



Sierra Vista Short Range Transit Plan

EXECUTIVE SUMMARY

AUGUST 2014

The Short Range Transit Plan (SRTP) for the City of Sierra Vista was prepared through a seven-month planning process that occurred between November 2013 and June 2014. The SRTP includes recommendations for operating bus and paratransit (curbside) service throughout Sierra Vista and Fort Huachuca over the next five years. Sierra Vista currently operates buses on 6 fixed routes on weekdays and Saturdays between 7 AM and 6 PM. Paratransit service is curbside, demand-response service that is scheduled through a reservation system. This service is limited to persons with disabilities and is required under the Americans with Disabilities Act (ADA) to be operated within 3/4 mile of fixed route bus service, although cities may opt to provide this service in additional areas.

Funding for Sierra Vista's transit service is provided by the City General Fund and federal funds that are administered through the Federal Transit Administration (FTA). In October 2014, the City of Sierra Vista will transition into a new FTA funding program. The change in federal funding structure was required due to the Sierra Vista Urbanized Area (UZA) population exceeding the 50,000 threshold in the 2010 census, and will result in changes to the federal funding levels and the local match requirements. Overall, the change will cause a reduction in federal funds. A primary purpose of the SRTP is to

assess the changes and address the funding issues through a financial plan and the identification of more efficient service options.

Key Recommendations in the SRTP for 2015-2020

- Develop performance measures so that Vista Transit can track its performance over time and continue to make adjustments that improve service.
- Modify routes to provide bidirectional (two-way) service, which will increase service efficiencies and enable shorter, more convenient trips for passengers.
- Discontinue fixed-route service on shopping center parking lots to improve travel times and reduce bus conflicts with cars and pedestrians.
- Add pedestrian enhancements to provide safe access to and from new bus stops. As service is shifted away from the shopping center parking lots, pedestrian improvements such as longer walk signals, improved crosswalks, and pedestrian walkways will need to be added.
- Expand services on Saturdays to provide additional paratransit and to serve the most popular weekday routes in addition to Fort Huachuca.





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Vista Transit Network Phase 1 - Weekday Service Recommendations

City of Sierra Vista Short Range Transit Plan

LEGEND

- City Boundary
- Small Urbanized Area Boundary
- Fort Huachuca Military Installation
- Highway
- Local Road

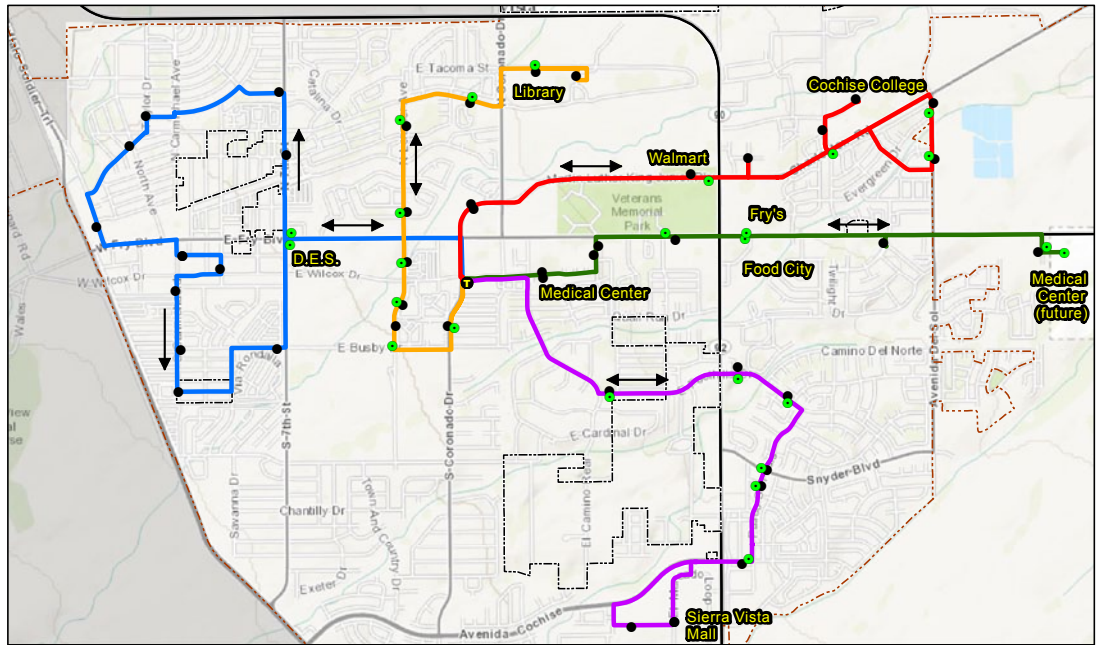
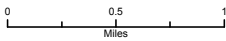
Vista Transit

