

# AGENDA

# 3:00 P.M.

## CITY OF SEDONA, SPECIAL CITY COUNCIL MEETING WEDNESDAY, APRIL 12, 2017

### NOTES:

- Meeting room is wheelchair accessible. American Disabilities Act (ADA) accommodations are available upon request. Please phone 928-282-3113 at least two (2) business days in advance.
- City Council Meeting Agenda Packets are available on the City's website at:

[www.SedonaAZ.gov](http://www.SedonaAZ.gov)

### GUIDELINES FOR PUBLIC COMMENT

#### PURPOSE:

- To allow the public to provide input to the City Council on a particular subject scheduled on the agenda.
- This is not a question/answer session.
- The decision to receive Public Comment during Work Sessions/Special City Council meetings is at the discretion of the Mayor.

#### PROCEDURES:


- Fill out a "Comment Card" and deliver it to the City Clerk.
- When recognized, use the podium/microphone.
- State your:
  1. Name and
  2. City of Residence
- Limit comments to **3 MINUTES.**
- Submit written comments to the City Clerk.

### 1. CALL TO ORDER/PLEDGE OF ALLEGIANCE/MOMENT OF SILENCE

### 2. ROLL CALL

### 3. SPECIAL BUSINESS

LINK TO DOCUMENT = 

- a. AB 2147 Discussion/possible direction regarding the next steps toward development of possible alternatives, strategies, and recommended improvements as part of the Transportation Master Plan Project. 
- b. Discussion/possible action on future meeting/agenda items.

### 4. EXECUTIVE SESSION

If an Executive Session is necessary, it will be held in the Vultee Conference Room at 106 Roadrunner Drive. Upon a public majority vote of the members constituting a quorum, the Council may hold an Executive Session that is not open to the public for the following purposes:

- a. To consult with legal counsel for advice on matters listed on this agenda per A.R.S. § 38-431.03(A)(3).
- b. Return to open session. Discussion/possible action on executive session items.

### 5. ADJOURNMENT

Posted: \_\_\_\_\_

By: \_\_\_\_\_

Susan L. Irvine, CMC  
City Clerk

Note: Pursuant to A.R.S. § 38-431.02(B) notice is hereby given to the members of the City Council and to the general public that the Council will hold the above open meeting. Members of the City Council will attend either in person or by telephone, video, or internet communications. The Council may vote to go into executive session on any agenda item, pursuant to A.R.S. § 38-431.03(A)(3) and (4) for discussion and consultation for legal advice with the City Attorney. Because various other commissions, committees and/or boards may speak at Council meetings, notice is also given that four or more members of these other City commissions, boards, or committees may be in attendance.

A copy of the packet with material relating to the agenda items is typically available for review by the public in the Clerk's office after 1:00 p.m. the Thursday prior to the Council meeting and on the City's website at [www.SedonaAZ.gov](http://www.SedonaAZ.gov). The Council Chambers is accessible to people with disabilities, in compliance with the Federal 504 and ADA laws. Those with needs for special typeface print, may request these at the Clerk's Office. All requests should be made **forty-eight hours** prior to the meeting.

CITY COUNCIL CHAMBERS  
102 ROADRUNNER DRIVE, SEDONA, AZ

The mission of the City of Sedona government is to provide exemplary municipal services that are consistent with our values, history, culture and unique beauty.

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**CITY COUNCIL  
AGENDA BILL**

**AB 2147  
April 12, 2017  
Special Business**

**Agenda Item: 3a**

**Proposed Action & Subject:** Discussion/possible direction regarding the next steps toward development of possible alternatives, strategies, and recommended improvements as part of the Transportation Master Plan Project.

<b>Department</b>	Public Works
<b>Time to Present</b>	30 minutes
<b>Total Time for Item</b>	2 hours
<b>Other Council Meetings</b>	September 24, 2014, January 27, 2015, October 28, 2015, April 12, 2016, November 9, 2016, January 10, 2017, March 14, 2017
<b>Exhibits</b>	A. Cost-Benefit Evaluation B. Google Travel Time Data

City Attorney Approval	Reviewed 4/4/17 RLP	<b>Expenditure Required</b>	\$ 0
City Manager's Recommendation	Discuss and provide direction regarding specific improvements included in the draft Transportation Master Plan.	<b>Amount Budgeted</b>	\$ 0
		Account No. (Description)	N/A
		Finance Approval	<input checked="" type="checkbox"/>

**SUMMARY STATEMENT**

Following the January 10, 2017 meeting, staff was directed to further evaluate the cost-benefit ratio of several alternatives meant to better manage the transportation system. At the March 14, 2017 regular meeting, staff presented the cost-benefit evaluation of Uptown improvements to SR 89A, and illustrated how those compared to paving Schnebly Hill Road. Staff also presented a cost-benefit evaluation of a Red Rock Crossing connection. At the April 12<sup>th</sup> meeting staff will present a cost-benefit evaluation of numerous other improvements focused on the most heavily congested areas of SR 179 and SR 89A.

**Background:** Traffic congestion and circulation issues have been a longstanding concern for Sedona residents. Traffic conditions will predictably continue to deteriorate as the City approaches buildout if no action is taken to address the current situation and future needs.

