

MINI BUDGET RETREAT
THURSDAY, JANUARY 23, 2014
COUNCIL CONFERENCE ROOM
211 WEST ASPEN AVENUE
1:00 P.M.

1. **CALL TO ORDER**

Mayor Nabours called the meeting of January 23, 2014, to order at 1:00 p.m.

NOTICE OF OPTION TO RECESS INTO EXECUTIVE SESSION

Pursuant to A.R.S. §38-431.02, notice is hereby given to the members of the City Council and to the general public that, at this regular meeting, the City Council may vote to go into executive session, which will not be open to the public, for legal advice and discussion with the City's attorneys for legal advice on any item listed on the following agenda, pursuant to A.R.S. §38-431.03(A)(3).

2. **ROLL CALL**

NOTE: One or more Councilmembers may be in attendance telephonically or by other technological means.

Present:

MAYOR NABOURS
VICE MAYOR EVANS
COUNCILMEMBER BAROTZ
COUNCILMEMBER BREWSTER
COUNCILMEMBER ORAVITS
COUNCILMEMBER OVERTON
COUNCILMEMBER WOODSON

Absent:

Others present: City Manager Kevin Burke; City Attorney Michelle D'Andrea.

3. **Fourth Street Corridor Study and Traffic Control**

City Manager Kevin Burke said that the idea of the mini budget retreats was for those items in which they did not have time to fit into the regular Budget Retreats held in November, February and April. He said that one of the issues coming forward is the suggestion of traffic signals on Fourth Street so they thought it would be a good time to bring forward a broader discussion of the entire Fourth Street Corridor Master Plan. He said that they have held off for the past three years looking at the idea of Fourth Street businesses creating their own district, similar to downtown, and they did not want to confuse that issue. But, it appears that a district is not moving forward at this time so they would now like to discuss this issue further.

He said that they saw some economic revival when the Fourth Street Overpass came into play, and now they have more cars coming through, but if they do not stop, it does not help. There may be more traffic; perhaps not more business. He said that

Mr. Eberhard is trying to present a picture that integrates reinvestment, traffic management and urban interface.

Mr. Burke said that they were not asking them to decide on a vision today, but rather consider the easy versus the harder. He said that there is a lot of correlation in looking at Fourth Street in relation to other places such as Milton or Humphreys/Downtown, and he asked that they keep that in mind.

Mr. Eberhard then gave a PowerPoint presentation which addressed:

- FOURTH STREET CORRIDOR MASTER PLAN - ROUTE 66 TO CEDAR AVENUE
- POLICY QUESTION: *WHAT IS THE DESIGN PRIORITY FOR FOURTH STREET?*
- STAKEHOLDER INVOLVEMENT
- SCOPE OF WORK
- STAKEHOLDER CONCERNS
 - Pedestrian Safety and Comfort
 - Neighborhood Traffic Issues
 - Urban Design and Beautification
 - Better Multi-modal Transportation
- SUMMARY
- STAFF SCOPE OF WORK
 - Service as an Arterial Road
 - Financial projections
 - Extensive Stakeholder Outreach
- VISION STATEMENT
- EARLY SCHEMES
 - Village Square
 - Linear Park
 - Neither of these fit the bill
- FINAL PLAN RECOMMENDATIONS
 - A blend of the two earlier schemes
- PEDESTRIAN SAFETY AND COMFORT
- NEIGHBORHOOD TRAFFIC ISSUES

Mr. Eberhard said that he has talked with neighborhood members about a raised median, but the majority was not supportive because of truck maneuvering.

- URBAN DESIGN AND BEUTIFICATION
- SERVICE AS AN ARTERIAL ROAD
- FINANCIAL PROJECTIONS: \$16.4 Million
- SUMMARY
- REGIONAL LAND USE AND TRANSPORTATION PLAN
- OTHER POLICY CONTEXT
- REDEVELOPMENT PER PLAN

•POLICY QUESTION: *A place to pass through OR a place to be?*

Mr. Eberhard said that staff believed it was more a matter of balance between the two.

