

MINUTES OF THE WORK SESSION OF THE CITY COUNCIL OF THE CITY OF COTTONWOOD, ARIZONA, HELD AUGUST 9, 2011, AT 6:00 P.M. AT THE CITY COUNCIL CHAMBERS BUILDING, 826 NORTH MAIN STREET, COTTONWOOD, ARIZONA.

CALL TO ORDER AND ROLL CALL

Mayor Joens called the work session to order at 6:00 p.m.

COUNCIL MEMBERS PRESENT

Diane Joens, Mayor
Karen Pfeifer, Vice Mayor
Tim Elinski, Council Member
Jesse Dowling, Council Member
Linda Norman, Council Member (via telephone)

COUNCIL MEMBERS ABSENT

Ruben Jauregui, Council Member
Terence Pratt, Council Member

STAFF MEMBERS PRESENT

Doug Bartosh, City Manager
Steve Horton, City Attorney
Matthew McLean, Deputy Clerk
Dan Lueder, General Services General Manager
Morgan Scott, Engineer

OTHERS PRESENT

Tom Pender, Pender Engineering

ITEMS FOR DISCUSSION, CONSIDERATION, AND POSSIBLE DIRECTION TO STAFF:

PRESENTATION BY GREG GENTSCH, ARIZONA DEPARTMENT OF TRANSPORTATION (ADOT) PRESCOTT DISTRICT ENGINEER, REGARDING THE ADOT FIVE-YEAR TRANSPORTATION FACILITIES CONSTRUCTION PROGRAM AND HOW THE VERDE VALLEY WILL BE IMPACTED

Mr. Gentsch discussed the projects the Arizona Department of Transportation is working on in regards to the Five-Year Facilities Construction Program. The current projects are repaving of SR 89A from the top of Mingus Mountain to Jerome and construction of sidewalks from Cement Plant Road to Black Hills Drive along with installation of decorative boulders in the roundabouts. Included in the five-year plan are repaving of I-17 northbound and southbound lanes from the Middle Verde traffic interchange to the Sedona traffic interchange in 2012; repaving of northbound lanes of I-17 from Sedona traffic interchange to the Stoneman Lake traffic interchange in 2012; and Thousand Trails to I-17 access along SR-260 in 2016. The full plan is available on ADOT's website.

POSSIBLE INCLUSION OF A MULTI-USE PATH AS PART OF THE 12TH STREET RECONSTRUCTION PROJECT FROM FIR STREET TO SR 89A

Council Member Dowling declared a conflict of interest and recused himself from the dais.

Mr. Lueder and Mr. Scott presented a detailed example of the multiuse path and proposed sharrow markings for bicycles along 12th Street. This is a third design. The proposed plan would remove the bike lane, provide a multiuse path along the east side and then crosses the street over a raised median and continues along the west side. This option, the street would be wider and gutter pans would not be installed. The sharrow markings would be in place to provide motorists indication that bicycles are on the roadway as well.

Mr. Lueder informed the Council the costs involved in moving the utilities. APS: \$237,000, Telephone: \$118,000, Cable TV: \$98,750, Gas: \$118,500. In addition to those, the right-of-way acquisitions would cost about \$310,000. Doing the pathway instead of sidewalks would save \$112,000. There are issues with topography that we don't have in other areas and the city does not have a lot of right-of-ways as other parts of the city. By not building a street with curbs and gutters and sidewalks on both sides, the savings could be \$996,285. The roadway itself will cost \$2.6 million.

Mr. Scott stated the proposed plan would not be narrowed, but rather widened to 28 feet from 25 feet. The plan removed the gutter pan and the bike lanes.

Mr. Lueder stated the removal of the gutter pan will not adversely affect the storm water flows.

Mr. Scott stated they have designed a bikeway corridor that would connect 12th Street to 10th Street. The city would not need to buy any additional right-of-way since we already own the corridor. This would be mostly used for recreational purposes.

Mr. Lueder discussed the difference in travel times. At 25 miles an hour from Fir to 89A it takes about 108 seconds. Taking it up to 35 miles an hour, it would save 30.78 seconds. At 45 miles an hour, it would save an additional 17 seconds.

