

PRESCOTT CITY COUNCIL
STUDY SESSION
PRESCOTT, ARIZONA
APRIL 15, 2008

A STUDY SESSION OF THE PRESCOTT CITY COUNCIL WAS HELD ON TUESDAY, APRIL 15, 2008, in the Prescott Municipal Building, 201 S. Cortez Street, Prescott, Arizona.

◆ **CALL TO ORDER**

Mayor Wilson called the meeting to order at 3:00 p.m.

◆ **INTRODUCTIONS**

◆ **INVOCATION:** Pastor Bobbie Root of the Unitarian Church

Pastor Bobbie Root of the Unitarian Church gave the invocation.

◆ **PLEDGE OF ALLEGIANCE:** Councilwoman Lopas

Councilwoman Lopas led the Council and audience in the Pledge of Allegiance.

◆ **ROLL CALL:**

Present:

Absent

Mayor Wilson
Councilman Bell
Councilman Lamerson
Councilwoman Lopas
Councilman Luzius
Councilwoman Suttles

Councilman Roecker

◆ **SUMMARY OF CURRENT OR RECENT EVENTS**

City Manager Steve Norwood said that most of the Council were on the tour today of the Field Operations and saw first hand the innovation and creativity that Chad McDowell, Jim Sutton, Tim Legler are doing out there. He said that the savings are in the six figures. Mr. McDowell will be providing a one-page synopsis of all of the money-saving items they are doing and will be sharing that with the Council as well as the news media.

Mr. Norwood reported that the City is hosting at the Prescott Resort the Arizona Statewide Airport Association Conference, with people from all over the state,

with about 200-250 people attending. Based on stories, they have deposited a significant amount of money, especially in the downtown area. They are glad to have them in Prescott and they will be here through Thursday morning.

I. PROCLAMATIONS

A. April 2008 - *Child Abuse Prevention Month*

Councilwoman Lopas read the proclamation proclaiming April 2008 as *Child Abuse Prevention Month*, and presented it to Kathy McLaughlin.

Ms. McLaughlin said that child abuse affects everyone, and they are the most silent victims among them. It is up to the adults to give them a voice. One out of four girls will be sexually abused by the time she is 18. One out of eight boys will be sexually abused that they are 18. Only one out of nine ever report and it is up to the adults to be aware, to be alert, to know how to report and to take that step to protect a child. She said that they have a fine community of professionals, among them the Prescott Police Department, but they only go to work when we pick up the phone to make that call. She then presented a pinwheel to each Council members, to signify prevention.

B. April 13 – 19, 2008 – *National Public Safety Telecommunications Week*

Councilman Luzius read a proclamation proclaiming April 13-18, 2008 as *National Public Safety Telecommunications Week*, and presented it to Paul Laipple, who thanked the Council for all of their support, as well as all of the partners. He said that they dispatch for three policy agencies and five fire agencies in the Prescott area. They have their support and they work together as a team. He also asked that everyone give a hand to the dispatchers who had come forward, noting that their jobs are not easy.

C. April 15 – May 16, 2008 – *Prescott's Bike Month*

Mayor Wilson read the proclamation proclaiming April 15 through May 16, 2008, as *Prescott's Bike Month* and presented it to Jim Knaup. Mayor Wilson noted that they would be holding the *Bike with the Mayor* later in May for anyone wanting to join them.

Mr. Knaup said that there are a lot of people involved in Bike Month, with 32 days of activities. He said that they have calendars posted on the Internet at PrescottBikePed.org, and he had calendars available at the meeting for anyone wanting one. He said that for more information they could attend the kickoff party at Coyote Joe's at 5:00 p.m. today. Mr. Knaup was then thanked by another member of the committee for his efforts in putting things together. She said that if there are any interested

bikers in the public that want to be involved in keeping bicycling friendly in

II. DISCUSSION ITEMS

- A. Approval to purchase one Power Boss Admiral 42 Scrubber/Sweeper from Southwest Sweeper Sales for \$33,498.30.

Mr. McDowell said that this is approval to purchase a scrubber sweeper for the downtown area, which has been budgeted in the 2008 budget, and was an action at the plenary session that a goal of the Council was to keep the downtown area beautiful.

Councilman Lamerson noted that not only was it just a goal to keep downtown beautiful, but all of the stuff that is swept up off the sidewalk is unhealthy and it becomes an issue of public health and safety.

Councilman Bell said that he is the liaison to the Prescott Downtown Partnership and when he saw this, he did a personal survey. He said that everyone he talked to in that organization is very supportive and very happy with the efforts in the downtown area.

Councilman Luzius thanked Mr. McDowell, stating that they have been working on it for 2.5 years. He thinks it is great to have a polished city.

Councilwoman Suttles said that she saw in the information that this could also be used in the parking garage. She asked if there were any other areas where it could be used. Mr. McDowell said that they could also look at some of the other sidewalks, although it is the homeowners' responsibility to take care of their sidewalks out front of their homes. He said that they are purchasing this to keep the garage and downtown area clean. He added that they do have a lot of debris and there is a health issue, particularly in the garage area.

- B. Adoption of Resolution No. 3885-0853 – A resolution of the Mayor and Council of the City of Prescott, Yavapai County, Arizona repealing Section 5 of Resolution No. 2463 to dissolve the Parks, Recreation and Library Advisory Committee and forming a Parks and Recreation Board as a standing committee of the City of Prescott.