In March 2016, the City Council approved a contract with consultant Kimley-Horn to complete a Transportation Master Plan (TMP). The study process is now nearing its final phases. Through Kimley-Horn's work with City staff and community and regional stakeholders,

solicitation of public input, review of existing studies, modeling of current and future conditions, and consultation with the Transportation Advisory Committee (TAC), they have identified potential strategies to consider as part of the TMP. The comprehensive list of potential strategies was presented to Council at the January 10, 2017 meeting.

The purpose of this meeting is to take a closer look at potential SR 179 improvements and provide a cost-benefit evaluation. Improvements to SR 179 will focus on a potential widening of SR 179 from the Schnebly Hill roundabout through the “Y”. Additional improvements to Tlaquepaque access and pedestrian movement and a neighborhood connection from SR 89A to Forest Road will also be reviewed. The Red Rock Crossing alternate route will be reviewed for comparative purposes.

Evaluations of these improvements have been modeled using the most recent Google travel time data. The Google travel time data has been validated by actual travel time runs performed by city staff.

**Community Plan Compliant:** Yes - No - Not Applicable

As widely acknowledged and stated in the Sedona Community Plan and as a major destination for travelers, Sedona has long experienced traffic congestion that can seem out of proportion with the population. The Plan discusses the goal to create a more walkable and bikeable community with less dependence on cars, while recognizing that Sedona’s circulation system must continue to accommodate vehicles.

The Plan further states that land use patterns are the key to traffic solutions. However, adding significant capacity by improving existing roads or building new roads to address congestion can create a cycle that ultimately leads to more congestion.

The Plan includes a number of Circulation Policies that discuss a number of options, improvements, and methods to address circulation. The need to conduct a comprehensive study of Sedona’s existing traffic conditions and future circulation needs is supported in the Plan’s Circulation Action Plan. Action Item #2 states: “Prepare a traffic study and citywide traffic model (corridor and access control planning for the West Sedona commercial corridor and traffic mitigation for Uptown, including evaluation of “Complete Streets” standards to promote multi-modal circulation). Complete Streets is a federal program with policies that look at how a street system serves all users: vehicles, pedestrians, bicycles, transit, rather than the traditional “level of service” which is a measure of automobile congestion.

Some key issues identified in the Sedona Community Plan are:

- Lack of alternative routes to the highway
- Lack of arterial routes
- Lack of connecting streets between neighborhoods
- Severe traffic congestion in Uptown and on State Route 179
- Need to improve parking availability and wayfinding throughout the community
- Lack of access control on State Route 89A
- Need for clearer solutions for balancing increased tourism with infrastructure improvements.

**Board/Commission Recommendation:**  Applicable -  Not Applicable

**Alternative(s):** N/A

**MOTION**

**I move to:** for discussion and direction only.

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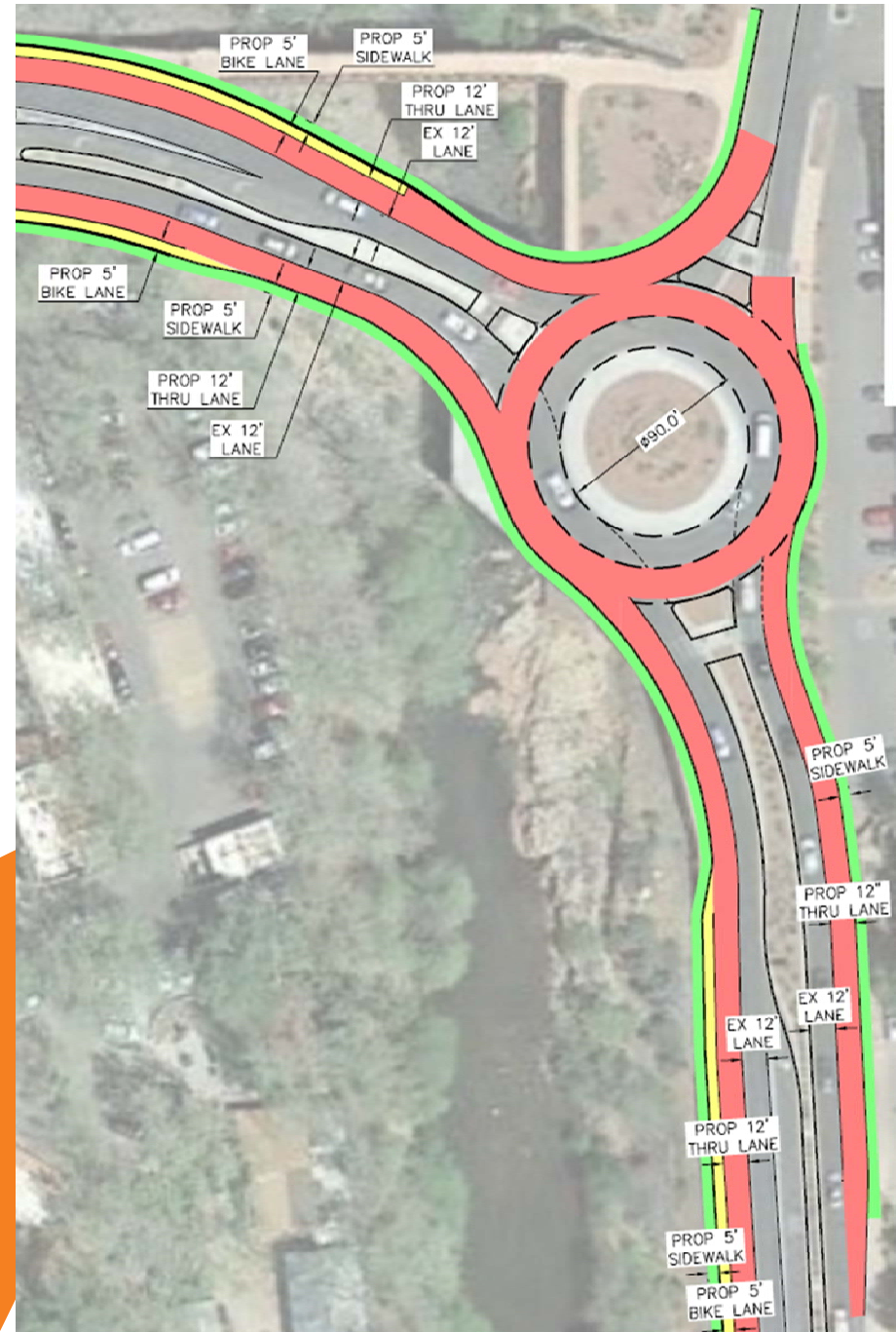
# 1. Schnebly Hill Road Roundabout Improvement Benefit/Cost

