



Arizona Department of Transportation and the City of Bisbee
COMPREHENSIVE TRANSPORTATION PLAN
Public Meeting Summary



Meeting Date: Thursday, June 2, 2011

Meeting Locations & Times: Bisbee Council Chambers, 118 Arizona Street, 9:00 a.m.-10:00 a.m.
Copper Queen Library, 6 Main Street, 11:00 a.m.-12:00 p.m.
Bisbee Senior Center, 300 Collins Road, 2:30 p.m.-3:30 p.m.
Cochise County Complex, Board of Supervisors Hearing Room, 1415 Melody Lane, Building G, 5:00 p.m.-6:30 p.m.

Participants: 31 community members attended

Project Overview

The City of Bisbee, in conjunction with the Arizona Department of Transportation (ADOT), is conducting a comprehensive transportation plan study under the ADOT Planning Assistance for Rural Areas (PARA) program. The PARA program provides federal funds to non-metropolitan communities for the purpose of conducting transportation planning studies. The principle purpose of this study is to develop a Comprehensive Transportation Plan that addresses improvements to streets, bridges, sidewalks, public stairs, shared-use pathways, transit, public parking and transportation-related drainage facilities throughout the study area. The Comprehensive Transportation Plan will recommend improvement projects over five, ten and twenty-year planning periods.

Public Meeting Notification

The City of Bisbee and ADOT held four public meetings on June 2, 2011, at the locations noted above. The following methods were implemented to notify the Bisbee community of the public meetings:

- Printed newspaper advertising on May 26, 2011 in the *Bisbee Review/Sierra Vista Herald*
- Provided 25 notification posters to the City of Bisbee on May 27, 2011 to post at community gathering places
- Distributed information to the media the week of May 23, 2011

Public Meeting Overview

At each meeting, C.T. Revere, ADOT Communication and Community Partnerships, welcomed meeting participants, recognized elected officials in attendance, and introduced the study team. C.T. explained the format of the meeting and the methods to provide comments. Randy Overmyer, Wilbur Smith Associates, provided a presentation at each meeting. Other ADOT study team members in attendance included Mark Hoffman, Paki Rico and Kathy Boyle. Below is a summary of the question and answer sessions held following each presentation:

Question and Answer Session Summary

9:00 – 10:00 am meeting
City of Bisbee
Council Chambers
118 Arizona Street
Bisbee, Arizona

Question: Can you please talk about crash and incident reports and how they compare to state statistics?

Response: Data for State Route (SR) 80 and SR 92 is higher than the state average. This is due to turning vehicles, and vehicle-to-vehicle conflict. The data from ADOT and the Department of Public Safety for SR 80 was puzzling. There were a significant number of single vehicle accidents with fixed objects (e.g., curb or light pole, etc.). We don't know the cause of these incidences and whether they were due to driver impairment. There aren't as many turning movements on SR 80. Recommend enforcement and signage to help address these problems. Crash rates are provided in volumes (including actual counts) and as a percent. There is a need for better information and access management. It is recommended that ADOT completes a safety study on SR 92.

Question: Would that study look at commercial versus non-commercial vehicle accidents?

Response: We haven't looked at that breakdown, but did conduct a traffic count with classification. There is not a tremendous amount of commercial traffic

Question: Does the PARA study look at roundabouts (examples: Wilson Road and Naco Highway)?

Response: We can look at roundabouts as options but the study does not get that detailed (in terms of design). Traffic volumes may not justify roundabouts. In addition, a significant amount of land needs to be available for right-of-way for a roundabout, especially for one large enough for commercial traffic (i.e., trucks). Design of a roundabout would need to accommodate commercial traffic.

Question: What are the recent traffic counts for the existing roundabout?

Response: We can provide this information, as it was contained in Working Paper #1. The city was also interested in seeing these numbers as part of Working Paper #1.

Question: What about new Arizona Road street improvement project that is supposed to provide significant calming affect. What are the impacts and routing options?

Response: Improvement projects slow driving speeds, encourage pedestrian/ bicycle traffic, and discourage vehicle traffic. Commercial vehicles take the path of least resistance. The improvement project encourages traffic to use the highway. Also want to look at development opportunities at the airport and surrounding area. This development may contribute to a higher level of traffic.

Question: During your local stakeholder conversations, what was said about the necessity of Old Divide Road?

