



SIERRA VISTA METROPOLITAN PLANNING ORGANIZATION BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING SUMMARY, NOVEMBER 17, 2020



MEETING LOCATION:

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

MEETING DATE AND TIME:

November 17, 2020
10:00 AM



Bicycle/Pedestrian Advisory Committee (BPAC)

MEMBERS IN ATTENDANCE:

Cochise County Bicycle Advocates: Kathy Buonocre
Regional Bicycle and Running Club: Steve Scheumann
Whetstone/Huachuca City Rep: Kara Harris (*Telephonically*)
ADOT Bicycle and Pedestrian Coordination: Donna Lewandowski (*Telephonically*)

MEMBERS NOT IN ATTENDANCE

Buena HS Mountain Bike Club: John Healy
Cochise County Health and Social Services: Carl Hooper
Hereford/Palominos Rep: Byron Baker

STAFF:

SVMPO Administrator: Karen L. Lamberton, AICP

OTHERS PRESENT:

Jeff Pregler, Senior Planner, Sierra Vista Community Development

1. CALL TO ORDER AND INTRODUCTIONS

The BPAC meeting was called to order at 10:15. A quorum was present. *Note: Difficulties with the telephonic connection delayed meeting start-time.*

This was an informational item.

2. ACCEPTANCE OF MEETING MINUTES of September 29, 2020.

BPAC attendees reviewed and accepted the September 29, 2020 BPAC Regular Meeting Summary, with one correction to change the title section from the use of the word Minutes to Summary. *As per the consensus of the BPAC members acceptance of meeting summaries is desired rather than formal action to approve meeting minutes. Revisions will be made by SVMPO staff as directed by the BPAC attendees.*

This was a discussion/consensus item.

NEW BUSINESS: PRESENTATION/DISCUSSION/POSSIBLE ACTION

3. SVMPO LONG-RANGE TRANSPORTATION PLAN PRIORITIES

The SVMPO Board has set priorities for project selection for the long-range transportation plan at their September 17, 2020 Board meeting. These selection criteria were described by Administrator Lamberton with the BPAC members. The Board has chosen to initially identify all of the presented criteria as equally weighted in terms of prioritization of future projects. During the SVMPO Board discussion, Board members felt that these were all interacting with each other so closely that for the initial ranking an equal weight made sense for these seven SVMPO prioritization factors. Regional connectivity across all modes shows up in several of these factors.

Member Scheumann stated that the safety factor was important. Members discussed how economic development is a factor in a good transportation system, both from the perspective of public support to enhance economic success of the region but also from the need to require that development pay for the impact their planned businesses would create on the community. Administrator Lamberton stated that there seems to be a shift in different modes of travel with COVID throughout Arizona/region as the combination of work from home, flex time, need for single use transportation use/outdoor allows for more bicycle and walking options.

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

4. SVMPO LONG-RANGE TRANSPORTATION PLAN UPDATE:

Bicycle and Pedestrian Existing Conditions; Priorities and Gap Analysis

A key component of the regional long-range transportation plan update includes the multi-modal element of bicycle and pedestrian transportation options. A map and updated status of previously identified projects from the City of Sierra Vista's bicycle and pedestrian plan were shared and discussed.

In terms of the presented map the following was noted:

- The Garden Canyon Linear Path is not shown.
- Connection to the perimeter path on the Fort to Brown Canyon not shown.
- Focus is on paved paths, recreational trails not shown.
- The 2016 map lanes are shown but not the unpaved areas. Attendees asked: Should those be indicated in some way? If so, how should those be defined on the map and/or on a separate map?
- There is a development agreement for a continuation of the BST pathway in the Tribute area at Highway 92/Bufalo Solider Trail area that should show up as a potential future multi-use pathway (details available from Jeff Pregler at the City).

The Cochise Bicycle Advocates provided a detailed presentation with narrative and photographs of existing conditions in the greater Sierra Vista area. Issues noted included:

- Cochise Vista Trail: poorly maintained to the point that riders no longer use it.
- Pathway connecting S. Carmichael and Golf Links: private wall restricting visibility for both pedestrians and bicyclist, as well as signs, utilities.

- Giulio Cesare Ave approach to Cochise Vista Trail lack of connection, gap here is also flagged in the Safety Plan.

