

City of Bisbee Shared Use Path Feasibility Study Community Meeting No. 1

January 15, 2021

3:00 PM – 4:00 PM

Via teleconference/Zoom

Meeting Notes

The following is a summary of the information shared and the discussion from Community No. 1 for the City of Bisbee Shared Use Path Feasibility Study. The meeting occurred on January 15th, from 3:00 PM to 4:00 PM via Zoom.

Community Meeting Agenda

Kimley Horn, and Associates shared with the meeting participants the community meeting agenda. The agenda for the meeting was comprised of:

- Project Introduction and Overview
- Discuss Current Conditions
- Discuss Vision, Goals, and Objectives

Community Meeting Presentation

Kimley Horn and Associates shared information via presentation slides. The following information was shared throughout the presentation:

- Project Overview
- Project Schedule
- Example Facilities
- Example SR 80 Cross-Section
- Project Objectives and Evaluation Criteria
- Community Input
- Survey Results
- Next Steps

When displaying the existing aerial of SR 80, Brent Crowther, with Kimley-Horn, explained that the east outside lane is wide, with a lane width of 17 feet. A possible design for the shared use path is turning that outside lane into the shared use path. Due to the lavender pit and the geological conditions to the east, no concept has been found where a shared use path can be added to that side of the roadway in addition to the existing travel lanes.

Brent Crowther, with Kimley-Horn, shared that the online survey has received 171 responses as of January 12th, 2021.

The meeting presentation is included below.

Discussion of Comments

When discussing the sample comment regarding streetlighting, it was noted that there is a difference between street lighting and pathway lighting for the pathway users. Brent Crowther informed that lighting will be focused on being used for the pathway.

A representative from ADOT shared that they are excited about this project and have recognized that this is a legitimate need for the residents and businesses of this area. From their perspective, all users are legitimate, a highway is not just for motorized vehicles but for all users, but it is recognized that it can be hazardous. Because of this this project should aim towards an improvement to the safety of those who want to be on the highway and not in a motor vehicle. They shared that they want the residents to know although they have concerns, they would like to be open minded as issues are discussed and cooperate with the stakeholders to bring this project to construction.

A resident shared that currently, gravel from the highway comes up and creates piles along the side of the roadway, often building up to 3-4 inches thick. This causes bicyclists to have to go into the roadway. If cyclists do not want to use the roadway, the current sidewalk also is a large issue for cyclists and pedestrians. It is important to note that if the wrong surface on a roadway with shear forces, the chip seal will not be able to withstand the lateral forces. The resident wanted to share that there is a drainage ditch along the west bound side of SR 80 that is as wide as a traffic lane. This ditch can be used with concrete slabs or steel iron plates over the top that will provide a road surface for pedestrians and cyclists without having to close a lane. Regarding traffic, if you are stuck behind a long line of traffic and the lane is removed, the level of frustration will be magnified. This is avoidable and will cause issues. The long-term wellbeing when the highway need to be repaved, many issues will come up and will cause a disaster when repaving needs to happen.

- It was mentioned that the gravel on the roads requires some barrier between the roadway and the shared use path to keep rocks off the pathway
- A resident shared that placing things over the channel may cause a concern that rocks can fall out onto that area so it may not be feasible. Down by Erie Street, the drainage ditch is right against the mountain so rocks can easily fall in this area.

A resident mentioned that though bicyclists and pedestrians can interact, when cyclists are going up the hill they typically can not go more than 10 mph but going down the hill they can go 15-25 mph so there needs to be some consideration for the difference in speed of the users. May want to consider speed management signage.

A resident share that both the entrance and the exist of the shared user path when approaching Tombstone Canyon and Erie Street may be a challenge. Will need to consider how to make it safe for all users.

The Mayor shared that they are in favor of the pathway but are concerned regarding the merging lane for the mine tours. The merging lane cannot be taken away so Freeport will either need to give up that property or something else will have to happen. Regarding covering the drainage ditch, that could work for a section of the shared use path, but the drainage ditch switches over to the other side of the road. Maybe it can be used when it is on the right side and before it crosses, the path would have to narrow out and have everyone exit to Lowell. Their main concern is how to get the path by the mine tour and the merging affect as well to get off of the path at the bottom that is safe.

A resident shared that they wanted to thank the City, County, ADOT, Bisbee Bikeways, and participants. They have lived in Bisbee for 10 years and have been a pedestrian in this area often. One of the concerns is regarding the width of the path. The pathway width needs to be safe, noting that 5-6 feet seems too narrow.

- Brent Crowther shared that there will be 10-12 feet of width for the pathway.

- The resident shared that although there are many concerns for the inconvenience to automobiles, they do not prioritize the inconvenience to motor vehicles because people do not drive the roadway as it should be now. People are driving 60 mph even below the pit where the speed drops. A reduction in lane would help this problem.
- The resident hopes that we are not discussing if the pathway is feasible but which option is most feasible, especially after looking at the survey responses that showed a need for this project.

The Mayor also informed that having a single lane going down to the tunnel would likely not cause a problem for safety but has seen drivers go into Freeport's fence at the curves so it would be necessary that the shared use path has a physical barrier at the curves. Additionally, if lanes are narrowed speeds will narrow as well. If there is a physical barrier, there will have to be a way to get the water off too.

It is asked how the pathway will connect to Old Bisbee.

- Brent Crowther shared that this is the aspect of the design that will be given the most thought. The bridge is quite narrow, so it is still being looked at and coming up with ideas for this. This is identified as one of the biggest constraints since it is such an important connection for all.
- An ADOT representative shared that both the upper and lower end connectivity is an important issue. It will be investigated in depth because the connectivity has to make sense. There is a portion of residents that may have disabilities, so it is recognized that and want to give everyone the same access to the pathway, and how the pathway interacts with the turnout for motorized vehicles, and the gates that Freeport has. These are all very important items.

A resident asked how, which discussing speed of cyclists, will electric bicyclists fall into the mix of users? Many people in Bisbee may be considering using electric bicycles. What have other cities done to address the speed to make safe?

An ADOT representative shared that as we deal with limited topography, cost, and user needs, there will be some trade offs before coming to a solution to recommend to the City and to the public, recognizing that the recommendation will not fully satisfy potential users equally but will address safety primarily and convenience and aesthetics secondarily. What is adorable, what is maintainable, this process will identify the better answers. There is no one best solution, it is one that we will need to do as well as we can and dress the properties and issues and deal with the serious limitations. When everything is built, it may not be the ideal design in every context and criteria, but it will be much better than what is currently there now.



City of Bisbee Shared Use Path Feasibility Study

Community Meeting No. 1, January 15, 2021



Community Meeting Agenda

- Project Introduction and Overview
- Discuss Current Conditions
- Discuss Vision, Goals, and Objectives