## Project Elements

- Construct a second approach lane on northbound SR 179 and southbound SR 179 approaches (2 lanes on each approach)
- Add a second roundabout circulator lane (2 circulator lanes total)
- Widen SR 179 to 2 lanes in each direction (4 total lanes) from Highland to Ranger Road

## Benefits Analysis

1. Will reduce congested conditions travel time (Bell Rock Blvd to “Y”) from 36 minutes to 28 minutes.
2. Design and construction cost = \$5.4M
3. Effectiveness Ratio = \$100.64 / vehicle hour saved
4. Annualized Effectiveness Ratio = \$7.09 / vehicle hour saved





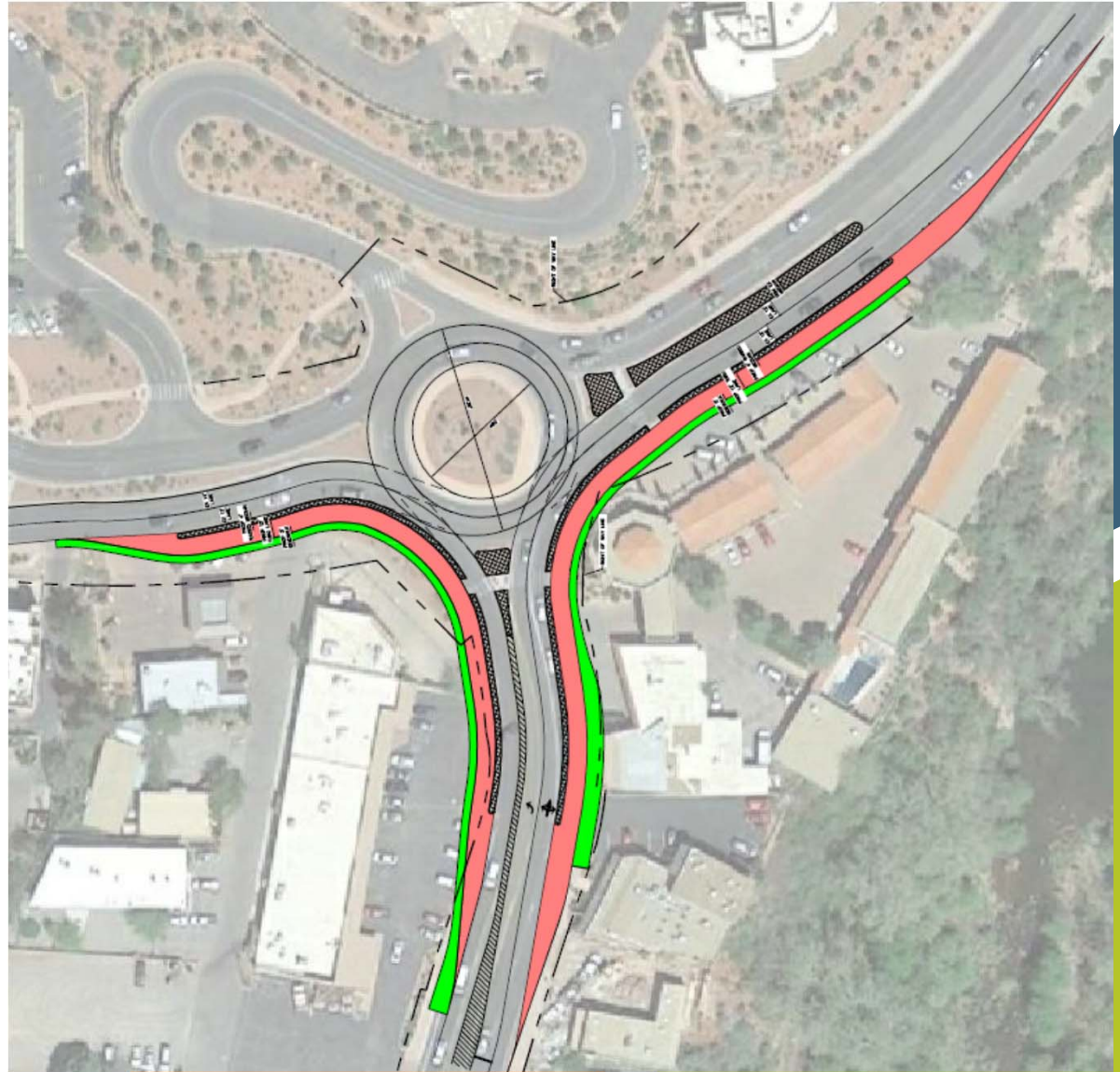
## 2. "Y" Bypass Slip Lanes

### Project Elements

- Construct a northbound SR 179 to northbound SR 89A bypass lane
- Construct a eastbound/northbound SR 89A to southbound SR 179 bypass lane