Debbie Horton said that staff is asking for the Council to dissolve the current Parks, Recreation and Library Advisory Committee and create a new Parks and Recreation Board. She said that the Library currently has an outstanding group, the Friends of the Prescott Public Library, so there is no need to duplicate those efforts. This new committee will focus on the parks and recreation activities of the City. She added that the Library Director, Ms. Kaus, has no objections to this.

Councilman Luzius said that he thought it was a good idea.

Charlene Craig, 601 Genwood, asked what would happen with the committee that currently oversees the Acker Trust. Ms. Horton said that there is an Acker Trust Board, which has nothing to do with this function. She said that if she was talking about the Acker Park itself, it would be covered by this new board those currently serving on that committee have been asked to reapply if they are interested in being considered for the new board.

C. Granite Creek Village:

1. Approval of Preliminary Plat for Granite Creek Village, a 43-lot residential subdivision on 14.58 acres located east of White Spar Road, along Granite Creek in the vicinity of the Pine Cone Inn, Zoning Planned Area Development (PAD); Applicant Timber Creek Development; Guy Naus and Phil Wiens. (PP07-006).

Tom Guice said that this is a two-part item, the first being the preliminary plat for Granite Creek Village. He said that the Planning and Zoning Commission voted 5-0 to recommend approval. He said that the plat is two phases. Of the 43 lots, Phase 1 would comprise 26 single-family homes; Phase 2 would include 17 townhomes. He said that the project meets all standards, paving is 28 feet with curb, gutter and sidewalks, and access would be from a new bridge at White Spar.

He said that they did hold two neighborhood meetings for the project. The first meeting Guy Naus, the developer and other representatives, heard of an interest of the residents living in Haisley Homestead about having a larger buffer or setback. The developers went back and are now providing a 40-foot buffer to include a 10' pedestrian easement. He said that the representatives at the meeting.

Councilman Luzius said that he attended both of the neighborhood meetings and sat through the Planning and Zoning meetings and there were some differences of opinion, but both entities had a meeting and came to a "meeting of the minds." He think they will be as happy as they can be. He said that it shows that when two groups come together and discuss an issue, they can usually come to an agreement.

Councilman Luzius asked what the bridge would look like. Mr. Guice said that they did not know yet. He believed that the

applicant has expressed an interest to the Commission that once the preliminary plat is approved, that they get started on the bridge design and have it occur at the same time as the final plat would come back to Council, and they could show them then.

Councilman Lamerson said that if this meets all the codes, standards, etc. he sees no reason to say no to something like this.

Councilwoman Lopas said that this project went to the Open Space Committee and they didn't see any room for improvement and was happy with the creek preservation.

2. Approval of Water Service Agreement with Timber Creek Development LLC for 15.05 acre feet of water annually.

Mr. Guice said that the Water Service Agreement is sufficient for 43 additional units, at 15.05 acre feet. If they don't develop the 43 by 2012, it would be adjusted accordingly.

- D. Approval of contract amendment to Contract 2000-202 with Embry-Riddle Aeronautical University for assignment of the contract by the City.

Ben Vardiman said that this is a request for an amendment with the contract with Embry Riddle Aeronautical University for fuel service provisions. He said that the current contract does not allow for assignment. Embry Riddle, Legend Aviation and the City are requesting this assignment to continue the fuel service to Embry Riddle.

- E. Authorization for procurement of a temporary expansion unit for the Airport terminal.

Mr. Vardiman said that the City did a public posting and bid process for a temporary expansion unit for the airport terminal, but no bids were received. They have since gone forward and are looking at other procurement methods, soliciting written quotes from qualified proposers, looking at a GSA or federal procurement contract, and requesting quotes from local organizations. They hope to have something to present to the Council by next week's meeting.

- F. Approval of reconfiguration of striping on Sixth Street from Pleasant Street to Fifth Street.

Ian Mattingly presented a PowerPoint presentation on a recommendation to reconfigure the striping of Sixth Street, which covered the following:

Background – In 2005 Sixth Street was scheduled for reconstruction with new AC pavement and as part of that project the design engineer recommended that the current striping (four lanes) be restriped in a three-lane configuration with one travel lane in each direction and one two-way center turn lane and two bike lanes. This was reviewed by the Transportation Coordinating Committee, the Prescott Bicycle Advisory Committee, and Public Works staff who all supported it. Objections from local businesses and property owners at that time led Council to discuss the striping configuration and ultimately voted to retain the existing striping.

Traffic Data Summary – Following the reconstruction, the roadway markings have been maintained through the annual striping contract. Maintenance is scheduled again for the week of April 28 requiring that a decision on the configuration be made. Staff has monitored the operation of the roadway and collected data required to complete a traffic study in anticipation of this discussion and the traffic report results are the basis for the re-evaluation.

He then highlighted some of the traffic study: the roadway width varies from the minimum of 43' curb to curb, to 47' feet. The posted speed limit is 30 mph in both directions. At both ends, as it narrows, the speed is reduced to 25 mph. The 85th percentile speed, the speed at which 85 percent of the vehicles surveyed were traveling, was at or below 37.5 mph northbound and 37.7 southbound.

The roadway was carrying 8800 vehicles per day when the latest traffic count was taken, which was in July of 2007. Based on historical traffic counts taken in that area, they anticipate the current volumes are just over 9000 cars a day. Over 13% of the peak hour traffic made left turn movements on the roadway and there was a total of 22 traffic collisions on the roadway from January 2004 through April 2008.

Common Engineering Knowledge on Road Diets – Road diet is defined as a technique of transportation planning where the width of the road or lanes is narrowed in order to improve the operation. The most common use of the conversion is where they take a four-lane roadway with two lanes in each direction and convert it to a three-lane section, one lane in each direction with a two-way turn lane in the center. It will operate well with traffic volumes ranging from 8000 cars per day to up to 19,000 cars per day (the upper limit).

