day event where more people could be engaged. The BPAC wanted more information about this and how this might be valuable or worthwhile to the region. It was suggested that such an event should engage the disability community and partner with agencies like NAMI.

This was an information item: no action was taken.

## **7. TITLE VI PLAN UPDATE AND COMPLAINT PROCEDURE TRAINING**

Administrator Lamberton briefed the BPAC on the status of both the FY19 Title VI plan, accepted by ADOT's Civil Rights Division on December 17, 2018, and the pending FY20 Title Plan update. A Title VI Compliance Review was conducted on February 12, 2019 and suggestions were made on ways to improve the SVMPO's process for including vulnerable populations groups. Changes already made include adding google translator to the SVMPO website, providing Spanish language complaint forms and mapping specific limited English population areas. Administrator Lamberton provided the BPAC with maps showing the three Census Tracts that meet the thresholds for heightened language assistance, all located within the West End.

Administrator Lamberton also updated BPAC members on current complaint procedures should a member of the public have a complaint on how they, or someone they know, has been treated by the SVMPO related to ethnicity or race. BPAC members were given copies of the procedures, complaint forms and advised of how to respond should a complaint become known to them as they work in their role as BPAC members. Mr. Pregler asked about adding closed captioning as an option on the website. Administrator Lamberton said she would look into that as part of the rebuilding of the SVMPO website this year.

This was an information item: no action was taken.

## **8. PUBLIC PARTICIPATION PLAN UPDATE**

Administrator Lamberton advised the BPAC that the SVMPO Public Participation Plan update was adopted by the Executive Board on January 17, 2019. This Plan is now the guiding framework for public outreach going forward on programs, plans and projects. Final copies were provided to BPAC members.

## **9. FUTURE AGENDA ITEMS & MEETING DATE/TIMES**

Future items will likely include the final draft of the SVMPO Work Plan.

Tentative 2019 meeting dates for the BPAC are: **April 29<sup>th</sup>; August 26<sup>th</sup>; October 28<sup>th</sup>.**

This was an informational item.

## **10. ANNOUNCEMENTS, UPDATES AND GENERAL CALL TO THE PUBLIC**

Mr. Wetteck advised the BPAC that the Cochise Bicycle Advocates (CBA) are setting goals for next year. Two goals mentioned were addressing signal timing on the traffic light system related to recognizing bicyclists and potentially engaging an educational campaign about wearing helmets with elementary schools. *The CBA later learned that only a few students rode bicycles to schools and this was not as necessary as they had thought it might be.*

No other members or visitors had additional comments.

This was an informational item.

## **11. ADJOURNMENT**

The committee adjourned by general consent at approximately 12:20 p.m.



# Sierra Vista Metropolitan Planning Organization Memorandum

**To:** SVMPO BPAC  
**From:** Karen L. Lamberton, AICP, SVMPO Administrator  
**Date:** August 26, 2019  
**Subject:** Operating Structure and Composition of the BPAC

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In November of 2016, the SVMPO Executive Board executed SVMPO Resolution 2016-001 establishing the Bicycle and Pedestrian Advisory Committee as a standing Special Committee of the Sierra Vista MPO. Known as the BPAC, this committee was envisioned to meet on a regular basis to advise the SVMPO Board on bicycling and pedestrian related issues.

By this time at least 12 fully attended meetings should have been held. Unfortunately, to date only eight BPAC meetings have been held; four of them within the last year. Of these eight meetings, only three have had a quorum and none of those were within the last year.

It is desired to revisit the intent of the BPAC committee and make a determination on if this group is simply premature for the scale of regional bicycling and pedestrian activities or if reconstituting the membership and operating structure might revitalize this advisory group and potentially increase its effectiveness.

The originating structure is set out in the attached Special Committee directive: Attachment A to the SVMPO Board's 2016 Resolution. This document consists of four sections:

1. Role/Purpose
2. Objectives
3. Membership
4. Meetings

Another important consideration is the implication of the BPAC on the City of Sierra Vista's Bronze Bicycle Friendly Community designation. Potentially, the "building blocks" that set the standards for Bicycle Friendly Communities (see <https://bicyclefriendly.secure-platform.com/a>) could form the framework for the BPAC to proactively work with the MPO and its member jurisdictions to improve active living opportunities in the region. The Bronze Bicycle Friendly Community designation was awarded to Sierra Vista in 2017 and is due to be revisited in 2021.

Potential revisions to the BPAC membership may include creating voting positions by agency or group rather than individuals; expanded membership selection; empowering the SVMPO Administrator to solicit and select committee members; allowing alternates for designated member seats; and/or guidance on removing a non-participating member/group.

Potential revisions to the BPAC meeting format may include reducing the number of regularly scheduled meetings (currently set for once a quarter); or replacing the BPAC with a different format such as a larger stakeholder group or with an annual summit on regional bicycling and pedestrian issues that culminates in generating recommendations for elected officials to consider.

Meeting on the weekday, during work-hours, is typically is more convenient for agency staff whereas meeting on weekends or in the early evening is typically more convenient for citizen volunteers. At the present time, those members that have attended BPAC meetings in the last year have consistently stated that a morning or lunch-time meeting time is preferred. In order to ensure action might be taken at any given meeting, the BPAC may also wish to consider reducing quorum requirements (e.g. 50 percent, rather than a majority).

A consensus on potential changes to the underlying guidance that forms the BPAC, and direction to the SVMPO Administrator, is desired.

**Attachments:** Resolution 2016-001 with Attachment A; SVMPO By-Laws Section 8: Special Committees; Sierra Vista Designation as a Bicycle Friendly City

More information about Bicycle Friendly Communities can be found on this link:  
<https://bikeleague.org/>

**Action Requested:** Recommendations from the BPAC on the role/purpose, objectives, membership composition and future meetings of the BPAC for presentation to the TAC and SVMPO Executive Board. Revisions to SVMPO By-Laws and Resolution 2016-001 may be brought forward for action to the SVMPO Executive Board based on these recommendations.

A RESOLUTION OF THE SIERRA VISTA METROPOLITAN PLANNING ORGANIZATION (SVMPO), SIERRA VISTA, COCHISE COUNTY, ARIZONA; APPROVING THE ESTABLISHMENT OF THE SIERRA VISTA METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

**WHEREAS**, the Sierra Vista Metropolitan Planning Organization (SVMPO) is the organization designated by the Governor of Arizona as the Metropolitan Planning Organization (MPO), for the Sierra Vista Urbanized Area; and

**WHEREAS**, the Sierra Vista Metropolitan Planning Organization Board of Directors is authorized to establish special committees pursuant to the Sierra Vista Metropolitan Planning Organization By-Laws; and

**WHEREAS**, the Sierra Vista Metropolitan Planning Organization approved Regional Transportation Plan recommends the establishment of a Bicycle and Pedestrian Advisory Committee; and

**NOW, THEREFORE, BE IT RESOLVED:**

That the Sierra Vista Metropolitan Planning Organization Board of Directors establishes the Sierra Vista Metropolitan Planning Organization Bicycle and Pedestrian Advisory Committee pursuant to Attachment A: Special Committee, Sierra Vista Metropolitan Planning Organization, Bicycle and Pedestrian Advisory Committee, which is attached hereto.

PASSED AND ADOPTED BY THE SIERRA VISTA METROPOLITAN PLANNING ORGANIZATION OF SIERRA VISTA, ARIZONA, THIS 17TH DAY OF NOVEMBER, 2016.

