

# The Bisbee Area Mobility Master Plan



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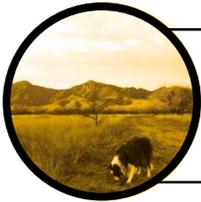
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## Acknowledgements

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## Plan Goals

- **SAFETY AND COMFORT: MAKE CONDITIONS SAFER FOR NON-MOTORISTS**
- **HEALTH: PROMOTE HEALTHY LIVING BY ENCOURAGING WALKING & BIKING**
- **CONNECTIVITY: PROVIDE DIRECT, EFFICIENT CONNECTIONS**
- **INCLUSIVITY: MAKE BISBEE MORE ACCESSIBLE AND INCLUSIVE**
- **VIBRANCY: PEDESTRIAN ACTIVITY PROMOTES VIBRANCY & TOURISM**
- **ENVIRONMENT: REDUCE CARBON EMISSIONS**
- **MORE EFFICIENT LAND USE PATTERN: REDUCE PARKING DEMAND**

The Bisbee Area Mobility Master Plan (BAMMP) represents a joint effort by the City of Bisbee and Cochise County. The primary goal of this effort is to plan for, and aid in the development of, non-vehicular mobility options throughout the City of Bisbee and the unincorporated area directly south of Bisbee, including the Naco townsite.

Safe, well maintained shared-use paths are a critical part of the transportation network. This plan contemplates various forms of transportation improvements geared towards residents and visitors of the greater Bisbee area. A shared-use network of trails, sidewalks, and pathways can provide year-round walking, running and cycling that will enhance access to destinations and encourage economic redevelopment and infill.

The advantage of having a truly walkable community are well documented. Walkable communities are associated with:

- Increased property values
- Reduced carbon emissions
- Increased demand for business/services
- Increased safety
- More equitable opportunities
- Additional job opportunities
- Improved overall quality of life
- Increase in physical activity leading to health benefits



Figure 1: Cochise County

including a reduction in obesity rates, heart disease, diabetes and other diseases that can be mitigated through physical activity as well as lower healthcare costs.

In addition, when residents were asked to state how important walkability and bikability were in determining where they chose to live, over half of the respondents indicated it was very important. (For more about the survey and its findings, see page 20.) Clearly, having a walkable community not only impacts how we live, but where we chose to live.

At approximately one-mile high in elevation, the study area experiences a pleasant year-round climate. And there are numerous interesting destinations to see and enjoy without a vehicle. As previously mentioned, the study area encompasses both unincorporated Naco and Bisbee, Arizona. Bisbee, a small city in southeastern Arizona, began as a mining industry center—the “Queen of the Copper Camps”—and has transformed, over the years, into a hub of tourism and recreation, with a varied and active community of creative and hard-working people. In its recent evolution Bisbee residents and visitors now include the Baby Boom, Gen-X, and Millennial generations, each of which put increasingly higher premiums on quality of life, fitness, outdoor recreation, prosperity, and sustainability. The Bisbee community also values public participation, which provides for the identification of both challenges to the City and innovations to address challenges. Public participation strengthens and legitimizes local governance and acknowledges the contributions of the community to public processes that can manifest the shared values of the community through programs, infrastructure, and mutual support.

In December, 2018, the impetus for what has become the Bisbee Area Master Mobility Plan was set in motion by resident Meggen Connolley, who was inspired by her daughter to reduce carbon emissions and create safer biking and pedestrian options for the children of Bisbee. Ms. Connolley garnered the support of numerous stakeholders including the

public, the Bisbee City Council, the Cochise County Development Director, the County Health Director, the Freeport McMoRan Branch Manager and the Arizona Department of Transportation District Engineer to envision a network of shared-use paths in the Bisbee area. Through the Bisbee Bikeways project, Ms. Connolley and the City of Bisbee have garnered funding to for the design and implementation of shared use paths in Bisbee to enhance opportunities for residents and visitors to engage in healthy, active transportation and to contribute to the liveliness and prosperity of the City and the region.

## Related Plans & Studies

### **The Bisbee General Plan Key Findings/**

**Recommendations:** Title 9 of Arizona Revised Statutes requires that all municipalities in the state adopt, and from time to time, amend a planning document called a General Plan. A General Plan is a set of studies and policies that provide “a comprehensive, long--range general plan for the development of the municipality” (ARS 9--461.05A). Within the Transportation Element of that Plan, the following goals relevant to this plan were established:

GOAL 1: The City Shall refer to and periodically update the City of Bisbee Comprehensive Transportation Plan completed in 2012 for any development or improvements related to sidewalks, stairs, bike paths, and roads.

GOAL 7: Connect Old Bisbee, Warren and San Jose in a symbolic way.

### **The City of Bisbee Comprehensive Transportation Plan Key Findings/Recommendations:**

In 2012, the City finalized a Comprehensive Transportation Master Plan as called for in the General Plan. That document provided a thorough inventory, assessment and implementation plan for the City’s streets, bridges, sidewalks, public stairs, shared-use pathways, transit, public parking, airport, and transportation related drainage facilities. This document relies in large part

## Chapter 1: Introduction

on that inventory, rather than to duplicate that work effort. Where improvements have been made since the time of that plan's publication, they are noted.

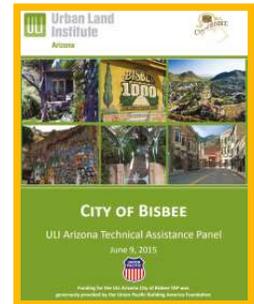
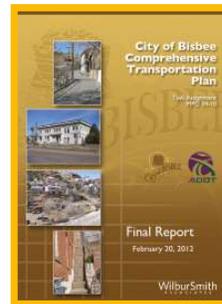
**Urban Land Institute Technical Assistance Panel Report Key Findings/Recommendations:** The ULI Arizona Technical Assistance Panel (AzTAP) Program is a service offered by ULI Arizona to assist Arizona municipalities, counties, regions, and nonprofits in the preliminary study of complex land use planning, development, and redevelopment issues. In 2015, ULI Arizona and the City of Bisbee undertook the AzTAP process to discuss economic development and housing strategies that will steer the City toward success and long-term sustainable economic vitality. Within that effort, the strategy of “connecting the City with a regional path /trail system” was identified. This is a key component of leveraging tourism to Bisbee. Implementation actions contained within that plan were as follows:

- Develop a Trails Master Plan to prioritize, identify funding, and implement walking, biking, and active transportation improvements.
- Assess grants and technical assistance available to build trails for walking and biking.
- Provide a welcoming gateway to Lowell and the different communities of Bisbee
- Explore a Public-Private Partnership with Freeport McMoRan to help develop trail system

### **Cochise County 2040 Long Range Transportation Plan:**

Goals for enhancing bicycling within the County include:

- Developing and adopting a County Bicycle Route plan and map.
- Education: Educate all road users, especially bicyclists, on legal, predictable and safe behavior.
- Engineering: Plan, design, construct and maintain bicycle and multi-use facilities that meet or exceed standards and guidelines.
- Encouragement: Encourage the increased use of bicycles for transportation and recreation.



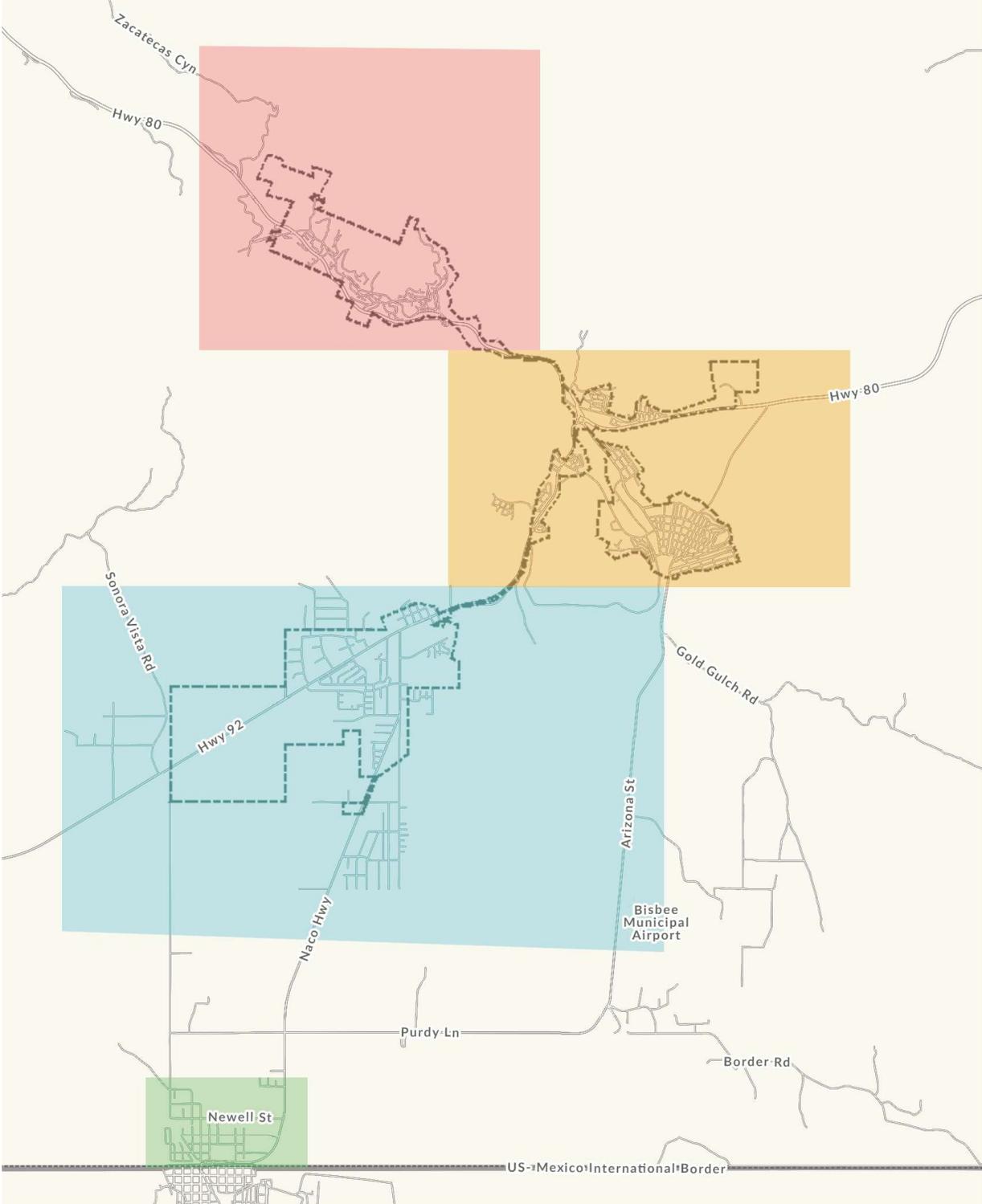
## The Study Area

For the purpose of this study, all of Bisbee, as well as unincorporated Naco were included. Geographically, Bisbee is a city within Cochise County, Arizona, located eleven miles north of the international border with Mexico and nestled within the Mule Mountains.

Bisbee remained an active mining community for nearly 100 years. A population shift occurred following the closure of the mine in the mid-1970s. The mining community began its transition into the arts community that remains presently. The diverse shopping, eateries, and seasonal events, such as Bisbee 1000, provide a steady influx of visitors to the Bisbee area.

The Naco community is located approximately one mile south of Bisbee and thirty miles north of Cananea, Mexico. It lies on the Mexican border and shares a common name with its Mexican neighbor, Naco Sonora, Mexico. Significantly, Naco is a port of entry to and from the United States to Mexico.

The Naco Townsite was established in 1907. Railroad tracks to serve growing mining operations in Mexico were laid to Naco by 1898. In 1915, Camp Naco was constructed to serve as an Army encampment during the Mexican Revolution. Numerous structures remain of this historic encampment. Naco is comprised of many historic buildings. Due to the gradual pace of population growth, this unincorporated community retains the character of a small border town.



- Old Bisbee
- Warren District
- San Jose District
- Naco Townsite

Figure 2: Study Area with Subdistricts

## Inventory & Analysis

There are many important factors to consider when developing a mobility master plan. This chapter of the document identifies some of the greatest opportunities and constraints posed by the location and the characteristics of the study area.

### General Topography

As previously mentioned, Bisbee originated as a mining town, and is encompassed by the Mule Mountains. As shown in Figure 3, there are significant topographical constraints within Old Bisbee, in particular. In addition, the Lavender Pit, which is located southwest of Old Bisbee and adjacent to Highway 80, sharply drops 850 feet in elevation. Currently the City of Bisbee and Bisbee Bikeways are working with ADOT to reduce SR80 from four travel lanes to two travel lanes, with a center turn lane, making room for a separate shared-use path.”

In comparison, the Naco townsite and the San Jose district are relatively flat in elevation. While the changes in elevation provide desirable views and scenery, it also presents significant design constraints as well as challenges to comply with the Americans with Disability (ADA) law.