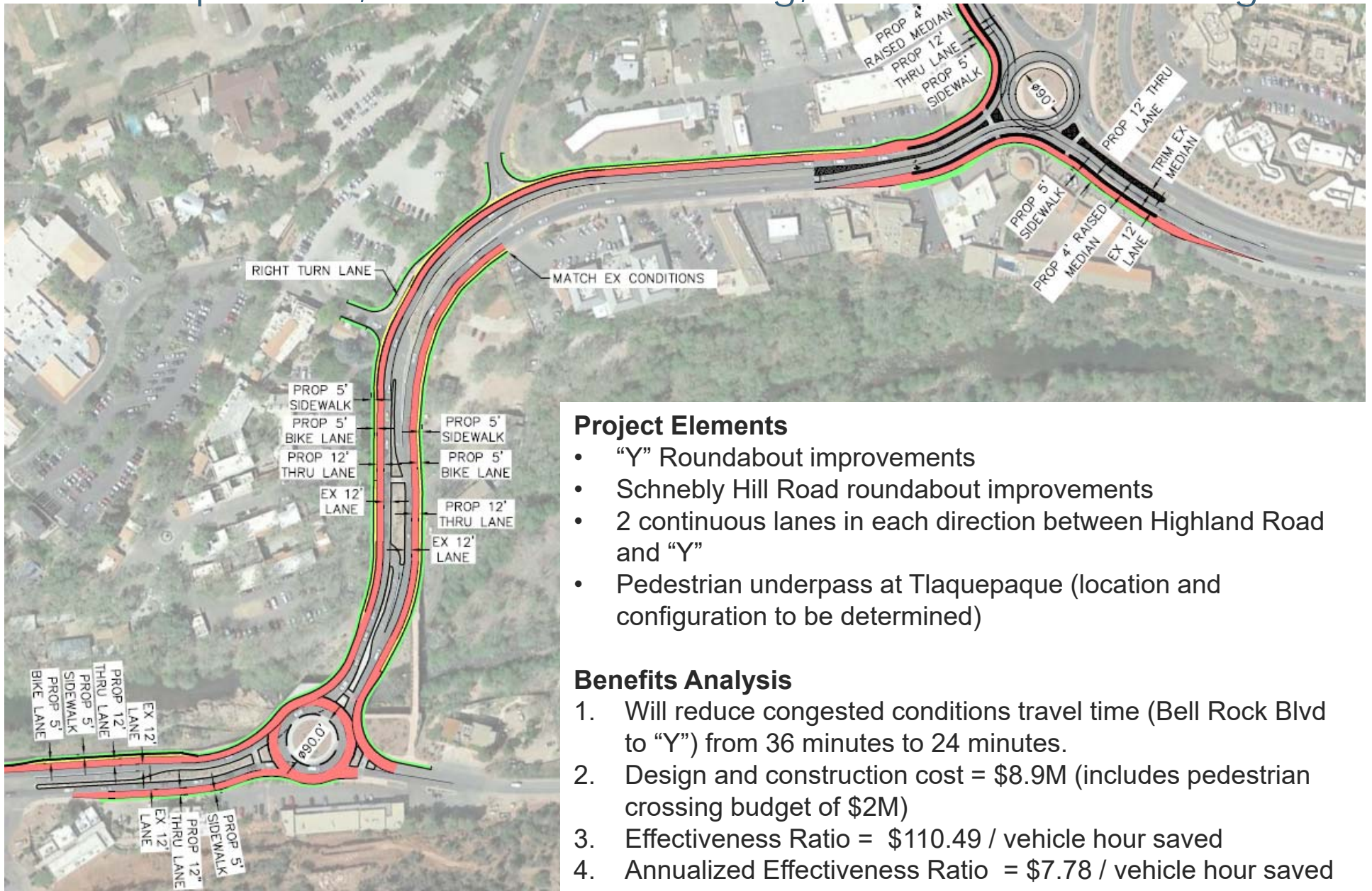
### Benefits Analysis

1. Will reduce congested conditions travel time (Bell Rock Blvd to "Y") from 36 minutes to 30 minutes
2. Design and construction cost = \$1.4M
3. Effectiveness Ratio = \$33.35 / vehicle hour saved
4. Annualized Effectiveness Ratio = \$2.35 / vehicle hour saved





