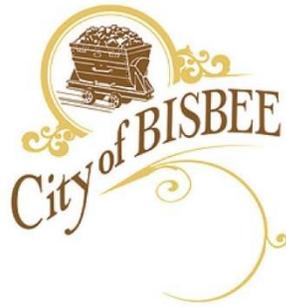


Shared Use Path Feasibility Study

FINAL REPORT

Prepared for



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1. Introduction

The City of Bisbee received a U.S Department of Agriculture Rural Business Development Grant to conduct a feasibility study for a new shared use path along a 1.25-mile segment of SR 80 between the Historic District, and the Lowell District, adjacent to the Lavender Pit.

The pathway is envisioned to provide a connected, safe, comfortable place for people to walk and bicycle, replacing the existing narrow and discontinuous sidewalks that are currently along SR 80. The proposed Bisbee Shared Use Path will promote economic development and improve the quality of life for residents. The study area limits are shown in **Figure 1**.

The feasibility study was initiated in November 2020. The study was informed by a technical advisory committee, stakeholder interviews, and two community meetings. In addition, two community surveys were conducted that received over 500 individual responses. The surveys were conducted in January 2021 and May 2021.

This *Feasibility Study Final Report* documents the planning process, alternatives developed and evaluated, cost estimates, input received on the alternatives, and a recommended alternative.



Currently, those walking along SR 80 use a narrow 3' sidewalk. Bicyclists ride in the paved shoulder.



Figure 1: Study Area



BACKGROUND

Bisbee is the county seat of Cochise County, located in southeastern Arizona. Bisbee is located 92 miles southeast of Tucson, and 11 miles north of the U.S border with Mexico. Bisbee, Arizona currently has a population of 5,225, as estimated by the United States Census Bureau (2019).

The city has an area of approximately 5.18 square-miles and is generally divided into three geographic districts: Historic Downtown, Warren, and San Jose. The city is divided by Lavender Pit, a once active open pit copper mine owned and operated by Freeport-McMoRan (FMI), who purchased Phelps Dodge. Along Lavender Pit, SR 80 is maintained by the Arizona Department of Transportation and provides vehicular connectivity between the Historic District and Lowell District.

PROJECT VISION AND GOALS

Project Vision

The Technical Advisory was asked to provide input to the development of a project vision, goals, and objectives.

Vision

Provide a walking and bicycling path that will provide a safe, comfortable, and convenient facility for all residents and visitors to the Bisbee area.

Project Goals

The Technical Advisory was asked to provide input to the development of a project goals for the new shared use pathway.

Goals

1. Is a safe facility for persons walking and bicycling along SR 80 between the Lowell District and Historic District.

2. Is comfortable to use for persons of all ages – children in strollers, as well as adults and senior citizens.

3. Is a convenient multimodal connection between the Historic District and the Lowell District.

4. Is aesthetically pleasing - includes opporutnities for public art that displays the cultural heritage of the Bisbee area.

5. Include way-finding to and from the pathway, to make it easy to find and use.

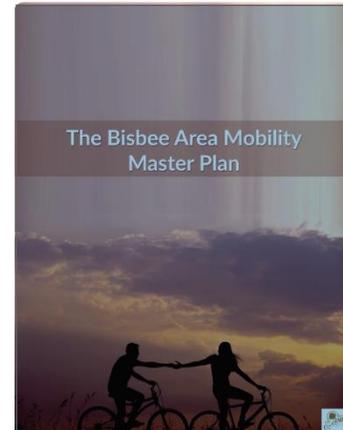
6. Is financially viable to implement and maintain - phased implementation may be required as funding becomes available.

7. Is equitably accessible to all users - the shared use path is an opportunity will be utilized by many of lower-income and dissadvantaged populations.

BISBEE AREA MOBILITY MASTER PLAN

The City of Bisbee and Cochise County recently completed (2021) the *Bisbee Area Mobility Master Plan* (BAMMP), a joint effort of the City of Bisbee and Cochise County 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.

Survey responses collected for the BAMMP identified bicycle and pedestrian improvements as important to enhancing the quality of life, maintaining health, and connecting neighborhoods. Residents pointed out that the lack of connected multi-use trails/sidewalks and bicycle facilities discourage bicycling and walking in the City of Bisbee. Survey respondents ranked Highway 80 (SR 80) / Lavender Pit as the most important location to improve the ability to ride a bicycle and walk in the area.



The BAMMP (2021) proposes a network of shared use paths through the Bisbee area.

RELEVANT DEFINITIONS

What is a shared use path?

Shared use paths are bikeways/walkways designed for a variety of non-motorized users. Shared use paths are physically separated from motor vehicle traffic either by space (buffer), a physical barrier, or both. Users of shared-use paths are bicyclists, pedestrians, inline skaters, roller skaters, skateboarders, strollers, and wheelchair users. Most shared-use paths are constructed to provide recreational opportunities. Some are also intended to serve commuters.¹ The *AASHTO Guide for the Development of Bicycle Facilities* states that shared use paths should be at least 10' wide; 14' wide is preferred if they will be heavily utilized. The Bisbee Shared Use Path will serve both visitors, and residents who commute to Historic Bisbee and live in Lowell, Warren, and San Jose.

How is a shared use path different from a sidewalk?

A sidewalk is an ADA accessible paved or concrete walkway parallel to and connected to the street, located between the curb and the adjacent property line. Sidewalks are intended for the use of pedestrians. Modern design criteria require sidewalks to be at least 5' wide. 6' sidewalks are preferred to allow pedestrians to walk side by side. It is preferred that a buffer area be provided between the sidewalk and the adjacent travel lane to provide separation between pedestrians and motor vehicles. While bicyclists are allowed to ride on sidewalks, they are discouraged from doing so because pedestrian traffic moves much slower than wheeled traffic.

How is a shared use path different from a bicycle lane?

A bicycle lane is the portion of the roadway that is designated by pavement markings (striping, symbols) for preferential or exclusive use by bicyclists. Bicycle lanes enable bicyclists to ride at their preferred speed without interference from prevailing traffic conditions. A bicycle lane does not have a physical barrier (bollards, medians, raised curbs, etc.) between the bicycle lane and the motor vehicle lane. Bicycle lanes run curbside when no parking is present, adjacent to parked cars on the right-hand side of the street or may be designated in the paved shoulder of a roadway. Bicycle lanes typically run in the same direction of traffic.

¹ http://www.pedbikeinfo.org/cms/downloads/Eval_SharedUsePaths_Final.pdf



2. Users of the Shared Use Path

A shared use path will provide a community asset to residents of all socioeconomic and demographic background. In addition, the pathway will be a community asset that will be used by tourists and visitors. This asset can be marketed and help to draw additional visitors to Bisbee, leading to economic benefits.

RESIDENTS

A socioeconomic and demographic profile of City of Bisbee residents is summarized in **Table 1**. Key statistics that demonstrate the need for a shared use path are:

- Over 20% of Bisbee residents are under the age of 18. Individuals under the age of 16 are not able to drive and are reliant on others or walking and bicycling. The pathway will provide this age group a comfortable and safe facility to access the Historic District from points east.
- Over 30% of the population is over the age of 65. This population may also have less access to reliable transportation and ADA access will be more critical.
- Over 20% of Bisbee residents have household incomes below the poverty level. The pathway will benefit these individuals economically as they will be able to walk and bicycle to work, reducing their reliance on personal vehicle.

Table 1: Socioeconomic Overview

U.S. Census Data Fact	City of Bisbee
Population estimates, July 1, 2019	5,225
Population, percent change - April 1, 2010 to July 1, 2019	-6.30%
Persons under 5 years, percent	1.90%
Persons under 18 years, percent	20.40%
Persons 65 years and over, percent	31.50%
Persons without health insurance, under age 65 years, percent	19.60%
Median household income (in 2019 dollars), 2015-2019	\$34,452
Per capita income in past 12 months (in 2019 dollars), 2015-2019	\$22,915
Persons in poverty, percent	21.70%

TOURISTS/VISITORS

The City of Bisbee attracts tourists for its small-town charm and mining history. According to the Bisbee Tourist website, the town has various attractions and accommodations to offer including Jeep Tours, Ghost Tours, and the Queen Mine Tour.

The Arizona Hospitality Research and Resource Center for Business Outreach at Northern Arizona University (NAU) published a study in 2014 entitled *Cochise County Visitor Study (2012-2013)*. The study collected 4,591 surveys in a span of one year of which 46% (2,103) of surveys were from Bisbee Arizona. The study reported that the average expenditure for overall visitors to Cochise County was \$461.44 per party, per day.

The 2019 Cochise County Tourism Study, prepared by NAU, June 2020, identified that approximately 8% of visitors planned to participate in road cycling/mountain biking during their stay, but that nearly 22% indicated interest in spending part of their vacation time in Bisbee bicycling.

The proposed shared use path will connect tourists to various attractions in Bisbee. The path will connect historic downtown to the Lowell district and to Warrant and provide access to the Queen Mine Tour center on Main Street and Dart Road, the Bisbee Lavender Pit scenic overlook, and the historic streetscape at Erie Street.

Historic District

The Historic District provides most of the community’s retail stores, hospitality, and entertainment venues. The District, which was listed in the National Register of Historic Places in 1980, is characterized by turn-of-the-century Victorian structures, miners’ boarding houses, and former saloons that have been transformed into bed and breakfast establishments, shops, antique stores, cafes and restaurants. The shared use path should be easily accessible from the Historic District, so that pathway users can walk or bike from the Historic District.

Bisbee Visitor Center & Queen Mine

The Bisbee Queen Mine Tour is located just south of the Historic District, and near the northern planned terminus of the shared use path. The attraction offers an opportunity to serve as a key destination along the shared use path for both residents and for visitors to the area.

Lavender Pit

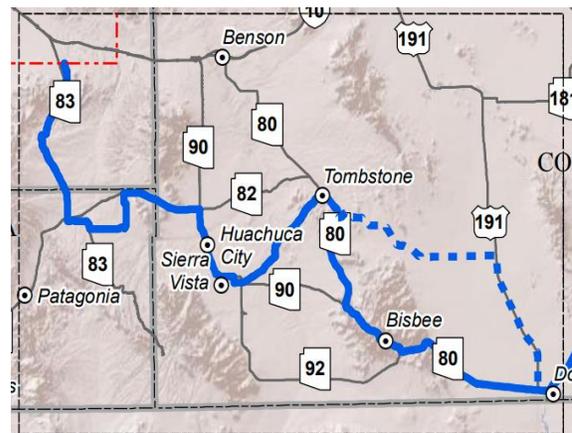
The Lavender Pit is a closed copper, gold, and silver open air mine that measures 4,000 feet wide from north to south, 5,000 feet long, and 850 feet deep. Along SR 80 within the study area is a scenic overlook with information for visitors. The scenic overlook should be integrated into the shared use path.

Sun Corridor Trail

The Sun Corridor is a planned trail that, when completed, will link Las Vegas to southern Arizona. To the extent possible, the corridor follows abandoned rail lines. Within the study area, the planned trail runs parallel to SR 80 and the Lavender Pit, linking Historic Bisbee to Lowell. The Bisbee Shared Use Path will support development of the Sun Corridor Trail and support non-vehicular connectivity.

U.S. Bicycle Route 90

U.S. Bicycle Route 90 (USBR 90) is an east-west U.S. Bicycle Route, designated by the American Association of State Highway and Transportation Officials (AASHTO), Special Committee on Route Numbering. The application for designation of the 573-mile route in Arizona was submitted by ADOT and approved by AASHTO in September 2015. The route will ultimately extend from California to Florida. The route (**Figure 2**) runs along existing state highways, local streets, and shared-use paths. U.S. Bicycle Route 90 connects the State border of New Mexico and the State border of California. SR 80 within the study area is a critical part of USBR 90. The Bisbee Shared Use Path will improve conditions for those riding on USBR 90 through the Bisbee area.



U.S. Bicycle Route 90 is traverses east/west across southern Arizona. It is designated on US 80 through the Bisbee area. Source:

Figure 2: US Bicycle Route 90



ECONOMIC DEVELOPMENT

Key economic indicators demonstrate the need for economic development in Bisbee. The pathway presents an opportunity to promote much needed economic growth and development in the City of Bisbee.

According to US Census Data Quick Facts (2019) for Bisbee Arizona, the poverty rate is 21.7%, 62% higher than the 13.5% poverty rate in Arizona (2019 statistics). The median household income is less than \$35,000, 30% lower compared to the median income of \$49,260 in Cochise County, and \$58,945 in Arizona.

From 2016 to 2017, according to data documented in the grant application prepared by *Bisbee Bikeways*, employment in Bisbee declined at a rate of -3.64%, from 1.98k employees to 1.91k employees. These factors have led to a population decline of 6.3% between 2010 and 2019.

Opportunities

The shared use path can serve as a tourism and economic development strategy. The pathway will contribute to tourism marketing by helping to create a consistent, high quality, memorable image of Bisbee that is attractive to individuals, families, people of all ages who seek destinations that offer safe, outdoor recreation options.

This will occur primarily through impact on tourism, building upon the reputation of Bisbee as having “the best climate in the world,” posted on the wall of a Bisbee business in the main part of town, and helping to develop a vibrant brand image for Bisbee as a desirable destination for all ages, individuals and families.

Survey of Local Businesses

Bisbee Bikeways received 23 letters of support from small businesses in Bisbee. The letters of support identified potential opportunities for job creation and increased sales revenue.

In addition, Bisbee Bikeways interviewed 26 out of town residents to gauge interest in a new shared use path and received 6 surveys from out of town residents. A majority of respondents stated that the new pathway would make the City more appealing. Survey respondents indicated the following:

- 19 out of 26 stated that the pathway would make the town more enticing to visit
- 6 out of 6 stated they would spend 1-4 nights in town in part attributable to the pathway
- 6 out of 6 stated they would spend between \$50-over \$200 on lodging in part attributable to the pathway
- 5 out of 6 stated they would spend between \$50 to over \$100 on shops and restaurants

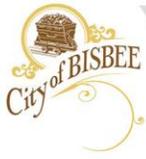
Bisbee Bikeways received two surveys from bicycle touring companies who indicated opportunities to bring tours to Bisbee if the pathway were constructed.

Based on the survey responses and in-person interviews conducted by Bisbee Bikeways, Bisbee Bikeways estimates an opportunity for several new jobs created from small business owners in Bisbee.

In addition, the design and construction of the pathway is anticipated to contribute to local economic activity, such construction workers staying at local hotels, and eating at local restaurants.

Examples identified by Bisbee Bikeways, based on their discussions with local business, includes the following:

- Retail Sales Associates (Artemezia, Tumbleweed Gypsy, Visions, Old Lady Pickers and Bisbee Community Y Thrift)
- 2 E-bike Tour Guide (Bisbee Tour Company)



- 2 E-Bike Maintenance Workers (Bisbee Tour Company)
- 4 Staff Persons (Bactive LLC)
- 20 Restaurant Workers (Mornings Café, Bisbee Breakfast Club, High Desert Market and Café, and Copper Queen Hotel)
- 1 Coffee Barista (Bathtub Coffee)
- 2 Hotel Employees (Shady Dell)

Sales increases for small businesses of \$72,000 to \$350,000 per year were identified from small businesses.

- \$350,000/ year (Copper Queen Hotel)
- \$6,000/ month (The Inn at Castle Rock)
- \$500/ day (Contessas Cantina and High Desert Market)
- \$2700/ season (Canyon Rose Suites)
- \$352 increase in sales tax revenue (Canyon Rose Suites)

Over \$800 in revenue per night from bike touring companies was identified.

- \$5,000/ day (Bubbas Pampered Pedalers)
- Over \$800/ day (Cycling House)
- Between 10 and 30 participants on average in bike tours (Cycling House and Bubbas Pampered Pedalers)

3. Current Conditions

Bisbee is made up of several neighborhoods disconnected from each other by geologic features that are linked solely by state highways with speed limits between 45 to 65 mph.

Currently, there is no bicycle/ pedestrian/ accessible transportation infrastructure in place for residents and tourists that connects Historic Bisbee to Lowell/Warren, and to jobs, schools, and shopping/food.

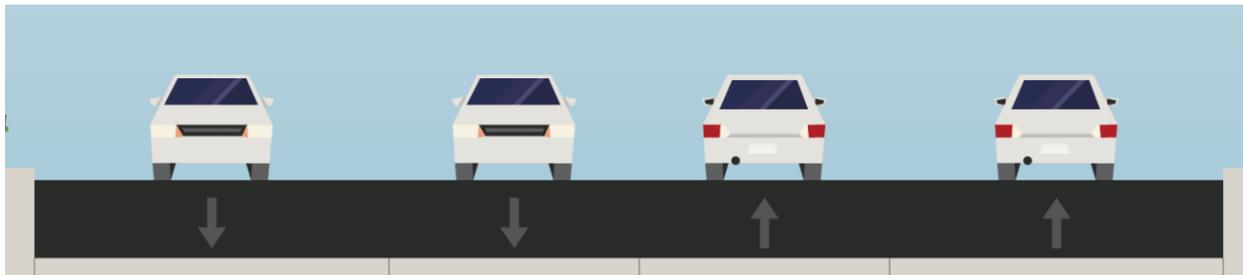
The proposed pathway will extend along a 1.25-mile section of SR 80 and connect Historic Old Bisbee (the location of the Arts and Cultural District), to the commercial and residential areas in lower Bisbee.

FIELD REVIEW

A field review was conducted in November 2020 with members of the project team. Photos are included in **Attachment 1**. The photo includes a description of pathway opportunities or constraints that should be considered as the pathway is planned and designed.

ROADWAY CHARACTERISTICS

SR 80 between Historic Bisbee (north end of study area) and Erie Street (south end of study area) is a 1.25-mile curvilinear stretch with two lanes in each travel direction. The inner travel lanes have a pavement width of approximately 12-feet while the outer travel lanes have a pavement width of 18 to 20-feet along the study segment. The speed limit along the roadway ranges from 30-45 miles per hour (mph). SR 80 has curb and gutter and narrow sidewalks along some portions of the highway. A narrow sidewalk runs along the north side of a segment of SR 80 from the Naco Road exit and continues south for approximately ¾-mile, terminating near the Lavender Pit overlook. A narrow strip of concrete (2-3 feet) runs along the south side of SR 80 from the Dart Road merge and continues south for approximately ½ - mile, terminating ¼ - mile north of the lavender pit.



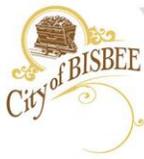
The existing SR 80 has two travel lanes in each direction. Narrow and discontinuous sidewalks are located on both sides of the roadway, but neither side has sidewalks throughout the entire length of the segment. The narrow sidewalks do not meet current accessibility standards.

Figure 3: Existing SR 80 Cross-Section (Approximate)

A concrete barrier exists along the north portion of the roadway south of milepost 342 to divide suspended water main line and roadway. An industrial type wired fence runs along the south side 5' to 30' from the roadway face of curb. The fence divides SR 80 and the Lavender Pit.

Approximately 0.30-miles south of milepost 342 along SR 80, there are two driveways providing access to the Lavender Pit scenic viewpoint. The scenic viewpoint provides parking, a memorial, and an information area display. Additionally, there are two existing driveways along the north and south side of SR 80 at milepost 342. Both driveways lead to a gated area owned by Freeport.

SR 80 becomes a two-lane roadway at Erie street to the Bisbee traffic circle with curb and gutter but no sidewalk on either side. SR 80 is classified as principal arterial in the *Bisbee Area Mobility Master Plan*.



Tombstone Canyon Road/ Main Street is an off-ramp from SR 80 that provides access to Historic downtown Bisbee. The roadway includes a 35-foot wide travel lane, curb and gutter, and a 6-ft wide sidewalk along the north side of the roadway. Tombstone Canyon Road allows on-street parking on the east side of the road. The roadway is classified as a major collector and has a posted speed limit of 25 mph in the feasible study area.

Main Street between Tombstone Canyon Road and SR 80 is a ¼-mile, two-lane roadway that merges onto SR 80 eastbound and westbound. Main Street contains curb and gutter and a 6-ft wide sidewalk along the west/south portion of the roadway. Main Street is classified as a major collector.

Erie Street is a ¼-mile, unstriped, two-lane roadway between SR 80 and the Bisbee traffic circle. The street is mainly comprised of parking area and a historic streetscape with vintage cars parked along the street. Erie Street is on land owned by FMI.

At the south end of Erie Street there is a rail overpass. The overpass bridge may impact feasible pathway alignments and alternatives through this section.

Right of Way

SR 80 within the study limits is maintained by the Arizona Department of Transportation (ADOT). SR 80 is easement on land owned by FMI. SR 80 right of way (ROW) generally follows the industrial wired fence that runs along the Lavender pit on the southside. Along the north side of SR 80 the ROW follows the highway bench and where present, the sidewalk.

The City of Bisbee owns right of way along Naco Road and Main Street. Erie Street is on easement owned by FMI.

Daily Traffic Volumes

Table 2 summarizes daily traffic on study area segments. The data was obtained from the Arizona Department of Transportation’s (ADOT) Transportation Data Management System (TDMS). Data is from 2019 and is two-way daily traffic volumes. **Table 3** shows the annual average daily traffic volume count of SR 80 from the last 10 years.

Table 2: Daily Traffic Volumes

Roadway Segment	Average Daily Traffic (vehicles per day, 2019)
Main Street, SR 80 On-Ramp Exit	400
Naco Road, SR 80 Off-Ramp Exit	2,315
Erie Street	506
SR 80, near Old Town Bisbee	4,053
SR 80, near Bisbee Traffic Circle	6,488

Table 3: Annual Average Daily Traffic, SR 80, near Bisbee Traffic Circle

Year	Average Daily Traffic (vehicles per day)
2020	5,975
2019	6,488
2018	6,672
2016	6,883
2015	7,864
2013	8,180
2011	8,024

The historic data shows that traffic volumes on SR 80 have gradually decreased from 2013 to 2020. SR 80 has not surpassed over 10,000 vehicles per day within the last 10 years. **Figure 4** shows that traffic volumes on the surrounding highways (SR 80 and SR 92), which are all 2-lane facilities, are similar to the SR 80 study segment.

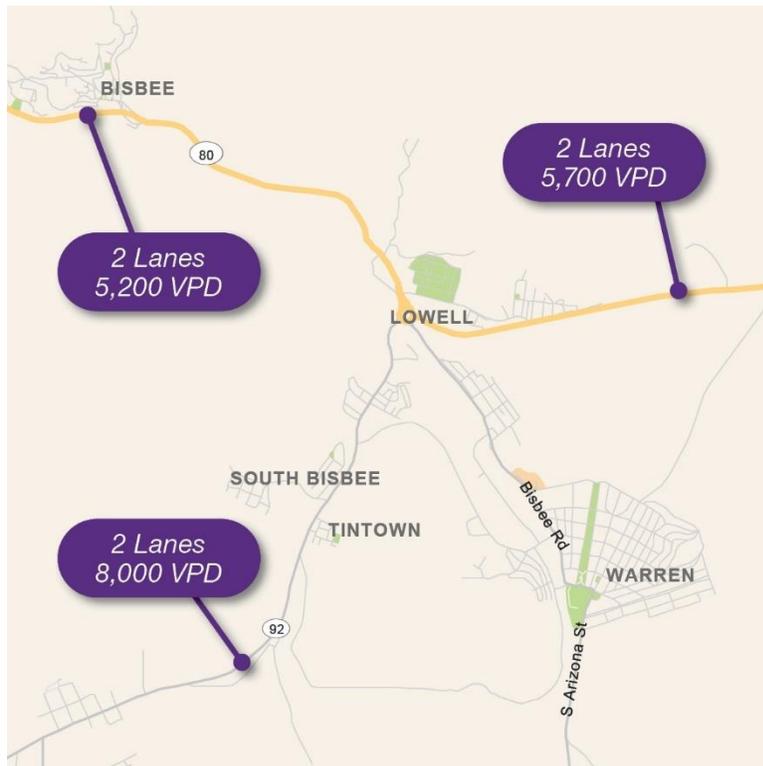


Figure 4: Regional Daily Traffic Volumes

Roadway Level of Service

Transportation planners and engineers utilize a qualitative measure, Level of Service, to relate the level of congestion experienced or anticipated on a roadway.



Level of Service stratifies traveler-based perception of how well a transportation service or facility operates into six letter grades (A-F). The Highway Capacity Manual describes these letter grades as described in **Table 4**.

Table 4: Level of Service Definitions

Level of Service		Description
LOS A	Free flow	Traffic flows at or above the posted speed limit, and motorists have complete mobility between lanes. LOS A generally occurs late at night in urban areas and frequently in rural areas.
LOS B	Reasonably free flow	LOS A speeds are maintained, maneuverability within the traffic stream is slightly restricted.
LOS C	Stable flow, at or near free flow.	Ability to maneuver through lanes is noticeably restricted and lane changes require more driver awareness. Most experienced drivers are comfortable, roads remain safely below but efficiently close to capacity, and posted speed is maintained. This is the target LOS for most rural highways.
LOS D	Approaching unstable flow	Speeds slightly decrease as traffic volume slightly increase. Freedom to maneuver within the traffic stream is more limited and driver comfort levels decrease. Examples are a busy shopping corridor in the middle of a weekday, or a functional urban highway during commuting hours.
LOS E	Unstable flow, operating at capacity	Flow becomes irregular and speed varies rapidly because there are virtually no usable gaps to maneuver in the traffic stream and speeds rarely reach the posted limit. Drivers' level of comfort become poor. This is a common standard in urban areas, where some roadway congestion is inevitable.
LOS F	Forced or breakdown flow	Every vehicle moves in lockstep with the vehicle in front of it, with frequent slowing required. Travel time cannot be predicted, with generally more demand than capacity. A road in a constant traffic jam is at this LOS, because LOS is an average or typical service rather than a constant state.

The Florida Department of Transportation publishes Generalized Service Volume Tables (**Table 5** and **6**) that present the maximum service volumes, or the highest numbers of vehicles for a given LOS. The tables are based on the Highway Capacity Manual which documents the LOS calculation methods. Tables applicable to SR 80 through Bisbee (areas over 5,000 but not in urbanized areas). As noted in **Table 3**, in the last 10 years, Bisbee’s annual average daily volumes have remained well under 10,000 vehicles per day. Data shows that daily traffic volumes (2019), west of the traffic circle, are about 6,500 vehicles per day. Two-lane segments of SR 80 through Bisbee operate at LOS A.

Table 5: Generalized Annual Average Daily Volumes, Uninterrupted Flow Highways

Lanes	Median	B	C	D	E
2	Undivided	11,300	17,300	23,400	31,600
4	Divided	34,600	49,900	63,000	71,700

Table 6: Generalized Peak Hour Two-Way Volumes, Uninterrupted Flow Highways

Lanes	Median	B	C	D	E
2	Undivided	1,020	1,560	2,110	2,840
4	Divided	3,110	4,490	5,670	6,450



Safety

Crash data was obtained from the Arizona Crash Information System. There were no reported crashes within the study limits within the last 5 years. A map of crashes on Bisbee-area roadways is included in **Attachment 2**.

Ownership

FMI owns all the land along the feasible study area in Bisbee, Arizona.

Driveways

There are two driveways on the north and south side of SR 80 at milepost 342 that lead to a gated area owned by FMI. FMI vehicles use the driveways on occasion (e.g. 1-2 times per day). The driveways should remain open to provide access for FMI vehicles. In addition, there are two existing driveways that provide access to the Lavender Overlook.

Geologic

FMI owns the Lavender Pit alongside the southwest area of SR 80. Since the pit is geomorphic active, fault line and manmade issues frequently result in cracking on SR 80. ADOT and FMI have expressed long-term concerns regarding the geologic stability of the pit area and thus that of the SR80 roadway. The area is currently measured to track the movement of the earth. The active pit leads to cracking on concrete sidewalks and asphalt.

Landscaping

There is no existing landscape along SR 80. Consequently, this corridor can be very hot during the summer, which discourages non-vehicular use.

Lighting

There are currently street lighting poles on segments of SR 80 within the study limits. However, the street lighting was turned off at the request of City of Bisbee to minimize operations and maintenance costs. The maintenance of lighting would be responsibility of the City of Bisbee.

Future Mining Operations

Currently there are no future plans to expand the lavender pit the north of SR 80.

Utilities

A Blue Stake request was submitted for the Bisbee Shared-Use Path study area on Wednesday, November 18, 2020. The facilities listed in **Table 7** may be located within the vicinity of the SR 80 right-of-way.

Table 7: SR 80 Utilities

Utility/Member	Facility Type	Potential Conflicts
APS Bisbee	Electric	<ul style="list-style-type: none"> Underground electric along SR 80 Overhead electric adjacent along east side of SR 80 Underground and overhead electric along Main Street Overhead electric along Naco Road Overhead electric along Erie Street
Arizona Department of Transportation	Light poles, fiber optic, curb and gutter, catch basins, Industrial type	<ul style="list-style-type: none"> Existing light poles offset from curb along both sides of SR 80 Existing storm drains along curb of south side of SR 80



Utility/Member	Facility Type	Potential Conflicts
	fabricated wire fence, and concrete drainage ditch	<ul style="list-style-type: none"> Existing curb, gutter, and catch basins Existing sanitary sewer along both sides of SR 80 Existing industrial type wired fence along south side of SR 80 5'-30' from face of curb
Arizona Water Co. - Cochise	Water	<ul style="list-style-type: none"> Existing water main along Main Street, Naco Road and Erie Street Existing water main suspended along north side of SR 80 adjacent to roadway Existing water main crosses SR 80 approximately 0.15-miles north of milepost 343 and continues west side of roadway
Cable One - Bisbee	CATV	No identified conflicts
Century Link	Coaxial, fiber (awaiting response/confirmation)	No information available.
City of Bisbee	Sewer	Sewer main along south side of SR 80.
El Paso Natural Gas	Gas	No identified conflicts
Southwest Gas – Bisbee	Gas	<p>Gas main line in Main Street Tunnel to Dart Road continues along concrete wall</p> <ul style="list-style-type: none"> Gas main line along SR 80 northwest of Lavender Pit viewpoint crosses to northside of roadway Gas main line along north side of SR 80 attached to concrete wall Gas main line continues on the north/east side of SR 80 to Lowell traffic circle



4. Design Considerations

The Technical Advisory Committee identified the most important considerations to inform development of shared use path concepts and selection of a preferred concept:

- Safety: provide a facility that is the safest for bicyclists and pedestrians of all ages and abilities.
- Traffic impacts: consider impacts to vehicle mobility and level of service.
- Right of way: minimize need to obtain additional right of way for the shared use path.
- Ease of implementation: plan and design a facility that is financially feasible and can be implemented through collaboration with ADOT, Cochise County, and City of Bisbee.

The following design guidance reflects these considerations.

Separation from Roadway

When two-way shared use paths are located adjacent to a roadway, wide separation between a shared use path and the adjacent highway is desirable to demonstrate to both the bicyclist and the motorist that the path functions as an independent facility for bicyclists and others.

When this is not possible and the distance between the edge of the shoulder and the shared use path is less than 5 feet, a suitable physical barrier is recommended. Such barriers serve both to prevent path users from making unwanted movements between the path and the highway shoulder and to reinforce the concept that the path is an independent facility.

Where used, the barrier should be a minimum of 42 inches) high, to prevent bicyclists from toppling over it. A barrier between a shared use path and adjacent highway should not impair sight distance at intersections and should be designed to not be a hazard to errant motorists.

Width and Clearance

The paved width and the operating width required for a shared use path are primary design considerations. Under most conditions, a recommended paved width for a two-directional shared use path is 10 feet. In rare instances, a reduced width of 8 feet can be adequate.

Separation of Users

A 10' wide pathway would provide sufficient spacing between pedestrians and bicyclists, in which bicycles would be required to yield to pedestrians and passing occurs on the left, etc. A dashed centerline stripe would signify direction of travel.

Americans with Disabilities Act

The relatively steep profile grade of SR 80 may prevent full compliance with Americans with Disabilities Act. Pathway design should include alcoves and rest areas to provide space for pathway users to rest from the strenuous climb.

Lighting

It will be important for the pathway to have lighting to improve safety and comfort of the users. Lighting should follow dark skies design guidelines. Lighting can be pedestrian-scale low-level lighting; alternatively, use of existing light poles could be evaluated. City of Bisbee will be responsible to pay pathway lighting. Note that the existing lighting on SR 80 is currently turned off.

Utilities

Surface-level utilities, including drainage grates and manhole lids, will remain in place. Drainage grates will be

evaluated to ensure that the openings run perpendicular to the path of travel. Grates with openings that run parallel to SR 80 should be modified and replaced.

replace will a statement of how they can/should be retrofitted – narrow openings? Perpendicular to the riding surface?

Landscaping

While landscaping, such as trees, would be desirable to provide shade, the pathway design should avoid the use of decomposed granite and live plantings. These materials are difficult to maintain. Decompose granite, when spilled into the pathway or roadway, can create a slip hazard. An alternative to landscaping could be to have the rest areas at the Lavender Overlook include shade.



Image: Kimley-Horn/Steve Uzzell



Image: Josh Colwell

Figure 5: Proposed SR 80 Generalized Cross-Section

Pathway raised curb areas should be constructed with colored/stamped concrete. Where feasible, the raised curb can include water harvesting basins, such as those shown in **Figure 5**. Maintenance of landscaping and water harvesting basins would be the responsibility of City of Bisbee. Examples are shown in the figure at right.

Geologic

The shared use path concept should consider minimizing or avoiding the use of heavy objects in areas of geologic instability, to prevent the possibility of quick failure due to movement stresses and that will be maintainable regarding structural integrity. ADOT is installing three inclinometers on SR 80 west of Erie Street at mile post 342.85, 342.80, and 342.73 (approximately 500’ to 1200’ west of Erie Street). These is an existing inclinometer at mile post 342.77.

Driveways

Existing driveways located at MP 342 should remain open to provide access for FMI vehicles. Driveways to the Lavender Overlook area should be improved. The eastern most driveway is difficult to navigate and should be considered for closure or relocation.

Proposed Cross-Section

The proposed cross-section for the shared use path on SR 80 is shown in **Figure 6:5**. The cross-section shows a two-way shared use path on the right side of figure. The two-way shared use path is separated from traffic lanes by a horizontal buffer or a raised concrete barrier, depending upon available pavement width.

The cross-section shows that the existing 4 travel lanes on SR 80 will be reduced to 2 lanes (1 lane in each direction) and a two-way center turn lane. As previously documented in Chapter 3, two lanes will accommodate current and projected future traffic volumes. A two-lane roadway can accommodate up to approximately 17,000 vehicles per day at LOS C. Traffic volumes on SR 80 are between 6,000 and 8,000 vehicles per day.

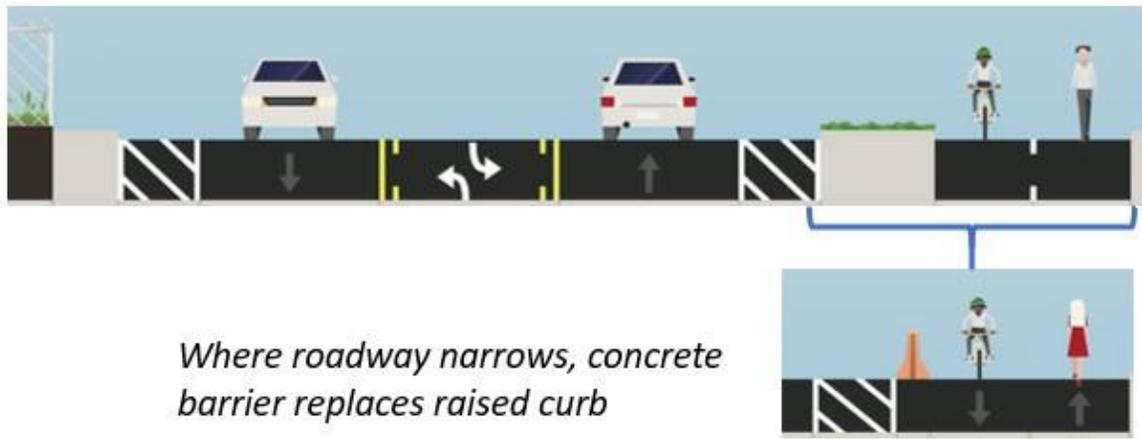


Figure 6: Proposed SR 80 Generalized Cross-Section

5. Improvement Alternative Concepts

Two pathway concepts (Concept Option A and Concept Option B) have been prepared. Each concept implements the design considerations presented in Chapter 4.

The concepts are best described by segment. Segment 1 extends from Erie Street to the Queen Mine Tour parking lot. The concepts are identical in Segment 1, both proposing a single travel lane in each direction separated by a two-way left turn lane. A raised curb area (5'-7' wide) or a concrete barrier (42" tall) separates the shared use path from the eastbound travel lane as illustrated in **Figure 6**.

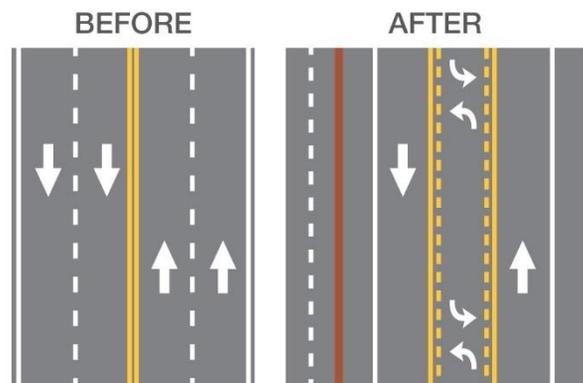
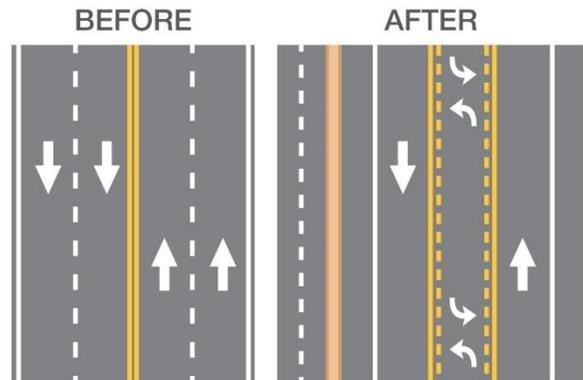


Figure 7: Illustration of shared use path concept

The concepts are different in Segment 2, between the Queen Mine Tour parking lot and Historic Downtown Bisbee. Each concept is explained in detail below.

CONCEPT OPTION A

Concept Option A is presented in **Attachment 3**. From Erie Street to Queen Mine Tour, Concept Option A reconfigures SR 80 from its current 4 lanes to 1 travel lane in each direction and a two-way center turn lane. A raised median (5'-7' wide) or concrete barrier (42" tall) separates the travel lanes from the shared use path.

Between the Queen Mine Tour and Historic Bisbee, Concept Option A reconfigures local streets that connect SR 80 to Historic Bisbee: Main Street becomes one-way (westbound) between SR 80 and Historic Downtown Bisbee. Vehicles that previously would use eastbound Main Street from Historic Downtown Bisbee to SR 80 will use Naco Road which becomes two-way from SR 80 to Main Street. Vehicles headed to eastbound SR 80 will head east on Naco Road and make left turn movement onto eastbound SR 80. Vehicles can also go straight on Naco Road, crossing SR 80, to access the Queen Mine Tour.

The driveway egress from Queen Mine Tour to SR 80 will be relocated west. Access to the Queen Mine Tour will be provided from the eastbound SR 80 to Main Street loop ramp.

The reduction in travel lanes on SR 80 will help to manage speed of traffic through the corridor. Vehicles drive slower when travel lanes are reduced or narrower. However, it will be important to provide advance notification to eastbound motorists on SR 80 as they descend the hill towards Historic Bisbee. Motorists will be notified that they are approaching an area where traffic will be entering the road from side streets including Naco Road. Advance notification can be through signs/flashers/beacons located west of Historic Bisbee on SR 80. If necessary, additional means such as transverse rumble strips can be explored.

The preliminary estimated cost for Concept Option A is \$2.3M (2021 dollars). A detailed cost estimate is included as **Attachment 5**.

IMPACT OF SPEED LIMIT ON TRAVEL TIME

Reducing the speed limit on SR 80 from 45 mph to 35 mph increases travel time from Erie Street to Queen Mine Tour by less than 30 seconds:

Travel time at 45 MPH =

$1.25 \text{ miles} / 45 \text{ mph} \times 3600 \text{ sec/hr.} = 100 \text{ seconds}$

Travel time at 35 MPH =

$1.25 \text{ miles} / 35 \text{ mph} \times 3600 \text{ sec/hr.} = 129 \text{ seconds}$

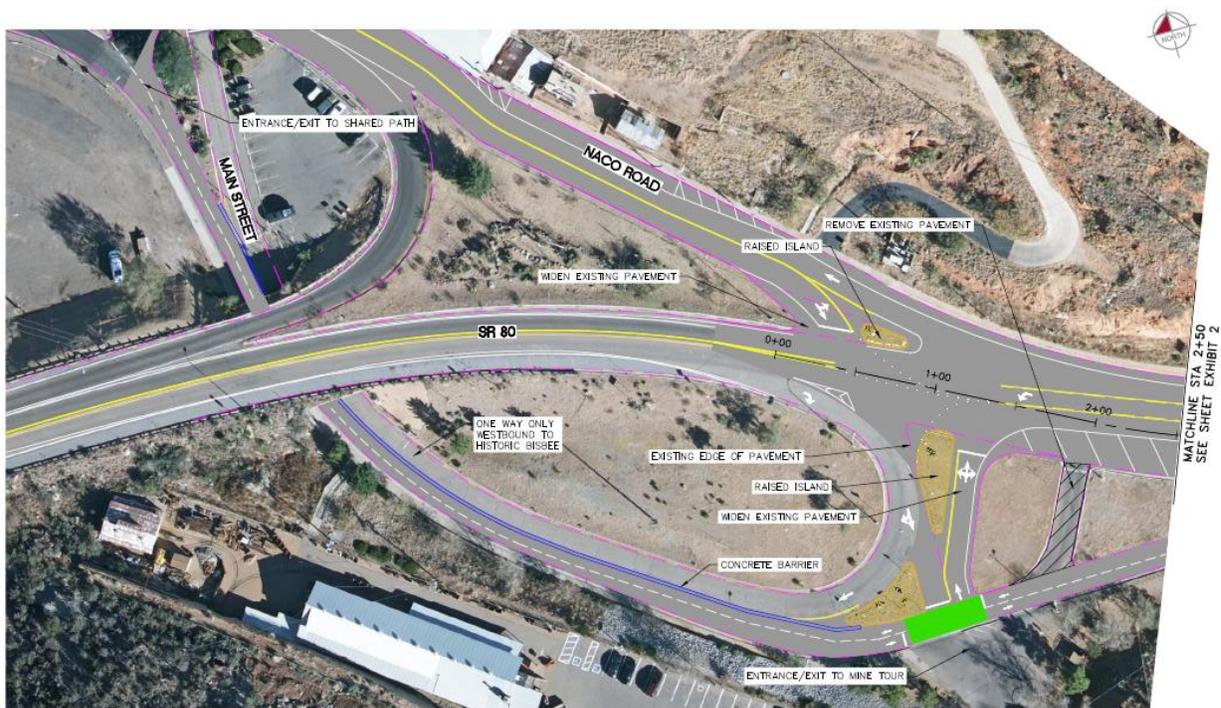


Figure 8: Concept Option A, Queen Mine Tour to Historic Downtown Bisbee

Traffic Analysis of Concept Option A

Stakeholders asked if the intersection of Main Street/Naco Road and SR 80, within Concept Option A, would become congested. A traffic analysis evaluated the Level of Service (LOS) of the intersection of SR 80 Main Street/Naco Road assuming that traffic that previously used eastbound Main Street near the Queen Mine Tour to depart downtown are shifted to the new two-way Main Street/Naco Road. Traffic volumes anticipated with the reconfiguration are depicted in **Figure 8**. The figure shows that the southbound approach (Main Street/Naco Road) is converted to two-way traffic.

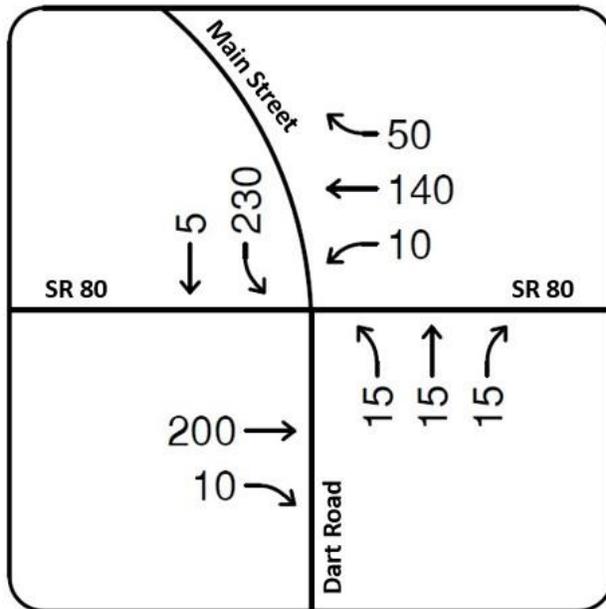


Figure 9: Analysis Volumes for SR 80 and Dart Road/Naco Road

The LOS and the control delay, with the reconfigured intersection, were modeled using Synchro/Sim Traffic. The modeling results, shown in **Table 8**, demonstrate that the reconfigured intersection will operate at LOS C or better for all movements.

Table 8: Concept Option A Level of Service, SR 80 at Dart Road/Naco Road

Approach	Control Delay	LOS
Northbound	11.9	B
Eastbound	No delay	No delay
Westbound Left Lane	7.8	A
Southbound	20.9	C

CONCEPT OPTION B

Concept Option B is presented in **Attachment 4**. Segment 1 are identical in Concept Option A and B. From Erie Street to Queen Mine Tour, Concept Option B reconfigures SR 80 from its current 4 lanes to 1 travel lane in each direction and a two-way center turn lane. A raised median (5'-7' wide) or concrete barrier (42" tall) separates the travel lanes from the shared use path.

Concept Option A and Concept Option B are different in Segment 2, from Concept Option A from the Queen Mine Tour entrance to Historic Downtown Bisbee. Segment 2 in Concept Option B does not change the existing intersections that connect SR 80 to Historic Downtown Bisbee. Within Concept Option B, the pathway is constructed adjacent to Main Street, from downtown Bisbee to Queen Mine Tour entrance.

