AGENDA 2:00 P.M.

CITY COUNCIL MEETING WEDNESDAY, MAY 11, 2022

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

THE MEETING CAN BE VIEWED LIVE ON THE CITY'S WEBSITE AT WWW.SEDONAAZ.GOV OR ON CABLE CHANNEL 4.

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 2378 **Discussion/possible direction** regarding the Sedona in Motion transportation program.
   b. **Discussion** regarding ideas for future meetings/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 regarding matters listed on this agenda per A.R.S. § 38-431.03(A)(3).
   b. Return to open session. Discussion/possible action regarding executive session items.
5. ADJOURNMENT

Posted: 05/05/2022

By: DJ

_____

JoAnne Cook, 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. 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.

CITY COUNCIL AGENDA BILL

AB 2378
May 11, 2022
Special Business

Agenda Item: 3a
Proposed Action & Subject: Discussion/possible direction regarding the Sedona in Motion transportation program.

Department	Public Works Department
Time to Present	2 hours
Total Time for Item	4 hours
Other Council Meetings	March 27, 2018, June 13, 2018, August 15, 2018, December 11, 2018, March 27, 2019, May 29, 2019, July 23, 2019, October 22, 2019, February 11, 2020, June 24, 2020; October 14, 2020, February 24, 2021, June 9, 2021, October 12, 2021, January 25, 2022
Exhibits	A. Design Concept Report for Ranger/Brewer Intersection B. Summary from Ranger/Brewer Public Meeting

City Attorney Approval	Reviewed 05/03/22 KWC		**Expenditure Required**	
			$	N/A
City Manager's Recommendation	For discussion and possible direction only.		**Amount Budgeted**	
			$	N/A
			Account No. (Description)	
			Finance Approval	☒

SUMMARY STATEMENT

The January 2018 City of Sedona Transportation Master Plan (TMP) evaluated Citywide transportation needs and concluded with a set of recommended strategies to address congestion and mobility needs of residents, visitors, and commuters. These strategies have been developed into a system of capital improvement projects that collectively have been identified and promoted as the Sedona in Motion (SIM) program. The SIM program is a multi-modal transportation initiative embracing Sedona's community values for improved traffic flow, community connections, business and tourism connections, economic vitality and diversity, environmental stewardship, walkability, and sense of place.

This particular SIM Update will be formatted to give a big picture overview of the entire program, briefly covering what has been accomplished, offering a comprehensive review of what is coming in the next several years, and illustrating how all these projects collectively work toward reducing congestion within the City. A particular focus will be given to the rather

extensive series of projects planned in the coming years for in and around Uptown, the "Y" roundabout and Brewer Road.

Background:

SIM-1A Uptown Roadway Improvements

This was the first and considered most critical of the SIM projects identified in the TMP. It included installation of the Jordan and Owenby roundabouts, a second southbound lane, and a decorative median barrier. The project was completed in October 2020. Since its completion southbound delay has been drastically improved. Prior to project completion, travel time data collection indicated that a typical severely congested event would take approximately 42 minutes to get from the Trout Farm in Oak Creek Canyon to the "Y" roundabout. Since the project has been completed, it is extremely rare that this same trip exceeds 15 minutes.

SIM-1B, Uptown Northbound Improvements

While southbound congestion has drastically improved with the completion of SIM-1A, northbound delay continues to be an issue. At the February 24, 2021 Council meeting staff was directed to move forward with a study to do further data collection, modeling, and analysis to identify strategies that will help alleviate northbound congestion. Part of the scope is to update the overall traffic model to include expected improvements for Transit, the Pedestrian Crossing at Tlaquepaque, a new roundabout at Forest Road, and an extension of Ranger Road that were not originally included in the modeling done for the TMP. Extensive data collection including aerial drone footage was collected on March 20, 2021. The consultant has calibrated the existing conditions model to replicate actual volumes and travel times that were observed on that day. Staff presented the findings and recommendations to Council at the October 2021 SIM Update. The design memo has since been completed, and we have received a proposal from our consultant for the actual design of the SR 89A northbound improvements. In addition, staff is working on a public private partnership on the design of a right turn lane at Amara Lane. Design began in February 2022, and public outreach will occur once conceptual design is complete, to get input from adjacent businesses.

SIM-2, Uptown Pedestrian Improvements

This project envisions pedestrian overpasses in Uptown. Potential locations would be at Jordan Road, Apple Avenue, and Wayside Chapel. Council provided direction to wait on this strategy until benefits can be evaluated for SIM-1A and SIM-1B to determine if these improvements are still necessary.

SIM-3A Uptown Parking Garage

Project design for Uptown Parking Garage was initiated on January 13, 2021, with the architectural firm Gabor Lorant Architects. Since that time the project has progressed through Concept Design, Schematic Design (30% complete), Design Development (60% complete) and currently resides in the Semi-final Development (90%) phase. A Development Review application on the project remains in process with the Community Development Department. The design is currently anticipated to be complete in June 2022. A publicly accessible website has been setup to provide general project information at the following location: https://uptownsedonagarage.com/

The project CMAR, McCarthy Building Companies, Inc has been actively engaged in design phase services since joining the project team in June 2021. These services include value

engineering, drawing review, budget evaluation/cost control, constructability assessment, construction logistics and means/methods, and other areas of the project's construction. Construction on the project is anticipated to start in July of 2022 and be completed in July of 2023.

Project public outreach is ongoing. At this stage of the design two public outreach meetings have been conducted; four stakeholder meetings; a P&Z public hearing as well as a City Council hearing (for Major Community Plan Amendment and Re-zoning of the project site). Additionally, a work session was conducted with Planning and Zoning as a conceptual review prior to submittal of a Development Review application. Other outreach also includes four neighborhood letter updates; monthly project updates to the City of Sedona website; quarterly updates to the Uptown Parking Committee; and routine updates to the project specific website. Future meetings will include Community Development/Planning and Zoning and a final stakeholder meeting.

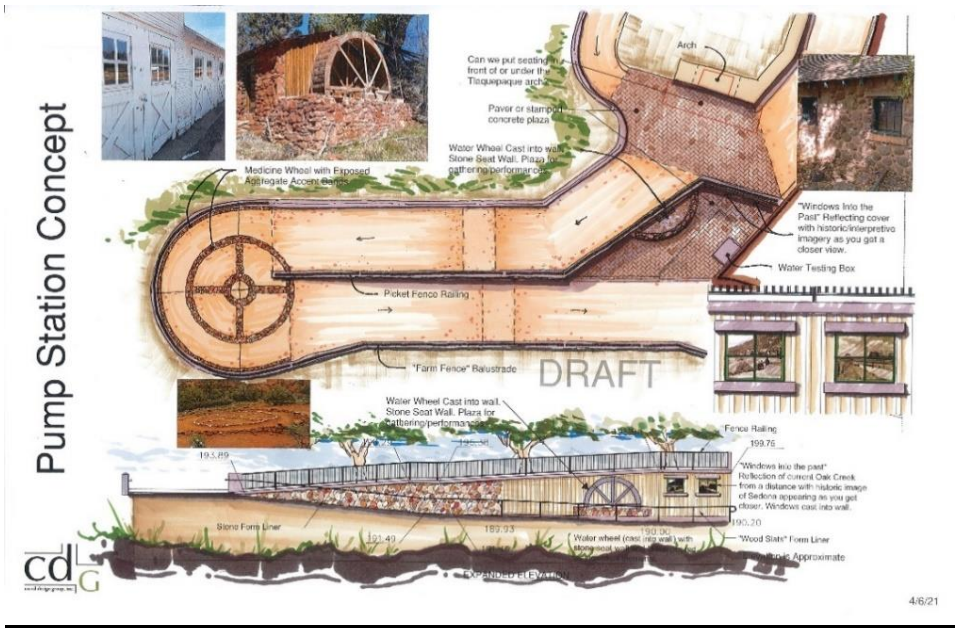
Other components of SIM-3 include wayfinding signage and one-way streets in Uptown. Wayfinding signage has been installed in Uptown and is expanding with Transit. Future monument signs are also expected to be installed. Consideration of the one-way street concept is on hold until the parking garage is complete, and the need and potential benefits/impacts can be further analyzed.

SIM-4A, Y Roundabout Modernization

Modeling and analysis of the two-month testing of the directional signing and turn restrictions did not indicate enough of a benefit to continue moving forward with the project as previously scoped. As a result, the proposal to put a slip lane from SR 89A from West Sedona to southbound SR 179 through the ADOT property will not be pursued, no lanes will be added or changed, and there will be no encroachment on private property. The project has been modified to focus on modernization enhancements to the roundabout and adjacent roadway including signing, striping, and pavement rehabilitation to improve safety and the efficiency of the roundabout operations. Staff will continue to look for ways to improve efficiency in this area in the future, as it is a known bottleneck during congested times. An amendment to the existing IGA was approved by Council on April 27, 2021 to reflect the revised scope and cost contribution. The construction contract was awarded to Asphalt Paving & Supply at the August 2021 State Transportation Board meeting, and construction started on September 7, 2021. Paving was completed in mid-October. The last remaining item is final striping which is anticipated to occur in May 2022 when overnight temperatures allow.

SIM-4C Pedestrian Crossing at Oak Creek

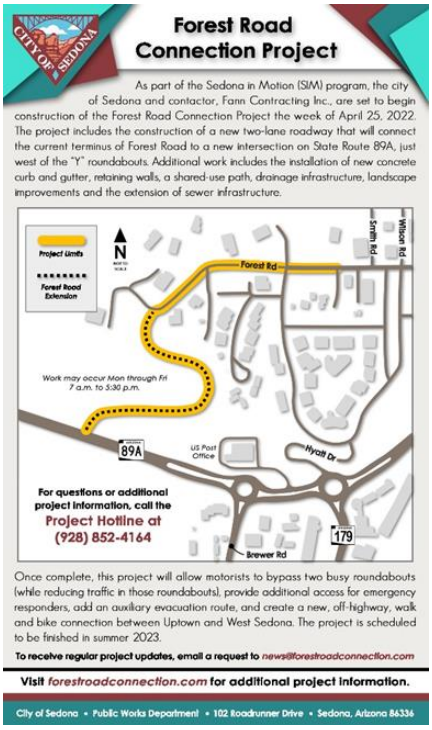
The design contract for this project was approved by Council on September 24, 2019. Following a temporary suspension of design activities to assess impacts of the pedestrian pathway on existing Sycamore trees, the design was reinitiated in March 2021. By September of 2021, 90% design plans incorporating a revised pathway alignment and additional design considerations for a signalized pedestrian crossing were completed. The design currently stands at 100% complete and is under review with ADOT and Coconino County (floodplain permitting). Upon final approval from these jurisdictional authorities, and construction bidding and award, the period for construction is anticipated to take 9 months.



SIM-5A Portal Lane / Brewer Road Connection

The intent of these improvements is to require vehicles that enter the parking lot to exit out to Brewer Road and provide signage for vehicles coming from the south side of Soldier Wash to use that exit if their destination is West Sedona or Uptown. Initially the intent was to connect to Ranger Road through the Tlaquepaque parking lot, but after reviewing all options and feedback from Tlaquepaque partners, we are now pursuing the idea of a bridge over Soldier Wash that would connect to Brewer Road. We have received feedback from Tlaquepaque related to the initial concept and are currently reviewing that with our consultant. Details of the bridge, and how the connection will align with Brewer Road will be determined in the design of SIM-5D, which will allow this (SIM-5A) design to move forward, once complete.

SIM-5B Forest Road Connection



Design is complete and construction on the project was recently initiated and is anticipated to take 15 months to complete. Right-of-way and easement acquisitions continue to be in process, though nearing completion. Initial construction efforts focus on survey staking, mobilization of equipment to the site, salvaging of plants/trees, subsurface utility explorations, and extension of sanitary sewer facilities westerly on Forest Road.

The public relations firm of betaPr is providing public involvement efforts including, notification flyers, newsletters, mailings, eNews, newspaper advertisements, project hotline, Web Page, etc. for the duration of the construction. To sign up for regular project updates send a request to news@forestroadconnection.com . The Project Hotline for questions or additional information is (928) 852-4164.

Construction is anticipated to be completed by July 2023.