Response: We heard that local stakeholders were interested in opening Old Divide Road. Based on the technical input we have received, it would be extremely difficult to fix with possible fatal flaws. The cost of a safe facility is high and will need outside money to fund.

Comment: The road needs to be fixed. ADOT started the fire; they should pay for improvement.

Response: The study team will take that comment to John Halokowski, ADOT's Director. We can look at federal, ear-marked funding.

Comment: This is a political issue. Bisbee community members feel that ADOT does not consider this an important issue. We need a bypass.

Comment: Naco Highway should be included in the plan. The expectation is that the County should address; however, the County needs to beg for money. Please include as part of the plan. Naco Highway should become a state highway.

Response: Yes, this is possible. ADOT has a State Route Transfer program. The Naco Port-of-Entry (POE) is the only POE in Arizona not served by a State Highway. The study team may research this issue further, and examine a possible alternate route. Cochise County is also looking at Davis Road, between US 191 to SR 80. Davis Road might be a good alternate route/bypass.

Comment: Concerns expressed regarding the closure of the tunnel and issues with trucks. There is no other good alternative. ADOT needs to improve the two-lane road.

Response: Thank you for your comments.

Comment: Both Naco Highway and Old Divide Road are five-star issues. What about the Bureau of Land Management not managing the land. This is a federal issue also involving U.S. Fish and Wildlife Service and Homeland Security. It takes decades to implement improvements.

Response: Thank you for your comments.

Question: How do you balance business development on Naco Highway with the need to relieve traffic and provide an alternative route?

Response: We need to balance needs. We know traffic at the Naco POE is passing through Bisbee with no destination in Bisbee. Businesses would slow traffic down. More alternatives would help de-pressurize existing Naco Highway while still allowing business development to occur. This will be refined during further studies.

Question: With Naco Highway, was expansion of residential growth considered?

Response: Yes, population projections were taken into consideration.

Question: What is the proximity of signage to ADOT's right-of-way?

Response: Would need to survey, but in some areas it's very close.

11:00 a.m.-12:00 p.m.
Cooper Queen Library
Conference Room
6 Main Street
Bisbee, Arizona

Question: The crosswalk was removed about 100 feet up Main Street (from library). Someone said lines indistinct, and the lines were painted black. I was also told that the crosswalk was not ADA [Americans with Disability Act] compliant. Is this correct?

Response (by Tom Klimek, City of Bisbee): At that particular crossing, there were no ramps at the sidewalk. The State Historic Preservation Office (SHPO) did not allow for mid-block crossings. The sidewalk project was on-going for 10 years, and we had a difficult time with SHPO during this process. SHPO only saw 20 percent plans and they did not renew final plans. We also needed to identify proper sight distances.

Question: So, it's illegal to have crosswalk at that location? People have crossed there for years and will continue. It's more dangerous now than before. Seems the City is more concerned about litigation.

Response: The City's first concern is public safety, not litigation. ADA compliance is a federal issue.

Comment: You could add a crossing.

Response: This is a federal issue. Structures are also historic, not just buildings.

Question: Why isn't a crosswalk historic? Who do I send a letter to? SHPO?

Response: You can send a letter to the Federal Highway Administration (FHWA). SHPO wants crossings at the end of blocks. This is considered a legal crossing, and the safest place to cross. ADA compliant means the crossing and connecting sidewalk has ramps.

Comment: The top issues I see are:

- Pedestrian/bike access
- SR 80 – Arizona Highway is one lane. Concerned about ability to merge, but nice to have two vehicular lanes.
- Few people going 45 mph
- SR 92 – turning lane – don't remove bike lanes
- Between pit turn off and Lowell, no crosswalk between existing sidewalk
- Would like Old Divide Road back in service

Question: Traffic circle improvements disregarded bikes. The traffic circle is quite wide – could segment circle for bikes?

Response: Two lanes of traffic currently exist through the traffic circle. Speed in traffic circle can be a problem with adding a bike lane.

Comment: Enforce the speed limit at the traffic circle

Response: City and County put TIGER grant together for a bike and pedestrian plan for the entire area. This would need to be wrapped into a large bike transportation study.

Comment: SR 80 and SR 92 was chip sealed to the edge of the shoulder. This road is now unusable because of 3 inches of gravel; resulting in no place for bikes.

Comment: Pit into Old Bisbee, there is only one sign for exit only. There is only a short distance for lane change. There needs to be additional signage in this area.

