

Comment Summary
March 2, 2006 Public Meeting
US 93, Wickenburg Interim Bypass

Comment Sheets Received: 25

Letters: 1

Web feedback: 12

PUBLIC COMMENT SUMMARY

DESIGN

- In favor of 4 lanes of highway (5)
- Prefer divided highway (5)
- Against raised median which prevents left turn towards town (3)
- Strongly support frontage roads to reduce access (4).
- Left turning lanes requested (4)
- Request construction of multi-modal traffic lanes and sidewalks for multi-purpose use (2)
- Safety and traffic volume needs merit overpass at 89 & 93, could be one-lane.
- Stop lights are not the answer
- Widening within right-of-way is a good use of space and does not cramp existing homes.
- Having the raised median on the 5 lane plan, should be a high priority.
- 93 should be raised and have a bridge, at least over Vulture Mine Road.
- No strong preference for undivided with/raised median vs. divided w/graded.
- Vulture Mine signal w/turnabouts at Rincon at 89 good.
- Traffic heading North on 93 before Rincon often passes in no-passing zone.
- Either give full access to 93 or a frontage road down to the Meadows.
- Buy as little property as possible.
- Use existing roads where possible.
- Use turn lanes exit/entrance lanes at intersections.
- Prefer signalized intersection at Vulture Mine and Rincon road so can enter & exit 93 safely.
- Design for motor homes up to 40 ft on pickup towing 30 ft trailers.
- Undivided road with raised median is the best concept for most of the highway.
- Traffic flow interruption/impact during construction phases should be minimized – prioritize number of calendar days of interruption over the amount of traffic flow interruption during any given construction phase.

ROUNDABOUTS

Against roundabouts(8)

Support roundabouts(9)

General:

- Traffic warning should be provided to 93 traffic prior to the first roundabout
- Having a configuration to slow down before the roundabout is not needed.
- There should be some negotiation with Wickenburg Ranches to help pay for roundabout (or other design) at 93 and 89.
- Roundabouts beat signals excepting where signals are controlled by vehicular movement.
- Large diameter roundabouts are not a problem.
- 20 mph in a roundabout is much too slow.
- At least with roundabouts everyone knows they will need to slow down – no unexpected light changes.
- Drivers unfamiliar with roundabouts will cause problems, especially new people from out-of-state who have never seen or driven on one – will have to have continuous people there to guide them.

ACCESS

- Property owner NW of gas station disappointed with access
- Frontage road around new gas station will be unpopular
- Prefer signalized intersection at Vulture Mine and Rincon Road to provide breaks in traffic flow so 93 can be entered and exited safely.
- Frontage road makes no sense – it already has access to southern stretch of old hwy
- Not a public road so a frontage road as planned will create legal problems
- Approve of plans for Cope road intersection, providing it is undivided with raised median, allowing space for left turn opportunities.

- Undivided road with raised median probably the most feasible at Cope Road.
- Should connect old 93 to Meadows access to highway.
- Research proposed access & frontage roads thoroughly.
- Infringement caused by frontage road on west side of 4 lane hwy will reduce property value
- The value of property located at Vulture Mine Road and Highway 93 as a commercial piece will only be valuable if there is easy ingress and egress from Highway 93.
- Access and median length are the highest priority.
- Our priority is the 93-89 junction since our only access is via Matthie Ranch Rd
- Local traffic should not be routed overly far (> 0.5 mile) to get to an access control point for 93.
- Cope Road is private, so increased traffic needs to be discussed.
- Approve of plans for Cope Road intersection if undivided with a raised median, with room for left turn opportunities at the intersection.
- Maintenance of Cope Road is private (if at all).
- An undivided road with raised median most feasible at Cope Road.

ENVIRONMENTAL

- Use native plants for screening and median (2)
- Lower of road bed during climb up the hill from Rincon Road to Vulture Mine Road to reduce noise levels (3)
- Increase in traffic noise levels is a concern (2)
- Consider rubberized asphalt or lowering road beds for noise reduction (3)
- Plan defensively against wildfire spreading over 93 as an environmental concern
- Adjacent land should be left undisturbed
- Request sound barrier walls along right of way
- Impacts to visual aesthetics should be studied and identified, with impacts mitigated.

GENERAL:

- Would like to see project happen soon. (2)
- Feel bypass is sufficient solution.(4)
- Won't help Wickenburg because this will be past the turnabout and new traffic will go to Vegas & Laughlin.
- No economic impact on Wickenburg.
- Need one focused program like the old interstate building days.
- Communication with the town of Wickenburg and property owners are welcomed in planning.
- No mention of the economic impact and the diminution of value that will occur to a number of land owners along the proposed highway.
- Keep costs moderate as ultimate bypass is in the future.

SAFETY

- Safety must be the highest priority, too many people do not yield. (7)
- Access control & intersection treatment to provide efficient traffic movement and safety. (4)
- Slow down 93 traffic so 89 traffic can safely turn left.
- A "regular" car making a left turn into Rincon is in danger of being rear ended.
- Will provide high-speed corridor to Las Vegas & Laughlin.
- Lower priority for fast traffic flow
- Keep public meetings often.
- The relevant issues have been identified and are being evaluated.
- The only traffic problem that exists is the light at Tegner & Wickenburg Way & the bypass will alleviate this.
- Waiting for agencies to give stamp of approval for ultimate bypass is a waste of taxpayers money.
- Pedestrian/vehicle conflicts are a potential hazard.

WEB RESPONSE SUMMARY

ROUNDABOUTS (18 comments)

- Will cause traffic congestion (2)
- Requires reducing speed (2)
- Too much commercial traffic (4)
- Traffic speeds too high to be safe (7)
- Not large enough, difficult to navigate (2)
- Confusing for drivers (1)