

PRESCOTT, ARIZONA
SPECIAL COUNCIL MEETING
APRIL 29, 2008

A SPECIAL COUNCIL MEETING OF THE PRESCOTT CITY COUNCIL WAS HELD ON TUESDAY, APRIL 29, 2008, in the Prescott Municipal Building, 201 Cortez Street, Prescott, Arizona.

◆ **CALL TO ORDER**

Mayor Wilson called the meeting to order at 2:00 p.m.

◆ **PLEDGE OF ALLEGIANCE**

Mr. Norwood

◆ **ROLL CALL**

Present:

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

Absent:

Councilwoman Lopas

I. PROCLAMATION

A. April 27 – May 3, 2008 as *Volunteer Week*

Mayor Jack Wilson read a proclamation proclaiming April 27 – May 3, 2008 as *National Volunteer Week*. Mary Schapedonk, Cynthia Rymer, and Joyce Marshall from the City of Prescott Police Department received the proclamation on behalf of Prescott volunteers.

II. PUBLIC HEARING/ACTION

A. Public Hearing and consideration of FY2008 Annual Action Plan associated with the City's Community Development Block Grant (CDBG) Program.

Linda Hartmann, Grants Administrator for the City of Prescott, said this is the public hearing for their fourth year annual plan and it is ready to be sent to HUD. She said it has been certified, it has gone through the public process, it has been out for public comment for 30 days and during that

time they have received no public comment. Ms. Hartmann said this year they have designated Dexter Neighborhood Street Improvement Project, the West Yavapai Guidance Clinic for rehabilitation of their drug treatment facility, and Habitat for Humanity Tool Lending Program as the recipients of the grant funds.

City Manager, Steve Norwood, thanked Ms. Hartmann for her work and said she does a job that is second to none. He said anytime they take money from the feds or the state, the amount of hoops to be jumped through is incredible. He said Ms. Hartmann does it extremely detailed, organized and in a professional manner; the City of Prescott is very fortunate to have Ms. Hartmann and she is very well thought of by the people at HUD and CDBG.

COUNCILWOMAN MARY ANN SUTTLES MOVED TO CLOSE THE PUBLIC HEARING; SECONDED BY COUNCILMAN JIM LAMERSON; PASSED UNANIMOUSLY.

COUNCILWOMAN MARY ANN SUTTLES MOVED TO APPROVE FY2008 ANNUAL ACTION PLAN; SECONDED BY COUNCILMAN JIM LAMERSON; PASSED UNANIMOUSLY.

III. PRESENTATIONS

A. Southside Traffic Circulation Enhancement Project.

Ian Mattingly introduced the overview of the Southside Traffic Circulation Enhancement Project. Mr. Mattingly said the study area is bound by Montezuma and White Spar on the west; Gurley and SR 89/69 Interchange to the north; White Spar/Haisley intersection to the south; and Robinson Drive to the east. He then gave a PowerPoint presentation, Exhibit A attached hereto and made a part hereof, which addressed the following

- Study Area
- Topics for Council Presentation
- Study Process Summary
- Current Conditions – LOS
- Current Conditions – Mid-link LOS
- Current Conditions – Intersection LOS
- Base Future Conditions – Socioeconomics
- Base Future Conditions – Transportation
- Base Future Conditions – Intersections
- Alternative 1
- Alternative 2
- Alternative 3

- Alternative 4
- Alternative 5
- Alternative 6 – Traffic Calming
- Alternative Summary Physical & Fiscal Evaluation
- Recommendations & Conclusions

Councilman Lamerson asked at what point they will get to a map without any red. Mr. Mattingly said, like most of Prescott there are only limited number of north/south routes, unless new lanes are added, there is no way to make the map go green. Councilman Lamerson said he sees a miserable outlook; they have a road system that is failing and they just looked at six different options and he did not see any that look like they are going green.

Mr. Mattingly said as the map shows it is a large area, there is a lot more area in the County that will be coming in on Senator Highway, and much of that area is through National Forest. He said just trying to find a place to widen their own roads is virtually impossible but to add new routes was not looked at because he does not think it is even feasible.

Councilman Lamerson said this is coming at them from outside the City's jurisdiction and instead of raising some speed limits they may be lowering them. Mr. Mattingly said they will not have to lower the speeds if the City actually experiences that level of traffic; traffic will be moving slower. He said County development is driving a lot of this. Councilman Lamerson said he wished Bill Feldmeier was there for the presentation because he is the state representative for the roads in this area.

Councilman Bob Luzius asked what the cost of study was to the City of Prescott. Mr. Mattingly said the study was in the range of \$90,000 - \$100,000. Mr. Luzius asked why there was not a representative from Lima and Associates at the meeting. Mr. Mattingly said that it was a staff decision because they have a background and familiarity with the area and although the representative was more than happy to be there, he thought staff was more prepared to answer some of the questions.

Councilman Luzius asked if the County has contributed anything to the study. Mr. Mattingly said it was paid for by the City. Councilman Luzius said most of the population increase is from the county and asked if the City should enter into a partnership with the county. He said the people on Mt. Vernon have been living through this hell for years and their traffic is only going to increase over the years. Councilman Luzius said he would rather look at a bypass with the County participating in it since a major portion of the traffic comes from County areas.

Mayor Wilson asked if the City has interfaced with the County on this issue. Mr. Mattingly said they have not regarding specific roadways, but staff could begin those conversations. Mayor Wilson said he thinks staff needs to be sure to interface with the County. He also asked if it is possible to add more lanes to Senator Highway. Mr. Mattingly said that is currently under design for roadway improvement and just bringing the road up to the 28 feet wide standard with curb and gutter on both sides and sidewalk on one side will require some right of way and retaining walls. He said it is doable but the cost is prohibitive; they would need twice the right of way.

Mayor Wilson said the question relates to the modeling they are doing on a computer and when they look at Senator as opposed to the bypass with estimates of \$14 - \$28 million. He asked what the impact on the traffic flow is if they double the lanes on Senator. Mr. Mattingly asked if they widen Senator, what happens to the traffic when it gets to Mt. Vernon. It will show the red when traffic gets there.

Councilman Lamerson said the situation is somewhat similar to Williamson Valley. He said Senator Highway is not just the stretch that is in the City of Prescott; it includes lots of cars coming into the City of Prescott from outside city limits. Councilman Lamerson said he thinks the quicker they get into dialogue with the representatives from the County and the State, such as Mr. Feldmeier, the better.

Mayor Wilson said it seems the lowest cost option actually affords them something in the near term so he thinks they should see how the Council feels about it. He said if it is \$100,000 for Alternative 6 and they can actually get some relief in the short term they would like to know about it.

Mr. Mattingly said this was a traffic circle; efforts have been made in the past to discuss with the neighborhood a roundabout, and at that time the neighborhood was not in favor. Mayor Wilson said they are at the point of a lot of unpalatable options but they have one that is relatively cheap so they need to go back and have a neighborhood meeting to get some feedback.

Councilman Bob Roecker said he agrees with Councilman Lamerson and Councilman Luzius. He said the only real way they will resolve this is to create a bypass and the City needs to get with the County and State to resolve this issue.

Mayor Wilson said even the bypass does not work. Mr. Mattingly said the study indicates the bypass does benefit the entire study area in the future and of the six alternatives it provides the most relief.

Mayor Wilson said they can bring the bypass up through CYMPO; and that is the long term thing because anything going through CYMPO means a five year plan minimum. He said he would still like to focus on Alternative 6 and at least bring that to the neighbors to see if they have an option to go forward.

Councilman Luzius said plan 6, spending the lowest amount of dollars, will ruin a perfectly good historic neighborhood by changing patterns and intersections; Mt. Vernon is one of the showcases of Prescott. He said he would hate to see anything happen to Mt. Vernon other than giving them the relief that they should have.

Councilwoman Mary Ann Suttles asked how long ago the Council decided to do the traffic circulation study. Mr. Mattingly said about one and half years ago.

Councilman Roecker asked if the Acker property creates any problems because they cannot go over that property. Mr. Mattingly said it appears through information they have received and gathered that there is a right of way that runs north/south from the end of Virginia to approximately the church property. He said for any extension like the one-way couplet or the parallel route it appears that is doable through the Acker property. He said they would still have to get the permission or buy out some property from the church and from the drive through.

Councilman Lamerson said safety is an issue and they need to be able to plan for getting people in and out of certain areas. He said in this instance where a lot of people are planning on being in areas that are fairly heavily wooded coming into other areas where the roads have not been planned to handle that kind of traffic presents a safety issue. He said they need to get together with County and State as quickly as possible to get this mess fixed.

Councilman Luzius said the right of way he speaks of is not Acker property; he thinks it actually runs parallel to Acker Park as a continuation of Virginia. He said it would go through the church property but the land referred to as a drive through is the old drive-in theater. Councilman Luzius said if they do that it will put the traffic load back onto Virginia and that street cannot handle anymore traffic than it is handling now.

Mr. Norwood asked if this road was on the state system. Mr. Mattingly said it is a county road and not on the state system and they probably will not participate in any of these talks. Mr. Norwood said they can barely get them to listen on Highway 69 so it maybe more fruitful working through CYMPO and also the County to see what interest level there is.

Councilman Luzius asked what Mr. McConnell's viewpoint is on taking this up with CYMPO. Craig McConnell said it is an appropriate venue for discussion because it is a regional issue as others have pointed out. He said the traffic issue arises due to potential development in the unincorporated county and then entering the City of Prescott. Mr. McConnell said CYMPO is a fairly large metropolitan planning area that runs analysis of what is happening. He said that as county traffic impacts the City of Prescott, the City of Prescott traffic impacts the county roads; the benefit of CYMPO is it looks at the whole regional system.

Councilman Luzius asked to have the topic put on CYMPO agenda.

