



SIERRA VISTA METROPOLITAN PLANNING ORGANIZATION BICYCLE PEDESTRIAN ADVISORY COMMITTEE AGENDA: OCTOBER 28, 2019

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:

October 28, 2019
11:00 AM

FOR MORE INFORMATION OR TO REQUEST ACCOMMODATION FOR SPECIAL NEEDS:

Website: www.svmpto.org
Email: 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 August 26, 2018.

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. Items for discussion at a pending SVMPO Executive Board Work Session may 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.

NEW BUSINESS: PRESENTATION/DISCUSSION/POSSIBLE ACTION

4. 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.

5. FUTURE AGENDA ITEMS & MEETING DATE/TIMES

Members will identify agenda items that they would like to discuss in future meetings. Tentative 2020 meeting dates and times may be set.

This is an information and discussion item.

6. 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.

7. 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 ponerse 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: AUGUST 26, 2019

DRAFT

MEETING LOCATION:

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

MEETING DATE AND TIME:

August 26, 2019
11:00 AM



Bicycle/Pedestrian Advisory Committee (BPAC)

MEMBERS IN ATTENDANCE:

Chair:	<i>Vacant</i>
Vice-Chair:	Bud Dragoo
Member:	John Healy
Member:	CBA Representative: Kathy Buonocore
Member:	Kara Harris
Member:	Carol Langley (for Jacob Jones-Martinez/CC Health & Social Services)

MEMBERS ABSENT:

Member:	Ana Stompro
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STAFF:

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

OTHERS PRESENT:

Heather Rodda, Sierra Vista School District/Wellness Coordinator

1. CALL TO ORDER AND INTRODUCTIONS

The meeting was called to order at 11:03 a.m. Administrator Lamberton confirmed a quorum and thanked the members for making the effort to convene for this important meeting today. She welcomed two potential new representatives to this group: Carole Langley, for Cochise County Health and Social Services and Heather Rodda, Sierra Vista School District/Wellness Coordinator. BPAC members introduced themselves.

Administrator Lamberton advised that the ADOT Bike and Pedestrian Coordinator was unable to make this meeting due to a scheduled conference she was attending. Potential members have also been solicited from Summit Fitness and from Hiking Clubs in the area.

2. APPROVAL OF MEETING MINUTES

Vice-Chair Dragoo asked if BPAC members had any corrections or comments on the BPAC Regular Meeting Minutes of Feb. 25, 2019 and April 29, 2019 Meetings. Hearing none, he called for a Motion to Accept the Minutes as presented. Member Buonocore so moved, Member Healy seconded, the motion passed unanimously.

MOTION: CBA Member Buonocore

SECOND: Member Healy

ACTION: PASSED UNANIMOUSLY 5/0

3. OPERATING STRUCTURE and COMMITTEE MEMBERSHIP PROPOSED REVISIONS

The primary topic for this BPAC meeting was the current operational structure and composition of the SVMPO BPAC Committee. The SVMPO Administrator expressed her concern that this advisor committee was simply not coalescing into an effective group and had begun to question if adjustments to the purpose of the group were needed to refocus activities to better meet regional needs. Provided in the Agenda packet was the underlying guidance for the BPAC committee. The group discussed each section and made the following observations:

1. **Underlying role/purpose of the BPAC:** These stated ideas were not bad but could be more specific and targeted to activities in the Work Program and/or to moving the bar on American League of American Bicyclists Bicycle Friendly Community criteria. Public health should be a concern, e.g. reducing obesity and include goals adopted by the Community Health Plans. Be Healthy, Sierra Vista was mentioned as a model. Safe Routes to School also an important concept that the group would like additional focus on. Aligning to SVMPO Work Program tasks was suggested.
2. **Applicability of the objectives of the BPAC:** Evidence based assessment was mentioned as were activities like going after grants, supporting grants by the member jurisdictions and/or non-profits, increasing clarity as to what specifically would be accomplished.
3. **Possible revisions to the BPAC membership:** The BPAC members supported broadening the membership and focusing on groups, rather than individuals, that would hold a voting seat but could send one or more members to each meeting. It was acknowledged that positions change over time and the current structure is harder to change or replace members. The need for citizen representatives was also emphasized with a desire for a balance between citizen representations and more formal organizations or agencies representatives. Including the health/fitness community was also supported and it was noted that a more diverse group would help to provide the integration that the regional committee needs for developing solid recommendations.
4. **Potential revisions to the structure of BPAC meetings:** BPAC members stated that quarterly meetings actually seemed too far apart but thought if there were more meetings, more frequently, they might be better attended. Administrator Lamberton stated she was not opposed to that concept but noted that of the last five meetings held this was the first one with a quorum. If restructuring does not revitalize the group more meetings would not be productive.