\_\_\_\_\_  
FREDERICK MUELLER, MAYOR  
Chairperson of the SVMPO Board  
and Mayor, City of Sierra Vista

APPROVED AS TO FORM:

ATTEST:

\_\_\_\_\_  
NATHAN WILLIAMS  
City Attorney

\_\_\_\_\_  
DANIEL COXWORTH  
SVMPO Administrator

RESOLUTION 2016-001  
PAGE TWO OF TWO



## Special Committee

### Sierra Vista Metropolitan Planning Organization Bicycle & Pedestrian Advisory Committee

The Bicycle & Pedestrian Advisory Committee (BPAC) is a standing committee of the Sierra Vista Metropolitan Planning Organization (SVMPO). Approved by Resolution SVMPO 2016-01 by the SVMPO Board of Directors on November 17, 2016.

#### Role/Purpose:

The role of the Sierra Vista Metropolitan Planning Organization Bicycle & Pedestrian Advisory Committee (BPAC) is to:

- A. Advise the Sierra Vista Metropolitan Planning Organization (SVMPO) Board of Directors and SVMPO Technical Advisory Committee (TAC) on bicycling & pedestrian related issues.
- B. Help advance the state of bicycle & pedestrian infrastructure.
- C. Encourage bicycling and walking for transportation and recreation.
- D. Promote public education and awareness.
- E. Assist the SVMPO and member jurisdictions with bicycle and pedestrian plans.
- F. Review and suggest policy changes.
- G. Recommend priorities for the use of public funds on bicycle and pedestrian projects.
- H. Help ensure the Sierra Vista region retains and enhances its status as a bike and pedestrian friendly community.

#### Objectives:

The objectives of the BPAC shall include, but are not limited to:

##### 1. Policies

- A. Advise the Sierra Vista MPO on the development and implementation of a bicycle & pedestrian master plan for the region.
- B. Review and make recommendations on planning documents prepared by the SVMPO affecting the use of the bicycle as a transportation and recreational mode. These shall include, but are not limited to, the Comprehensive Plan, Regional Transportation Plan, and development plans.
- C. Review and make recommendations regarding funding priorities for bicycle and pedestrian program activities and capital improvement projects insofar as they relate to bicycling or walking.

- D. Monitor activities of other jurisdictions as they affect bicycling and walking.
  - E. Advise the SVMPO on issues related to the current and future bicycle and pedestrian network, traffic safety, and innovative or best practices.
2. Implementation
    - A. Review and make recommendations on capital improvement projects in the region to ensure that adequate consideration for bicycles and pedestrians.
    - B. Review and make recommendations regarding improvement plans.
  3. Education and Enforcement
    - A. Advise the SVMPO and member jurisdictions on promoting bicycle safety education and enforcement activities in the Sierra Vista region.
    - B. Interact with local and regional law enforcement, other governmental agencies, and advocacy organizations as they relate to bicycle and pedestrian safety and on- and off-road bicycle network developments.
  4. Community Involvement & Input
    - A. Provide a forum for citizens to comment on the state of cycling locally and regionally.
    - B. Advise the SVMPO and member jurisdictions on issues related to public involvement in bicycle and pedestrian improvement projects with the goal of developing a consensus among the affected public.

Membership

1. Composition size: 5 – 7 members
2. Each member shall serve an initial one-year term. If reappointed, subsequent terms shall be two-year terms.
3. Members may serve consecutive terms.
4. All members are expected to attend meetings regularly.
5. Non-Voting Liaison:
  - A. Sierra Vista Metropolitan Planning Organization, Administrator
6. Expectations of members:
  - A. Interest and expertise in bicycle or pedestrian issues
  - B. Continued education in bicycling or pedestrian best practices
  - C. Favorable/positive interest in bicycling and pedestrian sustainability

Meetings:

1. The BPAC shall meet regularly at least once a quarter. The membership sets regular meeting times, dates, and locations.
2. A quorum shall consist of a majority of appointed voting members (3 - 4).
3. BPAC meetings shall be open to the public and comply with the Open Meeting Laws of Arizona.

made by the municipal entity performing financial services. The audit report shall be made available to all SVMPO members.

## **SECTION V: SPECIAL COMMITTEES**

### **A. *Formation.***

1. Special SVMPO committees may be created by the SVMPO Board of Directors as deemed necessary. A special committee may be either an ad hoc committee for a specific work task, or a standing committee for one or more work tasks. Any such special committee will be responsible to the SVMPO Board of Directors.
2. At the direction of the Chair of the Board of Directors and the Technical Advisory Committee, respectively, advisory subcommittees may be formed to investigate some particular work task/issue germane to the Sierra Vista Metropolitan Planning Organization.

**B. *Powers and Duties.*** The SVMPO Board of Directors shall define the duties, and authorize the power of all special committees. Special committees shall follow parliamentary procedures as defined in these Bylaws for the Board of Directors and Technical Advisory Committee. Special committees, unless membership consists exclusively of employees of the member jurisdictions, shall observe the Open Meeting Laws of Arizona.

**C. *Membership.*** Membership on a special committee shall be determined by the SVMPO Board of Directors and/or the Technical Advisory Committee. The SVMPO Board of Directors and/or the Technical Advisory Committee may appoint, at its discretion, any individual it deems qualified to serve on a special committee.

## **SECTION VI: AMENDMENT OF BYLAWS**

These Bylaws can be amended by a majority vote of the Sierra Vista Metropolitan Planning Organization's Board of Directors at any scheduled meeting.

## **SECTION VII: SVMPO STAFF**

The SVMPO staff consists of an MPO Administrator and supporting staff personnel as designated by the Board.

# Sierra Vista designated a Bicycle Friendly Community

ADAM CURTIS MAY 11, 2017 [PUBLIC AFFAIRS PRESS RELEASES](#)

The League of American Bicyclists has announced that Sierra Vista earned a bronze level designation as a Bicycle Friendly Community.

The designation reflects the many ways Sierra Vista supports bicyclists including efforts to share bicycle safety education opportunities, access to bicycle amenities like Sierra Vista's 30-mile network of multi-use paths, and community participation in events like Walk and Bike to School Day, which is being celebrated by local schools all

this week. Sierra Vista is now one of 416 communities in the nation — and 11 in the state of Arizona — that have received a Bicycle Friendly Community award.

“We applaud these communities for making improvements for people who bike in ways that build upon [the communities'] existing strengths and are based upon their particular needs, whether that is infrastructure, education, or



STUDENTS AT VILLAGE MEADOWS ELEMENTARY SCHOOL PARTICIPATE IN WALK AND BIKE TO SCHOOL DAY ON WEDNESDAY.

encouragement,” said Bill Nesper, executive director of the League of American Bicyclists. The designation is valid for four years and will be up for renewal in 2021.

“This designation highlights Sierra Vista’s growing reputation as a community that provides ample amenities for cyclists and offers residents the resources they need to enjoy a healthy, active way of life,” says Judy Hector, marketing and public affairs manager for the City. “This also bolsters our tourism efforts to attract cyclists to Sierra Vista, where they can enjoy stunning scenery and temperate year-round weather that make our community an ideal destination for this emerging market.”

With Sierra Vista’s inclusion in U.S. Bicycle Route 90, the City is becoming a popular stop among touring cycling groups that ride long distances across the country. Twice each year, Adventure Cycling’s Southern Arizona Road Tour brings about 40 to 50 riders through southeast Arizona, including a night in Sierra Vista.

The announcement comes during National Bike Month and local residents can still participate in a month-long cycling challenge by creating a free Strava account and joining either “SV Cycling Challenge” or “SV Youth Cycling Challenge” to log their miles. There are weekly winners for total distance and each 15 miles logged earns participants a ticket for a grand prize drawing that will be held on May 31. To learn more, call John Healy at (520) 439-2302 or email [Sports@SierraVistaAZ.gov](mailto:Sports@SierraVistaAZ.gov).

The City also provides free pocket maps to help riders find safe, bicycle-friendly routes through the community and to explore local mountain biking trails. These maps are available at the Visitor Center in the Oscar Yrun Community Center, located at 3020 E. Tacoma Street, local bike shops, or online at [www.sierravistaaz.gov/download-maps](http://www.sierravistaaz.gov/download-maps).