Comment: See restriction of jake brakes in other communities. These communities use signs restricting their use.

Response: There is a sign outside of the tunnel.

Comment: Must be a small sign. Need a bigger sign. Rubberized asphalt has also helped reduce noise in a number of communities.

Response: Additional signage would be part of the wayfinding/information recommendation. For example, additional signage could be placed before the traffic circle.

Comment: On the steep grade, it's hard to not use jake brake. The driver would need to shift down several gears.

Response: This issue has come up in several other communities. Other communities are also concerned with signage. Trucks don't brake due to sign. ADOT has unlimited liability on state highway system. Drivers could sue ADOT if non-breakaway items in State right-of-way.

Comment: I appreciate your efforts. You have captured my issues, including: parking, pedestrian/bicycle, sidewalks, crossings, bus to Sierra Vista, and reopening Old Divide Road.

Question: What is the condition of the tunnel? It was built in 1958.

Response: Will need to check of the status of the tunnel's inspection. ADOT's bridge inspection process happens every two years. The tunnel would be part of this inspection process. Technically, the tunnel is outside the study area for this project.

2:30 p.m.-3:30 p.m.
Bisbee Senior Center
300 Collins Road
Bisbee, Arizona

Comment: Concerned about safety around pit area on sidewalk. People in vehicles cannot see pedestrians. Hard to walk through Lowell to Old Bisbee.

Comment: Freeport-McMoRan's improvement project limits lanes. It hasn't been too bad. Perhaps we can reduce number of lanes and expand sidewalks? Would like to see Old Divide Road reopen. There is no access without tunnel. Rain will erode land.

Comment: In Bisbee the stairs are like trails. Some trails are on private property (e.g., Freeport-McMoRan). For visitors, we need stairs improved and marked more clearly.

Question: Will you be recommending eliminating driveways?

Response: Access management is a balancing act. One of our recommendations will be to conduct a safety study. Roads haul traffic but also provide property owners legal access to homes and businesses. This is a difficult subject, especially for businesses. As redevelopment occurs and growth happens, property gets redeveloped. City can make sure to improve access.

Question: What can ADOT do about the community's roads and trails?

Response: Federal surface transportation and enhancement funding can be used through the SouthEastern Arizona Governments Organization's. ADOT works with regional partners and municipal planning organizations to share revenues and taxes, such as Highway User Revenue Funds [HURF]. Local projects can receive funding if classified appropriately for federal/FHWA funding.

Question: From the bottom up?

Response: Yes, Bisbee applied for this study.

Question: I've lived in Phoenix and am familiar with rail. On the Bisbee bus pamphlet from 2009 – the bus stop locations in the brochure aren't available. Why not show them on the brochure? Need to update brochure.

Response: Cuts were made to services and routes due to financial cuts. Money was moved back under the general fund. The Bisbee bus is one example of cuts.

Comment: No higher learning opportunities in Bisbee. Higher learning is not available if I do not drive. Can this be addressed as part of this study?

Response: Yes, we looked at this as part of the Working Papers. Transit is subsidized, and an expensive service to operate.

Question: Who financed the bus to Sierra Vista?

Response: This was a collective effort between the Community College, Bisbee, and Sierra Vista. The service was funded under the Section 5311 program for rural transportation.

Comment: Bisbee is a good place to retire. Take bus to Social Security, etc. Gary and Richard are great drivers but both got written up on the same day. Drivers very upset.

Comment: Want to know more about Bisbee Bus. Bus can stop if waved down, before only designated stops.

Response: I'm not officially associated with the bus but it is an important social and community asset.

Comment: Concerned about office politics and bureaucracy. What is the status of the purple bus?

Response: The purple bus, also known as the Cochise Commuter, was funded through a federal transit program that required a local funding match. State transit funding (LTAF) was eliminated reducing available local match dollars and as a result the local jurisdictions decided to terminate the commuter service.

5:00 p.m.-6:30 p.m.
Cochise County Complex
Board of Supervisors Hearing Room
1415 Melody Lane Building G
Bisbee, Arizona

Comment: Why put a road at the back of Safeway while people up on mountain have to pullout on SR 80. There is speeding on SR 80. There is also an area where you need to make a 360 degree turn on the road. SR 80 is also heavily used by truckers. It seems you are not concerned about us – more concerned about Naco Highway.