SIM-5C Los Abrigados / Ranger Station Park Connection

Staff is also now coordinating with Los Abrigados to provide a connection from their property to the City owned Ranger Station property. This will be a one-way gated driveway connection. Staff has finalized a cost-share agreement with Los Abrigados formalizing their 50% contribution to the project, up to $75,000. A construction contract was approved at the April 12, 2022 Council meeting and construction is expected to start on May 2 and be complete by end of June.

SIM-5D Ranger Road / Brewer Road Intersection and Ranger Road Extension

The past improvements of SR 179 have resulted in additional traffic on Ranger and Brewer Roads, while traffic volumes are nearing capacity at

the “Y” roundabout. Future increases in traffic and additional road connections will require the intersection to be improved. The intent of the improvements would be to improve the safety and efficiency of the intersection and accommodate potential transit improvements via a Ranger Road extension through the proposed transit hub property to SR 89A opposite the Forest Road Extension.

The intersection improvements project has been included in the CIP for many years but is now being prioritized based on the recent developments with the transit program. It is anticipated the intersection improvements in conjunction with the Ranger Road extension will help alleviate SR 89A backups on Cook’s Hill and provide for more efficient transit routes through the area.

Design began in January 2022. A draft of the design concept report is included as Exhibit A. A public meeting was held on April 12 to present the alternatives that were being considered for the intersection. Notifications for the meeting were provided to all properties on Brewer Road. A meeting summary is included as Exhibit B.

With the extensions of Forest Road and Ranger Road, as well as development of the Uptown Parking Garage and Transit Hub locations, staff believes an improved intersection at the new Forest extension and Ranger extension will provide congestion relief benefit. The project will also include a new bus lane on SR 89A, and modifications to the Brewer Road roundabout. A study will begin in May that will evaluate alternatives for this new intersection and recommend changes to the Brewer Road roundabout. It will also include additional modeling for the southbound SR 179 corridor to determine the benefit of these improvements in tandem with SIM-4C, and a possible free right turn from Ranger Road on to SR 179, that connects down to the Portal Lane turn lane.

SIM-6, Neighborhood Street Connections

Neighborhood connections were put on hold in 2018. However, City Council has requested that neighborhood connections be reevaluated with the primary focus on neighborhoods with single points of ingress and egress. This reevaluation will be on hold until Public Works has available staff time to pursue this effort.

SIM-7/8/9 Enhanced Transit Service

Trailhead Shuttle Program:

The new trailhead shuttle service launched on Thursday March 24, 2022, and as of this writing the shuttles logged 50,094 passenger boardings in their first twenty-six days of operation. The data suggests that the four trailhead shuttle routes are transporting 47.3 passengers per vehicle revenue hour, which rivals the productivity of many urban transit providers in some of the nation's most densely populated service areas.

Additional key performance data shall be updated through the end of April and shared with the City Council during the May 11, 2022, Sedona in Motion update meeting. Such data shall include but not be limited to:

- Passenger boardings
- Passengers per vehicle revenue hour
- On time performance
- Cancelled trips
- Safety statistics
- Customer service report data

- Cost per vehicle revenue hour

Sustainability staff will also provide their calculations of probable carbon emissions reductions associated with the implementation of the trailhead shuttle service.

Microtransit:

The three Microtransit vehicles that are being purchased by the city remain on order. Due to supply chain issues, Creative Bus Sales does not anticipate the availability of the chassis(s) until late summer of 2022. As the vehicle build can take two to three months, the Microtransit service remains delayed into next fall or beyond.

The other two Microtransit vehicles that were awarded to Sedona by ADOT through a competitive grant process should be funded in June. Staff anticipates that the delivery of these vehicles will also be delayed until this fall.

Microtransit Passenger Fare Policy:

In anticipation of the future deployment of the Microtransit service, staff is recommending that a passenger fare be charged for this service, unless used to connect with the trailhead shuttles.

In follow up to direction received by staff in the January 25, 2022, Council meeting, staff shall provide a final recommendation for the Microtransit fare structure to the City Council during the July 2022 regular council meeting. Once approved, the matter shall be posted for public review and comment and returned to council for final approval.

Transit Maintenance & Operations Facility and Hub Facility:

As of 4/19/22 Kimley-Horn and Associates has been engaged to complete a Site Selection, Environmental Justice (EJ) and NEPA analysis for this project. The firm is working to have preliminary site studies and a partial NEPA completed, for both sites, by this month as we intended to submit this work with our 5339 Grant Application for design funding to ADOT. Andrew Baird, Project Manager for Kimley-Horn shall provide an update to Council on this effort during the May 11, 2022, Sedona in Motion update. Several names have been mentioned for the new Hub Facility (Transit Hub, Mobility Hub, Mobility Exchange, Transit Exchange, etc.), staff will also seek direction from Council to establish the official name for this facility moving forward.

SIM-10 West Sedona Signal Improvements

This strategy includes potential driveway consolidations and median placement in West Sedona along SR 89A. No significant progress has been made on this strategy as it has not been identified as a priority. At the urging of City staff, the ADOT Northcentral district has begun evaluating the performance of signals in West Sedona. Based on vehicular volumes at the Coffee Pot and Rodeo intersections, ADOT is considering removing one of the crosswalks on SR 89A at each intersection, which would increase green time on SR 89A by 20 seconds on each cycle. This project has been on hold and staff is awaiting further information and direction from ADOT regarding their proposed plan for these changes.

SIM-11 Bicycle and Pedestrian Improvements

These projects focus on improvements that can make walking and bicycling safer, more convenient, and more comfortable. The improvements we are currently pursuing begin the path toward a more bike-friendly and walkable Sedona. The GO Sedona master-planning effort has also been completed. This plan will be a blueprint for making Sedona a more

walkable and bikeable community over the next 10 years, detailing what improvements the community wants to see and identifying the priority projects to complete. Collectively, the vision for these paths is to brand them as the Sedona Trails & Pathways System or ST&PS.

We have completed the Shared Use Paths on the Sanborn/Thunder Mountain Road, Sunset Drive, Dry Creek Road, and Posse Ground Parking/Soldiers Pass Road projects and have seen significant pedestrian and bicycle traffic increase on these with improved safety. There are several projects under way that include Shared Use Paths: Chapel Road, Navoti Drive to Dry Creek Road, Pinion Drive, Shelby Drive and the Forest Road Extension. In addition, we completed the installation of bicycle green lanes at right turn transition zones on SR 89A in West Sedona. This is the first green lane application on ADOT right-of-way in the entire state. The SR 179 signing and striping wayfinding improvements are pending final ADOT approval.

SIM-12 Traveler Information

ADOT has been displaying travel times to Sedona on the I-17 corridor since December 2018. Staff continues to engage ADOT to ensure that the information provided to travelers is meaningful and accomplishes the objectives of the City. The data source for the ADOT signs has been compared with the City's data, and it is accurate within a couple minutes. Staff is continuing to monitor data and is in process of analyzing what effect the signage may have. ADOT has submitted a proposal for additional infrastructure that is included in Governor Ducey's rural broadband initiative. The proposal includes fiber-optic improvements and several dynamic message sign (DMS) boards along I-17 as well as additional cameras and wrong-way detection. ADOT is awaiting information on budget/revenue impacts before these projects may proceed. If/when this is approved, the City will coordinate to discuss options for using and locating a DMS board closer to the SR 260 intersection for northbound motorists. Staff submitted an encroachment permit to ADOT in early December for the new sign location to help expedite the process. We are still waiting for ADOT to provide comments.

Cameras have been installed along SR 179 near Tlaquepaque and at midblock in Uptown to monitor current traffic conditions. The City Information Technology Department is working on how to make the camera photos publicly viewable. Staff is pursuing other locations for cameras as well.

Climate Action Plan/Sustainability Consistent: ☒**Yes -** ☐**No -** ☐**Not Applicable**

Strategies such as Transit and STℰPS aim to remove vehicles from our roadways and reduce vehicle emissions. Various other strategies reduce travel times which minimizes wasteful vehicle operations.

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

Alternative(s): N/A

MOTION

I move to: for discussion and possible direction only.

DRAFT DESIGN CONCEPT REPORT

RANGER ROAD / BREWER ROAD INTERSECTION & RANGER EXTENSION IMPROVEMENTS

CITY OF SEDONA

CITY OF SEDONA PROJECT NO. SIM-05D

Prepared For:

Prepared By:

Kimley»Horn

April 2022

List of Acronyms

AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ADEQ	Arizona Department of Environmental Quality
ADOT	Arizona Department of Transportation
ADT	Average Daily Traffic
AGFD	Arizona Game and Fish Department
APS	Arizona Public Service
BLM	Bureau of Land Management
CFR	Code of Federal Regulations
CGMR	Casa Grande Mountain Ranch, LP
CIP	Capital Improvement Plan
CMP	Corrugated Metal Pipe
COAR	Change of Access Report
DCR	Design Concept Report
DPS	Department of Public Safety
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
HCS	Highway Capacity Software
ICO	Issues, Concerns, and Opportunities
IDCR	Initial Design Concept Report
IGA	Inter-Governmental Agreement
JPA	Joint Project Agreement
KHA	Kimley-Horn and Associates, Inc.
LOS	Level of Service
MP	Milepost
MPH, mph	Miles per Hour
MUTCD	Manual on Uniform Traffic Control Devices
NEPA	National Environmental Policy Act
RCBC	Reinforced Concrete Box Culvert
RDG	Roadway Design Guidelines
R/W	Right-of-way
SPT	Standard Penetration Test
SATS	Small Area Transportation Study
SSD	Stopping Sight Distance
T&E	Threatened and Endangered
TCE	Temporary Construction Easements
TI	Traffic Interchange
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
vpd	Vehicles Per Day

Executive Summary

Kimley-Horn and Associates, Inc. (KH) is currently under contract with the City of Sedona (The City) to prepare a Design Concept Report (DCR) for the Ranger Road / Brewer Road Intersection & Ranger Extension Improvements.

In January of 2018, The City completed the Transportation Master Plan (TMP) which ultimately defined a set of projects to be implemented over the years through the Sedona In Motion (SIM) program. Ranger Road / Brewer Road Intersection & Ranger Extension Improvements (SIM 5D) will alleviate congestion, and improve safety within the local roadway network.

The project consists of improvements of the Brewer / Ranger Intersection. The final configuration will be determined during the scoping/modeling phase. Additionally, 30% plans will be generated for the Ranger Extension, which will run from the Brewer/Ranger intersection through the future Transit Hub and ultimately tie into the future Forest Road Intersection.

The Design Concept Report Includes data collection, existing right of way determination, utility impacts, traffic modeling, alternative development and a preliminary design of the Ranger Extension.

The Ranger Road / Brewer Road intersection alternatives include:

1. 4-Leg Roundabout
2. 5-Leg Roundabout
3. Signalized Intersection

The Design Team recommends the 4-Leg Roundabout be implemented for this project due to improved safety and operations along with compatibility with future projects in the surrounding area.

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1.0 Introduction

1.1 Foreword

In January of 2018, The City completed the Transportation Master Plan (TMP) which ultimately defined a set of projects to be implemented over the years through the Sedona In Motion (SIM) program.

As Project 05D of SIM the Ranger Road / Brewer Road Intersection & Ranger Extension Improvements will reduce system wide congestion improve safety/operations while providing increased multi-modal connectivity (bike, pedestrian, transit) to the surrounding area.

A project vicinity map is shown in **Figure 1.1** on page 2.

1.2 Need for the Project

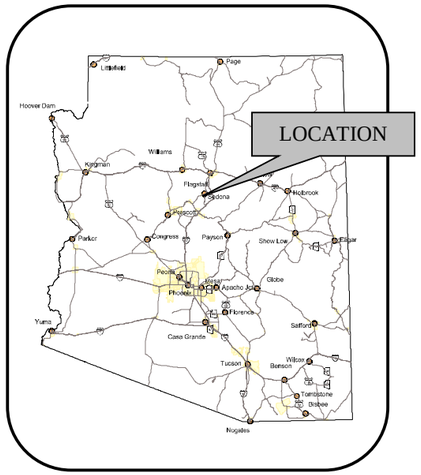
The past improvements of SR 179 have resulted in additional traffic congestion on Ranger Road and Brewer Road coinciding with peak traffic volumes nearing capacity at the "Y" intersection. Future roadway connections and increases in traffic will require improvements to the intersection.

The intersection improvements have been included in the Capital Improvement Projects (CIP) for over 12 years and has now been prioritized with the recent planned roadway, shared use and transit connections.