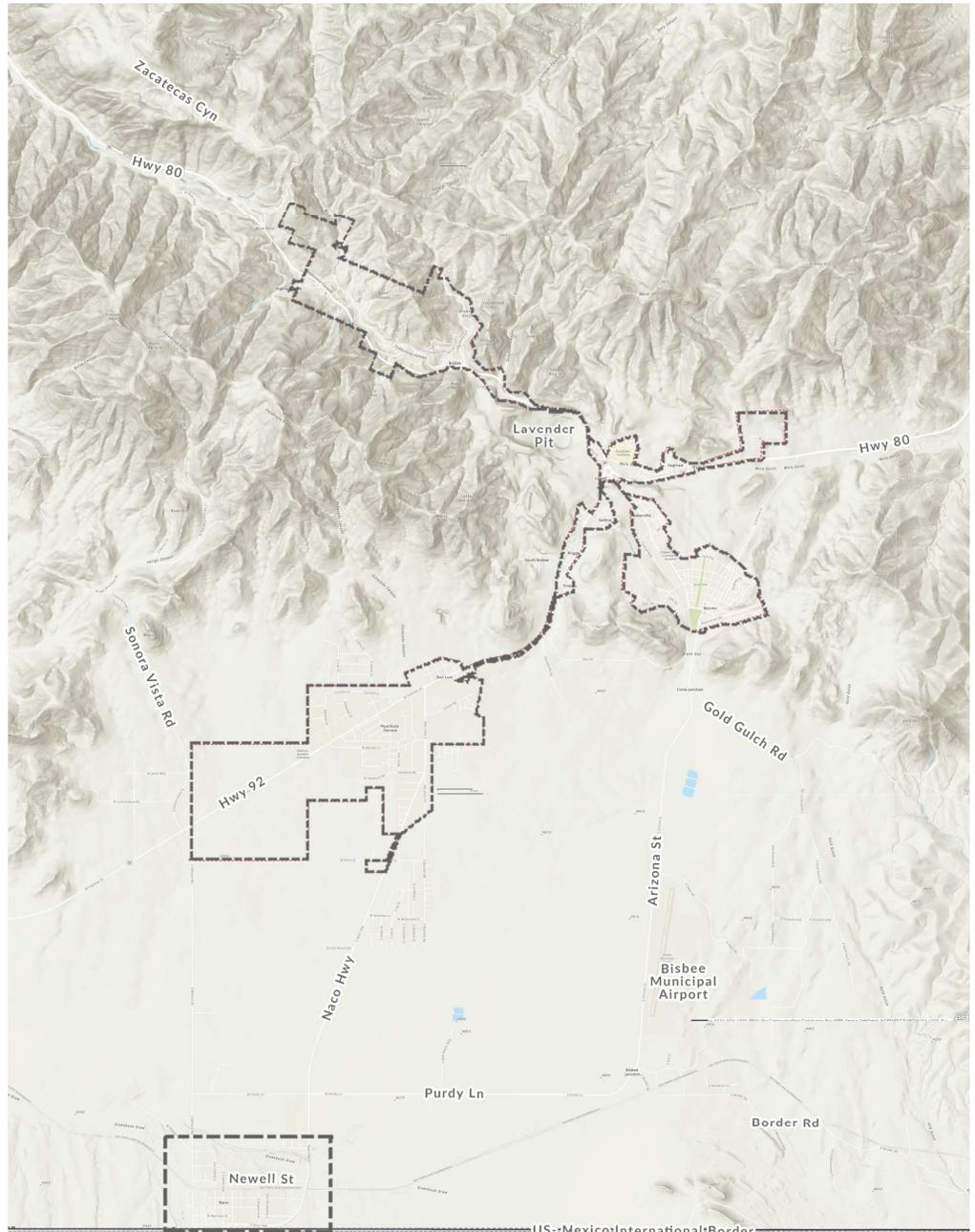


Figure 3: General Topography

### Public Land and Freeport McMoRan Property

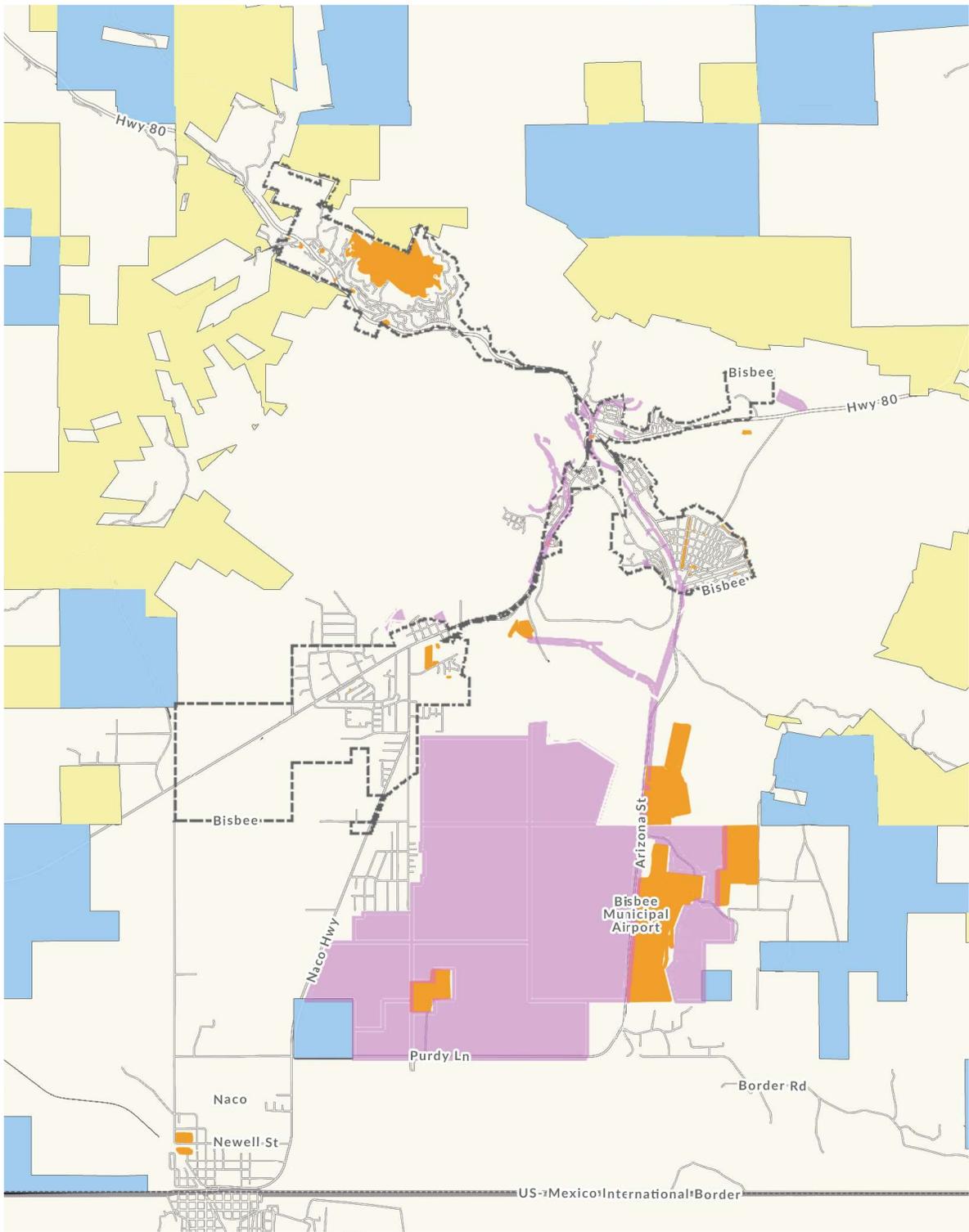


Figure 4: Public Land Ownership

#### Land Ownership

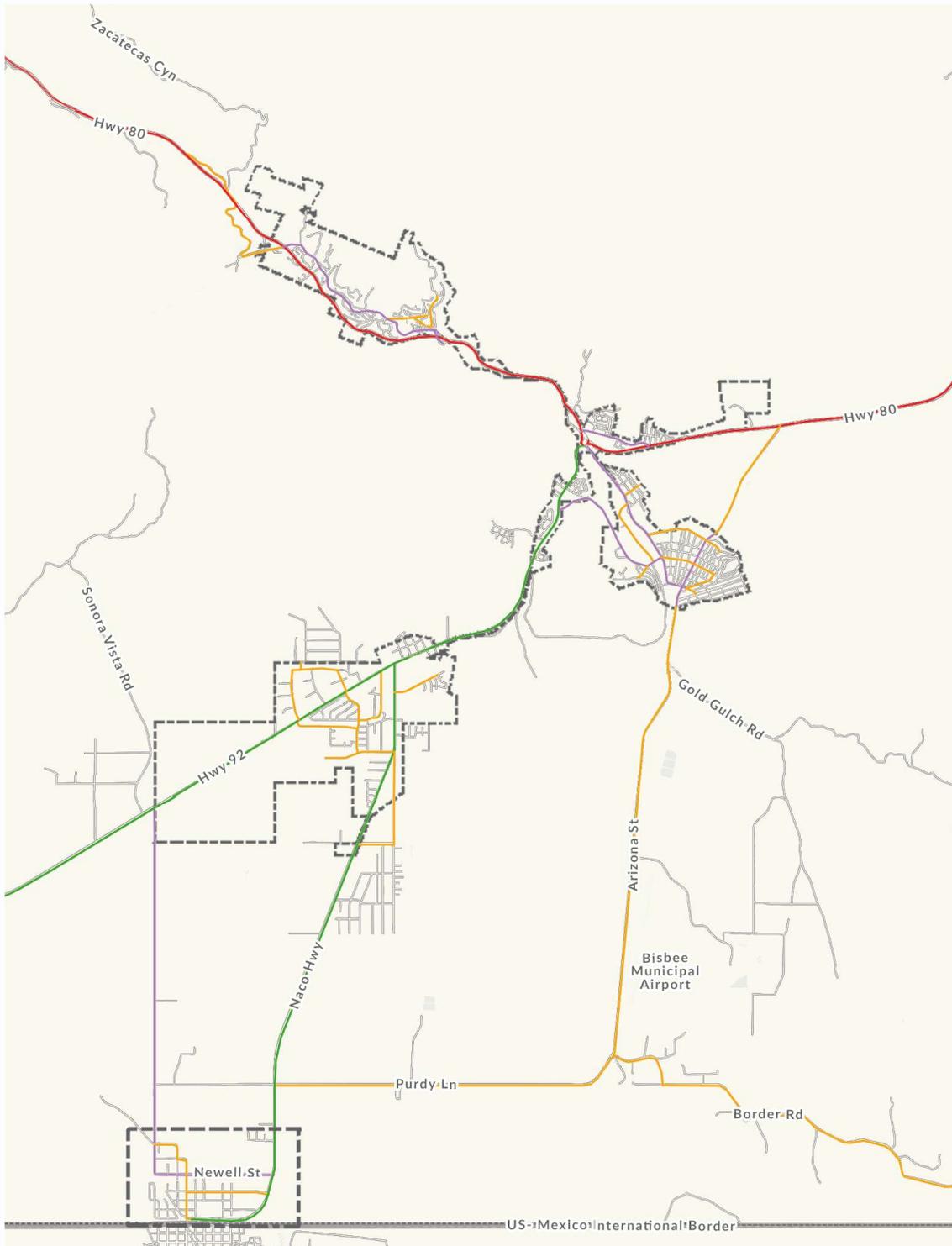
Focusing development of trails/recreation improvements on publicly owned land and/or area within the right-of-way reduces land acquisition costs and increases implementation feasibility.

Figure 4 illustrates the location of federal land (BLM), state land (State Land Trust) and City property within the study area.

It should be noted that approximately 21% of the land within the study area is owned by the international mining company Freeport McMoRan. This includes the land on which all major roads sit, connecting each of the Bisbee subdistricts as well as the Lavender Pit and mountainside to the west of the Pit to one another.

## Road Classification

**Road classification** groups roadways into classes according to their ability to accommodate vehicular travel. Essentially, the roadway network is a hierarchical structure comprising highways/principal arterials, minor arterials, major collectors, and minor collectors. Generally speaking, higher classifications are longer in length; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more travel lanes than their minor counterparts. Lower classification roads may also present better opportunities for inclusion of bike lanes or sharrows. The neighborhoods of Bisbee and the Naco townsite are separated by arterial roadways where traffic travels at speeds in excess of 45 mph. Currently, there are no separate facilities to protect non-vehicular modes of travel.



- **Principal Arterial**
- **Major Collector**
- **Minor Arterial**
- **Minor Collector**

Figure 5: Functional Classification of Roads

### Road Jurisdiction

**Road jurisdiction**

falls within one of four categories:

- State roads
- County roads
- City roads
- Private roads

State highways are built and maintained by the Arizona Department of Transportation (ADOT). The City is generally responsible for all non-state public roadways within its city limits. The remainder of the roads may be privately-owned. Roads often fall under the private category if they are inside public parks, gated and/or private neighborhoods, farms, ranches, and/or schools. In addition, they are often associated with residential split-lot development or driveway extensions to homes.

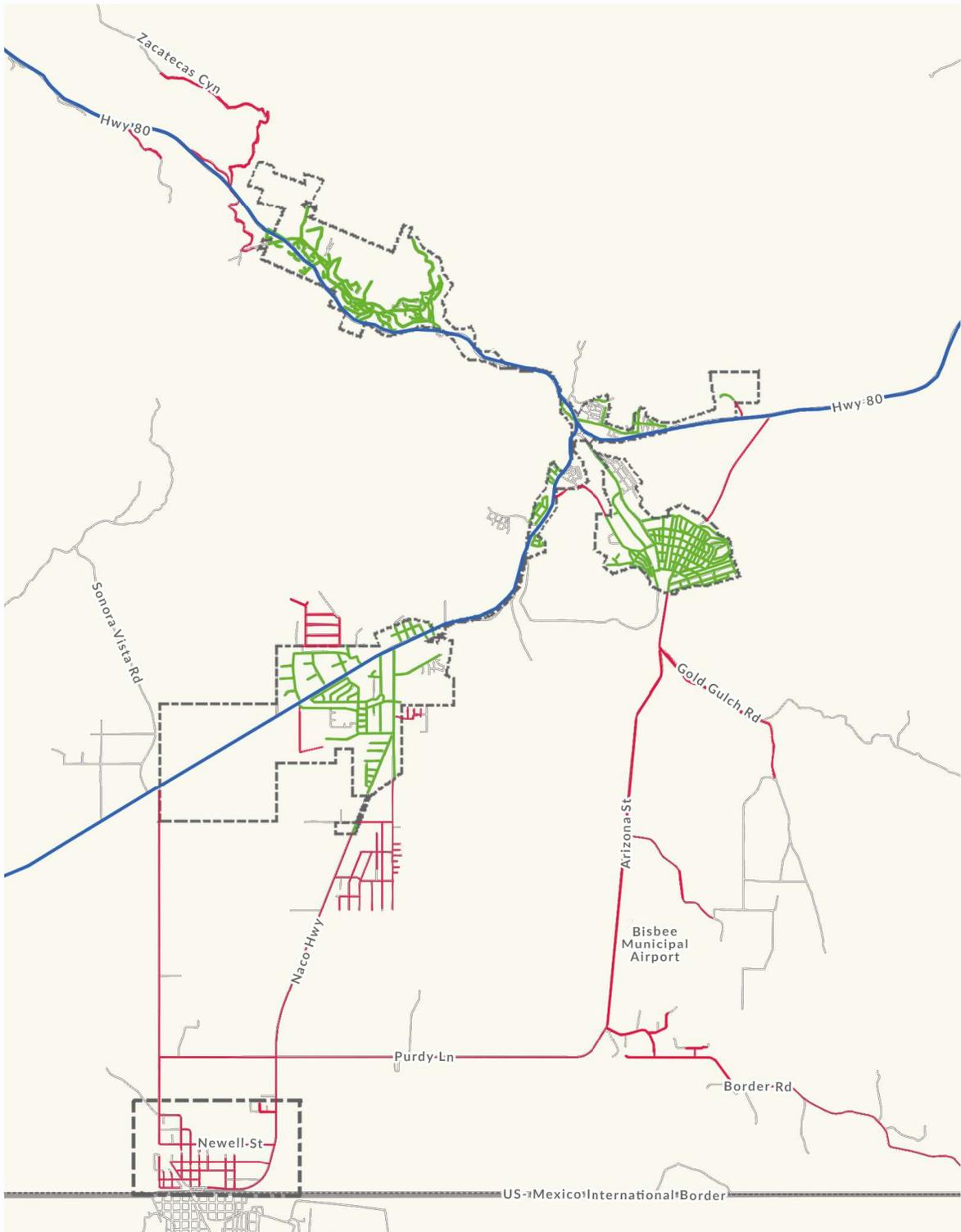
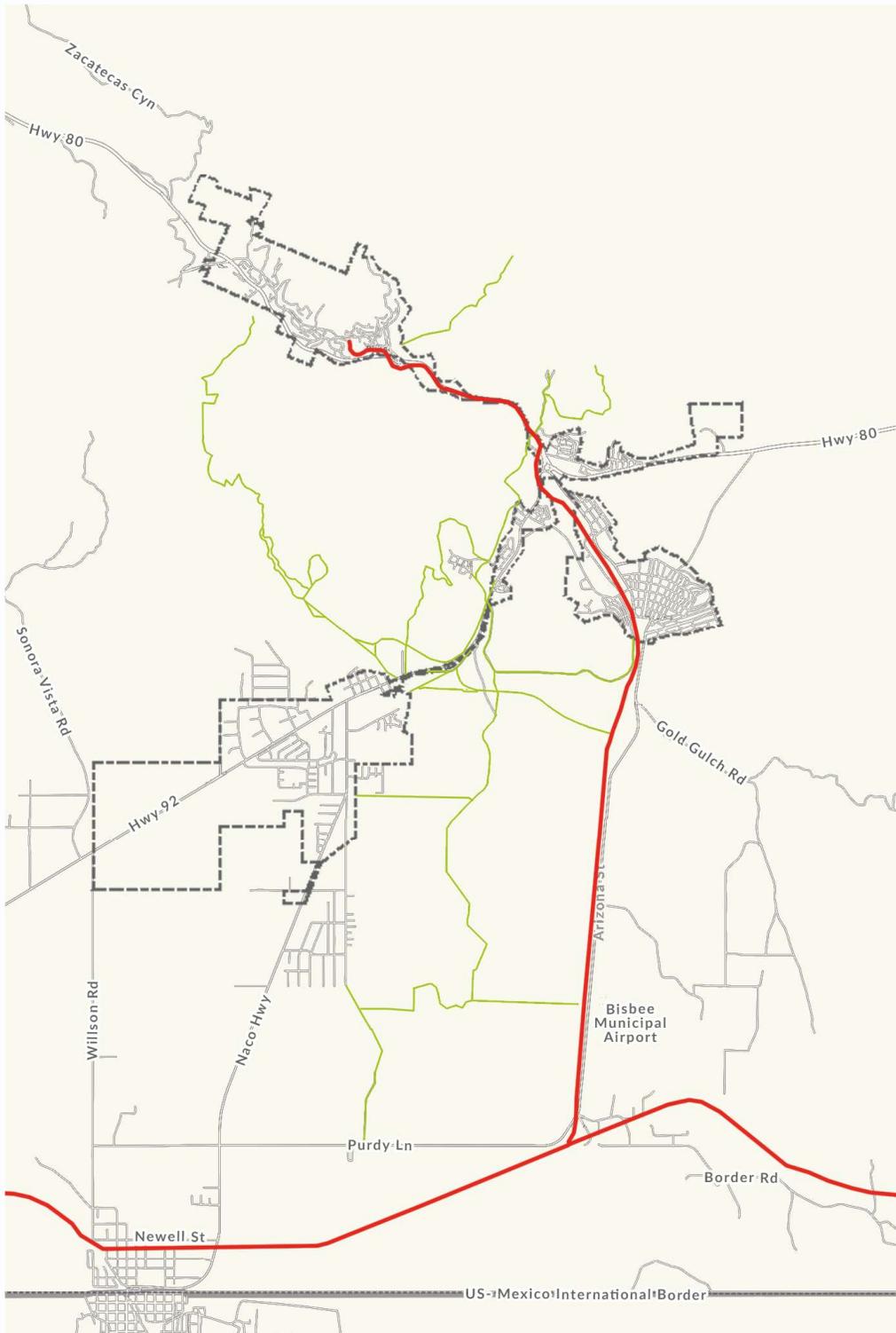


Figure 6: Road Jurisdiction

<span style="color: red;">—</span> County	<span style="color: green;">—</span> City
<span style="color: blue;">—</span> ADOT	<span style="color: grey;">—</span> Private

## Sun Corridor



**Conceptual Sun Corridor Alignment**  
**Mine Trail**

Figure 7: Conceptual Alignment of the Future Sun Corridor Trail with Mine Trails

**The Sun Corridor Trail (SCT)** is a planned trail that, when completed, will link Las Vegas to Douglas, Arizona.. Implementation of the SCT will rely on a partnership among the state and federal government, various municipalities, nonprofits, and private landowners. To the extent possible, the corridor follows abandoned rail lines. Of note, within the study area, a portion of the trail extends parallel to Highway 80 and the Lavender Pit, linking Old Bisbee to the Warren District and the Naco townsite.