He said that safety can be improved by reducing speeds on the roadway, which is done with the elimination of the fast lane. It precludes cars from passing; therefore, the lead vehicle limits all following vehicles and that is how they reduce speeding. Safety is also improved by eliminating

stopped vehicles in the fast lane. When they introduce the two-way center turn lane the vehicles no longer have to store in the fast lane, while deciding on their left turn movement. Safety is improved by increasing the buffer area from merging vehicles from driveways and side streets as the curb lane gains added width. Currently the curb lanes out on Sixth Street vary from 10-11 feet. With the conversation to a three-lane cross section, that would increase to 14.5 to 16 feet, depending on where they are on the roadway, even without the bike lanes.

Safety can be improved through the introduction of separate bike lanes. They increase the separation of bike and vehicular traffic, but even without bike lanes, safety is improved.

He said that the Traffic Report Analysis indicated that Sixth Street had numerous random access points for commercial and industrial traffic making heavy left-turn movements. During the peak hour over 13% of the traffic made left turns, indicating that the installation of a two-way center turn lane would substantially improve safety and convenience of roadway operation. The City collision records indicated that 5 of the total 22 collisions may have been of reduced severity or eliminated entirely with the addition of a center turn lane. The proposed striping configuration can accommodate the current and future traffic volume and adding bike lanes as a supplement will enhance safety and provide route connectivity for users, which is a top priority of the City's adopted General Plan and the Bike Plan adopted as part of that.

Budget Impacts – The cost of the striping reconfiguration is \$7600, a substantial portion of which is created by the obliteration required, approximately 75-80% of the cost. Adequate funding is budgeted in the streets account, which is paid out of one-cent sales tax.

Mr. Mattingly said that in conclusion it is recommended that Sixth Street be restriped to provide three lanes, one in each direction with a center two-way left turn lane. Bike lanes should be added as a supplement to increase safety and to implementation of the City's recommendations of the City's adopted General Plan.

Councilwoman Suttles asked if this survey had been done because it was time to restripe Sixth Street. Mr. Mattingly said that when the item first came up 2004, staff and the design engineers and committee recommended its implementation they had no hard data at that time. They collected data through the last four years and that is why the date of the study is December 2007, but it was completed and supports the recommendation made at that time.

Councilwoman Suttles said that this was voted on this in 2004. At that time, she cannot remember what the vote was. Mr. Mattingly said that it was a unanimous vote in support of four lanes. Councilwoman Suttles said that at that time they also had quite a few people in, as well as the bike people, such as property owners that had been there for years.

Councilwoman Suttles said that she sees on the presentation the common engineering knowledge that they improve safety by separating bike and vehicular traffic, and improve safety by adding bike lanes. She said that she is questioning that mostly because of the traffic they have in Prescott where they have added those lanes. She asked if there will be bike lanes on Copper Basin. Mr. Nietupski said that the uphill lane is wider to accommodate shared use, but it will not be striped.

Councilwoman Suttles said that right now a bike can ride anywhere; they don't have to have a lane. Mr. Mattingly said that was true; they are legally on the road.

Councilwoman Suttles said that she came in with 111 e-mails on restriping; 96 of them were from bicyclists, feeling it was very important, that the lanes be put in. She also received comments from some of the property owners, a letter from Chuck and Judy Fulton from AZ Pro, a fax from Kay's Lighting, and a few other businesses. She asked why this creates such a controversy.

Mr. Mattingly said that from a staff viewpoint, this item is all about traffic safety and foremost is vehicular safety. The conversion from four lanes to three lanes appears will enhance safety, providing a lot of benefits for the businesses. Side benefits would be they allow width in the travel lanes to put in bike lanes. He personally sees it as a vehicular safety issue. He said that the Bike and Pedestrian Plan, as part of the General Plan, does indicate the location should have bike lanes. He said that they can legally use the lanes with or without striping; however, if they are going to move to a three-lane configuration, the marking of a bike lane would be no disadvantage in that situation.

Councilwoman Suttles said that the area is an industrial zone. Mr. Mattingly said that the zoning is zoned light industrial and business. Councilwoman Suttles said that is what she has difficulty with. She asked if staff has talked with the property owners. Mr. Mattingly said that they have notified them of the meetings. He said that he understands that there is heavy use, with left turns, etc.

Mayor Wilson said that they are talking about traffic engineering. He does not think that the property owners are qualified to be traffic engineers, just as well as he is not qualified. He said that they can ask for opinions of the

property owners and the citizens, but it is not proper to ask them to make engineering decisions.

Councilwoman Suttles said that she disagrees. This is still a business area that is important to the City of Prescott. They were there before it got as busy as it is. She said that the e-mails and packing of the Chambers to get something turned over may not be the best way to go.

Councilman Lamerson said that he finds it curious and interesting that staff talked with the bike owners, but not the property owners. He said that in the packet it talks about “current engineering practices indicate” and he asked if that inferred that from time to time they change their engineering practices to meet conditions.

Mr. Mattingly said that he would say that the road diets are relatively new. In all areas of engineering, judgment is part of it. These things they are talking about are based on studies that have been done, which are limited, and they do evolve, but that does not mean that they are not valid. All they can do is go by Federal guidelines and some of the studies, before they become adopted Federal guidelines. He said that he is providing the most up-to-date information that engineers have gathered.