1.3 Project Objectives

The project objective is to improve safety and operations for both the intersection and the surrounding roadway network to realize an overall system wide benefit to travelers.

The purpose of the Design Concept Report is to evaluate intersection alternatives in conjunction with future planned improvements using a weighted scoring criterion to determine quantitative improvements to operations, increased safety and reduced costs and impacts.



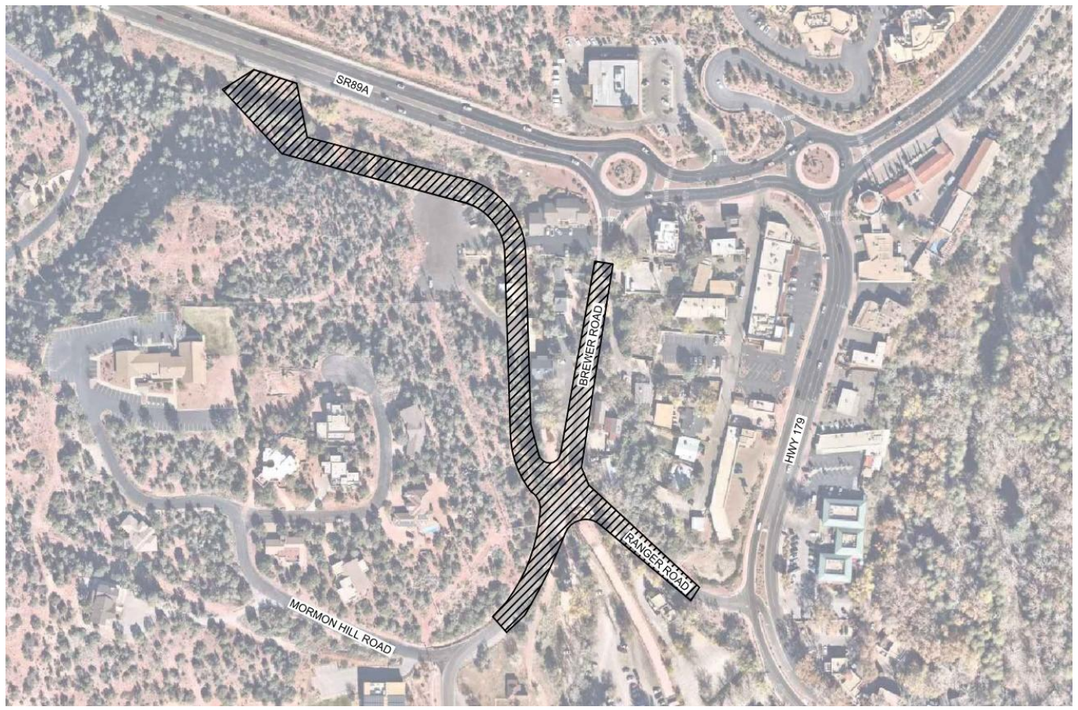


Figure 1.1 – Vicinity Map

1.4 The Scoping Phase

The Design Concept or Scoping Phase for Ranger / Brewer Roadway Improvements provides alternatives to address issues raised in the Transportation Master Plan (congestion, safety, sustainability). The study is a first step in evaluating recommended alternatives to move the project into Final Design, Construction and Operation.

The Scoping Phase includes data collection, control/topographic survey, determination of existing right-of-way, utility impacts, and overall evaluation/alternative development of the recommended improvements (current and future) including but not limited to:

- Ranger Road / Brewer Road Intersections:
  - 4-Leg Roundabout
  - 5-Leg Roundabout
  - Signalized Intersection
- Ranger Extension to Future SR-89A / Forest Road Intersection
- Shared Use Path Corridor
- Access to Mobility Park
- Portal Lane Connection

Completion of this phase will consist of recommended alternatives for each improvement. The Design Concept Report will be reviewed by City Staff prior to moving into Final Design.

Final Design is scheduled to be complete in Early 2023, with construction starting in Spring 2023.

1.5 Issues, Concerns, and Opportunities

During the scoping process, the following issues, concerns, and opportunities (ICOs) were identified:

- Improved Operations and Vehicular/Transit Connectivity
- Right of Way / Property Impacts
- Soldier Wash Crossing
- Utility Impacts
- Reduced Congestion on adjacent Highways
- Bike and Pedestrian Connectivity

1.6 Characteristics of Corridor

1.6.1 Existing Roadway

Figure 1.2 – Brewer Road

Figure 1.3 – Ranger Road

Brewer Road and Ranger Road are both classified as local roads. The approximate width of the Brewer Road is 24’ and Ranger Road is 24’ from face of curb to face of curb. Both existing roadways consist of one 12’ lane in each direction separated by double yellow stripe. There is no existing on-street parking or pedestrian facilities for either roadway. The existing roadway condition can be found in **Figure 1.2 and 1.3**.

The posted speed limit is 25 MPH

Ranger / Brewer Intersection underwent roadway and drainage improvements in 2018. The project consisted of realigning the Ranger / Brewer Intersection and improving the existing channel. **See Appendix D** for as-builts of the project.

1.6.2 Existing Right of Way

Existing Right-of-Way (R/W) along Brewer Road is 65 feet total throughout the project limits. Existing R/W along Ranger Road varies from Brewer Road to SR179 where it is set at 70 feet total.

The Existing Right of Way map is provided in **Figure 1.4.**

1.6.3 Utilities

As-builts and Utility Mapping was collected as part of the DCR. Based on the information received all of the major public and private utilities exist within the intersection improvement limits. Notably several utility crossings of Soldier Wash must be protected in place when box culvert extensions are further evaluated. As-built information will be supplemented with subsurface utility engineering (SUE) during the final design stages of the project.

Known utilities within the project and contact information are listed in the **Table 1.1** below.

Table 1.1 – Utility Contacts

COMPANY	STATUS	PHONE
Sedona Wastewater	TBD	928-204-7205
APS Power	TBD	928-282-7128
Unisource Gas	TBD	877-837-4968
AZ Water Company	TBD	928-282-7092
Lumen	TBD	(520) 723-6208
Sudden Link	TBD	(520) 723-6203

1.6.4 Drainage Characteristics

Ranger Road utilizes roadside ditches to convey runoff to the intersection where it is collected on the north side in a pair of area drains and on the south side in a scupper. Both the scupper and the storm drain direct flow into the Soldier Wash drainage way. Brewer Road utilizes curb on the west edge of the roadway to convey runoff. The east side consists of a poorly defined roadside ditch. As the Brewer Road runoff reaches the intersection the east side is captured in an area drain within the adjacent parking area, whereas the west drains through an adjacent parking area and directly into Soldier Wash.

The project limits encompass areas that are within Zone A and Zone X, per FEMA Flood Insurance Rate Map (FIRM) map number 04005C7657G, effective September 3rd, 2010. Zone A designates area within the 1% annual flood (100-year flood), also known as the base flood. Zone X designates area that is either outside the 0.2% annual flood, or areas of 0.2% annual chance flood, or areas of 1% annual chance flood with average depths of less than 1 foot.

A Conditional Letter of Map Revision will be required for any work completed within Solder Wash.

Figure 1.4 – Soldier Wash

1.6.5 Topography

The project lies within the basin and range physiographic province of Arizona.

The study area is located west of State Route 179 (SR179) and south of State Route 89A (SR89A). The existing roadway corridor in SR89A is roughly 15 feet higher than Soldier Wash, which flows from west to east and eventually south under the Ranger Road/Brewer Road intersection. Ranger Road has a high point at the SR179 intersection and gradually slopes down towards Brewer Road.

1.6.6 Land Use and Ownership

The land is in the City of Sedona jurisdiction.

The land adjacent to the project area is primarily CO (Commercial) and CF (Community Facilities). The land located west of the project area along Highway 89A is zoned for residential (RS-10) and community facilities. The land located to the north, east, and south is zoned for Commercial. The project is adjacent to ADOT Right of Way along the north side.

Table 1.2 lists parcels adjacent to the project area **(bold indicates potentially impacted parcels**), property owners, and the property type per the Coconino County Assessor's database. The parcels are shown in **Figure 1.4**.

Table 1.2 – Parcels and Property Owners

Parcel Number	Owner	Land Type
401-17-006A	SDA PROPERTIES LLC	CO COMERCIAL (RESTAURANT)
401-17-007	SDA PROPERTIES LLC	CO COMERCIAL (PARKING)
401-17-008A	BREARLEY ANDREW P & PATRICIA L	CO COMERCIAL (BUSINESS)
401-18-059	INN SEDONA LLC	CO COMERCIAL (VACATION RENTAL)
401-18-060	INN SEDONA LLC	CO COMERCIAL (VACATION RENTAL)
401-18-061	INN SEDONA LLC	CO COMERCIAL (VACATION RENTAL)
401-18-062	HUNTER ANNEMARIE LIVING TRUST DTD 09-26-14	CO COMERCIAL (BUSINESS)
401-18-052	HCMS LLC	CO COMERCIAL (UNDEVELOPED LAND)
401-18-007	**HRT/SEDONA LLC**	**CO COMERCIAL (UNDEVELOPED LAND)**
401-18-008	**HRT/SEDONA LLC**	**CO COMERCIAL (PARKING)**
401-38-013D	CITY OF SEDONA	CF COMMUNITY FACILITIES (RESIDENTIAL)
401-38-031F	**CURTIS CRAIG L REVOCABLE LIVING TRUST DTD 06-07-21**	**CF COMMUNITY FACILITIES (UNDEVELOPED LAND)**
401-38-013G	CITY OF SEDONA	CF COMMUNITY FACILITIES (UNDEVELOPED LAND)
401-38-002B	CITY OF SEDONA	CO COMMERCIAL (BUSINESS)
401-38-002C	CURTIS CRAIG L REVOCABLE LIVING TRUST DTD 06-07-21	CO COMERCIAL (BUSINESS)
401-38-001M	BREARLEY ANDREW & PATRICIA L	CO COMMERCIAL (BUSINESS)
401-38-001L	CITY OF SEDONA	CO COMMERCIAL (UNDEVELOPED LAND)
401-38-009	CITY OF SEDONA	CO COMMERCIAL (UNDEVELOPED LAND)
401-47-001	GARRETT FAMILY LP	CO COMMERCIAL (UNDEVELOPED LAND)
401-64-006A	EDWARDS JACOB RICHARD & COURTNEY	RS-10 SINGLE FAMILY RESIDENTIAL (UNDEVELOPED LAND)

1.7 Description of the Project

The Ranger / Brewer Roadway Improvements will improve congestion and increase safety by providing additional capacity and

access to a future multimodal transportation hub. Improvements include Ranger / Brewer intersection upgrades and tie-ins to the future Ranger Road extension

Upon approval of the Design Concept Report, the team will move into Final Design with the goal of completing design and have ready for construction in 2023.

1.8 Project Length and Termini

The limits for the Ranger Road / Brewer Road intersection are limited to the intersection itself along with roadway improvements to tie into the existing Ranger and Brewer Road north, south and east of the project.

The design of the intersection will accommodate future and concurrent projects including the Portal Lane Connection, Ranger Road Extension and the Mobility Hub.

The project limits and potential improvements of each alternative are discussed in more detail in **Section 3.0.**

1.9 New Right-of-Way

The majority of improvements will fall within the existing right of way and recently acquired property. The area of the improved Ranger Rd/Brewer Rd intersection will require additional right-of-way for each of the 3 alternatives. The 4-leg roundabout and signalized intersection alternatives will only require right-of-way from parcels 401-18-007 & 401-18-008 to provide for the portal lane connection. The 5-leg roundabout alternative would require additional right-of-way from the currently undeveloped parcel 401-38-013F to accommodate the realignment of Brewer Road.

1.10 Safety Improvements

The overall safety of the corridor will be improved as these improvements will help alleviate traffic congestion by providing an additional route for traffic. The improvements will also provide pedestrian safety with the addition of a shared use path along Ranger Road to provide access from SR89A to SR179.

1.11 Operational Improvements

Geometric improvements will provide greater operational efficiency for the intersection. With the addition of additional roadway connectivity and the future mobility hub, system wide operational improvements will be realized with the implementation of all of the projects planned within the area southwest of the "Y".

