

## City of Sierra Vista Safe Bicycle and Pedestrian Routes Plan

Contract # TO8-49-U0001  
Purchase Order PG TD0489  
Task Assignment MPD 31-10

### Technical Advisory Committee Meeting No. 3

February 24, 2011  
North Wing Conference Room  
Sierra Vista City Hall  
1011 N. Coronado Drive  
10:00 a.m. – 12:00 p.m.

### ATTENDANCE

Michael Sanders, *ADOT MPD*

Kathy Boyle, *ADOT CCP*

CT Revere, *ADOT CCP*

Julian Avila, *ADOT CCP*

Jeff Pregler, *City of Sierra Vista*

Donald Brush, *City of Sierra Vista*

Scott Dooley, *City of Sierra Vista Public Works*

Karen Lamberton, *Cochise County*

James Hartman, *ADOT Safford District*

#### Consultant Staff in Attendance

Brent Crowther, *Kimley-Horn & Associates, Inc.*

Adria Henderson, *Kimley-Horn & Associates, Inc.*

Mike Colety, *Kimley-Horn & Associates, Inc. (via teleconference)*

### MEETING SUMMARY

A Technical Advisory Committee (TAC) meeting was held for the City of Sierra Vista Safe Bicycle and Pedestrian Routes Study, on February 24, 2011. The purpose of the TAC meeting was to present the draft Working Paper #2 for review and comment. The following summarizes key discussion items.

#### Introductions

Mike Sanders, ADOT Project Manager, allowed for self-introductions.

#### User Map Discussion

Overall, it was well received by the group. City staff is going to mark up the map with their comments and send it back. They will also put an updated aerial on a DVD and mail that to use as the map base. General comments included:

- Label parks and schools. A discussion was had on labeling or coloring commercial destinations, but decided that it would be too complicated unless every business was represented on the map, which would clutter the map.
- Show committed projects (funded, in design) on the map as a dashed line. This will have to be updated by the City as projects are completed and as new projects come in.
- Make the Shared Use Path a solid line, not a dashed line in the user map; add a north arrow and scale bar to the map.

## **Working Paper #2 Discussion**

### General Comments

- Formatting – move the justification further left so there isn't as much white space on the pages. Also, fix the justification where a link is present that causes the link to space itself out.

### Recommendation 1

- The safety video and radio announcements were well received and it was decided that they could be easily adopted and used by the City.
- Suggestion to add information and a link to the Safe Routes to School program

### Recommendation 2

- On page 6, state that the guideline should be included in design standards.

### Recommendation 3

- Make the phone number and website for Public Works consistent with the number and website on the user map (City staff is providing updated numbers and website in their comments).

### Recommendation 4

- No comments

### Recommendation 5

- No comments

### Recommendation 6

- Concern raised about the turning radius for trucks – if lane widths are reduced, will trucks be able to turn.
- Response – trucks will encroach into other lanes regardless. Shouldn't design for a vehicle that rarely uses the facilities.
- Question posed on whether lane width reduction was common practice in other cities.

- Response – Yes. Phoenix on 7th Avenue was used as an example.
- Suggestion was made to include a discussion or recommendation to make the bike lane buffer unique or more visible (raised stripes, wide stripes, etc.). Poses a maintenance and safety issue to both motorists and bicyclists if the buffer is raised.
- Suggestion was made to include wayfinding signage at the Fry Blvd. and 90/92 intersection to limit the amount of pass-through traffic on Fry Blvd.
- Concern that reconfiguring lanes to accommodate bicyclists may receive push-back from the public.
- Concern that reconfiguring Fry Blvd. specifically with reduced lane widths would decrease safety for bicyclists because it would increase the number of turning movements and conflict points on the road.
- Response – Bicyclists are already using Fry Blvd. and by accommodating them with a designated bike lane will actually increase safety.
- On page 10, don't call out specific street names for the cross-sections, instead present those cross-sections as concepts and their application should be decided on a case-by-case basis.

#### Recommendation 7

- No comments

#### Recommendation 8

- No comments

#### Recommendation 9

- No comments

#### Recommendation 10

- No comments

#### Recommendation 11

- A transition plan to meet ADA standards for ramps and sidewalks was discussed. Public Works has an inventory of ramps that need to be improved but there is no official plan. Ramps and sidewalks are upgraded as money becomes available.