Mr. Scott stated they have proposed a raised crosswalk for the multiuse path to change sides of the street, or they could narrow the road at the crosswalk. Both could act as a traffic calming device and provide for a safer crosswalk. They would discourage bicyclists from using the path.

Mr. Lueder stated they would like to have the recreational bicyclists off 12th Street and are proposing they could accomplish that at Date Street and Elm Street, and the city has right-of-way already, and take them over to 10th Street.

Mr. Scott stated the reason for the multiuse path to cross the street is the location of the utilities and there is not enough room next to AutoZone and there may be need of a retainer wall.

Mayor Joens stated she is concerned about the path crossing the street since this street is a collector street. She asked if the people from Verde Village didn't use 12th Street, which street they would use.

Mr. Lueder stated he drives 12th Street to work every morning, because it is a straight shot and not because of its width or its speed. He doesn't believe there would not be a reduction in speed. They are trying to find a balance in between being a collector street and not turning it into a speedway.

Mr. Scott showed the Council an example of the raised crosswalk. It would be something in the road to force people to slow down.

Mr. Lueder stated visually it would be a different color and it would have a rumble feeling for motorists and causes people to slow down, because they are seeing this come up. They could keep the path on the east side of the street all the way down.

Council Member Elinski suggested a median in the roadway at the crosswalk.

Mr. Scott stated we could purchase some additional right-of-way at the crosswalk to widen the street at the crosswalk and add the median, if that was something the Council would like.

Council Member Elinski stated he is happy with the plan and likes the sharrow markings and would help the serious bicyclists navigate that road safely. The recreational cyclists probably wouldn't use 12th Street.

Mr. Scott stated recreational cyclists could use 10th Street as an alternative.

Darold Smith, a resident of Cottonwood, addressed the Council. He would like to know how many speeding tickets have been given on 12th Street in the last year and what the maximum speed is, and if anyone has actually been clocked going 45 miles per hour.

Mr. Scott stated the average speed on 12th Street is currently 30-35 miles per hour. He does not have a current count of the number of tickets. They have heard of people going down 12th Street at 80 miles per hour.

Bob Oliphant, a resident of Cottonwood, stated he would like the Council to consider putting the sewer underneath the street. Putting the sewer line in now would be forwarding looking. He would be concerned with saving money if it wasn't for the fact that the City has in its reserve accounts millions of dollars, and this would a very small percentage. He has heard that this is a terrific time to do it and we will never get it any cheaper.

Mr. Lueder stated it was the Council's direction that it was not cost effective at this time to put in sewer lines. We would instead put conduits under the road for a future sewer installation.

Mayor Joens stated she is much more concerned about all the septic tanks in Verde Village than the near 100 homes in Verde Palisades area.

Mr. Lueder stated we can put the sewer in, but the residents don't have to hook up to it until they sell their home.

Mayor Joens asked if staff has talked with the homeowners about if they wanted sewer.

Mr. Scott stated they have spoken to the homeowners at the neighborhood meetings. The cost to the city of \$27,000 per house or roughly \$450,000 to install sewer, is paid by the city. The homeowner has to pay the cost to hook up to the sewer plus related construction costs to hook up. The enterprise fund would be used to install the new sewer lines.

Kevin Dix, a resident from Verde Village, stated he is a cyclist and avoids 12th Street because it is currently dangerous to ride on. He is in favor of the new proposal, but is concerned about the multiuse pathway, since motorists would consider bicyclists to be on the pathway instead of the roadway. He believed that the sharrow markings should be further out in the roadway than in the general bike lane.

Mr. Pender stated part of the plan would include striping on the uphill side of 12th Street to allow the bikes to move over and signal the motorists it would be okay to pass a bicyclist.

Steve Loeding, a resident from Cottonwood, read from a letter that he provided to Council and is available from the Clerk's office. He is concerned that he has never seen a street overbuilt, but he has seen many streets rebuilt and would not like that to happen to the City.

Mayor Joens stated she likes the idea of hosting a community meeting.

Mr. Scott stated they wanted to come back to Council first and get direction and prepare some plans so they have something to show the community at a meeting.