The development of the Sun Corridor presents one of the best opportunities for regional non-vehicular connectivity. In addition, it may also lead to an increase adventure tourism to Bisbee and the international port of entry in Naco.

In addition, there are numerous graded, but unimproved, mining paths throughout Bisbee. The land on which they sit is primarily owned by Freeport McMoRan. Easement acquisition and trail improvement would provide additional connectivity in this region. A complete preliminary map of the SCT is included in the appendix of this document.

### Railroad Ownership

#### Railroad Ownership

There are many railroads within the study area. Due in large part to the closure of the mines that they were constructed to serve, the rail lines indicated in Figure 8 are no longer in use. To date, the rail line right-of-way has been abandoned along the San Pedro line, and ownership has reverted to the underlying/ adjacent property owner within the study area. Regardless, the connecting easements and their flat gradation present an opportunity for future rail to trail conversion along the alternate lines within the study area.



Figure 8: Railroad Ownership

- Union Pacific
- Freeport McMoRan
- San Pedro
- Private

## Floodplain

**Floodplain**  
 Washes and floodplains are poorly suited for most types of commercial or residential development. On the other hand, desert washes can provide an excellent location for hiking and wildlife observation. When dry, these linear paths have a hard, compact surface. The fringe of many washes is composed of deep-rooted trees and shrubs that tap into underground water reserves. The surrounding vegetation provides shady spots along the route.

As illustrated in Figure 9, the study area contains several regulatory floodways that should be considered as locations for future nature trails.

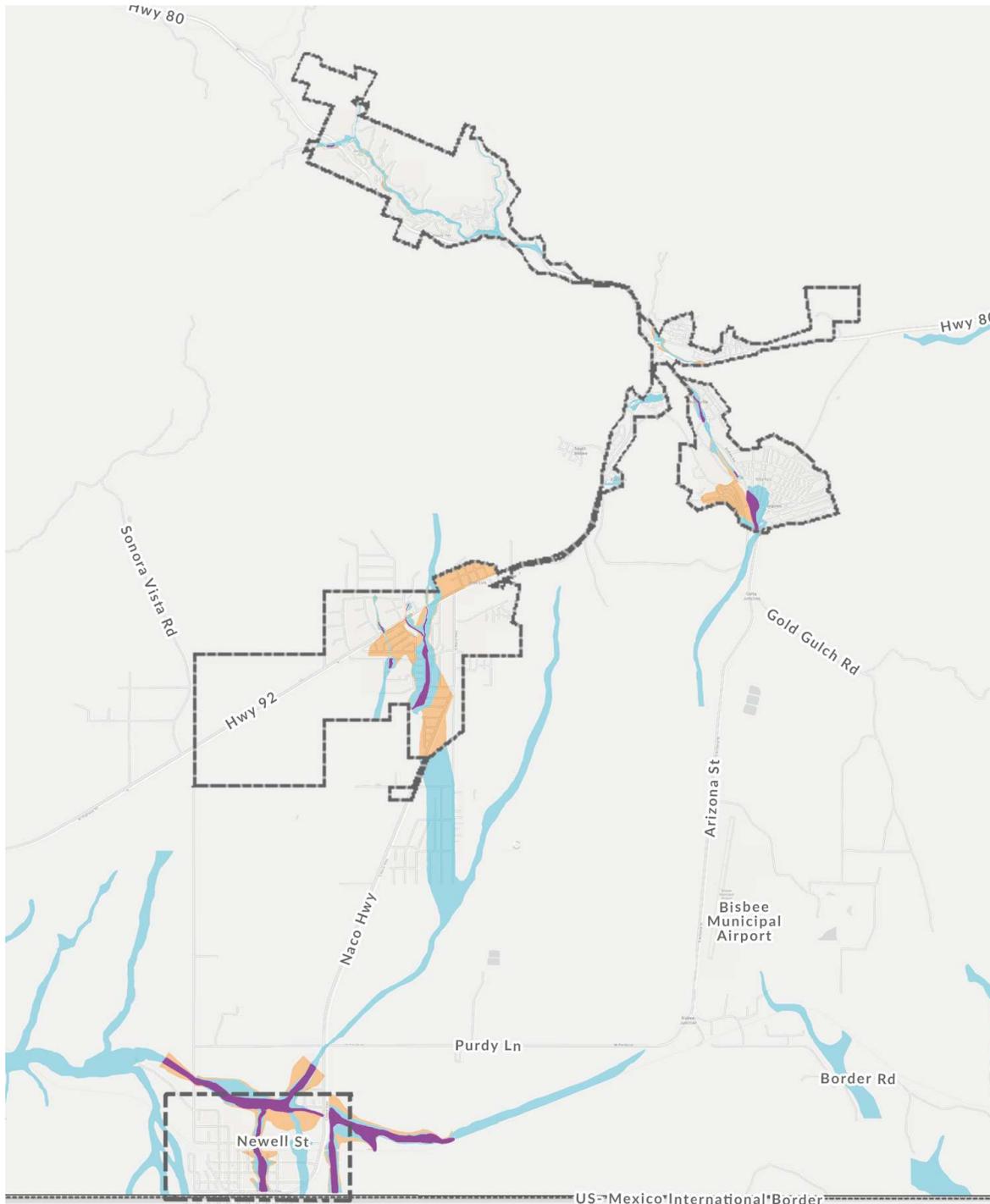


Figure 9:  
 Floodplain

Regulatory Floodway

100-year Floodplain: Parcels included within this designation have a 1% annual chance of flooding. Purchase of additional flood insurance is required.

500-year Floodplain: Parcels included within this designation have a 0.2% annual chance of flooding. Purchase of additional flood insurance is not required.

## Bus Service



**— Bus Route**

Figure 10: Bus Route

**Bus Service** is a valuable community resource that increases mobility options for residents and tourists. Its availability is particularly important for those without access to alternate forms of transportation.

Currently, there is fixed route service to Old Bisbee, the Warren District, Saginaw, San Jose and the Naco area. Bus service in Bisbee is provided through a collaboration with the City of Douglas. The City of Douglas / Douglas Rides manages the operation of the Bisbee Bus, while the City of Bisbee administers the Bisbee Bus Program.

As an added bonus to area visitors, the northern portion of the Old Bisbee bus route provides a quick, scenic round-trip tour of Old Bisbee and the Tombstone Canyon.

### Steps and Stairs

As a town carved among mountains, there are many steep grades changes throughout Bisbee that require the use of stairs. The stairs offer visitors and residents a scenic opportunity for exercise and a setting for the popular annual Bisbee 1000 racing event. However, stairways can be dangerous. It is for this reason that the Uniform Building Code and ADA technical guidelines pay so much attention to stairway design and materials. A more complete inventory of the placement and condition of steps and stairs in Bisbee is included in the City of Bisbee Comprehensive Transportation Plan.

Issues:

- ADA Accessibility and liability
- Ownership of the stairs and the parcels they serve
- Continual maintenance
- Drainage/water flow over steps has contributed to deterioration and uneven wear on surface tread
- Vegetation: in some areas, vegetation has overgrown stairs.
- Handrails: In some places are broken or even missing.
- Cracks: vertical and horizontal cracking can present trip hazards.
- Design: Stairway height versus depth (rise over run) does not meet the current Uniform Building Code in many situations.

THE BISBEE AREA MOBILITY MASTER PLAN



Steps and Stairs

Figure 11: Steps and Stairs

## Opportunity Zones

**Opportunity Zones**  
 Opportunity Zones are designed to spur economic development and job creation in economically distressed communities. Opportunity Zones offer investors a mechanism to defer Capital Gains tax and, in some cases, pay no tax on the investment appreciation. Investment opportunities in Opportunity Zones include purchasing vacant land and building a qualified facility, but it also includes rehabilitation of an existing facility. Notably, this designation extends to property within Naco and the Warren District, where indicated on Figure 12.

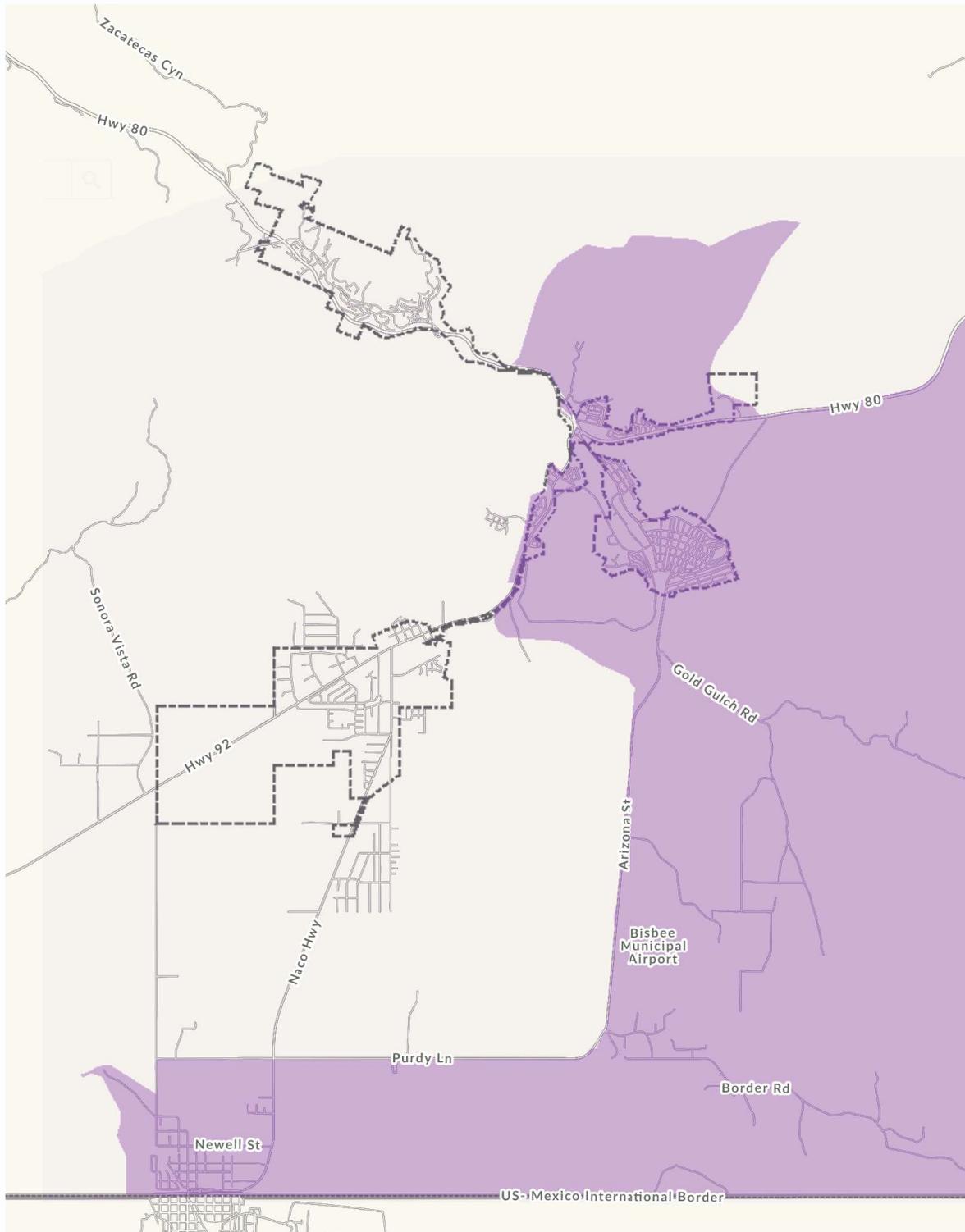


Figure 12: Opportunity Zones

Opportunity Zones

### Enterprise Zones

#### Enterprise Zones

The primary goal of the Arizona Enterprise Zone Program is to improve the economies of areas in the state that have high poverty and/or unemployment rates. It does so by enhancing opportunities for private investment in certain areas that are called enterprise zones. Property within that area is eligible for income or premium tax credits and property tax reduction. The Enterprise Zone designation applies to all of incorporated property in Bisbee. In fact, it covers nearly all of Cochise County. However, as indicated in Figure 13, it does not include property within the majority of the Naco townsite.