Figure 1.5 – Right of Way Map

2.0 Controlling Design Criteria

2.1 Introduction

The design standards used for the final design and construction of the improvements identified in this project will be in compliance with, but will not be limited to, the following:

- MAG Uniform Standard Specifications and Details for Public Works Construction
- 2009 Manual on Uniform Traffic Control Devices (MUTCD), Figure 33
- Arizona Supplement to the Manual on Uniform Traffic Control Devices for Streets and Highways
- AASHTO Policy on Geometric Design of Highways and Streets
- AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals
- AASHTO Roadside Design Guide
- ADOT Traffic Engineering Guidelines and Processes, Section 400 – Pavement Markings
- Americans with Disabilities Act
- U.S. Department of Transportation Federal Highway Administration (FHWA), Roundabouts: An Informational Guide
- Public Rights-of-Way Accessibility Guidelines
- 2015 FHWA Separated Bike Lane Planning and Design Guide
- 2014 NACTO Urban Bikeway Design Guide

2.2 General Considerations

For design purposes, the terrain will be considered level. The design vehicle used will be a CITY-BUS (City Transit Bus), taken from American Association of State Highway and Transportation Officials (AASTO) Guidelines.

2.3 Design Speed

The design speed for the Brewer and Ranger Roadway Improvements is 25 MPH.

2.4 Lane Widths

Per AASHTO: *A Policy on Geometric Design of Highways and Streets*, lane widths are recommended to be ten to twelve feet. When a roadway is signalized and operates at speeds under 25 mph such is the case for the street corridors within the project limits.

The lane and widths for the street corridors within the project limits are as shown in **Table 2.1**.

Table 2-1 – Lane and Shoulder Widths

ROADWAY	LANES	REFERENCE
Thru Lanes	12’	AASHTO Green Book: A Policy on Geometric Design of Highways and Streets
Turn Lanes	12’	AASHTO Green Book: A Policy on Geometric Design of Highways and Streets
Deliveries/Transit Stops	12’	Transit Cooperative Research Program Guidelines for the Location and Design of Bus Stops. Figure 5. Typical Bus Bay Dimensions. AASHTO Guide for the Development of Bicycle Facilities (p23)

2.5 Cross Slopes

Cross slopes throughout the project corridor are expected to vary. The anticipated range is between -2.0% to 2.0%.

2.6 Roundabout

Per FHWA: *Roundabouts: An Informational Guide*, geometric configurations for a potential roundabout at Brewer Road and Ranger Road were considered. Given the constraints of the right of way, impacts to adjacent business and pedestrian access an outside-in design approach was chosen for the development of these features. The maximum available footprint for the roundabout was used to determine the fundamental design and operational elements. The basic design characteristics for each of the category of roundabout is shown in **Table 2.2.**

Table 2-2 – Basic Design Characteristics for each of the six roundabout categories

DESIGN ELEMENT	MINI - ROUNDABOUT	URBAN COMPACT	URBAN SINGLE – LANE	URBAN DOUBLE – LANE
Recommended Maximum Entry Design Speed	15 mph	15 mph	20 mph	25 mph
Maximum Number of entering lanes per approach	1	1	1	2
Typical inscribed circle diameter	45’ to 80’	80’ to 100’	100’ to 130’	150’ – 180’
Splitter island treatment	Raised if possible, crosswalk cut if raised	Raised, with crosswalk cut	Raised with crosswalk cut	Raised with crosswalk cut

Given the basic design characteristics shown above and the available footprint the roundabout design of this project is to be refined as the project moves forward to minimize impacts while improving the overall safety.

3.0 Design Concept Alternatives

3.1 Public Outreach

A Public Meeting was held on April 12, 2022.

Notes of the meetings are provided in **Appendix F.**

3.2 Design Concept Alternatives Studied

The three intersection configurations evaluated are:

- 4-Leg Roundabout Intersection
- 5-Leg Roundabout Intersection
- Signalized Intersection

The Three Alternatives are evaluated in the section below for improvements in overall operation and accommodation of future projects.

The final evaluation of the alternatives is summarized in **Table 3.2 – Evaluation Matrix.**

The figures presented are in concept only. As the design stage progresses, the Design Team will look for alternatives to reduce the roundabout footprint while still providing safe and efficient travel through the intersection.

3.2.1 Traffic Operational Analysis and Modeling

The three different alternatives were analyzed using the traffic microsimulation analysis software Vissim. The previous model developed as part of the Uptown Sedona Improvements study was used to model the alternatives. More information about the original Uptown Sedona Improvements model can be found in Sedona Uptown Vissim Analysis Memorandum dated January 10, 2022.

The Sedona Uptown Improvements model was modified to incorporate the existing intersection of Ranger Road and Brewer Road and then was recalibrated. After recalibrating the model, a total of six different scenarios were modeled. Each alternative was modeled with and without the Sedona Uptown Improvements. Each scenario had the roundabout at the intersection of new Forest Road / Ranger Road extension and SR 89A, the extensions of Forest Road and Ranger Road, and the Portal Lane connection incorporated into it. The Brewer Road and SR 89A roundabout was not modified.

The uptown improvements included right-turn lane at Amara Lane, widening SR 89A northbound from the "Y" roundabout to Forest Road, and modifying the Tlaquepaque crosswalk to be a Z-crossing. Exhibits showing the right-turn lane. These are future projects currently in the design phase and anticipated to be completed and in operation prior to the completion of the Ranger Road / Brewer Road intersection.

Vehicle Rerouting
Rerouting trips from the "Y" roundabout to the Ranger Road extension was an iterative process. It was based running the model with 25, 50, 75, and 100 vehicles being rerouted via the Ranger Road extension rather than taking the eastbound right-turn at the "Y" roundabout and observing the model for congestion levels. This was done to more accurately reroute the trips based on capacity and congestion levels. Drivers would reroute their trips until the delay between the two routes was perceived to be similar. This result yielded approximately 20% of the vehicles being rerouted via the Ranger Road extension.

The Forest Road extension volumes and rerouting as a result of the extension was kept the same between this model and the Sedona Uptown Improvements model.
As part of the Portal Lane extension, a proportional amount of the trips that were assumed to be making a right-turn out of Portal Lane, the u-turning at Schnebly Hill Road roundabout, and then making a left-turn at the "Y" roundabout to go west were rerouted to take the Portal Lane connection out to Ranger Road extension instead of going through the "Y".
A total of 63 out of 149 hourly right-turns at Portal Lane were rerouted via Ranger Road extension. Similarly, a small number of trips that were traveling from South Sedona to West Sedona were rerouted via the Ranger Road extension as well. A total of 30 trips were rerouted. The overall net rerouted trips from the northbound left-turn at the "Y" roundabout was 20% (93 out of 455 left-turns).

Network Results Summary
Overall network results summary show that without adding the uptown improvements the alternatives have limited benefit due to downstream constraints and congestion. All three of the alternatives show congestion levels similar to existing conditions with the greatest improvement observed in the roundabout 4-leg option.

With the uptown improvements incorporated, all three of the options operate at similar levels of delay with the roundabout 4-leg option seeing the greatest increase in operational improvement.

Figure 3.1 below shows the summary of the results. The results show that it is important to solve upstream and downstream issues before the full benefits of the different alternatives can be fully realized. Discussion regarding each alternative is presented in the subsections below.

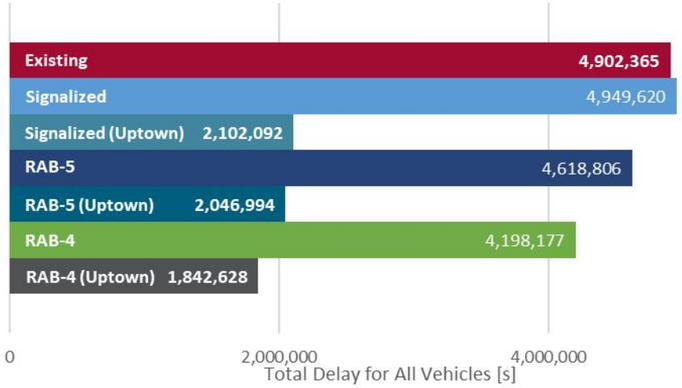


Figure 3.1 - Overall Network Results Summary

3.2.2 4-Leg Roundabouts

Geometric
The 4-leg roundabouts, **Figure 3.1,** is an Urban Single Lane Roundabouts which requires 100-130 feet of inside diameter. This allows for a single unit truck/bus (anticipated with future transit hub) to navigate the roundabout using the apron when necessary, while minimizing impacts to the adjacent parcels.

The Portal Connection was placed on the Brewer Road leg of the roundabout.

Figure 3.2 – 4-Leg Roundabout

Operations

The traffic analysis results for the 4-leg roundabout option showed the intersection operating at LOS (Level of Service) B without Uptown improvements and LOS A with uptown improvements. Since the intersection results are taken during the peak hour, which is when the congestion is at its worst, traffic that is rerouted via the Ranger Road extension is not able to make it to this new connection due to queues extending past the connection on SR 89A. It was noted that in the scenario without uptown improvements, downstream congestion on southbound SR 179 caused long queues at the intersection of Ranger Road and SR 179, which would spill back into the intersection Ranger Road and Brewer Road.

In the scenario with uptown improvements, when this intersection would have the most volumes coming through it due to less upstream or downstream congestion, the roundabout was still able to handle the volumes and operate at LOS A. A summary of the operational evaluation can be found in **Table 3.1.** There were no major congestion related issues associated with the standalone 4-leg roundabout alternative. From a traffic operations perspective, it operated at accepted levels of service. The detailed results can be found in **Appendix G**.

3.2.3 5-Leg Roundabout

Geometric

The 5-leg roundabouts, **Figure 3.2,** is an Urban Single Lane Roundabout which requires 100-130 feet of inside diameter. This allows for a single unit truck/bus (anticipated with future transit hub) to navigate the roundabout using the apron when necessary, while minimizing impacts to the adjacent parcels.

To provide the minimum distance (60 degree spacing) between legs of the roundabout requires that the southern portion of Brewer Road be realigned to west. This allows for the Portal connection to enter the roundabout directly.

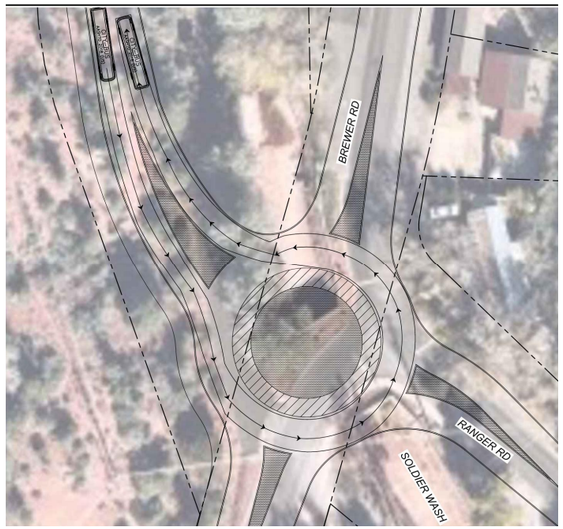


Figure 3.3– Bus Turning Movement through Urban Single Lane

Figure 3.4– 5-Leg Roundabout

Operations

The traffic analysis results for the 5-leg roundabout option showed the intersection operating at LOS B without uptown improvements and LOS A with uptown improvements. Similar issues were noted for the 5-leg roundabout scenario as with the 4-leg scenario. The 5-leg roundabout from a traffic operational and capacity analysis perspective operated at acceptable levels of service. A summary of the operational evaluation can be found in **Table 3.1**. The detailed results can be found in **Appendix G**.

As with the 4-leg roundabout, in the 5-leg roundabout scenario without uptown improvements, there were times during the simulation where southbound queues on SR 179 extended past the intersection of Ranger Road and SR 179. This caused backups on Ranger Road to spill past the intersection of Ranger Road and Brewer Road roundabout. The

one drawback of the 5-leg roundabout is that it is a more complicated design which may lead to some operational and circulating related issues once the spillback from the intersection of Ranger Road and SR 179 reaches it. It was noted in the simulations that once the roundabout did get blocked due to queues spilling back, it took longer for it to clear out when compared to the 4-leg roundabout.

3.2.4 Signalized Intersection

The Design Team evaluated a signalized intersection at Brewer Road and Ranger Road based on geometric constraints and operational improvements or impacts.

Geometric

The signalized intersection, **Figures 3.3,** is a 4-way intersection. This allows for a single unit truck/bus to access SR89A from Brewer Road and SR179 from Ranger Road, while minimizing impacts to the adjacent parcels. The Portal Connection was placed south of the intersection on Brewer Road.