Segment 2 Concept Option B requires construction of retaining walls adjacent to Main Street from the Queen Mine Tour entrance to SR 80 Main Street underpass. Concept Option B also requires the widening of the SR 80 Main Street underpass to accommodate the share use path. A rendering of the retaining wall and bridge improvements in Concept Option B is presented in **Figure 10**. The preliminary estimated cost for Concept Option B is approximately \$4.7M (2021 dollars). A detailed cost estimate is included as **Attachment 5**.

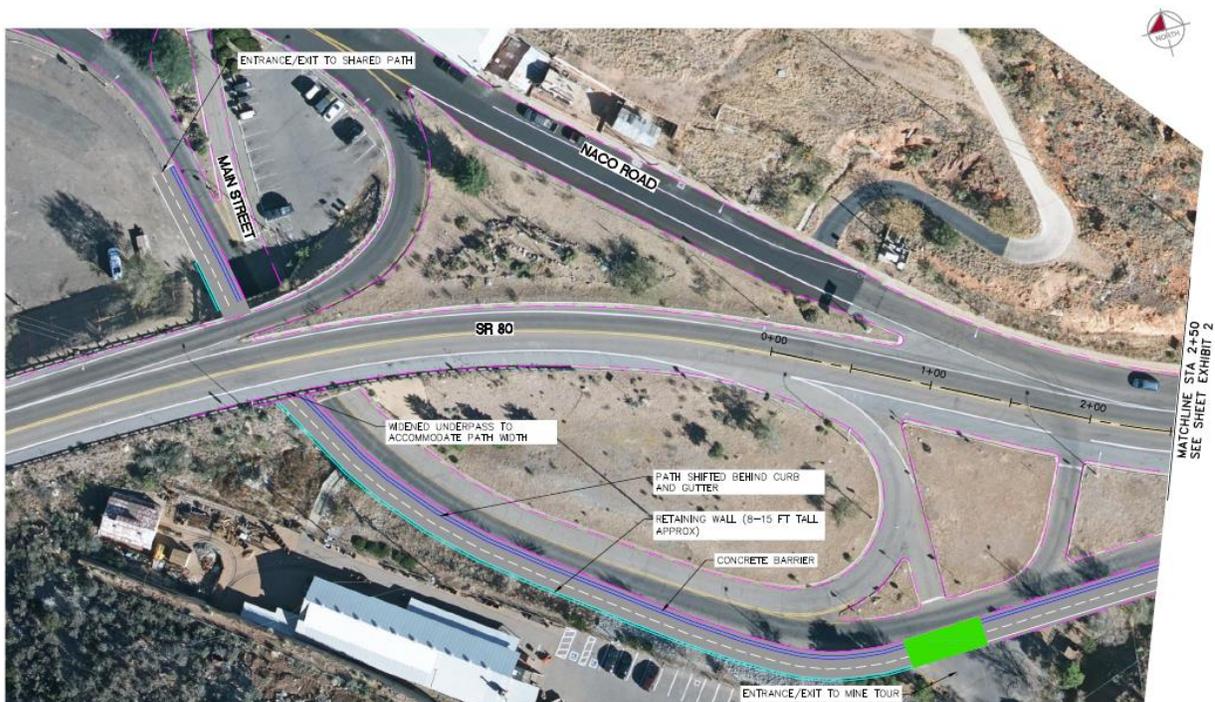


Figure 10: Concept Option B, Queen Mine Tour to Historic Downtown Bisbee



Figure 11: Cross-Section Widening of SR 80 Main Street Underpass (Concept Option B)



6. Community Engagement

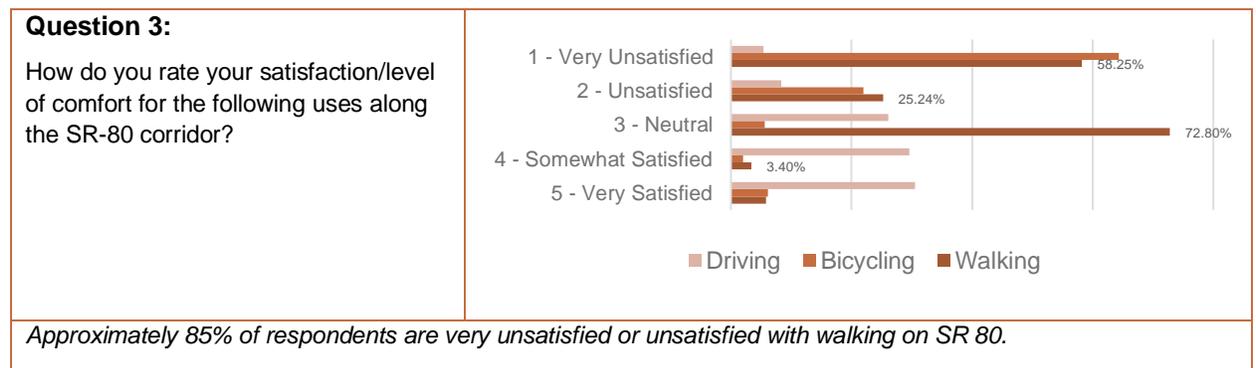
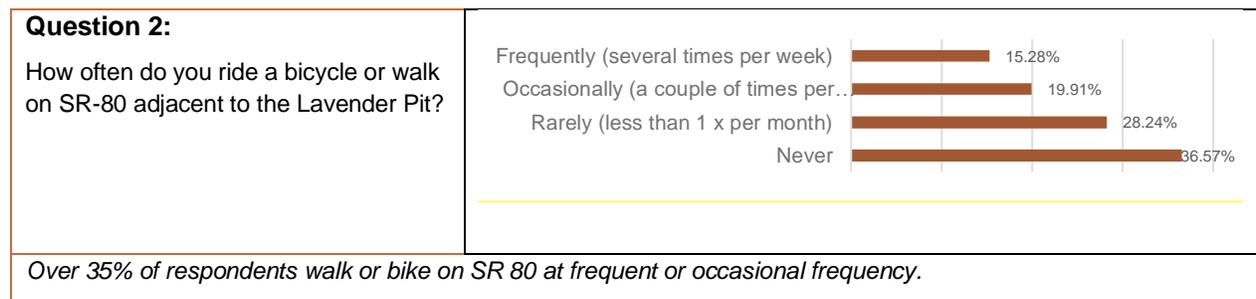
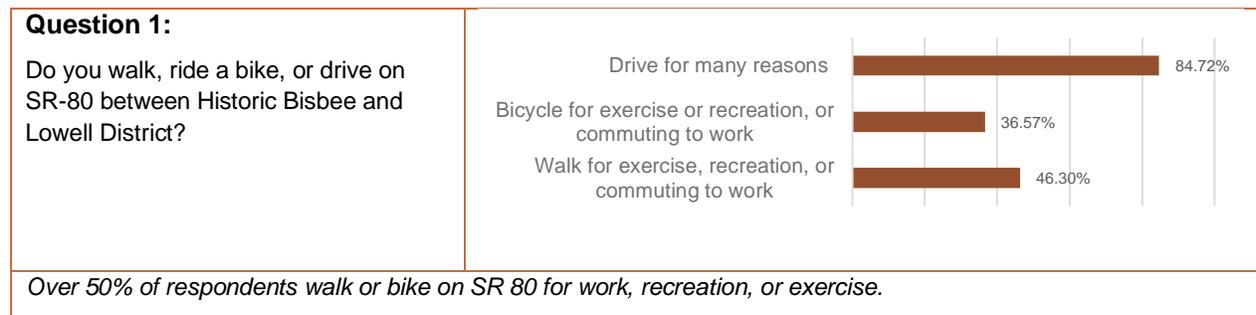
Community input is important to the selection of a preferred alternative. The community was provided the opportunity to comment on the study at two points in the study.

A community meeting was held in January 2021 to introduce the community to the study, and to request input as pathway concepts are developed. The community was also asked to comment via an on-line survey.

A second community meeting was held in May 2021 to seek input on Concept Option A and Concept Option B. The community was also asked to comment via an on-line survey.

COMMUNITY ENGAGEMENT #1 – STUDY INTRODUCTION

A community meeting was held on January 15, 2021 to solicit input on the shared use path. The meeting was held on-line via Zoom. In addition, an on-line survey solicited input on perspectives and ideas related to the shared use path. The survey was open until January 31, 2021 and accumulated over 200 responses. A summary of the survey results is displayed below. A full summary is included in **Attachment 6**.





Question 4:

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



Approximately 83% of respondents said that they would walk or bike on SR 80 if a new shared use path was constructed that made them feel safe.

Question 5:

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. Do you support removing one of the two eastbound traffic lanes to make room for a shared use path?



Approximately 78% of respondents support removing one of the two eastbound traffic lanes to make room for a shared use path.

Question 6:

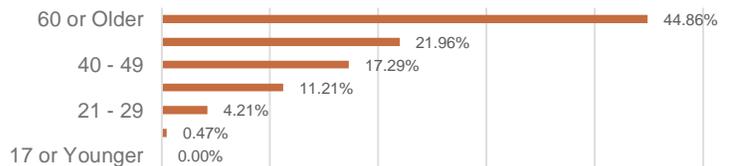
What modifications to the above shared use path image would you suggest are incorporated into the Bisbee Shared Use Path, between the Historic District and the Lowell District?



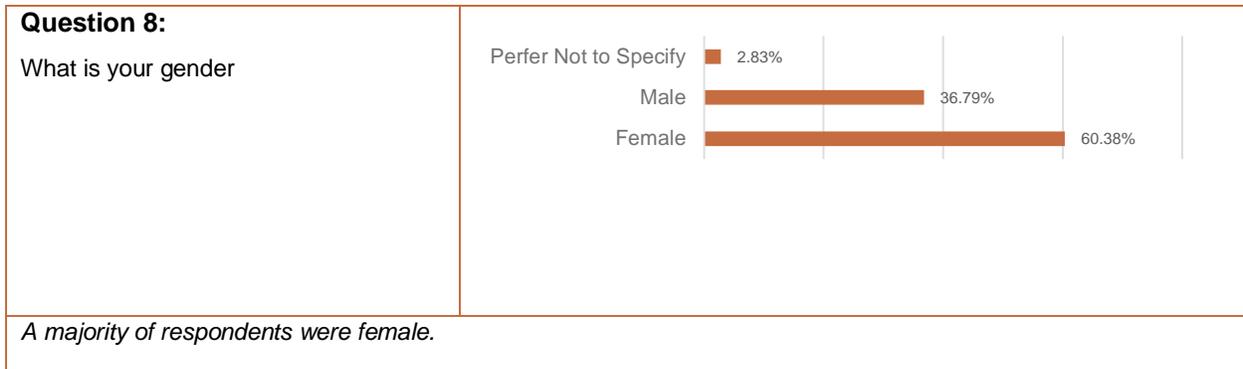
Responses show 63.68% of respondents support the initial plan and design of the shared use path.

Question 7:

What is your age?

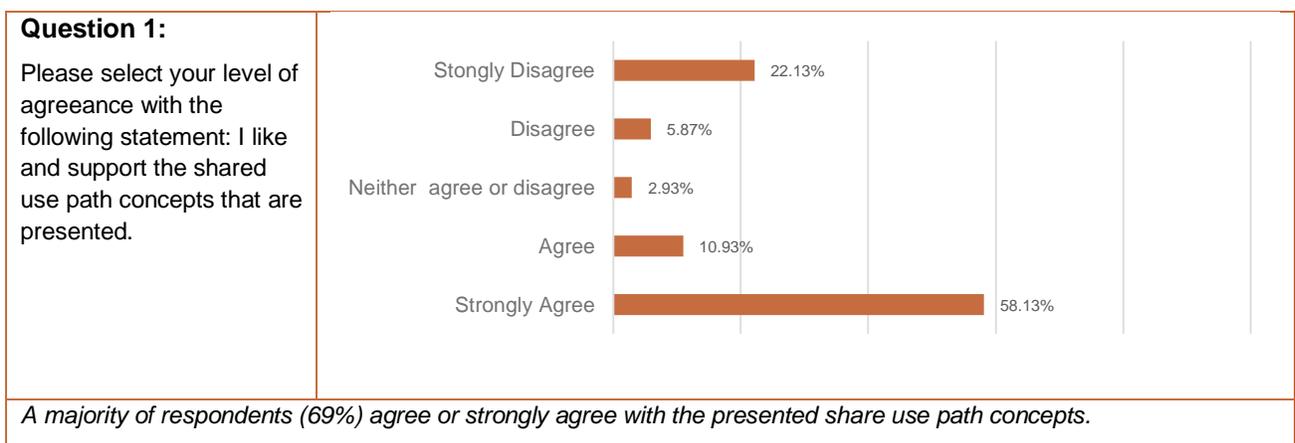


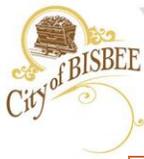
A large portion of respondents (45%) are over 60 years old.



COMMUNITY ENGAGEMENT #2 – DRAFT ALTERNATIVES

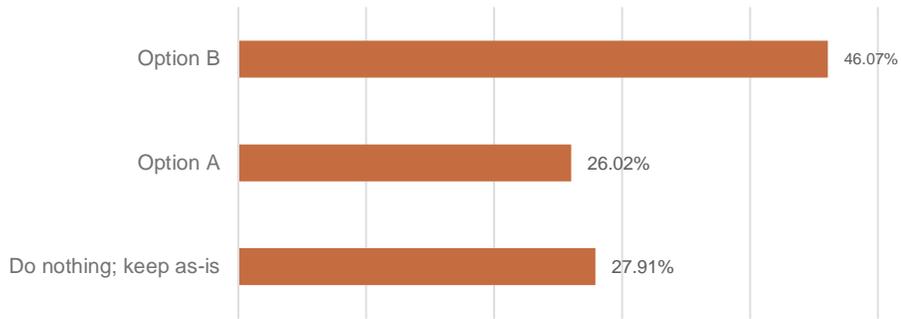
A community meeting was held on May 4, 2021 to solicit input on the shared use path Concept Option A and Concept Option B. The meeting was held on-line via Zoom. In addition, an on-line survey solicited input on perspectives and ideas related to the shared use path. The survey was open until May 19, 2021 and accumulated over 350 responses. A summary of the survey results is displayed below. A full summary is included in **Attachment 6**.





Question 2:

Two options to connect the shared use path to Historic Bisbee are provided. Option A modifies the SR 80/ Naco Road/Dart Road intersection and converts Naco Road to a two-way roadway. Option B widens the existing SR 80 bridge that passes over Main Street. Which option do you prefer?



Over 72% of those surveyed liked are supportive of Option A or B, with a strong preference for Option B. .

Question 3:

What do you like about the shared use path concepts?

Response categories included:

- Physical barrier between cars and pedestrians
- Safely walk or bike locally
- Safer and more accessible to all
- Promote a healthier community
- Connect Old Bisbee to the rest of town
- Walking and bike friendly
- Improve quality of life for the residents
- Less reliance on cars and safer for all pedestrians
- Reduce vehicle emissions
- Clear separation of foot/bike traffic from vehicle traffic
- Several comments expressed concerns with the present concepts

Question 4:

What would you change about the shared use path concepts?

Response categories included:

- More landscaping
- Keep roadway design unchanged
- One of the shared use path lanes designated for slower traffic
- Rest areas, covered stops, and benches added along the route
- Mixing pedestrians and bicyclists on a narrow path
- Maintenance plan for the path
- Pedestrian lighting along the path
- More lighting added to the road
- Solar lighting
- Path should extend to the roundabout
- Several expressed that they would change nothing with the presented concepts



7. Recommended Concept

Public input indicates a preference for Concept Option B. Over 67% of survey respondents preferred Concept Option A or B, with 46% preferring Concept Option B. About 27% of respondents preferred no improvements.

Concept Option B results in fewer impacts to traffic patterns near the Queen Mine Tour and Historic Downtown Bisbee. Concept Option B requires new retaining walls and a bridge reconstruction under SR 80 to accommodate the pathway. The estimate of probable cost (2021 dollars) is approximately \$4.7M. With inflation, this increases to \$5.2M in 2024.

As such, based on recommendations from City leadership, Concept Option B is preferred over Concept Option A. The following are additional considerations and opportunities associated with Concept Option B. These are based on public comment and input provided by the Technical Advisory Committee.

1. Concept Option B cost estimate assumes reconstruction of the SR 80 / Mainstreet underpass bridge to accommodate the shared use path. An alternative to bridge reconstruction is to construct a second box culvert, west of the existing box culvert bridge, to serve as bicycle and pedestrian crossing. A second box culvert bridge is estimated to reduce the cost of Concept Option B to \$3.6M (2021). With inflation, this increases to \$4.1M in 2024.
2. The public expressed a desire to replace the existing chain link fence that lines the Lavender Pit. The current fence is aging, unsightly, and in need of repair and/or replacement. It is estimated that a chain link fence replacement would cost approximately \$100,000. While a decorative or medal fence is preferred, it would cost significantly more.
3. It is recommended that Concept Option B be implemented in its entirety. However, as funding has not yet been identified for pathway final design and construction and the full amount needed for design and construction may not be available in the near-term, the project could be implemented in two segments:
 - a. Segment 1 would construct the shared use path from Erie Street to the Queen Mine Tour entrance. Phase 1, from Erie Street to the Queen Mine Tour parking lot, would cost approximately \$2M (2021). With inflation, this increases to \$2.2M in 2024.
 - b. Segment 2 would construct the shared use path from the Queen Mine Tour entrance to Historic Downtown Bisbee. Phase 2, which consists of the retaining walls and new bridge/box culvert, would cost approximately \$2.7M. With inflation, this increases to \$3.1M in 2024.

If the project is implemented in two phases, it will be important to maintain connectivity of the pathway to the existing sidewalk runs along Main Street from downtown Bisbee, under the SR 80 bridge, and to the Queen Mine Tour. To be eligible for federal funding, a project must demonstrate a logical terminus.

Next Steps

City of Bisbee and stakeholder partners will seek funding to implement Option B. Funding can be requested for the project in its entirety. If funding cannot be achieved for the project in its entirety, funding can be requested for Option B Segment 1 and Option B Segment 2 separately.

Grants will need to be completed and submitted to receive the funding necessary for phase two of Concept Option B.



Option B Segment 1 Estimate of Probable Cost Summary

Cost Estimate		2021	2024
P.E.		\$183,000	\$201,000
Right of Way		\$0	\$0
Utilities		\$0	\$0
Construction		\$1,527,000	\$1,701,000
C.E.		\$153,000	\$168,000
Incentives		\$0	\$0
Aesthetics	0.75%	\$11,000	\$12,000
Change Order Contingency	9.00%	\$138,000	\$154,000
UDOT Oversight		\$0	\$0
Miscellaneous		\$0	\$0
TOTAL		\$2,012,000	\$2,236,000

Option B Segment 2 Estimate of Probable Cost Summary

Cost Estimate		2021	2024
P.E.		\$249,000	\$274,000
Right of Way		\$0	\$0
Utilities		\$0	\$0
Construction		\$2,079,000	\$2,316,000
C.E.		\$208,000	\$229,000
Incentives		\$0	\$0
Aesthetics	0.75%	\$16,000	\$18,000
Change Order Contingency	9.00%	\$189,000	\$211,000
UDOT Oversight		\$0	\$0
Miscellaneous		\$0	\$0
TOTAL		\$2,741,000	\$3,048,000

FUNDING PROGRAMS

Funding for pedestrian improvements and/or new pedestrian facilities is available from a variety of sources, including federal programs and state and regional revenue sources. This section provides an overview of potential funding sources.

There are several federal funding sources that have potential to be used for pedestrian improvement projects:

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program
- Highway Safety Improvement Program (HSIP)
- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBG)
- Transportation Alternatives Set-Aside (TA Set-Aside)
- Recreational Trails Program (RTP)
- NHTSA Section 402: State and Community Highway Safety Grant Program
- NHTSA Section 405: National Priority Safety Programs (Nonmotorized Safety)

A summary of these funding programs is provided in **Table 25**, which provides information on:

- Funding program
- Project type (construction, non-construction, or both)
- Required matching funds (percent)
- 2017 Arizona apportionment
- Eligible projects
- Comments
- Source (website link for more information)



A brief overview of these programs is provided as follows.

Transportation Investment Generating Economic Recovery (TIGER) Grant Program

The competitive RAISE grant program supports innovative projects which are difficult to fund through traditional federal programs. The Department of Transportation (DOT) receives hundreds of applications to build and repair critical pieces of freight and passenger transportation networks. Projects are evaluated on the benefits their project would deliver for five long-term outcomes: safety, environmental sustainability, quality of life, economic competitiveness, state of good repair.

Highway Safety Improvement Program (HSIP)

The FAST Act continued the HSIP. The purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on Tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

National Highway Performance Program (NHPP)

The FAST Act continued the NHPP, which was established under MAP-21. The NHPP provides support for the condition and performance of the National Highway System (NHS). All pedestrian/bicycle improvements must be associated with a NHS facility.

Surface Transportation Block Grant Program (STBG)

The STBG provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway. Eligible projects related to pedestrian safety include pedestrian and bicycle projects, safety projects, recreational trails, safe routes to school projects, and projects within the pre-FAST Act Title 23 definition of “transportation alternatives” (see the Transportation Alternatives Set-Aside description below). Projects must be identified in the Statewide Transportation Improvement Program (STIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan.

Transportation Alternatives Set-Aside

The FAST Act eliminated the MAP-21 Transportation Alternatives Program (TAP) and replaced it with a set-aside of STBG program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under the TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, and safe routes to school projects.

Recreational Trails Program (RTP)

The RTP provides funds to the states to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses.

The FAST Act reauthorized the RTP for Federal fiscal years 2016 through 2020 as a set-aside of funds from the TA Set-Aside under the STBG.

NHTSA Section 402: State and Community Highway Safety Grant Program

To receive Section 402 grant funds, a state must have an approved HSP and provide assurances that it will implement activities in support of national goals that also reflect the primary data-related factors within the



state, as identified by the state highway safety planning process. States can distribute highway safety grant funds to a wide network of sub-grantees, including local law enforcement agencies, municipalities, universities, health care organizations, and other local institutions.

States may spend 402 funds in accordance with an approved HSP that complies with the uniform national guidelines for highway safety programs. One of the eligible programs is to improve pedestrian and bicycle safety.

NHTSA Section 405: National Priority Safety Programs (Nonmotorized Safety)

Under the FAST Act, Section 405 is the National Priority Safety Program, which provides grant funding to address selected national priorities for reducing highway deaths and injuries. The FAST Act added two new grants under this program, one of which is for nonmotorized safety. States are eligible if the annual combined pedestrian and bicyclist fatalities in the state exceed 15 percent of the total annual crash fatalities in the state using the most recently available final data from NHTSA’s Fatality Analysis Reporting System (FARS). Eligible states may use Section 405 grant funds only for training law enforcement on state laws applicable to pedestrian and bicycle safety; enforcement mobilizations and campaigns designed to enforce those state laws; or public education and awareness programs designed to inform motorists, pedestrians, and bicyclists of those state laws.

Arizona Highway User Revenue Fund

The state of Arizona taxes motor fuels and collects a variety of fees and charges relating to the registration and operation of motor vehicles on the public highways of the state. These collections include gasoline and use fuel taxes, motor carrier taxes, vehicle license taxes, motor vehicle registration fees, and other miscellaneous fees. These revenues are deposited in the Arizona Highway User Revenue Fund (HURF) and are then 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.

Approach	Control Delay	LOS
Northbound	11.9	B
Eastbound	-	-
Westbound Left Lane	7.8	A
Southbound	20.9	C

Funding Programs	Project Type (Construction, Non-construction, or Both)	Required Matching Funds	Eligible Projects	Comments	Source
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program	Both	20%	Construction of pedestrian and bicyclist facilities, rest areas, access improvements, crosswalks, curb ramps, lighting, lane road diet (roadway reconfiguration), sidewalks, signs and signal improvements, spot improvement programs, stormwater improvements, traffic calming, trail bridges, trail/highway intersections, and bridges/tunnels for pedestrians or bicyclists.	Grants are awarded on a competitive basis for projects that will have a significant impact on the nation, a metropolitan area, or a region. Funds are subject to annual appropriations.	https://www.transportation.gov/RAISEgrants/raise-nofo
Highway Safety Improvement Program (HSIP)	Construction	10% (Except as provided in 23 U.S.C 120 and 130)	Pedestrian and bicycle safety improvements on any public road or publicly owned pedestrian or bicycle pathway. Funding for bike lanes, separated bike lanes, shared-use paths, paved shoulders, road diet (roadway reconfiguration), bridges/tunnels for bicyclists and/or pedestrians, sidewalks, crosswalks, curb ramps, signs, counting equipment, data collection for pedestrians and bicyclists, maps, training, and RSAs.	The HSIP is a core Federal-aid highway program, the purpose of which is to achieve a significant reduction in fatalities and serious injuries on all public roads. A state must develop a State SHSP to be eligible for Federal funding.	https://safety.fhwa.dot.gov/hsip/hsip.cfm
National Highway Performance Program (NHPP)	Construction	10% - 20%	Construction of pedestrian and bicycle facilities, rest areas, access improvements, crosswalks, curb ramps, lighting, road diet (roadway reconfiguration), sidewalks, signs and signal improvements, spot improvement programs, stormwater improvements, traffic calming, trail bridges, trail/highway intersections, bridges/tunnels for pedestrians or bicyclists, counting equipment, data collection for pedestrians and bicyclists, and RSAs.	All bicycle/pedestrian improvement projects or activities must be associated with an NHS facility. Projects must be identified in the STIP and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s).	https://www.fhwa.dot.gov/specialfunding/nhpp/160309.cfm
Surface Transportation Block Grant Program (STBG)	Both	10% - 20%	RTP projects eligible under 23 U.S.C. 206, pedestrian and bicycle projects in accordance with 23 U.S.C. 217, and SRTS projects under Section 1404 of SAFETEA-LU (23 U.S.C 402 note). Includes: Pedestrian or bicycle improvements, bicycle and/or pedestrian plans, bicycle helmets, maps, bicycle parking, bicycle share, coordinator positions, training, safety education, safety enforcement, safety program technical assessment, rest areas, access improvements, crosswalks, curb ramps, lighting, road diet (roadway reconfiguration), sidewalks, signs and signal improvements, spot improvement programs, stormwater improvements, traffic calming, trail bridges, trail/highway intersections, bridges/tunnels for pedestrians or bicyclists, counting equipment, data collection for pedestrians and bicyclists, RSAs, access improvements to public transportation ADA improvements, historic preservation, and landscaping.	The STBG program provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge, and tunnel project on any public road; pedestrian and bicycle infrastructure; and transit capital projects, including intercity bus terminals. Projects must be identified in the STIP and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan.	https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm#d
Transportation Alternatives Set-Aside (TA Set-Aside)	Both	10% - 20%	Eligible projects are <i>transportation alternatives</i> , which include on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity; recreational trail projects; SRTS projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways.	The TA Set-Aside projects are set-aside projects under the STBG program. Although separate funding sources in the past, the RTP and SRTS programs are now funded within the TA Set-Aside.	https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm
Recreational Trails Program (RTP)	Both	10% - 20%	Develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Eligible projects include recreational trails, trail bridges and intersections, construction and maintenance equipment for trails, trailside and trailhead facilities, shared-use paths, ADA improvements, sidewalks, crosswalks, curb ramps, bicycle parking, bridges/tunnels for pedestrians and/or bicyclists, counting equipment, data collection for	The RTP is intended to fund recreational trails. Each state develops its own procedures to solicit projects from applicants and to select projects for funding, in response to the recreational trail needs within the state. RTP is now funded within the TA Set-Aside.	https://www.fhwa.dot.gov/environment/recreational_trails/



Funding Programs	Project Type (Construction, Non-construction, or Both)	Required Matching Funds	Eligible Projects	Comments	Source
			pedestrians and/or bicyclists, lighting, spot improvements, stormwater improvements, and training.		
NHTSA Section 402: State and Community Highway Safety Grant Program	Non-Construction	5% - 20%	Highway safety projects, training courses for traffic engineers, safety-related events, enforcement, and educational materials. Funding for education, enforcement, and research programs designed to reduce traffic crashes and resulting deaths, injuries, and property damage.	A state is eligible for State Highway Safety Program grants by having and implementing an approved HSP.	https://safety.fhwa.dot.gov/legislationandpolicy/policy/section402/
NHTSA Section 405h: National Priority Safety Programs (Nonmotorized Safety)	Non-Construction	20%	Highway safety programs designed to reduce pedestrian/bicyclist deaths and injuries that result from crashes involving a motor vehicle.	States are eligible if the quantity of annual combined pedestrian and bicyclist fatalities exceeds 15% of the total annual crash fatalities. Grant funds can be used for: - Training of law enforcement officials on state laws applicable to pedestrian and bicycle safety - Campaigns to enforce traffic laws relating to pedestrian and bicyclist safety - Public education and awareness programs designed to inform motorists, pedestrians, and bicyclists of state traffic laws applicable to pedestrian and bicycle safety	See Section H: https://www.law.cornell.edu/uscode/text/23/405
Highway User Revenue Funds (HURF)	Construction	N/A	Highway construction and improvements and other related expenses	HURF funds are collected from gasoline and use fuel taxes, motor carrier taxes, vehicle license taxes, motor vehicle registration fees, and other miscellaneous fees. Funds are distributed via formulas to the State Highway Fund, cities and towns, and counties.	https://azdot.gov/about/financial-management-services/transportation-funding/highway-user-revenue-fund-hurf
Recreational Trails Program (Motorized and Non-Motorized Portions)	Construction	To be confirmed	The program provides funds for all kinds of recreational trail uses, such as pedestrian uses (hiking, running, wheelchair use), bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles. Available Funds: Approximately \$2 million will be available to award selected projects.	Eligible Applicants: Include non-profits, governmental entities: cities, towns, counties, tribal governments, state and federal agencies. Organizations and clubs may enter into a cooperative agreement with an eligible applicant, (e.g. forest land manager). Eligible Projects: Funding can be used for projects such as 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.	https://azstateparks.com/grants

Attachments

Attachment 1 – Field Review Photos

Attachment 2 – Crashes, 2015-2019

Attachment 3 – Concept Option A

Attachment 4 – Concept Option B

Attachment 5 – Opinion of Probable Cost

Attachment 6 – Summary of Survey Results & Comments



Attachment 1 – Field Review Photos

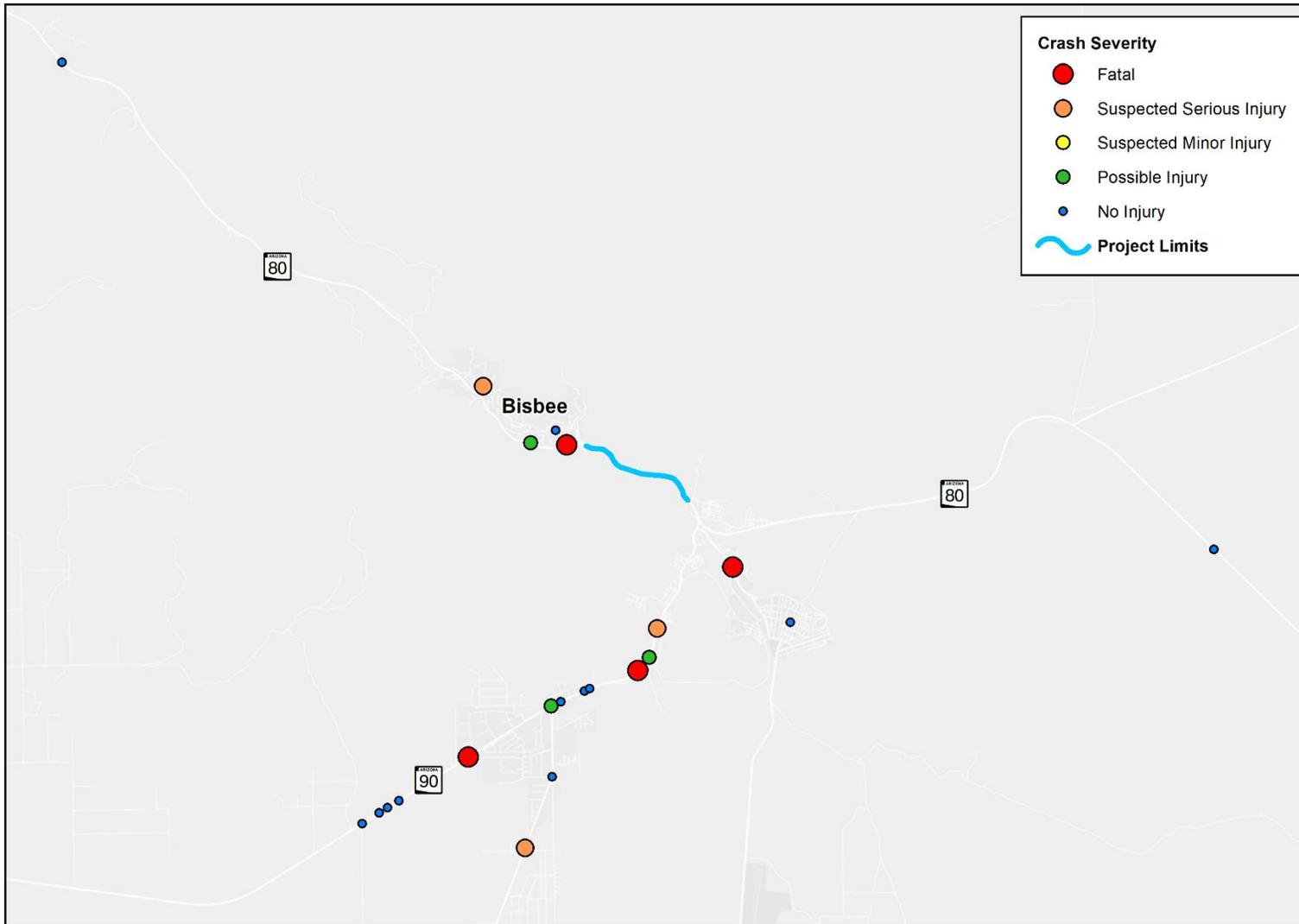
		<p style="text-align: center;">SR 80 South of Roadway West end of study area</p> <p><i>Opportunity: The eastbound merge lane can be removed and replaced with a shared use path, or the pathway placed in the available open area shown in the photo</i></p>
		<p style="text-align: center;">SR 80 South of Roadway Existing Access</p> <p><i>Consideration: the pathway will need to maintain truck access to FMI property</i></p>
		<p style="text-align: center;">SR 80 South of Roadway Narrow existing sidewalk with wired gate alongside</p> <p><i>Opportunity: the eastbound traffic lane can be replaced with a shared use path. Aesthetic improvements may include replacing the existing chain link fence.</i></p>

	<p style="text-align: center;">Culvert Collection Box/Catch Basin</p> <p style="text-align: center;"><i>One of four (1/4) catch basins along south side of SR 80 roadway.</i></p> <p style="text-align: center;"><i>Consideration: existing drainage facilities should be maintained. Drainage grates with openings that run parallel to the roadway should be replaced with grates with openings that run perpendicular to the direction of travel.</i></p>
	<p style="text-align: center;">Sanitary Sewer</p> <p style="text-align: center;"><i>Along southside of SR 80.</i></p> <p style="text-align: center;"><i>Consideration: pathway design should minimize or avoid any utilities</i></p>
	<p style="text-align: center;">SR 80, downhill travel lane</p> <p style="text-align: center;"><i>Opportunity: the outside eastbound traffic lane is over 17' wide, which is enough room for a shared use path and buffer area.</i></p>

		<p style="text-align: center;">Lavender Pit Scenic Lookout <i>No existing pedestrian connectivity.</i></p> <p><i>Opportunity: the overlook can be incorporated into a visitor amenity and accessible from the shared use path.</i></p>
		<p style="text-align: center;">Lavender Pit Scenic Lookout <i>No existing pedestrian connectivity</i></p> <p><i>Opportunity: the shared use path will provide a continuous pedestrian route along this segment of SR 80.</i></p>
		<p style="text-align: center;">South of Lavender Pit Scenic Lookout <i>Narrow sidewalk</i></p> <p><i>Opportunity: the shared use path will provide a significant improvement over the existing 3' sidewalk that is not accessible to those with disabilities</i></p>

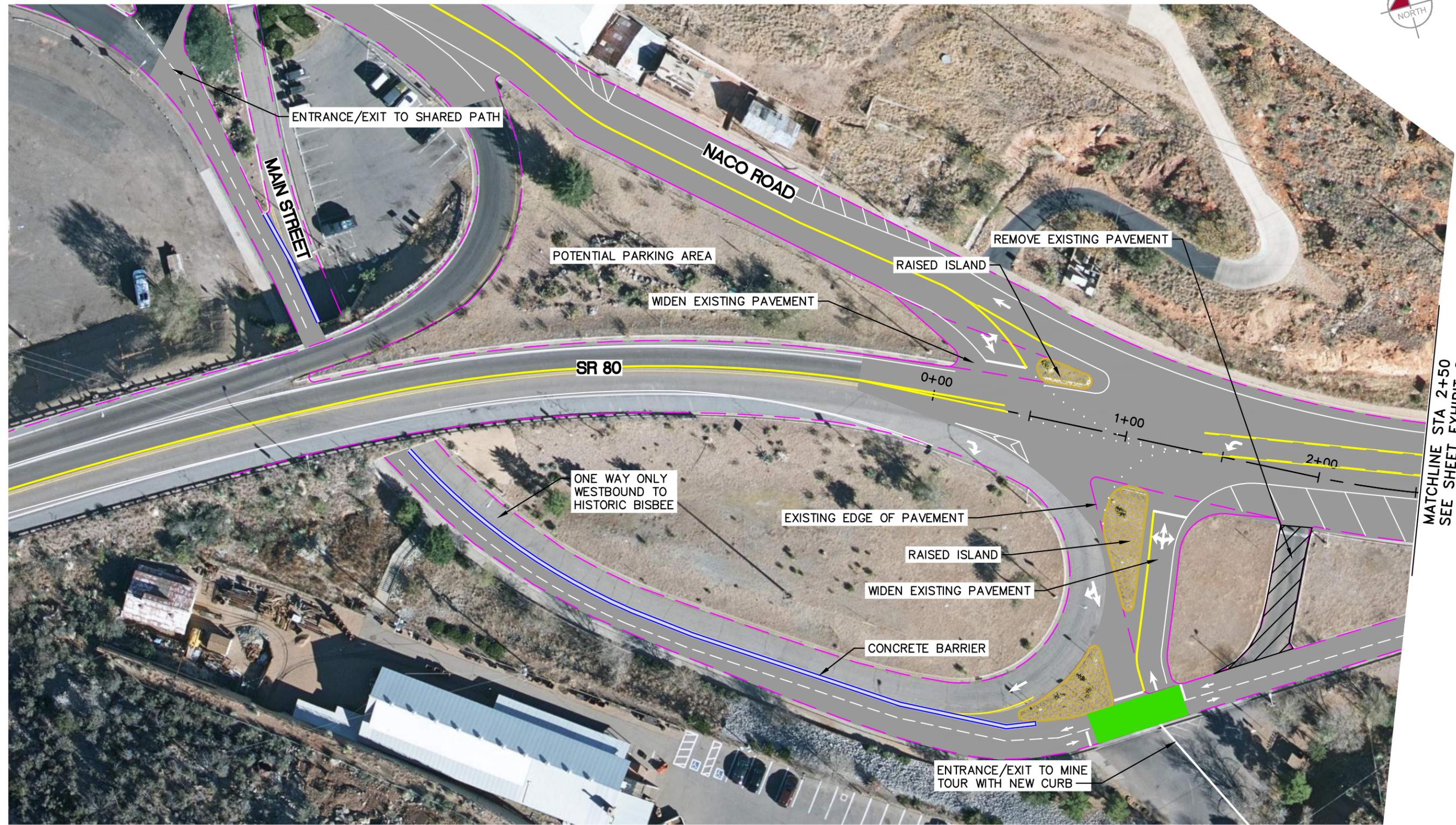


Attachment 2 – Crashes, 2015-2019



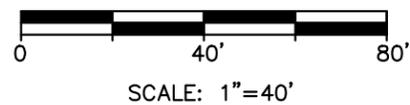
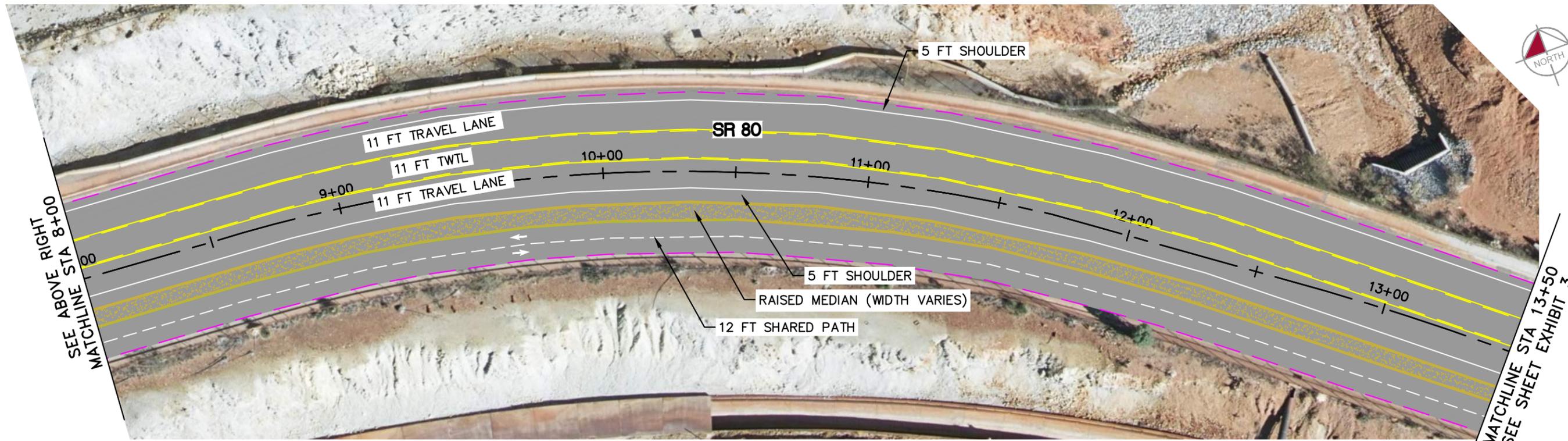
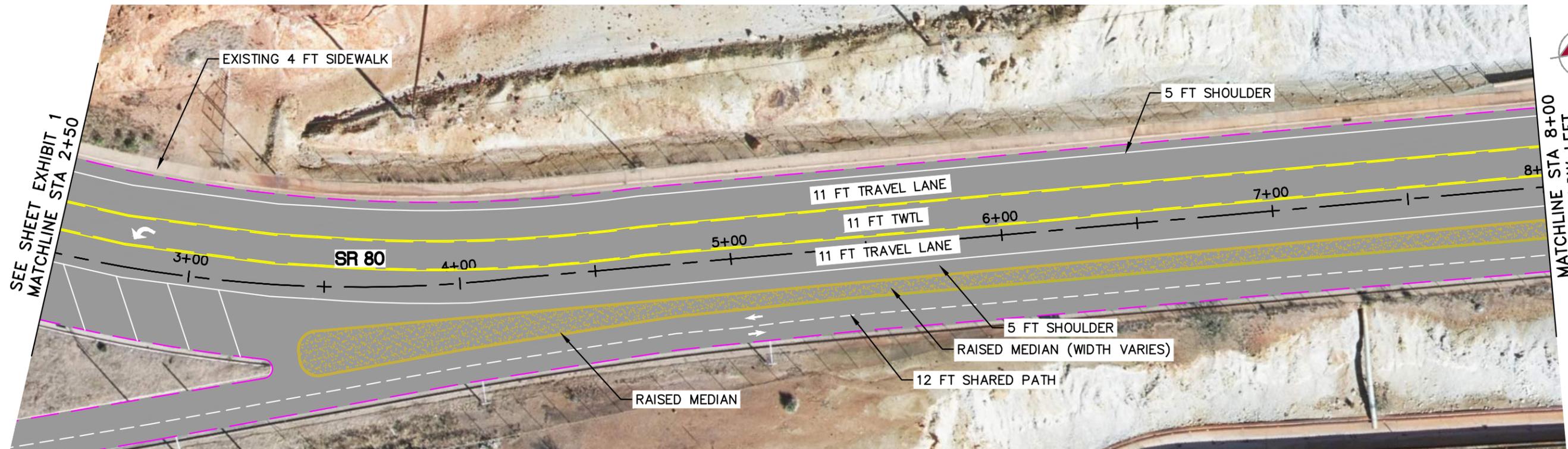