Comment: There were icicles in the tunnel this winter. There is no alternative to the tunnel. The tunnel should have been closed, and this is a dangerous situation. ADOT says there is no water in the tunnel but there is. Black ice also exists in the tunnel. Many people have been killed. ADOT will get sued. Need to open Old Divide Road.

Comment: Suggest a sidewalk in the tunnel.

Answer: Study is for the City of Bisbee

Comment: ADOT does a bad job on work adjacent to the highway. No weed wacking should occur prior to welding work. ADOT crews don't work safely and I don't like it.

Response: We will incorporate into the plan the comments heard through stakeholder interviews and all four public meetings held today.

Comment: Need to put Old Divide Road as a top priority.

Comment: The SR 80 right turn bay has an uneven surface and a short distance/length at West Boulevard coming down toward the bottom. Cars are lucky to get out. The off-ramp/on-ramp needs to be examined at the Old Bisbee Road/Pit Area. The posted speed limit is 45 mph with people going 60 mph and with no speed enforcement.

Comment: Why did the state get rid of the speed radar vehicle?

Response: This was a local enforcement option. We can include a recommendation in the report to reinstate. We can also recommend the tunnel be closed during winter weather events by the local jurisdiction. Photo radar can be controversial in a tourist community. Star Valley has four in 1.5 mile area. They are currently unsure if they are covering their costs. The issue revolves around revenue versus speed control.

Response (Tom Klimek): The photo radar in Star Valley was done for safety reasons, and to try to slow cars down. Lighted traffic speed signs showing "your speed is...." Also helps wake people up and advise them of their speed. Is it possible to use in Old Bisbee area, where there are pedestrian safety issues. Need to consider passive versus active signage. A wake-up call is beneficial for drivers, especially in down hill areas. We could also possibly consider the use of rumble bars. The City is currently considering rumble strips on Arizona Street near Warren bypass.

Question: How dangerous are rumble strips to bikes?

Response: Rumble strips are not suitable for bikes and motorcycles. Pavement grooves are fine on motorcycles. We are looking for ways to alert drivers when entering communities. SR 87 has pavement grooves. Tom Klimek expressed that he does not like the domes painted black (outside Sierra Vista). Tom stated that he prefers colored domes.

Comment: Please ask the Police and Sheriff to stop speeding. The Border Patrol has also been seen driving at 40 mph around the pit.

Question (Tom Klimek): Has this come out of other PARAs?

Response: Yes, speeding has been an issue identified on other PARA projects. Not aware of police speeding identified as an issue on other PARAs. Neighborhood block watch can help implement speed limits. The City of Phoenix has a program for neighborhoods to request speed bumps for cut-thru traffic minimization. The City teams with neighborhood associations for implementation. Lights and paint reflective devices can also help.

Comment: Eloy is known for their speed traps.

Comment: Cars are sliding off the road to the right and hitting the light pole at the first off-ramp after the tunnel. SR 80 is super elevated.

Comment: This is how the fire was started – repairing the light pole.

Question: Concern regarding the proximity to hospitals. You can either go to Tucson, or take the shuttle from Douglas to Phoenix. Can they partner and show times the bus is coming to the Lyric. Need to have a phone number to call and have stops in Tucson, Phoenix, and Bisbee. There used to be a shuttle that was very nice that went through One World Travel. Unfamiliar with current bus times.

Written Comments

Twenty-three comment forms were received following the public meetings. The tables below summarize the input received. In addition, three e-mails were received regarding the study.

What are your top three transportation issues in and around the Bisbee area?

Issue	Comment
Number 1 Transportation Issues	
Old Divide Road	Repair Old Divide Road – safety issue
	Repair Old Divide Road, Upper West Boulevard. This road needs to exist. If the tunnel had problems it is an alternative. For me to go through the tunnel and come back is longer and more dangerous. Willy Enriquez died because of the road closure.
	Old Divide Road is also the scenic drive into town
	Need another access out of Bisbee
Maintenance	Repair of Warren Street intersecting Arizona Street
	Retaining walls in poor condition, they support streets
	General condition (poor) of street bridge infrastructure