B. Feasibility of Roundabouts at Selected Locations.

Scott Ritchie, P.E., President of RTE and author of the presentation, Prescott Area Roundabout & Traffic Signal Projects: Feasibility Report Summary, said the study looked at six different potential locations for feasibility of roundabouts or signals. He listed the following locations included in Exhibit B, attached hereto and made a part hereof:

- SR 89/Ruger Road
- SR 89/Side Road Connector
- Willow Creek Road/Park West Development
- SR 89A/Side Road Interchange
- Prescott Lakes Parkway/Sundog Ranch Road
- Prescott Lakes Parkway/Sundog Connector

Presentation:

- Introduction
- Not a Roundabout; Traffic Circle Le Arc de Triomphe
- Not a Roundabout
- Traffic Circle/Rotary Operation
- Yield-to-the-right Effects
- Old Rotaries
- Location Map of Study Area Intersections
- Analysis Criteria
- Table 1: Signalized Intersection Capacity Summary
- Table 2: Roundabout Capacity Summary
- Diagram
- Similar Modern Roundabout Design
- Diagram
- Diagram
- Capacity Comparison Table 3
- Lane Configuration Comparisons
- Queues Comparison Table 4

- Safety Analyses
- Why Are Roundabouts Safer?
- Why Roundabouts are Safer Intersections
- Insurance Institute for Highway Safety Study
- Why Are Roundabouts Safer? Lower Speeds
- Why Roundabouts... Safety
- Why Are Roundabouts Safer? Accident Severity
- Less Accidents = Less Public \$
- Accidents Avoided at Roundabouts
- Roundabouts & Trucks
- Emergency Vehicles & Roundabouts
- Why Are Roundabouts Safer?
- Cost Comparison @ Each Intersection
- Conclusions
- Table 6
- Recommendation

Mr. Ritchie said the modern roundabout is the recommended alternative for all six locations (seven intersections) and invited questions from the Council. Councilman Bell asked if he tried to prioritize the roundabouts in the order they should be completed. Mr. Ritchie said no, he had not. Mr. Nietupski said a lot of the intersection improvements that are being contemplated are associated with development projects, some included in the development agreements, so the schedules for those will drive the sequencing of the final designs for these intersections. He said Park West is one that lags and they do not have a clear indication as to when that project will move forward. He said Sundog Ranch Road/Prescott Lakes Parkway would be a City intersection that is not programmed at this time; the others at Side Road Interchange, those are going forward with design right now. He said Council might contemplate seeing the other three, Ruger, Side Road Connector and the Sundog Connector at Prescott Lakes Parkway.

Councilman Roecker asked other than cost and space, what a reason would be for a roundabout not being the best solution. Mr. Ritchie said site distance because at roundabouts drivers need to be able to see just like a signal. He said roundabouts do not necessarily require more space than the signal. Mr. Roecker asked if speed would be an issue like on Highway 69. Mr. Ritchie said no and recommended the Council visit www.teachamerica.com on transportation to access a publication he wrote in 2005 called "High Speed Approaches at Roundabouts." He said many states are now adopting those methodologies to address how roundabouts should be functioning.

Mr. Ritchie said that every other country in the world except the United States of America uses modern roundabouts for their high speed

locations; the United States is just now getting on board recognizing that interchanges and high speed roadways are ideal for roundabouts because curvilinear alignments gradually slows traffic coming into the roundabout. Councilman Roecker asked Mr. Ritchie if he suggests roundabouts for the series of lights in Prescott Valley. Mr. Ritchie said absolutely and they are doing it in Clarkdale with five roundabouts in a row at 1/3 mile spacing.

Councilwoman Suttles said the presentation looks like a win-win but getting citizens to drive a roundabout is the downside. She said even though the one at SR 89 and Willow Lake is two years old they still are not happy with it. Mr. Ritchie said the City not only has a responsibility to build and construct good roads; they also have the responsibility to educate the public, which is a large key to roundabout operations. He suggested having information on the website, brochures, and open houses to instruct people on how to drive a roundabout. Councilwoman Suttles asked what they do with visitors. Mr. Ritchie said Vail, CO is a good example because they have 80% first-time people. He said they have five roundabouts in a row in close proximity since 1996 and there have been no problems due to good design, signing, striping, landscaping and public education.

Councilwoman Suttles asked Mr. Nietupski what the City of Prescott has done for public education. Mr. Mattingly said the City provided information on the web when the roundabout was first opened; they released information to the newspaper and had some training for the Police Department but since then it has been pretty limited. Councilwoman Suttles said the City will have to do a better job. She also asked about the order of the new roundabouts and if it is the new construction that will determine when the roundabouts will be constructed. Mr. Nietupski said that is correct and that all of them are associated with developments that are contemplated and agreements that are in place. He also said ADOT was actually the party responsible for implementing and originally opening that intersection and he knows they did some public disclosure to the newspaper and provided some pamphlets and brochures doing the initial outreach for that roundabout.

Councilwoman Suttles asked if the first one they are looking at is SR 89/Side Road Connector. Mr. Nietupski said that is one of the first ones they might see along with Sundog/Prescott Lakes Parkway because they are preliminarily platted and the County is contemplating their development for their new facilities. Mr. Ritchie said he is a driving citizen as well and they are putting in 11 roundabouts in Sedona where he lives. He said people still do things wrong, they yield in the circulatory roadway; they do not yield when they enter and he also gets frustrated. He said if they look at the statistics there are no accidents. Mr. Ritchie said in the

last three years before the existing roundabout there were 12 accidents and in the two years since the roundabout there was one accident with a minor injury.

Councilman Lamerson said he appreciates the comment that the roundabouts need to be visible and that fits in with water conservation efforts. Mayor Wilson recognized Al Williams, Chairman of the Traffic Coordinating Committee, and having proclaimed National Volunteer Week he said it was appropriate to have Al participating in this study. Mr. Ritchie agreed and said he also thanked Ian Mattingly and Mark Nietupski for their contributions.

C. Big Chino Water Ranch Project Update.

Jim Holt said he will summarize the comments for Council. He said, regarding engineering, the final pipeline design and the final pump station design are both 98% complete. Mr. Holt said Black & Veatch continues to assist the City with acquisition of easement and right of way, coordination with APS, project administration, and they have completed all technical specification and drawings to submit to ADEQ, ADOT, Yavapai County and the Town of Chino Valley.

Mr. Holt reported with respect to easement acquisition, they are attempting to acquire easement for public utility, which is an exclusive right to construct, operate, maintain, repair, inspect, and provide ingress and egress for a pipeline and other water facilities. He said there are a number of restrictions and requirements associated with the easements that restrict particular uses to the property owners. He said there are 134 parcels over which they will be acquiring easements. Mr. Holt said 110 individual property owners own these 134 parcels, each of them has been provided with a letter describing the project and they have title reports prepared for all 134 parcels. He said they have conducted 40 individual appraisals of specific properties related to the alignment as well as the preparation of an appraisal workbook.

Mr. Holt said 80 offers have been prepared, 65 of which have been approved for presentation to the property owners and 50 offers have been presented to property owners. He said they have no offers at this time ready to bring to Council but they expect to batch those together in groups of 6-8 for approval and will have more detailed information in a couple of weeks.

Mr. Holt said the City of Prescott, the Town of Prescott Valley, and the Town of Chino Valley continue to initiate and discuss a regional pipeline. He said subsequent discussions will include details related to project modifications. He said one specific issue they continue to work on is the

point of withdrawal or the location of a well field within the Big Chino sub-basin from which they would produce and transport water. Mr. Holt said they are also trying to establish Pro-rata funding on project costs. He explained that the role and definition of a regional pipeline is central to their discussions with Salt River Project.

Councilwoman Suttles asked for more details regarding the involvement of Chino Valley. Mr. Holt said their discussions with the Town of Chino Valley have been ongoing for six to eight weeks and they have agreed to continue meeting. He said they have had one discussion with Salt River Project, which included representatives from ADWR, City of Prescott, Town of Prescott Valley and Town of Chino Valley and concluded that they made some progress. He said if there are going to be modifications to the project to include potential water demands for the Town of Chino Valley it will change what the project looks like. Mr. Holt said the discussions with SRP are very preliminary.

Mr. Holt said the Town of Prescott Valley and the City of Prescott believe it is valuable to explore the implications of privatizing the Big Chino Water Ranch Project. He defined a Public-Private Partnership, or a P3, as a contractual agreement between a public agency and a private sector entity; the skills and assets of each sector are shared in delivering a service or a facility for the use by the general public. He said each party shares in the risk and the rewards in the delivery of that service. Mr. Holt said the City of Prescott and the Town of Prescott Valley are interested in forming such a partnership, specifically with those entities that might be willing to enter into partnership to provide private financing, design and/or design review, permitting, construction, operation, maintenance, management, possible ownership of the facilities to pump and convey water from the Big Chino sub-basin to the Prescott Active Management Area. He said the communities are preparing a request for statements of interest from qualified parties.

Mr. Holt said there are a number of considerations regarding the BCWR Project schedule starting with the City of Prescott application to ADWR for modification of Assured Water Supply and staff is in touch with them almost daily on this issue. He said, regarding easement acquisition for the pipeline, they expect to successfully negotiate all easements. Mr. Holt said the regional pipeline discussions may take additional time. He said their discussions with SRP may impact the timeline. He said a P3 approach as an alternative delivery option will not be a short process involving lengthy contract discussions. Mr. Holt said the Draft COP FY2009 Capital Improvement Program includes for construction of the BCWR Project FY2011 & FY2012 with a FY2011 allocation for funds for construction and could beginning construction in mid-2010. He said he will be bringing two items to Council for the May 6 & May 13 City Council

Meetings for their consideration. The first is a contract amendment with Southwest Ground-Water Consultants to allow for payment for the work they provided in the application to ADWR for additional hydrologic analysis. The second is a new contract for professional services with Herb Dishlip Consulting for work on the BCWR and other water resource issues.

Councilman Luzius asked Mr. Holt if he could give an approximate completion date for the construction of the BCWR. Mr. Holt said they have always anticipated at least a 24-month construction schedule that would include the development of the well field, the pipeline and the pump stations. Councilman Luzius asked, given the differences they have had and the acquisitions they still have to go through, if he thought this is still a doable date. Mr. Holt answered yes; there is a great deal of uncertainty and doing it correctly may take a little bit more time.

Councilman Lamerson said he was perplexed on a couple of issues because he thought it was pretty specific during the last several discussions that they would not be letting construction projects out until such time as they had secured the statement of assurance from the State of Arizona to get that water. Mr. Holt said he has not suggested otherwise. He said in terms of how they allocated budget that is where it would fall in and he certainly will not be bringing any construction contracts to Council until they have as much assurance as they can possibly obtain with respect to the use of the water, their ability to import it and to use it for future subdivision growth. He said Councilman Lamerson is absolutely correct and that nothing has changed in that regard.

D. Discussion of Alternatives for Unsewered Areas.

Mayor Jack Wilson introduced his presentation, Unsewered Areas City Council Policy Development and said at the January 2008 City Council Retreat they voted to make unsewered areas water policy their top priority. He said his focus was on completion and implementation of that policy.

