

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

**MONDAY NOVEMBER 8, 2021
4:00 P.M.**

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

Present: Lon Turner, Councilmember; Ron Romley, Secretary; James Wise, Committee Member; Wayne Napier, Committee Member
Absent: Tom Armstrong, Chair; Robert Johan, Committee Member; Dean Echols, Committee Member
Staff Present: Frank Marbury, Public Works Director/Town Engineer

1) CALL TO ORDER

Lon Turner called the meeting to order at 4:21 p.m.

2) ROLL CALL

3) APPROVAL OF MINUTES

- a)** Consideration and possible action to approve the June 14, 2021, regular meeting minutes.

MOVED by Secretary Ron Romley, seconded by Committee Member Wayne Napier to approve the June 14, 2021, regular meeting minutes.

AYE: Councilmember Lon Turner, Secretary Ron Romley, Committee Member James Wise,
Committee Member Wayne Napier

4 - 0 PASSED - Unanimously

4) PUBLIC WORKS/TOWN ENGINEER'S REPORT

Frank Marbury reported the following:

- The Rodeo Drive improvements at Old Home Manor (OHM) were underway and the culvert was under construction. The water and sewer were going in. Combs construction was doing the project. The project consisted of full water, sewer, four-barrel culvert, and street improvements for curb, gutter, and sidewalk on both sides. The improvements were at Jerome Junction and approximately 800 feet down Rodeo Drive. It would give businesses an idea about what the roads would look like in the business park. There would also be substantial grade work that would reroute the drainage to follow along Jerome Junction. The Council had shown interest in selling some land in the business park. There had been some interest in some land for an RV park. Members discussed which was more beneficial to the Town, selling or renting the land. Anything over \$1.5 million required a public vote.
- Road 2 North (in front of Safeway) project had been completed.
- Road 1 North signal was operational, and the final striping appeared to be completed. The City of Prescott would have a driveway tied into Road 1 North, with a short deceleration lane.
- The design contract for the Town's road projects would be on the next Council agenda. It would include Road 4.5 North, Road 2 South, east of the highway to Road 1 East, and Road 1 West, south of Del Rio School. Those streets would have full rebuilds. If there was enough funding, they would do one cul-de-sac off Perkinsville (Antelope). All five cul-de-sacs needed work. They would also be awarding the upcoming fiscal year's contract, so the design aspect could be completed before July, giving the Town an entire year to bid the projects. Those roads included Road 1 South from the Highway to Road 1 East, with the remainder of the work on Road 1 East, from Road 1 South to Road 3 South. That project would be tied into a sewer utility extension project. They would also try and add dry water lines. There would still be a water line gap from Juniper down to Road 1 South that would need to be a separate project. They had \$400,000 in CDBG funds that could be used to extend the project even further. Yavapai Mobile Home Estates was on septic, and it could qualify for the funding if the income levels were low enough. They also wanted to get utilities as close to Road 4 South and the highway, so it could be developed commercially. Members discussed possible commercial development in Town.
- They were working with a design consultant on extending water and sewer on Perkinsville. There would be a couple of phases. It would get water and sewer to the highway, but they had to have a way to get under the highway. They were considering north of the roundabout near the shopping center. It would serve the 90-acres at Hawksnest and the 90-acres of Heritage Farms. The design could include a concept of running the utilities to the North Town campus. The old agricultural well could be converted to a municipal well in the future, with a possible fill station. Street improvements would be part of the project.

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**

9) **NEW BUSINESS**

- a) Consideration, discussion, and possible action to select a Chair and Vice-Chair.

MOVED by Secretary Ron Romley, seconded by Committee Member Wayne Napier to table Item 9)(a) until the next meeting.

AYE: Councilmember Lon Turner, Secretary Ron Romley, Committee Member James Wise,
Committee Member Wayne Napier

4 - 0 PASSED - Unanimously

- b) Consideration and discussion regarding the possibility of installing warning signs regarding prohibited engine or Jake braking in Town limits.

Mr. Marbury presented the following:

- There had been complaints about engine braking in Town. There was a local ordinance against the use of engine brakes within the Town limits.
- Staff could apply for a permit with ADOT on erecting warning signs at the Town limits if the Committee supported it. ADOT had rejected the Town's request to erect hands-free signs.
- Members thought it was hard to enforce something when there were no signs prohibiting it.
- It would be an inexpensive reminder, with one sign at the north end of Town and one at the South end.

MOVED by Secretary Ron Romley, seconded by Committee Member Wayne Napier to authorize Public Works Director/Town Engineer to discuss putting up Jake brake warning signs at both ends of Town, with ADOT.

AYE: Councilmember Lon Turner, Secretary Ron Romley, Committee Member James Wise,
Committee Member Wayne Napier

4 - 0 PASSED - Unanimously

- c) Discussion regarding Perkinsville Road crosswalks and stop signs at Road 1 East and Perkinsville relating to development at Perkinsville 44.

