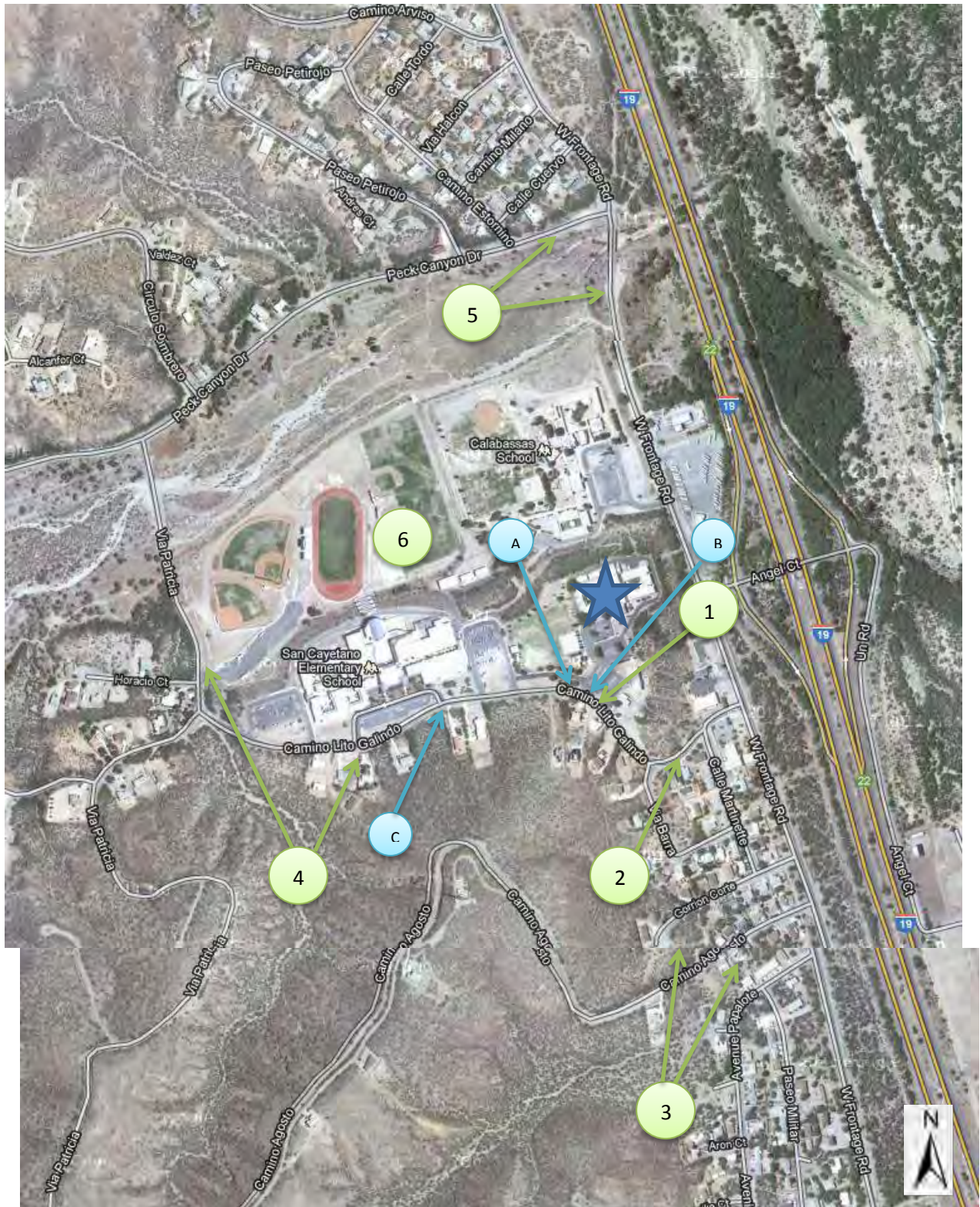




## Appendix A – University of Arizona Cooperative Extension SRTS Case Studies

- A.1 Mountain View Elementary School
- A.2 Pena Blanca Elementary and Calabasas Middle School
- A.3 Coatimundi Middle School

**Existing Facilities and Needs Assessment:  
Bicycle/Pedestrian Conditions at Mountain View Elementary School, Dec 2011**



Source: Google Maps 2011

Existing facilities and needs assessment information – see next page.

## Existing Facilities

- A. A sidewalk on the north side of Camino Lito Galindo connects school administration buildings, Mountain View Elementary, and Rio Rico High School. Sidewalks lead from the street to school buildings and have updated accessibility ramps.
- B. A well-maintained crosswalk leads from a sidewalk on the south side of Camino Lito Galindo to sidewalks on the school-side of the street. Signs improve visibility of the crosswalk here.
- C. Pavement warning strips (Bott's Dots) are located at several places along Camino Lito Galindo to slow traffic and keep drivers alert.

## Needs Assessment

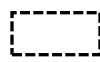

- 1. Crosswalk ramp: The accessibility ramp on Camino Lito Galindo's south sidewalk does not lead directly into the crosswalk. The crosswalk should be repainted to correspond to the ramp, or a new ramp should be installed here.
- 2. Sidewalk buffer: The sidewalk along the south side of Camino Lito Galindo is flush with the roadway and has very little buffer from traffic. Raising the sidewalk or installing other barriers (plantings, etc.) would serve to improve the safety and comfort of pedestrians.
- 3. Sidewalks: Sidewalks currently do not continue into southern neighborhoods. Installing sidewalks would improve walking conditions in an area where many students live. Alternately, a back pathway could be constructed that connects the neighborhood to the school behind (to the west of) streets and houses here. This option was suggested by SRTS Advisory Board members in October 2011.
- 4. Sidewalks/bike lane: Continuing the sidewalk around the school property as well as adding bike lanes to the Camino Lito Galindo-Via Patricia-Peck Canyon Dr. loop would increase safety of pedestrians/bicyclists from surrounding neighborhoods.
- 5. Bike/Ped pathway: Installing a bike/ped pathway set back from the Frontage Rd. would significantly increase foot traffic from northern neighborhoods along this route. Developing a pathway through northern school property would also serve to increase access/safety for residents in northern neighborhoods.
- 6. On-site mileage club circuit: Given obstacles to safe commuting in the area, an on-campus mileage club circuit would provide alternate opportunities for student fitness.

## Mountain View Frontage Rd Area Improvement Project

Improvements to existing easement/ROW paths off W Frontage Rd, south of Mountain View Elementary School, would increase the perception of safety and appeal of walking. Improvements will be especially beneficial beginning next school year when bus pick-up will end at Via Lechuza (to the south of this area); usage by walkers is expected to increase. A railroad tie/pecan shell pathway on the existing path, or off to the side if vehicle access must be maintained, is suggested. Plantings for shade/aesthetics are also an option.

### Mt. View Improvement Area Map



-  = Area of Detail
-  = Improvement Location



*To do: Determine property situation (County ROW/utility easement?) and pursue permission to make alterations. Organize materials and volunteers.*

---

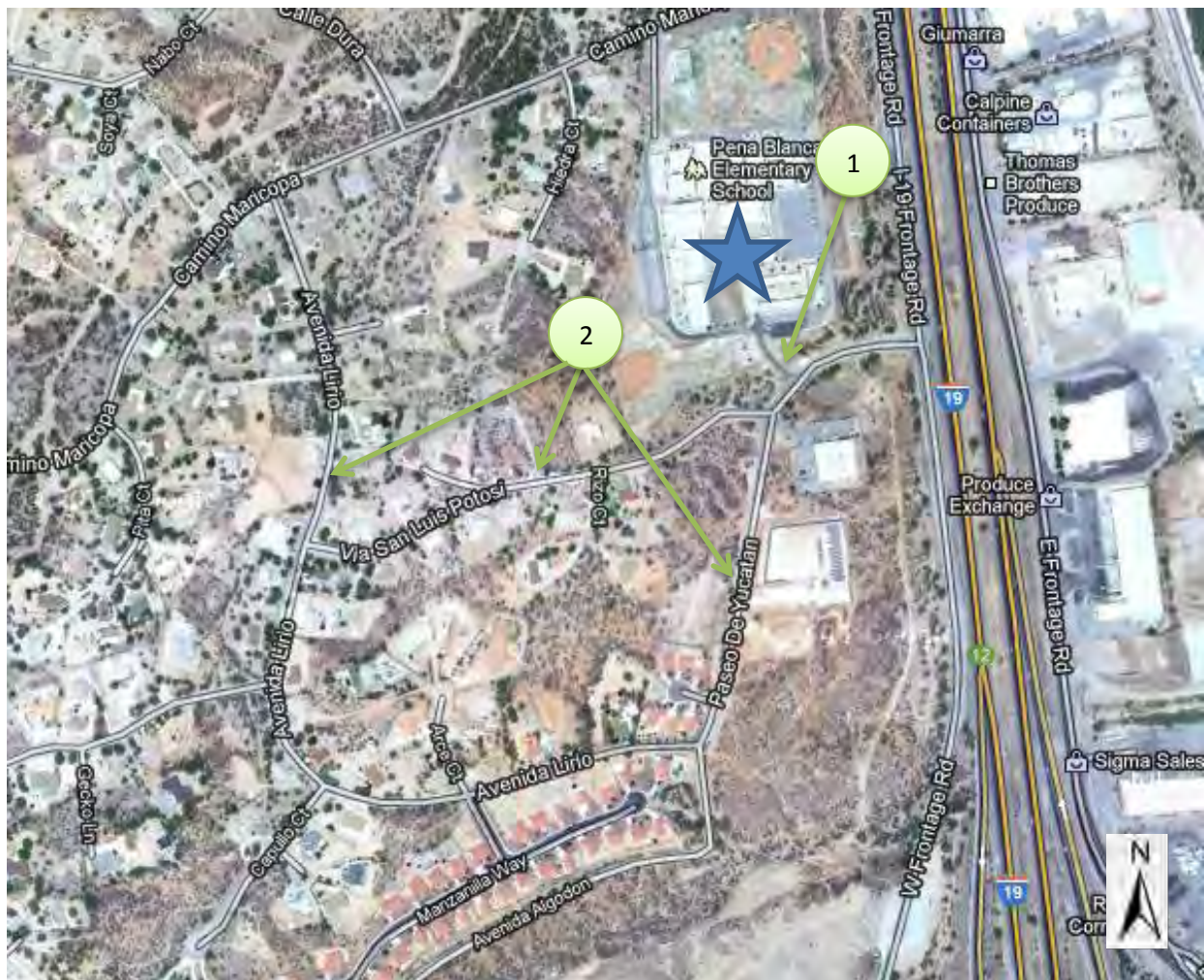
Project Update (from SRTS Report 5-4-12):

Purpose: Increase safety/appeal of walking along a section of W. Frontage Rd.

General info: SRTS and SCVUSD will not need to pursue this project. Santa Cruz County has plans to build a pathway from the entrance to San Cayetano Elementary, past Camino Lito Galindo, and continuing south to near El Destino housing. Construction on this project should begin August or September 2012.

## Existing Facilities and Needs Assessment:

### Bicycle/Pedestrian Conditions at Peña Blanca Elementary and Calabasas Middle Schools, Dec 2011



Source: Google Maps 2011

#### Existing Facilities

No sidewalks, crosswalks, or bike lanes connect residential areas to the school grounds.

#### Needs Assessment

1. Sidewalk and crosswalk: A new driveway on the south side of the school creates alternate access for pedestrians and bicyclists (as opposed to the busy Frontage Rd. access point). It was not designed with sidewalks/crosswalks or a pedestrian gate, however, so is limited in its safety and usability at this time. Pedestrian features are recommended.
2. Sidewalks/bike lanes: Sidewalks and bike lanes along streets, especially Paseo De Yucatan which leads to a higher-density neighborhood to the south, would significantly improve pedestrian/cyclist safety. Improving facilities along Camino Maricopa would also encourage walkers from northern and western neighborhoods.

## Peña Blanca/Calabasas West Trail Entrance Project

A system of existing trails to the west of Peña Blanca Elementary and Calabasas Middle Schools create an opportunity to easily connect western neighborhoods to the school grounds. Only a few improvements are necessary. These include:

- 1) Install a gate in the school fence and extend a path from the gate to the school parking lot/crosswalk. See Maps 1 & 2.
- 2) Improve steep section of trail at eastern extent of trail, just south of proposed gate location. See Maps 1 & 2.
- 3) Make minor improvements to trail as needed: trim tree branches, remove brush from path.

Other considerations/thoughts:

- 4) Possibly include a Tono Ct connection to publicized routes. This option should be explored further. See Maps 1 & 3.
- 5) Publicize routes through a letter & map distribution (possibly via bus drivers). Route Walk to School Days on these paths to raise awareness and accustom students to using them.
- 6) Ideally, install "Slow" or "Watch for Children" signs along Via San Luis Potosi (west of Rizo Ct./trail entrance).

Map 1 – PB/Cal Western Area Overview



### Map 2 – Eastern Extent of Trail & School Entry



Install gate & create path to school parking lot/crosswalk.

Improve steep section of trail with 3-5 simple railroad tie stairs.

Note: May want to build stairs to one side to allow for continued bike/other use

### Map 3 – Tono Ct Connection



This portion of the trail is seen on aerial maps, but not noted during a 2/14/12 site visit. Its potential as a walking trail should be explored further.



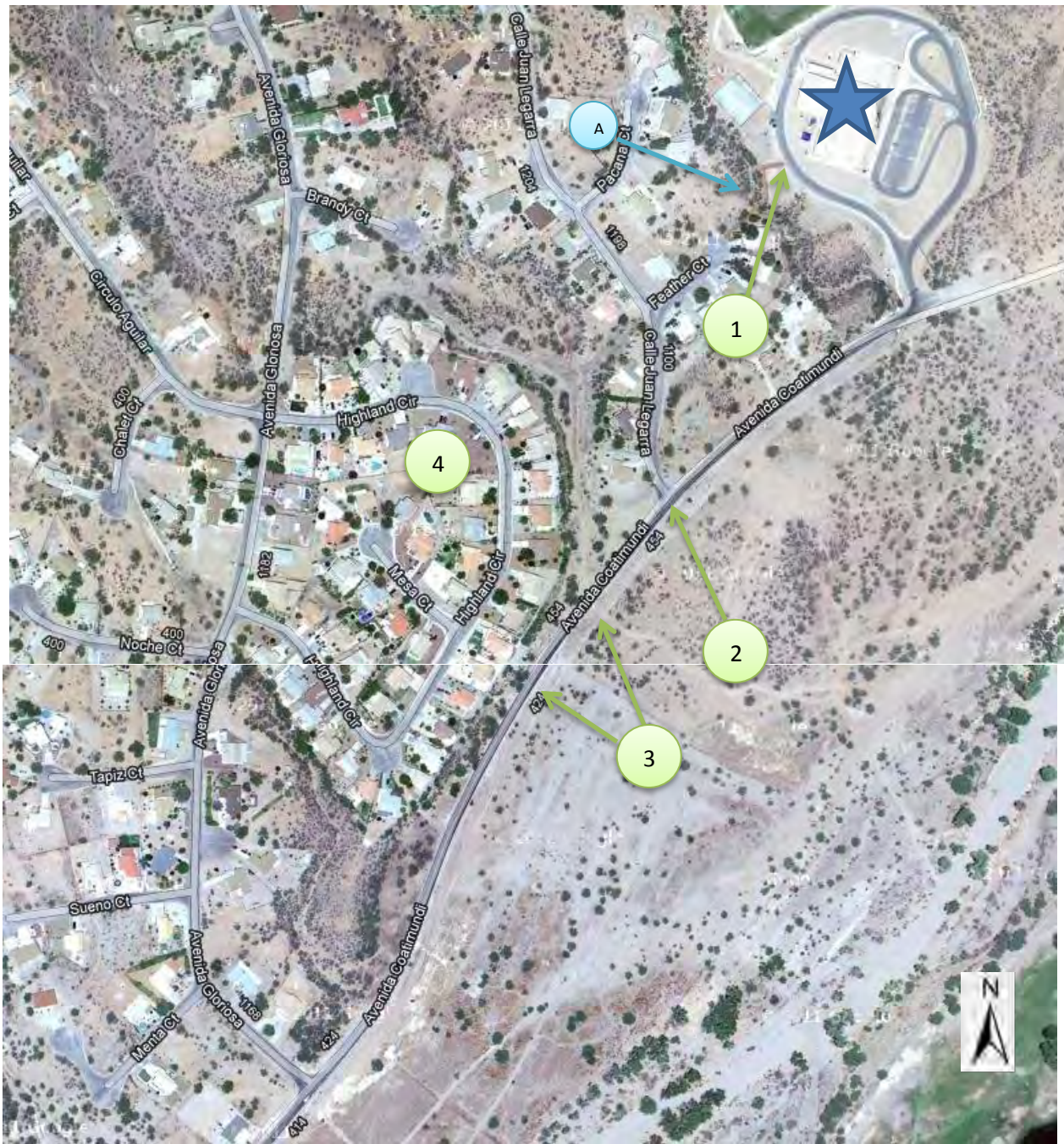
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Project Update (from SRTS Report 5-4-12):

Purpose: Provide safe passage for students traveling from western neighborhoods.

General info: A network of trails already exist through private property west of the schools; simple clean-up of the trails and advertisement of their location will encourage use; 3-5 stairs in one location will improve safety (property owner permission has been requested); a gate will need to be installed in school fencing. The Tono Ct. connection is viable and provides a link to housing directly west of the school site. A planning meeting with stakeholders will take place on June 11, 2012.

**Existing Facilities and Needs Assessment:  
Bicycle/Pedestrian Conditions at Coatimundi Middle School, Dec 2011**



Source: Google Maps 2011

*Existing facilities and needs assessment information – see next page.*

## Existing Facilities

- A. The Coatimundi Walking Trail was completed in summer 2010. It provides a back-door entrance to the school grounds from neighborhoods to the west.

## Needs Assessment

1. Crosswalk: A designated crosswalk leading from the walking trail to the school building would improve safety. While typically only bus traffic uses the drive that circles the building, a crosswalk would give a visual alert to drivers to watch for pedestrians here. Walkers would also be guided across at the safest/shortest-distance location.
2. Crosswalk: Most students, both on Walk to School event days and other days, walk along the southern side of Avenida Coatimundi. To reach the Coatimundi Walking Trail entrance, they must cross Avenida Coatimundi at Calle Juan Legarra and proceed north to Feather Court. A crosswalk at the Avenida Coatimundi-Calle Juan Legarra intersection is recommended.
3. Pathway/sidewalk: There are currently no pedestrian or bicycle facilities available along Avenida Coatimundi. A pathway along the southern side of the street is proposed and a project is being developed by Santa Cruz County, with the support of community members, the Santa Cruz Valley Unified School District (SCVUSD), and others.
4. Short-cut: Students living in the Highland Circle development must walk a long distance via Avenida Gloriosa to reach Avenida Coatimundi and continue east to Coatimundi Middle School. Locating an alternate route from the neighborhood to Avenida Coatimundi or Calle Juan Legarra would shorten the walk distance and increase the appeal of traveling to school by foot.

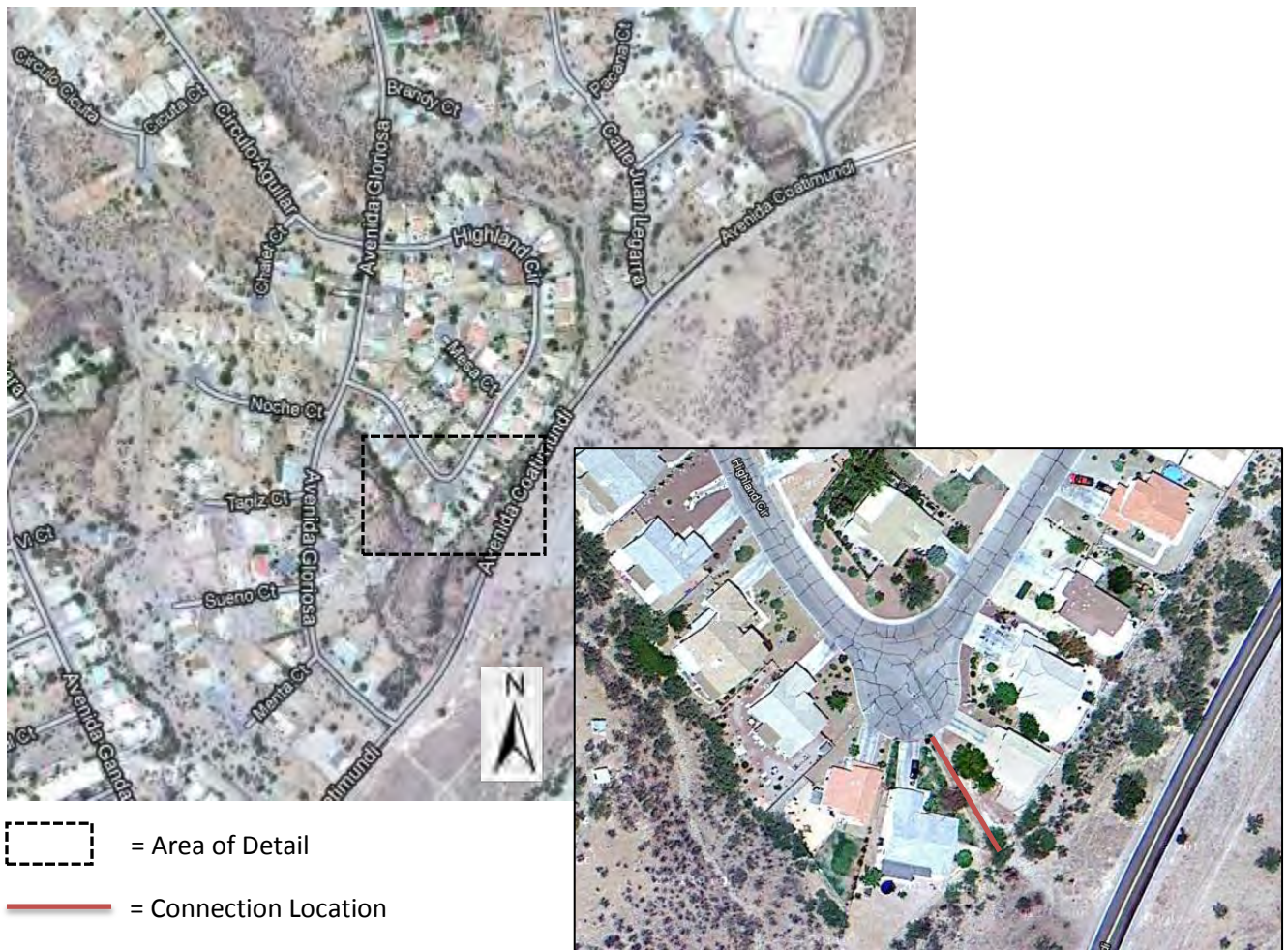
## Coatimundi Highland Cir Connection Project

Students living in the Highland Circle development must walk a long distance via Avenida Gloriosa to reach Avenida Coatimundi and continue east to Coatimundi Middle School. A short-cut would decrease walk distance and increase the appeal of traveling to school by foot.

A connection to Avenida Coatimundi (and its in-progress pathway) can be made through a drainage area at the south extent of Highland Circle. See Map. Necessary steps for this project include:

- 1) Determine ownership and building regulations for the drainage way; acquire appropriate permissions.
- 2) Construct stairway down steep short-cut area (see Photo). Estimate cement needed to construct stairway and acquire all needed materials, including hand rail. Rico Quiroz can assist with material estimation (via Contractor friends) and construction. Recruit volunteers.

### Highland Cir / Short Cut Area Map



**Photo – Drainage Area from Avenida Coatimundi**



Stairs should be built to one side of the rock channel and must be designed so as not to interfere with drainage function.

---

Project Update (from SRTS Report 5-4-12):


Purpose: Create a pedestrian short-cut from Highland Ct to Avenida Coatimundi.

General info: Santa Cruz County owns or has an easement on the short-cut property, though nearby neighbors will be informed. A letter was sent to property owner, Ruby Briggs, on March 22. A crosswalk on Ave. Coatimundi will need to be installed at the location, and donations & volunteer labor will be used. The pathway extension along Ave. Coatimundi is under construction and will be complete by May/June 2012.




## Appendix B – Youth Workshop

- B.1 PowerPoint Presentation
- B.2 Student Written Responses
- B.3 Student Regional Map Mark-up



# Rio Rico Walking and Biking Study

Youth Workshop  
Rio Rico High School  
October 4, 2012




## Project Team

Justin Feek, ADOT MPD  
- Project Manager


Kevin Kugler, AICP  
- Consultant – Baker/RBF Consulting

Mary Dahl  
- Santa Cruz County



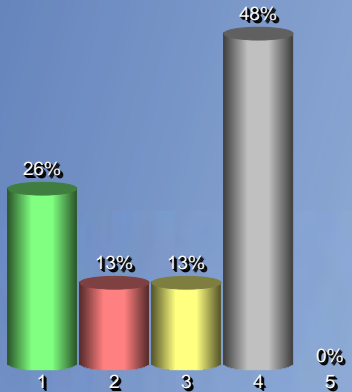
## Today's Agenda

- 1) Introduce Project
- 2) Pedestrian & Bicyclist Attitudes and Behaviors Survey
- 3) Group Discussion
- 4) Map Exercise



### If you were offered two front row tickets to a concert, which would you be most likely to attend?

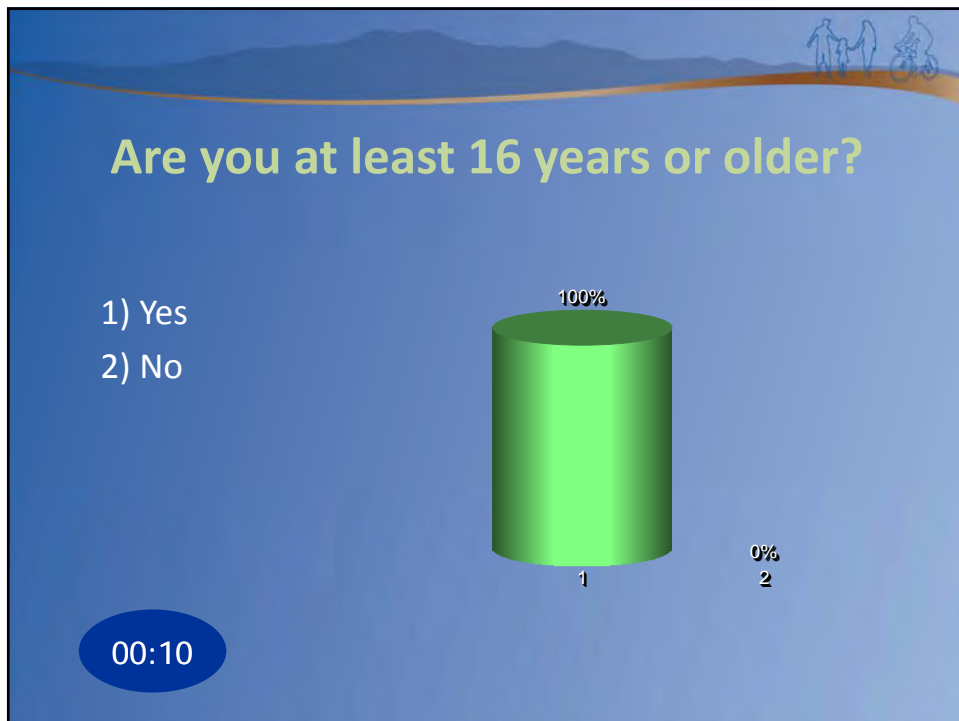
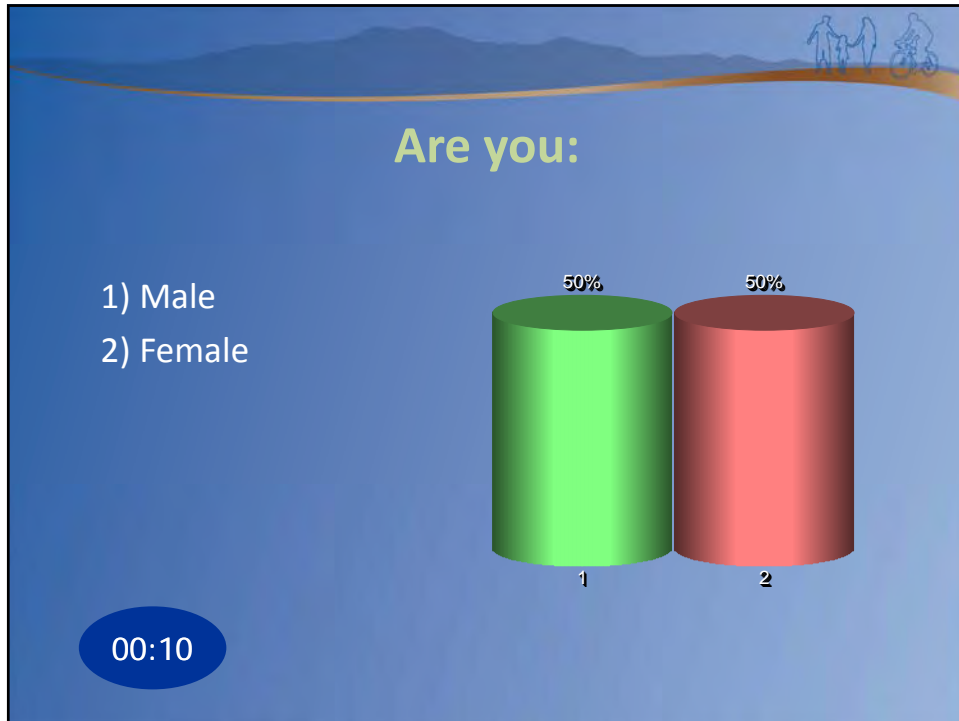
- 1) One Direction
- 2) Taylor Swift
- 3) Jay Z/Little Wayne
- 4) Green Day
- 5) Other