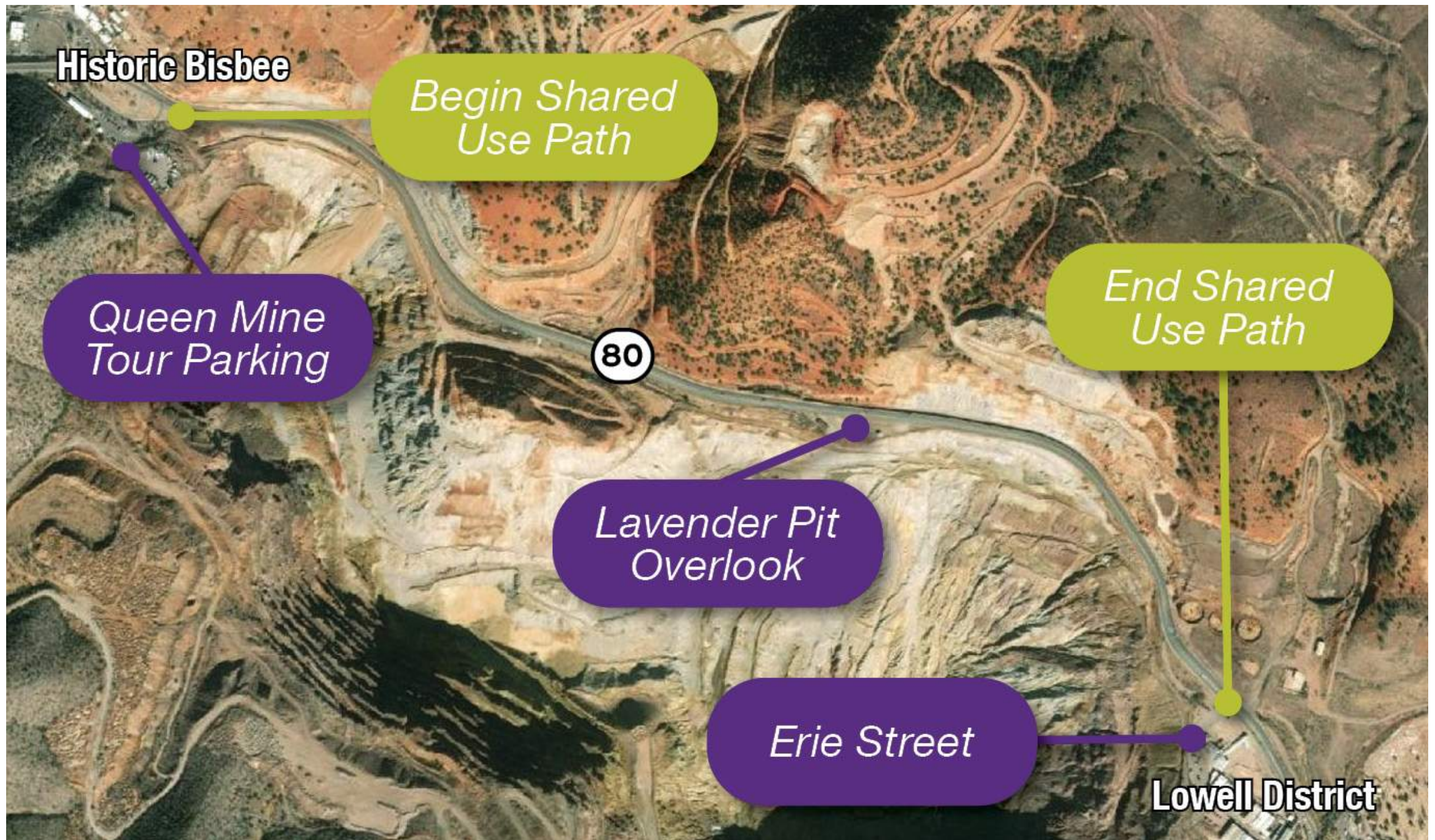
Welcome and Introductions

- City of Bisbee
 - Theresa Coleman
- Consulting Team, Kimley-Horn
 - Brent Crowther
 - Kristen Faltz
 - Rebeca Field
- Technical Advisory Committee Representatives



Project Background

- Received U.S. Department of Agriculture, Rural Economic Development Grant
 - Feasibility study for a new shared use path on SR 80 between the historic Downtown District, and the Lowell District.
- Study will evaluate feasibility of a new pathway that, when implemented, will provide a safe and comfortable facility for residents to walk and bike, improving their health and quality of life. The pathway will also serve as a catalyst for economic development.



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Use Path*

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Tour Parking*

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*Lavender Pit
Overlook*

*End Shared
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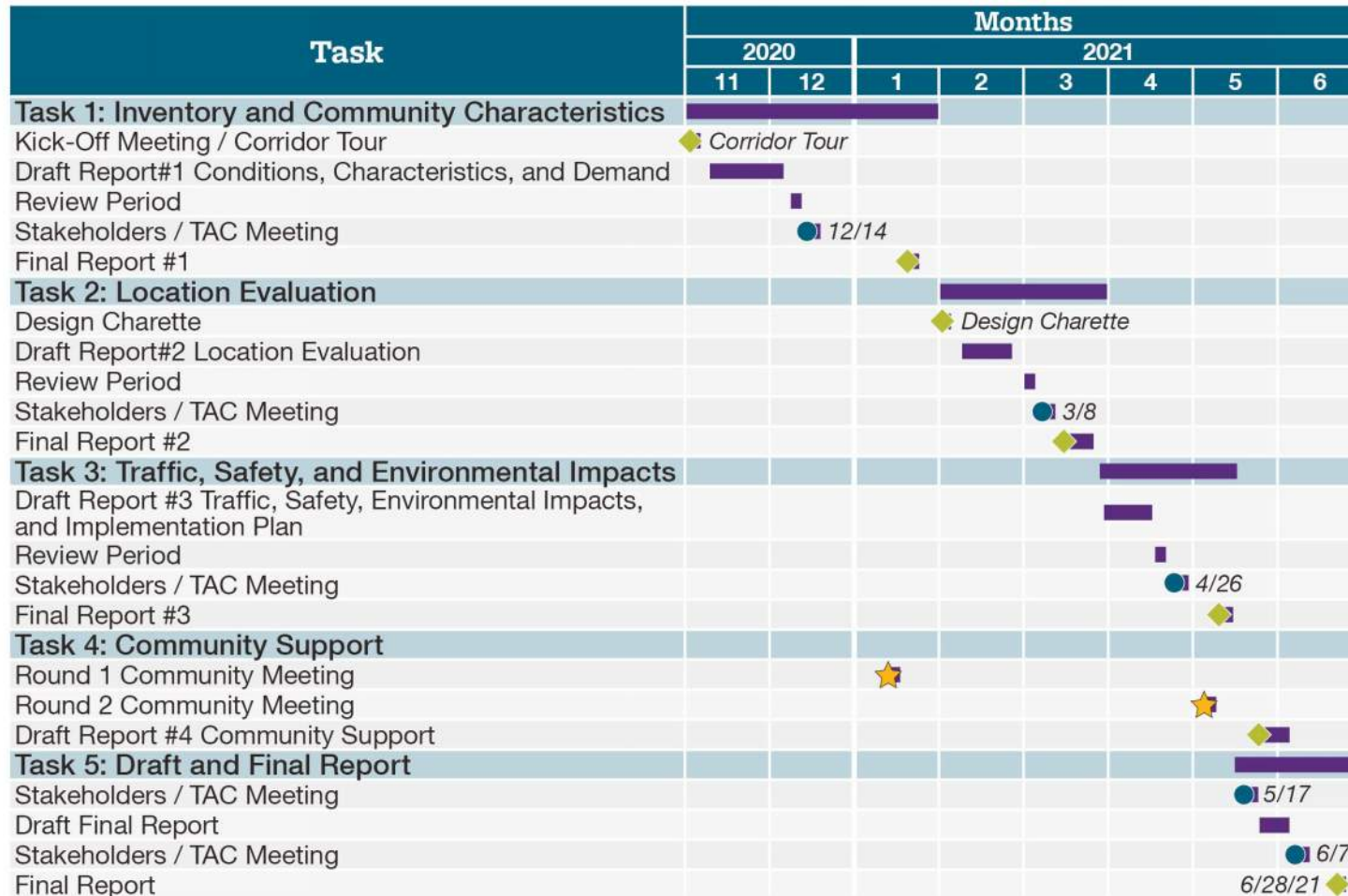
Erie Street

Lowell District



Project Overview

- Task 1: Inventory and Community Characteristics
- Task 2: Location Evaluation
- Task 3: Traffic, Safety, and Environmental Impacts
- Task 4: Community Support
- Task 5: Draft and Final Report



◆ Milestone ● TAC Meeting ★ Community Meeting

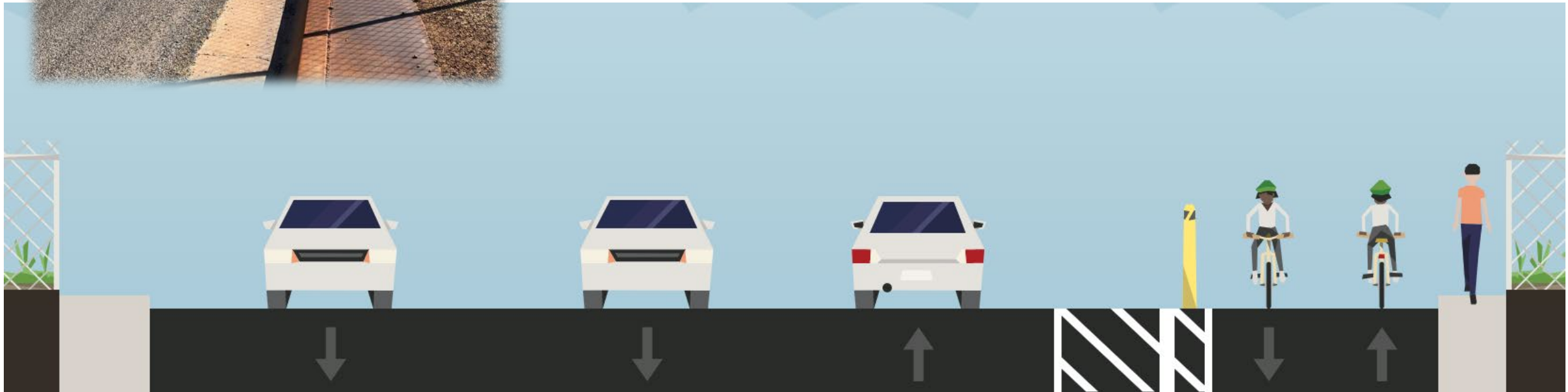
Project Schedule



Example Facilities



Example SR 80 Cross-Section



Two westbound SR
80 travel lanes

One eastbound SR 80
travel lane

Shared Use Path



Project Objectives and Evaluation Criteria

- Project objectives:
 - safety
 - connectivity
 - multimodal user comfort
 - aesthetic/cultural impacts
 - identity / branding
 - tourism
- Evaluation criteria:
 - traffic impacts
 - right-of-way impacts
 - cost and grant/funding options
 - ease of implementation
 - multimodal user comfort
 - equitable access