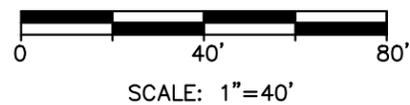
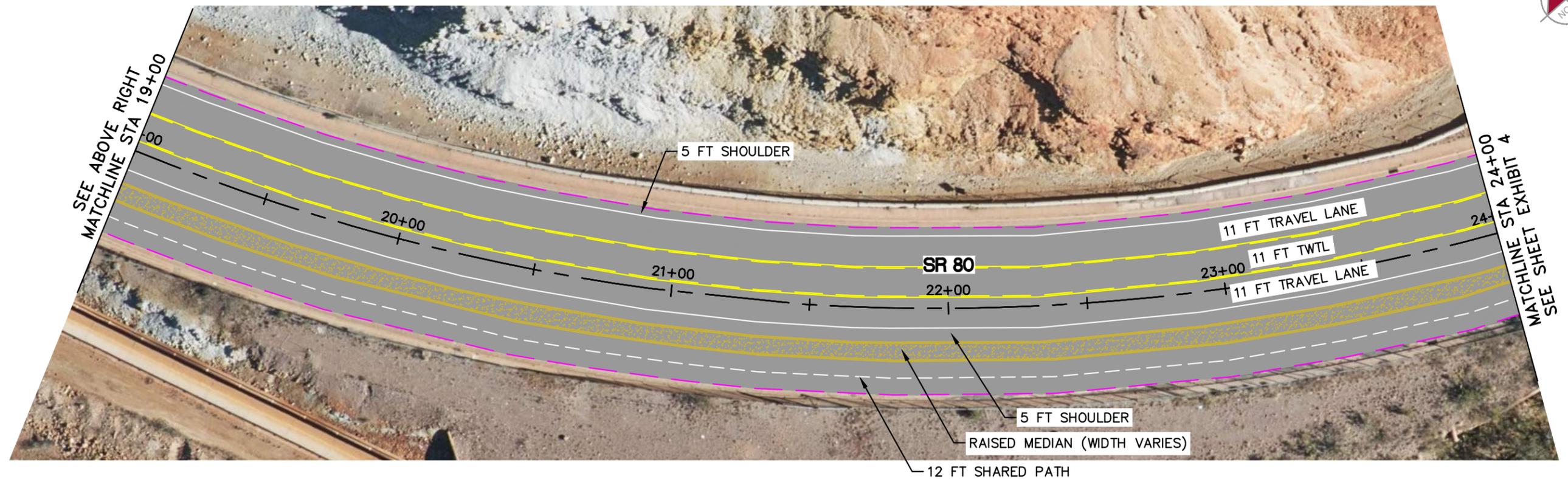
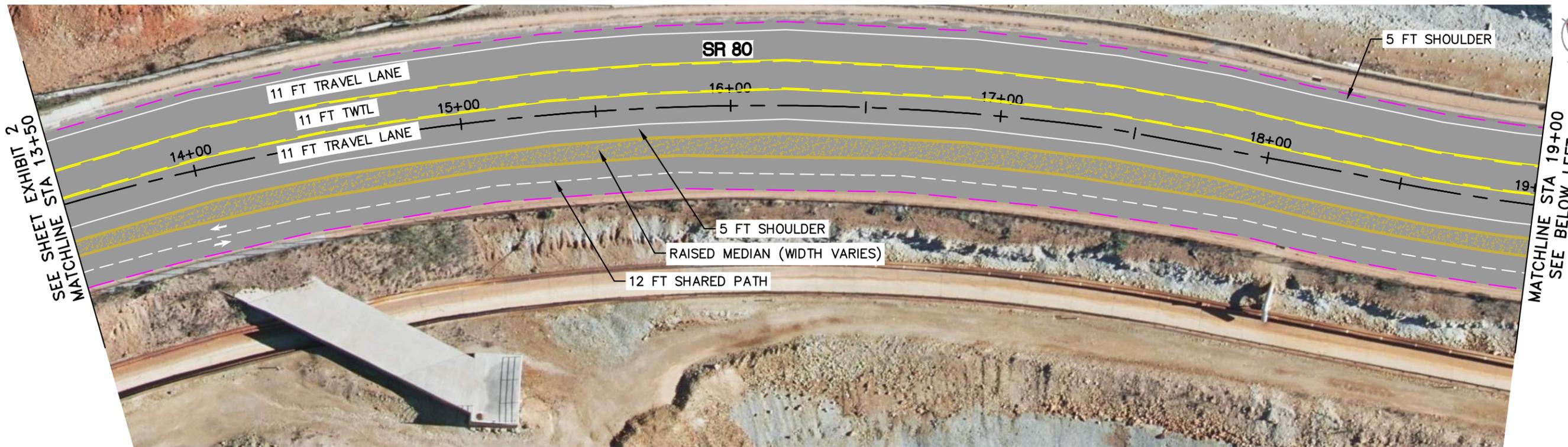
Attachment 3 – Concept Option A

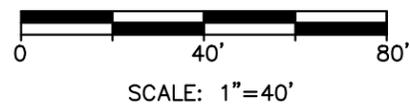
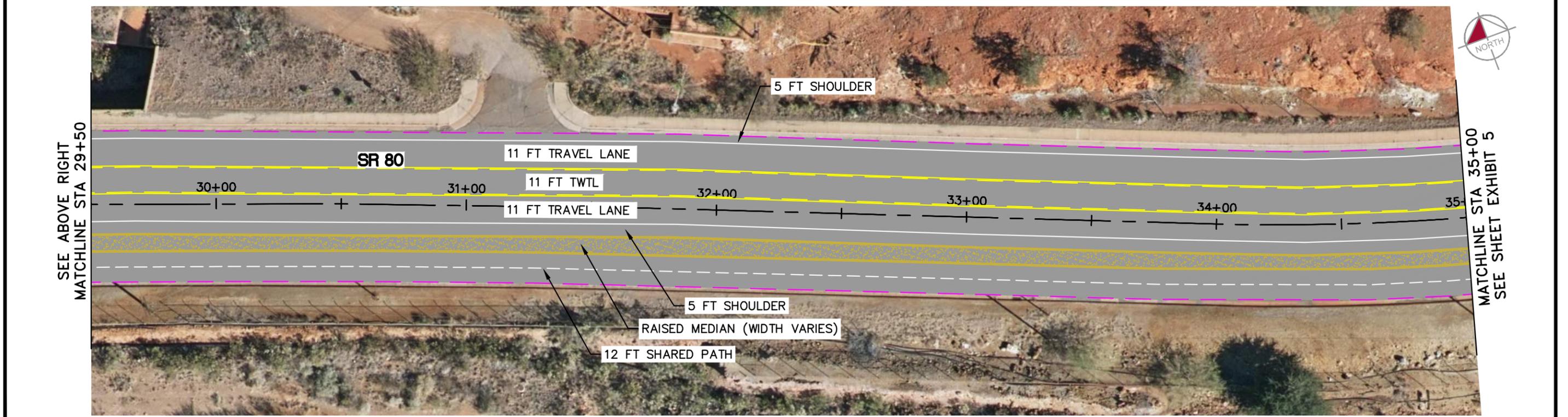
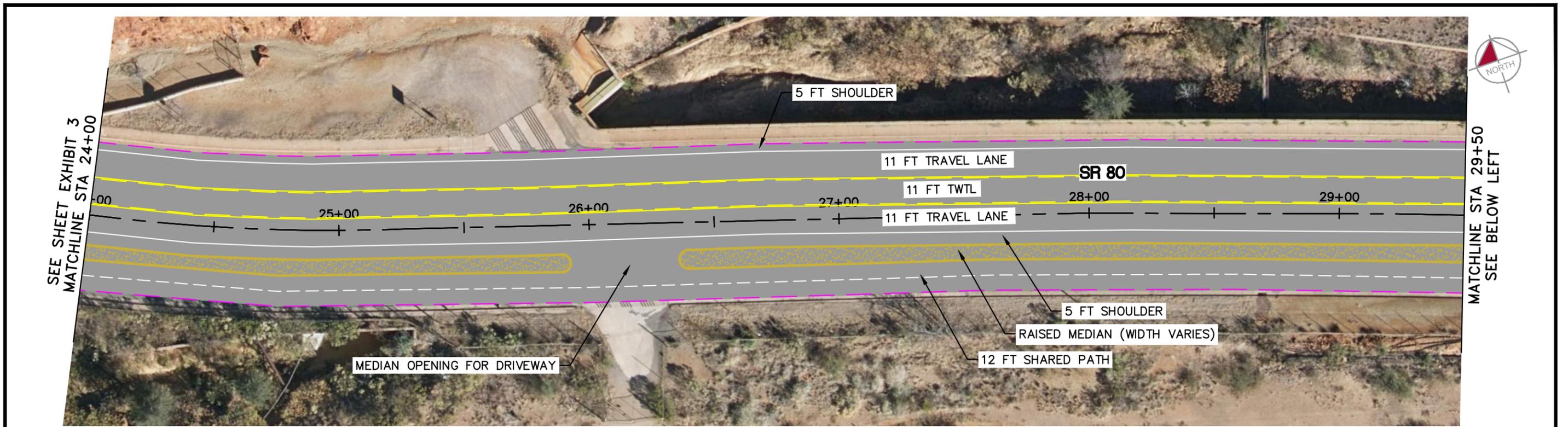


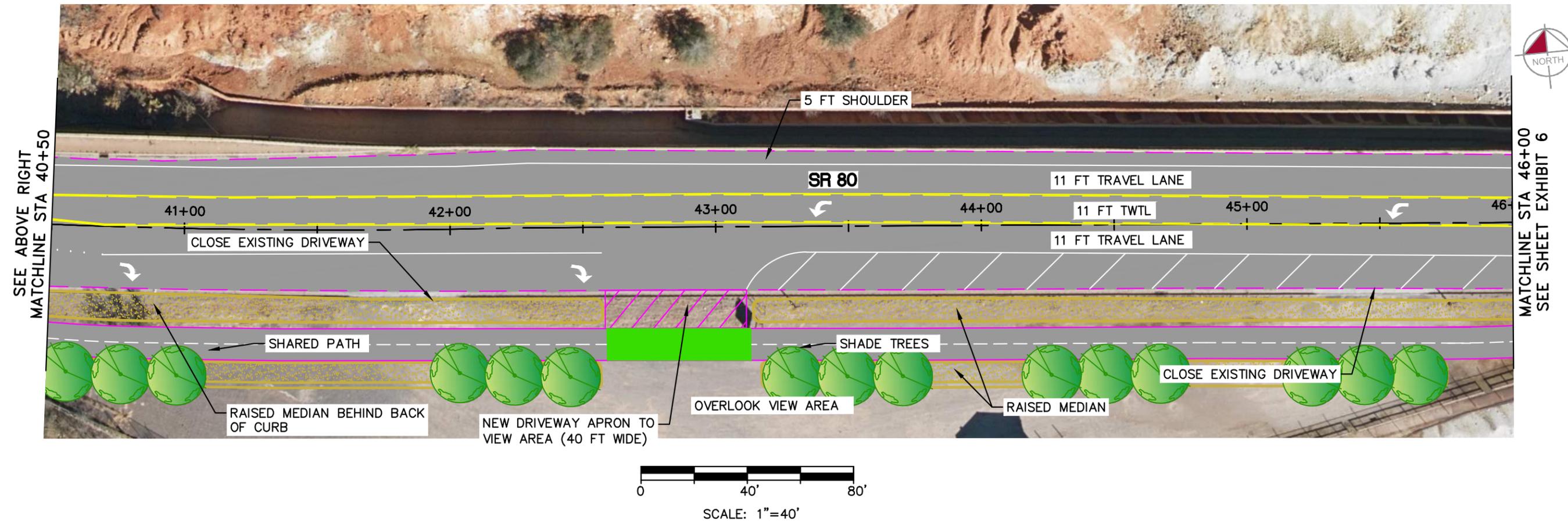
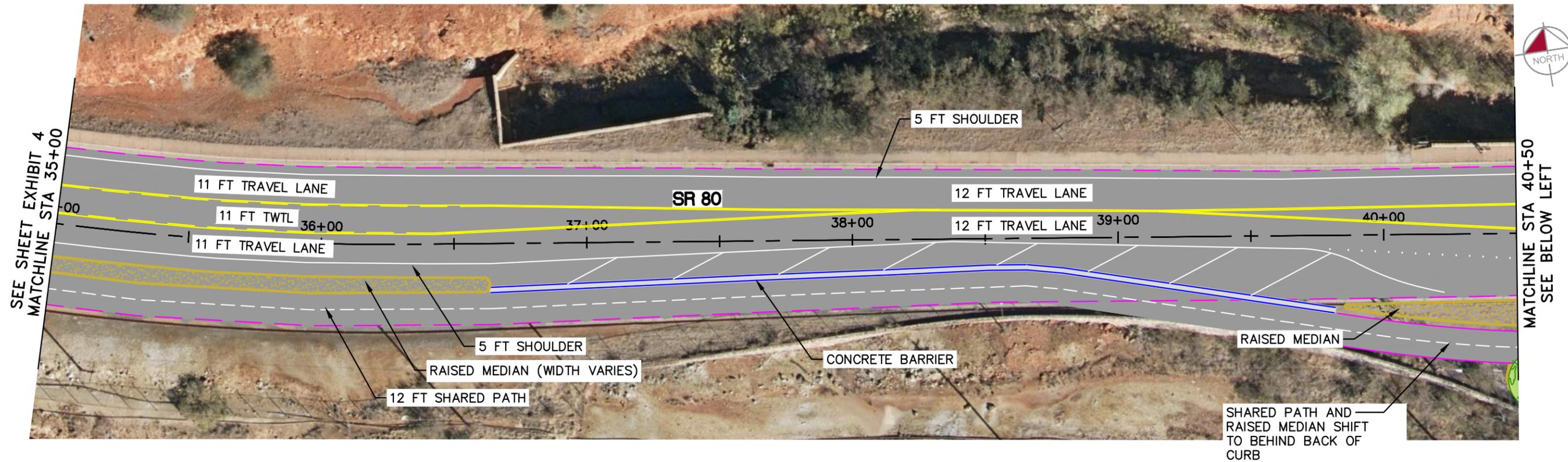
MATCHLINE STA 2+50
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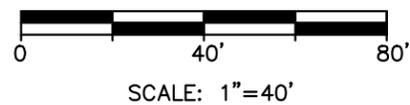
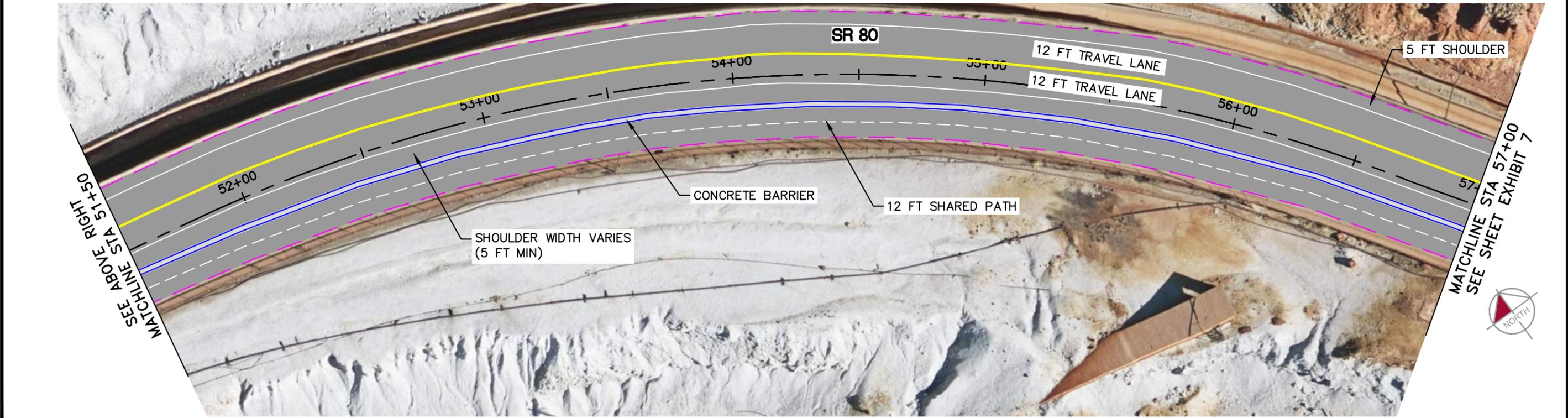
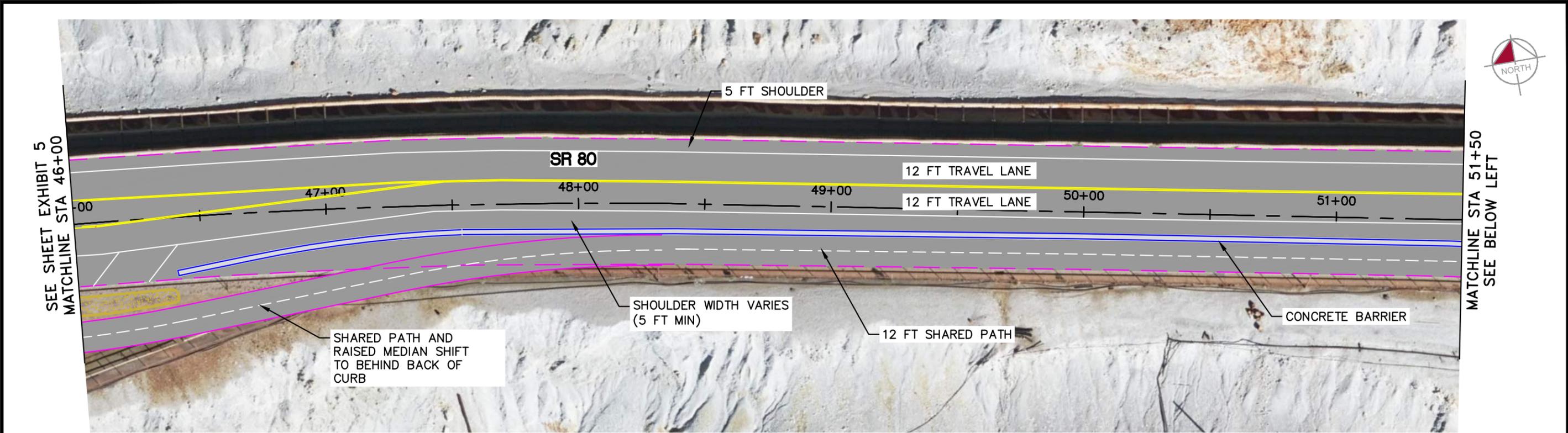


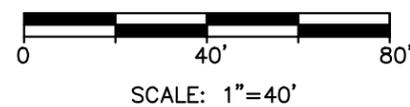
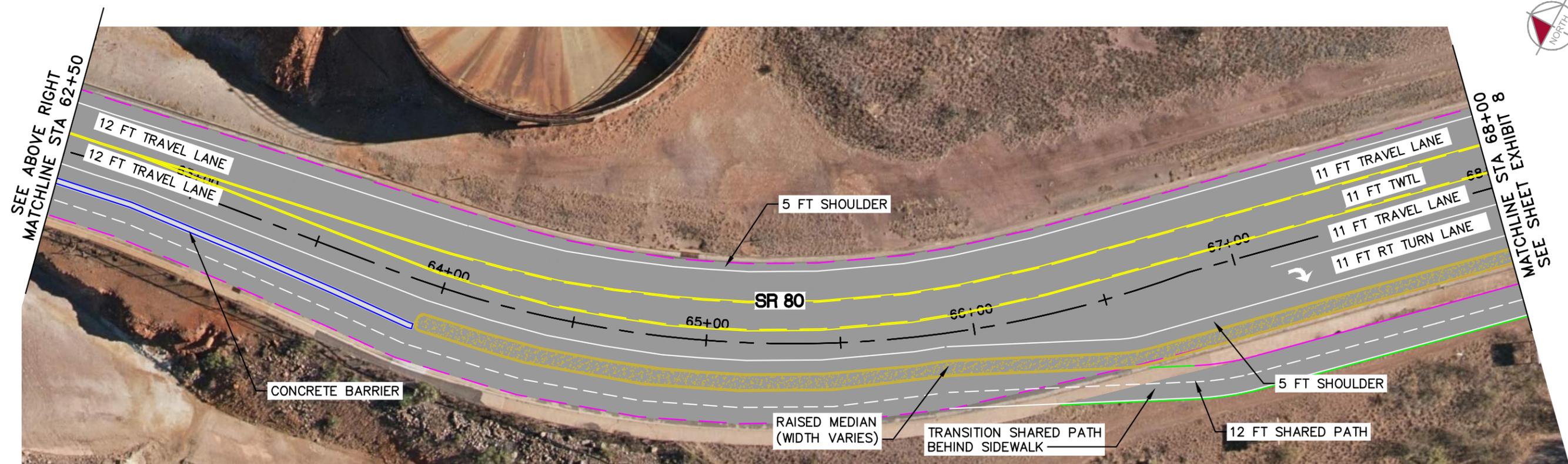
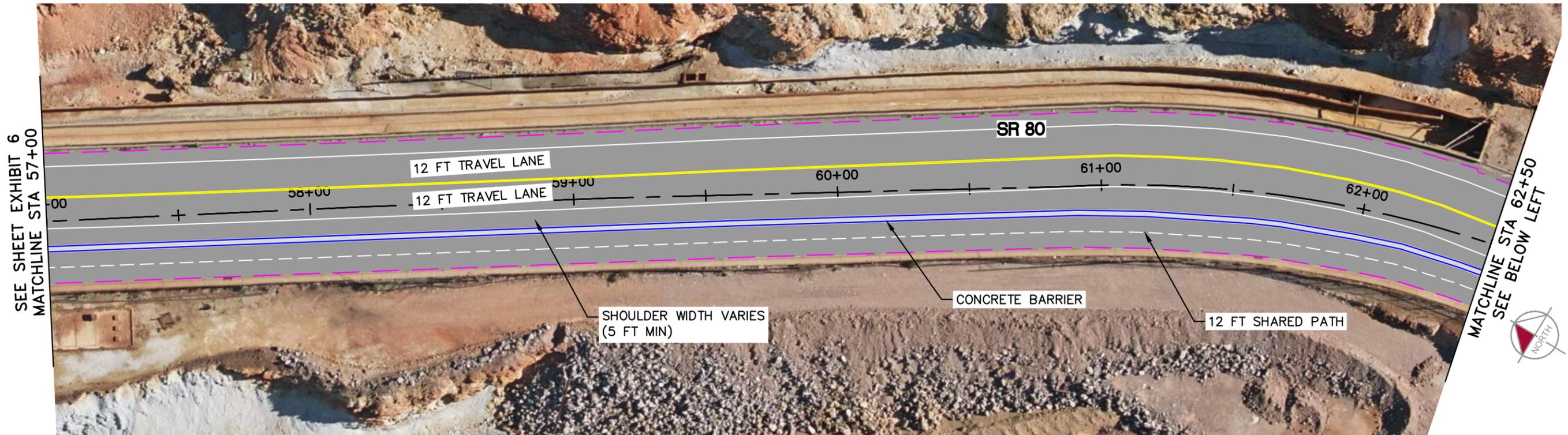


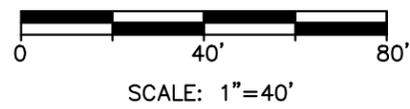
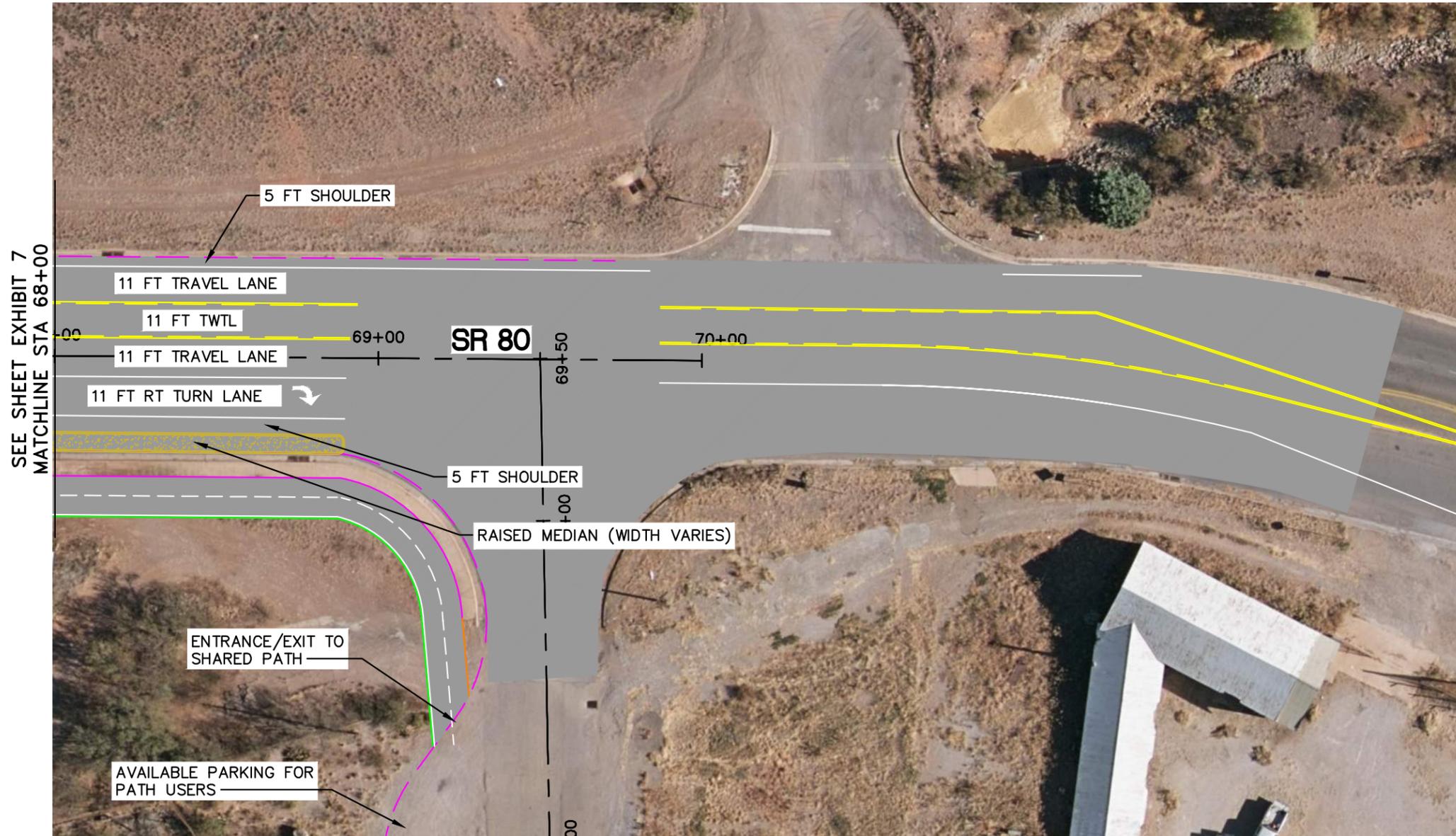






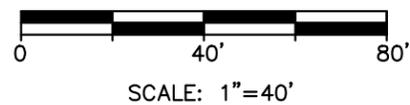
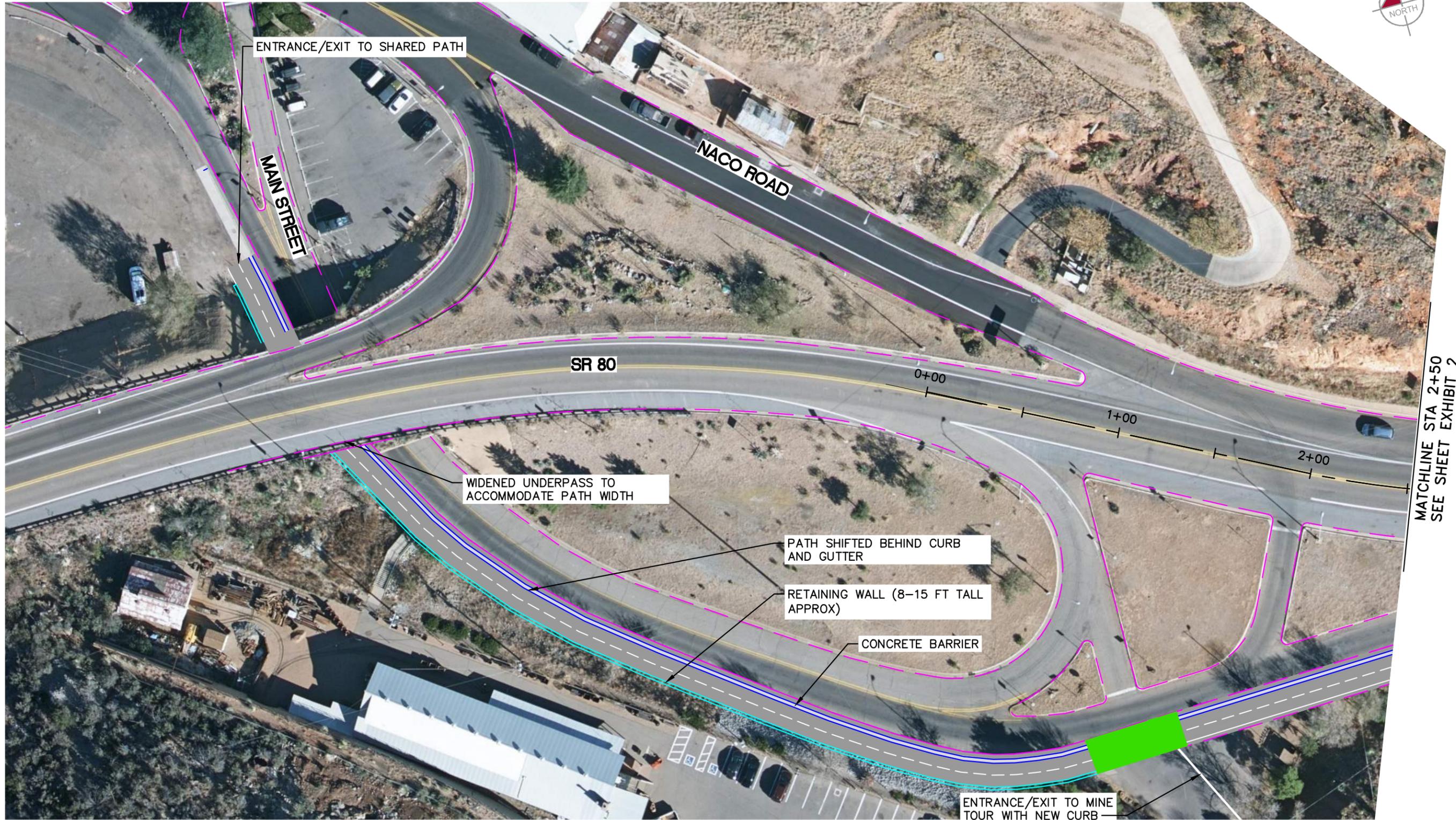


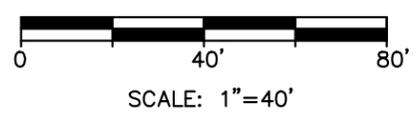
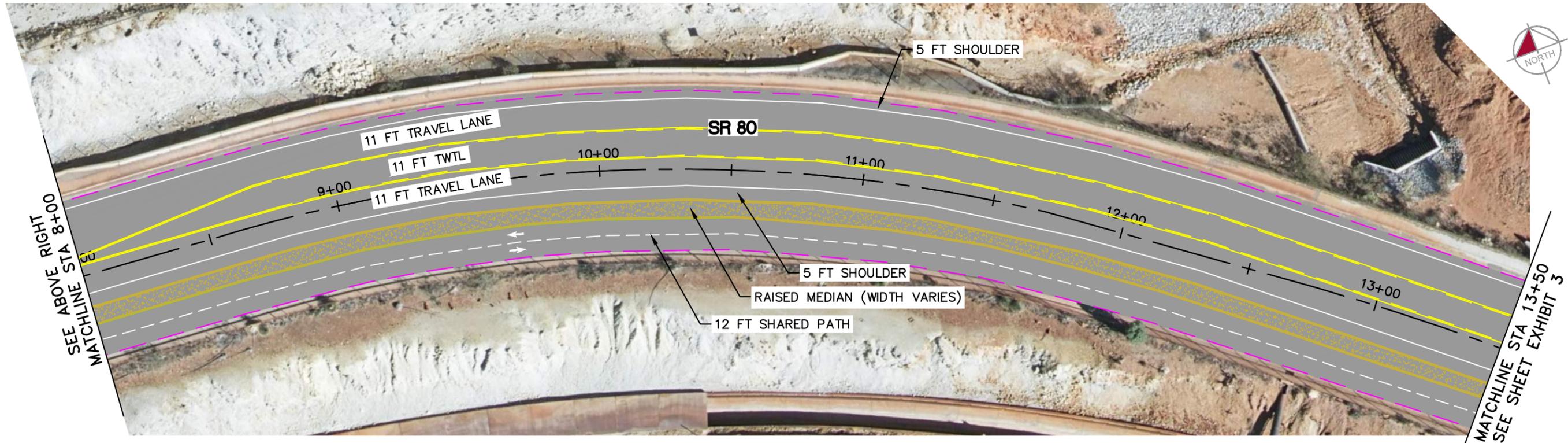
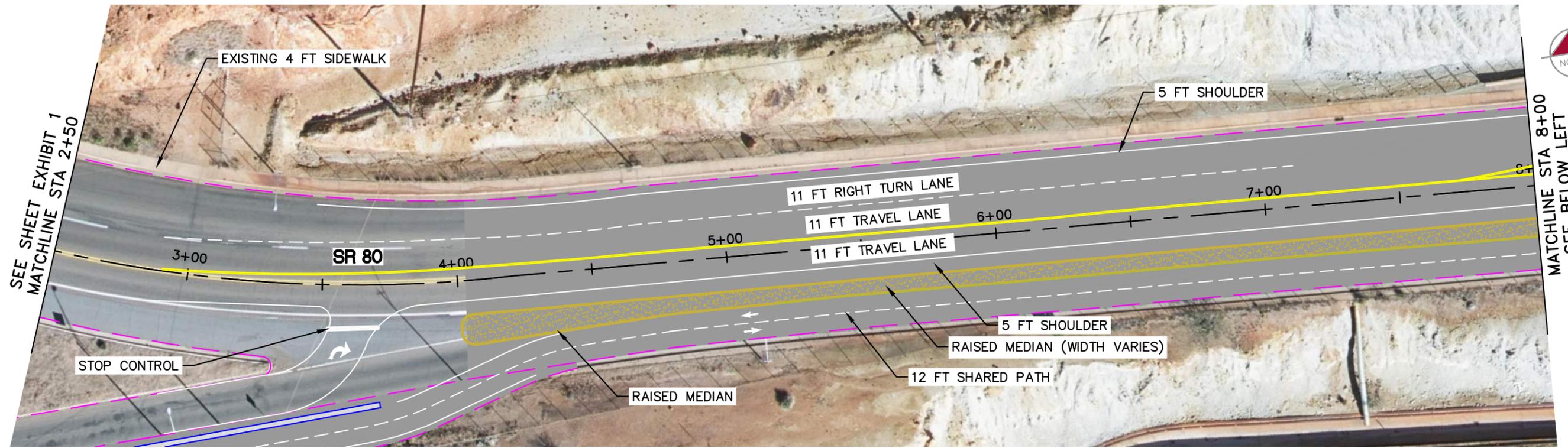


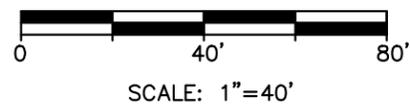
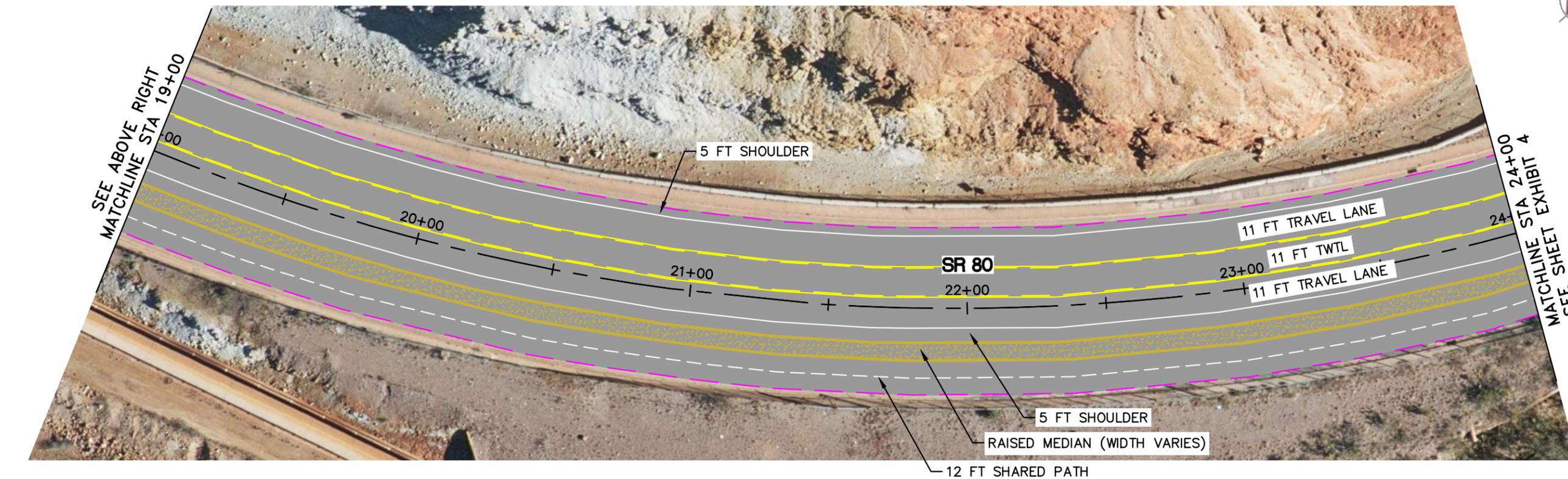
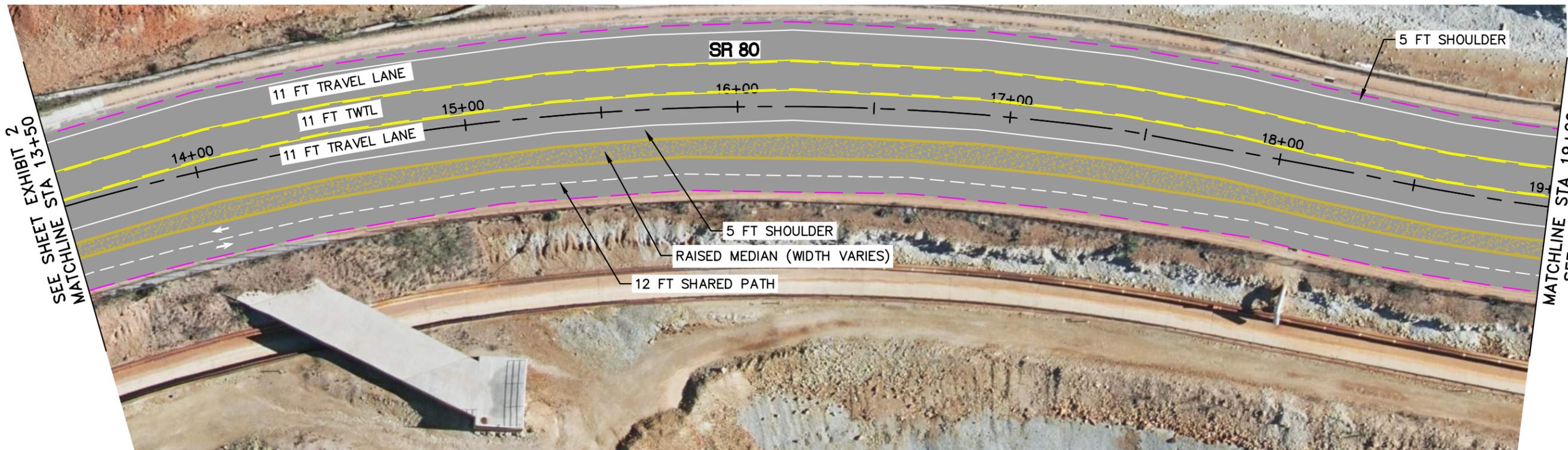


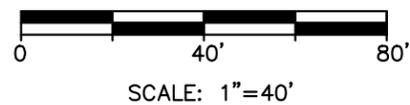
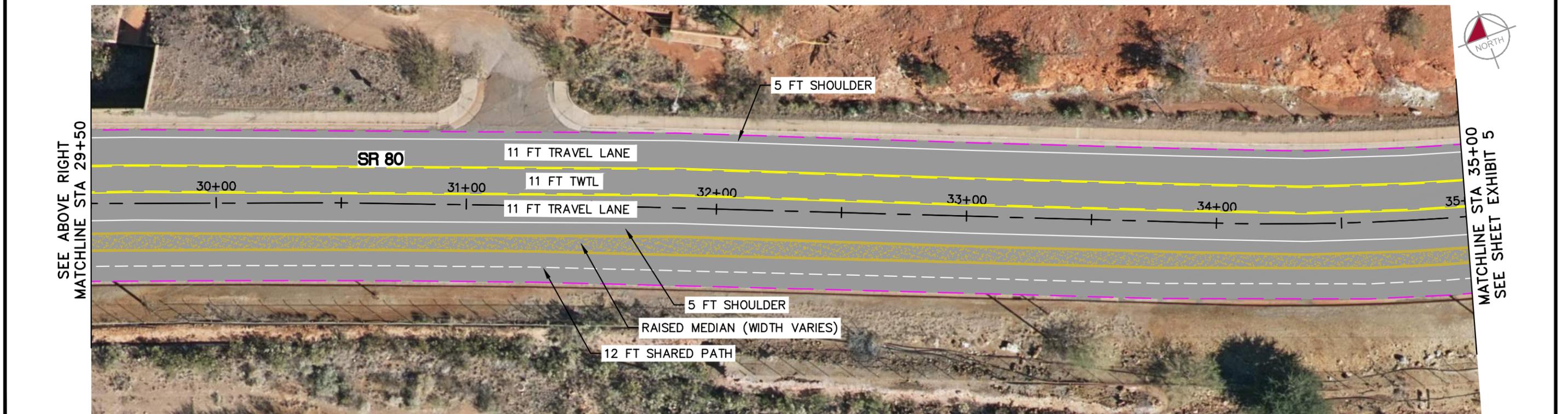
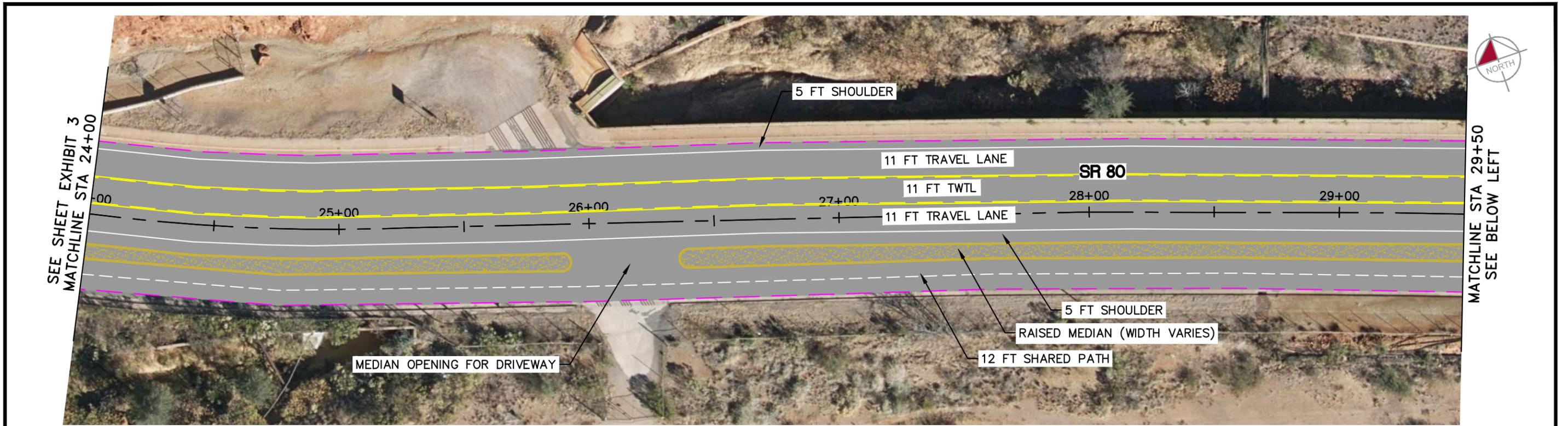