Councilman Lamerson said that he is not an engineer, but he does remember being in on the General Plan Committee. If he is not mistaken they talked about certain things where appropriate, and bike lanes was one of them. One of the things that happen with time and evolution, there are certain areas that are not appropriate for different things. He asked how many bikes were on Sixth Street on a given day. Mr. Mattingly said that they did not count bikes as part of the study because this is a vehicular safety issue. He said that the focus was not to put in bike lanes, or not put them in.

Councilman Lamerson asked if Mr. Mattingly was say that in his expertise, reconfiguring this, regardless of bike lanes, would be safer with three lanes rather than four lanes. Mr. Mattingly said that was correct.

Councilman Lamerson said that he knows that the last attorney didn't like him to use the word “liability,” but it seems to be an attractive nuisance to say that the bike lane is different. He asked Mr. Kidd if that would be the case.

Mr. Kidd said that he was correct; when they do something and design it as a bike lane, they have an additional obligation to maintain it as such. Just like a road design, they have to design it properly with current standards. There are different standards that apply to bike paths and bike

lanes that need to be applied, and they need to maintain it in a reasonably safe condition.

Mr. Nietupski said that he concurred with Mr. Kidd; they have a standard of care to maintain. He said that if they have a pothole, they have to fix it. They have the same standard of care to maintain to the bike lane. They have to do the same kinds of activities in the maintenance of a bike lane as they do in the street. If they have a street section that wasn't striped as a bike lane, but on the edge they had a deteriorated area that required maintenance, if they did not maintain it there would be a liability for the City.

Councilman Lamerson said that he is trying to get a feel for what they are actually trying to get a grip on, with bike lanes and roads, and City responsibility and liability. He would hope that this item does not go on the Consent Agenda as he believes there is a whole lot more conversation needed if it is going to be the City policy that they have bike lanes, then the City also needs to take the responsibility to assure that the taxpayers are not in the liability aspect of not maintaining those.

Mr. Nietupski said that the City does have a number of striped bike lanes; Willow Creek Road is an example. He said that it is striped and maintained and the City does its duty in that regard; this would not change. He said that the whole intent of the project is to enhance public safety on Sixth Street, whether or not there are bike lanes there. It is the recommendation to have three lanes versus four lanes.

Councilman Lamerson asked about bicycles on sidewalks and who enforces that. Mayor Wilson said that he believed they are getting off the agenda. Councilman Lamerson said that within the framework of bike lanes and other roadways, bikes are required to adhere to the same rules and regulations. If a vehicle goes into a bike lane, they have just violated something if they've designated a bike lane.

Mr. Kidd said that if it was properly signed and posted, the driver would be traveling outside of the normal path of traffic, that would be a traffic violation, providing someone is there to catch it.

Councilman Luzius thanked Mr. Mattingly for his comprehensive presentation. He made some notes as the discussion has gone on. He asked if the bike lanes would be designed and maintained properly. Mr. Mattingly replied that they would be within standards.

Councilman Luzius said that Councilman Lamerson is always interested in the public health and safety, and yet he does not want bike lanes on the road. He asked how many cars travel up and down Iron Springs Road

and Willow Creek Road. Mr. Mattingly said that currently the traffic on Willow Creek Road varies from 25,000 to 30,000 cars a day. Councilman Luzius said that they have 8,500 to 9,000 a day. He cannot see a reason to not have a bike lane.

Councilman Luzius said that as far as it being an industrial zone, the idea is to slow the traffic and eliminate people passing on the inside and creating a traffic situation. Based on Mr. Mattingly's presentation, he would support this wholeheartedly and he thinks it should have been done four years ago. He also remembers the discussion of bike paths on Copper Basin Road and Councilman Lamerson was adamant that there not be bike paths, so he thinks he must have a problem with them.

Councilman Lamerson said that he did not have a problem with bike paths; he has a problem with them being safe.

Councilwoman Lopas said that Councilwoman Suttles brought up something about property owners. The citizens of Prescott are some of the property owners of Granite Creek Park. The safety issue is a concern. There is a lot more pedestrian use in that industrial area, but because there is a park there, they have a unique situation. She thinks it is a good idea. Narrowing the streets down and having the turn lane, now they would have room for a bike lane.

Councilman Bell said that he was there when they took the last vote and he has thought about the issue a lot. He said that it was probably one of the mistakes that he made since being on the Council, but they were swayed by the property owners in that area. He said that is very evident that if they have a truck in the inside lane turning left, someone behind them has to stop or job over to the other lane and that can cause an accident. The accidents have been traced to that problem. He feels they have a road that has the proper width for bike lanes and they have an opportunity. He said that is in favor of the three lanes.

He said that he had one gentleman approach him that is a coach at the skating rink. He said that he has trouble all the time because there is no left turn lane. It is the same situation as they have on Cortez where the trucks stop in the center lane. He thinks it is a safety issue that needs to be addressed. He said that he is in favor of the three lanes with the bike lane.

Mayor Wilson said that he took a look at e-mails from everyone and what was hand delivered. He said that there is a lot to be said about this from an engineering standpoint. He said that they need to look at the experience and knowledge of the engineers, and he noted that the City of Prescott is a property owner. He said that when he reflects back on what

happened in 2004, he thinks everyone should be amenable to growth as they go forward. He's remembered of a quote by Abraham Lincoln, "I do not think much about a man that is not wiser today than he was yesterday." He is in favor of it.

Jim Knaup, 200 Parker Road, said that he thinks you have been presented with good evidence that this would improve the safety for all users. As Co-Chairman of the Prescott Bicycle Advisory Committee, a Board Member of Prescott Alternative Transportation, as a Yavapai College student, he is in favor of all of them, but most importantly as an affected landowner. It was not unanimous among landowners at the last go around. His neighbors at Prescott Equipment Rental, Ponderosa Ministorage, AZ Heating and Cooling were all in favor. Roger at Viking Motors was in favor.

