

# DRAFT

## MINUTES OF THE REGULAR MEETING ROADS AND STREETS COMMITTEE TOWN OF CHINO VALLEY

**MONDAY SEPTEMBER 10, 2018  
4:00 P.M.**

The Roads and Streets Committee of the Town of Chino Valley convened for a public meeting in the Council Conference Room, located at 202 N. State Route 89, Chino Valley, Arizona.

### 1) CALL TO ORDER

Chair Corey Mendoza called the meeting to order at 4:07 p.m.

### 2) ROLL CALL

Present: Corey Mendoza, Chair; James Wise, Committee Member; Jack Miller, Vice-Chair; Robert Johan, Committee Member; Ron Romley, Secretary

Absent: Doug Federico, Committee Member; Dean Echols, Committee Member

Staff Present: Frank Marbury, Public Works Director; Joe Duffy, Finance Director; John Coomer, Economic Development Project Manager; Cecilia Grittman, Town Manager

### 3) APPROVAL OF MINUTES

- a) Consideration and possible action to approve August 13, 2018 meeting minutes.

MOVED by Chair Corey Mendoza, seconded by Vice-Chair Jack Miller to approve the August 13, 2018 meeting minutes.

AYE: Chair Corey Mendoza, Committee Member James Wise, Vice-Chair Jack Miller, Committee Member Robert Johan, Secretary Ron Romley

PASSED - Unanimously

### 4) PUBLIC WORKS/TOWN ENGINEER'S REPORT

Mr. Marbury reported on the following:

- Road 1 East: The Low Water Crossing Project had been completed. The millings worked and the work would be completed by the end of the day. The chip seal crew was ahead of schedule and chip sealing would be completed on or before September 18, 2018. Once the fog coat was applied, the project would be complete. The total coverage was six inches of base coarse material and four inches of crushed millings for Road 1 East starting at Road 3 South and

going all the way to the new roundabout and included some side streets. This project was financed with the last of the Town's old impact fee money. Once ADOT approved of the work and the permit around the roundabout and the fog seal was applied, the roads would be opened for traffic.

- Town Wide Chip Seal: All the chip seal was down on various streets. The fog coating would be applied within a week and any striping would be reapplied.
- Maverick update: After discussions with ADOT and discussing alternative actions, both short term and long term, staff was working on a short term measures that would help drain the road in the interim. Staff will be sending out a notice to the adjoining property owners explaining what the Town will do in the right-of-way to improve the situation quickly. Staff will be consulting with engineers and ADOT for long term solutions to prevent water from getting into the road.

**5) COMMITTEE CHAIR REPORT**

**6) CALL TO THE PUBLIC**

*Call to the Public is an opportunity for the public to address the Board concerning a subject that is not on the agenda. Public comment is encouraged. Individuals are limited to speak for three (3) minutes. The total time for Call to the Public may be up to 15 minutes per meeting. Board action taken as a result of public comment will be limited to directing staff to study the matter, scheduling the matter for further consideration and decision at a later date, or responding to criticism.*

**7) CORRESPONDENCE**

**8) OLD BUSINESS**

- a) Discussion regarding road maintenance funding options.

Mr. Marbury presented and the Committee discussed the following:

- Pavement rehabilitation
  - If nothing was done to a road, but it was rebuilt every 20 years, the cost was \$20 per unit.
  - The same road work done every 10 to 15 years with overlays was half the cost at \$10 per unit.
  - If one dollar was spent every five to seven years for pavement preservation, the pavement could be kept at 80-90% or better. That was the pavement preservation philosophy.
- The philosophy included all pavement surfaces in general but there were not many studies that included dust surface treatment maintenance (chip seal) because it only lasted five to seven years and did not have the life cycle of pavement.
- The repair maintenance cost had not changed much from the previous meeting. The double chip seal cost that was discussed at the last meeting, was listed as either a double chip seal or an overlay in the Town's pavement repair strategy. Mr. Marbury changed the presentation information from an asphalt street for a heavy rehabilitation to either a simple asphalt overlay with no milling or a two-inch mill and asphalt overlay on an urban section. The double chip seal was removed. This changed the numbers from \$1.6 million to approximately 1.65 million for the annual repair costs and maintenance of the Town's roads (50% were chip sealed roads and 25% were asphalt roads).
- The annual maintenance cost of the 35 miles of chip sealed arterial streets, if reconstructed to support truck traffic (combination of gravel and asphalt), would be approximately \$2.4 million dollars annually instead of 1.65 million per year.