### **About the Bicycle Friendly Community program**

The Bicycle Friendly Community program was created in 1995 and has processed more than 1,200 applications since 2002. To access Sierra Vista’s Bicycle Friendly Community report card and learn about other communities that have received a designation, head to [bikeleague.org/bfa/awards#community](http://bikeleague.org/bfa/awards#community).



# Sierra Vista Metropolitan Planning Organization Memorandum

**To:** SVMPO BPAC  
**From:** Karen L. Lamberton, AICP, SVMPO Administrator  
**Date:** August 26, 2019  
**Subject:** Election of BPAC Chair and Vice-Chair

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The SVMPO BPAC, following the procedures set out in the SVMPO By-Laws, annually elect officers at the first meeting of the calendar year. At this time there are no formal or informal BPAC policies on rotation of the Chair and Vice-Chair positions. Extensions of terms of office are allowed by the SVMPO By-Laws.

The Chair is responsible for providing guidance to the Administrator on items to include on each meeting; for running the BPAC meetings according to Robert's Rules of Order and ensuring that the BPAC meetings start up and end on time. The Vice-Chair steps in when the Chair is unable to attend or covers the meeting when the Chair is delayed until he/she arrives.

The Chair and Vice-Chair were last elected in October 16, 2017. These positions typically are held for one year; however, no meeting has had a quorum since this date to take any formal action on this item.

If the BPAC Committee membership is restructured (see previous item 3) the BPAC members may discuss choosing among identified members both a Chair and a Vice-Chair or may choose to nominate and move up into the Chair position the current Vice-Chair (Bud Dragoo) and then elect a new Vice-Chair or may discuss the need for this type of leadership and set this Committee to operate without elected positions. In this case, a Chair could be selected at large at each BPAC meeting or the non-voting SVMPO Administrator could be designated as the Committee Chair.

## **Attachments:**

**Action Requested:** Nominations and selection of a Chair and Vice-Chair to the BPAC.



# Sierra Vista Metropolitan Planning Organization Memorandum

**To:** Bicycle-Pedestrian Advisory Committee  
**From:** Karen L. Lamberton, AICP, SVMPO Administrator  
**Date:** August 26, 2019  
**Subject:** Work Program for Fiscal Years 2020 and 2021

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The SVMPO Unified Planning Work Program and Annual Budget covers two years (FY20 & FY21) and directs the activities of the SVMPO Administrator. The Work Program ensures that the mandated MPO documents are prepared and approved per FHWA and FTA requirements, includes projected revenues and estimated costs; provides a proposed schedule for planned activities and provides guidance to the SVMPO Administrator as to priorities for the activities for the MPO. Ideally, plans and studies in the Work Program lead to prioritized design, right-of-way or construction projects in the regional Transportation Improvement Program.

The SVMPO Work Program and Budget was approved by the SVMPO Executive Board on May 16, 2019 and by Federal Highway Administration on June 27, 2019. An Administrative Amendment, incorporating carry forward amounts from the previous fiscal year, was transmitted on August 16, 2019 and approved on August 20, 2019. The finalized Work Program may be found on the SVMPO Website at: [www.svmopo.org](http://www.svmopo.org)

Task 6: Alternative Transportation System Planning is the work element that addresses bicycling and pedestrian activities. These approved tasks will be presented to the BPAC members for discussion of these potential future activities and recommendations given to the SVMPO Administrator regarding which if these tasks are of the highest priority.

**Attachments:** Approved Work Program Elements and Activities; Approved Task 6: Alternative Transportation System Planning work elements.

This is an information item/no action will be taken.

## PLANNING WORK PROGRAM ELEMENTS AND ACTIVITIES

FY20/FY21 Planning Work Elements	Included Activities
Administration	MPO Staffing; Joint Project Agreement, Work Program, Contracting, Staffing Committee and Board Meetings; Certifications/Training, Annual Audits, Compliance Reviews
Transportation Systems Data and Monitoring	Traffic Counts; Employment Data; Population Estimates; Census 2020, Modeling Datasets, Functional Classification
Long-Range Transportation Plan (LRTP)	Long-Range Plan Update; LRTP Financial Plan; Implementing LRTP Activities; Connectivity Gap Analysis
Transportation Improvement Program (TIP)	Short-Range/5-year TIP, TIP Amendments; Monitoring Active Projects; Transit Coordination, Safety Projects; Bridge Program
Coordinated Public Transit Planning	Short-Range Transit Plan and Updates, Transit Performance Measures; Transit Asset Management (TAM) Report, Transit Coordination Plan, FTA Assurances and Certifications
Alternative Transportation Systems Planning	Bicycle; Pedestrian; Rail; Aviation; Freight/Goods Movement
Regional Planning	Intergovernmental and Interagency Studies; State Transportation System Support; Corridor or Sub-Area Plans; EcoTourism Connections
Special Project Planning	Safety Plan; annual Safety Targets; Economic Research; Intelligent Transportation System (ITS)
Public Involvement and Outreach	Public Participation Plan, Title VI Plan, Title VI annual report, Website, Newsletters; Compliance Review; Translation; Material Distribution

*Note: In the following sections FY19 accomplishments reference the slightly different FY19 work element categories/approved activities. See adopted FY19 Work Program.*

## 6. ALTERNATIVE TRANSPORTATION SYSTEMS PLANNING

### PURPOSE:

Multi-modal opportunities enhance not just transportation options but also improve the livability and desirability of a region. Active transportation modes, such as bicycling, walking are enhanced by connectivity into the regional roadway network and eco-tourism supported by connections to federal lands, recreational areas, transit centers and airports. The proximity of northern Mexico, and two Ports of Entry just south and east of the urbanized Sierra Vista area, creates a need to address international transportation trade corridors and concerns. The Canamex Trade Corridor and the Canamex Western Passage are both direct linkage for trade. Highway 82 plays an important role in the region for the movement of oversized loads, as well as a detour route for Interstate 10 when complete Interstate closures are necessary.

### FY19 ACCOMPLISHMENTS

This is a new work element that pulled out activities related to bicycling/pedestrian from other FY19 work elements and combined them into this targeted element for non-highway related transportation modes.

- ❖ Noticed, prepared and supported Bicycle/Pedestrian Advisory subcommittee meetings on October 30, 2018, December 3, 2018, February 25, 2019, April 26, 2019
- ❖ Assisted with the preparation of a Traffic Control Plan in behalf of the NAMI Sky Island Bicycle Tour
- ❖ Supported the State Bicycle and Pedestrian Coordinator on modifying the ADOT permitting process for professional bicycle tours.

- ❖ Participated in regional bicycle advocacy meetings and provided assistance to organizations planning bicycle tours in the region.

## PROPOSED FY20/FY21 ACTIVITIES

WORK PROGRAM TASKS: ALTERNATIVE TRANSPORTATION SYSTEMS PLANNING
Provide staffing support to the SVMPO Bicycle/Pedestrian Advisory Committee, to include timely notification of public meetings, preparation of meeting agendas and completion/posting meeting minutes.
Coordinate with federal, state and local agencies, non-profits, commercial ventures and advocacy groups to identify, prioritize and implement infrastructure improvements that support and encourage active living opportunities through-out the region.
Participate in the statewide planning process to support improved bicycle and pedestrian infrastructure in the SVMPO region.
Coordinate with member jurisdictions to develop strategic alternative mode goals for jurisdiction’s long-range and general plans.
Provide support to Safe Routes to School plans and activities throughout the SVMPO region.
Assist member jurisdictions and agencies with local trail, trail-head and trail connection planning. Support opportunities to preserve or develop pedestrian connections to public lands, parks or schools through the regional planning and funding processes.
Support state, regional and local educational and training opportunities to promote safe driving, bicycling and walking modes of travel.
Distribute state and local jurisdictions materials and maps related to bicycle routes and walking paths.
Develop and/or coordinate with health-related agencies to provide a regional workshop related to health and active living transportation connections.
Partner with member jurisdictions to support infrastructure improvements to general aviation airport access routes.
Coordinate with state and local jurisdictions on facilitation of Freight and Goods Movement to and through the region with data sharing, support of appropriate infrastructure grants and projects, participation in regionally significant border or Ports of Entry studies.