The need for the BPAC to reach to a larger region, the entirety of the SVMPO, was also discussed. The BPAC members felt that most riders do go outside the City boundaries and the rides are all over the place, including to Bisbee and Tombstone. Addressing gaps in the system

was stated as a priority. Three specific gaps were mentioned: 7th street around the bypass, Ramsey Canyon shoulders, SR90 east past the hospital. It was noted that improvements to bicycling infrastructure usually helps to support pedestrian safety and activities too. The implications of the American League of American Bicyclists Bicycle Friendly Community criteria was discussed and it was felt that the regional committee was not the primary reason to keep the committee active but that the criteria noted were good assessment tools for making recommendations for the region.

In summary, the BPAC felt that there should a stronger connection to wellness/health/active living; an expansion of focus even beyond the SVMPO borders; consistency and increased frequency in meeting and indicated enthusiasm for taking on the long-range plan analysis and development of recommendations.

Both the Cochise County Health and Social Services Dept. and Sierra Vista School District Wellness Coordinator, invitees to this meeting indicated that this group seemed to be a worthwhile cause that they should participate in, if the BPAC continues to meet.

The BPAC members concurred that the SVMPO Administrator should take forward recommendations for restructuring to the TAC and the SVMPO Board and that this group should meet again, sooner than the next scheduled meeting, to continue this discussion.

This was a discussion item: No action was taken on this item. Direction was given to the SVMPO Administrator to take a restructuring recommendation forward to the SVMPO Board.

4. SELECTION OF A BPAC CHAIR AND VICE-CHAIR

This item was tabled until the next BPAC meeting, at the consensus of the BPAC members. It was felt that if the membership is expanded then there might be other members willing to take on the Chair and/or Vice-Chair position. The current Vice-Chair, Bud Dragoo, indicated he has been in this position for some time and was not sure he wanted to take on another year in a leadership role.

TABLED: No action was taken on this item.

NEW BUSINESS: PRESENTATION/DISCUSSION/POSSIBLE ACTION

5. SVMPO FY20 & FY21 WORK PROGRAM

The final FY20 & FY21 work program was provided in hard copy to all BPAC members. Administrator Lamberton advised that this is the document that guides the work of the MPO as well as the potential work activities for the BPAC. Element Six has a targeted focus on alternative modes, primarily bicycle and pedestrian related activities.

This is an informational item: No action was taken in this item.

6. SVMPO LONG-RANGE TRANSPORTATION PLAN PENDING UPDATE

BPAC members were provided with the Bicycle & Pedestrian element from the current SVMPO Long-Range Transportation Plan. Administrator Lamberton advised that this plan will be updated in the next year and that the BPAC was always intended to be the lead advisory committee on developing this section of the long-range transportation plan for the region. This

section needs expanded into the larger SVMPO area. It also needs to include what of these projects has been completed and the Administrator stated that she would follow up with the City to see what projects, noted on page 32 in Table 4.4. & 4.5, have been taken forward.

BPAC members stated that there were several groups that should be integrated into that planning process; including, the Active Health Committee, the Fort Huachuca Health Advisory group, the School Districts Health Advisory Committee. BPAC members stated they would see if they had contacts for the SVMPO and solicit interest in participating in either the BPAC or the Long-Range Transportation Plan effort. Public outreach activities should take advantage of scheduled rides or bicycling/walking events.

This was an informational item: No action was taken on this item.

7. SIGNALIZATION CONFLICTS

Administrator Lamberton indicated that BPAC members had in their Agenda packets information about 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. The Cochise Bicycle Advocates had indicated that they did not feel that the City Engineers response adequately addressed previous guidance they had received from ADOT's Bicycle and Pedestrian Coordinator, Donna Lewandowski. Administrator Lamberton noted that this issue continually seems to be churning about but the question had been asked, the City Engineer responded, and the City believes the matter to be closed. The CBA representative, Member Buonocore, will bring this up at their next CBA meeting, scheduled for the next Wednesday, August 28th. The SVMPO Administrator stated she would try to attend that meeting.