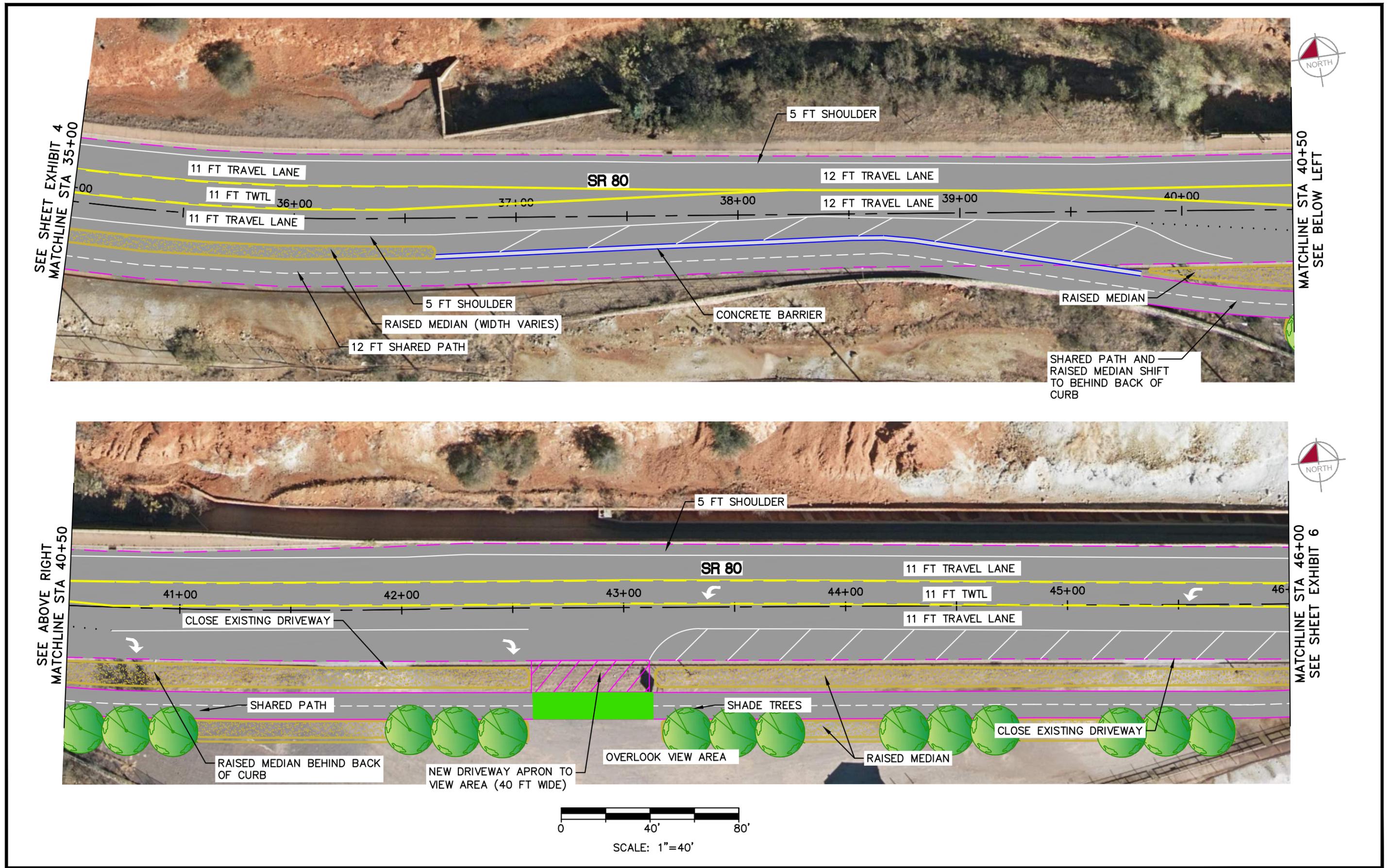
Attachment 4 – Concept Option B

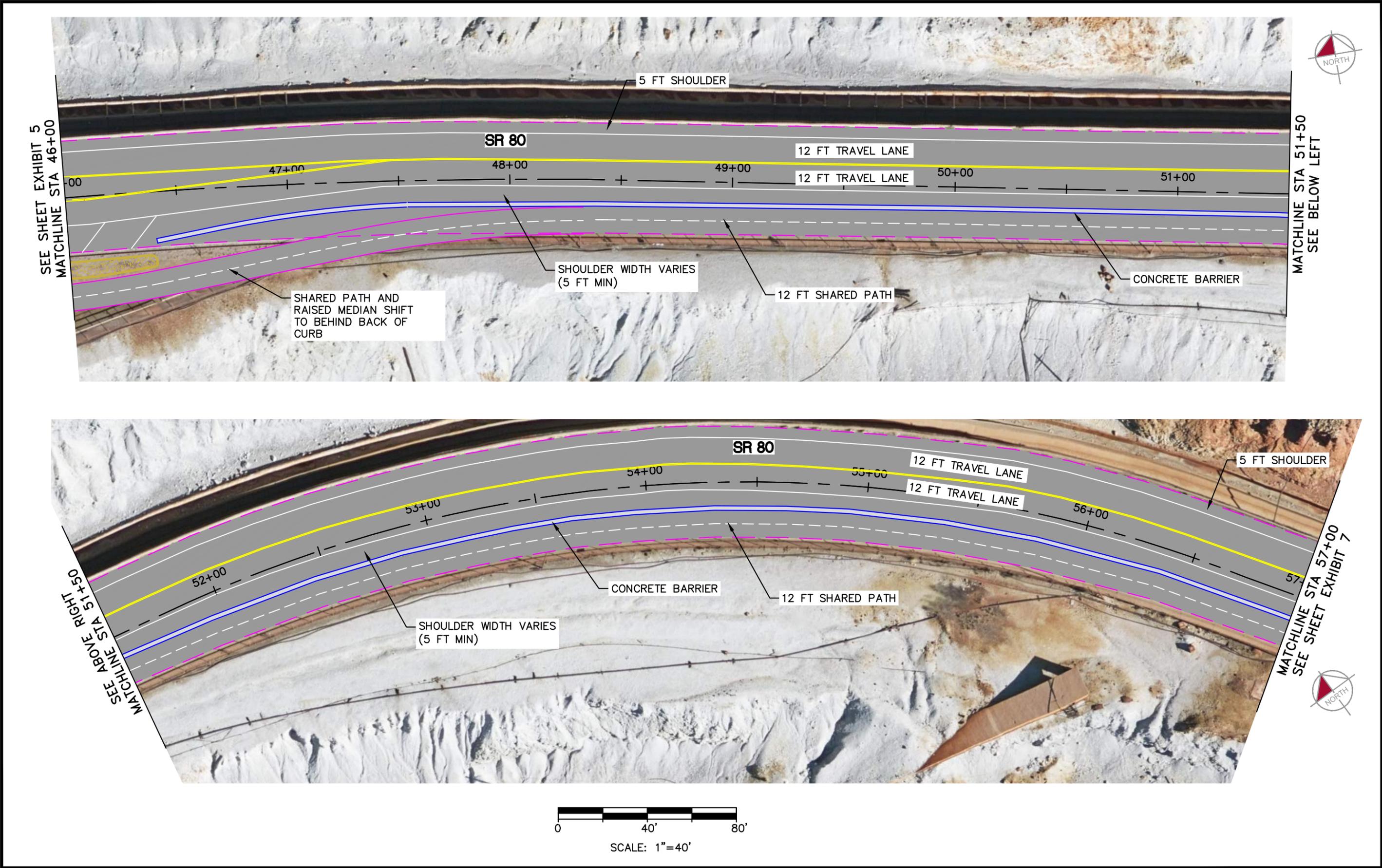


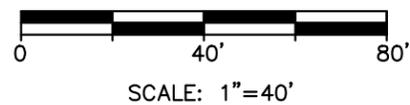
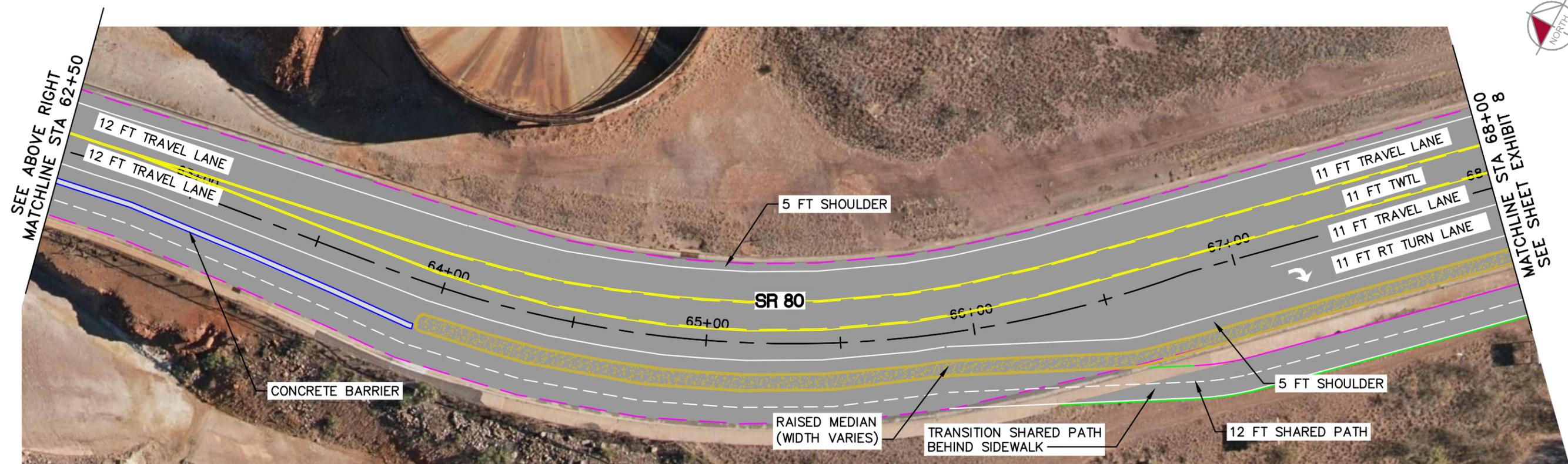
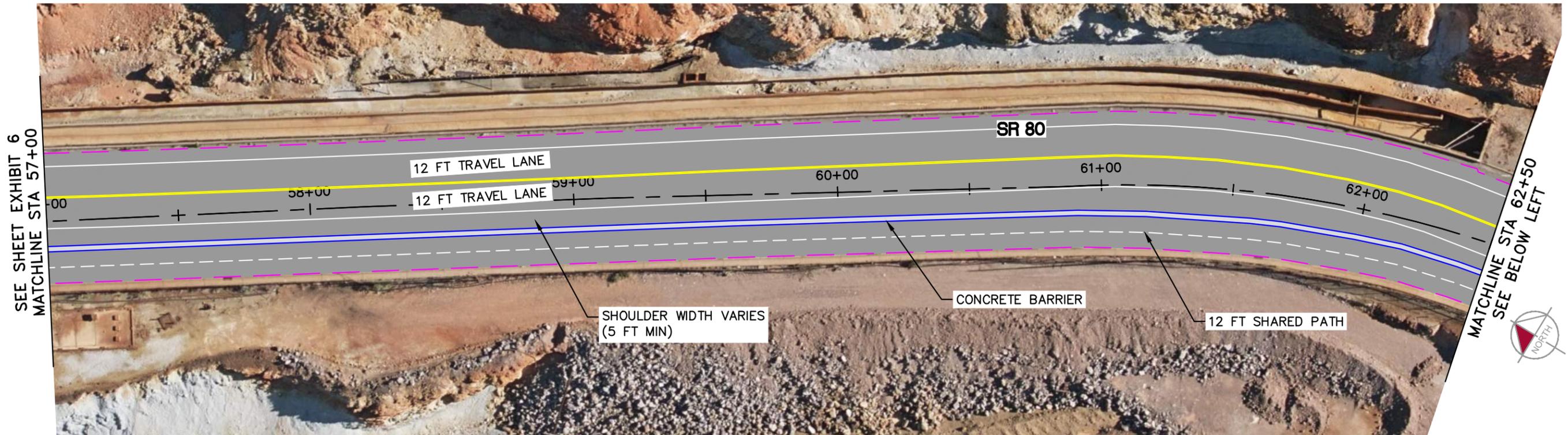


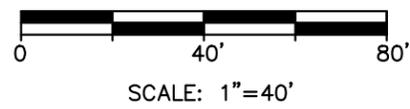
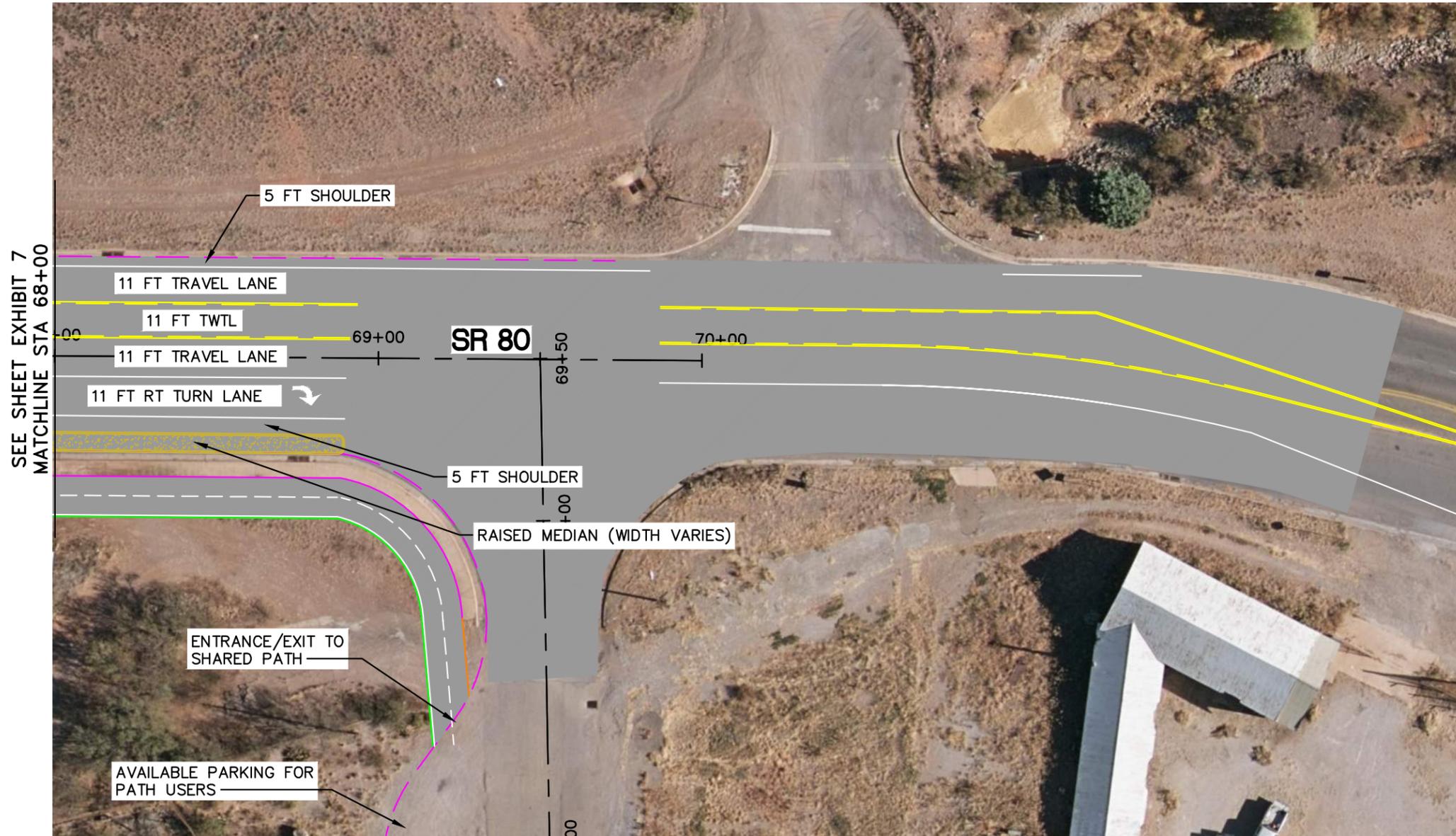














Attachment 5 – Opinion of Probable Cost



Concept Option A – Estimate of Probable Cost

Bisbee SUP Feasibility - Option A

Cost Estimate - Concept Level

Prepared By: Jacob Wilcock

Date 4/14/2021

Proposed Project Scope:

Approximate Route Reference Mile Post (BEGIN) =	-	(END) =	-
Project Length =	1.430	miles	7,550 ft
Current FY Year (July-June) =	2021		
Assumed Construction FY Year =	2024		
Construction Items Inflation Factor =	<u>1.11</u>	3 yrs for inflation	
Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) =	3.25%		
Assumed Yearly Inflation for Right of Way (%/yr) =	0.0%		
Items not Estimated (% of Construction) =	20.0%		
Preliminary Engineering (% of Construction + Incentives) =	12.0%		
Construction Engineering (% of Construction + Incentives) =	10.0%		

Construction Items	Cost	
<u>Public Information Services</u>		\$4,000
<u>Roadway and Drainage</u>		\$1,309,378
<u>Traffic and Safety</u>		\$106,750
<u>Structures</u>		\$0
	Subtotal	\$1,420,128
	Items not Estimated (20%)	\$284,026
	Construction Subtotal	\$1,704,154
P.E. Cost	P.E. Subtotal	\$204,498
C.E. Cost	C.E. Subtotal	\$170,415
Miscellaneous	Miscellaneous Subtotal	\$0
Cost Estimate	2021	2024
P.E.	\$204,000	\$225,000
Right of Way	\$0	\$0
Utilities	\$0	\$0
Construction	\$1,704,000	\$1,898,000
C.E.	\$170,000	\$187,000
Incentives	\$0	\$0
Aesthetics	0.75% \$13,000	\$14,000
Change Order Contingency	9.00% \$155,000	\$173,000
	TOTAL \$2,246,000	TOTAL \$2,497,000

Roadway and Drainage

Bisbee SUP Feasibility - Option A

Item	Quantity	Units	Price	Cost	Remarks
Roadway					
Mobilization	1	lump	\$175,000.00	\$175,000.00	Usually 7-10% of construction
Traffic Control	1	lump	\$80,000.00	\$80,000.00	Usually 3-5% of construction
Survey	1	lump	\$15,000.00	\$15,000.00	Usually 1% of Construction
Granular Borrow (Plan Quantity)	122	cubic yard			
Clearing and Grubbing	1	lump	\$6,000.00	\$6,000.00	
Roadway Excavation (Plan Quantity)	800	cubic yard	\$30.00	\$24,000.00	
Untreated Base Course (Plan Quantity)	267	cubic yard	\$60.00	\$16,020.00	
Asphalt Slurry Seal Coat	48,383	square yard	\$3.00	\$145,149.00	
HMA - 1/2 Inch	358	ton	\$100.00	\$35,800.00	
Concrete Curb and Gutter Type B1	233	foot	\$35.00	\$8,155.00	
Concrete Curb (Median)	12,150	foot	\$20.00	\$243,000.00	Median
Concrete Flatwork 4 inch thick (median)	29,408	square feet	\$10.00	\$294,080.00	All medians except overlook
Concrete Barrier	2,474	foot	\$100.00	\$247,400.00	42 Inch Cast in Place
Establish Landscaping	4,221	square feet	\$3.50	\$14,773.50	Median @ Overlook
Roadway Subtotal				\$1,304,378	
Drainage					
Establish Erosion Control	1	Lump	\$5,000.00	\$5,000.00	
Drainage Pipe - 18 inch, Smooth, Leak-Resistant		foot			
Drainage Pipe - 24 inch, Smooth, Leak-Resistant		foot			
Drainage Pipe - 36 inch, Smooth, Leak-Resistant		foot			
Concrete Drainage Structure 5 ft to 7 ft deep - CB 9		each			
Drainage Subtotal				\$5,000	
PI					
Public Information Services	1	lump	\$4,000.00	\$4,000	Usually 0.25% of construction

Traffic, Safety & ITS

Bisbee SUP Feasibility - Option A

Item	Quantity	Units	Price	Cost	Remarks
Traffic					
Pavement Marking Paint	250	gallon	\$50.00	\$12,500.00	
Pavement Message (Preformed Thermoplastic) - 4 Inch	45,000	ft	\$1.75	\$78,750.00	
Pavement Message (Preformed Thermoplastic)	30	each	\$350.00	\$10,500.00	
Sign Contingency	1	each	\$5,000.00	\$5,000.00	
Signals					
Traffic Signal System		lump			
Lighting					
Highway Lighting System		lump			
Traffic and Safety Subtotal				\$106,750	
ITS					
		#N/A			
		Lump			
ITS Subtotal				\$0	



Concept Option B – Estimate of Probable Cost

Bisbee SUP Feasibility - Option B

Cost Estimate - Concept Level

Prepared By: Jacob Wilcock

Date 4/14/2021

Proposed Project Scope:

Approximate Route Reference Mile Post (BEGIN) =	-	(END) =	-
Project Length =	1.430	miles	7,550 ft
Current FY Year (July-June) =	2021		
Assumed Construction FY Year =	2024		
Construction Items Inflation Factor =	1.11	3 yrs for inflation	
Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) =	3.25%		
Assumed Yearly Inflation for Right of Way (%/yr) =			
Items not Estimated (% of Construction) =	20.0%		
Preliminary Engineering (% of Construction + Incentives) =	12.0%		
Construction Engineering (% of Construction + Incentives) =	10.0%		

Construction Items	Cost
<u>Public Information Services</u>	<u>\$10,000</u>
<u>Roadway and Drainage</u>	<u>\$1,619,503</u>
<u>Traffic and Safety</u>	<u>\$106,750</u>
<u>Structures</u>	<u>\$1,450,000</u>
<u>Environmental Mitigation</u>	<u>\$0</u>
<u>ITS</u>	<u>\$0</u>
Subtotal	<u>\$3,186,253</u>
Items not Estimated (20%)	\$400,000
Construction Subtotal	\$3,586,253
P.E. Cost	P.E. Subtotal \$430,350
C.E. Cost	C.E. Subtotal \$358,625
Right of Way	Right of Way Subtotal \$0
Utilities	Utilities Subtotal \$0
Incentives	Incentives Subtotal \$0
Miscellaneous	Miscellaneous Subtotal \$0

Cost Estimate	2021	2024
P.E.	\$430,000	\$473,000
Right of Way	\$0	\$0
Utilities	\$0	\$0
Construction	\$3,586,000	\$3,995,000
C.E.	\$359,000	\$395,000
Incentives	\$0	\$0
Aesthetics	0.75% \$27,000	\$30,000
Change Order Contingency	9.00% \$325,000	\$362,000
UDOT Oversight	\$0	\$0
Miscellaneous	\$0	\$0
TOTAL	\$4,727,000	\$5,255,000

Roadway and Drainage

Bisbee SUP Feasibility - Option B

Item	Quantity	Units	Price	Cost
Roadway				
Mobilization	1	lump	\$350,000.00	\$350,000.00
Traffic Control	1	lump	\$200,000.00	\$200,000.00
Survey	1	lump	\$20,000.00	\$40,000.00
Granular Borrow (Plan Quantity)	0	cubic yard		
Clearing and Grubbing	1	lump	\$6,000.00	\$6,000.00
Roadway Excavation (Plan Quantity)	800	cubic yard	\$30.00	\$24,000.00
Untreated Base Course (Plan Quantity)	345	cubic yard	\$60.00	\$20,700.00
Asphalt Slurry Seal Coat	48,383	square yard	\$3.00	\$145,149.00
HMA - 1/2 Inch	344	ton	\$100.00	\$34,400.00
Concrete Curb and Gutter Type B1	0	foot	\$35.00	\$0.00
Concrete Curb (Median)	12,150	foot	\$20.00	\$243,000.00
Concrete Flatwork 4 inch thick (median)	29,408	square feet	\$10.00	\$294,080.00
Concrete Barrier	2,474	foot	\$100.00	\$247,400.00
Establish Landscaping	4,221	square feet	\$3.50	\$14,773.50
Roadway Subtotal				\$1,619,503
Loose Riprap		cubic yard		
Drainage Pipe - 18 inch, Smooth, Leak-Resistant		foot		
Drainage Pipe - 24 inch, Smooth, Leak-Resistant		foot		
Drainage Pipe - 36 inch, Smooth, Leak-Resistant		foot		
Concrete Drainage Structure 5 ft to 7 ft deep - CB 9		each		
				\$0
Public Information Services	1	lump	\$6,000.00	\$10,000

Traffic, Safety & ITS

Bisbee SUP Feasibility - Option B

Item	Quantity	Units	Price	Cost
Traffic				
Pavement Marking Paint	250	gallon	\$50.00	\$12,500.00
Pavement Message (Preformed Thermoplastic) - 4 Inch	45,000	ft	\$1.75	\$78,750.00
Pavement Message (Preformed Thermoplastic)	30	each	\$350.00	\$10,500.00
Sign Contingency	1	each	\$5,000.00	\$5,000.00
Signals				
		#N/A		
Signals				
		#N/A		
Traffic and Safety Subtotal				\$106,750
ITS				
		#N/A		
ITS Subtotal				\$0

Structures

Bisbee SUP Feasibility - Option B

Item #	Item	Quantity	Units	Price	Cost
Bridges					
	Widening Bridge (Full Reconstruct)	4,000	sq ft	\$250.00	\$1,000,000.00
Walls					
	Retaining Wall	4,500	sq ft	\$100.00	\$450,000.00
Sign Structures					
	Overhead Sign Structure		Lump		
028917265	Remove Overhead Sign		Lump		
	Remove Existing Overhead Sign Structure		Lump		
Hydraulics					
	Extend Box Culvert		ft		
	New Box Culvert		Lump		
Geotech					
	Geotech Report		Lump		
	Drilling		Lump		
Structures Subtotal					\$1,450,000



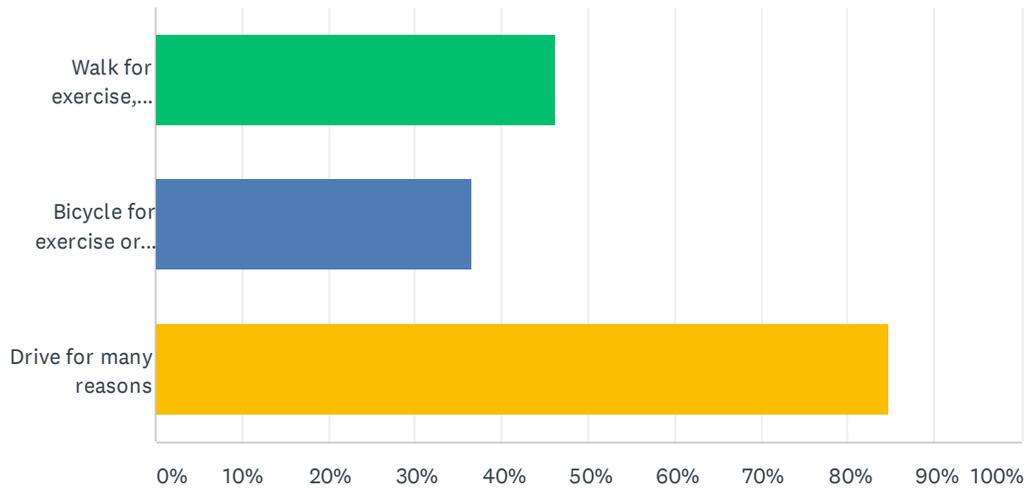
Attachment 6 – Summary of Survey Results and Comments



January 2021 Community Engagement Survey Results

Q1 Do you walk, ride a bike, or drive on SR 80 between Historic Bisbee and Lowell District? Please check all that apply

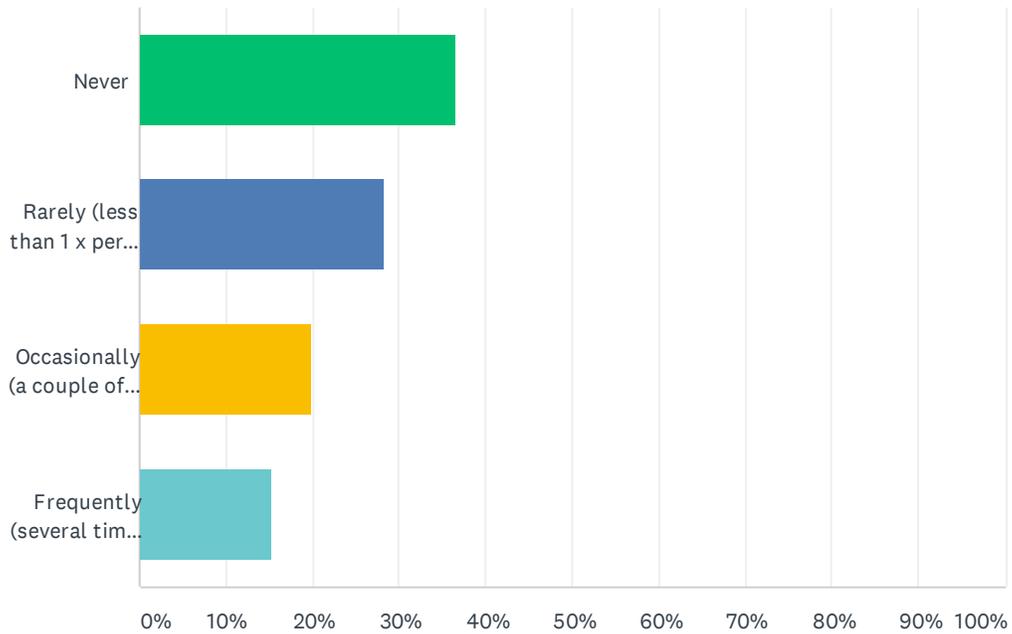
Answered: 216 Skipped: 2



ANSWER CHOICES	RESPONSES	
Walk for exercise, recreation, or commuting to work	46.30%	100
Bicycle for exercise or recreation, or commuting to work	36.57%	79
Drive for many reasons	84.72%	183
Total Respondents: 216		

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

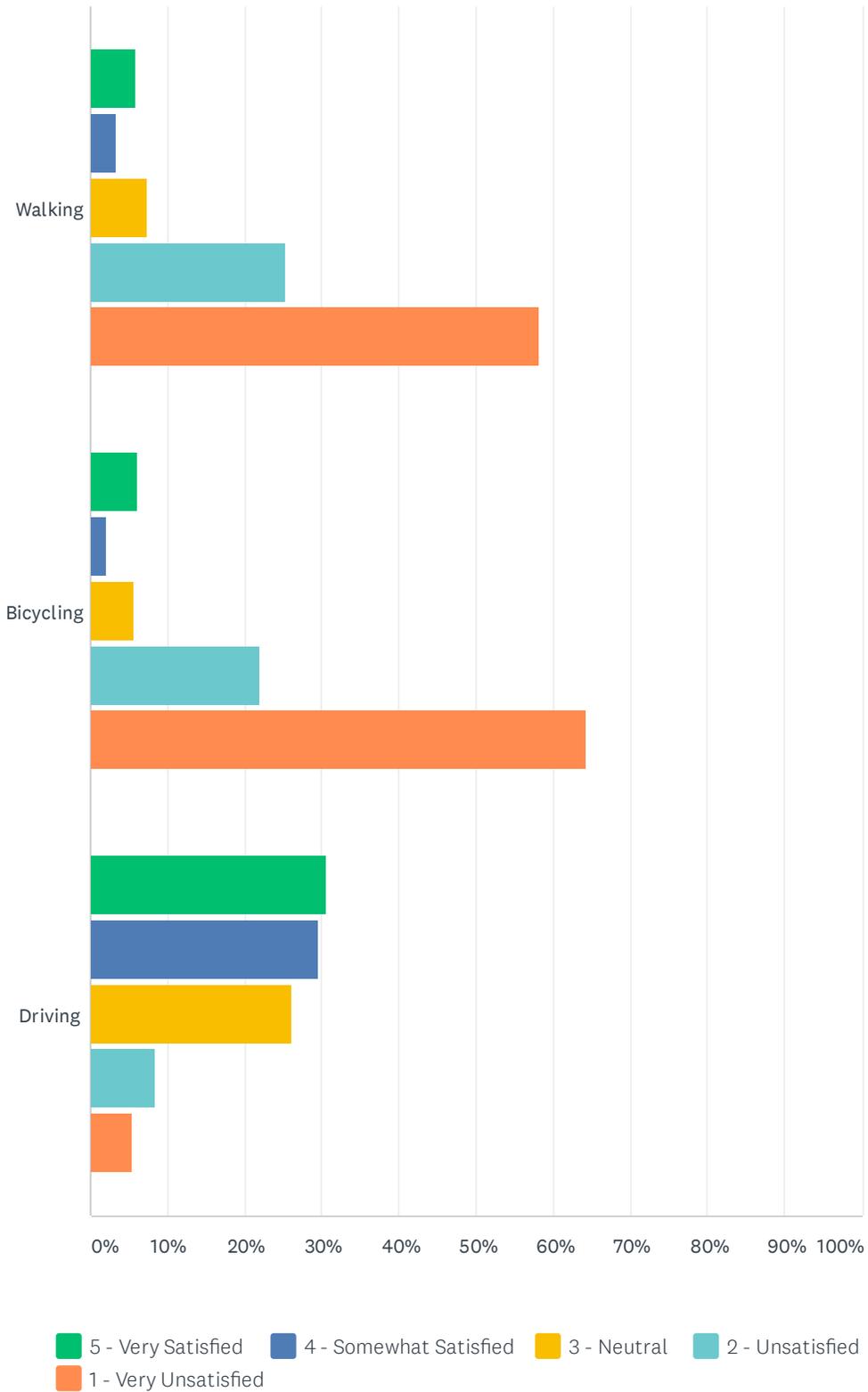
Answered: 216 Skipped: 2



ANSWER CHOICES	RESPONSES	
Never	36.57%	79
Rarely (less than 1 x per month)	28.24%	61
Occasionally (a couple of times per month)	19.91%	43
Frequently (several times per week)	15.28%	33
TOTAL		216

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):

Answered: 214 Skipped: 4

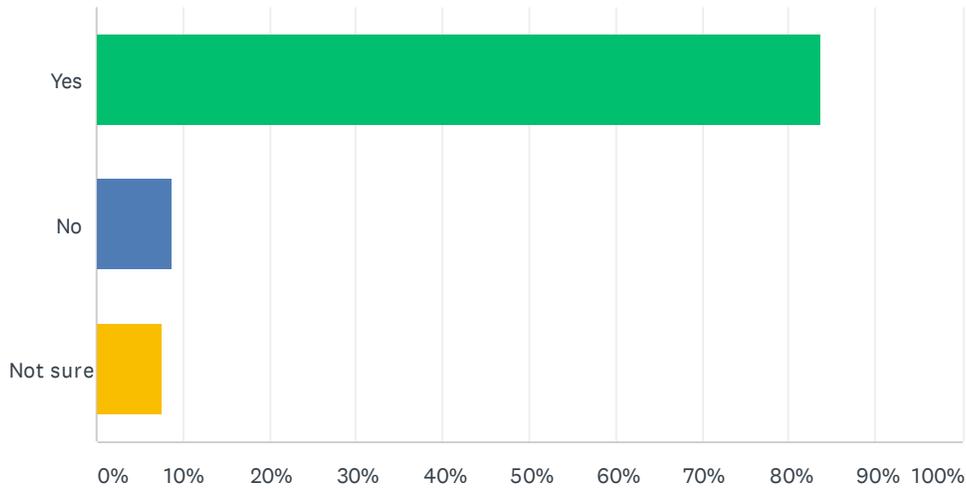


Bisbee Shared Use Path Feasibility Study

	5 - VERY SATISFIED	4 - SOMEWHAT SATISFIED	3 - NEUTRAL	2 - UNSATISFIED	1 - VERY UNSATISFIED	TOTAL
Walking	5.83% 12	3.40% 7	7.28% 15	25.24% 52	58.25% 120	206
Bicycling	6.12% 12	2.04% 4	5.61% 11	21.94% 43	64.29% 126	196
Driving	30.54% 62	29.56% 60	26.11% 53	8.37% 17	5.42% 11	203

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?

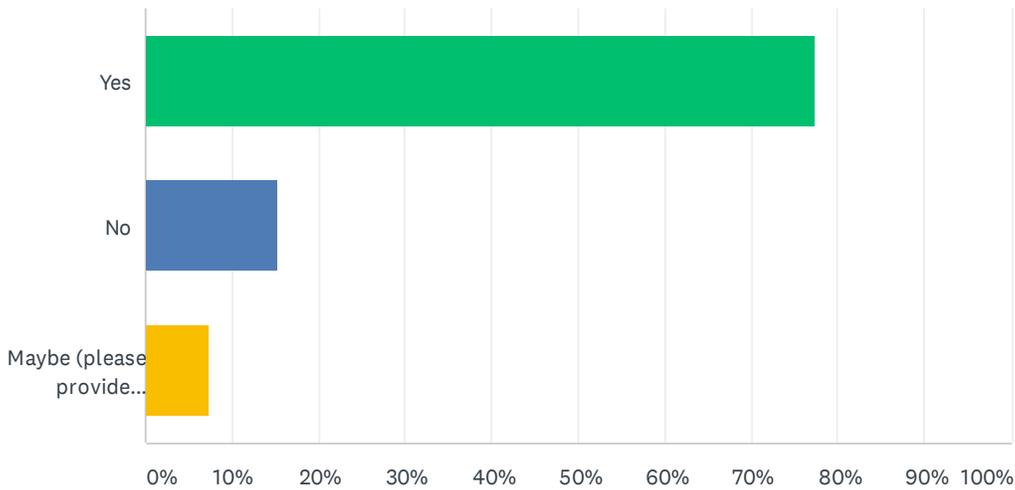
Answered: 215 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	83.72%	180
No	8.84%	19
Not sure	7.44%	16
TOTAL		215

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?

Answered: 217 Skipped: 1



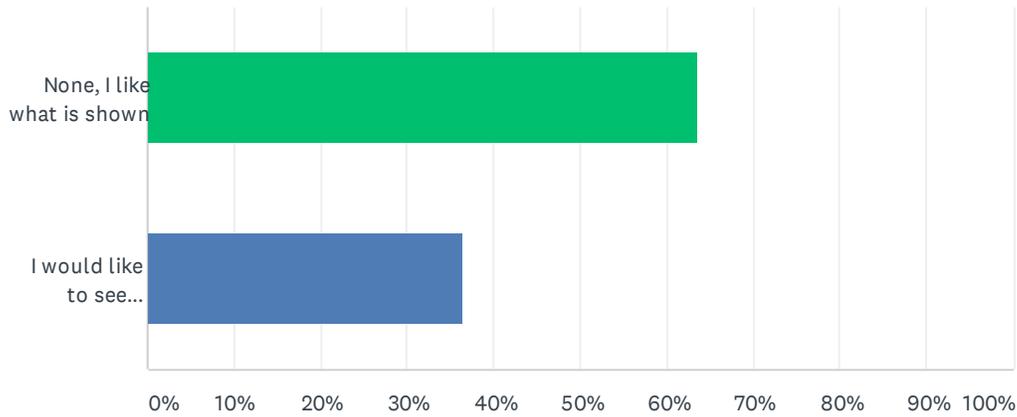
ANSWER CHOICES	RESPONSES	
Yes	77.42%	168
No	15.21%	33
Maybe (please provide comments below)	7.37%	16
TOTAL		217

Bisbee Shared Use Path Feasibility Study

#	MAYBE (PLEASE PROVIDE COMMENTS BELOW)	DATE
1	I don't support removing a lane for cars	1/26/2021 8:32 AM
2	I am not in favor of removing a lane but alternative options are pretty limited.	1/19/2021 10:22 PM
3	as long as vehicular traffic doesn't suffer - with the two existing lanes vehicles can "pass"	1/17/2021 4:53 PM
4	Now you're bottling up vehicle traffic and creating a new danger of accidents that could easily cross into the proposed lane. Needs more study. No easy answers. Even heavy metal posts as a barrier, Expensive, I would think. That would protect the walkers/bikers, but create more hazard to motor vehicles.	1/14/2021 6:19 PM
5	This is incorrect. The center lane would be a turn lane.	1/14/2021 3:39 PM
6	It would depend on what kind of barrier would be constructed to protect bicycles & pedestrians.	1/11/2021 9:56 AM
7	The are is high traffic as it is, removing a lane would not be good. Also, the lighting around the pit is the worse it's ever been, so dangerous.	1/10/2021 8:41 PM
8	I would prefer shared use paths on both sides of the road for cyclists and pedestrians to travel the same direction as the cars on the road.	1/9/2021 8:07 PM
9	It makes more sense to make the westbound lanes (downhill) the bike/walkway. Slower traffic needs the extra lane on the uphill. Perhaps a sidewalk and a bike lane on each side. As a road rider I am more comfortable with a bike lane rather than a separated bike path.	1/9/2021 8:58 AM
10	Flexible pylons are not sufficient to protect people from cars.	12/30/2020 12:02 PM
11	If there is a safety barrier between cars and walkers/bikers	12/29/2020 8:16 AM
12	Would have to be convinced that there would not be traffic issues with fewer lanes, but suspect the road was designed and built when there was more mine-related commerce in Bisbee.	12/28/2020 11:02 AM
13	With protections for pedestrians & bicycles in place.	12/28/2020 10:03 AM
14	The path should be on the hillside away from the road.	12/28/2020 8:39 AM
15	Yes, if there was a turning lane for the lookout and Erie st	12/27/2020 9:35 PM
16	Bike paths should be appropriately marked so there is no confusion.	12/27/2020 3:46 PM

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?

Answered: 201 Skipped: 17



ANSWER CHOICES	RESPONSES	
None, I like what is shown	63.68%	128
I would like to see modifications (please specify)	36.32%	73
TOTAL		201

Bisbee Shared Use Path Feasibility Study

#	I WOULD LIKE TO SEE MODIFICATIONS (PLEASE SPECIFY)	DATE
1	Move the raggedy fence towards the pit and create more level area for the path and trees and barriers	2/1/2021 7:53 AM
2	Speed humps towards Lowell	1/31/2021 10:58 PM
3	A separate path for walking and bikes parallel to the highway	1/31/2021 9:38 PM
4	single bike lane!	1/31/2021 9:21 PM
5	Consider the use of electric bicycles, of which there is an increasingly number in Bisbee.	1/31/2021 8:54 PM
6	don't do it	1/31/2021 6:46 PM
7	Solar powered lighting so that it can be used year round	1/31/2021 6:14 PM
8	shared use path could begin below overlook where speed limit is reduced to 30 mph, above overlook I believe there is enough room to put shared use path to the right of the automobile travel lane with the cooperation of Freeport McMoran by moving the fence back. te h	1/30/2021 8:08 AM
9	Add path between road and pit.	1/29/2021 7:52 PM
10	Traffic is bad enough and will get much worse if any lanes are removed.	1/29/2021 12:34 PM
11	I'd keep the directional flow for the bike path on each side of the road and not bi-directional on one side. Bi-directional will create issues with entering and exiting the path at the end points.	1/28/2021 12:53 PM
12	Put the path on top of the drainage ditch on the north side.	1/26/2021 8:32 AM
13	Will disabled people with walkers, wheelchairs etc be included in the Shared Use Path? What about E-bikes? They can go up to around 20mph - would they be included in the Share Use Path or delegated to the one East bound lane?	1/17/2021 4:53 PM
14	No modifications	1/14/2021 11:02 PM
15	No shared bike lane at all	1/14/2021 7:16 PM
16	Make the sidewalk bigger on one side. Do Not close one lane.	1/14/2021 7:14 PM
17	See above.	1/14/2021 6:19 PM
18	As a long time bicyclist, I'd prefer to see a more substantial barrier between pedestrians and cars. Something like concrete.	1/14/2021 5:43 PM
19	I don't feel the slope of the down hill is appropriate for such a lane.	1/14/2021 3:39 PM
20	The addition of shade structures, where possible	1/11/2021 8:35 AM
21	Is it possible to extend the path towards the pit? Is the fence good to move inward? To allow space for a path?	1/10/2021 8:41 PM
22	The existing eastbound lane next to the pit makes merging into the highway speed traffic that is coming east down the hill MUCH easier. I would suggest eliminating a west bound lane or having the mining company deed a small strip of land on the west bound side of the road. Also walking under the underpass to access the Shared Use Path is hazardous.	1/10/2021 1:50 PM
23	Shared paths on both sides of the road	1/9/2021 8:07 PM
24	1) Take into consideration the pit's stability issues; 2) Take into consideration traffic in and out of pit overlook as well as to mine pit; 3) ADA compliance might be challenging; 4) Consider pedestrian lighting (spot or continuous)	1/9/2021 12:53 PM
25	Reduce speed limit to 35 or less.	1/9/2021 8:58 AM
26	Not having two lanes causes people who are in a hurry (typically those in pick-ups) to try passing in dangerous places, such as what happened on Rt. 80 westbound in Pintek Canyon in Fall 2020 (a fatality).	1/8/2021 2:08 PM
27	Wider walking path	1/8/2021 10:58 AM
28	More car lanes around the pit	1/8/2021 8:19 AM

Bisbee Shared Use Path Feasibility Study

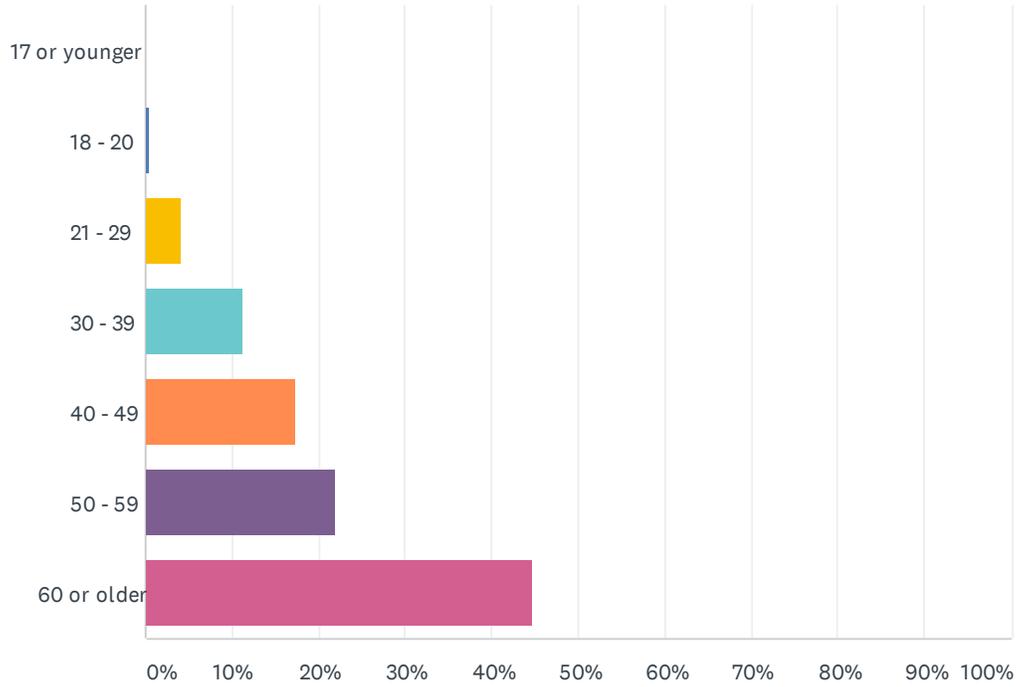
29	I would like to be safe	1/4/2021 7:33 PM
30	The open drainage ditch on the north side of the hwy could easily be covered & converted into a shared use lane, I feel that both a shared use lane AND allowing for passing in BOTH directions around the Pit are very important.	1/3/2021 3:52 PM
31	I would like to see a physical barrier or separation between traffic and the SUP for safety and aesthetics.	1/3/2021 11:41 AM
32	Take away the sidewalk on the non-shared use path side to make more room.	1/2/2021 9:52 AM
33	DO NOT REMOVE ANY LANES!!!!	1/2/2021 3:54 AM
34	A barrier between bikes and cars	1/1/2021 4:54 PM
35	don't remove a lane, people will try to pass slow cars and cause head on collisions	12/31/2020 6:30 AM
36	Needs more lights, it's dangerous and dark at night	12/30/2020 9:18 PM
37	Want to make sure it's lit up to make it safe and walkable	12/30/2020 9:18 PM
38	Build path on westbound side by securing right-of-way from FCX.	12/30/2020 2:20 PM
39	Something more substantial than flexible pylons.	12/30/2020 12:02 PM
40	Barriers	12/30/2020 8:48 AM
41	Public cell phones within running distance to report emergencies	12/29/2020 5:16 PM
42	Not sure what the barrier is made of but I prefer something very strong like jersey barrier.	12/29/2020 5:16 PM
43	eventually connecting the trail to connect with the proposed Sun Corridor Trail in Bisbee Junction	12/29/2020 4:12 PM
44	Maybe bollards or less intrusive demarcation between car lane and multiuse lane. Also solar lighting at intervals along the lane	12/29/2020 4:08 PM
45	Bicyclists and pedestrians should be able to share the same lanes.	12/29/2020 9:36 AM
46	Safety barrier. I can't tell if one is already shown	12/29/2020 8:16 AM
47	Build path on existing sidewalk + space added where FMI fence is now	12/28/2020 10:33 PM
48	Better lighting needs to be installed as well!	12/28/2020 7:14 PM
49	This needs to be lit at night for pedestrians and drivers!	12/28/2020 2:53 PM
50	Don't let the bikers run over the pedestrians.	12/28/2020 1:12 PM
51	Keep 2 lanes for traffic	12/28/2020 12:09 PM
52	A new path	12/28/2020 11:55 AM
53	One shared lane in each direction	12/28/2020 10:53 AM
54	Adequate separation & protection from cars. Safe established individual lanes separating bikes and walkers.	12/28/2020 10:03 AM
55	Separate from highway.	12/28/2020 8:39 AM
56	Assure that the uphill bike traffic is well-distanced from swift downhill bike traffic. If the space is too tight between the two opposing bike lanes, it'll be dangerous and reduce use.	12/28/2020 8:38 AM
57	Don't care to	12/28/2020 8:37 AM
58	A strong barrier between the car lane and the bike lane	12/28/2020 7:16 AM
59	As long as there is a sturdy physical barrier between cars & the path, it looks good.	12/28/2020 6:41 AM
60	see below	12/27/2020 10:50 PM
61	See note above	12/27/2020 9:35 PM
62	Highly visible lane markings and signs.	12/27/2020 9:00 PM

Bisbee Shared Use Path Feasibility Study

63	Please do something about the fact that there are NO lights on this route for nighttime driving, walking, or biking. Very dangerous.	12/27/2020 8:21 PM
64	Reduce speed limit and make it one lane each way	12/27/2020 8:09 PM
65	No bike path necessary. Traffic congestion would cause more accidents	12/27/2020 7:39 PM
66	benches along the side for resting.	12/27/2020 6:41 PM
67	Do not add shared use path. Only 5 people would use it consistently.	12/27/2020 4:31 PM
68	Keep 4 lanes for vehicle traffic.	12/27/2020 4:27 PM
69	N	12/27/2020 2:35 PM
70	Separated grade, lift bike-path up, separate with vegetation / dirt.	12/27/2020 11:25 AM
71	Putting a barrier between car traffic and the path	12/27/2020 10:22 AM
72	very clear markers that separate bicyclists from walkers in order to keep walkers safe.	12/27/2020 9:50 AM
73	I would like to see what additional safety measures can be placed between the vehicles and the multi-use path	12/24/2020 8:52 AM

Q7 What is your age? (Optional)

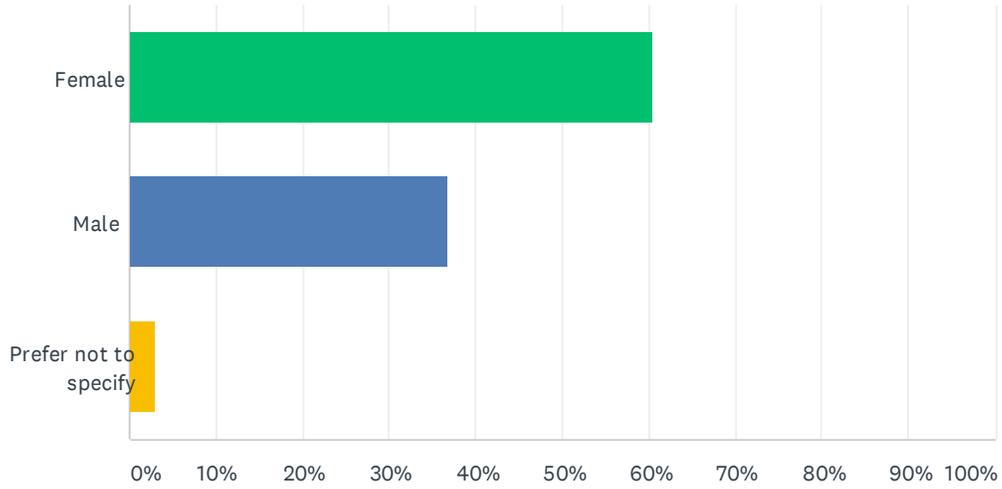
Answered: 214 Skipped: 4



ANSWER CHOICES	RESPONSES	
17 or younger	0.00%	0
18 - 20	0.47%	1
21 - 29	4.21%	9
30 - 39	11.21%	24
40 - 49	17.29%	37
50 - 59	21.96%	47
60 or older	44.86%	96
TOTAL		214

Q8 What is your gender? (Optional)

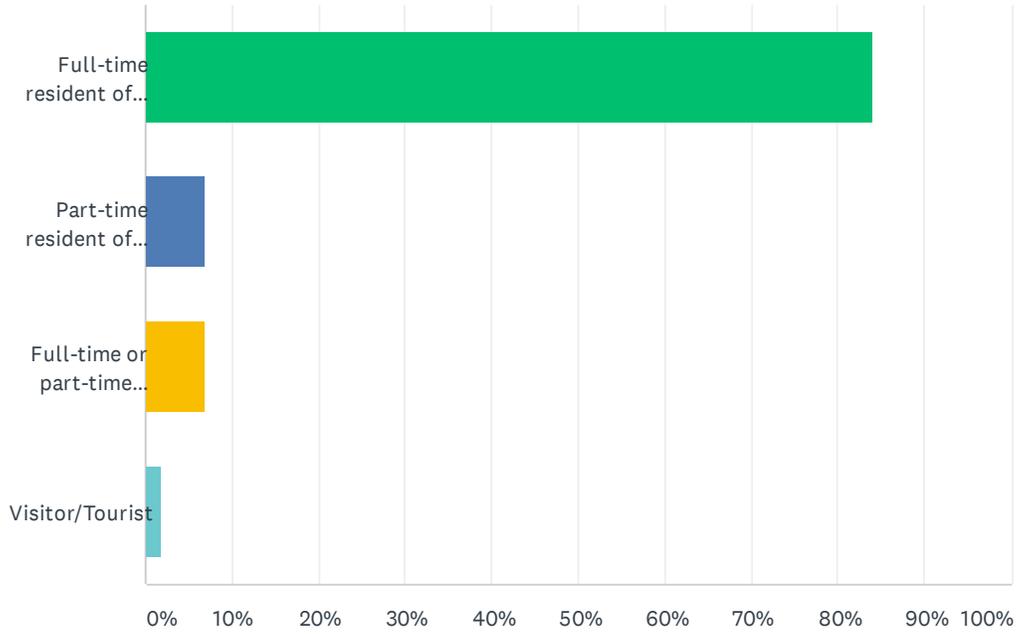
Answered: 212 Skipped: 6



ANSWER CHOICES	RESPONSES	
Female	60.38%	128
Male	36.79%	78
Prefer not to specify	2.83%	6
TOTAL		212

Q9 Are you a resident or visitor to Bisbee?