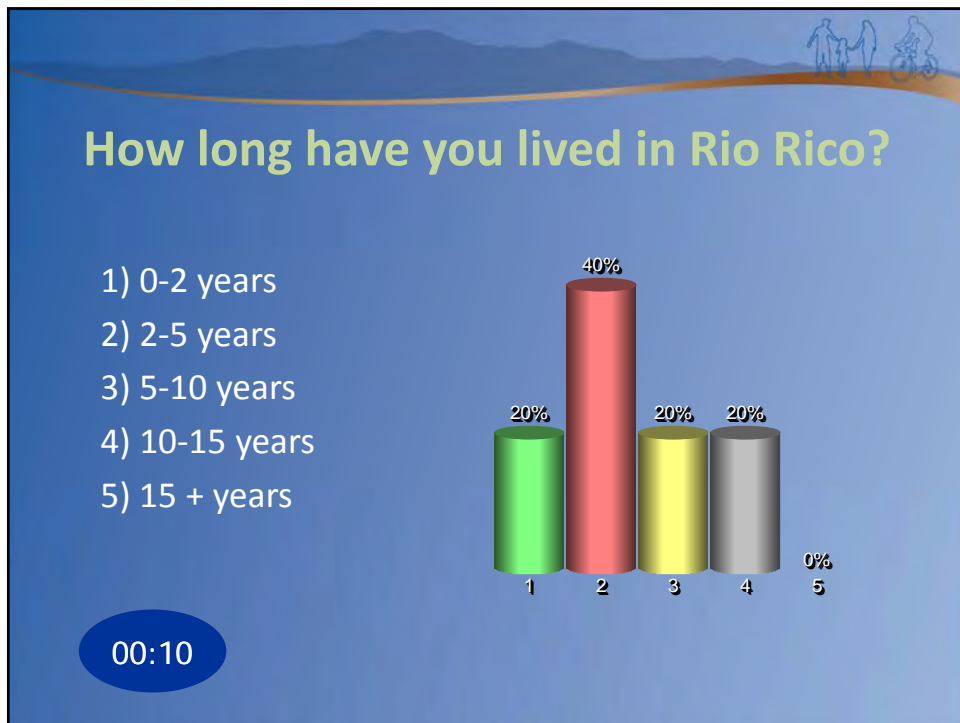
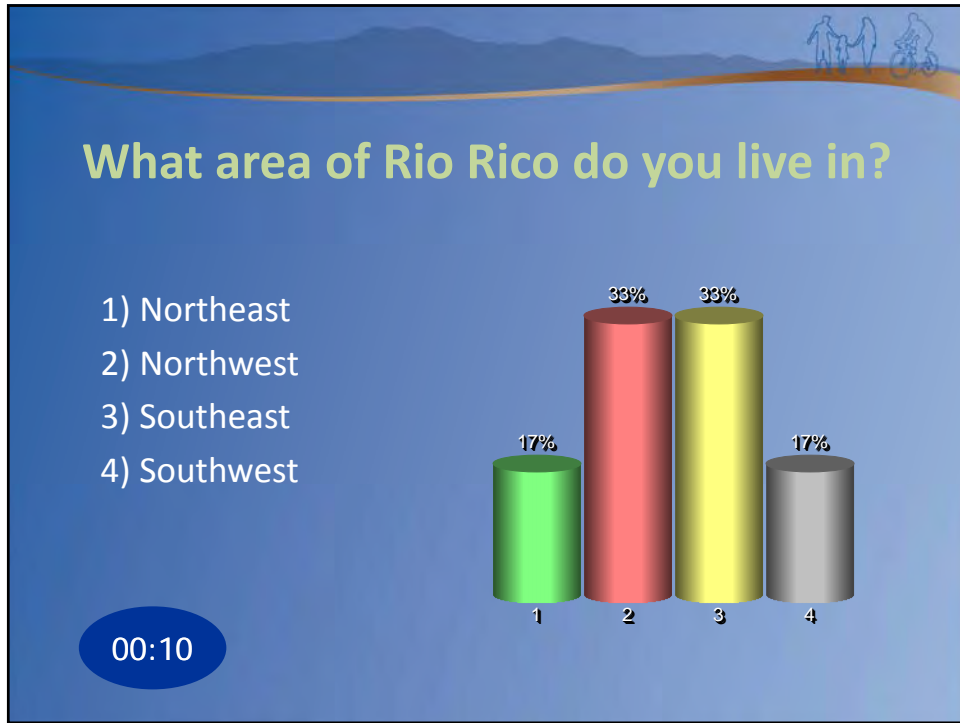


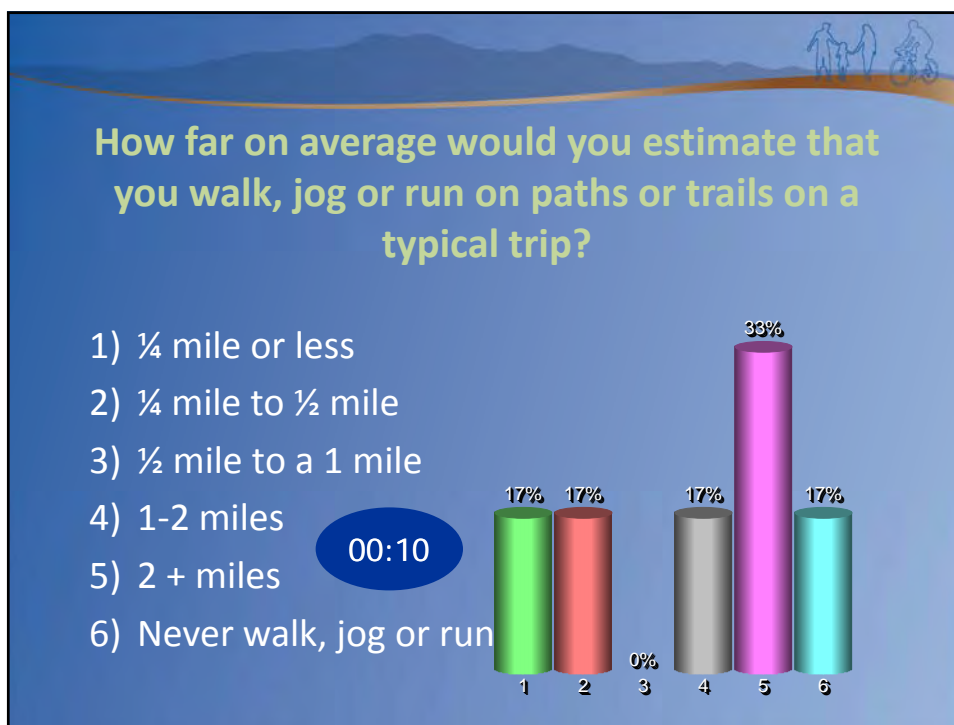
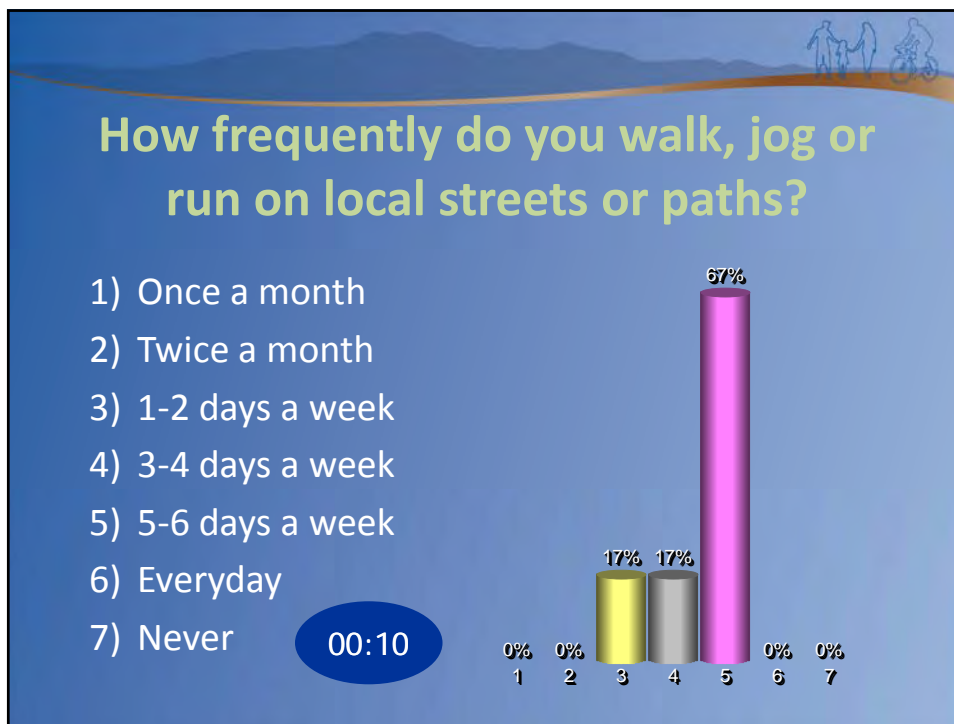
Option	Percentage
1) One Direction	26%
2) Taylor Swift	13%
3) Jay Z/Little Wayne	13%
4) Green Day	48%
5) Other	0%

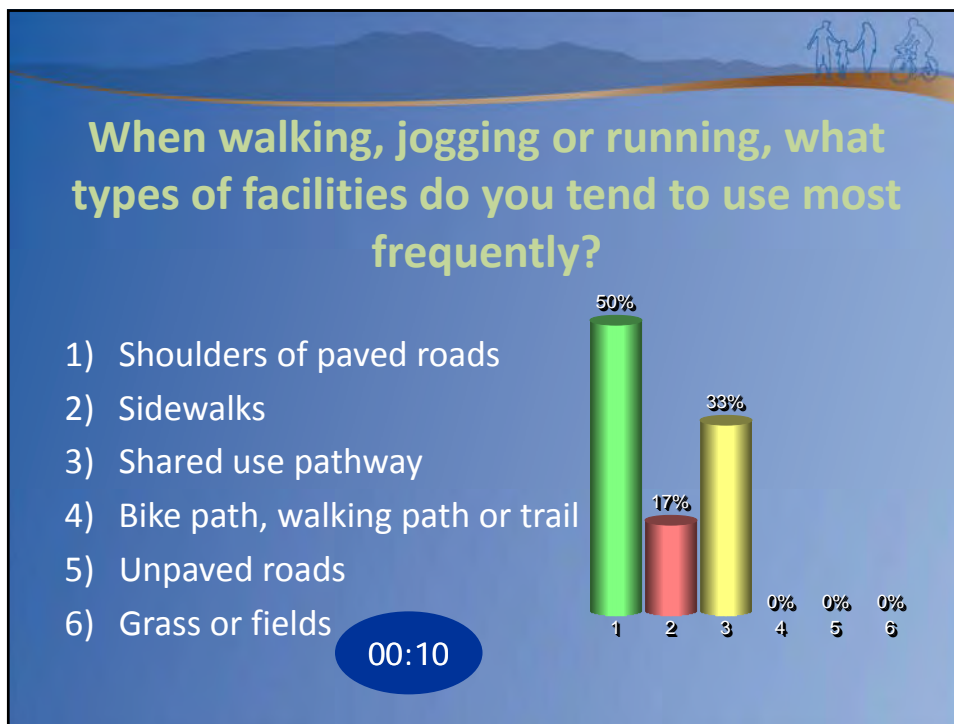
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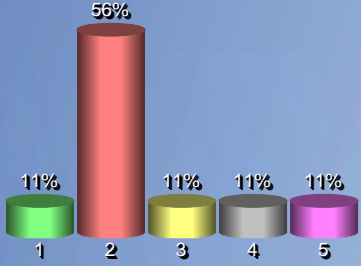





For those who walk to school (or would walk to school), what are the biggest needs to encourage walking to school?

- 1) Improve upon existing pedestrian facilities
- 2) Provide additional pedestrian facilities not in place today (sidewalks, bike lane, cross walk, lighting, etc)
- 3) Enforce traffic laws
- 4) Create a better route
- 5) Walking is not an option

00:10



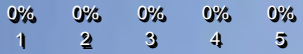
Need	Percentage
1) Improve upon existing pedestrian facilities	11%
2) Provide additional pedestrian facilities not in place today (sidewalks, bike lane, cross walk, lighting, etc)	56%
3) Enforce traffic laws	11%
4) Create a better route	11%
5) Walking is not an option	11%



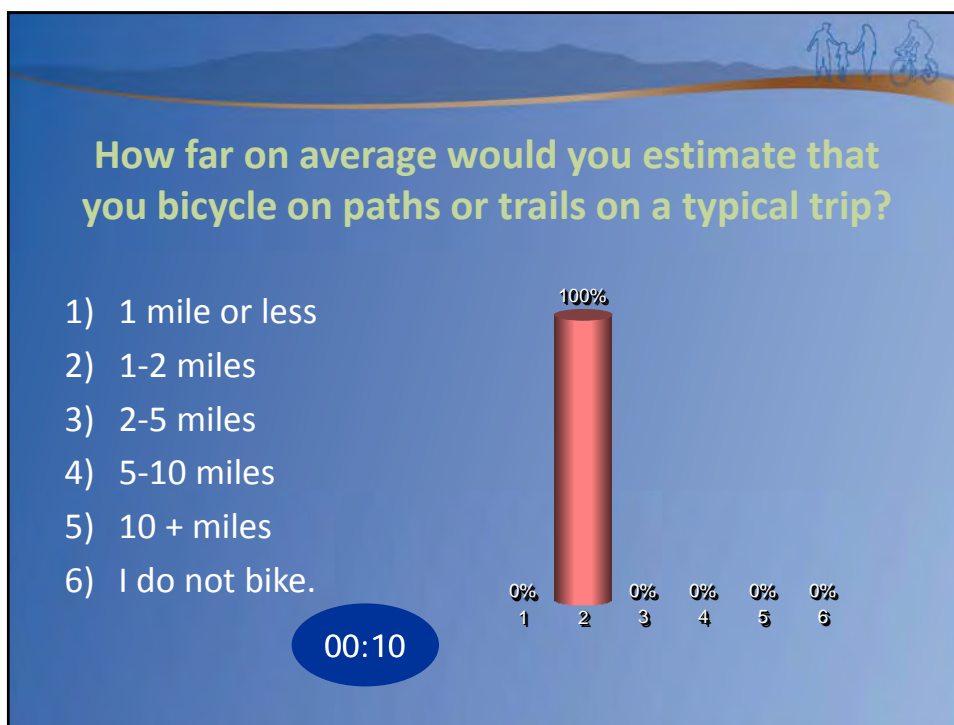
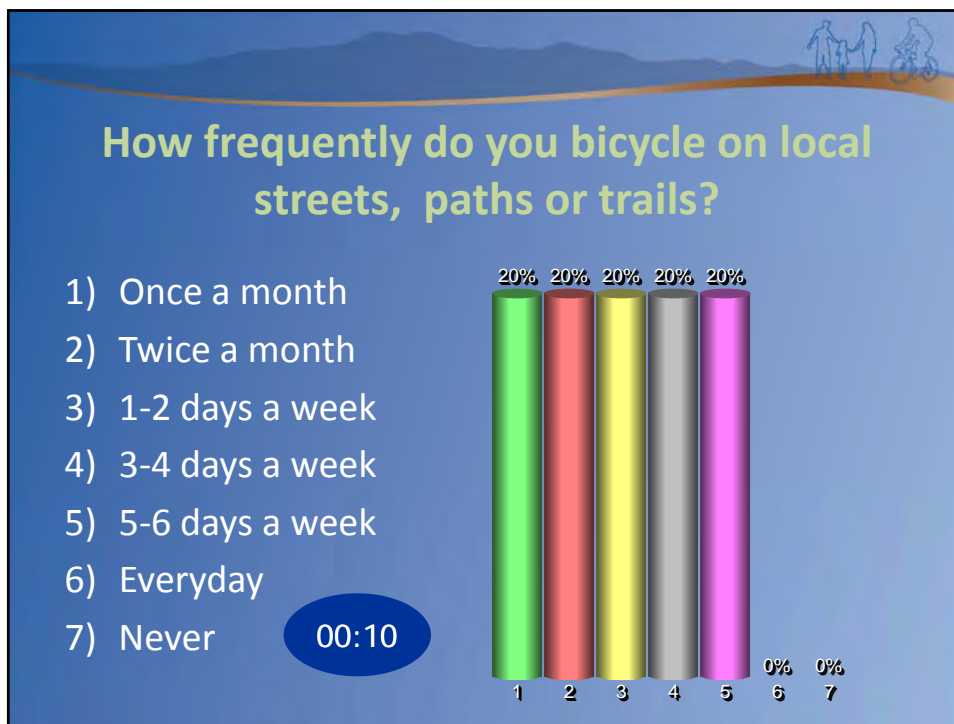
What are some typical reasons for not walking, jogging or running?

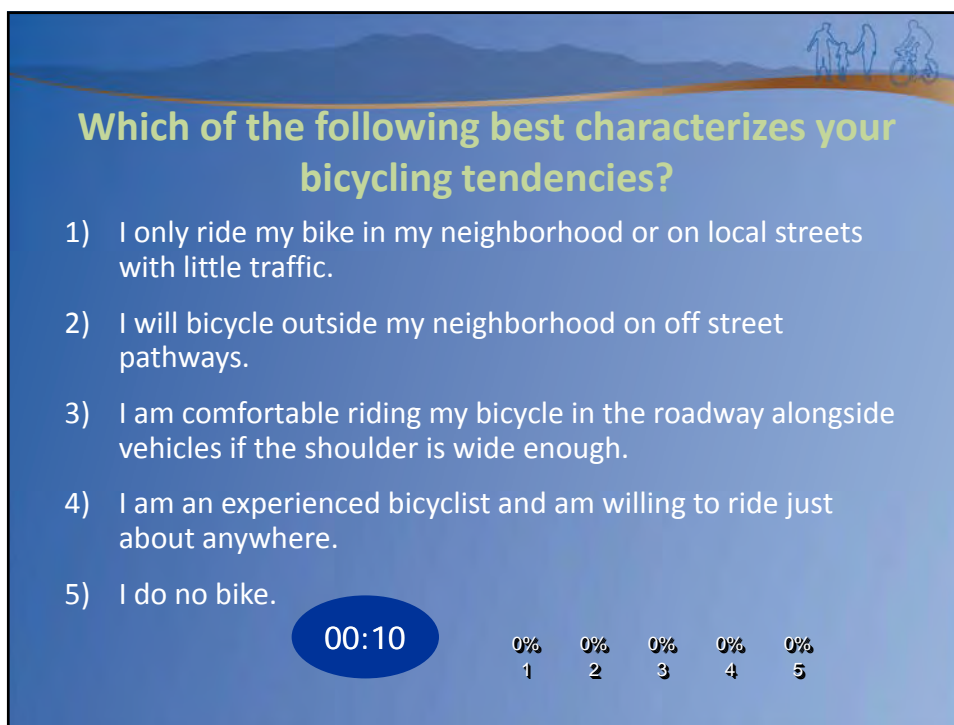
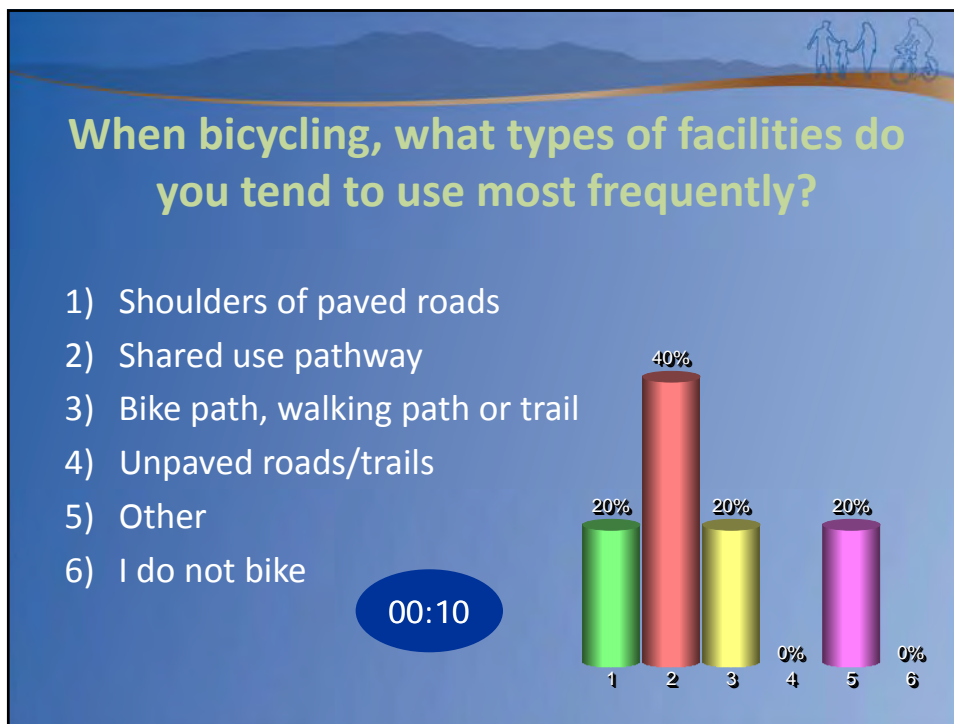
- 1) Other transportation is faster
- 2) Too busy/no opportunity
- 3) Lack of sidewalks or paths
- 4) Lack of safety/busy streets
- 5) Destination is too far

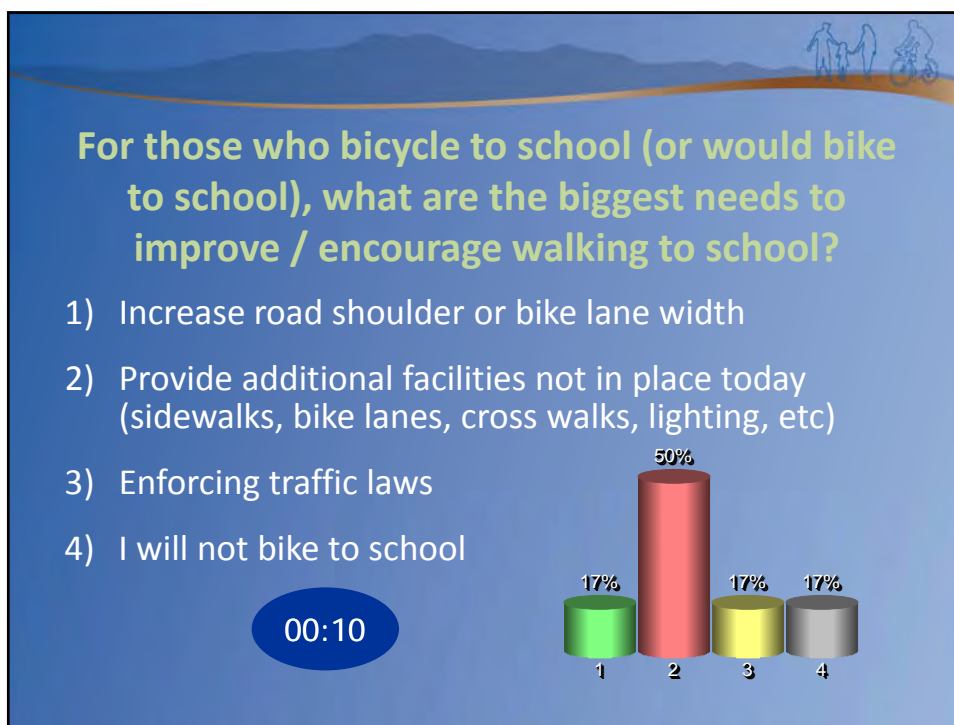
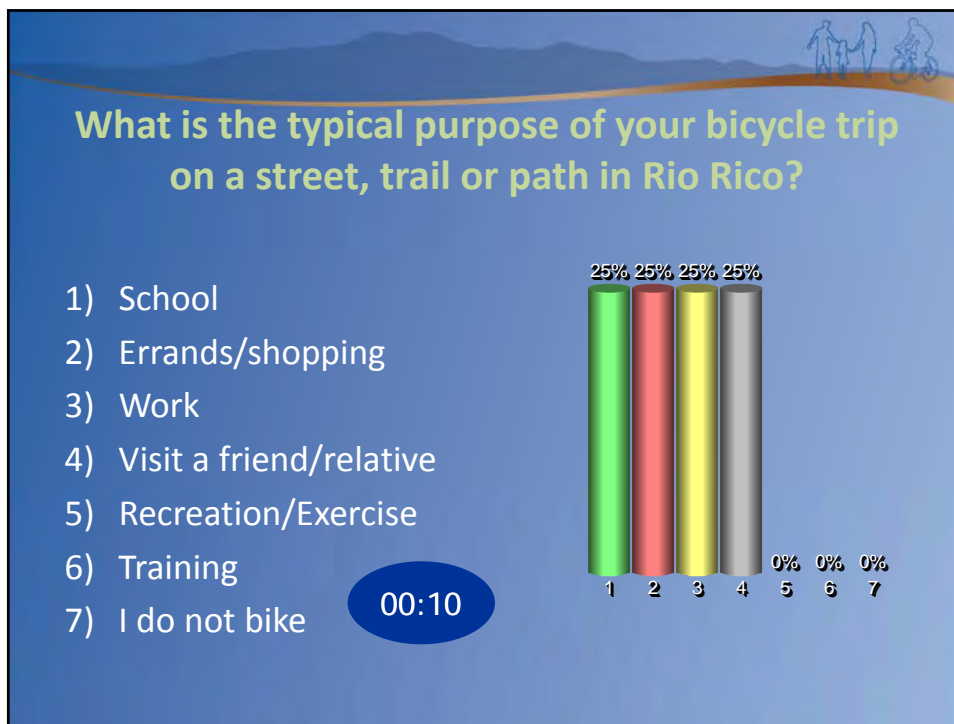
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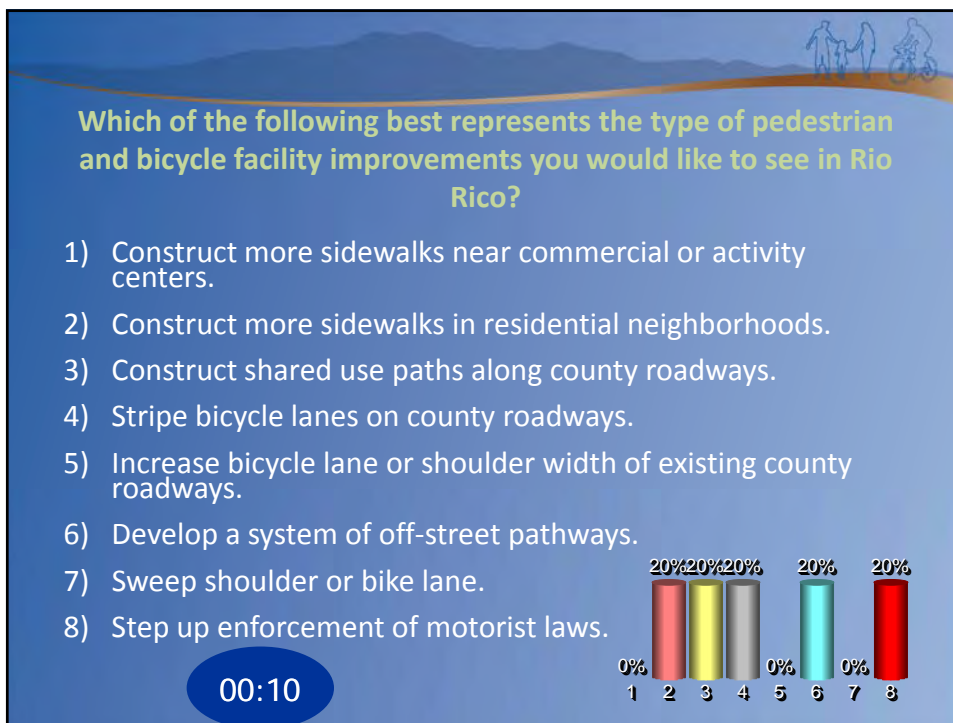
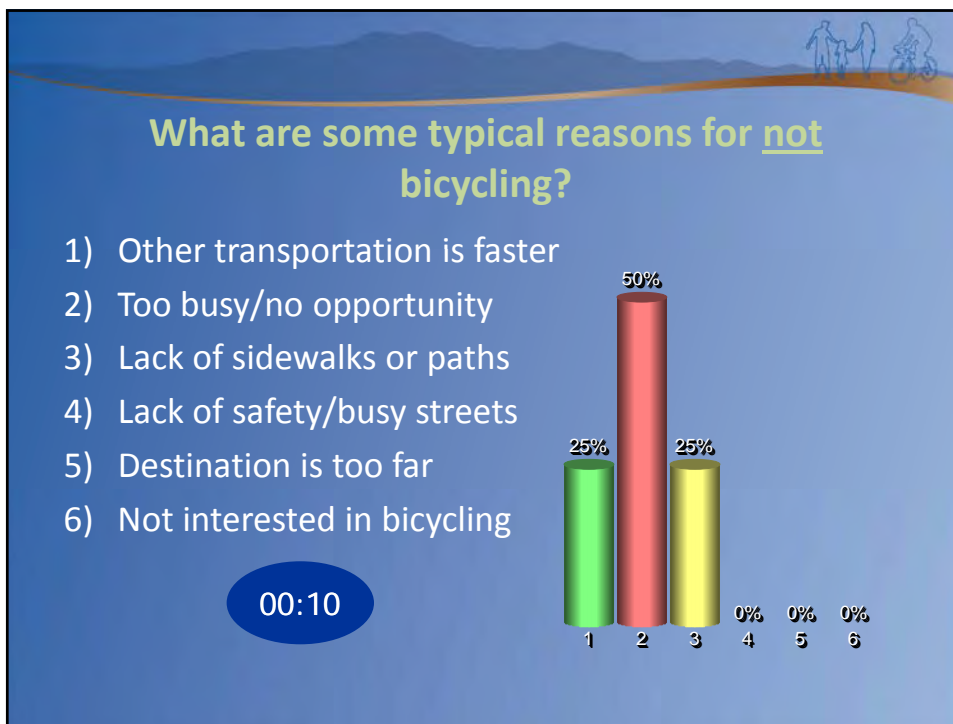
Reason	Percentage
1) Other transportation is faster	0%
2) Too busy/no opportunity	0%
3) Lack of sidewalks or paths	0%
4) Lack of safety/busy streets	0%
5) Destination is too far	0%















Please take a moment to complete the form that indicates what streets, paths or trails in Rio Rico that you typically walk, jog, run or bicycle on!