This was a discussion item: No action was taken on this item.

8. EAST/WEST BICYCLE ROUTE UPDATE

Administrator Lamberton indicated that their agenda packets included an August 19, 2019 e-mail update of the East/West bicycle path plans and construction progress. This project is underway at this time.

This is an information item: No action was taken on this item.

9. FUTURE AGENDA ITEMS & MEETING DATE/TIMES

BPAC members felt that a meeting sooner rather than later was warranted to follow-up on the Executive Board action regarding this advisory committee. By general consensus, the group decided to meet in one month: **Monday, September 30th at 11 a.m.** The next scheduled 2019 meeting date for BPAC will still be set for: October 28th at 11 a.m.

Administrator Lamberton asked about the day of week and time set. The BPAC members indicated that they prefer a set day of the week for all meetings and that the current time set for BPAC meetings, 11 a.m. works for them. Administrator Lamberton reiterated that this timeframe was selected to allow members to overlap their lunch with this meeting and they were welcome to bring in their lunch if that is helpful to any of them.

This is an information item: No action was taken on this item. Direction was given to the SVMPO Administrator to schedule a BPAC meeting on September 30th.

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.

BPAC members shared information with each other about pending events and bicycle infrastructure concerns. These included the upcoming October 5th Sky Island Event and the Buena Mountain Bike competition, also on October 5th, at Fort Huachuca. Fifty teams from around the State are expected. It is also the same day as Art in the Park so the City will be busy with all these activities next month.

The CBA group indicated that they had bike racks dedicated to the area and if any BPAC members knew of locations to place them to let them know. The BPAC discussed the blind turn caused by the presence of a wall at the Golf Links and Carmichael intersection but had no suggestions as what could be done about it. The Sky Island Tour could use flags like they had last year on donation from the Tour de Tucson group. Administrator Lamberton stated she would see if they were available this year.

This was an information item: No action was taken on this item.

11. ADJOURNMENT

The committee adjourned by general consent at approximately 12:25 p.m.



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. Amended September 19, 2019

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 and active living related issues.
- B. Help advance the state of bicycle & pedestrian infrastructure within the SVMPO region.
- C. Encourage bicycling and walking for transportation and recreation.
- D. Promote public education and awareness.
- E. Assist the SVMPO and member jurisdictions with the development of bicycle and pedestrian plans and the bicycle/pedestrian elements of comprehensive, general and long-range plans.
- F. Review and recommend suggest policy changes bicycle, pedestrian and active living 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. Support the implementation of the approved SVMPO Work program related to the Alternative Mode element and identified work activities.

~~A.B.~~ Assist in the ~~advise the Sierra Vista MPO on the~~ development and implementation of a bicycle & pedestrian master plans for the region.

~~B.C.~~ Review and make recommendations on SVMPO planning documents ~~prepared by the SVMPO affecting incorporating best practices for~~ the use of the bicycle as a transportation and recreational mode. These shall include, but are not limited to, jurisdictions's ~~the~~ Comprehensive and General Plans, Regional Long-Range Transportation Plans, and local development plans.

~~C.D.~~ 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.

E. Monitor activities of other jurisdictions as they affect bicycling, ~~and walking~~ and active living opportunities.

~~D.F.~~ 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 is given 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~~ 6 to 12 membership positions.

~~2. Each member shall serve an initial one year term. If reappointed, subsequent terms shall be two-year terms.~~

~~3.2.~~ Members will typically serve one-year terms but may serve consecutive terms.

3. All members are expected to attend meetings regularly. Identified membership positions that

do not have a representative or alternate present for three regularly scheduled meetings in a row will be removed and that position vacated.

4. Membership shall consist of a mix of member jurisdiction departments/staff, interested agencies, related businesses and citizens with interest and expertise in alternative modes/active living.

4.5. Identified members may send alternates to represent their position and/or bring additional guests to participate; each membership position shall have one vote.

5.6. Non-Voting Liaisons:

A. Sierra Vista Metropolitan Planning Organization, Administrator

A.B. Arizona Department of Transportation, Bicycle and Pedestrian Coordinator

6.7. Expectations of members: Membership Qualifications:

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

D. Knowledge and community connections related to active living and health implications of alternative mode transportation opportunities.

