

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

**JANUARY 10, 2022
TIME 4:00 P.M.**

**CHINO VALLEY COUNCIL CHAMBERS
202 N. STATE ROUTE 89, CHINO VALLEY, AZ**

Present: Tom Armstrong, Chair; Lon Turner, Councilmember; Ron Romley, Secretary; James Wise, Committee Member; Robert Johan, Committee Member; Wayne Napier, Committee Member

Absent: Dean Echols, Committee Member

Staff Present: Frank Marbury, Public Works Director/Town Engineer; Cindy Blackmore, Town Manager; Mark Davis, Street Superintendent; Terri Denemy, Assistant to the Town Manager

1) CALL TO ORDER

2) ROLL CALL

3) APPROVAL OF MINUTES

- a)** Consideration and possible action to approve November 8, 2021, regular meeting minutes.

MOVED by Secretary Ron Romley, seconded by Committee Member Wayne Napier to approve the November 8, 2021, regular meeting minutes, with the corrections to Section 4, clarifying who “they” referred to in each sentence under engineer report and correcting the typo in Item 9(b) from “breaking” to “braking”.

AYE: Chair Tom Armstrong, Councilmember Lon Turner, Secretary Ron Romley, Committee Member James Wise, Committee Member Robert Johan, Committee Member Wayne Napier

6 - 0 PASSED - Unanimously

4) PUBLIC WORKS/TOWN ENGINEER'S REPORT

- a) Update and possible discussion regarding Rodeo Drive construction.

Mr. Marbury reported that the project construction on Rodeo Drive was nearly complete. The only items remaining were sidewalk ramps and miscellaneous cleanup items.

- b) Update and possible discussion regarding design for Fiscal Year 2022/2023.

Mr. Marbury reported on the following:

- Staff overviewed the current road project area, encompassing 4 ½ North, a portion of Road 2 South from the Hwy to Road 1 East, and a portion of Road 1 West from Road 1 North to Road 2 North near Del Rio School.
- The project was currently under design and was expected to be advertised for bid in mid-March. The Town was still trying to get it built before the end of the fiscal year.
- The Town had gone under design for FY23 street improvements. Staff overviewed the area (north of Road 1 South to Road 3 South (Freeman Farms). There would also be sewer and possibly a dry waterline run down the project area.
- Staff was hoping to put the project out to bid in July.
- The project would include some local streets, including Antelope and the cul-de-sacs off Perkinsville (by the church) in FY22. FY23 would either include another cul-de-sac or one of the streets in the Sunshine Acres subdivision. They had \$450,000 allocated for the roads in the next year.
- Hawksnest Subdivision was a utility project that would include roadwork. The EPS Group would create a design to extend the project to the highway and across the highway, past the LDS Church. Water and sewer would be extended up Angus to connect to Hawksnest for the first 90-acres. An easement could connect the second 90-acres and a gravity fed looped system could be created between Perkinsville and Road 2 North. A side benefit would be getting the roads redone. The plan was to go to one side or the other of the roundabout, but not under it. The project was currently under design, and construction could begin in the current fiscal year depending on how it was phased. One concept plan and cost estimate would include getting water to the north campus by the Senior Center. The Town could possibly tie in the old well at the north campus, which would add a third well to the Town system.
- Recovery funds had to be used for utilities, but road work was a side benefit of adding those utilities.

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 Council action for Perkinsville 44.

Mr. Marbury presented the following:

- After the last meeting, the consensus was that members wanted crosswalks and protection.
- Staff called the developer's traffic engineer for further advice, who explained that in their experience, the more lights that were in place, the less people paid attention to them.
- After a long discussion, Council decided to put in a four-way stop at Road 1 East. The future Town project to widen Road 1 East, would add a sidewalk that would continue down to the schools and Road 2 North. Council also wanted to move a crosswalk with pushbutton flashing lights to the east near the driveway to the dog park. They also lowered the speed limit to 25 mph. The Town could add something more in the future if necessary.
- Members brought up putting in a temporary four-foot piece of asphalt for a walking path to recreational activities until the sidewalk was built.

9) NEW BUSINESS

- a) Discussion and possible recommendation of updates to the 5-year Capital Improvement Program for Town streets.

Mr. Marbury presented the following:

- A project list was reviewed for Members.
 - FY22: (Going to bid in March) Road 4 ½, Road 2 South, Road 1 West, and Antelope Drive cul-de-sac.
 - FY23: Road 1 South, Road 1 East, and local roads. Staff thought they could flip-flop the years between Perkinsville and Sunshine Acres. Since prices were going up, staff thought the work would be close to \$600,000.
 - FY24: Old Hwy 89 in Rimrock. This did not include bridge work because it was in good shape. Costs included asphalt and guardrail.
 - FY25/26: Perkinsville Road from Jerome Junction to the end of the pavement at Old Home Manor (OHM). Because of the cost of the project, it was split between two years.
 - FY27: The Road 1 East project from Road 2 North on the south end (near the church) to Perkinsville Road on the north end (near pool). The road would be widened, and a multiuse path added to the east side.
- Members discussed the current condition of the metal guardrail on Old Hwy 89 and the possibility that a temporary fix might be necessary. Staff would look at it as a maintenance item.
- Members discussed concerns about the length of time before the multiuse trail was added on Road 1 East because there was nowhere for the kids to walk. A temporary four-foot asphalt path was discussed. Staff thought that due to the ditch, there may not be four feet to put a pathway. Staff would work on other temporary pathway possibilities, such as gravel, that could be laid behind the ditch, which would separate the path from the road. Staff also explained the project could be moved forward if the Members were concerned.
- Staff would be looking over the whole Capital Improvement Plan (CIP) during the budget process. Anything new that was added, would be brought back to the Committee for review. The Town would be looking at water projects that could be combined with road work, which