THE BISBEE AREA MOBILITY MASTER PLAN

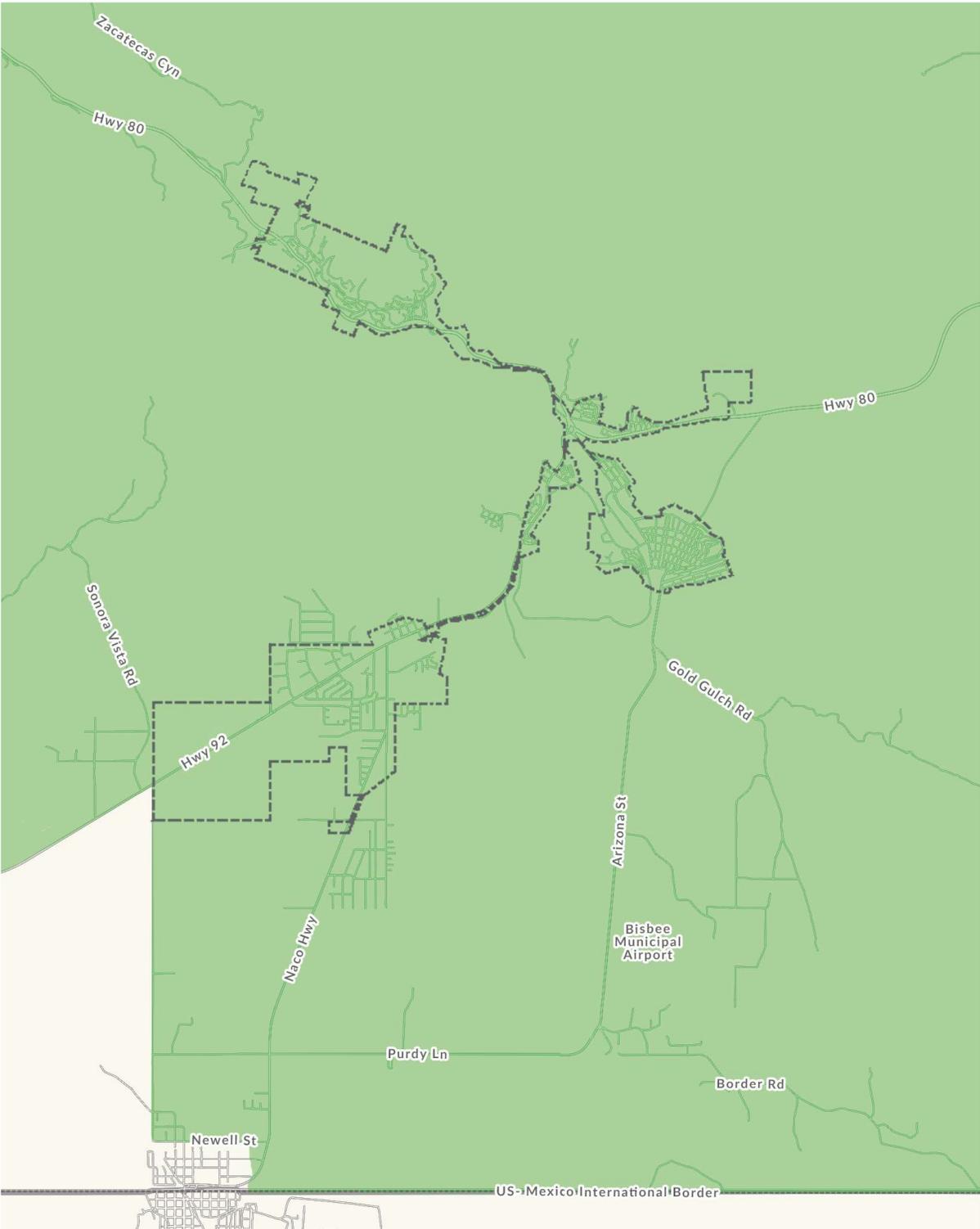


Figure 13: Enterprise Zones



## Chapter 3: Public Engagement

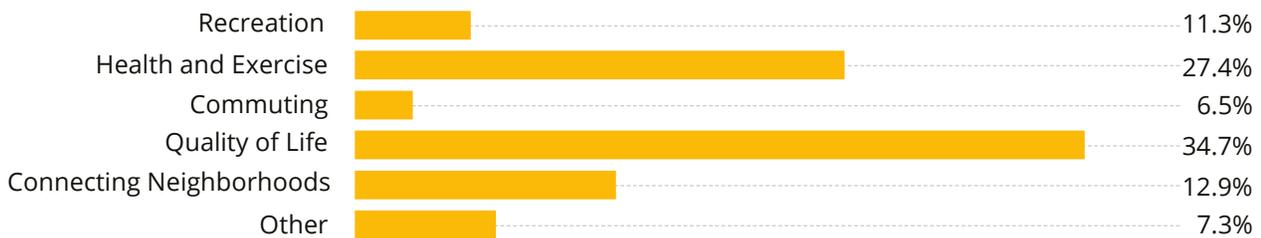


A ten-question online survey was conducted in June of 2020. Paper copies were also made available in various locations within the City of Bisbee. The responses from 110 surveys are recorded as follows. The following section is a description of the questions asked and the responses provided.

### What is your age?



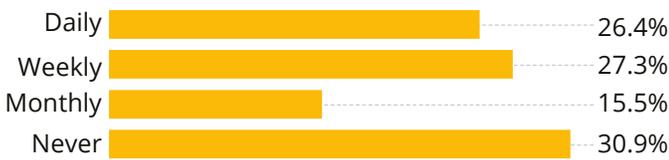
### What would you consider the most important benefits and uses of bicycle and pedestrian paths?



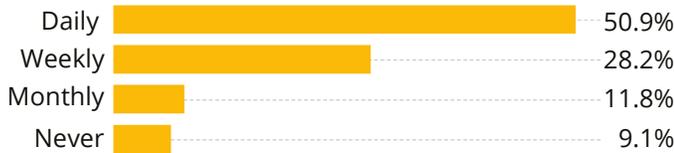
The majority of survey respondents that selected "other" specified "all of the above" as the most important benefit.

While it cannot be assumed that the survey respondents are directly representative of the views of all Bisbee/Naco residents, there seemed to be consensus on some issues. Overall, survey respondents thought bicycle and pedestrian improvements were very important for enhancing quality of life. While most respondents characterized themselves as casual bicyclists, a lack of connected routes was of significant concern.

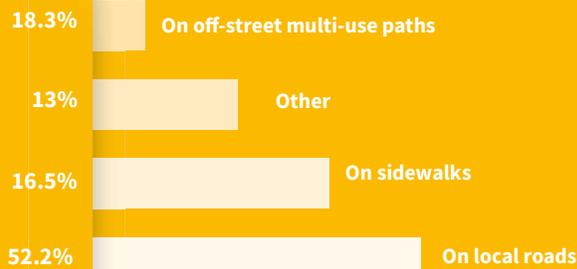
**How often do you walk or bicycle between home and work, school, or to run an errand?**



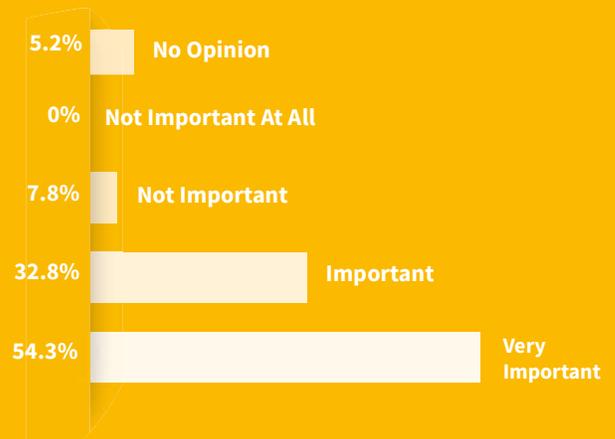
**How often do you walk or bicycle for social, recreational or exercise purposes?**



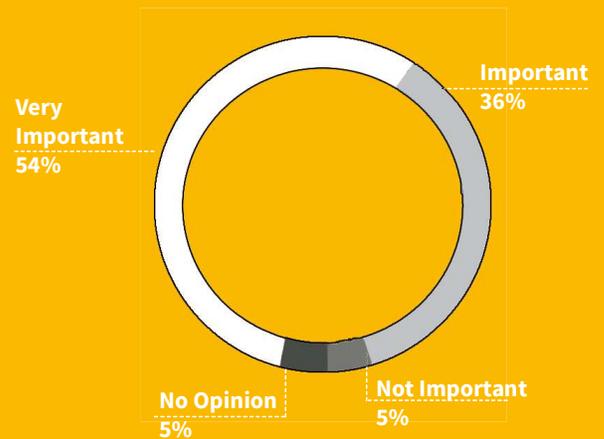
**Where do you regularly walk or bicycle?**



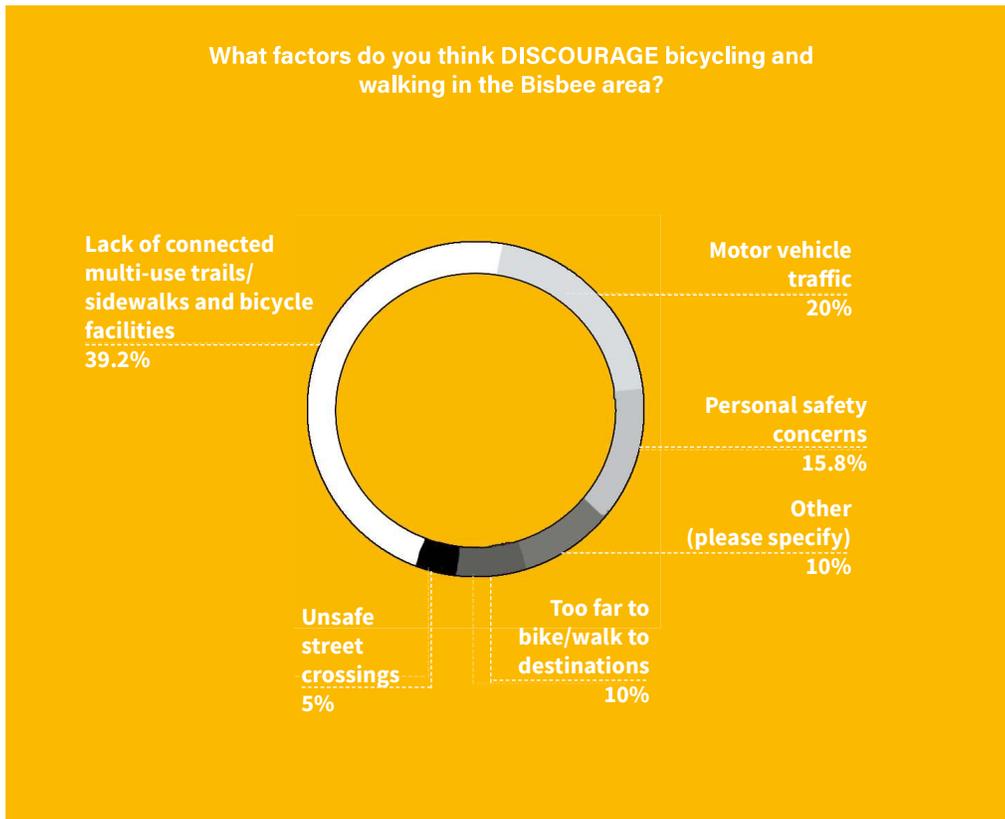
**How important is bikability and/or walkability in your choice of where to live or work?**



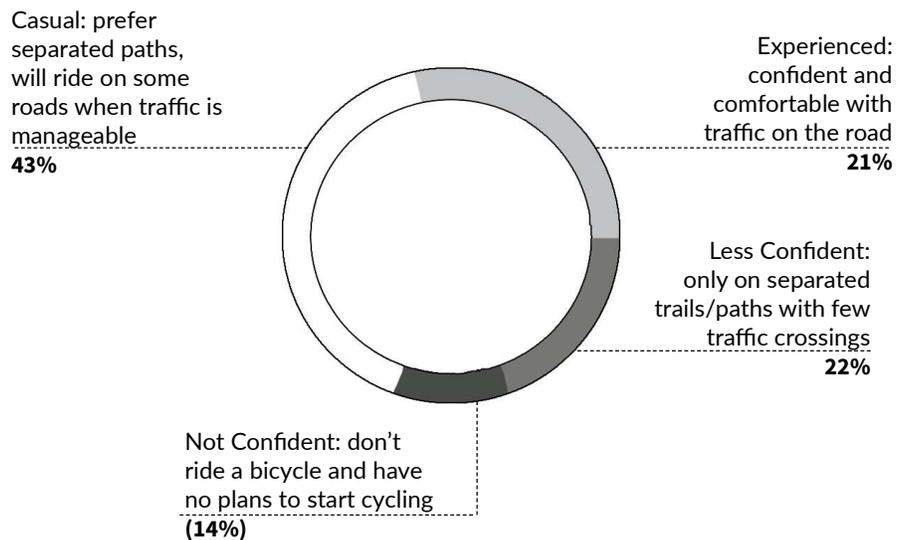
**How important is it for the County/local government to invest in bicycle and pedestrian paths?**



### Chapter 3: Public Engagement



### How comfortable or confident are you about bicycling?



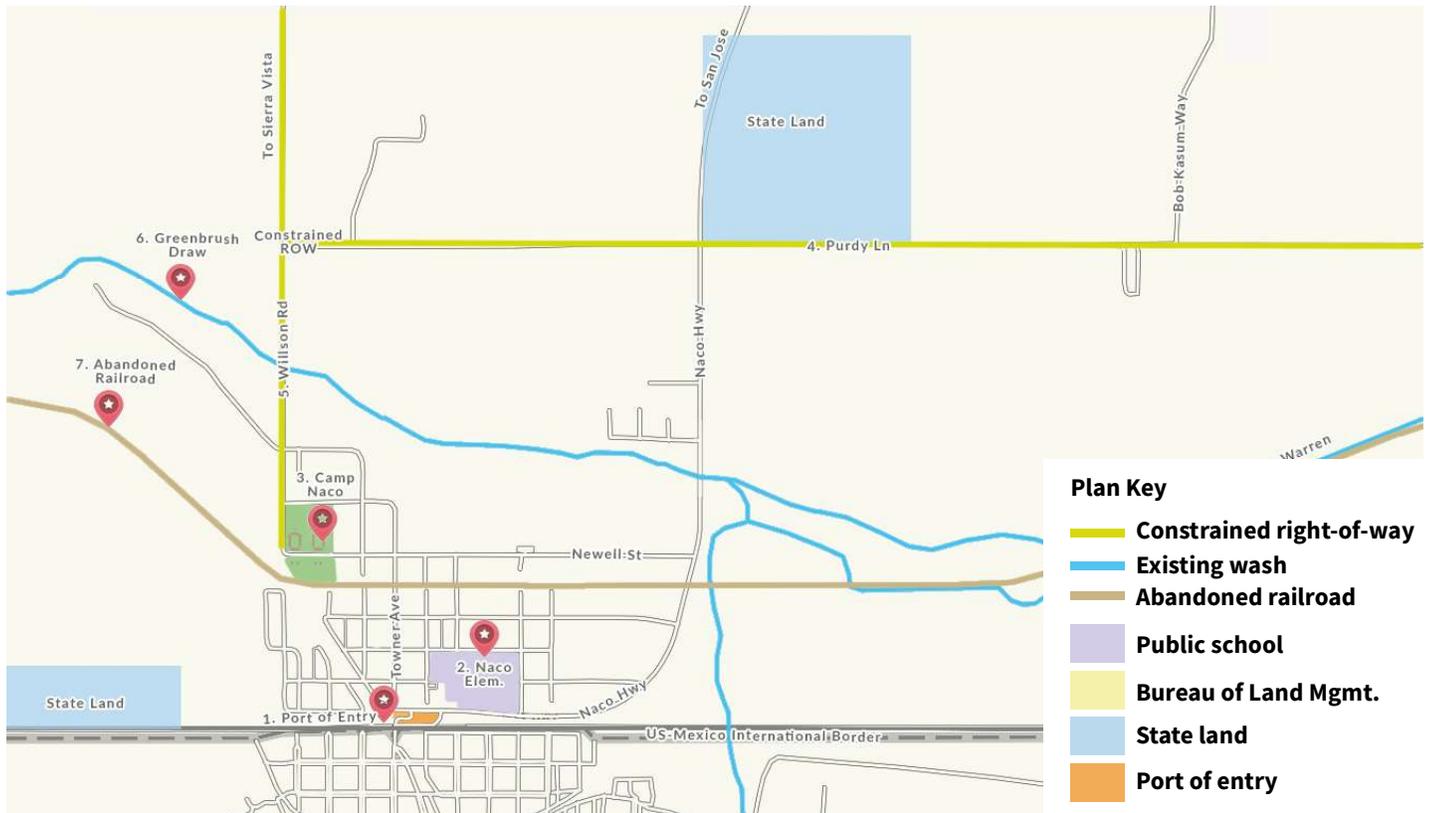
Which three locations could be enhanced to improve the bikability and walkability of the area?

TOP 5 RESPONSES LISTED BELOW



There was significant variations in response by respondents answering this open-ended questions. Out of the 211 recorded answers, for this question, the Lavender Pit received the highest number of responses. Due in part to the community interest for the improving the walk-ability of the Lavender Pit, the City initiated a feasibility study in November of 2020. The results of the study suggested that SR80 could be reduced from four vehicular travel lanes to two vehicular travel lanes with a center turn lane, while still adequately and safely accommodating peak car and truck traffic. The travel lane reduction will provide room for an at-grade, but physically separate, shared-use path. The City of Bisbee has received a grant of \$4.5 million from the Department of Commerce, Economic Development Administration (EDA) as well as \$4 million in congressionally directed spending for the final design and construction of this path. The construction of the path is anticipated to be complete by fall of 2026.