Mayor Wilson said City Council has been discussing this issue for at least eight years. He said he would highlight why they need a policy; second, he will review the nuts and bolts of the policy components they need to decide on; third, he would state his recommendation for each component; finally, he would ask the full council to bite the bullet and establish a policy. He then began his PowerPoint presentation, Exhibit C attached hereto and made part hereof, which addressed the following:

- Agenda
- Why a sewer policy is needed

- Major policy components
- Prioritized areas for sewer retrofits
- Timeline for sewer retrofit program
- Sewer connection policy recommendation: Mandatory
- Policy determination
- Establish payment terms
- Financing of capital expenditures
- Summary
- Time for the City Council to decide

Mayor Wilson said some of the reasons for a sewer policy are listed and he would put them in human terms. He said he recently met with several representatives from the North Prescott area, including Jim and Lenard Hazelbaker. Mayor Wilson said they told him of their efforts over many years where City Council members had promised sewers were coming and related the real problems they and their neighbors faced everyday. He said those problems included the stench of raw sewerage from failing systems and they are not able to use their deck because of this stench. Mayor Wilson said this is a health problem, a quality of life problem and a real problem that they need to address.

Mayor Wilson said these problems contribute to pollution in our creeks, lakes and aquifers. He said the other thing they need to consider is if they do not move forward on a policy they may lose control and have somebody else step in, like the County Health Department or ADEQ, telling them what to do.

Mayor Wilson said the City Council establishes policy. He said they have workshops by their Deputy City Manager, Craig McConnell, to help them understand the background and policy options they need to decide. He said that ultimately it rests upon the shoulders of the City Council to make the tough calls and establish policy and that the time to make tough calls has arrived for the unsewered areas of Prescott.

Mayor Wilson listed the prioritized areas for sewer retrofits as White Oak Circle, White Cloud Lane, Antelope Hills, and Prescott North. He said they have a timeline once they make a decision on policy, at least five years minimum to construct the sewers.

Mayor Wilson said they need to decide on whether connections will be mandatory and if so what conditions apply to being mandatory or non-mandatory. He said his recommendation is to make sewer connections mandatory with listed conditions and that if they do not make connections mandatory they will not have a reliable revenue stream to pay off debt.

Councilman Lamerson asked Gary Kidd if it would be a legal taking under Proposition 207 if the City required a private property owner in the City of Prescott with a legal septic system that was granted use and issued permits. Mr. Kidd said without forming a district where that would be a requirement of the district, they cannot directly force them to connect unless there is a failure or a similar event that triggers the need. Mr. Kidd said it can be done under an improvement district. Councilman Lamerson asked if a district requires a 50 + 1 percent positive vote of the private property owners affected by the proposal. Mayor Wilson said that is a reimbursement district, which is something else.

Mayor Wilson said they estimate that running sewer main lines for those four areas will cost \$8 million dollars and his recommendation is not to subsidize the sewer mains, as doing that would mean all other sewer rate payers in the city would be paying for the new sewers. He said if they set up an improvement district and bond for it they need to look at home owners on fixed incomes and that means they need to come up with financing options that are fair to these citizens. He listed the options he felt would be fair to the citizens including long term-financing (25-years), more affordable to property owners, but includes interest. He said property owners could pay full cost when the Improvement District is formed and the final construction costs are known, which would avoid interest costs for those owners. He said if a property owner sells the property there would be a proviso that the payment comes due.

Mayor Wilson said with an Improvement District the City Council adopts a resolution of intent to form the district. He said the owners within the boundaries of the particular district have 15 days to object and they have to come up with 50 + 1 % to turn it down. He said it cannot be proposed again for six months. Mayor Wilson recommends the Council form four Improvement Districts, one for each of the high priority areas. Mayor Wilson said they already have several improvement districts in the City and the process begins with the Council adopting a resolution of intent to form the district.

Councilwoman Suttles asked if he was referring to each of the four areas previously listed and Mayor Wilson said that was correct. Councilwoman Suttles asked if those residents chose not to form a district they may make that choice with 50 + 1% of the owners. Mayor Wilson answered yes, and the City may not bring the issue forward again until six months have passed.

Mayor Wilson explained Arizona's Water Infrastructure Finance Authority or WIFA, allows them to obtain financing for the sewer mains at an interest rate below market rates, which benefits both the City and the home owners. He said that WIFA offers several things including the

loans; they also offer design grants and design loans. Mayor Wilson summarized what he had covered: First, they need a sewer policy for the high priority areas discussed because of a number of urgent problems and to please remember the Hazelbakers. Second, he stated his recommendations on each of the “nuts and bolts” policy issues. He said he studied each option long and hard before he decided what he felt was best and fair to all citizens of Prescott. Lastly, the Prescott City Council needs to “bite the bullet” and decide on the policy options.

Councilman Lamerson said he agrees that they need a sewer policy, as they also need a long term water policy, long term street policy, and on and on. He said he disagrees with the approach to financing and getting it done. Councilman Lamerson said any time people are given the opportunity to opt out that is what they are going to do. He said the City cannot continue to have people opt out; rather they can have a group of options available for the Council to make decisions on. He said as a community there is some responsibility to ensure that if the City wants a sewer polity then the City has some culpability. Councilman Lamerson said over time the City annexed properties that were not up to City Code and yet they accepted them. He said they also issued building permits in the City knowing full well they were on septic tanks, that they were not on sewer, and that at some point in history this would create a problem. Councilman Lamerson said he would be more likely supporting sewer mains and requiring people to hook on to those sewer mains.

Mayor Wilson asked where they would get the eight million dollars. Councilman Lamerson said in the same way they get the eight million dollars to fix Iron Springs Road or Copper Basin Road. Mayor Wilson said for Iron Springs Road it is a fund from road tax but with the sewers they are talking about a sewer enterprise fund that does not have eight million dollars. He said if they were to borrow the eight million dollars and pay it back they would ask the 16,800 current sewer payers to subsidize the people in these four areas. Councilman Lamerson said he understands that just like he asks everybody in the City of Prescott pay to fix his street.

Mayor Wilson said they agree to disagree but they still have the issue of a sewer policy and define their number one goal for the year. Councilman Lamerson said that the Council has agreed year after year they need a sewer policy but every time the route is taken of a facilities district it goes down the tubes. He said there is a difference between a reimbursement district and an improvement district, which is set up by the Council and if the citizens want to turn it down they have to gather the vote to turn it down.

Councilman Roecker asked beside the concept of an improvement district what else they were suggesting as a policy. Mayor Wilson said he was suggesting a mandatory connection because without that they run into the lack of a defined payment source; an improvement district because they have the authority to actually set that up as the City Council; and no subsidization of the mains because that is an equity issue or they would have everyone else in the city subsidizing those four districts. He also said they would use low-cost financing from WIFA and based upon securing that financing they could offer 25 year financing to the residents.

Councilman Lamerson asked how they will handle his earlier question of Mr. Kidd, regarding Prop 207. Councilman Roecker gave the example of forming an improvement district for the north side sewer group and the people at the bottom of the hill want the district but the ones at the top of the hill say no. He said the likelihood of going through the improvement district process and it being rejected is pretty high. He said they will be faced with the fact that they tried to take the action step to form the improvement district and then the folks in the neighborhood reject it. Mayor Wilson said he would prefer to take the action step and have the citizens tell him he took the wrong action rather than to sit back and do it the other way. Councilman Roecker said he would, too. He said Mayor Wilson's suggestion is if they form the improvement district and it gets accepted then the Council has the authority to make it mandatory. Councilman Lamerson said there is negotiation opportunity because they can make it mandatory when their septic system fails.

Mayor Wilson said when they look at eight million dollars going through WIFA they have to have a cash flow to repay the debt. Councilman Roecker said some folks in the district will say at the expense to do it they cannot afford to do it and cannot vote yes even if they want to. Mayor Wilson said he would like to see the numbers on a 25 year term to see if that is really an issue. Councilman Roecker said if the residents reject it they still have the issue, and asked if the City could contract with the County Health to find out how many septic systems are actually causing the problem. Mr. Kidd said the City is empowered by state statute to enter into cooperative arrangements to contract for services with other governmental agencies. Councilman Roecker clarified his question asking if they were allowed to knock on someone's door and say they are there to inspect the septic system. Mr. Kidd said he thinks they can knock on the door and ask to do that but there is a limit to what they can actually do after that. He said they are limited by law then to do an administrative warrant as an agency of the County and they would have to get permission to do that with some reason to go to the court to ask for that.

Councilman Roecker said he called some lending institutions to figure out if there are programs other than WIFA to see if there is some other

vehicle. Mayor Wilson said he thinks they need to reach out in every aspect in terms of considering fixed income people in all four of the districts to see what accommodations they can bring to the table as a municipality that helps to solve this problem.

Councilman Bell asked, if they formed an improvement district and went to the citizens, if the burden was on the people in that district to come back with the 50%+1. Mayor Wilson said that is correct and they have 15 days to do that. Councilman Bell asked if there was process to take that to vote. Mayor Wilson said it is defined by state statute. He said that when the City Council takes the first step by the adoption of a resolution of intent to form an improvement district then the citizens within that improvement district have 15 days to gather protests from 50+1% of the property owners to knock out the resolution of intent. Councilman Roecker asked how they do that. Mr. Kidd said usually there is a written protest form for opt out that is submitted by the owner of the property. Mr. Woodfill said looking at the statute that is basically it, the Council adopts intent for the district and then the people in the district file protests with the City Clerk. He said it is not really designed for them to take a vote but if they are in the district they file a protest and then calculations are done as to whether 51% of the frontage has protested.

Councilman Roecker asked if they were required to form an improvement district if they have engineered specific costs. Mayor Wilson said yes, that is a prerequisite to forming the district in order to give the citizens within the district a good idea of what they are talking about. Councilman Roecker asked Councilman Lamerson if he was recommending that 16,800 people pitch in to put sewers in the four districts. Councilman Lamerson said no, he is saying they need to have their eyes wide open to all of the options that are available. He said when he first got on the Council he asked how many septic systems on the north side are failing and he has been told "I don't know."

Councilman Lamerson said the septic system problem needs to be fixed because it benefits everybody. He said it benefits more than just the guy with the commode in the house just like when they fix a street or a water system or anything else. He said they are being told they have an unequal system and he would agree with that if they were talking about a master planned community at day one where everybody is paying equitability but the community did not evolve that way. He said the community evolved hodgepodge here, hodgepodge there over the last 89 years. He said in that scenario, if they want the community to all be on sewer they don't have a City that continues to give building permits in areas knowing full well they did not have sewers in those areas. He said they should not have issued the building permits but due to property rights now they are saying they are going to make the residents go on sewer

knowing full well that they do not have to if they have a legal right not to because of Prop 207.

