



**SIERRA VISTA METROPOLITAN PLANNING ORGANIZATION
BICYCLE PEDESTRIAN ADVISORY COMMITTEE
MEETING MINUTES: OCTOBER 28, 2019**

DRAFT

MEETING LOCATION:

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

MEETING DATE AND TIME:

October 28, 2019
11:00 AM



Bicycle/Pedestrian Advisory Committee (BPAC)

MEMBERS IN ATTENDANCE:

Chair: *Vacant*
Vice-Chair: *Vacant*
Member: John Healy
Member: CBA Representative: Ken Kinsley

MEMBERS ABSENT:

Member: Ana Stompro
Member: Kara Harris
Member: Carol Langley (for Jacob Jones-Martinez/CC Health & Social Services)

STAFF:

SVMPO Administrator: Karen L. Lamberton, AICP
SVMPO Civil Engineer: Dennis Donovan, P.E.

OTHERS PRESENT:

Donna Lewandowski, ADOT Bicycle and Pedestrian Coordinator (telephonically)
Nandor Felsen, Sierra Vista Resident

1. CALL TO ORDER AND INTRODUCTIONS

The meeting was called to order at 11:06 a.m. Administrator Lamberton stated that she had received an e-mail from Bud Dragoo, the BPAC Vice-Chair, resigning his position. The contact from the Sierra Vista School District, Heather Rodda, also e-mailed her apologies that she could not attend.

John Healy advised that group that the Buena Mountain Bicycle Team came in 4th in a field of more than 60 teams that came to compete at Fort Huachuca last month. The Buena Mountain Bike team has one more competitive ride coming up before the season closes.

A quorum is not present for this meeting.

2. APPROVAL OF MEETING MINUTES

This item was tabled due to lack of quorum.

3. OPERATING STRUCTURE and COMMITTEE MEMBERSHIP PROPOSED REVISIONS

The group present discussed possible changes to organizational structure for the BPAC special committee.

After discussion with the BPAC attendees about what "active living" might mean and a better way to express this, Ms. Donna Lewandowski suggested adding language like: "a way of life that integrates physical activity into every day routine". Another way of stating it is supporting "physical activity infrastructure that encourages healthy lifestyles". John Healy stated that the BPAC should be positioned to be involved in community event planning, things like an open street event and actively develop and recommend additional bike paths or walking paths, park connections as well as identify/address deficiencies in the system.

There was general concurrence with the suggested approach to broaden the scope for the BPAC and membership. There was also support for the current concept of allowing SVMPO Board members to appoint at least, at a minimum, one citizen representative per jurisdiction. It was felt that one-year terms were too short, especially if meetings were only every quarter, and the attendees felt a two-year term was more appropriate. The Administrator stated that she would be setting a work session with the SVMPO Executive Board on the topic of special committees in general, and the BPAC structure specifically, and would let the BPAC members know when this was set.

No action was taken on this item.

NEW BUSINESS: PRESENTATION/DISCUSSION/POSSIBLE ACTION

4. SVMPO LONG-RANGE TRANSPORTATION PLAN PENDING UPDATE

Information about the pending update to the SVMPO Long-Range Transportation Plan was discussed. Administrator Lamberton stated that the City of Sierra Vista was reviewing the recommended projects from the last plan and would let the MPO know what has been completed since that last adoption in 2014. Information prepared by the Cochise Bicycle Advocates was also reviewed and discussed (the presented handouts are attached as part of these minutes). Mr. Ken Kingsley stated that he and another CBS member, John Wettack, personally rode all the routes and reviewed the areas proposed in person. The group unanimously agreed that this was a very good effort and thanked the CBA representative for bringing this level of work forward.

Administrator Lamberton noted that a consultant would be hired for the Long-Range Transportation Plan effort in the next 2-4 months. Developing project costs would be an included part of that consultant's scope of work.

No action taken on this item.

5. FUTURE AGENDA ITEMS & MEETING DATE/TIMES

A full 2020 schedule was not set. The group indicated a desire for more frequent meetings than quarterly, feeling that quarterly just made meeting too far apart for a group to coalesce on the

topic. Ms. Donna Lewandowski, stated that a model she has seen that works well is to alternate formal advisory committee meetings with small targeted working groups on various topics or events. The group indicated that they liked that concept and felt that for the BPAC to be fully functional there needed to be more than just informational meetings.

The group discussed the date and time and agreed that they preferred morning meetings. Monday's sometimes conflict with holidays or members that have taken a long weekend trip and it was agreed to try a shift to Tuesday mornings.

The next meeting was tentatively set for **Tuesday, January 28, 2019 at 10:00 a.m.**

6. ANNOUNCEMENTS, UPDATES AND GENERAL CALL TO THE PUBLIC

Administrator Lamberton advised the attendees that ADOT has supported a request by Cochise County Supervisor Borer to install pedestrian signals and stripe in a crosswalk at the Ramsey Rd./Ramsey Canyon and Highway 92 intersection. This pedestrian improvement has been of interest to the bicycling and walking community for some time. The expectation is that this may be installed within the next 3-6 months.

The Administrator thanked the attendees for their participation and asked if Mr. Nandor Felsen, a Sierra Vista resident in attendance, had anything to add. He stated that he did not and was just interested as a bicyclist and walker in the Sierra Vista area what this committee was all about. Mr. Nandor Felsen stated that he learned about this committee meeting from the Sierra Vista events page and then went to the SVMPO website for the agenda information.