Answered: 215 Skipped: 3



ANSWER CHOICES	RESPONSES	
Full-time resident of Bisbee	84.19%	181
Part-time resident of Bisbee	6.98%	15
Full-time or part-time resident nearby	6.98%	15
Visitor/Tourist	1.86%	4
TOTAL		215

Q10 Do you have any other suggestions or input that should be considered by the study team?

Answered: 85 Skipped: 133

Bisbee Shared Use Path Feasibility Study

#	RESPONSES	DATE
1	I am opposed to a bike path along the highway. You would inconvenience more people than you would help. Encouraging cyclists and pedestrians to walk/bike along a state highway is a bad idea. Closing an eastbound lane, or any lane would create a traffic hazard especially at the Lavender Pit. To spend thousands of dollars for the interests of a few at the inconvenience of many is a ridiculous notion. The idea that tourists would utilize this path is ridiculous. The idea that locals want to go from Old Bisbee to Lowell is crazy. The money is better spent elsewhere.	2/1/2021 8:18 AM
2	Please add connections to San Jose and Warren to the plan	2/1/2021 7:53 AM
3	Speed humps towards Lowell. To many speed down and do not keep safe interval between cars.	1/31/2021 10:58 PM
4	this is a major roadway, leave it the fuck alone!	1/31/2021 9:21 PM
5	Please be mindful that many bicycles in the future will be electric. A means of separating e-bikes from push bikes would be prudent. Also, consider a charging station or two in Old Bisbee.	1/31/2021 8:54 PM
6	Make certain that the Speed Limit for vehicular traffic is LOWERED and MONITORED !!!	1/31/2021 6:55 PM
7	It would be great to have a water station + benches at the Pit look out	1/31/2021 6:14 PM
8	Perhaps close 1 westbound, rather than eastbound lane on Highway 80	1/30/2021 1:59 PM
9	Reducing the number of lanes will slow traffic. I find this stretch of road to be dangerous with too many vehicles going too fast.	1/30/2021 10:26 AM
10	See above: Shared use path would almost build itself above the overlook, below the overlook an automobile travel lane would have to be given up to the project.	1/30/2021 8:08 AM
11	Please install bike racks in Old Bisbee.	1/29/2021 7:52 PM
12	This is absolute lunacy !. There must be easily 10 times the car traffic on this road compared with any other travelers. Maybe 100 times. This is a formula for disaster.	1/29/2021 3:40 PM
13	Addressing the tunnel and taking out a lane and putting in shared use paths	1/28/2021 5:59 PM
14	Plenty of signage indicating path continues through Lowell business district and not under the underpass.	1/28/2021 3:45 PM
15	Consider adding additional wayfinding markings through downtown and up the Old Divide Rd. Add additional markings at the top of the pass to direct riders to Old Divide instead of the tunnel. Bring back Vuelta de Bisbee! :)	1/28/2021 12:53 PM
16	The highway is wide enough from Old Bisbee to the viewpoint for a bike path next to the existing sidewalk on the north side, but the sidewalk ends and people have to cross the highway. That sidewalk and bikeway could be extended by building over the drainage ditch either next to the existing concrete barrier or on top of the barrier, so people would be protected from vehicles. The structure could be attached to the existing barrier and either be cantilevered 8 feet or so over the ditch or supported by steel columns down to the bottom of the ditch. When it reaches Lowell perhaps the path could use the existing old railroad bridge for access over to Lowell. BTW the link to the planning docs goes to a County page that says access denied. If a bench should be added, consideration should be taken as to the spot it is added so to not creating any distractions to drivers	1/26/2021 8:32 AM
17	Many people have a perceived idea that riding a bike around the pit is dangerous. Some riders transport their bikes on their vehicles to Airport Rd and start their ride there. Do you know anything about the number of accidents or fatalities around the Pit? Many cycling accidents happen at intersections not necessarily from behind. I am a seasoned recreational cyclist for over 30 plus years and access riding routes out by the airport via the Pit. I don't feel insecure, and actually question how safe a Shared Use Path is in terms of having to deal with pedestrians, strollers, people in wheelchairs, E-bikes, etc. Maybe consulting with the organization that is involved with THE LOOP in Tucson may point out issues they have had. Just because you offer a shared use path doesn't necessarily mean that folks will run out and buy a bike for easier access. Are cyclists willing to do their shopping at Safeway etc with the added issues with transporting goods in panniers and dealing with security of their bikes while	1/17/2021 4:53 PM

Bisbee Shared Use Path Feasibility Study

shopping? There is a great deal of skill involved with cycling - getting on and off your bike, knowing how to use a mirror for example so you can anticipate making quick decisions. There is a book called Cycling Over 50 by Joe Friel which is excellent for training and safety. Could Bisbee offer a Bicycle Safety program for those who are new to the activity? Thanks for exploring this possibility and hope some of this was helpful.

18	Keep the lanes the way they are.	1/14/2021 11:02 PM
19	There is no passing lane from Safeway to the Traffic circle. If you take out another lane around the pit there will be a lot of road rage making it unsafe for walkers, bicycles etc.	1/14/2021 7:14 PM
20	In addition, I'd love to see the traffic circle, just beyond the Lowell district, also made pedestrian friendly and mixed use.	1/14/2021 5:43 PM
21	A different alignment that would be less of a grade slope.	1/14/2021 3:39 PM
22	My suggestion is not just for the pit area. What about putting a bike path in on all the old railroad beds? You would be able to get all over town and not have to ride near traffic. I've almost been hit by someone not paying attention twice.	1/13/2021 3:36 PM
23	Would the speed limit signs finally be adjusted to a steady pace? Is one lane south-bound sufficient at rush hour? If the walkway northbound could be eliminated, would there be room for 4 lanes of traffic and a walk/bike path?	1/11/2021 9:56 AM
24	Please, think of the dangerous state the pit is currently in. There is no for of lighting whatsoever, anyone whoever crosses it is always at risk. Please, include lights all over, maybe solar lights would be more beneficial to ensure they're always working.	1/10/2021 8:41 PM
25	The existing eastbound lane next to the pit makes merging into the highway speed traffic that is coming east down the hill MUCH easier. I would suggest eliminating a west bound lane or having the mining company deed a small strip of land on the west bound side of the road. Also walking under the underpass to access the Shared Use Path is hazardous.	1/10/2021 1:50 PM
26	Suggest having data-based discussion of impact to motorized traffic if a lane is repurposed for a MUP regarding long-term effects expressed by SEAGO.	1/9/2021 12:53 PM
27	Would increase visitor / customer traffic in the region leading to increased sale tax and revenue.	1/8/2021 10:58 AM
28	Stop this madness before you & the city gets sued again!	1/8/2021 8:19 AM
29	Thank for taking this on. I've walked from Old Bisbee to the Bisbee Farmers Market a couple of times and this section is scary for walkers.	1/7/2021 8:44 AM
30	use color in pavements markings- make them creative / fun if possible and incorporate wayfinding	1/6/2021 9:25 AM
31	I think it is too dangerous to have any bikes or walkers on that part of road.	1/4/2021 11:16 PM
32	Lighting, so this path could be used 24/7	1/4/2021 7:33 PM
33	shared path will be paved and should have physical barrier from cars, not just paint, correct? We need shared paths out in San Jose too. Lots of people walking, biking on the Highway to Safeway and back. Plenty of room for separate path.	1/4/2021 7:28 PM
34	Please also consider a similar plan for the Tunnel where there were fatalities this year, lighting and shared use path to make it safe for ALL modes of transportation, not just motorized vehicles.	1/4/2021 6:51 PM
35	Getting around the traffic circle safely on foot or on a bicycle	1/3/2021 7:35 PM
36	Givent he already congested nature of Bisbee's mostly 2-lane roads, i feel that maintaining 4 lanes around the Pit to allow traffic to "sort itself out" to be extremely valuable & feel that there is space for a shared lane that does not requires the removal of a motor vehicle lane.	1/3/2021 3:52 PM
37	It seems that a path along the rim of the Lavender Pit would be an attraction for tourists and pedestrians.	1/3/2021 11:41 AM
38	Question #3 is ambiguous. Current uses or projected uses? I didn't answer it, but I am very uncomfortable with bike/walk currently on SR80.	1/2/2021 9:52 AM

Bisbee Shared Use Path Feasibility Study

39	Consider restricting westbound traffic in to/out of Lavender Pit viewing parking lot for pedestrian safety— I.e. parking lot can only be accessed from the eastbound lane. Also— I think this shared use path is an awesome idea and it has my support 100% — please let me know if I can be of assistance!	1/2/2021 8:08 AM
40	WE NEED ALL 4 EXISTING LANES..DO NOT REMOVE ANY	1/2/2021 3:54 AM
41	This is very much needed.	1/1/2021 6:02 PM
42	it would be nice to have Tombstone Canyon/Main Street striped for bike lanes	12/31/2020 6:30 AM
43	Needs more lights. I walk daily in OB, would like to walk to the lavender mine & Lowell but feel completely unsafe doing so at the moment.	12/30/2020 9:18 PM
44	Consider a rails to trails grant proposal from Warren Ballpark to Bisbee Junction.	12/30/2020 2:20 PM
45	More lighting is needed, it's much to dark at night for the amount of walking taking place ... people walking home from work or leaving city activities.	12/30/2020 11:12 AM
46	PLEASE do this. I would ride Old Bisbee to Warren, etc. much more often if I didn't feel I was taking my life into my hands each time. PLEASE	12/30/2020 9:18 AM
47	The lighting needs to be improved for better visibility. Please don't screw up this section of Hwy 80 like you did Hwy 92.	12/30/2020 7:31 AM
48	More lighting!!!	12/29/2020 5:16 PM
49	The overlook is the perfect location for a visitor center/ bathroom for tourists.	12/29/2020 5:16 PM
50	A park and/or natural area for birdwatching, stargazing, camping, and hiking somewhere on the perimeter of the Sun Corridor Trail would really add a natural dimension to this area, i.e. a place for people to enjoy the outdoors as opposed to only shops, restaurants, and bars.	12/29/2020 4:12 PM
51	Would like to see it the multi-lane extended around the roundabout up Bisbee Road as well as hwy 92	12/29/2020 4:08 PM
52	There is not enough Cycling/Ped traffic to require two bike lanes in addition to a walking lane. See shared paths in other cities, such as Cherry Creek pathway in Denver, CO where separate bike/ped lanes merge into a shared lane when the low path traffic doesn't warrant their own, separate lanes.	12/29/2020 9:36 AM
53	Probably too dangerous to close an entire lane to car traffic	12/28/2020 10:33 PM
54	Widen sideways	12/28/2020 8:24 PM
55	Can there be much more or better lighting.	12/28/2020 4:44 PM
56	Lights at night on 80!!!	12/28/2020 2:53 PM
57	Overhead lighting and pathway lighting would be nice	12/28/2020 2:43 PM
58	Please turn on ALL the street lights that are already there, but only half are used at night and then total darkness for such a long stretch! I have almost killed dozens of bike riders because of the LACK OF LIGHTING!	12/28/2020 2:33 PM
59	Not at this time.	12/28/2020 1:12 PM
60	Very glad this is in the works.	12/28/2020 12:55 PM
61	The pavement on this stretch has been a shit show since I moved here 12 years ago. It desperately needed repaving then. Every other part of the highway has been resurfaced multiple times in this span. Also, where are the lights?	12/28/2020 10:53 AM
62	Meet with community for design input	12/28/2020 10:03 AM
63	Not at this time.	12/28/2020 9:44 AM
64	Careful planning needed for areas where pedestrians and traffic cross paths. Maybe minimize traffic/pedestrians crossing by having the path somehow go into the current parking area for Lavender Pit?. Clear signage - very prominent - especially as drivers get used to change.	12/28/2020 9:29 AM
65	Sounds like a great plan, it's dangerous for bikers currently.	12/28/2020 9:11 AM

Bisbee Shared Use Path Feasibility Study

66	Sending my genuine appreciation and encouragement to move forward!	12/28/2020 8:38 AM
67	As a single female, I like the idea of a call box or a security alert box somewhere along the path. Especially if you're walking at dusk or early morning.	12/28/2020 8:28 AM
68	Adequate lighting around the pit	12/28/2020 8:26 AM
69	The skate park needs lights I think the city needs to focus on the youth more not catering to the tourist I really think bisbee needs a new skate park not a new pickle ball court ..	12/28/2020 7:46 AM
70	Facilitating sufficient parking for big events (such as Stairclimb weekend) in the Lowell District so tourists can walk to Old Bisbee.	12/28/2020 6:41 AM
71	Can bike riders continue to Warren safely? Are bikes allowed on the traffic circle? Having transportation between Warren and Bisbee is vital.	12/27/2020 10:50 PM
72	Bisbee needs a lot more sidewalks, walkways, etc.	12/27/2020 9:47 PM
73	Continued safe lane from Lowell to Warren and San Jose.	12/27/2020 9:00 PM
74	The bike lane would be on the outside lane, closest to the pit.	12/27/2020 8:43 PM
75	This is a great idea. As it is now, it's extremely dangerous for anyone not in a car.	12/27/2020 8:21 PM
76	We need more sidewalks and bike lanes thought out the entire city.	12/27/2020 8:09 PM
77	This is a ridiculous plan based on the ratio of vehicles to walkers/bikers. Removing a lane will cause traffic congestion full time while the bike path would be used extremely rarely. Waste of tax payer money	12/27/2020 7:39 PM
78	I long for a better system to walk my dog or ride my bike from Warren to other parts of this area. I don't feel safe enough to go outside of Warren.	12/27/2020 7:20 PM
79	adequate low level lighting along the shared use path. it's very dark and street lights are not adequate.	12/27/2020 6:41 PM
80	This would addition would be for very few people at the expense of the vast majority.	12/27/2020 4:31 PM
81	This project is the idea of a few good hearted but selfish people. This would only increase car accidents around the pit. Cynthia Conroy probably likes this idea so the new Mayor is most likely onboard.	12/27/2020 4:27 PM
82	Mark ALL bikeways with the appropriate icon, including the existing ones on Hwy 92. There is much confusion about the various lines when there are no bicycle icons or signage on the roadway.	12/27/2020 3:46 PM
83	Why take from the road, why not extend the sidewalk up against the mountain side for the pathway. With little Bridges where there is drop of or not ground to use.	12/27/2020 2:35 PM
84	low path lighting, landscape / grade buffer between bikelanes and sidewalk. Combine bike and pedestrian to save room for vegetation, as is done in Santa Monica, and Tucson River walk.	12/27/2020 11:25 AM
85	Where the funding will come from to make the changes proposed so that it can actually happen!	12/24/2020 8:52 AM

Q11 Please provide your contact information if you would like to receive notices about the study including future meetings. (Optional)

Answered: 99 Skipped: 119

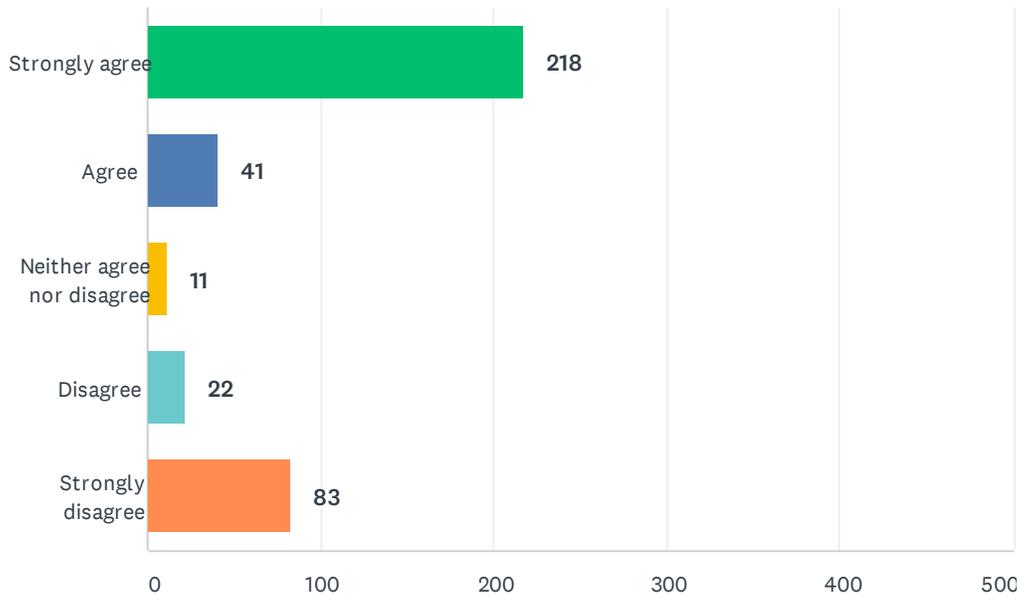
ANSWER CHOICES	RESPONSES	
Name	97.98%	97
Company	0.00%	0
Address	94.95%	94
Address 2	18.18%	18
City/Town	96.97%	96
State/Province	96.97%	96
ZIP/Postal Code	96.97%	96
Country	0.00%	0
Email Address	91.92%	91
Phone Number	78.79%	78



May 2021 Community Engagement Survey Results

Q1 Please select your level of agreeance with the following statement: I like and support the shared use path concepts that are presented.

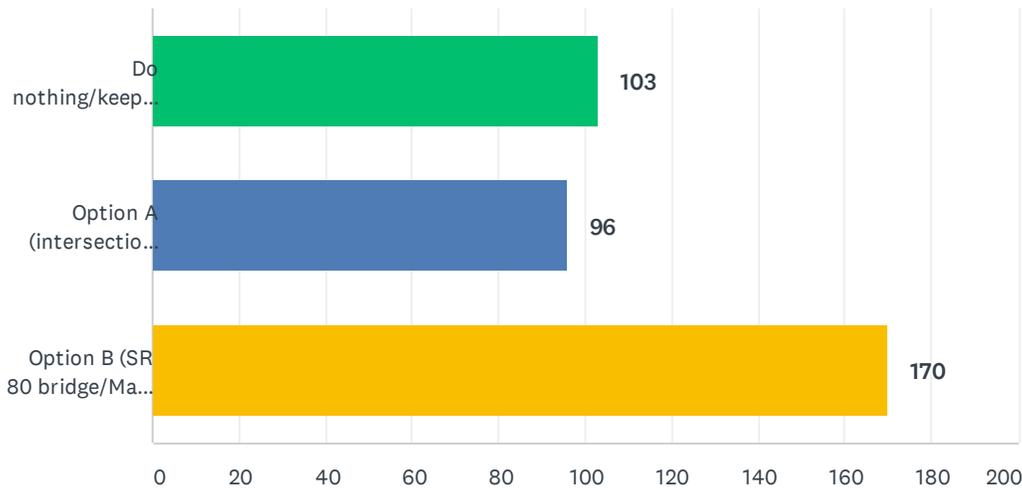
Answered: 375 Skipped: 3



ANSWER CHOICES	RESPONSES	
Strongly agree	58.13%	218
Agree	10.93%	41
Neither agree nor disagree	2.93%	11
Disagree	5.87%	22
Strongly disagree	22.13%	83
TOTAL		375

Q2 Two options to connect the shared use path to Historic Bisbee are provided. Option A modifies the SR 80/Naco Road/Dart Road intersection and converts Naco Road to a two-way roadway. Option B widens the existing SR 80 bridge that passes over Main Street. Which option do you prefer?

Answered: 369 Skipped: 9



ANSWER CHOICES	RESPONSES	
Do nothing/keep as-is	27.91%	103
Option A (intersection modification)	26.02%	96
Option B (SR 80 bridge/Main Street underpass widening)	46.07%	170
TOTAL		369

Q3 What do you like about the shared use path concepts?

Answered: 341 Skipped: 37

#	RESPONSES	DATE
1	That there will finally be enough space provided to walk or bike, for there currently isn't enough space to do either safely. I wish there was a 3rd option though because these two options are going to cause vehicle accidents due to compromising the space currently allotted for the vehicles ~ the speed most of the vehicles take will not all of a sudden decrease, so making a middle lane (use to pass for opposing directional traffic) is asking for serious accidents	5/19/2021 10:27 PM
2	It will add a great value to the Bisbee community.	5/19/2021 4:56 PM
3	Much needed	5/19/2021 4:49 PM
4	I don't really like anything about them. They are expensive to implement, don't use existing barriers, and literally go nowhere - Lowell to the entrance of OB. Old Bisbee is not bike-friendly - it's full of hills and stairs. I love biking around Warren and am in support of finding a reasonable alternative, but not this. If this is about workers having access to Bisbee at night, spend money on extending the shuttle bus hours.	5/19/2021 1:32 PM
5	Barrier between cars and pedestrians/cyclists Landscape included in plan The whole great idea of having a non-motorized, SAFE way around that pit	5/19/2021 11:46 AM
6	Pedestrian safety	5/19/2021 11:18 AM
7	I would love to be able to more safely walk or bike from Warren to Old Bisbee.	5/19/2021 10:40 AM
8	creates a safer environment for those biking/running between bisbee and warren. connects the two in an inclusive way.	5/19/2021 9:55 AM
9	Being able to reach local destinations via bike and or walking safely	5/19/2021 8:00 AM
10	It provides safety for pedestrians and bikers. The turn lane can help drivers to be safe. Probably one lane of traffic each way is enough for this stretch.	5/19/2021 6:24 AM
11	Connecting old bisbee to the rest of town	5/19/2021 3:37 AM
12	New facility. I assume it would be maintained-kept fairly free of trash and hazards.	5/18/2021 8:16 PM
13	It will aid in providing options other than driving to get from Warren district to old Bisbee and may potentially court new commerce and tourism in Warren as biking becomes safer and more popular form of transportation. It will provide a corridor for runners and moms with kids who want to safely ride. It will provide opportunities for art outside murals on the barriers, as an artist I'm very interested in promoting the art aspect of town and I would actually ride my bike more often if there were a safer way to do it	5/18/2021 6:28 PM
14	It will aid in providing options other than driving to get from Warren district to old Bisbee and may potentially court new commerce and tourism in Warren as biking becomes safer and more popular form of transportation. It will provide a corridor for runners and moms with kids who want to safely ride. It will provide opportunities for art outside murals on the barriers, as an artist I'm very interested in promoting the art aspect of town and I would actually ride my bike more often if there were a safer way to do it	5/18/2021 6:24 PM
15	I would love to have a safe way to bike (or walk) from Warren to Old Bisbee and back.	5/18/2021 2:50 PM
16	We need this for tourists. We also need this for us residents. We need sidewalks and curbs in Warren too. This is good for cob, because we are such an athletic and outdoor community. Thank you for doing this!	5/18/2021 12:31 PM
17	I can get around bisbee easyrr	5/18/2021 12:28 PM
18	I like the idea of shared path but neither of these addresses the issue.	5/18/2021 12:11 PM
19	Nothing. Both proposals are ridiculous.	5/18/2021 12:04 PM

Bisbee Shared Use Path Concept Plan Survey

20	I ride that route several time per week. West bound 80 where the barriers are located is extremely dangerous. Large trucks often will not move to the center lane. This causes them to pass extremely close to me. this happens fairly regularly. While not a frightening, cars regularly will not move to the center lane, even when it is clear. the barriers make escape routes in that area virtually impossible.	5/18/2021 11:52 AM
21	We are avid cyclists and feel that the B concept is definitely the safer choice for bicycles and cars. Thank you.	5/18/2021 11:50 AM
22	Safety. Potential for pedestrian, bike and possibly ADA approved safe travel.	5/18/2021 11:20 AM
23	it is needed but with adjustments to current plans	5/18/2021 10:57 AM
24	Safer and more accessibility for all!	5/18/2021 10:06 AM
25	Much safer travel on foot or bike. Bisbee is known for art, it would be cool to see it in public view	5/18/2021 6:58 AM
26	we need a SUP	5/18/2021 6:38 AM
27	I would ride it .	5/18/2021 4:11 AM
28	Gets people exercise	5/17/2021 6:14 PM
29	Absolutely nothing	5/17/2021 6:04 PM
30	I love it- walking and biking allows us to really enjoy Bisbee's beauty	5/17/2021 5:58 PM
31	Easier way to get from Warren to DTB	5/17/2021 5:15 PM
32	It's necessary for a healthy community. No one will switch to bikes and more walking without it. Will also be really great for children, attract more families here. A family would have to be crazy to move here with no safe teenager bike or skateboard passage around the pit. Also will attract bicyclist tourism, bird watchers, younger or healthier tourists, and reduce tourist traffic congestion .	5/17/2021 5:03 PM
33	Option B seems less confusing	5/17/2021 4:28 PM
34	Safer biking	5/17/2021 3:46 PM
35	Ideally the road would be available to anyone without risking their lives. Walking or riding a bike to and from OB could actually be enjoyable.	5/17/2021 3:08 PM
36	People deserve a safe place to walk, bike, roller skate, skateboard, and scooter. I think opening this up will not only provide people with a a safe space and confidence to do it without having to worry about cars, it will also give a opportunity for alternative transportation and reduce our personal use on gas, AND i believe it would make more people want to get out and exercise	5/17/2021 2:53 PM
37	Nothing!	5/17/2021 2:36 PM
38	Increase to public safety and while lessoning the reliance on fossil fuels.	5/17/2021 1:53 PM
39	Anything that encourages people to get out without the use of automobiles is excellent!	5/17/2021 1:27 PM
40	The development of shared use paths make travel by foot or bicycle around the pit feel much safer.	5/17/2021 12:52 PM
41	Nothing it will cause lots of vehicular traffic problems.	5/17/2021 12:24 PM
42	We bike regularly down and up the pit love the fact that we would have designated pathway. So much safer!!! Plus it's only a small section of hwy. comparably speaking.	5/17/2021 9:15 AM
43	I like the safety that the design provides. I like the enhancement of the pit lookout, and the ability to have local artists collaborate on the barriers.	5/16/2021 10:18 PM
44	Ability to walk and bike safely	5/16/2021 9:57 PM
45	This pant won't only unify Old Bisbee with Lowell district but Wareen district as well. Having a safe path for people who wants to move in town without needing to use a car would encourage more people to walk.	5/16/2021 9:42 PM

Bisbee Shared Use Path Concept Plan Survey

46	I would appreciate a safe way to walk to Old Bisbee from my home in Warren, and to take visitors for a walk.	5/16/2021 8:02 PM
47	Seems much safer than the present	5/16/2021 4:51 PM
48	They provide more than just adequate level of safety and should make the walk/biking between the three points attractive to the users.	5/16/2021 3:59 PM
49	With the supposed decline in the use of the automobile, more and more people will need to ride or walk in this town. Up until this time there was no way to safely do this.	5/16/2021 3:46 PM
50	Bikers safety, positive eco friendly mode of transportation Biking as a healthy lifestyle	5/16/2021 3:34 PM
51	It allows people to ride their bikes and take long walks via direct routes, just like the cars do. Many people in the area love the outdoors and this would provide another avenue for them to enjoy the outdoors without having to take circuitous paths.	5/16/2021 3:02 PM
52	It encourages healthy activities.	5/16/2021 2:31 PM
53	Accessibility for all and options for safer/environmentally friendly travel.	5/16/2021 2:12 PM
54	More safety as I ride my bike	5/16/2021 12:58 PM
55	Some of the benefits I like about the shared use path concepts is greater safety in travel for runners and bicyclists. For environmental and community reason, Bisbee should already be a bike friendly town. The shared use path concepts would help support that idea. There are even tourism opportunities that could come of the shared use path.	5/16/2021 12:27 PM
56	more walkable	5/16/2021 9:41 AM
57	safe	5/16/2021 9:29 AM
58	Both options will be a nightmare entering and exiting Old Bisbee.. I'm not against the idea of needing a bike /pedestrians path, just the old B options	5/16/2021 9:23 AM
59	Safety from highway traffic	5/16/2021 7:53 AM
60	Allows walkers and bicyclists access to safe passage to and from old B	5/16/2021 7:08 AM
61	Clearly designated traffic patterns	5/16/2021 5:46 AM
62	Better for everyone	5/15/2021 11:45 PM
63	Safety & accessibility for bikes & pedestrians on a stretch of highway thats so important(for Old Bsb residents 2 get 2 Safeway & government & medical providers) but currently hair-raising	5/15/2021 11:11 PM
64	This was something that I noticed right away after settling in Bisbee in 2019: the need for safe passage for pedestrians, bicyclists, etc. in that exact area on SR 80. It would create positive benefits on all levels, including financial, and would add to the attractions of Bisbee. Bisbee is known as a walking town, so it seems only right that tourists and locals alike should be able to walk/bike from Old Bisbee to Lowell!	5/15/2021 10:58 PM
65	I would love our community to be more bike friendly!	5/15/2021 10:19 PM
66	Bike friendly	5/15/2021 10:06 PM
67	Can go places without needing car	5/15/2021 9:07 PM
68	This will provide a much safer way for bicyclists and pedestrians to get back and forth from Old Bisbee to other areas, and provide another way for residents and visitors to enjoy Bisbee and especially its Lavender Pit.	5/15/2021 8:49 PM
69	Safer way for people without vehicles to travel between Old Bisbee and the other neighborhoods/wards.	5/15/2021 8:22 PM
70	It's a safer option for people who choose to walk or bike to different parts of Bisbee.	5/15/2021 8:03 PM
71	I would like it to be safer for people to walk and bike between Old Bisbee and Warren. As a driver, I'd like a safer way to give walkers and bikers enough space, especially around the Pit.	5/15/2021 7:39 PM
72	I would use this shared use walking, or using a bicycle because I would feel much safer	5/15/2021 7:39 PM

Bisbee Shared Use Path Concept Plan Survey

	sharing the road.	
73	Practical	5/15/2021 7:31 PM
74	Encourages people to do something active, improves health.	5/15/2021 7:18 PM
75	Shared bike paths have a collective history of bonding locals and tourists alike, The safety issue is a big plus as more people would be more comfortable using the route.	5/15/2021 6:44 PM
76	Nothing. It is a bad idea. It is not possible to implement these plans without negatively affecting traffic flow.	5/15/2021 6:40 PM
77	Increase foot traffic to Warren and Lowell.	5/15/2021 6:13 PM
78	Everything	5/15/2021 6:02 PM
79	I would like to bike around the Lavender pit safely!	5/15/2021 5:35 PM
80	It will improve the quality of life of residents that need to walk or bike (because they don't own a car), and for those of us who like walking, running and biking as exercise. It will also joining Old Bisbee with the areas of Lowell and Warren, which will be beneficial for residents and tourists. The project is a win-win-win. Happy to know about it!	5/15/2021 5:13 PM
81	Safety for walkers, bikers, encourages exercise	5/15/2021 4:35 PM
82	A safe way to get into old Bisbee without a motorized vehicle	5/15/2021 4:20 PM
83	Safety, economy, exercise, tourist attraction	5/15/2021 4:14 PM
84	Everything.	5/15/2021 4:12 PM
85	It will give walkers and cyclists safe space to use this area.	5/15/2021 3:38 PM
86	Everything, except Option A (it seems unsafe for that intersection).	5/15/2021 3:34 PM
87	I think it will greatly enhance health and recreation in our community. I prefer to widen the bridge. The other option sounds like it could create confusion in a complex intersection	5/15/2021 3:31 PM
88	I like that they seem (mostly) very feasible, logistically, since sidewalks and the general road space are not being modified	5/15/2021 2:46 PM
89	It is a way to bring residents of Bisbee together	5/15/2021 2:37 PM
90	As a senior bike rider who uses this route at least every other day, any improvement would be most welcome. As I see it both concepts are a bit 'pie in the sky'. Maybe if the infrastructure bill now in congress was to pass money would be available, otherwise the funded study will be put on a shelf and forgotten. For very little money 90% of the safety goals could be archived by restriping to provide for two lanes up hill and one down, leaving the remaining lane of pedestrian and bike use. This could be done next week and eliminate the 45mph (at least) cars sharing a lane with 10mph bikes and 2mph walkers. I have been run into the curbing causing painful falls twice now, either one could easily been fatal, so I am very interested in anything that can be done. One thing that needs doing tomorrow is to run a heavy-duty street sweeper along the sides to clean up the drifts of rocks from the deteriorating chip seal. A mountain bike going slowly might be able to navigate thru these reliably but for a road bike with hard, skinny tires it is extremely hazardous. This condition forces the rider much farther out into the traffic lane increasing the danger.	5/15/2021 2:18 PM
91	Safety	5/15/2021 2:05 PM
92	Safer for cyclists and pedestrians	5/15/2021 1:45 PM
93	Bikes, pedestrians, and lighting.	5/15/2021 1:42 PM
94	Provides dedicated multi use options	5/15/2021 1:37 PM
95	We absolutely need a bike path around the pit, though I do not like the downtown aspects of the concepts as presented.	5/15/2021 1:33 PM
96	yes, it would be nice to have a pedestrian / bike pathway	5/15/2021 1:16 PM
97	I like walking and think this would facilitate pedestrian activity.	5/15/2021 1:15 PM

Bisbee Shared Use Path Concept Plan Survey

98	Being able to safely walk and ride bikes with my family around the pit rather than having to drive an automobile between. Our house and Warren.	5/15/2021 12:55 PM
99	Safer for pedestrians	5/15/2021 12:48 PM
100	bad idea	5/15/2021 12:44 PM
101	Safer for pedestrians and bicycling	5/15/2021 12:40 PM
102	Pedestrian friendly infrastructure of any kind contributes to a broader sense of community.	5/15/2021 12:36 PM
103	We need safe routes for bikes and pedestrians!	5/15/2021 12:35 PM
104	Keep as is	5/15/2021 12:34 PM
105	It allows more safe bike travel	5/15/2021 12:32 PM
106	I do not like the idea. Think its unsafe. Do something through town instead. Not on highway near pit at all.	5/15/2021 12:26 PM
107	Nothing	5/15/2021 12:18 PM
108	Safety for pedestrians and bikes.	5/15/2021 12:08 PM
109	By providing a safer bicycle ride or walk to the Lowell district.	5/15/2021 12:07 PM
110	I agree more safety features need to be implemented but there is more vehicle traffic then pedestrian traffic.	5/15/2021 11:52 AM
111	Safety for cyclists and pedestrians	5/15/2021 11:51 AM
112	It creates a safe place to walk and bike along a very dangerous road.	5/15/2021 11:50 AM
113	It's great to be moving into the direction the rest of the country has started. Shared pathways are safer.	5/15/2021 11:47 AM
114	Nothing, because it is a waste of money. Historical use is minimal and even with these changes the amount of money spent would be in the hundreds of thousands of dollars per person that actually uses the pathways. Bisbee and the State of Arizona should concentrate on repairing the streets they have. The traffic circle is a good example. In all the years it was a two lane roundabout there was rarely an accident. Once it was changed to a single lane for "safety" the number of accidents went up astronomically! Probably 300%. Leave well enough alone.	5/15/2021 11:45 AM
115	Being able to access the rest of Bisbee by bike without fearing for my life.	5/15/2021 11:45 AM
116	Cyclists and pedestrians will have a safer option for connecting with OB and Lowell/Warren area.	5/15/2021 11:44 AM
117	I love the idea of being able to safely ride and run around bisbee	5/15/2021 11:38 AM
118	Safety for non-motorized users Encourages healthy physical activity	5/15/2021 11:37 AM
119	Creating a safe shared use path will allow both Bisbee residents and visitors to increase their health through walking and biking, while decreasing impacts on the air quality and environment, with less carbon emissions.	5/15/2021 11:26 AM
120	Opportunity for community health improvement	5/15/2021 11:23 AM
121	Safety of riders and pedestrian	5/15/2021 11:11 AM
122	I don't agree with it. It creates a more congested roadway and limits the ability of commercial vehicles to operate.	5/15/2021 11:10 AM
123	Safer to ride bike from bisbee to warren	5/15/2021 11:06 AM
124	None	5/15/2021 11:05 AM
125	This project would significantly increase the ability for pedestrians and cyclists to safely use this section of road.	5/15/2021 10:37 AM
126	N/A	5/15/2021 10:28 AM

Bisbee Shared Use Path Concept Plan Survey

127	Allows everyone access	5/15/2021 10:21 AM
128	It is much safer and gives people the option of riding their bike.	5/15/2021 9:59 AM
129	For years I have felt that creating a safe pedestrian path around the pit would be a huge asset to the community. Plenty of people walk or ride bikes around the pit already and it is definitely a hazard. I rode my bike around once and vowed to never do it again as it was terrifying and dangerous. If there was a safe and pleasant path connecting Old Bisbee to Lowell and Warren I think it would most definitely be well used and appreciated.	5/15/2021 9:40 AM
130	Ride without gettin kilt	5/15/2021 9:39 AM
131	I'm a big fan of bikes and hope this would lead to more people biking into OB from Warren. It could perhaps help lessen the parking issue a little too... though that's clearly it's own problem.	5/15/2021 9:39 AM
132	Everything, it's normal in most city's in Europe, nice to catch up to the modern world and it helps promote health and welfare in a safe manner .	5/15/2021 9:36 AM
133	Safer passage for biking and walking	5/15/2021 9:24 AM
134	I like nothing about this crazy idea	5/15/2021 6:26 AM
135	That they're moving in the direction of constructing a SUP.	5/14/2021 10:44 PM
136	Both of them give a protected space to walkers/cyclists, who are currently in constant danger when moving between Old Bisbee and Lowell. It's a scary place to ride or walk, and I've done both.	5/14/2021 7:35 PM
137	Encouraging bicycling is a great idea. Used to do a lot of riding around Bisbee, Lowell, Bakerville, and Warren when younger, but stuck to the sidewalks because the roads were so dangerous.	5/14/2021 5:54 PM
138	nothing, this is a very bad and un-safe idea....	5/14/2021 5:48 PM
139	Shows respect for cyclists and their safety. Acknowledges the importance of the Lavender Pit climb to them.	5/13/2021 10:09 PM
140	It allows me to be safer as I ride my Bike along that road	5/13/2021 7:54 PM
141	Biking and walking are great. But this is completely the wrong place to narrow a highway and put bikes and walkers	5/13/2021 4:41 PM
142	Opportunities to walk, hike, bike.	5/13/2021 11:42 AM
143	I am so excited for this to get rolling. Right now walking along this area is much too dangerous and I am looking forward to being able to walk safely along this path.	5/13/2021 10:30 AM
144	Safety for users, thus promoting increased environmentally sustainable transportation practices.	5/13/2021 9:48 AM
145	it provides a safe place to walk or ride along the roadway connecting the 2 areas.	5/12/2021 12:40 PM
146	I like that they can be used by all trail users of all ages, safely!	5/12/2021 9:03 AM
147	I think having a walking lane is a great idea, nice way to exercise outdoors	5/11/2021 11:02 AM
148	Safe options for pedestrians and bike riders	5/10/2021 9:36 PM
149	nothing	5/10/2021 7:17 PM
150	I like the idea of a bike path but with as little disruption to the present flow of traffic.	5/10/2021 8:14 AM
151	Makes it safe to bicycle between Old BZB and Warren	5/9/2021 9:04 PM
152	I like the idea with no changes to SR80 lanes.	5/8/2021 7:54 PM
153	Concrete barriers separating cars from bikes and pedestrians. Anything to keep cars out of the pit and protect non drivers	5/8/2021 2:39 PM
154	I like the safer option of getting around the pit for both locals and tourists	5/8/2021 10:34 AM
155	Actually this survey need to offer additional options like "need something else". I DON'T like either option but DO think we need something like this. What needs to be included are:	5/8/2021 9:37 AM

Bisbee Shared Use Path Concept Plan Survey

shelters along the path for relief from sun/wind/monsoon. Maybe some lights for evening, shelters could be topped with solar panels to generate electricity for both the lighting AND the town (defray the cost of installing solar over time). Get the mine to change the fence on the mine side to something safe but more attractive. Even desert plantings added along the way. Both of the presented plans are inadequate

156	Nothing really. Leave Bisbee alone	5/7/2021 7:01 PM
157	Safe place to walk around the pit.	5/7/2021 6:34 PM
158	It distributes the amount of space available intelligently between cars, bikes and pedestrians. I like that there is a physical barrier that separates the bike/pedestrian lane from car traffic	5/7/2021 10:28 AM
159	The concept and intention are good.	5/6/2021 10:57 PM
160	ability ride bike safely from old Bisbee to Warren	5/6/2021 10:38 PM
161	They seem to be well thought out with input from the stakeholders: ADOT, FMI, Bisbee Bikeways, City of Bisbee and community.	5/6/2021 9:41 AM
162	Feeling safe to ride my bike into town!	5/5/2021 5:47 PM
163	To be able to walk or ride around the pit and use the shared use path for non-automotive travel to other neighborhoods in Bisbee. Opens up new opportunities for recreation and healthy activities.	5/5/2021 6:41 AM
164	Reduce dependance on a "car-culture," give healthy options for traversing the space between Old Bis and Lowell, although those without cars more options	5/5/2021 12:16 AM
165	It has been documented that infrastructure projects always pays for themselves over time. I believe this will bring in more tourist. Similarly, more locals will use the path because it provides a safe place to walk/ride/skate/rollerblade/roller skate/etc. As a bicyclist I like that I can ride up the path staying away from motorist and the noxious fumes from their automobiles.	5/4/2021 8:14 PM
166	The quality of life of any community includes an ability to appreciate it at a more immersive level. The shared-use pathway allows for a greater appreciation of the beauty of the community and includes a vision of safety that can bring the community together in mutually synergistic ways.	5/4/2021 8:09 PM
167	Nothing. The number of cars using the road is significant. The number of bikes is and will continue to be minimal	5/4/2021 2:52 PM
168	Nothing. The slope down the hill is not appropriate for casual cycling use. Only very experienced cyclists should attempt to ride down the slope.	5/4/2021 12:37 PM
169	Nothing.	5/4/2021 1:06 AM
170	Encourage pedestrian and bike traffic linking various neighborhoods SAFELY.	5/3/2021 6:46 PM
171	Safety for cyclists and pedestrians. Probable slowdown of vehicular traffic. Potential revitalization of Lowell with a better connection to the historic district. Restrooms at the Pit.	5/3/2021 7:40 AM
172	Safe pedestrian travel of course... no need for double car lanes around the pit anyway.	5/2/2021 9:55 PM
173	Safe exercise and family fun	5/2/2021 9:49 PM
174	Shared use says it all!	5/2/2021 8:04 PM
175	People already walk and bike to most parts of Bisbee, but not Old Bisbee. This is because it's currently too dangerous. I like that the concept helps provide safe access to the opportunities and resources in Old Bisbee to all residents of Bisbee, especially youth and marginalized groups. I also like that it will help reduce the speed of traffic around the pit.	5/2/2021 7:31 PM
176	The ability to use that road for biking, walking safely.	5/2/2021 5:02 PM
177	I think it's unrealistic	5/2/2021 3:32 PM
178	separation from auto traffic	5/2/2021 12:13 PM
179	Safety	5/1/2021 8:34 PM
180	Exercise for all. An easier way for low income people who do not own cars to access Old	5/1/2021 1:16 PM

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Bisbee from the Warren and San Jose neighborhoods. Tourists also would enjoy it as many if the go to the Pitt overlook.