Steve Blair, 1802 Northside Drive, said that he is a property owner and past Council member that made the decision previously. He is not only there for himself but also in hand talking for ten other property owners. He said that Prescott Equipment Rentals and AZ Heating and Cooling are on his list, along with Brewers Plumbing, RMS Fleet, Sixth Street Properties LLC, Kay's Lighting, and Sixth Street Condos (Terry Clayton), who wonders whether he would have spent the money if he knew there was going to be a change.

He said that while he was talking with Terry there today, there was a truck unloading in front of Reva's Warehouse on Sixth Street which took up the inside lane which would be a "bike lane."

He said that if they are going to start rechanging the community, they probably need to look at Miller Valley and Grove Avenue to accommodate bike lanes. He said that the bottom line to him is moving traffic in an industrial zone. He said that people chose to invest in the community and their livelihood is tied up in property on Sixth Street. He said that it is not about bicyclers; he loves them. He rode a bike at ASU for four years. The bottom line is that there is a place and time for it.

They have a bike path that goes through Granite Creek and a sidewalk on the wrong side of the road at Granite Creek Park. There needs to be a pedestrian crosswalk at the entrance to Granite Creek Park, and there needs to be an opportunity to bring the bikes from Lincoln Street, through Granite Creek Park, down Henry Street, onto Sixth Street, to the Peavine Trail on the Indian Reservation that connects Watson Wood, the Iron Creek Mine and the Circle Trail, and quite worrying about bikes being on an industrial street.

He said that he has a degree in park design from ASU and they never preach putting traffic with bicycles. Look at the parks in Austin, Texas; all the facilities out there are separated. He said that the property owners will be at the meeting next week with their lawyers. He said that they are not at the meeting this week because he told them that it was Bike Month, which is important to him. He said that he would not have his 12 year old son ride on Sixth Street.

Mr. Dorvin Jones, property owner, said that he like the thought brought up by Mr. Blair, Councilwoman Suttles and Councilman Lamerson. Maybe the City could answer why they didn't do a study for bike lanes in the industrial use. That is a big question that needs to be answered. Most of all, Mr. Blair said it well. He's been riding a bike down there for about 30 years; he rides every day to work and have been through town every day. He said that industrial is not a place for a bike. He said it is not a good idea in his opinion. He asked why they don't use second and third opinions when they're dealing with engineers. If they are expecting a professional opinion, maybe they need more opinions.

George Seaman, 1830 Idylwild, said that bikes can be on Sixth Street right now. He said that the debate of whether they can ride there does not make any different. The City has some liability to think about. It set up a magnet for children with the park, and they have every right to ride their bike. There has a General Plan that says it should have bike lanes. If the City doesn't have bike lanes, and a child gets hit on that street, it will be a problem. They need to either eliminate the park or accommodate the kids that use that road. There is no other option. That is the liability that the City needs to be thinking about. He said that he said it four years ago, and he is saying it again—one is enough and they need to be concerned about that.

R.E. Wall, 639 Lincoln Avenue, said that he feels strongly about the issue of bikes. They are currently painting a mural at the Mile Hi Middle School about safe routes to school. What they are seeing is passionate children coming forward to paint about bike safety. They have been seeing the bike racks increase. They are telling them that they are looking at a better future where they do care about the safety of our children, and they're painting a mural about it. In a month they are going to celebrate the mural. They would really like to tell them that they have made steps towards those safe routes to school. Being in a bike lane makes him feel a little bit safer. It is not the bikers that should cut back on riding on the streets. As they move into the future, they will see less people driving cars, and those people will question why there isn't a better infrastructure for bikes.

Lisa Barnes, 1513 Linwood, Executive Director of Prescott Alternative Transportation, (PAT) thanked the public staff, traffic engineer, for providing such comprehensive background. She doesn't think it was biased in any way and showed that safety and flow on the street will be improved. The argument that it is industrial, it is not just industrial – there is the thrift store, hockey rink, park, there are other destinations. Even if it was just industrial, bikers are using this street because they are trying to avoid Sheldon, and this is the connection that bikers have. They will continue to use it. As the area grows, not only will number of cars increase, the number of bikes will, and they might as well start making accommodations so that everyone is safe. Bikers are aware of their surroundings, trucks are working to not hit the bikes. By designating space on the roadway, everyone knows where they should be. It won't change anything other than showing where everyone should be. They're all taxpayers in town. They all own the roads. They all deserve to be accommodated on the roads.

Dave Craig, 611 Cherry Drive, said that he is a resident of Prescott and on the Prescott College faculty, and he teaches a bicycle transportation course there. Many Prescott College students and faculty are cyclists and they use streets for transportation. Many of their students do not own cars and bikes are their sole form of transportation. He said that the proposed Sixth Street bike lanes provide an efficient direct connection for their students from their campus to Yavapai College where many of them are co-enrolled. In a more general sense, support for bicyclist infrastructure such as the Sixth Street bike lanes is an important feature of making Prescott a desirable place for students to choose to come to school at Prescott College.

He said that his course did an informal survey of students and community members asking what would make Prescott a safer place to ride. The nearly universal response was bike lanes and bike paths. It appears that many people are hesitant to ride because they don't perceive Prescott streets as being safe without these features. Visiting students, families and prospective faculty have commented negatively on the lack of biking infrastructure in the City and have commented specifically that Prescott doesn't seem like a safe place to commute by bike. This is unfortunate because college towns usually have a high percentage of cycling students and faculty.

