

Town of Oro Valley

Parks and Recreation Department

Implementation of the Pedestrian & Bicycle Plan

**Biannual Report
January 2010**



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Biannual Report 2008-2009

I. Summary

April 2001 marked the adoption of the revised Bikeways Plan. Since that time, numerous roads have been signed and/or striped as bikeways within the Town Limits and more continuity has been provided. Road improvements on existing streets, combined with new development, have added to the bikeway inventory. New construction along other major Oro Valley roadways will provide facilities for bicyclists, pedestrians, and inline skaters.

New bike facilities for parking have been installed or have been provided for in areas of commercial development. Several important bicycle and pedestrian facilities were completed since the last biannual report for 2006-2007, and several more are planned for future projects. Since the last report, an emphasis has been placed on providing user-friendly education and outreach, building relationships with other jurisdictions to ensure region-wide consistency and continuity, requesting bicycle parking facilities from developers, and seeking grant funds to construct planned facilities.

II. Completed Projects

- A. The Cañada del Oro Linear Park – Phase I between La Cañada and First Avenue along the CDO Wash was opened in October 2008. This project will be funded by Transportation Enhancement Grant money from ADOT, as well as 1997 Pima County bond money. This 2.7 mile section features three bridges, as well as landscaping and other pedestrian amenities. It has been reported that the Park has received heavy use since it was opened to the public.
- B. La Cañada Bike Lanes and Shared Use Path - The La Cañada project was completed in the March 2009 by the Public Works Department. This project includes bike lanes on both sides of La Cañada (Naranja Drive to Tangerine Road), as well as a shared use path on the west side of La Cañada. The completion of this project allows easy bicycle and pedestrian access to Tangerine Road, as well as to the Town Hall campus and residences along La Cañada. It also connects with facilities along Tangerine Road and Naranja Drive.
- C. La Cholla Bike Lanes and Shared Use Path – The Town’s Public Works Department completed reconstruction of the section of La Cholla Road from Lambert Lane to Tangerine Road. In addition to bike

lanes, a shared use path was constructed on the west side of La Cholla from Glover Road to Naranja Drive. This provides a safe access for school children attending Painted Sky Elementary School. This construction provides connectivity with the shared use paths built by the Town along Naranja Drive.

- D. Oro Valley Marketplace Shared Use Path – Although it was built by developer Vestar, the shared use path in front of Oro Valley Marketplace establishes the first part of the Big Wash Linear Park within Town limits. The approximately 2 mile long section of path currently provides access to the shops at the Oro Valley Marketplace, and connects to the Town paths and bike facilities along Tangerine Road and Innovation Parkway. The link provides an important commuter path for businesses along Innovation Drive and to Northwest Hospital. In the near future, the Oro Valley Marketplace path will connect with the Town’s CDO Linear Park, providing residents and visitors with miles of a car-free alternate route.
- E. A Transportation Enhancement Grant proposal was submitted to PAG (Pima Association of Governments) in June 2009 to extend the Cañada del Oro Linear Park path. The application was to construct the section of path from First Avenue to Steam Pump Village. This section of path will connect the segment under design (from La Cañada Drive to First Avenue) by the Town, with the section from Steam Pump Village to Oracle Road that was built by developers. This project was chosen to be funded in the amount of \$500,000; the majority of the rest of the cost of the project (approximately \$873,000) will be provided by Regional Transportation Authority (RTA) matching funds. A small amount of funds (approximately \$25,000) will still need to be provided by the Town as per ADOT requirements. This section of the CDO Linear Park will enable the entire park to be completed, from La Cañada Drive to Oracle Road.
- F. Regional Transportation Authority funding of \$150,000 was allocated to the Town in late 2009 to construct bike lanes on Calle Concordia from Calle Buena Vista to Calle Loma Linda. Currently, there are bike lanes on Calle Concordia from Oracle Road to Calle Buena Vista, and a bikeable shoulder from Calle Loma Linda to La Cañada Drive; this project would close the middle “gap.” Residents of this area, as well as an Amphitheatre School District representative, had met with staff in early 2009 to request that funding be sought to close this connection, and to allow bicyclists to safely traverse along Calle Concordia. The regional Tucson-Pima County Bicycle Advisory Committee (BAC) had also identified connecting this gap as an important priority for the

region. The funding of the project was approved for a three year cycle, from FY11 through FY13.