181	The plan makes better use of the existing wide roadway and protects pedestrians and bicyclists	5/1/2021 1:03 PM
182	Being able to get from Lowell to Old Bisbee safely.	5/1/2021 9:37 AM
183	Safety	5/1/2021 9:21 AM
184	Nothing	5/1/2021 8:21 AM
185	A safe place for people to commute and exercise.	5/1/2021 8:02 AM
186	The Bisbee shared path concept assures a safer way to walk, jog or cycle to Bisbee proper fr/ Bakerville and Warren. Cochise County should also utilize abandoned Railway right - a- ways and easements throughout the county as recreational trails as well.	4/30/2021 8:01 PM
187	Seems safer	4/30/2021 6:52 PM
188	nothing	4/30/2021 3:25 PM
189	It would provide a safe passage way for bicycles and pedestrians	4/30/2021 1:09 PM
190	Allows for safe walking/bicycling to/from Old Bisbee and Lowell. Option B seems a safer option in terms of entering SR 80 from Old Bisbee (not needing to cross 2 opposing lanes of traffic).	4/30/2021 1:08 PM
191	The path will accomodate all non-auto movement from downtown to Lowell. Speed of bicyclists is always a concern.	4/30/2021 10:36 AM
192	We should spend money to improve our city's infrastructure instead of waste it on a bike path.	4/30/2021 10:15 AM
193	It will make the area safer for bicyclists, and improve other commuting options for families.	4/30/2021 10:01 AM
194	Safety while bike riding	4/30/2021 9:59 AM
195	I like the safety for pedestrians and cyclists and that there is continuous connectivity to Old Bisbee.	4/30/2021 8:16 AM
196	1. Less reliance on cars, 2. get exercise as part of commuting, 3. biking, walking and running will be safer, 4. be outdoors more, 5. perhaps more trees can be planted along the pedestrian shared path too. And all of this will hopefully contribute towards lower greenhouse gases.	4/29/2021 10:32 PM
197	I support the concept whole heartedly. It's also long overdue.	4/29/2021 5:35 PM
198	safety!	4/29/2021 2:56 PM
199	The construction of a shared path is important because so many locals live outside of Old Bisbee, and it will create a save way to walk or cycle to and from the History District and the areas beyond The Pit.	4/29/2021 11:48 AM
200	safety for walkers, bikers, skateboarders, etc..	4/29/2021 11:43 AM
201	It makes it safer.	4/29/2021 11:32 AM
202	i support a path	4/29/2021 10:39 AM
203	I dont like going to one lane traffic.	4/28/2021 6:05 PM
204	Nothing. Dangerous. And I am a bike rider.	4/28/2021 10:56 AM
205	I like it for the reason I've always liked bikeways/shared-use paths: they allow for people to transport themselves by other means than automobiles, with ensuing physical, economic and other benefits.	4/28/2021 10:15 AM
206	The safety and preservation of the community and others.	4/27/2021 4:24 PM
207	A barricaded path to prevent drivers from risking my safety during my daily commute	4/27/2021 2:18 PM
208	That I can walk into Old Bisbee.	4/27/2021 10:09 AM
209	Encourages locals and visitors to walk all the way to other parts of town or to the over look promoting safety on that highway. Promotes more physical activity like biking or walking for	4/27/2021 9:06 AM

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health and enjoyment. Provides a safe way of getting from one part of town to the other without driving a car. One could walk to Lowell and ride the bus back up the hill if needed.

210	NOTHING	4/27/2021 7:15 AM
211	I like that it creates the option for non-polluting mobility!	4/27/2021 6:59 AM
212	Possibly having lights around pit again. Fixed road.	4/27/2021 12:26 AM
213	Nothing. Find a better use of grant money. Like rebuilding City Hall. Try getting a grant for something useful for people who live here not tourists.	4/26/2021 10:24 PM
214	it's a lot safer. Having a middle passing lane will cause a lot of accidents--head on collisions...no middle passing lanes, please.	4/26/2021 9:51 PM
215	It enables tourists and locals to enjoy the beautiful, historic and scenic Bisbee. Enjoying the sights can only happen if one is on foot or better yet, on a bike! This enables everyone to see the specialness of Bisbee!	4/26/2021 9:44 PM
216	Link all parts of Bisbee to all residents and guest, make it one community.	4/26/2021 9:41 PM
217	The pedestrians deserve a safe way to travel up and down the hill to old bisbee	4/26/2021 9:08 PM
218	Ability to walk/ ride safely	4/26/2021 9:04 PM
219	I wish to encourage bicycling and walking more in Bisbee, and the shared use path concepts are a notable encouragement.	4/26/2021 8:34 PM
220	What a great idea! Option B would probably prevent accidents since option A looks like you'd have to cross over oncoming traffic to travel to Warren. RVs can't see oncoming traffic on Naco when they exit the highway after the underpass. You wouldn't want to recreate that situation with the new intersection, and it would be worse because you'd be merging onto the highway. I like the shade trees too; that walk is a very hot one for a lot of the year (maybe use alternative pavement options or paints that aren't as hot - for people and for dogs). Some kind of permanent partial shade along the whole path would be nice- maybe that's an opportunity for artists to design benches and "shade stations." You could even make some rentable spots for food carts to make more people travel across - make it an experience in and of itself. I also wonder if the roundabout needs to be revised as locals at least will be walking from Warren to Old Bisbee and there is a lot going on there. Maybe some kind of overpass?	4/26/2021 7:47 PM
221	Folks can travel with out cars	4/26/2021 6:21 PM
222	Encourages people to experience All of the Bisbee communities with an active outdoor alternative	4/26/2021 3:11 PM
223	Having a physical barrier provides for greater path safety.	4/26/2021 1:50 PM
224	Connects Old Bisbee to Lowell, safer for pedestrians and cyclists, increases recreational opportunities in Bisbee.	4/26/2021 1:17 PM
225	Making non-motorized transit between Old Bisbee to Lowell and beyond is overdue. The ability to extend biking, running and walking throughout the entire town is terrific	4/26/2021 12:56 PM
226	I think it would be helpful to both cyclists and pedestrians to modify the space and I don't feel it's currently safe.	4/26/2021 10:42 AM
227	You can breath the exhaust of vehicles especially the semi trucks. I walked from OB to Lowell one time and will never do it again because if the unhealthy exhaust.	4/26/2021 10:36 AM
228	Nothing. Leave it alone. They already messed up hwy 92.	4/26/2021 10:33 AM
229	Nothing	4/26/2021 9:27 AM
230	I would support if better lighting was part of the plan.	4/26/2021 8:32 AM
231	I like getting a path. I do not support losing vehicular lanes	4/26/2021 8:09 AM
232	It makes riding a bike or walking around the pit much safer.	4/26/2021 7:46 AM
233	nothing currently	4/26/2021 7:41 AM
234	Nothing	4/26/2021 6:04 AM

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235	Safety for bicyclists and pedestrians from dangerous vehicles and general traffic calming	4/26/2021 12:03 AM
236	I dont.	4/25/2021 11:59 PM
237	bike & pedestrian traffic are able to safely share this stretch of road	4/25/2021 11:43 PM
238	Not on busy highway.	4/25/2021 11:14 PM
239	I like the expanding near the pit.	4/25/2021 10:57 PM
240	It will make that stretch much safer.	4/25/2021 10:44 PM
241	I wish there was a shared use path in San Jose or Warren where there is more room.	4/25/2021 9:45 PM
242	It proves individuals with low intelligence can still dream!	4/25/2021 9:25 PM
243	They offer a pathway that is safe for people(children, adults, everyone) to bike or walk from Lowell to Old Bisbee, this could change the face of the town in many positive ways. One being that school groups or outings could safely park in another area(appropriate to their vehicle size) and bike or walk the lavender pit section of SR 80, hopefully bringing in educational groups and school kids to learn about the history of the area and demonstrate what mining did to the city and what it has left behind. Two for those who live in Bisbee's other neighborhoods it would give us a safe way to get to Old Bisbee!!	4/25/2021 9:15 PM
244	Safety and utility	4/25/2021 7:54 PM
245	Safety. Safety. Safety.	4/25/2021 7:32 PM
246	I think we need shared use paths to make cycling and walking safe here, to encourage healthy lifestyles, to attract healthy residents, and to demonstrate that we're an eco-friendly community.	4/25/2021 7:20 PM
247	Biking!	4/25/2021 6:52 PM
248	Safe cycling and walking	4/25/2021 6:33 PM
249	The ability to safely traverse the route from Lowell to Old Bisbee. I'm a season cyclist but I don't like riding on such busy and unprotected roadway.	4/25/2021 6:16 PM
250	safety!	4/25/2021 5:38 PM
251	Nothing there are already too many motor vehicle accidents	4/25/2021 5:38 PM
252	I see people trying to jog there and it's extremely dangerous there are many accidents and it would be nice to have a wider sidewalk along that area I love the idea of the artwork as well	4/25/2021 5:16 PM
253	Nothing	4/25/2021 4:58 PM
254	It will make it much safer	4/25/2021 4:34 PM
255	Gives pedestrians a safe place to walk	4/25/2021 4:19 PM
256	The ability to safely walk from Old Bisbee to the Lowell area.	4/25/2021 4:02 PM
257	Nothing	4/25/2021 3:59 PM
258	I like the idea of being able to safely walk from old Bisbee to Lowell. I think more benches should be included. And planters such as roses in areas to beautify the area	4/25/2021 3:48 PM
259	Visitor and local access expansion is good for business, quality of life and beautifying the area.	4/25/2021 3:46 PM
260	Maximizes pedestrian access without diminishing car passage. Two driving lanes with a median turning lane seems safer for that winding road. Plenty of space for all.	4/25/2021 3:40 PM
261	Nothing. If Bisbee has the money to blow they should buy the parking lot owned by Convention Center people so that citizens and tourists have a place to park. How many people will use a walking path? Not many. How many will use parking lot. It will be full most of time and always on weekends. Money left over from parking lot?? Use it to apply to streets and proper garbage pickup.	4/25/2021 3:36 PM
262	I love it! Provides a great opportunity for the city of Bisbee to focus on walkable forms of transportation for individuals with cars, with increase in safety for all users. It also creates	4/25/2021 2:58 PM

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space for residents of the city to focus on health and wellness. There are not many recreational sites in town and this path will allow people to run/walk the city without worry of being hit by cars. I grew up in Bisbee and have moved away, but I wish this had existed when I was a child/adolescent. I know my parents would appreciate it now

263	My experience, including years of urban planning and cycling, is that mixing pedestrians/cyclists is often dangerous. Separate bike lanes and sidewalks are much better.	4/25/2021 2:39 PM
264	So much safer to walk or bike. Helps build a strong community	4/25/2021 2:29 PM
265	Yes	4/25/2021 2:29 PM
266	Nothing, it is self serving to a very small portion of the population and very dangerous for drivers especially when there are large vehicles. Do not do it.	4/25/2021 1:50 PM
267	The increase of pedestrian safety, I have almost hit walkers at night on multiple occasions because they were in the road. This will also make it easier for people to have business in both parts of town	4/25/2021 1:21 PM
268	Fantasy's are fun	4/25/2021 1:07 PM
269	Safety for walkers and bikers.	4/25/2021 12:59 PM
270	Safety!	4/25/2021 12:59 PM
271	Don't care as long as you don't take away lanes	4/25/2021 12:59 PM
272	Nothing, they are dangerous. It's great to accommodate bikes and walkers but these were obviously designed by people who know nothing about hwy80 and old Bisbee usage.	4/25/2021 12:36 PM
273	improved safety and mobility	4/25/2021 11:48 AM
274	It provides a safer area for bikers and walkers to commute. Lavendar pit is a high traffic area and many locals use it to commute. I like the idea of shared paths because it provides a safe area while also providing opportunity to appreciate our local attraction.	4/25/2021 11:42 AM
275	For those of us who walk or ride this stretch, it will make us safe. If we can make it safe more will be inclined to use it. I truly believe this is an 'if you build it, they will come...' moment for Bisbee. It will make us feel more whole.	4/25/2021 10:27 AM
276	Forcing traffic in both directions to slow down in an area that now sees a steady flow of speeding traffic in both directions. Use as a tourist draw for the city and an advancement in bike and foot traffic use in an area that see very little use. Currently not an attractive area of our city. However be advised that all traffic will resume speeding upon exit of the corridor due to the fact they have been restricted and slowed down in that area. Traffic going to and from work will find the corridor frustrating and speeding will increase at both areas of the project. Especially during construction and especially since we are creating a no passing zone for the entire distance of the project. A great concept but there will be upset and angry drivers.	4/25/2021 8:54 AM
277	Community connectivity, multi-use focus, traffic control.	4/25/2021 7:55 AM
278	It would be safer to walk between Warren and Old Bisbee.	4/24/2021 2:21 PM
279	I love that it will finally connect OB to the rest of Bisbee without having to get in a car. My family could jog or bike to see friends in Warren without having to drive. It also would make much better use of the enormous amount of driving space that is currently being used for a four-lane highway that is only about a mile long. It is one of the less logical sections of roadway I have seen in many years. I'll be glad to see it reduced to a much more reasonable three lanes. Finally, I think the shared use path is a big step towards showing respect and regard for the residents of Bisbee who either choose not to have a car or cannot afford to own one. These residents have to use that death-trap of a highway as a place to bicycle/walk to work, shop, or see family.	4/23/2021 9:24 PM
280	Put the path on the mountain side & do NOT make it one lane both ways that would make it a nightmare just like Safeway ...	4/23/2021 8:25 PM
281	Everything. I have no car and such a pathway would be life changing for me. I could actually walk or ride my bike to Old Bisbee which I have been reluctant to do due to the horrid lack of a safe pathway. It has bothered me for awhile as I try to figure out how to get around more directly than the bus service.	4/23/2021 4:58 PM

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282	the forward thinking towards the challenges of the changing needs and demographics of the Bisbee community	4/23/2021 4:34 PM
283	We need a safe manner for people to walk and exercise along this area without having tragic accidents occurring. Tragedies strike without notice.	4/23/2021 1:00 PM
284	Allows safe pedestrian traffic along the open pit as well as separating bicycle commuters from motorized traffic.	4/23/2021 11:22 AM
285	It is MUCH safer for pedestrians and cyclists and it would encourage more physical fitness, which we need in our community.	4/23/2021 10:14 AM
286	It's badly needed!	4/23/2021 9:37 AM
287	They offer people the opportunity to bike and walk safely to Old Bisbee, and create a lane diet that will hopefully reduce the number of vehicles on the road, helping us to do our part with addressing climate change, and creating a more PEOPLE centered place rather than CAR centered place.	4/23/2021 8:36 AM
288	We need ways to get around town that are economically feasible for all residents. It will also help with tourism as people can walk more to get around.	4/23/2021 8:23 AM
289	Bikes are cool	4/22/2021 11:56 PM
290	I believe having a shared use path is important to the growth and accessibility of Bisbee but equally important is a center turning lane. I find it incredibly dangerous that driving westbound on highway 80 there is no turning lane to visit the lavender pit. It doesn't make any sense! And as-is the sidewalk abruptly stops. Lavender pit alone is hardly accessible. This concept is just a win win for all.	4/22/2021 11:16 PM
291	Nothing.	4/22/2021 11:04 PM
292	How safer it would be for bikers and runners	4/22/2021 8:42 PM
293	Nothing	4/22/2021 7:59 PM
294	Option B keeping parking on Naco rd existing is very important.	4/22/2021 6:31 PM
295	Do not like.	4/22/2021 6:05 PM
296	My son and I could now go to Warren by bike which is something we never do now because it is so dangerous.	4/22/2021 5:37 PM
297	I like that safety and ease of use has been taken into account as well as the idea to add landscaping and art along the route.	4/22/2021 5:05 PM
298	The ability to safely bike and jog from Old Bisbee to Warren and beyond. Presently, it is a death-defying undertaking.	4/22/2021 4:20 PM
299	Nothing. Roadways are for vehicles and traffic is ready slow enough through this area. Making it one one each way will condense traffic more and lead to more aggressive driving, much like the lane changes near Safeway in San Jose.	4/22/2021 4:08 PM
300	Nothing	4/22/2021 3:16 PM
301	Bisbee is so unique in that it is one of the few truly vibrant and walkable towns in the U.S. This is one reason why Bisbee maintains such an alluring character! A multi-use path would go a long way to catering toward PEOPLE instead of cars and improving this town for future generations. ♥	4/22/2021 2:44 PM
302	nothing	4/22/2021 2:07 PM
303	I don't like ANYTHING about the Lavender Pit proposals. One proposal I would support is to put the pedestrian and bike lane OVER the existing storm drainage ditch which can be covered over with a durable concrete cover without impeding the existing FOUR lanes of motor traffic which were put in place to allow BOTH local traffic between parts of Bisbee AND through traffic between locations outside the local area. Two lanes of traffic are acceptable on sections of Hwy 80 that don't connect between the parts of Bisbee that also must handles local traffic which adds greatly to the through traffic.	4/22/2021 1:04 PM
304	I like the clear separation of foot in bicycle traffic from vehicle traffic. The speed of vehicle	4/22/2021 12:58 PM

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traffic around the pit Makes running and or riding your bike and safe. I like having a concrete barrier to protect pedestrians from being hit. It's so easy for them to jump the curb and hit you.

305	I like the idea of a shared use path	4/22/2021 12:46 PM
306	At the present time it is extremely dangerous to walk or bicycle between Old Bisbee and Lowell, to the extent that it all but completely discourages such activities. This stretch of road must be redefined to what it actually is; a city street not a highway.	4/22/2021 11:28 AM
307	Woo! I can finally bike to OB! As is, the path around the pit is deadly.	4/22/2021 11:13 AM
308	WORST idea ever! The two lanes should not be removed! It's unsafe, and safety for the motorists traveling (in a vehicle) are not being considered. A raised bike/walk path would be better NOT removing lanes for this stupid idea. The bike/walk path will ultimately affect the lives of COUNTLESS motorists who drive this road multiple times per day-every day 365 days a year! Semi trucks, drivers from Douglas, Mexico, New Mexico and Texas drive this road also. Stupid idea! Safety is a real concern, accidents are surely to occur! AZDOT should be concerned with SAFETY FIRST. Bisbee does not need a bike/walk path in this location.	4/22/2021 10:08 AM
309	A safe option for citizens to bike and walk between the historic and other districts of Bisbee	4/22/2021 8:23 AM
310	I don't think the idea is all too good considering the amount of 18 wheelers we get coming in to the pit, it's easier for flow of traffic and highway traffic	4/22/2021 2:54 AM
311	Too many accidents around the pit. Check the fence	4/21/2021 11:11 PM
312	Safer biking	4/21/2021 10:48 PM
313	I don't like the idea	4/21/2021 10:46 PM
314	Gives bikers and joggers more space	4/21/2021 9:58 PM
315	Nothing, please leave it as is. But, how about lights around the pit?? It's dark without lights and taking away a much needed two lanes is crazy!	4/21/2021 9:51 PM
316	Nothing, looks like a waste of funds.	4/21/2021 9:50 PM
317	Nothing really. There are some improvements that should be made regardless of adding a walking path, such as adding lighting, Paving The overlook area.	4/21/2021 9:45 PM
318	Very good! Only thing I would change is on the bike/walk path I would make them directional as with cars Tucson does this their Rillito Parkway and the Santa Cruz pedestrian and bike path. Would be good of you to check out how the marked directional lanes. Marking would be very easy using a stencil and cans of spray paint is all that's needed besides the wages of the employee chosen to do this. I'd estimate a 8 hr day marking every 30 to 50 ft or desired distance of foreman or Supervisor that knows a bit more about legalities of marking a pathway bidirectional. Again I suggest looking how Tucson did theirs. It cut down on bicycle and pedestrian accidents and bike to bike riders also if memory is correct a speed limit of 15 mph where activity is higher there are a few stretches that aren't used so much increase in speed limit is done. I've ridden hundreds of not over 1000 miles on those 2 Pedestrian/Bike paths. Very enjoyable ride and really safe. Patrolling speeders is probably left to the public policing its self or maybe hire a couple people active seniors would be an excellent idea imo if some kind of public behavior monitoring. I'm not a fan of us being under the ever seeing eyes and the public in general I believe are responsible enough to take care of it they would have access to calling a policeman or police woman if their intervention is needed maybe designate one officer per shift adjustable to case load. Thanks for this opportunity. I wish you all the best of luck in this endeavor!	4/21/2021 9:40 PM
319	STOP CHANGING BISBEE!	4/21/2021 9:33 PM
320	Completely bad ideas. The mess that you made with one lane on highway 92 now has people pulling out in front of you. If you change highway 80 to what you want those semis that come barreling off the divide are going to slam into someone. Why not take part of the mountain where the sidewalk is and make that bigger. Leave traffic roads alone.	4/21/2021 9:18 PM
321	None	4/21/2021 9:17 PM
322	They provide a safer way for pedestrians and bicyclists to access Old Bisbee	4/21/2021 8:34 PM
323	I like the concrete barrier between the vehicle traffic and shared use path—it makes it safer for	4/21/2021 8:12 PM

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	everyone	
324	a fucking joke!	4/21/2021 7:23 PM
325	It gives walkers/runners/bikeriders enough room to feel comfortable.	4/21/2021 4:58 PM
326	Completely separate from motor vehicles	4/21/2021 4:57 PM
327	Their budget less designs and lack of any real world feasibility to do this without and major impact to hwy 80 traffic	4/21/2021 4:33 PM
328	They connect the town. They provide a place for Art. They encourage cyclists.	4/21/2021 4:25 PM
329	I like the shared roadway with a large barrier in between cars and pedestrians	4/21/2021 3:47 PM
330	I just dont see many people using this. I myself use it very much. I like that cars can move over when the see me. So please dont get rid of a lane. What we have now will work if its maintained. Slipping on the gravel and out into the street to get hit by a car is a big fear of mine. All it needs is to be maintained and the sidewalk can be a little wider. I have personally torn up my knee by slipping on the gravel. I never hit the ground, but tore up knee ligaments. Lights would also be an improvement. I run this route every weekend and have never seen many others using it. I have never seen anyone use the bike lane in san jose. I feel that was a waste of money. Please use the money where its needed. This project is not a need.	4/21/2021 3:35 PM
331	I like the idea. I think folks will still speed around the pit thereby using the center turn lane for passing slower drivers. Also where is a safety pullout for trucks descending from Hwy 80?	4/21/2021 3:18 PM
332	Unecessary. Unless they are funding it themselves and not the city then by all means but this is ridiculous	4/21/2021 3:03 PM
333	it's great that bisbee is finally going to develop a share use path - long overdue. but why in the location near the ugly pit? its the ugliest part of bisbee, plus who wants to breathe traffic fumes while trying to use the path? can't we find a better, fresher air location with something to look at rather than a big, ugly hole in the ground?	4/21/2021 2:56 PM
334	Supports cyclists.	4/21/2021 2:53 PM
335	NOHING AT ALL. IT HAS BEEN FINE FOR DECADES AND NEEDS NO MODIFICATIONS	4/21/2021 2:50 PM
336	We live in such a climate-friendly place - walkways and bike trails make it so much more user/friendly. I think there is great demand.	4/21/2021 2:31 PM
337	I ride up & down this stretch of Hwy 80 on my bicycle 5-6 x a week. I like NOTHING about them as the two options stand. The crossover to the mine viewing area is a "kill zone," we will live to regret designing it this way! With no shade along the way no one is going to use this except the bicyclists already using the existing Hwy. There is PLENTY of room on the North/ East side of Hwy 80 to put a shared use lane with no need for complex construction at the Bisbee end, they simply enter/ exit onto Naco Hwy on the Bisbee end after exiting a shared use lane. Roofing over the current drainage culvert & widening the path over the current drainage culvert will provide a safe, protected shared use path. A simple, low slope ramp/ overpass at the Lowell end takes care of that, there is plenty of room for a long, low slope ramp on each side of Hwy 80 to transition from Lowell to the North/ East side of Hwy 80 & onto a shared use path. No way for the cars to "drive through " bicyclists & pedestrians, esp. as they turn on & off Hwy 80. All of this was put FW in the public input meeting, none of it was acknowledged. It was clear during the "public input" Zoom call that the two options being presented were the ONLY two that would be considered (interesting how "public input" was so thoroughly ignored). Both of these options are much more expensive & much more dangerous for pedestrians/ bicyclists, as well as ignoring their need for food/ shade/ rest when traveling up & down the slope. One "way station" in the middle during the summer months is NOT enough! If you think narrowing the lanes will slow traffic, please take a week to observe your fellow driver's choices in their "native environment," after that, would you trust them not to turn through you getting to the overlook? Would you trust them not to plow into your car's back end as you slow to turn into the overlook? Clearly not one of those involved in the development of either option is an active bicyclist. Hard to believe my tax dollars will be funneled into either of these so obviously flawed plans. Nicholas Night 520-255-1519.	4/21/2021 2:25 PM
338	It will provide safe movement for pedestrians, bicycles, and other non-motorized means of transportation.	4/21/2021 1:24 PM

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339	The general concept of modifying the lanes to allow bicycle and pedestrian traffic is a good idea. The various tourist attractions, and odd highway interchange combine to make it all seem more risky even than the current configuration.	4/21/2021 1:12 PM
340	I love them both! I think that Concept B will have less scrutiny over traffic concerns. But honestly, I would be happy with either.	4/21/2021 12:38 PM
341	Accessibility	4/21/2021 11:11 AM

Q4 What would you like to see changed about the shared use path concepts?

Answered: 308 Skipped: 70

#	RESPONSES	DATE
1	I'd like to see the entity that acquired the grant funding for this project to work with Freeport Macmoran, and for there to be more land allotted to this walk/bike path that doesn't take one of the 4 lanes away from vehicle passage	5/19/2021 10:27 PM
2	Both options are better for the community than the current situation.	5/19/2021 4:56 PM
3	—	5/19/2021 4:49 PM
4	I thought the OP-ED in the Bisbee Observer was more well-thought out and had a host of creative alternatives, all of which were better than plan A or B. Listen to this man and hire him to rewrite your concept.	5/19/2021 1:32 PM
5	Water catchment for landscape plants...probably passive but possibly active	5/19/2021 11:46 AM
6	Just make it happen	5/19/2021 11:18 AM
7	I think it's important to make the shared use path as easy as possible to access and use, so I would prefer that the path's starting point not be the mine tour parking lot.	5/19/2021 10:40 AM
8	n/a	5/19/2021 9:55 AM
9	Nothing	5/19/2021 8:00 AM
10	I would like the bike path to be on the other side of the road, taking the lane away from the traffic going into town. I worry about traffic coming off of the mountain and going too fast, and merging with downtown oncoming traffic. I would like the center lane as a possible passing lane if slow traffic impedes flow.	5/19/2021 6:24 AM
11	Nothing	5/19/2021 3:37 AM
12	My concern is that mixing bike and ped traffic is a little risky. Especially with downhill bike traffic. There's a speed mismatch. Baeyer in my mind to designate a bike lane and a ped lane.	5/18/2021 8:16 PM
13	Music broadcasting from the light posts;)	5/18/2021 6:28 PM
14	Music broadcasting from the light posts;)	5/18/2021 6:24 PM
15	I'm fine with both of the concepts presented.	5/18/2021 2:50 PM
16	I really would like more landscaping...desert tolerate plants that match our climate and that are maintained consistently.	5/18/2021 12:31 PM
17	I support if	5/18/2021 12:28 PM
18	Keep the road as is & build a multiuse path on Freeport land.	5/18/2021 12:11 PM
19	Come up with another reasonable, practical concept and dump these two.	5/18/2021 12:04 PM
20	I like the B concept because it looks like the obvious SAFER route for traffic in and out of Bisbee. The bike paths on both concepts are good! Thank you.	5/18/2021 11:50 AM
21	Safest route possible, compromise is essential, but not at the risk of safety.	5/18/2021 11:20 AM
22	leave the hwy intersections as is, bikes and people can use current sidewalk under overpass. Instead of turn lane, keep 2 lanes uphill, one land down. People turning into the pit outlook do so safely now without a turn lane. People will pass in the turn lane if a slow truck going uphill blocks them. I like suggestions by Al Anderson in Bisbee Observer	5/18/2021 10:57 AM
23	eliminating 2 lanes creates a 5 mile long stretch of highway where there is no-passing (from the west side of the tunnel all the way out to the sheriff's office on the east side of town on the	5/18/2021 6:38 AM

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way to Douglas). People that are heading east that get stuck behind a slow-moving vehicle that is belching out exhaust or people in their Priuses having someone else riding their back bumper for 5 miles are going to be pissed. People heading west that get stuck behind heavy vehicles going slow uphill (that 1.25 mile stretch of highway around the pit rises 200 feet) are also going to be pissed. Once people realize that, there is going to be even more opposition to the bike path and eliminating lanes than there already is. The only solution is to leave the 4 traffic lanes as they are and build the bike path along the southside of the highway on FMI land. This will make everyone in this town happy and would be one of the largest benefits FMI has ever given to Bisbee.

24	No comment	5/18/2021 4:11 AM
25	More of a barrier between the cars	5/17/2021 6:14 PM
26	I would like to keep tye roadway as is, it should not be changed	5/17/2021 6:04 PM
27	Nothing as of yet	5/17/2021 5:58 PM
28	Not sure	5/17/2021 5:15 PM
29	I think Bisbee should stick it to ADOT and Freeport to build out a major improvement to the pit infrastructure, even if it costs tens of millions. 80 is not secure around the pit, could collapse in an earthquake, and should have significant retaining walls with safe passage above those retaining walls for pedestrian, bike, and other non-motorized vehicles. There should also be significant public art. It's time for Arizona to invest in its future, its children, and mindfully thought out safety and healthy bi-ways for all. Cost should not be an issue due to the decades long negligence of ADOT and the mining companies. I'd also like to see a shared use path going from Warren behind the reclaimed tailings over to Sunset Acres. I know those are just seen as poor people over there, but all the more benefit for them. A lot of artists moving in over there. There are already remnants of roads trails back there.	5/17/2021 5:03 PM
30	There needs to be lighting for motorists as well as walkers/bikers . This can be warm, low lumen LED lighting	5/17/2021 4:28 PM
31	An actual overpass could be interesting and attractive (but maybe too expensive).	5/17/2021 3:08 PM
32	For it to include everything : walkers, bikes, skates, skateboards, scooters...it should be all inclusive with perhaps one lane for slower traffic/walkers	5/17/2021 2:53 PM
33	It will congest traffic and increase bike via car accidents. Bikes don't stay in the bike lane and are more than often in the roadway. Dumb bikers!	5/17/2021 2:36 PM
34	Expansion to more neighboring communities	5/17/2021 1:53 PM
35	Use Freeport land, not the highway. One would think a mining company would enjoy the opportunity to contribute to an environmentally friendly project.	5/17/2021 1:31 PM
36	Not sure	5/17/2021 1:27 PM
37	It would be ideal to keep bikes and pedestrians as far away from a highway as possible. A raised path would be amazing but I understand that may be cost prohibitive.	5/17/2021 12:52 PM
38	If it is going to happen, making the middle lane a passing lane halfway for each side would help ease the traffic bottleneck which will occur.	5/17/2021 12:24 PM
39	To keep it sweeper once established. To date the pile up of gravel on the road is dangerous. It pushes one out further into traffic. Unsafe. Had a close call recently.	5/17/2021 9:15 AM
40	I would like to see plants along the path. Ocotillos, cacti, low maintenance plants to keep the area green and beautiful.	5/16/2021 10:18 PM
41	It Would be nice to open the bike path for another alternative transportations like skates, scooter , roller, etc. We have member in the community that use these rides as a transportation. Also there are some paths that just have a raised median between the path and the road which it looks dangerous (Figure 3), I think any type of heavy duty planter with desert plants would be a good option as a element of separation for safety and also esthetic.	5/16/2021 9:42 PM
42	I can't think of anything at this time.	5/16/2021 8:02 PM
43	n/a	5/16/2021 4:51 PM

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44	Continuous center turn lane seems poor use of overall space. Study should consider option of maintaining existing traffic lanes while providing the SUP. What is this cost likely to be?	5/16/2021 3:59 PM
45	I like the idea of a physical barrier between the shared use path and the traffic the whole way.	5/16/2021 3:46 PM
46	I am concerned about how passing traffic would be handled.	5/16/2021 2:31 PM
47	Rest areas/benches added for those in need. Greenery and/or art/history along the pit fence.	5/16/2021 2:12 PM
48	Nothing	5/16/2021 12:58 PM
49	A visual representation of the changes proposed	5/16/2021 12:27 PM
50	bike path	5/16/2021 9:29 AM
51	Different entrance and exit for old B	5/16/2021 9:23 AM
52	Nothing	5/16/2021 7:53 AM
53	Nothing	5/16/2021 7:08 AM
54	N/A	5/16/2021 5:46 AM
55	Less expensive. More landscaping	5/15/2021 11:45 PM
56	Prefer solar lighting; must be ways to vandal proof? Any chance 4 xeriscape plantings 2 offset vehicle emissions? Any chance 4 trolley/tram or increased bus usage to reduce cars? Bike/Ped path extensions to Naco & beyond.	5/15/2021 11:11 PM
57	Not sure	5/15/2021 10:58 PM
58	Make drivers more aware, for safety	5/15/2021 10:19 PM
59	Making it safe at night	5/15/2021 10:06 PM
60	Keep as is	5/15/2021 9:07 PM
61	We need to ensure this area stays safe not only from traffic, but also from debris. Additionally, how will this area be maintained?	5/15/2021 8:49 PM
62	Don't know	5/15/2021 8:22 PM
63	I like the concepts as presented.	5/15/2021 7:39 PM
64	I like the plan B because it makes more sense for both vehicles and pedestrian traffic.	5/15/2021 7:39 PM
65	nothing	5/15/2021 7:31 PM
66	Not sure	5/15/2021 7:18 PM
67	Add more covered stops along the way—landscape the parking area that faces the lavender pit..	5/15/2021 6:44 PM
68	Leave the road as it is and have regular shuttles available.	5/15/2021 6:40 PM
69	I would like the lights to be solar powered if possible	5/15/2021 6:02 PM
70	Include more spaces with beautiful landscaping using stones and plants from the Arizona desert (such as what you see in Tucson, not Sierra Vista which is quite not so beautiful). Adequate illumination during the night so it is safe to walk there (even for women).	5/15/2021 5:13 PM
71	Nothing	5/15/2021 4:20 PM
72	Signage and road markings for walkers and bicyclists	5/15/2021 4:14 PM
73	I would like everyone to be safe and happy. I think that if there is a way to connect the two, that we can have a lovely path.	5/15/2021 4:12 PM
74	What about using the area behind the existing concrete barrier already in place and leaving the road as is?	5/15/2021 3:38 PM
75	Nothing comes to mind off the cuff	5/15/2021 3:31 PM
76	I don't think option A should even be a consideration. It is dangerous. Option B should be split	5/15/2021 2:46 PM

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into 2 phases and alternate options for connecting the path through the the underpass between the parking lot and visitors center should be explored, such as a smaller tunnel that cuts through like a mine tunnel. Maybe Freeport would be willing to donate this portion if it was done as a donation of services in kind vs. Amonetary donation, seeing as they have access to the equipment. One phase would be changing the road lanes and putting in all the baracades and the other phase would be that connection piece mentioned above. Also, a turning lane is only needed in the one spot (if that) for the lavender pit overlook. That center lane should be better used for having passing lanes where needed. This would make the majority of the population much more satisfied with the plan.

77	Nothing	5/15/2021 2:37 PM
78	They are both vastly better than the current situation.	5/15/2021 2:18 PM
79	N/a	5/15/2021 2:05 PM
80	Not sure	5/15/2021 1:45 PM
81	Option C - Where an uphill passing lane is retained and the path / sidewalk is smaller and more affordable (just a plain-jane regular sidewalk). Option D - Where ADOT takes some land from Freeport via eminent domain for the public good, to allow the shared use path co-exist with traffic lanes.	5/15/2021 1:42 PM
82	More	5/15/2021 1:37 PM
83	Start Option B at the Mine Tour OR start the bike path on the north side of SR80/Naco Rd, keeping the current entrance for vehicular traffic (going downtown) there too, while also installing a traffic light near the Overlook. Anytime vehicular traffic is forced to regularly stop even when bicyclists are not using the path will harm efforts to curb Climate Change. A light will only require stopping when a pedestrian or cyclists need it. Vehicular traffic must flow downtown. I am also not a fan of increasing the number of 1-way streets downtown. They confuse and endanger people.	5/15/2021 1:33 PM
84	In regard to the planned bikeway on Highway 80 we find your carefully considered plane to be dangerously constricting to ever increasing traffic, especially large trucks and emergency vehicle movement (take for instance a fire or evacuation). It is almost inconceivable that in all the years that Highway 80 and the Lavender Pit have been in place that Phelps Dodge (now Freeport McMoran,the largest copper gold company in the world) together with ADOT haven't had to make a protected ped/bike path to Lowell. This would entail the incursion of about 10 feet toward the pit from the lookout toward with no great engineering obstacles. There is already enough room on the south side of the HWY from the mine tour to the look out. We are certain that this option by far is the most sensible, has been investigated many times. It would take a lot of public pressure and most likely legal pressure, but if it means closing the vehicle traffic to two lanes how could it not be embraced. PS Has anyone thought about a raised walkway. The poorest villages in Mexico have raised walkways across their arroyos.	5/15/2021 1:16 PM
85	N/A	5/15/2021 1:15 PM
86	Put a passing lane at some point along the pit. I think one lane each way is sufficient but passing lanes could help.	5/15/2021 12:55 PM
87	Maybe look at some alternatives that wouldn't impact traffic as much. This seems to be a huge issue with many. Personally I do not think there needs to be 4 lanes for this little town.	5/15/2021 12:48 PM
88	Scrap the plan	5/15/2021 12:44 PM
89	Tree lined	5/15/2021 12:40 PM
90	Nothing	5/15/2021 12:35 PM
91	Keep as is	5/15/2021 12:34 PM
92	Quicker the better	5/15/2021 12:32 PM
93	Have something designed and made through town.	5/15/2021 12:26 PM
94	It to not be completed	5/15/2021 12:18 PM
95	Expand to include the tunnel where bike riders are e dangered and killed.	5/15/2021 12:08 PM
96	Improved landscaping and historical and geological markers or plaques	5/15/2021 12:07 PM

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97	Keep two lane for vehicles and one lane for pedestrians but widen the pedestrian lane with a higher barrier.	5/15/2021 11:52 AM
98	Not losing vehicle lanes/capacity.	5/15/2021 11:51 AM
99	I would like sufficient warning signs to warn turning cars of possible bike or pedestrians traffic at the Lavender pit overlook.	5/15/2021 11:50 AM
100	Solar lights phosphorescent paint ?They've done the research, I like it.	5/15/2021 11:47 AM
101	The change I suggest is to use the east/northeast side of the road behind the already existing cement wall to create a pedestrian pathway. Freeport McMoRan could assist with this. Traffic would not be changed or interrupted and pedestrians would remain safe, in addition to the large sum of money that would be saved by the city who doesn't have much anyway.	5/15/2021 11:45 AM
102	I don't know enough to have an opinion	5/15/2021 11:45 AM
103	Nothing. I like The idea of reducing the car lanes to three and having a Shared use path with a barrier	5/15/2021 11:44 AM
104	Nothing	5/15/2021 11:37 AM
105	Nothing, just wanted to say plan B with the retaining wall feels so much safer than a raised buffer, especially considering taking small children along the path.	5/15/2021 11:26 AM
106	Ensure it is built safely. This is a dangerous road	5/15/2021 11:11 AM
107	Discard the idea altogether	5/15/2021 11:10 AM
108	Not sure	5/15/2021 11:06 AM
109	It not happen	5/15/2021 11:05 AM
110	This section has a fairly steep slope for casual walking and biking. Seating or rest points dispersed along the route would be beneficial. Perhaps consider pay-per-use electric scooters like what us seen in many downtown areas. Provide pickup points at both ends of the route.	5/15/2021 10:37 AM
111	Nothing	5/15/2021 10:28 AM
112	More public awareness	5/15/2021 10:21 AM
113	I'm not sure. It seems like a great idea	5/15/2021 9:59 AM
114	I have concerns about having a two lane road around the pit due to increasingly high volumes of traffic. I wish Freeport would give more space for the project.	5/15/2021 9:40 AM
115	Two lanes is plenty for the rest of the highway	5/15/2021 9:39 AM
116	No thoughts.	5/15/2021 9:39 AM
117	Nothing , it's a great idea .	5/15/2021 9:36 AM
118	Path perhaps moved the right side of 80 west	5/15/2021 9:24 AM
119	eliminate the shared use concept	5/15/2021 6:26 AM
120	Greetings. I'm not keen on the confusion that option A causes for drivers, nor the money required for option B. Bisbee resident, Al Anderson has come up with some innovative approaches for the SUP. I've copied and pasted them into this field. I'd appreciate it if you'd disregard my earlier survey responses and consider the following ideas before making a decision. Thank you. Bisbee deserves better than a 'D.' Bisbee received a grant to conduct a study for a new Shared Use Path (SUP) to safely join our historic downtown to Lowell for bicyclists and pedestrians, a 1.25-mile segment of SR80 along the Pit. Hats off to Meggen Connolley for her years of work to get us to Tuesday's public input Zoom meeting and discussion. We desperately need a SUP. Hopefully everyone will support it, but right now the devil is in the details, not to mention expense. ADOT's Customer-Oriented Level of Service (LOS) currently gives that section of highway an A or B rating: "A: free flow. Traffic flows at or above the posted speed limit and motorists have complete mobility between lanes. The average spacing between vehicles is about 550 ft or 27 car lengths. Motorists have a high level of physical and psychological comfort. The effects of incidents or point breakdowns are easily absorbed. LOS A generally occurs late at night in urban areas and frequently in rural	5/14/2021 10:44 PM