Questions?

Contact Information:

Kevin Kugler  
RBF Consulting  
[kkugler@rbf.com](mailto:kkugler@rbf.com)  
(602) 798-7521

# Rio Rico Walking and Biking Study

Youth Workshop October 4, 2012

Rio Rico High School



## ADOT – Santa Cruz County

Please list the street(s) or path(s) that you most commonly WALK along.

Camino del Patio

Ruby Road (east)

Camino Calcebanos

North Pendelton & streets along it

North Pendelton

# Rio Rico Walking and Biking Study

Youth Workshop October 4, 2012

Rio Rico High School



## ADOT – Santa Cruz County

Please list the street(s) or path(s) that you most commonly WALK along.

- Frontage Road

- Pendleton (N&S)

- Yavapi

- Caralampi

- Seville

- Peck Canyon

- Coatimundi

- Ruby Road

- Exit 12

- Rio Rico Drive

- North Pendleton

- Calabasas

# Rio Rico Walking and Biking Study

Youth Workshop October 4, 2012

Rio Rico High School



## ADOT – Santa Cruz County

Please list the street(s) or path(s) that you most commonly WALK along.

Peck Canyon

Avida Leon

West Frontage road

Avida coatmandi

Sykes circle

Calle Madrid

Willow Drive

Rio Rico Drive

Calle Cuervo

Camino Milano

Camino Estomino

Via halcon

Pasco Petirajo

Circulo sombrero

Via faxio

# Rio Rico Walking and Biking Study

Youth Workshop October 4, 2012

Rio Rico High School



## ADOT – Santa Cruz County

Please list the street(s) or path(s) that you most commonly WALK along.

Lito Galindo

W. Frontage Rd.

Pendleton

Rio Rico Drive

Peck Canyon Rd

Hombre de Oro

# Rio Rico Walking and Biking Study

Youth Workshop October 4, 2012

Rio Rico High School



## ADOT – Santa Cruz County

Please list the street(s) or path(s) that you most commonly WALK along.

1760 Circulo Corona

Verde Patria

Camino JoseFina

Pendelton (North)

Pasco Mexico

Pendleton, Near Golf course

# Rio Rico Walking and Biking Study

Youth Workshop October 4, 2012  
Rio Rico High School



## ADOT – Santa Cruz County

Please list the street(s) or path(s) that you most commonly BICYCLE along.

Via Patricia

Peck Canyon

Sombrero

Pendleton

Rio Rico Drive

Cherokee

Ruby Rd.

Frontage

Ruby Rd. (east)

Frontage

Pendleton

Vanderbilt

- Calabasas Middle School to Fire Station



# Rio Rico Walking and Biking Study

Youth Workshop October 4, 2012

Rio Rico High School



## ADOT – Santa Cruz County

Please list the street(s) or path(s) that you most commonly BICYCLE along.

Peck canyon

Avenida Leon

West Frontage Road

Avenida coats munti

Sykes circle

Calle Madrid

Willow Drive

penalтин

Rio Rico Drive

Calle Cuervo

Camino Milano

Camino Estomino

Via Halcon

Paseo Petirajo

Circulo Sombrero

Via Taxco

# Rio Rico Walking and Biking Study

Youth Workshop October 4, 2012

Rio Rico High School



## ADOT – Santa Cruz County

Please list the street(s) or path(s) that you most commonly BICYCLE along.

- calabasas st.

- Circulo Guerrero

# Rio Rico Walking and Biking Study

Youth Workshop October 4, 2012

Rio Rico High School



## ADOT – Santa Cruz County

Please list the street(s) or path(s) that you most commonly BICYCLE along.

Coatimudi Trail - Sonoita → heading towards Patagonia

Exit 12 Bridge

- Caralampi

- Yavapi

- Frontage

- Patagonia

- Coatimundi and South Pediton



## Appendix C – Community Open House #1

- C.1 Sign in sheet
- C.2 PPT with survey results
- C.3 Scanned maps from mapping exercise
- C.4 Comment Forms

PUBLIC SIGN-IN SHEET

M

Rio Rico Walking and Biking Study

Public Open House

Thursday, November 15, 2012, 5:30 – 7:30 p.m.

Calabasas Middle School, 131 Camino Maricopa, Rio Rico, AZ 85648

Name	Organization	Address, City, ZIP Code	Telephone	Email
1. JEREMIE ROACH		24 RANCHOS del Rio Corte, Rio Rico, 85648	520-413-0143	Jetiro2@aol.com
2. Lee Jones		268 MANZANA Ct. Rio Rico	520-313-5663	LJONES@NFP.COM
3. Kathleen Vandervoet	Nogales International		398-2089	Kathleenvandervoet@gmail.com
4. Swan Kuntz	MCCIE	1852 N. Mastick Way	795-6050	SKUNTZ@mariposachc.net
5. Cassalyn David	Santa Cruz County Adolescent wellness Network	1852 N. Mastick Way 85621	375.6050	cdavid@mariposachc.net
6. Joyce Sierra	Joyride Southwest Tours	P.O. Box 912 Green Valley, 85622	404-2254	backroadsjoy@gmail.com
7. ALMA LABOIGNET		144 VIA ORQUIDEA	223-7943	almalaboignet@hotmail.com
8.				
9.				
10.				
11.				
12.				
13.				
14.				
15.				

Completion of this sign-in sheet is completely voluntary and helps the project team keep an accurate record of meeting attendees. Under state law, any identifying information provided above will become part of the public record and, as such, must be released to any individual upon request.



PUBLIC SIGN-IN SHEET

Rio Rico Walking and Biking Study

Public Open House

Thursday, November 15, 2012, 5:30 – 7:30 p.m.

Calabasas Middle School, 131 Camino Maricopa, Rio Rico, AZ 85648

Name	Organization	Address, City, ZIP Code	Telephone	Email
1. <del>Tim Roach</del>		<del>24 Rancho Del Rio Ct.</del>	<del>520-413-0143</del>	<del>Jetiro@aol.com</del>
2. ROBERT EASTMAN		P.O. Box 4740, Rio Rico	657-269-9982	304robert0123@gmail.com
3. Carmen Crisantes		345 Via de la Santa Cruz Ct	520/841-0959	ccrisantes@gmail.com
4. KATHI CAMPANA		1520 PENDLETON, Rio Rico	520-313-4291	kathicampana@yahoo.com
5. RON CAMPANA		" " "	520-281-8250	ronc1247@yahoo.com
6. Sarah Prasek		489 N Arroyo Blvd, Nogales <sup>(office)</sup>	520-281-2994 x106	sprasek@email.arizona.edu
7. Patty Molina		307 Costa Rica Ct	520 841-2979	patty_molina@attlemsn.com
8. German Cabello		144 Via Orquidia	520-980-1370	gcabello@doubletreccastleinc.com
9. MARY DAITL				
10.				
11.				
12.				
13.				
14.				
15.				

Completion of this sign-in sheet is completely voluntary and helps the project team keep an accurate record of meeting attendees. Under state law, any identifying information provided above will become part of the public record and, as such, must be released to any individual upon request.



# Rio Rico Walking and Biking Study

## Public Open House Meeting



November 15, 2012

# Meeting **Agenda**

- ▶ **Welcome & Introductions**
- ▶ **Project Background**
- ▶ **Project Overview**
- ▶ **Questions and Responses**
- ▶ **Walking and Biking Survey**
- ▶ **Next Steps**
- ▶ **Mapping Exercise**



Photos courtesy of Matt Hays



# Project Background

## Purpose and Intent



- ▶ Awarded funding from ADOT through the Planning Assistance for Rural Areas (PARA) program
- ▶ Establish a program for the construction of bike lanes and sidewalks to provide safe access to local Rio Rico school facilities as well as use by the general public

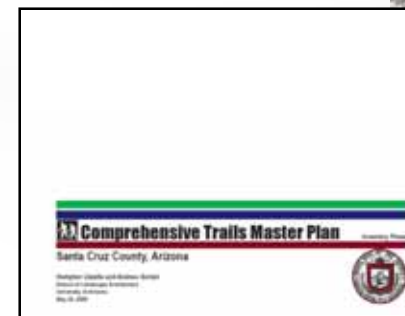


# Project Background

## Local Plans and Studies



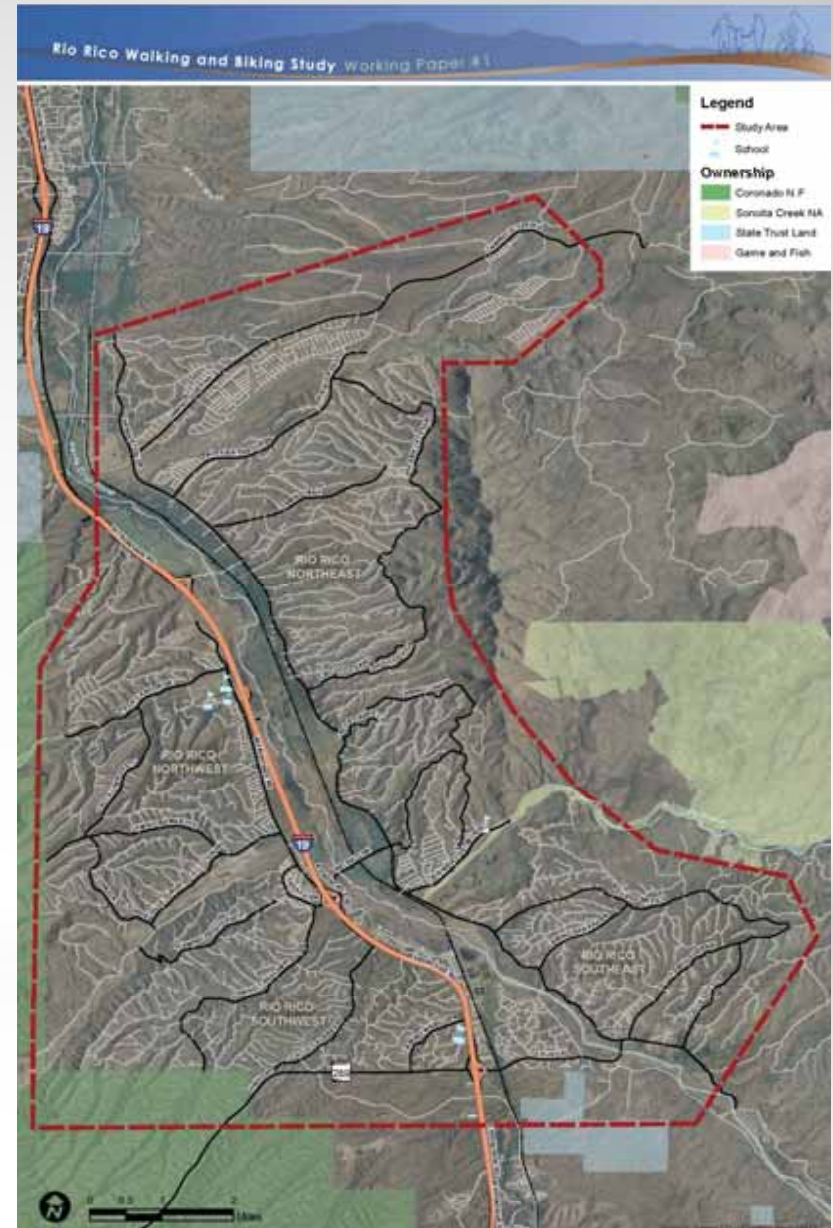
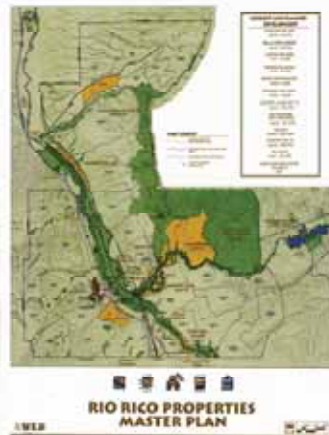
- ▶ Santa Cruz County Comprehensive Plan
- ▶ The Drachman Institute Report
- ▶ Santa Cruz County Comprehensive Trails Plan
- ▶ U of A Cooperative Extension SRTS Case Studies



# Project Overview

## Study Area

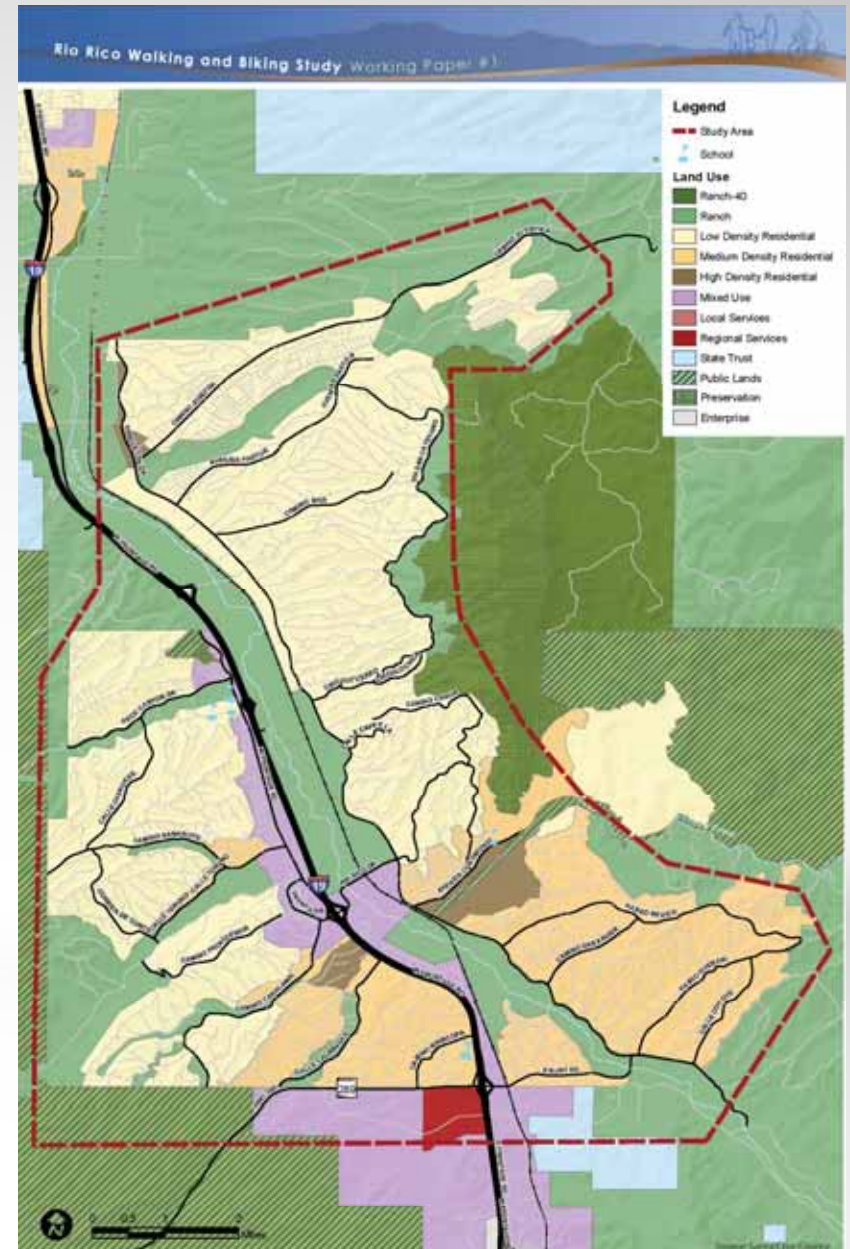
- ▶ Approximately 62 square miles
- ▶ Generally consists of four (4) quadrants: northeast, northwest, southeast and southwest.



# Project Overview

## Land Use

- ▶ Santa Cruz County Comprehensive Plan – Land Use Map
- ▶ The pedestrian and biking needs of Rio Rico are directly tied to the composition of these land uses.



# Project Overview

## Demographics



### ▶ Rio Rico Population/Growth

Vicinity	2000 Population	2010 Population	Percent Change	Growth Rate
Rio Rico (Study Area)	10,413	18,962	82.1%	8.2%
Santa Cruz County	38,381	47,420	23.6%	2.4%
Arizona	5,130,632	6,392,017	24.6%	2.5%

Source: 2000 and 2010 United States Census

### ▶ Rio Rico Age Distribution

Vicinity	Age 15 and below	% of Pop.	Age 16 - 64	% of Pop.	Age 65 and above	% of Pop.	Median Age
Rio Rico (Study Area)	5,686	30.0%	11,830	62.4%	1,446	7.6%	31.3
Santa Cruz County	12,674	26.7%	28,522	60.1%	6,224	13.1%	35.6
Arizona	1,447,536	22.6%	4,062,650	63.6%	881,831	13.8%	35.9

Source: 2010 United States Census

# Project Overview

## Demographics



### ► Rio Rico Commuting Habits

Population Group	Rio Rico	Percentage of Work Force	Santa Cruz County	Percentage of Work Force	Arizona	Percentage of Work Force
Workers 16 yrs and over	6,689		16,795		2,621,839	
vehicle - drove alone	5,482	82.0%	13,086	77.9%	2,005,289	76.5%
vehicle - carpooled	889	13.3%	2,000	11.9%	305,162	11.6%
public transit	0	0.0%	37	0.2%	46,829	1.8%
walked	33	0.5%	451	2.7%	52,391	2.0%
other means	80	1.2%	305	1.8%	61,279	2.3%
worked at home	205	3.1%	916	5.5%	150,889	5.8%
mean travel time to work (minutes)	21.3		19.2		24.5	

Source: American Community Survey

# Project Overview

## Safe Routes to Schools Program

- ▶ A central focus of this study
- ▶ Federal program designed to improve the ability of elementary and middle school students to safely walk and bike to school
- ▶ ADOT administers program on behalf of FHWA, UofA Cooperative Extension organizes locally
- ▶ Infrastructure Projects and Non-Infrastructure Projects supported
- ▶ Identify and prioritize potential improvement projects within a 2-mile school radius

# Project Overview

## Multi-Modal Facility Types

- ▶ **Class I - Bike Path:** a Class I bikeway provides bicycle travel on a paved right-of-way completely separated from any street or highway
- ▶ **Class II - Bike Lane:** a Class II bikeway provides a striped and stenciled lane for one-way travel on a street or highway
- ▶ **Class III - Bike Route:** a Class III bikeway provides for shared use with motor vehicle traffic and is identified only by signing.
- ▶ **Shared Use Path:** a shared use path provides for multiple modes of travel on a paved right-of-way completely separated from a street. A shared use path may be used by cyclists, pedestrians, skaters, joggers, and other non-motorized users.

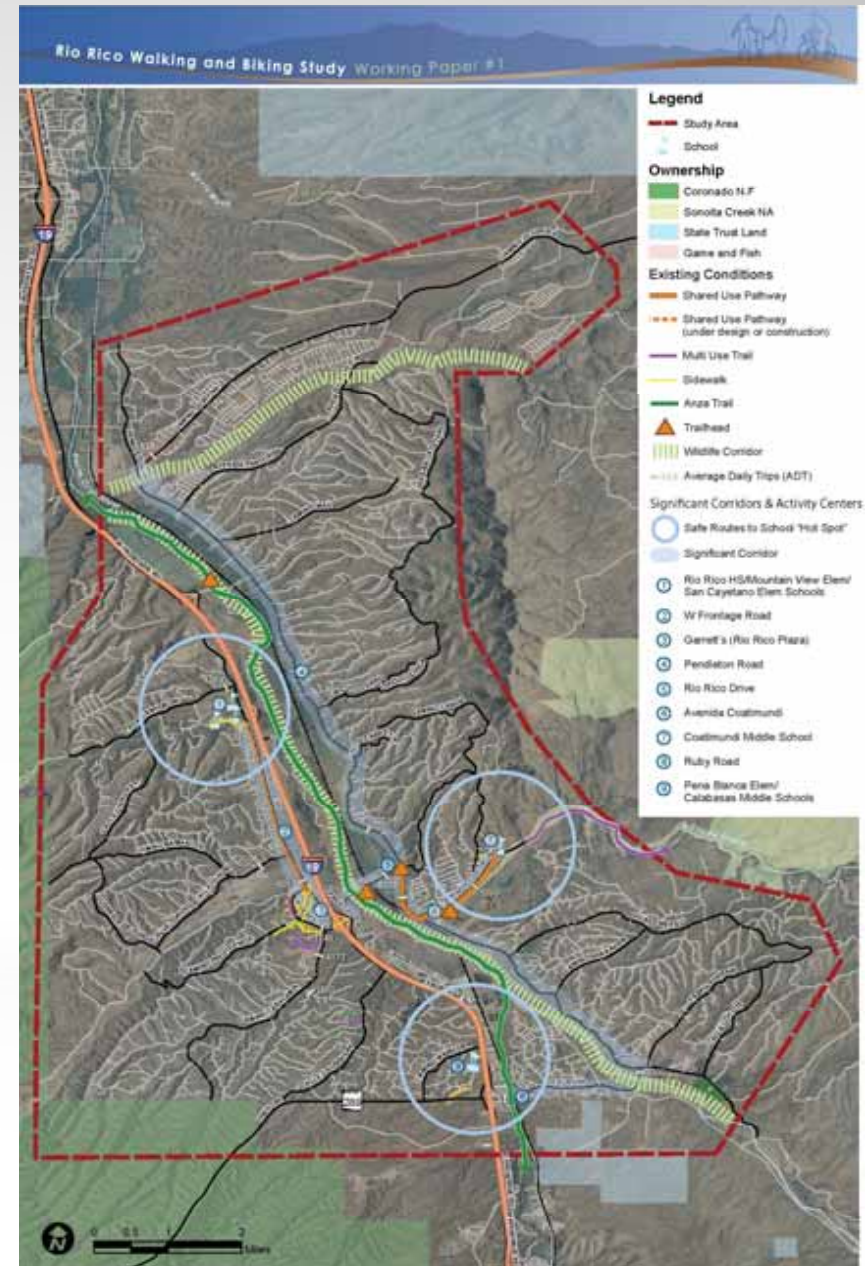




# Project Overview

## Existing Bicycle and Pedestrian Facilities

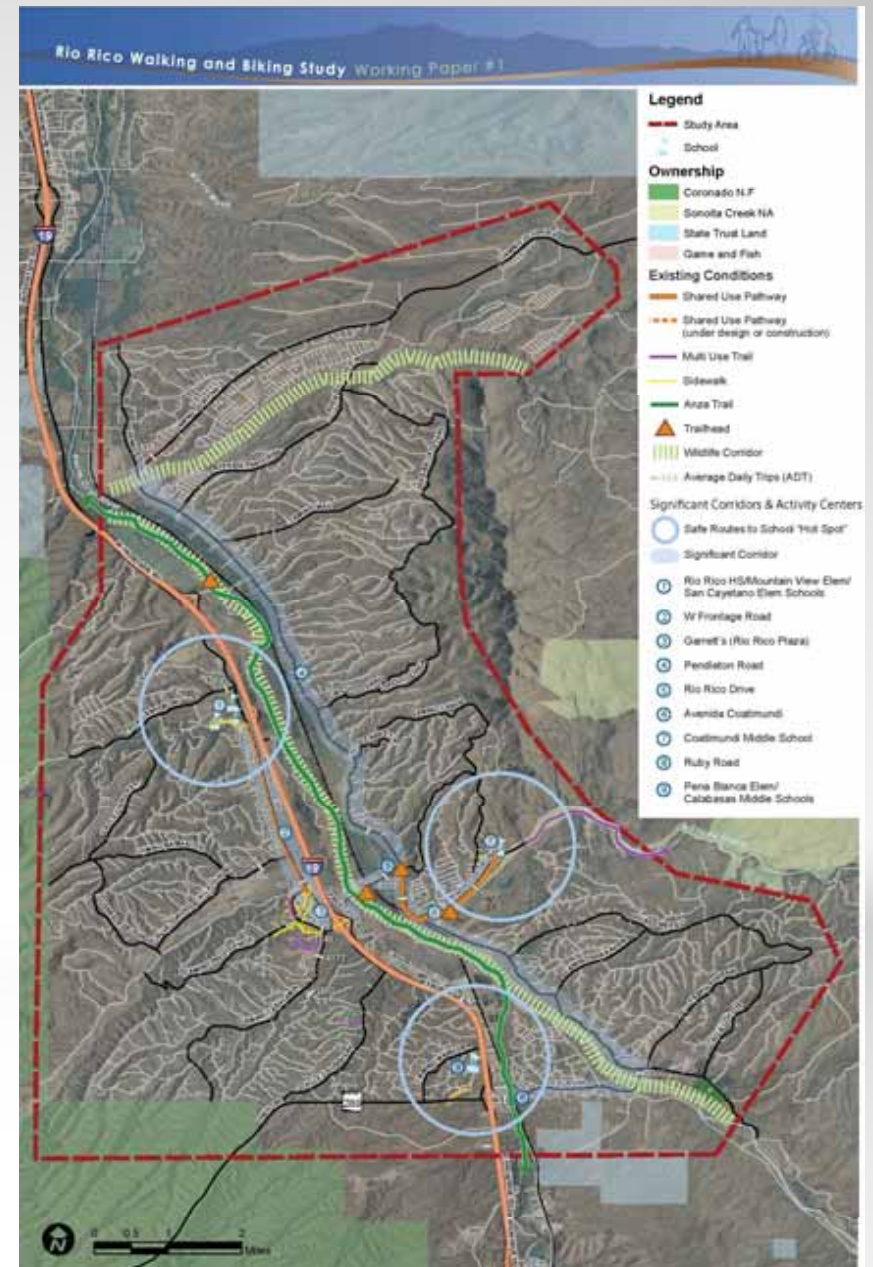
- ▶ **Bicycle Lane/Bicycle Path**
- ▶ **Juan Bautista de Anza National Historic Trail (Anza Trail)**
- ▶ **Shared Use Paths**
- ▶ **Trailheads**
- ▶ **Sidewalks**
- ▶ **Shoulders**
- ▶ **Local Trails and Multiuse Trails**
- ▶ **Bike-friendly Residential Streets**