Mayor Wilson said Proposition 207 does not hold if they set up an improvement district and they need to get that straight. Mr. Kidd said the question is can they force someone without an improvement district with a perfectly functional sewer to connect and the answer is they cannot. He said residents have a property right to maintain their property under Proposition 207 free from governmental regulations. Mr. Kidd explained they can form an improvement district but that has to be decided by the people involved in the district, so improvement districts can still be formed under Proposition 207. He said without an improvement district or that kind of a mechanism like a reimbursement district there is no ability that he knows of for the government to force anyone to go from a perfectly permitted house and a septic system to require them to connect to any kind of sewer or pay any kind of money. Councilman Lamerson said they went through this exercise two years ago and it was an embarrassing scenario. Mayor Wilson said that was a reimbursement district and he is not suggesting a reimbursement district rather he is suggesting an improvement district that the Council authorizes and that is a completely different process.

Councilman Bell asked if the eight million dollars is for the mains only. Mayor Wilson answered yes and that was a request that Craig McConnell brought forward. Councilman Bell said they are talking about a five year program to get this done. Mayor Wilson said that is the low end of the estimate. Councilman Bell what they would get if the \$8 million was divided by five years. He said that he thinks every citizen in the community would be willing to pay a little bit to wipe that health issue off the table. He said they are putting that sewage in their lakes and everybody is interested in that, not just the citizens in the improvement district.

Mr. McConnell said at their workshop on February 26 he gave a couple of examples for financing the four areas they are talking about. He said one of them was if the sewer fund financed all the costs and the second example was that if one-cent streets paid for the street related work, which would be legal use of the one-cent money. Mr. McConnell said in the first case, for the 16,800 customers to pay for the \$8 million worth of mains the impact was just at \$3.00 per month and if that was discounted by the street work that was down to about \$2.70. He said that means if the sewer fund pays for the \$8 million of mains financed over 25 years with favorable rates it would be around \$3.00 per month added to the sewer bill for the existing customers. Councilwoman Suttles asked if that is for life. Mr. McConnell said that is for the 25 year period during which the capital cost of \$8 million is amortized at that interest rate.

Mayor Wilson said it is basically a policy issue and that is what the Council is charged with. He said they are faced with tough issues that have been around forever but they decided at their Council workshop in January that this was their top priority and he is just trying to bring this forward to get the discussion going.

Councilman Luzius thanked the Mayor for his presentation, which he said gets them started in the right direction. He asked, as a citizen in the City who has sewage and pays a sewage fee, what is wrong with charging the people who do not have sewers the same fee that the residents pay and then using that money to help build the sewer line. He said the citizens that do not have sewage should pay the same sewage charge to help build the money up to get something started. He said he understands they need to have 100% buy in or it will not work because they will not have the revenue stream.

Mayor Wilson asked if that is legal. Mr. Kidd said he does not think they can charge people who are not receiving a benefit for the potential future benefit. He said if it was legal it would have been done somewhere in Arizona by now and that he is not an improvement district attorney.

Mayor Wilson asked, looking at it from a large picture issue, what kind of revenue they would get with people paying that. Councilman Luzius said he does not know but at least it is a start. Councilman Bell asked if they don't charge people for street lights who do not have street lights. Mayor Wilson said yes and they have had many complaints about it. Councilman Roecker asked Mr. McConnell if the \$3.00 per month for 25 years is just for the main down the street or if that was to hook everybody up. Mr. McConnell said that is the public system cost.

Councilman Roecker asked if the folks cannot afford to hook up and pay that fee then they are getting nowhere with that idea either. Mr. McConnell said that becomes complicated regarding the ability to pay and how to deal with that question. He said other places he has been grappled with a particular portion of those unable to pay. He said there are federal and state criteria for qualifying as someone who is unable to pay. Mr. McConnell said the capital costs for those properties were effectively deferred until sale of the property. He said with fixed income, unable to pay and so forth, they filed a lien on the property and that somebody has to pay for the carrying cost but that is what community is all about. He said the question is how much of those 600 people in the four areas are they talking about and they really do not know. Councilman Roecker said they are probably dealing with a very small percentage of people who actually could not afford it and would need some sort of assistance.

Councilman Roecker recommended that before they leave they need to set a date certain to make a decision. He said they need to know from the public, the 16,800 people, if they are willing to fork out \$36 per year to help their neighbor fix the sewer problem. He said if the answer is yes then please let the Council know, because if they form an improvement district the clock starts ticking. Councilman Roecker said he is concerned that the people in the north side sewer district will turn it down and then in six months they do it all over again.

Mayor Wilson suggested 30 days. Councilwoman Suttles said she appreciates him trying to get through this and presenting it to the Council. She asked if they formed an improvement district and went to one of those areas to start if they feel they would get enough participation in this to get it moving. Mayor Wilson said he is recommending that they form four improvement districts so the likelihood of at least multiples going through is higher. He said the biggest issue is North Prescott, it has always been North Prescott and that they have no way of knowing that. Mayor Wilson said he likes the approach because it is proactive from the Council's standpoint and they are forcing the issue. He said this problem has been on the table for eight years, they should deal with it, and this is a transparent approach to the problem. He said they should put it on the table, discuss it and then make a policy decision, which is what they were elected to do.

Councilman Roecker asked, if they do an improvement district, they say no and this goes on for years, what happens ultimately. He said if ADEQ comes in and they say the City has a problem that must be rectified then he asked who pays the bill. Mayor Wilson said if ADEQ comes in the City will be forced to do something immediately and that does not mean they will not mean back on the homeowners that are affected. He said this has been going on forever and costs are only going up, so they need to address this problem now because if they wait it will cost more.

Mr. Kidd said, having done a few of those with the County, what happens is that the County Health Department will have a report of a failed septic system, they will send a notice to the owner of the property giving them a certain amount of days to be compliant and most people do. He said it is fairly costly, some costing \$20,000. Mr. Kidd explained if they do not comply then the County files an injunctive action against the property owner and basically forces the owner to fix the system.

Councilwoman Suttles asked if the Council can decide today whether they can set up an improvement district. Mayor Wilson said no, this is discussion for Council similar to a workshop. He said he agrees with Councilman Roecker that they establish a date certain. Councilman Roecker said they have two options: they approve an improvement district

and assess the people in the improvement district requiring them to hook up and pay the freight; or they split the cost with 16,800 other people. He said he needs the public to tell the Council whether or not they want to do that. Councilwoman Suttles said the people that live in those areas knew at the time they were on septic everybody else paid because their home and lot had a septic. She said she does not know how the onus on the 16,800 because they are dealing with 620. She said she thinks they need to start with the homeowners first.

Councilman Lamerson said he does not disagree with Councilwoman Suttles to a point except he said he puts the onus on a city that continues issuing building permits knowing they have a problem. He said the City should have never done that and then they turn around and say sorry.

Mr. Norwood said legally he does not know how they cannot issue a building permit when septic systems are allowed. Councilman Lamerson said for five years he has asked how many of the septic systems are failing. Mayor Wilson said he cannot say because he does not have a legal responsibility or authority to enter on those properties and do the testing and asked how they are going to find out. Councilman Lamerson said they have some responsibility just like they have the responsibility to maintain roads. He said they do not charge every house that fronts a road to fix the road; they charge everybody in the City to fix the road.

Mayor Wilson suggested they decide on a date that they actually want to bring this forward and discuss the actual policy. Councilman Roecker said 30 days is enough time and Councilwoman Suttles agreed. Mayor Wilson asked Mr. Norwood to place that on the agenda in approximately 30 days. Councilwoman Suttles asked if they would be soliciting any kind of feed back from the population in the four areas. Mayor Wilson said no, they will deal with the citizens when they have the next discussion when they have the issue on a study agenda where public can comment. He said they would not be notifying the 620 property owners by mail.

Mayor Wilson said they can establish policy number one, which is the first thing they need to do. He said they cannot set up an improvement district until they have engineering costs. He said this will be a long process with a lot of opportunity for media coverage and that he expects the neighbors will be talking to each other. Councilwoman Suttles said they are going to have neighbor against neighbor depending upon where there septic is and where they are in line. She said there has to be something good that comes from this and the health issue is always going to be there. She said this is going to involve a lot of discussion and when they get to the end result they are going to have to get on board.

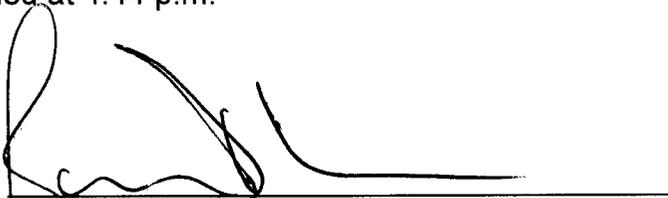
Mayor Wilson said they need to get on board and at the end of the day after all of the discussion they are not going to have everybody happy. Councilman Lamerson thanked Mayor Wilson for bringing this forward and asked if they were at about 75% engineering. Mr. McConnell answered that North Prescott is at the 30% level for engineering. He said there is a statutory process which is very specific that the Council issues a notice of intention to form a district and that has to be on the basis of at least that 30% design. He said as the process goes forward, there are additional opportunities for public hearings where the district may be formed but the construction never happens because it becomes cost prohibitive.

Councilman Roecker said they have been there before and when the North Prescott found out how much it cost they said no thanks. Mayor Wilson said this is a slightly different approach to it, which he said is more proactive from the Council's standpoint. He said they need to seriously look at this and they will have about 30 days with a lot of opportunity to talk to citizens between now and then.

Councilman Luzius asked if the eight million dollars they have been talking about is just for the north side. Mr. McConnell said no, that amount is for the four highest priority areas.

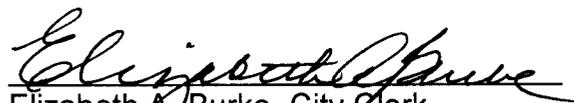
IV. ADJOURNMENT

There being no further discussion, the Special Meeting of the Prescott City Council of April 29, 2008, adjourned at 4:44 p.m.