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areas. B: reasonably free flow. LOS A speeds are maintained, maneuverability within the traffic stream is slightly restricted. The lowest average vehicle spacing is about 330 ft or 16 car lengths. Motorists still have a high level of physical and psychological comfort.” Contrast that with the proposed options that would yield a D rating: “approaching unstable flow. Speeds slightly decrease as traffic volume slightly increase. Freedom to maneuver within the traffic stream is much more limited and driver comfort levels decrease. Vehicles are spaced about 160 ft or 8 car lengths. Minor incidents are expected to create delays. Examples are a busy shopping corridor in the middle of a weekday, or a functional urban highway during commuting hours. It is a common goal for urban streets during peak hours, as attaining LOS C would require prohibitive cost and societal impact in bypass roads and lane additions.” As an initial matter, it is okay to end our days of being able to fly around the Pit in a car or truck while changing lanes anywhere. We must share our roads in ways that protect one another and our climate, so something’s got to give. What is not okay is the west-end’s concept of each proposal, the getting on/off SR80 downtown. Concept A would make Naco Road our car/truck SR80 on-and-off ramp by eliminating its current parking spaces on both its sides and along the north side of the highway, east of that street; which would worsen already terrible downtown parking options without much benefit, but that is not the worst part. Concept A could be deadly and will certainly be onerous for all drivers. By forcing all downtown drivers wanting to use SR80 EB to stop each time, wait and look three different ways, including back over their shoulders to find any uphill traffic (where regular EB traffic could be surprising them quickly from uphill and around a bend), EB traffic and oncoming traffic from the mine tour, are we not foisting an undue, uncomfortable and imperfect neck-craning responsibility on our elderly population and everyone else? Concept A would also change Main Street into a one-way (enter into town only) lane as it goes under the highway, and Main Street’s current outgoing lane would become a 2-lane SUP. Concept B would not change Naco Road, but would require spending \$Millions to widen Main Street’s underpass to make room for a SUP and its corresponding downtown staging area. Both also eliminate one eastbound and one westbound (EB/WB) lane around the pit, adding an insufferable 1.25-mile-long, left-turn-only lane down that stretch’s entire middle. This lengthy turn lane would theoretically be used only by WB traffic to turn into the Scenic Overlook parking lot or (rarely) for the adjacent landowner to access normally closed/locked gates whether traveling east or west. The 2-lane SUP would run only along SR80’s southside. What was not discussed with any or with adequate time or attention at Tuesday’s meeting were other options, e.g.: 1. Add an alternative and less expensive “Concept C” that starts the SUP on Naco Road and lets it continue east down the north side of the highway until the Overlook or at least until it narrows. At that point, install a High-intensity Activated crosswalk (HAWK) to allow the occasional user to safely cross the highway. (An example of this low-cost solution is in the 45-MPH zone in front of Circle K on SR90 as we enter Sierra Vista. This HAWK allows people to cross 5-lanes of a much busier Hwy.) Then continue the SUP on SR80’s southside. This concept includes reducing the risk of bikes and others colliding with left-turning traffic along the northside part of SR80’s SUP. 2. Reimagine Concept B, letting it stop/start the SUP at the Mine Tour driveway so as to avoid having to change Naco Road or the overpass. 3. Leave SR80 alone except to widen the south side onto the adjacent landowner’s property for a SUP (either through eminent domain or owner benevolence). This would require riprapping and shoring up the narrow spots, but probably has the same chance of happening as a suggested zip-line running the full length of the pit from Bucky O’Neal Hill to the BBC. 4. Leave SR80’s two WB (uphill) lanes alone and only eliminate one of its EB (downhill) lanes, while adding the SUP to its southern shoulder. This could be accomplished by not adding the proposed mostly useless left-turn-only lane. People traveling WB have been turning left into the Overlook parking lot without a problem since the highway was constructed. If there is so little traffic that we can eliminate 2 lanes, why not legalize that same left turn with paint stripes while making the land owner access gates by traveling with the flow in the correct direction in the first place instead of crossing in front of on-coming traffic? This 3-lane option might at least yield us a ‘C’ rating: “stable flow, at or near free flow. Ability to maneuver through lanes is noticeably restricted and lane changes require more driver awareness. Minimum vehicle spacing is about 11 car lengths. Most experienced drivers are comfortable, roads remain safely below but efficiently close to capacity, and posted speed is maintained. Minor incidents may still have no effect but localized service will have noticeable effects and traffic delays will form behind the incident. This is the target LOS for some urban and most rural highways”. 5. Tweak Concept B by keeping historic downtown traffic as-is, while using the \$Millions saved from not having to widen the highway underpass to create a separate SUP entryway/exit under the highway. This might employ cutting-edge or even the same technology used to bore the Mule Tunnel. Regardless of how it is done, this ‘second-phase’ can be accomplished later but – for now – let’s get the project moving, let people walk their bikes on the existing sidewalk through the underpass and start the SUP at the mine tour

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driveway or 400' to the east at the HAWK. There is no reason to burden, complicate and weaponize downtown roadways by making every vehicle stop before entering the hwy. You have until May 17th to read the on-line report and complete the survey to make your opinion heard: <https://www.surveymonkey.com/r/bisbeeSUP>

121	I like both. The cost difference may end up being the deciding factor. To me the main advantage of concept B is that the Hwy 80 access drivers are used to would not change.	5/14/2021 7:35 PM
122	Put a paved top on the drainage ditch going around the pit on SR-90. There is already a barrier there to protect the bicyclists and Freeport McMoran can pay for it as part of environmental cleanup.	5/14/2021 5:54 PM
123	Make a bridge over the pit for bicycle riders	5/14/2021 5:48 PM
124	Mixing pedestrians and cyclists on a narrow passage, even if separated from cars, will be more dangerous than the current mixture of bicycles and cars, separated from pedestrians. Consideration must be given to the slope and the speed at which bicycles may descend. Furthermore , both plans A and B imagine that cyclists will enter and exit the bike lanes from Main St., but do not consider cyclists who may climb or descend Hwy. 80, bypassing Historic Bisbee.	5/13/2021 10:09 PM
125	Nothing	5/13/2021 7:54 PM
126	I'm opposed to this plan. As I see it, this plan has everything to do with tourism and very little to do with the needs of the community. It is already extremely frustrating having to drive behind tourists going less than five miles an hour up the one lane road of Tombstone Canyon. Now this proposal aims to extend the traffic disruption to the Hiway as well, and for the purpose of facilitating site seeing along the Lavender Pit. No thank you. What we need is a way for locals to be able to live here with some measure of ease and convenience. With each passing year the community becomes further decentered in the interest of visitors and investors.	5/13/2021 5:26 PM
127	I don't think this idea should be implemented	5/13/2021 4:41 PM
128	Na	5/13/2021 11:42 AM
129	I know maintenance free is very important but I would like to see a few trees planted along the way for shade.	5/13/2021 10:30 AM
130	more natural desert vegetation added	5/12/2021 12:40 PM
131	Not a thing!	5/12/2021 9:03 AM
132	I'm what I don't agree with is eliminating the second lane on both sides of the pit. Traffic gets crazy when trying to get to work and some locals/some tourist driving way under the speed limit. It isn't fair or safe. Plus there is absolutely no lights around the pit, why don't they focus on that first?	5/11/2021 11:02 AM
133	I don't like the idea of crossing into traffic from main street. This means a motorist would have to watch for oncoming cars from uphill and downhill in an awkward position. They would also have to be aware of exiting traffic from the Bisbee Mine Tour. Sounds really dangerous.	5/10/2021 8:14 AM
134	Concept b looks good	5/9/2021 9:04 PM
135	Another option presented with perhaps only removing one lane of traffic coming down from the Divide. Removing lanes is not simply a "change" as simple as Brent and Meghan pointed out, this will impact lives of many working parents traveling out of town for work purposes. So a few seconds of a delay (yeah sure!) may result in negative impacts to the twice per day commute so many make here! I saw the Zoom, Brent's response as "change is hard" was insensitive to the many "generations" of Bisbee natives whom still live here and commute out of town to work or for medical appointments! Rude! Does Brent live in Bisbee? How will making Megan's daughter feel more comfortable walking around the pit benefit the working parents struggling to drop off children in 3 different places, a babysitters house, one child to Greenway and the other to Lowell, then trying to get on the road for the commute to work in Sierra Vista, how will this pathway help us? For the sake of all to benefit, and again, the people "volunteering" refuse to acknowledge anyone who disagrees with their concept! It sounds like "this is my way or the highway" and we are not in favor of removing two lanes period. Let that concept sink in! It's a highway! If your kid needs to get to Warren or San Jose either drive them or let them take the Bisbee bus! Allison is right! If you let your kid walk or bike around a busy highway that is on	5/8/2021 7:54 PM

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you! No not safe with a pathway either! Present another concept that would not remove lanes or possibly only one lane, and you would have much more support! But for Megan to think her needs and the needs of her daughter are more important is an insult! Just stop trying to push your needs as the greater good! Brent said from his point of view he wouldn't see any negative impact on traffic flow, but here's a question for you Brent, do you live here and drive this every day? No? The studies will show you only predictions based on models. Tombstone traffic is way different than Bisbee traffic, and especially traveling around the pit! It doesn't take a rocket scientist to see how completely different the two are!!! Driving through Tombstone is frustrating! It does slow you down quite a bit, and not by seconds either! I understand Tombstone traffic because the main tourist attractions are easy to drive to by exiting the highway! They also have a lot of parking and streets for drivers to enter. Bisbee does not! Driving around the pit is challenging, even for good drivers! Comparing the two was ignorant! Come drive this to and from Tucson Monday through Friday you might experience the daily challenges and uncertainty so many generational natives do! Removing lanes will present safety issues! More accidents are going to occur as a result! In Brent's models was real life scenarios studies with real people? I'll give you an example, Doris who is snowbird from Wisconsin and is staying in the RV park in Naco, decides it's a great idea to make a road trip to Tucson, she leaves her RV at 7:15 AM, then we have Aurora, who is a young working mother of three. Aurora has to take her kids to a babysitter, drop one off at Greenway and the other at Lowell, all before 7:25 AM. It's a bad morning for Aurora, the baby is teething and crying, the other two roll out of bed, get dressed and are slugging because they are tired or just acting like some kids tend to do in the mornings. Aurora is trying to be patient and loving but is ready to pull her hair out with frustration because she is on a strict time table and if anything interfere with her time, it will have ripple effects on her day! Aurora is a good Mom, she manages to get all three kiddos in the car and off they go. Aurora is turning onto Naco highway and gets behind Doris. Speed limit is 45, however, Doris is going 35 miles per hour, they drive slow in the small town she is from and has no care in the World that by driving slow, she may impact the lives of other human beings! She is oblivious! Aurora is unable to pass Doris, Aurora should be driving 45 or because she's late already, will need to drive a little faster, Aurora has to be at work in Sierra Vista by 8am! Doris continues to drive slow, now has a very long line of cars behind her, all frustrated because they also have somewhere to be at a certain time. Aurora finally reaches Galena to drop off her child at the babysitters house. Aurora must then go down either Bisbee Rd or back up towards High School Terrace Rd to drop off her second child at Greenway school. She decides traffic may be moving faster on Bisbee Rd. She's right, she drops off her child and heads back on Bisbee Rd. Aurora gets behind Bill, who works from home, but he decides to head to Safeway, and Bill is an older gentleman, he drives slow as well! Aurora gets stuck behind Bill all the way until the traffic circle, he heads left and she is thinking she might actually make it to work on time! She drops off her third child at Lowell. Starts heading to the pit, when she encounters an out of town driver, driving extremely slow because they are from New Jersey, and in Jersey they don't have these mountains and open holes (the pit) to worry about. This model is Concept B, the lanes have been removed! Yuck right! Aurora gets stuck behind this tourist, all the way up the hill until there are two magical wonderful "two lanes" Ahh! She passes the tourist, has a good driving flow of traffic up the Divide, all these commuters are the drivers who also need to be somewhere at a certain time, so they're moving! Aurora turns left to Sierra Vista, sees a long line of cars, all being held up by one car, again driving way below the speed limit. Cars begin to safely pass, as she approaches the slow vehicle, she notices it is that lady driving who messed up her commute this morning, and now is messing it up countless others! She is beyond frustrated and is ready to pass Doris, but when she tried is unable to do to oncoming traffic! She finally arrived to work 15 minutes late! Not seconds but minutes! Her boss is upset, pulls Aurora in her office to scold her! Aurora has a terrible day, then leaves work at 5pm. Traffic is moving well all the way to Bisbee. Then Aurora encounters three slow drivers traveling together to stay in Bisbee for the weekend getaway... yay! They are driving slow, taking pictures, swerving in and out of the lane! We are under Concept B, she finally drives into Visbee, and the tourists are lost so they drive around the pit, she is again stuck behind inconsiderate slow drivers! Aurora has to pick up her three kids and get two off to baseball practice by 5:45, and it now 5:30! On her drive to/from work, how many bikers or pedestrians does she see using this pathway? One runner in the morning, who has been running the pit for over 30 years and is known by all, and one biker from out of town who decided to give it try! Two people! But the reduced lanes impacted how many other working parents or individuals??? Countless!!! Yes that is right! Forcing something on residents who do not "benefit" from either of these concepts is a waste of time! Ride and super insensitive to try to make yourself look good by insulting Bisbee residents by saying "people don't like change" is ridiculous! The Visbee natives who do not want this to affect their

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	lives are speaking up! No one wants to listen! The Facebook comments are being shrugged off!	
136	Great job! Solar where possible and electric back up. Fresh water and shade to accomodate, disabled, kids, overly ambitious athletes. There are simple rain collectors shaped like funnels with solar powered filters in Sonoran desert. Enforce STEICT rules for bikes regarding pedestrians.	5/8/2021 2:39 PM
137	I don't think there should be motorized traffic crossing the SUP at any point outside of downtown. Having motorists cross the SUP to access the overlook seems like a bad idea.	5/8/2021 10:34 AM
138	See my comments above. I would suggest a more open forum of proposals and then a group that tries to put the best parts of all into a better, more comprehensive proposal. Even create a survey of the different elements and poll the community as to which of the various portions of the plan meet the needs of most. Right now this is a choice between 2 inadequate plans. Please don't go ahead with either	5/8/2021 9:37 AM
139	All of it. Don't do nothing to Old Bisbee	5/7/2021 7:01 PM
140	A turn lane in that stretch of the road is stupid.	5/7/2021 6:34 PM
141	I don't have any suggestions for improvements. Everything seems very carefully thought out.	5/7/2021 10:28 AM
142	We cannot be so selfish and shortsighted as to think that Highway 80 going around the pit can afford to lose any traffic flow, or any lanes of traffic. We are in the middle of several communities such as Douglas and Sierra Vista who use Highway 80 to get to work, to go shopping, to conduct their lives— not to be tourists. It is wrong to impede traffic flow on highway 80.	5/6/2021 10:57 PM
143	I will take whatever we can get.	5/6/2021 10:38 PM
144	I am nervous about vehicular safety of Plan A, although I know it is less expensive, and thus more attractive. Crossing traffic coming down the hill (esp. trucks) just seems like an accident waiting to happen. Rebuilding a bridge is an enormous undertaking financially and structurally, and would probably take quite a while to implement. So Plan B isn't the best option either. But putting cost and timing aside, Plan B is safer. I guess what I would like to see in Plan A, is something that assures more safety measures if that is possible. Also, I know the path aesthetics is a consideration of some, but I think public art on the cement divider will be great for that. Will there be benches along the way for resting?	5/6/2021 9:41 AM
145	Looks good	5/5/2021 5:47 PM
146	I would encourage using "concept B" with a "phase 1" being starting the path at the driveway for the Queen Mine Tour. Adding benches and a few "bulb-outs" along the pathway.	5/5/2021 6:41 AM
147	They are looking good to me	5/5/2021 12:16 AM
148	My fear is maintenance. Without proper maintenance the path will become unusable. I would also like to see more emphasis into slowing the traffic coming down Mule mountain.	5/4/2021 8:14 PM
149	The pedestrian level lighting could be even more cost-efficient and dark-sky compliant if it were to be motion sensed.	5/4/2021 8:09 PM
150	Move it off the existing roadway and put to one side	5/4/2021 2:52 PM
151	Eliminate the idea.	5/4/2021 12:37 PM
152	These plans seem to be geared toward providing a view of the Lavender Pit mine to path users at the expense of the vast majority of Bisbee residents who will never use the path, resulting in a greatly reduced quality of life for the residents of Old Bisbee who have to use Hwy 80 to get groceries, health care and all essential services since virtually none are provided in the Old Bisbee residential district. The center turning lane would be a farce if labeled as such, while necessary for emergency vehicles it would no doubt also be used by frustrated and possibly chemically impaired drivers to pass slower vehicles, causing an extreme hazard to other drivers and path users alike. By focusing on improving the existing functionality and set-up of Hwy 80 and not focusing on providing a view of the mine for path users, a much better outcome could be achieved for all. The existing sidewalk on the north side seems to be in fairly good condition and there's enough room in the road to create a bike path next to it, as evidenced by the fact that cars historically have parked on the roadside of the westbound lane without impeding traffic. The Jersey Barriers could be placed along there and the bridge and	5/4/2021 1:06 AM

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interchange entrance to O.B. would not need to be altered, the lost parking along Hwy 80 could be recreated in a better way by configuring the unused portions of the interchange on the north and south sides of the entrance to O.B. for parking. A very substantial number of parking spaces could be created and along with a number of well placed trees it would improve the area. At the point the existing sidewalk unfortunately ends, opposite the viewpoint about halfway around the pit, there's multiple options that could be considered, here's a few that come to mind: 1- The path could continue in the roadway similarly to the proposed plan but on the north side of the highway, possibly using the existing old railroad bridge to cross over the Hwy at Lowell. 2- The drainage ditch that becomes exposed at the point the sidewalk ends could be built over top of in some fashion. 3- a pathway bridge could be constructed over to the viewpoint area and the pathway would continue as described in the official proposal to Lowell. Personally I would prefer option #2 as it would cause zero impact to the existing motor vehicle use of the highway and would perhaps be the best long term solution since there is some sinking taking place of the highway at the point just east of where the concrete structure juts up from inside the pit where a conveyor belt used to cross over. The Hwy is sinking at a point where there are no terraces left due to erosion and there's a 1000' slope directly down to the bottom of the pit. It seems likely that there could be a catastrophic collapse at that point sometime in the near future. Option #1, labeled as such because it would cost the least, would be most easily doable, and although I object to losing any lanes of traffic it would be far, far less objectionable than losing two lanes the whole way around the pit. The two proposals for reworking the interchange at O.B seem ridiculously expensive. \$2,000,000 or so to widen the bridge would be a gravy boat for someone, I wonder if the planners get paid a percentage of the total cost? As long as such big spending is on the table, how about a better big idea: Lets build the path on the backside of the pit, that would create an incredibly nice experience for the citizens and tourists and add a whole new dimension of views and a quiet enjoyable experience for the users that would be a huge attractive benefit for the City.

153	I can't see Bisbee affording either option without majority funding from grants or donations.	5/3/2021 7:40 AM
154	Nothing	5/2/2021 9:55 PM
155	Nothing	5/2/2021 9:49 PM
156	Nothing at this time	5/2/2021 8:04 PM
157	I can't think of anything.	5/2/2021 7:31 PM
158	I'm not sure...I like the original concept.	5/2/2021 5:02 PM
159	Just a wider side walk.	5/2/2021 3:32 PM
160	nothing at this time	5/2/2021 12:13 PM
161	Canopy? It is hot AF and a canopy will prevent the sidewalk from getting too hot to walk dogs and keep people cool	5/1/2021 8:34 PM
162	I like it as it stands.	5/1/2021 1:16 PM
163	Nothing, the concept fulfilling the needs of linking the communities by promoting a more safe and healthy community	5/1/2021 1:03 PM
164	Move the path away from the pit side to the mountain side. Two lanes up and one lane down, crosswalk at Lowell in 25mph zone. NO CHANGE to Old Bisbee interchange.	5/1/2021 9:37 AM
165	Nothing	5/1/2021 8:21 AM
166	I would prefer a raised pathway on the north side of the highway as it would be the most safe and least impactful on the rest of the road.	5/1/2021 8:02 AM
167	A bit more use of public art along the shared path.	4/30/2021 8:01 PM
168	lights added around the pit	4/30/2021 3:25 PM
169	Not sure of the viability to reduce the vehicle lanes from the existing 4 (2 west bound and 2 east bound) to the proposed configuration of 3 lanes (1 west bound, 1 east bound, and 1 center lane. Although I support the concept I think that it will face opposition because of this issue.	4/30/2021 1:09 PM
170	I would like to see a phase II plan to extend the shared use pathways to other neighborhoods of Bisbee via the traffic circle. This is a great, long-overdue start, however!	4/30/2021 1:08 PM

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171	I like Concept B as a simpler way to deal with the Old Bisbee end, but I'm afraid the additional cost might discourage some support for advancing the idea of the path.	4/30/2021 10:36 AM
172	Do not do it.	4/30/2021 10:15 AM
173	Nothing	4/30/2021 10:01 AM
174	Not sure	4/30/2021 9:59 AM
175	Please look into a lesser expensive version of option B. Would it be less expensive to have a pedestrian bridge? Option A seems like it will cause congestion and be unsafe. Also please detail the economic development so others realize not only the health benefits but the economic benefits as well.	4/30/2021 8:16 AM
176	I really don't understand the details so I can't comment.	4/29/2021 10:32 PM
177	Serious consideration needs to be given to e-bike use. In many cities e-bike sales exceed non-powered bikes, something clearly in evidence in Bisbee.	4/29/2021 5:35 PM
178	I think it is brilliant	4/29/2021 2:56 PM
179	I don't know about changes, but certainly I would like to see a vehicle barrier dividing the path with the highway. For safety reasons I think it is vital.	4/29/2021 11:48 AM
180	Nothing.	4/29/2021 11:32 AM
181	Here are two options 1. Put the path along the south side of the State Route (SR) 80. I am not convinced that we even need to get an easement from FPMcMoRan. All of Arizona's state-route highways that I have seen are built on an eminent domain right-of-way that is 100' wide. The SR80 around the pit is only taking up about 65' which means FPMcMoRan is occupying a 35' encroachment of public property. The shared use path can start at the Mine Tour driveway and end at Erie St so there would be no change in the old town on/off ramps or the overpass. 2. Again, the shared use path can start at the Mine Tour driveway and end at Erie St so there would be no change in the old town on/off ramps or the overpass. There would be 2 west bound vehicle lanes (no change from the existing 33'(or so) wide route). Having 2 lanes would provide that the south one could double as a left-turn to enter the overlook parking lot, which could be accomplished by putting paint markings on the asphalt, this has been the case for all these years so we know it works okay. There would be only one east bound vehicle lane and that would be restriped to be more than 16'wide. The existing 2nd east bound lane would become the bike path. Also, the 3'-4' wide sidewalk on the south side could be removed and patched so those feet could be added to the vehicle lane and/or make room for the raised barrier to protect the bike lane from vehicle lanes. This 7000' stretch of SR80 in question around the pit has a drop of 200' elevation. Heavy vehicles going west (uphill) sometimes go slow so having 2 lanes in that direction makes sense. Those same heavy vehicles going east (downhill) have to ride the breaks just to keep from speeding, consequently they usually don't hold up traffic and so we don't need 2 east bound vehicle lanes. I think option 1 is the best but option 2 is a good compromise and the least expensive.	4/29/2021 10:39 AM
182	make it so we dont lose lanes	4/28/2021 6:05 PM
183	Make paths everywhere else but Old Bisbee. I enjoy San Jose to border road to Warren	4/28/2021 10:56 AM
184	I've just noticed that the proposal calls for the path to end in Lowell. While this may be understandable in economic/planning/grant-writing terms, it doesn't correspond to the reasons that current long-distance around-the-pit bicycle users have for traveling through there by bike. I will guess here that the vast majority of these commuters are using HWY 80 here to get to the traffic circle, HWY 92 and Safeway, Bisbee's much-used food source. They aren't going to be ending their trips in Lowell. I am concerned about potential safety problems for bicyclists continuing from the southeast end of the proposed trail through the traffic circle and then onto HWY 92. HWY 92's just had some refurbishments which includes a wide shoulder that provides a reasonable lane for bicyclists, so would it be feasible to include some kind of short bicycle trail connector from HWY 80 around the traffic circle to 92? Was this considered? I'm concerned about safety.	4/28/2021 10:15 AM
185	Nothing	4/27/2021 4:24 PM
186	I just want to see change that can make as many folks happy as possible whilst still providing what's needed	4/27/2021 2:18 PM

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187	No thoughts on that yet.	4/27/2021 10:09 AM
188	A few benches built into the concrete barrier. A few trash containers built into the barrier wall. A few signs that encourage walkers to stay to the right for bicycle traffic. A memorial placard dedicating the path to those who are committed to reducing carbon emissions, promoting health and use of public shared spaces and made it a reality.	4/27/2021 9:06 AM
189	Far more cars than bikes on the road. These will result in more accidents. Leave it alone	4/27/2021 7:15 AM
190	I would like the barrier to be substantial between vehicles & other modes. I also believe it should connect all the way to Warren	4/27/2021 6:59 AM
191	Not having reduced lanes. Traffic is already getting jammed in other areas of town. It is certain bottleneck and accidents	4/27/2021 12:26 AM
192	I do not want a shared use path around the Pit.	4/26/2021 10:24 PM
193	it's a little over-done	4/26/2021 9:51 PM
194	Absolutely nothing! More bike paths!	4/26/2021 9:44 PM
195	Make sure there is adequate lighting for night time.	4/26/2021 9:41 PM
196	Nothing at the present time	4/26/2021 9:08 PM
197	Nothin	4/26/2021 9:04 PM
198	That Concept A be eliminated. Too dangerous and confusing for motorists. And that the shared use path concept be thought of as an improvement for Bisbee's residents rather than as a catalyst for more economic development.	4/26/2021 8:34 PM
199	Repasted from question 3: What a great idea! Option B would probably prevent accidents since option A looks like you'd have to cross over oncoming traffic to travel to Warren. RVs can't see oncoming traffic on Naco when they exit the highway after the underpass. You wouldn't want to recreate that situation with the new intersection, and it would be worse because you'd be merging onto the highway. I like the shade trees too; that walk is a very hot one for a lot of the year (maybe use alternative pavement options or paints that aren't as hot - for people and for dogs). Some kind of permanent partial shade along the whole path would be nice- maybe that's an opportunity for artists to design benches and "shade stations." You could even make some rentable spots for food carts to make more people travel across - make it an experience in and of itself. I also wonder if the roundabout needs to be revised as locals at least will be walking from Warren to Old Bisbee and there is a lot going on there. Maybe some kind of overpass?	4/26/2021 7:47 PM
200	B f see pounds good	4/26/2021 6:21 PM
201	Continued Options to keep the bikers, runners and walkers safe and or separate from auto traffic	4/26/2021 3:11 PM
202	Add lighting for evening travel.	4/26/2021 1:50 PM
203	Eventually to continue to Warren and San Jose!	4/26/2021 1:17 PM
204	Not sure about Concept A/B ideas...would like to hear them presented	4/26/2021 12:56 PM
205	I'm not an expert so I'll leave that to the people in charge of the project.	4/26/2021 10:42 AM
206	Forget it. People can use Tombstone Canyon for exercise. Also West Blvd to the top of the tunnel.	4/26/2021 10:36 AM
207	Throw it in the garbage and change hwy 92 back to 4 driving lanes.	4/26/2021 10:33 AM
208	If there's a way to somehow keep the 4 lanes and have bike lanes, I would be ok with that.	4/26/2021 9:27 AM
209	Do not take away lanes. Do not make entrance to mine tour difficult for tourists.	4/26/2021 8:32 AM
210	Leave SR80 alone. Don't eliminate any of the 4 vehicle lanes. Best option would be to get an easement from FPMR and install a multi-use path on their property adjacent to the HWY. This is the least expensive and safest option. Remove the existing old street light poles and sidewalk, and that eyesore chain link fence. Shore-up the narrow portions and steep slopes as needed (FPMR can easily move mountains so they surely can create room for a path). Replace the old chain link fence with a masonry wall or other visual barrier type fence that will	4/26/2021 8:09 AM

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stop traffic from looking into the pit. I, like most drivers can't resist looking into the pit (BAD). If drivers want to rubber-neck and look into the pit, make them stop at the overlook and do it safely. The existing see-thru chain-link fence is an Attractive Nuisance Doctrine liability and FPMR knows that. Seems like once a month I see where someone has crashed into this fence. What is causing that, but for distracted drivers? Install new LED lighting poles atop the masonry fence. The only clunky part of this path-option is between Page's for-profit parking lot on Main St/Naco Rd, through the SR80 underpass and up to the mine tour driveway entrance. This is only a 500' stretch out of 7,000' of new path that would remain as it is for bikes and pedestrians and no big inconvenience. Besides it is no less safe than the rest of Main Street/Tombstone Canyon Rd. We should install speed bumps along this section of road in both lane directions to slow vehicle traffic, especially in the underpass (which should be done right now anyway). The one proposed option that makes that underpass wider and one-way is too expensive. The other option making the Hwy exit onto Naco Rd into a two-way on-off ramp would be a death trap. East bound traffic leaving oldtown and heading towards the pit would have to cross two lanes of SR80 while watching for traffic coming out of the mine tour driveway.

211	Nothing	4/26/2021 7:46 AM
212	It needs to be longer, currently, it is a path that doesn't really provide any utility, a lot of money for little gained	4/26/2021 7:41 AM
213	Freeport can pay to redo safety fence and widen it on their side.	4/26/2021 6:04 AM
214	Looks like an improvement to me!	4/26/2021 12:03 AM
215	Nothing changed. Added lighting would suffice.	4/25/2021 11:59 PM
216	trash receptacles, additional lighting, shaded bench seating, & drainage redundancies along pedestrian/bike lanes/paths; consideration for artist space, ornamental greenery, and posts to hang community banners or other decor; consideration to fortify the protective barriers.	4/25/2021 11:43 PM
217	The money invested differently in th community.	4/25/2021 11:14 PM
218	They road expansion by the pit looks great!	4/25/2021 10:57 PM
219	More lighting, above what has been proposed.	4/25/2021 10:44 PM
220	Different location. It would be nice to have a safe bike path in San Jose or Warren.	4/25/2021 9:45 PM
221	Make the sidewalk bigger. That's it. Throw away all of that mess you call a plan.	4/25/2021 9:25 PM
222	At this juncture all I would like to see is further expansion of bikeways and walking paths. All of the concepts offer a window to a brighter future.	4/25/2021 9:15 PM
223	Changing the highway from 4 lane to 2 lane is a step backwards and a terrible idea. Any minor accident of other disturbance would make it impossible to get from OB to Warren and San Jose. Emergency vehicles would be slowed considerably. Inconveniencing 95% of the population for the benefit of 5% does not make any sense.	4/25/2021 8:26 PM
224	Because Concept B lacks the surefire accident potential of Concept A (the left turn from Naco Road onto 80 to go east is bound to see plenty of broken glass and crumpled metal), it is preferable; so make B less expensive.	4/25/2021 7:54 PM
225	Nothing.	4/25/2021 7:32 PM
226	I don't like A's traffic safety compromises at the east end of Old Bisbee, though I don't have ideas on how to improve it at present. The way A is structured, I see a likelihood for automobile accidents. While the price of B is significantly higher, when lives are at stake, I feel it's worth it to make it many times safer for everyone in that vicinity.	4/25/2021 7:20 PM
227	Nothing, they both look great!	4/25/2021 6:52 PM
228	Perhaps a few bulb-out areas, where feasible to allow for stopping mid-route for rest or sightseeing.	4/25/2021 6:16 PM
229	I like it...	4/25/2021 5:38 PM
230	Just provide better lighting and fix the sidewalks	4/25/2021 5:38 PM
231	I didn't see the specifics of the plan but I'm hopeful that it will be safe for people to walk along	4/25/2021 5:16 PM

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	there as it is quite dangerous to drive along there	
232	Don't use it	4/25/2021 4:58 PM
233	Nothing	4/25/2021 4:34 PM
234	nothing	4/25/2021 4:19 PM
235	Leave our roads as they are	4/25/2021 3:59 PM
236	More benches. Rest rooms. Water fountains. Garbage cans.	4/25/2021 3:48 PM
237	Nothing at this time.	4/25/2021 3:40 PM
238	Dont do it. Absolute waste of money to benefit few.	4/25/2021 3:36 PM
239	Keep the bicycle and pedestrian lanes separate and distinct. Painted bike lanes and separate sidewalks would be much safer and more functional..	4/25/2021 2:39 PM
240	Extend the path all the way to San Jose (or at least Safeway).	4/25/2021 2:29 PM
241	Nothing	4/25/2021 2:29 PM
242	Everything. This is dangerous.	4/25/2021 1:50 PM
243	Nothing	4/25/2021 1:21 PM
244	Nothing .	4/25/2021 12:59 PM
245	nothing	4/25/2021 12:59 PM
246	Keep all 4 traffic lanes	4/25/2021 12:59 PM
247	Everything	4/25/2021 12:36 PM
248	Nothing at this point	4/25/2021 10:27 AM
249	Costs to the city.	4/25/2021 8:54 AM
250	Potential future expansion ideas added.	4/25/2021 7:55 AM
251	More protection or barriers for pedestrians and joggers from cars and cyclists. We need more lighting around the pit for everyone. Without lighting at night it's dangerous for everyone.	4/24/2021 2:21 PM
252	Nothing. I love both concepts, but I like the widening of the bridge idea best (B). I think the current traffic flow around that intersection is pretty good. Also in option A, it worries me to think of Naco Rd becoming two lanes - it would see stressful to leave Old Bisbee via the new eastbound lane of Naco with the goal of merging into westbound 80 traffic (if I'm reading the map correctly). That just seems intense. I'm not sure I'm picturing that set-up perfectly, but it just comes across as kind of chaotic...or even more chaotic than the current set-up.	4/23/2021 9:24 PM
253	Put on the mountain side & don't make it one lane or interfere with the way the road is	4/23/2021 8:25 PM
254	I prefer B plan but would be more than happy with either. This inspires me beyond words. In these times of real climate crisis, both these plans offer a significant workable alternative to driving a walkable distance appeals to a cross section of residents.	4/23/2021 4:58 PM
255	I would like to see Freeport use their assets to enhance the possibilities and practicalities these concepts.	4/23/2021 4:34 PM
256	If possible, separate pedestrian and bicycle lanes with permanent or semi-permanent barriers. Commuter cyclists and pedestrians can safely use the path simultaneously but the recreational/fitness/race rider might pose issues.	4/23/2021 11:22 AM
257	Improved fence around the pit and lighting so that path users and cars have ample lighting all through the seasons and thru the night	4/23/2021 10:14 AM
258	It NEEDS to extend to the roundabout, other side of Lowell, under the bridge into Warren. Bike/Walk lane and signage. Ignoring that short section will only create problems. It's incomplete without it. This is a HUGE effort toward safely connecting the two. The highway was recently improved into San Jose. Don't miss this tiny piece and section.	4/23/2021 9:37 AM
259	Wondering how faster e-bikes would fit into this? How do emergency vehicles get through? In	4/23/2021 8:36 AM

Bisbee Shared Use Path Concept Plan Survey

	the center lane?	
260	I would love to see this eventually expand into Warren.	4/23/2021 8:23 AM
261	Nada	4/22/2021 11:56 PM
262	I hate the one lane traffic idea	4/22/2021 11:04 PM
263	Nothing	4/22/2021 8:42 PM
264	Nothing. Don't do it	4/22/2021 7:59 PM
265	I wanted a cheaper and easier option, Just a wider sidewalk and a single bike lane separated. This is a non-starter with most conservative folks when it eliminates the uphill passing lane. (know your audience) Also very very disappointed that Freeport seemingly refuses to move any property boundaries causing townfolk to fight between themselves instead. Shame on Freeport, your mine is abandoned. They should get 10' of their land claimed through eminent domain by ADOT.	4/22/2021 6:31 PM
266	Keep as is.	4/22/2021 6:05 PM
267	Should have a concrete blockade between cars and pedestrians/ bikers.	4/22/2021 5:37 PM
268	Even more space for rest areas and more trees to block the ugly put.	4/22/2021 5:05 PM
269	N/A	4/22/2021 4:20 PM
270	Get rid of the concepts and keep the road for vehicles. If a shared use path is needed, add it to existing infrastructure, don't take away from the roadway to do it.	4/22/2021 4:08 PM
271	I would like for it not to happen.	4/22/2021 3:16 PM
272	Mainly, I'd love to see more legible and easy-to-understand graphics of the plan view. The plans are hard to read for a layperson and need a legend and title. I'd like to see the path more defined and traffic flow more visible.	4/22/2021 2:44 PM
273	it's too wide, having people walk and bike along through there isn't a pressing issue and not a lot of people bike around town as it is	4/22/2021 2:07 PM
274	As said above, I would support intersection changes that transition local traffic in Old Bisbee and the traffic circle to connect with a Lavender Pit corridor which consists of two directions of traffic, each direction incorporating two lanes as exists now, the bike and pedestrian lanes being assigned to a concrete cover over the existing storm drainage ditch.	4/22/2021 1:04 PM
275	Make sure there is adequate lighting along the path at night. There are gaps in the existing street lights. It should be very well lit	4/22/2021 12:58 PM
276	We need two west bound car lanes. East bound Vehicles with heavy loads have a hard time slowing down because of the steep grade as they enter the clover leaf intersections area. Don't make Naco Rd 2-way, or install an overpass for east bound traffic to get onto SR80 east bound otherwise those cars have to cross SR80 west bound lanes plus watch for east bound traffic, while watching for cars leaving mine tour parking lot. Looks like a death trap to me.	4/22/2021 12:46 PM
277	All SV, OB, and Warren needs to be easily traveled without a car. Bike and foot paths need to be well lit.	4/22/2021 11:13 AM
278	ABSOLUTELY NOTHING EXCEPT TURNING ON THE PIT LIGHTS! It is dark, unsafe and ridiculous driving around the pit. TURN THE LIGHTS BACK ON, leave the highway as it is. Bisbee does not need a bike/walk path in this location. Find another location for it that does not affect motorists traveling this highway daily-multiple times per day. Removing two lanes of traffic is ABSURD! Who thought this was a good idea and why? Safety is the main priority, and from someone who was born and raised in Bisbee and still lives here (3rd generation) I beg you to re-consider moving this to another location or town! This will ultimately cause many accidents. Having two lanes is imperative (both ways). What is with the crazy yellow middle turning lane that runs through the middle of the road? Make a left to the mountain or right to go into the pit? Go back to the drawing board and come up with a rationale solution. Here is my opinion-leave it alone, we don't need or want a bike/walk path around the pit that would remove lanes of traffic causing accidents.	4/22/2021 10:08 AM
279	I like plan B as it is.	4/22/2021 8:23 AM

Bisbee Shared Use Path Concept Plan Survey

280	No shareduse oane, keep as is	4/22/2021 2:54 AM
281	Analysis of safety issues.	4/21/2021 11:11 PM
282	The artwork on the concrete barrier should be from local artists	4/21/2021 10:48 PM
283	nothing	4/21/2021 9:58 PM
284	Leave it as it is no changes	4/21/2021 9:51 PM
285	For it to go away.	4/21/2021 9:50 PM
286	I absolutely do not like that one lane coming down the hill will be taken off, Which means that faster traffic coming off the hill and slower traffic coming out of town will merge immediately rather than having some time for the slower traffic to catch up and the faster traffic to slow down	4/21/2021 9:45 PM
287	YOU'RE RUINING BISBEE! THIS TOWN USED TO BE A HAPPY PLACE, BUT WITH ALL OF THESE "UPGRADES" IT LOOKS LIKE A PILE OF MANURE!	4/21/2021 9:33 PM
288	Pathways from Tintown to Safeway would be nice. Again don't mess with the roads.	4/21/2021 9:18 PM
289	It will just cause more confusion on this road. That will do more harm than good. Somebod(ies) will end up getting hurt.	4/21/2021 9:17 PM
290	Nothing, at this point	4/21/2021 8:34 PM
291	I would like to see more trees/shrubs along the length of the path—not just by the parking area	4/21/2021 8:12 PM
292	The project needs to remember that large trucks use highway 80. The illustrations are deceptive because they show the width of a car but not of a semi. Needs to be re-thought so that we don't lose any car lanes on either side.	4/21/2021 7:35 PM
293	nothing just enforce the speed limits strictly!	4/21/2021 7:23 PM
294	Nothing	4/21/2021 4:57 PM
295	Low maintenance landscaping or hard surface	4/21/2021 4:33 PM
296	Make sure there is a barrier to protect pedestrians	4/21/2021 3:47 PM
297	Pretty much all of it. The only thing needed is wider sidewalk, lights and maintained.	4/21/2021 3:35 PM
298	Just a suggestion- I think leave path of Hwy 80 traffic as is and elevate the shared use path with gradual curled ramps for accessibility of all persons. Kinda like a "walkover" the interstate with the fenced canopy for safety of users. Erect it over the right lane of WB Hwy 80 and reduce the WB Hwy 80 to 1 lane with an exit to Old Bisbee.	4/21/2021 3:18 PM
299	Nothing	4/21/2021 3:03 PM
300	see above. build a long overdue shared use path, but in a better location....perhaps up to the old divide, or someplace in warren, or someplace in old bisbee that doesn't compete with car traffic.	4/21/2021 2:56 PM
301	Nothing	4/21/2021 2:53 PM
302	THE CONCEPTS DO NOT NEED TO BE IMPLEMENTED	4/21/2021 2:50 PM
303	Just more. All the way to the Ballpark and Safeway.	4/21/2021 2:31 PM
304	I ride up & down this stretch of Hwy 80 on my bicycle 5-6 x a week. I like NOTHING about them as the two options stand. The crossover to the mine viewing area is a "kill zone," we will live to regret designing it this way! With no shade along the way no one is going to use this except the bicyclists already using the existing Hwy. There is PLENTY of room on the North/ East side of Hwy 80 to put a shared use lane with no need for complex construction at the Bisbee end, they simply enter/ exit onto Naco Hwy on the Bisbee end after exiting a shared use lane. Roofing over the current drainage culvert & widening the path over the current drainage culvert will provide a safe, protected shared use path. A simple, low slope ramp/ overpass at the Lowell end takes care of that, there is plenty of room for a long, low slope ramp on each side of Hwy 80 to transition from Lowell to the North/ East side of Hwy 80 & onto a shared use path. No way for the cars to "drive through " bicyclists & pedestrians, esp. as they turn on & off Hwy 80. All of this was put FW in the public input meeting, none of it was	4/21/2021 2:25 PM

Bisbee Shared Use Path Concept Plan Survey

acknowledged. It was clear during the "public input" Zoom call that the two options being presented were the ONLY two that would be considered (interesting how "public input" was so thoroughly ignored). Both of these options are much more expensive & much more dangerous for pedestrians/ bicyclists, as well as ignoring their need for food/ shade/ rest when traveling up & down the slope. One "way station" in the middle during the summer months is NOT enough! If you think narrowing the lanes will slow traffic, please take a week to observe your fellow driver's choices in their "native environment," after that, would you trust them not to turn through you getting to the overlook? Would you trust them not to plow into your car's back end as you slow to turn into the overlook? Clearly not one of those involved in the development of either option is an active bicyclist. Hard to believe my tax dollars will be funneled into either of these so obviously flawed plans. Nicholas Night 520-255-1519.

305	I really like the various choices presented. As I am not an engineer or professional planner I cannot realistically provide input other than to state that I approve changes that will provide safety for pedestrians and non-motorized vehicles that is not now available.	4/21/2021 1:24 PM
306	The option A, intersection changes, make the interchange much more dangerous than it is, now. Not enough room to describe everything, but a car coming out of Naco road to go East has too many vehicles to watch out for, coming from strange angles.	4/21/2021 1:12 PM
307	I think they are both great and would be happy to see either one implemented. I'm concerned with the cost of both concepts and if that has anything to do with what gets built.	4/21/2021 12:38 PM
308	Public Art and Public Spaces, including seating, shade coverings, landscaping, and public art elements should be included at this phase, or they will be arder to create later. The funding will be available through the American Jobs Plan/Infrastructure	4/21/2021 11:11 AM



Attachment 7 – Letters of Support and Economic Benefits Input

Bisbee Bikeways received 23 letters of support from small businesses in Bisbee revealing job creation, increased sales revenue and more tax base for the City. Bisbee Bikeways interviewed 26 out of town residents to gauge interest, and received 6 surveys from out of town residents to gauge economic gains. The vast majority said this would make the town more appealing. Bisbee Bikeways received two surveys from bike touring companies who said they would definitely bring their tours to Bisbee if this were built and would spend over \$800/ day in town.

At least 45 full time jobs can be created from small businesses.

- 8 Retail Sales Associates (Artemezia, Tumbleweed Gypsy, Visions, Old Lady Pickers and Bisbee Community Y Thrift)
- 2 E-bike Tour Guide (Bisbee Tour Compnay)
- 2 E-Bike Maintenance Workers (Bisbee Tour Company)
- 4 Staff Persons (Bactive LLC)
- 20 Restaurant Workers (Mornings Café, Bisbee Breakfast Club, High Desert Market and Café, and Copper Queen Hotel)
- 1 Professional Drafting Person (Tectonicus)
- 5 Staff Persons (Bisbee Science Lab)
- 1 Coffee Barista (Bathtub Coffee)
- 2 Hotel Employees (Shady Dell)

Sales increases for small businesses of \$72,000 to \$350,000 per year were identified from small businesses.

- \$350,000/ year (Copper Queen Hotel)
- \$6,000/ month (The Inn at Castle Rock)
- \$500/ day (Contessas Cantina and High Desert Market)
- \$2700/ season (Canyon Rose Suites)
- \$352 increase in sales tax revenue (Canyon Rose Suites)

Over \$800 in revenue per night from bike touring companies was identified.

- \$5,000/ day (Bubbas Pampered Pedalers)
- Over \$800/ day (Cycling House)
- Between 10 and 30 participants on average in bike tours (Cycling House and Bubbas Pampered Pedalers)

This makes Bisbee more attractive to tourists.

- 19 out of 26 stated this would make the town more enticing to visit
- 6 out of 6 stated they would spend 1-4 nights in town
- 6 out of 6 stated they would spend between \$50-over \$200 on lodging
- 5 out of 6 stated they would spend between \$50 to over \$100 on shops and restaurants

1. What is your name and business affiliation? Bubba's Pampered Pealers

2. Where do you live? Waterloo, IL

3. How often do you visit Bisbee, AZ.? Twice a year

A feasibility study for a shared use path in Bisbee is being completed. This route goes from Old Bisbee to Historic Lowell district, taking you directly by the Lavender Pit Scenic View. See a rendering below of the potential pathway. (A shared-use path is a form of infrastructure that supports multiple recreation and transportation opportunities, such as walking, bicycling, inline skating, and wheelchair use.)

4. If a shared-use path was implemented around the Lavender Pit in Bisbee AZ., would you be more likely to visit Bisbee? Absolutely

If so, please explain. I, being in the bicycle touring business, am always looking for safe areas to organize tours.

5. If this path were part of a network of pathways that extended throughout Bisbee and down to Naco AZ would this have an impact on how likely you are to visit Bisbee in the future?

If so, please explain Without a doubt. Pathways are what I seek out. Promise, You build it, I will come.