Issue	Comment
	Deteriorating streets
Pedestrian and Bicycle Improvements	More pedestrian and bike path facilities/lanes
	Accommodate bike and pedestrian needs
	Sidewalk and/or bike lanes around the pit (Highway 80)
	Trails
	Stairs in Old Bisbee need repair, and are "streets" to residents
Safety	Speed control on Highway 92 – by the police station – around the pit
	Safety – my family lives on Juniper Flats Road (above the tunnel) and we are now forced to enter and exit Highway 80, west of tunnel. It is a very unsafe turn.
	Pedestrian/bike safety between Old Bisbee and Lowell on Highway 80
	Repair Moon canyon to Adams to Laundry Hill Road needs railing for safety and walking
Other	Transportation to Tucson and/or Phoenix
	Lack of funding for road repairs
Number 2 Transportation Issues	
Naco Highway and SR 92	Establish left turn access on SR 92 and Naco Highway
	Work is needed. It is light enough for pedestrian to get to the bus
	Naco Highway should be a state highway to border crossing
Signage	Old Bisbee signage
	Better signage at traffic circle. People still don't know to yield. Put up bigger yield signs. The pedestrian signage is more prominent than the yield.
Other	Evacuation of Old Divide/Bisbee
Number 3 Transportation Issues	
Transit	Regional transit connectivity
	Bus service maintains very nice bus drivers. Too many chiefs, not enough Indians.
	Bus service to Sierra Vista and Douglas
	Get a better way of talking to the bus drivers by the front office. Provide the bus drivers with more information on upcoming changes instead of calling them while on route.
Traffic/Speeding	Old Downtown Bisbee traffic routing
	Routing regional traffic through AZ Street/Warren
	Speed in Old Bisbee and around Lavender Pit
Other	Coordinate driveways at roundabout, Highway 92 and Naco Highway
	Parking in downtown (old) Bisbee

Issue	Comment
	Airport Road

What type of pedestrian facilities would you like to see in your community? These include facilities used for non-motorized transportation such as walking and biking, and new shared-use pathways, trails, sidewalks, public stairs, etc.

Issue	Comment
Safety	At the present time it is unsafe to ride a bicycle or walk around the pit
	Protect bike lanes between parking and sidewalk, i.e. parked cars
	Protect bikes from traffic
	Ability to safely walk and bike between Bisbee, Warren, and San Jose
Parking	Parking information for tourists and residents in both Old Bisbee and Warren Districts
	More handicapped parking marked on Brewery Gulch
Maintenance	Our stairs are in horrible shape. Some are the only access people have to homes. More sidewalks repairs and biking paths.
	Yes – Laundry Hill stairs need lights, work, and cleaning
	Repair sidewalks and stairways
Pedestrian and Bicycle Improvements	Well marked pedestrian lanes – in Lowell on Highway 92 and Naco Highway
	Bike paths – there are none now
	Need sidewalks in San Jose – only one is at Ace Hardware
	Shared bike and pedestrian walks throughout Bisbee, San Jose
	Well marked pedestrian lanes – in Lowell on Highway 92 and Naco Highway
	Need more ways to walk or bike in Old Bisbee and Greater Bisbee
	Improved walkways along highway
	Trails interconnecting major neighborhoods
	Make a pedestrian walk up West Boulevard to the Divide. This is a favorite Bisbee walk; it's very beautiful!
	Bike and walking path around pit to connect Old Bisbee with Lowell, Warren and San Jose
	Make tunnel into Bisbee 2-lane, put in bicycle paths

What is the number one transportation problem in the community that you feel needs to be addressed?

Issue	Comment
Multimodal Options	Continued support for Bisbee Bus
	Pedestrian/bike safety between Old Bisbee and Lowell on Highway 80
	Getting to Naco, Douglas and Sierra Vista without a car
	Getting around Bisbee and down to Naco or to Palominas without using a car
	Bus to Sierra Vista
	Lack of public transportation to Sierra Vista and Douglas. One or two times a day to each way would be nice.
Safety	Speed control on Highway 92 – by the police station – around the pit
Old Divide Road	Repair Old Divide Road (What would have happened if the propane truck accident had occurred in the tunnel, instead of 1 mile west?)
	Old Divide Road – pulling off 80 beyond tunnel is a 360 degree turn with traffic going way too fast
	Access to Old Divide Road
Funding	“Funding” for local streets, retaining walls, staircases and tourist parking areas
	Lack of funding for regular road repairs
	Not enough HURF to maintain, much less improve
Maintenance	Pavement maintenance and repair
	Failing streets throughout the community and old retaining walls
Parking	Parking in Old Bisbee. How about using vacant lots?
Laundry Hill	Laundry Hill stairs and road
Naco Highway	Naco Highway #1 problem
Regional connections	Transportation to Tucson and/or Phoenix

Do you think that public transportation options, such as local or regional bus service, are important to you and your community? What local or regional destinations would you like to see served by public transit?