Community Input

**Do you walk or
bike in Bisbee?**



We want your input on a new
shared use path on SR 80

www.surveymonkey.com/r/bisbeepathway

———— Survey will be active until January 30, 2021 ————

Survey Results

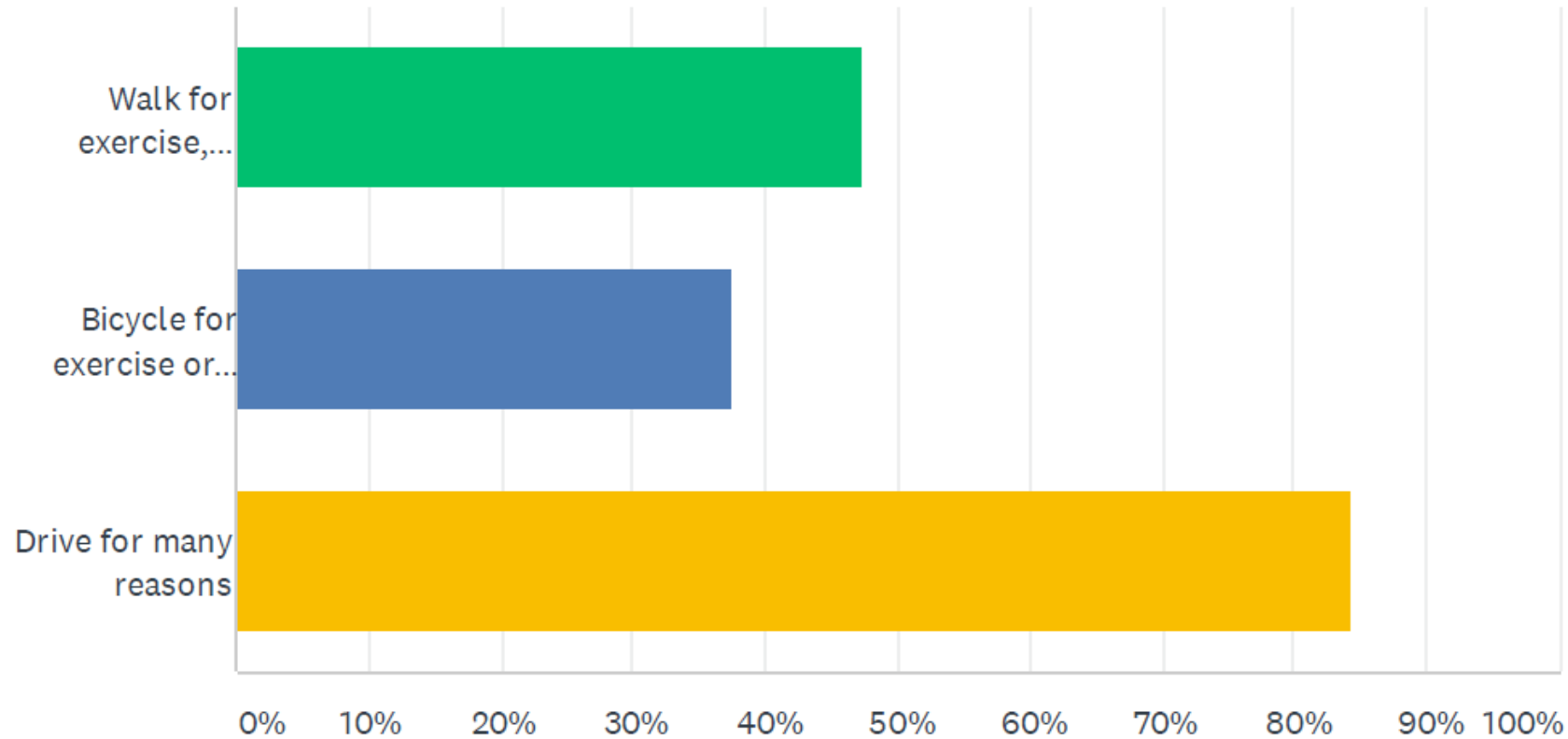
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What other ideas and
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Bisbee Shared Use Path Feasibility Study

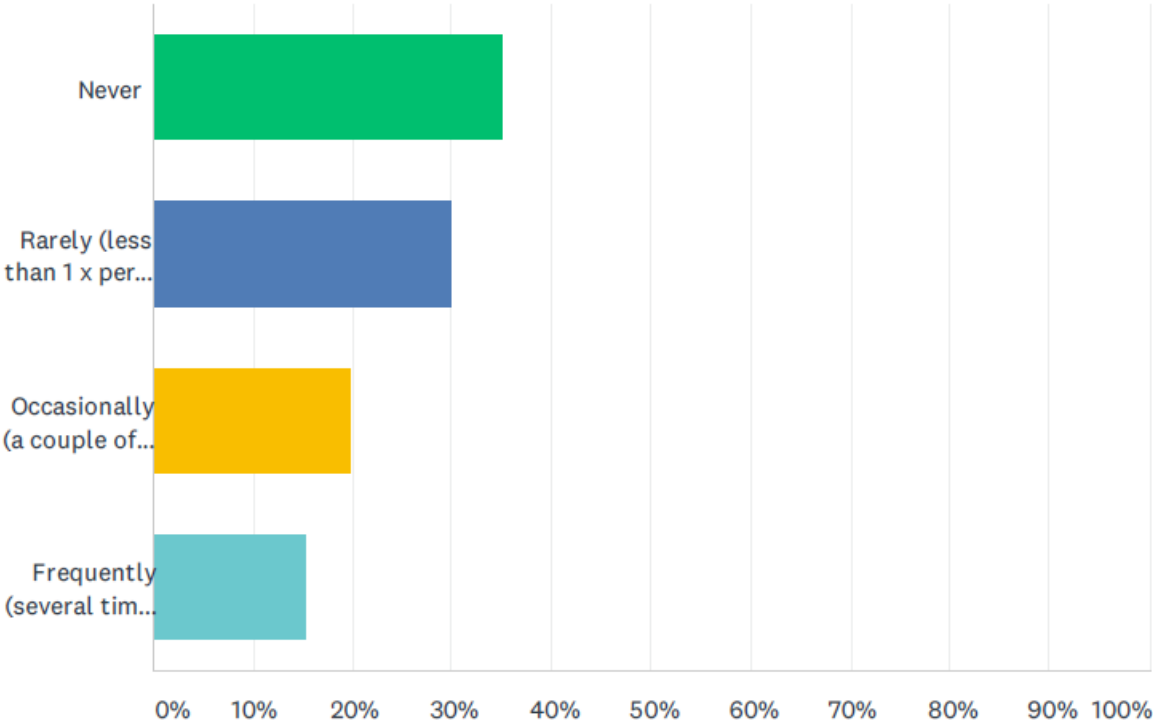
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Answered: 171 Skipped: 2



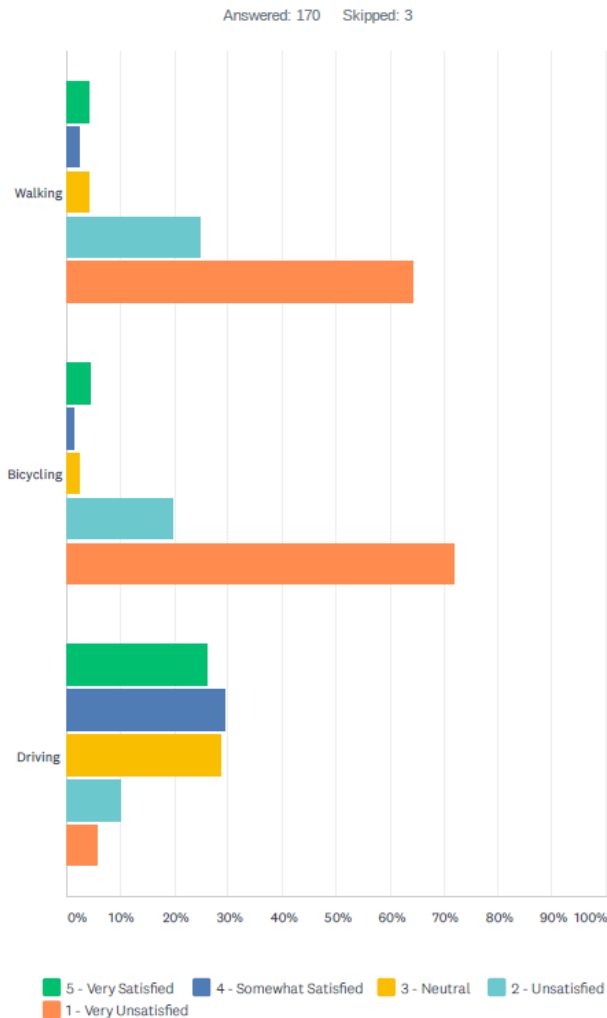
Q2 How often do you ride a bicycle or walk on SR 80 adjacent to the Lavendar Pit?