JACK D. WILSON, Mayor

ATTEST:



Elizabeth A. Burke, City Clerk

EXHIBIT "B"

Prescott Area Roundabout & Traffic Signal Projects

Feasibility Report Summary



Author: Scott Ritchie, PE



Introduction

- ◆ Feasibility Conducted at 6 Potential Project Locations:
 - SR 89 / Ruger Road (realigned)
 - SR 89 / Side Road Connector
 - Willow Creek Road / Park West Development
 - SR 89A / Side Road Interchange (EB & WB Ramp Intxs)
 - Prescott Lakes Parkway / Sundog Ranch Road
 - Prescott Lakes Parkway / Sundog Connector
- ◆ Purpose: Compare Operational Performances: Sig vs. Rbt
 - Major Comparisons: Capacity & Safety
 - Minor Comparisons: Peds, EMS, Constr. Costs, Etc.
 - Feasibility: Conceptual Roundabout Designs
- ◆ Conclusions: Install Signals OR Roundabouts? Feasible?
- ◆ Know Basic Operations Of Signals...
- ◆ Lets Review What is a **Modern Roundabout ?**



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**NOT A ROUNDABOUT!!
TRAFFIC
CIRCLE!**

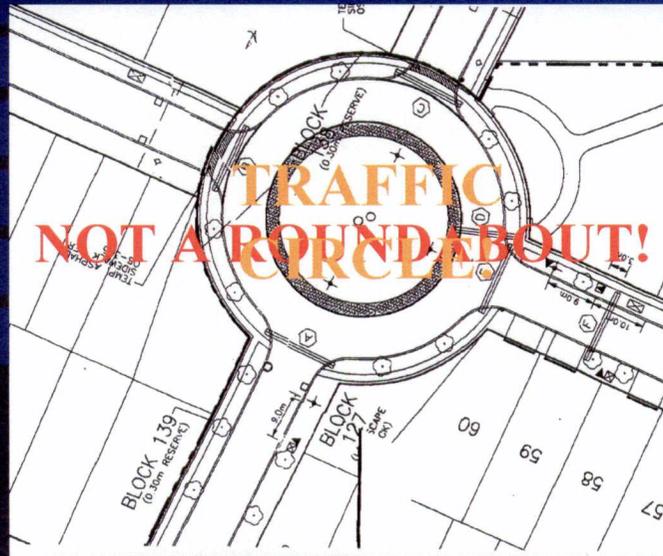
Le Arc de Triomphe, Paris



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NOT a Roundabout!



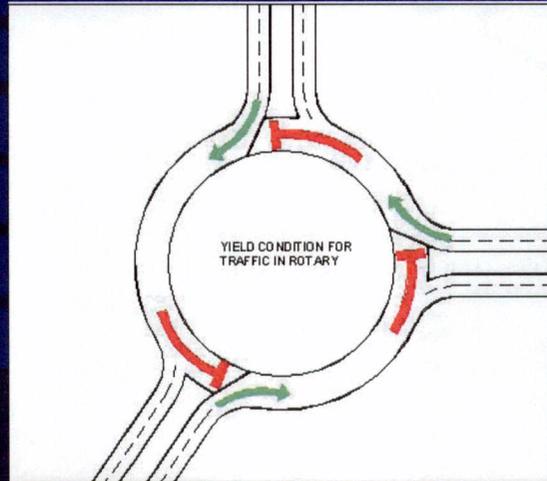
**TRAFFIC
NOT A ROUNDABOUT!**



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Traffic Circle/Rotary Operation



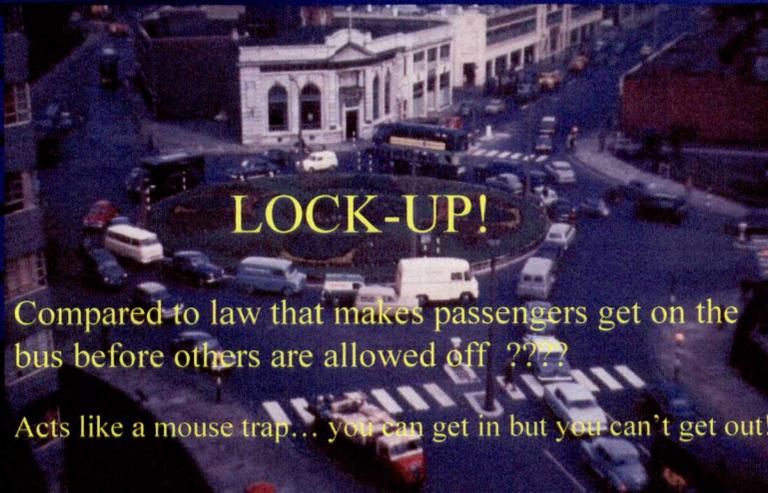
Yield-to-the-Right Law



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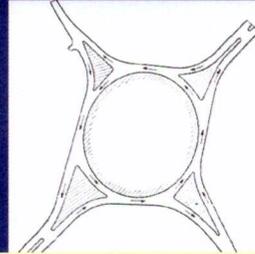
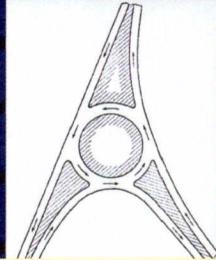
Yield-to-the-Right EFFECTS



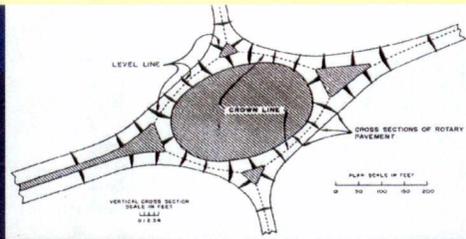
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OLD ROTARIES



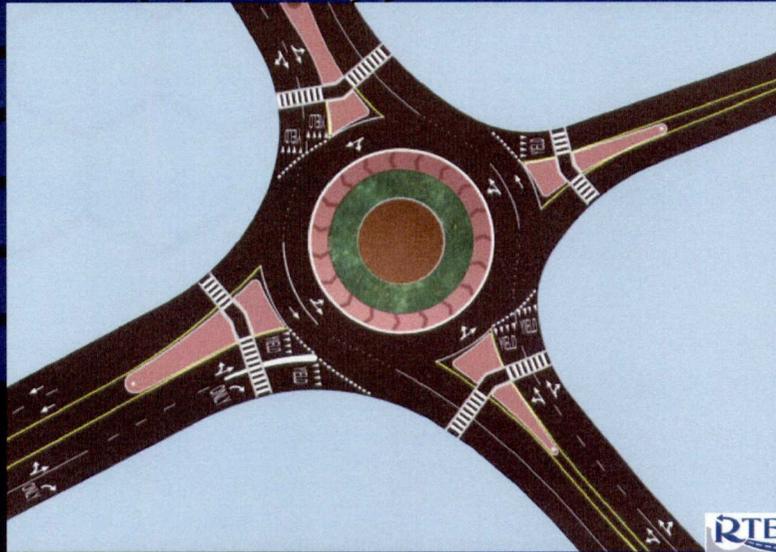
NOT MODERN ROUNDABOUTS!



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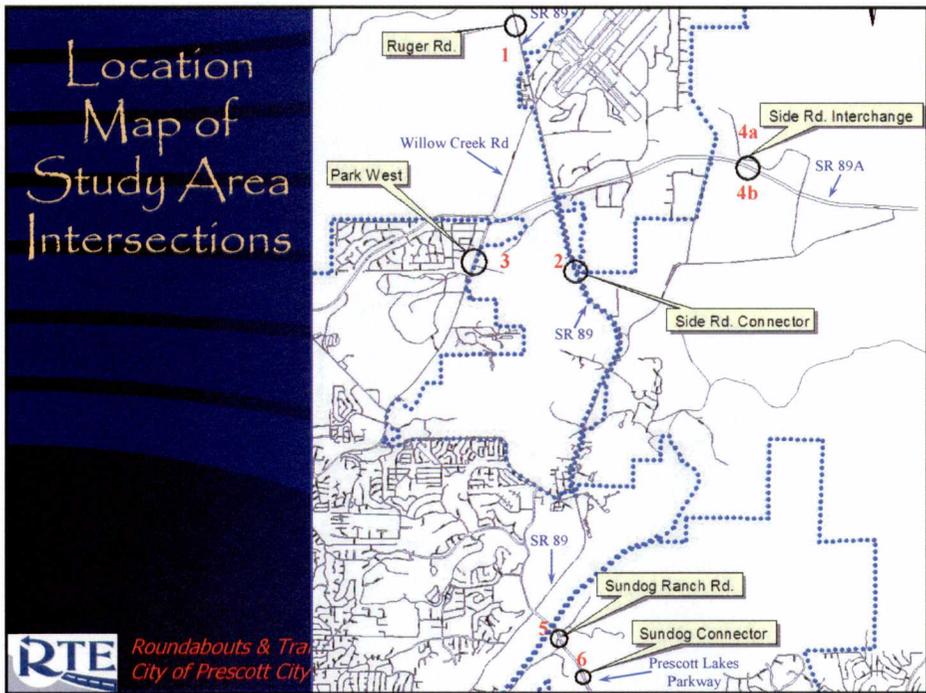
Modern Roundabout



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Location Map of Study Area Intersections



Analysis Criteria

- ◆ City of Prescott Staff Requested Results:
- City Provided Design Year (2030) Traffic Volumes / Assumptions
 - Percentage of 2030 Traffic & Maintaining a LOS D or Better
 - Design Year Achieved at LOS D or Better
 - Required Lane Configurations (Signals & Rbts to ~ Match & Roundabouts Limited to 2 Lane Approaches Only)
 - Anticipated Queue Lengths / Lane at LOS D or Better
 - Peak Hour Signal Timing (~) at LOS D / Max Design Year
 - Peak Hour Cycle Lengths (~) at LOS D / Max Design Year
 - LOS Results AM/PM if 2030 Year Could Be Obtained (100% Traffic)

Table 1: Signalized Intersection Capacity Summary

AM and PM Peak Hour Results - % of 2030

Intersection - Peak Period	Intx LOS	Intx Delay (sec)	Mainline Through Movement Queue	% of 2030 Volumes	Max Design Year
SR 89 / Ruger Road - PM	D	53.8	2575'	85%	2027
SR 89 / Side Rd Connector - AM	D	54.6	675'	86%	2027
SR 89 / Side Rd Connector - PM	D	53.6	725'	96%	2029
Willow Creek Rd / Park West - AM	D	54.9	2,225'	78%	2025
Willow Creek Rd / Park West - PM	D	52.3	1,700'	58%	2020
SR 89A / Side Rd TI North - AM	D	52.7	2075'	71%	2023
SR 89A / Side Rd TI North - PM	D	52.6	2275'	71%	2023
SR 89A / Side Rd TI South - AM	D	52.2	925'	74%	2024
SR 89A / Side Rd TI South - PM	D	53.0	750'	53%	2019
Prescott Lakes Pkwy/Sundog Ranch Rd - AM	D	36.7	775'	100%	2030
Prescott Lakes Pkwy/Sundog Ranch Rd - PM	D	52.7	1175'	95%	2029
Prescott Lakes Pkwy/Sundog Connector - AM	D	54.7	450'	77%	2025
Prescott Lakes Pkwy/Sundog Connector - PM	D	52.8	475'	58%	2020



