



**CITY COUNCIL
AGENDA BILL**

**AB1168
February 9, 2011
Special Business**

Agenda Item: 3a

Proposed Action & Subject: Presentation/discussion/direction on various aspects of a proposed route transfer of portions of State Route 89A within the City Limits, including but not limited to the following: a) Discussion of the results of various surveys and opinion polls concerning public opinion about the proposed route transfer; b) Discussion concerning negotiations with the Arizona Department Of Transportation (ADOT) on the terms of a proposed route transfer; c) Discussion/direction concerning any other issues related to the proposed route transfer.

Department	City Manager
Time to Present	60 Minutes
Total Time for Item	3 Hours
Other Council Meetings	October 12, 2010, November 23, 2010, December 14, 2010, January 11, 2011, January 13, 2011, January 19, 2011.
Exhibits	<ul style="list-style-type: none"> A. SR 89A Route Transfer Issue Public Education and Input Process B. Summary of Presentation Comments and Staff Observations. C. Route Transfer Public Opinion Poll, conducted by Behavior Research. D. Results of Online Public Opinion Poll (after February 7 when poll closes) E. Executive Summary of CivTech Report F. Public Information PowerPoint Presentation

City Attorney Approval	Reviewed 2/1/11. M. Goimaras	Expenditure Required
		\$
City Manager's Recommendation	Review the report and provide staff direction.	Amount Budgeted
		\$
		Account No. (Description)
		Finance <input type="checkbox"/>
		Approval

SUMMARY STATEMENT

Background: On May 25, 2010, the City Council passed a resolution opposing continuous roadway lighting by the Arizona Department of Transportation (ADOT) on SR 89A in West Sedona and instead supported roadway improvements “that provide the highest level of daytime and nighttime roadway safety.” In response to the City Council’s action, John

Halikowsky, Director of ADOT, sent a letter to the City stating that unless the City agreed to a route transfer of SR 89A, ADOT would proceed with the installation of the continuous roadway lighting. Further, the Director of ADOT stated that unless the City Council adopted a resolution by August 15 directing City staff to negotiate in good faith for a possible route transfer, that ADOT would proceed with the installation of the continuous roadway lighting. Mr. Halikowsky established a deadline of January 15, 2011 for the City to make a decision regarding a possible route transfer. On August 10, 2010, the City Council passed a resolution directing staff to negotiate in good faith with the Arizona Department of Transportation for a possible Route Transfer of SR 89A in West Sedona. This action was in response to Mr. Halikowsky's letter. In November 2010, the City requested an extension of the January 15, 2011 deadline and ADOT approved an extension to February 28, 2011 in order to provide sufficient time for the City to complete a community education and input process.

Information and Education. Since August 10, 2010 numerous public meetings have been held to educate the public on the issues related to a possible route transfer of SR 89A in West Sedona. Additionally, numerous publications, press releases, mailings and other public information have been distributed to the public. Examples of actions taken by the City to inform and educate the public include but are not limited to the following:

- A. Since August 15, six City Council regular meetings, special meetings or work sessions have been held with a related route transfer item on the agenda. Two of the meetings, the January 13 Open House and the January 19 Listening Session were devoted entirely to the possible Route Transfer.
- B. Two "City Talk" columns, the first on August 11, 2010, and the second on January 12, 2011, were published in the Red Rock News.
- C. Two lengthy Question and Answer (Q&A) columns were published in the Red Rock News and other local publications, including "Sedona.Biz" and the "Sedona Times/Eye." The first was published on November 17, 2010. This Q&A included general information on the background of the issue and the timeline for a city council decision. The second Q&A was published on December 22, 2010, and explained the results of the CivTech Engineering study and the ADOT negotiations. Both Q&A's were forwarded to the Chamber of Commerce and the Sedona Main Street Program for email blast to their members.
- D. Two mailings of the Q&A's were sent out to 6000 wastewater customers. The first Q&A was mailed on November 29, and the second Q&A was mailed out in January.
- E. Information regarding the ADOT negotiations was posted on the City's website on November 10.
- F. The CivTech Engineering Study was posted on the City's website on November 11.
- G. Presentations were made to thirteen civic groups and organizations.
- H. The City contracted with Behavior Research Center to conduct two separate statistically valid polls, one of the Sedona businesses and one of Sedona residents (report attached).
- I. A non-scientific online opinion survey was posted on the website asking residents to choose one of two options: 1) ADOT should keep SR 89A and install the continuous roadway lighting; 2) Ownership of SR 89A should be transferred to the City and proposed safety improvements should be installed. The survey will be running until February 7. The results of this survey will be available to City Council prior to the February 9 meeting.

A full report of the public education and input process is attached to this document.

Input from the public. Considerable input has been received from the public over the last month. A summary of the information follows:

A) Presentations to community organizations. Between January 4 and January 20, staff made thirteen presentations to community groups and organizations and recorded their comments and questions. Staff that participated in these presentations included the City Manager, Assistant City Manager, Community Development Director, Public Works Director, and Assistant Community Development Director. It is staff's observation that the majority of people who spoke or expressed an opinion at these meetings were either opposed to the Route Transfer or were in favor of roadway lighting. A complete summary of the presentations is attached to this report.

B) Results of feedback from Open House. The City held an Open House on the Possible Route Transfer of SR 89A on January 13 at the Sedona Public Library. Approximately 130 people attended and seventy filled out comment cards. Of the seventy attendees who filled out comment cards, thirty-six (51%) were opposed to the route transfer, twenty-three (33%) were in favor of the route transfer and eleven (16%) did not give a response in favor of or against the route transfer.

C) Results of Neighborhood Listening Session. Approximately fifty people attended the event. Of the fifty, forty-two filled out comment cards. Nine of the attendees (21%) either opposed the route transfer or supported roadway lighting, four of the attendees (9.5%) supported the route transfer, and the rest of the attendees who filled out cards (69%) either asked questions about other topics, or did not clearly state their support of or opposition to the route transfer.

D) Behavior Research Center Public Opinion Poll. Behavior Research Center conducted two surveys based on statistical methodology between January 3 and January 21, 2011. Both surveys have a margin of error of plus or minus five percent. The business survey interviews were conducted using a combination of mail survey methodology and commercially purchased database. Businesses were targeted between the "Y" and Red Rock High School. The mail survey was supplemented with telephone surveys in order to bring the final sample up to a minimum of 170 complete interviews. The business survey indicated that sixty-two percent of the businesses surveyed were in favor of ADOT retaining ownership of SR 89A, thirty percent were in favor of the City assuming ownership and installing its own safety improvements, and eight percent were unsure. The Resident survey consisted of 240 telephone interviews with Sedona heads of households. The survey methodology utilized a computer-generated random digit dial phone sample and included all unlisted and newly listed households. Of the residents surveyed, fifty-six percent were in favor of ADOT retaining ownership of SR 89A, thirty percent were in favor of the City assuming ownership and installing its own safety improvements, and fourteen percent were unsure. Bruce Hernandez of Behavior Research Center will attend the City Council meeting to present the results of the survey and answer questions.

Both the Police Chief and the Fire Chief have reviewed the CivTech recommendations of alternative safety improvements and will be making a brief presentation at the February 9 meeting.

Intergovernmental agreement. The city staff has informed City Council and the public at numerous presentations that the intergovernmental agreement needed to include remedies to address the possibility of a future State Transportation Board deciding against providing the federal funds spelled out in the agreement. The ADOT staff has negotiated in good faith

to address City concerns and language has been included in the agreement that would ultimately require ADOT to take back SR 89A should it fail to provide all of the funding spelled out in the agreement. The City's outside legal counsel as well as the City Attorney have pointed out two issues that are important to understand prior to any decision being made regarding a possible route transfer.

First, the legislative decisions of future State Transportation Boards can't be bound by the decisions of past Boards. Even though the current Board will agree to all of the terms of the IGA, a future board would likely have the legislative discretion to accept or not accept the transferred roadway back into the ADOT system upon a default of the agreement. This is also true for local elected decision-making bodies. Future city councils can't be bound by the decisions of past city councils. An example would be the previous Sedona City Council voted to direct ADOT to install continuous roadway lighting and the current city council reversed that decision. When resources are plentiful, this is a minor concern. When the economy is weak and resources are scarce, it becomes more of a concern.

Second, included in the draft agreement is a paragraph known as the Budget Law. The paragraph states: "Every payment obligation of ADOT and the City under this Agreement is predicated upon the availability of funds appropriated or allocated for the payment of such obligation. If funds are not allocated and available for the continuance of this Agreement, this Agreement may be terminated by ADOT or the City at the end of the period for which the funds are available. No liability will accrue to the ADOT or the City in the event this provision is exercised, and ADOT and the City will not be obligated or liable for any future payments or for any damages as a result of termination under this Subsection." It is important to point out that parties doing business with the City of Sedona are subject to this same state statute, and this same language is implied in City contracts. It is difficult to determine the likelihood of this scenario occurring.

If the economy were robust as it was prior to 2008, both of these issues would be minor concerns. However, these issues must be carefully considered due to the weak economy, and recent developments both statewide and nationally within the last few weeks should also be noted.

Statewide. The Governor's proposed State Budget would have very minimal impacts on state-shared revenues. However, last week, two bills were introduced in the State Senate that potentially could have significant impacts on state shared revenues in future years. One bill would freeze state shared income tax for twenty years at State FY09-10 levels (projected at 8 to 10% lower than the current fiscal year). The other Bill would eliminate the Model City Tax Code. As currently written, that bill could have a detrimental impact on local tax collections, including the elimination of certain tax categories such as the bed tax. It is very early in the legislative session and difficult to determine if either of these bills or other bills will move forward. Regardless of the momentum of any specific bill, the State has a significant budget gap to close.

Nationally. Earlier in January, in one of its first acts, the new Republican-led U.S. House voted to get rid of a "firewall" that protects transportation funds from being appropriated for other uses. The new rules also prohibit lawmakers from approving transportation projects that can't be covered by the federal Highway Trust Fund, which relies on taxes on fuel and

tires. That could jeopardize hundreds of millions of dollars in transportation funding for Arizona. Again, It is too early to determine the impact of the House decision on future transportation revenues, but City Council should be aware of this as part of its decision making process.

Although ADOT has stated that it would prefer to pay the City up front for all of its obligations under the agreement, due to the recession and reduced revenues, it is unable to commit to any additional funds up front beyond what has already been committed. In light of the State's current lack of ability to provide the negotiated funds as a lump sum amount to the City up front, and dependence on Federal Transportation Funding for about half of the project is not ideal. These factors leave the City in a riskier position than if the agreement was signed in much better financial times where the State would pay the funds directly to the City, as they have in past transfers. At a minimum, the timely completion of federally funded projects will reduce the City's exposure of losing committed funds due to State and National budget balancing actions.

Should the City Council favor approving the Route Transfer, staff believes it may be in the City's best interest to have ADOT begin the pavement overlay this summer instead of delaying it until February 2013. These actions would significantly reduce the City's exposure of losing committed federal funds for this project in future years.

The City Council is scheduled to make its decision regarding a possible Route Transfer on February 22, 2011. The information provided here, attachments, and public comments and Council discussion from today's meeting are intended to assist Council in making its decision.

Community Plan Compliant: Yes - No - Not Applicable

Board/Commission Recommendation: Applicable - Not Applicable

The Planning and Zoning Commission considered this issue on February 1, 2011 and by a 4-0 vote, moved to recommend to the City Council that the Commission supports the proposed route transfer of SR 89A for the following long range planning reasons:

- The route transfer of SR 89A would allow the City of Sedona to determine its own destiny in any future comprehensive redevelopment planning process for the West Sedona SR 89A corridor.
- The route transfer of SR 89A would allow the City of Sedona to have greater control over the future look and character of SR 89A.

Alternative(s):

MOTION

I move to: No Motion necessary. For discussion and direction.

SR 89A Route Transfer Issue Public Education and Input Process

August 11, 2010. City Talk article regarding Route Transfer published in the Sedona Red Rock News, Sedona.Biz, and Sedona Times/Eye on Sedona.

October 12, 2010. City Council meeting for direction regarding a citizen participation and education process for consideration of a Route Transfer for SR 89A. Council directed staff to take the following steps: on or about November 23, 2010 bring back CivTech Engineering Study, have a public presentation on status of negotiations with ADOT, and also have a presentation on availability of Federal and State funding for projects on SR 89A. Between that date and January 1, 2011, the information would be sent to the public via various sources. From January 1, 2011 until the end of January 2011 would be the opportunity to receive public feedback through listening sessions or other tools, such as surveys, then would have a target date of February to make a decision. Council also directed staff to ask ADOT for a 60-day extension rather than 30 days to give a little bit of flexibility.

November 10, 2010. Information regarding the negotiations with ADOT posted on the City's website and remains posted.

November 11, 2010. Results of CivTech Engineering analysis posted on the City's website and remains posted.

November 17, 2010. Frequently Asked Questions (FAQs) article regarding Route Transfer published in the Sedona Red Rock News and sent to Sedona.Biz and Sedona Times/Eye on Sedona.

November 22, 2010. FAQ article sent to Sedona Main Street and Chamber of Commerce for email blast and posted to City Website.

November 23. Public presentation of the findings of the CivTech Engineering study, Route Transfer Negotiations, and any other State/Federal Funding Sources for SR 89A. Representatives of CivTech presented their findings to City Council regarding SR 89A. These findings included a review of the ADOT Route Transfer Study, and analysis of the costs of alternative traffic safety improvements for daytime and nighttime vehicular, pedestrian and bicycle safety that meet minimum national traffic standards. Staff made a detailed presentation on the status of the negotiations, including what is being offered by ADOT for the route transfer. Staff also presented information regarding availability of State/Federal funds outside of what is ensured through the financial framework established as part of the Route Transfer Negotiation.

November 29, 2010. FAQ sent out in approximately 6,000 Wastewater Bills.

December 1, 2010 – February 1, 2011. Work with Behavior Research Center to perform formal statistically valid surveys to determine how Sedona residents and businesses feel about the City taking over ownership of SR 89A. The two-phased research efforts, conducted in January 2011, were comprised of a Sedona Resident Survey and a Sedona Business Survey. The Residents Survey consisted of 240 telephone interviews with Sedona heads of household. The Business Survey consisted of 173 interviews with Sedona business owners/managers using primarily a mail survey methodology and a commercially purchased database, which was screened for businesses located approximately within the study area bounded by the "Y" roundabout and Red Rock High School. The mail survey was supplemented with telephone surveys in order to bring the final sample up to a minimum of 170 complete interviews.



December 14, 2010. Council met to discuss citizen participation and information process regarding a possible route transfer of SR89A. Council agreed to the following: 1) Behavior Research Center will perform formal statistically valid surveys to determine community support for a route transfer; 2) City Manager will develop Follow-up FAQ regarding Negotiations and CivTech Report; and 3) City Manager and involved staff will attend as many civic group/service organization/community organizations to provide information based on the FAQ's and that Council members may also attend. Council also agreed to fund any associated costs from the General Fund Operating Contingency.

December 15, 2010 (Meeting canceled). At the December 7 Budget Retreat, the City Council briefly discussed the possible route transfer of SR 89A and directed staff to schedule a Council Work Session on December 15 so the Council could discuss such issues as if, how, when and at what cost specific alternative roadway improvements would be determined as part of a possible route transfer. The December 15 work session was postponed to a future date by a majority vote at the December 14 Council meeting.

December 22, 2010. A Follow-up FAQ regarding Negotiations and CivTech Report published in the Sedona Red Rock News and sent to Sedona.Biz and Sedona Times/Eye on Sedona for publication.

December 29, 2010. Follow-up FAQ article sent to Sedona Main Street and Chamber of Commerce for email blast and posted to City Website. Also sent out in approximately 6,000 Wastewater Bills for January.

January 4 – February 16, 2011. City Manager and/or other involved staff attend thirteen civic group/service organization/community organizations to provide information based on the FAQ's, provide a presentation, and answer questions. These organizations included the Chamber of Commerce, Democrats of Red Rocks, Keep Sedona Beautiful, Kiwanis, Osher Lifelong Learning Institute (OLLI), Rotary Clubs (2), Sedona Gallery Association, Sedona Lodging Council, Sedona Oak Creek Canyon Lions Club, Sedona Verde Valley Realtors Association, SR 89A Business Stakeholders, and Verde Valley Republican Women. Power Point presentation posted on City Website.

January 11, 2011. City Council discussed the public participation process and further clarified the role of City Council members at public forums. Council agreed they would be available after various public presentations to answer questions. They also agreed to an Online Opinion Survey.

January 12, 2011. City Talk article announcing upcoming Open House and Listening Session on Route Transfer issue is published in the Sedona Red Rock News, Sedona.Biz, and Sedona Times/Eye on Sedona.

January 13, 2011. Open House held at the Sedona Public Library from 4:00 p.m. to 8:00 p.m. There were two sessions, each with a presentation and time for Q & A. It included graphics of the lighting proposal and CivTech recommendations, a presentation of factual information regarding the Route Transfer negotiation and recommended improvements, and comment cards for public input. Representatives from the City, ADOT, and CivTech were available to answer questions. There were approximately 100 attendees for first session and 30 attendees at second session.

January 19, 2011. Regularly scheduled neighborhood listening held at West Sedona School for properties located from the "Y" to Rodeo Road. The meeting also gave public an opportunity to provide input regarding the route transfer. Postcards were mailed to all property owners regarding the listening and included a line on front of postcard stating "Come provide your thoughts on the issue of SR 89A Route Transfer." All other citizens were encouraged to attend through regular publications, the City website and contact with community groups. All council members were present. There were about 52 attendees.



January 24 – February 7, 2011. Online Opinion Survey on City’s website. The short survey asks residents to choose one of two options: 1) Arizona Department of Transportation (ADOT) keeps SR 89A and installs lights; or 2) Transfer SR 89A to City and install proposed safety improvements. While the results of the survey will not be scientifically valid, the opinion poll results will be provided to City Council as part of their consideration of this issue. News release on survey sent to all local media including Sedona Red Rock News, Sedona.Biz, Sedona Times/Eye on Sedona, Verde Independent and local radio stations. Also sent to Sedona Main Street and Chamber of Commerce for email blast and posted to City Website.





Summary of Presentation Comments and Staff Observations

January 4, 2011 through January 20, 2011

Presentation #1

Date: January 4, 2011

Community Group: Lions Club

Location: Los Abrigados

Members in attendance: 11

Presenters: Tim Ernster & Charles Mosley

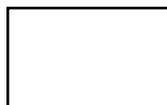
City Officials in attendance: Mayor Adams, Councilor Litrell, Councilor DiNunzio

Comments and questions:

- An example showing light intensity and spacing should be done. The person making the comment was aware that light intensity would be less on average than the Soldier Pass Road intersection or the Y-Brewer area lighting.
- Club members were not aware that the bulb intensity for the continuous roadway lighting would be less than those at the existing intersections.
- A question was raised why the SR 179 lighting was not a problem. It seemed to be continuous lighting. Should we be taking back SR 179?
- One member expressed concern about the impact of medians on businesses.
- One member expressed concern about traffic making U-turns if medians were installed.
- A question was raised about how much lighting the mid-block crossings might require. One person commented that it appeared that intersection lighting and pedestrian crossing lighting could be almost as intense as the planned continuous roadway lighting.
- A number of members voiced concerns about the City approving the route transfer.

Observations:

- 1) Providing a way to show the spacing of the staggered lights is a good idea. **(Charles is looking into this. At this point a model is being investigated along the segment of White Bear Road between Dry Creek Road and the Library.)**
- 2) A question was asked about lighting levels. Charles did not have the intersection lighting levels. **(The information on this has since be located and will be available if the question is asked in the future. The average lighting level for continuous roadway lighting per ADOT is 1.6 foot-candles with a 3:1 average to minimum lighting uniformity. The lighting**



- 3) **Levels in the intersections are higher than the lighting levels of the continuous roadway lighting.)**
- 4) A question was asked and concern expressed about the impact of medians on the businesses. **(Rather than address the median/business relationship directly, Charles suggested that people go to the web where they could find reports. No specific report was referenced.)**
- 5) A comment was made that that most of the collisions with injuries occurred during the daylight hours.
- 6) Adding a diagram to the power point showing the staggered lighting would be helpful. It would show that lights occur about every 125-feet along the length of the road although they are spaced 251 feet apart along each side. **(This was done beginning with the second presentation on 1/11.)**
- 7) To address the question of appearance of the lights along the corridor a simulation slide from the October 28, 2009 Council meeting could be used. ADOT gave a presentation that included some slides. **(Staff will add a slide to the PowerPoint.)**
- 8) Although five or six club members asked questions, the questions and comments were primarily made by only one of the members. Overall, the members expressed concern about the City approving the route transfer.