## PROJECTED DELIVERABLES

1. Regional Workshop on active living transportation connections.

## CONSULTANT SERVICES: YES

- Professional services supporting event planning
- Professional services to develop alternative systems programs or plans.

## FUNDING

	BUDGET FY20	BUDGET FY21
Direct Expenses	\$954	\$1,060
Consultant Services	\$1,590	–



# Sierra Vista Metropolitan Planning Organization Memorandum

**To:** Bicycle-Pedestrian Advisory Committee  
**From:** Karen L. Lamberton, AICP, SVMPO Administrator  
**Date:** August 26, 2019  
**Subject:** Long-Range Transportation Plan Update

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Every four to five years the Long-Range Transportation Plan is updated. These longer range plans include both visioning for the future as well as defined tasks and funding scenarios to meet future needs. They typically have at least a 20 year horizon and the next update is expected to cover the timeframe of 2020-2050.

The SVMPO is finalizing a scope of work for consultant services to assist the region in completing this effort. This information will be presented to the BPAC and this effort expected to begin in a few months.

BPAC members will be asked to discuss the existing information in the current plan and identify key tasks that should be included in the first update to the regional plan.

**Attachments:** 2015 -2040 Regional Transportation Plan Chapter 4: Bicycle & Pedestrian

This is a discussion item, with possible action.

# CHAPTER 4:



Bicycle &  
Pedestrian

## Bicycle & Pedestrian

Americans nationwide are increasingly walking and riding bicycles to commute, run errands, get exercise, and access public transportation. Expanded access to bicycle and pedestrian facilities can improve the economic and social well-being of a community and its residents.

Bicycle and pedestrians are legitimate users of the transportation system, and they should be able to use this system safely. Appropriate solutions should be selected to improve bicycle and pedestrian safety and access.

Benefits of safe and accessible bicycle and pedestrian infrastructure include:

- ❖ Reduced vehicles using the roadways
- ❖ Increased health benefits - Reduced health costs
- ❖ Added tourism and economic vitality



*Snyder Multi-Use Path*

### Bicycle

The Sierra Vista region is conducive to bicycle travel. An ideal climate and relatively flat terrain coupled with existing bicycle facilities allows for safe bicycling activities. Bicycle facilities include striped on-street bike lanes with a 4 ft. to 10 ft. shoulder, trails, and multi-use paths. The SVMPO region contains an extensive system of multi-use paths and bike lanes to provide the opportunity to safely bicycle to most destinations in the community. Most of the region's bicycle facilities are in the more urban areas; however, bike lanes, multi-use paths, and an adequate road-shoulder width are available in more rural areas of the region as well. Bicycle facilities in the SVMPO planning area are illustrated in **Figure 4-1**.



*Per U.S. Census Data, 0.5% of Sierra Vista workers commute to work on a bicycle and 5.5% walk to work.*

*Table 4-1: Bicycle Facilities Inventory (SVMPO Planning Boundary)*

Facility	Miles
Multi-Use Paths	29
Bike Lanes	19

## Bicycle Routes

A signed bicycle route is sometimes designated along more lightly traveled residential or secondary roads or roads with adequate bicycle facilities. Designated bicycle routes are often utilized to direct bicyclists to less-congested roadways that are suitable for bicycle safety and offer connections to activity centers. Principal planning considerations with bicycle routes include:

- ❖ Roadways to be recommended as bicycle routes should have low traffic volume and low posted speed limits.
- ❖ Scenic, direct routes are preferred by bicyclists.
- ❖ Bicycle route signs should include directional arrows to guide the bicyclist at intersections with other roadways.
- ❖ The route should be field checked to avoid potential design and traffic hazards.
- ❖ A map showing the bicycle routes in an area is a good way to inform bicyclists about the bicycle route network. Mapping encourages greater use of these facilities.



*Cochise-Vista Bicycle Route Sign*

## Pedestrian

Pedestrian facilities include sidewalks, trails, and multi-use paths. Infrastructure that accommodates travel without a motor vehicle or bicycle, whether by choice or out of necessity, serves all residents and increases the livability of a community. Pedestrian amenities, such as trees for shade, resting locations with benches, public bathrooms, and drinking fountains near existing pedestrian infrastructure increases the comfort and likelihood of pedestrian activates.



*The City of Sierra Vista's public input process updating the City's General Plan, Vista 2030, indicated the importance of the multi-use path (MUP) system to the community for recreational purposes.*

## *Sidewalks & Crosswalks*

### *Sidewalks*

Sidewalks provide a safe walkway for all citizens including people using wheelchairs, children, the elderly, or people pushing a cart or stroller. Sidewalks are also a place for a relaxing area to walk, to get daily exercise for better health, and to interact with neighbors. For some members of the community sidewalks provide the only safe method of transportation.

The MPO recently completed a sidewalk inventory and conducted a pedestrian gap analysis to identify areas of the community where sidewalk is most needed based on an established criteria. In general, sidewalks exist in the urban areas with the exception of the older areas of the community that were built when sidewalks were not required per City Code or constructed while still under jurisdiction of the County. Sidewalks generally do not exist in county areas that are less urbanized, and the construction of sidewalks is not required by County Code in areas designated as Rural. The sidewalk inventory study report provided an inventory of existing sidewalks and identified and prioritized locations for the installation of sidewalks to provide pedestrian connections to activity centers such as parks, business and commercial areas, and provide a route to school for

children. The Sierra Vista sidewalk inventory and implementation plan (appendix A) and used to identify project locations where sidewalks are most needed in the community.

### ***Crosswalks***

There is an assumption by the public that providing a marked crosswalk will increase pedestrian safety at mid-block crossing locations not controlled by a traffic signal or stop sign. Pedestrians tend to feel safer crossing in a crosswalk believing that drivers will be able to see the crosswalk markings as well as pedestrians.

A recent study by the University of North Carolina for the Federal Highway Administration (FHWA) provides updated information about crosswalks and pedestrian safety at uncontrolled intersections. In general, according to the study the presence of a marked crosswalk alone at an uncontrolled location does not result in a significantly lower pedestrian accident rate. However, marked crosswalks should also not be considered as a negative measure that will increase pedestrian accidents in all cases. Marked crosswalks are appropriate at some locations to help channel pedestrians to preferred crossing locations, but in many cases should be accompanied by other infrastructure improvements.

Providing marked (painted) crosswalks is only one of the many measures that may be used at a pedestrian crossing to improve safety and direct pedestrians to designated crossing locations. Appropriate measures will depend on if a sidewalk is warranted and site conditions.

Measures to help pedestrians cross roadways include:

- ❖ Raised medians and crossing islands
- ❖ Reduce street crossing distance with curb extensions at intersections or mid-block locations
- ❖ Traffic calming techniques
- ❖ Post an advance stop line with warning sign
- ❖ Adequate nighttime lighting

### ***Americans with Disabilities Act (ADA)***

The Americans with Disabilities Act of 1990 prohibits discrimination against people who have disabilities. Title II of the Act requires public services and public transportation to be accessible to those with disabilities.



*ADA Accessible Parking Space and Ramp*

Newly constructed bicycle and pedestrian facilities must be ADA compliant. When a site is redeveloped, existing infrastructure must be brought up to current ADA standards to the extent feasible. The MPO recently completed an inventory of locations in Sierra Vista where ADA ramps meet full compliance, partial compliance, or are not compliant. Approximately 60% of ADA ramps meets ADA requirements.