Source: RTE

Prescott Feasibility Tables.xls

Table 2: Roundabout Capacity Summary

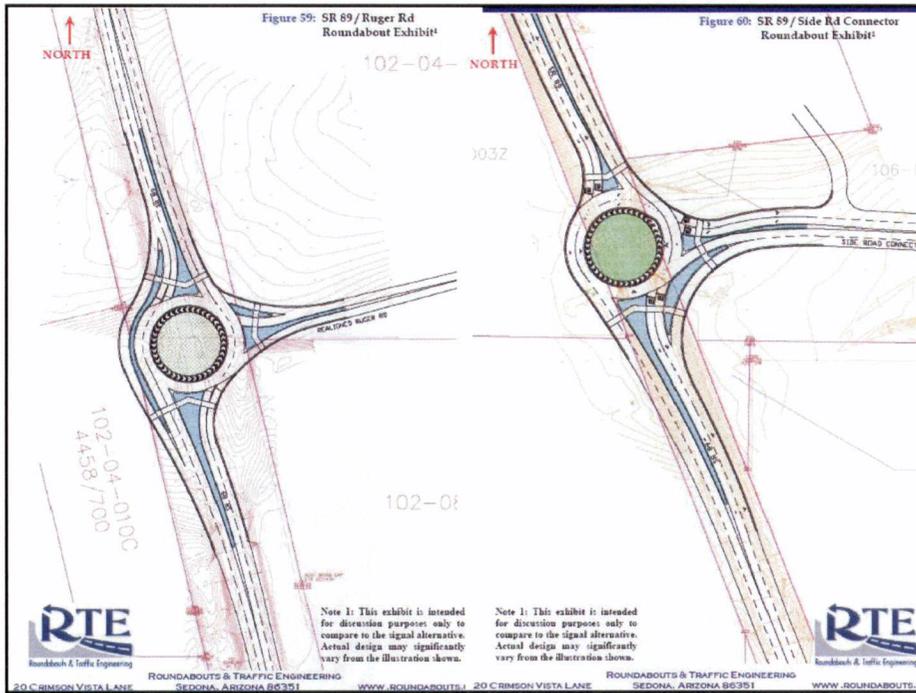
AM and PM Peak Hour Results - % of 2030

Intersection - Peak Period	Intx LOS	Intx Delay (sec)	Mainline Through Movement Queue	% of 2030 Volumes	Max Design Year
SR 89 / Ruger Road - PM	D	54.2	1425'	72%	2024
SR 89 / Side Rd Connector - AM	A	8.8	175'	100%	2030
SR 89 / Side Rd Connector - PM	A	4.3	50'	100%	2030
Willow Creek Rd / Park West - AM	D	47.9	1575'	100%	2030
Willow Creek Rd / Park West - PM	D	48.0	1275'	64%	2022
SR 89A / Side Rd TI North - AM	B	16.7	300'	100%	2030
SR 89A / Side Rd TI North - PM	D	48.1	1450'	85%	2027
SR 89A / Side Rd TI South - AM	D	49.5	1175'	75%	2024
SR 89A / Side Rd TI South - PM	D	47.3	1175'	71%	2023
Prescott Lakes Pkwy/Sundog Ranch Rd - AM	A	8.0	125'	100%	2030
Prescott Lakes Pkwy/Sundog Ranch Rd - PM	B	17.7	75'	100%	2030
Prescott Lakes Pkwy/Sundog Connector - AM	B	12.8	100'	100%	2030
Prescott Lakes Pkwy/Sundog Connector - PM	A	6.5	175'	100%	2030



Source: RTE

Prescott Feasibility Tables.xls

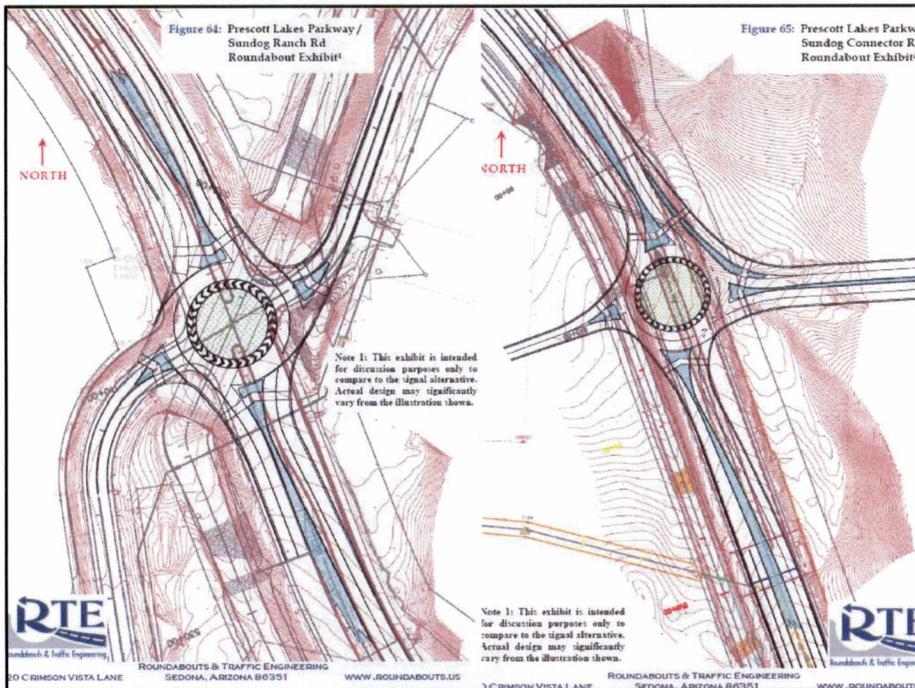
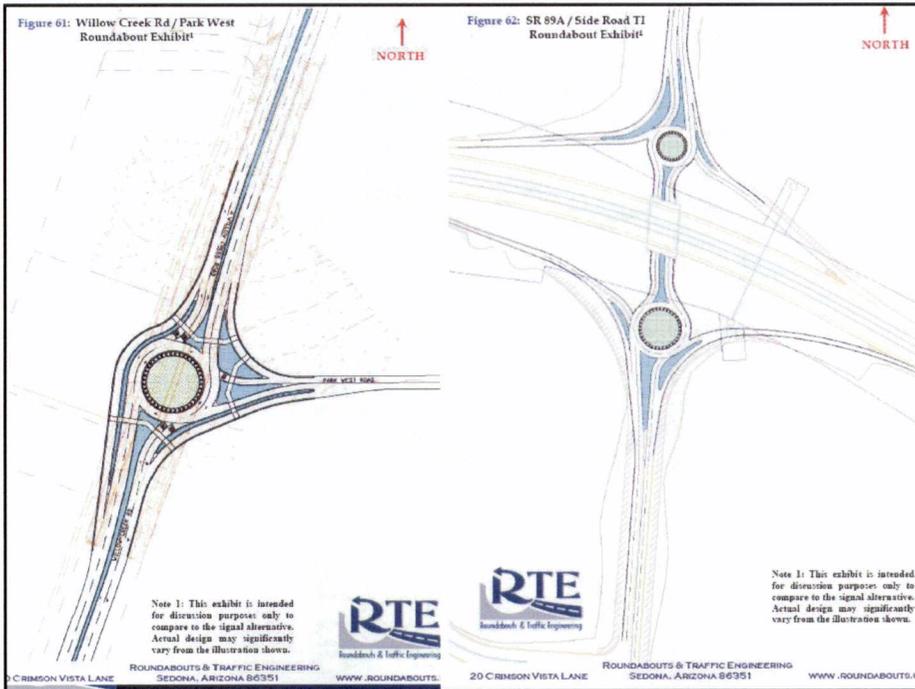


Similar Modern Roundabout Design



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Capacity Comparison

Table 3: Capacity Comparison - Design Year Achieved^{1,2}

*Underlined Values Denote Worst Case for AM and PM Peak Hour Results
Highlighted Values Identifies Capacity 'Winner'*

	Signal		Roundabout ²	
	AM	PM	AM	PM
SR 89 / Ruger Road	2030	2027	2030	2024
SR 89 / Side Rd Connector ¹	2027	2029	2030	2030
Willow Creek Rd / Park West	2025	2020	2030	2022
SR 89A / Side Rd TI North	2023	2023	2030	2027
SR 89A / Side Rd TI South	2024	2019	2024	2023
Prescott Lakes Pkwy / Sundog Ranch Rd ¹	2030	2029	2030	2030
Prescott Lakes Pkwy / Sundog Connector ¹	2025	2020	2030	2030

Note 1: Signal Required Additional Turn Lanes Than Roundabout (Not An Equal Comparison)

Note 2: Roundabouts Were Limited to Two-Lane Approaches Only

Source: RTE

Prescott Feasibility Tables.xls



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Lane Configuration Comparisons

- ◆ SR 89/Ruger Rd: Signal & Rbt have SAME # of Lanes
- ◆ SR 89/Side Rd Cnctr: Signal had **3** SB Lanes, Rbt had only 2 (as req'd by City). Not =, but Rbt still performed superior)
- ◆ Willow Creek/Park West: Signal & Rbt are the SAME
– Roundabout does not require NBRT Lane (=)
- ◆ SR 89A/Side Rd TI: Signal & Rbt are the SAME
- ◆ PLP/Sundog Ranch: Signal had **3** SB & **3** NB Lanes, Rbt had only 2 (as req'd by City). Not =, Rbt still performed superior)
- ◆ PLP/Sundog Cnctr: Signal had **3** SB & **3** NB Lanes, Rbt had only 2 (as req'd by City). Not =, Rbt still performed superior)



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Queues Comparison

Table 4: Queue Comparison¹

Highlighted Values Identifies Shortest Queue Winner

Intersection - Peak Period	Signal ¹		Roundabout ¹	
	Mainline Through Movement Queue	Max Design Year	Mainline Through Movement Queue	Max Design Year
SR 89 / Ruger Road - AM	2350'	2030	75'	2030
SR 89 / Ruger Road - PM	2575'	2027	1425'	2024
SR 89 / Side Rd Connector - AM	675'	2027	175'	2030
SR 89 / Side Rd Connector - PM	725'	2029	50'	2030
Willow Creek Rd / Park West - AM	2,225'	2025	1575'	2030
Willow Creek Rd / Park West - PM	1,700'	2020	1275'	2022
SR 89A / Side Rd TI North - AM	2075'	2023	300'	2030
SR 89A / Side Rd TI North - PM	2275'	2023	1450'	2027
SR 89A / Side Rd TI South - AM	925'	2024	1175'	2024
SR 89A / Side Rd TI South - PM	750'	2019	1175'	2023
Prescott Lakes Pkwy/Sundog Ranch Rd - AM	775'	2030	125'	2030
Prescott Lakes Pkwy/Sundog Ranch Rd - PM	1175'	2029	75'	2030
Prescott Lakes Pkwy/Sundog Connector - AM	450'	2025	100'	2030
Prescott Lakes Pkwy/Sundog Connector - PM	475'	2020	175'	2030

Note 1: Signal & Roundabout Years May Not Be The Same Year (Not An Equal Comparison - Favor Towards Signal)



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Prescott Feasibility Tables.xls

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SAFETY ANALYSES

- ◆ Why Are Roundabouts Safer?
- ◆ Research Comparison Before/After
- ◆ Accident Severity
- ◆ Types of Vehicle Accidents
- ◆ Comparison With Signal
- ◆ Design Vehicle
- ◆ Pedestrian safety



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Why Are Roundabouts Safer?