Presentation #2

Date: 1/11/11

Community Group: Kiwanis Club

Location: Shugrue's

Members in attendance: 10

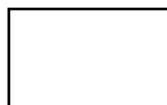
Presenters: Tim Ernster and Alison Zelms

City Officials in attendance: Mayor Rob Adams, Councilor Barbara Litrell, Kathy Levin, Mike Raber

Other persons of interest: Lu Stitt, Red Rock News

Comments and questions:

- A question was asked about the value of money over time and would the funds provided by ADOT be sufficient to cover future costs affected by inflation.
- A question was asked about what improvements ADOT would install if it forced the City to take back the road.
- Clarification was asked about the funding and if the staff believed that it would be sufficient to cover the costs over the next fifteen years.
- One member asked how much it would cost annually to operate and maintain the road after fifteen years.
- A question/comment was made about the City needing to plan for future costs.



Observations:

- 1) There was insufficient time to make the presentation and allow for questions and answers.
- 2) The room was not conducive for the PowerPoint presentation. The group had to move into a separate room in order to hear and view the presentation.
- 3) I couldn't tell if the group was either in favor of or opposed to the route transfer.

Presentation #3

Date: 1/11/11

Community Group: Lodging Council

Location: Sedona Rouge

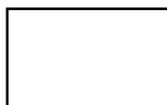
Members in attendance: 15

Presenters: John O'Brien and Charles Mosley

City Officials in attendance: Mayor Rob Adams, Councilor Mark DiNunzio, Councilor Barbara Litrell, Councilor Dennis Rayner, Alison Zelms, Andi Welsh, Audree Juhlin

Comments and questions:

- Clarification was asked regarding the money from ADOT and what it can be used for.
- A comment was made that there does not seem to be a plan for how the City will manage and maintain the road in fifteen years.
- There was concern expressed that the money that ADOT gives the City will not last for fifteen years as anticipated.
- A suggestion was made that the City should look at other communities that have negotiated turn-backs in Arizona and learn from their experiences. Include this information in the presentation.
- A question was asked regarding what the \$75,000/year covers.
- A question was asked about the City's current liability exposure if sued over an SR 89A issue?
- A follow-up question was raised regarding what the City's exposure might be if the City owned the road and didn't install continuous roadway lighting.
- It was suggested that the City include in the beginning of the presentation that ADOT has stated that continuous roadway lighting will be installed if the City does not take back SR 89A.
- A question was asked regarding the \$1.6 million for alternative safety improvements and what this number is based on? This figure seems a little low.
- A question was asked regarding the proposed lights – are they dimmer in wattage than current lights?
- A question was asked regarding the spacing of the lights at the roundabouts.



- A follow-up question was asked regarding the spacing of the lights on each side of SR 89A.
- A question was raised regarding how the City determined that the majority of the public are/were opposed to continuous roadway lighting.
- A question was asked when the survey results would be available to the public.
- A question was asked whether or not there are any dollars planned to assist the Chamber of Commerce (e.g. marketing) if there are negative effects realized due to the route transfer?
- A question was asked regarding how much of SR 89A would be expanded to accommodate the bike lanes?
- A question was asked how the City is going to address the negative effects of the medians on the businesses, emergency safety vehicles, etc.
- A comment was made that there does not seem to be any fiscal responsibility on the part of the City.
- A question was asked regarding how many of the turnbacks with other cities have been over safety issues.
- A question was asked if the City is aware of any forced turnbacks.
- A question was asked if the City knew what the typical reasons for turnbacks involved?
- A question was asked regarding what the costs would be if roundabouts were installed.
- A question was asked about what the pedestrian barriers would look like?
- A question was asked if the City has any drawing of what the medians would look like. This would be helpful in visualizing the project.
- A question was asked regarding what happened to the City's insurance rates due to past lawsuits.
- A question was asked if the City takes back SR 89A, who oversees the maintenance.
- A question was asked if the City has any rainy day funds for SR 89A.
- A suggestion was made to include in the presentation the difference in lighting levels between continuous roadway lighting and the lighting the City would install as part of any alternative safety improvements constructed after the turnback is approved.
- A comment was made that the City might want to consider both lights and medians as part of a corridor plan.
- A comment was made that Council concerns about continuous roadway lighting are noted in the presentation, but the benefits of continuous roadway lighting such as safety, increased walkability and a welcome feeling for visitors needs to be included in the presentation.

Observations:

- Some members of the public noted changes that need to be made to the presentation. These are noted above and should be considered.



- There was a lot of comment regarding City budget processes and budget issues. It would be helpful to have Alison, Tim or Barbara Ashley in attendance at every presentation to answer general budget questions.

Presentation #4

Date: 1/12/11

Community Group: Rotary, 12:00 pm

Location: Los Abrigados

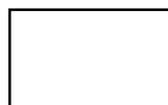
Members in attendance: 25

Presenters: Tim Ernster & John O'Brien

City Officials in attendance: Mayor Rob Adams, Councilor Barbara Litrell, Audree Juhlin

Comments and questions:

- A question was asked whether or not the City is including the consideration of deceleration lanes as part of SR 89A improvements, especially at Posse Grounds Road. This would help reduce accidents on SR 89A.
- A question was asked if City staff knew what the future annual costs in today's dollars would be for operation and maintenance of the highway after the initial fifteen years.
- A comment was made that the City cannot make any decisions without knowing these costs.
- A question was asked where the money is going to come from?
- A comment was made that it is bothersome that the issue of lighting is at the center of the discussion. If additional fatalities happen on SR 89A and the City chooses not to install lighting, what is the liability on the City? It seems that if people find out why the City took back SR 89A so as to not install lights, the City may be faced with legal issues.
- A question was asked what the City's liability is for SR 89A. If an insurance claim exceeds insurance limits the City is required to pay anything above the maximum limit.
- A question to clarify the cost to the City was raised if the City takes back SR 89A. Is the actual cost to the City zero dollars for the next fifteen years?
- A question was asked if the City has looked into the liability issues. It would seem that the City would use all its resources to understand this issue as best as possible.
- A question was asked about City Council's feelings about the issue.
- Staff was asked to define "dark sky" lighting.
- A question was asked if there is a documented study from ADOT that shows the lighting level planned.
- A question was asked if the transfer goes through and no lights are installed could the City be held liable for not installing the lights.



- An example of a California city was given that almost went bankrupt due to a lawsuit. The effects forced taxpayers to pay taxes for fifty years to cover the cost of the lawsuit.
- A question was asked about the timeframe for construction improvements on 89A including the medians.
- A comment was made that everything under negotiation is using today's dollars. ADOT will have to spend the dollars on SR 89A regardless if they give the money to the City in a route transfer or if they retain ownership and do the work themselves. The only difference is that the City may not get everything it wants. ADOT will spend the \$15 million in any event on SR 89A.
- A question was asked if the City has access to federal funds.
- A comment was made that the Uptown route transfer was related to parking issues and there is a related dollar value for each parking space. It does not appear that there are any similar cost values to the City with the current route transfer under consideration.
- A comment was made that there will be significant and major effects to the businesses on SR 89A if medians are installed.
- A question was asked whether or not the City considered the negative effects, including loss of businesses and loss of revenue to the City if medians are installed.
- A question was asked how someone traveling in one direction is going to get to a business on the other side of the street if there are medians.
- A question was asked whom the lucky businesses are who will get easy access or a median to the highway in both directions.
- A comment was made about the placement of the medians being in the higher density commercial areas along the highway and that where there would be no medians in areas with few businesses.
- A comment was made to caution City Council about falling in love with the fifteen-year deal.
- A comment was made in opposition to the City taking over ownership of SR 89A.
- A comment was made that they could not understand the lighting issues. SR 179 and the newly installed lights are very beautiful. Does not have an issue with lights and would like to see them installed on SR 89A.
- A comment was made that if ADOT is willing to pay for and install lights that are dark sky compliant why is the City even discussing this issue.
- A comment was made that risk management includes first, avoidance at all costs. Secondly, if avoidance is impossible you try transferring the liability to someone else, and lastly you try dealing with the situation with financial or other options. It was expressed that the ADOT wants to transfer the problem to the City.
- A concern was expressed that the City can try to forecast costs but this can be a problem due to such factors as inflation and the economy. It was suggested that the City model numbers using the 1970s as an example.
- A question was asked if medians were installed, would they be lighted?



- A comment was made about medians installed in the Phoenix valley between McDowell and Thomas that did not have any lighting. Due to people running into the medians they were eventually removed.
- A question was asked if the dollars the City is basing its decisions on now are low, where will the City find the additional funds.
- A question was asked what happens if the wastewater funds are not available in 2027 as anticipated.
- A comment was made that the City should remember that spending affects Sedona's economy and revenue. If people don't spend money where will the money come from?

Observations: None noted

Presentation #5

Date: January 13, 2011

Community Group: Open House, 4:30 pm Presentation

Location: Sedona Public Library

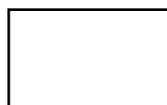
Members in attendance: 95 – 100

Presenters: Tim Ernster

City Officials in attendance: Mayor Adams, Councilor DiNunzio, Councilor Litrell, Councilor McIlroy, Councilor Rayner, Councilor Ward, Alison Zelms, John O'Brien, Charles Mosley, Ginger Wolstencroft, Audree Juhlin

Comments and questions:

- A question was asked regarding what will prevent future City Councils from raiding the restricted funds.
- A question was asked if ADOT has had any claims and/or paid out any claims on SR 89A. It was also requested that in addition to responding directly back to her that the City post the question and answer for public information.
- A question was asked that even though at this time there is no reason to believe that ADOT will force a take-back, has the City considered that due to the dire circumstances of the economy and the State's budget problems, that ADOT may force a take-back in the future with a deal that is not as good as the one presented today.
- A comment was made that the setting sun causes the majority of the accidents and this is a safety issue that is difficult to address.
- A question was asked about how much traffic is going to be retarded by the medians.
- A question was asked about who has the power to determine where the median breaks will be located.
- A question was asked about who is responsible for paying for the medians and crosswalks.
- A question was asked about who is responsible for maintenance of the medians.



- A question was asked why the plan proposed includes the installation of lights around the High School even though they recently got new lights.
- A comment was made that when the City took the road back in Uptown, a lot more money was spent than originally planned.
- A question was asked how the traffic plan proposes to handle the traffic onto a major arterial with only one way in to the City.
- A question was raised how ADOT can guarantee federal funds.
- A comment was made that there is not a lot of faith in ADOT or the State.
- A question was asked if there have been any studies completed regarding the impacts of medians on businesses.
- A question was asked about whether or not the .7 miles of medians is safer than 2 miles of lights.
- A suggestion was offered to have ADOT create an alternate route around the City through the National Forest to by-pass the City.
- A comment was made that it appears there are two reports that mirror each other on safety improvements with both saying lighting will not improve safety.
- A question was asked that because City Council is responsible to provide for safety for its citizens, is the negotiated deal manageable based on the experience of the City staff. Is this a sustainable deal?
- A question was asked if the route transfer would bankrupt the City.
- A question was asked because this deal creates an increased burden on the City, would the City be required to add more employees.
- A comment was made that the suicide lane needs to be dealt with.
- A comment was made that City staff are not able to adequately maintain current roadways and gave the example of his wife repairing a manhole near their home.
- A comment was made regarding concern over the financial aspect of this proposal. An example was given of Telluride that went through a similar experience a number of years ago, negotiated what they thought at the time was a good deal, and now today they regret that decision. They do not have the funds to maintain the road and as a result the road is a mess.

Observations: The presentation was standing room only with some attendees standing in the hall just outside the door.

Presentation #6

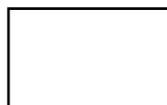
Date: January 13, 2011

Community Group: Open House, 6:30 pm Presentation

Location: Sedona Public Library

Members in attendance: ~ 25 – 30

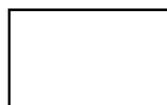
Presenters: Tim Ernster



City Officials in attendance: Mayor Adams, Vice-Mayor Hamilton, Councilor DiNunzio, Councilor Litrell, Councilor Rayner, Councilor Ward, Alison Zelms, John O'Brien, Charles Mosley, Mike Goimarac, Ginger Wolstencroft, Audree Juhlin

Comments and questions:

- A comment was made about the quality of the presentation and that it answered many of their questions.
- A comment was made that as an early morning walker, using a flashlight for light, they appreciate the City's attempts to maintain and protect the beauty of Sedona.
- A question was asked once the City receives the money from ADOT who is the steward of this money.
- A question was asked what the City's risk grade is.
- A comment was made that the City's greatest risk period will be between the years 2015 and 2027 when the City does not have a guaranteed source of money coming in.
- A comment was made that the presentation was very good.
- A question was asked if medians were installed would they impede traffic flow either on SR 89A or access to and from side streets.
- A question was asked who made the decision to implement CivTech's safety recommendations as they are.
- A comment was made that they do not believe that medians will not impede traffic as people currently use the suicide lane to edge into traffic from side streets.
- A comment was made that continuous lighting would not affect traffic in the day.
- A question was asked about the safety issues that medians would address.
- A comment was made that they do not understand the safety issues and why the City can't just leave things the way they currently are.
- A comment was made about the medians on SR 179. There is a designated lane that people go into to turn which allows traffic to move just fine.
- A question was asked regarding whether or not the .7 miles of medians includes the pedestrian barriers in the medians.
- A question was asked whether not there is sufficient area to install the medians, bike lanes and allow for U-turns.
- A question was asked if the City has identified the U-turn locations.
- A comment was made that there is a left turn north on SR 179 from Sky Mountain where you are unable to get your whole car into it. This is not as great a problem on SR 179 because it has a lower traffic volume. However, if this situation was repeated on SR 89A it could cause real problems due to the significantly higher volume of traffic. This type of design needs to allow for the whole car to fit into the lane and allow for some stacking of vehicles.



- A comment was made that the City should calm the traffic for safety purposes. This may take longer to get to places around town but would create a safer environment, especially for walking.
- A question was asked regarding the median between Soldier Pass and Mt. Shadows, will there be median breaks or will this be one continuous median.
- A follow-up question was asked if there are to be breaks in the medians where will they be located, at each intersection or at each side street.
- A question was asked about access from side streets onto SR 89A. Will the medians allow for left turns from side streets onto SR 89A and/or left turns onto side streets? What will the median breaks look like?
- A comment was made from a stargazer who initially was very concerned about the possibility of continuous roadway lights being installed. This person did some research on their own and looked at the lights on SR 179 and the roundabouts and then went up higher to look down on the lights and was surprised that the lights were not visible. The worst lights were from some businesses, not street lighting. Even with the lights on SR 179, the stars were still visible.
- A question was asked if ADOT installed lights, would the City still get medians.
- A comment was made that the City already has median equivalents in place with the double yellow striping on SR 89A. It is illegal to cross over the double yellow lines. Maybe medians aren't such a big deal.
- A comment was made regarding a visual presentation that Vice-Mayor Hamilton created that showed lights as opposed to medians and the collateral damage that will be caused by installing the lights (e.g. removing trees and landscaping, large holes and trenches). Why was this not included in the presentation?
- A question was asked if the City would have to widen SR 89A to allow for the traffic lanes and bicycle lanes.
- A comment was made that by narrowing the traffic lanes would make it more likely for accidents.
- A question was asked about a statement made by a staff member at the presentation regarding installation of lights with the medians. Does the City intend to include lights as part of the safety improvements with the medians project if ADOT does not install the continuous roadway lighting? This doesn't make sense; thought the reason for medians was so we don't get lights.
- A question was asked if lights are installed as part of the median project, where will they be located and what will they look like.
- A comment was made that a statement was made by a Councilor that ADOT has the City over a barrel and the City doesn't really have a choice in the matter. Is this true?
- A comment was made about the lights located around the Hillside area. These lights went in months before this person realized lights were installed there. Only became aware of the lights when noticing a worker replacing

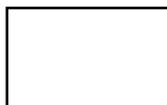


bulbs. SR 179 looks good and the lights are not a problem and they were free.

- A suggestion was made to drop the speed to 30 mph and let ADOT install the free lights and we won't impact the businesses.
- A comment was made that ADOT will negotiate the route transfer at anytime whether it is today or years into the future.
- A question regarding Council's decision to begin addressing highway and pedestrian safety improvements such as reducing speed, light at Andante and education. Have any of these improvements been implemented?

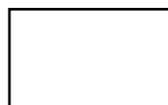
From Comment Cards:

- I feel mediums would harm the people who own businesses along 89A for a long time. In this economy I don't feel we as a City can afford to maintain as well as pay to reconstruct 89A. It should not be a City Council decision. A special election should be called and the citizens can decide.
- I am and many others with signatures I have are totally opposed to the take back. This Council has already made their decision on the slate they ran on. We cannot afford now and future of this proposal. We need lights for safety.
- Don't take back 89A! Please listen to the People of Sedona!
- I am a new resident, one year in Sedona. I came to the meeting to understand the problem after receiving notices in my bill. After coming to the meeting I feel it looks nice but there doesn't appear to be a concrete plan of exactly what we would end up with after going thru what my husband and I see as tax hikes in the future and we are planning our retirement here and are concerned with the rising costs with a deflated economy. The lights appear to be low lighting and I think the City needs some lighting. To me it is extremely dark. I would vote for lights especially since to buy back the road and divert costs from other public ventures and improvements seems a waste of public funding. On the other hand, the structured roadways might prove good for visitors who do not know the road and may cut down on traffic accidents. Does your group of architects know what percentage of safety will be gained by each set of structures they propose? Can you provide us with an idea of what financial expenses will come along with each set of structures and buying back the road? How will this affect our taxes? Will it raise them 1%, 30%, 50% or more? Since you mentioned it sounds like to structure this would mean they would need to begin hiking taxes ASAP so that the City does not fall into financial disaster. Our town of East Hampton in NY bought an island and it bankrupted the City. The manager went to jail and town supervision was shunned and sued. Lets try to prevent this in Sedona. Thank you.
- I represent approximately 200 businesses and property owners that support the nice job that they did at the Hillside area (ADOT). Those lights look good!
- Do not take back the road! The lighting issue has been misrepresented and people thing continuous lighting means stadium lighting, which would ruin Sedona. However, this is NOT what is proposed. The proposed lights will



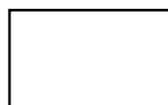
have little to no impact on sky watching. Medians could prevent pedestrian crossing, but if they are broken for left turns, they are also broken for pedestrians. This is an un-thought-out plan at this point.

- I believe there are too many unknowns in taking back 89A. Survey on pedestrian safety for day and night I believe the lights with the additional safety measures i.e. reduce speed limit, increase enforcement, pedestrian crossing signage, light at Andante, and additional crosswalk study would be the best solution.
- No lights! City to take over 89A.
- No lights on 89A.
- This would have already been handled if we would have accepted unobtrusive lights when ADOT asked us to choose our lighting. We could choose small, cute lighting for this four-mile stretch and be done with it – shame on us!
- Why did we not just handle the small problem? No lets create a huge problem with lots of consequences instead of handling the smaller problem.
- Why would we accept the huge responsibility for the highway if we don't have to? The future is full of unknowns. It's not predictable. The Council will all be dead when the final outcomes are decided. Good – stupid – our children will know. Probably not us. We don't need more problems to handle. The City has enough to deal with without another huge deal!
- I am afraid the City is buying into a black hole with unintended consequences that will haunt us for decades. I am also convinced that this Council has its mind made up and will proceed with the take-back regardless of the nature or volume of comments. Continuous roadway lighting is a non-issue. I understand ADOT has Sedona over a barrel re: decision and timing, so we will get the new plans and “deal with it”. God help us!
- The City personnel responsible for street repair/upkeep seem to be woefully inadequate now without undertaking full responsibility for 89A. The road now looks filthy all the time, with dirt and debris in the roadway and gutter/curb areas. Storm drains are clogged with debris, preventing drainage with great potential for accidents and flooding. Is the City able to withstand another round of construction? Many businesses could not survive both an economic down turn and seemingly endless construction on SR 89A and closed doors as I am sure business license renewals have shown. With CivTech recommendations (while not the final version) show no allowance in the median areas for business access via left turns or a U-turn provision. How can a business owner or resident make a decision without some idea of how their access/egress will be impacted in the daily conduct of life? The presenters on Jan 13 spoke of it as if the turnback was done deal!
- 89A needs lights! Try walking it on a regular basis like the cars. Less folks do. If the tourist district can have lights, then the residents of west Sedona should have them also.
- Taking jurisdiction of the balance of 89A is not in the best interest of the City. What if the federal funds are not forthcoming? What if the State budget cuts reduce the State's contribution? The financial aspects are NOT guaranteed.