Answered: 171 Skipped: 2



ANSWER CHOICES	RESPONSES	
Never	35.09%	60
Rarely (less than 1 x per month)	29.82%	51
Occasionally (a couple of times per month)	19.88%	34
Frequently (several times per week)	15.20%	26
TOTAL		171

Q3 How do you rate your satisfaction/level of comfort for the following uses along the SR 80 corridor? (Very Satisfied = 5, Somewhat Satisfied = 4, Neutral = 3, Unsatisfied = 2, Very Unsatisfied = 1):



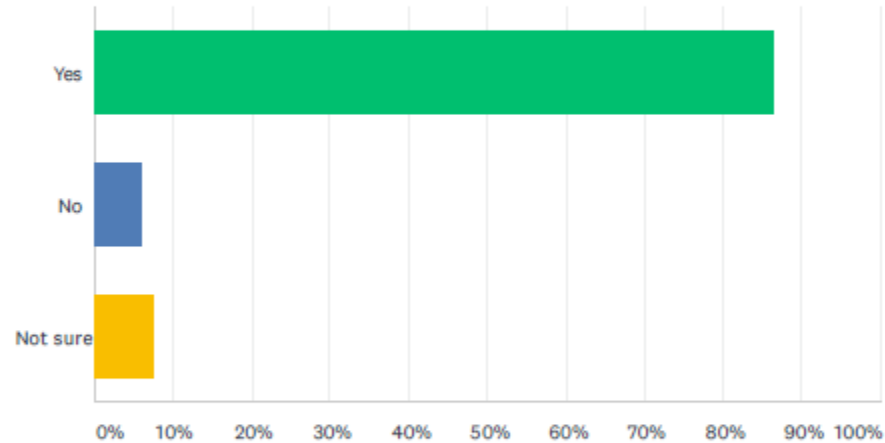
Bisbee Shared Use Path Feasibility Study

	5 - VERY SATISFIED	4 - SOMEWHAT SATISFIED	3 - NEUTRAL	2 - UNSATISFIED	1 - VERY UNSATISFIED	TOTAL
Walking	4.24% 7	2.42% 4	4.24% 7	24.85% 41	64.24% 106	165
Bicycling	4.46% 7	1.27% 2	2.55% 4	19.75% 31	71.97% 113	157
Driving	26.25% 42	29.38% 47	28.75% 46	10.00% 16	5.63% 9	160

Bisbee Shared Use Path Feasibility Study

Q4 Would you ride a bicycle or walk on SR 80 between the Historic District and Lowell District if a new shared use path were constructed adjacent to SR 80 that made you feel safe and protected from adjacent traffic?

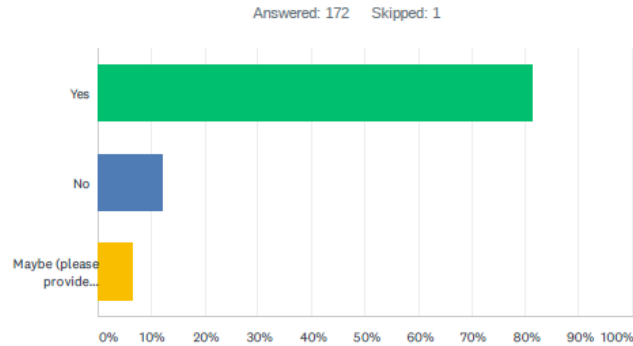
Answered: 171 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	86.55%	148
No	5.85%	10
Not sure	7.60%	13
TOTAL		171

Bisbee Shared Use Path Feasibility Study

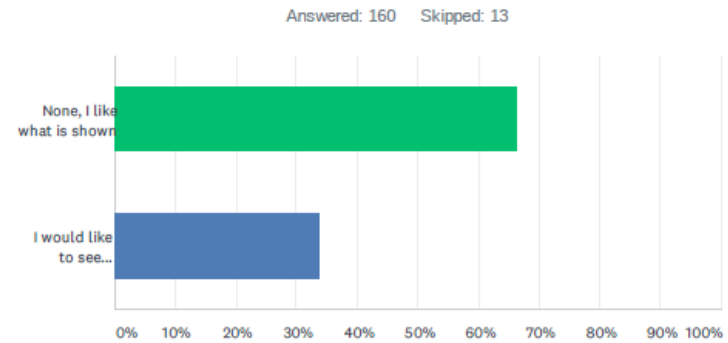
Q5 An option being considered for a new shared use pathway is to remove one of the two existing eastbound traffic lanes on SR 80 and replace it with a new shared use path. See the images below for an example. Do you support removing one of the two eastbound traffic lane to make room for a shared use path?



ANSWER CHOICES	RESPONSES
Yes	81.40% 140
No	12.21% 21
Maybe (please provide comments below)	6.40% 11
TOTAL	172

Bisbee Shared Use Path Feasibility Study

Q6 What modifications to the above Shared Use Path image would you suggest be incorporated into the Bisbee Shared Use Path, between the Historic District and Lowell District?



ANSWER CHOICES	RESPONSES
None, I like what is shown	66.25% 106
I would like to see modifications (please specify)	33.75% 54
TOTAL	160

Sample Comments

Provide Streetlighting

- Need street lights, it's dangerous and dark at night; solar lighting
- Build path on westbound side.

Provide a Physical Barrier

- Need more substantial than flexible pylons
- Bollards or less intrusive demarcation between car lane and multiuse lane.

Provide Horizontal Separation

- Assure that the uphill bike traffic is well-distanced from swift downhill bike traffic.
- Adequate separation & protection from cars.

Separate Users

- Bicyclists and pedestrians should be able to share the same lanes
- One shared lane in each direction
- Individual lanes separating bikes and walkers.

Provide Amenities

- Benches along the side for resting.
- The overlook is the perfect location for a visitor center/ bathroom for tourists

Not Supportive of Shared Use Path

- Do not add shared use path. Only 5 people would use it consistently.
- No bike path necessary. Traffic congestion would cause more accidents
- Keep 2 lanes for traffic
- Keep 4 lanes for vehicle traffic.
- Don't remove a lane, people will try to pass slow cars and cause head on collisions
- This would addition would be for very few people at the expense of the vast majority

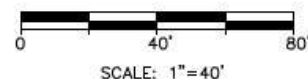


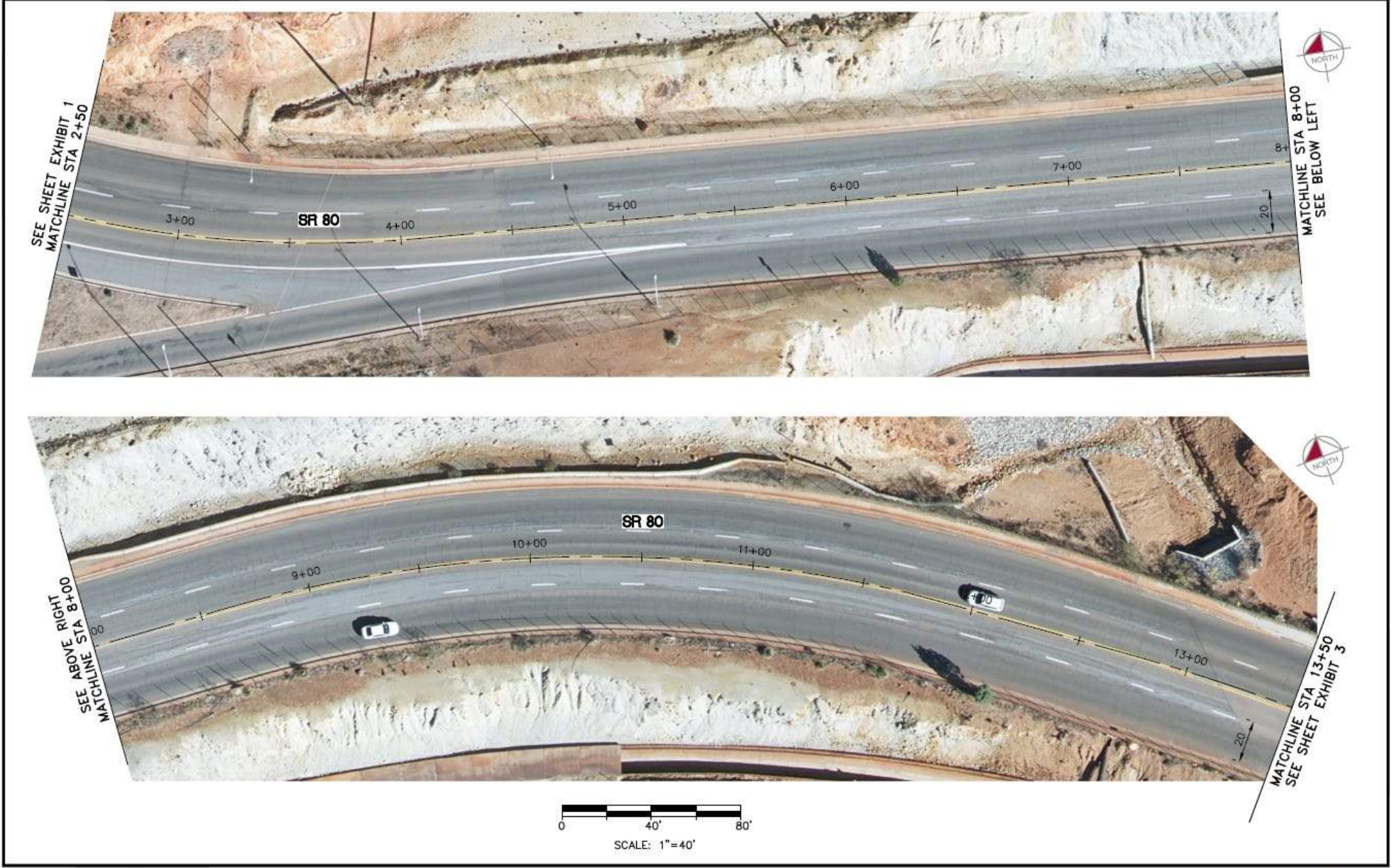
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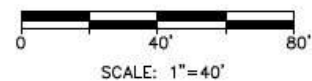
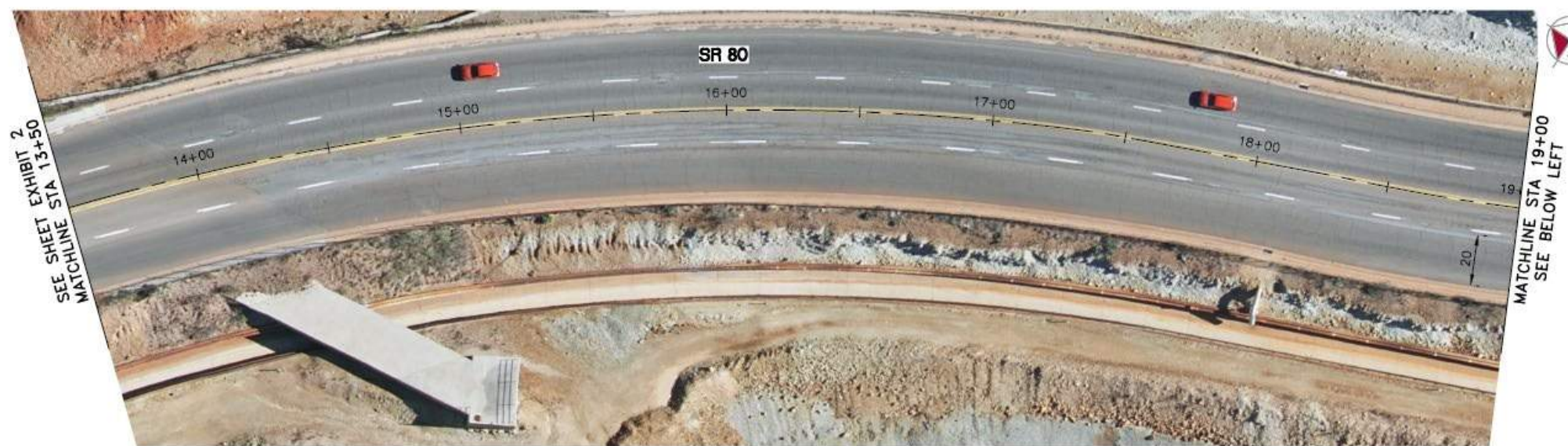