A discussion was had on why bicycle lanes are most effective on higher volume, higher speed streets.

Comments on the user map and Working Paper #2 from the TAC are to be received by March 4th, 2011. The map and Working Paper #2 are expected to be ready for dispersal to the public for review by March 15th, 2011.



TAC Meeting No. 3  
CITY OF SIERRA VISTA



# SAFE Bicycle and Pedestrian ROUTES PLAN

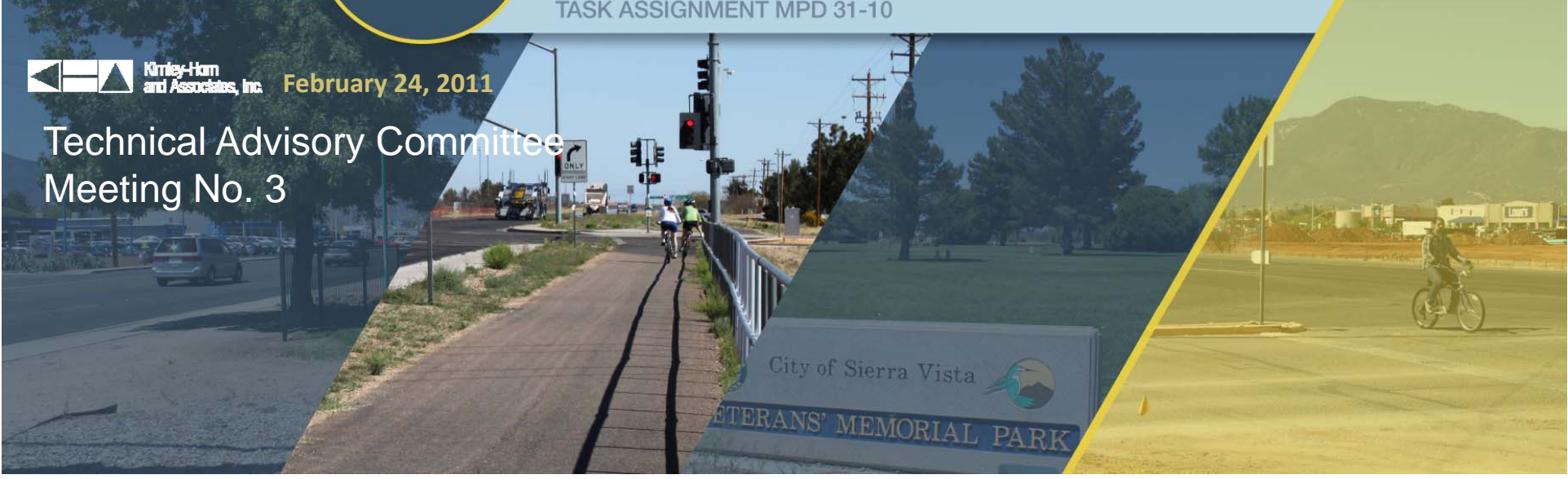


TASK ASSIGNMENT MPD 31-10



Kimley-Horn and Associates, Inc. February 24, 2011

Technical Advisory Committee Meeting No. 3





## Agenda

- Introductions
- Working Paper 2
  - Programs, Practices, and Guidelines Recommendations
  - Project Recommendations
  - Bicycle Routes and Shared Use Path Map
- Public Involvement Round 2
- Next Steps



## Study Objectives

- A map depicting existing Sierra Vista bicycle and pedestrian routes.
- Identification of needs and deficiencies of the Sierra Vista bicycle and pedestrian Routes.
- Identification of projects that upon implementation will improve the connectivity, function, and safety of the Sierra Vista bicycle and pedestrian routes.







## Working Paper No. 2

- City of Sierra Vista, Bicycle Routes and Shared Use Path Map
- Plan of Improvements
  - Programs, practices, and guidelines
  - Proposed Improvements to City of Sierra Vista Bicycle and Pedestrian Network