He then read a prepared statement from Steven Coury:

“With the current enrollment exceeding 1100 students between the College’s baccalaureate, masters and doctoral programs, the college funded an annual budget of over \$14 million in the year 2005-2006. This includes \$8 million payroll for over 200 faculty and staff employees and

represents \$7 million in local payroll. It is anticipated that \$3 million is spent by the college locally for basic goods and services with the balance being spent statewide, nationally and internationally. Over 440 students live within the Prescott Community and spend over \$3.7 million each year in basic living expenses here in the City of Prescott.

The graduate and adult degree programs bring students to the college multiple times where they stay in hotels, eat at restaurants, and shop spending over \$700,000 each year. In total, the total impact of Prescott College on the local economy is estimated at over \$14 million in direct contribution. This represents an indirect local economic impact in excess of \$43 million with over 498 local jobs directly and indirectly attributable to the economic contributions of Prescott College.

Bike lanes are important to people coming to Prescott College. A bike lane on Sixth Street represents a commitment by this Council to Prescott and what they bring to this community. Thank you very much.”

Katy Nelson, 109 N. McCormick Street, said that she does not have a car so she walks or bikes. She works at Yavapai College and lives on McCormick Street. She goes to Yavapai College and the safest way to get there is to go on Sixth Street. It is still dangerous and even if there was a sidewalk it would be helpful. There is no other place to ride. She would suggest putting in bike lanes, or at least making it a three-lane road. She does not own property, but she does pay taxes and works in the area. It is a connector street and they all use it. They should consider everyone in the City and in the downtown area.

Ms. Nelson said that she is also part of the mural project and has been at the Mile Hi Middle School every day for the past three weeks and a lot of them really do want to ride their bikes and walk to school.

Rob Halent, 1380 E. Valley View Road, said that it shouldn't be an issue between bikes and business owners. It's a connector for driving and bikes. Nearly 9,000 cars and certainly not all of them are going to the businesses there. It is a short cut from Sheldon to Montezuma. Considering the existing configuration with four lanes, anyone wanting to make a left turn has to stop in a traffic lane where they're going 37.7 mph

He said that it is a safety issue. With the size of the trucks, the lane size would increase from 10-11 feet to 16 feet wide; it would seem that the extra width would be welcomed. He would rather drive on a 16' lane if he was driving. He said that the center turn lane gets them out of moving traffic. He said that creating a bike lane would be good for everyone.

Bill Mathews, 1806 Pony Soldier Dr., said that it troubles him that some of the Council members have already declared their position on this. Also, it troubles him that reading the document that they read, that the facts and opinions were set out to come to a preconceived conclusion. He's confident that he could write a similar report with evidence from other sources to have no bike lanes there. Up until six months ago and for six years previous, he was the General Manager of Foxworth-Galbreath, and safety was No. 1 in his job description. He oversaw an operation of 193 employees, with heavy truck traffic, deliveries, incoming contractors hauling all types of things, and while no one asked him, he's there to say he knows a little about operating on Sixth Street, not by reading some textbooks or looking at some studies, but day in and day out and no one asked him.

He told Councilman Bell that if he regretted his previous decision, he would have asked that he come and he would tell him why he is in favor of the way it is. To have bike traffic on Sixth Street with heavy trucks, they are inviting a very bad situation. If there is an accident there with a bike and they encouraged it, he asked if he would regret that decision as well.

Paul Katahn, 844 Flora Street, said that he is the Safe Routes to School Program Coordinator. Because of their recent pact with the City, they are trying to encourage and educate the community. They have a lot of problems in the country with pollution and childhood obesity, and in talking about the connector it seems to him to be a "nobrainer." They have the space and have the opportunity to provide the infrastructure. As a lifelong bike commuter here in Prescott, San Francisco, down in the Valley, he thinks of this from an educational and encouragement standpoint by which if they don't provide infrastructure, they are fostering behavior that is contentious on both sides. Without that stripe there, they see bicyclists develop behaviors in order to deal with traffic that is very aggressive. He said that he had a conversation this morning with Prescott Police Officer Ben Scott, whom he works with in coordinating bike rodeos and other bike activities. He is a trained bike officer and they both recognize that this is the reality. If they don't provide the infrastructure, they are creating an environment where drivers can really get at bikes in a life-threatening way. He said that the simple stripe does not cost any additional money for maintenance, and as he understands it is not providing any additional liability for the City.

Guy Naus, 114 S. Pleasant, asked how many of the vehicles surveyed on Sixth Street were 10-wheelers and 18-wheelers. Mr. Mattingly said that they didn't have that information. Mr. Naus said that he thinks it is an important number to know. He said that he goes to Sixth Street every day just about, usually going to Foxworth-Galbreath or another subcontractor, making left and right-hand turns. He is all for bike lanes, but he thinks that

is a dangerous spot for one. He does think there should be a comprehensive study done to put really good, safe bike lanes throughout the City. Putting in a bike lane encourages a kid, and he hopes they do not pass the proposal.

Karen Warrick, 1899 Meadowridge, other Co-chairman of the Prescott Bicycle Advisory Committee said that there will be bikes on Sixth Street. Everyone uses the Granite Creek Park trail system and it dumps people out on Sixth Street. She lives in the northwest corner of the City, and when she wants to come downtown, she rides on bike lanes, bike routes, through Granite Park on to Sixth Street. She can get to the library, courthouse square, downtown shopping. It is a very important street for her. It is not that she wants to be riding through an industrial park, but it is the less traffic street to access downtown. She will be there with or without bike lanes, but it is important for people that are not as experienced with bikes to feel they can be safe.