MATCHLINE STA 2+50
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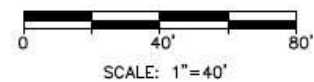




SEE SHEET EXHIBIT 3
MATCHLINE STA 24+00



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MATCHLINE STA 29+50



SEE SHEET EXHIBIT 4
MATCHLINE STA 35+00

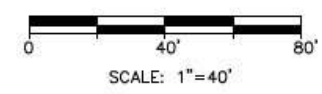


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MATCHLINE STA 40+50



MATCHLINE STA 46+00
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SEE SHEET EXHIBIT 5
MATCHLINE STA 46+00

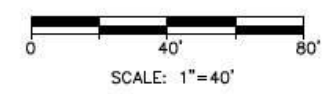


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MATCHLINE STA 51+50

MATCHLINE STA 57+00
SEE SHEET EXHIBIT 7



SEE SHEET EXHIBIT 6
MATCHLINE STA 57+00



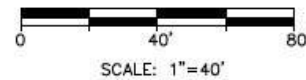
MATCHLINE STA 62+50
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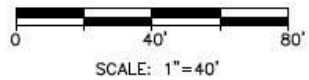


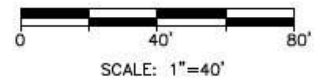
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MATCHLINE STA 62+50



MATCHLINE STA 68+00
SEE SHEET EXHIBIT 8









Next Steps

- **Survey open until January 31, 2021**
- Document input and survey responses
 - February 2021
- Prepare concept design
 - February-April
- Conduct Community Meeting No. 2
 - May 2021
- Prepare Final Report
 - June 2021



**THANK YOU FOR
YOUR
PARTICIPATION**



City of Bisbee Shared Use Path Feasibility Study

Community Meeting No. 1, January 15, 2021



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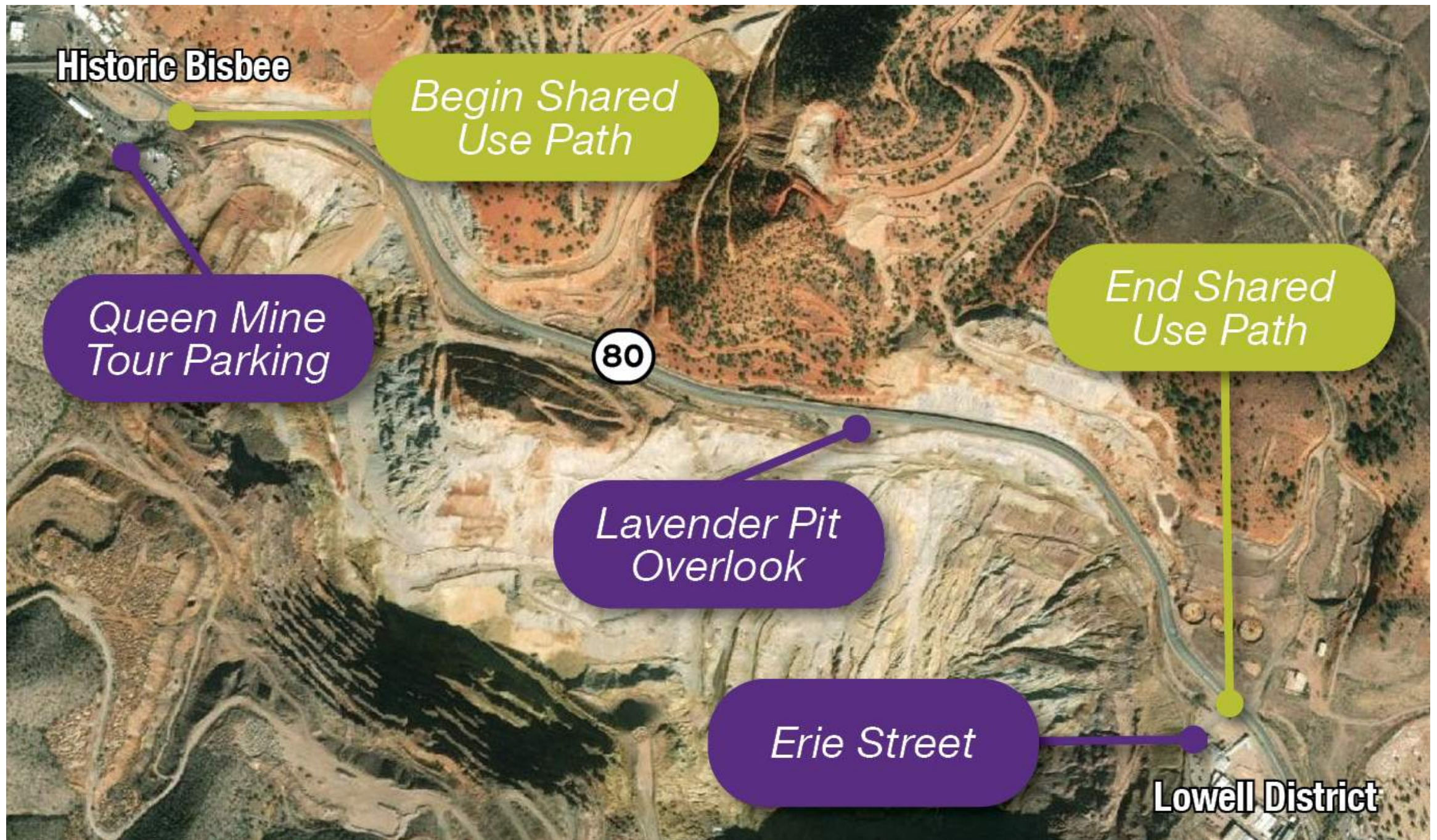
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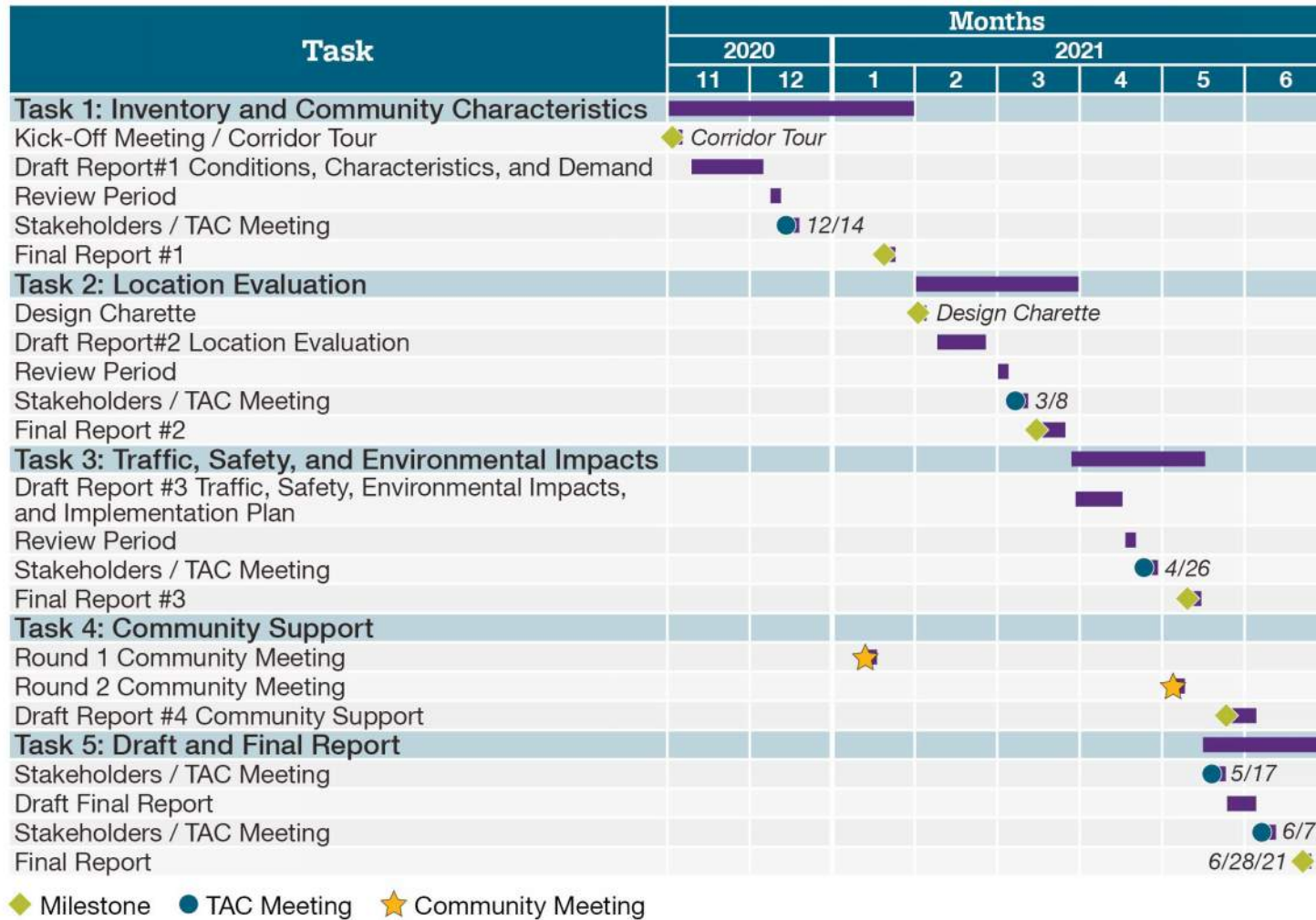
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Project Schedule