### 3. Schnebly Hill Rd Roundabout Improvements, "Y" Bypass Slip Lanes, Pedestrian Crossing, and SR 179 Widening



## 4. Red Rock Crossing

### Red Rock Crossing Traffic Volume Calculation

- 6,373 daily weekday person trips between VOC and West Sedona
  - 3,886 visitor trips
  - 2,487 residents/commuter trips
- Red Rock Crossing would be faster to access western half (50%) of West Sedona
  - 1,943 visitor trips
  - 1,244 residents/commuter trips
- Assume RR Crossing would capture 100% of resident/commuter trips, and 20% visitor trips
  - $1,943 * 0.2 / 2.9 \text{ pass/veh} = 134 \text{ veh/day} + 1,244 = 1,378$  vehicles per day diverted to RR Crossing
  - Assume 15% of daily trips is during peak hour = 207 peak hour vehicles crossing new bridge during peak hour

Potential Bridge  
Location

1,378 vpd (daily)  
207 vph (peak hour)

### Benefits Analysis

1. Red Rock Crossing would provide an alternative route between VOC and Sedona
2. Distance from VOC to Sedona City Hall via SR 179 is 10.2 miles; and 9.1 miles via Red Rock Crossing
3. Crossing would divert up to 200 trips per hour during peak hour from SR 179, reducing congested conditions travel time (Bell Rock Blvd to "Y") from 36 minutes to 29 minutes
4. Design and construction cost = \$10.2M
5. Effectiveness Ratio = \$220.21 / vehicle hour saved
6. Annualized Effectiveness Ratio = \$15.50 / vehicle hour saved



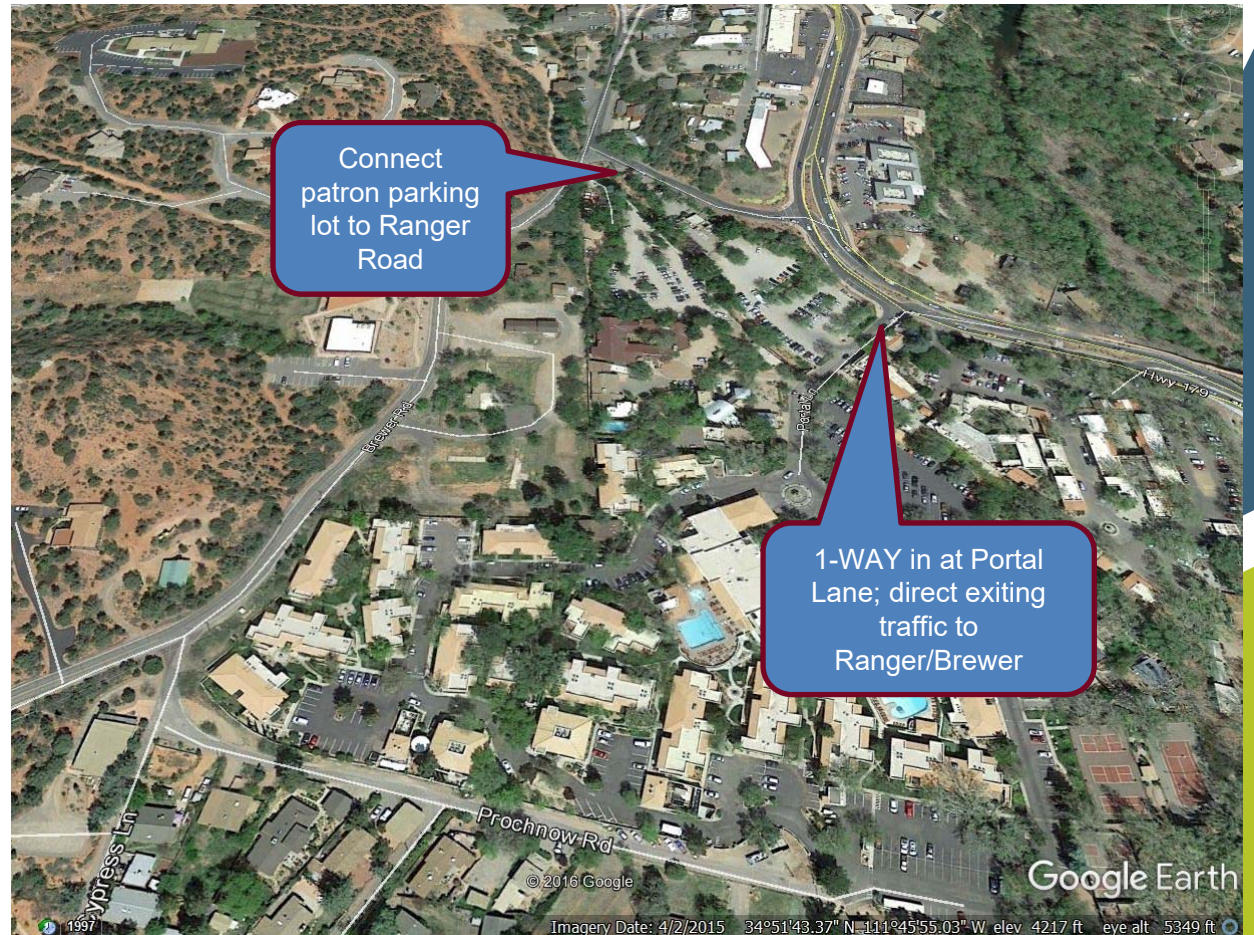
## 5. Tlaquepaque Access Improvements

### Project Elements

- Improve access to Ranger Road and Brewer Road
- Connect Portal Lane to Tlaquepaque parking lot and to Brewer/Ranger