E. Appointments may be made by the member jurisdiction department, agencies, and businesses or by recommendation of a SVMPO Board or TAC member or member jurisdiction elected official.

Meetings:

1. The BPAC shall meet regularly ~~at least once a quarter.~~ The membership will set ~~s~~-regular meeting times, dates, and locations appropriate for planned activities.

2. A quorum shall consist of ~~a majority of appointed voting members (3-4).~~ of 50% of identified members. Vacant positions will not be counted toward the quorum count.

3.2.

3. BPAC meetings shall be open to the public and comply with the Open Meeting Laws of Arizona.

Potential New Membership Composition

Cochise County Health and Social Services Dept.

Sierra Vista School District/Wellness Coordinator

Fort Huachuca Wellness Division

Regional Fitness/Health Club

Buena High School Mountain Bike Club

Cochise Bicycle Advocates

Regional Hiking/Running Club

Whetstone/Huachuca City Citizen Representative

Sierra Vista Citizen Representative

Hereford/Palominos Citizen Representative

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 7th 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 th Street & Lenzner	\$365,000
5	HWY 90 Bypass MUP	Between 7 th 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 21st 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

Bicycle & Pedestrian Goals	Objectives / Performance Measures
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.	<ul style="list-style-type: none">❖ Organize a regional bicycle and pedestrian advisory committee.❖ Provide bicycle and pedestrian amenities and infrastructure in urban and urbanizing areas of the region.❖ Reduce the number of bicycle and pedestrian motor crashes in the region.❖ Double the percentage of bicycle commuters to work in the next 5 - 10 years.

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

Fort Huachuca Military Reservation

City of Sierra Vista

Legend:

- Shared Use Path (29 miles)**
Existing Paved 8 ft. to 12 ft. wide path, separated from street. Utilized by bicyclists, equestrians, and pedestrians. Suitable for slower bicycle speeds.
- Bike Lane (19 miles)**
On major street, with white edge line, 4 ft. to 10 ft. wide paved shoulder, speed limit 25 mph or more.
- Shared Roadway**
Selected bikable streets with maximum speed limit of 35 mph for vehicles.
- Key Connecting Streets**
Streets that provide connectivity to other bicycle routes, popular recreational or commuting routes, and shared use paths. May be appropriate for confident riders.
- Fitness/WaterCycle Ride Loop**
A five mile shared-use path loop that also features several interpretive signs on the desert water cycle.
- Cochise Vista Trail**
A signed 12 mile route from Buena High School to Ramsey Road that uses shared-use paths and bike lanes.

Points of Interest

- Arizona Motor Vehicle Division
- Aquatic Center
- Bike Shops
- Chamber of Commerce
- City Hall
- Community Centers
- Fire Stations
- Library
- Police Station
- Public Restrooms
- Public Schools
- US Post Office
- Charleston Crossing Shopping Center
- Plaza Vista Mall Shopping Center
- Cochise Crossroads Shopping Center
- Coronado Village Shopping Center
- The Mall at Sierra Vista
- Canyon Vista Medical Center (CVMC)
- CVMC Outpatient Center

Scale: 0 0.25 0.5 1 miles

North Arrow

Map Labels: Fort Huachuca Military Reservation, City of Sierra Vista, Highway 90 Bypass, Highway 90, Highway 92, Highway 82, Highway 80, Highway 70, Highway 60, Highway 50, Highway 40, Highway 30, Highway 20, Highway 10, Highway 0, Highway -10, Highway -20, Highway -30, Highway -40, Highway -50, Highway -60, Highway -70, Highway -80, Highway -90, Highway -100, Highway -110, Highway -120, Highway -130, Highway -140, Highway -150, Highway -160, Highway -170, Highway -180, Highway -190, Highway -200, Highway -210, Highway -220, Highway -230, Highway -240, Highway -250, Highway -260, Highway -270, Highway -280, Highway -290, Highway -300, Highway -310, Highway -320, Highway -330, Highway -340, Highway -350, Highway -360, Highway -370, Highway -380, Highway -390, Highway -400, Highway -410, Highway -420, Highway -430, Highway -440, Highway -450, Highway -460, Highway -470, Highway -480, Highway -490, Highway -500, Highway -510, Highway -520, Highway -530, Highway -540, Highway -550, Highway 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