•NEXT STEPS
•INTERIM POSSIBILITIES

The following issues were considered:

- If they make it a *Place to Be* it would send a message that it is not a good *Place to Pass Through* and traffic would go elsewhere, such as West and Switzer Canyon
 - If Fourth Street were narrowed, King may play a role in alleviating some of the traffic
 - Even if Fourth Street is five lanes, it is eventually going to fail
 - There is not a lot of open, developable land; not going to change characteristic of traffic locally unless they start talking about rezoning probabilities over the next 20 years
 - A lot of people take Fourth Street to Work but use a different route going home
- Realigning Seventh/Sixth and Lockett/Cedar would help

Staff was asked if stop signs would help if the crosswalks/lights were not feasible, or possibly a roundabout. Traffic Engineer Jeff Bauman said that stop signs were not an option because it was too busy of a street.

Staff was asked if the overall traffic system was looked at with the plan. Mr. Eberhard said that the consultant looked at that very cursory. They did not look at it with the level of detail staff would be looking at it.

FMPO Manager Dave Wessel said that they routinely update the traffic plan, with the last time being in 2009. Looking at the policies in the current Regional Plan there are references to activity centers. He said that there were not a lot of geographic definitions so they took as many clues as they could and started applying them to the Regional Transportation Plan. Based on those references, even back then Fourth Street emerged as an activity center and now it is explicitly specified as one.

He said that within the current and proposed Regional Plan, they have looked at bike, pedestrian, and transit, and there is increasing density of all of those networks in that area with Fourth Street identified as an urban activity center.

As to previous comments, they do have decent connectivity on the west side, but it does not exist on the east side. Taking a long, 20-50 years, view, there are opportunities with things such as King Street, possibly connecting King to Postal, creating a parallel route from Lockett to 66. He said there are a lot of big parking lots from Lockett to 66 and the Corridor Plan talks about other connections, with block sections, good for bikes. Fourth Street could maintain an arterial status, but in a much slower manner.

He said that the model suggests they will see these diversions. There has been a lot of work in other cities that demonstrates it is not all going to be dumped on a single street, they will see a lot of little impacts, but it does not take much a little impact to start the phones ringing.

Mr. Wessel said that Fourth Street is going to play a major role in Transit plans. Whatever it looks like, it will be important. He said that they are seeing high ridership out of the Fourth street area and they can look at transit in the future to provide some of the capacity needs.

Mr. Burke said that they know their development is in the southeast area of the City. They are going to have retail, redevelopment on Fourth Street and 66, and Cavan at the top of the Mesa is still prime for commercial development. The employment area of the hospital and Innovation Mesa is growing and the corridor on Cedar is going to continue to grow.

He said that when Humphreys could not carry the whole load and they had to transform some of the other streets. They need to consider that transition, with some of the residential moving to offices. The question is whether that would be acceptable in this area as well.

Mr. Burke asked Mr. Bauman to discuss what things make a better arterial. Mr. Bauman said that it would include access control, medians, crossings, capacity of the lanes. He said that the five-lane sections generally work well; it is in the intersections that it begins to fail. He said that the 7th/6th intersection is a lesser issue, but Cedar/Lockett needs improvements.

Community Development Director Mark Landsiedel said that if they decide to make this a destination, they need to do some level of master planning in the vicinity. If they narrow the roadway, they will see the time to get through the area take 74 seconds longer. It would go from two minutes to three minutes and push some traffic into the neighborhoods.

Discussion was help on how best to tackle addressing the overall area, and the final direction by Council was to focus on the south, Village Scheme, look at the Gateway, crosswalks, sidewalks, raised medians, as well as driveway consolidation and landscaping. The second phase, more long term, would be to realign the 7th/6th intersection and north of 7th would be on hold for the time being.

Brief discussion was held on the property owners in that area. It was noted that there was pushback in the past because many saw this plan as being placed on their backs through the formation of a District. Council discussed the fact that improvements in this area would benefit the entire City.

Mr. Eberhard said that they were looking at \$1.5 million in the BBB funds to address some of these issues.

Mr. Burke said that staff would also like to start the planning of the diversions. Whether they go with a lane diet or not, there is likely to continue to be pressure on the other streets.

A break was held from 2:30 p.m. to 2:45 p.m.

4. ***Discussion of City Manager 2014 Work Program**

Mr. Burke then reviewed his 2014 Work Program (Exhibit A attached).

5. **INFORMATIONAL ITEMS AND REPORTS FROM COUNCIL AND STAFF,
REQUESTS FOR FUTURE AGENDA ITEMS**

None

6. **Adjournment**

The Mini Budget Retreat of January 23, 2014, adjourned at 3:19 p.m.

MAYOR

ATTEST:

CITY CLERK