## Bicycle and Pedestrian Safety

Improved bicycle safety and a supportive infrastructure can increase ridership, resulting in enhanced quality of life, economic benefits, and greater livability for communities. With the increase in biking and walking, the potential for conflict between motorized and non-motorized travelers increases. Nationally, safety efforts have successfully reduced deaths from car crashes. However, since 2009, fatalities from bicycle and pedestrian crashes with vehicles have increased. As a result, the Federal Department of Transportation has declared pedestrian and bicyclist safety a top priority.



Ramsey Canyon Road

Improving bicycle safety remains a challenge for local jurisdictions to accomplish. Bicycling is a distinct mode of transportation with specific concerns related to speed regulation, collision patterns, human behavior, conflicts with other roadway users, and the potential for more fatalities and severe injuries because bicyclists lack the physical protection that motorists have in vehicles.

### Bicycle & Pedestrian Crashes

Crash data is available and mapped for pedestrian and bicycle crashes with motor vehicles for a ten-year period from 2004 – 2013, broken down into two five year periods 2004 – 2008 and 2009 – 2013. Locations of crashes for the five years between 2009- 2013 are illustrated in **Figure 4-2**.

Table 4-2: Streets with Five or More Bicycle Crashes, 2004 - 2013

Street	2009 - 2013	2004 - 2008
Fry Boulevard	15	22
Coronado Dr.	6	<5
SR 92	5	7
SR 90	<5	8
Avenida Cochise	5	<5

Table 4-3: Streets with Five or more Pedestrian Crashes, 2008 – 2013

Street	2009 – 2013	2004 - 2008
Fry Boulevard	7	16
SR 90	10	10
SR 92	13	8

Source (Tables 4-2 & 4-3): ADOT Traffic Safety (2015)

### *Safe Bicycle and Pedestrian Plan – 2011, City of Sierra Vista*

In 2011 the Arizona Department of Transportation (ADOT), through the Planning Assistance for Rural Areas (PARA) program, awarded funding for the *City of Sierra Vista Bicycle and Pedestrian Routes Plan*. The Plan provided needs and deficiencies of the Sierra Vista bicycle and pedestrian routes and identified and prioritized projects that will improve the connectivity, function, and safety of the Sierra Vista bicycle and pedestrian routes. The Plan proposed a number of improvements, policies, and programs, some of which are recommended for the MPO to pursue and listed below under Regional Plan and Policy Recommendations.

## **Regional Needs and Projects**

Sidewalks or a multi-use path is required per the City of Sierra Vista's Development Code for new streets and development of land where existing streets lack such infrastructure. Cochise County does not require sidewalks for new development; although pedestrian facilities are encouraged in their Comprehensive Plan.

The *Sierra Vista Safe Bicycle and Pedestrian Plan* identifies and provides a comprehensive list of pedestrian and bicycle facility needs. With limited available funding, projects to improve the bicycle and pedestrian facilities and network should focus on needs and projects that:

- ❖ Connect key links between existing bicycle and pedestrian facilities;
- ❖ Connect parks and other recreational areas; and
- ❖ Provide bicycle and pedestrian access to schools for children.

### ***Fry Boulevard***

Fry Boulevard is a commercial street in Sierra Vista with many retail businesses, restaurants, professional offices, and service providers. Fry Boulevard is not considered safe for bicyclists, and bicycling on Fry should not be encouraged in its existing condition. Fry Boulevard provides sidewalks on both sides of the street for its entire length, but it may not be a comfortable road for pedestrians as sidewalks are 5-feet wide, abut the curb near passing vehicular traffic, and cross numerous access drives. Crossing Fry Boulevard is also difficult as many signalized intersections are spaced at up to a half-mile apart.



*Fry Boulevard (2015)*

Addressing the issues of Fry Boulevard to provide access to businesses by bicycles and encourage pedestrian activities along the road will be difficult, requiring substantial financial resources, adequate right-of-way, and cooperation by business and property owners. The difficulty in overcoming these challenges should not preclude planning an enhanced Fry Boulevard for when private development opportunities present themselves or resources become available.

### ***Fry Boulevard: West End Conceptual Streetscape Master Plan***

In 2006, the City created the *Fry Boulevard: West End Conceptual Streetscape Master Plan* for use by commercial development along Fry Boulevard. The Plan illustrated areas along Fry Blvd, between 7<sup>th</sup> Street and the Main gate of Fort Huachuca, where improvements such as pedestrian plazas, enhanced pedestrian crossings, potential landscape enhancement areas, public art, new landscaped medians, pedestrian connections, and pedestrian sidewalk improvements can be made. As a result of a slow recovering economy, only small portions of the plan have been implemented.



Pedestrian Plaza / Seating Area

*Fry Blvd. Streetscape Concepts (2006)*



*Hereford (2015)*

### ***Hereford (Nicksville)***

Hereford is a unincorporated community in the County south of Sierra Vista. The commercial area of Hereford is located at the intersection of South Highway 92 and Hereford Road and is an activity center in the southern portion of the SVMPO Planning Area. The land is zoned for commercial uses and provides services to the local area and community.

Current residential density in the area is not suitable to typical pedestrian activities as in more urban areas. However, as this area continues to grow and development continues, access to this area and within this area should be considered for pedestrian and bicycle improvements such as sidewalks or multi-use paths.

### ***Projects***

The bicycle and pedestrian improvement projects listed below are considered the highest priority projects for the area as funding sources are identified and available. **Figure 4-3** illustrates project locations. Appendix B: *Sierra Vista Sidewalks, Inventory & Implementation Plan* prioritizes areas of the community where sidewalks are most needed.

Table 4-4: High Priority New Multi-Use Paths (Projects are not ranked by importance).

Project #	Project	Location	Estimated Cost
1	Giulio Cesare MUP	Between SR90 & Pete Castro Center	\$186,880
2	Foothills MUP	Between El Camino Real & SR92	\$438,000
3	HWY 92 MUP (West Side)	Between Foothills & Avenida Cochise	\$810,000
4	Busby Drive	Between 7 <sup>th</sup> Street & Lenzner	\$365,000
5	HWY 90 Bypass MUP	Between 7 <sup>th</sup> Street & Coronado	\$770,880
6	Campus Drive	Between SR90 & Colombo	\$350,400
7	North Garden Avenue Pedestrian Improvements	North Garden Avenue	\$450,000 - \$1 Million

MUP: Multi-Use Path, Estimated cost per linear feet: MUP: \$146

Table 4-5: Potential low-cost or natural surface paths to connect existing pedestrian and bicycle facilities (Projects are not ranked by importance).

Project #	Project	Location
8	Coyote Wash	Between BST & Town and Country Drive
9	Timothy Park Connection	Between Golf Links & S. Carmichael
10	Fry and N. Carmichael Connection	Between Fry Blvd. & N. Carmichael
11	Ramsey Canyon Road	Between Stafford Land & SR92

## Regional Plan and Policy Recommendations

### 1. Safe Routes to School Plan

A Safe Routes to School (SRTS) Plan analyzes existing infrastructure and identifies deficiencies that prevent school children from safely walking or bicycling to school. A SRTS Plan leads to a SRTS Program built on collaborative partnerships among many stakeholders that may include educators, parents, students, elected officials, engineers, city planners, health officials, and bicycle and pedestrian advocates.

### 2. Bicycle/Pedestrian Count Program

A Bicycle/Pedestrian Count Program will provide the data for planners, engineers that need accurate counts to help inform transportation planning and investment that supports bicycling and pedestrian activities.



Calle Mercancia (2015)

### 3. **Off-Road Trail System Master Plan**

Off road trails, such as the Garden Canyon Wash Linear Park trail, are an amenity to the community and used as connections between existing and proposed bicycle and pedestrian facilities and recreational amenities in the natural environment.