Issue	Comment
Transit to Sierra Vista, Douglas, and/or Naco	I would like to take a bus to Sierra Vista – but it isn't mandatory – a good option for disabled and elderly
	Naco, Douglas, Sierra Vista
	Nearby cities
	Bus is important. Transportation at least two days or two a week to Sierra Vista would be great. Going to Douglas not as important.
	Continue Bisbee Bus and re-establish Cochise Commuter
Transit to Phoenix/Tucson	Day trip to Tucson
	Regional transit NEEDS to come back to Bisbee
	There is a shuttle with regular schedule from Douglas to Phoenix. I would like to see a bus stop in Bisbee from this shuttle with a time schedule and a phone number with stops in Tucson and Phoenix.
	Yes – Tucson and Phoenix airports
Multimodal Options	Public transportation needs to include bicycles
Additional Bus Stops	Yes, very much so. Would like to see this expanded to intra-city.
	Bus stop at Tin Town for the shelter – need a designated stop there, move from less needed stops
	Laundry Hill Road
General Comment	Will become more important with rising gas prices and aging population
	The bus is great!
	Bus service is very good
	Transit is vital for citizens who have no other means. There is a pretty large number of these folks.
	No direct interest – I live on top of tunnel where it is not practical for bus service – especially with Old Divide Road is closed

Additional comments

Issue	Comment
Bicycle Lanes	Do not degrade existing bike lanes when improving Highway 92 turn lane
Transit	Bisbee bus needs to be extended up to the Old Bisbee High School for access to HUD (Housing Authority) Program and Probation Office. The walk is very steep and almost impossible for some people. Current bus drivers are outstanding and deserve commendations.
	Please help us get out of town with a regularly scheduled bus, like the shuttle from Douglas. We can get on the shuttle but need to call and no regular place to board and get off.
Eliminate Lanes/Access	Eliminate two lanes when entering Highway 80 from downtown Bisbee
	Eliminate driveways on SR 92 and Naco Highway
Parking	More parking downtown would encourage more area residents to come downtown
	Parking, parking, parking
Connections to Old Town	I don't feel connected to Old Town
	Your "connectivity" ideas are fine but not high priority EXCEPT in our (those living on Old Divide Road and Juniper Flats) case. Our only access to downtown and from downtown is the very dangerous egress and ingress to and from Highway 80 coming out of tunnel to the northwest.
Safety	People drive too fast and there is no local enforcements of speeds
	Speed bumps in Old Bisbee to slow down traffic would be helpful
	Fix our road. It is the only way around the tunnel when it is unsafe – accident/mudslide/black ice/icicles.
	Need lighting at traffic circle to find turn-off to the Safeway – very dark in San Jose
	I've almost been hit several times by people not yielding to the circle. The gas station does not open directly onto the circle. It's right after the circle.
	It appears the cross grade or Highway 80 is off east of tunnel. Vehicles are constantly going off road to the south, into light poles, etc. This was the ultimate cause for the fire which led to the flooding which closed Old Divide Road.
Funding	We all need more funding and appreciate your hard work and study.
Meeting Request	Please come to CODI meeting – Bisbee – 2nd Wednesday of month, Tuesday – Lisa Marra for information

Issue	Comment
General Comment	An old town with old habits – this meeting discussed possible solutions
	Both ADOT and WilburSmith are doing an excellent job on this project
Other	ADOT is trying to duck out of responsibility for repairing Upper West Boulevard. How long is the court going to take? It has been two years already.
	Appreciate you sharing the study findings.