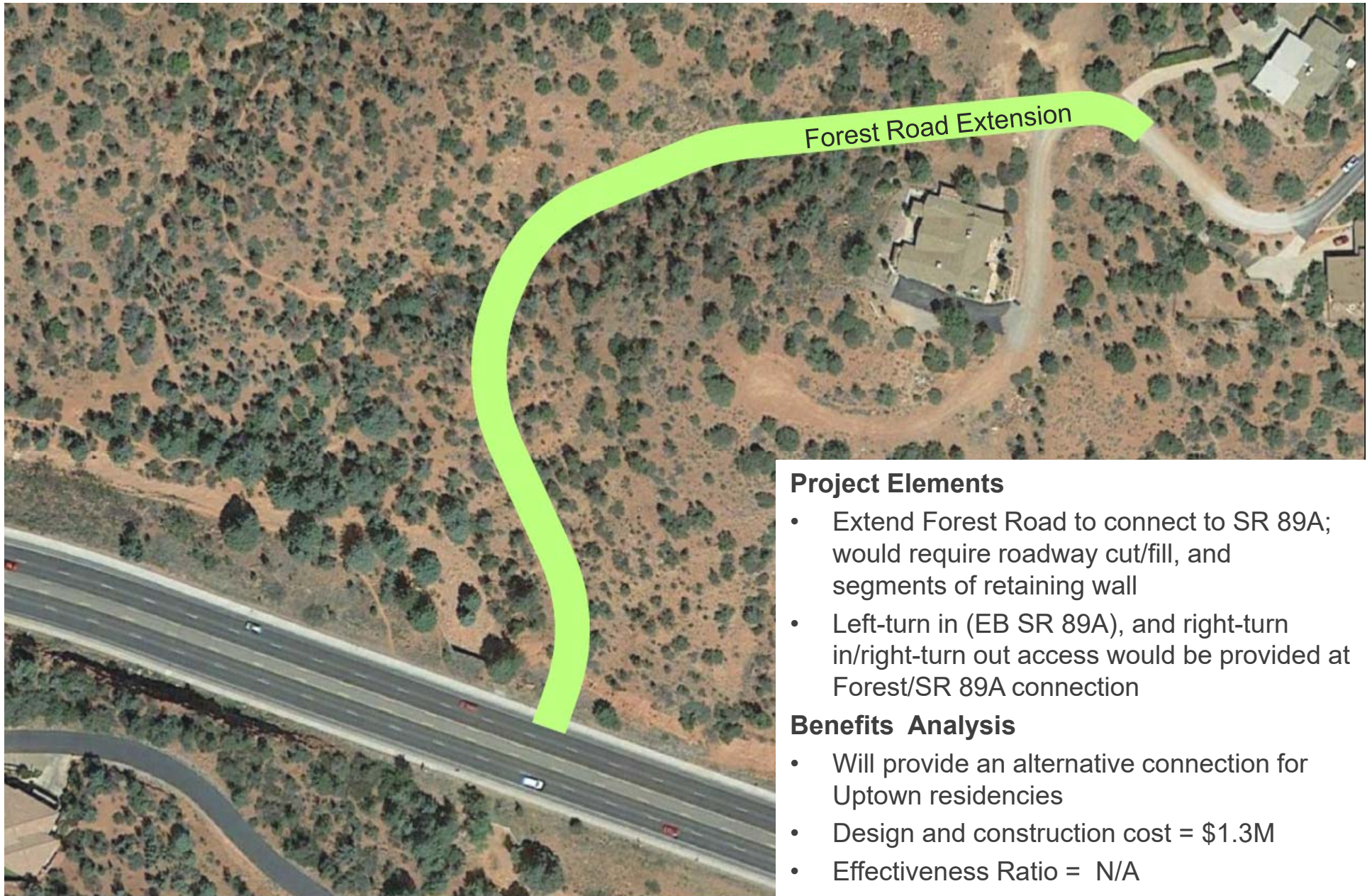
### Benefits Analysis

1. Assume will divert 40% of vehicles making U-turns from Schenbly Hill Road roundabout, reducing travel time (Bell Rock Blvd to “Y”) from 36 min. to 33 min.
2. Design and construction cost = \$500,000
3. Effectiveness Ratio = \$21.04 / vehicle hour saved
4. Annualized Effectiveness Ratio = \$1.48 / vehicle hour saved





## 6. Forest Road Connection



### Project Elements

- Extend Forest Road to connect to SR 89A; would require roadway cut/fill, and segments of retaining wall
- Left-turn in (EB SR 89A), and right-turn in/right-turn out access would be provided at Forest/SR 89A connection

### Benefits Analysis

- Will provide an alternative connection for Uptown residences
- Design and construction cost = \$1.3M
- Effectiveness Ratio = N/A