Kevin Lawler, 900 Ivyglen, asked if the bike lane will end at Fifth Street. Mr. Mattingly said that it will end; however where it ends the roadway is 28' wide, which is standard width for shared use. He said that where there are four lanes, the curb lane is only 10 or 11' wide. It is not ideal, but it is a better configuration than they already have.

Kevin Lawler said that he has worked on Sixth Street and been on it every day. Where it turns to Fifth Street is probably the most dangerous spot on the road. If they are going to end it there, that's worse, a semi cannot stay in the lanes. To create a bike lane and then end it there seems crazy. As far as actual lanes themselves, they're shrinking the space that a semi has to turn – to turn on a business in the right, they have to take up both lanes. If they add a turn lane, now in order to get into that business, they'll have to turn into a turn lane to make it. There will be semis parked on the road and in the turn lane that they will all have to work on it. He has 20 work trucks. It won't work as a three lane.

Marcie Keller, 525 Dameron Drive, said that she works at Yavapai College and her boys attend Mountain Oak. They commute together by bike, usually via Sixth Street. They're pretty good when there is a truck and they have talked about riding skills. There will always be those that won't ride a bike, and there are always going to be those that do ride, more and more with gas prices. She believes it is everyone's responsibility as citizens, and the Council's as leaders of the community, to build things that encourage health lifestyles. The bike facilities for those that can and will use them are part of that. She believes that it is okay for a vehicle to go into a bike lane, as long as there is not a bike there. Mr. Mattingly said that if they are making a movement into a driveway access or other side

street, then it is legal to enter for that purpose. It is not to be used for through movements.

Tammy Linn, 1401 Clairborne Circle, said that she spends a lot of time on Sixth Street and she would never allow her children to go there. She said that they need to take responsibility for their kids. She has three kids (6, 8 and 12) and there is no way she would allow them to ride there. She would anticipate, looking at the research, that when they put bike lanes down, they would see a much increased traffic flow of bikes. That would be common sense to her. If that happens and they have 18-wheelers out there where the drivers cannot see the bikes, it is a dangerous situation. She said that she rides bikes, she hikes, she is outdoors person, but she thinks it is totally inappropriate to have a fixed bike lane that will force an increase in traffic. Also, she looks at all of the business owners. They have been there eons and eons, have paid thousands in taxes, and she has a Masters Degree, but she lives here. When she graduated from college she moved to where she wanted to live. She can appreciate that they have a wonderful college town, but she also has to appreciate as a business owner. They have spent their lives there trying to build their business.

Sue Knaup, 200 Parker Road, said that she did used to drive trucks, both semis and smaller vehicles, and she knows the training she took required her to understand how to use mirrors and she would never drive into a place or change lanes if they didn't know if there was someone there or not. It is not an industrial zone; it may be zoned that way, but there are many other uses there. Going into a place like that she would have brought her truck down to the first or second gears in the transmission and driven as safety as possible because people need to know that there are children there, and bikes. Another point is that if bike lanes go in, there will be increased bike traffic. One of the most important things to increase safety on roadways especially is increased bicycles. It is called Safety in Numbers, and has been studied in depth. If they have the time they should look at the Jacobsen Study called Safety in Numbers, 2003, which shows that as bicycle numbers increase, the crashes decrease dramatically. It has been shown throughout the world.

William Bradford, 549 Lincoln, said that he is a cyclist and also a consumer. By doing the striping it makes it, as a driver, much more user-friendly for the businesses to get in and out of. The people who are spending money there have to make left hand turns in and out. As a cyclist, he won't ride that street. He has been hit by a car and nearly lost his life. He thinks by putting in a bike lane, and the more people that use it, they get accustomed to seeing cyclists and they watch out for them.

He said that Sheldon is incredibly unsafe. Cyclists are granted the full width of the lane, just so long as they don't impede traffic. Unfortunately, most automobile drivers don't know that. He said that he hoped that they change it back to three lanes as it would help the businesses, the consumers, the drivers and the cyclists.

Susie Haylen, 1380 E. Valley View Road, said that if the City has a study in hand based on current science and methods that indicates that a restriping would increase safety, and the City doesn't chose to restripe and something does happen, that would put the City in an increased liability situation.

Councilman Bell said that he would like to respond to a previous comment made by Mr. Matthews. He said that the only mistake he made was in voting for four lanes. He doesn't think they should encourage bikes on Sixth Street and he understands that one of the options available is to make it three lanes without a bike lane. He is more concerned with the safety of the center turn-lane. He thinks they need to consider that. When they sit up there and they have engineers and staff, and police departments on why they should do something for a safer situation, it is hard to overrule what they have to say.

Councilman Lamerson asked Mr. Kidd if bikes are allowed to use any other part of the street if there is a bike lane available. Mr. Kidd said that it would depend on how they specify their signage. If it is bikes only, they should be in the bike lanes. If not, they can be in either areas.

Councilman Lamerson said that they could post it "No Bikes on the road." He said that there are options and they are looking for an option that is palatable for everyone. He said that with all due respect to Mr. Mattingly, sometimes he thinks they don't have all of the information. They don't know how many 18-wheelers there are using the street.

Mr. Mattingly said that the studies that show the traffic operation improvement from four lanes to three lanes, he doesn't think there is a designation because they move a semi out of the travel lane. Although it may be interesting, it could be that it is useful, those details are not pertinent on making the calls. Those vehicles, whether semi-trucks or cars would be in the turn lane, not moving from the fast lane to the slow lane. He said that they can get that information, but he doesn't see how it will change the outcome. Three lanes will still be safer than four lanes.