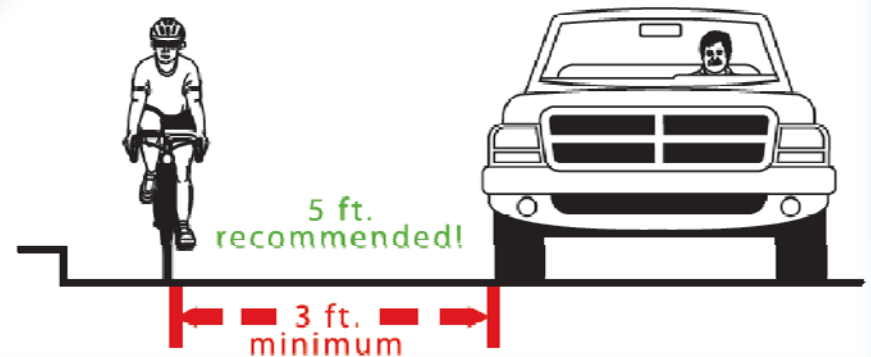
## Working Paper 2

### Programs, Practices and Guideline Recommendations

#### 1. Develop and implement a city-wide bicycle and pedestrian safety campaign

- Sample safety campaign materials available at :  
[www.azbikeped.org](http://www.azbikeped.org)

**!** It's the law! Give bicycles at least 3 feet when you pass. When possible, give 5 feet of clearance. Slow down and don't pass until it's safe to do so.





## Working Paper 2

### Programs, Practices and Guideline Recommendations

2. Require bicycle lanes and either sidewalks or shared use paths as part of new construction / reconstruction
  - Recommended minimum width of a bike lane is 5 feet





## Working Paper 2

### Programs, Practices and Guideline Recommendations

3. Establish a program of regular sweeping of bike lanes, shared roadways, and shared use paths
  - Expand City system to report concerns
  - Post Public Works Dept. phone number in bike and pedestrian education and outreach materials





## Working Paper 2

### Programs, Practices and Guideline Recommendations

4. Install or reconfigure video detection of bicyclists at traffic signals

- Detect bicyclists in street, shoulder, or bike lane

5. Install pedestrian countdown signals at traffic signals

- Install as part of new or improved traffic signals





## Working Paper 2

### Programs, Practices and Guideline Recommendations

6. Consider travel lane width reductions to accommodate bicycle lanes
  - Restriping existing roadway to add bike lanes
  - Improve safety by defining road space
  - Potential projects could be on Fry Blvd and 7<sup>th</sup> Street

