



CLARKDALE

TRANSPORTATION STUDY | ADOT | TASK ASSIGNMENT MPD 15-10



**Town of Clarkdale Area Transportation Study
MPD Task Assignment 15-10
PG TD0440
Contract # TO8-49-U0001**

TECHNICAL ADVISORY COMMITTEE MEETING NO. 1

DATE: WEDNESDAY, JULY 14, 2010
TIME: 10:00 AM
LOCATION: CLARKDALE MEMORIAL CLUBHOUSE
MEN'S LOUNGE
19 NORTH NINTH STREET
CLARKDALE, ARIZONA

ATTENDANCE

TECHNICAL ADVISORY COMMITTEE

- Dianne Kresich, *ADOT Multimodal Planning*
- Don Cassano, *ADOT Communication and Community Partnerships*
- Steve Burroughs, *Town of Clarkdale*
- Sherry Bailey, *Town of Clarkdale*
- Joe Moore, *Clarkdale Fire District*
- Sally Hess-Samuels, *U. S. Forest Service*
- Troy Smith, *Acting Police Chief, Town of Clarkdale*

CONSULTANT TEAM ATTENDANCE

- Brent Crowther, *Kimley-Horn and Associates, Inc.*
- Sandy Weir, *Kimley-Horn and Associates, Inc*

1. Introductions

Dianne Kresich welcomed all to the meeting, and asked each attendee to introduce themselves. Forrest Smith, Acting Police Chief was new to the TAC.

FOR MORE INFORMATION CONTACT:

DIANNE KRESICH, ADOT PROJECT MANAGER, (602) 712-3134
STEVE BURROUGHS, TOWN OF CLARKDALE LEAD CONTACT (928) 639-2550
BRENT CROWTHER, KIMLEY-HORN AND ASSOCIATES, INC., (520) 352-8632

Dianne introduced the TAC meeting agenda. Agenda items included:

- Working Paper No. 1 – Current and Future Conditions
- Needs and Deficiencies Discussion
- Public Open House Preview
- Next Steps

Dianne Kresich announced that there is an environmental stakeholder’s webinar scheduled for Thursday, August 5th, from 2:30 to 3:30 p.m. Participants will include the following plus others to be invited:

- Verde River Basin Partnership
- Verde Valley Land Preservation Institute
- Sonoran Institute
- Nature Conservancy

There was a comment that there is not an obvious stakeholder representative for the many walkers in the Town, as they are not organized into a group.

2. Working Paper No. 1 – Current and Future Conditions

Copies of draft Working Paper No. 1 were distributed to TAC members (who had previously received electronic copies of the paper). Brent Crowther and Sandy Weir summarized the findings.

The summary of current conditions included town growth trends of the past twenty years, and a description of the Town’s land use pattern in which large industrial sites are generally around the northern edge of Town, with residential areas in the inverted “U” formed by major streets. There are two major streets, the Urban Minor Arterials SR 89A and part of Broadway, and several two-lane Urban Collectors.

Currently vehicular traffic is not congested and in most of the Town travel is at a low rate of speed. Recently there have not been many severe crashes. The Town has focused recently on improving street and trail connections between neighborhoods otherwise divided by slopes and washes.

Projected future conditions include a projection of growth from a Town population of 4,000 to a year 2030 population of 5,700. There will generally be an intensification of today’s land use pattern, including infill housing. There will likely be 50% growth in employment; TAC members were asked whether anyone knew of any new prospective employers or intended

expansion on the part of current employers and they responded that the sustainability park is a high priority.

Future vehicular traffic is neither projected to be congested nor to require reclassifying streets to a higher functional class, unless growth accelerates beyond the projected future conditions. However, there are several needs and deficiencies in the functioning of the roadway system and there are opportunities to better integrate pedestrian, bicycle, and transit modes into the Town's transportation system.

Based upon TAC members' comments, the following information will be added to the current and future conditions sections of Working Paper 1 (additions to the Needs and Deficiencies section appear in item 3, below):

- A crash severity table will be added for 2004-2008, including additional details. It was noted that ADOT cannot yet release compiled crash records for 2009 and 2010. Town staff pointed out that there were two recent severe crashes, both at roundabouts: a fatality last month at Clarkdale Parkway and Mountain Gate Drive, and a cement truck rollover at the Valley View Cemetery entrance off of SR 89A. It was discussed that Town residents have generally learned to use the roundabouts correctly and consider them beneficial. Still, educating the public on roundabout use should occur on an ongoing basis, as a refresher and for newcomers and new drivers. Sometimes drivers bear left rather than right at the roundabouts.
- Within Working Paper 1, Section 4.3.3, the Clarkdale Sustainability Park land use description will be reworked to simply describe each of the sites identified to date that might house part or all of the sustainability park. Any suggestion that the selection of one site is more likely than another will be removed from the text.
- Also in Section 4.3.3, the portion titled "Post-reclamation use of Clarkdale Metals Corporation Land" should be expanded to specify that the 600 homes would be a mix of single-family and multi-family. It should also be noted that the mixed-use, more northerly development on the northern part of the Clarkdale Metals land could occur at the same time as the metals reclamation on the southern part of the land.

