



## What is the difference between a sidewalk and shared use path?

A sidewalk is an ADA accessible paved or concrete walkway parallel to the street. Sidewalks are intended to accommodate pedestrians and are typically five-feet wide in Sedona. While bicyclists are allowed to ride on sidewalks, they are discouraged from doing so because pedestrian traffic moves much slower than wheeled traffic.

Shared use paths are bikeways/walkways physically separated from motor vehicle traffic, typically between 10-14 feet in width, and designed to accommodate non-motorized users, such as pedestrians, bicycles, roller skaters, etc.

## Why does the shared use path need to be so wide?

The minimum recommended width of a two-directional shared use path is ten-feet. However, when constraints make a wider path infeasible, a reduced width of 8-feet may be used. A 10-foot wide path is planned west of Rodeo Road where there is sufficient right-of-way width; however, the path width will narrow to eight-feet to the east of Rodeo Road due to reduced available right-of-way area.

## Why doesn't the City just install a five-foot wide sidewalk with bike lanes on the roadway?

This would require a wider roadway prism and the existing drainage ditches on the north side of Thunder Mountain would need to be relocated. The cost of a project of this scope would be considerably higher than the current design. Also, a shared use path provides a physical separation from motorized vehicular traffic.

## Why do some of the driveways need to be reconstructed into private property as part of the shared use path construction?

The cross slope of the shared use path will be relatively flat to meet ADA requirements and the path will be elevated to accommodate new curb. For driveways with slopes starting near the edge of the existing roadway, this means those driveways will need to be reconstructed with slopes that begin at the south edge of the shared use path.

## What is a temporary construction easement (TCE) and why is it necessary?

A TCE is a legal document that allows the City to perform construction work on private property during a specified period of time. It is the City's desire to obtain TCE's and pay for the reconstructed driveways. Without the City having a TCE, that property owner would be responsible for constructing their driveway transition to the new grade. TCE's will be necessary in some cases for the construction of short retaining walls along the edge of the City rights-of-way as well.

## How is pedestrian and bicyclist safety considered when I pull out of my driveway?

In the existing condition, pedestrians and bicyclists are either A) in the roadway or, B) along the shoulder, where it exists. The shared use path will be along the south shoulder area, but will provide a better walkable surface than what exists today. Driveways will stand out to the path users by having brick patterned stamped concrete and sight triangles within the existing right-of-way will be cleared to the extent possible. As always, vehicle operators, pedestrians and bicyclists should always be aware of their surroundings and use caution.

## How is pedestrian and bicyclist safety considered at intersections?

The project includes safety improvements to alert vehicles and path users in areas where potential conflict could occur. The City has also provided a third-party independent design review to ensure needed safety elements are included in the project. Pathway design is consistent with design guidelines recommended by the American Association of State Highway and Transportation Officials (AASHTO) and the National Association of City Transportation Officials.



## **How is the safety of users being considered when mixing people walking and biking on the same pathway?**

The pathway is being constructed to be 10' wide where possible, to provide sufficient spacing between pedestrians and bicyclists. The pathway construction will include a package of wayfinding and path use signs. These signs will contain guidelines related on how to use the path properly and safety. For example, bicycles are required to yield to pedestrians and passing occurs on the left, etc. In addition, a dashed centerline stripe will be added to signify direction of travel.

## **Why is the City investing in bicycle and pedestrian infrastructure along Thunder Mountain Road and Sanborn Drive?**

The City of Sedona is investing in bicycle and pedestrian infrastructure to provide safe and convenient alternative (or "active") transportation options. In addition, accessibility to active transportation infrastructure encourages healthier lifestyles.

In a Budget Survey for Fiscal Year 2020/2021, with 476 Sedona residents responding, 68 percent support additional funding for walking and biking improvements. Further support can be found in the following documents: Transportation master plan (SIM), [www.Sedonaaz.gov/sim](http://www.Sedonaaz.gov/sim) GO Sedona, [www.Sedonaaz.gov/go](http://www.Sedonaaz.gov/go) and the community survey, [www.sedonaaz.gov/your-government/departments/city-manager/citizen-engagement/community-survey](http://www.sedonaaz.gov/your-government/departments/city-manager/citizen-engagement/community-survey).

## **Are there concerns that this project will attract more tourists to our neighborhood?**

This amenity is being built for whomever would like to use it. It will be a great addition for residents along this corridor who enjoy getting outdoors to get some exercise and fresh air. Tourists who are staying in this general area may make use of it, but it is mainly being built with Sedona residents in mind. Also, the support reflected in the surveys referenced above was support from residents.

## **Who will maintain the shared use path and associated striping/signage?**

The City of Sedona Public Works Department.

## **How will potential trash and pet waste be addressed?**

If needed and welcomed by the property owners in the area, a few trash receptacles and pet waste stations may be installed along the new path. If these are installed, they will be routinely serviced and maintained by the Public Works Department.

## **How is residence property and privacy being considered?**

The improvements are being made within the City right-of-way. Front yard space is not decreasing with this project.

## **Considering the average age of Sedona residents is 58, what is the anticipated usage of the new path?**

There is significant support for bicycle initiatives in the Sedona area. Again, the survey support referenced above was by Sedona residents.

## **How will this project address storm drainage flows to my property?**

With the installation of curb and gutter along the south side of the roadway, street drainage will be intercepted and conveyed to appropriate existing drainage channels. This should significantly reduce the amount of nuisance stormwater that flows onto private property (including driveways).

## **Will this project improve the condition of the roadway surface?**

Yes. The top two-inches of the existing roadway will be milled off and replaced with two-inches of new asphalt.



## **With the installation of the shared use path, will mailboxes need to be moved?**

Yes. The existing mailboxes along the south side of Thunder Mountain Road and Sanborn Drive (within this project's corridor) will need to be moved to the north side of the road. This is necessary to keep the mail carrier from needing to drive onto the shared use path.

## **Will the shared use path meet ADA accessibility guidelines?**

Yes. The shared use path was designed and will be constructed to meet ADA accessibility guidelines. Residential driveways do not have ADA accessibility requirements.

## **Where will trash bins be placed for collection for properties along the shared use path?**

Trash bins can be placed adjacent to the curb on the shared use path for collection. Residents should be courteous to their neighbors and remove the bins in a timely manner after collection.

## **How is it anticipated that this project will impact the environment?**

It is our intent that these new improvements will create an environment where people can have safe and convenient alternative (or "active") transportation options, potentially reducing carbon emissions within the City of Sedona.

## **What, if any impact will this project have on property values?**

While property values are dependent upon factors which the City cannot speculate, these types of paths are desired throughout our country, are common in many areas in Arizona, and considered an asset. The new curb/gutter, roadway asphalt, and drainage improvements on Thunder Mountain Road and Sanborn Drive will be a definite asset to the area.

## **Why is the area along the south side of Thunder Mountain Road between Rhapsody Road and Andante Drive disturbed and what is going to happen in this area?**

The City recently completed a large underground drainage project to protect homes and properties in the area. This project also eliminated many unsightly above ground drainage structures and channels.

This recently disturbed area is in a dormant phase in anticipation of the shared use path construction and landscaping rock placement.

## **Who can I talk to for more information?**

The manager for this project is Associate Engineer David Peck. His email is [dpeck@sedonaaz.gov](mailto:dpeck@sedonaaz.gov) and phone number is (928) 204-7108.