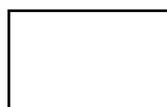


I have been opposed to the lights on 89A since the beginning of ADOG proposal. IF it is a choice between the two options, I would have to take the lights.

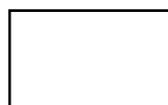
- Too many “ifs” to support. In order to work, funds MUST be in restricted use accounts. Funds must be set aside annually for reserves starting in the 16th year. I see no point to medians. Roundabouts (without art work) are good. I travel 179 day and night and can’t tell you what the lights look like – who cares! Other than Harkins and Coffeepot Restaurant, where else are pedestrians crossing. I don’t trust future of federal funds promise.
- I am very concerned about what it will cost the citizens of Sedona if we take back the 89A. Please don’t!
- Since the lights are night sky compliant I see no reason. NO.
- Highway 179 is a good example of a good road. Let ADOT finish 89A.
- Dark skies arguments do not hold: Flagstaff has a giant street of lights. This sounds like a done deal regardless of presentation. What is so awful about lights? West Sedona looks like a strip mall – can’t get much uglier.
- Don’t trust ADOAT. What if oil goes back up to \$150/bbl? Asphalt costs will skyrocket. How can you feel secure that inflation will not hugely erode value of money received?
- I prefer continuous lighting by ADOT. I do NOT want the City to take on the responsibility for 89A. We have taken part of 89A in “Uptown” and the costs were much higher than had been projected. NOTE: by the time the sewer bonds are paid, the sewer system will need expansion. That money will not be free for other uses.
- The thing I hear most from people is the opinion that the expense of taking the road back will be damaging to the City. I am not in favor of taking SR89A for the City. Thanks for asking!
- I am not in favor of the City taking over 89A.
- I do not want medians. Medians direct traffic in ways that takes the driver out of their way from getting to the businesses of their choice and hinders side road turns. I also feel that Sedona cannot afford the take over. There are always hidden costs or mis-estimated costs.
- Not in favor of route transfer. Huge Mistake. Please don’t burden the City and the people of Sedona with this. The cost numbers are not at all accurate.
- Don’t buy back the road. Please let ADOT take care of it. Thanks.
- Take back would be fiscally irresponsible. Will cost way more than you think. Dark-sky lights are ok.
- PLEASE DO NOT TAKE THE ROAD OVER. I do not want the medians or to make U-turns. I am in favor of lights and letting the State own the road.
- It has always been near impossible to locate businesses at night along 89A. I am in favor of the lights and TOTALLY opposed to the City taking back 89A. If it does, I feel convinced that there will be an over-run of costs due to additional “improvements” the City identifies as now necessary.
- Please do not take the road back and burden citizens with unforeseen costs, which will most likely exceed your current estimates! Thank you.



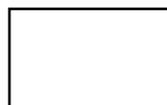
- How are you going to improve night safety without lights? Put in ADOT lights. Do not put in medians. Do not take over 89A. Presentation, attempting to be neutral was heavily slanted toward taking over 89A.
- There are dark skies all over Sedona. If you take back 89A to preserve a small stretch of dark sky is ludicrous!
- I do not want the City to take over 89A. I feel it would be too costly to maintain. Not a good economic time to take on more financial responsibilities.
- Please – DO NOT TAKE BACK 89A. Thanks.
- After asking 250 people the past 30 days, I can't find anyone that wants to own the road. It appears the public is easily 80-90% against owning it. When many Council members were voted in we didn't have the facts we have now. The knowledge we now have makes it clear why 80-90% are against it.
- Don't take ownership of the state highway! If light pollution is really the concern then make the dark skies lighting ordinance retroactive so older houses must turn off or replace non-compliant fixtures. In Sedona West, we have floodlights, bare bulbs, etc. polluting the night skies.
- I favor a turnback as an opportunity for Sedona to control so much of its physical appearance destiny. The current settlement with ADOT provides more than enough funding to cover necessary safety improvements, maintenance and prep for the next resurface in 2028.
- Thank you for the study providing the additional information. The study confirms my desire for Sedona to take ownership of 89A. Please keep in mind on-demand crossings. Thank you.
- I live on Coffee Pot Dr and walk before dawn during the week before going to work, so I know how dark "dark" is. I also value the incredible sky and therefore always have a flashlight with me. Obviously safety is critical. However, continuous lighting does nothing for daytime safety. I have used the pedestrian activated lighting system in Tucson, Palm Springs and other cities and have found them user friendly and adequate. At my own home I use motion-activated lighting so we can enjoy the beauty of the dark. The financial commitment certainly has to be considered. It appears that the City has been careful in investigating those concerns. Certain this can be assured through legal agreements. I fell in love with the beauty of Sedona on my first visit, worked very hard to move here, and want to do everything to help keep Sedona's natural beauty while meeting safety concerns.
- I don't want 108 lights, therefore, have City acquire the street.
- I went to safety and I think lights will have little impact on that. Most accidents are in the day. We need to slow traffic, provide pedestrian crosswalks and barriers. The middle lane is very dangerous. Roundabouts slow traffic and provide safe and easy U-turns. Lights on the main road meant that drivers won't be able to see well when they enter side streets. I walk a lot and bike some and don't feel safe. It is too hot in the summer to walk a mile just to cross the road – as between Rodeo and Dry Creek Road. Overall, I think lights are a very poor solution for safety. We need a mix of remedies for 89A. I would like the City to take ownership of 89A. It is our real "Main Street".



- Given facts and the safety along 89A needs to be improved for day and night. Solution: 1.) Traffic light at Andante (both scenarios); 2.) Medians, pedestrian crosswalks – perhaps pedestrian activated, and bike lanes. Improved safety will result for day and night only with a route 89A transfer to the City.
- Take the road. Take the funds. Plan ahead – improve public transit to reduce the volume of vehicles on 89A. Reduce 89A speed to 30 mph and enforce it. Install medians with turns and turnabouts. Stick with safety committee recommendations. Find new better surfacing options that save funds.
- I am for taking control of our destiny (the road) and the #1 reason people come to Sedona - for the peace, quiet and dark skies!! Most accidents are in the daytime due to impatience – people mostly stay locally at night and generally there is very little traffic at night. We don't need (or want) to be lit up like Phoenix. The lighting on 179 is atrocious!! Way too many lights
- Go for it! City transfer provides the potential for enhancement of both safety and aesthetics. By contract, the ADOT plan does neither, at least during daylight. A creative plan – more than the minimum – will produce a win-win-win. Traffic slow down, walkers and bikers will enjoy even better business. (Incidentally, for a good example of effective use of very narrow medians on the main street of Milwaukee through the Marquette University campus, check on the revival of Wisconsin Avenue about fifteen years ago.
- Grab the bag of money and run like nobody else – greedy bastards always win.
- Good, thorough presentation. There seemed to be a question about medians impeding traffic flow – my suggestion – address this more thoroughly. In case your counting, my vote would be in favor of the route transfer.
- Nice job by staff. This is a good deal for safety and Sedona will control its destiny.
- I feel that the state (ADOT) is “blackmailing” the City and take over the highway or take the lights. However, I believe the negotiated offer is a more generous offer than we might have expected early on. It may very well be much more generous than a future arrangement that could be thrust upon the City, should the State’s financial condition give “them” the incentive to “unload” 89A upon us. A legitimate concern is that we might be tempted to use the “up-front” cash injudicious ways and find ourselves strapped at a later time. I appreciate the City officials’ recognition of the need to have Council pass a binding commitment.
- In favor of the route transfer of 89A to City of Sedona. A median in front of Coffee Pot Restaurant is definitely needed. Daytime safety is the major safety issue to be addressed. Thank you for making clear information available to all of us.
- No lights on 89A in West Sedona.
- I'm in favor (YES) of the route transfer to the City. Pedestrian crosswalks and medians are very good. Great job!
- No overhead lights on 89A in west Sedona!!!



- I generally agree with the transfer. 1) Do we know the condition of the infrastructure under the road? 2) Do not do pedestrian barriers in medians. 3) Do not do turn lanes – just U-turns at intersections in medians. 4) Can traffic light at Andante be a roundabout? 5) Do some streetlights at major intersections.
- Please take back the road. We do not want continuous lighting.
- I like idea of medians and pedestrian controlled lights at crosswalks. I also like idea of sidewalk lights.
- Lights on 89A will destroy Sedona. Keep it dark.
- I sent in a letter to the Council today. It says how I feel. Agree to the route transfer (City taking back 89A)
- I have a strong preference for no lights. I have studied the financials and feel that this is a low risk to take for control of 89A in west Sedona. Take back, please.
- Sustainable solar lighting should be considered! It is available and is widely used in Asia.
- They needed to listen to everyone [at first presentation]. The next meeting was not for one hour.
- We have spent too much on studies – where is the alternate route? That is what we need – we need only on-demand lights.
- I feel ADOT has put us in a position to have to take the road back for safety and other reasons. I thank our City and Council for being so responsible as to study all issues. Hang in there Council and City. We know you've all worked so hard.
- I think that the information provided was a reasonable amount and for the most part understandable. It is important that if the decision is to be made on public input, that all of the basic information be gotten out and that people need to know that they need to respond.
- If medians are installed will thru-traffic or side traffic entering 89A be impeded?
- Please just do something. Public input is good but you are the elected representatives. No decision is perfect. Take the step. Please the politics out of it and set on the recommendations of the professionals and your staff.
- I haven't heard mentioned how space would be made for bicycle lanes. When I drive 89A now, it doesn't feel as if there is room. If Flagstaff has "dark sky compliant" lights and has the designation as a "dark sky city" how would the proposed ADOT lights be different?
- We will not find any advantage in lights. And huge effects of medians on businesses!
- No way to make a left turn from 89A into New Frontiers. To go to Soldiers Pass through the bank area where there is also traffic will not work.
- Why is the City not making known in its press release that even without City approval ADOT can turn 89A over to the City with a four-year notice?
- Instead of high-pressure sodium lights use LEDs. If we are going to have lights forced on us.



Observations: None Noted

Presentation #7

Date: January 18, 2011

Community Group: Gallery Association, 8:30 am Presentation

Location: T'Laquepaque meeting room

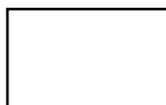
Members in attendance: 8

Presenters: Tim Ernster, John O'Brien

City Officials in attendance: Councilor DiNunzio, Councilor Ward, Audree Juhlin

Comments and questions:

- A question was asked about what nighttime improvements will be made with CivTech's recommended alternative safety improvements.
- A comment was made that the lighting along SR 179 does not interfere with the ability of someone to see the stars at night. There also appears to be a lot more people walking now in this area. The lighting improvements on SR 179 seem to be working well. Based on the success of SR 179, they believe it's a good idea to put lights along SR 89A. Perhaps more people will get out at night and walk and shop.
- A comment was made that either way, some form of lights are going to be installed on SR 89A.
- A question was asked if anything is being done to work with businesses to bring them into compliance with dark sky lighting.
- A comment was made that many of the gallery's old clients from Phoenix and Tucson are coming back now that construction is complete. When asked why they have not been in Sedona for a while, they indicate that they were told to stay away from Sedona due to the construction.
- A question was asked if there was any consideration given to help financially (e.g. Chamber and marketing) due to further negative impacts from future construction.
- A question was asked if the City has contacted any other communities that have negotiated a route transfer and if so were these communities satisfied with the outcome of the route transfer.
- A question was asked about the 2013 date and whether or not this is the deadline before construction would start or is 2015 deadline date for the alternative safety improvements.
- A comment was made that they feel the City has done its due diligence regarding this issue.
- A question was asked if the City has staff that has experience managing and maintaining a road similar to SR 89A or will the City be adding more staff.



- A comment was made that maintaining a typical Sedona street is not the same as maintaining a highway.
- A comment was made that ADOT could not do any better of a job maintaining the roadway than Sedona.
- A question was asked if the City would replace all the utilities as part of the overlay project.
- A question was asked about the upfront money from ADOT. If the money is put into an interest bearing account, has the City completed an exercise to compare the interest earned plus the money from ADOT in relationship to construction costs plus inflation factors?
- A question was asked if there is a shortfall in money, will this fall on the backs of Sedona's citizens to pay for this. This has been a concern expressed by many citizens.
- A question was asked about the restricted funds and how they will be restricted. An example was given if there is an emergency and the City needs additional money could the City use the restricted funds for something not related to the highway, such as wastewater.
- A comment was made to clarify that up to this point just how restricted these restricted funds will be is still up in the air.
- A concern was expressed that if there is a problem not related to the highway and City Council uses this money then there will not be any money for highway related projects.
- A comment was made that they felt it was important that the City negotiate the details of what should happen if ADOT does not or is unable to come up with the remaining money owed the City. Likes the idea of giving SR 89A back to ADOT.
- A comment was made that the City did a good job negotiating the deal from approximately 9 million dollars to 15 million dollars.
- A comment was made that a good portion of that money would have been spent by ADOT in any event.
- A question was asked because the insurance premiums are low does this mean that we don't really have any safety issues on SR 89A.

Observations: None Noted

Presentation #8

Date: January 18, 2011

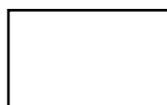
Community Group: Rotary, 12:00 pm Presentation

Location: Los Abridados

Members in attendance: 36

Presenters: John O'Brien, Charles Mosley

City Officials in attendance: Councilor Ward, Tim Ernster, Audree Juhlin



Comments and questions:

- A question was asked how much more money is the route transfer going to cost the City if the City owns the roadway.
- A question was asked what the argument is against the take-back of SR 89A.
- A question was asked about the 2.8 million dollars for safety improvements and the 1.6 million dollars for CivTech's recommended improvements. Does the City get to keep the difference between the two if it is not all spent.
- A question was asked if the City could do more improvements than the minimum recommended by CivTech.
- A question was asked based on staff's experience with the take-back of the highway in Uptown and the subsequent improvements, was that a good or bad experience.
- A question was asked if continuous roadway lighting on SR 89A were not an issue, would the City have sought the route transfer.
- A question was asked how City Council was feeling about the route transfer.

Observations: None Noted

Presentation #9

Date: January 19, 2011

Community Group: Chamber SR 89A Business Owners Meeting, 8:30 am Presentation

Location: Sedona Rouge meeting room

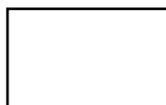
Members in attendance: 12

Presenters: Tim Ernster, John O'Brien

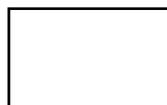
City Officials in attendance: Mayor Adams, Councilor DiNunzio, Councilor Litrell, Councilor Rayner, Audree Juhlin

Comments and questions:

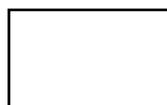
- A question was asked how the accident rates along SR 89A compare with other communities with a similar type road.
- A question was asked if there are other available funding sources outside the general fund for use on the highway once ADOT money is spent.
- A question was asked if there are grants available for highway projects? Could these grant dollars also be used for community projects?
- A question was asked if the highway is wide enough to install medians and bike lanes or will the road need to be widened.
- A question was asked if the City knew how much of the nighttime sky would be impacted by the installation of dark sky compliant lights. Given the fact that the lighting ADOT is proposing is dark sky compliant would believe that the impact would be minimal.



- A question was asked why the City hasn't quantified the impacts of lighting. (Note: a member of the audience indicated that there is a study quantifying this information). In response, this information will be made available.
- A comment was made that the reasons stated for considering a route transfer - character of west Sedona, protecting the nighttime sky, opposition and safety – all seem pretty subjective, with the exception of safety.
- A comment was made that there has been a lot of time and money spent to potentially expose the City to potential liability. This liability is not necessary.
- A concern was expressed about the City's ability to get the remaining money from ADOT in the future.
- A question was asked why are we spending so much time and money now for future potential cost exposure and liability.
- A comment was made that the presentation, although very good, seems to focus on mitigating the impacts and liabilities of the City owning the highway when we don't have to do this, as ADOT will install dark sky compliant lights at no cost to the City.
- A question was asked that by adding lights how would they benefit the highway in the daytime?
- A question was asked about the debt service that will be available in 2027 and the likelihood that these monies would be available for highway funds.
- A comment was made that there are no restrictions on the wastewater debt service funds and that they can be used for any project.
- A question was asked if the City has any control over "pedestrian traffic" initiator types of businesses (e.g. bars/restaurants). It appears that pedestrian accidents have occurred in the past as people tried to get across SR 89A either to access or leave one of these initiator businesses. The crossing is the issue in relationship to the initiator businesses.
- A question was asked if we are putting the City at further risk if the City takes back the highway and begins discussion and seeking input from the community on what they would like to see on the highway and as a result the City does not implement some of CivTech's minimum safety improvement recommendations?
- A question was asked if medians are the only solution to the problem, could the City install fences along the edge of the highway.
- A question was asked if medians were installed how are people going to get to businesses, would the plan include the installation of roundabouts with the medians. If it becomes difficult for customers to get to a business, this could be a problem.
- A question was asked how delivery trucks are going to get to businesses.
- A question was asked about medians being installed and then removed in Uptown Sedona.
- After clarifying that medians were never installed, only discussed for the Uptown area a follow-up question was asked was the problem resolved that the medians were intended to address.



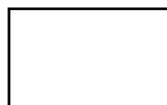
- A question was asked how are semi-trucks and emergency vehicles going to get around west Sedona. This should be figured out before Council makes any decisions.
- A question was asked if the City had any sense as to why ADOT was requiring a compressed timeline.
- A comment was made that it seems a disproportionate amount of time and money is being spent to take the highway back than it is spending on evaluating the lights.
- A comment was made that this issue has been going on for many years. The previous City Council supported lights then the new Council did not support the lights. Can understand ADOT position, perhaps we are our own worst enemy.
- A question was asked that if the City takes over ownership of the roadway and conducts a study and completes design work with additional improvements, who will pay for these additional improvements.
- A follow-up question was asked that if the design and improvements do not include CivTech's minimum recommendations who is liable.
- A question was asked is the City making decisions based on conceptual plans.
- A question was asked about how long the construction work would take to do the pavement overlay project? Lights? Safety improvements?
- A comment was made that businesses will be affected either way.
- A question was asked if anyone has studied the City's insurance policy to see if it currently is sufficient and if it needs to be increased then ADOT should pay for the additional insurance costs.
- A question was asked regarding the daytime and nighttime issue. Is it possible to go to ADOT and say that we believe there are daytime issues that need to be resolved and see if they are willing to address the daytime safety improvements.
- A question was asked about what types of solutions might be included in daytime improvements.
- A comment was made that some of the accidents are pedestrian related but the majority are vehicle related.
- A question was asked if the City owns the roadway and there is a significant incident resulting in multiple claims, is the City liable for anything above \$12 million.
- A comment was made that the problem still remains by replacing lights with medians as its still dark out and pedestrians would still get hit.
- A comment was made you can't stop pedestrians from crossing the road.
- A question was asked about the height of the pedestrian fences.
- A question was asked if the solution could include less light with the light poles spaced further apart.
- A comment was made that currently it is difficult for delivery trucks to get to businesses on 89A, especially restaurant type businesses, such as the Heartline Cafe. Currently, delivery trucks either park in the suicide lane to



make their delivery or they stop traffic trying to back into the parking area. If medians are constructed these delivery trucks will not be able to park in the suicide lane and will be unable to back in.

