



**A resolution of
Cruz Valley
Advocate**

www.scvbac.org

**the Santa
Bicycle
Committee**

(March 25, 2019)

The SCVBAC strongly urges the Town of Sahuarita (TOS) to have bicycle lanes (paved shoulders) constructed along the entire length of the new road connecting the Quail Creek community to the Quail Crossing businesses and shopping areas on Nogales Highway, and that these lanes be in place to coincide with the opening of the road to through traffic.

The SCVBAC believes that the TOS currently plans to construct and open this road without paved shoulders until the final stage of development, that is, when the at-grade river crossing of the Santa Cruz River is replaced by an all-season bridge. We consider this to be a dangerous option.

We are sure the TOS is aware the stores, restaurants, and businesses in the Quail Crossing/Duval Mine Rd area are already very popular and that traffic there is bound to increase as more venues open. Likewise the Quail Creek community is rapidly expanding, not to mention the other developments located to its south along the Old Nogales Highway. It seems obvious when the connecting road is opened it will siphon off a considerable amount of traffic now using a circuitous route, and will likely draw more users to Quail Crossing/Duval Mine Rd businesses who might otherwise utilize the Continental Shopping Center. In other words, the new road connection will be heavily utilized.

The dangers of motor vehicle traffic and bicycle traffic coexisting with no separation are well known. The speed difference on roads with no shoulders leads to situations where an impatient driver may attempt a dangerous pass. Low speed limits may be of limited use as the low density of infrastructure along the link road may encourage drivers to push the limit.

There are likely cyclists living along the Old Nogales corridor who now limit their excursions to neighborhood roads, not willing to ride on the Old Nogales Highway due to the high traffic volume and speed. With the completion of the new link road, one with a reasonable speed limit and paved shoulders, cycling options open up and opportunities to access and patronage businesses in other parts of the town safely will be available. Without shoulders, these opportunities will be tantalizingly close but likely still out of reach for many.

The benefits of paved shoulders are many and not limited to the safety of cyclists. One key consideration is always the safe passage of responding emergency vehicles who require traffic be cleared aside. Paved shoulders allow police and first responders to do their job without adding additional danger.

The SCVBAC recommends the TOS build this new road with adequate shoulders for bike lanes so when the connection is open it will provide safety and utility to both motorists and cyclists.

Bill Adamson, Chair

A handwritten signature in cursive script that reads "Bill Adamson".