3. Needs and Deficiencies Discussion

Possible needs and deficiencies with regard to street lighting should be considered. Fire Chief Moore indicates that street lighting, advanced lighting, and signing for emergency vehicle access is now being studied in planning the new Fire Station.

The Town anticipates additional traffic from the post-reclamation Clarkdale Metals land development. This study should analyze a possible extension of 11th Street as far as one mile to the north of Main Street, including an intersection with the prospective Industrial Road.

The Working Paper 1, Section 5.2 description of the planned improvement project for the Main Street/ Broadway intersection will be expanded. The description will indicate that a roundabout with a speed of 25 mph is planned to improve traffic flow at that intersection (which is on a slope), especially important when there is a “pulse” of vehicular traffic just before or after a Verde Canyon train trip. Some vehicles land on the current traffic island when they fail to negotiate a turn at the intersection.

The consultant will edit Figure 20—Summary of Multimodal Transportation Needs. Locations for changes were marked on a working map. Open house exhibits and Figure 20 will include the changes listed below:

- The correct location of the new east-west connection between Old Jerome Highway and SR 89A
- The Mingus Shadows Drive label to be changed to Lincoln Drive
- The consultant will receive the pre-design for Industrial Road in order to show its specific location

Discussion of the Clarkdale Sustainability Park in section 5.2, Roadway Needs and Deficiencies, will be reworked to simply indicate a roadway connection recommendation for each of the sites identified to date. Any suggestion that one site is more likely than another will be removed.

Any additional development east of the Verde River on the north end of Town would require a bridge over the river to Sycamore Canyon Road. Some of the prospective industrial development sites are currently “road-locked” without a lot of choices for access.

Sherry Bailey will provide the bicycle lane locations and other bicycle facilities recommended for the 2010 General Plan update. The bicycle facilities will be categorized as tentative or definite, and GIS files will be provided as available. In particular, a need for bikeways on Broadway and Main Street was noted.

The consultant will obtain GIS files in order to redo Figure 21. A prospective roadway connection west to SR 89 will be shown more clearly, USFS forest boundaries will be shown, and the Towns of Clarkdale and Jerome will be labeled.

In any discussion of prospective future trails across USFS lands, the word “would” rather than “will” should be used to make clear that such trail additions are conditioned on USFS decisions in accordance with multiple-use, sustained yield purposes.

4. Public Open House

The Open House will be Thursday, August 26 at 4:30 p.m. – 6:30 p.m., with a presentation at 5:00 p.m. The TAC previewed the draft exhibits and discussed a few changes including how some exhibits might be combined. The Public Open House will be advertised via several means, including a notice in the Town water bills. Since several members of the Town Council and Planning Commission may attend, the Town will post advance notice that a quorum of each body may be present.

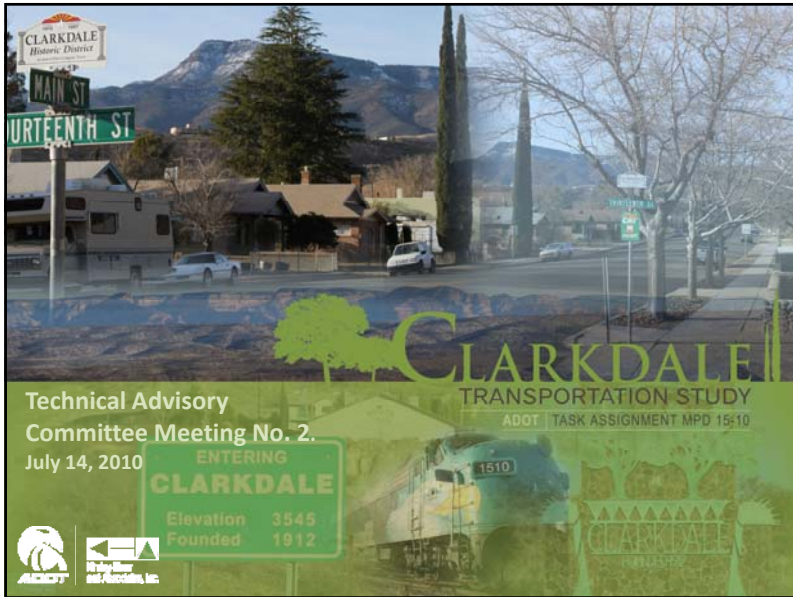
5. Next Steps

The TAC requested that roadway location recommendations be added to Working Paper 1, as it was noted that there is enough information for those recommendations to be advanced. Roadway priorities and funding recommendations will remain in Working Paper 2. Shifting the roadway location recommendations from Working Paper 2 to Working Paper 1 will permit a greater emphasis on other study objectives in Working Paper 2. The consultant will include the locations in the exhibits to be viewed by the public at the August 26th open house.