- A comment was made that there are basically two types of business, destination and convenience businesses.
- A comment was made that there needs to be a plan for what this is going to look like before any decisions are made.
- A question was asked if we can just have the lights installed now and then renegotiate with ADOT for ownership at a later date. Is this a one-time shot?
- A question was asked about the return on investment for each scenario, the route transfer and the lights.
- A comment was made that the fatalities were alcohol related. Pedestrian barriers will not stop people who are drinking from jumping over the pedestrian barrier and crossing the street.
- During the presentation it was indicated that it is important to protect Sedona's dark skies for tourist related reasons. A comment was made that clients to his tourist based business talk more about how dark it is outside in a negative way. Visitors even go so far as to say they are frightened to walk outside in the dark.
- A comment was made that his tourist-based business continues to experience problems on his property because there are not enough lights. He is at the maximum lumens per acre allowed by the City's dark sky ordinance.
- A comment was made that the Chamber of Commerce does not do a lot of marketing promoting Sedona's dark skies, however, there are a number of businesses where the dark skies are important to their success.
- A comment was made that star gazing events are held at the Bashas' parking lot. This parking lot has many lights that do not affect whatsoever the success of the event or one's ability to see the sky and the stars.
- A comment was made that Flagstaff has an observatory and there are many outdoor lights.
- A comment was made that they do not understand why people are making such a big deal about lights, especially with the small number of lights proposed.
- A comment was made that in Hawaii they have outdoor lights and you are still able to see the stars.
- A comment was made that businesses may see an increase in business if lights are installed and more people get out and walk around at night.
- A question was asked if the City knows what the effects of the lighting will be on the dark sky.
- A question was asked to define "dark sky compliant".
- A question was asked about the percentage of bounce-back that the City may experience if lights are installed.

Observations: None Noted



Presentation #10

Date: January 19, 2011

Community Group: DORR, 5:30 pm Presentation

Location: St. Andrews Church

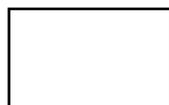
Members in attendance: 27

Presenters: John O'Brien, Charles Mosley

City Officials in attendance: Councilor Litrell, Councilor DiNunzio, Tim Ernster, Audree Juhlin

Comments and questions:

- A question was asked if City Council says yes to the route transfer, is there any way a future Council can reverse this decision.
- A question was asked whether or not the City has plans to share with the public that show how the medians will work.
- A question was asked if the median plans include U-turns or roundabouts. Have heard many businesses object to medians and restricted left turns.
- A question was asked if the City knows the cost of a roundabout.
- A comment was made to the City to think about what this is going to do. It allows the City to create a vision for the future of this area. The City has a chance to have a say in our own destiny.
- A question was asked regarding the City's financial state. Is it true the City will go bankrupt? Is the City in good shape or bad shape financially?
- A question was asked how staff feels about the issue.
- A question was asked if the City looked at other cities that went through a route transfer and if so, what were their experiences.
- A question was asked regarding what an overlay means. Is it a repair or a resurfacing of the road itself?
- A comment was made that the presentation was great, particularly because the City was able to negotiate more money from ADOT.
- A comment was made that it is time for Sedona to become an adult and take control of our destiny. Highway 89A is a long strip and working in the tourism industry its very important that we look different than every other tourism community. The City needs to look good and it needs to be friendly. The City should look at aesthetic solutions as well. Personal perspective is that the tourism industry is not suffering.
- A concern was made regarding the medians. It was recommended that any work done on the highway should not be counter to aesthetics.
- A concern was made that they are not concerned about the money side of the issue.
- A question was asked if it is necessary to have things that block pedestrian access to the road.
- A follow-up question was asked if the barrier could include landscaping.



- A question was asked if the City is absolutely committed to installing medians.
- A comment was made if medians are installed the plans should include a way for visitors to get around, such as a roundabout.
- A comment was made that walkability enhancements should be part of the improvements.
- A comment was made that they want to see the City take back control. Believes that obtaining ownership of the highway is the right way to go.
- A question was asked if we could install a roundabout at Andante rather than a traffic light.
- A question was asked if we could make a beautiful, walkable Sedona without roundabouts. This is a challenge.
- A question was asked if the route transfer goes through will this provide additional job opportunities (e.g. maintenance).
- A comment was made about a project that Tucson did which invited artists' to draw/paint something appropriate on the wall (mural). Perhaps paintings could be added to the pedestrian barriers.
- Concern was expressed regarding the appearance of the medians and barriers. The point was made several times that design details for medians and pedestrian barriers would need to be part of a public involvement program.
- A question was asked why the "Y" to Airport Road does not include any lighting. This is a terrible area and very dangerous. There was an incident on Christmas Eve due to the lack of lighting.
- A concern was expressed about how the restricted money will be managed. Would like to see the money put into a lock box. Wants an absolute guarantee that this money will not be used for other things.
- A question was asked if there is anything in ADOT's plan besides lighting. Things like medians and crosswalks.
- A concern was expressed about the need to protect Sedona's children. A light was installed at Airport; however, a more critical area needing a traffic light is the SR 89A/Posse Grounds Road intersection. Children have to cross in that area and it is extremely unsafe.
- A question was asked why Andante is getting a traffic light installed there. Is it because two drunks were killed there?
- A question was asked regarding the fifty percent of funding from ADOT for a future pavement project. After 20 years, what do you figure the cost will be per year to budget for the other portion of the paving project that ADOT funds do not cover? The cost should include other considerations as well such as insurance and maintenance. It looks like you are getting up there in the per year cost, probably close to a million dollars a year pro-rating major maintenance costs.
- A concern was made that it is dangerous to project costs 20 years in the future.



- A concern was made that the safety of children and adults crossing roads is not addressed in ADOT's plans. ADOT's response is to just install lights. It is distressing that ADOT is not addressing safety issues.
- A comment was made that the most dangerous area in the City is the Posse Grounds and SR 89A intersection and the immediate area.
- A question was asked if the presentation is available on the web.
- A comment was made that it is tempting in the next 15-20 years to not worry about the finances of the highway with the assumption that ADOT is paying for everything. The City and the citizens need to be realistic. If taxes need to go up then they have to go up.
- A comment was made that the problem Sedona has is the fact that a major highway goes through the middle of town. An example was given of Highway 101 in Santa Barbara, California and how it took 40 years to fix a similar problem.
- A comment was made that too many traffic lights will cause gridlock and too many roundabouts will cause people to be too dizzy.
- A question was asked if CivTech's recommendation to include pedestrian barriers could include planters and bushes.
- A question was asked if the City knew if in providing delineated bicycle lanes this scenario is any safer than riding bikes on sidewalks.
- A comment was made that it seems to make more sense to place the bicycle lanes at a higher elevation than the roadway, maybe at the same level as the sidewalks.
- A question was asked if any of the plans consider a manual button that a pedestrian pushes to get low level lighting to turn on prior to crossing the street.
- A question was asked if the City has computed what it is going to cost for electricity for the streetlights.
- A question was asked if medians are installed, how are vehicles going to turn to get to locations on the other side of the median.

Observations: The point was made several times that design details for medians and pedestrian barriers would need to be part of a public involvement program.

Presentation #11

Date: January 19, 2011

Community Group: Council's Neighborhood Listening

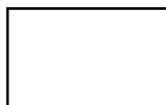
Location: West Sedona School

Members in attendance: 53

Presenters: Tim Ernster

City Officials in attendance: Mayor Adams, Councilor DiNunzio, Councilor Hamilton, Councilor Litrell, Councilor McIlroy, Councilor Rayner, Councilor Ward

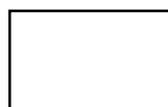
Comments and questions:



- A comment was made that we don't know how much a loaf of bread is going to cost in 2 months so how can we know how much pavement will cost in 2 years or further?
- A comment was made that this is financial suicide – premium increases.
- A question was asked where the City learned that dark skies are an important tourist attraction.
- A question was asked about how many people are opposed to taking SR 89A back.
- A comment was made that the light mast arms are only 2.5 feet, they do not reach the middle of the lane.
- A comment was made that the biggest concern is the business community itself. Doesn't think we have really assessed what the damages will be to businesses themselves due to the impacts of the medians. Feels it is important for the City to do that assessment to find out what the damages and impacts will be to the businesses.
- A question was asked whether or not it is true that if the ADOT option is chosen, construction will occur in 4 months rather than in 2 years. Therefore, the community plan input would not be complete before the improvements were installed.
- It was requested that the City provide information on the timing for installation under both scenarios.
- A question was asked regarding why the City isn't willing to install dark sky lighting in the business corridor of West Sedona SR 89A. We have dark sky lighting on 179 and in Uptown. It creates a discontinuity within the community. The council must believe that 89A is ok until 2013, but there are numerous potholes now and the only safe way to travel is in a car.
- A question was asked about what improvements the City is willing to make between now and 2013 to make it safe for pedestrians and cyclists.
- A question was asked about the continuous median between Soldiers Pass and Mountain Shadows. Will vehicles be able to make left hand turns onto the other side streets between that area?
- A comment was made that the plan should include enough median breaks so that not all traffic will be forced to Northview Road and then drive through the subdivision.
- A comment was made from a resident that lives off of Posse Ground and Mission. Cautioned the City when looking at possible areas for no left turns. These areas will include increased traffic through the neighborhoods, which will cause additional safety issues in the neighborhoods.
- A question was asked about ADOT's offer of \$7.4 M of Federal money. Will that be offered regardless of whether the turnback occurs?
- A comment was made that part of this money would be spent either way (overlay expenses, Traffic Signal - \$4.84 M of \$7.4).
- A comment was made that given the fact that a portion of this money will happen regardless, it doesn't seem like we are really getting a lot of money when you look at it that way.



- A comment was made congratulating staff on working so hard to negotiate this deal. Two safety studies say that continuous roadway lighting won't make us safer 24 hours a day and it is the responsibility of Council, first and foremost to assure the safety of its visitors and residents.
- A question was asked if staff believes that this is a sustainable deal for Sedona if we take the road back.
- A question was asked about the independent survey that is being done. If the response comes back strongly negative to the turnback will the Council change its mind and not take the road back?
- A comment was made that there is agreement that the status quo with the highway is a bad strategy; the center lane creates near-collisions every day and also the highway is a dark corridor. We have so many beautiful buildings that you really don't see at night and some illumination would do more benefit than the city taking no action for several years.
- A question was asked if the City has been presented with a plan from ADOT that the City has turned down.
- A request was made to clarify the presentation slide that talked about dark sky compliant lights; will the lights impact the dark skies?
- A question was asked if there has been any study on how Flagstaff became the first International Dark Sky City while they had dark sky roadway lighting installed.
- A request was made to clarify what the procedure is for the independent survey. Is it a random phone survey?
- Staff was asked to explain what some of the non-lighting improvements are that the City has recommended for the roadway.
- A question was asked regarding medians. Between 9 a.m. and 3 p.m. when a majority of the accidents occur, the traffic is stopped right in the lanes currently to allow the emergency vehicles to drive down the middle (suicide) lane. Have the emergency responders been involved in the discussion yet and what is their opinion on how they will get to the accident to respond?
- A question was asked why didn't we put this to a vote of the public a long time ago,
- A question was asked if we don't do the lights now, and there is not a plan for improvements for several years, what happens in the meantime.
- A comment was made that it seems like we are chasing the money.
- A question was asked how would US Foods or CISCO deliver their food in their small semis or large trucks. How will delivery trucks access businesses like the Heartline Café without stopping on the side of the road?
- A comment was made by a resident, "who has done quite a bit of research on this subject." At least 6 states have done comments and study on what 6-inch medians do to businesses. In all cases businesses are not hurt and in some cases the business activity is enhanced.
- A question was asked how the City knows that the lights are dark sky compliant.
- A question was asked about the number of businesses in west Sedona.



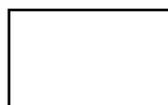
- A question was asked about the number of residents in west Sedona.
- A question was whether or not it is true that the medians were recommended due to angle crashes.
- A comment was made that the lights on 179, other than at the roundabouts, are pedestrian lights, not roadway lights. These lights are not intended to light the roadway. Those being proposed on SR 89A are going to be visible to the residences along 89A. The job of delivery people is to deliver and they will figure it out.
- A comment was made that SR 89A is trying to be a lot of things at the same time: bike path, walkway, highway, a commercial corridor, has to be beautiful, safe, we are asking a lot of this piece of asphalt. It is very complicated and there isn't an easy solution.
- A comment was made that what we just heard is, we are developing a project where if we take back the highway we don't know what the total final design will be. We have questions about access to business and impact to traffic and how pedestrians will cross (impacting traffic when the crossing is triggered) we have impacts to traffic with U-turns. So we are driven to a decision, following money, with unintended consequences we will be stuck with. God help us because there will be consequences.
- A request was made for the City to talk to and poll the business folks along 89A in west Sedona before any final decisions on medians are made. That hasn't been done. We are talking about people's livelihoods. I got a questionnaire in the mail – ambiguous and easy to take responses and twist them. He isn't sure we will get an accurate response but will be interested to see what the response is.
- A question was asked whether or not the City has investigated a 10-story building for city hall office space? Because taking over 89A is the same type of idea for an undertaking to consider.
- A concern was expressed about the possibility that taxes might go up if we take over the road. Construction is a killer; 179 was very painful. The ADOT solution sounds shorter and simpler, but if you do the medians she is worried about her businesses.
- A question was asked relating to property at the end of Shelby/Finley and how this area is affected with flooding due to rain. Will the City still have money to address drainage issues or will the road take away from those projects as well?
- A citizen who does not typically participate, but has a personal concern about this expressed a concern. In Tucson in a major thoroughfare with little lighting she almost died because the road wasn't lit properly when she was driving and she wants our roadway which is a commercial corridor to be lit properly in order to be able to travel safely on the roadway.
- A comment was made in opposition to the City assuming responsibility and liability for 89A as it is short sighted. Long-term maintenance liability will be too difficult to address. No one can predict what will happen in 20 to 30 years and what the requirements for the roadway will be in order to accommodate more people, tourists, etc. in the long term. It is a state roadway and should



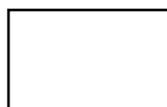
- remain a state problem. The existing roadway is too dark and he has almost hit people. The area needs more light to be able to make it more friendly.
- A comment was made that America cannot sustain in the long haul the heavy infrastructure that has been built and that we want to build. Some day ADOT might be turning light bulbs off. We should be looking at things that provide different, more sustainable options.
 - A concern was expressed that regardless of ownership, any improvement that is a heavy infrastructure improvement should make us wary, including commitments to ongoing cost of lighting (energy). We need to get used to some change.
 - A comment was made that this is a beautiful city and area. He loves it and appreciates having a city staff and Council that works their butts off and are willing to take the flack that they get. He feels strongly that we deserve to own our own main street and doesn't believe that ADOT is appropriately concerned about the improvements that should be made there including daytime safety improvements.
 - A comment was made that both the Federal and State governments are trying to transfer ownership of state routes that go through the center of cities and towns. This is the trend and is why there have already been seven transfers in Arizona. ADOT could transfer it to us even if we choose to go with their option but without the funds they want to provide now.
 - A comment was made that this is a huge decision and maybe the biggest since the incorporation of the City. She is not aware of any City in Arizona that has been forced to take a road back with no negotiations and no funds.
 - A comment was made that we should do this as simply as possible and he feels if we did vote as a city that people would agree to take the lights for free. He was opposed to the lights initially, but once he saw them on 179 he changed his mind. Contractors say that the lighting can be installed in a short period of time with minimal impact. He also recommends that we reduce the speed to 30 miles per hour – and leave the suicide lane for emergency vehicles. The lights would show the road and the sidewalk.

From Comment Cards:

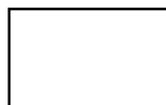
- Excellent presentation of information by the City Manager. We have a great city and deserve to have control of our own “mainstreet.”
- Do not take back the roadway!!! Let ADOT put in the lights.
- 89A is a highway, a commercial access road, a bicycle path a pedestrian walk, and beautiful as well. This seems a lot to ask [of one roadway].
- Session worthwhile for venting, but all prior “news” reporting indicates this Council has made up its mind and will go forth regardless of public opinion. We have no idea what the future design will be. Concerns about access to business, impact to traffic by pedestrian driven signals, impact to safety by U-turns at intersection breaks. It appears we are following the money and are driven to a decision with unintended consequences we will all be stuck with.



- I have concerns that 240 phone contacts are representative of opinions of 8,000 people (re: phone survey). Why can't we use low-height lights like the Uptown lights?
- I am opposed to the City assuming responsibility and liability of 89A. It is short sighted. The long term maintenance, improvements and liability costs will be too great, especially with growth and increased tourist traffic beyond 15 years. In West Sedona the area and the highway are very DARK and need more light.
- Why don't all citizens get to vote on the take back? How are you going to get 8' of roadway to put bike lanes in?
- How many businesses are there in West Sedona and how many residents live in West Sedona? Isn't it true that the medians were recommended due to the number of angle accidents? How does the City know that the lights are dark sky compliant?
- Is it true that if the ADOT option is chosen, construction will occur in 4 months rather than 2 years after Sedona residents and businesses have created the "new" Sedona Community Plan and given input on road design?
- With continuous medians between Soldiers Pass and Mt. Shadows, can vehicles make left hand turns off the highway onto the side streets?
- If independent surveys are strongly against the turnback, would City Council go with the popular opinion?
- How will deliveries occur on 89A with medians? How will large motor coaches be able to make turnarounds [u-turns] on 89A to reach their destination?
While the reported ADOT "contribution" for the maintenance would appear adequate, what does the council and City staff particularly think? Is this generous contribution "adequate?" Or are there hidden costs some are suspicious of, based on experience? What consideration has been given to LED lights as an energy savings measure? Could use solar and storage. A ten-year break even is possible!
- Number one, what businesses along 89A (west) have been polled or asked about construction of medians and what their impact might be on their businesses? Number 2, why in the world would a small town like Sedona take over the responsibility and expense of maintaining a 5 lane Highway.
- Have there been any studies on the impact of medians on businesses?
- I wish to speak in favor of streetlights. (several questions were asked but not noted on the card)
- Concern about medians – pedestrian safety – ability of emergency vehicles to maneuver through traffic.
- What is the procedure for the independent survey of public opinion?
- I have a deep concern for the lack of lighting along west highway 89A given the number of hotel rooms in that neighborhood. The current configuration of the highway is not satisfying.
- This is fiscally possible.



- What is the reasoning behind the continuous median (no left turn) at Posse Ground? Have you considered the increased traffic through neighborhoods as a direct result of the medians?
- 89A IS IN SHAMBLES!!! What resources does the City of Sedona have now to make improvements and maintain Hwy 89A in 2026? What City plans exist NOW to improve 89A? What improvements in 89A does the city have NOW to make it safer for Bicycles and Pedestrians?
- Where did you learn that quote "Dark skies are an important tourist attraction?" During the 16 years I've lived here I have never heard any tourists say they've come here to see the dark skies. How will we pay for any lawsuits once we assume liabilities for 89A? All the \$50,000 deductibles will add up with dozens of accidents plus our premiums will rise.
- Wish to speak for the business input.
- Why do full size school busses drive through residential neighborhoods (Northview) to pick up students (not more than 2 or 3) from their homes?
- What a waste of taxpayer money! A catamaran has been parked for years on the road in front of a property and a small trailer was recently added. Are there any rules regulations, codes, in Sedona to prohibit such practices?
- Have concerns about drainage at the end of Shelby/Finley. Are there plans to address that area? When would those plans be implemented?
- Dark sky compliant lights are just the fixtures. Flagstaff is a Dark Sky City all it has are low pressure sodium and not continuous roadway lighting. The actual research center for Lowell is in Happy Jack – 50 miles from Flagstaff.
- I am opposed to taking over the Highway. I don't mind the dark sky compliant lighting, even though it is 35 feet high. I am opposed to restricting turns at Posse Ground Rd and I'm sure the KFC and ACE Hardware would be hurt by their construction.. Don't change Soldiers Pass to a roundabout. IF you must install a roundabout, do it at Posse Grounds! (Thanks for the hydrants)
- What are some other non-lighting improvements that the city plans to make to the roadway – walkability, "bikability," beautification, crosswalks, landscaping? West Sedona's roadway and business corridor needs improvement visually and functionally.
- As a concerned taxpayer, I do NOT agree with the City of Sedona taking over the operation of SR 89A. The 15 million dollars that the city will receive appears to be a large sum, but our city will be vulnerable to law suits and continued maintenance/improvements to the highway. The 15 million dollars may not cover the costs over the 15-year period due to inflation. Therefore we will be open to added taxes. Liability costs are hard to determine – the City should not be involved. Why was this issue not put to a vote?
- We need legislation in foreclosure homes. The City needs to implement something so homeowners do not have to live next to homes that are falling apart. Why isn't the wash at Little Elf and Sanborn fixed? IT has been 1½ years since the flash flood. I would like to see things done for the citizens of West Sedona – i.e. sidewalks, roads paved/fixed instead of 89A take back. We need lights. The reason that most accidents are during the day is



because citizens are afraid to go out at night because the roadways are so dark.