Figure 3.5 – Signalized Intersection

Operations

The traffic analysis results for the signalized intersection option showed the intersection operating at LOS D without uptown improvements and LOS D with uptown improvements.

A summary of the operational evaluation can be found in **Table 3.1.**

Similar to the previous two scenarios, there were similar issues with upstream and downstream congestion that affected the operations of the signalized intersection at Ranger Road and Brewer Road negatively. The signal was coded into Vissim as split phase since all approaches had shared turning movements. Modifying the geometry and adding turn lanes will help reduce some of the delay experience at the signal.

Overall, the 4-leg roundabout and 5-leg roundabout had similar levels of delay for the intersection of Ranger Road and Brewer Road, while the signalized intersection had higher delays.

Table 3.1 – Intersection Alternative Comparison

Intersection	Scenario	DELAY (sec/veh)	LOS
Ranger Rd & Brewer Rd	Signalized	29.9	D
	Signalized (Uptown)	28.0	D
	RAB-4	11.4	B
	RAB-4 (Uptown)	3.1	A
	RAB-5	11.5	B
	RAB-5 (Uptown)	3.2	A

3.3 Evaluation of Alternatives

The evaluation of alternatives was based on the issues, concerns, and opportunities gathered during the scoping phase and criteria established by the project team. Approximately 50% of the evaluation categories are issues/impacts (ie – Land Use Impacts) while the other 50% are improvements (ie – Operational Improvements). Based on this, a score of 3 or above would add value and be a recommended alternative. The summary of the evaluation is presented in **Table 3.2**. The information received at the scoping meetings was reviewed and a list of evaluation factors developed.

Scoring is on a scale of 1-5 as follows:
1 – Strong Disadvantage
2 – Disadvantage
3 – Neutral
4 – Advantage
5 – Strong Advantage

3.4 Conclusion

It is recommended the 4-Leg Roundabout be implemented for Final Design and Construction based the evaluation on the following Table.

Table 3.2 – Alternative Evaluation Matrix

EVALUATION CRITERIA	ALTERNATIVES EVALUATED		
	4-LEG ROUNDABOUT	**5-LEG ROUNDABOUT**	**SIGNALIZED INTERSECTION**
Right-of-Way Needs (5%)	Portal Connection requires Right-of Way from Parcels 401-18-007 & 401-18-008. *Result: Neutral (3)*	Brewer Road realignment requires Right-of Way from Parcel 401-38-013F *Result: Strong Disadvantage (1)*	Portal Connection requires Right-of Way from Parcels 401-18-007 & 401-18-008. *Result: Neutral (3)*
Land Use Impacts (5%)	Eastbound Lefts into parcel 401-18-062 challenging due to proximity of driveway to RAB. *Result: Disadvantage (2)*	Eastbound Lefts into parcel 401-18-062 challenging due to proximity of driveway to RAB. Limits Access to Parcel 401-38-013F *Result: Disadvantage (2)*	Stop or signal control intersection will allow easier access to 401-18-062 driveway. *Result: Advantage (4)*
Public Outreach (10%)	Neutral. *Result: Neutral (3)*	No real support for this option at the Public Meeting *Result: Disadvantage (2)*	Neutral *Result: Neutral (3)*
Earthwork (2.5%)	Increased overall footprint of improvements increases earthwork along Ranger, Brewer, and the Box Culvert Extension. *Result: Disadvantage (2)*	Increased overall footprint of improvements increases earthwork along Ranger, Brewer, and the Box Culvert Extension. *Result: Strong Disadvantage (1)*	Reduced overall footprint of improvements increases earthwork along Ranger, Brewer and the Box Culvert Extension. . *Result: Neutral (3)*
Operational Improvements (15%)	Provides greatest operational improvements for both the intersection and systemwide improvements. Highly compatible with future Mobility Hub and Forest Intersection Improvements along with modifications to the Brewer RAB. R*esult: Strong Advantage (5)*	Provides operational improvements for both the intersection and systemwide improvements. Highly compatible with future Mobility Hub and Forest Intersection Improvements along with modifications to the Brewer RAB *Result: Advantage (4)*	Provides lowest operational improvements for both the intersection and systemwide improvements. Not compatible with Mobility Hub bus turning movements (no ability to U-Turn as with the RAB). *Result: Disadvantage (2)*
Safety Improvements (15%)	Roundabouts are a safer alternative to traffic signals or stop signs. The tight circle forces drivers to slow down and eliminates the most severe types of intersection crashes (left-, head-on). *Result: Advantage (4)*	Roundabouts are a safer alternative to traffic signals or stop signs. The tight circle forces drivers to slow down and eliminates the most severe types of intersection crashes (left-, head-on). The fifth leg may lead to driver confusion creating a slight disadvantage when compared to the 4-leg. *Result: Neutral (3)*	Conventional intersection (signal or stop control) which will not prevent the most severe type of intersection crashes. *Result: Disadvantage (2)*
Roadway Geometry (5%)	Minor geometric changes to the existing roadways. *Result: Advantage (4)*	Realignment of south leg of Brewer Road. *Result: Disadvantage (2)*	Minor geometric changes to the existing roadways. *Result: Disadvantage (4)*
Constructability & Traffic Control (5%)	Difficult Grading Construction. Extension of Soldier Wash Box Culvert. Traffic Control Needed on South	Difficult Grading Construction. Longest extension of Soldier Wash Box Culvert. Allows South Leg	Most Simple Grading Construction. Shortest Extension to Soldier Wash Box Culvert. Traffic

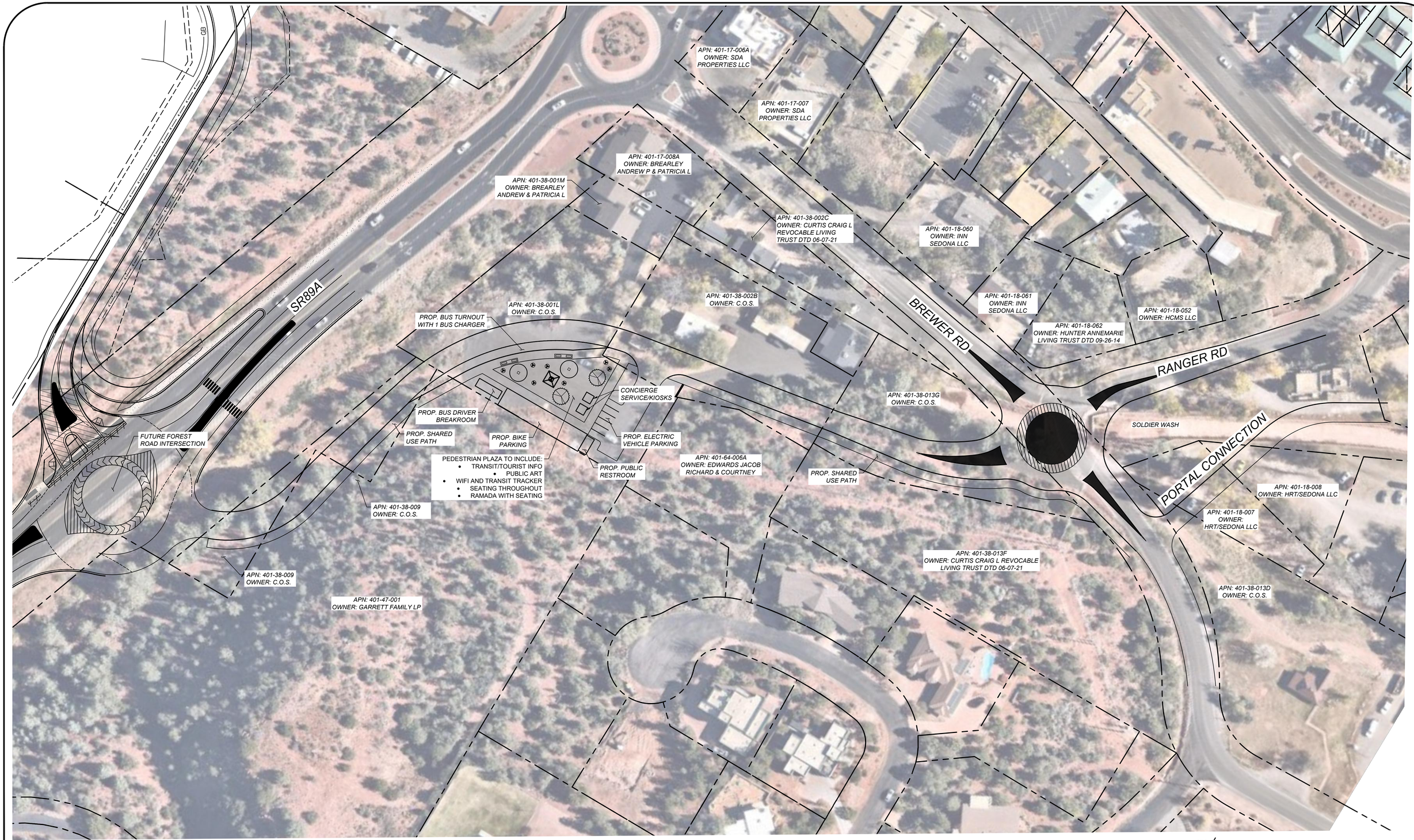
	Leg Brewer Road. *Result: Disadvantage (2)*	Brewer Road to Remain Open During Construction. *Result: Disadvantage (2)*	Control Needed on South Leg Brewer Road. *Result: Neutral (3)*
Estimated Construction Cost (approximate) Funding (10%)	Median Cost *Result: Neutral (3)*	Most Costly *Result: Disadvantage (2)*	Least Costly *Result: Advantage (4)*
Pedestrian, Bike and Vehicle Access (10%)	At Grade Bike and Pedestrian Access is a conflict in all intersection improvements. *Result: Neutral (3)*	At Grade Bike and Pedestrian Access is a conflict in all intersection improvements. *Result: Neutral (3)*	At Grade Bike and Pedestrian Access is a conflict in all intersection improvements. *Result: Neutral (3)*
Utility Impacts (2.5%)	Relocation of Transformers along Ranger Road. Relocation of Power poles. Various Surface feature relocation. *Result: Disadvantage (2)*	Relocation of Transformers along Ranger Road. Relocation of Power poles. Various Surface feature relocation. *Result: Strong Disadvantage (1)*	Relocation of Power poles. Various Surface feature relocation. *Result: Neutral (3)*
Structures (5%)	Extension of Soldier Wash Box Culvert. Potential for retaining walls with increased grading. *Result: Disadvantage (2)*	Extension of Soldier Wash Box Culvert. Increased potential for retaining walls with increased grading. *Result: Strong Disadvantage (1)*	Extension of Soldier Wash Box Culvert. Grading unlikely to require retaining walls. *Result: Neutral (3)*
Drainage (5%)	Requires CLOMR/LOMR for grading in Floodway and extension of box culvert. *Result: Neutral (3)*	Requires CLOMR/LOMR for grading in Floodway and extension of box culvert. *Result: Neutral (3)*	Requires CLOMR/LOMR for grading in Floodway and extension of box culvert. *Result: Neutral (3)*
Connectivity and Continuity (5%)	Increases roadway connectivity and provides alternative routes when ultimately connected to Forest Road and the Mobility Hub via the Ranger Extension. *Result: Advantage (4)*	Increases roadway connectivity and provides alternative routes when ultimately connected to Forest Road and the Mobility Hub via the Ranger Extension. *Result: Advantage (4)*	Increases roadway connectivity and provides alternative routes when ultimately connected to Forest Road and the Mobility Hub via the Ranger Extension. Not as compatible with future projects. *Result: Neutral (3)*
Summary	**Improves Safety and Operations of the Intersection while remaining the most compatible with future roadway and transit improvement at a median cost when compared to the other alternatives.**	**Improves Safety and Operations of the Intersection while remaining compatible with future roadway and transit improvements. These improvements come at the maximum cost with greater impacts to the surrounding parcels.**	**Safety and Operational Improvement when compared to the existing intersection however not as great an improvement when compared to a roundabout. The intersection is not as compatible with future improvements.**
Scoring	**3.35**	**2.55**	**2.90**

4.0 Opinion of Probable Cost

The Engineers Estimate is $2.38M.

See Appendix B for cost breakdown.

