

**MINUTES OF THE
REGULAR MEETING OF THE COMMON
COUNCIL OF THE TOWN OF STAR VALLEY**

**Tuesday, July 16, 2019 at 6:00 pm
3675 East Highway 260, Star Valley, AZ
(Star Valley Town Hall)**

The Agenda for the meeting is as follows:

- PRAYER was offered by Pastor Mark Pratt of Tonto Village Chapel.
- PLEDGE OF ALLEGIANCE
- CALL TO ORDER

- ROLL CALL:

Vice Mayor McKinney X, Council Member Davis X, Council Member Armington X, Council Member Binney X, Council Member Rappaport X, Council Member McDaniel X, Mayor Coon X.

- **HELLSGATE FIRE DISTRICT REPORTS FOR JUNE 2019**

Chief Wisner with Hellsgate Fire District was not in attendance.

- **CONSENT AGENDA ITEMS:**

All items listed under the Consent Agenda will be voted on with one motion. If discussion is desired regarding any Consent Agenda item, that item will be removed from the Consent Agenda and voted on separately.

A. Approval of the minutes from the Regular Council Meeting held on June 18, 2019.

B. Approval of Claims Payable from June 16, 2019 through July 15, 2019 for the General Fund and for the Water Department.

A motion to approve consent agenda items A and B was made by Council Member Davis and was seconded by Council Member Armington.

A roll call vote was taken:

Vice Mayor McKinney X, Council Member Davis X, Council Member Armington X, Council Member Binney X, Council Member Rappaport X, Council Member McDaniel X, Mayor Coon X.

The motion was voted on and passed 7 - 0.

- **DISCUSSION ITEMS:**

1. **Discussion and possible action regarding restriping of SR-260 business corridor open to public hearing. Presentation by ADOT.**

Mayor Coon reported that Kerry Wilcoxon, the State Traffic Safety Engineer with ADOT will present the design options. After his presentation the council will have an opportunity to ask questions and comment and that will be followed by a public hearing to allow comments from the audience. Town Manager Grier stated the Town is glad everyone came out for the process. Since becoming incorporated the Town has heard foremost safety concerns on Highway 260. The council has heard that and has tried to respond with everything they can to make the highway safer for the citizens of Star Valley. It has been a frustrating experience and procedure for the Town as we get more and more traffic from the valley. Mr. Grier reported the Town has tried photo enforcement to slow traffic, but legislation took that tool away. The Town has looked at different options such as a round-about, traffic lights and rumble strips. The speed verification signs at both ends of Town are an effective tool and the Town has worked with ADOT in placing messages to “slow down” on the overhead sign. Council Member Armington, reported Mr. Grier, has placed the sleeping smoky on one end of Town and that has been effective. Yet the Town still has the issue of speeding and an unsafe highway.

Mr. Grier stated he thinks it’s the combination of things that slow down traffic and become effective. In working with ADOT, reported Mr. Grier, a round-about, traffic lights and pedestrian crossing were looked at and are not options. The Town has voted for streetlights and he thinks that may help in slowing down traffic. ADOT and no one here tonight has an agenda and the meeting was set up to listen to the public, pointed out Mr. Grier. Mr. Grier explained that ADOT did a road safety assessment for an evaluation of the road and came up with options that may work for the Town. It is a continued effort of the Town to make the road safer for the citizens of Star Valley. Mayor Coon explained at the end of the ADOT presentation there will be a question and answer session with council and the public.

Kerry Wilcoxon, the State Traffic Safety Engineer explained that ADOT conducted a Roadway Operations Assessment in November 2018 at the request of Star Valley. When doing the road assessment, they looked at the business district (see handout provided) segment of road and the crash history for five years from July 2013 through June 2018. They found fifty-nine total reported crashes on this segment of road. Mr. Wilcoxon reported there were no fatalities and nineteen injury crashes, which included three serious injury crashes, which is fairly low for a road like this. Overall the road appears to be operating safely. Mr. Wilcoxon stated ADOT knows there are concerns about speeding and safety among residents. The roadway is also below capacity which means that you have more lane space than you have vehicles most of the time. What that means and why that’s important, from a traffic engineering standpoint, is that when you have lots of room on a road everyone drives faster. Having excess capacity generally means you are going to be driving too fast for the road or too fast for conditions and we see that here, stated Mr. Wilcoxon.

Mr. Wilcoxon explained there are traffic calming opportunities and they revolve around two things and they are both optional. One is called the “Lane Diet” and one is called the “Road Diet.” These options are reversible and can be taken out, pointed out Mr. Wilcoxon. The “Lane Diet” would take the outside curb lane and narrow it up physically by putting in a four to six-foot striped buffer or shoulder. Right now, reported Mr. Wilcoxon, the outside lane is about sixteen feet wide in most places. In a “Lane Diet” ADOT would take the outside curb lane from sixteen feet down to either twelve or ten feet which would make it similar in width to the inside lane which is about ten feet. That does two things – it pushes the traffic further away from the sidewalk, which by doing so, creates better visibility triangles; and it would optically narrow the travel lane. Mr. Wilcoxon explained if people are traveling too fast in that

lane, they might travel slower because they are actually moved closer to the inside lane. Some of the drawbacks, reported Mr. Wilcoxon, – it doesn't actually eliminate the capacity; and it doesn't remove the complexity of trying to turn left across the road.