Presentation #12

Date: January 20, 2011

Community Group: Chamber of Commerce Board Meeting, 7:30 am Presentation

Location: Arroyo Roble Best Western Inn meeting room

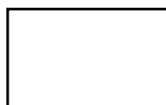
Members in attendance: 16

Presenters: Tim Ernster, John O'Brien

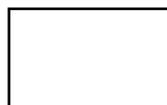
City Officials in attendance: Mayor Adams, Councilor Ward, Audree Juhlin

Comments and questions:

- A question was asked about the phone survey underway. Does this include businesses and people with cell phones?
- A comment that the light poles with a 2-½ foot arm will mainly light up the sidewalks. Pedestrian friendly when sidewalks are lit up.
- A comment was made that no one is talking about the SR 179 lights and the roundabout lights. These lights do improve the nature of the community. People are out walking now.
- A comment was made from a resident living off Airport Road. From his viewpoint cannot see any impacts to the sky or the ability to see stars with the new lights installed, including the lights at Airport Road and 89A.
- A concern was expressed about the phone survey. Many residents are not home because they work full time.
- A concern was made about the total number of residents and businesses being surveyed. This does not seem to be an adequate representation.
- A question was asked if there has been any discussion about using solar lighting.
- A comment was made that staff has done a good job researching the issues, negotiating with ADOT and public outreach efforts.
- A comment was made that the Chamber has used the company conducting the phone survey. They are professional and the Chamber has had good experiences with them in the past.
- A question was asked about the timing of ownership on the part of the City and the actual improvements. Are there any concerns about the 2-3 year gap? In a previous presentation staff indicated that part of ADOT's concern was the length of time it was taking to do the improvements and the potential exposure. Does the City share similar concerns?
- A comment was made during this 2-3 year gap between acquiring the roadway and actual safety improvements being implemented; that if an accident happens at night, this could present significant liability exposure to the City.



- A comment was made that ADOT is offering to install dark sky compliant lighting for free. The City can provide additional safety options that address daytime issues.
- A follow-up comment was made in agreement with last comment. This is a good option to fix the nighttime problems and allow the City the time to look at other options to address daytime problems and the City is not saddled with the liability.
- A question was asked if the medians would require lighting as well.
- A follow-up question was asked if the City has any idea what this lighting would look like. Would the lighting be low-level lighting?
- A question was asked about the cost to the City to do the Uptown turn-back and associated improvements. Based on that experience, is the City looking at realistic costs for the 89A project?
- A question was asked how much per mile is the turn-back and improvements going to cost the City.
- A comment was made that the City will never get consensus on what should happen on the highway.
- A comment was made that we need a plan and a vision for the corridor.
- A question was asked about the status of the 89A corridor re-development planning project. Would it be complete and ready for the 89A improvement project?
- A question was asked if the City does not go forward with ownership of the highway, will the City move forward with the lighting plan and fixtures approved by the previous City Council.
- A comment was made that it is difficult to move forward with ownership of the highway without a vision for the corridor.
- A comment was made that if the City takes back 89A, the City is stuck with it. The City cannot sell it to someone else or give it back to ADOT. Whereas the lights could be installed and then at some later date if the City desires, they can be changed.
- A question was asked if CivTech's recommendations are conceptual or not.
- A question was asked what would happen if City Council approves the take back of 89A and the citizens do not agree and pass a referendum, which overturns the decision of the Council.
- A question was asked how many of the accidents since 2006 involved a pedestrian vs. vehicle.
- A question was asked if in the opinion of staff, does the City currently do an adequate job of taking care of its infrastructure.
- A comment was made that the City is not able to keep up with current responsibilities. An example was given that a road (El Camino) gets so narrow due to erosion that at times it is reduced to one lane of traffic.
- A follow-up question was asked regarding why the City is currently not able to keep up infrastructure repair and maintenance. Is it related to the cost?
- A question was asked if the City owns the highway how would this affect the repair and maintenance of infrastructure in all the other areas of the City.



- A comment was made about the difficulties Telluride has experienced since they decided to move forward with a route transfer. Citizens are asked to sponsor a pothole in order to cover the costs for maintenance.
- A comment was made that the presentation was very good and informative.
- A comment was made about the sense of community experienced now in VOC since the 179 improvements are finished. People are out walking in the day and the evenings – it is really great.
- A question was asked about how big trucks are going to navigate around town with the medians. There are significant maneuverability issues.
- A comment was made that it is too bad that the City didn't go ahead and pay for the additional cost to include cell phones in the phone survey as many residents do not have land lines any more.
- A comment was made that perhaps the City should create a toll road to prevent the need for taxes to pay for the roadway if the City takes it back.

VOTE: Mayor Adams asked the group if they would be willing to indicate by a show of hands their preference on the issue. In response to the Mayor's request members present indicated that the Board does not take political positions. However, if people wanted to individually participate with their personal opinions only, that would be okay. Show of hands result (16 attendees):

- o Support the route transfer: 0

Observations: One member of the public present. Attended the Listening the night before and had some follow-up questions.

Presentation #13

Date: January 20, 2011

Community Group: Verde Valley Realtors Association Meeting, 10:00 am
Presentation

Location: Elks Lodge

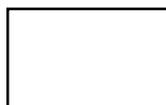
Members in attendance: 60 (approx.)

Presenters: Alison Zelms, Charles Mosley

City Officials in attendance: Mayor Adams

Comments and questions:

- A question was asked if there were additional lights proposed as part of CivTech's recommended improvements.
- A question was asked about what the pedestrian barriers would look like?
- A question for clarification was asked about the differences between a pedestrian barrier and a median.
- Questions were asked about the medians and their impacts on businesses. While the medians in VOC do not seem to interfere with businesses, that area has roundabouts. What about this section of SR 89A? Would the traffic lights



- be replaced with roundabouts? How will people get where they are going? How will the City afford to pay for roundabouts if they are identified as necessary through the process?
- A question was asked to verify if it is true that all new lighting and all existing lighting will be dark sky compliant.
 - A question was asked to clarify whether or not the City has a vision yet for the corridor.
 - A comment was made that we do know that regardless of what that vision is, we will be on the hook for costs and responsibilities of owning the road after the first fifteen years.
 - A question was asked based on experience with pedestrian barriers (about 4x4x4) in Chicago that were installed and require maintenance and replacement of landscaping about four times a year but still do not prevent people from crossing the road; if roundabouts are necessary and right-of-way must be obtained or utilized, how will this further encroachment on businesses be addressed. Does this mean the City will disregard setback impacts to the corridor?
 - A question was asked if there are protections and requirements for use of the federal funding that is being provided. Are there assurances that it will be utilized only for the roadway, its intended purpose?
 - A question was asked about the best method for a person to express their opinion to the Council on whether or not to proceed with the route transfer or ADOT's lighting design proposal.
 - A question was asked if the City does approve the transfer, how does the public have assurances that the City will truly move forward and make the necessary safety improvements that are recommended in a way that works.
 - A comment was made by a person who attended the Planning and Zoning Commission meeting where this was topic was discussed: this feels like winning the lottery if we take the deal (and the road). The lights could interfere with the night sky. The medians could still allow for U-turn movements.
 - A question was asked to clarify the timeframes for installation depending on whether ADOT lighting was installed or the City's as yet undefined improvements were constructed. Indicated that he has heard ADOT say that the lighting project would be constructed primarily out of the way of traffic and would take only about 6 months. It appears that with no design and no plan for the City's improvements the time for construction is open ended, both duration and when it would occur.
 - A comment was stated that we have two options on the table: lights or City improvements. It was pointed out that there are additional lights in both plans, even if there are medians.
 - A comment was made that he was originally against having any more lights in Sedona, but once the lights throughout 179 were installed, that position changed because he perceived no negative impact of the lights. Also the lighting project could be completed quickly and with little impact to businesses.



VOTE: The Mayor asked that the group take a show of hands to see what the consensus was regarding support for a route transfer or support for ADOT ownership including the lighting project. Show of hands result (approximately 60 attendees):

- Support the route transfer: 10
- Support ADOT dark sky lighting: 50

Presentation #14

Date: January 20, 2011

Community Group: KSB meeting, 10:30 am Presentation

Location: Pushmataha Building

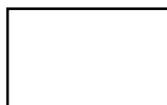
Members in attendance: 19

Presenters: Alison Zelms, John O'Brien

City Officials in attendance: Mayor Adams, Councilor Rayner, Councilor Ward, Tim Ernster, Audree Juhlin

Comments and questions:

- A question was asked about the cost per mile. Is the number based on a two-lane scenario or 4 lanes?
- A comment was made that the City should reduce the number of light poles.
- A comment was made that as an alternative solution, the City could ask ADOT to implement CivTech's recommendations.
- A question was asked if ADOT's position is final and firm.
- A question was asked if ADOT installed the lights, would they work with the City to implement other safety solutions.
- A comment was made that ADOT's position is ridiculous as the issue is about safety. Why doesn't ADOT want to address the daytime safety issues?
- A question was asked if the liability insurance is per person or per incident.
- A comment was made that for many years ADOT has consistently experienced a shortfall in funding. With the financial condition of the State it seems like ADOT may want to force a take back on Sedona.
- A question was asked if staff knows what experiences Phoenix has had with pedestrian vs. vehicle accidents and their liability exposure.
- A comment was made about not understanding ADOT's tone about not wanting to do daytime safety improvements.
- A comment was made that the \$3.4 million in today's dollars and the City's contributions will be \$3.4 million plus dollars in the future.
- A comment was made that this is a \$15 million dollar deal on the table. ADOT would have to bear the costs if they continued to own the road.
- A comment was made that this is the first he has heard that ADOT may be willing to install the roadway lighting and work with the City if the City wants to implement other daytime safety improvements. If people knew this they may

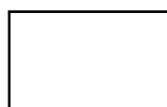


make their decisions differently. This is another alternative that needs to be discussed and considered. Is there time to talk to ADOT about this alternative prior to making a decision?

- A question was asked what the City's personnel requirements would be if the City owns the road.
- A comment was made that the City should consider coordinating the timing of the overlay project with the installation of medians. It doesn't make sense to pave and then tear things up with the median project.
- A comment was made that there are three things that need to be relayed to the public: 1) comparative demonstrative scenarios, 2) cost and benefit analysis, and 3) liability assessment of both scenarios.

VOTE: Mayor Adams asked the group if they would be willing to indicate by a show of hands their preference on the issue. The KSB President indicated that they have chosen not to take an official position for a number of reasons including the fact that many of the Board members do not live within the Sedona City limits. However, if Board members present who live in Sedona wanted to individually participate with their personal opinions only, that would be okay. Seven of the nineteen people attending the meeting indicated that they were Sedona residents. Show of hands result (19 attendees, 7 Sedona residents):

- o Support the route transfer: 4
- o Undecided: 2



CITY OF SEDONA ROUTE TRANSFER STUDY

January 2011

Prepared for
City of Sedona

Prepared by
Behavior Research Center, Inc.
45 East Monterey Way
Phoenix, Arizona 85012
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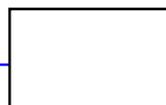


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INTRODUCTION

This study was commissioned by the City of Sedona. The primary purpose of this effort was to determine how Sedona residents and businesses feel about the City taking over ownership of the State Route 89A in west Sedona from the Arizona Department of Transportation.

The information contained in this report is based on a two-phased research effort conducted in January 2011 which was comprised of a Sedona Resident Survey and a Sedona Business Survey. The Residents Survey consisted of 240 telephone interviews with Sedona heads of household. Respondent selection on this project phase was accomplished via a computer-generated random digit dial telephone sample which selects households based on residential telephone prefixes and includes all unlisted and new listed households. This methodology was selected because it ensures a randomly-selected sample of households proportionately allocated throughout the sample universe. This method also ensures that all unlisted and newly-listed telephone households are included in the sample.

The Business Survey consisted of 173 interviews with Sedona business owners/managers using primarily a mail survey methodology and a commercially purchased database which was screened for businesses located approximately within the study area bounded by the "Y" roundabout and Red Rock High School. The mail survey was supplemented with telephone surveys in order to bring the final sample up to a minimum of 170 complete interviews.

SAMPLE GROUP	SAMPLE UNIVERSE	DATA COLLECTION METHODOLOGY	COMPLETED INTERVIEWS	+/- MARGIN OF ERROR ¹
Residents	5,800 Households	Telephone	240	+/-5%
Businesses	472 Businesses	Mail/Telephone	173	+/-5%

¹ At 95% Confidence Level

The Behavior Research Center has presented all of the data germane to the basic research objectives of this project. However, if City management requires additional data retrieval or interpretation we stand ready to provide such input.

BEHAVIOR RESEARCH CENTER, INC.

SUMMARY OF THE FINDINGS

AWARENESS OF SR 89A ROUTE TRANSFER ISSUE

Three out of four Sedona residents (74%) and nine out of ten Sedona businesses (90%) indicate they know at least a little about the proposed route transfer. Twenty-six percent of residents and only ten percent of businesses indicate they know nothing at all about the issue.

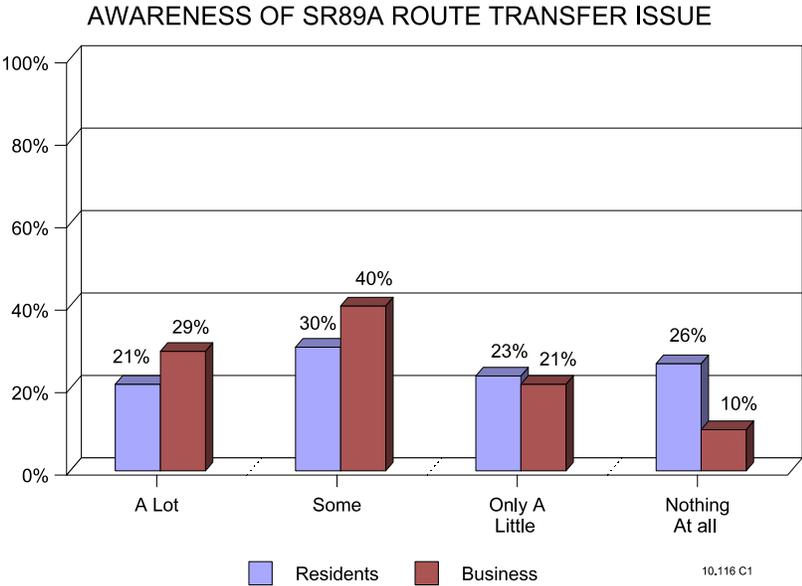


TABLE 1: AWARENESS OF SR 89A ROUTE TRANSFER ISSUE

“To begin, the City of Sedona is currently in discussions with the Arizona Department of Transportation about the City taking over ownership of State Route 89A in west Sedona. This process is called a route transfer. Would you say you know a lot, some, only a little or nothing at all about this proposed route transfer?”

	RESIDENTS	BUSINESSES
A lot	21%	29%
Some	30	40
Only a little	23	21
Nothing at all	26	10
	100%	100%

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**ATTITUDE ABOUT COUNCIL’S POSITION ON ROUTE TRANSFER ISSUE**

A plurality of Sedona residents (46%) agree with the Council’s position that ADOT’s SR 89A solution does not adequately address safety issues during the daytime and that there are other solutions that provide a higher degree of overall safety – 35 percent disagree. Sedona businesses are far less likely than residents to agree with the Council’s position with 32 percent indicating they agree and 53 percent indicating they disagree.

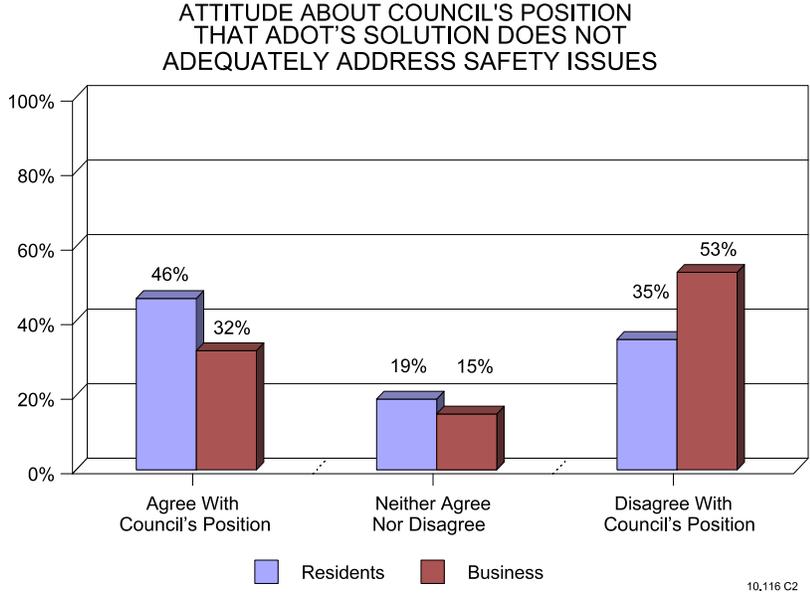


TABLE 2: ATTITUDE ABOUT COUNCIL’S POSITION ON ROUTE TRANSFER ISSUE

“The route transfer being discussed involves the portion of State Route 89A between approximately the “Y” roundabout and Red Rock High School and includes a small portion of SR 179 from the “Y” to Ranger Road. The route transfer is being discussed as an alternative to ADOT’s proposed solution to pedestrian, vehicular and bicycle safety issues on SR 89A. ADOT’s proposed solution is to install continuous roadway lighting along SR 89A similar to the decorative style on SR 179, to install a traffic signal at Andante Drive and to repave with bike lanes. The Sedona City Council believes that these solutions do not address safety issues during the daytime and that there are other solutions that provide a higher degree of overall safety. Do you strongly agree, agree, neither agree nor disagree, disagree or strongly disagree with the City Council’s position?”

|                            | RESIDENTS | BUSINESSES |
|----------------------------|-----------|------------|
| Strongly agree             | 13%       | 15%        |
| Agree                      | 33        | 17         |
| Neither agree nor disagree | 19        | 15         |
| Disagree                   | 20        | 17         |
| Strongly disagree          | <u>15</u> | <u>36</u>  |
|                            | 100%      | 100%       |

~~~~~



POSITION ON ROUTE TRANSFER ISSUE

A majority of both Sedona residents and businesses believe that the City would best be served if ADOT continued to own and operate SR 89A. Thus we find that 56 percent of residents and 62 percent of businesses are of this opinion. Among residents and businesses that profess to knowing a lot about the route transfer, support for ADOT maintaining control reaches 78 percent and 80 percent, respectively. The main reasons both groups have for favoring ADOT maintaining control of the highway are 1) a belief that ADOT can do a better job of managing the highway because it is a specialist at highway construction/maintenance, and 2) a belief that the City can not afford the cost of owning and operating SR 89A.

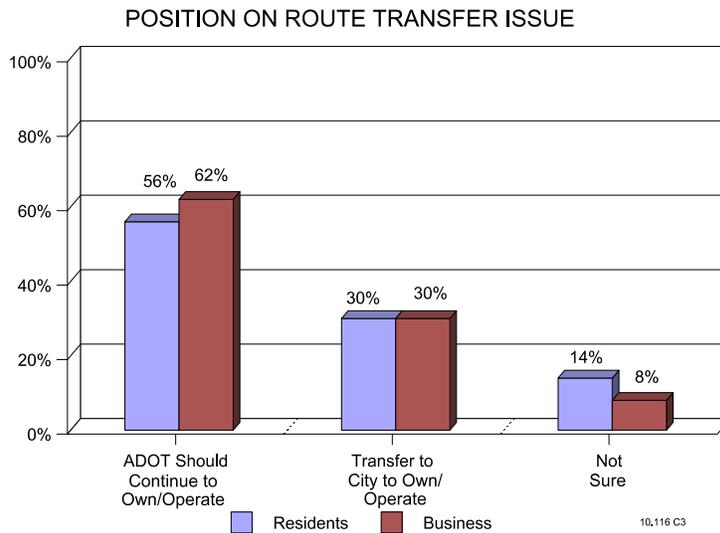


TABLE 3: POSITION ON ROUTE TRANSFER ISSUE

“If the route transfer is approved and the City takes control of the highway, ADOT will provide the City with approximately 15 and a half million dollars in financial support to take over operation of SR 89A. These funds should be sufficient to cover annual operations and maintenance cost for a 15-year period and allow for the installation of a signal at Andante Drive and the installation of marked bicycle lanes. Funding will also cover additional City-installed improvements identified by an engineering firm for consideration. these improvements include: 1) installation of raised medians and pedestrian barriers to prevent random pedestrian crossings at two locations; 2) lighted pedestrian crossings; and, 3) additional signage. When ADOT’s funding expires after 15 years, the City will become financially responsible for SR 89A.”

“Based on this information, which of the following options do you prefer? Having ADOT continue to own and operate SR 89A and install its proposed safety improvements, or approving the route transfer and having the City own and operate SR 89A and install its proposed safety improvements?”

	RESIDENTS	BUSINESSES
ADOT keeps	56%	62%
Transfer to City	30	30
Not sure	14	8
	100%	100%