The resultant expanded Working Paper 1 will be made final after receiving input at the August 26th open house.

There will be a Business / Economic Development Stakeholders Webinar (to be scheduled soon) in early August. Those to be invited include the Clarkdale Chamber of Commerce, the Verde Valley Regional Economic Organization, and Yavapai College (the contact is Tom Shumacher).

The next (third) TAC meeting is tentatively planned for October 2010.



CLARKDALE
TRANSPORTATION STUDY

Agenda

- Introductions
- Working Paper No. 1 – Current and Future Conditions
 - Overview
 - Results of TAC Review
 - Needs and Deficiencies Discussion
- Public Open House
- Next Steps

ADOT

Kimley-Horn & Associates, Inc.

CLARKDALE
TRANSPORTATION STUDY

Introductions

- ADOT Project Manager
 - Dianne Kresich
- Clarkdale Project Manager
 - Steve Burroughs
- Consultant Team
 - Brent Crowther, Kimley-Horn
 - Sandy Weir, Kimley-Horn

ADOT

Kimley-Horn & Associates, Inc.

CLARKDALE
TRANSPORTATION STUDY

Project Schedule

| WORK TASKS | MONTH | | | | | | | | | | | |
|---|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN | FEB |
| 1 Work Plan | | | | | | | | | | | | |
| 2 Current Conditions • Stakeholder Interviews* | | | | | | | | | | | | |
| 3 Future Conditions | | | | | | | | | | | | |
| 4 Public Involvement Meeting No. 1** | | | | | | | | | | | | |
| 5 Evaluation Criteria and Plan for Improvements | | | | | | | | | | | | |
| 6 Public Involvement Meeting No. 2** | | | | | | | | | | | | |
| 7 Final Report | | | | | | | | | | | | |
| Technical Advisory Committee Meetings | | | | | | | | | | | | |

KEY

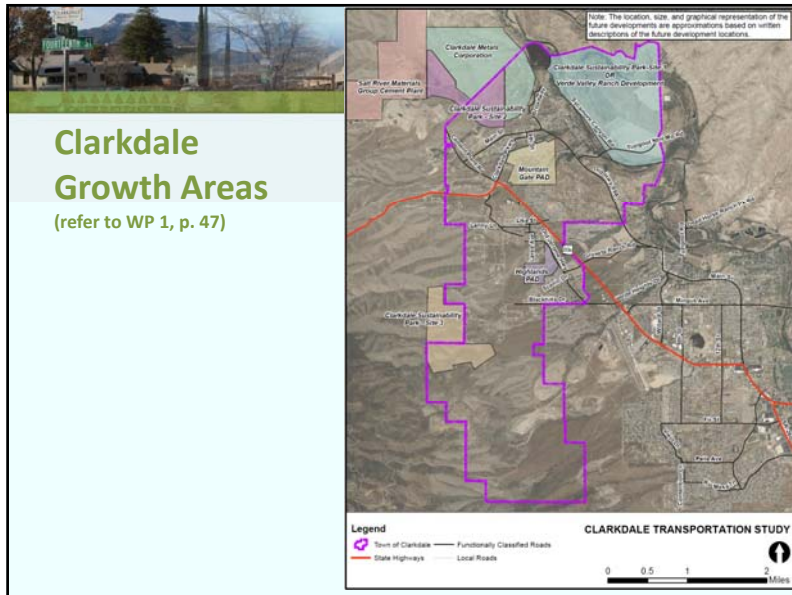
- Project Work Plan
- Working Paper #1
- Working Paper #2
- Final Report
- Public Involvement Meeting
- Committee Meeting

Postponed TAC meeting and public open house by 1-month

*One-on-one stakeholder interviews with the Town and other agencies, including natural resource and land management agencies.
**Schedule for Public Open Houses will be determined in collaboration with the assigned Public Involvement Consortium.

ADOT

Kimley-Horn & Associates, Inc.



Current Conditions, Summary of Findings


- Population growth from 2,200 to 4,000 since 1990
- Land use pattern includes
 - Large employers around north edge of Town (and college campus at south edge)
 - Residential areas within the inverted “U” formed by major streets
- Major streets comprise two Urban Minor Arterials, (SR 89A and part of Broadway) and seventeen two-lane Urban Collectors

Current Conditions, Summary of Findings (continued)

- The most congested streets in Town are at “Level of Service C,” considered an acceptable traffic condition.
- Crashes are most frequent on SR 89A and Main St. Much of Town has low-speed travel and few severe crashes.
- Recently the Town has focused on better street and trail connections between neighborhoods, otherwise divided by slopes and washes.