Figure 14: Naco Existing Conditions



**Plan Key**

- Constrained right-of-way
- Existing wash
- Abandoned railroad
- Public school
- Bureau of Land Mgmt.
- State land
- Port of entry



**1. The Naco, Arizona Port of Entry** has been in existence for more than 100 years. The historic border station was built in 1937 and currently provides Customs Border Patrol office space. Pedestrians typically enter the port of entry by traveling south on Towner Avenue to its terminus. The Safeway grocery store in Bisbee is a frequent destination for Mexicans traveling north. There are several historic commercial buildings along this corridor. Streetscape enhancements/sidewalk improvements are recommended to improve connectivity to this important destination and incentivize economic development.



**2. Naco Elementary School** is a kindergarten through 8th grade public school, that serves approximately 300 students. It is the only school in Naco and nearly all students (99%) are Hispanic. A significant number of students can be observed walking to and from this school daily. Improved pedestrian connections are recommended.



**3. Camp Naco** (also known as Camp Newell) was constructed beginning in 1919. It first housed military personnel during the Mexican Revolution and later served as a base camp for the Civilian Conservation Corps. Numerous structures remain on this historic site. Camp Naco is owned and maintained by the City of Bisbee. The City is currently restoring the historic buildings and converting the property to a community center, community farm, and museum.



**4. Purdy Lane** is a two-lane east-west minor collector road that spans nearly four miles in length, connecting Willson Road to Arizona Street. This is a narrow road with power lines present, close to the edge of road on both sides of the road for most of the road's length. While the majority of the road is paved, the westernmost 0.75 mile of the roadway is compact dirt. The area immediately adjacent to the road is fairly level and compact but not paved. Although this is a public road under County maintenance jurisdiction, it exists nearly completely within easements. Consequently, there is limited potential to incorporate bicycle or pedestrian improvements by widening the roadway.

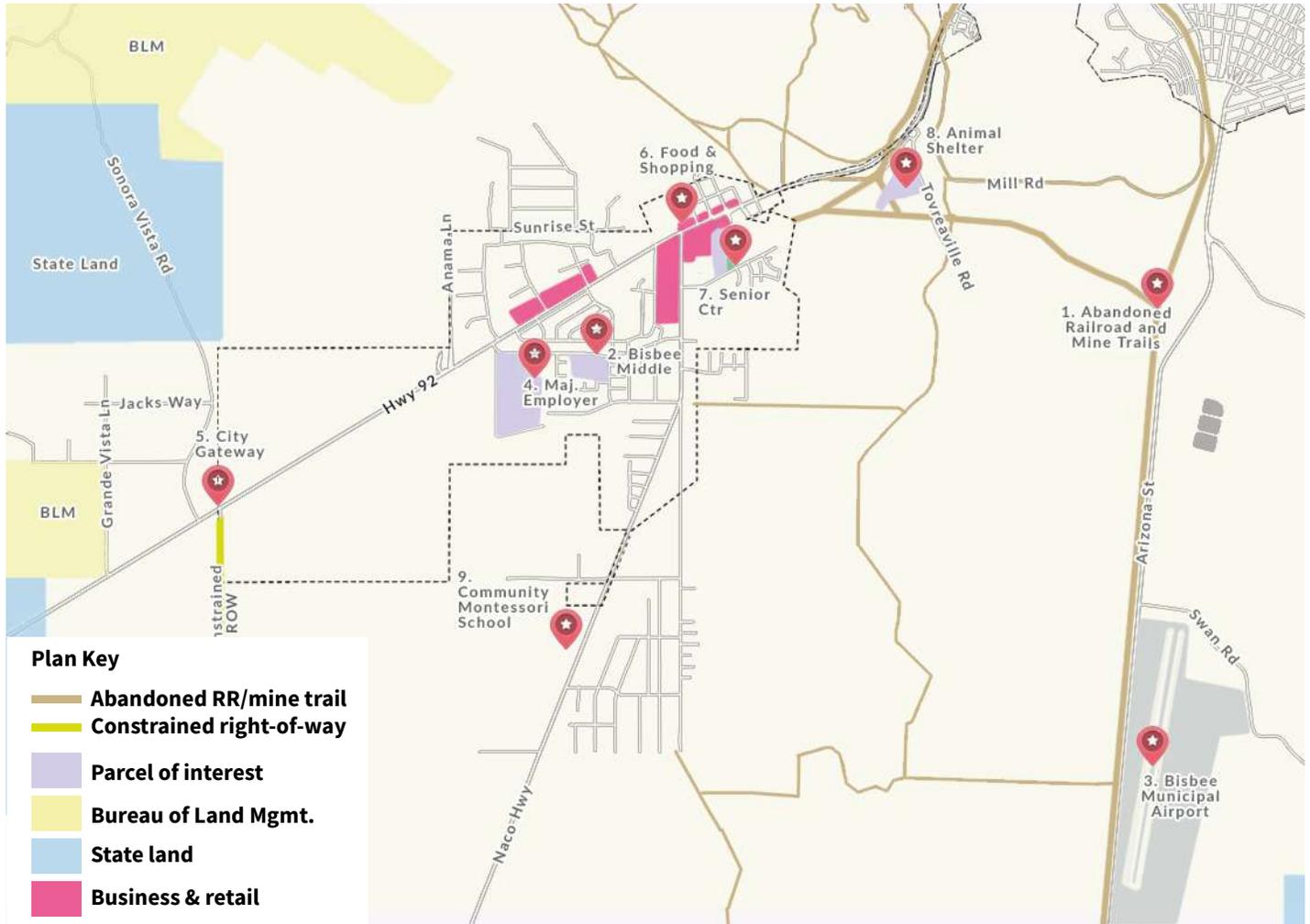
**5. Willson Road** is a two-lane north-south major collector road that connects Highway 92 to Naco. This is one of the two north-south roadways that brings vehicular traffic to and from Bisbee. This is a narrow, paved road with intermittent cattle guards. The area immediately adjacent to the road is fairly level and compact but not paved. Although this is a public road under County maintenance jurisdiction, it exists nearly completely within easements. Consequently, there is limited potential to incorporate bicycle or pedestrian improvements by

**6. Greenbush Draw** runs roughly east-west along the northern edge of Naco, eventually joining the San Pedro River. Clovis artifacts and mammoth bones have been recovered from Greenbush Draw, making this natural feature important from both an archaeological and environmental standpoint



**7. Abandoned Railroad.** An abandoned railroad easement runs east-west through the Naco area, where indicated in Figure 14.

Figure 15: San Jose Existing Conditions



**1. Abandoned Railroad/Mine trails** easements for abandoned railroads and mine trails not in use are present to the east of the San Jose district and could potentially connect San Jose to the Sun Corridor Trail as well as other Bisbee Districts.



**2. Bisbee Middle School** While this school has closed due to a declining school age population, it sits on a 10.25-acre school-board owned parcel. This currently houses the Bisbee Library Annex and the Bisbee Science Lab. A Firewise garden was just installed and there are other plans to develop the area into a sustainable education center with opportunities for recreation.



**3. The Bisbee Municipal Airport** is approximately 6 miles southeast of Bisbee City limits. It includes two runways and its operations are overseen by the Public Works Department of Bisbee.



**4. Cochise County (major employer)**

is one of the largest employers within Cochise County. The Bisbee office serves as the main office and houses a significant number of employees during weekdays. There is an multi use asphalt trail on site, where indicated in Figure 15, for the use of employees and the general public.



**5. City of Bisbee Gateway** - the western City limits to the Bisbee is at the intersection of Highway 92 and Willson Road. Currently, there is just a standard roadway sign. The addition of a more visible and attractive gateway could help romote toursim and area vibrancy.



**6. Highway 92 Food and Shopping** - the major grocery store for the City is at the intersection of Naco Highway and Highway 92. There is also several restaurants and gas stations along this corridor. The grocery store, in particular, attracts many non-vehicular users.



**7. Bisbee Senior Center** is a facility that seeks to enhance the health and general well-being of citizens age 50 and older. In addition to providing a variety of weekday activities, the location also houses a thrift shop, and provides health checks. In addition, an undeveloped 8.65 acre City owned parcel sites between the senior center and the grocery store.



**8. Bisbee Animal Shelter** is a facility run by not-for-profit organization, Friends of the Bisbee Animal Shelter, that serves Bisbee residents. In addition to adoptions and rescues, the shelter also operates a free public dog park, a volunteer-run retail store, a volunteer foster program as well as a program to spay and neuter stray animals intended to keep the stray animal population under control.



**9. Community Montessori School** is a small private school that serves students from ages 3 to 12. While the facility itself is small, it sits on approximately 12-acres of land with direct vehicular access to Naco Highway.

Figure 16: Warren Existing Conditions



**1. Bisbee High** is one of three public schools located in Bisbee. It serves approximately 280 students in grades 9-12.



**2. Lowell Junior High** is one of three public schools located in Bisbee. It serves approximately 150 students in grades 6-8.



**3. Greenway Elementary** is one of three public schools located in Bisbee. It serves approximately 250 students in grades K-5.



**4. Copper Queen Community Hospital** is a 25-bed rural acute care critical access hospital that provides a broad range of in- and out-patient services.



**7. Vista Park** is a community green space/focal point that was recently upgraded in 2018 to include bocce ball courts, a pavilion and new playground equipment. It is also home to the popular weekly community farmers market. Despite the pedestrian attractions, the area lacks sidewalks and designated bike lanes.



**8. Warren Ballpark** is a historic baseball park. It is home to the popular Copper City Classic Vintage Base Ball Tournament held each April. In addition, the park was recently home to the Tucson Saguaro of the Pecos League and the Bisbee-Douglas Copper Kings of the independent Arizona-Mexico League. Both Bisbee High and Lowell Jr. High use the field for school sports. Finally, the ballpark hosts many large-scale concerts.



**5. Erie Street** is a tourist attraction that offers a snapshot into life in the 1950s, complete with vintage cars. Erie Street is most of what is left of Lowell, Arizona, a mining town incorporated into Bisbee in the early 1900s. It also includes some businesses, like the popular Bisbee Breakfast Club restaurant.



**9. Non-residential use.** While the Warren District includes a significant amount of residential use, the non-residential use provides important employers to the area. In addition, there is a Boys and Girls Club on Arizona Street that provides affordable after-care to area children.

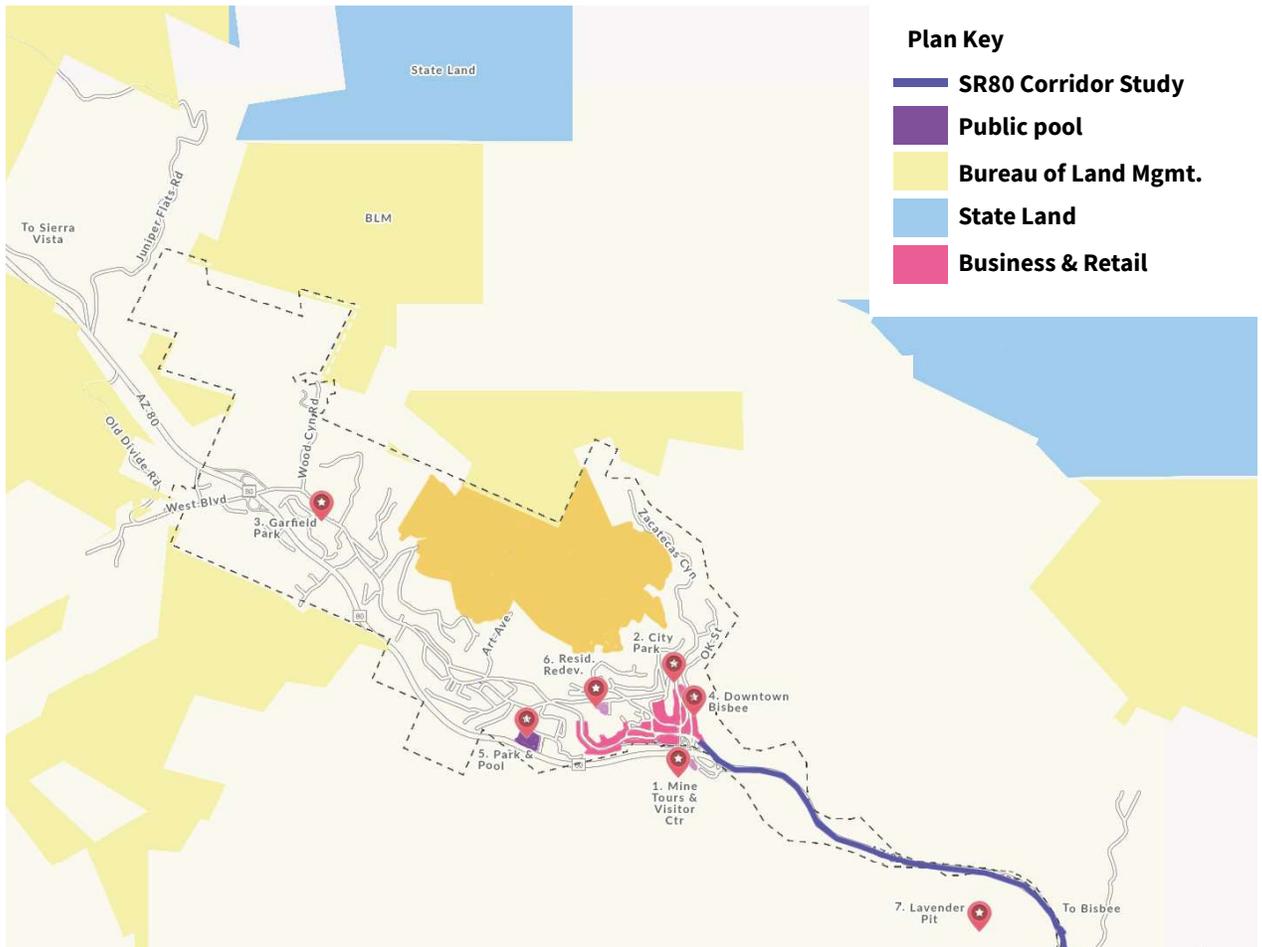


**6. Paul Park and the Bisbee Skate Park** provide additional recreation to Bisbee residents. Paul Park is directly adjacent to the Warren Ballpark. It offers a ramada and a swing set. The skate park features a 130'x50' concrete platform and graffiti art.



**10. Abandoned railroad and mine roads** easements link many of the identified pedestrian attractions within the Warren District. In addition, the grade-separated overpass easement could serve as a route alternative for pedestrians and bicyclists the roundabout.

Figure 17: Old Bisbee Existing Conditions



**1. Bisbee Visitor Center & Queen Mine Tours** are co-located near the entrance of the Old Bisbee District. Visitors can learn more about the City and its offerings before taking a hard-hat tours through a century-old underground mining complex.



**2. City Park** is a centrally-located park, that features a band shell, bleachers, basketball court and ramada.



**3. Garfield Park** features a ramada, play set, greenspace and benches. It is located on the northwest end of downtown Bisbee.



**4. Downtown Bisbee.** The Bisbee Historic District, which was listed in the National Register of Historic Places in 1980, encompasses most of the community's retail stores, entertainment venues, and government services associated with the County. Many of the existing turn-of-the-century Victorian structures, miners' boarding houses, and former saloons, have been transformed into bed and breakfast establishments, shops, antique stores, cafes and restaurants.



**5. City Pool & Higgins Park.** The City Pool officially opened in 1969. The site features a large, solar-heated pool, a baby pool, a slide and a building for change rooms. Higgins Park includes an outdoor exercise court, tennis/pickleball courts and a basketball court for public use.