~~~~~



**TABLE 4: REASONS FOR POSITION  
ON ROUTE TRANSFER ISSUE**

“Why do you prefer that option?”

|                                                                                       | <u>RESIDENTS</u> | <u>BUSINESSES</u> |
|---------------------------------------------------------------------------------------|------------------|-------------------|
| <b><u>ADOT KEEPS</u></b>                                                              |                  |                   |
| They're road specialists, know what they're doing, have equipment, will better manage | 46%              | 44%               |
| Cost - City cannot afford, money will not last 15 years, will raise taxes             | 45               | 54                |
| Oppose medians – will hurt businesses                                                 | 10               | 26                |
| Need lighting ADOT proposing                                                          | 10               | 21                |
| City will become liable for law suits                                                 | 5                | 13                |
| City will misuse funds                                                                | 4                | 7                 |
| Don't want crossings                                                                  | 1                | 4                 |
| Want light at Andante                                                                 | 1                | 1                 |
| Oppose city plan for more signage                                                     | 0                |                   |
| Favor ADOT – No further information                                                   | 4                | 2                 |
| <b>(BASE)</b>                                                                         | <b>(134)</b>     | <b>(82)</b>       |
| <b><u>TRANSFER TO CITY</u></b>                                                        |                  |                   |
| Prefer local control                                                                  | 58%              | 39%               |
| Do not want lights ADOT proposing                                                     | 28               | 50                |
| City would do better job managing, ADOT inept                                         | 10               | 8                 |
| Like lighted pedestrian crossings                                                     | 3                | 14                |
| Will bring additional money to City                                                   | 3                | 3                 |
| 89A would become safer under City plan                                                | 3                | 8                 |
| Like raised medians                                                                   | 1                | 6                 |
| Like additional signage                                                               | 0                | 6                 |
| Favor City – no further information                                                   | 4                | 6                 |
| <b>(BASE)</b>                                                                         | <b>(71)</b>      | <b>(36)</b>       |

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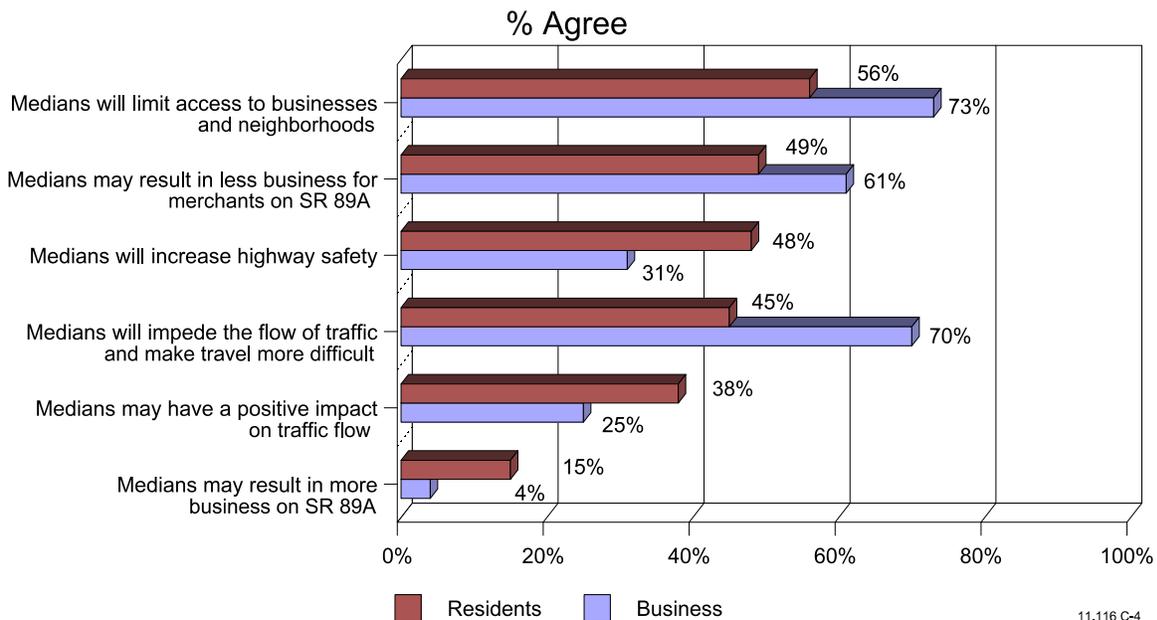
POSITION ON AGREE/DISAGREE STATEMENTS ON MEDIANS AND LIGHTING

The final series of questions asked residents and businesses to respond to a series of agree/disagree questions regarding median and lighting issues on SR 89A. Looking first at the median issues, we find that a majority or plurality of residents and a majority of businesses believe that medians will...

- ... limit access to businesses and neighborhoods
- ... result in less business for merchants
- ... impede the flow of traffic and make travel more difficult

Less than a majority of both residents and businesses feel the medians will increase highway safety and few feel they would result in more businesses on SR 89A.

POSITION ON MEDIAN ISSUES



Looking next at the lighting issues examined, we find that nearly eight out of ten residents and businesses believe that lighted pedestrian crossings will increase public safety, while two out of three members of each group believe that street lights will make drivers and pedestrians safer at night. Additionally, two out of three residents and businesses do not feel street light poles will negatively impact views on SR 89A during the daytime.

POSITION ON LIGHTING ISSUES

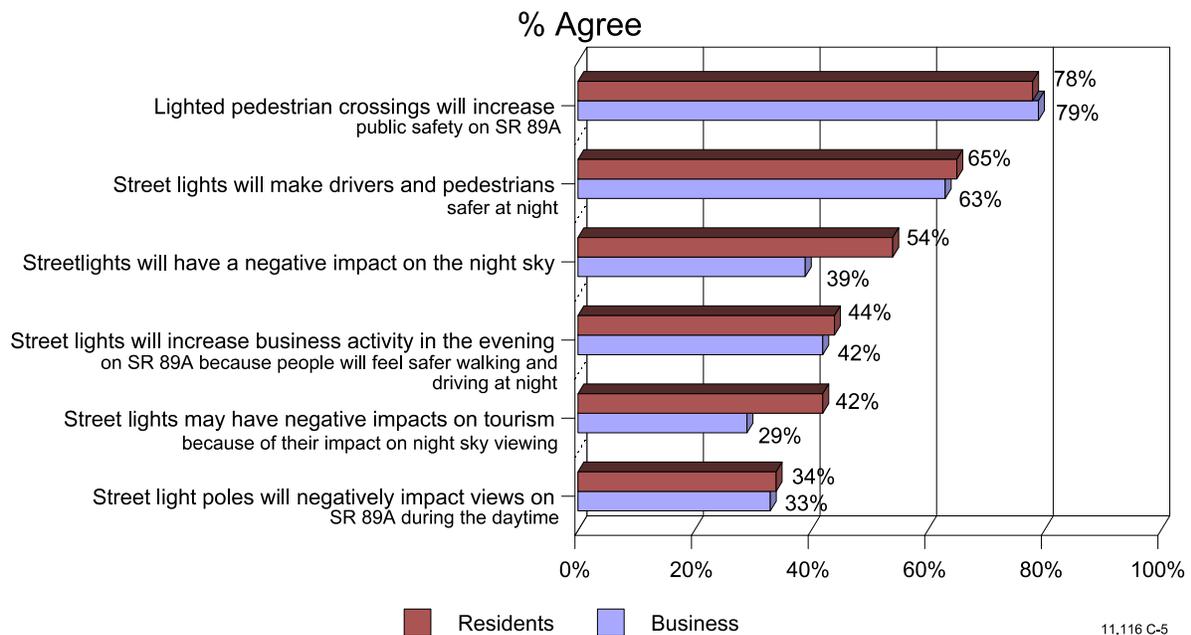


TABLE 5: POSITION ON AGREE/
DISAGREE STATEMENTS – SUMMARY

“Next, I’d like to read to you some statements that have been made about the SR 89A improvements that are being discussed. As I do, please tell me if you strongly agree, agree, neither agree nor disagree, disagree or strongly disagree with each one.

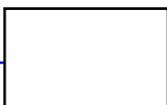
	<u>RESIDENTS</u>		<u>BUSINESSES</u>	
	<u>Agree</u>	<u>Disagree</u>	<u>Agree</u>	<u>Disagree</u>
<u>MEDIAN ISSUES</u>				
Medians will limit access to businesses and neighborhoods	56%	31%	73%	15%
Medians may result in less business for merchants on SR 89A	49	35	61	21
Medians will increase highway safety	48	32	31	44
Medians will impede the flow of traffic and make travel more difficult	45	42	70	22
Medians may have a positive impact on traffic flow	38	42	25	50
Medians may result in more business on SR 89A	15	62	4	66
<u>LIGHTING ISSUES</u>				
Lighted pedestrian crossings will increase public safety on SR 89A	78	14	79	12
Street lights will make drivers and pedestrians safer at night	65	23	63	23
Street lights will have a negative impact on the night sky	54	40	39	48
Street lights will increase business activity in the evening on SR 89A because people will feel safer walking and driving at night	44	43	42	33
Street lights may have negative impacts on tourism because of their impact on night sky viewing	42	52	29	58
Street light poles will negatively impact views on 89A during the daytime	34	55	33	53
~~~~~				



**TABLE 6: POSITION ON AGREE/  
DISAGREE STATEMENTS – DETAIL**

	<b>RESIDENTS</b>				
	<b>Strongly Agree</b>	<b>Agree</b>	<b>Neither Agree Nor Disagree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>
<b><u>MEDIAN ISSUES</u></b>					
Medians will limit access to businesses and neighborhoods	14%	42%	13%	29%	2%
Medians may result in less business for merchants on SR 89A	8	41	17	33	2
Medians will increase highway safety	5	43	20	29	3
Medians will impede the flow of traffic and make travel more difficult	7	38	13	40	2
Medians may have a positive impact on traffic flow	2	36	20	37	5
Medians may result in more business on SR 89A	*	15	23	51	11
<b><u>LIGHTING ISSUES</u></b>					
Lighted pedestrian crossings will increase public safety on SR 89A	12	66	8	13	1
Street lights will make drivers and pedestrians safer at night	11	54	12	20	3
Street lights will have a nega- tive impact on the night sky	16	38	6	36	4
Street lights will increase business activity in the evening on SR 89A because people will feel safer walking and driving at night	6	38	13	38	5
Street lights may have negative impacts on tourism because of their impact on night sky viewing	10	32	6	44	8
Street light poles will negatively impact views on 89A during the daytime	8	26	11	50	5

(CONTINUED)



(CONT.) TABLE 6: POSITION ON AGREE/  
DISAGREE STATEMENTS – DETAIL

**BUSINESSES**

	Strongly Agree	Agree	Neither Agree Nor Disagree	Disagree	Strongly Disagree
<b><u>MEDIAN ISSUES</u></b>					
Medians will limit access to businesses and neighborhoods	44%	29%	12%	11%	4%
Medians may result in less business for merchants on SR 89A	34	27	18	15	6
Medians will increase highway safety	8	23	25	23	21
Medians will impede the flow of traffic and make travel more difficult	38	32	7	16	7
Medians may have a positive impact on traffic flow	6	19	25	30	20
Medians may result in more business on SR 89A	1	3	30	31	35
<b><u>LIGHTING ISSUES</u></b>					
Lighted pedestrian crossings will increase public safety on SR 89A	34	45	9	6	6
Street lights will make drivers and pedestrians safer at night	33	30	14	15	8
Street lights will have a negative impact on the night sky	24	15	13	23	25
Street lights will increase business activity in the evening on SR 89A because people will feel safer walking and driving at night	17	25	25	19	14
Street lights may have negative impacts on tourism because of their impact on night sky viewing	13	16	13	28	30
Street light poles will negatively impact views on 89A during the daytime	19	14	14	31	22

Totals may not equal 100% due to rounding  
*Indicates % less than .5

~~~~~



APPENDIX

RESIDENT QUESTIONNAIRE

BUSINESS QUESTIONNAIRE

CITY OF SEDONA
RESIDENT SURVEY
January 2011

Hello, my name is \_\_\_\_ and I'm with the Behavior Research Center of Arizona. We're conducting a survey for the City of Sedona on city transportation issues and I'd like to speak with you for a few minutes.

A. Is your residence located within the Sedona city limits?

IF YES: CONTINUE

IF NO: THANK AND TERMINATE

B. And are you the (male/female) head of your household?

IF YES: CONTINUE

IF NO: ASK TO SPEAK WITH MALE/ FEMALE HEAD,
RE-INTRODUCE YOURSELF AND
CONTINUE. IF NONE AVAILABLE,
ARRANGE CALLBACK.

Male...1

Female...2

1. To begin, the City of Sedona is currently in discussions with the Arizona Department of Transportation about the City taking over ownership of State Route 89A in west Sedona. This process is called a route transfer. Would you say you know a lot, some, only a little or nothing at all about this proposed route transfer?

A lot...1

Some...2

Only a little...3

Nothing at all...4

Not sure...5

2. The route transfer being discussed involves the portion of State Routed 89A between approximately the "Y" roundabout and Red Rock High School and includes a small portion of SR 179 from the "Y" to Ranger Road. The route transfer is being discussed as an alternative to ADOT's proposed solution to pedestrian, vehicular and bicycle safety issues on SR 89A. ADOT's proposed solution is to install continuous roadway lighting along SR 89A similar to the decorative style on SR 179, to install a traffic signal at Andante Drive and to repave with bike lanes. The Sedona City Council believes that these solutions do not address safety issues during the daytime and that there are other solutions that provide a higher degree of overall safety. Do you strongly agree, agree, neither agree nor disagree, disagree or strongly disagree with the City Council's position?

Strongly agree...1

Agree...2

Neither agree nor disagree...3

Disagree...4

Strongly disagree...5

Not sure...6

3. If the route transfer is approved and the City takes control of the highway, ADOT will provide the City with approximately 15 and a half million dollars in financial support to take over operation of SR 89A. These funds should be sufficient to cover annual operations and maintenance cost for a 15-year period and allow for the installation of a signal at Andante Drive and the installation of marked bicycle lanes. Funding will also cover additional City-installed improvements identified by an engineering firm for consideration. These improvements include: 1) installation of raised medians and pedestrian barriers to prevent random pedestrian crossings at two locations; 2) lighted pedestrian crossings; and, 3) additional signage. When ADOT's funding expires after 15 years the City will become financially responsible for SR 89A

(GO TO Q3a)

Based on this information, which of the following options do you prefer? Having ADOT continue to own and operate SR 89A and install its proposed safety improvements, or approving the route transfer and having the City own and operate SR 89A and install its proposed safety improvements?

ADOT keeps.... 1

Transfer to City...2

(GO TO Q4)

Not sure...3

3a. Why do you prefer that option? (PROBE)

4. Next, I'd like to read to you some statements that have been made about the SR 89A improvements that are being discussed. As I do, please tell me if you strongly agree, agree, neither agree nor disagree, disagree or strongly disagree with each one. (ROTATE)

Strongly Agree Agree Neither agree nor Disagree Disagree Strongly Disagree Not Sure

| | | | | | | |
|---|---|---|---|---|---|---|
| A. Medians will impede the flow of traffic and make travel more difficult | 1 | 2 | 3 | 4 | 5 | 6 |
| B. Street lights will have a negative impact on the night sky | 1 | 2 | 3 | 4 | 5 | 6 |
| C. Medians will increase highway safety | 1 | 2 | 3 | 4 | 5 | 6 |
| D. Street lights will make drivers and pedestrians safer at night | 1 | 2 | 3 | 4 | 5 | 6 |
| E. Medians will limit access to businesses and neighborhoods | 1 | 2 | 3 | 4 | 5 | 6 |
| F. Street lights will increase business activity in the evening on SR 89A because people will feel safer walking and driving at night | 1 | 2 | 3 | 4 | 5 | 6 |
| G. Medians may result in less business for merchants on SR 89A | 1 | 2 | 3 | 4 | 5 | 6 |
| H. Street light poles will negatively impact views on 89A during the daytime | 1 | 2 | 3 | 4 | 5 | 6 |
| I. Medians may have a positive impact on traffic flow | 1 | 2 | 3 | 4 | 5 | 6 |
| J. Street lights may have negative impacts on tourism because of their impact on night sky viewing | 1 | 2 | 3 | 4 | 5 | 6 |
| K. Medians may result in more business for merchants on SR 89A | 1 | 2 | 3 | 4 | 5 | 6 |
| L. Lighted pedestrian crossings will increase public safety on SR 89A | 1 | 2 | 3 | 4 | 5 | 6 |

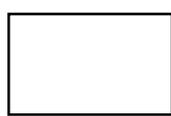
A. Now before I finish, I need a couple of pieces of information about yourself for classification purposes only. First, which of the following categories comes closest to your age? (READ EACH EXCEPT REFUSED)

Under 35...1
35 to 54...2
55 or over...3
(DO NOT READ) Refused...4

B. And how many years have you lived in the City of Sedona? YEARS \_\_\_\_\_

Thank you very much, that completes this interview. My supervisor may want to call you to verify that I conducted this interview so may I have your first name in order that he/she may do so? (VERIFY PHONE NUMBER)

NAME: \_\_\_\_\_ PHONE #: \_\_\_\_\_



January 2011

Dear Sedona Business Owner/Manager:

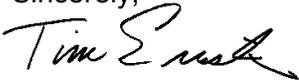
The City of Sedona is conducting a survey among Sedona businesses and we need your help. The purpose of this survey is to find out how you feel about the City taking over ownership of State Route 89A in west Sedona from the Arizona Department of Transportation.

Your response to this survey is completely confidential and anonymous. Approximately 650 west Sedona businesses are receiving this survey questionnaire along with a postage-paid return mail envelope. The completed questionnaires will be received by the Behavior Research Center, an independent third party that has been hired to analyze the survey results. No City employees will ever see your answers.

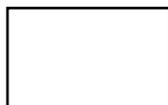
Your Opinion Counts! The success of this survey depends on business owners/managers taking a few minutes to fill out and return a questionnaire.

This survey offers Sedona business a unique opportunity to have a say on this important transportation issue. Please join in this effort and take advantage of the chance to make your opinion count by returning your completed survey questionnaire by January 10.

Sincerely,



Tim Ernster
City Manager



SEDONA BUSINESS SURVEY

1. The City of Sedona is currently in discussions with the Arizona Department of Transportation about the City taking over ownership of State Route 89A in west Sedona. This process is called a route transfer. Would you say you know a lot, some, only a little or nothing at all about this proposed route transfer?

- A lot... <sup>1</sup>
- Some... <sup>2</sup>
- Only a little... <sup>3</sup>
- Nothing at all... <sup>4</sup>
- Not sure... <sup>5</sup>

2. The route transfer being discussed involves the portion of State Routed 89A between approximately the "Y" roundabout and Red Rock High School and includes a small portion of SR 179 from the "Y" to Ranger Road. The route transfer is being discussed as an alternative to ADOT's proposed solution to pedestrian, vehicular and bicycle safety issues on SR 89A. ADOT's proposed solution is to install continuous roadway lighting along SR 89A similar to the decorative style on SR 179, to install a traffic signal at Andante Drive and to repave with bike lanes. The Sedona City Council believes that these solutions do not address safety issues during the daytime and that there are other solutions that provide a higher degree of overall safety. Do you strongly agree, agree, neither agree nor disagree, disagree or strongly disagree with the City Council's position?