### 4. **Regional Bicycle and Pedestrian Advisory Committee**

Form a Regional Bicycle and Pedestrian Advisory Committee that would provide recommendations and oversee activities such as:

- ❖ Develop and implement a regional bicycle and pedestrian safety awareness campaign
- ❖ Encourage employers to be bicycle friendly by providing bike racks
- ❖ Collaborate with local jurisdictions, businesses, schools, and health organizations to promote bicycling and walking as a healthy alternative to driving
- ❖ Encourage the City and County to pursue and implement bicycle and pedestrian friendly policies
- ❖ Collaborate with local law enforcement to better enforce traffic laws that relate to bicycles and pedestrians - these include the three-foot law when passing a bicyclist and yielding to pedestrians at a crosswalk
- ❖ Collaborate with, and encourage, local bicycle advocacy organizations
- ❖ Identify and prioritize bike and pedestrian projects

### 5. **Complete Streets Policy**

Complete Streets are designed and operated to enable safe access and use by all users: bicycles, pedestrians, motorist, and public transit users of all ages and ranges of ability. Complete Streets makes it safer to cross the street, walk to shopping, and bicycle to work. By adopting a Complete Streets policy, communities direct their planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users.

### 6. **Pedestrian Amenities & Way-Finding Sign Plan**

Pedestrian amenities such as way-finding signs, trees for shade, and benches for resting provide a more comfortable pedestrian experience. To provide such amenities will further encourage use of bicycle and pedestrian facilities and meet the needs of users.

### 7. **Bicycle and Pedestrian Safety Education Campaign**

Educating and promoting safe bicycling and pedestrian uses of the roadway and educating drivers about sharing the roadway with bicycles and pedestrians could lead to a reduction in vehicle crashes with bicycles and pedestrians. Current resources published by the Arizona Department of Transportation include *Arizona Bicycling Street Smarts* and *Share the Road: A guide for bicyclist and motorists*.

## ***Funding***

Recent changes in Federal funding have significantly reduced the available funds for alternative transportation such as multi-use paths. Construction of significant additions to the existing multi-use path system is not likely in the near future. Within the current system, available funding should be allocated toward filling the gaps and making key connections between existing facilities, activity centers, schools, and parks.

### ***Planning Funds***

The Sierra Vista MPO receives transportation planning funds annually to administer the MPO and for the development of planning studies and policies.

### ***Transportation Alternative Program (TAP)***

Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) significantly reduced guaranteed funding for biking and walking. Many of the familiar programs such as Safe Routes to School (SRTS) and Transportations Enhancements (TE) have been consolidated in the TAP.

### ***Highway Safety Improvement Program (HSIP)***

Highway Safety Improvement Program funds may be invested in implementing pedestrian or bicycle safety projects where a documented hazard exists.

### ***Surface Transportation Program (STP)***

STP funds can also fund bicycling and walking projects.

### ***Local Funding for Sidewalk Maintenance and New Sidewalks***

The City of Sierra Vista annually budgets funds for sidewalk maintenance. If funds are available, new sidewalks are constructed in areas of the community with the most need. Funds are also available from local development fees that must be spent on roads that are locally designated as collector or arterial.

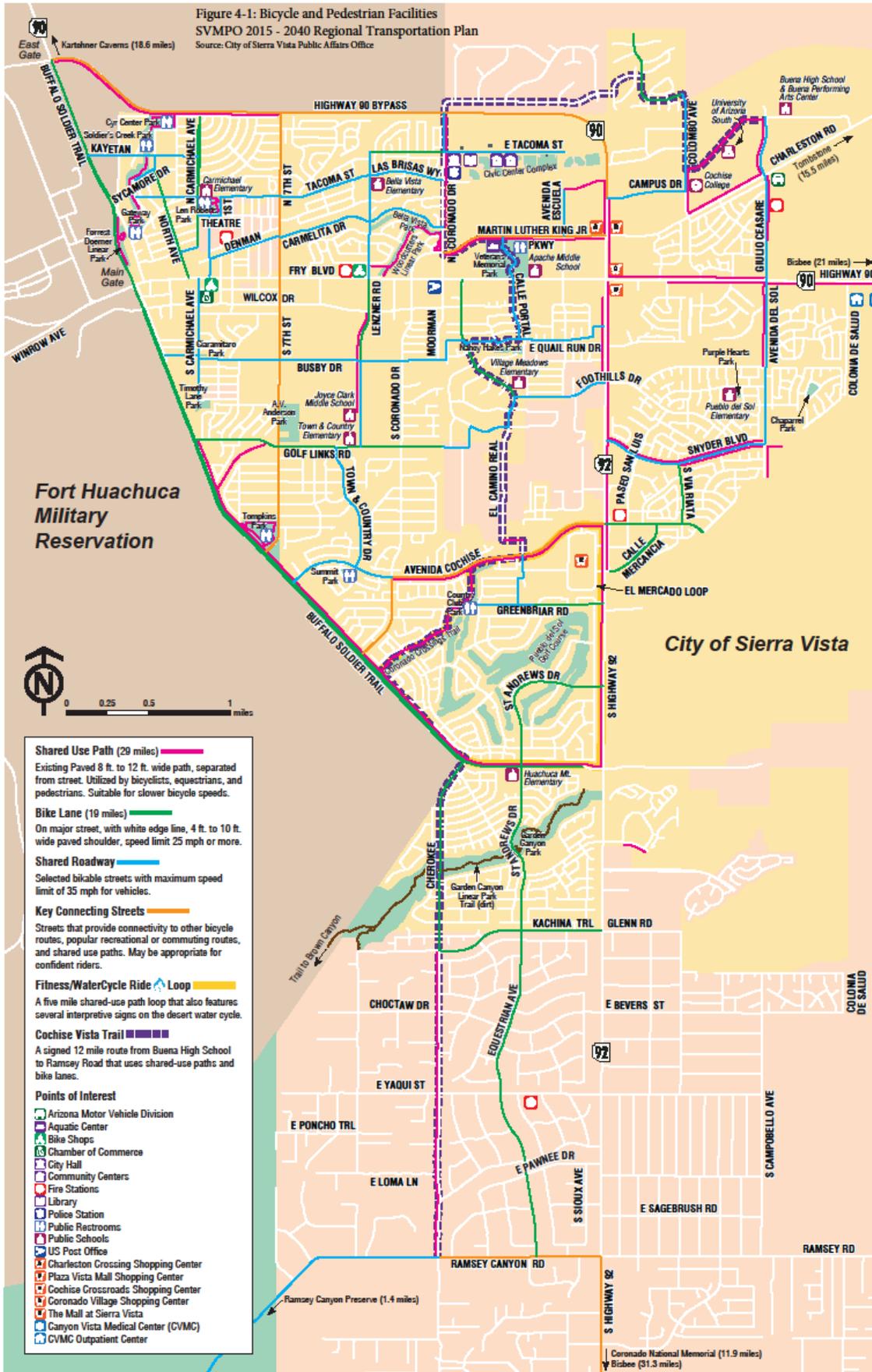
### ***Community Development Block Grants (CDBG)***

The Community Development Block Grant program is a flexible program that provides communities with resources to address a wide range of community development needs to include improving transportation infrastructure which directly supports CDBG program areas.