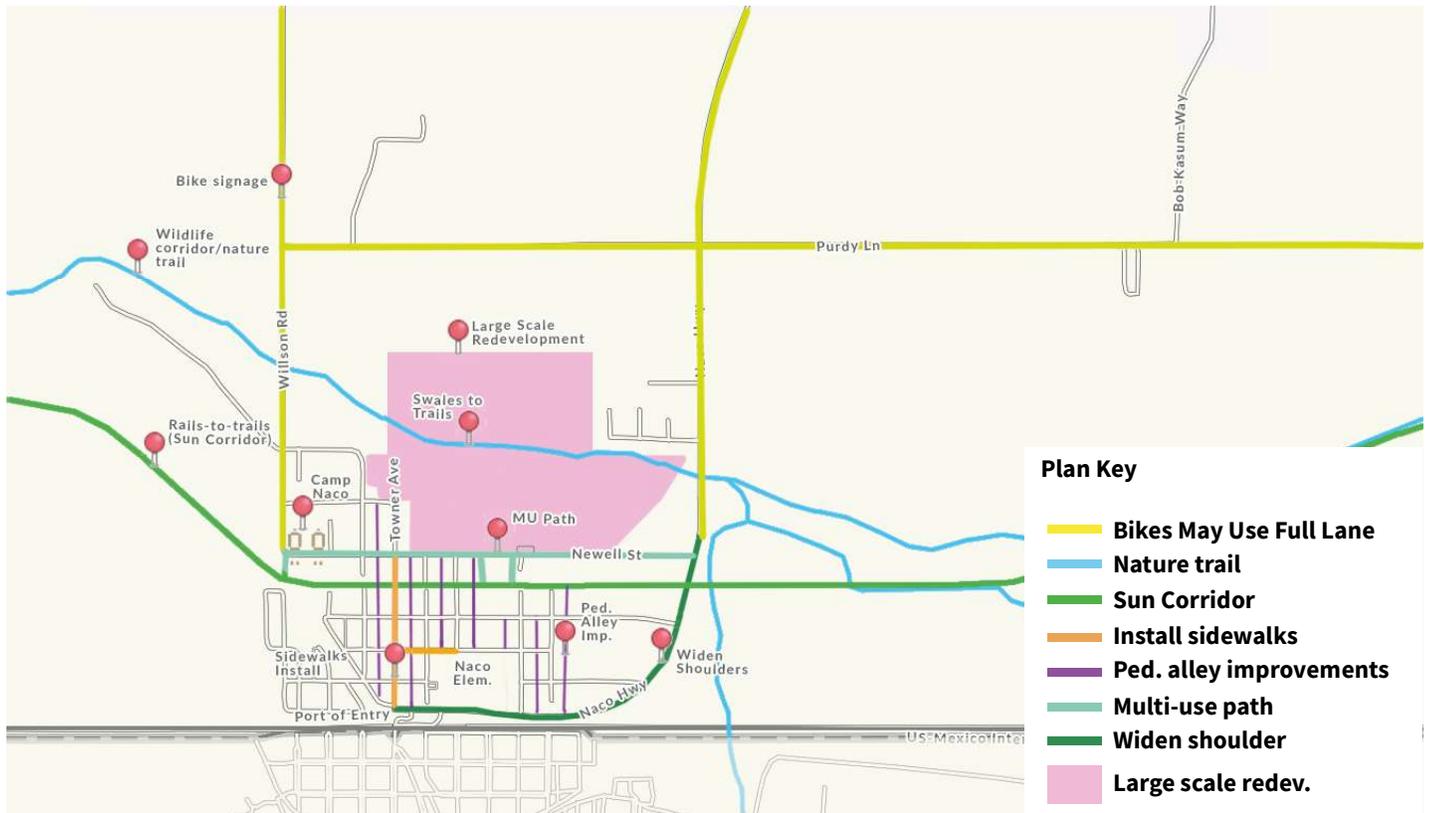
**7. Lavender Pit.** The Lavender Pit is a closed copper, gold and silver open air mine that measures 4,000 feet wide from north to south, 5,000 feet long, and 850 feet deep. It includes a scenic overlook with information for visitors. The adjacent SR 80 is the only connection to Old Bisbee from the rest of Bisbee's subdistricts. It is the subject of the SR 80 corridor study which assessed options for integration of a shared-use path within the right-of-way.



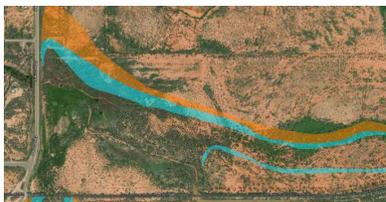
**6. Cochise County (future residential)** formally Old Bisbee High, this historic structure was recently sold to a private developer. It is being converted into condominiums which will bring many new residents to Old Bisbee, once complete.

Bisbee is unique community in that it does not follow a typical geometrically-guided subdivision pattern. Rather, parcels and the streets follow the contour of the canyon and gulches in which they are located. Moreover, the City was designed prior to the automobile so many roads are narrow and steep. The district's main corridor, Tombstone Canyon, is within the 100-year floodplain. It includes a canal system to help control flooding. A major challenge for Old Bisbee is how to balance all forms of transportation, as well as stormwater control, within its limited right-of-way realm.

Figure 18: Naco Recommendations



**1. The Sun Corridor Trail** is a rails-to-trails project that will provide regional connectivity between Nevada to southern Arizona. Within the Naco Townsite, this trail will follow the existing east-west San Pedro/Union Pacific rail line. This corridor connects with a north-south trail route approximately 3 miles of east of Naco.



**2. Greenbrush Draw** is a significant wash and designated floodway within Cochise County. There are strict development limits in and around this corridor, which provides opportunity for its preservation and use as a wildlife corridor/nature trail.



**3. Naco Highway** is a minor arterial road that connects the port of entry and the eastern side of Naco to Bisbee. There is a paved shoulder on both sides of the roadway. The width of the shoulder varies considerably. The dark green portion of the road shoulder in Figure 18 is approximately 3' in width. This should be extended to match the 8'-10' in width of the road shoulder that begins 400' north of the Newell Road intersection. This improvement can occur during the next scheduled maintenance resurfacing.



**4. Towner Avenue and Valenzula Street:**

Naco Elementary draws students from both sides of the international border. There is a significant amount of school-age pedestrians that would benefit from an enhanced pedestrian system to-and-from the border to the school. The most direct connection is along Towner Avenue to Valenzula Street. Continuous sidewalks are recommended where indicated on Figure 18. Towner Avenue serves as the historic downtown commercial corridor for Naco and is an important international gateway.



**8. Large Scale Redevelopment** The two parcels indicated in pink on Figure 18, encompass 200 acres of privately owned land, zoned recreation/open space. These parcels are the site of the formal Turquoise Valley Golf Course. While at this time it is unknown how or when this property will redevelop, it is unlikely that it will be restored into a golf course. It is recommended that, in conjunction with any redevelopment, the County shall request the applicant apply for “Planned Development” rezoning, which requires that a minimum of 50% of the site be set aside for recreational use.

**5. Pedestrian Alley Improvements**

Naco is connected by a residential alley network. Increasingly, nationwide, there is a trend to transform alleys from service corridors into desirable public space. High quality alleys should include lighting, paving, and, potentially, additional vegetation and public art. With additional shade, slower speed limits and direct connections to residential spaces, the transformation of alleys can help connect some of the most vulnerable of the population, such as the children and elderly, to important destinations and other trails.

**6. Newell Street** is one block north of the proposed east-west Sun Corridor trail. This low volume road, which includes a residential RV park and a large-scale (200 acre) redevelopment site, presents a good opportunity for a future paved multi-use trail on the southern side of the roadway. Connections to the Sun Corridor Trail can be made through existing easements, where indicated in Figure 18.

**7. Camp Naco** Grant funded work is underway on the rehabilitation and enhancement of Historic Camp Naco. The improved site will include community meeting space, a museum, community farm, and outdoor community event space. The project is anticipated to be complete in 2027.



**9. Bike signage** The plan recommends the installation of “Bicycles May Use Full Lane” signs, where indicated on Figure 18. The intent of the sign is to encourage motorists to change lanes in order to pass bicyclists. The installation of these signs is most important along roadways where bicyclist travel is common and desirable, but the constrained right-of-way leaves roads with lanes that are too narrow to be safely shared side-by-side by a bicycle and a vehicle for travel. Within Naco, Purdy Lane and Willson Road are good candidate roads for this signage.

### The Naco Townsite



Sun Corridor Rails-to-trails



Newell Street Multi-Use Path

**Towner Avenue** Sidewalk Installation



**Naco Elementary** Pedestrian Alley Improvements



**Naco Highway** Widen Shoulders, Install Signage



Chapter 5: Recommendations

The San Jose District

Figure 19: San Jose Recommendations



**1. Improved entry signage and landscape** the San Jose entry, where indicated in Figure 19, is a major City gateway. To date, there is a only a small regulatory sign that indicates the City limits. The City should coordinate with ADOT to replace the current sign with upgraded landscape and entry signage.



**2. Bike Lanes (Hwy 92).** Highway 92 is a minor arterial. Currently there is a wide shoulder. Marked and signed bike lanes are most appropriate in the locations indicated in blue on Figure 19. There is a higher degree of development and more frequent curb cuts than the segments of the road that are not color coded.



**3. Mixed Use Trail Connection (between the senior center and the grocery store).** There is an undeveloped 8.65 acre City owned parcel, connecting the senior center to the rear of the grocery store. Installation of a mixed use trail is recommended on this parcel to provide additional recreation for senior center users and to provide an alternate connection to these two uses.



**4. Bike Lanes and Sidewalks (Naco Highway).** Naco Highway is a minor arterial. Marked and signed bike lanes are most appropriate in the locations indicated in blue on Figure 20. There is higher degree of development and more frequent curb cuts once the road enters the City’s jurisdiction. In addition, the City portion of Naco Road includes a curb and gutter stormwater conveyance system, however there is no paved shoulder. A sidewalk is present along some of the corridor. Where a sidewalk is not included, there is considerable wear to the ground, indicating frequent use by pedestrians and a need for a paved sidewalk surface.

Alternatively, along this portion of Naco Highway, the City could consider reducing the number of lanes from four lanes to three. A road diet in this area would provide more room for non-vehicular travel and a buffer for pedestrians, similar to the pedestrian improvements being considered near the Lavender Pit. This recommendation is significantly more expensive than a sidewalk and bike lane suggested above and would require a traffic study to verify its impact on Naco Highway’s road capacity.



**5. Sidewalk Improvements**  
There are few sidewalks within the San Jose District. Based on existing land use, land ownership, potential to connect to the larger trail network, and bus routes, additional sidewalks could be most beneficial where indicated in orange on Figure 19. The Melody Lane/San Jose Drive/Hereford Road sidewalk generally follows the bus route in the area and would connect County and City facilities. The Collins road sidewalk could provide a back route for shopping along Highway 92 and connect to a future Sun Corridor Spur.

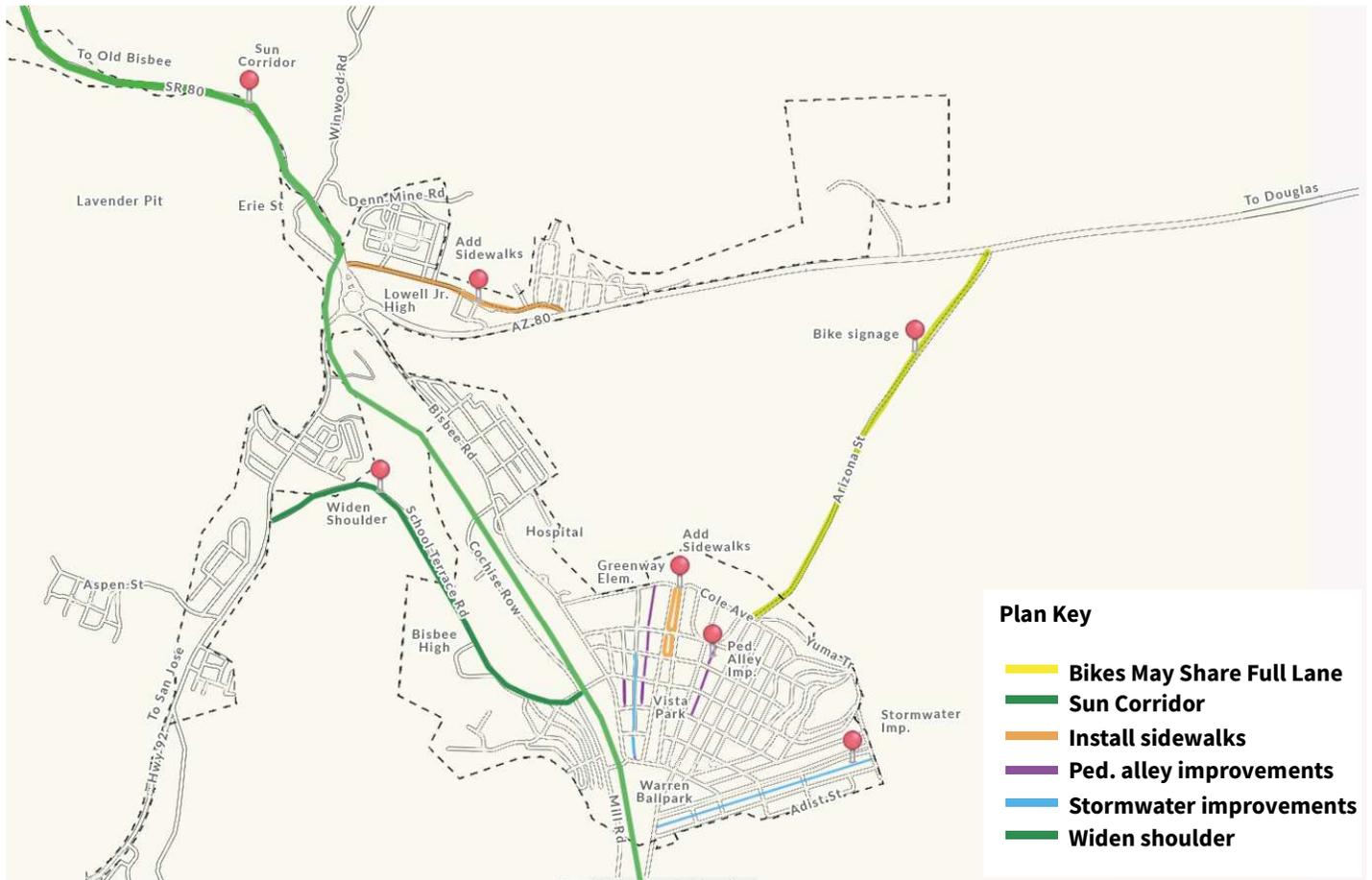


**6. The Sun Corridor Trail** is largely a rails-to-trails project that will provide regional connectivity between Nevada to southern Arizona. The conceptual alignment does not enter into the San Jose District. However, there is an east-west rail easement (see Figure 19) that could connect San Jose to the Sun Corridor alignment, the Bisbee Municipal Airport and the Warren District. Also there is an easement abutting the north side of Highway 92 which could provide a faster and looped connection to Old Bisbee.



**7. Trail Easement.** The red line in Figure 19 indicates where Collins Road and the rail easements end and are separated by 15.75 acre privately owned property. This commercially zoned property is currently undeveloped. Ideally, a trail easement could be created on the property to connect Collins Road, and the San Jose District, to the regional trail network.

Figure 20: Warren Recommendations



THE BISBEE AREA MOBILITY MASTER PLAN



**1. The Sun Corridor Trail** is largely a rails-to-trails project that will provide regional connectivity between Nevada to southern Arizona. Within the Warren District, this trail will follow the existing north-south easement owned by Freeport McMoRan, where indicated in Figure 20.



**2. Sidewalk Improvements**  
There are many non-continuous sidewalks within the Warren District. The locations illustrated in Figure 20 are considered near-term sidewalk recommendations due to their proximity and connections to Greenway Elementary and Lowell Junior High as well the northern limits of Vista Park.



**3. School Terrace Road** is a major collector road. It is along the public bus route, and directly connects to Bisbee High School. The road is somewhat removed from the greater community; however, for the reasons just stated it still attracts a significant amount of non-vehicular activity. Bike enhancements, in the form of a wider shoulder are recommended, to promote safer bike travel to and from school.