# Project Overview

## Significant Study Area Corridors and Activity Centers

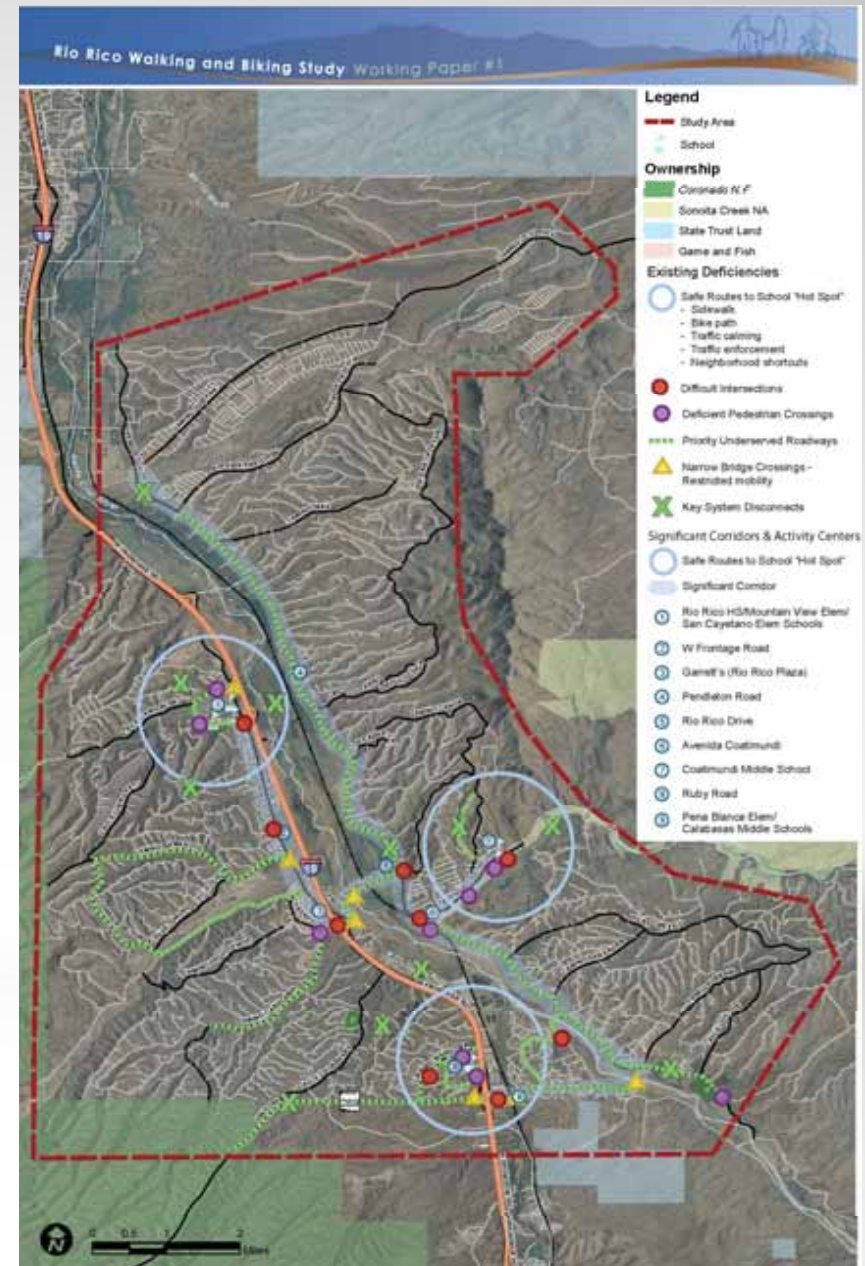
- ▶ Rio Rico High School /Mountain View Elementary/San Cayetano Elementary School
- ▶ West Frontage Road
- ▶ Garrett's (Rio Rico Plaza)
- ▶ Pendleton Drive
- ▶ Rio Rico Drive to Pendleton Drive
- ▶ Avenida Coatimundi
- ▶ Coatimundi Middle School
- ▶ Ruby Road: I-19 east to the Santa Cruz River
- ▶ Pena Blanca Elementary School/Calabasas Middle School



# Project Overview

## Bicycle and Pedestrian Needs

- ▶ Safe Routes to Schools Hot Spots
- ▶ Difficult Intersections
- ▶ Garrett's (Rio Rico Plaza)
- ▶ Difficult Pedestrian Crossings
- ▶ Narrow Bridge Crossings
- ▶ Ruby Road
- ▶ Priority Underserved Roadways
- ▶ Key System Disconnects





# Rio Rico Walking and Biking Study

## Questions and Responses

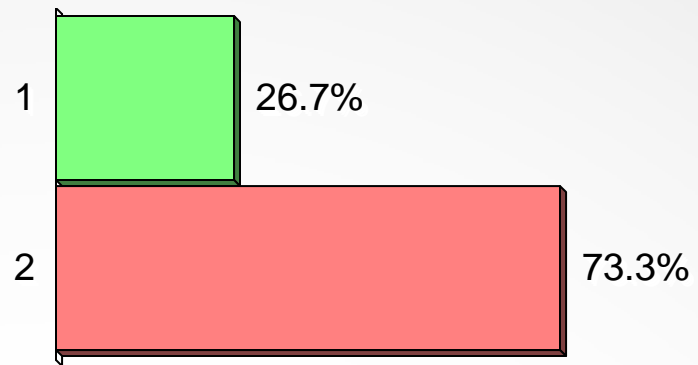


# Walking and Biking Survey

## We Want Your Input!

# Are you:

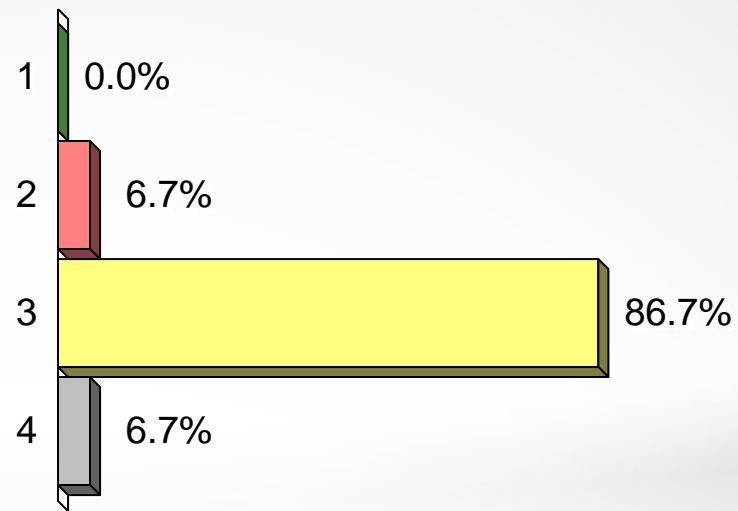
- 1) Male
- 2) Female



00:10

# What is your age group?

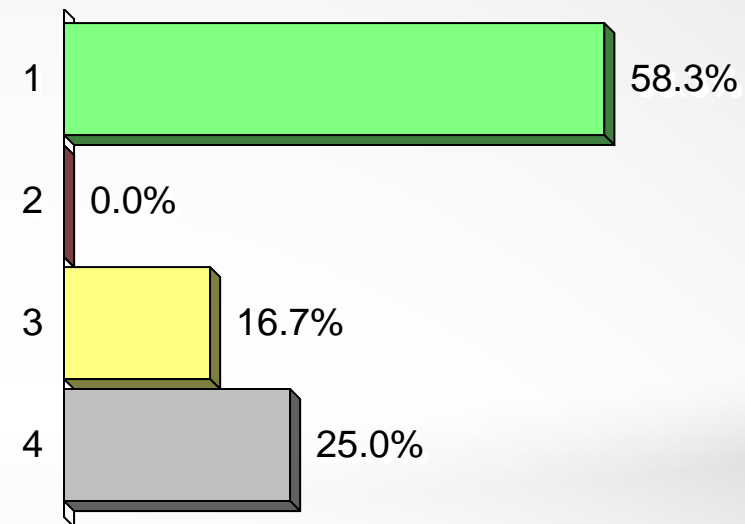
- 1) Under 16
- 2) 16 – 30
- 3) 30 – 65
- 4) Over 65



00:10

# What area of Rio Rico do you live in?

- 1) Northeast
- 2) Northwest
- 3) Southeast
- 4) Southwest

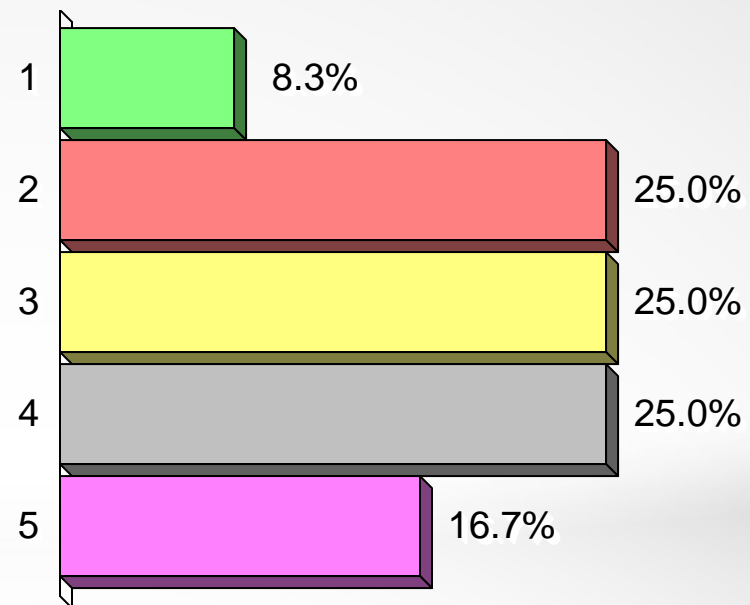


00:10



# How long have you lived in Rio Rico?

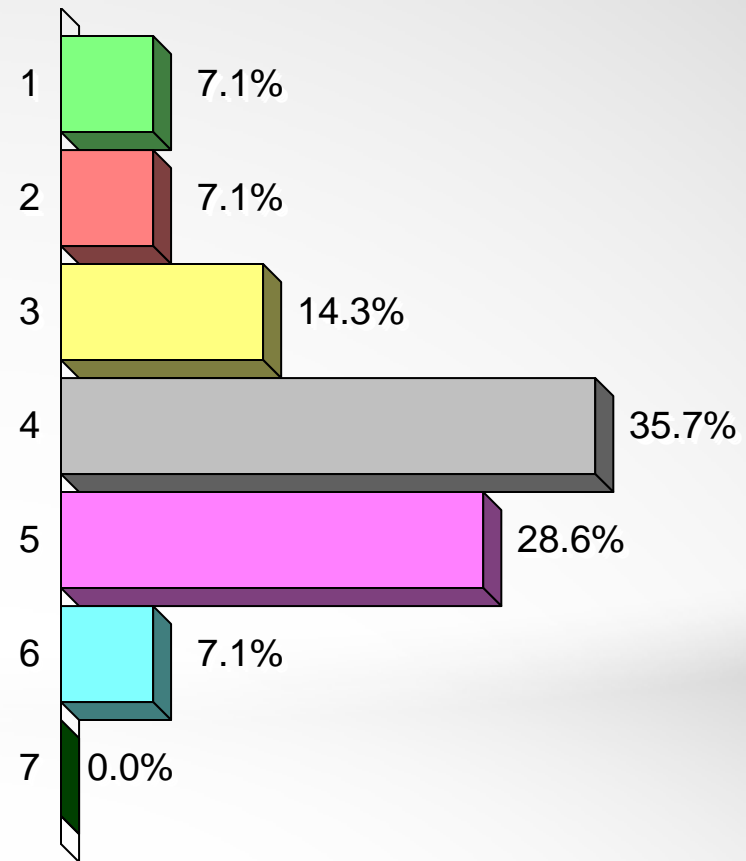
- 1) 0-2 years
- 2) 2-5 years
- 3) 5-10 years
- 4) 10-15 years
- 5) 15 + years



00:10

# How frequently do you walk, jog or run on local streets or paths?

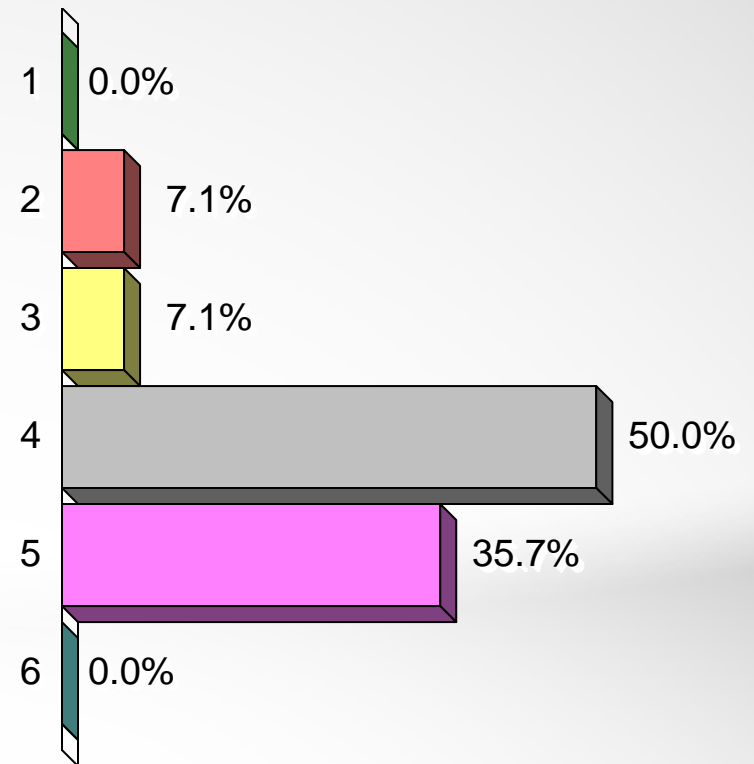
- 1) Once a month
- 2) Twice a month
- 3) 1-2 days a week
- 4) 3-4 days a week
- 5) 5-6 days a week
- 6) Everyday
- 7) Never



00:10

# How far on average would you estimate that you walk, jog or run on paths or trails on a typical trip?

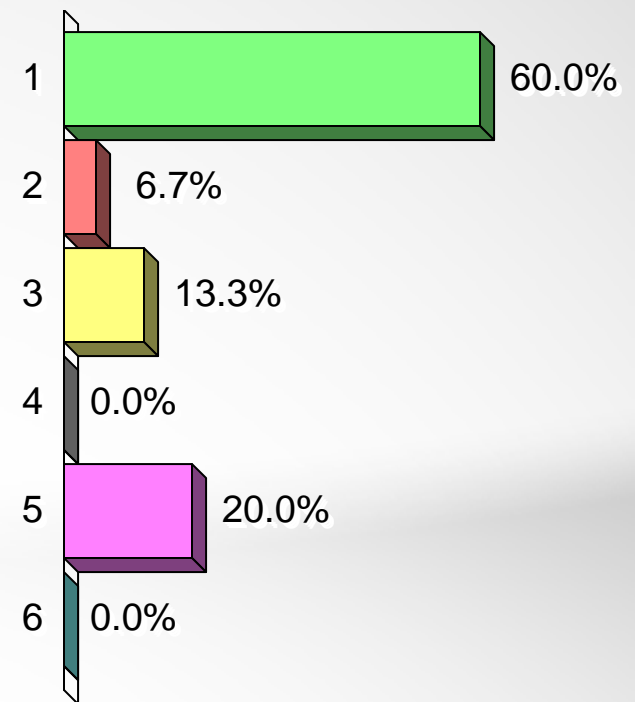
- 1)  $\frac{1}{4}$  mile or less
- 2)  $\frac{1}{4}$  mile to  $\frac{1}{2}$  mile
- 3)  $\frac{1}{2}$  mile to a 1 mile
- 4) 1-2 miles
- 5) 2 + miles
- 6) Never walk, jog or run



00:10

# When walking, jogging or running, what types of facilities do you tend to use most frequently?

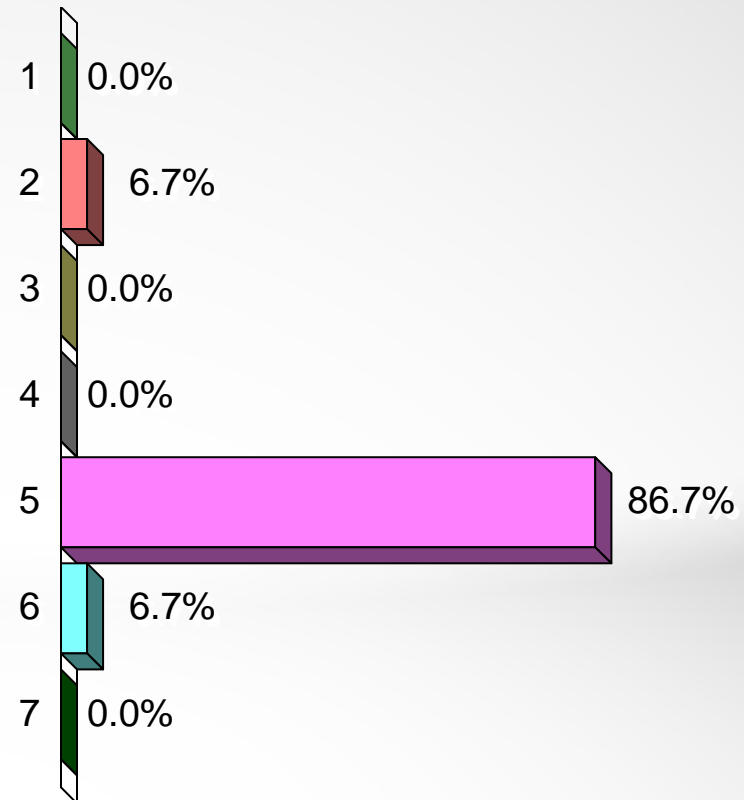
- 1) Shoulders of paved roads
- 2) Sidewalks
- 3) Shared use pathway
- 4) Bike path, walking path or trail
- 5) Unpaved roads
- 6) Grass or fields



00:10

# What is the typical purpose of your pedestrian (walk, jog, run) trip on a street, trail or path in Rio Rico?

- 1) School
- 2) Errands/shopping
- 3) Work
- 4) Visit a friend/relative
- 5) Recreation/Exercise
- 6) Walk dog
- 7) Running/training

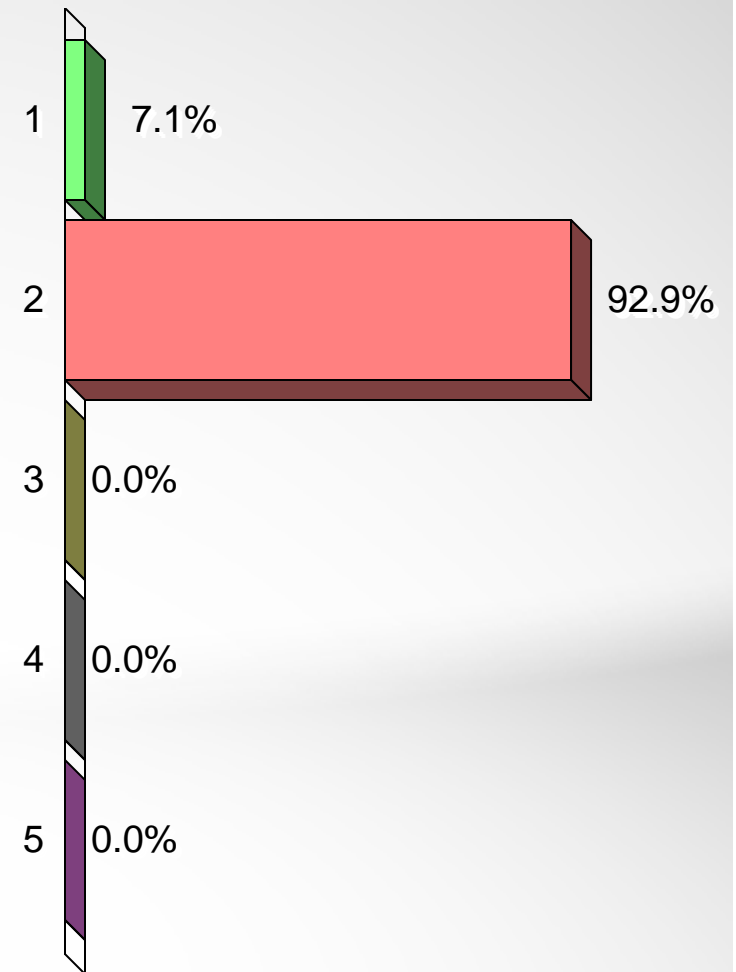


00:10

# For those who use existing pathways in Rio Rico, what are the biggest needs to encourage walking in Rio Rico?

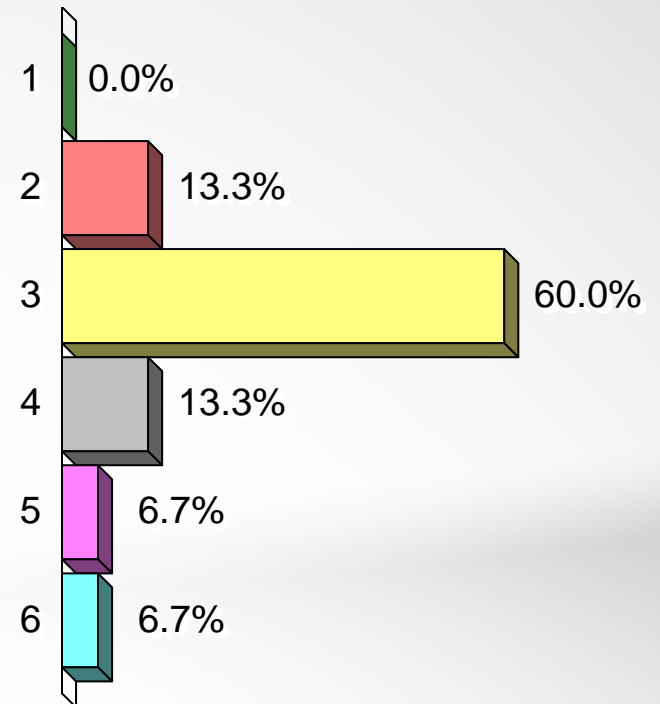
- 1) Improve existing pedestrian facilities
- 2) Provide additional pedestrian facilities not in place today (sidewalks, bike lane, cross walk, lighting, etc)
- 3) Enforce traffic laws
- 4) Create a better route
- 5) Walking is not an option

00:10



# What are some typical reasons for not walking, jogging or running?

- 1) Other transportation is faster
- 2) Too busy/no opportunity
- 3) Lack of sidewalks or paths
- 4) Lack of safety/busy streets
- 5) Destination is too far
- 6) Other

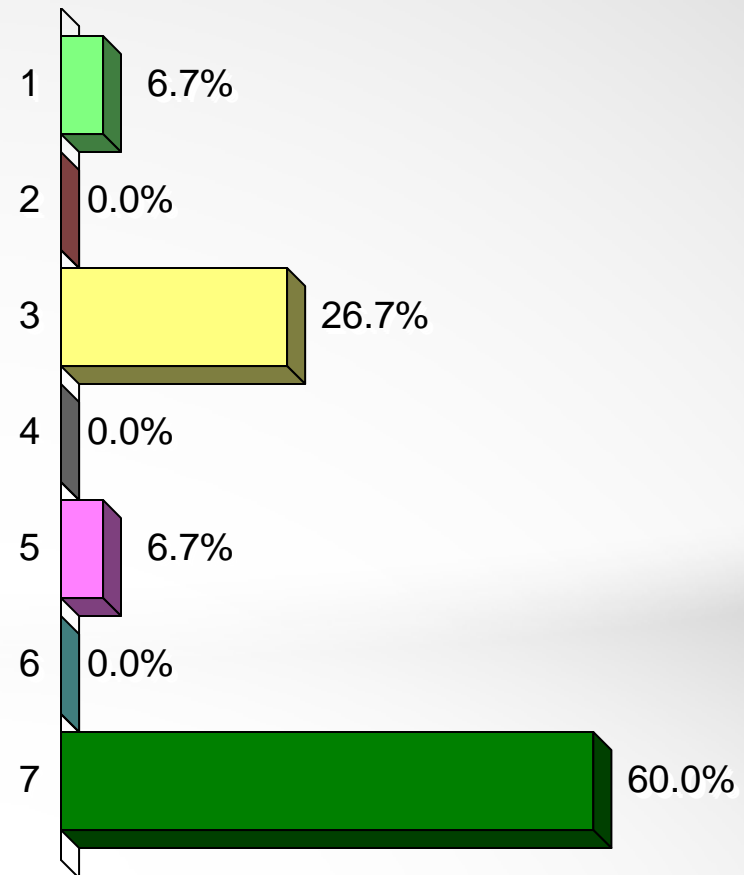


00:10

# How frequently do you bicycle on local streets, paths or trails?

- 1) Once a month
- 2) Twice a month
- 3) 1-2 days a week
- 4) 3-4 days a week
- 5) 5-6 days a week
- 6) Everyday
- 7) Never

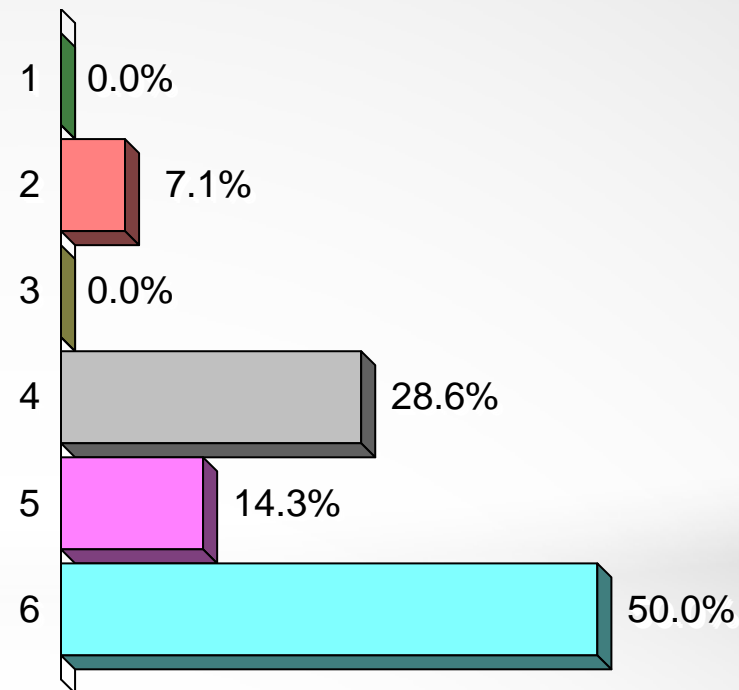
00:10





# How far on average would you estimate that you bicycle on paths or trails on a typical trip?

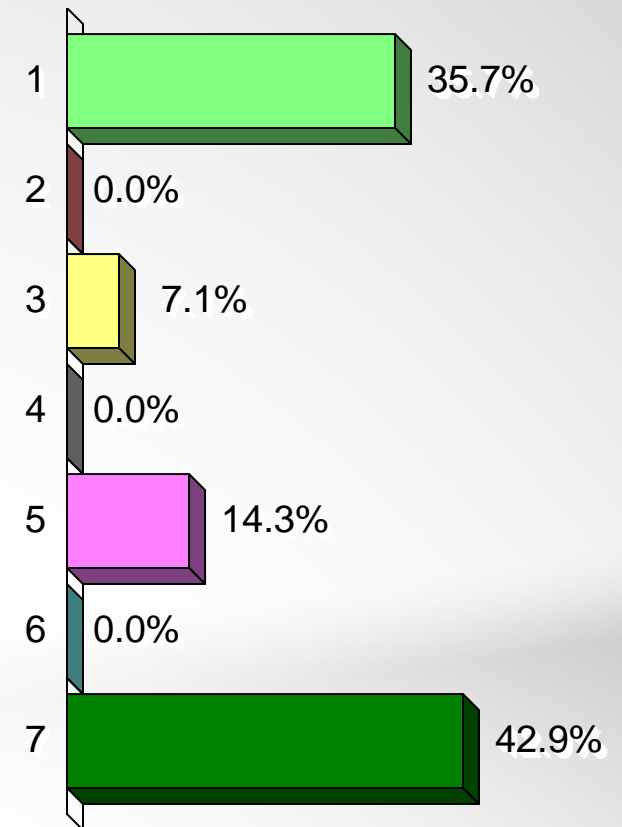
- 1) 1 mile or less
- 2) 1-2 miles
- 3) 2-5 miles
- 4) 5-10 miles
- 5) 10 + miles
- 6) I do not bike.



00:10

# When bicycling, what types of facilities do you tend to use most frequently?

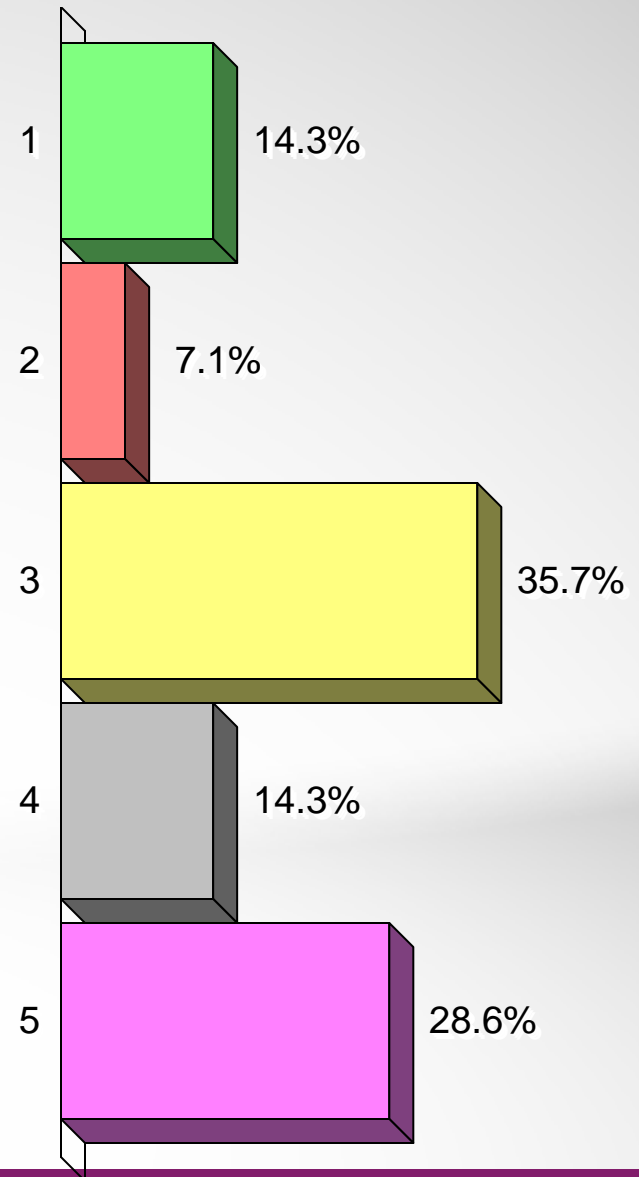
- 1) Shoulders of paved roads
- 2) Shared use pathway
- 3) Bike path, walking path or trail
- 4) Unpaved roads/trails
- 5) Existing paved roadways
- 6) Other
- 7) I do not bike



00:10

# Which of the following best characterizes your bicycling tendencies?

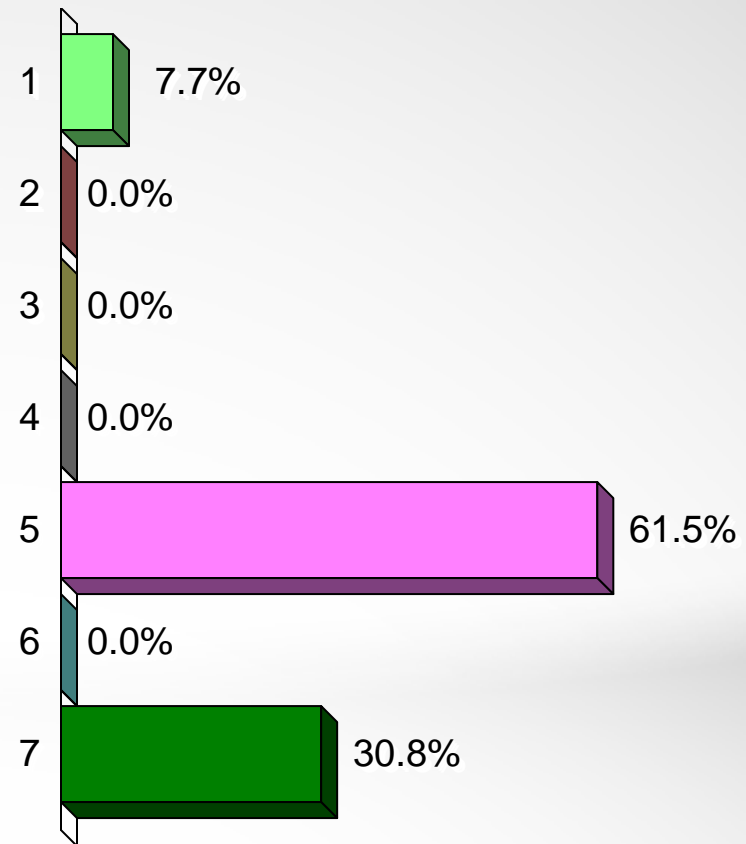
- 1) I only ride my bike in my neighborhood or on local streets with little traffic.
- 2) I will bicycle outside my neighborhood on off street pathways.
- 3) I am comfortable riding my bicycle in the roadway alongside vehicles if the shoulder is wide enough.
- 4) I am an experienced bicyclist and am willing to ride just about anywhere.
- 5) I do no bike.