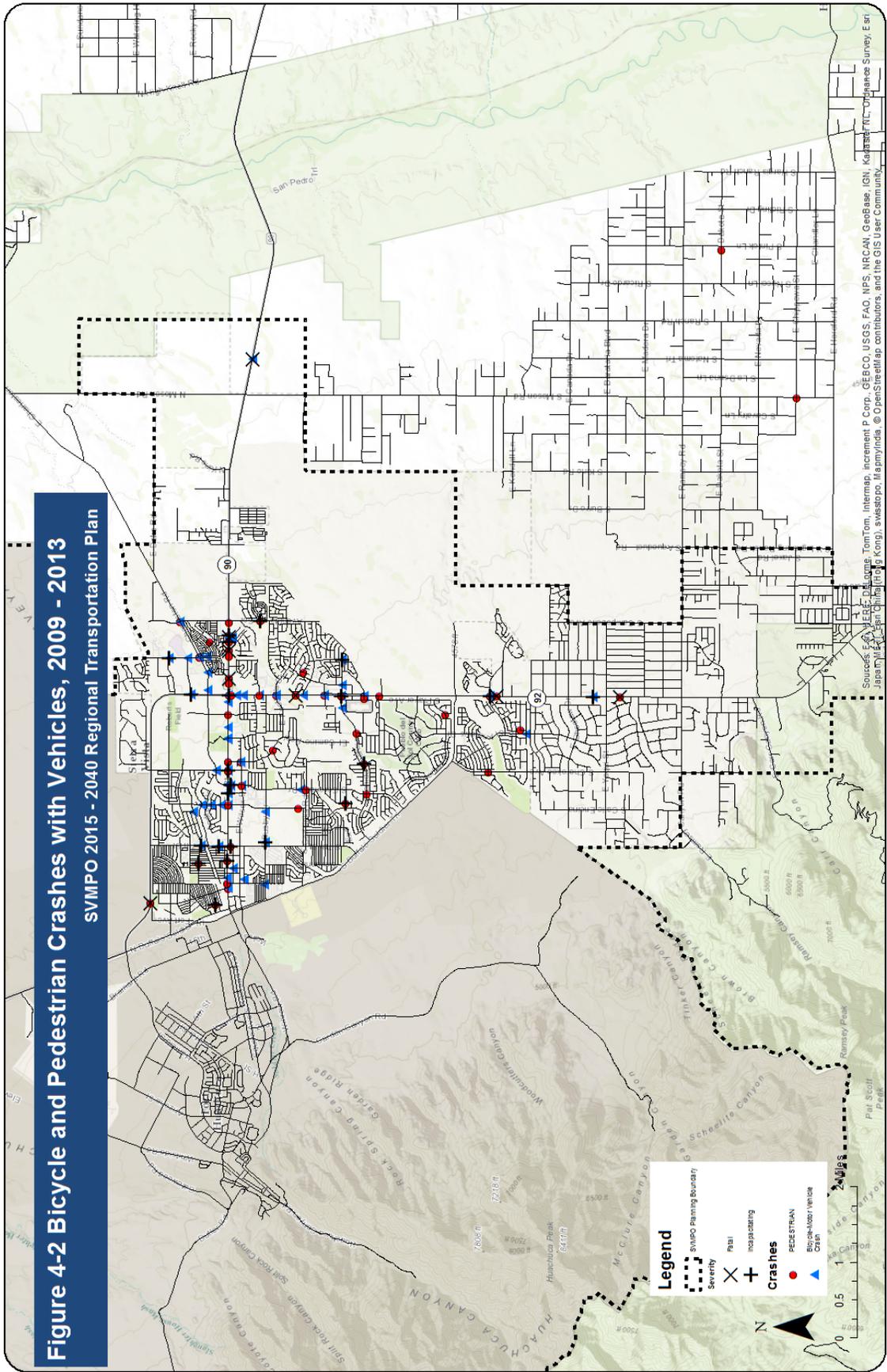
## **Objectives and Performance Measures**

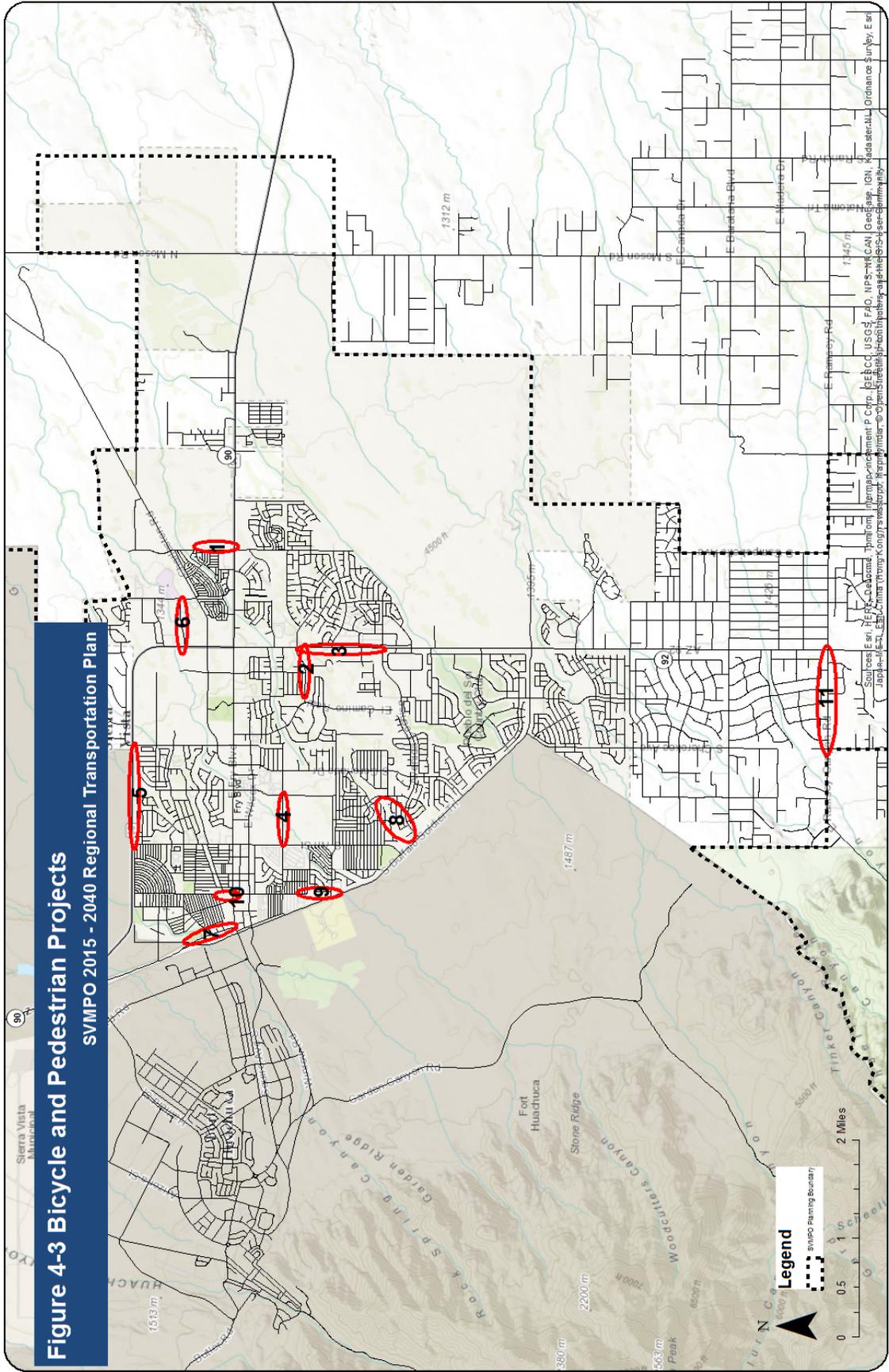
<b>Bicycle &amp; Pedestrian Goals</b>	<b>Objectives / Performance Measures</b>
<b>Promote the development of multimodal networks which include interconnected pedestrian/and or bicycle transportation facilities that allow people of all ages and abilities to safely and conveniently get where they want to go.</b>	<ul style="list-style-type: none"><li>❖ Organize a regional bicycle and pedestrian advisory committee.</li><li>❖ Provide bicycle and pedestrian amenities and infrastructure in urban and urbanizing areas of the region.</li><li>❖ Reduce the number of bicycle and pedestrian motor crashes in the region.</li><li>❖ Double the percentage of bicycle commuters to work in the next 5 - 10 years.</li></ul>