Future 2030 Conditions, Summary of Findings



- Population projection, growth to 5,700 persons
- Land use pattern to include
 - Employers still concentrated in same areas, with at least 50% increase in jobs
 - Residential areas include buildout of planned developments and other infill housing
- Not clear yet whether functional class would need to be redefined for any major streets



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2030 Conditions, Summary of Findings (continued)



- Whether traffic would increase to an unacceptable LOS largely depends on the amount, location, and planning for new industrial traffic
- While plans and policies are already in place for some additional facilities, this Study analyzes each mode over the 2010-2030 time period to develop a well-documented, integrated plan

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TAC Comments (received to date)

- Consider adding a small TAZ that is south of 165 (or extend 165) to include the south side of Blackhills
- Crash location map may be more beneficial if it indicated the severity of each crash (no injury, possible injury, fatality etc)
- Figures 15 and 16 identify the transit system as Clarkdale Area Transit, it should say Cottonwood Area Transit






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DRAFT Working Paper No. 1

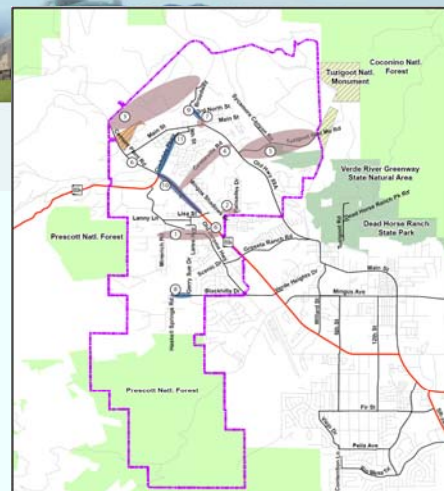
To be on the website in advance of the Public Open House.

The website address is
http://www.azdot.gov/mpd/systems_planning/clarkdale.asp

Needs and Deficiencies Discussion


(refer to page 57)




Legend

- Town of Clarkdale
- State Highways
- Functionally Classified Roads
- Local Roads
- Roadway Improvement Needs
- Bicycle and Pedestrian Needs

CLARKDALE TRANSPORTATION STUDY






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Needs and Deficiencies Discussion (refer to page 57)



- As the identified needs are discussed, consider whether there are other needs not yet identified that are equally important
- Roadway Needs and Deficiencies *(Map IDs #1 - #5)*
- Alternate route for Salt River Materials and Clarkdale Metals *(Map ID #6)*
- Main Street / Broadway intersection improvements *(Map ID #7)*




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Needs and Deficiencies Discussion (continued)



- Bicycle facilities on identified bicycle routes, and off-road bicycle facilities
- Sidewalk discontinuities on part of Black Hills Drive and Broadway *(Map IDs #8 and #9)*
- Pedestrian Improvements. Recent exemplary enhancement projects are on SR 89A *(Map ID #10)* and Clarkdale Parkway *(Map ID #11)*
- Transit demand not met by funds available

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First Round of Public Involvement


- Public Open House No. 1:
 - Thursday, August 26, 4:30 – 6:30 pm, presentation at 5:00 pm
- Purpose
 - Present findings related to existing and future conditions, needs, and deficiencies for comment
- Public Input:
 - Question and answer, written comments
 - Public invited to mark up a map of the Town with transportation concerns at specific locations

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First Public Open House Notification

- Newspaper ads in the Verde Valley Independent
- Notifications in residential water bills
- Earned media opportunities
- Notifications on local websites
- Posters throughout community
- Email notifications to an established distribution list of about 600 individuals






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First Public Open House


- Draft Exhibits to Review:
 - Welcome
 - Study Schedule
 - Study Objectives
 - Clarkdale Growth Trends
 - Daily Traffic
 - Crash Locations
 - Multimodal
 - Needs and Deficiencies
 - Large-scale Map of Town for Public to Mark Up

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Current Activities



- Final Revisions of Working Paper No. 1
 - TAC comments
 - Additional stakeholder interviews
 - Environmental Stakeholders Webinar
 - Input from Public Open House No. 1




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Next Steps

- Prepare Evaluation Criteria and Evaluation Matrix
- Transportation needs determined based on:
 - Deficiencies identified to date
 - Ability to accommodate multimodal alternatives
- Projects will consider infrastructure needs for in-progress developments and industrial, college, and business development

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Next Steps (continued)

- Plan for Improvements to Include:
 - Projects for near-term, mid-term, and long-term planning horizons
 - Planning level cost estimates
 - Tools to help the Town manage future growth:
 - Major streets and routes map
 - Traffic impact analysis guidelines and criteria
 - Basis for resolving issues regarding private streets
 - Environmental justice concerns and mitigation measures, if needed, for Title VI populations