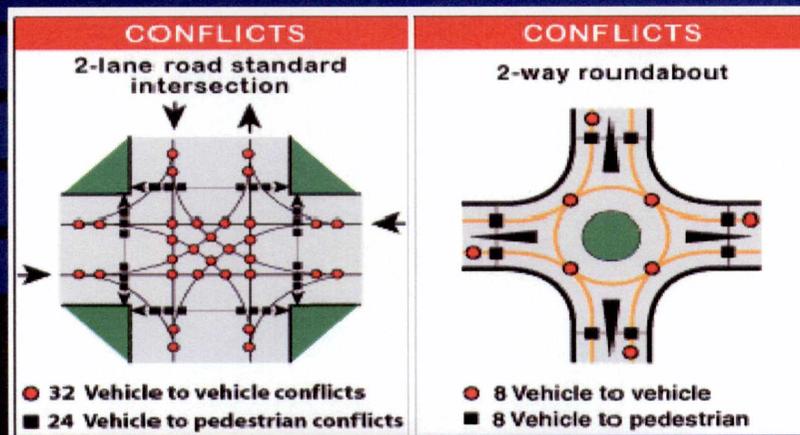
- ◆ Fewer conflict points for vehicles, cyclists and pedestrians
- ◆ Vehicle speeds are low (approximately 22 mph)
- ◆ Lower speed differential between users (cars, bikes and pedestrians)
- ◆ Lower speeds and geometry reduce severity of collisions
- ◆ Pedestrian crossing distances are shorter and requires looking in one direction only



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Why Roundabouts Are Safer Intersections



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Insurance Institute for Highway Safety Studied 24 U.S. Intersections Comparing Before and After Crash Histories

- ◆ 40% Reduction in All Crash Types Combined / PDO
- ◆ 80% Reduction in Injury Accidents
- ◆ 90% Reduction in Fatalities
- ◆ 30% Reduction for Pedestrian and Bicycles
- ◆ Up to a 75% Reduction in Delay

2000

◆ **Results Consistent With International Studies**



Why Are Roundabouts Safer?

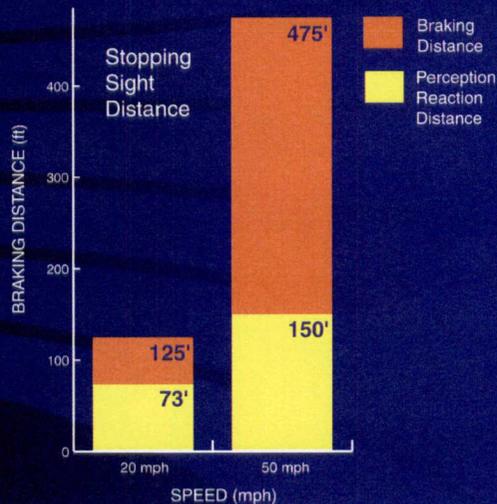


Figure 67: Braking Distances & Speeds

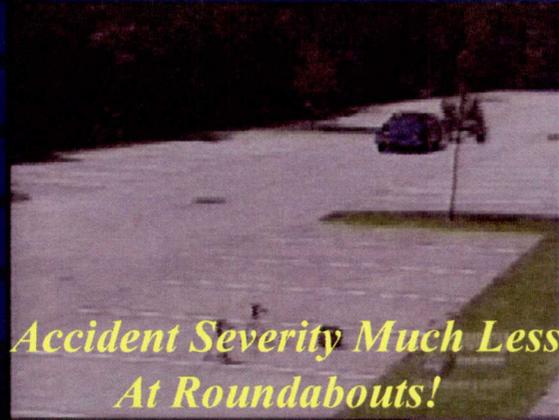
Lower Speeds = Shorter Braking Distance



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Why Roundabouts... Safety



*Accident Severity Much Less
At Roundabouts!*

**Injury Producing Right Angle
Crashes Are Eliminated**

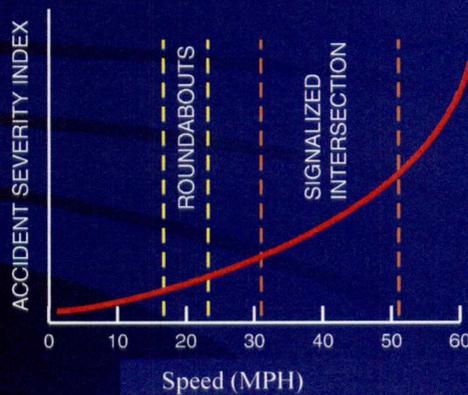


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Why Are Roundabouts Safer?

Accident Severity



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Less Accidents = Less Public \$

Table 1: Maryland Before & After Accidents

3 Years Before and After Data for All Roundabouts

Crash Type	Lisbon Roundabout		Cearfoss Roundabout	Leads Roundabout	Lothian Roundabout	Taneytown Roundabout
	Before	After				
Angle	23	3				
Rear-End	0	1				
Sideswipe	1	0				
Left-turn	0	1				
Opposite Direction	0	0				
Single Vehicle	0	10				
Overtuned	0	0				
Avg. Annual Crashes	7.4	2.3				
Avg. Injury Crashes	4.3	0.5				

Source: Accident Reduction VI

Table 2: Maryland Accident Severity Comparison

3 Years Before and After Data for All Roundabouts

Crash Type	Number Of Accidents		Average Accident Cost	Total Accident Cost	
	Before	After		Before	After
Angle	62	8	\$125,971	\$7,810,202	\$1,007,768
Rear-End	6	10	\$80,231	\$481,386	\$802,310
Sideswipe	2	1	\$60,819	\$121,638	\$60,819
Left-turn	11	1	\$95,414	\$1,049,554	\$95,414
Opposite Direction	1	0	\$307,289	\$307,289	\$0
Single Vehicle	3	20	\$59,851	\$179,553	\$1,197,020
TOTALS	85	40	3.0	\$9,949,622	\$3,163,331

Source: Accident Reduction With Roundabouts, Myers

RTE High Speed Approach Tables.xls



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Accidents Avoided At Roundabouts



One in Three Americans Know Someone Who Was Injured or Killed by a Red Light Runner

ebaumsworld.com

Roundabouts Are TWICE as Safe For Pedestrian Lives Than Signals!



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Roundabouts & Trucks



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Emergency Vehicles & Roundabouts



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Why Are Roundabouts Safer?

- ◆ Fewer Conflicts for Vehicles, Peds, Cyclists
- ◆ Vehicle Speeds are Slower
- ◆ Lower Speed Differential Between Veh/Peds/Cyclists
- ◆ Lower Accident Severity of Collisions
- ◆ Shorter Pedestrian Crossings
- ◆ Peds Look in One Direction Only
- ◆ Faster Emergency Response Times
- ◆ **SELF REGULATING GEOMETRY**



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Cost Comparison @ Each Intx

Table 5: Cost Comparison^{1,2}

Highlighted Values Identifies Lowest Cost Winner

Intersection	Signal ¹	Roundabout ¹
SR 89 / Ruger Road	\$690,000	\$950,000
SR 89 / Side Rd Connector	\$840,000	\$920,000
Willow Creek Rd / Park West	\$830,000	\$1,110,000
SR 89A / Side Rd TI North	N/A	\$1,050,000
SR 89A / Side Rd TI South	N/A	\$1,050,000
Prescott Lakes Pkwy/Sundog Ranch Rd	\$695,000	\$746,000
Prescott Lakes Pkwy/Sundog Connector	\$1,100,000	\$1,310,000

Note 1: The Cost Values Herein Are Rudimentary Cost Estimates Only Derived From Other Local Projects Which May or May Not Have Similar Sizes, Constraints, or Backgrounds. Actual Construction Costs May Vary Significantly. These Undeveloped Costs Are For Feasibility Study Purposes Only.

Note 2: The Estimates Herein Do Not Include Right of Way Acquisition Due to Uncertainty of Development Arrangements.

Source: RTE

Prescott Feasibility Tables.xls



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Conclusions

- ◆ "With respect to the overall cumulative analyses, the roundabouts provide superior capacity for all intersections over the signal alternatives based on the collective overall operations, design year achieved, level of service, delay, and queue lengths for the intersection."
- ◆ "The "before" and "after" safety statistics conducted in the United States and worldwide provide substantiating evidence of the superior safety performance of roundabouts versus signals and other intersection types for both vehicles and pedestrians."
- ◆ "The construction cost estimates of the roundabout alternatives illustrate an average of 20% higher costs versus the traffic signals. The average additional cost for a roundabout versus a signal equates to approximately \$176,200. However, the modern roundabouts would require less annual maintenance costs."