- If 3” of asphalt was used instead of just a chip sealed surface, it would still need to be cracked filled at three to four years and a chip seal coat at five to seven years with the second maintenance treatment being a simple overlay of two inches, which would build structure on the road, and the third treatment would be chip seal. The difficulty in comparing asphalt maintenance costs to that of chip seal, was there was not a maintenance plan for chip seal. The maintenance would be the same over a 20-year period whether it was asphalt or chip seal.
- The explanation to the public would remain simple: Chip sealed roads will remain chip sealed roads, asphalt roads will remain asphalt roads and dirt roads will remain dirt roads. Ten percent or less of the voting population lived on the dirt roads and most of the dirt roads were in vast open acreage areas. There were concerns about people living on dirt roads. The dirt roads will get maintenance which included dust spray (pine tar or mag-chloride), ditch cleaning, and blading.
- It would take time to do all 150 miles of road, but each road would be addressed sometime between year one and year seven.
- A portion of the main arterial roads that had become busier would be rebuilt correctly for the higher density traffic conditions as funding became available.
- The property tax rate needed will have to be at least a \$1.4 million increase to be on a serious maintenance plan. With the addition of the HURF funds, it would bring the total to \$1.6 million. The additional money could be used for incidental costs.
- Implementing the 2% tax increase only resulted in a four dollar increase per each \$50,000 or \$48 per year to residential property owners. The average value of a home in the Town was approximately \$100,000.
- The feedback received so far seemed to be positive from community members but a community survey would be important to the process. It needed to be clearly explained to the community the time frame each tax percentage increase would afford the Town. A sunset period of 20-years should be discussed, which would eliminate the tax increase if the Town no longer supported it.
- Timeline:
  - Community meetings beginning in October to present the information.
  - Public Educational Information Announcements through blogs, emails, social media and print media.
  - Consider a short (five minute) simple questionnaire of high efficacy voters or those voters who typically vote in special elections for the Town of Chino Valley. The typical special election voter turnout was about 25-30%. There should be at least a 65% yes rate because the numbers would go down before the May special election. If the Committee supported a survey, it will benefit them to send it by November.
  - The survey would have to ask if the tax increase was supported and it should only provide a single percentage increase, not a choice of percentages. The language of any questions would remain simple and clear.
  - Questioned the actual value of the survey to the process as opposed to just putting the question to voters. A survey would benefit the community educational campaign and help the Committee hit on the right marketing points that appeal to the community. The communication strategy was an important element of the process. The survey would help the Committee to determine what the public most needed to be educated on during the marketing process, examples: the level of detail the public expected about the maintenance process, the wording of the ballot measure. Sample survey questions included if the public supported the road improvements, why would they say no to the improvements, and would road improvement increase your property value, etc.
  - Discussed the last municipal bond issue, which had been very confusing with a lot of convoluted misinformation and a lack of a unified voice from the Town Council on the issue. There were concerns from the Committee members that a survey would create the same confusion.

- If it was necessary or a mistake to release a maintenance schedule of every road or simply state that every road would be maintained within a seven-year span of time. Members believed it was best not to provide a specific schedule.
- Mr. Marbury explained that if the Town were to get more dollars for maintenance, it would be beneficial to implement a pavement management program that would be scientific and objective that would survey the road surfaces. It assisted in the development of an annual schedule to implement a work program and assist to develop a three to five-year outlook of the maintenance program that could be updated annually similar to a strategic plan, which would include deferred maintenance and overall street conditions and improvements. The year to year decisions would run through the committee and the Council.
- Discussed if the two percent tax increase was agreed upon by the committee, if it was misleading the public stating that road maintenance would occur more frequently: every five years as opposed to every seven. Mr. Marbury explained that 1.5% tax increase was the bare minimum to maintain the roads but the 2% allowed either an increased frequency to road maintenance or an increased amount of work put into the roads.
- Considered a recommendation to the Council at 2% tax increase, with the idea that the extra funds would allow for extra road improvements: dirt roads to chip, chipped roads to asphalt or changed to an overlay that would provide structure and support.
- The survey needed to be more of an opinion survey and must be in support of the Town's goals. The decisions the Committee and the Council made will be based on what is best for the Town, not each individual person.

MOVED by Chair Corey Mendoza, seconded by Committee Member Robert Johan to recommend to the Town Council the 2% property tax rate increase for Town's road maintenance improvements.

AYE: Chair Corey Mendoza, Committee Member James Wise, Vice-Chair Jack Miller, Committee Member Robert Johan, Secretary Ron Romley

PASSED - Unanimously

MOVED by Chair Corey Mendoza, seconded by Secretary Ron Romley to recommend to the Town Council to send out a survey.

AYE: Chair Corey Mendoza, Committee Member James Wise, Vice-Chair Jack Miller, Committee Member Robert Johan, Secretary Ron Romley

PASSED - Unanimously

## 9) **NEW BUSINESS**

- a) Discussion regarding multi-way stop sign installation request.

Mr. Marbury presented and the Committee discussed the following:

- It had been requested that the Town install a multi four-way stop at the intersection of Road 2 North and Road 1 East. The engineering department analyzed the situation based on traffic pattern data, accident history and geometric conditions and recommended that a four-way stop was warranted based on the accident history but also provided other measures as an alternative to the four-way stop that included:
  - Additional signage: "Cross Traffic Does Not Stop" to warn drivers on Road 1 East that

Road 2 North traffic does not stop.

- Clear out the trees west of the road on the south side of Road 2 North that could improve the site distance. Most of the accidents were related to limited site distance related to the traffic coming from the Safeway and people pulling out from the south side of Road 1 East turning left.
- Buses that are turning at the intersection should be handled at the school level.
- Not being supportive of stopping the flow of traffic on a main arterial road. A four-way stop could potentially create a traffic backup from Road 2 North all the way to Highway 89 and heightens the issue of larger trucks or buses turning right. Traffic could become gridlocked.
- Work with the property owners with trees on their property and address it as an ongoing maintenance issue.

MOVED by Chair Corey Mendoza, seconded by Vice-Chair Jack Miller to do nothing regarding the stop signs at this point in time.

AYE: Chair Corey Mendoza, Committee Member James Wise, Vice-Chair Jack Miller, Committee Member Robert Johan, Secretary Ron Romley

PASSED - Unanimously

**10) FUTURE AGENDA SUGGESTIONS**

- a)
- Briefing on the Council Study Session meeting held September 24 regarding the road maintenance and property tax issue.
  - Maverick update.

**11) ADJOURNMENT**

MOVED by Vice-Chair Jack Miller, seconded by Secretary Ron Romley to adjourn the meeting at 5:58 p.m.

AYE: Chair Corey Mendoza, Committee Member James Wise, Vice-Chair Jack Miller, Committee Member Robert Johan, Secretary Ron Romley

PASSED - Unanimously

Submitted: September 18, 2018.

By: *Vickie Nipper, Deputy Town Clerk*

Approved: \_\_\_\_\_, 2018.