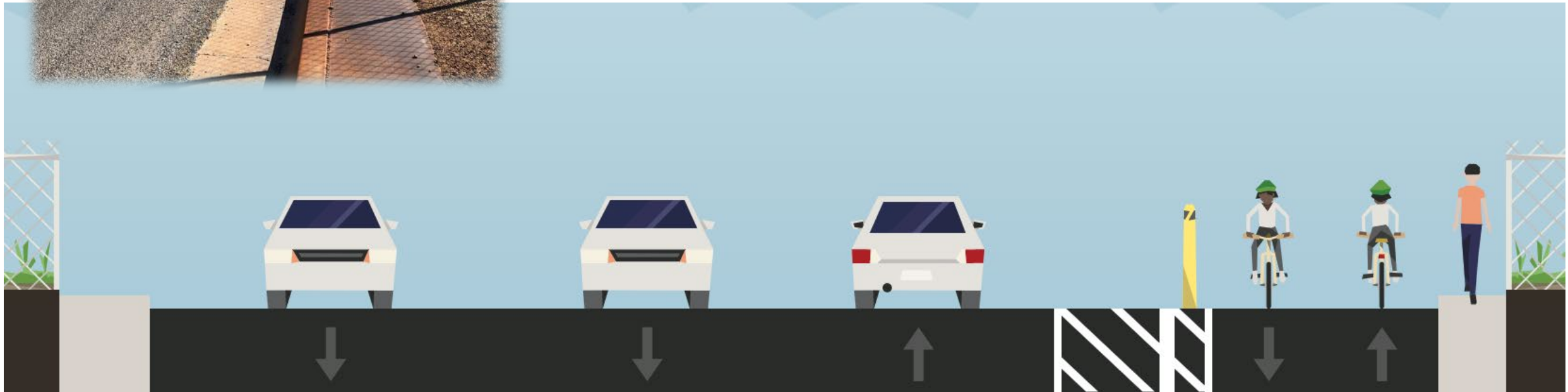


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Shared Use Path



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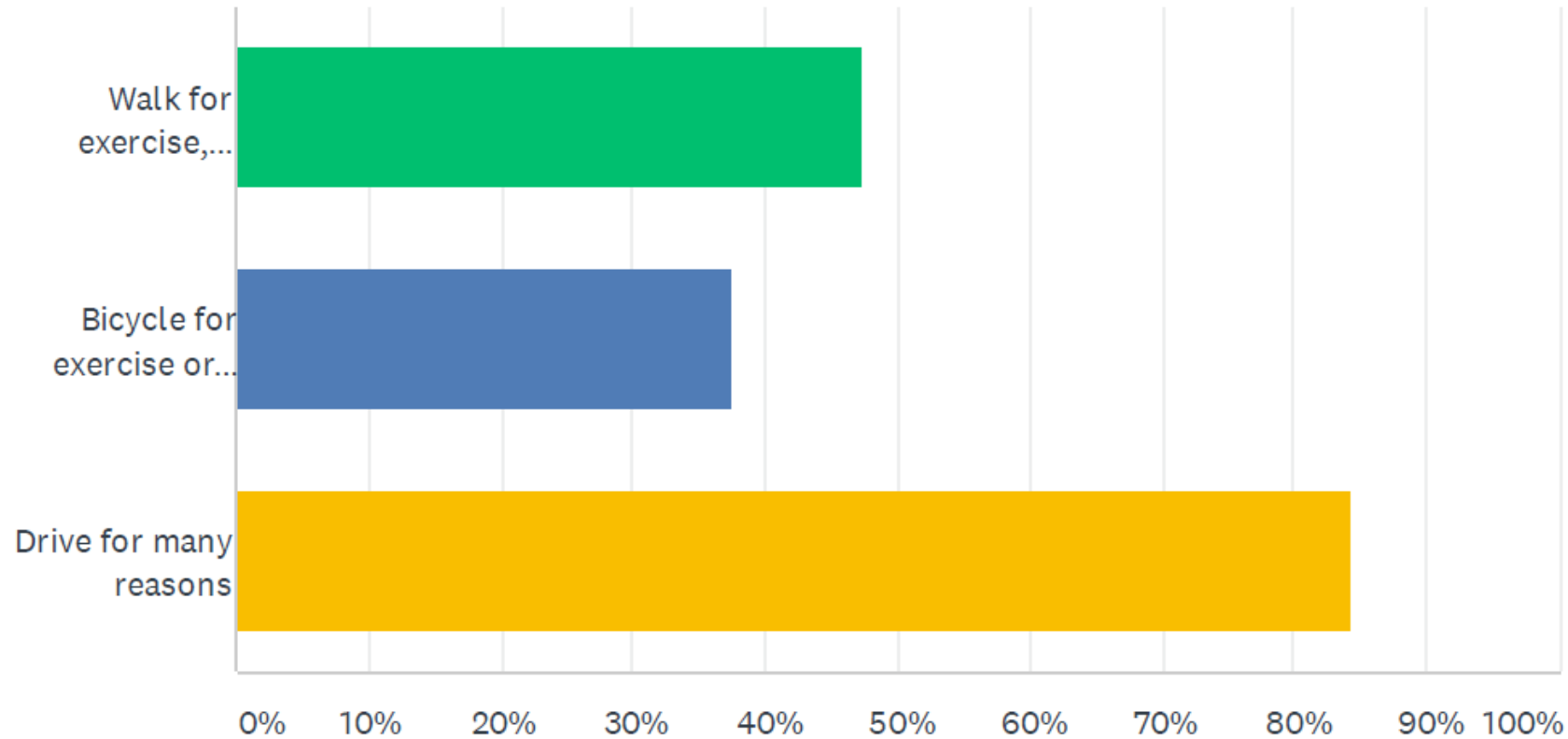
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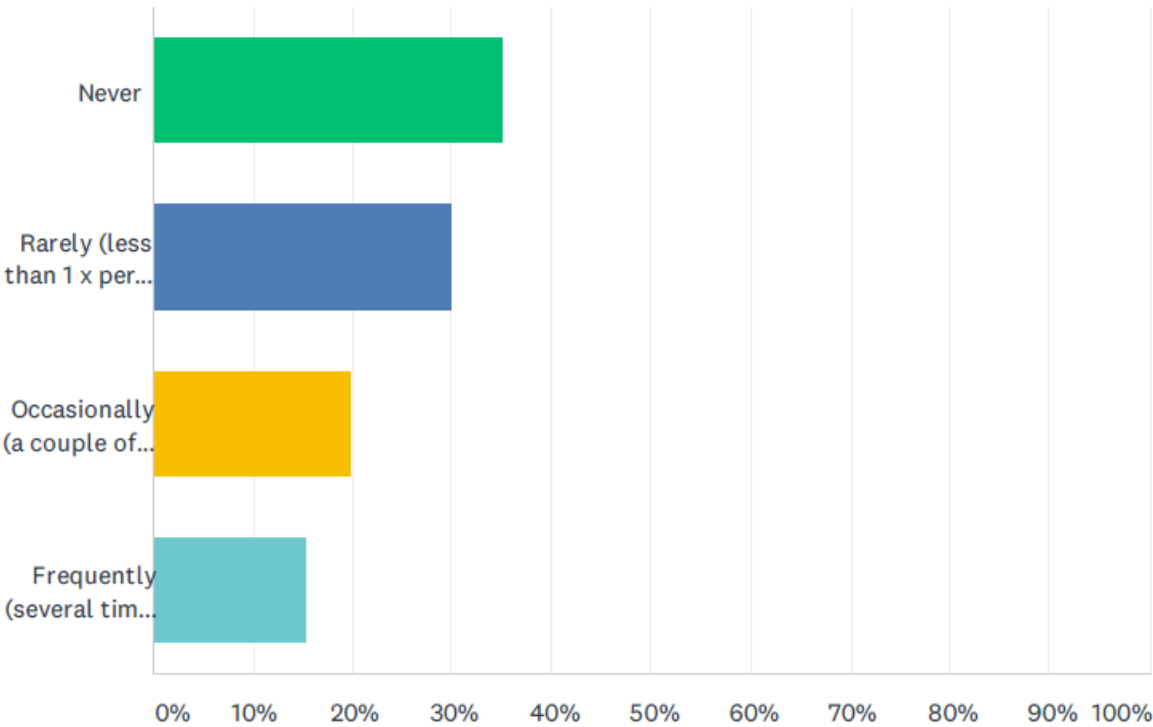
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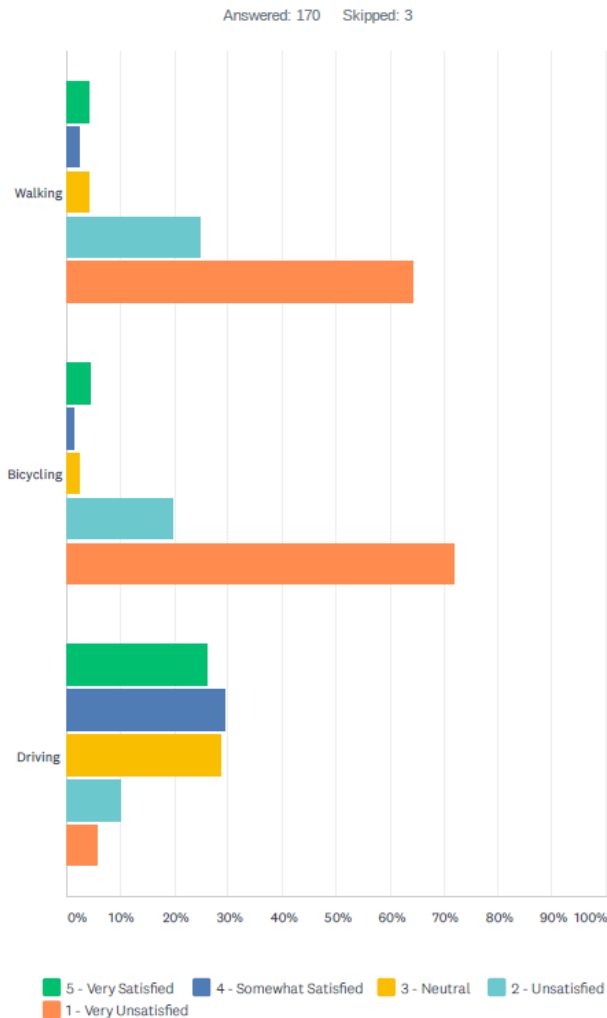