00:10

# What is the typical purpose of your bicycle trip on a street, trail or path in Rio Rico?

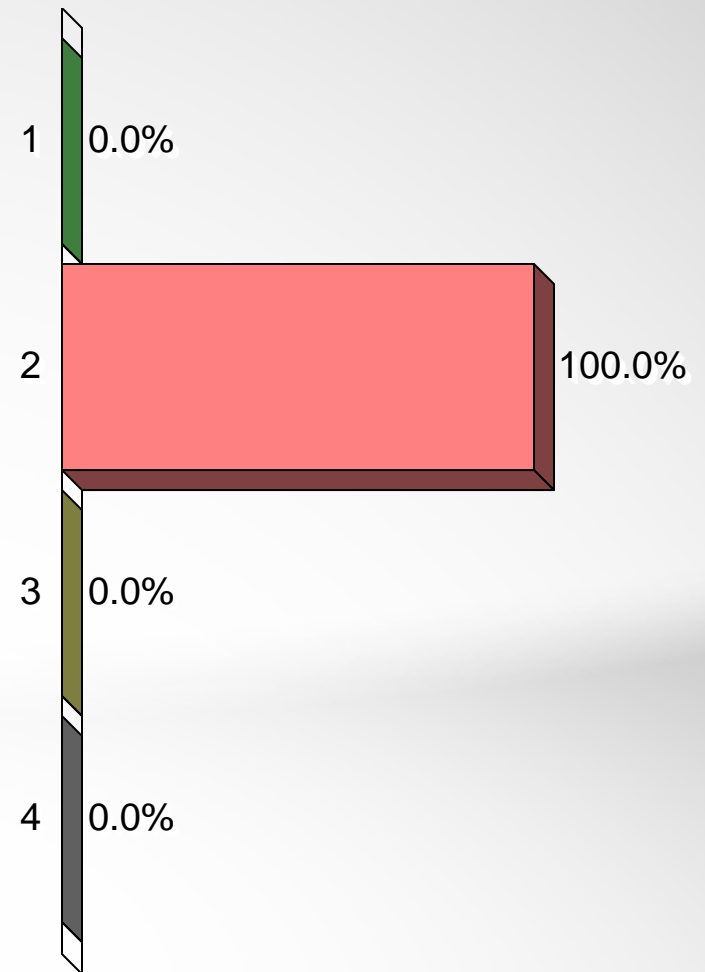
- 1) School
- 2) Errands/shopping
- 3) Work
- 4) Visit a friend/relative
- 5) Recreation/Exercise
- 6) Training
- 7) I do not bike



00:10

# For those who bicycle, what are the biggest needs to improve / encourage biking in Rio Rico?

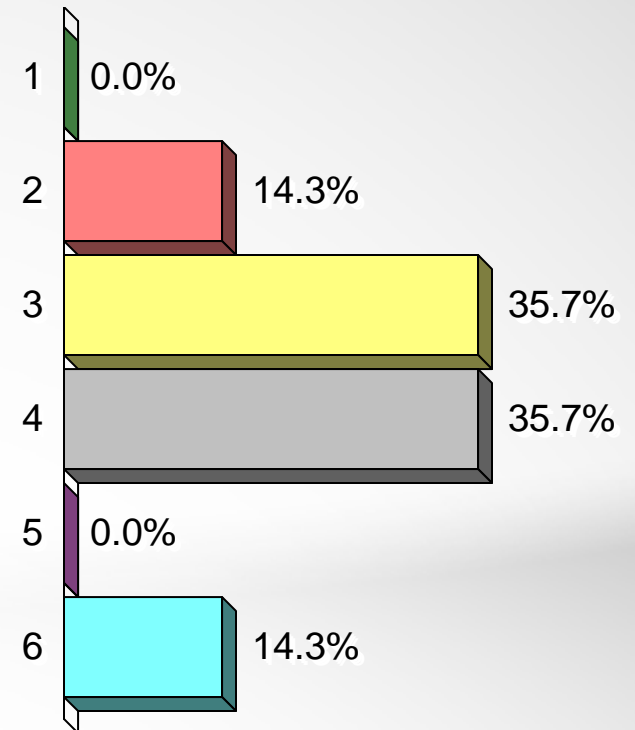
- 1) Increase existing road shoulder or bike lane width
- 2) Provide additional facilities not in place today (sidewalks, bike lanes, cross walks, lighting, etc)
- 3) Enforcing traffic laws
- 4) Other



00:10

## What are some typical reasons for not bicycling?

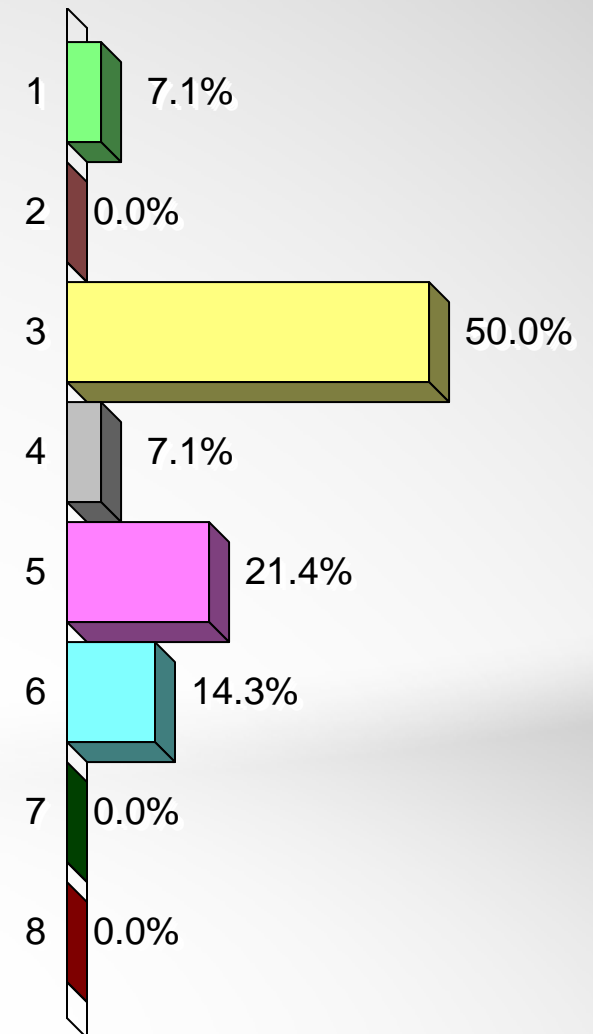
- 1) Other transportation is faster
- 2) Too busy/no opportunity
- 3) Lack of sidewalks or paths
- 4) Lack of safety/busy streets
- 5) Destination is too far
- 6) Not interested in bicycling



00:10

## Which of the following best represents the type of pedestrian and bicycle facility improvements you would like to see in Rio Rico?

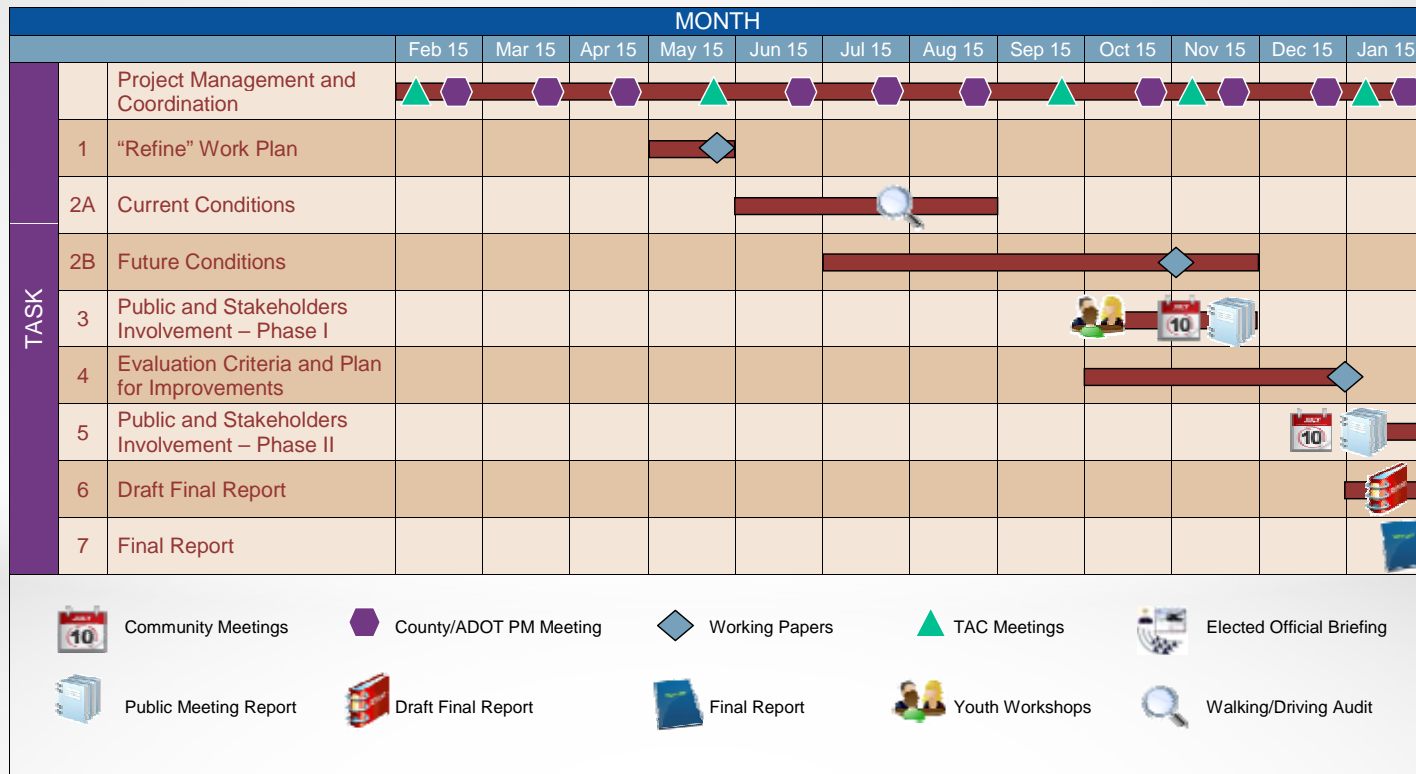
- 1) Construct more sidewalks near commercial or activity centers.
- 2) Construct more sidewalks in residential neighborhoods.
- 3) Construct shared use paths along county roadways.
- 4) Stripe bicycle lanes on county roadways.
- 5) Increase bicycle lane or shoulder width of existing county roadways.
- 6) Develop a system of off-street pathways.
- 7) Sweep shoulder or bike lane.
- 8) Step up enforcement of motorist laws.



00:10

# Next Steps

## Project schedule



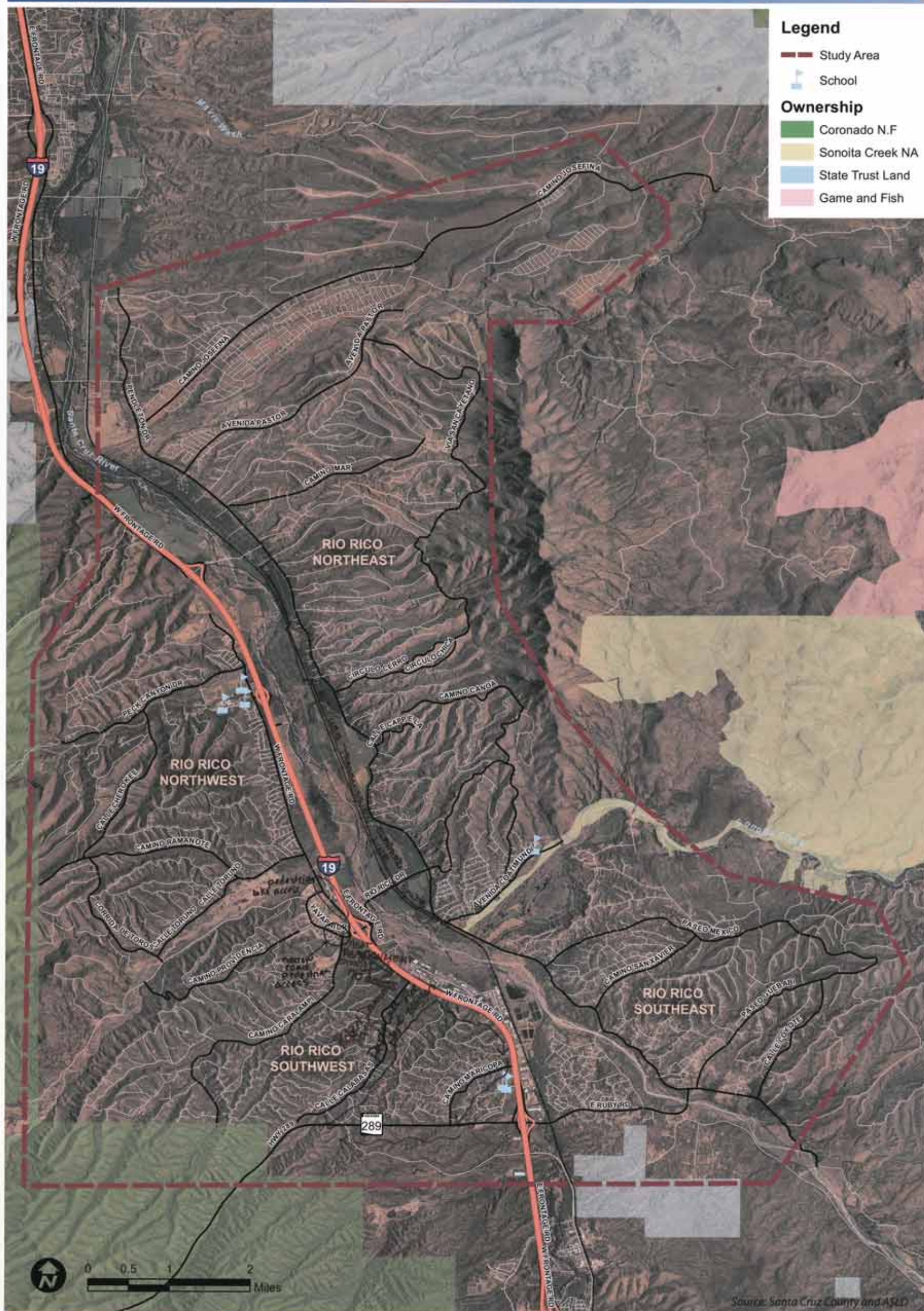


# Next Steps

## Contact Information

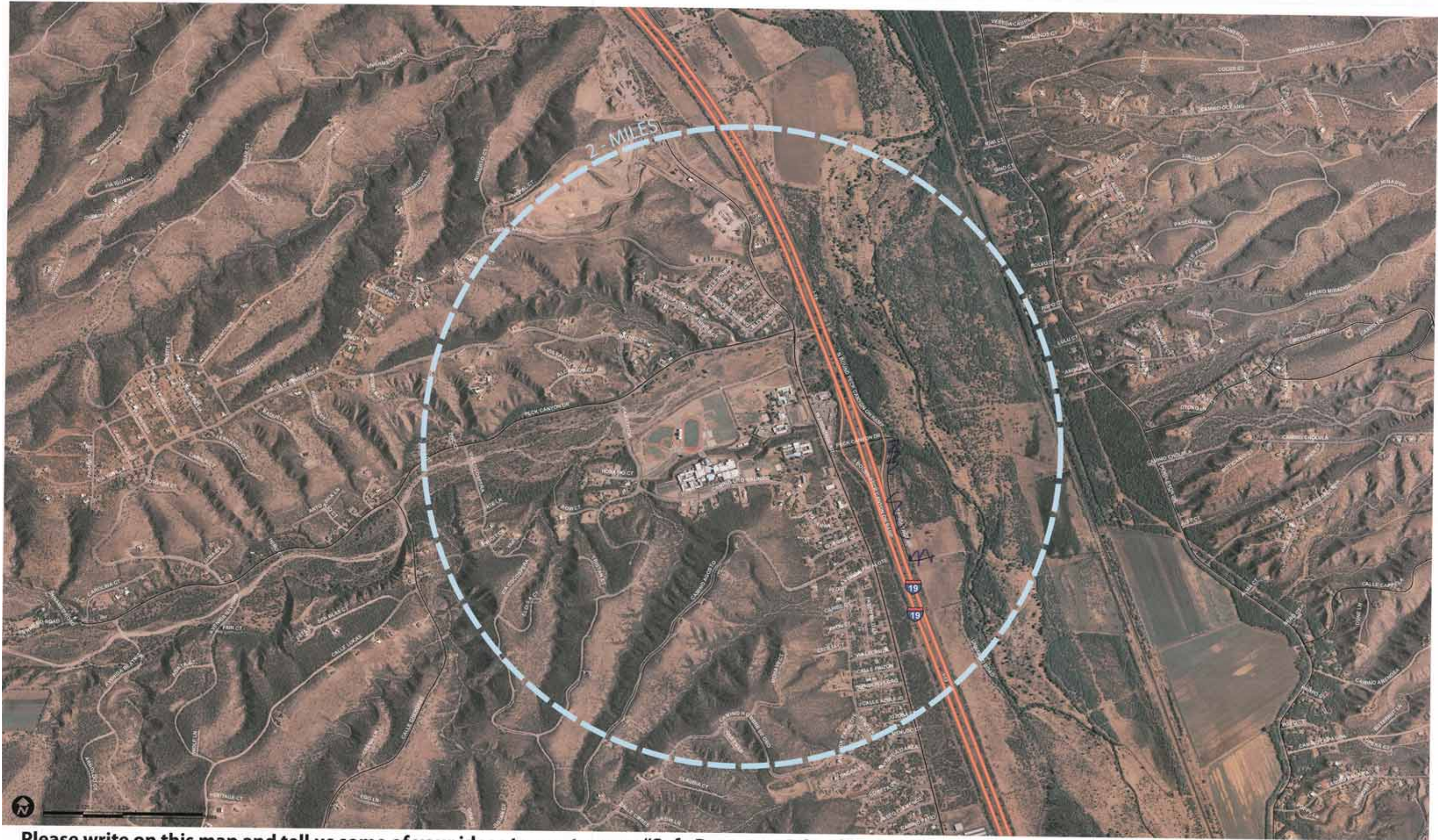


- ▶ **RBF Consulting**  
**Kevin Kugler, Project Manager**  
**Phone: 602-279-1234**  
[kkugler@rbf.com](mailto:kkugler@rbf.com)



Source: Santa Cruz County and ASLD

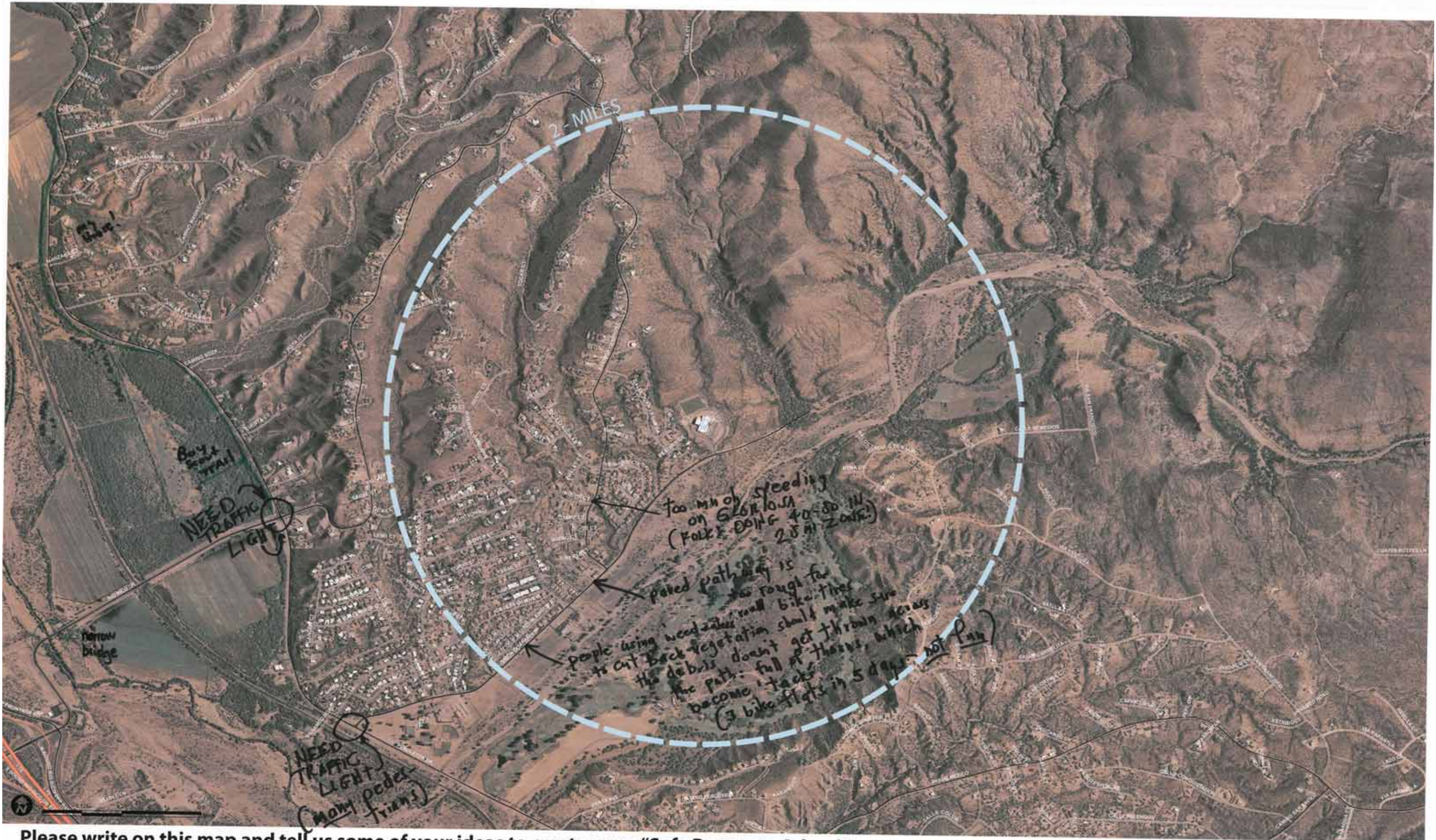
Study Area & Ownership Map



**Please write on this map and tell us some of your ideas to create more "Safe Routes to School"**

Some thoughts to get you started...

- Are there any key routes that need sidewalks?
- Is there a particular path that is commonly used by bicyclists?
- Does a specific street need traffic calming devices (i.e. speed bump) to discourage speeding?
- Is there a potential shortcut that could be developed to improve access to the school?



**Please write on this map and tell us some of your ideas to create more "Safe Routes to School"**

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Arizona Department of Transportation  
Rio Rico Walking and Biking Study  
Public Open House  
Calabasas Middle School  
Thursday, November 15, 2012

COMMENT FORM

What are the most important walking and biking issues/concerns in Rio Rico that need to be addressed right now?

*There are not enough paths for the number of homes + residents.*

What should be done now to plan for the future (20 years from now)?

*Plan for + build paths for walkers + bicycles that have a separation from roads for safety.*

In Rio Rico, do you have any suggestions for any of the following:

-Pedestrian Needs (sidewalks, pathways, trails)

*We need many more - 10 miles of trail + paths*

*Only build bike paths which are separated*

-Bicycle Needs (bike lanes/paths/safety/signs)

*We need more bike lanes + safety signs*

*frontage rd  
Open dead end between Calle Calabasas + Yavapai on West side of 1-19*

-Improved routes for children to walk or bike to school (may include sidewalks, neighborhood shortcuts, traffic enforcement, reduction in "blind spots", etc.)

Are there any other concerns relating to walking and biking in Rio Rico that you wish to share?

*Recreation will have a positive impact on the economy.*

*It would be better to develop links to expand current paths rather than scatter some in separate areas.*

Public comments are an important part of the project and are welcome at any time for review and consideration. Comments returned by Thursday, November 29, 2012, will be included in the summary of this public meeting. Please send comments to ADOT Outreach Team, 2929 N. Central Ave., Suite 800, Phoenix, AZ 85012, (602) 798-7521, kkgugler@rbf.com

Please visit the study's web site: [azdot.gov/RioRico](http://azdot.gov/RioRico)



*I do not bike because there are no safe locations. I would like to bike ride*

Arizona Department of Transportation  
Rio Rico Walking and Biking Study  
Public Open House  
Calabasas Middle School  
Thursday, November 15, 2012

COMMENT FORM

What are the most important walking and biking issues/concerns in Rio Rico that need to be addressed right now?

Heavy traffic 2 lane roads with no shoulders  
bikers and walkers in danger especially near shopping

What should be done now to plan for the future (20 years from now)?

plan in for bikes and pedestrians near shopping + schools

In Rio Rico, do you have any suggestions for any of the following:

-Pedestrian Needs (sidewalks, pathways, trails)

sidewalks near shopping and schools

-Bicycle Needs (bike lanes/paths/safety/signs)

lanes near shopping and schools

-Improved routes for children to walk or bike to school (may include sidewalks, neighborhood shortcuts, traffic enforcement, reduction in "blind spots", etc.)

Are there any other concerns relating to walking and biking in Rio Rico that you wish to share?

the real dangers to people already walking and biking  
on inaccessible roads, roads too busy and small  
to safely support pedestrian use

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\* A large percentage of children in Rio Rico attend school in Nogales. Shopping access ped/bike seem quite important, Recreation paths

Arizona Department of Transportation  
Rio Rico Walking and Biking Study  
Public Open House  
Calabasas Middle School  
Thursday, November 15, 2012

\* Multi use  
(equestrian friendly)  
Trails needed  
in N.E. Rio Rico

\* Also:  
Cattle Guards on  
Palo Parado Rd. (Caballero Corte  
are hazards to pedestrians,  
dogwalkers and bikers.

COMMENT FORM

What are the most important walking and biking issues/concerns in Rio Rico that need to be addressed right now?

NORTH EAST RIO RICO NEEDS WALKING/BIKING PATHS.  
THE ONLY place for walkers is along dangerous high  
Traffic Pendleton Road. We have no parks, so a walking  
path along Pendleton would give residents access to  
outdoor recreation.

What should be done now to plan for the future (20 years from now)?

The population of N.E. Rio Rico will increase with the  
opening of the Palo Parado Bridge. Trails and Paths needed.

In Rio Rico, do you have any suggestions for any of the following:

-Pedestrian Needs (sidewalks, pathways, trails)

Pathway needed along Pendleton Rd, North of  
Rio Rico Drive, to Camino Josephina

-Bicycle Needs (bike lanes/paths/safety/signs)

Bike lanes/paths needed along Pendleton Rd., from  
Rio Rico Dr. to Camino Josephina.

-Improved routes for children to walk or bike to school (may include sidewalks, neighborhood shortcuts, traffic enforcement, reduction in "blind spots", etc.)

Most children in Rio Rico ride School buses.  
There is more need for recreational trails.

Are there any other concerns relating to walking and biking in Rio Rico that you wish to share?