could free up more funds for road projects. The Town would also be looking at increased prices and how it affected the budget.

- Members left the Plan as it was until they received more input from staff. If there were no further changes for the Members to discuss, it would be taken to the Council for review in March with the rest of the budget.

b) Discussion and possible recommendation to approve a Town Road section designation map.

Town Manager Blackmore and Mr. Marbury presented the following:

- There had not been any guidance for developers on the designation of the Town roads. This also made it difficult for staff to advise developers on the requirements for road improvements.
- When the UDO was updated, Rural Subdivisions with rural roads was added to the code. Larger acre subdivisions were not required to have curbs or gutters. Rural subdivisions were popular with developers, but staff was having difficulty determining the line between urban and rural requirements.

Urban Section One:

- The urban section on the map would require collector and arterial roads to be three-lanes and include a center double turn lane. Bike paths would be on the outside of the curb and gutter and there would be five-foot sidewalks on either side. Local roads would only be required to have two lanes with curb and gutter.

Urban Section Two:

- This would be how the Perkinsville Road at the new subdivision would be developed. There would be a ten-foot multiuse path separated from the curb and gutter on one side of the road. There would be 12-foot travel lanes and a 14-foot turn lane. The opposite side of the multiuse path would have a five-foot sidewalk. The multiuse path got the bicycles off the road.
- A study in 2007 identified the paved Town trails. Staff outlined the in-Town trail system, which started and ended in a loop at the Peavine Trail.
- With the exception of Perkinsville and Road 2 North, the Urban Sections were mainly along the Highway in the commercial zoning areas. The urban section on Road 2 North extended all the way to Bright Star.
- Staff overviewed the Urban areas on the map for Members.

Rural Road Sections:

- There was room in the rural sections to add trails if needed.
- Rural sections included one-acre and larger lots.
- Rural roads would be two lanes with five-foot paved shoulders. The shoulders would help protect the edge of the pavement. It also gave people a place to walk.
- Members discussed the problems in Appaloosa II, where the ditch was right next to the road. The road also was more likely to fall apart when there was no thickened edge or curb and gutter.
- The trail systems in rural sections could be unpaved and made of crusher fines or small gravel that could even be used for equestrian use. If it were called a trail, they would avoid ADA accessibility requirements.

Special Sections:

- Road 4 ½ was a commercial collector road and was a unique section. The roads were two

- lanes, with curb and gutter, and sidewalks on both sides. It was not three lanes.
- Members discussed possible development in the area.
 - Road 1 West between the Appaloosa developments was considered a special section because it was already built out.
 - Road 4 North from the roundabout to OHM would be the commercial corridor for the Business Park. It would be designed specifically for the project. Staff was unsure of the dimensions, but staff would have a traffic engineer provide recommendations to the Council.
 - A section of Road 1 East was not technically there but could be there in the future. It could become a commercial access road for some of the commercial properties. Staff was unsure of the zoning, but the area included heavy uses.
 - Staff wanted Members to look over the map to discuss at their next meeting. This was a way to bring cohesiveness to the Town’s roads. It could change with the General Plan update, but staff did not want to wait 18-months to have proper guidance.
 - The roads that staff struggled with included Center Street by the high school. Bright Star could connect to Center Street if they ever built out that far. Staff explained how the subdivision could be further developed.
 - Members discussed future development plans near Unity Road. Staff was currently looking into plat and plan expirations for the development. The plat had been approved by Council, but it would not be recorded until the Town got assurances that the roads and utilities would be put in.
 - Having the map recorded and documented would help with developers and show them the vision of the Town. It also defined the rural areas and would help keep the area rural.
 - Members discussed transit route locations.

10) FUTURE AGENDA SUGGESTIONS

Discussion Town road map designation (old business)

11) ADJOURNMENT

MOVED by Committee Member Robert Johan, seconded by Committee Member Wayne Napier to adjourn the meeting at 5:01 p.m.

AYE: Chair Tom Armstrong, Councilmember Lon Turner, Secretary Ron Romley, Committee Member James Wise, Committee Member Robert Johan, Committee Member Wayne Napier

6 - 0 PASSED - Unanimously

Submitted: January 19, 2022.

By: Sara Burchill, *Deputy Town Clerk*

Approved: April 11, 2022.