APPENDIX A: Exhibit of Recommended Alternative and Future Projects



SEDONA MOBILITY PARK AREA IMPROVEMENTS

NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

4/11/2022

K:\PRS_Roadway\191502014 - Ranger Brewer Improvements\Reports\DCR\4-LEG RAB.dwg

APPENDIX B: Cost Estimate (Recommended Alternative)

Ranger Brewer Improvements
Roadway Improvements
Engineers Opinion of Probable Costs
April 26, 2022

	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
1	REMOVALS/RELOCATIONS				
1.1	Remove Asphalt Pavement	SY	2,195	$ 22.00	$ 48,300.00
1.2	Remove Concrete Driveway	SF	125	$ 9.00	$ 1,200.00
1.3	Remove Vertical & Single Curb	LF	200	$ 25.00	$ 5,000.00
1.4	Remove Existing Sidewalk	SF	90	$ 5.00	$ 500.00
1.5	Remove and Dispose Existing Wall	LF	250	$ 150.00	$ 37,500.00
1.6	Remove and Dispose Existing Fence	LF	250	$ 32.00	$ 8,000.00
					$ 100,500.00
2	ROADWAY IMPROVEMENTS				
2.1	Roadway Excavation	CY	1200	$ 50.00	$ 60,000.00
2.2	Embankment Material	CY	500	$ 75.00	$ 37,500.00
2.3	Export Material	CY	700	$ 55.00	$ 38,500.00
2.4	Subgrade Preparation	SY	3259	$ 10.00	$ 32,600.00
2.5	9" Aggregate Base Course (Structural Section No. 01)	SY	3259	$ 35.00	$ 114,100.00
2.6	3" Asphalt Concrete Pavement (Structural Section No. 01)	SY	3259	$ 30.00	$ 97,800.00
2.7	Concrete Vertical Curb and Gutter, MAG Std. Dtl. 220-1, Type 'A'	LF	2707	$ 60.00	$ 162,500.00
2.8	Concrete Sidewalk, MAG Std. Dtl. 230	SF	3223	$ 30.00	$ 96,700.00
2.9	Roadway Lighting	EA	6	$ 10,000.00	$ 60,000.00
2.10	Retaining Wall	LF	200	$ 450.00	$ 90,000.00
					$ 789,700.00
3	DRAINAGE AND UTILITY IMPROVEMENTS				
3.1	Extend Arch Box Culvert	LF	100	$ 3,000.00	$ 300,000.00
3.2	Catch Basin, MAG DET 532, Type C	EA	4	$ 12,000.00	$ 48,000.00
3.3	Concrete Scupper, MAG DET 206, 2-4' Curb Openings	EA	2	$ 12,500.00	$ 25,000.00
3.4	18" Storm Drain Pipe	LF	300	$ 120.00	$ 36,000.00
3.5	Flap Gate	EA	4	$ 250.00	$ 1,000.00
					$ 410,000.00
4	TRAFFIC IMPROVEMENTS				
4.1	Remove and Salvage Traffic Sign Assembly	EA	6	$ 375.00	$ 2,300.00
4.2	Obliterate Pavement Marking (Stripe)	LF	200	$ 7.00	$ 1,400.00
4.4	4" Yellow Thermoplastic Traffic Stripe 90 MIL (0.09")	LF	200	$ 1.00	$ 200.00
4.5	Thermoplastic/Preformed Symbol [Yield Arrow Line] (90 MIL) (0.09")	EA	4	$ 250.00	$ 1,000.00
4.6	Thermoplastic/Preformed Symbol Left Turn Arrow	EA	4	$ 400.00	$ 1,600.00
4.7	Thermoplastic/Preformed Symbol Right Turn Arrow	EA	4	$ 400.00	$ 1,600.00
4.8	Thermoplastic/Preformed Symbol (Bike Lane Symbol)	EA	4	$ 510.00	$ 2,100.00
4.9	Thermoplastic/Preformed Legend "YIELD"	EA	4	$ 600.00	$ 2,400.00
4.10	Paint Median	LF	77	$ 10.00	$ 800.00
4.11	Perforated Sign Post Foundation	EA	18	$ 535.00	$ 9,700.00
4.12	Perforated Sign Post (2 S)	LF	216	$ 18.00	$ 3,900.00
4.13	Flat Sheet Aluminum Sign Panel, High Intensity Grade	SF	81	$ 33.00	$ 2,700.00
					$ 29,700.00
5	LANDSCAPE AND IRRIGATION IMPROVEMENTS				
5.1	Shrub - 5 Gallon	EA	10	$ 165.00	$ 1,700.00
5.2	Shrub - 1 Gallon	EA	12	$ 75.00	$ 900.00
5.3	Median Landscaping	LSUM	1	$ 100,000.00	$ 100,000.00
5.4	Landscape Establishment	LSUM	1	$ 5,000.00	$ 5,000.00
5.5	Irrigation Sleeve	LSUM	1	$ 2,500.00	$ 2,500.00
					$ 110,100.00
6	MISC				
6.1	Mobilization, Bond, Insurance	LSUM	1	$ 200,000.00	$ 200,000.00
6.2	Construction Staking	LSUM	1	$ 40,000.00	$ 40,000.00
6.3	Quality Control and Testing	LSUM	1	$ 25,000.00	$ 25,000.00
6.4	Environmental Control Measures	LSUM	1	$ 75,000.00	$ 75,000.00
6.5	Traffic Control	LSUM	1	$ 200,000.00	$ 200,000.00
6.6	Contingency	LSUM	1	$ 400,000.00	$ 400,000.00
					$ 940,000.00
	Total Direct Costs:				$ 2,380,000.00

Open House Meeting Summary for the

RANGER/BREWER INTERSECTION IMPROVEMENTS PROJECT

Submitted to

City of Sedona
102 Roadrunner Drive
Sedona, AZ 86336

Table of Contents

Submitted by

Beta Pr

April 19, 2022

1. Public Relations Scope of Work

1.1 Project Information

The City of Sedona Public Works Department (City) and their design engineer, Kimley-Horn, are currently working on the design phase of the Ranger/Brewer Intersection Improvements Project. Improvements being designed include creating a new roadway extension and intersection to connect Ranger Road and Brewer Road to SR89A.

1.2 Public Involvement Scope of Work

Beta Public Relations (BetaPr) was tasked with providing the City public involvement services for the Ranger/Brewer Intersection Improvements Project. BetaPr provided the following Scope of Work to Kimley-Horn on Friday, November 19.

Task 1 – Project Notification Flier Design and Production

BetaPr designed, finalized and produced a Project Notification Flier (Appendix A) on Thursday, March 21, 2022. The flier highlighted project details, invited stakeholders to attend the public meeting and provided information on how to connect with the project team.

Task 2 – Project Notification Flier Mailing

The Project Notification Flier was bulk mailed to 1,322 stakeholders to fully saturate areas in and around the project corridors.

Task 3 – Stakeholder Outreach

BetaPr staff hand-delivered a Project Notification Flier to each stakeholder/tenant along the project corridors on Wednesday, April 6, 2022. If a stakeholder could not be reached, a Project Notification Flier was taped to the front door. This outreach was performed to open lines of communication, provide a general project overview and personally invite stakeholders to the public meeting.

Task 4 – Newspaper Advertisement Design and Publication

BetaPr designed a newspaper advertisement that was published in the *Red Rock News* on Friday, April 1, 2022. The advertisement mirrored the Project Notification Flier to invite interested parties to attend the public meeting, highlight project details and provide information on how to connect with the project team.

Task 5 – Progress Meetings and Public Relations Updates

BetaPr did not attend any progress meetings throughout the design phase.

Task 6 – Facilitate Public Meeting

On Tuesday, April 12, 2022, BetaPr facilitated a public meeting for this project. Facilitation efforts included producing a project Frequently Asked Questions (FAQ) display (Appendix B), providing refreshments for attendees, setting up a projector for the presentation and meeting set-up and take-down.

Task 7 – Project Hotline Maintenance

BetaPr established and maintained a 24-hour project hotline. Hotline calls continue to be answered during the design phase, with all caller issues directed immediately to the project team for resolution if necessary.

Task 8 – Public Comments Log

A Public Comments Log documenting all project hotline calls, project-specific emails and comments received via door-to-door outreach is kept. The resolution of each inquiry is recorded to be provided to the project team if requested. There are currently three hotline calls recorded in the Public Comments Log, all of which have been resolved.

2. Open House Meeting Summary

2.1 Open House Meeting Date, Time and Location

The City secured the following venue for the public meeting based on its proximity to the project area. Additionally, the date was strategically selected to give stakeholders a two-week notice of the meeting and the timeframe was chosen to increase attendance.

Tuesday, April 12, from 5 p.m. to 7 p.m.
City of Sedona Parks and Recreation Building
221 Brewer Road, Sedona, Arizona 86336

2.2 Open House Meeting: Attendees

A total of 51 stakeholders signed-in when they arrived (Appendix C), with a select few who opted not to sign-in. Most public attendees were residents and stakeholders who will be directly impacted by construction activities or the new roadway extension/intersection.

2.3 Open House Meeting: Comment Forms

Five comment forms (Appendix D) were submitted to BetaPr at the conclusion of the meeting.
Meeting attendees were also told they could mail the comment form directly to the City of Sedona Project Manager at their convenience, and many opted to do so.

2.4 Open House Meeting: Displays

One display was produced for the community open house meeting by BetaPr.

- Frequently Asked Questions Display (Appendix B)

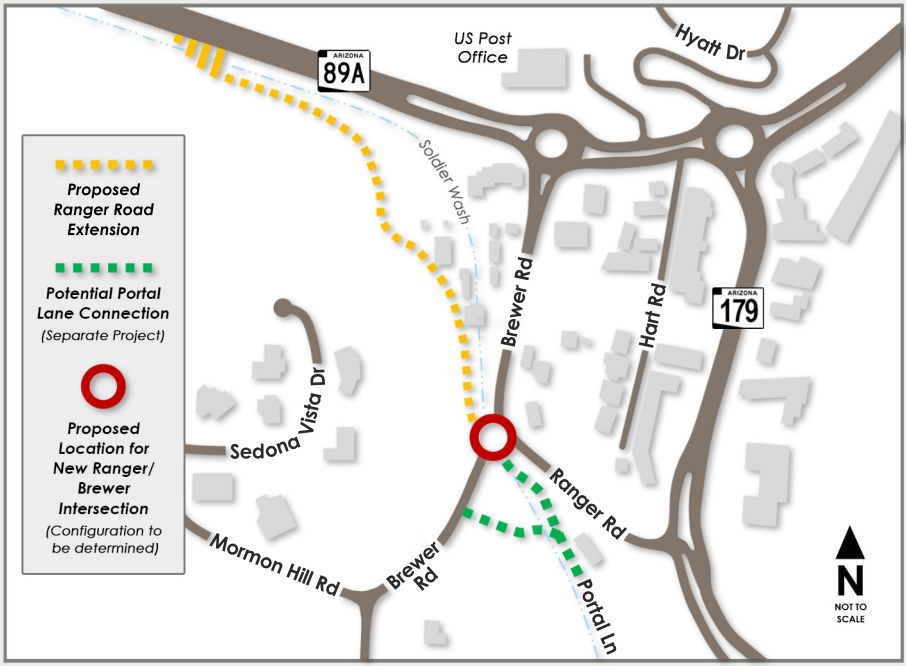
APPENDIX A

Project Notification Flier

Ranger/Brewer Intersection Improvements Project

The city of Sedona and their design engineer, Kimley-Horn, will host a community meeting for design of the Ranger/Brewer Intersection Improvements Project on Tuesday, April 12, 2022. The meeting will take place from 5 p.m. to 7 p.m. at 221 Brewer Road. There will be a brief presentation at the start of this meeting, with an open house format to follow.

The goal of the project is to improve congestion and increase safety by providing additional capacity and access to a future mobility hub, and provide additional connectivity to State Route 89A. Improvements include upgrades to the Ranger/Brewer intersection and an extension of Ranger Road to the future Forest Road.



Prior to moving the project into final design, alternatives will be evaluated based on a number of factors including but not limited to improved safety and operations, cost, impacts, public support and long-term maintenance.

Upon approval of the Design Concept Report, the team will move into Final Design with the goal of completing design and having the project ready for construction in 2023.

For questions and project information, call the

Project Hotline at (928) 852-4164

Kimley»Horn

To receive future project updates, email: *info@rangerbrewerimprovements.com*

Ranger/Brewer Intersection Improvements Project
Sedona Public Works Department
102 Roadrunner Drive
Sedona, Arizona 86336

Join Us!