- G. Bicycle Facility Standards: The facility standards for bicycle parking are being utilized for commercial developments. Proposed facilities as well as bicycle and pedestrian circulation elements are analyzed and suggestions made for changes and implementation of these facilities by the Multimodal Planner weekly during the development review process.

III. Public Outreach

- A. The Oro Valley Bikeways Map has been revised and printed, for both 2008-2009 and 2009-2010. Copies have been made available at the local bike shops and Town offices as well as on the webpage. Maps were also distributed at various events such as El Tour de Tucson, the Earth Day celebration at the Oro Valley library, and other bike-related activities.
- B. The Oro Valley Bikeways webpage is part of the Town's Web page. The site contains information about bicycle routes, bicycle facilities, the Bikeways Map, a Bikeways Maintenance Request form, photos displaying the area and other useful information.
- C. The Multimodal Planner represented Oro Valley at the El Tour de Tucson Exhibition for three days in both November 2008 and November 2009 at the Tucson Convention Center. The booths displayed the Oro Valley Bikeways Map, as well as information on Oro Valley roadway projects that will include bicycle lanes and shared use paths in the future. The Bikeways brochures were made available to the El Tour participants. The Multimodal Planner also handed 35-mile participants their medals at the El Tour finish line in 2008 and 2009, as the 35-mile event was sponsored by the Town.
- D. The Multimodal Planner continued to provide input into the regional bike map update that was spearheaded by the Pima Association of Governments. The map displays the current and future (under contract) bike routes in the region. The regional map was printed in late 2007, and re-printed again with updates in September 2009. The online versions will be updated on the PAG web site (<http://www.pagnet.org>) as changes occur. The Planner distributed the regional bike maps to local bike shops, Oro Valley offices, and to other interested parties. A link to the map also appears on the Town's web site on the Bicycling pages.

- E. The Pima Association of Governments also coordinated the production of the update to the 2008 PAG Regional Plan for Bicycling, which noted bikeways and other bicycle facilities and policies in the metropolitan area. In addition to providing information on Town facilities and policies, the Town hosted an Open House on the Plan at Town Hall in 2007. The update to the Plan was produced in mid-2009.
- F. The Multimodal Planner also participated in the new PAG Bicycle Counting Program in 2008 and 2009. The Counting Program is a program in which bicycle users were counted on major bicycle routes. Following analysis of the results, it provides an impetus to improve certain underserved areas for bicyclists, or to prioritize construction and/or repair needs. Two locations in Oro Valley were counted in 2008; and four locations were counted in 2009.
- G. The region's bicycle and pedestrian planners also have met once per month as part of the RTA's Bicycle/Pedestrian Working Group. The Working Group (WG) evaluates and votes on funding proposed projects from jurisdictions, based upon the list approved by the voters in 2006. These projects include Elderly and Pedestrian Safety Projects, as well as Greenways, Bikeways, Bicycle, and Sidewalk Projects.
- H. The Multimodal Planner continued to attend the BAC meetings in 2008 and 2009 in order to report on any actions that affected Oro Valley.
- I. The Multimodal Planner attended the Honeywell Alternative Modes transportation expo in 2009. Brochures on bikeways were given to attendees, which comprised the employees of the Honeywell plant on Oracle Road.
- J. The Multimodal Planner was also part of a multijurisdictional effort to develop the bicycle priorities that will be presented in the 2040 Regional Transportation Plan.
- K. Input was also provided to other jurisdictions and Town staff on a number of projects that involved bicyclists, including the Magee/Northern bike signal, signage for the CDO Linear Park, the El Tour Route, Iron Kids duathlon events, and detours for bicyclists seeking to avoid the Oracle Road construction project.

