

Tohono O'odham School Bus Routes Transportation Study

PISINIMO DISTRICT ISSUES

Flooding/drainage issues

Deteriorated pavement conditions

Lack of shoulders for emergency situations

Intersection and other safety related issues

Lack of fencing along the roadways

RECOMMENDATIONS

SR 86 (Western District Boundary to BIA 21)
Short-Term Improvements
 • Restriping roadway
 • Install Intersection Ahead warning signs prior to approaching the intersection
Mid-Term Improvements
 • Add shoulders
 • Add fencing

SR 86 (Eastern District Boundary to BIA 21)
Short-Term Improvements
 • 7 miles of repaving
 • Add shoulders
 • Remove vegetation on/near roadway

BIA 21 (SR 86 to BIA 28)
Short-Term Improvements
 • Restriping roadway
 • Construct bank reinforcements
Mid-Term Improvements
 • Add shoulders

North Entrance to Pisinimo/ BIA 21 Intersection
Short-Term Improvements
 • Install Intersection Ahead warning signs prior to approaching the intersection

BIA 21 (BIA 28 to 5.7 miles south of BIA 28)
Short-Term Improvements
 • Add shoulders
 • Add fencing
 • Add bus pullouts
 • Install warning signs before sharp curves

BIA 28/BIA 21 Intersection
Short-Term Improvements
 • Install fencing
 • Restriping roadway
 • Review and enhance traffic signage at intersection

See BACK PAGE for ADDITIONAL TRANSPORTATION RECOMMENDATIONS



ADDITIONAL RECOMMENDATIONS

Maintenance of Unpaved Roads

Please check priority:
HIGH MEDIUM LOW

The majority of roads located within the Nation are unpaved. The study recommends:

- Regular maintenance of the roads to preserve a smooth driving surface
- Stabilize and protect the road from flooding using specialized surface treatments

Recommendations for Flooding/Drainage Issues

Please check priority:
HIGH MEDIUM LOW

Several roadways in the Nation are prone to flooding due to poor drainage conditions.

At appropriate locations throughout the Nation, the study recommends

- Repair of existing flood control structures such as bridges and culverts
- Construction of new flood control structures
- Installation of flood warning systems where a structure is not feasible

Recommendations for Communitywide Improvements to Enhance Safe Access to Bus Stops

Please check priority:
HIGH MEDIUM LOW

Bus Stop Locations:

Divide community into zones, each zone will have an assigned bus stop.

Bus Stop Design:

Portable Structures - Metal structure can be relocated if locations change.



Lighting:

Two solar powered streetlights are recommended for each bus stop.

Crosswalks:

Crosswalks are recommended for all appropriate locations.

Safe Pedestrian Paths:

5 feet of brush cleared along roadways for safe pedestrian paths to bus stops.

Community Maps:

Identify bus routes, bus stops, and safe pedestrian paths to bus stops in community.



TOHONO O'ODHAM SCHOOL BUS ROUTES TRANSPORTATION STUDY

PISINEMO DISTRICT – RECOMMENDED IMPROVEMENTS

The Tohono O'odham School Bus Routes Transportation Study is a joint effort by the Tohono O'odham Nation and the Arizona Department of Transportation (ADOT) to identify and address the most critical current and future transportation needs of school bus routes in the Nation. This handout presents the proposed transportation improvements for the Pisinemo district.

Please let us know what you think by sharing your comments below.

1) What improvements do you feel provide the most benefit? (See Map)

2) Are there any improvements not listed that you would like to include?

3) Additional comments?

Please leave comments with:

The Pisinemo District Office

- OR -

Tohono O'odham Planning Department

Julie Frazier

Email: julie.frazier@tonation-nsn.gov

All comments are due by Tuesday, September 13, 2011

Additional information can be found on the website:

<http://www.tonation-nsn.gov/school-bus-routes.aspx>

THANK YOU FOR YOUR PARTICIPATION!