Tuesday, April 12, 2022

Sedona Parks and Recreation Department at 221 Brewer Road

(Formerly the Oak Creek Unified School District Administration Building)

5 p.m. to 7 p.m.

The community meeting will provide information regarding:

- *Project limits*
- *Anticipated schedule*
- *Ranger/Brewer intersection upgrades*
- *Ranger Road extension details*
- *How to stay informed*

APPENDIX B

Frequently Asked Questions Display

Ranger/Brewer Intersection Improvements Project

Frequently Asked Questions

What is the purpose of the Ranger/Brewer Intersection Improvements Project?

- The goal of this project is to reduce congestion and increase safety by providing additional capacity. This intersection has been in need of improvements since the SR 179 improvements were completed. The need for access to a future mobility hub, and additional connectivity to SR 89A, have accelerated the priority for the project. Improvements include upgrades to the Ranger/Brewer intersection and an extension of Ranger Road to the future Forest Road.

When was this project first introduced?

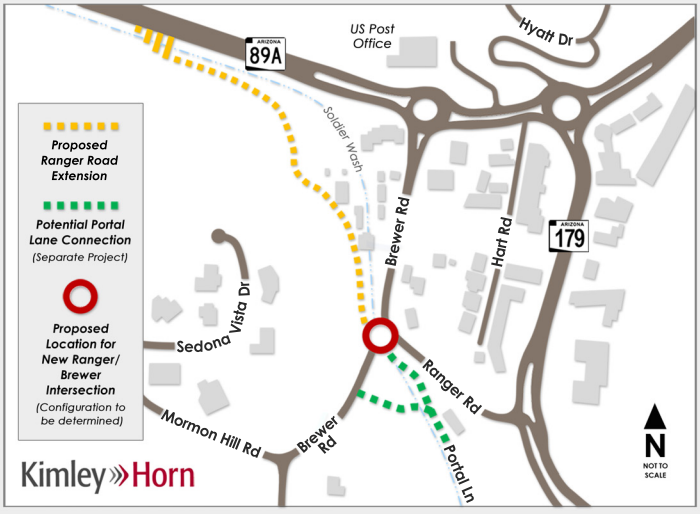
- This project was first introduced in the 2009/2010 Annual Budget. The project has been delayed numerous times based on priority of other projects in the Capital Improvements Program. This includes projects in the vicinity of Brewer Road such as the Soldier Wash drainage projects that were prioritized after the 2009 flooding.

What is the next step in this project?

- Prior to moving the project into final design, alternatives will be evaluated based on a number of factors including but not limited to improved safety and operations, cost, impacts, public support and long-term maintenance. Currently the Design Team is working on completing the Design Concept Report (DCR), which contains the information being shown at this meeting. The DCR will also evaluate a possible connection from the Portal Lane parking lot to Brewer Road.

When can you expect construction to begin?

- Upon approval of the DCR, the Team will move into Final Design with the goal of completing design and having the project ready for construction in 2023.



How do I learn more about the project?

- To receive future project updates, subscribe to the eNewsletter by emailing *info@rangerbrewerimprovements.com* or leave your email at the sign-in station.
- Call the project hotline at (928) 852-4164 for additional information.

APPENDIX C

Sign-In Sheets

Ranger/Brewer Intersection Improvements Project

Community Meeting
Tuesday, April 12, 2022
5 p.m. to 7 p.m.

SIGN IN SHEET

NAME / BUSINESS	ADDRESS	EMAIL ADDRESS	PHONE NUMBER
John Nisbet			
Annette Nichols			
Bruce Browning			
Lorie Pomeroy			
Mark TenBroek			
Ginny Hays			
Sherman			
Max Reech			
Wendy Lippman			
Tina Geurts			
Fred L. Sip Miller			

Ranger/Brewer Intersection Improvements Project

Community Meeting
Tuesday, April 12, 2022
5 p.m. to 7 p.m.

SIGN IN SHEET

NAME / BUSINESS	ADDRESS	EMAIL ADDRESS	PHONE NUMBER
John Conway			
Raymond Cota			
Patricia Dexter			
Karen Strauch			
Glen Polcyn			
Polly & Bill Cullen			
Annemarie Hunter			
John Martinez			
Jeffrey Rohm			
Linda Jones			

Ranger/Brewer Intersection Improvements Project

Community Meeting
Tuesday, April 12, 2022
5 p.m. to 7 p.m.

SIGN IN SHEET

NAME / BUSINESS	ADDRESS	EMAIL ADDRESS	PHONE NUMBER
David Peck COS Retiree			
Kurt Gehlbach			
Mary Kay Miller			
Simon & Gaeta DeGruchy			
Munir and Frieda Metwalli			
Bill Holman			
Tom Schneider			
Monique Richter Suzi Heath			
April Payne			

Ranger/Brewer Intersection Improvements Project

Community Meeting
Tuesday, April 12, 2022
5 p.m. to 7 p.m.

SIGN IN SHEET

NAME / BUSINESS	ADDRESS	EMAIL ADDRESS	PHONE NUMBER
Bobbi Jo Haynes			
Sylvia Sattler			
Brian Fultz			
Suzanne Owens			
Chris Malek			
Steve Segner			
John Nicholson			
Jan Pomeroy			
Nancy Friedman			
ERNE STRAUCH			

598

Ranger/Brewer Intersection Improvements Project

Community Meeting
Tuesday, April 12, 2022
5 p.m. to 7 p.m.

SIGN IN SHEET

NAME / BUSINESS	ADDRESS	EMAIL ADDRESS	PHONE NUMBER
RANDOLPH BRINE			
GARY BRIAN			
Elizabeth Tibbi			
David Tracy			
Ann Jarmusc			
Ashlee Threlkeld			

Ranger/Brewer Intersection Improvements Project

Community Meeting
Tuesday, April 12, 2022
5 p.m. to 7 p.m.

SIGN IN SHEET

NAME / BUSINESS	ADDRESS	EMAIL ADDRESS	PHONE NUMBER
Ingrid Orosz			
Maria W			

APPENDIX D

Comment Forms

Ranger/Brewer Intersection Improvements Project

Community Meeting
Tuesday, April 12, 2022
5 p.m. to 7 p.m.

OPEN HOUSE COMMENT FORM

Return this comment form at the end of tonight's meeting, or mail it to:

City of Sedona Public Works Department
Stephen Craver, Associate Engineer
102 Roadrunner Drive, Sedona, AZ 86336

Please take a moment to fill out this comment form and let us know the following:

Was the Project Team knowledgeable? ☑ Yes ☐ No

Please comment

Was this meeting helpful for you? ☑ Yes ☐ No

Please comment

Were your questions answered? ☑ Yes ☐ No

Do you have a better understanding of the project? ☑ Yes ☐ No

Let us know if you have any additional questions, comments or input regarding the project and we will contact you.

Suggest City work with Los Abrigados to have it open its existing gate to Portal Lane. This will allow "back" exit from Los Abrigados to eventually go to 89A South and avoid the "Y."

Please use the backside of this form if more space is needed.

☑ Yes, please contact me to discuss my question(s) or concern(s).

Name: Jeffrey Rohm

LET US KNOW!

Is this your first time attending a City of Sedona community meeting? ☐ Yes ☑ No

Based on your experience, how likely are you to attend another community meeting?

☑ Very likely
☐ Likely
☐ Neither unlikely, nor likely
☐ Unlikely
☐ Very unlikely

How did you learn about this meeting?

☑ Mailer ☐ Ad ☐ Other: _____

THANK YOU FOR ATTENDING TONIGHT'S MEETING!

The City appreciates your participation.

Ranger/Brewer Intersection Improvements Project

Community Meeting
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Was the Project Team knowledgeable? ☒ Yes ☐ No

Please comment

Was this meeting helpful for you? ☒ Yes ☐ No

Please comment

Were your questions answered? ☒ Yes ☐ No

Do you have a better understanding of the project? ☒ Yes ☐ No

Let us know if you have any additional questions, comments or input regarding the project and we will contact you.

The people on Brewer need to be made comfortable that their wildfire evacuation egress will NOT be impacted by the Los Abrigados + Portal Ln connections.

Please use the backside of this form if more space is needed.

☐ Yes, please contact me to discuss my question(s) or concern(s).

Name: Brian Fultz

LET US KNOW!

Is this your first time attending a City of Sedona community meeting? ☐ Yes ☒ No

Based on your experience, how likely are you to attend another community meeting?

☒ Very likely
☐ Likely
☐ Neither unlikely, nor likely
☐ Unlikely
☐ Very unlikely

How did you learn about this meeting?

☐ Mailer ☒ Ad ☐ Other: _____

THANK YOU FOR ATTENDING TONIGHT'S MEETING!

The City appreciates your participation.

Ranger/Brewer Intersection Improvements Project

Community Meeting
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Was the Project Team knowledgeable? ☒ Yes ☐ No

Please comment

Was this meeting helpful for you? ☒ Yes ☐ No

Please comment

Maybe - a lot of people asking questions during presentation made it difficult to completely hear & get full grasp of the project.

Were your questions answered? ☒ Yes ☐ No

Do you have a better understanding of the project? ☒ Yes ☐ No

Let us know if you have any additional questions, comments or input regarding the project and we will contact you.

Public access to the traffic modeling video would be extremely helpful.

Please use the backside of this form if more space is needed.

☒ Yes, please contact me to discuss my question(s) or concern(s).

Name: Raymond Cota

THANK YOU FOR ATTENDING TONIGHT'S MEETING!

The City appreciates your participation.

LET US KNOW!

Is this your first time attending a City of Sedona community meeting? ☐ Yes ☒ No

Based on your experience, how likely are you to attend another community meeting?

- ☐ Very likely
- ☒ Likely
- ☐ Neither unlikely, nor likely
- ☐ Unlikely
- ☐ Very unlikely

How did you learn about this meeting?

☒ Mailer ☐ Ad ☐ Other: _____

Ranger/Brewer Intersection Improvements Project

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Stephen Craver, Associate Engineer
102 Roadrunner Drive, Sedona, AZ 86336

Please take a moment to fill out this comment form and let us know the following:

Was the Project Team knowledgeable? ☒ Yes ☐ No

Please comment

Was this meeting helpful for you? ☒ Yes ☐ No

Please comment

First look at detailed project design

Were your questions answered? ☒ Yes ☐ No

Do you have a better understanding of the project? ☒ Yes ☐ No

Let us know if you have any additional questions, comments or input regarding the project and we will contact you.

Simplify the Post Office/Brewer roundabout as much as possible when the two new ones are in place.

Minimize the cuts through the Ranger Station park – single path for all merchants.

Thanks!

Please use the backside of this form if more space is needed.

☐ Yes, please contact me to discuss my question(s) or concern(s).

Name: _____

Address: _____

Phone: (_____) _____ - _____

Would you like to receive project updates?

☐ Yes, please sign me up for project updates via email at:

_____

THANK YOU FOR ATTENDING TONIGHT'S MEETING!

The City appreciates your participation.

LET US KNOW!

Is this your first time attending a City of Sedona community meeting? ☒ Yes ☐ No

Based on your experience, how likely are you to attend another community meeting?

☒ Very likely
☐ Likely
☐ Neither unlikely, nor likely
☐ Unlikely
☐ Very unlikely

How did you learn about this meeting?

☒ Mailer ☐ Ad ☐ Other: _____

Ranger/Brewer Intersection Improvements Project

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Please comment

Was this meeting helpful for you? ☐ Yes ☐ No

Please comment

Were your questions answered? ☐ Yes ☐ No

Do you have a better understanding of the project? ☐ Yes ☐ No

Let us know if you have any additional questions, comments or input regarding the project and we will contact you.

Please use the backside of this form if more space is needed.

☒ Yes, please contact me to discuss my question(s) or concern(s).

Name: Elizabeth Tebenjo

LET US KNOW!

Is this your first time attending a City of Sedona community meeting? ☐ Yes ☒ No

Based on your experience, how likely are you to attend another community meeting?

☐ Very likely
☐ Likely
☐ Neither unlikely, nor likely
☐ Unlikely
☐ Very unlikely

How did you learn about this meeting?

☐ Mailer ☐ Ad ☐ Other: Comcast Homework Flyer

THANK YOU FOR ATTENDING TONIGHT'S MEETING!

The City appreciates your participation.