**4. Improve/beautify stormwater treatment within Warren.** The City must maintain and direct stormwater off of the roads within Warren. There is a hard surface ditch system present in places, consuming right-of-way. To the maximum extent possible, this system should be improved to make it aesthetically-pleasing and a part of the overall streetscape. Decorative railings, in particular, are recommended, due to their dual purpose as a low-maintenance safety and aesthetic improvement. Local art and painting should also be considered, where feasible.



**5. Pedestrian Alley Improvements.** Warren is connected by a residential alley network. Increasingly, nationwide, there is a trend to transform alleys from service corridors into desirable public space. Improved alleys should include lighting, paving, and, potentially, additional vegetation and public art. With additional shade, slower speed limits and direct connections to residential spaces, the transformation of alleys can help connect some of the most vulnerable of the population, such as the children and elderly, to the local and regional trail network.



**6. Bike signage.** The plan recommends the installation of “Bicycles May Use Full Lane” signs, where indicated on Figure 20. The intent of the sign is to encourage motorists to change lanes in order to pass bicyclists. The installation of these signs is most important along roadways where bicyclist travel is common and desirable, but the constrained right-of-way leaves roads with lanes that are too narrow to be safely shared side-by-side by a bicycle and a vehicle for travel. Within the Warren District, Arizona Street is a good candidate road for this signage.



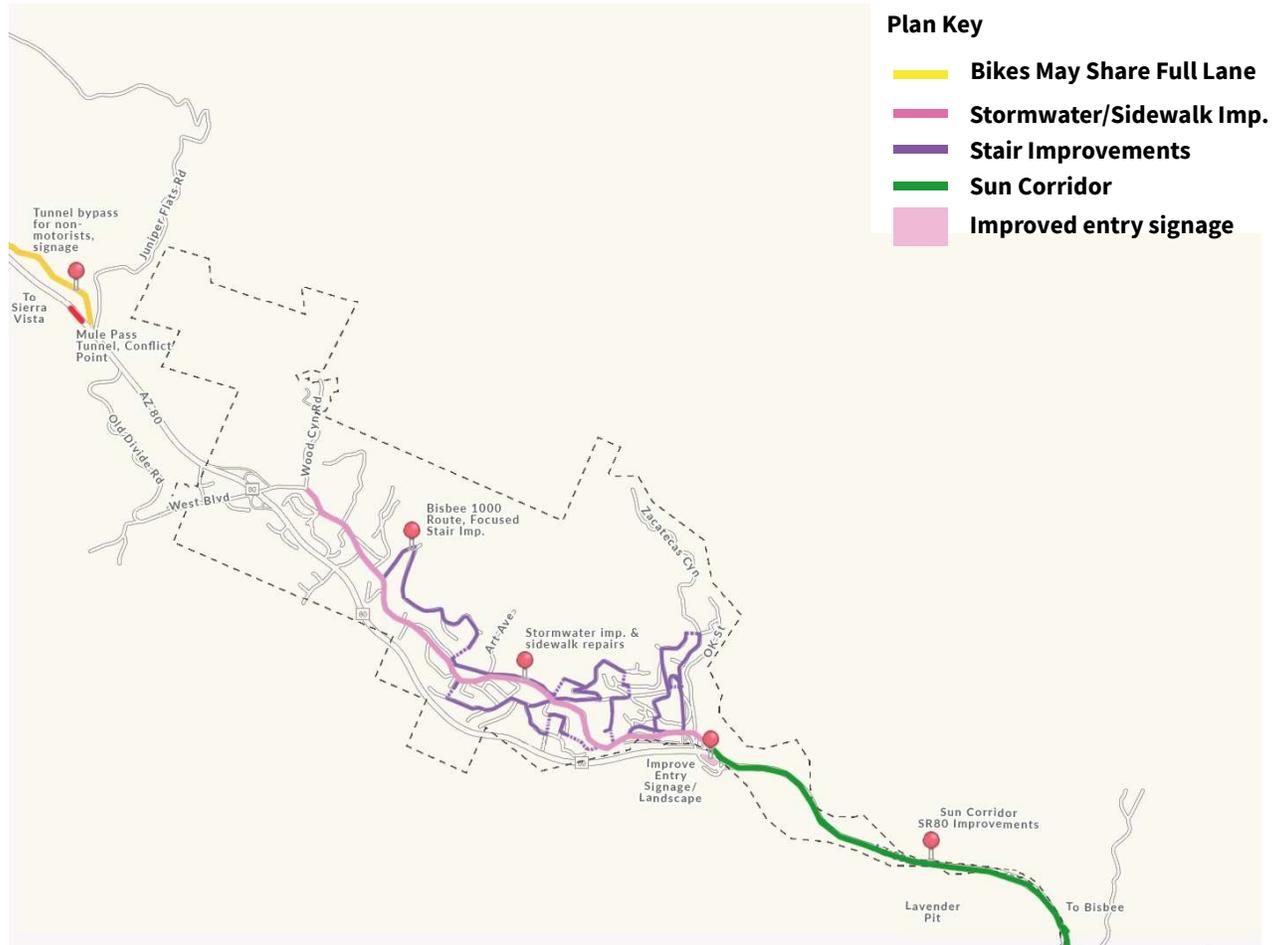
**Old Douglas Rd** Sidewalks and Bike Lane

**7. Bike parking.** There is a need for increased amounts of bike parking in the Warren District. Short-term bike parking should be added within fifty (50) feet of the entrance, in a visible location, of all medical/health, community or senior centers. Bike parking is also needed near popular recreational destinations like Vista Park and the Warren Ball field. Sidewalk racks should be placed in line with existing sidewalk obstructions to maintain a clear line of travel for all sidewalk users. Long-term parking, including lockers and/or protected enclosures are desirable near fixed transit stops and within multifamily residential development.



**Black Knob** Stormwater Improvements

Figure 21: Old Bisbee Recommendations



**1. Maintain/Improve Steps, Guard Rails and Retaining Walls.** Bisbee is an old, built-out City with an unusual, non-geometric layout. The stair, guard rail and retaining wall system that serves the City is also old and in need of some deferred maintenance. This system was inventoried within the Comprehensive Transportation Management Plan. The City should establish and prioritize a comprehensive maintenance schedule for this infrastructure, similar to a pavement management system, tied to the general fund.



**2. Improve/beautify stormwater treatment within the downtown.** The city must maintain and direct stormwater off Tombstone Canyon Road. This road was constructed in a floodplain, like many others constructed during the time. There is a ditch system present in places, consuming right-of-way. To the maximum extent possible, this system should be improved and maintained to make it aesthetically pleasing stream and a part of the overall streetscape while maintaining its functionality directing water off the road. Cleaning of the ditches immediately prior to the monsoon season, as well as more frequent maintenance during the rains, is recommended. Decorative railings are suggested, due to their dual purpose as a low-maintenance safety and aesthetic improvement. Murals along vertical walls could also be considered.



**3. Improve Landscape and Signage at the District Entry**  
Coordinate with the landowner Freeport McMoRan and ADOT to install upgraded landscape and entry signage within the grassed medians, at the southern district entry.



**4. The Sun Corridor Trail** is largely a rails- to-trails project that will provide regional connectivity between Nevada to southern Arizona. A feasibility study for a multiuse path adjacent to the Lavender Pit on Highway 80 was initiated by the City in November of 2020. Ultimately, that study advocates for the construction of a shared use path along Highway 80. Within the Old Bisbee District, the proposed alignment shifts from railroad easement to placement on Highway 80/ Tombstone Canyon Road. Given the limited right-of-way and sharp grade changes, this will likely require the conversion of one lane of car travel into a non-vehicular multi-use path adjacent to the Lavender Pit. Within Old Bisbee, there is little potential to expand the sidewalk or include a multi-use trail, given the need to retain on-street parking and the canal stormwater system. Consequently, the trail will need to transition from a wide multi-use trail to a more narrow sidewalk along Tombstone Canyon Road within the retail area.



**5. Convert parking stalls to bike corrals along Main Street/Tombstone Canyon.** Given the limited sidewalk space along Main Street, a more efficient bike parking solution could be the conversion of a limited number of parking stalls to “bike corrals,” which are located in the street area adjacent to the curb. Each corral can accommodate 8-12 bicycles. The photo above is a San Francisco example that includes a geometric mural from artist Kristin Farr. Ideally, bike corrals can make better use of on-street areas that are poorly suited for automobile parking, and/or areas near intersections.



**6. Improve non-vehicular bypass to the Mule Pass Tunnel.** The The Mule Pass Tunnel is currently not a safe bicycle or pedestrian route. There is some consideration of reducing the number of lanes from three to two, to allow additional room for non-vehicular travel through the tunnel along wide shoulders. Unless or until these changes are made, non-vehicular travel should be routed to West Boulevard and Old Divide Road to bypass the tunnel.

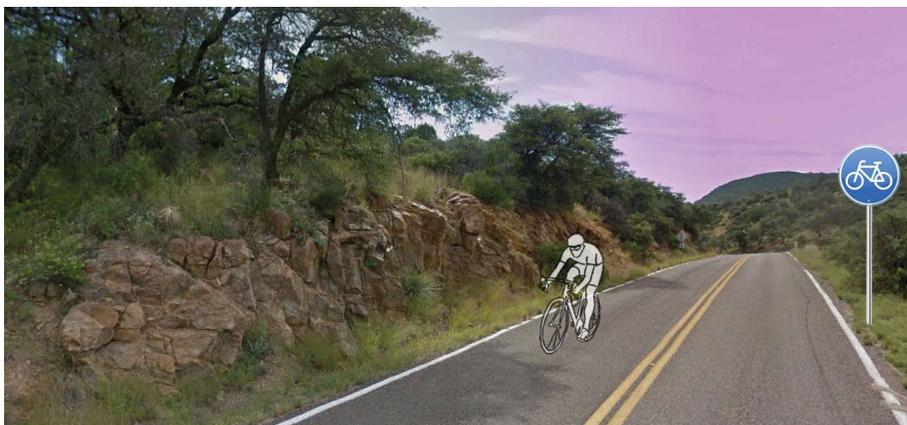
## The Old Bisbee District



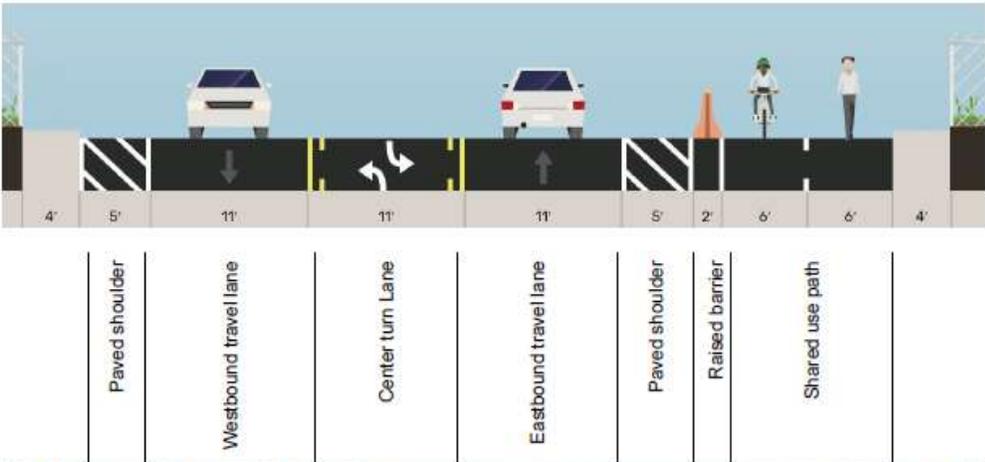
**Tombstone Canyon**  
Stormwater Enhancements



**Gateway Enhancements**  
Landscape and Signage



**Bike Enhancements**  
Signage, West Boulevard and  
Old Divide Road



SR80 Lavender Pit Multi-Use Path



\* Graphic courtesy of Kimley-Horn Engineering

## Adoption

This study is a collaborative effort between the City of Bisbee, Cochise County, and the non-profit entity Bisbee Bikeways. This is geographically advantageous because of the proximity between Bisbee and unincorporated Naco. Naco provides a connection between Bisbee and the international border. In addition, recently, efforts to connect these areas via the Sun Corridor trail system planning process have begun in earnest.

From an implementation standpoint, the presence of two jurisdictions, subject to different regulations, decision-makers and budgets, can complicate implementation strategies. In this section of the document, the adoption process of this document and implementation measures are discussed. To the greatest degree possible, this study contemplates using the processes and staffing currently available.

**Bisbee Adoption** Several previous planning efforts, including this City's General Plan, have referenced the need for an additional study of the multi-modal transportation network. This plan will be adopted as a stand-alone document that should be referenced in future updates to the General Plan. Specifically, it is recommended that the City include Figure 22: Multimodal network within the transportation section of the next update.

**County Adoption** Portions of this plan that recommend specific projects or upgrades to the Naco Townsite can be added via an staff-initiated amendment to the existing Special Area Plan for Naco. Area plans are included in the Comprehensive Plan and address the future growth of a specific community or region of the County. They offer an opportunity for citizens who live and work in an area to have a voice in the location, type, and intensity of growth in their community. To date, seven community plans have been adopted within the County. In addition, the County should add the proposed location of the proposed Sun Corridor to the transportation section of the County's Comprehensive Plan within the next update.

## Policy Implementation

Following adoption, there will be the opportunity to amend the City and County's zoning regulations. The purpose of zoning is to guide the development or redevelopment of land in accordance with the jurisdiction's General Plan/Comprehensive Plan, and to promote the public health, safety and general welfare of the residents. Zoning districts specify permitted land uses, minimum lot sizes, and certain site development standards including bicycle parking, sidewalk installation and setbacks from roadways.

### Bisbee Zoning Recommendations:

- Mandate the inclusion of bicycle parking and sidewalk installation within new development.
- Specify additional multi-modal improvements within Master Development Plan districts.