Pendleton Road is dangerous for walking and biking.  
Paths needed from Rio Rico Dr. to Camino Josephina.  
Residents do not have access to any biking/walking  
Trails at the present time.

Public comments are an important part of the project and are welcome at any time for review and consideration. Comments returned by Thursday, November 29, 2012, will be included in the summary of this public meeting. Please send comments to ADOT Outreach Team, 2929 N. Central Ave., Suite 800, Phoenix, AZ 85012, (602) 798-7521, kkugler@rbf.com

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Arizona Department of Transportation  
Rio Rico Walking and Biking Study  
Public Open House  
Calabasas Middle School  
Thursday, November 15, 2012

COMMENT FORM

What are the most important walking and biking issues/concerns in Rio Rico that need to be addressed right now?

SAFETY - NARROW ROADS W/ NO SHOULDER  
PREFERABLY SEPARATION OF ROAD & TRAIL

What should be done now to plan for the future (20 years from now)?

PROVIDE WIDE SHOULDERS ON MAJOR RURAL  
COLLECTORS, JOSEFINA, TENDLETON RIO RICO DR &  
PERCYN, WEST FRONTAGE ROAD & PALO PARADO ROAD FOR  
RURAL ACCESS TO TRAILS, PARKS & CONNECTING VARIOUS  
DEMOGRAPHIC & GEOGRAPHIC AREAS

In Rio Rico, do you have any suggestions for any of the following:

-Pedestrian Needs (sidewalks, pathways, trails)

PATHWAYS - LESS COST & MAINTENANCE  
THAN SIDEWALKS & TRAILS & CAN BE  
CONSTRUCTED IN THE NEAR TERM.

-Bicycle Needs (bike lanes/paths/safety/signs)

CLASS II BIKE LANE AS A SHARED USE FACILITY  
INITIALLY USED PRIOR TO CONSTRUCTION OF  
SHARED USE PATH SEPARATED FROM TRAFFIC

-Improved routes for children to walk or bike to school (may include sidewalks, neighborhood shortcuts, traffic enforcement, reduction in "blind spots", etc.)

Are there any other concerns relating to walking and biking in Rio Rico that you wish to share?

CONNECTIVITY BETWEEN VARIOUS AREAS & LAND  
USES - ESP. COMPLETION OF WEST FRONTAGE  
ROAD BETWEEN RIO RICO DR. & CALABASAS W/ WIDE SHOULDERS  
FOR BOTH WALKING & BIKING. -WIDEN CAMINO JOSEFINA  
& THE ENTIRE LENGTH OF TENDLETON DRIVE TO PROVIDE

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Please visit the study's web site: [azdot.gov/RioRico](http://azdot.gov/RioRico)



## Klyszeiko, Matthew

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**From:** Gerardo Castelo [[mailto:jerry\\_castelo@hotmail.com](mailto:jerry_castelo@hotmail.com)]  
**Sent:** Tuesday, November 27, 2012 1:25 PM  
**To:** Justin Feek  
**Subject:** RE: ADOT Rio Rico Contact Information

Good afternoon: Mr. Justin Feek, I was talking to you around an hour ago i lived by Circulo Guerrero and Main Street Ruby Road. Like i was saying to you it's real hard to drive on Ruby Road when people are walking or riding the bicycle, there is a section were you got two rail guards on both sides of the road and sometimes its real difficult to drive thru those rails especially when people are walking or riding the bikes the road is narrow and theirs no way to drive thru those rail guards you have to slow down and wait for the other car to pass and the speed limit is 55 mph on Ruby Road and I also wanted to make a comments about Circulo Guerrero st. we don't have side walks and every summer it's a nightmare for our neighborhood, the reason why is when it rains i don't have any access to my house and water jumps onto the street and i almost lost my water meter this following summer, people walk on the street, and there is no side walk and beside that the county don't even trim the trees I've been living here for the pass seven years and i haven't seen any one trimming the trees. i hope you guys take this in consideration and help us build a wash or whatever it takes to prevent the flooding in our neighborhood we all wonder were our taxes go. sincerely a resident of Circulo Guerrero of Rio Rico.

---

**From:** [JFeek@azdot.gov](mailto:JFeek@azdot.gov)  
**To:** [jerry\\_castelo@hotmail.com](mailto:jerry_castelo@hotmail.com)  
**Subject:** FW: ADOT Rio Rico Contact Information  
**Date:** Tue, 27 Nov 2012 20:13:06 +0000

**From:** Justin Feek  
**Sent:** Tuesday, November 27, 2012 12:53 PM  
**To:** '[jerrycastelo@hotmail.com](mailto:jerrycastelo@hotmail.com)'  
**Subject:** ADOT Rio Rico Contact Information

[jfeek@azdot.gov](mailto:jfeek@azdot.gov)

**Justin Feek**  
**Program Manager**  
**Multimodal Planning Division**  
**Arizona Department of Transportation**  
**206 South 17th Ave 310B**  
**Phoenix, AZ 85007**

**Phone: (602) 712-6196**  
**Fax: (602) 712-3046**



## Appendix D – Community Open House #2

- D.1 Meeting Summary
- D.2 Sign in sheet
- D.3 Meeting Notice
- D.4 Fact Sheet
- D.5 Presentation Boards
- D.6 Written Comments Received



## Public Open House # 2 Meeting Summary

**Meeting Date/Time:** Wednesday, May 22, 2013 (5:30 pm - 7:30 pm)

**Meeting Location:** Calabasas Middle School  
131 Camino Maricopa  
Rio Rico, AZ 85648

**Meeting Participants:** Seven (7) community members attended  
Sign-in Sheet attached in Appendix A

**Study Team:** Justin Feek, ADOT Project Manager  
Paki Rico, ADOT Communications  
Mary Dahl, Santa Cruz County  
Jesus Valdez, Santa Cruz County  
Kevin Kugler, Baker/RBF

### Project Purpose & Intent

The purpose of the Rio Rico Walking and Biking Study is to enable Santa Cruz County to establish a program for the construction of bike lanes and sidewalks that are desired to provide safe and convenient pedestrian and bicycle access to select Santa Cruz Valley Unified School District No. 35 school district facilities and for community-wide multi-modal transportation and recreational purposes. The School District and County have completed trail projects over the years, but providing additional sidewalk, bike lane and/or trail facilities to safely and adequately connect schools to other Rio Rico activity centers and neighborhoods is the primary purpose of the Rio Rico Walking and Biking Study. Schools in particular are not well-served by bicycle and pedestrian access and the School District and County would like to enhance opportunities for bicycle and pedestrian modes of travel to engage residents in healthy lifestyle choices without the fear of bicycle and pedestrian conflicts with vehicles.



Figure 1: Calabasas Middle School



## **Public Open House #2 Purpose**

As part of the overall corridor study process, the Study Team developed a comprehensive and interactive Public Involvement Plan to inform and include the public in the transportation planning process.

The Public Involvement Plan focused on meetings with stakeholders and the public scheduled at key technical milestones in the study process. The goal of this approach is to ensure that input and feedback provided by citizens and stakeholders will be effectively integrated and considered in the development of the final study and in the conception of project recommendations. The initial Public Involvement Report outlined the public involvement effort that was performed as part of Public Meeting/Open House #1 held on November 15, 2012. This report summarizes the second Public Meeting/Open House conducted on May 22, 2013.

The purpose of the second Public Open House was to provide interested residents and other project stakeholders with an overview and opportunity to comment on Working Paper # 2. Working Paper # 2 includes the suggested Plan of Improvements which identifies and prioritizes multi-modal transportation projects into short term (5 year), medium term (10 year) and long term (20 year) planning horizons. Other contents in Working Paper #2 presented at the second Public Open House include a series of supporting policies and design elements, evaluation criteria used for prioritizing projects, planning level cost estimates for select projects, and funding sources and cost sharing strategies that Santa Cruz County can seek out for the implementation of projects.

## **Public Open House Notification**

The Study Team considered several methods to notify the public of the first Public Open House meeting. Given the mostly rural nature of Rio Rico, it was determined that:

The newspaper display advertisement was published in the May 14, 2013 and May 21, 2013 editions of the Santa Cruz Valley Sun and Nogales International newspapers. The advertisements also appeared electronically on the Santa Cruz Valley Sun's website. A copy of the advertisement is located in *Appendix B* for reference. The advertisements provided a brief project description and meeting location information regarding the Public Open House meeting. The advertisement was also disseminated electronically by the ADOT Communications staff to numerous interested Rio Rico and Santa Cruz County-area stakeholder list service subscribers. The meeting notice was also posted electronically on the Santa Cruz County website. A copy of the Fact Sheet made available for the public is attached in *Appendix C*.



## **Public Meeting Overview**

In total, an estimated 7 people attended the Open House meeting.

The formal presentation began promptly at 6:00 pm with Justin Feek, ADOT Project Manager briefly welcoming the group and thanking all for attending. Mr. Feek encouraged attendees to sign-in and help themselves to project information material, comment cards and surveys that were located at the meeting entrance. He also explained that all the project information being presented tonight would be available online at [www.azdot.gov/RioRico](http://www.azdot.gov/RioRico). Mr. Feek then introduced Kevin Kugler, Project Manager with RBF Consulting, to begin the formal presentation.

Mr. Kugler began the presentation by recognizing and thanking the individuals for their attendance and that they would have an ample opportunity to provide much-needed input and feedback for the project. He noted that a Technical Advisory Committee (TAC) had been formed to provide consultant oversight and guidance for this project and that the TAC met earlier in the day to review the same information.

Mr. Kugler briefly explained what items were going to be covered at the meeting, explaining that after the presentation, attendees were encouraged to fill out comment cards with any observations they felt would benefit the project.

Mr. Kugler first reminded the attendees of the history of the project and what work had been performed in Working Paper #1. He stated that the central focus of the Rio Rico Walking and Biking Study was to establish a program for the construction of bike lanes and sidewalks to provide safe access to local Rio Rico school facilities, as well as multi-modal facilities for use by the general public.

Mr. Kugler then gave an overview of the basic types of pedestrian and bicycle facilities presented in the Rio Rico Walking and Biking Study. Mr. Kugler described the characteristics and differences between bike routes/shared roadways, paved shoulders, bike lanes, bike paths, shared use paths, sidewalks and different crossing types. The discussion also focused on the application of the different facility types more specifically in the Rio Rico area.

Mr. Kugler then reminded the attendees of the different types of multi-modal facility deficiencies inventoried in the Rio Rico Study Area. He explained that the Plan of Improvements was developed in response to the initial set of deficiencies identified by the TAC, residents, project stakeholders and the consultant team. He emphasized that enhancing the safety of multi-modal access to local areas



schools using the guidelines of the Safe Route to Schools Program (SRTS) was important to identify the need to enable Santa Cruz County to pursue federal funding. He briefly reminded the attendees that SRTS is a federal program designed to improve the ability of elementary and middle school students to safely walk and bike to school. SRTS will support infrastructure projects and non-infrastructure projects and that this study will identify and prioritize potential improvement projects within a 2-mile radius of each school in Rio Rico.

Utilizing the large presentation board graphics, Mr. Kugler then identified the evaluation criteria and scoring system used by the project team to prioritize projects into the short term (5 year), medium term (10 year) and long term (20 year) implementation time horizons. My Kugler noted that the priorities assigned to the various projects represent a guide for Santa Cruz County to follow. The priorities in no way suggest that all projects must be implemented in any exact order, but does provide Santa Cruz County elected official



Figure 2: Presentation Boards

and staff with a barometer and general sense of what project's received a higher priority by way of safety needs, as well as expressed community desires and deficiencies. He went on to note that local influence, funding availability and a wide variety of variables can affect the timing of any given project. He noted that if a funding source can be secured for a given project sooner than what has identified in this report, the priority assigned in this report should never stand in the way of implementation that improves the overall non-motorized access and connectivity of Rio Rico.

Using a large presentation board, Mr. Kugler then gave a brief overview of the eight (8) evaluation criteria employed by the project team. He explained that each criterion was assigned a numeric value and each proposed project then received a rank or score that could be used comparatively against one another. The criteria were developed out of a compilation of expressed community needs, desires and deficiencies, transportation industry standards and metrics, and consultant experiences. Mr. Kugler noted that projects located within a two mile radius of a school received a weighted score to reflect the importance of the SRTS in the Rio Rico Walking and Biking Study. The eight criteria and the numeric scores assigned to each criterion are shown in *Appendix D*.



Mr. Kugler then gave an overview of each of the short term (5 year), medium term (10 year), and long term (20 year) proposed projects. The projects were presented using one large map presentation board for the short, medium and long term project types. An additional board summarizing all projects into one large table was also used extensively in explaining the various projects over each of the time horizons. Please see *Appendix D* for reference to each of these map graphics. Mr. Kugler explained many of the more than 60 projects identified and prioritized for implementation.

Mr. Kugler noted that shared use paths, paved shoulders and bike routes/shared roadways represented the most projects. Sidewalks had the fewest and that was by design. Mr. Kugler went on to explain that bike routes/shared roadways, when the roadway design allows, represent a great way to begin to demonstrate the implementation of a local bicycle program at little cost. This is especially true in rural areas where formal bike lanes are not necessarily needed or desirable. Rio Rico has a number of roadways that are suitable for bike route signage and fairly inexpensive signage can increase bicycle awareness, health and safety and demonstrate progress towards implementation.

Mr. Kugler continued to explain the various projects recommended for implementation. He concluded by discussing some ballpark costs for the typical construction of the various types of improvements. Mr. Kugler noted that construction costs for these projects are never cheap, especially for a small county like Santa Cruz County with limited budget availability. He explained that this report also is providing Santa Cruz County with a series of potential funding sources. This index of potential funding sources lists a variety of federal, state and local government resources as well as foundation and other grant funding opportunities. Mr. Kugler noted that he would be glad to discuss these in more detail if anyone were interested.

At the conclusion of the presentation, Mr. Kugler asked if there were any questions.

### **Questions Posed During the Question & Response Period**

The following is a summary of questions and responses provided by the project team during the conclusion of the presentation.

Q: What exactly is planned for the loop road around Rio Rico High School? It looks like there are a few projects in that area, but shown on different maps. Can you clarify?

*R: Yes, that is correct. The Peck Canyon Drive- Via Patricia-Camino Lito Galindo "loop" around Rio Rico High School is comprised of a series of different projects. Camino Lito*





*Galindo is recommended for a sidewalk in the short term. This sidewalk would extend from the short reach of existing sidewalk at Camino Lito Galindo and West Frontage Road. A pedestrian crosswalk is also recommended across Camino Lito Galindo connecting to the schools entrance. Peck Canyon Drive and Via Patricia are recommended for paved shoulders, both as short term (5 year) projects. There is sufficient right-of-way existing on both streets and paved shoulders are a cost effective alternative to accommodate both pedestrians and bicyclists.*

Q: The plan certainly looks very thorough and has many projects identified. What is the recommendation for the Anza Trail?

*R: The Anza Trail is a multi-purpose trail and is recommended to be incrementally extended both to the north and the south in the short, medium and long term. Santa Cruz County has already identified the Anza Trail as being extended in their Comprehensive Plan and this study of course supports that continued objective. Funding availability is always a challenge and we suggest the County continue its existing practice of working with local trail enthusiasts and volunteer organizations for the continued development and maintenance of this important trail. The continued expansion of the Anza Trail is of course a benefit for residents but can also promote eco-tourism opportunities in Rio Rico.*

Q: I live off Camino Caralampi and I see that a shared use path is identified but is in the 20-year plan. Why is it in the long term plan? This is a busy street and connects to Garrett's which is a very busy intersection. I like the idea of a shared use path, but we need it sooner than 20 years.

*R: It is interesting that you make that observation. In our Technical Advisory meeting earlier today, the group discussed that this may be one project worth taking another look at in terms of its assigned priority in the 20 year versus something sooner. Now your comment places more emphasis on that initial team discussion. You are correct that Camino Caralampi is a busy street – it currently has over 4,000 vehicles per day traveling on it. The path from the El Splendor Resort does not connect all the way to Yavapai Drive and this area could certainly benefit from having a designated path here. Its intersection with Yavapai Drive across from Garrett's is not the most ideal configuration, especially from a pedestrian or bicyclist perspective. The project team will take another look at Camino Caralampi. Please feel free to complete a comment form if you would like to get your comments in writing for the project record.*



After the conclusion of the question and response period, Mr. Kugler reminded the group to fill out comment cards, hand them out to any neighbors or friends unable to attend the meeting. Comments could be emailed or sent by traditional mail but must be received by June 5, 2013. The meeting adjourned at approximately 7:22 pm.

After the conclusion of the Question & Response period, Mr. Kugler invited the meeting attendees to notate their specific issues or comments on the roll-plots located at the back of the room. He also said that the project team would continue to be on-hand to answer any additional questions. Individual and small group discussions between meeting attendees and project team members continued until approximately 7:25 pm.



**Public Open House**

Wednesday, May 22, 2013 | 5:30 - 7:30 p.m.

Calabasas Middle School

131 Camino Maricopa, Rio Rico, AZ 85648

Sign In Sheet

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# Please Join Us

RIO RICO WALKING AND BIKING STUDY PUBLIC OPEN HOUSE

**Calabasas Middle School**  
**131 Camino Maricopa**  
**Rio Rico, AZ 85648**

**Wednesday, May 22, 2013**  
**5:30 - 7:30 p.m.**  
**Brief presentation at 6 p.m.**

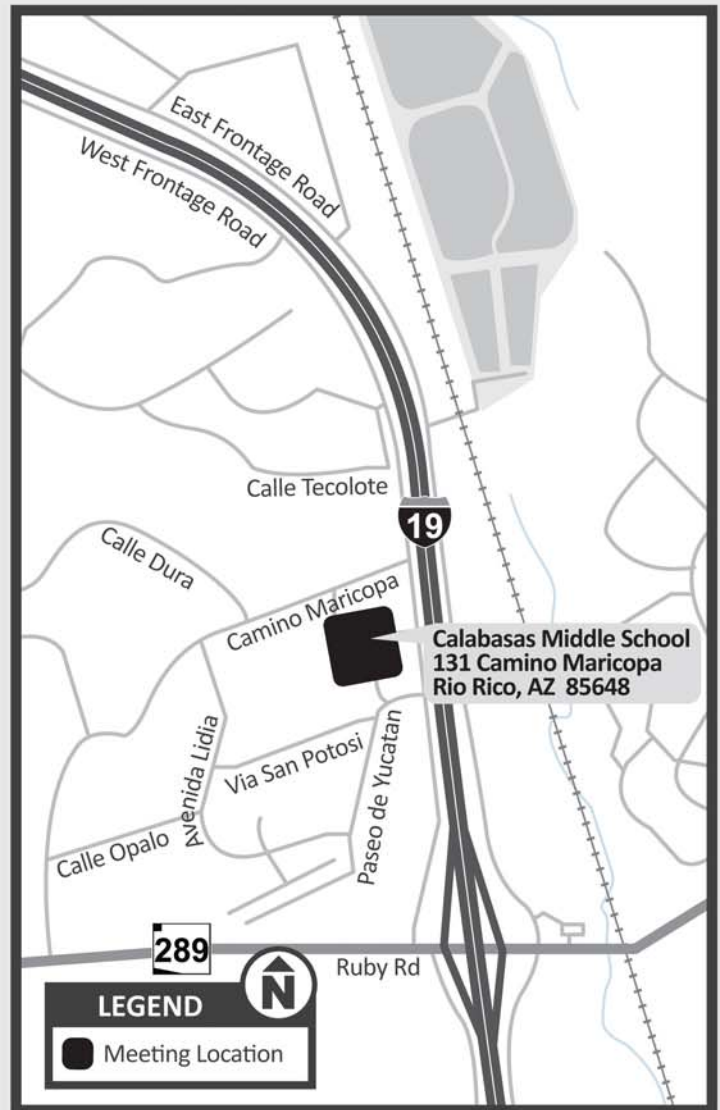
The focus of this open house is to:

- ▶ Review the recommended Plan of Improvements for short term (5-year), medium term (10-year) and long term (20-year) pedestrian and bicycle improvement projects for Rio Rico
- ▶ Review supporting policies and design elements for pedestrian and bicycle improvement projects in Rio Rico
- ▶ Identify and review project cost estimates, potential funding sources and cost-sharing strategies

## PROJECT DESCRIPTION

ADOT and Santa Cruz County are working together on the Rio Rico Walking and Biking Study to identify ways to improve bicycle and pedestrian mobility in the Rio Rico area. The plan will document existing conditions, identify future conditions and needs, and recommend bicycle and pedestrian improvement projects for 5, 10 and 20 year time frames. When complete, this plan will serve as a blueprint to help guide the development, funding and implementation of bicycle and pedestrian projects in Rio Rico.

**WE HOPE THAT YOU WILL JOIN US!**



## FOR MORE INFORMATION

Justin Feek, ADOT Program Manager, (602) 712-6196, [jfeek@azdot.gov](mailto:jfeek@azdot.gov)



FOR MORE INFORMATION:  
[azdot.gov/RioRico](http://azdot.gov/RioRico)

# Rio Rico Walking and Biking Study

May 2013

ADOT and Santa Cruz County are working together on the Rio Rico Walking and Biking Study that will identify ways to improve bicycle and pedestrian mobility in the Rio Rico area.

Rio Rico is an unincorporated area of Santa Cruz County located approximately 10 miles north of the City of Nogales and the U.S./Mexico International border and 55 miles south of Tucson.

The purpose of the Rio Rico Walking and Biking Study is to assist Santa Cruz County in establishing a bike lane and sidewalk construction program for safe and convenient pedestrian and bicycle access and connectivity throughout the Santa Cruz Valley Unified School District.

#### The plan will:

- Document existing conditions
- Identify future conditions and needs
- Recommend bicycle and pedestrian improvement projects for 5, 10 and 20 year time frames

When complete, this plan will serve as a blueprint that will help guide the development, funding and implementation of bicycle and pedestrian projects in Rio Rico.

## STUDY AREA

The project study area covers approximately 62 square miles of the greater Rio Rico area.

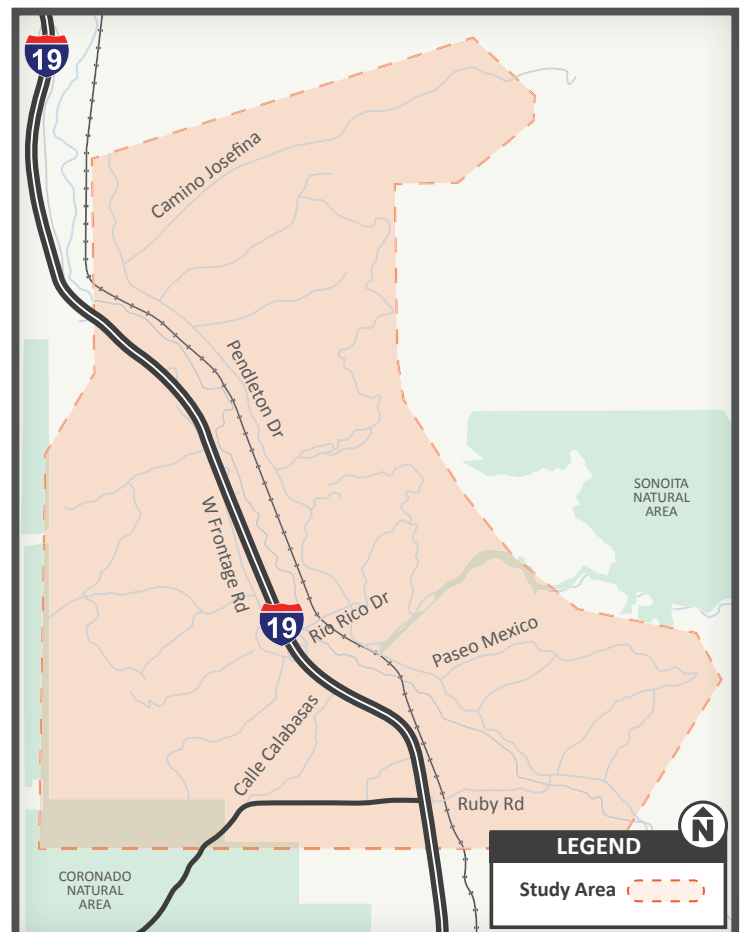
## STUDY OBJECTIVES

- Develop a program for the prioritization and construction of bike lanes and sidewalks in Rio Rico.
- Establish a network of bicycle and pedestrian routes that safely connect Rio Rico activity centers and other area destinations.
- Identify safety and connection needs along existing pedestrian and bicycle routes.
- Prioritize the improvements into near-term (5 year), mid-term (10 year), and long-term (20 year) implementation projects.

## PUBLIC INVOLVEMENT IMPORTANCE

Incorporating the community's ideas and concerns into the study process is very important to the study's outcomes. Two public meetings will be held throughout the study process to gather information and suggestions from Rio Rico residents. A study website has also been created to provide easy access to information:

[www.azdot.gov/RioRico](http://www.azdot.gov/RioRico)



## CONTACT INFORMATION

Arizona Department of Transportation

**Justin Feek**

Project Manager  
602.712.6196  
jfeek@azdot.gov



- 1**

**Criteria:** **Project provides an improved linkage to existing or planned parks, trail or other public spaces or closes a gap in an existing trail or bicycle trail network.**

**Description and Applicability:** Project will enhance the current condition by providing connection (or closing a gap) from an existing residential neighborhood, activity center or existing formal or informal trail to an existing or proposed park, trail (or trail system), shared use pathway or other public space.

**Score/Rank:** Yes = 1 point      No = 0 points

---

- 2**

**Criteria:** **Noteworthy safety improvements based on 5 years of historical crash data and/or field observations.**

**Description and Applicability:** Project will enhance the current condition by improving the safety and functionality of deficient roadways, intersections and mid-block pedestrian crossings. Such improvements may consist of sidewalks on busy streets, pavement markings, signage, refuge areas, lighting or improved sight distances and driver warning systems.

**Score/Rank:** Yes = 1 point      No = 0 points

---

- 3**

**Criteria:** **Proposed improvements are located within a two mile radius of an elementary school or middle school.**

**Description and Applicability:** Project will enhance the current condition by targeting select bicycle and/or pedestrian improvements in proximity to existing elementary and middle schools consistent with Safe Routes to Schools criteria and funding formulas. Such improvements may consist of sidewalk improvements (repairs, widening, gap closures, and curb ramps), crosswalks, traffic control devices, signage, and roadway/traffic calming on-street bicycle lanes or paths and off-street trail facilities that may provide a neighborhood connection or short-cut.

**Score/Rank:** Yes = 1 point      No = 0 points      Weighted Score = x2

---

- 4**

**Criteria:** **Complexity of Construction (Cost)**

**Description and Applicability:** Projects will vary in complexity of physical construction techniques and cost. Highly complex projects will require additional planning, design, possible environmental permitting, right-of-way acquisition and include challenging physical constraints due to topography or existing infrastructure deficiencies that increase overall project cost. Less complex projects typically include those projects that can be designed and constructed in a more expedited fashion due to the availability of existing right-of-way, and/or the lack of physical, environmental or other related infrastructure deficiencies.

**Score/Rank:** Little Complexity = 2 points      Medium Complexity = 1 point      High Complexity = 0 points

---

- 5**

**Criteria:** **Construction of the project creates the potential to reduce vehicle trips in the immediate area.**

**Description and Applicability:** Will the construction of the proposed project create the potential to experience a reduction in vehicle trips in the immediate area by creating an alternative mode to vehicular transportation? Improved multimodal connectivity between existing neighborhoods and from neighborhoods to retail, employment or other community services are emphasized here.

**Score/Rank:** High Potential = 2 points      Limited Potential = 1 point      Project will not reduce vehicle trips = 0 points

---

- 6**

**Criteria:** **The Rio Rico community has expressed a desire to improve upon an existing deficiency and supports the project as a means to improve safety, mobility or connectivity in the immediate area.**

**Description and Applicability:** Community stakeholders have identified key deficiencies, concerns or desired improvements through community dialogue, TAC meetings, youth workshop or other feedback received by the project team.

**Score/Rank:** Broad Community Support = 2 point  
Community Support = 1 points  
Deficiency Identified but lacking pronounced community support = 0 points

---

- 7**

**Criteria:** **The proposed project may have the ability to cost share with supplemental funding sources in order to implement the construction of the project.**

**Description and Applicability:** The proposed project may yield the ability to leverage funding support from outside agencies, property owners and/or federal, state or local governments, organizations and non-profit agencies to assist in sharing or reducing the overall construction costs of the project.