# Performance Summary

Project Name	Performance with Improvements			Project Costs		Effectiveness Ratio	
	Improved NORTHBOUND Travel Time (TT)		Total Annual Vehicle Hours Traveled (VHT) Savings	Estimated Project Cost	Annualized Project Cost	Project Cost / Annual Veh. Hours Saved	Annualized Project Cost / Annual Veh. Hours Saved
	Total TT (min)**	TT Savings (min)**					
1. Schnebly Hill Road roundabout improvements	28 min.	8 min.	53,632	\$5,397,640	\$379,993	\$100.64	\$7.09
2. "Y" roundabout improvements	30 min.	6 min.	41,443	\$1,382,240	\$97,310	\$33.35	\$2.35
3. "Y" roundabout, Schnebly Hill Rd roundabout and exit/approach lanes widening, SR 179 widening (Ranger Rd to "Y"), pedestrian underpass/overpass at Tlaquepaque	24 min.	12 min.	80,448	\$8,888,480	\$528,439	\$110.49	\$7.78
3B. "Y" roundabout, Schnebly Hill Rd roundabout and exit/approach lanes widening, SR 179 widening (Ranger Rd to "Y"), <i>**Does not include improving the Tlaquepaque – crosswalk; crosswalk would remain</i>	26.5 min.	9.5 min.	63,383	\$6,888,480	\$484,948	\$108.68	\$7.65
4. Red Rock Crossing (other locations can be considered)	29 min.	7 min.	46,319	\$10,200,000	\$718,080	\$220.21	\$15.50
5. Tlaquepaque access connections	32.5 min.	3.5 min.	24,378	\$513,000	\$36,115	\$21.04	\$1.48
6. Forest Road extension	-	-	-	\$1,382,240	\$97,310	-	-

\*\*Base congested condition travel time is 36 minutes, from Bell Rock Blvd to "Y"

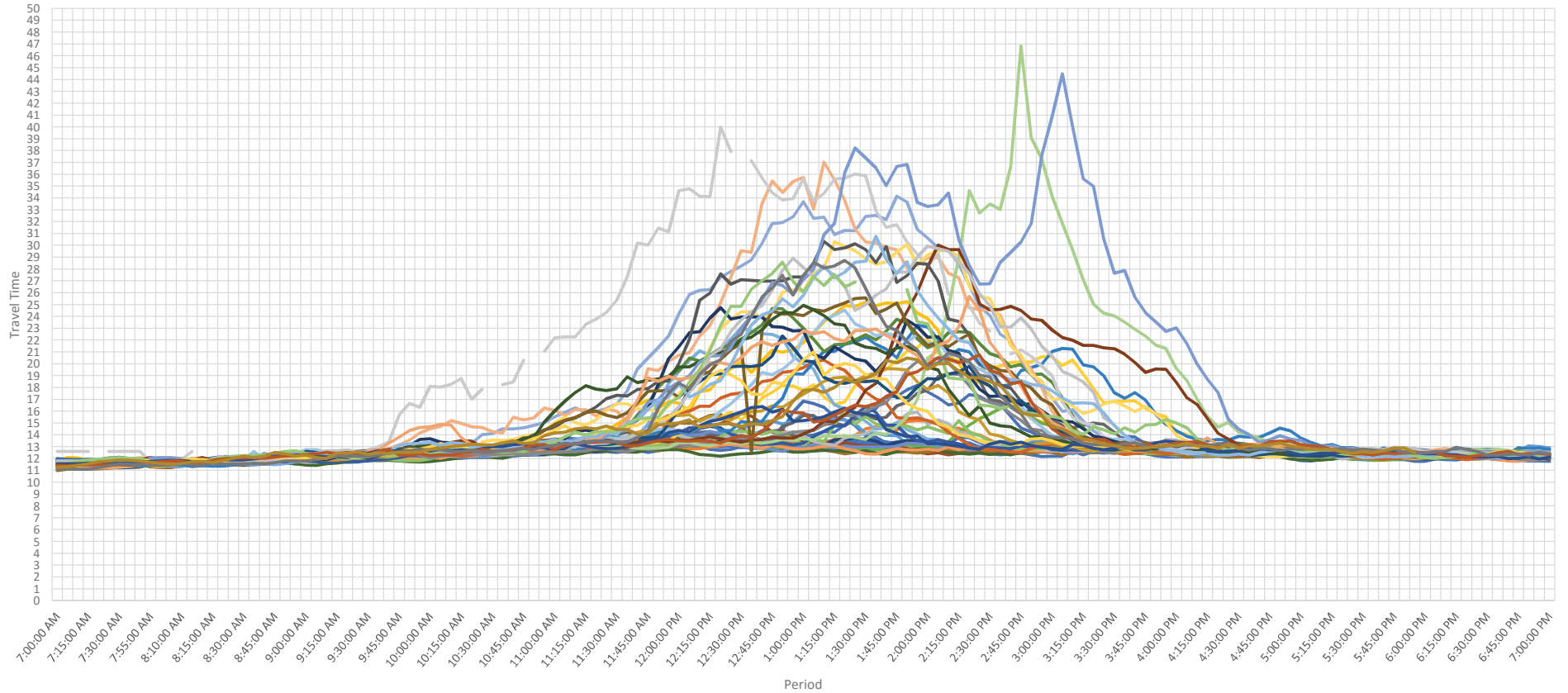
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Route

Average of TT (min)