Frank Marbury presented the following:

- A final plat hearing with the Council was scheduled for the next meeting. It had been discussed at the last meeting, with substantial discussion regarding stop signs and crosswalks related to the development. Staff wanted the Committee's input to take to Council.
- The development, located across Perkinsville and the Town recreation complex, was just under 40-acres. There would be 160 single family homes, on 7000 square foot lots.
- There would eventually be a three lane section on Perkinsville, with a ten-foot multi-use

path on the north side. There would also eventually be a five-foot sidewalk that would be constructed by the Town. The developer would be widening Perkinsville Road and a portion of Road 1 East that would include a 10-foot sidewalk along Perkinsville, and a five-foot sidewalk along Road 1 East to border the development. It would be approximately 1000-feet east of Road 1 East, near a new road called Arden. There would be two entrances to the development: one on Arden and the other was on Road 1 East and lined up with Adams Street.

- The Council was concerned about pedestrian crossings. The traffic analysis had not called for a four-way stop at Road 1 East, or any control at the Arden intersection other than a left turn lane.
- Staff had discussions with the developer's traffic engineer and the Town attorney, and everyone agreed the least risky remedy was to install a four-way stop at Road 1 East with a crosswalk. The Town's five-year road program had a rebuild of Road 1 East as the 2026 project. It would widen the road and put the multiuse pathway on the east side of Road 1 East. The crosswalk would then connect the two multiuse pathways.
- Members discussed concerns about a four-way stop being too close the roundabout. It was suggested that a crosswalk be striped at the northeast corner of the subdivision, with warning signs before the crosswalk. Staff did not think an uncontrolled crosswalk would be safe.
- The current speed limit was 30-mph, and the road had a lot of truck traffic. Trucks may not be able to see pedestrians well, especially in darker hours.
- The 160 homes would bring approximately 1600 additional trips down Road 1 East.
- There was concern that putting the four-way stop so close to the roundabout would cause backup traffic. There was also concern that vehicles would not be aware of the crosswalk.
- Staff reviewed the options: Do nothing; leave it as a two-way stop; add a crosswalk (this might lead to a false expectation of safety)
- Staff wanted the developer to improve the intersection, with ADA ramps on both sides, even though there were no sidewalks on both sides. Most times the developer only made improvements on the development side of the road, but due to the circumstances, staff did not believe it was inappropriate to have the developer make all the improvements.
- There had been a request to put in a crosswalk at the Arden and Perkinsville intersection. Staff had an issue because it would not line up with anything on the other side of the road. It was only a ditch section without any ADA accessible route. Since there was no stop sign at the location, it would be a midblock crosswalk, and moving traffic would be an issue. Staff was concerned where people would go once they got to the other side of the road.
- Staff discussed the development boundaries.
- The Council's concern was pedestrian safety. Member's thought it made more sense for pedestrians to use the sidewalk until they got to Road 1 East. The main entrances for all the recreational facilities were off Road 1 East, which was why staff had recommended a crosswalk in that area.
- Staff was concerned about not having stopping traffic, even with a legal crosswalk, especially at higher speeds and with trucks.
- The development would be completed within two-years.
- Members liked the idea of a crosswalk near the dog park that had flashing lights. People would only need to stop when the lights were flashing. If the lights were not flashing all the time, it would bring attention to the crosswalk when the lights did flash.
- Staff discussed flashing beacons that were solar-powered.
- Some members did not favor a four way stop at Road 1 East because of the amount of traffic on Perkinsville. Everyone would have to stop at a four way stop, even when nothing was happening.
- Members discussed the importance of having some type of traffic control when there was a crosswalk. The developer's traffic engineer thought it was important to light up the stop ahead sign to warn drivers.

- Staff had some maintenance concerns and had not worked with the beacons previously. Staff's first choice was to try and stop traffic at Road 1 East, with the second choice being the beacons.
- The traffic control and crosswalks would be put up when the street improvements were done.
- Staff thought the speed limit could be lowered from 30 to 25 mph. In the second phase, a crosswalk could be put in place at Road 1 East, starting with the beacons and then moving to a stop sign if the beacons did not work.
- Members thought they needed to also consider the convenience of the traveling public as well.
- Staff recommended flashing beacons and a crosswalk near the dog park.
- Members discussed the recreational uses and development for the area.

Members discussed the unity road improvements and issues

MOVED by Committee Member Wayne Napier, seconded by Secretary Ron Romley to have a crosswalk at the dog park entrance with flashing yellow beacons, one north bound, and one south bound. At Road 1 East, a crosswalk with flashing beacons, directed east and westbound. The speed limit would be lowered to 25 mph.

AYE: Councilmember Lon Turner, Secretary Ron Romley, Committee Member James Wise, Committee Member Wayne Napier

4 - 0 PASSED - Unanimously

10) FUTURE AGENDA SUGGESTIONS

11) ADJOURNMENT

MOVED by Secretary Ron Romley, seconded by Committee Member James Wise to adjourn the meeting at 5:21 p.m.

AYE: Councilmember Lon Turner, Secretary Ron Romley, Committee Member James Wise, Committee Member Wayne Napier

4 - 0 PASSED - Unanimously

Submitted: November 18th, 2021.

By: *Traci Lavelle, Deputy Town Clerk*

Approved: January 10, 2022.