### County Zoning Recommendations:

- Amend the zoning regulations to require bicycle parking, sidewalk installation within new developments (within Naco)

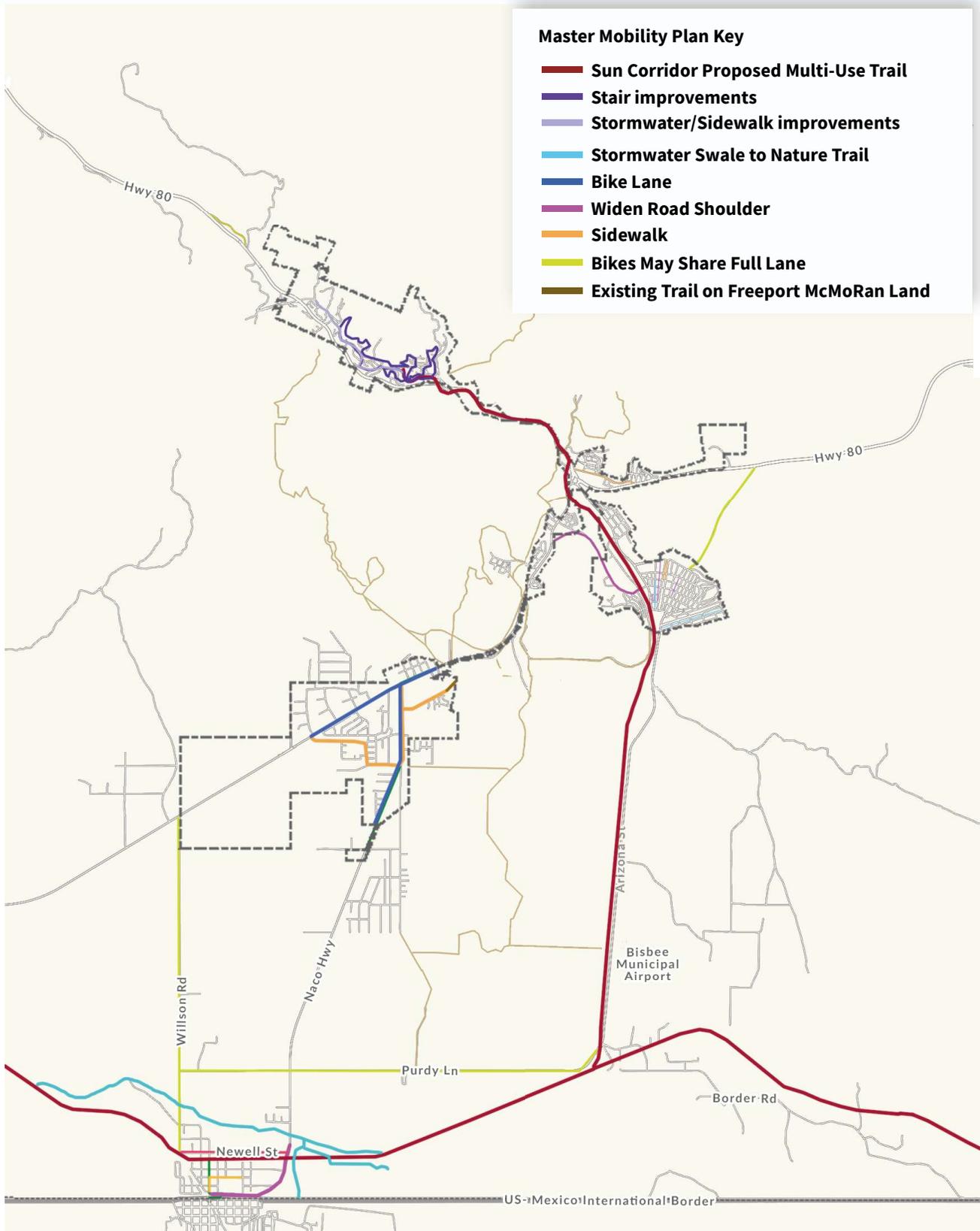
### Administrative Recommendations, City and County

- Continue to actively participate in regional efforts to create the Sun Corridor. Consider designating a member of staff and/or a Council liaison to lead these efforts. Also, consider the inclusion and placement of crosswalks to facilitate street crossings near the proposed alignment.
- Continue to collaborate with the Bisbee Bikeways, a local nonprofit entity that spearheaded this effort and continues to be the driving force toward implementation- successfully applying for \$8.5 million in grants that have now been awarded to the City of Bisbee.
- The City/County should continue to coordinate with Freeport McMoran to increase areawide connectivity using a portion of the trails on their property. Currently, the trails indicated in brown on Figure 22, are not available for public use. As the largest private landowner in the study area, Freeport McMoran is a critical stakeholder. If the entity decides to open a portion of their property to the public, the City/County should assist in development of easement agreements on the mine trails, prioritizing segments that increase connectivity between Bisbee districts.
- Include the infrastructure projects specifically referenced within Chapter 5 as future Capital Improvement Projects within the annual budgeting process.
- Consider the adoption of a Complete Streets policy that directs future investment in transportation infrastructure to consider the needs of all users.
- Consider pursuing the Colonia designation for portions of the City to have access to additional CDBG funding.

### Transit Recommendations

- Retrofit bike racks on all buses to facilitate inter-modal travel.
- Include bicycle racks at all fixed bus stops.

Figure 22: Multimodal Network



## Next Steps

### Future Studies

It is not possible to include all relevant studies within one plan. Consequently, the following future plans/studies are recommended:

- Safe-routes-to-school plan
- Stormwater improvement and beautification plan
- City gateway design
- Nature trail sensitive area mapping
- ADA Transition Plan to identify and address ADA deficiencies and implementation schedule
- Program and funding source for regular sweeping of bike lanes, shared roadways, and shared-use paths
- Options for docked and dockless bike share programs within the study area
- Trail feasibility study for the entire network of paths that includes extensive public outreach, detailed alignment analysis, property owner coordination, environmental study, route prioritization and phasing, cost estimating, and preliminary design

The following section provides potential funding sources for both the implementation of projects recommended by this plan as well as future studies.

## Funding Sources

**City of Bisbee General Fund:** The money in the general fund is for the City's primary source for daily operating expenses. It is comprised primarily of local revenues and state tax collection. General fund revenues can be used where a financial match is required for grant requests. In addition, funds can be set aside over several years to build up revenues.

**Arizona Highway User Revenue Fund (HURF):** The state collects various fees and charges related to the registration and operation of motor vehicles. These fees and charges are deposited into the Arizona Highway User Revenue Fund (HURF) and subsequently distributed to the cities, towns and counties and to the State Highway Fund. These taxes represent a primary source of revenues available to the state for highway construction, improvements and other related expenses. Within Bisbee, HURF funds are used for all costs related to street maintenance and repair.

**City of Bisbee Streets Fund:** The Streets Fund provides for the operation and maintenance of streets, alleys, sidewalks, stairs, drainage channels, right of ways, and street lighting

throughout the City. The main source of funding for the Streets Fund is the 1% sales tax re-adopted by City residents in November 2022, of which, 50%/0.5% sales tax, is dedicated for use by the street fund. The remaining 50%/0.5% can be reserved to fund the city's Public Safety Personnel Retirement System obligations, as needed.

**Community Development Block Grants:** Bisbee receives funds from the Small Cities/Rural CDBG program, which is administered by the state, working in conjunction the four rural Councils of Government. In Cochise County, the Southeastern Arizona Governments Organization (SEAGO) is the representative rural Council of Government.

**SEAGO Transportation Improvements Program (TIP):** SEAGO receives annual federal highway construction and safety funds for the TIP from the federal Surface Transportation Program (STP) and Highway Safety Improvement Program (HSIP). Funds to pay for various transportation improvements are awarded to SEAGO members on a competitive basis.

**User Fees:** User fees are fees directly assessed to the users of a public facility, like a the city pool, or public service, such as bus service, to partially or totally defray the cost of the service or facility. Often cities choose not to defray the total cost of the facility or service in order to maintain cost-affordable rates, however these rates can be adjusted to keep costs equitable.

### Grants

Federal, state, and private grants are available for a wide variety of public transportation projects. However, most grants are competitive and cannot be considered a guaranteed revenue source. In addition, grants may require matching funds from the City. The following are some of the examples of grants the City may wish to pursue to help fund future improvements recommended within this plan:

**SEAGO AAA Grants:** The SEAGO Area Agency on Aging (AAA) program provides a local structure for addressing the needs and concerns of older persons. Bisbee bus operations are currently funded, in part, by a grant from this agency. The purpose of this grant is to enhance transportation options for older persons.

**ADOT 5311 Rural Transportation Program:** Annually, the Federal Transit Administration (FTA) allocates federal funds for the Section 5311 grant program. These funds are apportioned to the state on a formula basis, providing funding to support

the administrative, operating and capital costs of public transit services in rural areas. Funds from the 5311 are used to help subsidize the cost of bus service in Bisbee. These funds can be used for both capital and operating costs.

**FTA 5310 Enhanced Mobility of Seniors & People with Disabilities Program:** This program provides capital funds for vehicles for agencies providing transit service to the elderly and persons with disabilities. The primary target recipients are non-profit agencies and Native American Indian tribes. Local public agencies can apply for these funds if no “willing and able” non-profit agencies are available in a service area. These funds are available to both urban and rural recipients. Funds can be used to cover 90% of vehicle costs, but recipients must fund the costs of operating service.

**USDA Rural Business Enterprise Grants:** Enterprise grants must be used on projects to benefit small and emerging businesses in rural areas as specified in the grant application. The grant may be used, among other things, to fund various rural transportation improvements.

**Innovative Grant from the Legacy Foundation of Southeastern Arizona:** Grants are awarded to annually to agencies, organizations and municipalities that submit projects that are aligned with the foundation mission of promoting population health and community wellness.

**Strategic Grant from the Legacy Foundation of Southeastern Arizona:** Grants are awarded to annually to agencies, organizations and municipalities that submit projects that are aligned with the annual strategic focus of the Legacy Foundation, which could include the types of projects included in this plan.

**Land and Water Conservation Fund from Arizona State Parks & Trails:** The Land and Water Conservation Fund Act of 1965 (LWCF) was established to assist federal, state, and local governments in the acquisition and/or development of public outdoor recreation facilities. The program is administered at the federal level by the National Park Service and at the state level by Arizona State Parks (ASPT). Funding for the LWCF program can be used for Park Development and/or renovation as well as land acquisition to serve future outdoor recreation and/or open space.

**Motorized and Non-Motorized Trail Project Grant from Arizona State Parks & Trails:** Grants are awarded

to annually to agencies, organizations and municipalities for projects related to trail development, trail maintenance, pedestrian uses (hiking, running, ADA-accessibility improvements-trails, signs, education), bicycling, equestrian, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles. Non-motorized projects, such as routine maintenance on existing trails, tread maintenance, clearing of pathways, drainage improvements, replacing existing fencing, minor reroutes to make trail more sustainable are also eligible.

**EPA Brownfield Assessment Grant:** In 2019 Cochise County won a \$600,000 Brownfield Assessment grant from the U.S. Environmental Protection Agency to transform underutilized properties from liabilities into assets. The grant is managed by Cochise County and can be used to assess selected properties for their area-wide revitalization potential.

**Other**

**Consider Colonia Designation:** Colonias are identifiable communities along the US-Mexico border that have a shortage of safe and decent housing, lack potable water, and have inadequate sewage. In 1990, Congress passed law requiring states that border Mexico to set aside at least 10 percent of their CDBG funds for designated colonias. While there are at least 80 designated colonias in Arizona, there are none in Bisbee. The additional allocation of CDBG funds could be used to fund improvements recommended by this plan.

**Development Agreements:** State law permits all municipalities, by resolution or ordinance, to enter into development agreements relating to property within its jurisdiction. The agreement may specify that the developer design and construct certain public facilities. It may also include a delivery date of these facilities.

**Land Dedication:** A dedication is a donation of land from a private property owner to City, often to serve as public right-of-way or an easement. The City may require a dedication for a future planned roadway, for example, as part of a rezoning or conditional use approval. In addition, new subdivisions that fall under the jurisdiction of the City’s Subdivision Regulations are required to dedicate of rights-of-way and easements to serve the proposed subdivision.

**Development Exaction:** Exactions are negotiated contributions of off -site property or facilities, such as roads and sidewalks, by a developer in return for project approval. Exactions are most commonly used in the case of annexations or large subdivision approval. They are typically negotiated, on a case-by-case basis, for provision of major off -site infrastructure facilities, such as a

## Chapter 6: The Master Plan/Adoption

package plant or gravity pump.

**Joint-Use Agreements:** A joint-use agreement is a formal agreement between two separate government entities, often a school and a city, that establishes terms and conditions for a shared use of public property or facilities. Joint-use agreements can help reduce the lands and facilities needed to provide a variety of recreation and community service functions.

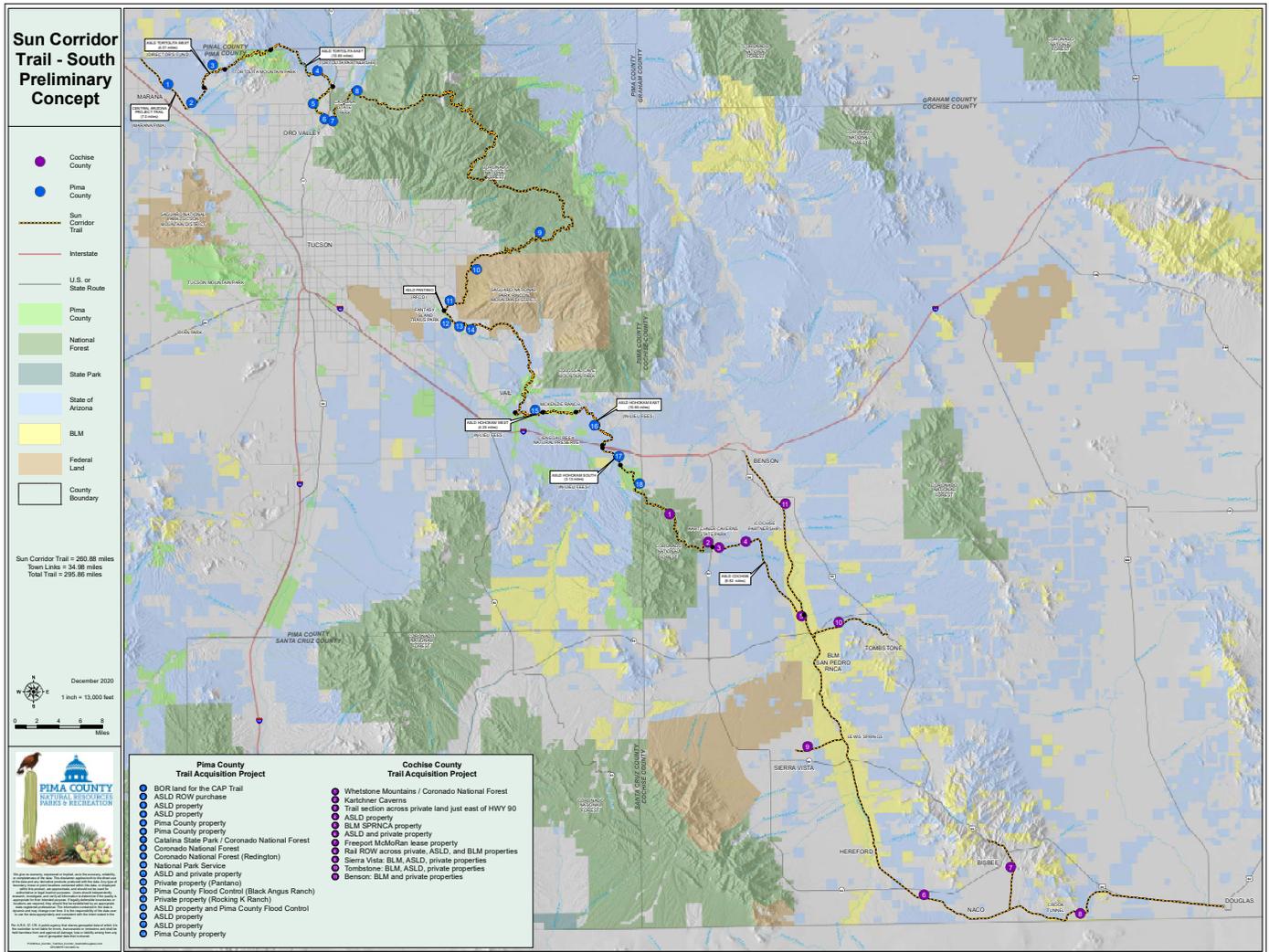
**Public-Private Partnerships:** Public-private partnerships involve public and private sector cost-sharing for facility construction/maintenance or service provision. In Bisbee, much of the right-of-way is within private easements owned by the mining company, Freeport-McMoRan. Most basically, partnerships must be mutually beneficial to both parties. Ideally, partnerships can reduce overall costs and expedite select City processes and services while maintaining desirable levels of service. Many of the mining trails and rail lines identified in this plan are not in active use by Freeport McMoRan. It would be to the City's and Freeport-McMoRan's benefit to partner in the maintenance of these existing facilities, which could serve as non-vehicular linkages.

**Improvement Districts:** Improvement districts are created through the agreement with more than 50% of property owners where a special tax is levied to provide capital facilities specifically for that area to be assessed for such improvements. Historically, improvement districts were used to upgrade older areas to modern standards for such actions as installing streetlights, undergrounding utilities, or converting an area from septic tanks to sanitary sewers.

**General Obligation Bonds:** General obligation bonds are typically used for funding large public facilities that have a measurable City-wide benefit such as the construction of a new community park. The issuance of such a bond requires the voters' approval during a General Election. The City may borrow for up to 20 percent of its secondary assessed value on with an additional 6 percent available for special projects.

**Explore establishing a partnership with the State Prison for the establishment of an in-kind labor program for road improvements.**

# APPENDIX: Sun Corridor Trail South Preliminary Concept



On January 5, 2021 the Cochise County Board of Supervisors voted to approve a Memorandum of Understanding (MOU) supporting the Proposed Sun Corridor Trail, among Arizona State Park and Trails, and the counties of Pima, Cochise, Mohave, Coconino, Maricopa, Pinal and Yavapai. The MOU represents formal support from all the counties through which the proposed Trail will run to the Arizona State Parks and Trails Department.