Figure 4-1: Bicycle and Pedestrian Facilities  
 SVMPO 2015 - 2040 Regional Transportation Plan  
 Source: City of Sierra Vista Public Affairs Office



**Figure 4-2 Bicycle and Pedestrian Crashes with Vehicles, 2009 - 2013**  
**SVMPO 2015 - 2040 Regional Transportation Plan**





**Figure 4-3 Bicycle and Pedestrian Projects**  
 SVMPO 2015 - 2040 Regional Transportation Plan

Karen Lamberton

Signalization Conflicts

**From:** Jing Luo  
**Sent:** Wednesday, May 08, 2019 5:16 PM  
**To:** jpwettack3@msn.com  
**Cc:** Sharon Flissar; Karen Lamberton; Adam Thrasher; Stuart Carter  
**Subject:** FW: Traffic Signal Hazards for Bicycle Riders and Pedestrians  
**Attachments:** Traffic Signal Hazards.doc

Dear John,

Thank you for bringing the concerns to us! Let me try to explain these issues as follows.

1. Pedestrian signals and green lights for vehicles come simultaneously.

It is a common practice for traffic signal design. Vehicles are permitted to turn right and/or left across the crosswalk while a pedestrian signal, so called WALK sign, is showing. Drivers must yield the right of way to anyone in the crosswalk, just like they do when turning onto a side street where no traffic signal exists. By doing this, the WALK sign can be left on for much longer time. I am not surprised to see a number of intersections in SV that are under the same or similar situations.

2. Traffic signals are not triggered by bicycle riders.

This is a good observation. Most of our intersections use optical detectors to trigger the change of traffic signals, which is an improvement from the old loop detectors. With optical detectors, it is important to be in the detection zone, which is often at where motor vehicles wait. If the bicycle is out of the detection zone, the traffic signal change will not be triggered.

3. Traffic signals do not provide sufficient time for bicycle riders to cross intersections.

The timing for green lights are set based on the width of the streets. Wider and busier streets get longer green light than smaller and less busy streets. We have push buttons for pedestrians at the intersections listed in your letter. Using the push buttons, you will be able to extend the crossing time. The push button gives 25-30 seconds each time, which provides a good amount of time for both pedestrians and bicyclers to cross the street.

Hope this helps.

Thank you again and have a great day!

Jing

---

**From:** JOHN AND PAT WETTACK <jpwettack3@msn.com>  
**Sent:** Thursday, May 02, 2019 9:25 PM  
**To:** Sharon Flissar <Sharon.Flissar@SIERRAVISTAAZ.GOV>; Karen Lamberton <Karen.Lamberton@SIERRAVISTAAZ.GOV>  
**Cc:** Adam Thrasher <Adam.Thrasher@SIERRAVISTAAZ.GOV>; Stuart Carter <cairojoe2003@yahoo.com>  
**Subject:** Traffic Signal Hazards for Bicycle Riders and Pedestrians

Hazards to bicycle riders and pedestrians created by traffic signals in Sierra Vista are described in the attached document.

Representatives of the Cochise Bicycle Advocates welcome the opportunity to discuss and demonstrate the conditions described in the document and would be willing to serve as "guinea pigs" for any adjustments to traffic signals to eliminate the hazards.

Please contact me if you have any questions regarding the situations described.

John Wettack

Vice-President, Cochise Bicycle Advocates

378-6353

[jpwettack3@msn.com](mailto:jpwettack3@msn.com)

## Traffic Signal Hazards for Bicycle Riders and Pedestrians

The Cochise Bicycle Advocates wish to bring to your attention hazards to bicycle riders and pedestrians created by traffic signals in Sierra Vista.

1. Pedestrian signals and green lights for vehicles which come on simultaneously
  - a. At four "T" intersections, the pedestrian signal and green light turn arrows on the "leg" of the "T" come on at the same time, indicating pedestrians and bicycle riders using the crosswalk may proceed at the same time that turning vehicles receive the turn arrow to turn across the crosswalks. For example, at the intersection of Buffalo Soldier Trail and Cherokee Avenue, pedestrians or bicycle riders waiting to cross BST on the crosswalk on the east side of the intersection receive the "walk" signal at the same time vehicles on Cherokee Avenue waiting to turn right receive the green arrow to turn right across the crosswalk. This situation is present at the following intersections:
    - Buffalo Soldier Trail and Cherokee Avenue
    - Fry Boulevard and North Avenue
    - Fry Boulevard and Carmichael Avenue
    - Fry Boulevard and El Camino Real
  - b. At the intersections of Buffalo Soldier Trail with 7th Street, Avenida Cochise, and Coronado Drive, the green traffic lights for the right and left turning lanes on Buffalo Soldier Trail come on at the same time as the pedestrian lights indicating to walk or bicycle across the crosswalk on the intersecting streets.
2. The following traffic signals are not activated by a bicycle rider:
  - a. The Avenida Cochise left turning lane signal at the intersection with Buffalo Soldier Trail
  - b. The 7<sup>th</sup> Street left turning lane signal at the intersection with Buffalo Soldier Trail
3. Some traffic signals do not provide sufficient time for bicycle riders to cross intersections. The duration of green lights at many intersections is 5 or 6 seconds, followed by yellow lights for about 4 seconds. A single bicycle rider crossing streets with 4 traffic lanes, such as Wilcox Drive, 7<sup>th</sup> Street, and Coronado Drive, takes about 10 seconds to clear intersections; a second rider behind the first rider requires 11 to 12 seconds to cross the same street. At Buffalo Soldier Trail intersections with four travel lanes, turning lanes, and a median (such as at 7<sup>th</sup> Street, Avenida Cochise, and Coronado Avenue), one and two bicycle riders making left turns across BST require about 13 and 14 seconds, respectively, to cross BST to the bicycle lane on the far side.

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**Karen Lamberton**

*EAST/WEST Bicycle Pathway*

**From:** Jeff Pregler  
**Sent:** Monday, August 19, 2019 9:26 AM  
**To:** Karen Lamberton <Karen.Lamberton@SIERRAVISTAAZ.GOV>  
**Subject:** RE: BPAC Meeting August 26th

Hi Karen,

As you recall, Tacoma/Las Brisas Drive will be striped and designated as the East/West bicycle route. The first phase begins at Taylor Drive and extends to Coronado Drive. The striping of the first phase of the East-West bicycle route is just about completed. Some portions of the route have a striped bicycle lanes, ranging from 5 feet in width to 12 feet in width, which allows for vehicle parking within the striped lane. Other sections of the route are Shared Roadways, meaning there is no bicycle lane stripe, but a bicycle insignia painted on the asphalt along with signage that indicates that this portion of roadway is to be shared with bicyclists. The Shared Roadway option was the only practical solution on some sections of the roadway because the pavement width was not wide enough for both the vehicle travel lanes and the striped 5' foot bicycle lanes. Additional signage indicating the presence of a bicycle lane are posted along the route as well. I understand that Public Works has run out of paint to complete the striping, although as I stated most has been completed.

The paved bicycle path in Len Robert's Park which is to connect the route from Carmichael Avenue to N. First Street has not been constructed. The City has received some CDBG funds to help finance the construction of the path and its hoped construction can begin sometime early next year.

Phase 2 of the bicycle route extends from Coronado Drive to the SR 90 bypass, This section of the route will not be completed for a few years as there are a number of infrastructure improvements that need to be completed, such as the extension of the Avenida Escuela roadway which requires constructing a bridge over the wash. The bridge will allow for the route to extend to SR 90. There is a Master Plan for the recreational fields and amenities in this area which does include striped bike lanes and pedestrian amenities.

Let me know if you need any additional information.

Thanks,

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