III. Proposed/Ongoing Projects

- A. Proposed roadways: Long-term proposed projects may include: a shared use path on Naranja Drive, from La Cholla to La Cañada, and from La Cañada to First Avenue, as well as a shared use path on the

west side of La Cañada from Naranja to Lambert Lane. In addition, projects that have recently been awarded funding, such as the CDO Linear Park – Final Phase and the Calle Concordia bike lane connection, are expected to move forward in the next one to three years.

- B. Revision of Town Bicycle Parking Standards – The Town has been a leader in providing guidelines and standards for required bicycle parking for commercial development. The City of Tucson and Pima County jointly adopted new bicycle parking standards for their jurisdictions; these standards included “acceptable” types of bicycle racks, as well as additional standards (such as the maximum distance that bicycle racks should be located from the main entrance of a commercial establishment). The Multimodal Planner, in conjunction with the Planning and Zoning Division, will be refining Oro Valley’s current bicycle parking requirements to ensure that they are reasonably consistent with the other regional standards, while recognizing the Town’s commitment to excellence in development standards.

IV. Future Plan Revisions

The original Pedestrian and Bicycle Plan was adopted in December 1999, and a revision was adopted in 2001. Since that time, numerous tasks in the Plan have been completed under these plans and the existing Implementation Strategies. These accomplished tasks have been part of the biannual updates to the original plan. With the growth of the Town, as well as possible future annexations, it is anticipated that a completely new Pedestrian and Bicycle Plan may be produced in either 2014 or 2019. The timing of a revised plan, to include a multi-departmental review, as well as the possible use of outside resources, will be dependent upon how quickly the Town grows in the interim. The new plan will most likely include a review of existing facilities, gaps in those facilities, safety issues, and an update on timing and responsibilities for implementation tasks, taking into account Town and regional priorities, resident input, continuity and safety aspects, as well as funding priorities.

V. Conclusion

The Town of Oro Valley has been very proactive in constructing bicycle lanes, routes, and shared use paths in its road improvement or construction projects. It is anticipated that Oro Valley will continue to be a leader in the region, both within its boundaries, as well as being an active partner in joint regional projects that develop safe networks of facilities that allow citizens to enjoy recreational opportunities, as well as alternate modes of transportation.

Maps

Exhibit A: Revised Bikeways Map

Appendix

Implementation Strategies 2010-2012

Exhibit A
Revised Bikeways Map

APPENDIX

IMPLEMENTATION STRATEGIES 2010-2012

The vision of the Town of Oro Valley Pedestrian and Bicycle Plan is to:

"Develop and promote the Town of Oro Valley as an outstanding pedestrian and bicycle friendly community."

Goal 1: Establish policies which promote walking and bicycling as healthy forms of transportation and recreation.

Objectives	Actions	Recommended Offices of Primary/Secondary Responsibility
A. Provide staff training for pedestrian and bicycle transportation planning and design.	<ol style="list-style-type: none"> 1. Participate in and support local, statewide, and national pedestrian and bicycle training conferences. 2. Provide staff input in commercial and residential planning review. 	<p>Multimodal Planner</p> <p>Multimodal Planner</p>
B. Target local businesses, schools and agencies to promote walking and bicycling by improving conditions. (e.g. adequate secure bike storage, racks, showers and personal lockers)	<ol style="list-style-type: none"> 1. Work with Planning and local businesses to increase the facilities for cyclists and walkers. 2. Work with Planning to modify the conditions of approval to a level that will encourage cyclists to bike to work. 3. Act as Town Co-Transportation Coordinator to encourage carpooling and cycling to work. Increase response level for Travel Reduction Program. 4. Participate in local and region-wide programs that emphasize the importance of exercise and car-free options. 	<p>Multimodal Planner/Planning</p> <p>Multimodal Planner/Planning</p> <p>Multimodal Planner</p> <p>Multimodal Planner/Recreation Manager/PAG</p>

Goal 2: Develop and maintain continuous and interconnected pedestrian and bikeway systems.