7. ADJOURNMENT

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

**Prioritization of Future Shared-Use Paths
In Sierra Vista
Cochise Bicycle Advocates**

The following **factors** were considered to determine priorities for the potential future shared-use paths:

- a. Improving the safety of popular bicycling routes
- b. Connectivity with existing shared-use paths, safe bicycle routes, and popular cycling routes
- c. Providing access to schools
- d. Providing access to popular destinations – recreation facilities, community facilities, shopping areas, work areas
- e. Creating extended bicycling routes within Sierra Vista and surrounding areas
- f. Connecting residential areas to existing paths and safe cycling routes

The factors which apply to each potential future path are identified by the applicable letter designation.

High Priority

El Camino Real - Oakmont Drive Connecting Path. The 0.1-mile connector is a key link in the 20-mile Cochise – Vista Bicycle Route. The existing path formed from asphalt pavement millings is deteriorating. The route provides access to Village Meadows Elementary School and the Mall at Sierra Vista. [Applicable factors: a, b, c, d, e, f]

Busby Drive between 7th Street and S. Lenzner Avenue. This high-traffic street has narrow, deteriorating shoulders. A dirt path on the south side of the street is the only route for pedestrians and students going to two schools on Lenzner Avenue south of Busby Drive. This path would connect to the Lenzner Avenue paths and provide access to Town & Country and Joyce Clark schools. [Applicable factors: a, b, c]

Foothills Drive between El Camino Real and SR 92. This street between El Camino Real, which has wide bike lanes (and is part of the Cochise – Vista Bicycle Route), and SR 92 paths has significant traffic and no bike lanes. This path would provide access to Village Meadows Elementary School. [Applicable factors: a, b, c, d]

Giulio Cesare Avenue between SR 90 and the south end of the path at the Pedro Castro Center. The shoulder on the east side varies from virtually none to adequate. There is no curb cut to access the south end of the existing path. This section leading to Buena High School and Cochise College is hazardous for north-bound cyclists, while the paths and 4-lane streets to the south and north are safe for cyclists. [*The hazardous condition could be eliminated by providing an adequate shoulder.*] [Applicable factors: a, b, c]

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Medium Priority

SR 92 between Buffalo Soldier Trail and Kachina Trail. This path would connect the Holiday and Canyon De Flores residential developments to existing paths along SR 92 leading north and Buffalo Soldier Trail leading west. [Applicable factors: b, d, e, f]

Campus Drive between SR 90 and Colombo Avenue. This path would provide a safer cycling route to Cochise College, UofA South, and Buena High School. When planned improvement between Coronado Drive and the path north of Wal-Mart are accomplished, the proposed path would be part of an east – west bicycle route across Sierra Vista. The path would connect to paths along SR 90 Bypass and the path loop linking Cochise College, UofA South, and Buena High School. [Applicable factors: b, c, e]

SR 92 between Foothills Drive and Avenida Cochise (west side). This path would connect paths on the west side of SR 92 north of Foothills Drive and south of Avenida Cochise and provide access to businesses on the west side of this section of SR 92. A path is present on the east side of SR 92 in this section. [Applicable factors: b, d,]

SR 90 Bypass between 7th Street and Coronado Drive. This path would connect to the path along the bypass west of 7th Street and the south-bound path along Coronado Avenue. The SR 90 is a popular route for cyclists riding a loop around Sierra Vista. A wide shoulder is present in this section of SR 90. [Applicable factors: a, b]

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Low Priority

Buffalo Soldier Trail between Golf Links Road and SR 90 Bypass. This path would connect to paths along BST south of Golf Links Road and SR 90 Bypass, completing a path around the west side of the city. The route is popular for cyclists riding a loop around Sierra Vista. The path would provide access to Fort Huachuca's gates for commuters. Bike lanes are present along Buffalo Soldier Trail. [Applicable factors: a, b, d, e]

Avenida Del Sol between Snyder Boulevard and Camino del Norte. This path would connect to paths along Snyder Boulevard and Avenida del Sol just north of Camino Del Norte. The path would provide access to Pueblo Del Sol Elementary School. Avenida Del Sol has 4 traffic lanes and bike lanes and sidewalks on both sides of the street in this section. [Applicable factors: a, b, c, e, f]

Fry Boulevard from Coronado to Avenida Escuela to Martin Luther King, Jr. Parkway. This path would provide a safe cycling route on the north side of the indicated area of Fry Boulevard and connect to paths along MLK. There is no safe bicycling access to the west end of the proposed path, and few commercial destinations are present along the route. The path would not improve cycling on the remainder of Fry Boulevard. [Applicable factors: b, d]

7th Street between Wilcox Drive and Golf Links Road. This path would provide a safer cycling route in the indicated section of 7th Street. It would not improve conditions to the north and south on Wilcox Drive. [Applicable factor: a]

**Prioritization of Future Shared-Use Paths
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Connecting Paths The following paths are recommend to be developed initially as natural (dirt) trails for pedestrians and bicycle riders. The paths could be paved in the future if usage warrants.

North Carmichael Connector between Fry Boulevard and Canyon Drive. This connector would provide a north-south cycling route across the west side of the city from the north to south ends of low-traffic Carmichael Avenue (Nelson Drive to Golf Links Road). The route would connect to paths along Buffalo Soldier Trail and Nelson Drive.

Coyote Wash Connector between Avenida Cochise and the Buffalo Soldier Trail path. The connector would provide residents in the area of the intersection of Avenida Cochise and Town & Country Drive access to the trail along Buffalo Soldier Trail. It would provide cyclists access from the BST trail to Town & Country Drive and thence to a north-south low-traffic route across the center of the city on Lenzner Avenue.

Soldiers Creek Connector between Kayetan Drive and Cyr Center Park. This connector would connect the north end of the existing Soldiers Creek Shared-Use Path at Kayetan Drive to Cyr Center Park, creating a trail between Gateway Park and Cyr Center Park.