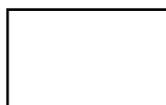
- Strongly agree... <sup>1</sup>
- Agree... <sup>2</sup>
- Neither agree nor disagree... <sup>3</sup>
- Disagree... <sup>4</sup>
- Strongly disagree... <sup>5</sup>
- Not sure... <sup>6</sup>

3. If the route transfer is approved and the City takes control of the highway, ADOT will provide the City with approximately 15 and a half million dollars in financial support to take over operation of SR 89A. These funds should be sufficient to cover annual operations and maintenance cost for a 15-year period and allow for the installation of a signal at Andante Drive and the installation of marked bicycle lanes. Funding will also cover additional City-installed improvements identified by an engineering firm for consideration. These improvements include: 1) installation of raised medians and pedestrian barriers to prevent random pedestrian crossings at two locations; 2) lighted pedestrian crossings; and, 3) additional signage. When ADOT's funding expires after 15 years the City will become financially responsible for SR 89A.

Based on this information, which of the following options do you prefer? Having ADOT continue to own and operate SR 89A and install its proposed safety improvements, or approving the route transfer and having the City own and operate SR 89A and install its proposed safety improvements?

- (GO TO Q3a) ADOT keeps... <sup>1</sup>
- \_\_\_\_\_ Transfer to City... <sup>2</sup>
- (GO TO Q4) Not sure... <sup>3</sup>

3a. Why do you prefer that option?



4. Listed below are some statements that have been made about the SR 89A improvements that are being discussed. Please indicate if you strongly agree, agree, neither agree nor disagree, disagree or strongly disagree with each one.

| | Strongly
Agree | Agree | Neither Agree
nor Disagree | Dis-
agree | Strongly
Disagree | Not
Sure |
|---|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| A. Medians will impede the flow of traffic and make travel more difficult | <input type="checkbox"/> <sup>1</sup> | <input type="checkbox"/> <sup>2</sup> | <input type="checkbox"/> <sup>3</sup> | <input type="checkbox"/> <sup>4</sup> | <input type="checkbox"/> <sup>5</sup> | <input type="checkbox"/> <sup>6</sup> |
| B. Street lights will have a negative impact on the night sky | <input type="checkbox"/> <sup>1</sup> | <input type="checkbox"/> <sup>2</sup> | <input type="checkbox"/> <sup>3</sup> | <input type="checkbox"/> <sup>4</sup> | <input type="checkbox"/> <sup>5</sup> | <input type="checkbox"/> <sup>6</sup> |
| C. Medians will increase highway safety | <input type="checkbox"/> <sup>1</sup> | <input type="checkbox"/> <sup>2</sup> | <input type="checkbox"/> <sup>3</sup> | <input type="checkbox"/> <sup>4</sup> | <input type="checkbox"/> <sup>5</sup> | <input type="checkbox"/> <sup>6</sup> |
| D. Street lights will make drivers and pedestrians safer at night | <input type="checkbox"/> <sup>1</sup> | <input type="checkbox"/> <sup>2</sup> | <input type="checkbox"/> <sup>3</sup> | <input type="checkbox"/> <sup>4</sup> | <input type="checkbox"/> <sup>5</sup> | <input type="checkbox"/> <sup>6</sup> |
| E. Medians will limit access to businesses and neighborhoods | <input type="checkbox"/> <sup>1</sup> | <input type="checkbox"/> <sup>2</sup> | <input type="checkbox"/> <sup>3</sup> | <input type="checkbox"/> <sup>4</sup> | <input type="checkbox"/> <sup>5</sup> | <input type="checkbox"/> <sup>6</sup> |
| F. Street lights will increase business activity in the evening on SR 89A because people will feel safer walking and driving at night | <input type="checkbox"/> <sup>1</sup> | <input type="checkbox"/> <sup>2</sup> | <input type="checkbox"/> <sup>3</sup> | <input type="checkbox"/> <sup>4</sup> | <input type="checkbox"/> <sup>5</sup> | <input type="checkbox"/> <sup>6</sup> |
| G. Medians may result in less business for merchants on SR 89A | <input type="checkbox"/> <sup>1</sup> | <input type="checkbox"/> <sup>2</sup> | <input type="checkbox"/> <sup>3</sup> | <input type="checkbox"/> <sup>4</sup> | <input type="checkbox"/> <sup>5</sup> | <input type="checkbox"/> <sup>6</sup> |
| H. Street light poles will negatively impact views on 89A during the daytime | <input type="checkbox"/> <sup>1</sup> | <input type="checkbox"/> <sup>2</sup> | <input type="checkbox"/> <sup>3</sup> | <input type="checkbox"/> <sup>4</sup> | <input type="checkbox"/> <sup>5</sup> | <input type="checkbox"/> <sup>6</sup> |
| I. Medians may have a positive impact on traffic flow | <input type="checkbox"/> <sup>1</sup> | <input type="checkbox"/> <sup>2</sup> | <input type="checkbox"/> <sup>3</sup> | <input type="checkbox"/> <sup>4</sup> | <input type="checkbox"/> <sup>5</sup> | <input type="checkbox"/> <sup>6</sup> |
| J. Street lights may have negative impacts on tourism because of their impact on night sky viewing | <input type="checkbox"/> <sup>1</sup> | <input type="checkbox"/> <sup>2</sup> | <input type="checkbox"/> <sup>3</sup> | <input type="checkbox"/> <sup>4</sup> | <input type="checkbox"/> <sup>5</sup> | <input type="checkbox"/> <sup>6</sup> |
| K. Medians may result in more business for merchants on SR 89A | <input type="checkbox"/> <sup>1</sup> | <input type="checkbox"/> <sup>2</sup> | <input type="checkbox"/> <sup>3</sup> | <input type="checkbox"/> <sup>4</sup> | <input type="checkbox"/> <sup>5</sup> | <input type="checkbox"/> <sup>6</sup> |
| L. Lighted pedestrian crossings will increase public safety on SR 89A | <input type="checkbox"/> <sup>1</sup> | <input type="checkbox"/> <sup>2</sup> | <input type="checkbox"/> <sup>3</sup> | <input type="checkbox"/> <sup>4</sup> | <input type="checkbox"/> <sup>5</sup> | <input type="checkbox"/> <sup>6</sup> |

5. Is your business located in the SR 89A corridor discussed in this survey? Yes...<sup>1</sup>
No...<sup>2</sup>

6. How many years has your business operated in the City of Sedona? YEARS \_\_\_\_\_

7. Do you live in the City of Sedona? Yes...<sup>1</sup>
No...<sup>2</sup>

8. What type of business are you in?

THANK YOU VERY MUCH FOR YOUR HELP!

IF THE POSTAGE-FREE RETURN ENVELOP HAS BECOME SEPARATED FROM THIS QUESTIONNAIRE, PLEASE RETURN THE COMPLETED QUESTIONNAIRE TO:

**BEHAVIOR RESEARCH CENTER, INC.
P.O. BOX 13178
PHOENIX, ARIZONA 85002-9905**

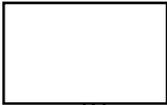


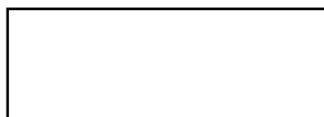
Exhibit D

Results of Online

Public Opinion Poll

Will be made available
after the poll closes on

February 7th



EXECUTIVE SUMMARY

This study documents the development and evaluation of alternatives to continuous roadway lighting (CRL), as proposed by Arizona Department of Transportation (ADOT) on SR 89A between Dry Creek Road and Airport Road. This study identifies any safety, maintenance, repair or improvements needed to meet currently established minimum highway safety, urban arterial roadway, and MUTCD standards, for the section of SR 89A between Upper Red Rock Loop Road and Forest Avenue, as applicable, including estimated costs.

After a study was requested by the City to improve nighttime safety, following a citizen petition prompted by the occurrence of three pedestrian deaths along SR 89A between 2005 and 2006, the Arizona Department of Transportation (ADOT) using safety funds approved by the Federal Highway Administration (FHWA) has proposed the installation of a continuous roadway lighting (CRL) system. This new system would be located along SR 89A from Dry Creek Road to Airport Road in the western portion of Sedona, Arizona. The expected benefit of the CRL is that improved lighting will assist drivers to better see the pedestrians, as well as to assist the pedestrians to safely cross the street.

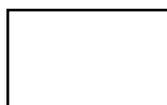
The Sedona City Council has taken a position in opposition to the ADOT proposal. ADOT has taken the position that the City of Sedona may take back portions of SR 89A, if it does not want the CRL installed. The City decided that in order to best evaluate the implications of taking back portions of SR 89A (also called a turn back), the City would need to evaluate alternatives to CRL.

CivTech has been retained by the City of Sedona to analyze vehicle, pedestrian and bicycle crash trends for the after time period of 2007 to 2009 and to compare the after time period to the before time period of 1998 to 2006. Based on that analysis, alternatives to CRL were developed and evaluated.

In developing and analyzing potential countermeasures, numerous studies, standards and developed programs were researched. Previously completed studies, reports, safety committee meeting minutes and correspondence related to this study were reviewed and scrutinized. The conclusions listed below were identified through the analysis and research process.

CONCLUSIONS

- ❖ A serious pedestrian crash issue existed in 2006, however, pedestrian crashes have decreased since the 2005-2006 period to similar levels prior to 2005.
- ❖ Since 1998 there have been 1 or 2 pedestrian related daytime and nighttime crashes per year except for 2005 and 2006 when there were 3 and 6 crashes respectively, all nighttime related.
- ❖ Annual Average Daily Traffic (AADT) volumes obtained from data in the 2009 crosswalk warrant study have increased by 10% since 2006.

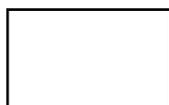


- ❖ Nighttime traffic 2009 AADT volumes were 9% to 9.5% of the total AADT. Nighttime volumes were summed from 7:30 pm to 5:30 am.
- ❖ The 2006 ADOT Crossing Study provided vital data regarding pedestrian and bicycle activities along SR 89A. This study illustrated in the collision diagrams that unsafe bicyclist operations contributed to an average of 2.55 bicycle/vehicle crashes per year from 1998 to 2006. Injury severity was typically less than pedestrian crashes, although there was a bicyclist fatality in 2007 at Lower Red Rock Loop Road.
- ❖ Bicycle crashes from 2007 to 2009 have increased to 4.67 crashes per year from 2.55 crashes per year for the 1998 to 2006 time frame.
- ❖ Nighttime crashes as a percentage of all crashes was 14.54% in the before period and decreased to 8.80% in the after period.
- ❖ The percent of single vehicle nighttime crashes was 41.55% in the before period and decreased to 27.87% in the after period.
- ❖ The majority of single vehicle crashes, 56%, were west of Dry Creek Road.
- ❖ Angle crashes between Navajo Drive/ Southwest Drive to Coffee Pot Drive/Sunset Drive were double the statewide average in the before period. There was an increase of 10% in the after period. Data collected during the 2009 crosswalk warrant study displayed an increase of 10% in the AADT as compared to the AADT from 2006.
- ❖ The Safety Advisory Committee (SAC) presented sixteen options. Twelve of these were recommended as part of a program that they believed would address the crash issues more completely than the recommended continuous lighting. The Pedestrian Road Safety Audits Guidelines and Prompt Lists published by the FHWA Office of Safety recommend similar countermeasures as those presented by the SAC to mitigate pedestrian and bicycle safety.

RECOMMENDATIONS

This scope included vehicular, pedestrian, and bicycle safety, in both the daytime and nighttime settings. CivTech has concluded, based upon its analysis, that an appropriate final recommended solution for the noted safety situation would include countermeasures to directly affect pedestrian and bicycle daytime and nighttime crashes by resolving the root cause of those crashes. The root cause was demonstrated in the 2006 crossing study by ADOT to be 50% of pedestrian and bicycle crossings occur randomly throughout the 2 mile corridor at driveways and un-signalized intersections. Redirecting these crossings to signalized intersections and proposed enhanced crossings would place these crossings at locations that meet driver expectations. This solution will address the scope of issues that the City requested CivTech to consider.

The CRL provides advance warning of pedestrians at night of pedestrian and bicycle activities, but does not resolve the crossing issue. The countermeasure of continuous raised medians will also have an impact in mitigating angle crashes, which were seen to be in excess of the statewide percentage.



The minimum recommended countermeasures directly address the issue of random pedestrian and bicycle crossings of SR 89A and provide reasonable distances between motorist recognized pedestrian crossing locations includes the following and are shown in graphically in **Figure 1A, Figure 1B and Figure 2:**

- ❖ Continuous raised medians, 6 inches in height, with anticipated median breaks at approximate ¼ mile breaks.
- ❖ A pedestrian barrier should be constructed throughout the length of the median to preclude random pedestrian crossings. Install guidance to direct pedestrians to protected crossings in conjunction with the barrier. Without the barrier the issue of random crossings will not be resolved and regardless of other countermeasure implemented, the CRL would be needed to identify random crossing pedestrians and bicycles at nighttime.
- ❖ Adding Enhanced Pedestrian Crossings that include:
 - Highly visible and durable crosswalk markings. Advance yield markings to provide sight distance of pedestrians that may be screened from vision by a stopped vehicle in another lane.
 - Pedestrian activated warning light system (i.e. rapid flashing beacons, the HAWK pedestrian beacons or in-pavement crosswalk lighting).
 - Median refuge area for pedestrians and bicyclists. The split median concept which requires pedestrians to turn and face oncoming traffic is recommended.
 - Pedestrian activated crossing with countdown LED pedestrian signals. Activation buttons and pedestrian signal heads should also be installed in the median refuge area to promote two separate crossing phases.
 - Overhead crosswalk lighting that meets dark sky compliant lighting requirements. Creating easily identifiable crossing locations to motorists, pedestrians and bicyclists for both daytime and nighttime is crucial.
 - A speed reduction effort with extra enforcement, automated enforcement or “Your Speed Is” signing to increase compliance with posted 35 mph speed limit.
 - Advance warning signs and advance stop bar.
- ❖ The minimum recommended length of ¾-mile to install the above recommended countermeasures for the 2 mile section is between Andante Drive and Rodeo Road which is 1500 feet long, and between Shadow Mountain Drive and Soldier Pass Road which is 2200 feet long. Based on traffic volumes the entire two mile section could benefit from the installation of medians; however this minimum recommendation is based on providing protection to the two of the three highest areas of pedestrian and bicycle crossing activity at other than existing signalized intersections. **Figure 1B** shows the plan view of the roadway where the TWLTL remains and bike lanes are added.
- ❖ Although the ADOT standard width of a median from the Roadway Design Guide (RDG) is 16 feet this would necessitate widening the roadway at significant cost. The recommended minimum cross section that could be constructed within the



existing roadway prism includes a 12 foot raised median with 10 foot left turn lanes, four 11foot through lanes and 4 foot striped bike lanes. Although the recommended width of bicycle lanes is 5 to 6 feet, 4 feet is allowed by the MUTCD where available width is restricted.

- ❖ Install the warranted signal at Andante Drive.
 - This will provide a protected pedestrian crossing in this area. The closest existing signal to the fatal pedestrian crashes crossing area is Rodeo Drive at approximately ¼-mile away. Andante Drive will provide a signalized crossing about 400 feet away from the area that the crashes occurred. ADOT has included installation of this signal within its initial improvement plans.
- ❖ Install marked bicycle lanes per the MUTCD.
 - ADOT has included bike lanes within the pavement rehabilitation project.
- ❖ Traffic modeling of proposed median system to determine effects on the corridor prior to planning and design.

Table EX1 shows a comparison of the minimum recommendations versus continuous roadway lighting for cost to implement and effectiveness to reducing crashes. Although the anticipated crash reduction factors appear to be nearly equal, the median countermeasure affects the reduction many more crashes than the CRL.

Table EX1: Countermeasures Cost and Effectiveness

| Countermeasure | Medians with pedestrian barrier, additional enhanced crossings, bicycle lanes, speed enforcement | Continuous Roadway Lighting, Bicycle Lanes, Speed Enforcement |
|--|--|--|
| Anticipated Crash Reduction Factor For All Implemented Countermeasures | 0.73 | 0.69 |
| Type Of Crashes Mitigated | Both Daytime and Nighttime Pedestrian, Bicycle and Angle Crashes | Nighttime Pedestrian, Bicycle Crashes
Daytime and Nighttime |
| Cost | \$1.6M | \$2.2M |

The crash reduction factor calculation for the minimum recommended countermeasures is 0.73. The CRFs used for the various countermeasures are listed below.

- ❖ Raised Medians 0.25
- ❖ Mid-block crossings 0.25
- ❖ HAWK signals 0.12
- ❖ Bicycle lanes 0.35
- ❖ Speed Enforcement 0.15

The crash reduction factor calculation for the CRL with speed reduction and bike lane countermeasures is 0.69. The CRFs used for the various countermeasures are listed below and were the most conservative factor found.

- ❖ Lighting 0.44
- ❖ Bicycle Lanes 0.35
- ❖ Speed Enforcement 0.15

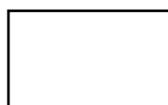


Figure 1A: Minimum Recommended Improvements - Median

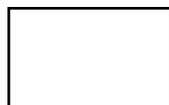
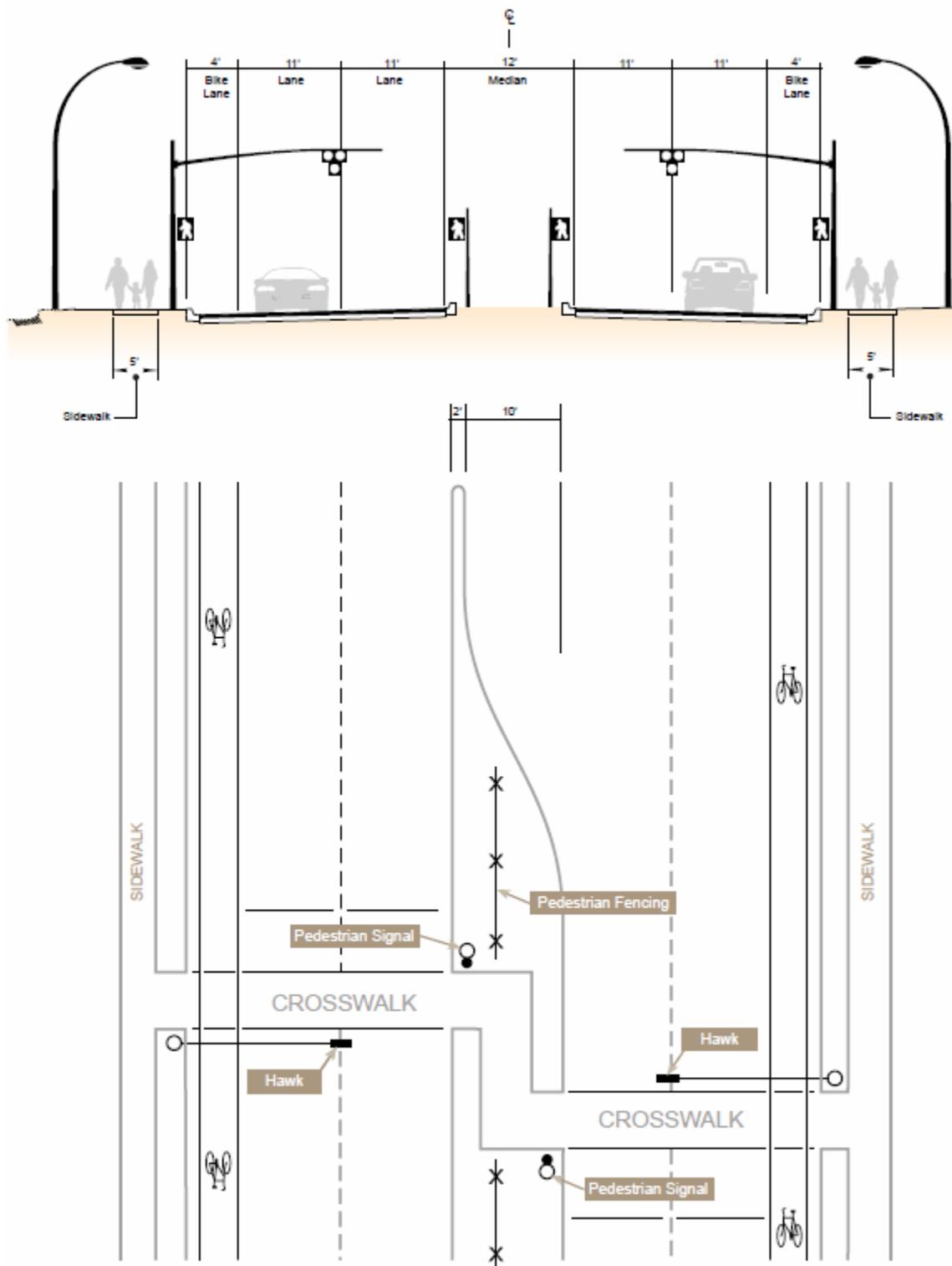