**Score/Rank:** Yes = 1 point      No = 0 points

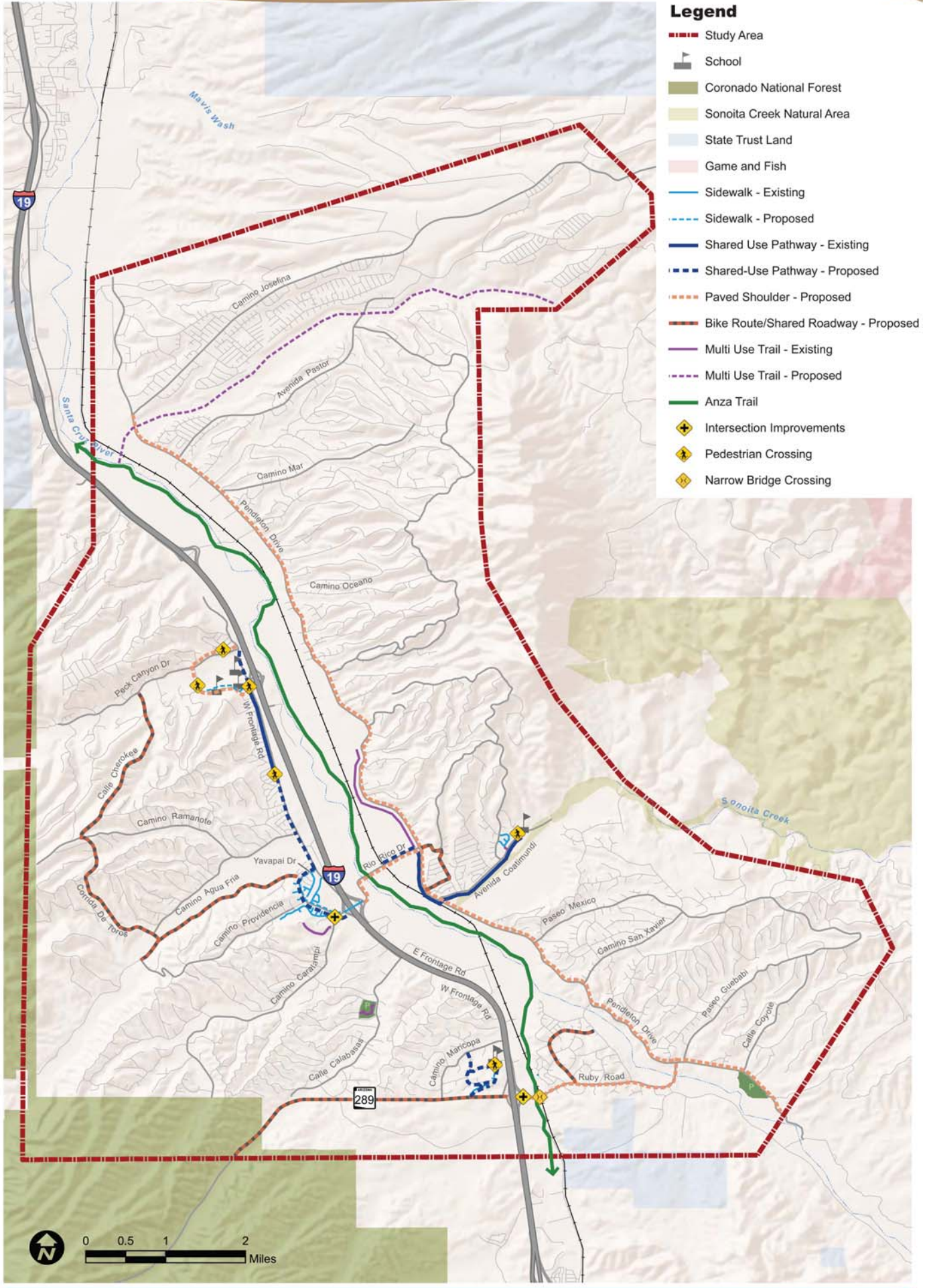
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- 8**

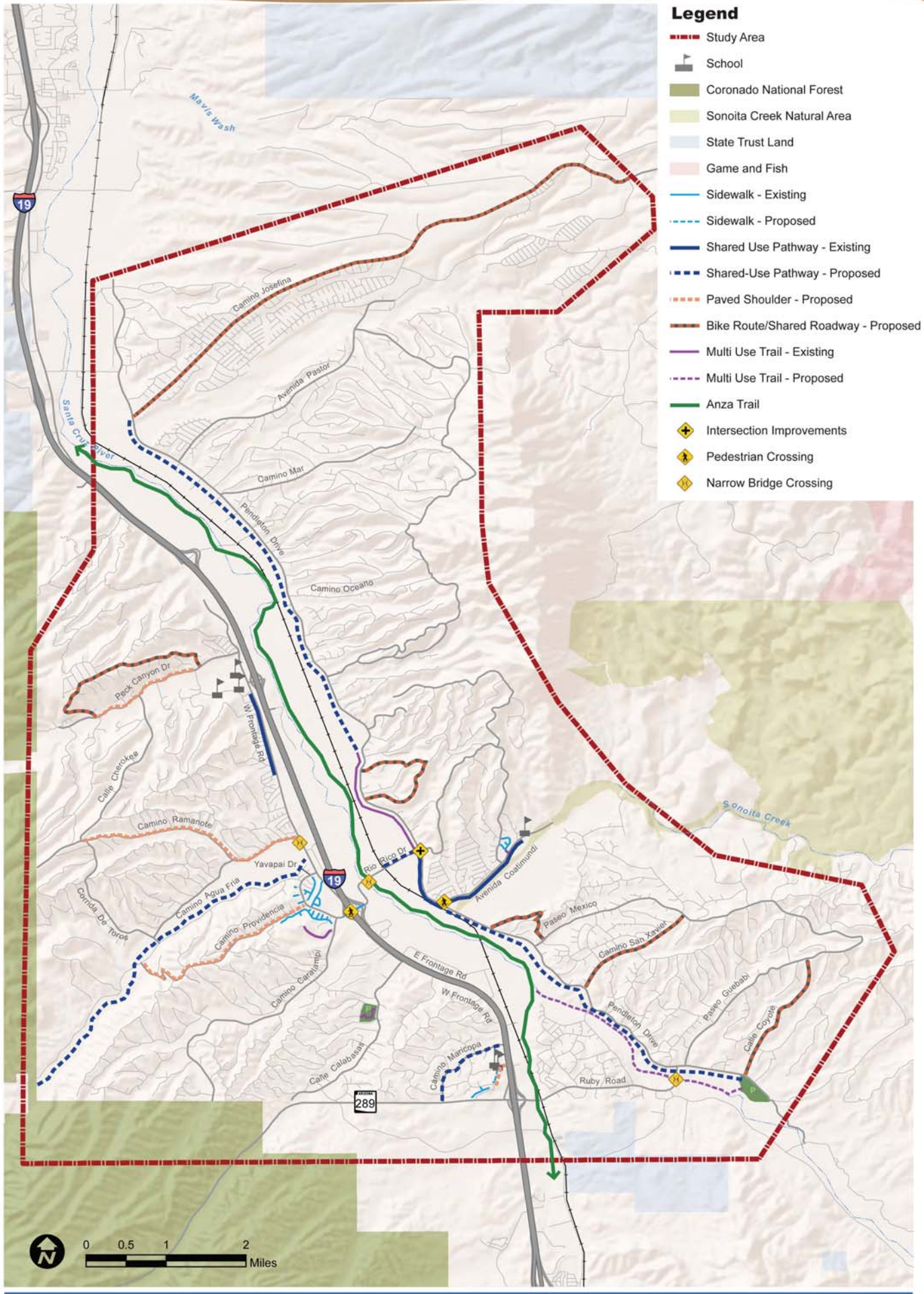
**Criteria:** **The proposed project has the potential enhance economic development and/or tourism opportunities to the Rio Rico area.**

**Description and Applicability:** The proposed project may enhance overall economic development and tourism objectives by improving multimodal connectivity between residential neighborhoods and employment centers OR the project enhances the appeal of existing roadway or trail facilities that better complete (or help complete) a holistic network that may be used to draw regional events and tourism to Rio Rico. Examples vary and can include improvements or connections to the Anza Trail or Garrett's or bicycle improvements to accommodate racing or training events.

**Score/Rank:** Yes = 1 point      No = 0 points



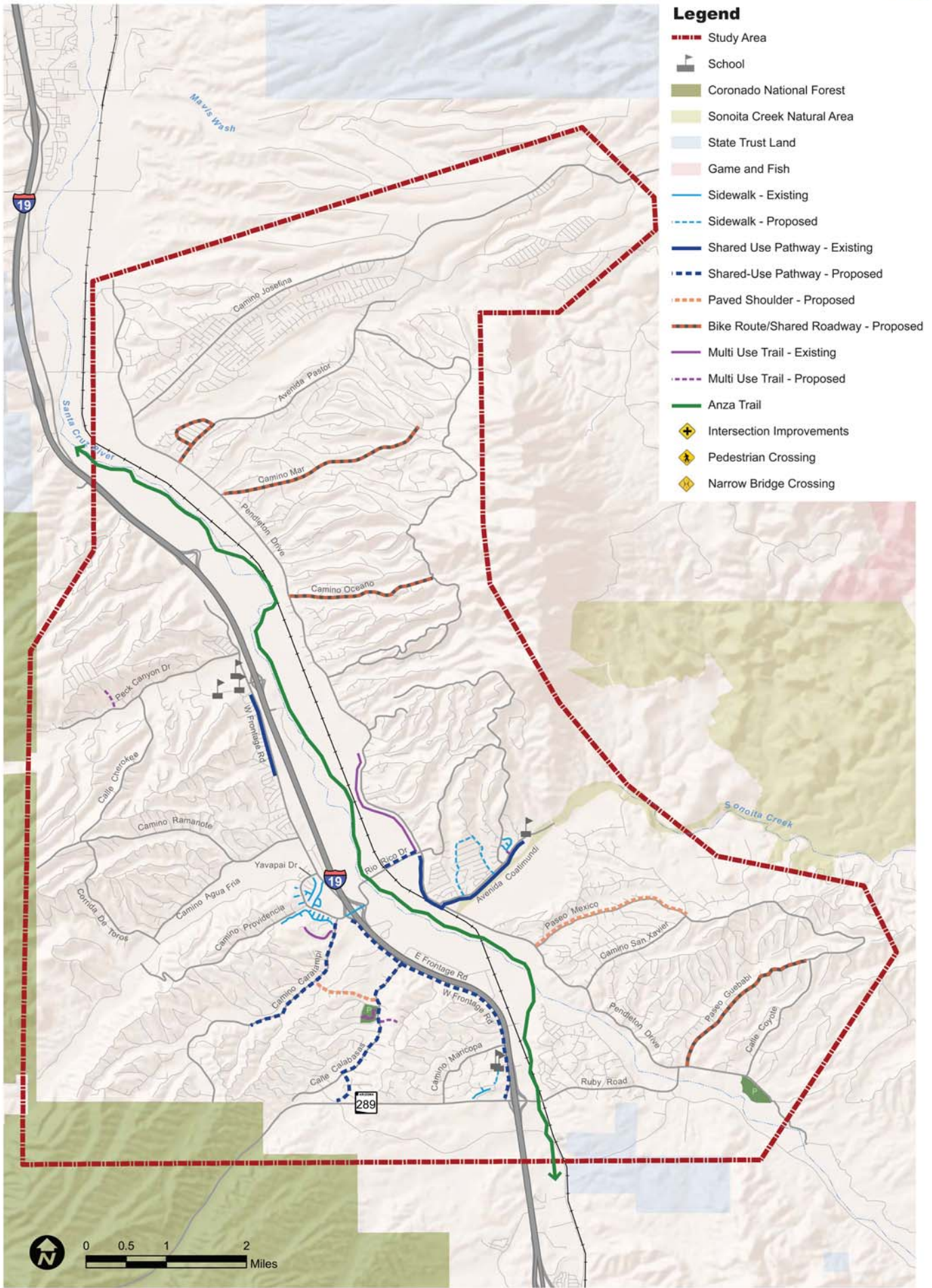
Plan of Improvements - Short Term (5-years)



- Legend**
- Study Area
  - School
  - Coronado National Forest
  - Sonoita Creek Natural Area
  - State Trust Land
  - Game and Fish
  - Sidewalk - Existing
  - Sidewalk - Proposed
  - Shared Use Pathway - Existing
  - Shared-Use Pathway - Proposed
  - Paved Shoulder - Proposed
  - Bike Route/Shared Roadway - Proposed
  - Multi Use Trail - Existing
  - Multi Use Trail - Proposed
  - Anza Trail
  - Intersection Improvements
  - Pedestrian Crossing
  - Narrow Bridge Crossing

Plan of Improvements - Medium Term (10-years)





Plan of Improvements - Long Term (20-years)



	Short Term (5-year)	Medium Term (10-year)	Long Term (20-year)
Sidewalks	<ul style="list-style-type: none"> <li>Camino Lito Galindo</li> </ul>	<ul style="list-style-type: none"> <li>Pena Blanca Elementary School entrance driveway</li> </ul>	<ul style="list-style-type: none"> <li>Avenida Leon-Avenida Gandara Loop</li> </ul>
	<ul style="list-style-type: none"> <li>Yavapai Drive "Loop" – from West Frontage Road to West Frontage Road</li> </ul>		
Shared Use Paths	<ul style="list-style-type: none"> <li>West Frontage Road –Camino De Patio to Camino Lito Galindo (Phase 1)</li> </ul>	<ul style="list-style-type: none"> <li>Camino Maricopa – Ruby R. (SR 289) to West Frontage Road</li> </ul>	<ul style="list-style-type: none"> <li>Camino Caralampi – Yavapai Drive to Calle Amarillo</li> </ul>
	<ul style="list-style-type: none"> <li>West Frontage Road –Camino De Patio to Camino Ramanote (Phase 2)</li> </ul>	<ul style="list-style-type: none"> <li>Boy Scout Trail</li> </ul>	<ul style="list-style-type: none"> <li>Calle Calabasas – West Frontage Road to Circulo Guerrero</li> </ul>
	<ul style="list-style-type: none"> <li>West Frontage Road –Camino Ramanote to Yavapai Drive (Phase 3)</li> </ul>	<ul style="list-style-type: none"> <li>South Pendleton Drive – Avenida Coatimundi to Calabasas Park</li> </ul>	<ul style="list-style-type: none"> <li>West Frontage Road – Rio Rico Drive to Ruby Road</li> </ul>
	<ul style="list-style-type: none"> <li>West Frontage Road – Peck Canyon south to Camino Lito Galindo (Phase 4)</li> </ul>	<ul style="list-style-type: none"> <li>Camino Aqua Fria</li> </ul>	
	<ul style="list-style-type: none"> <li>Yavapai Drive "Loop" – from West Frontage Road to West Frontage Road</li> </ul>	<ul style="list-style-type: none"> <li>Via San Potosi – Avenida Lirio to Paseo de Yucatan</li> </ul>	
	<ul style="list-style-type: none"> <li>Rio Rico Drive from Pendleton Drive to the Anza Trailhead along north side of Rio Rico Drive</li> </ul>		
Multi-purpose Trails	<ul style="list-style-type: none"> <li>Anza Trail</li> </ul>	<ul style="list-style-type: none"> <li>Pena Blanca/Calabasas West Trail Entrance</li> </ul>	<ul style="list-style-type: none"> <li>Fernando Court to Peck Canyon Drive</li> </ul>
		<ul style="list-style-type: none"> <li>Santa Cruz River (Anza Trail) to Calabasas Park</li> </ul>	<ul style="list-style-type: none"> <li>Calle Calabasas to Avenida Palomas</li> </ul>
Paved Shoulders	<ul style="list-style-type: none"> <li>Via Patricia- Peck Canyon Dr. "Loop"</li> </ul>	<ul style="list-style-type: none"> <li>Peck Canyon Drive – Via Patricia to Circulo Sombrero</li> </ul>	<ul style="list-style-type: none"> <li>Paseo Mexico</li> </ul>
	<ul style="list-style-type: none"> <li>North Pendleton Drive</li> </ul>	<ul style="list-style-type: none"> <li>Camino Ramanote – West Frontage Road to Corrida De Toros</li> </ul>	<ul style="list-style-type: none"> <li>Paseo Venado</li> </ul>
	<ul style="list-style-type: none"> <li>South Pendleton Drive</li> </ul>	<ul style="list-style-type: none"> <li>Camino Providencia</li> </ul>	
	<ul style="list-style-type: none"> <li>Rio Rico Drive (i-19 to Pendleton Dr.)</li> </ul>	<ul style="list-style-type: none"> <li>Paseo De Yucatan – from Pena Blanca School to Avenida Lirio</li> </ul>	
	<ul style="list-style-type: none"> <li>East Ruby Rd.</li> </ul>		
	<ul style="list-style-type: none"> <li>Avenida Lirio – Camino Maricopa to Paseo Yacatan</li> </ul>		
Bike Route/Shared Roadways	<ul style="list-style-type: none"> <li>Yavapai Drive, I-19 to West Frontage Road</li> </ul>	<ul style="list-style-type: none"> <li>Camino Josefina</li> </ul>	<ul style="list-style-type: none"> <li>Paseo Guebabi</li> </ul>
	<ul style="list-style-type: none"> <li>Calle Cherokee</li> </ul>	<ul style="list-style-type: none"> <li>Ciculo Sombrero</li> </ul>	<ul style="list-style-type: none"> <li>Ciculo Golondrina</li> </ul>
	<ul style="list-style-type: none"> <li>Corrida de Toros</li> </ul>	<ul style="list-style-type: none"> <li>Valley View Drive</li> </ul>	<ul style="list-style-type: none"> <li>Camino Mar</li> </ul>
	<ul style="list-style-type: none"> <li>Camino Aqua Fria</li> </ul>	<ul style="list-style-type: none"> <li>Camino Pesqueira</li> </ul>	<ul style="list-style-type: none"> <li>Avenida Pastor</li> </ul>
	<ul style="list-style-type: none"> <li>Via Rosamorada</li> </ul>	<ul style="list-style-type: none"> <li>Kents Ave.</li> </ul>	<ul style="list-style-type: none"> <li>Camino Oceano</li> </ul>
	<ul style="list-style-type: none"> <li>Willow Drive</li> </ul>	<ul style="list-style-type: none"> <li>Camino San Xavier</li> </ul>	
	<ul style="list-style-type: none"> <li>SR 289</li> </ul>	<ul style="list-style-type: none"> <li>Calle Coyote</li> </ul>	
Intersection Improvements	<ul style="list-style-type: none"> <li>Ruby Road/East Frontage Rd./Pilot Driveway</li> </ul>	<ul style="list-style-type: none"> <li>Rio Rico Dr./Pendleton Dr.</li> </ul>	
	<ul style="list-style-type: none"> <li>Yavapai Drive/Camino Caralampi</li> </ul>		
Pedestrian Crossings	<ul style="list-style-type: none"> <li>Camino Lito Galindo/Rio Rico HS</li> </ul>	<ul style="list-style-type: none"> <li>Pendleton Dr./Avenida Coatimundi</li> </ul>	
	<ul style="list-style-type: none"> <li>West Frontage Rd/Family Dollar</li> </ul>	<ul style="list-style-type: none"> <li>Rio Rico Dr./I-19 overpass</li> </ul>	
	<ul style="list-style-type: none"> <li>Avenida Coatimundi/Calle Juan Legarra</li> </ul>		
	<ul style="list-style-type: none"> <li>Peck Canyon Drive/Camino Estorino</li> </ul>		
	<ul style="list-style-type: none"> <li>Via Patricia/Camino Lito Galindo</li> </ul>		
	<ul style="list-style-type: none"> <li>Via San Potosi/Paseo de Yucatan</li> </ul>		
Narrow Bridge Crossings	<ul style="list-style-type: none"> <li>Ruby Road @Potrero Creek</li> </ul>	<ul style="list-style-type: none"> <li>Ruby Road @Santa Cruz River</li> <li>Rio Rico Dr. @ Santa Cruz River</li> <li>West Frontage Rd. @ Aqua Fria Canyon</li> </ul>	





## Appendix E – Plan of Improvements Matrix

**Suggested Plan of Improvements Matrix**

Location	Approx. Length	Enhanced connection to public spaces/closes gap	Noteworthy Safety Improvement	Proximity to Schools	Complexity of Construction	Reduction in vehicle trips	Community Support	Cost Sharing Potential	Economic/ Tourism Potential	Total Points	Notes
<b>Sidewalks</b>											
Camino Lito Galindo	Apprx. 3,200 feet	1	1	2	1	2	2	1	0	10	Camino Lito Galindo has a 50-foot right-of-way. The north side of Camino Lito Galindo is preferred for a continuous sidewalk connection and accessibility from adjoining neighborhoods to all three school sites. Sufficient right-of-way exists on each street for a sidewalk. Improvements also identified in the Cooperative Extension SRTS Needs Assessment Report.
Yavapai Drive "Loop" – from West Frontage Road to West Frontage Road	Apprx. 4,900 feet	1	1	0	2	2	2	0	1	9	Attached sidewalk is recommended for the north/east sides of Yavapai Drive from the existing curb return at West Frontage Road along the entire "loop" with its reconnection to West Frontage Road to the north. This "urban" area of Rio Rico is home to the most densely populated residential area and Rio Rico Plaza (Garrett's) which serves as Rio Rico's commercial services core. Pedestrians routinely frequent this route and a sidewalk is needed for safety and separation from motorists as Yavapai Drive is the most traveled roadway with over 11,000 average trips per day. A striped crosswalk with pedestrian warning signage is needed at the Garrett's driveway location.
Pena Blanca Elementary School entrance driveway	Apprx. 200 feet	0	1	2	2	1	1	1	0	8	Sidewalk on the west side of this driveway is necessary to ensure safety by reducing potential for pedestrian/vehicle conflict at this strategic school entrance.
Avenida Leon-Avenida Gandara Loop	Apprx. 7,250 feet	1	1	0	0	1	0	0	0	3	Two "local" streets that operationally function as collector roadways for the medium density residential neighborhoods it serves and in close proximity community services on Avenida Coatimundi. Sidewalks on both sides of the street will enhance the safety and operational efficiency of these busy residential collector roadways by separating the pedestrians from the vehicles in this well-traveled area. Challenges include fitting sidewalks within the existing right of way and multiple driveway conflicts.
<b>Shared Use Paths</b>											
West Frontage Road – Camino De Patio to Camino Lito Galindo (Phase 1)	Apprx. one mile	1	1	2	1	2	2	1	1	11	Santa Cruz County is currently in the process of constructing Phase 1 of a shared use path along the west side of West Frontage Road. West Frontage Road has ample right-of-way at 150-feet and the shared use trail alignment is sufficiently buffered from the roadway prism. Suggesting appropriate pedestrian warning signage for vehicle approaches at intersections.
West Frontage Road – Camino De Patio to Camino Ramanote (Phase 2)	Apprx. 4,300 feet	1	1	0	1	2	2	1	1	9	Santa Cruz County is currently in the process of constructing Phase 1 of a shared use path. This segment is planned as Phase 2 along the west side of West Frontage Road. West Frontage Road has ample right-of-way at 150-feet and the shared use trail alignment is sufficiently buffered from the roadway prism. Suggesting appropriate pedestrian/bicycle crossing warning signage such as MUTCD W-11-15 or W-11-15P for vehicle approaches at intersections.
West Frontage Road – Camino Ramanote to Yavapai Drive (Phase 3)	Apprx. 2,600 feet	1	1	0	1	2	2	1	1	9	Santa Cruz County is currently in the process of constructing Phase 1 of a shared use path. This segment is planned as Phase 3 along the west side of West Frontage Road. West Frontage Road has ample right-of-way at 150-feet and the shared use trail alignment is sufficiently buffered from the roadway prism. The narrow bridge crossing over Aqua Fria Canyon will be a design challenge and is discussed under the "Narrow Bridges" section. Suggesting appropriate pedestrian/bicycle crossing warning signage such as MUTCD W-11-15 or W-11-15P for vehicle approaches at intersections.

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<b>West Frontage Road – Peck Canyon south to Camino Lito Galindo (Phase 4)</b>	Apprx. 2,675 feet	1	1	2	1	1	2	1	0	9	Provide for the northerly extension of the West Frontage Road shared use path currently being designed and constructed by the County in three phases. Suggestion that this segment become phase four. Improvements also identified in the Cooperative Extension SRTS Needs Assessment Report.
<b>Camino Agua Fria</b>	Apprx. 500 feet from Yavapai Drive intersection	0	1	0	2	1	2	0	0	6	A shared use path along the south side of Camino Aqua Fria is recommend from the intersection with Yavapai Drive for approximately 500 feet. This shared use path will provide an appropriate transition to the bike route planned along Camino Aqua Fria and the sidewalk and shared use path system along Yavapai Drive adjacent to the more densely populated residential neighborhoods. The 80-feet of existing right-of-way is sufficient to accommodate the planned improvements.
<b>Yavapai Drive “Loop” – from West Frontage Road to West Frontage Road</b>	Apprx. 4,900 feet	1	1	0	2	2	2	1	1	10	A shared use path is recommended for the south/west sides of Yavapai Drive from the existing sidewalk terminus at the West Frontage Road along the entire “outer loop” with its reconnection to West Frontage Road to the north. This “urban” area of Rio Rico is home to the most densely populated residential area and the Rio Rico Plaza (Garrett’s) which serves as Rio Rico’s commercial services core. To compliment a planned sidewalk across the street, a shared use path is desired to accommodate bicyclists as well as pedestrians for existing and planned “urban” subdivisions in this area. The shared use path will enhance multimodal connectivity to the West Frontage Road shared use path, separate bicyclists and pedestrians from the busiest roadway in Rio Rico and also provide connection to the existing multiuse pathway at Camino Caralampi and ultimately to the Esplendor Resort. An existing right-of-way width of 150 feet is sufficient to accommodate this improvement and the terrain is relatively flat in order to minimize necessary grading. Future connection to a planned bike route (paved shoulders) along the Rio Rico Drive overpass will greatly enhance system connectivity in this strategic location of Rio Rico.
<b>Camino Maricopa – Ruby R. (SR 289) to West Frontage Road</b>	Apprx. 5,800 feet	1	0	2	1	1	1	1	0	7	Camino Maricopa is classified as a local street with Santa Cruz County but functions more so as a collector roadway. The speed limit is posted at 30 mph. This roadway provides collector-level service connecting West Frontage Road to Ruby Road (SR 289) and is a central access point for adjacent residents wanting to access the schools and West Frontage Road. A shared use path along the east side of the roadway is recommended. Camino Maricopa has 100-feet of right-of way and a 24-foot pavement section. There is sufficient right-of-way to construct a shared use pathway. The east side of the roadway has fewer topographic constraints than the west side and provides direct connectivity to the school entrance drive.
<b>Camino Caralampi – Yavapai Drive to Calle Amarillo</b>	Apprx. 9,400 feet	1	1	0	0	1	1	0	1	5	This roadway already has over 4,000 vehicle trips per day. It is a 24-foot pavement section with a generous 100-foot right of way. The roadway maintains a center line stripe and there are no additional paved shoulders. At its northern terminus with Yavapai Drive, non-motorized users access Garrett’s and the Esplendor Resort multipurpose trail also connects to this area. A shared use path is desired to serve this frequently traveled area of Rio Rico to maintain separation of motorists and pedestrians and bicyclists. This shared use path could extend to a southern terminus at Calle Amarillo. This 9,400 foot length includes the most populous and most traveled portions of Camino Caralampi. The path is likely most desirable on the west side of the roadway to allow access from the majority of residents and thereby creating a

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											seamless path system. The planned shared use path could connect to the existing multiuse trail near the Esplendor Resort or replace the existing portions of multiuse trail altogether. It should be noted that potential conflicts with driveway cuts and fence encroachments create challenges to design and construction costing along the west side of the roadway. Appropriate crosswalks and driver warning signage is needed at roadway intersections. Suggesting appropriate pedestrian/bicycle crossing warning signage such as MUTCD W-11-2, W-11-15 or W-11-15P for vehicle approaches at intersections.
<b>Via San Potosi – Avenida Lirio to Paseo de Yucatan</b>	Apprx. 1,600 feet	0	1	2	1	1	1	1	0	7	A shared use path to accommodate pedestrians and bicyclists is preferred on Via San Potosi. This is a primary corridor for school children accessing Pena Blanca Elementary School. Sidewalk improvements are identified in the Cooperative Extension SRTS Needs Assessment Report. A shared use path is preferred to minimize future County operation and maintenance concerns/costs. Design challenges to consider include limited 50-foot rights-of-way, fencing or other encroachments, on Via San Potosi and Avenida Lirio. Considerable changes in topographic grade also pose drainage considerations that will likely increase design and construction costs for improvements on these streets.
<b>Calle Calabasas – West Frontage Road to Circulo Guerrero</b>	Apprx. 12,000 feet	1	0	0	1	0	1	1	0	4	Calle Calabasas provides area connectivity between the West Frontage Road and SR 289 and serving as a collector roadway for residents in the area. A fire station is located at the intersection of West Frontage Road. Robert Damon Park is a popular recreational facility frequented by local residents. Calle Calabasas is a minor collector road with 100-feet of right-of-way and a 24-foot pavement section with no center line striping. The speed limit is posted at 30 mph. A shared use path along the west side of the roadway is preferred to provide pedestrian and bicycle access for recreation users and bicycle and running enthusiasts as noted by several community members. A shared use path is more cost effective than a separate sidewalk and bike path system. This path alignment can be utilized along with the existing overhead utility power line easement traversing the west side of Calle Calabasas. Connection to a regional bike route along SR 289, the “west Rio Rico bike trail system” and access to Robert Damon Park are established. This segment includes a shared use path for the connection to SR 289 via Circulo Guerrero. As an interim measure, Calle Calabasas could be utilized as a Bike Route/Shared Road with appropriate signage and pavement markings as needed.
<b>Boy Scout Trail</b>	½ mile	1	0	0	1	1	2	1	1	7	The Boy Scout Trail begins at the northwest corner of Pendleton Drive and Rio Rico Drive. There is no formal trailhead. The trail begins adjacent to Pendleton Drive but immediately diverges to the northwest as it meanders through a wooded area and runs due north approximately 475 feet west of Pendleton Road. The trail runs for approximately ½ mile before the formal trail dissipates into non-descript series of lesser paths in the area. Local-area Boy Scouts maintain this trail on a semi-regular basis. Extension of this trail to the north is desired.
<b>Rio Rico Drive from Pendleton Drive to the Anza Trailhead along north side of Rio Rico Drive</b>	Apprx. 3,700 feet	1	1	0	2	2	2	1	1	10	A shared use path proposed at this location provides connectivity to other existing and proposed shared use paths and the Anza Trail, establishing a strategic connection and link to the overall trail system in Rio Rico. This particular section of proposed shared use path has been nominated for inclusion on the Arizona State Trail Plan. Sufficient right-of-way appears to exist though the at-grade crossing of the existing railroad tracks will require safety/warning signage to alert path users. The use of compressed

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											native materials for sections of this shared use path within the Santa Cruz River designated floodplain area should be considered in lieu of pavement due to scour and erosion concerns. Proposed construction of a trail within any USACOE 404 jurisdictional areas will likely need 404 permitting. Connection to the trailhead at the Anza Trail provides enhanced continuity and value in the overall trail network.
<b>South Pendleton Drive – Avenida Coatimundi to Calabasas Park</b>	Apprx. 4.6 miles	1	0	0	1	1	1	1	1	6	A southerly extension of the popular and well-traveled shared use path along Pendleton Drive from its existing terminus at Avenida Coatimundi to Calabasas Park is desired. This proposed shared use path is necessary to enhance non-motorized mobility and connectivity along Pendleton Drive which provides important north-south connectivity east of Interstate 19. Connections to Calabasas Park and the Anza Trail can enhance east-west mobility. The 50-foot right-of-way of Pendleton Drive is constraining and six fairly large wash crossings along this stretch will need to be considered in design and construction.
<b>West Frontage Road – Rio Rico Drive to Ruby Road</b>	Apprx. 3.15 miles	1	0	0	1	1	1	1	0	5	The total length of the West Frontage Road alignment from Rio Rico Drive south to Ruby Road is approximately 3.15 miles. Of the 3.15 miles, approximately 2.4 miles are paved from Ruby Road north to approximately 400 feet north of its intersection with Calle Calabasas where the pavement currently terminates. There is no roadway for approximately .75 miles from the existing pavement terminus north to Rio Rico Drive. A shared use path is desired along this alignment to establish a southerly extension the existing and planned shared use path along West Frontage Road north of Rio Rico Drive. This segment would greatly enhance mobility by completing a seamless north-south non-motorized connection in Rio Rico west of Interstate 19.
<b>Multi-Purpose Trails</b>											
<b>Fernando Court to Peck Canyon Drive</b>	Apprx. 1,550 feet	0	0	2	0	1	0	0	0	3	An unpaved multiuse trail can serve as a neighborhood shortcut promoting non-motorized modes of travel for school-aged children accessing the three school sites from this neighborhood. An existing pathway/jeep trail already exists. Additional research on the potential need for an easement for public ingress/egress is necessary.
<b>Pena Blanca/Calabasas West Trail Entrance</b>		1	0	2	0	1	1	1	0	6	As a possible alternative and/or supplement to nearby sidewalk improvements to Via San Potosi, a multipurpose trail can be constructed to the west of the school property connecting Via San Potosi and Hiedra Ct. Steep sections will require the construction of stairs. An informal network of trails already exists in the area. Easements may be necessary to formally establish this trail. Improvements also identified in the Cooperative Extension SRTS Needs Assessment Report.
<b>Calle Calabasas to Avenida Palomas</b>	Apprx. 1,000 feet	1	0	0	0	1	0	0	0	2	Identified as a “key system disconnect”, a multipurpose trail is recommended to enhance the non-motorized connection from the neighborhood near Avenida Palomas to Robert Damon Park. Currently, users must indirectly travel south or north on Avenida Palomas. A multipurpose trail to provide a more direct connection would greatly aid connectivity of this area and park amenity. A trail utilizing an existing wash approximately (125 north of Camino Caballo) and Suma Court is a possible alignment. Easements must be secured and terrain issues will need to be addressed in design and construction.
<b>Santa Cruz River (Anza Trail) to Calabasas Park</b>	Apprx. 1,200 feet	1	0	0	1	0	1	1	1	5	A multipurpose trail linking the Anza Trail to Calabasas Park is desired to eliminate a key system disconnect and promote trail system continuity to community assets that may support community based events and recreation opportunities.