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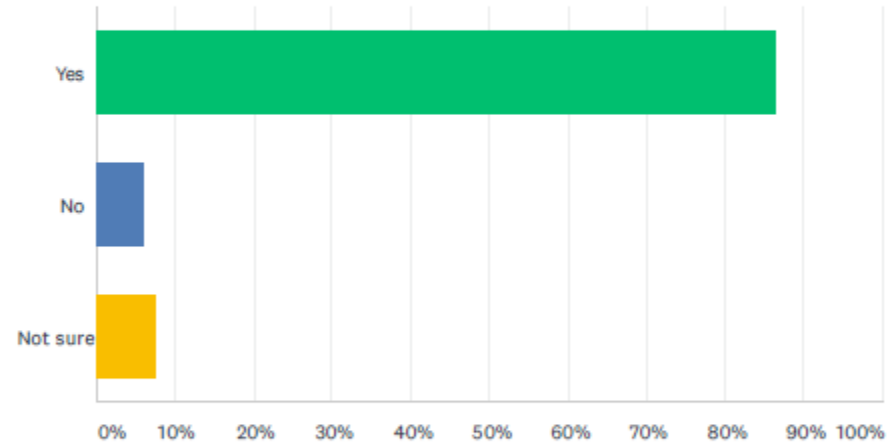
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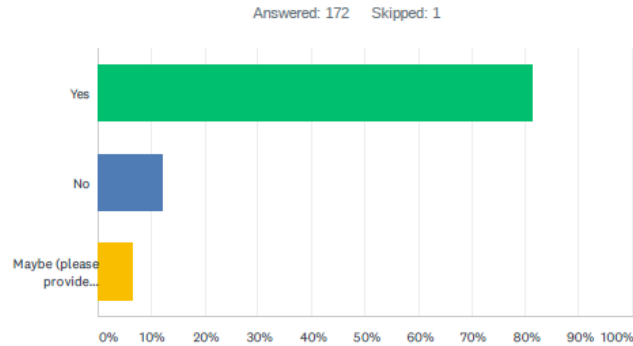
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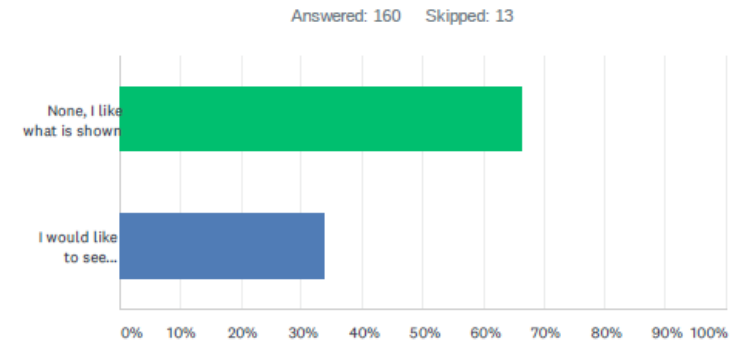
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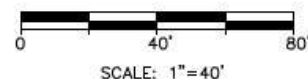