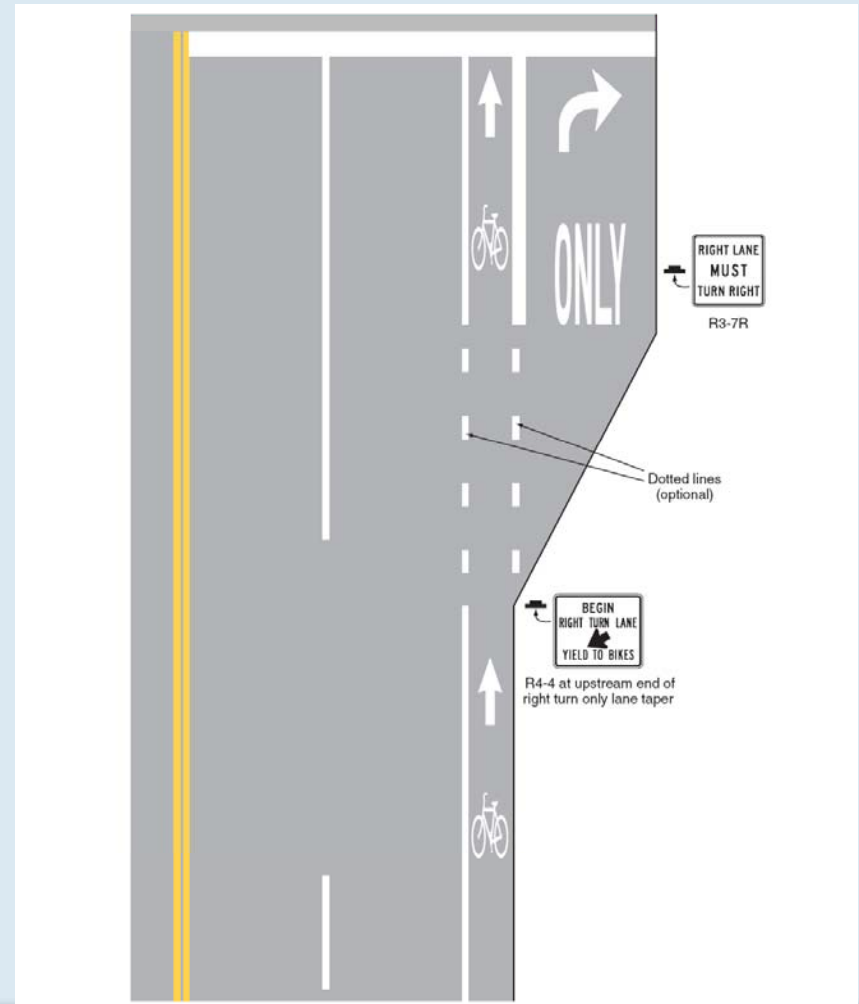


## Working Paper 2

# Programs, Practices and Guideline Recommendations

### 7. Install bicycle lane striping and signing at intersections

- New or reconstructed intersections
- Provides buffer and increases visibility





## Working Paper 2

### Programs, Practices and Guideline Recommendations

8. Consider installation of raised pedestrian refuge crossing islands at marked and unmarked crosswalks

- On arterials and high volume collectors
- Demonstrated reduction in pedestrian crashes
- Consider on Fry Boulevard



## Working Paper 2

### Programs, Practices and Guideline Recommendations

9. Install Bicycle Route Signs, Bike Lane signs, and Shared Lane Markings on the City of Sierra Vista Bicycle Network

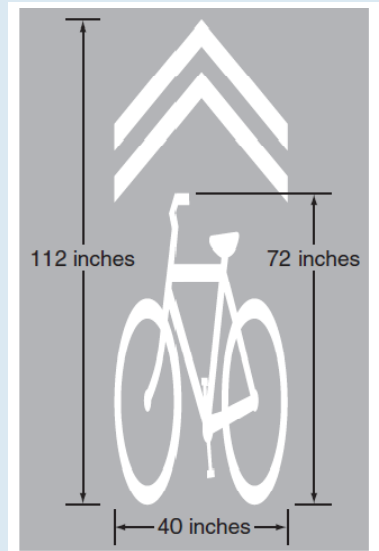
- Consider shared lane marking on streets with parallel parking



R3-17



D11-1





## Working Paper 2

# Programs, Practices and Guideline Recommendations

## 10. Routinely Provide a Sidewalk or Pathway on BOTH sides of the Street

- Minimum width of 5 feet





## Working Paper 2

# Programs, Practices and Guideline Recommendations

## 11. Recommended Studies

- Sidewalk inventory and Assessment
- Warrant studies for mid-block pedestrian crossings
  - Detailed analysis of Fry Boulevard





## Working Paper 2

### Project Recommendations

- Projects listed in two categories:
  - Lower Cost “Simple” Projects - Shared roadways in which signing and pavement marking improvements are proposed
  - Moderately Complex and Complex Projects – typically involve construction of bicycle lanes and new shared use paths.
  - Refer to WP2 (Table 1, Table 2) and mapping for specific projects



## Working Paper 2

### Project Recommendations

- Shared Roadway Improvements:
  - Costs include signage and pavement markings.
  - Costs of hazard identification, short-term sweeping and spot maintenance programs minimized if part of regular maintenance and repair framework.



## Working Paper 2

### Project Recommendations

- Moderately Complex and Complex Projects :
  - Bicycle Lanes - proposed on arterial and collector streets with vehicular speeds of 25 miles per hour or more
    - May require travel lane width reduction
    - Costs can vary



## Working Paper 2

### Project Recommendations

#### ➤ Moderately Complex and Complex Projects :

##### – Shared Use Paths

- Generally 8 to 12 feet wide, and are separated from vehicular traffic
- Should include appropriate signage at intersections and crossings
- Shared use paths may be signed and striped to provide separation of users, except those adjacent to state highways
- Cost vary



## Working Paper 2

### Project Recommendations

- Coordination with General Plan Shared Use Paths
  - Considered in the development of the plan
  - Proposed shared use paths in undeveloped areas should be considered for implementation consistent with the General Plan



## Comments?

- Comments not provided at TAC meeting should be submitted to Michael Sanders by March 31, 2011





## Public Involvement Round 2

- Email distribution
- Posting to website (City and ADOT)
- Hard copies at community facilities



## Next Steps

- Finalize Working Paper 2
- Public Involvement Round 2 (No Public Open House Meeting)
- Prepare Final Report