Figure 1B: Minimum Recommended Improvements - TWLTL

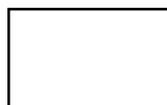
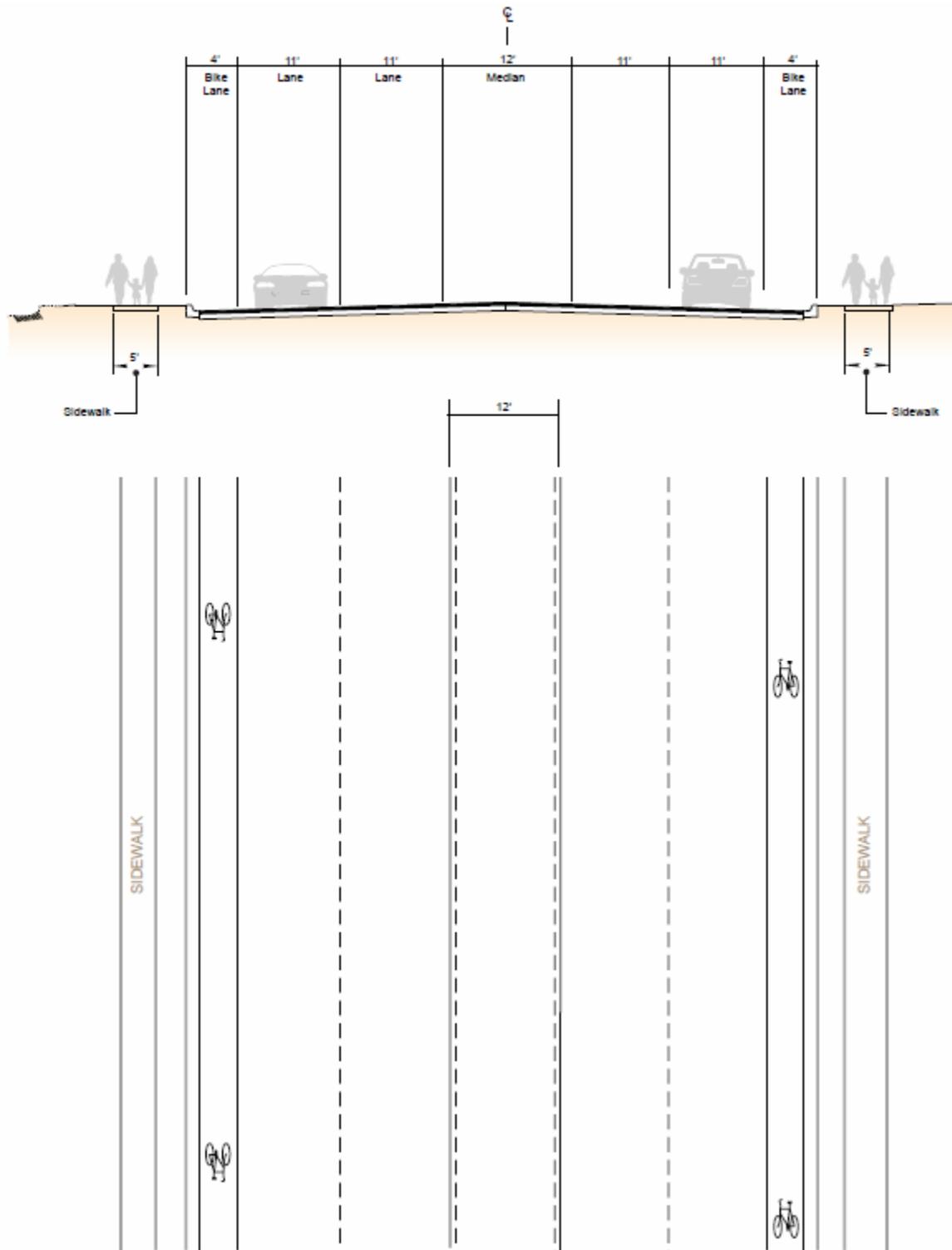
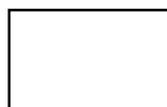
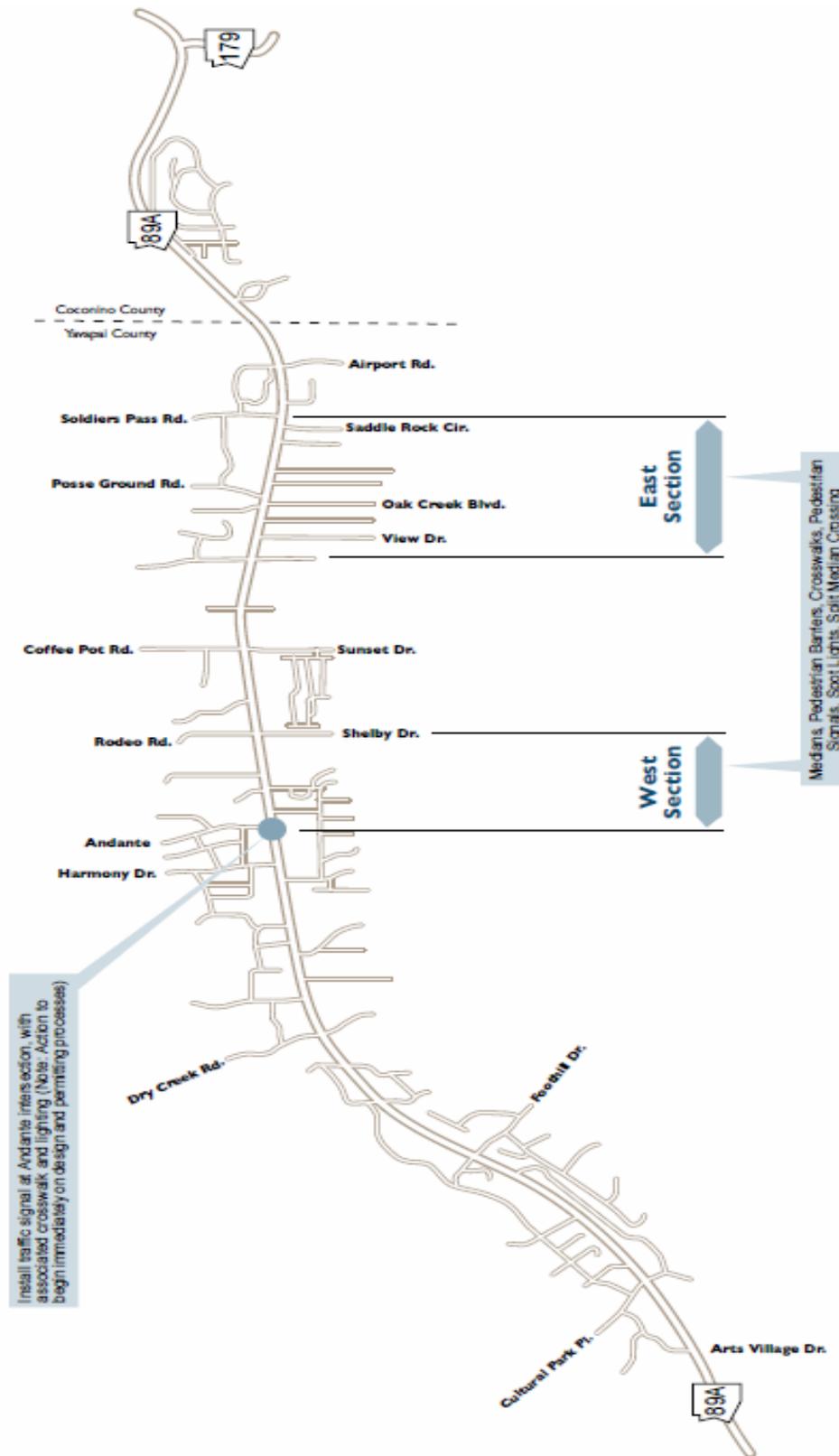
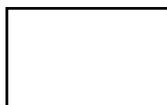


Figure 2: Minimum Recommended Improvement Locations



Additional measures that warrant future consideration and evaluation are:

- \* Retrofitting existing signalized intersections with roundabouts to further improve pedestrian and vehicle safety. Traffic operations, especially U-turn movements, may be improved with roundabouts in conjunction with the continuous raised medians.
 - ✓ Cost of each is estimated to be \$1.1M
- \* The 2006 crossing study showed that the section from Coffee Pot Road/ Sunset Drive to 600 feet west was the third area of concentrated random pedestrian crossing activity. This was despite the close proximity of the signalized intersection at Coffee Pot Road. Implementation of the minimum recommendations may need to be installed between Coffee Pot Road and Rodeo Road for a distance of ¼- mile.
 - ✓ Cost to implement this section is \$0.8M
- \* Pedestrian level lighting along sidewalk will assist pedestrians, bicyclists and motorists during nighttime operations. Motorists will be able to find driveway entrances better and will see pedestrians crossing the driveways and at un-signalized intersections.
 - ✓ Cost to implement for the full corridor is anticipated to be greater than the cost to install the roadway lighting as the pole spacing will be reduced. ADOT presented 58 alternative lighting scenarios based on various fixtures, luminaries, wattages and pole heights. Alternative 26, Monterey lighting with 25 foot poles, was estimated to be nearly \$2,500,000 for the 2 mile project.
 - ✓ If additional pedestrian lighting is considered just in the vicinity of the crossing area and in addition to the two luminaries at the crosswalk that creates a more identifiable crossing zone to pedestrians at night the estimated cost for an additional 4 poles and luminaries per crossing location is \$10,000 per costs provided by the City of Sedona from the SR 179 project lighting.
- \* Add the additional pavement width to build section to ADOT standard. In order to build the median to standard, an additional 8 feet of pavement for the length of the corridor will be needed.
 - ✓ The cost to add 8 feet of additional paved width is estimated to be \$5.8M



89A



CITY OF SEDONA

Information About a Possible Transfer of SR89A

January, 2011
Community Education
and Information



89A

Possible Route Transfer of SR89A

- The Transportation Board has the authority to remove routes from the state highway system (ARS 28-7209)
- Sedona City Council Resolution, May 25, 2010 opposed continuous roadway lighting and supported roadway improvements that provide highest level of daytime and nighttime roadway safety
- Sedona City Council Resolution, August 10, 2010 authorized City staff to enter into fact-finding and good-faith negotiations with ADOT for a route transfer



89A

Possible Route Transfer of SR89A

- Council concerns about continuous roadway lighting:
 - Continuous roadway lighting does not address daytime safety issues
 - Continuous roadway lighting will change the character and look of SR89A in West Sedona
 - Continuous roadway lighting could interfere with dark skies, an important tourist attraction
 - Most citizens who participated in public meetings were opposed to continuous roadway lighting



89A

Possible Route Transfer of SR89A

- Accident statistics since 2006:
 - No fatalities since April 2006
 - Most collisions occurred during daylight
 - Police Department statistics, 2007 through 2009:
 - 307 collisions, both daytime and nighttime
 - 259 occurred during daytime hours
 - 48 occurred during nighttime hours
 - Of the 307 collisions, 65 included injuries
 - 55 during daylight
 - 10 during nighttime
 - Daytime & nighttime accident levels are approximately in proportion to traffic volumes.



89A

Proposed ADOT Lighting Design

| | |
|---------------------------|---|
| SYSTEM CONSTRUCTION COST: | \$2.2 million |
| ADOT/FEDERAL HIGHWAY: | \$1.67 million |
| ADDITIONAL ADOT SUPPORT | Up To \$500,000 (originally City cost) |
| ANNUAL OPERATIONS COST: | \$14,800 per year (est.) |
| MAX. SPACING ON ONE SIDE: | Approximately 251 feet |
| APROX. NO. OF POLES: | 108 (Current ADOT design) |
| POLE & FIXTURE STYLE | Monterrey (Same style as SR179 but different pole heights and wattages) |
| FIXTURE MOUNTING HEIGHT: | 35-Foot (SR179-15 ft., roundabouts-30 ft., intersections-35 ft., Uptown-15 ft.) |
| MAST ARM: | 2.5-Foot |
| WATT: | 200 Watts (Uptown 70 watts SR179-150 watts, roundabouts-250 watts, intersections-250 watts) |
| DESIGN | 2 Sided staggered
Dark Sky Compliant |



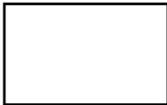
89A

Proposed ADOT Lighting Design



2 SIDED STAGGERED

251'

Possible Route Transfer of SR89A

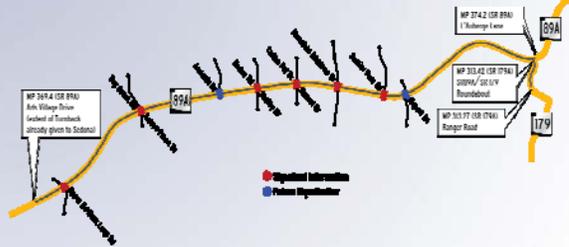


- City of Sedona and ADOT staff met in summer and fall to negotiate the terms of possible route transfer
- Staffs reached agreement on the location and financial terms of possible route transfer
- Presented recommended deal points to the State Board and the City Council



Route Transfer Location

SR 89A/SR 179 Study Segment



Possible Route Transfer of SR89A

Financial Terms of the Possible Route Transfer:

- Pavement Preservation – Funding for 100% of the cost of the currently planned pavement project (completed under either alternative)
- New Traffic Signal – Funding for 100% of the cost of a new traffic signal on SR 89A at Andante (completed under either alternative)
- Operations and Maintenance – Cash contributions totaling \$1.125 million (equals \$75,000 per year, 15 years, paid at time of signing of agreement)
- City Identified Improvements – Cash contributions totaling \$3,060,500 to the City to fund ADOT's share of estimated costs



Possible Route Transfer of SR89A

• Financial Terms of Possible Route Transfer (cont.)

- Alternative Safety Improvements – Up to \$2.8 million of City specified safety improvements within the transferred corridor through one single ADOT-administered federal aid project
- Future Pavement Preservation Work – Cash contributions totaling \$3.4 million for future pavement preservation work within the transferred corridor (est. 50% of cost in today's dollars)
- Future Transportation Enhancement Project – Support of the City of Sedona's request to receive \$250,000 in Transportation Enhancement federal funds for a City project within the transfer limits



Possible Route Transfer of SR89A

Negotiated Timeline of Possible SR89A Route Transfer:

- February 28, 2011 - Transfer to the City of \$1.375 million. Ownership of SR 89A within the Route Transfer limits transfers to the City
- By June 30, 2011 - Advertise a construction project to install a traffic signal at Andante
- By June 30, 2011 - Transfer to the City \$6,635,150 to cover the balance of City identified improvements and future pavement preservation work
- No later than February 1, 2013 - Advertise the currently planned pavement preservation project covering the area between Brewer Rd. and Dry Creek Rd.
- No later than June 30, 2015 – Advertise one Safety Improvement job based upon City specified safety improvements within the Route Transfer limits (delayed date at City's request)
- No later than June 30, 2015 - Support of City's application request to acquire \$250,000 of Transportation Enhancement funds



Possible Route Transfer of SR89A

Initial offer compared to negotiated offer

| Initial offer to City of Sedona (7/8/10) | Negotiated offer by City of Sedona |
|--|------------------------------------|
| \$9,083,500 | \$15,435,500 |

Timing of Cash Payments and Federal Funds

| | | |
|---------------|---------------------|--------------------|
| Cash payments | \$8,010,150 | (by June 30, 2011) |
| Federal funds | \$7,425,350 | (by June, 2015) |
| Total | \$15,435,500 | |



Possible Route Transfer of SR89A

City of Sedona hired CivTech to:

- Evaluate the SR 89A Route Transfer Study
- Identify alternative safety improvements and costs
- Report findings to Council



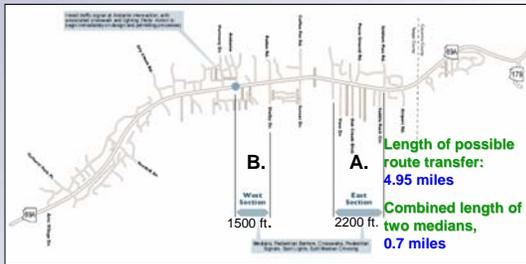
Possible Route Transfer of SR89A

• CivTech Minimum Recommendations:

- Continuous medians at two locations, between Soldiers Pass Road and Mountain Shadows, and between Rodeo Road and Andante.
- Pedestrian barriers throughout length of the medians.
- Enhanced pedestrian crossings, including lighted crosswalks, and pedestrian-activated warning systems, overhead crosswalk lighting
- Median refuge areas for pedestrians
- Traffic signal at Andante
- Marked bicycle lanes



Location of Two Medians



A. Soldiers Pass Road to Mountain Shadows – 2200 ft.
B. Rodeo Road to Andante – 1500 ft.



Possible Route Transfer of SR89A

- Estimated cost of CivTech recommended minimum safety alternative: **\$1.6 million**
- Est. cost of ADOT continuous roadway lighting, bike lanes, and Andante signal: **\$2.2 million**
- ADOT offer of funds for alternative safety improvements: **\$2.8 million**



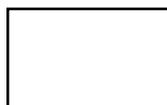
Possible Route Transfer of SR89A

- **Benefits:**
 - City controls future of roadway running through heart of community
 - City can create vision for future of roadway in West Sedona
 - City can construct alternative safety improvements to address both daytime & nighttime safety
 - ADOT will provide funding sufficient to cover maintenance costs of owning road for the next 15 years
 - Protects future of dark skies



Possible Route Transfer of SR89A

- **Concerns:**
 - City assumes sole liability of the roadway at the time the agreement is signed
 - City will be assuming complete financial responsibility for the road in approximately fifteen years or after ADOT funds are completely spent
 - Unforeseen road deficiencies or costs to maintain the road could possibly be discovered after a route transfer



City Costs for Route Transfer

- Based on what we know, expected costs minimal to City for next 15 years.
- After 15 years, City assumes full costs for SR89A.
- Future costs can be managed and planned for by using financial strategies such as:
 - Restricted interest-bearing accounts for all ADOT funds;
 - Manage investments to maximize earnings
 - Annual evaluation and possible additions to restricted funds;
 - Annual debt service of 6.2 million retired in 2027



City Liability Coverage

- General Liability coverage: \$2 million/wrongful act.
- City Excess Liability Coverage: \$10 million. Any judgment in excess of \$2 million is covered up to an additional \$10 million.
- \$50,000 deductible paid by City before the above coverages could be tapped.
- Southwest Risk – “if the Route Transfer takes place, premium would increase by a few hundred (\$300-\$400) per year.”
- Payment of justified claims against the city will likely result in increased premiums.
- Current annual premium approximately \$250,000
- City has good claims history over last ten years



What's Next?

City of Sedona completes public process through Council and community meetings (December, January & February)

- ADOT and City of Sedona staff reach agreement on legal documents for route transfer (requires ADOT assurances on availability of future funds in agreement)
- City Council holds work session on February 9 to review all information related to possible Route Transfer
- City Council makes decision on possible Route Transfer on February 22.
- If Council approves Route Transfer, agreement signed by end of February



Possible Route Transfer of SR89A

- SR89A will change
 - Neither CivTech nor ADOT recommend a do-nothing option
 - If ADOT retains ownership, dark sky compliant continuous roadway lighting will be installed
 - If the city assumes ownership, at least the CivTech recommended daytime/nighttime safety improvements will be implemented





Questions?