Objective	Actions	Recommended Offices of Primary/Secondary Responsibility
A. Identify and secure right-of-way along roadways, major and minor	<ol style="list-style-type: none"> 1. Coordinate activities among departments to secure ROW. 	<p>Multimodal Planner/Public Works</p>

watercourses, nature trails, and utility easements.	<ol style="list-style-type: none"> 2. Actively work with landowners and homeowners associations to demonstrate benefits of pedestrian/bike facilities as part of ROW acquisition. 3. Complete the WAPA trail. 	<p>Multimodal Planner/Parks & Recreation</p> <p>Multimodal Planner/Parks & Recreation/Planning</p>
B. Prioritize pedestrian and bicycle improvements around employment locations, schools and activity centers.	<ol style="list-style-type: none"> 1. Identify appropriate routes. 2. Eliminate gaps in bike routes and pedestrian facilities. 	<p>Multimodal Planner/Public Works</p> <p>Multimodal Planner/Public Works</p>
C. Construct special pedestrian and bicycle crossings at high volume areas.	<ol style="list-style-type: none"> 1. Provide high visibility, enhanced crossings where warranted. 	Multimodal Planner/Public Works
D. Seek funding sources for planned and new bicycle and pedestrian facilities.	<ol style="list-style-type: none"> 1. Apply for state, federal and local transportation funding to increase bicycle and pedestrian facilities. 2. Seek other grant funds (natural resource, Heritage grant) to supplement needed funds. 	<p>Multimodal Planner</p> <p>Multimodal Planner</p>
E. Monitor and update the Plan.	<ol style="list-style-type: none"> 1. Ensure implementation of the Plan elements. 2. Perform updates on an ongoing, as-needed basis as funding permits. 	<p>Multimodal Planner</p> <p>Multimodal Planner</p>

Goal 3: Use pedestrian and bicycle friendly standards, procedures and ordinances for pedestrian/bicycle facilities and roadways, following Crime Prevention through Environmental Design (CPTED) principles where applicable.

Objective	Actions	Recommended Offices of Primary/Secondary Responsibility
A. Incorporate pedestrian and bicycle friendly standards in all major roadway improvements.	<ol style="list-style-type: none"> 1. Follow AASHTO and adopted Bicycle/Pedestrian standards found in the Oro Valley Subdivision Street Standards. 2. Provide push-button actuators to make traffic signals responsive to pedestrians and bicyclists. 3. Investigate audible crossing signals that can assist the visually impaired at 	<p>Multimodal Planner/Public Works</p> <p>Multimodal Planner/Public Works</p> <p>Multimodal Planner Public Works</p>

	intersections.	
C. Provide spot pedestrian and bicycle safety improvements based on safety reviews and community input.	<ol style="list-style-type: none"> 1. Respond to citizen concerns regarding bicycle and pedestrian issues. 2. Provide high visibility or enhanced crosswalks at high risk areas. 	<p>Multimodal Planner</p> <p>Multimodal Planner/Public Works</p>

Goal 4: Develop and implement Town-supported programs to encourage pedestrian and bicycle usage and safety.