Ranger/Brewer Intersection Improvements Project

Community Meeting
Tuesday, April 12, 2022
5 p.m. to 7 p.m.

OPEN HOUSE COMMENT FORM

Please use this space for additional questions, comments or input:

· Sedona Vista Drive is a Residential Community
that you are forgetting about
Your Plans are putting us all
At Risk - Noise
Health - fumes
Safety = emergency nightmare

You want to put a Road under my home
Where is the room?

When

· Put in Barrier for this Neighborhood Stone Wall Fence
Trees plant to preserve
Consider happy environment

Bury Power Lines
Bury in Fiber Optics

2 lanes on each side

Right to Quiet Enjoyment

THANK YOU FOR ATTENDING TONIGHT'S MEETING!

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Ranger/Brewer Intersection Improvements Project

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Please comment

Was this meeting helpful for you? ☑ Yes ☐ No

Please comment

Were your questions answered? ☑ Yes ☐ No

Do you have a better understanding of the project? ☑ Yes ☐ No

Let us know if you have any additional questions, comments or input regarding the project and we will contact you.

Chairs and a PA system would have been helpful. I wear hearing aids, and when people in the back started chatting, I couldn't hear the main presenter.

I agree with a neighbor who suggests the Ranger and Forest Road extensions, along with their 89a roundabout, should be built first, before the Brewer/Ranger intersection or to coincide so they all open at the same time.

Please use the backside of this form if more space is needed.

☐ Yes, please contact me to discuss my question(s) or concern(s).

Name: John Conway

THANK YOU FOR ATTENDING TONIGHT'S MEETING!

The City appreciates your participation.

LET US KNOW!

Is this your first time attending a City of Sedona community meeting? ☐ Yes ☑ No

Based on your experience, how likely are you to attend another community meeting?

☑ Very likely
☐ Likely
☐ Neither unlikely, nor likely
☐ Unlikely
☐ Very unlikely

How did you learn about this meeting?

☑ Mailer ☐ Ad ☐ Other: _____

Ranger/Brewer Intersection Improvements Project

Community Meeting
Tuesday, April 12, 2022
5 p.m. to 7 p.m.

OPEN HOUSE COMMENT FORM

Please use this space for additional questions, comments or input:

Not related to this project, but backed up by a statement from the presenter on how pedestrians cause traffic back ups, the Tlaquepaque pedestrian underpass should already be under construction. And the median on 179 from Ranger to the bridge should mimic what was done in Uptown to successfully stop jay-walking.

This project needs to make access to and from the Hummingbird House better than it is presently. If it is going to be detrimental to Hummingbird House, than the City should purchase it at full asking price and make it a museum available by shuttle.

Finally, I was disappointed to hear at the meeting that the Portal Lane extension is not the exit from the Hilton Los Abrigados the council approved, and that there still will be a road across the southern part of the Ranger Station park. I can't help but wonder if the City had developed the park years ago, would they still be allowing a road to cut through it. I would much more like the Portal Lane extension to serve both Tlaquepaque and Los Abrigados rather than two exit roads.

Please don't misunderstand, I am in favor of this project. These are just thoughts & suggestions from a 59 year ~~new~~ resident of Sedona.

THANK YOU FOR ATTENDING TONIGHT'S MEETING!

The City appreciates your participation.

Ranger/Brewer Intersection Improvements Project

Community Meeting
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Stephen Craver, Associate Engineer
102 Roadrunner Drive, Sedona, AZ 86336

Please take a moment to fill out this comment form and let us know the following:

Was the Project Team knowledgeable? ☑ Yes ☐ No

Please comment

The lack of chairs was unfortunate. The room was too small. Everyone standing and the presenters being in 3 places rather than together missed the mark.

Was this meeting helpful for you? ☑ Yes ☐ No in the end

Please comment

Some of my neighbors helped me figure out the next day what was too confusing at the meeting.

my husband had to go sit in the car; couldn't stand and couldn't hear due to set up.

Were your questions answered? ☐ Yes ☐ No

Do you have a better understanding of the project? ☐ Yes ☐ No

Let us know if you have any additional questions, comments or input regarding the project and we will contact you.

See other side →

In short: with the shift in traffic flow away from the Y the tradeoffs for I-79 ↑ are very concerning. at Ranger Rd

Please use the backside of this form if more space is needed.

☐ Yes, please contact me to discuss my question(s) or concern(s).

Name: Bill + Polly Cullen

LET US KNOW!

Is this your first time attending a City of Sedona community meeting? ☐ Yes ☑ No

Based on your experience, how likely are you to attend another community meeting?

☐ Very likely
☑ Likely if I hear the set up is better
☐ Neither unlikely, nor likely
☐ Unlikely
☐ Very unlikely

How did you learn about this meeting?

☑ Mailer ☐ Ad ☐ Other: _____

THANK YOU FOR ATTENDING TONIGHT'S MEETING!

The City appreciates your participation.

Ranger/Brewer Intersection Improvements Project

Community Meeting
Tuesday, April 12, 2022
5 p.m. to 7 p.m.

OPEN HOUSE COMMENT FORM

Please use this space for additional questions, comments or input:

What I Think is definitely very good:

1) multiple outlying parking areas to "capture" arriving vehicles a Big Thumbs Up!

2) Separating the hub functions:
- shuttle maintenance and "garages" at Wastewater/Wetlands area
- ~~[illegible]~~ having only the transfer station at the property south of Coldwell Banker.
- spreading the impact to many neighborhoods
- parking garage built to help Uptown parking

3) Protecting and respecting the Ranger Station Park

4) Brewer residents being able to go to W. Sedona via Ranger Ext.

5) Forest Rd Ext diverting Uptown traffic away from the Y

My concerns:

1) With the new roundabout at Brewer & Ranger:
a) Ranger Ext. will divert traffic from 89A and provide a short cut to 179. The potential for a great increase in vehicles turning onto 179 from Ranger Rd MUST be addressed! Will helping the flow to Uptown and Oak Creek Canyon and improving the Y be a tradeoff for worsening the already slow flow on 179? ~~Will~~ with that shortcut will the roundabout at Brewer and Ranger become a new "double-Y" at 179 and at the roundabout?
b) Emergencies/evacuations out of Brewer Rd???

2) Please do whatever you can to direct traffic from W. Sedona to Phoenix via SR 260!

THANK YOU FOR ATTENDING TONIGHT'S MEETING!

The City appreciates your participation.

Overall I think the modifications in the last year are good and I thank the City Council + Staff ~~for~~ for listening to

I attended the "meeting" earlier this week.
It was immediately apparent that we were not to be comfortable for an informative and idea exchanging meeting. There were no chairs. Was this by design?
Cookies and water but no chairs.
I also question the validity/integrity of the traffic flows. I haven't seen traffic that "light" in years, regardless of the time of the day.
Living south of the current Brewer/Ranger intersection, I am DEEPLY concerned about one way in/out. Now you're going to add overflow from Tlaquepaque/Los Abrigados? Your drawing depicts TWO entry points for this?
What do fire/police say about this in regards to their response times? I already see them routinely fighting the traffic on northbound 179.
Even if you do convert that intersection into another roundabout, if you're choosing to travel south on 179, there's still a stop sign. A "slip lane" will only allow a car or two, not the back up that often happens. Has anyone studied traffic when there's an event at Tlaquepaque? It's taken me > an hour to get from Airport Road to be home on those nights.
Roundabouts are not a solution since most do NOT know how to safely navigate them.
We are defined by 2 state highways whereupon pedestrians are allowed to walk across the road, and too well discovered. It'll only be mitigated by the number of people, who once visiting, vow to NEVER return.
The "transfer" station needs to be outside of town, as do the pick up spots for those choosing to park and ride. (Ranger Station in VOC and the sewage treatment plant on 89A).
Has anyone looked at the possibility of a bypass via Schnebley Road to connect with the roundabout at the north end of uptown?

Mary Kay Miller

City of Sedona:

I attended the open house held on April 12, 2022 and was pleasantly surprised by the ability of those attending to ask reasonable questions. I was a bit disappointed that the presentation was rather basic and did not get into the details of how the analysis was being performed and the range of options that are being considered. I had a few comments and questions I wanted to ask of the City and the Design Team which really did not work out well in the format of the open house:

1. Computer Model - What specific computer model is being used, and what are the boundary conditions applied to the model? I believe that we saw a model that used mid-day conditions when in fact later in the afternoon seems to be the time when most of the backups occur. I also understand that the traffic volume is from March, which while it may be the highest volume day, may not represent the highest traffic backup periods. I think the public should see the improvements that would be expected during the highest traffic periods since that is when we are most affected.

2. Driver Behavior - I also had a question about the driver behavior applied to the model. Anecdotally, it seems that many of the worst backups are the result of poor driver behavior or poor understanding of the rules. For example, I did not see the model present the common visitor behavior of turning left towards 179 from the southbound 89A right lane or stopping while in the roundabout. These common poor driver behaviors do not follow standard rules, but have a significant impact on traffic backup. Does the model incorporate them, or base it on property driver rules and behavior and will the final concept design includes these modified rules?

3. Physical Model Boundary - From the model presented, it seemed to only include part of the way up Cooks Hill, part of the Hilton entry up the hill, and a small section of 89A of the north and 179 to the south. Perhaps this was just for display, but I think a more comprehensive model scope with extended boundaries is needed, in particular to capture the likely behavior moving around Uptown, the proposed parking garage (with and without), and the newly added roundabouts on 89A north of the Y. How it all fits together is key to a reasonable and accepted plan prior to moving to design. I think it would also be instructive to understand how a new parking garage and the Forest Road connection will impact backups in the Y.

4. Ranger Road Connection - The connection of Ranger Road to 179 at the meeting showed cross traffic connections. I have observed significant backups at Ranger Road as gaps are frequently not available to make either of these turns. Seems a roundabout at this location as well would also be a good move to consider in the conceptual design. I did hear from one of the engineers that this may have been due to issues of roadway slopes in the area, but it does seem that the locations of the roundabout could be adjusted slightly south to make it work, even though this might impact current parking at Tlaquepaque.

5. Transit Center - The use of the transit center only for moving from one mode of transit to the other is a good idea. No parking should be provided at this high traffic area as it seems it would draw vehicles to a location where these cannot be tolerated.

6. Additional 89A lane south of Forest - I heard that there is consideration of two northbound lanes (in addition to the left turn to Forest lane). This was termed "storage" by the consultant. Having spent plenty of time in this storage area, having only a signal controlled left and a single lane north through Uptown I am concerned that this storage will exacerbate the delays making it to the Jordan Road roundabout and access to Uptown (where I live). This area is already plagued with gawkers who look

out at the rocks, even leave their cars to take pictures, and this type of behavior needs to be considered both in the model and the final design. I am also concerned with removing or narrowing the bike lane in this segment of the road. I use this bike lane frequently and it is already dangerous with people opening car doors to get photos and other odd behaviors so would not want to compromise bike safety.

7. Pedestrian Crossings - It was not clear to me if overhead or under road pedestrian crossings are being provided at the new roundabouts (or at the existing Y roundabouts). There are frequent pedestrian conflicts and I am not sure if these are even considered in the traffic model. Separating these modes of transportation would reduce congestion and improve safety.

8. Bike Lanes - Bike transit is being encouraged in Sedona, but at each of the roundabouts, the lanes taper down and disappear, and I think that with an ebike riding on the sidewalk is not even allowed. I would recommend that all roundabouts include a continuous bike lane for safety from the increasing mode of transportation.

9. Roadway Lighting - The Jordan Road roundabout and a number of cross streets north of that roundabout include new LED lighting. At the roundabouts, this lighting is placed on 30' masts and the nature of LED lighting is that the light escapes parallel to the ground impacting all properties inside that envelope (which is most of Uptown). I would recommend the following modifications to the lighting plan be incorporated into the final design: 1) Include shielding on all LED lights so that the lights do not project beyond a 45 degree angle to the ground, 2) Include dimmers on the lights to allow getting the right amount of lighting for each location after installation, and 3) adjust the power down between 9:00 PM to 7:00 AM during very low traffic and pedestrian periods. I think we want our street lighting to reflect the fact that we are a dark sky community.

I also believe that another public meeting/forum should be conducted that shows the results of the analysis, the assumptions included, and provides an opportunity for input before moving to final design. These changes have an opportunity to make significant improvements to traffic, and we want to make sure that this is communicated to the residents prior to final design so that there is understanding and support. Thanks.

Mark TenBroek