E-mail Comments

Date Received	Comments
June 12, 2011	<ul style="list-style-type: none"> • Lives in the San Jose district, and has been pressing unsuccessfully for years to get the city and/or ADOT to address the complete lack of pedestrian access to the Safeway complex from the residential districts to the north; in particular the Don Luis district directly north of Safeway, which is inhabited mainly by Hispanic families who are not inclined to complain (in marked contrast to Old Bisbee). • At present, only one legal, and no safe way, for non-vehicular traffic to cross Highway 92. Period. • The only legal way to cross is at the stop light/crosswalks at the corner of 92 and Naco Hwys; but the light is so short that it turns red and traffic begins before a pedestrian can get more than halfway across. • At the least, there should be a traffic island at the halfway point, so pedestrians can make the crossing in two segments. • There really needs to be another crosswalk at the exit from Safeway onto 92, which is where pedestrians, wheelchair people, etc. generally attempt to cross. • Having lived in Old Bisbee for a dozen years, and San Jose for eight, I can say that this is THE most serious transportation issue in Bisbee • Highway 92 is 4 lanes, no shoulder and no sidewalks, with an additional center/left turn lane, with traffic coming in from all sides. • Concern expressed regarding pedestrian safety • The posted speed limit is 45 [mph], but people routinely go faster. I have spoken at length with city councilmembers, who feel completely stymied by ADOT, which owns the highway. • So at the Charrette a few years in San Jose, I met an official

Date Received	Comments
	<p>from ADOT and explained my take on this issue. He agreed it was important, but was of the opinion that it would be addressed when they widened the entire highway to the Traffic Circle in Lowell (!)</p> <ul style="list-style-type: none"> ○ Given current budgetary problems in this state, this may be many years or never. ○ We don't need a wider highway; indeed, the Charrette was mostly run by professional city planners telling us we should narrow the highway, which in my mind would be ideal. Then traffic could be slowed down, 92 would be safer and much more attractive, and businesses along that stretch of highway would prosper. As it is now, this section of 92 has more fatalities than the rest of Bisbee put together. <ul style="list-style-type: none"> ● Sidewalks on Main St. in Old Bisbee are important, but we're talking about two narrow lanes, with traffic moving at 15 mph. In San Jose we have 5 lanes to cross, no way of crossing it that is both legal and safe, with vehicles routinely going in excess of 45. Please ask ADOT to address this issue before more people are killed!
June 12, 2011	<ul style="list-style-type: none"> ● I would like to draw attention to Naco Highway, which connects Highway 92 to Naco and the border. ● It is a wide 4 lanes, has thin traffic (moving in excess of 45 mph) with plenty of room for a shoulder, but no shoulder demarcated, no sidewalk -- it really is a hazard to the pedestrians, bicyclists and wheelchair people who use it. ● A fix would be extremely cheap and easy. Where the highway leaves the city and enters County jurisdiction, there is a painted line marking out the shoulder. ● The city and/or county could merely continue this line along the roadway inside city limits, marking where the paved shoulder is. Once lines are painted to mark the shoulders, non-vehicular traffic would feel much safer and more confident in using Naco Highway as a byway.
June 16, 2011	<ul style="list-style-type: none"> ● The only way to get from one part of Bisbee to another is to get on Hwy 80 or 92. ● A lot of people walk or bicycle. ● People in electric wheel chairs and scooters -there is currently no place for these people to travel on major sections of the road and, because they have no alternate routes, there are dangerous situations. ● Need joint use paths. There are some old RR beds that could be incorporated with some trails and used for this purpose. ● Significant amount of international traffic through the traffic circle.

Date Received	Comments
	<ul style="list-style-type: none"> Hwy 92 has two lanes of traffic feeding into a single lane in the circle. This is ill-considered and extremely dangerous. Signs at the circle cause confusion for residents There are a lot of near misses because of the lane and sign issues. Surprised there hasn't been more accidents.

Response to Meeting Survey

Thirteen meeting surveys were received following the public meetings. The table below summarizes the input received:

Question 1					
	Newspaper notice	Word of mouth	Poster	Other	
How did you hear about this public information meeting?	0	3	2	<ul style="list-style-type: none"> Neighbor PARA grant team member E-mail (Clerk, Chamber of Commerce) Web site (Chamber of Commerce) BINGO 	
Question 2					
Are there any other ways that you would like to be notified of the meetings?	Responses				
	<ul style="list-style-type: none"> Through the city Newspaper (Bisbee Observer) Social Media (Facebook) News at Safeway Market Email Bisbee radio 				
Question 3					
Did you have any problems hearing the presentation or understanding the material?	Responses				
	<ul style="list-style-type: none"> No (10 responses) Yes (1 response) 				
Question 4					
On a scale of 1 to 5, did this meeting help you understand the study?	Responses				
	1 – not helpful	2 – somewhat helpful	3-helpful	4 – very helpful	5 – extremely helpful
	0	2	1	6	1