### SR 179 North of Bell Rock Blvd to SR 89A\_SR 179



Fulldate

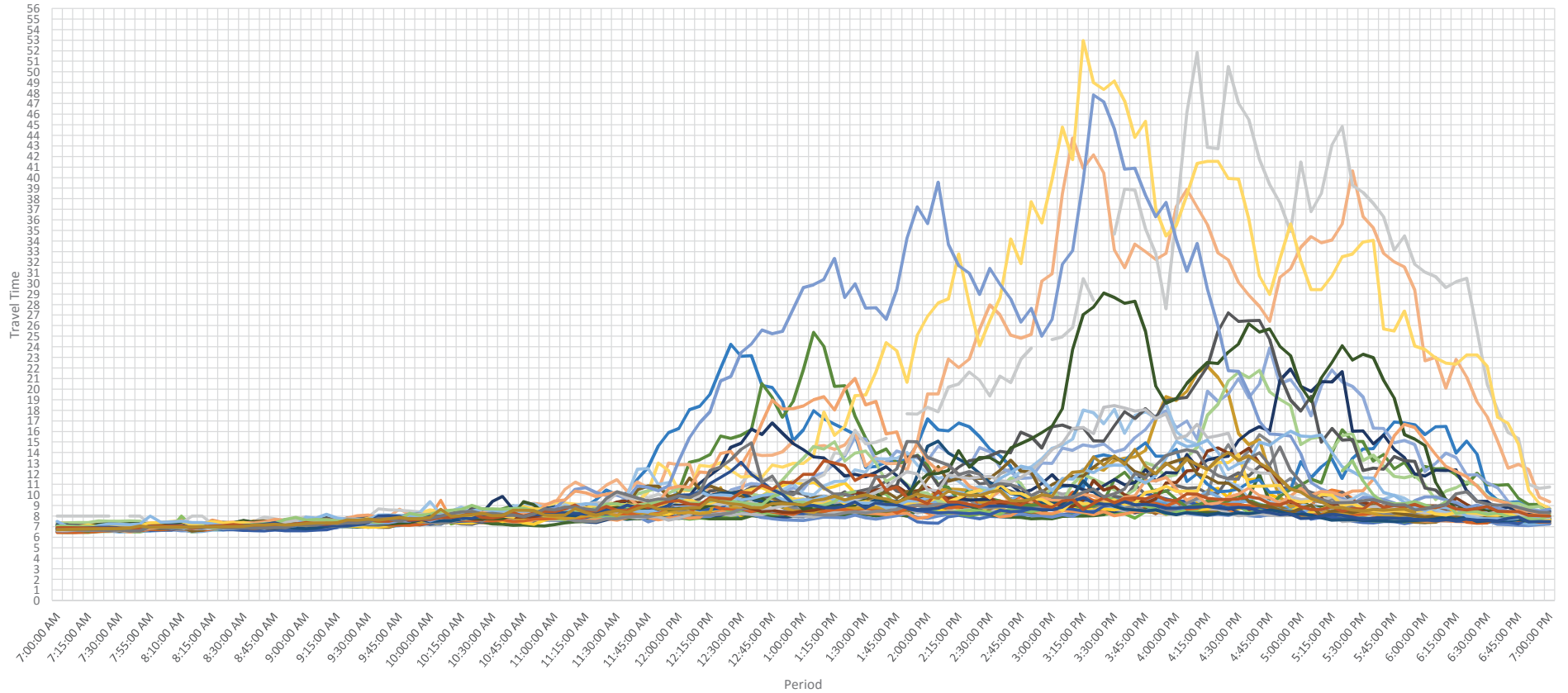
- 2/7/2017 2/8/2017 2/9/2017 2/10/2017 2/11/2017 2/12/2017 2/13/2017 2/14/2017 2/15/2017 2/16/2017 2/17/2017 2/18/2017 2/19/2017 2/20/2017
- 2/21/2017 2/22/2017 2/23/2017 2/24/2017 2/25/2017 2/26/2017 2/27/2017 2/28/2017 3/1/2017 3/2/2017 3/3/2017 3/4/2017 3/5/2017 3/6/2017
- 3/7/2017 3/8/2017 3/9/2017 3/10/2017 3/11/2017 3/12/2017 3/13/2017 3/14/2017 3/15/2017 3/16/2017 3/17/2017 3/18/2017 3/19/2017 3/20/2017
- 3/21/2017 3/22/2017 3/23/2017 3/24/2017 3/25/2017 3/26/2017 3/27/2017 3/28/2017 3/29/2017 3/30/2017 3/31/2017 4/1/2017 4/2/2017 4/3/2017

Period

Route

Average of TT (min)

### SR 89A SB\_Rainbow Trout Farm to SR 179



Fulldate

- |           |           |           |           |           |           |           |           |           |           |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| 2/17/2017 | 2/18/2017 | 2/19/2017 | 2/20/2017 | 2/21/2017 | 2/22/2017 | 2/23/2017 | 2/24/2017 | 2/25/2017 | 2/26/2017 |
| 2/27/2017 | 2/28/2017 | 3/1/2017  | 3/2/2017  | 3/3/2017  | 3/4/2017  | 3/5/2017  | 3/6/2017  | 3/7/2017  | 3/8/2017  |
| 3/9/2017  | 3/10/2017 | 3/11/2017 | 3/12/2017 | 3/13/2017 | 3/14/2017 | 3/15/2017 | 3/16/2017 | 3/17/2017 | 3/18/2017 |
| 3/19/2017 | 3/20/2017 | 3/21/2017 | 3/22/2017 | 3/23/2017 | 3/24/2017 | 3/25/2017 | 3/26/2017 | 3/27/2017 | 3/28/2017 |
| 3/29/2017 | 3/30/2017 | 3/31/2017 | 4/1/2017  | 4/2/2017  | 4/3/2017  |           |           |           |           |

Period