Objective	Action	Recommended Offices of Primary/Secondary Responsibility
A. Implement a comprehensive program to increase public awareness of the benefits of walking and bicycling.	<ol style="list-style-type: none"> 1. Seek and obtain funding to support public walking/bicycling awareness programs. 2. Promote organized bicycle racing as a viable sport for public viewing and participation and as a means of increasing public awareness of the potentials of bicycling. 3. Work with health maintenance organizations, and other health/fitness organizations to promote walking and bicycling. 	<p>Multimodal Planner/Police Department/Parks and Recreation/Public Works</p> <p>Multimodal Planner/Police Department/Parks and Recreation/Public Works</p> <p>Multimodal Planner</p>
B. Educate drivers, pedestrians and bicyclists on legal, safe and predictable behavior.	<ol style="list-style-type: none"> 1. Support effective driver, pedestrian and bicycle education programs in schools as part of education requirements. 2. In conjunction with other regional efforts, provide bike safety programs to school children age 5-12 which include cycling laws, helmet safety and skill building. 	<p>Multimodal Planner/Police Department</p> <p>Multimodal Planner/Police Department</p>
C. Implement a traffic law enforcement program for pedestrians, bicyclists and motorists.	<ol style="list-style-type: none"> 1. Develop and implement driver pedestrian and bike offender diversion program to enhance enforcement efforts. 2. Target high accident behavior including jay-walking, wrong-way bicycle riding, bicycling at night without lights, running of stop signs or signals by bicyclists and motorists, speeding and 	<p>Police Department</p> <p>Police Department</p>

	<p>aggressive driving.</p> <p>3. Pursue maximum penalties for hit-and-run and aggressive driving. Actively educate drivers that hit-and-run and aggressive driving violations will not be tolerated and will be prosecuted to the full extent of the law.</p> <p>4. Implement a traffic law education program for law enforcement personnel which focuses on driver, pedestrian and bicyclist interaction and laws.</p>	<p>Police Department</p> <p>Police Department</p>
<p>D. Implement a user-responsive maintenance program to provide high-standard maintenance of roadways, pedestrian facilities and bicycle facilities.</p>	<p>1. Fix damages and remove debris on pedestrian and bicycle facilities on a timely basis. Be responsive to requests.</p> <p>2. Provide bicycle-safe drainage grates according to Subdivision Street Standards. Avoid pea-gravel seal coating.</p> <p>3. Maintain walkways and bikeways to high safety standards within construction zones. Where possible, delineate bike lane with cones or vertical paddles in work zone.</p> <p>4. Maintain and respond to "Maintenance Request" form on Bikeways webpage.</p>	<p>Public Works</p> <p>Public Works</p> <p>Public Works</p> <p>Public Works</p>

Goal 5: Develop and maintain databases useful for pedestrian and bicycle planning and accident prevention.

Objective	Actions	Recommended Offices of Primary/Secondary Responsibility
<p>A. Maintain pedestrian and bicycle information on GIS.</p>	<p>1. Maintain facility database.</p> <p>2. Conduct yearly accident report review.</p>	<p>Multimodal Planner/Public Works</p> <p>Multimodal Planner/Public Works/Police Department</p>
<p>B. Conduct public opinion surveys on walking and cycling.</p>	<p>1. Utilize events such as Bike to Work Day, Road Project Open House events, etc. to conduct surveys to determine why people do or do not walk or cycle and to gather input on projects and</p>	<p>Multimodal Planner</p>

	programs that could improve walking and cycling.	
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Goal 6: Encourage land uses which foster pedestrian and bicycle travel.

<p>A. Emphasize pedestrian and bicycle facilities within and between developments to encourage walking and bicycling as major modes of travel.</p>	<ol style="list-style-type: none"> 1. Encourage connections between existing developments in order to facilitate shorter trips by walking and bicycling rather than requiring longer trips which encourage the use of the automobile. 2. Follow standards that require connections between new and existing developments. 3. Provide access through developments for pedestrians and bicyclists. 	<p>Multimodal Planner/Planning</p> <p>Planning/Public Works</p> <p>Planning/Public Works</p>
<p>B. Encourage slower traffic speeds by incorporating traffic calming guidelines in existing developments when warranted. Utilize traffic calming methods on commercial and residential developments during the planning stage.</p>	<ol style="list-style-type: none"> 1. Follow guidelines and standards in the adopted "Traffic Calming Program" document. 2. Correct problem areas to improve safety per "Traffic Calming Program" procedure. 	<p>Planning/Public Works/ Police Department</p> <p>Planning/Public Works/ Police Department</p>