6. . If this path were part of a network of pathways that extended throughout Bisbee and down to Naco AZ AND connected to the Sun Corridor Trail (expected to extend from Las Vegas, NV. to Douglas AZ.) would this have an impact on how likely you are to visit Bisbee in the future?

If so, please explain I would love for this to happen.

7. If yes to answer 4, how many nights might you stay? Two to three nights per tour. Several tours a year

8. If yes to answer 4, how much money would you spend on an AirBnB or hotel per night?

-\$100- \$200

9. If yes to answer 4, how much money would you spend per day in Bisbee at local shops/ restaurants?

-Greater than \$100

10. Do you own a bike tour or other touring company?

-Yes

11. If yes to Answer 10 would you be more likely to bring your tour company to Bisbee if the shared-use path is implemented?

-Yes

12. If yes to Answer 10 how much spending per day do you estimate your tours would generate in Bisbee? Best estimate, based on past tours, about \$5,000 per night. Lodging, meals, drinks.

13. If yes to answer 10 how many participants on average do your tours have? 30

14. Do you have any other comments you wish to make? I can assure you, Multi-use paths attract people. People spend money. I am very excited about the possibilities

It's ALL Good!

Bubba.

1. What is your name and business affiliation?

Brendan Halpin, Director of Trips The Cycling House

I help operate The Cycling House which runs cycling trips in Tucson, Arizona.

2. Where do you live? Missoula, Montana.

3. How often do you visit Bisbee, AZ.?

Several times/year.

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4. If a shared-use path was implemented around the Lavender Pit in Bisbee AZ., would you be more likely to visit Bisbee?

If so, please explain

Definitely! I've ridden it by bike in the current condition and it is unsafe and does not allow for walkers/runners and or handicap accessible ADA transportation.

5. If this path were part of a network of pathways that extended throughout Bisbee and down to Naco AZ would this have an impact on how likely you are to visit Bisbee in the future?

If so, please explain

Yes. More options the better!

6. If this path were part of a network of pathways that extended throughout Bisbee and down to Naco AZ AND connected to the Sun Corridor Trail (expected to extend from Las Vegas, NV. to Douglas AZ.) would this have an impact on how likely you are to visit Bisbee in the future?

If so, please explain

Yes. Long-distance cycling routes could contribute to many communities and bicycle travel companies like The Cycling House are always looking for ways add to their current offerings.

7. If yes to answer 4, how many nights might you stay?

-0 nights

-1-2 nights

-3-4 nights

-5-6 nights

-greater than 6 nights

8. If yes to answer 4, how much money would you spend on an AirBnB or hotel per night?

-0

-\$1-\$50

-\$51-\$75

-\$75-\$100

-\$100- \$200

-Greater than \$200

9. If yes to answer 4, how much money would you spend per day in Bisbee at local shops/ restaurants?

- 0-\$25
- \$26-\$50
- \$51-\$75
- \$76-\$100**
- Greater than \$100

10. Do you own a bike tour or other touring company?

- Yes**
- No

11. If yes to Answer 10 would you be more likely to bring your tour company to Bisbee if the shared-use path is implemented?

- Yes**
- No

12. If yes to Answer 10 how much spending per day do you estimate your tours would generate in Bisbee?

- 0-\$25
- \$26-\$50
- \$51-\$75
- \$76-\$100
- \$100-\$200
- \$200-\$300
- \$300- \$400
- \$400 - \$500
- \$500 - \$600
- \$600- \$700
- \$700 - \$800
- Over \$800**

13. If yes to answer 10 how many participants on average do your tours have?

Between 10- 20

14. Do you have any other comments you wish to make?

Yes, there is always the potential for The Cycling House to ride into Bisbee and this would entice us even more to explore the area.

Hopefully, this can happen, it would add a great deal to the community and the use of the path would likely be significantly more than expected. I've witnessed the success of The Loop in Tucson and the numbers of trail users speak for themselves.

1. What is your name and business affiliation? **Jenny Ho (no business affiliation)**
2. Where do you live? **Scottsdale**
3. How often do you visit Bisbee, AZ.? **Once/year**

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4. If a shared-use path was implemented around the Lavender Pit in Bisbee AZ., would you be more likely to visit Bisbee? **Yes**
If so, please explain: **It would be an attractive feature for the area.**

5. If this path were part of a network of pathways that extended throughout Bisbee and down to Naco AZ would this have an impact on how likely you are to visit Bisbee in the future? **Yes**
If so, please explain: **I haven't been to Naco before, but I'd be interested in exploring those pathways.**

6. If this path were part of a network of pathways that extended throughout Bisbee and down to Naco AZ AND connected to the Sun Corridor Trail (expected to extend from Las Vegas, NV. to Douglas AZ.) would this have an impact on how likely you are to visit Bisbee in the future? **Yes.**
If so, please explain: **I'm a big fan of shared use paths and I'm also an endurance athlete, so this sounds great to me!**

7. If yes to answer 4, how many nights might you stay?

-3-4 nights

8. If yes to answer 4, how much money would you spend on an AirBnB or hotel per night?

-Greater than \$200

9. If yes to answer 4, how much money would you spend per day in Bisbee at local shops/ restaurants?

-\$76-\$100 --

10. Do you own a bike tour or other touring company?
-No

11. If yes to Answer 10 would you be more likely to bring your tour company to Bisbee if the shared-use path is implemented?

NA

12. If yes to Answer 10 how much spending per day do you estimate your tours would generate in Bisbee?

NA

13. If yes to answer 10 how many participants on average do your tours have?

NA

14. Do you have any other comments you wish to make? **I love the idea of a shared use path in Bisbee. I hope the project moves ahead!**

1. What is your name and business affiliation? **Joseph Perez**

2. Where do you live?

PHOENIX

3. How often do you visit Bisbee, AZ.?

once per year

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4. If a shared-use path was implemented around the Lavender Pit in Bisbee AZ., would you be more likely to visit Bisbee? **YES**

If so, please explain - **it's hard to get around Bisbee on a bicycle. there need to be more on street bike lanes, shared use paths and other recreational opportunities to attract me to Bisbee more often**

5. If this path were part of a network of pathways that extended throughout Bisbee and down to Naco AZ would this have an impact on how likely you are to visit Bisbee in the future? **YES**

If so, please explain - **I like to ride long distance, I have ridden from Phoenix to Tucson three times in the last 5 years**

6. . If this path were part of a network of pathways that extended throughout Bisbee and down to Naco AZ AND connected to the Sun Corridor Trail (expected to extend from Las Vegas, NV. to Douglas AZ.) would this have an impact on how likely you are to visit Bisbee in the future? **YES**

If so, please explain **I like to ride long distance, I have ridden from Phoenix to Tucson three times in the last 5 years**

7. If yes to answer 4, how many nights might you stay?

-1-2 nights

8. If yes to answer 4, how much money would you spend on an AirBnB or hotel per night?

-\$51-\$75
-\$75-\$100

9. If yes to answer 4, how much money would you spend per day in Bisbee at local shops/ restaurants?

-\$76-\$100

-Greater than \$100

10. Do you own a bike tour or other touring company?

-No

11. If yes to Answer 10 would you be more likely to bring your tour company to Bisbee if the shared-use path is implemented?

-Yes

-No

12. If yes to Answer 10 how much spending per day do you estimate your tours would generate in Bisbee?

-0-\$25

-\$26-\$50

-\$51-\$75

-\$76-\$100

-\$100-\$200

-\$200-\$300

-\$300- \$400

-\$400 - \$500

-\$500 - \$600

-\$600- \$700

-\$700 - \$800

- Over \$800

13. If yes to answer 10 how many participants on average do your tours have?

14. Thanks so much for making Bisbee more attractive !!

1. What is your name and business affiliation?

Jeff Caslake, no business affiliation

2. Where do you live?

Tempe, AZ

3. How often do you visit Bisbee, AZ.?

I have not yet visited Bisbee

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4. If a shared-use path was implemented around the Lavender Pit in Bisbee AZ., would you be more likely to visit Bisbee?

If so, please explain

I think so, I bike as a primary means of transportation and being able to safely get from Bisbee to Lowell would be important to me.

5. If this path were part of a network of pathways that extended throughout Bisbee and down to Naco AZ would this have an impact on how likely you are to visit Bisbee in the future?

More likely

If so, please explain

This would be amazing. I have been looking at the San Pedro Valley Railroad grades as a RtT possibility. I'm dreaming of doing a scouting ride by bike along that route if I can swing it.

6. . If this path were part of a network of pathways that extended throughout Bisbee and down to Naco AZ AND connected to the Sun Corridor Trail (expected to extend from Las Vegas, NV. to Douglas AZ.) would this have an impact on how likely you are to visit Bisbee in the future?

Even better

If so, please explain

It looks as if the Sun Corridor Trail might be at least paralleling the railroad grade.

7. If yes to answer 4, how many nights might you stay?

In Bisbee? **probably 1-2 nights**

8. If yes to answer 4, how much money would you spend on an AirBnB or hotel per night?

Probably \$1-\$50

9. If yes to answer 4, how much money would you spend per day in Bisbee at local shops/ restaurants?

At least \$26-\$50

10. Do you own a bike tour or other touring company?

No

11. If yes to Answer 10 would you be more likely to bring your tour company to Bisbee if the shared-use path is implemented?

NA

12. If yes to Answer 10 how much spending per day do you estimate your tours would generate in Bisbee?

NA

13. If yes to answer 10 how many participants on average do your tours have?

NA

14. Do you have any other comments you wish to make?

Thank you for putting this together.

1. What is your name and business affiliation? **Jeremy Deatherage**

2. Where do you live? **Phoenix**

3. How often do you visit Bisbee, AZ.? **Once so far**

4. If a shared-use path was implemented around the Lavender Pit in Bisbee AZ., would you be more likely to visit Bisbee? If so, please explain – **Yes, the area would be exciting to see by bicycle, and you can see so much more at a leisurely pace.**

5. If this path were part of a network of pathways that extended throughout Bisbee and down to Naco AZ would this have an impact on how likely you are to visit Bisbee in the future? If so, please explain – **Yes, I would like to explore the area and have access to convenient travel routes to get from one part to another.**

6. . If this path were part of a network of pathways that extended throughout Bisbee and down to Naco AZ AND connected to the Sun Corridor Trail (expected to extend from Las Vegas, NV. to Douglas AZ.) would this have an impact on how likely you are to visit Bisbee in the future? If so, please explain – **I'm unfamiliar with the Sun Corridor Trail but would like to learn more.**

7. If yes to answer 4, how many nights might you stay? – **3-4 nights**

8. If yes to answer 4, how much money would you spend on an AirBnB or hotel per night? – **\$51-\$75**

9. If yes to answer 4, how much money would you spend per day in Bisbee at local shops/ restaurants? – **\$75-\$100**

10. Do you own a bike tour or other touring company? – **No**

11. If yes to Answer 10 would you be more likely to bring your tour company to Bisbee if the shared-use path is implemented? **N/A**

12. If yes to Answer 10 how much spending per day do you estimate your tours would generate in Bisbee? **N/A**

13. If yes to answer 10 how many participants on average do your tours have? **N/A**

14. Do you have any other comments you wish to make? **N/A**

Regards,

Jeremy Deatherage

15841 N 32nd Way

Phoenix AZ 85032

1. What is your name and business affiliation?

Executive Director, The Mountain Bike Association of Arizona

2. Where do you live?

Scottsdale

3. How often do you visit Bisbee, AZ.?

Never been. Would like to though.

4. If a shared-use path was implemented around the Lavender Pit in Bisbee AZ., would you be more likely to visit Bisbee?

If so, please explain

Yes. The more bike freindly the better.

5. If this path were part of a network of pathways that extended throughout Bisbee and down to Naco AZ would this have an impact on how likely you are to visit Bisbee in the future?

If so, please explain

Yes.

6. . If this path were part of a network of pathways that extended throughout Bisbee and down to Naco AZ AND connected to the Sun Corridor Trail (expected to extend from Las Vegas, NV. to Douglas AZ.) would this have an impact on how likely you are to visit Bisbee in the future?

If so, please explain

Maybe.

7. If yes to answer 4, how many nights might you stay?

-0 nights

-1-2 nights

-3-4 nights

-5-6 nights

-greater than 6 nights

8. If yes to answer 4, how much money would you spend on an AirBnB or hotel per night?

-0

-\$1-\$50

-\$51-\$75

-\$75-\$100

-\$100- \$200

-Greater than \$200

9. If yes to answer 4, how much money would you spend per day in Bisbee at local shops/ restaurants?

- 0-\$25
- \$26-\$50
- \$51-\$75**
- \$76-\$100
- Greater than \$100

10. Do you own a bike tour or other touring company?

- Yes
- No**

11. If yes to Answer 10 would you be more likely to bring your tour company to Bisbee if the shared-use path is implemented?

- Yes
- No

12. If yes to Answer 10 how much spending per day do you estimate your tours would generate in Bisbee?

- 0-\$25
- \$26-\$50
- \$51-\$75
- \$76-\$100
- \$100-\$200
- \$200-\$300
- \$300- \$400
- \$400 - \$500
- \$500 - \$600
- \$600- \$700
- \$700 - \$800
- Over \$800

13. If yes to answer 10 how many participants on average do your tours have?

14. Do you have any other comments you wish to make?

Bisbee seems like the Cottonwood of the south. If there were some mountain bike trails accessible from town it would be a huge win!

What is your name and business affiliation?

Sheila Slaughter, member Bd of Directors, Friends of the Santa Cruz River

2. Where do you live?

Tubac, AZ

3. How often do you visit Bisbee, AZ.?

Usually once a year

A feasibility study for a shared use path in Bisbee is being completed. This route goes from Old Bisbee to Historic Lowell district, taking you directly by the Lavender Pit Scenic View. See a rendering below of the potential pathway. (A shared-use path is a form of infrastructure that supports multiple recreation and transportation opportunities, such as walking, bicycling, inline skating, and wheelchair use.)

4. If a shared-use path was implemented around the Lavender Pit in Bisbee AZ., would you be more likely to visit Bisbee?

If so, please explain

Probably not, because I have viewed the Lavender Pit many times. However, for first or second time visitors I think it might be a big attraction—just standing in front of the pit on that strip is not the greatest.

5. If this path were part of a network of pathways that extended throughout Bisbee and down to Naco AZ would this have an impact on how likely you are to visit Bisbee in the future?

If so, please explain

No.

6. . If this path were part of a network of pathways that extended throughout Bisbee and down to Naco AZ AND connected to the Sun Corridor Trail (expected to extend from Las Vegas, NV. to Douglas AZ.) would this have an impact on how likely you are to visit Bisbee in the future?

If so, please explain

Yes. I think the connection to the Sun Corridor and Douglas would be critical. Naco is not the most amazing of border towns. I think Douglas and the ability to connect to regional and even national trails would be a BIG draw.

7. If yes to answer 4, how many nights might you stay?

-0 nights

-1-2 nights Definitely one or two nights. Bisbee would be a great place for a break—maybe even more.

-3-4 nights

-5-6 nights

-greater than 6 nights

8. If yes to answer 4, how much money would you spend on an AirBnB or hotel per night?

-0

-\$1-\$50

-\$51-\$75

-\$75-\$100

-\$100- \$200 I would spend in this range, but I am not a young person. I still bike but I am comfortably retired.

-Greater than \$200

9. If yes to answer 4, how much money would you spend per day in Bisbee at local shops/ restaurants?

-0-\$25

-\$26-\$50

-\$51-\$75

-\$76-\$100

-Greater than \$100 **Again, this is because of where I am in life.**

10. Do you own a bike tour or other touring company?

-Yes

-No **NO**

11. If yes to Answer 10 would you be more likely to bring your tour company to Bisbee if the shared-use path is implemented?

-Yes

-No

12. If yes to Answer 10 how much spending per day do you estimate your tours would generate in Bisbee?

-0-\$25

-\$26-\$50

-\$51-\$75

-\$76-\$100

-\$100-\$200

-\$200-\$300

-\$300- \$400

-\$400 - \$500

-\$500 - \$600

-\$600- \$700

-\$700 - \$800

- Over \$800

13. If yes to answer 10 how many participants on average do your tours have?

14. Do you have any other comments you wish to make?

The more bike trails and hiking trails we have, the better. Now the COVID is drawing near the end, maybe all the people who've been to the many national and state parks and been forced outside will stay outside – it's a great moment to try to build bike trails.

Intercept survey Responses.

Would you be willing to take about 5 minutes to answer a few questions about your experience visiting Bisbee?

- 1. Where do you live? (if Bisbee resident, ask question set 2)*
- 2. How often do you visit Bisbee?*
- 3. A feasibility study for shared use paths in Bisbee has recently been completed. (show photo of concept). This route goes from Old Bisbee to Historic Lowell district, taking you directly by the Lavender Pit Scenic View.*

Would this have an impact on how likely you are to visit Bisbee?

If so, please explain

- 4. Would you be likely to use this shared use path?*
 - 5. Would this affect the number of visits you would make to Bisbee? If so, please explain*
 - 6. Do you think you might spend more money in Bisbee?*
 - 7. Do you have any other comments you wish to make?*
-

Interview#1 Male, middle age

2. From Tucson. Visits Bisbee about 4 Times each year
 3. I'm not sure...But I think it's a great idea.
 4. Yes I probably would
 5. I'm not sure.
 6. I'm not sure
 7. Nothing except that it seems like a great idea.
-

Interview #2 Couple, 40's

2. From Tucson Visit Bisbee 3 times per year)
 3. Maybe. It would certainly make it more attractive to get to the scenic view overlook
 4. Absolutely. Yes.
 5. Maybe.
 6. Probably spend more on drinks since we'll be walking down to the scenic view
 7. No additions.
-

Interview #3 Motorcycle group----guy and gal, about 50 ish

2. From Mesa. Visit Bisbee about twice each year
 3. No, but it's a cool idea.
 4. Not likely we're on motorcycles.
 5. would not affect the number of visits
 6. No
 7. This project would really benefit the town. We're all for it even though we probably wouldn't use it.
-

Interview #4

Woman about 30

2. from Safford
3. This is my first time
4. Yes I'd be likely to use the shared use path
5. Probably not
6. I might spend more money because I might be likely to use the path

7. other comments: It would make the scenic view more scenic if they replaced that fence

Interview #5 couples MID 30S

2. From Sierra Vista
3. We come here often. 1X per month
4. Sure we'd use that path to walk. We can get to the Bisbee Breakfast Club
5. Not sure
6. Not sure
7. "I don't know that we'd be likely to make a conscious decision to come to Bisbee more often because of this path, but it directly affects the scenic value of the entire town. So maybe in the longer run it might make me want to come to Bisbee more often. "

=====

Interview #6 * #7. #8 3 Females, friends in their 30s

- From Sierra Vista
3. Come here about 2X each year
 4. All agreed: "yes we'd use that path"
 5. Yes I'd come to Bisbee more often.
 6. Yes absolutely. Stay longer, buy lunch, more drinks.
 7. This is such a great idea. I hope they build it.
-

Interview #9 Couple

2. first Time here..
 3. From Washington
 4. Yes
 5. No
 6. Maybe,
 7. How should we answer this so that the City decides to build it?
-

Interview #10. Male, middle aged Motorcycle group.

2. From Tucson
 3. Comes to Bisbee about 3X each year
 4. No, probably wouldn't use the path
 5. No
 6. No
 7. The City should build this thing.
-

11. Male Middle aged motorcycle group

2. From Tucson
 3. Comes to Bisbee 2x per year
 3. no
 4. no
 5. no
 6. Like this idea. I fully support it. It would really add to the town's appeal
-

12. Female, middle aged motorcycle group

2. From Tucson
3. Comes to Bisbee 2X per year
- 3 no

- 4 No
 5. no
 6. great idea. Bisbee should build this
-
-

Interview #13 Female 40 ish

2. from Sierra vista
 3. comes to Bisbee about 4# per year
 4. no
 5. no
 6. Look at the shared use paths in Sierra Vista. Everyone uses them!
-
-

#15 Male 40

2. from Sierra vista
 3. Comes to Bisbee about 8# per year
 4. Yes
 5. Yes
 - 6.yes
 7. I like it. But Who pays for this?
-

#16 Female 45

2. From Sierra Vista
 3. Comes to Bisbee about 6# per year
 4. yes
 5. Yes...Probably come more often
 6. I'd spend more on drinks for sure
 7. I think this project should move forward
-

#17 Female 40 ish

2. From Tucson
 3. Comes to Bisbee about 2# per year
 - 4.Yes
 5. Yes
 6. I'm not sure
 7. I like the idea.
-

Interview#18 Male, middle age

2. From Scottsdale. Visits Bisbee about 1 Time each year
 3. I'm not sure...But I think it's a great idea.
 4. Yes I probably would
 5. I'm not sure.
 6. I'm not sure
 7. No comment
-
-

Interview#19 Female, middle age

2. From Scottsdale. Visits Bisbee about 1 Time each year
3. I'm not sure
4. Yes
5. I'm not sure.
6. I'm not sure

7. No additional comments

Interview#18 Male, middle age

2. From sierra vista. Visits Bisbee about 1 Time each year
 3. I'm not sure...But I think it's a great idea.
 4. Yes I probably would
 5. I'm not sure.
 6. I'm not sure
 7. No comment
-

Interview#18 Female, middle age

2. From sierra vista. Visits Bisbee about 1 Time each year
 3. I like the concept
 4. Yes
 5. I'm not sure.
 6. I'm not sure
 7. "I can't really answer those questions (about spending or visiting Bisbee more often) but I'd say it would greatly improve the beauty of the town."
-

Interview #19 Female, 30

1. From Tucson.
 2. Visits Bisbee about 3X each year
 3. Yes
 4. Yes
 5. "I love coming to Bisbee so if this thing were built I'd definitely come to check it out."
 6. Yes.
 7. none
-

Interview #20 Female, 30-ish

- 1 from Tucson and
 - 2 visits Bisbee about 1X each year
 3. yes
 4. Definitely
 5. Maybe
 6. Probably
 7. It just seems like a great idea to me
-

Interview #21 Female 30-ish

1. From Tucson
2. Visits about 1X each year
3. Yes
4. Absolutely
5. Maybe
6. Yes
7. It would be so much safer compared to what it is now.

Interview #22 Male 40

1. From Sierra Vista
 2. Visits about 4 X each year
 3. Yes. I'd be more likely to come
 4. Yes
 5. Not sure
 6. Probably
 7. It looks nice.
-

Interview #23 Female 40

1. From sierra vista
 2. About 4 X each year
 3. Yes
 4. Yes
 5. Can't say
 6. Probably
 7. I agree (with above) it really looks nice.
-

I*nterview #24 Female 60

1. From Albuquerque
 2. First time
 3. No
 4. Yes if it were here most definitely
 5. No
 6. No
 7. It's very attractive looking
-

Interview #25 Female 60-ish

1. From Albuquerque
 2. First time
 3. No
 4. Yes
 5. Don't Know
 6. Don't Know
 7. I'm not familiar with this area.
-

Interview #26 Male 60-ish

1. Apache Junction
2. First time
3. Yes
4. Yes
5. Not that alone, but it would add to the city's appeal
6. Possibly

7. It's an attractive addition

Interview #27 Female 50-ish

1. From Hereford
 2. Less than 1X each year
 3. Yes
 4. Yes
 5. Maybe
 6. If I come more often, then I'd spend more money
 7. I hope they'd replace that fence. That's an eye sore.
-
-



April 5, 2020

Bisbee Bikeway Project

To Whom It May Concern:

Bisbee is a lovable little mountain town that transformed itself from a once rugged & booming mining town to a bohemian high desert oasis. Tumbleweed Gypsy is a quirky shop located in the heart of the Arts and Culture District of historic Bisbee. Our shop has been in operation for 3.5 years and caters to both locals and visitors alike. In fact we rely heavily on tourism, which tends to be very seasonal.

Our shop as well as the entire business community in Bisbee would benefit from the Bisbee Bikeway Project for many reasons. Providing a safe biking path to connect Bisbee's neighborhoods would provide tourists an alternative way to see our town, enjoy our beautiful year-round climate and would help cut down on emissions from vehicles on the roads. An increase in tourism would add to our city's tax base helping to improve city services as well as providing job opportunities. The Bisbee Bikeway Project could potentially bring in 5 additional customers to the shop each day and if those 5 customers spent an average of \$30 a visit, that would provide our shop with an increase of \$150 per day, totaling \$4,500 a month. This increase in revenue could allow us to hire an additional employee.

Providing a biking path could provide our tourism industry with a variety of new jobs. There could be businesses created to provide eco tours on bikes, historical as well as birding tours. Another job could be a small event planning business to coordinate events throughout the year utilizing the bike path that would bring in a number of visitors and engage locals. And there could potentially be an additional retail store that provides bike accessories, equipment, gear, bike rentals and maintenance. The City of Bisbee and Cochise County would have an additional attraction to help promote and market the town to attract visitors and potential residents.

The Bisbee Bikeway Project would also benefit Bisbee's community by providing a healthy alternative for those looking to travel between Historic Bisbee and one our surrounding neighborhoods. Fitness trainers could add the bike path as part of a physical routine working with clients. Being a bike friendly town could also attract families looking to relocate to the area.

Tumbleweed Gypsy is committed to helping with the efforts of this project. We offer to help collaborate in any way that we can by working together for the benefit of our community. Working with organizations like The City of Bisbee, Cochise County Tourism Council, The Arizona Office of Tourism, Arizona Commerce Authority, USDA Rural Business Development, Freeport McMoRan, and Local First Arizona will help leverage our rural resources. Together, we can work to grow a successful and sustainable, healthy business community.

Please feel free to reach out if you have any questions or would like to discuss further.

Sincerely,

Jennifer Luria

Owner, Tumbleweed Gypsy
31 Subway Street
Bisbee, AZ 85603
(520) 732-9359



BISBEE COMMUNITY Y
26 Howell Ave. PO Box 968
Bisbee, AZ 85603
501 c (3) Non-Profit Organization



Date:	June 5, 2021
To:	Meggen Connolley
Re:	Support of the "Bisbee Bike and Walk Pathway"
From:	Janet Watkins, President 

MEMO

We the Bisbee Community Y are in support of the development of the shared "Bisbee Bike and Walking Pathway" around the Pit. I am sure this would bring more tourists to our City, which means that if we can attract 30% more people to visit Bisbee, we would be able to hire 2 more part-time employees at the BCY Thrift Store.

VISIONS

May 29, 2021

Bisbee Bikeway Project

To whom it may concern,

Visions is a boutique in the downtown district of Bisbee, Arizona. Our offerings include locally made organic clothing, natural body care, jewelry and art. Our store targets locals and tourists alike, aiming to offer both demographics artisan made, sustainably minded gifts that cannot be found anywhere else.

The Bisbee Bikeways Project is a natural next step in the future development of our town in an effort to accommodate tourists that come here for our excellent outdoor activity weather. The path would allow a safe and healthy alternative for locals and visitors to navigate around the Lavender Pit. Bicyclists already come to Cochise County to enjoy our miles of roadway in our beautiful desert communities. The Bikeway Project on the map with other bike routes would boost the number of visitors to our town and consequently bring revenue to all aspects of the Bisbee community. The more our town has to offer the better set we are for competing in the tourism market.

Visions would benefit greatly from the installation of a multi-use path around town and the Lavender Pit. With a functional multi use path and increased tourism in town, we anticipate sales going up 10- 20%. This increase in sales would allow our shop to hire 1-2 additional employees.

Sincerely,

Jessica Jurek

Owner, Visions

Helen <helen@copperqueen.com>

May 29, 2021, 9:58 AM (3
days ago)

to me

Meggen,

It was really great talking to you today. I appreciate all the work you have done on this project and am excited to see this come to fruition. Bringing a nature bike pathway will greatly increase much needed foot traffic to Old Bisbee. I would surmise that if this project would increase foot traffic by as much as 30% to Main Street and the Gulch and 20% to the Copper Queen Hotel. A 20% increase in foot traffic to the hotel would result in \$350,000 increase in sales for the hotel which would enable us to open the restaurant full time again and give us the ability to hire 10 more people. This much needed revenue would enable mom and pop businesses to not only survive but thrive once again after the economically devastating impact of Covid-19 thus helping to preserve the heritage of Old Bisbee. Bisbee deserves to be protected and cherished because it is a National Historic Landmark and teaches people and children about the rich history of a place that helped build Arizona and this country.

Sincerely,

Helen Lampinen
Copper Queen Hotel

Sent from my iPhone



April 8, 2020

USDA – RBDG Grant Program Administrator

Re: City of Bisbee – Bisbee Bikeways application

It is with great pleasure that I write to support the Bisbee Bikeways project and the City of Bisbee's application to USDA for feasibility study funding.

The Bisbee Science Lab (BSL), a program of the Bisbee Science Exploration and Research Center is an informal science learning and research center located in Bisbee. Our success heavily relies on a vibrant local economy that supports families and draws visitors to the region. As such, we are actively engaged in community driven collaborations that enhance Bisbee's appeal for visitors and quality of life for its residents.

The Bisbee Bikeways feasibility study is an important step in an overall plan to create sustainable infrastructure that promotes, safety, health and eco-tourism. The application for funding, no doubt, describes the many benefits this project brings to the community including economic development. A completed Bikeway in Bisbee would no doubt attract visitors from around the region and country to explore the area while engaged in physical activity. The increased number of visitors will have a substantial impact on the Bisbee Science Lab's visitors as well, allowing us to reach a larger audience and develop sustainable growth. We would expect that our ability to hire staff, and support visiting researchers could increase 10-20% (3-5 staff persons) as the proposed infrastructure improvements draw more people to Bisbee.

In 2018, USDA funded our own feasibility study through this same grant mechanism. USDA then funded a pilot project in 2019 as a result of that study. Both efforts were/are highly successful, and the economic impact is beginning to manifest. Funding this feasibility study for Bisbee Bikeways is the next step in assuring that Bisbee's efforts to build a sound foundation of businesses and the infrastructure needed to support them is realized. In these times of economic uncertainty, this study is extremely important and allows the community to plan for necessary improvements that are essential if we are to remain an attractive destination for visitors and new residents.

The Bisbee Science Exploration and Research Center encourages USDA to fund this important feasibility study that will have such an impact on our local regional economic health. Like other communities Bisbee struggles economically. Unlike others, we, as a community, have a shared vision and a determined core of stakeholders who can, with financial support, work to sustain itself and grow.

Best regards

Melanie Greene
Bisbee Science Lab

520-432-3320
panterragerallery@gmail.com



22 Main Street / Box 743
Bisbee, AZ 85603

April 9, 2020

To Whom It May Concern,

My business, PanTerra Gallery, is on Main Street and depends on tourism for about half of our income. Bisbee is attractive for visitors looking for an active vacation. They come here to hike, bike, bird watch etc. We are always anxious to support efforts to develop attractions, events, and infrastructure to attract a broad range of visitors.

The Bisbee Bikeway project is an effort to expand the outdoor attractiveness of Bisbee and Cochise County to a wider range of outdoor enthusiasts. I think a shared-use path along Hwy 80 linking the arts and cultural district with Warren and San Jose will be a benefit to visitors as well as for residents. And building on that connection, a network of rural shared-use trails could be established throughout the county. This is an exciting economic development.

I know it would benefit my business as well as other businesses in Bisbee however I can't predict the economic dollar amount. There would be employment for the workers developing and implementing the paths and the industry of small companies that may offer not only bike tours and bike routes, but also hiking, birding, and historical guides. And of course everyone needs places to stay, eat and be entertained.

I think this shared-use paths linking parts of Bisbee to other areas-both developed and undeveloped is a great eco-industry project for Bisbee and it's economy.

Sincerely,
Maralyce Ferree
PanTerra Gallery



Mornings Cafe of Bisbee LLC.

420 Arizona St.

520-366-1494

Bisbee, Az. 85603

Re: Letter of Support for USDA RBDG

As a successful business owner in Warren, which is a leg of Bisbee's Community, I strongly feel that Bisbee Bikeways is a major step in promoting tourism for our Community. Bisbee already has a large number of bicyclist and many events that involve bicycling. It would allow people to venture between two pertinent areas of this Community. I believe more business owners would appear in Warren if the traffic increased. I've been in business in Warren for 13 years and I've seen a gradual increase every year. This project would improve the infrastructure of our Community. I have 8 employees and with the growth I see that number increasing if the revenue increases. I could justify it by myself providing income for at least 4 more people. In all that's an additional 384⁰⁰ a day pay out, which means an additional revenue of 1200⁰⁰ daily. Please consider this grant. Thank you in advance:

Sincerely,

Allen Eastman
owner/operator

Finders Keepers Antiques & Collectibles

81 Main Street / PO Box 1195

Bisbee, AZ 85603

520-432-2900

April 8, 2020

RE: Bisbee Bikeway Project

To Whom It May Concern,

I have been in business in Bisbee for fifteen years. Our customer base is a mix of locals, folks from Sierra Vista and Tucson, and tourists. While we have an abundance of shops, galleries and attractions, we have been trying to identify more outdoor activities for tourists to enjoy. We believe this would attract a whole new audience for Bisbee. Although our weather and terrain are perfect for cycling, the area around the Lavender Pit that connects Old Bisbee to the rest of the community is extremely dangerous to walk or bike on. The Bisbee Bikeway Project Feasibility Study will examine the best way to provide a safe corridor connecting our neighborhoods. In addition to providing a draw to potential new tourists, it will provide a safe way for local people to move throughout the town.

Sincerely,

Kathy Sowden, Owner

Eads Construction Redi Mix, Inc
608 W. Hwy 92
Bisbee, AZ 85603
520-432-4121 / eads608@gmail.com

April 8, 2020

Regarding: The Bisbee Bikeway Project

To Whom It May Concern;

I have been the owner of Eads Construction Redi Mix, Inc. since 2002, providing construction materials and redi-mix concrete to Bisbee and the surrounding region. I have been a member of the community since 1993, actively involved in the renovation of an Old Bisbee Historic property, the Allen Block Building. I am committed to supporting the infrastructure and maintenance of Bisbee's historic district and facilitating access to commerce. Our economy is reliant on the spending of locals, tourists and visitors.

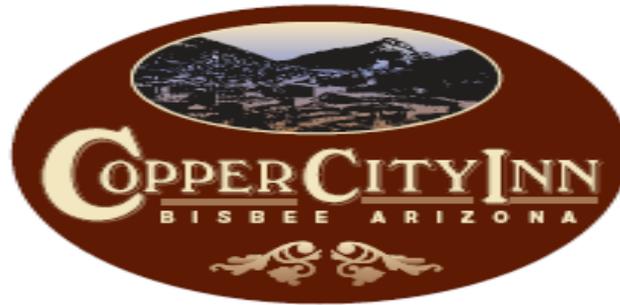
My business would benefit from the proposed infrastructure improvements of bicycle pathways because it supports our economic health and the wellbeing of our community members. In particular, the financial health of our small businesses directly impacts my business through capital investments, home improvements and community development. I can only project that the ancillary effects of this projects would improve revenue for Eads and provide additional working hours for my personnel.

I whole heartily support this project. The award of these funds would support the economic health of our community.

Sincerely,

A handwritten signature in black ink, appearing to read 'Brett Van gorp', written over a circular scribble.

Brett Van gorp
Eads Construction Redi-Mix, Inc



99 Main Street

520 432-1418

www.coppercityinn.com coppercityinn@gmail.com

April 4, 2020

To Whom It May Concern,

Our Inn is entirely dependent on visitors to Bisbee. Because of this we support efforts to develop attractions, events, and infrastructure to attract a broad range of visitors.

The Bisbee Bikeway project is an effort to expand the outdoor attractiveness of Bisbee and Cochise County to a wider range of outdoor enthusiasts. We think a shared-use path along Hwy 80 linking the arts and cultural district with Warren and San Jose will be a benefit to visitors as well as for residents. And building on that connection, a network of rural shared-use trails could be established throughout the county. This is an exciting economic development.

In addition to the jobs created in creating the actual shared-use path-perhaps five workers needed for a period of three months, there would be other economic benefits.

As a longtime business owner I believe there is great difficulty in projecting the number of jobs that this project could generate. What can be said with some authority however, is that with shared-use paths linking parts of Bisbee to other areas-both developed and undeveloped-it is clear a fledgling eco-industry would be created. There would be incentives for small companies that offered not only bike tours and bike routes, but also hiking, birding, and historical guides. There

is little sense in inflating possible effects with outlandish job creation claims, however, based on my experience in tourism and with other start-ups, I would guess that 5-20 new permanent jobs could be created.

The indirect effect of increased visitation is truly not calculable, but when more people come to town, that creates more jobs both full and part time, for room cleaners, restaurant workers, and retail salespeople. It also creates more tax revenue for the City of Bisbee.

This is a good project for Bisbee, I hope it will be funded.

Sincerely,

Anita Fox and Fred Miller
Owners, Copper City Inn



April 8, 2020

The Bisbee Bikeway Project

To Whom It May Concern,

I am proud to say that I have been a member of the Bisbee Community for the last 27 years, proprietor of Canyon Rose Suites since 2001. Our boutique hotel is located in the heart of Old Bisbee and is reliant on revenue from visitors who come to the region for a variety of reasons; entertainment, business, arts, shopping, rest and recreation to name a few. Bicyclists are a valued part of our seasonal business. Our unique scenery, terrain and favorable climate makes our patch of Southeastern Arizona very appealing to cycling enthusiasts.

Our business would benefit from the proposed infrastructure improvements of bike trails for a variety of reasons. In addition to serving cycling tourists, the commitment to health, fitness and infrastructure reflects well on Bisbee. Our community members and our visitors will benefit from enhanced access to our town via bicycle. In years past, the La Vuelta Bicycle race was a showcase event for Bisbee. As a hotelier, we still have people ask about this event as part of our unique history. Our business continues to serve individuals who come to the region to ride their bikes, accommodating their specific needs.

Bisbee is reliant on tourism to keep our small businesses going. We contribute significantly to the tax base that supports our small town. If we were to increase our revenue by just 20 rooms in a season, that would increase our revenue by \$2700 and increase tax revenues by \$352. It would also provide more an additional 30 hours of work for my staff. The ancillary effects of spending in restaurants, shops and local businesses would be significant, supporting job creation in the area. We also applaud the benefit this project would bring to the health and wellness of our community members.

I have no reservation about enthusiastically supporting this project. The award of this grant would be impactful to our rural community.

Sincerely yours,

Alison Van Gorp

Proprietor

Canyon Rose Suites

520-266-0536 / info@canyonrose.com



April 11, 2020

Bisbee Bikeway Project

To whom it may concern,

Bisbee is a former mining town, currently occupied by an eclectic mix of local residents. There are lots of artists and musicians here. It's a destination for cyclists of many types.

We recently had a bicycle event in town that brought in hundreds of dollars in revenue for our small coffee shop in a single weekend.

A bike trail would clearly bring more bicycle traffic to the city from the outside, connecting us to an existing trail system. It would also up a non-car pathway from one part of town to another.

In high season, according to research conducted in our area, a bike path could easily bring in an additional 5 to 10 sales per day from tourism and from local traffic encouraged by the bike path. With an average sale of roughly \$8, this could amount to a monthly increase in revenue of \$2,400, allowing us to add another person to our staff.

In addition, this bike path could also create local jobs by bringing bicycle tours and other bike-related commerce to the area. Data shows that people taking bicycle trips in this area spend an average of \$183 per trip, some of that on groceries and dining.

Bathtub Coffee is committed to helping this trail be built. It is a significant benefit for our business, and our community.

Morgan Oxley
Owner, Bathtub Coffee

31 Subway St.
Bisbee, AZ
323 903 1515

ARTEMIZIA

CONTEMPORARY ART

March 2020

To Whom it May Concern,

Artemizia Gallery has two gallery locations on Main Street in the historic town of Bisbee, Arizona.

At 24 Main Street we have a large contemporary art gallery with signed work by Andy Warhol, Yayoi Kusama, Banksy and Jeff Koons, among many other internationally famous artists.

At 51 Main Street we have a museum gift store, much like the museum gift shops you would visit at the Museum of Modern Art or the Metropolitan Museum of Art in New York, where we source most of our inventory.

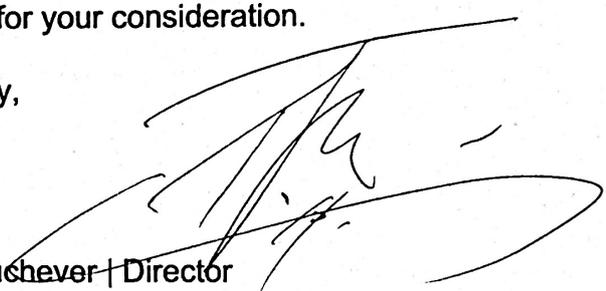
We fully support Bisbee Bikeways project as a way to increase property values and bring art lovers to Bisbee. Many studies have shown that a good quality, protected bike path in a tourist community increases the number of days tourists remain at that location, increasing their purchases within that community. Based on these studies we expect at our two locations revenue will increase by approximately 10-20% depending on the season.

New research from Portland State University finds that proximity to a network of high-quality bike facilities such as protected bike lanes, buffered bike lanes, and bike boulevards, is associated with an increase in property values.

We feel that a fully functional bikeway in and around Old Bisbee will allow us to hire an additional one to two employees.

Thank you for your consideration.

Respectfully,



Type text here

Sloane Bouchever | Director
Artemizia Gallery LLC
www.artemizia.com
+1 520-664-5970
sales@artemizia.com

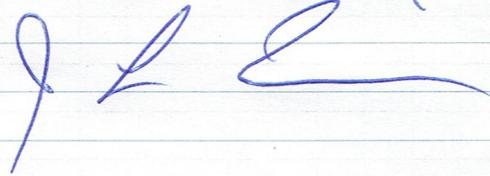
SUBJECT

DATE

NOTES

To Whom it may concern,
I am the owner of The Shady Dell
RV Park at 1 Old Douglas Rd.
I think it would be a great
addition to helping increase business
if a bike/pedestrian path was added
& potentially allow me to hire more
employees for my business. I could
at least hire two more employees.

Justin Luria



SUBJECT

DATE

NOTES

6-5-21

Old Lady Pickers

To whom it may concern:

We are in favor of the
bike & walking path. If it
brings 25% more people we
will be able to hire 1 more
employee.

In support,
Sylvia Smith & Nel Kline

NOTES

Fisbee Breakfast Club

if the path could bring 25 people
on foot I would be able to
get \$250 - more in sales & would
be able to hire 3 more employees

I. TOTALLY support this trail. & think
it is amazing for locals & tourists

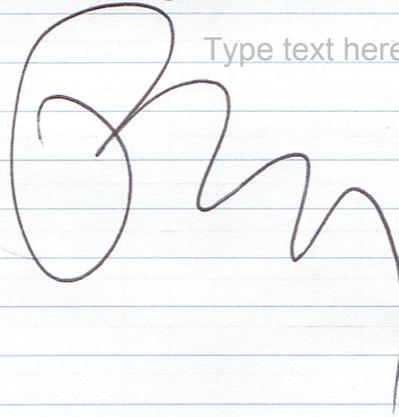
Mitzy Satterfield

NOTES

TO WHOM IT MAY CONCERN: 6/5/2021

HIGH DESERT MARKET WHOLE HEARTEDLY SUPPORTS THE CREATION OF A SHARED USE PATH AROUND THE PIT. THIS WILL BE GREAT FOR RESIDENTS AND TOURISTS Alike. WE BELIEVE IT WILL CREATE MUCH MORE FOOT TRAFFIC IN OUR SHOP ALLOWING US TO GENERATE 500.00 MORE IN SALES PER DAY. THIS WILL ALLOW US TO HIRE AT LEAST 3 MORE EMPLOYEES. CREATING ECONOMIC DEVELOPMENT SHOULD BE A PRIORITY FOR MAYOR AND COUNCIL.

Type text here

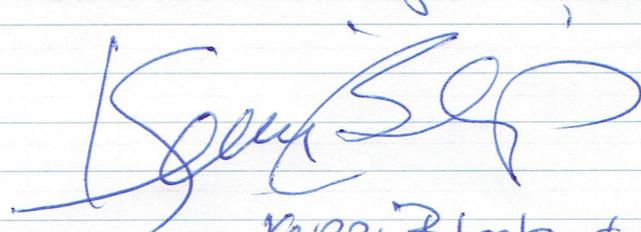


NOTES

6/5/21

to whom it may concern -

Screamy Fenshee Pizza is in full support of the bike way project as it will help promote more healthy activity, bring more people to town to stay & support the local businesses & community - We are excited to see this go forward



Keri Blanton
Screamy Fenshee Pizza



SUBJECT

DATE

NOTES

The Inn at Castle Rock

We fully support the idea of ^{Type text here} walkway around the pit. Doing this will help bring more business to us and other businesses in Bisbee. We all need city of Bisbee to develop. Estimated income could be up would pt \$6000 per month.
John

NOTES

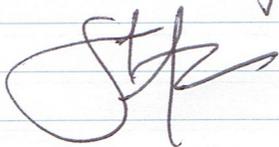
To Whom It May Concern,

Contessa's Cantina supports the creation of a Biking/Walking Path.

We believe it will help with ~~the~~ more foot traffic in Old Bisbee. With more foot traffic we'll probably have at least \$500 more in sales per day.

That will give us the ability to hire more staff. We believe that this will help our beloved town. Thank you for considering this project.

Sincerely,





B Active, LLC
86 Main Street
Bisbee AZ 85603

RE: Bisbee Shared Use Path

To: City of Bisbee

To whom it may concern:

Our recently formed business, B Active LLC, located at 86 Main Street in Bisbee, wholeheartedly supports the creation of the shared use path adjacent to the Lavender Pit here in Bisbee. In addition to improving the quality of living here in town, this development is highly aligned with B Active's mission: *Providing residents and visitors to Bisbee a resource for products and services that support an active lifestyle.*

We have projections to employ 2 full time staff as we get started; e-bikes will be a key part of our engagement strategy. The access that the shared use path creates will enable our guests to safely explore all of Bisbee and will be a critical success factor for our business. We plan to grow our business 150% by year three, fueled by building a community across all of Bisbee that is inclusive for both residents and visitors alike. We expect this will enable us to hire 3-4 additional regular employees, while creating active engagement with other merchants in town.

We look forward to being active participants in the city as we help to connect fun people exploring our wonderful town. Please do not hesitate to reach out if we can help!

Best regards,

Steve Ball
B Active, LLC
602-430-6445
bactivebisbee@gmail.com