- Route 1 - Westside Loop
- Route 2 - Walmart/Cochise College
- Route 3 - Fry Blvd/Medical Center
- Route 4 - Lenzner Ave/Library
- Route 5 - Foothills Dr/ Paseo San Luis/Mall

- Transfer Center
- Existing Bus Stop
- New Bus Stop

Source: Transit Network: City of Sierra Vista 2013
Urban Area: Census 2010
Roads: ADOT 2012
Base Map: ALRIS 1997 - 2013

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Vista Transit Network Phase 1 - Saturday Service Recommendations

City of Sierra Vista Short Range Transit Plan

LEGEND

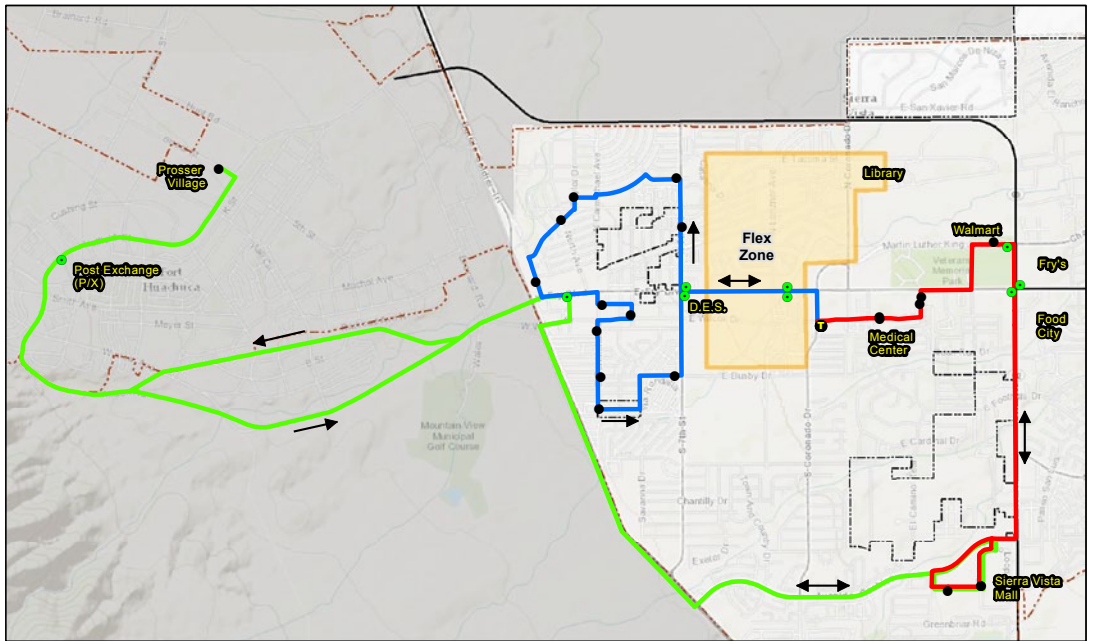
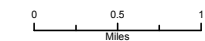
- City Boundary
- Small Urbanized Area Boundary
- Fort Huachuca Military Installation
- Highway
- Local Road

Vista Transit

- Transfer Center
- Existing Bus Stop
- New Bus Stop
- Route 1 - Westside Loop
- Route 2 - Walmart/SV Mall
- Route 6 - Fort Huachuca
- North/Central Flex Zone

Source: Transit Network: City of Sierra Vista 2013
Urban Area: Census 2010
Roads: ADOT 2012
Base Map: ALRIS 1997 - 2013

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The City of Sierra Vista partnered with ADOT to conduct this study, which was funded through the Planning Assistance for Rural Areas (PARA) program. Additional information on the study and copies of the reports are available from:

www.azdot.gov/SierraVista.