Attendees felt that recreational trail connections are important to include in the long-range planning. Both from a health standpoint but also for the connectivity and tourism standpoints. The Arizona Trail gateway feature was mentioned as was the potential of a new Sun Corridor Trail. Member Lewandowski, ADOT, used the phrase "gateway city" to describe the potential of Sierra Vista as a cross-roads to multi-use paths and recreational opportunities. Mountain biking, among these uses that are desired to highlight, and find ways to fund infrastructure for this type of use. Members discussed but aren't sure what these types of alternate mode recreational trails should be called. Member Lewandowski, ADOT, noted that the phrase "trail" can mean many different things. BPAC members are interested in defining for the region the difference between paved facilities and other recreational trail facilities.

Administrator Lamberton noted that the recently adopted Cochise County Design Standards had a specific standard for recreational trails that included ADA features, as well as a standard for trailheads. Although one such trailhead might not reach to the level of a regionally funded project, a systematic improvement at key connections to state and federal recreational lands might qualify. Involving the Forest Service in this discussion is desired.

Attendees asked for the CBA handout information to be sent to them electronically. City staff member Pregler stated he would also brief the City's safety group on these issues. Administrator Lamberton thanked the CBA for their significant contribution to the existing condition review. She noted that often a single improvement for alternative modes is not a large enough of a project to make the use of regional funds effective but that grouping similar types of improvements together into one project is one way to address an overarching deficiency, especially if those items include safety concerns.

Attendees then discussed the continued lack of investment in maintaining adequately bicycle and pedestrian facilities including surface treatments, pruning back landscaping, completing connections, consistent signing and striping. It was noted that without a dedicated funding source by all regional member jurisdictions for maintenance (it was also noted this is also an issue for roadways) that the investment in building the alternative mode system would be eventually wasted. The deterioration of the Cochise Vista Trail was used as an example where it is no longer safe or desirable for use, and then the declining use lowers the priority to repair it, and eventually the pathway completely disappears creating another gap in a fully connected system.

Administrator Lamberton asked ADOT if there was a standard for striping for bike lanes that had been adopted or accepted by FHWA. Member Lewandowski knows that there is an experimental treatment that FHWA has released and will look into this further for the group. She believes that the treatment has to be approved state-wide and an exemption letter submitted and accepted by ADOT but will see what else she can find out about this. There are best practices out there, e.g. most jurisdictions use green striping and a bicycle stencil in the bicycle lane. This may be a policy recommendation that should be considered within the

Long-Range Transportation plan. Administrator Lamberton will also ask the Long-Range Transportation plan consultant team to look into this issue.

This was an information and discussion item.

5. FUTURE AGENDA ITEMS & MEETING DATE/TIMES

The next BPAC meeting is scheduled for **Tuesday, March 2, 2021 at 10 a.m.** The preliminary 2021 BPAC meeting schedule was discussed and the SVMPO Administrator stated that several other bicycle and pedestrian focused activities would be occurring in the first part of the 2021 year related to the Long-Range Transportation Plan activities. Administrator Lamberton noted that she would be transmitting to BPAC members links to public outreach opportunities as soon as they are posted, after the November holidays.

Follow-up on a transmitted letter of October 23, 2019 from the CBA group and the Huachuca Hiking Club was requested. This letter was provided to BPAC attendees and addresses safety concerns noted where the Garden Canyon Park trail crosses Cherokee Ave. and St. Andrews Drive. It was believed this would be addressed when a repaving project was done last year, but it has not yet been addressed. City staff member Pregler noted that he would following up with the City Engineer on this request and would find out what could be done to address the issue.

This was an information and discussion item. No action was taken on this item.

6. ANNOUNCEMENTS, UPDATES AND GENERAL CALL TO THE PUBLIC

A topic raised at the last BPAC meeting was about existing statutes related to uses allowed on multi-use pathways. Information was transmitted to BPAC members regarding the current A.R.S. § 28-2516 statutes. Concern was expressed about all of the different definitions of “electrically” powered devices that are allowed or might be allowed. From golf carts to powered skateboards, there are simply a lot of competing types of uses possible. It was also noted that some of these options do provide a critical transportation link for those with disabilities. Speed limits on these paths were discussed and safety implications of a commuter bicycle rider that can reach speeds of over 20 mph easily vs those traveling much slower vs those that can travel much faster with electronic assist devices.

Finding a balance between recreational uses, commuter uses and alternative uses, attendees felt, would be challenging. Additional discussion on this item is desired. It was also noted that it easier to define uses before they become so entrenched that it is difficult to then restrict them.

Members of the Advisory Sub-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 was an information and discussion item.

7. ADJOURNMENT

The committee adjourned by general consent at approximately 11:45 p.m.