Councilman Lamerson said that it is conceivable that in some areas of the community where it is less desirable to have certain streets posted to limit bikes to the bike lane, where in other areas of town it is not. Mr. Kidd said

that they have the ability to consider the facts in terms of the studies and design in order to determine where bikes must use bike paths.

Councilwoman Suttles asked if Sixth Street was a three-lane and then four-lane street. Mr. Mattingly said that was before his time. He does not know. Mr. Nietupski said that he has been with the City 19 years and he believes it has been a four-lane configuration.

Mr. Blair said that bikes have an opportunity to ride on the streets now. He also reminded Council and Mr. Bell, and Mr. Mattingly himself, state that “it was his opinion.” He said that there have been a lot of opinions asserted today and it was also an opinion of the engineering department to close Black Drive. The Council determined not to do that because of business owners and they made the decision since Engineering said that stacking would be an issue. He said that it has never been a problem.

- G. Approval of the Design Concept Report for a grade separated traffic interchange in the vicinity of Side Road at SR89A.

Mr. Nietupski said that staff is recommending approval of Design concept C, which is 1800 feet to the east of Side Road, and this would allow the City to proceed with the project. He noted that the City is required to implement this project timely; they need the design plan completed by January 2009.

He said that they have been working to address the last-minute issue that came up before, by the property owners in the Centerpointe East area. He said that they have been working on an additional concept for the ramp, and it has been sent to ADOT; however, the concept does have some deficiencies. He said that the estimate, as identified in the report, talks about the exit ramp being valued at about \$1.5 million. He said that the incremental cost for the Side Road ramp is only \$355,000, which includes the ramp configuration all the way to the roundabout. The \$1.5 million is not just for the Side Road off-ramp; it would be for both.

Mr. Nietupski said that staff is prepared to give a Notice to Proceed with the Council's approval to continue the design. They intend to continue working with the property owners to understand what can and cannot be done in the event that ADOT declines the approval on the concept. If it were approved, they would be back before the Council to gain recommendation from them.

Councilwoman Suttles said that she appreciated him working with the property owners and businesses as they have. He asked if the meeting on Thursday would have any more information from ADOT because she does not know whether to pull this from the Consent Agenda. Mr.

Nietupski said that would be the Council's call. Inasmuch as the meeting Thursday, he cannot say that they will resolve the issue at that time, but they do need to proceed with the design.

Councilwoman Suttles said that she did not see Mr. Scott in the audience, and asked if they were happy with the progress. Mr. Nietupski said that he could not speak to their happiness; they sent them the letters that went to ADOT and those that came from Parsons. He cannot say that they have resolved all of the issues.

Mayor Wilson said that by their not being there that they would have some indicating that they are totally unhappy. Usually if they're unhappy, they would be at the meeting. Councilwoman Suttles said that she was going to pull this from the Consent Agenda. Mayor Wilson said that they will remain part of the process regardless of moving forward.

Mr. Nietupski said that in the letter that went out to the property owners last week on Thursday, it indicated that this would be on the agenda today and next Tuesday.

- H. Adoption of Ordinance No. 4647-0849 – An ordinance of the Mayor and Council of the City of Prescott, Yavapai County, Arizona, abandoning an existing public utilities and access easement and recording a revised public utilities and access easement located on private property fronting Josephine Street north of Gurley Street and authorizing the Mayor and City staff to take all necessary steps to effectuate such abandonment.

Mr. Nietupski stated that this was abandonment of a public utility easement no longer needed.

- I. Approval of Notice of Intention to increase water and wastewater rates.

Mr. McConnell said that this item is to approve the Notice of Intention to Increase Water and Wastewater Rates. He said that he wanted to make the distinction that rates are paid for by the customers; impact fees are paid for by developers.

He said that the notice does not address impact fees—only rates. There is a separate timetable established by law for modifying impact fees and they will be handled as separate items.

He said that on April 1 the Council received a presentation by Economists.com, a firm specializing in rate and fee studies, to provide indicates for the Council's consideration a process to adjust rates and fees. During that presentation there were examples of what average customers might be looking at. For a residential customer using 5,000 gpm, the rate is about \$41.23 and according to the rate study it would

increase by \$4.30 to \$45.53. The City's average customer is around 6,100 gpm, so the actual increase would depend on the actual consumption and be a little more than this.

Mr. Norwood said that it is important to mentioned that this does not set the rates; it is a Notice of Intention to consider such a rate increase. He said that the Council will set the rates at a later date. Mr. McConnell then reviewed the timetable.

Councilwoman Suttles asked if it would be possible for them to show an average. Mr. McConnell said that they could present that next week or via a memo. Councilwoman Suttles asked that it be available for the May 27, 2008 public hearing as well.

- J. Approval of the Minutes of the Prescott City Council Joint Study Session/Special Meeting of March 18, 2008; the Workshop of March 18, 2008; the Workshop of March 25, 2008; the Regular Voting Meeting of March 25, 2008 and the Workshop of April 1, 2008.
- K. Selection of Items to be placed on the Regular Voting Meeting Agenda of April 22, 2008.

Councilwoman Suttles stated that the items for the Consent Agenda would be A, B, C, D, E, H, I, and J; they are pulling F and G.

III. ADJOURNMENT

There being no further business to be discussion, the Prescott City Council Study Session of April 15, 2008, adjourned at 4:15 p.m.

JACK D. WILSON, Mayor

ATTEST:

ELIZABETH A. BURKE, City Clerk