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Anza Trail	Varies	1	0	0	2	0	2	1	1	7	The southern and northern extension of the existing Anza Trail is recommended. Trail facilities should be incrementally expanded to the north and south from the Guy Tobin trailhead. Leveraging community volunteers and trail enthusiasts to conduct such trail building efforts is highly recommended.
<b>Paved Shoulders</b>											
Via Patricia- Peck Canyon Dr.	Apprx. 3,400 feet	1	1	2	1	2	2	1	0	10	Peck Canyon Drive has a right-of-way of 100 feet. Where sufficient right of way is available, it is suggested that a striped paved shoulder be constructed and where right-of-way is limited, a bike route be provided through the use of signage and pavement markings in proximity to school facilities. Provide for safe and adequate transition to West Frontage Road future improvements. Improvements also identified in the Cooperative Extension SRTS Needs Assessment Report.
Camino Ramanote – West Frontage Road to Corrida De Toros	Apprx. 13, 400 feet (2.5 miles)	0	1	0	1	1	2	1	1	7	Identified as a Priority Underserved Roadway by community stakeholders, this two-lane roadway with center-line striping has a 24 foot pavement section in an 80-foot right-of-way. Westerly to its intersection with Corrida De Toros, the roadway has many curves, changes in grade and resulting blind spots. Camino Ramanote currently experiences just over 2,000 vehicle trips day. These collective roadway characteristics necessitate the improvement of a paved shoulder.
Peck Canyon Drive – Via Patricia to Circulo Sombrero	Apprx. 9,500 feet	0	1	2	1	1	1	1	1	8	From West Frontage Road to Circulo Sombrero, a designated bike lane (or paved shoulder in the alternate) is suggested to be constructed on the north side of the existing roadway. Peck Canyon Drive currently experiences 1,389 vehicle trips per day. Traffic will continue to increase as Rio Rico experiences additional growth and Peck Canyon Drive will likely transition from a local street to a collector road over time. Peck Canyon Drive’s intersection with West Frontage Road and serving access to the three school sites continue to place Peck Canyon Drive as high importance in providing motorized and non-motorized mobility in the area. Peck Canyon Drive has 100-feet of right-of-way and a 24-foot pavement section and center line stripe. The construction of a paved shoulder for this segment will complete a strategic segment that can contribute to two preferred bicycle recreation loop networks – Circulo Sombrero and the larger loop utilizing Calle Cherokee to Camino Ramanote and the West Frontage Road shared use path. For these reasons, a dedicated paved shoulder for this 9,500 foot segment is recommended.
Camino Providencia		1	1	0	1	1	1	1	1	7	Calle Providencia is a local street that radiates out from Yavapai Drive serving low to medium density residential neighborhoods in Rio Rico. While no existing vehicle trip data was able to be obtained for Calle Providencia, it is clear from the existing and planned land uses patterns in the area that continued residential growth will occur and so too will the motorized and non-motorized user demand. Calle Providencia is a 60-foot right of way with a 24-foot pavement section with no center line striping. Paved shoulders are suggested for both sides of Calle Providencia to its intersection with Camino Aqua Fria. Provides bicycle trail connectivity to the bike routes of Camino Aqua Fria and Camino Ramanote for larger route development in western Rio Rico. Based on its proximity to Yavapai Drive and to existing and future commercial retail activities, sidewalks are also recommended to compliment the paved shoulder improvements for the first 2,150 feet from Yavapai Drive to the intersection with Circulo Montosa.

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											If right-of-way constraints, lack of funding or other development-related challenges persist, consider the use of a shared use path for the south side of Calle Providencia.
<b>North Pendleton Drive</b>	<b>Apprx. 6 miles</b>	1	1	0	1	2	2	1	1	<b>9</b>	Pendleton Drive from Rio Rico Drive to Camino Josefina is approximately 6 miles long. Pendleton Drive is the only north-south collector roadway serving residents living east of I-19 and the Santa Cruz River. Pendleton Drive has an 80-foot right-of-way and a 24-foot pavement section in most locations. Community stakeholders commented on the desire to see bicycle facilities along Pendleton Drive. Extension of the popular Boy Scout Trail (shared use path separated from the roadway) was viewed as highly desirable by area residents as well. Santa Cruz County has received a grant to pave 5-foot shoulders along both sides of North Pendleton Drive for one mile north of Rio Rico Drive. These improvements will create 17-feet of pavement on each side of the roadway, sufficient for a signed bike route but not enough to warrant a bike lane.
<b>South Pendleton Drive (to Calabasas Park)</b>	<b>Apprx. 5.5 miles</b>	1	1	0	1	2	2	1	1	<b>9</b>	Pendleton Drive from Rio Rico Drive to Calabasas Park is approximately 5.5 miles. Pendleton Drive is the only north-south collector roadway serving residents living east of I-19 and the Santa Cruz River. Pendleton Drive has an 80-foot right-of-way and a 24-foot pavement section in most locations. Community stakeholders commented on the desire to see bicycle facilities along Pendleton Drive. Santa Cruz County has received a grant to pave 5-foot shoulders along both sides of South Pendleton Drive for a length of one mile from Rio Rico Drive. These improvements would create 14-feet of pavement on each side of the roadway, sufficient for a signed bike route but not enough to warrant a bike lane.
<b>Rio Rico Drive – I-19 to Pendleton Drive</b>	<b>Apprx 6,500 feet</b>	1	1	0	2	1	2	1	1	<b>9</b>	Rio Rico Drive currently experiences over 8,000 vehicle trips daily and is one of the most traveled roadways in Rio Rico. The roadway in most areas is split into two one way roadways with paved shoulders of varying widths. The integrity of the existing pavement along the paved shoulders varies, becoming narrower in areas that experience increased degradation. ADOT is conducting an I-19 East Frontage Road Study that may recommend roadway improvements at the intersection of Rio Rico Drive and East Frontage Road. Paved shoulders of 3-4 foot in width are recommended and should be maintained / expanded with routine County roadway maintenance schedule for Rio Rico Drive. The addition of bike route signage is also recommended. Improved non-motorized facilities along Rio Rico Drive will improve the mobility of local residents but also for enhancing a broader connection of the recreational and outdoor experience for visitors by linking the Guy Tobin Trailhead to other recreation and commercial land uses.
<b>Paseo De Yucatan – from Pena Blanca School to Avenida Lirio</b>	<b>Approx. 1,250 feet</b>	0	1	2	1	1	1	1	0	<b>7</b>	Paved shoulders are recommended for both sides of roadway to accommodate school children from higher density subdivisions to the south. Through signage, encourage school aged children pedestrian use on west side only so as to separate pedestrians from truck traffic originating from business south and east of Pena Blanca Elementary School and for seamless, continuous access to school driveway. Topography challenges and limited 50-foot right-of-way along the southern portion of this corridor create challenges in construction. Bike lane facilities not suggested due to lack of right-of-way, topography and undesirable east side because of potential for truck traffic conflicts.

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<b>Avenida Lirio – Camino Maricopa to Paseo Yucatan</b>	Apprx. 3,500 feet	1	1	2	1	1	2	1	0	9	Paved shoulders on Avenida Lirio will greatly assist the mobility of the neighborhood and improve safety in access to the schools via Camino Maricopa and Paseo Yucatan.
<b>E. Ruby Road – I-19 to Pendleton Drive</b>	Apprx. 2 miles	1	1	0	1	2	2	1	1	9	ADOT controls the right-of-way and ownership of Ruby Road from I-19 to approximately 600 feet to the east. East Ruby Road has 100-feet of right-of-way and is a 26-foot pavement section. ADOT is currently conducting an I-19 East Frontage Road Study that will likely recommend roadway improvements at the intersection of Ruby Road and East Frontage Road. At a minimum, paved shoulders on both sides of the roadway are recommended. With over 4,000 vehicle trips per day and growing, signage denoting a bike route is recommended. If the opportunity presents itself to complete additional roadway improvements funded by others, bike lane and sidewalks on both sides of the street are preferred from Potrero Creek bridge to East Frontage Road at this high traffic volume and turning movement location.
<b>Paseo Mexico</b>	Apprx. 9,800 feet	1	0	0	1	1	1	0	0	4	Paseo Mexico is a minor collector roadway with 80 feet of right-of-way and a 24-foot pavement section with center line striping. Due to the striping, there is not adequate space to accommodate a vehicle and the bicyclist comfortably in one lane (bike route). Paseo Mexico connects with Camino San Xavier (Bike Route) to form a 3.3 mile bike trail loop serving residents in this area.
<b>Paseo Venado</b>	Apprx. 4,000 feet	1	1	0	2	1	1	0	1	7	Paseo Venado can provide a key bicycle trail connector linking Calle Calabasas and Camino Caralampi. Paseo Venado is an 80-foot right-of-way with an existing 24-foot pavement section with center line striping. Paseo Venado experiences 1,660 average daily trips and will grow. Because the pavement width is only 24 feet and has center line striping, its potential as a bike route/shared roadway is not recommended because a cyclist would only have a 2-foot spacing where a minimum of 3-4 feet is preferred. A Bicycle LOS Model could be performed to determine the feasibility of a bike route/shared lane facility.
<b>Bike Route/Shared Roadways</b>											
<b>Yavapai Drive, I-19 to West Frontage Road</b>	Apprx. 325 feet	1	1	0	2	2	2	1	1	10	Within existing pavement conditions, a signed bike route is desired to complement the existing sidewalk and provide bicycle trail connectivity between the planned shared use path along Yavapai Drive and planned Rio Rico Drive overpass improvements.
<b>Corrida De Toros</b>	Apprx. 9,600 feet	1	1	0	2	1	2	0	1	8	Corrida De Toros provides the strategic middle link in the proposed Camino Ramanote – Corrida De Toros – Camino Aqua Fria bike trail system to serve residents in this area. This segment is approximately 9,600 feet in length. This roadway receives very low traffic volumes and is ideal for signage and/or pavement markings as a bicycle route to complete a 6+ mile training loop.
<b>Camino Aqua Fria</b>	Apprx. 9,400 feet	1	1	0	2	1	2	0	1	8	The third leg of the Camino Ramanote-Corrida De Toros-Camino Aqua Fria bike trail. After crossing Aqua Fria Canyon (low water crossing roadway), Camino Aqua Fria is an infrequently traveled roadway that is common for bicyclists and pedestrians to use for non-motorized trips to Garrett’s and other stores and restaurants in the Rio Rico Plaza. Camino Aqua Fria has a 24-foot pavement section with no center stripe within an 80-foot right-of-way. This section of roadway is approximately 9,400 feet to its connection with Yavapai Drive and the Bella Vista subdivision. The portion of Camino Aqua Fria adjacent to Bella Vista community is recommended for improvement with a

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											shared use path on the south side of the roadway or sidewalks on both sides of the road for the initial 500 feet.
<b>Calle Cherokee</b>	<b>Apprx. 11,000 feet</b>	1	0	2	2	1	1	1	1	<b>9</b>	This local street in Rio Rico has very few homes and experiences very low daily vehicle trips. Calle Cherokee has a 50-foot right-of-way and 24-foot pavement section. As such, Calle Cherokee is suggested for use as a bike route with the incorporation of the appropriate signage and or pavement markings as noted in the General Design Elements section. Calle Cherokee is an 11,000 foot (2+miles) segment provides an important and connection between Camino Ramanote and Peck Canyon Drive to offer residents of northwestern Rio Rico a value-added bicycle loop. Calle Cherokee was also identified by Rio Rico High School students as a route that is frequented to and from school on a daily basis.
<b>Circulo Sombrero</b>	<b>Apprx. 2.25 mile loop</b>	0	0	2	2	0	1	0	0	<b>5</b>	This loop road providing connection to Peck Canyon Drive to the east and the west provides a naturally ideal recreation bicycle loop experience. The road is a 50-foot right-of-way with 24-foot pavement section with very low average daily vehicular trips. Bike route signage and/or pavement markings on both sides of the roadway will safely provide the flexibility for a 2.25 mile route along Circulo Sombrero or an extended 3.5 mile complete loop route utilizing Peck Canyon Drive.
<b>Camino Josefina</b>	<b>Apprx. 6 miles</b>	1	0	0	2	0	2	0	1	<b>6</b>	Camino Josefina is already a preferred route by enthusiasts and skilled bikers. The very low density surrounding land use, uninterrupted length, scenic vistas, connection to broader wilderness areas, and grade changes of this road make it desirable for bicycling. It is a 24-foot pavement section with no center striping within a 180-foot right-of-way. Due to proximity to the bridge abutment, automobile rate of speed in this area and poor line of sight in areas, future connections to the planned Boy Scout Trail extension should consider a grade separated crossing and staging area with a connection to Pendleton Road south of the canyon.
<b>Avenida Pastor – Circulo Alameda</b>	<b>Apprx. 1.3 miles</b>	0	0	0	2	0	0	0	0	<b>2</b>	Bike routes/shared roadways fit nicely in this community enclave. Marked crossings and signage will be necessary at the intersection with Pendleton Drive.
<b>Camino Mar</b>	<b>Apprx. 2.3 miles</b>	0	0	0	2	0	0	0	0	<b>2</b>	Camino Mar is a two-way paved road 2.3 miles in length (where pavement ends) with a 26-foot pavement section. Grade changes, sight visibility and signage locations should be evaluated prior to implementation.
<b>Camino Oceano</b>	<b>Apprx. 7,200 feet</b>	0	0	0	2	0	0	0	0	<b>2</b>	This stand-alone road is very suitable with its 26-foot pavement section serving less than two dozen homes. Future crossing design and connectivity to the Boy Scout Trail requires additional study.
<b>Valley View Drive- Camino Magnifico- Camino Panama Loop</b>	<b>Apprx. 2.5 mile loop</b>	0	1	0	2	0	1	1	0	<b>5</b>	A bike route/shared roadway is ideal for this pocket of Rio Rico that forms a self-contained bicycle loop in this area. This “loop” does not entirely connect without a connection at Pendleton Drive that requires further evaluation.
<b>Kents Avenue</b>	<b>Apprx 4,000 feet</b>	0	1	0	2	0	0	1	0	<b>4</b>	Provides linkage to Camino Pesqueria and Paseo Mexico.
<b>Camino Pesqueiria</b>	<b>Apprx. 3,600 feet</b>	0	1	0	2	0	1	1	0	<b>5</b>	Provides linkage to Paseo Mexico and Kents Avenue.
<b>Willow Drive – Pendleton to Rio Rico Drive</b>	<b>Apprx. 3,700 feet</b>	1	1	0	2	1	1	1	0	<b>7</b>	Willow Drive serves as a local roadway providing important neighborhood connectivity between Pendleton Drive and Rio Rico Drive. The roadway has a 28-foot pavement

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											section and a 50-foot right-of-way. Consideration must be given to a cross walk design and driver warning signage (especially northbound traffic) at Pendleton Drive for access to the shared use path across the street.
Camino San Xavier	Apprx. 7,700 feet	0	0	0	2	0	1	1	0	4	Camino San Xavier is a local road with an 80-foot right-of-way and 24-foot pavement section with no center line striping. Its connection to Paseo Mexico forms a 3.3 mile bike trail loop serving residents in the area. Future crossing of Pendleton Drive will require close examination for safety in design as the intersection is located at a radius in the roadway with limited sight visibility.
Paseo Guebabi	Apprx. 11,000 feet	0	0	0	2	1	0	0	0	3	Paseo Guebabi is an 80 foot right-of-way with a 28-foot pavement section with no center line striping. This bike route segment forms a 3.8 mile bike trail loop serving residents in this area. Intersection/crosswalk design with Pendleton Drive needs to be planned in concert with the fire station driveway located directly across Pendleton Drive.
Calle Coyote	Apprx. 9,300 feet	0	0	0	2	1	1	0	0	4	Calle Coyote is a local street with an 80-foot right-of-way, 28-foot pavement section with no center line striping. This bike route segment connects with Paseo Guebabi to form a 3.8 mile bike trail loop for residents in this area.
Via Rosamorada – Ruby Road to Cerrado Sanchez	Apprx. 6,400 feet	1	1	0	2	1	1	1	1	8	Via Rosamorada is a local street with a 50-foot right-of-way and 24-foot pavement section with no center line striping. It should be noted that Santa Cruz County’s street inventory indicates that only 25-feet of right-of-way exists in certain locations and thus may be limiting.
SR 289		1	1	0	2	0	1	1	1	7	SR 289 (West Ruby Road) is an ADOT facility with a 26-foot pavement section and center line striping. According to ADOT traffic counts at SR 289 near Camino Maricopa, approximately 1,100 vehicle trips per day. Another traffic count taken another 6 miles to the west identified only 190 vehicle trips per day. The data indicates that the majority of SR 289 trips are serving residents of the neighborhoods near Calabasas Middle school and as you proceed west of town, the rate of vehicles drops substantially. In accordance with ADOT regulations, bicyclists are not prohibited from using SR 289. With the minimal volume of vehicle trips, continuation of the existing condition as a bike route, though not signed, is recommended for this facility that can attract biking enthusiasts seeking longer outings to Pena Blanca Lake.
Circulo Golondrina		1	0	0	2	0	0	0	0	3	Local “loop road” serving immediate neighborhood surrounding Robert Damon Park. 50-feet of right-of-way with a 24-foot pavement section with no center line stripe.
<b>Intersection Improvements</b>											
Yavapai Drive/Camino Caralampi	n/a	1	1	0	1	1	2	1	1	8	One of the busiest intersections in Rio Rico, a typical user will experience difficult cross-traffic and conflicting vehicular turning movement operations at this location. There are no crosswalks, signage or other markings to assist pedestrians and bicyclists wishing to cross Yavapai Dr at Camino Caralampi. A signalized intersection with marked crosswalks is recommended and likely warranted. Further evaluation of the need for a signal should also evaluate the proximity and current function and level of service of the West Frontage Rd intersection with Yavapai Dr. which is only 400 feet to the east.

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Ruby Road/East Frontage Road/Pilot Travel Center Driveway Entrance	Approx 325 feet between centerlines	1	1	0	1	1	2	1	1	8	The confluence of these two intersections – only 325 feet apart – is the busiest and most accident prone intersection(s) in Rio Rico. Numerous comments from project and community stakeholders have supported this assertion. Per County traffic counts, this area experiences 7,500 ADT and a poor LOS during the am and pm peak periods. Road widening to include a dedicated portion of the roadway for bike lanes and sidewalks on both sides of Ruby Road is needed. Signing, striping and pavement markings are necessary. Marked crosswalks and warning signage at the Pilot entrance drive is needed. Recommendations from the I-19 East Frontage Road study should influence the future design of improvements that will likely come as a result of future roadway construction projects.
Rio Rico Drive/Pendleton Drive	SWC	1	0	0	2	0	1	1	1	6	Existing parking facilities are lacking at this popular trailhead location. A small paved parking lot to serve 3 typical and 1 ADA accessible parking spaces is preferred. Suitable vehicular turning movement and driveway improvements from the adjacent roadway and marked crosswalks are suggested. If signal warrants for this intersection are met, access and driveway geometrics shall be evaluated. The parking area should be designed to maintain flexibility for future expansion as popularity continues to increase. Improvements to the shared use trails in the area enhance area connectivity and accessibility benefitting locals and tourists alike.
<b>Pedestrian Crossings</b>											
Camino Lito Galindo/Rio Rico High School	n/a	1	1	2	2	1	2	1	0	10	Crosswalk needed at this priority high school crossing location. This improvement also identified in the Cooperative Extension SRTS Needs Assessment Report.
Peck Canyon Drive/Camino Estornino	n/a	1	1	2	2	1	1	1	0	9	A crosswalk is needed at Camino Estornino’s intersection with Peck Canyon Drive to serve school-aged pedestrians and bicyclists from the adjacent residential neighborhood.
Via Patricia and Camino Lito Galindo	n/a	1	1	2	1	1	2	1	0	9	Difficult intersection geometry, roadway radius and line of sight challenges require additional design studies for this location. A cross walk, pedestrian refuge and appropriate traffic calming signage is necessary to facilitate safe crossing at this location.
Pendleton Drive/Avenida Coatimundi	n/a	1	1	0	2	1	1	0	1	7	This existing crosswalk is in poor condition currently. Driving warning signage does exist. At a minimum, the current facility is in need of repainting and striping. Additional signage is likely warranted and low scale safety lighting for nighttime usage should be considered. As traffic volumes increase over 7,500 vehicles per day, design study of an enhanced crossing facility is suggested.
West Frontage Road/Camino del Patio (Family Dollar)	n/a	1	1	0	2	2	2	1	1	10	A very popular informal crossing used by many adjacent residents walking or biking to the Family Dollar store. This location was also identified in the historical crash data. The field study revealed a mother pushing a baby in her stroller. No crosswalk facility exists. The Family Dollar driveway and Camino del Patio intersection is not symmetrical. The current ADT’s likely do not warrant a H.A.W.K. system, but a pedestrian count and design study specific to this location are needed to address the current acute deficiency. (HIGHLIGHT CURRENT COUNTY CONSTRUCTION)

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Rio Rico Drive/I-19 Overpass	Apprx. 700 feet, including approaches and I-19 on ramps	1	1	0	1	1	1	1	1	7	The existing overpass facility serves one lane of vehicular travel in each direction and has 12-foot paved, striped shoulders (approximately) on each side. Pedestrian and bicycle users continue to increase as residents from the east frequent Garrett's. Suggested improvements recommended include a formal modification of the existing striped shoulder area to a striped and signed bike lane for one way travel together with a sidewalk in both directions. Particular attention must be given to the design of appropriate bicycle and pedestrian crossings at the freeway ramp terminals to ensure minimized vehicular conflicts. See AASHTO and ADOT standards for additional detail.
Intersection of Via San Potosi and Paseo de Yucatan	n/a	1	1	2	2	1	1	1	0	9	A crosswalk is needed at this strategic juncture of two roadways serving as a primary pedestrian access way to Pena Blanca Elementary School.
Avenida Coatimundi/Calle Juan Legarra		1	1	2	2	1	2	1	0	10	The shared use path along the south side of Avenida Coatimundi terminates at the Calle Juan Legarra alignment. Students using the shared use path cross Avenida Coatimundi at Calle Juan Legarra to access the Coatimundi Walking Trail school entrance at Feather Court. No cross walk currently exists but is needed at this location. Appropriate signage on Avenida Coatimundi warning drivers of a school crossing is suggested.
<b>Narrow Bridge Crossings</b>											
West Frontage Road at Aqua Fria Canyon	n/a	1	1	0	2	1	1	1	0	7	Existing County bridge structure at Aqua Fria Canyon wash crossing apprx. 490 feet south of Camino Ramanote. Location poses a significant barrier to the seamless connection of the West Frontage Road shared use path system. The current structure is a two lane bridge with very narrow striped shoulders. Suggested design is to meander the planned shared use path to the west along the wash bottom rather than construct expensive bridge widening improvements. This shared use path crossing could be situated within the western portion of the existing 150 feet of West Frontage Road right of way and/or existing utility easement. Additional hydrology study and environmental permitting may be necessary for wash encroachment.
Ruby Road at Potrero Creek	n/a	1	1	0	1	2	2	1	1	9	The existing width of the bridge deck is too narrow to enable comfortable and safe walking or cycling conditions. The preferred solution is to construct a second bridge for eastbound traffic and maintain the existing bridge for westbound traffic. Sufficient right-of-way exists for this improvement. Each bridge then should be designed to accommodate a sidewalk and bike lane/paved shoulder. In the absence of funding for a second bridge, a short term approach would be to construct multiuse trails separated from the roadway in Potrero Creek. A native tread trail to safely separate pedestrians and cyclists from the narrow bridge is needed. This can be achieved with the construction of one multi-purpose trail to accommodate both pedestrians and cyclists. The multi-purpose trail and signage would need to commence prior to the guardrail approaches to the bridge.
Ruby Road/Santa Cruz River	n/a	1	1	0	2	1	1	1	1	8	This important bridge spans approximately 275 feet over the Santa Cruz River. The existing bridge deck has a 26-foot pavement section including one-foot striped shoulders with center line striping. The north side of the bridge deck has a large vertical curb. Replacement/expansion of the existing facility to accommodate bike and

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											pedestrians is preferred but not likely practical. "Share the Road" signage and pavement markings are necessary to improve the existing comfort and safety of bicyclists and pedestrians using this bridge. This is not an ideal solution, but most practical until bridge enhancements are completed.
<b>Rio Rico Drive/Santa Cruz River</b>	n/a	1	1	0	2	1	1	1	1	<b>8</b>	This important bridge spans approximately 300 over the Santa Cruz River. The existing bridge deck has a 26-foot pavement section including one-foot striped shoulders with center line striping. Both sides of the bridge deck have 2-foot raised sidewalks. Replacement/expansion of the existing facility to accommodate bike and pedestrians is preferred but not likely practical without additional government funding. "Share the Road" signage and pavement markings are necessary to improve the existing comfort and safety of bicyclists and pedestrians using this bridge. This is not an ideal solution, but most practical until bridge enhancements are completed.

\*As a general observation, additional future crosswalk facilities located at proposed bike route locations that intersect with Pendleton Drive in order to access the future Pendleton Drive shared use path are necessary but premature to define crosswalk type without the known location of the shared use pathway.