



What is a shared-use path and why is it 10 feet wide?

A shared-use pathway is an off-street path designed to serve non-motorized travelers like bicyclists, pedestrians, strollers, etc for both recreation and transportation. While these shared-use pathways don't include forest trails, often times they lead you right to them. Shared-Use pathways range from concrete surfaces to packed decomposed granite surfaces depending on the needs, and amount of use, and are generally 8 to 10 feet in width to allow for two-way traffic. These pathways help reduce traffic congestion by making Sedona a more walkable and bikeable community. These pathways are part of a network of the Sedona Trails & Pathways System (ST&PS). For more information, visit the following [ST&PS webpage](#).

Why was Andante Drive chosen for the alignment?

Andante Drive was chosen as the alignment because it is the main thoroughfare between SR89A and Thunder Mountain Road. Based on our survey, it was also shown to be the main route for pedestrians and vehicles in the area. It is in close proximity to bus stops and businesses along 89A.

What about flooding? Will this pathway increase flooding to my property?

Due to improvements upstream of the project, our updated floodplain map shows reduced flooding in the area now that that project is complete. The drainage and flooding will be evaluated extensively during design of this project. The city already anticipates adding a storm drain system to carry flows to the existing wash as part of this project.

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). Because we will just be starting the process of design, now will be the time to include drainage design, with the overall design of the pathway. Ultimately, the design will include accounting for drainage (hydraulic/hydrologic) details, as well as other design considerations like geometry (driveway slopes, sight distance, etc), speed/traffic calming, signing/stripping, etc.

How will this impact my property?

The impact to your property will be minimal. This alignment was chosen partly because it minimizes the number of easement and permits needed from adjacent properties.

If the work damages utility lines or fencing, who is responsible for scheduling and paying for repairs?

When a contract is approved for construction of this project, it will require the contractor to be bonded and insured to cover any damage caused by the contractor on the project. Please also be aware that any private improvements in the city right of way may need to be relocated. These types of details will be determined in the next step in the project, which is design. Please be on our email list so that you can be kept up to date on the project progress.

Will existing trees be removed?

We will design the project to avoid tree removal as much as possible. As we develop the design for the project, our plan is to work with the design team on protecting the large existing trees and designing the path to pass around the trees while avoiding a negative impact to the greatest extent possible.



What about on-street parking? Will I still be able to park?

The on-street parking will change. Many parcels have been parking within the city's right-of-way instead of private property along Andante Drive. There will be no on-street parking allowed on the side of the shared-use pathway. The city is looking into shared on-street parking on the opposite side of the pathway that could be utilized by delivery or service vehicles.

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

Yes. Many of the existing mailboxes within this project's corridor will need to be moved. This is necessary to minimize the areas that the mail carrier will be on the shared use path. This will be part of the project and done at no expense to the property owner.

What material will the pathway be?

The pathway is anticipated to be Sedona red concrete and will be cooler than the adjacent pavement.

How will safety be addressed considering the pathway crosses the roadway?

Speed tables have been successfully used within the city and residents are more accustomed to them. With the crosswalk on the speed table, increasing the visibility of the pedestrian, and the signage warning the vehicle of the upcoming crossing, these structures help improve safety.

Who will maintain the shared-use pathway?

As with all public sidewalks and pathways in the city, city maintenance crews will be responsible for maintaining this pathway.

Will portable toilets be provided for the workers?

Yes, this will be a requirement in the contract with the contractor.

Has this project been fast tracked?

Here is a little bit of history on the project. In June of 2021, city staff visited the Harmony area with a group of residents, who had requested the visit to consider options for pedestrian and other multi modal improvements. During this visit, several possible options and alignments of improvements were discussed. While it was pointed out that, by observation, many folks tend to travel on Andante Dr, due to the south end commercial area being the main draw, pros and cons were considered for several improvement alignments. In the fall of 2022, conceptual information was developed and ultimately shared with residents in the Harmony/Andante area during a bi-lingual public outreach meeting in December 2022, at the public library. During this meeting, residents were asked about their preferred alignment and the majority of feedback was in support of the Andante Dr alignment. The next step in the project is to develop the design for the improvements. Most city projects do not take this amount of time to develop, with the significant number of capital improvement projects underway, and the level of public outreach involved in this project, we are just now to a point of preparing to move forward with a design.



Are there examples of these facilities being installed successfully?

Yes, several shared use path projects have been completed with significant positive feedback, some include:

- Dry Creek Rd,
- Chapel Rd,
- Soldiers Pass Rd,
- Thunder Mountain/Sanborn Dr,
- Sunset Dr,
- Shelby Dr,
- SR 179,
- White Bear Rd, etc.

Again, for more information on these projects, and the overall ST&PS system visit this page [ST&PS webpage](#).

Is there support for this project?

Yes, in fact there is significant support for this project by residents in this area. To pledge your support, please reach out by contacting the project manager, Sandy Phillips at sphillips@sedonaz.gov.

What are the next steps for this project?

Following the City Council meeting, held on August 8, 2023, this project will move into the design stage. Design is expected to last 6 to 9 months, and the city anticipates holding another open house with property owners and residents at preliminary design. Following the completion of design, construction will begin.

How do I stay informed?

For more information, visit our [project webpage](#). Future project communication will be sent via eNewsletters. To subscribe, please email news@andantesup.com.

We hope you are aware of the city's objective to reduce travel congestion. The shared use path (SUP) is a practical long-term solution to improve connectivity, mobility, and vitality while complimenting the outstanding natural beauty of Sedona. If you'd like to learn more about visit the following [ST&PS webpage](#).