Randy Victory, a resident of Cottonwood and member of the Verde Valley Cyclists, stated he thinks it would be good to have the rumble strips across the road to make motorists slow down, similar to what is in Cornville. He is not in favor of the bike lanes and cited a study from England that stated motorists tended to drive into the bike lane as opposed to not having the striping. Having the sharrow markings is adequate and to consider widening the road on the uphill. He also believes they should make every effort to keep cyclists off the multiuse path.

Mr. Loeding stated he believes we don't want children riding bicycles in the street. He stated there are a lot of children walking on 12th Street.

Duane Kirby, a resident of Cottonwood, stated when this was originally envisioned that it would be the same or very similar to Willard.

Wallace Verrety, a resident of Cottonwood, stated there are a lot of hodge-podge streets in Cottonwood. The section of 12th Street between Mingus Avenue to Aspen Street was done

right. He has never seen anyone travel fast on that street and thinks it would be a mistake to go from wide to narrow along 12th Street.

Mayor Joens asked if the community would like to see the full street with curb and sidewalks on both sides of the road, how much time would it take to complete that plan.

Mr. Lueder stated it would not take any more time, but wanted to point out that plan would have additional costs involved with relocating the utilities and purchasing of right-of-ways.

Mr. Bartosh stated this project costs \$2.6 million and it would add almost another \$1 million to do the entire full street with sidewalks, bike lanes and curbs and gutter.

Mayor Joens asked how much was budgeted for the project.

Mr. Scott stated it was budgeted out for \$3 million but that cost included the design.

Mayor Joens asked if staff would be able to present a community meeting with all the proposed plans and allow the community to comment on the plans. She stated the Council's original vision was to have sidewalks on both sides.

Vice Mayor Pfeifer stated she liked the plan presented, but prefers the sidewalks on both sides. But if we have to go back and change it in the future for any reason it would cost a lot more to retrofit it, than it is to do it right the first time.

Mayor Joens agreed that we should do it right the first time.

Mr. Lueder stated staff has another project that would be bid at the same time as this project. What staff is saying, we could do this, but this creates a different option.

Mr. Loeding asked if the plans were completed.

Mr. Pender stated that the plans were approximately 70 to 80 percent completion of the original vision. They do have plans they can show. He is opposed to have wider roads and they do not benefit a neighborhood. The roadway that has been designed is a collector roadway standard, but does not act as a neighborhood road. The area is a neighborhood first and a collector road second. The other focus of the design into consideration was the speed limit and the neighborhood speed limit dictates what the speed limit is, and we should decide what speed limit a collector street should be. The design he created was designed to be safer for a neighborhood and calming traffic. He stated the chance of survival of a pedestrian hit by a car at 25 miles per hour is 90 percent. The chance of survival of a pedestrian hit by a car at 45 miles per hour is 10 percent.

Mayor Joens stated 6th Street is 35 miles per hour and there are apartments in that area. So 35 miles per hour does work.

Mr. Loeding suggested the Council host an open house with the community with all the proposed plans.

Mayor Joens stated she liked that idea and would like to see staff prepare an open house for the public on the 12th Street issue and bring the new idea and the old vision with the two sidewalks and allow the public to look at the plans and put little red dots on what they prefer.

The Council discussed what the public might want to see on the project and holding a public open house.

Mr. Bartosh stated that was what the plan was all along. What staff was seeking was what plan to take to the public hearing.

Mayor Joens stated she appreciated staff trying to save money, but if the public wants the full sidewalks, curb and gutter, then we have to have a stiff upper lip and go along with it.

Council directed staff to prepare an open house meeting with all the proposed plans for the streets and related costs, and allow the public to mark the plans they approve of and comment on the plans.

PRESENTATION BY REPRESENTATIVES OF CARE, INC., REGARDING THE "FOR OUR CITY" PROGRAM

This item was tabled until September 6th.

ADJOURNMENT

Mayor Joens moved to adjourn. The motion was seconded by Vice Mayor Pfeifer, and carried unanimously. The work session adjourned at 7:55 pm.

Diane Joens, Mayor

ATTEST:

Matthew McLean, Deputy Clerk

CERTIFICATION OF MINUTES

I hereby certify that the attached is a true and correct copy of the minutes of a work session of the City Council of the City of Cottonwood held on August 9, 2011. I further certify that the meeting was duly called, and that a quorum was present.

Matthew McLean, Deputy Clerk

Date