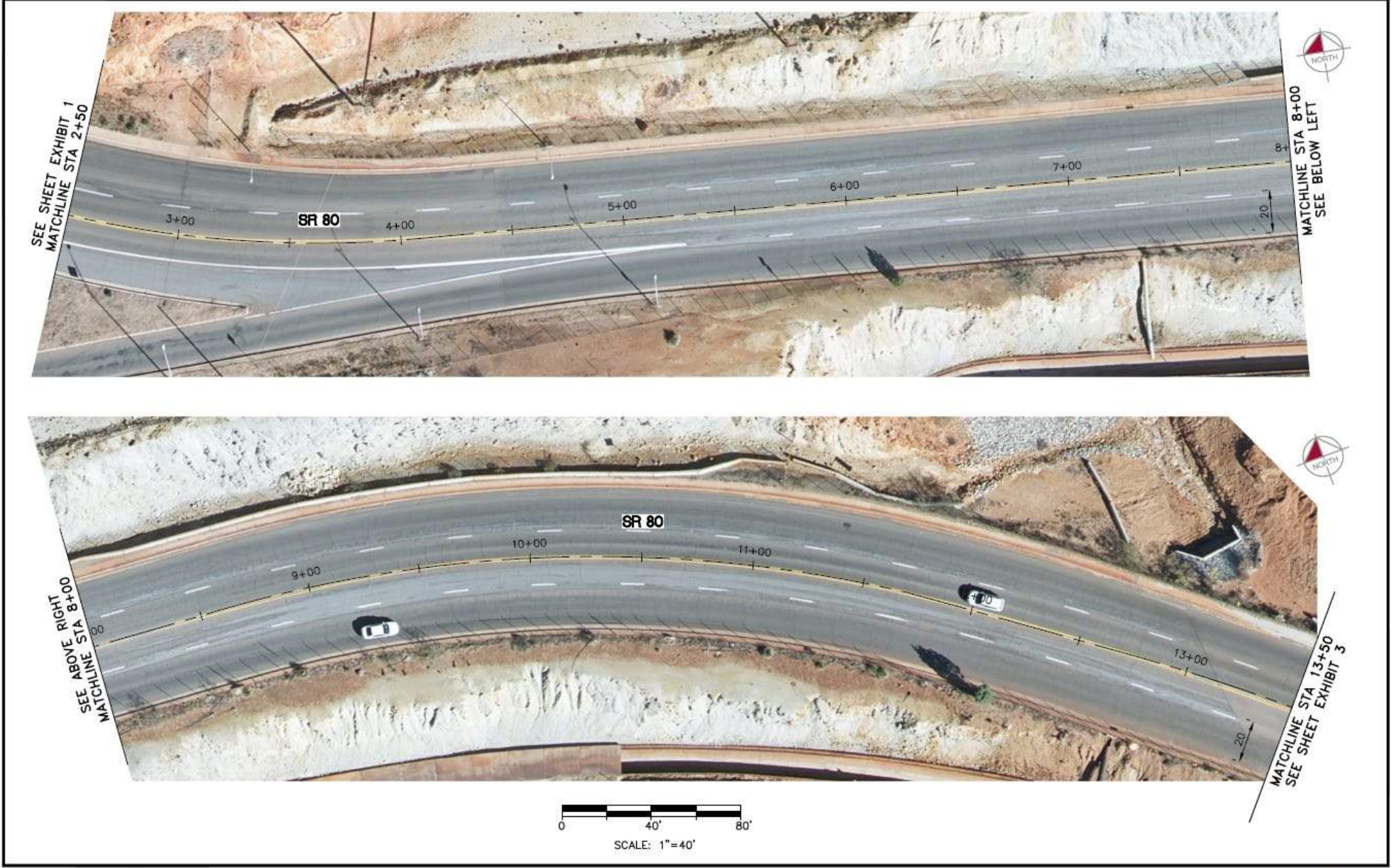
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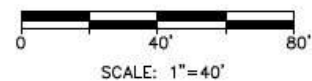
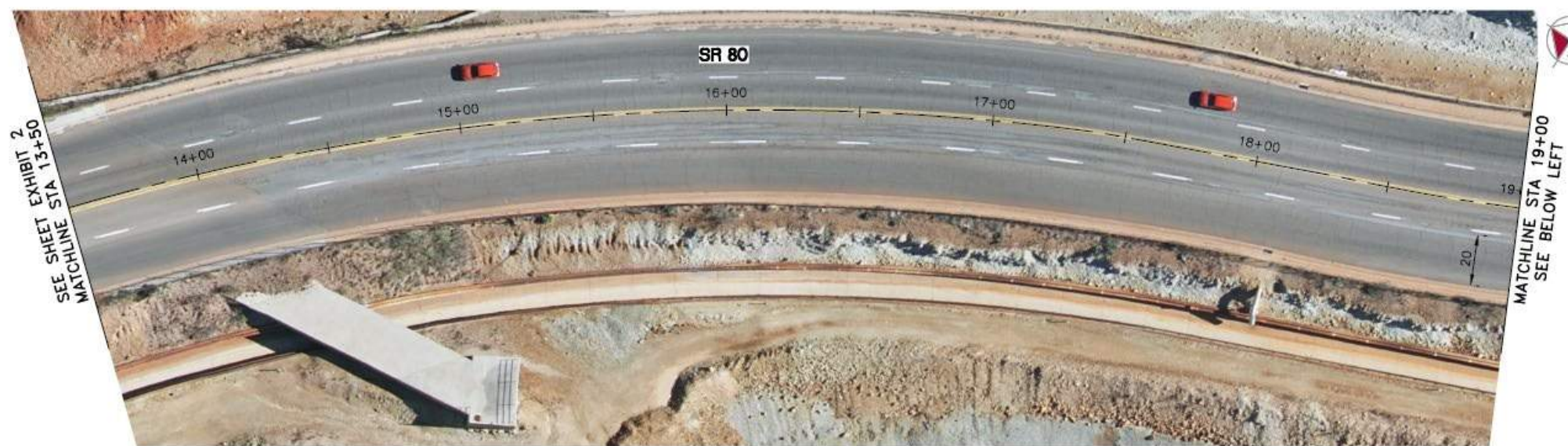




MATCHLINE STA 2+50
SEE SHEET EXHIBIT 2







SEE SHEET EXHIBIT 3
MATCHLINE STA 24+00

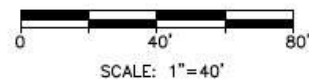


MATCHLINE STA 29+50
SEE BELOW LEFT

SEE ABOVE RIGHT
MATCHLINE STA 29+50



MATCHLINE STA 35+00
SEE SHEET EXHIBIT 5



SEE SHEET EXHIBIT 4
MATCHLINE STA 35+00



SEE ABOVE RIGHT
MATCHLINE STA 40+50



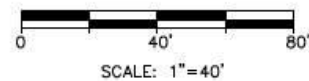
SEE SHEET EXHIBIT 5
MATCHLINE STA 46+00



MATCHLINE STA 51+50
SEE BELOW LEFT



MATCHLINE STA 57+00
SEE SHEET EXHIBIT 7



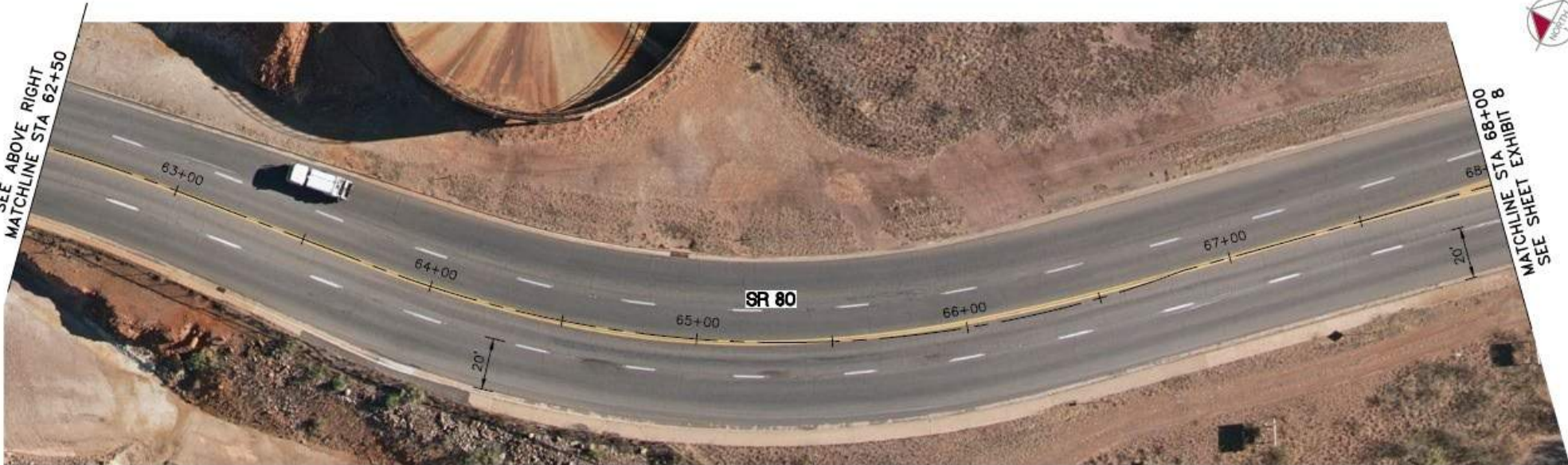
SEE SHEET EXHIBIT 6
MATCHLINE STA 57+00



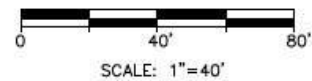
MATCHLINE STA 62+50
SEE BELOW LEFT

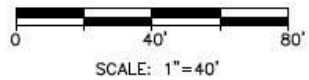


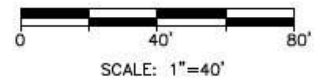
SEE ABOVE RIGHT
MATCHLINE STA 62+50



MATCHLINE STA 68+00
SEE SHEET EXHIBIT 8









Next Steps

- **Survey open until January 31, 2021**
- Document input and survey responses
 - February 2021
- Prepare concept design
 - February-April
- Conduct Community Meeting No. 2
 - May 2021
- Prepare Final Report
 - June 2021



**THANK YOU FOR
YOUR
PARTICIPATION**