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Table 6: Decision Matrix
Comparison of Key Elements of Alternatives
Highlighted Values Identify Decision Winner

Legend:
0=Very Poor, 1=Poor, 2=Below Avg, 3=Average, 4=Above Avg, 5=Excellent

Intersection Alternative ¹	Weight ²	Delay /LOS ³	Vehicle Safety ⁴	Const. Cost	EMS & Ped Safety ⁵	O & M Costs	Aesthetics ⁵	Score: Higher is Better
		35%	30%	10%	15%	5%	5%	
SR 89 / Ruger Road - Signal		3.5	2.8	3.0	3.3	3.0	2.2	3.1
SR 89 / Ruger Road - Roundabout		3.8	4.8	2.5	4.8	4.5	4.8	4.2
SR 89 / Side Rd Connector - Signal		3.3	2.8	3.0	3.3	3.0	2.2	3.0
SR 89 / Side Rd Connector - Roundabout		5.0	4.8	2.8	4.8	4.5	4.8	4.7
Willow Creek / Park West - Signal		2.0	2.8	3.0	3.3	3.0	2.2	2.6
Willow Creek / Park West - Roundabout		2.8	4.8	2.4	4.7	4.5	4.8	3.8
SR 89A / Side Rd TI North - Signal		2.0	2.2	3.0	2.4	2.0	2.2	2.2
SR 89A / Side Rd TI North - Roundabout		3.8	4.7	3.0	4.5	4.2	4.8	4.1
SR 89A / Side Rd TI South - Signal		1.8	2.2	3.0	2.4	2.0	2.2	2.1
SR 89A / Side Rd TI South - Roundabout		2.3	4.7	3.0	4.5	4.2	4.8	3.6
Prescott Lakes/Sundog Ranch - Signal		3.5	2.5	3.0	3.0	2.5	2.2	3.0
PLP / Sundog Ranch - Roundabout		4.8	4.8	2.9	4.7	4.4	4.8	4.6
Prescott Lakes/Sundog Cnctor - Signal		2.0	2.5	3.0	3.0	2.5	2.2	2.4
PLP / Sundog Cnctor - Roundabout		4.8	4.8	2.4	4.7	4.4	4.8	4.5

Legend: 0=Very Poor, 1=Poor, 2=Below Avg, 3=Average, 4=Above Avg, 5=Excellent

Note 1: Each Alternative is an Averaged Composite of Both AM and PM Peak Hours Studied in the Feasibility Report and Pertains to the Intersections as a Whole.
 Note 2: Weights Are Based on National Averages From Like Comparison Projects Derived From Public Input.
 Note 3: Delay / LOS Are also Weighted Based on the Design Year Achieved.
 Note 4: Values Are Based on National Averages.
 Note 5: Values Are Based on Public Input at Meetings and Conferences.

Source: RTE Prescott Feasibility Tables



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Recommendation

- ◆ *"Therefore, it can be unanimously determined by all the contributing factors within this feasibility study the modern roundabout is the recommended alternative for all six locations (seven intersections). Upon review of the results identified herein, the City of Prescott should consider the design of modern roundabouts at all of the studied intersections by a qualified roundabout design specialist as to ensure a properly designed, well operating modern roundabout that can be easily accepted by our driving citizens."*



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QUESTIONS?



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**Unsewered Areas
City Council Policy Development**

Mayor Jack D. Wilson
April 29, 2008





Agenda

- Why a sewer policy is needed
- Components of sewer policy
- Review recommended options
- Call for action on policy determination

Research



Why a sewer policy is needed

- Failing septic systems
- Health concerns
- Quality of life (can't sit on deck)

Research



Why a sewer policy is needed

continued

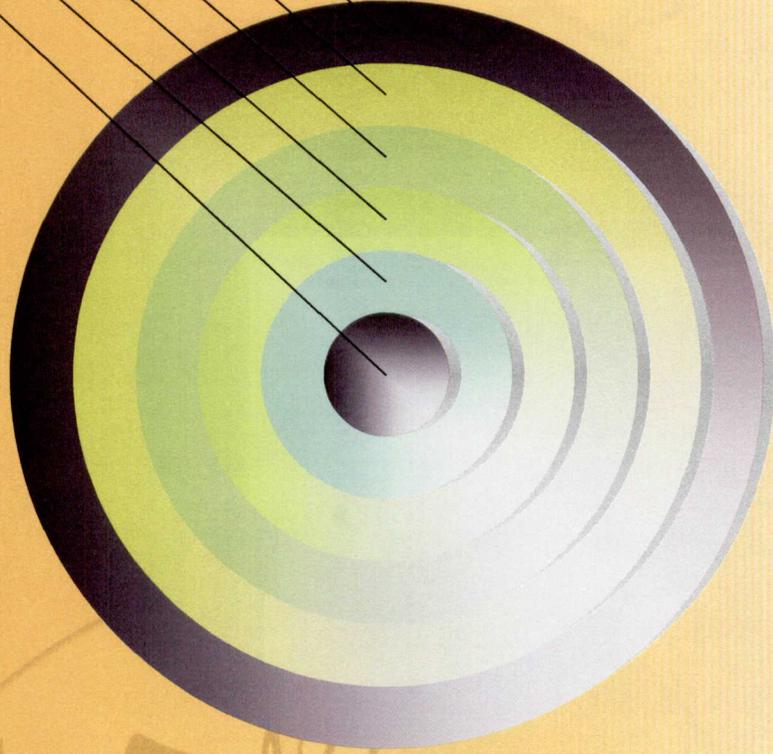
- Pollution concerns
 - Contributing to creek and lake pollution
 - Aquifer (our water) in danger
- Lack of action means loss of control
 - County Health Department notices
 - Arizona Department of Environmental Quality (ADEQ) could intervene

Bev Smith



Major policy components

- Financing of capital expenditures
- Establish payment terms
- Policy: Subsidize mains?
- Sewer connection policy
- Timeline for sewer retrofit program
- Prioritized areas for sewer retrofits



Research



☑ Prioritized areas for sewer retrofits

- Recommended areas for sewer retrofits
 - White Oak Circle
 - White Cloud Lane
 - Antelope Hills
 - Prescott North

Research

☑ Timeline for sewer retrofit program



- Start date: depends on OK from council, engineering and financing
- Duration: 5 year minimum (could be longer)

Research

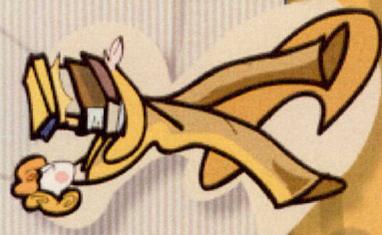


Sewer connection policy recommendation: Mandatory

Sewer must be connected:

- Within 12 months of sewer line availability
- Upon transfer or property (if sooner than 12 months)
- When septic system fails (if sooner than 12 months)

Research



Policy determination

- Subsidize sewer mains?
- Estimated cost of mains: \$8 million dollars
- Subsidy would be paid for by all 16,800 existing sewer customers in the city
- This raises the question of equity or fairness to our existing sewer customers

Research



Establish payment terms

- Options
- Long term-financing (25-year), more affordable to property owners, but includes interest
- Property owner could pay full cost when Sewer Improvement District is formed and final construction costs are known - that would avoid interest costs for those owners
- Full payment due upon sale of property

Sherrill



Financing of capital expenditures

- Sewer Improvement District
- Council adopts Resolution of Intent to form district
- Long term (25-year), more affordable to property owners
- Property owners benefiting from improvements pay full project cost including interest

Bevetch



Financing of capital expenditures

continued

- Water Infrastructure Finance Authority of Arizona's (WIFA)
 - Low costs loans
 - Design grants
 - Design loans

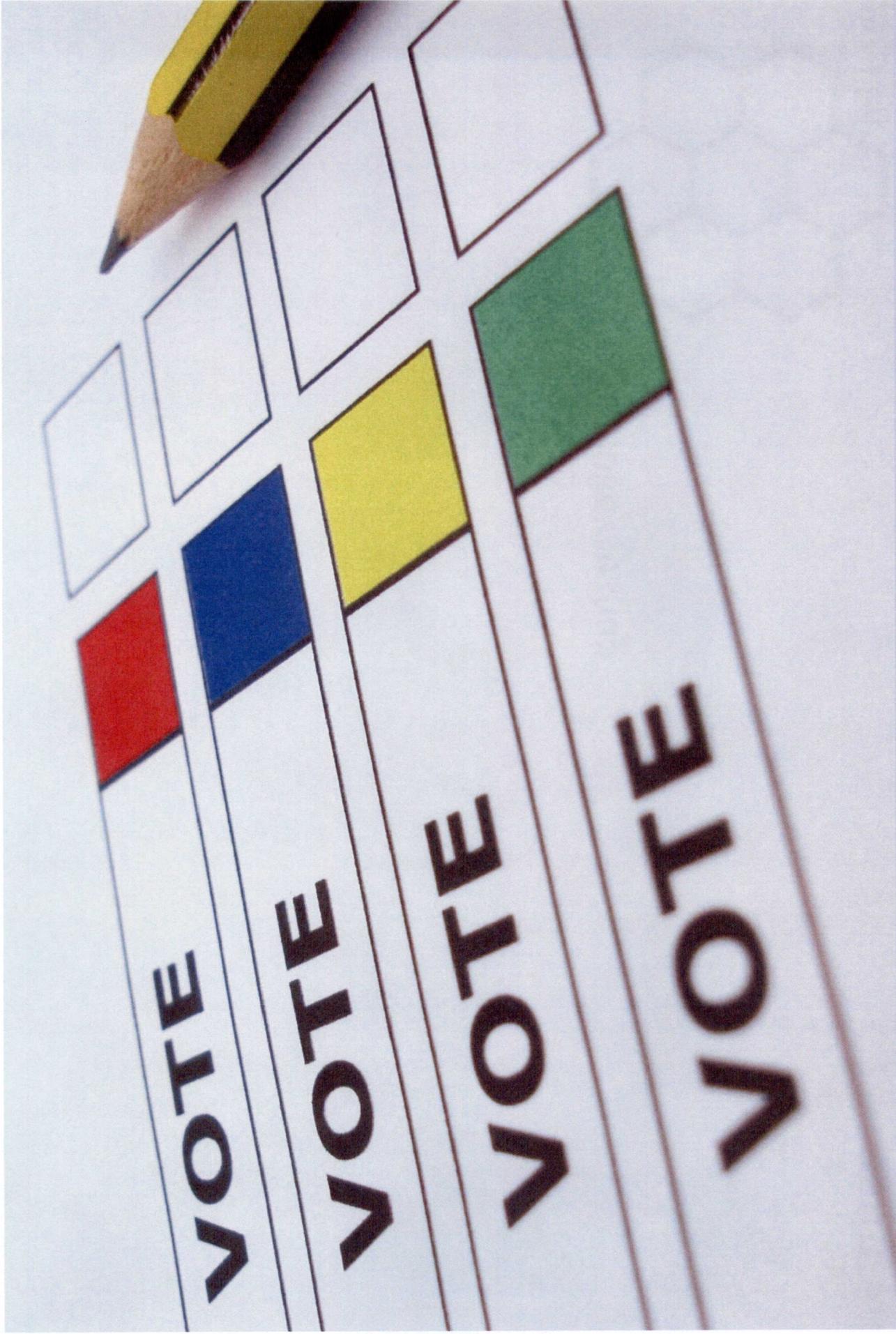
Baruch



Summary

- We need a sewer policy
- My recommendations on options
- Call for action on policy determination

Research



Time for the City Council to decide