The "Road Diet" is probably the most controversial and is actually more drastic, stated Mr. Wilcoxon. It is a traffic calming option that is used throughout the country and is reversible. "Road Diets" are designed for roads like this which normally have about under 20,000 vehicles a day. Mr. Wilcoxon explained that ADOT would take the outside lane, which is a thru lane right now, and would turn that into a right turn lane or acceleration lane. It's supposed to work by removing the option to pass other people and traffic speed would be dictated by the slowest moving vehicle. In theory there is less traffic that you are crossing and less risk to that crossing movement. The benefits, reported Mr. Wilcoxon, – it reduces the number of lanes to cross for left turns; improves visibility on curves; provides a bigger buffer between the travel lane and pedestrians; provides dedicated right turn lanes; may result in lower average speeds and usually eliminates the highest speeds; and it can be taken out if it doesn't work. The drawbacks are that it reduces the capacity by 50% and it doesn't prevent speeding. Mr. Wilcoxon stated ADOT has no agenda and if the Town wants to do something what they would recommend is trying the "Lane Diet". If it works leave it, if not change it back. If it slows the speed and makes citizens more comfortable it might be worth it, stated Mr. Wilcoxon.

Mayor Coon asked council if they have any comments. Council Member Binney asked what the procedure is for changing the road back to the existing configuration and how long that would take. Mr. Wilcoxon answered it would be a phone call and take about two to four weeks. Council Member Davis commented that he would like the widening of Lion Springs project back on ADOT's five-year plan. Council Member Davis stated he does not think the road needs to be tightened up and if the Town were to do anything, he would recommend the "Lane Diet." Council Member Davis asked if that actually slows people down. Mr. Wilcoxon answered it could and that ADOT has had success with it sometimes and sometimes it hasn't worked. Council Member Davis stated he does not want to inconvenience citizens or travelers and would like to leave the road alone. Council Member Rappaport commented people barrel through the Town. A round-about is cost prohibitive and the town can't put in a traffic light. Council Member Rappaport stated she feels the best thing is to get the traffic through here as fast as possible without speeding. If we have streetlights people will know we are here, stated Council Member Rappaport.

Council Member Armington commented the speed limit in the Town of Payson is 35mph and it doesn't impede the traffic. The Town has asked for a 35mph speed limit and that will be the Town's solution, stated Council Member Armington. Mr. Wilcoxon responded there are problems with lowering the speed limit. There is a state law, explained Mr. Wilcoxon, that says speed limits are set based on what's called the 85th percentile speed. Basically 85% of the traffic has to be traveling at or below the posted speed limit for it to be set. From a traffic safety standpoint, when you have a speed limit that is set appropriately what you invariably get is people drive the speed that the road feels comfortable with. The difference in speed between someone who is abiding the law and someone who is traveling at a comfortable speed is ten to thirty miles an hour. That's a bad wreck if someone speeding runs into someone driving the 35mph speed limit. Lowering the speed limit to 35mph would increase the speed differential and increase the severity of crashes and will not necessarily change the behavior, stated Mr. Wilcoxon. Council Member McDaniel asked if the Town tried the "Lane Diet" or the "Road Diet" and it didn't work could the Town try going to the 35mph speed limit. Mr. Wilcoxon answered that the "Lane Diet" is a traffic calming tool and the speed limit is a traffic regulation and traffic regulation can't be changed as an experiment. Council Member Rappaport stated she would love to have the 35mph speed limit but doesn't think that will happen. Council Member Binney asked when a bypass would be put in to

get rid of the whole problem. Mr. Wilcoxon responded it is an option that is not likely to happen anytime soon.

Mayor Coon opened the meeting up to public hearing. Kathy Hall of 3933 E. Highway 260 suggested the Town install blinking lights with the speed limit, like the one at the Tyler Parkway intersection, on either side of Town. John Hanna of 24 Saddleback Trail asked how far west it would be engineered. Mr. Wilcoxon answered the limits of Star Valley or wherever council chooses within the limits of Star Valley. Mr. Hanna stated he lives on Highline and can't get out because vehicles are coming so fast down the hill. Mr. Wilcoxon answered ADOT could neck it down before Highline. Tina Terry of 115 Springdale Dr. stated she is one of the Moonlight contingent and that turning left or right is scary. Mrs. Terry commented a right turn lane appeals to her but turning left out of Moonlight is truly a scary proposition. It's about as bad as it can be now and if it gets any worse there will be serious deaths, injuries and a lot of people backed up on Moonlight with nowhere to go. Mr. Wilcoxon responded the "Road Diet" would give the Town a right turn/acceleration lane; there would be fewer lanes to turn across which would make a left turn less complicated; and it could potentially slow traffic down. Mrs. Terry stated everyone tries not to go into Town on Sunday night. Mr. Wilcoxon pointed out that emergency vehicles could legally take the curb lane with the "Road Diet". Mrs. Terry stated to get out of Moonlight and insert yourself into the traffic that is going into Payson is what everyone is concerned about.

Carol Blann of 45 Walters Lane commented that she has to make a dead stop to turn onto Walters Lane because of how small and narrow it is and that it is not even wide enough for two cars. Ms. Blann stated somehow ADOT needs to look at the exits and she thinks by having a larger exit place it would solve a little bit of the problem. Bob O'Connor of 738 S. Moonlight Dr. stated he has three suggestions for ADOT. He would like them to maintain the weeds at the sites and do something about the pipe rail that goes across Moonlight that gets in the way of people's vision. Mr. O'Connor stated he feels ADOT created a problem with the signage to "reduce speed ahead" as drivers are now speeding up between that sign and the 45mph flashing sign. Mr. Wilcoxon responded ADOT can look at sign placement and that either the "Lane Diet" or the "Road Diet" would hopefully clear up the problem of visibility coming out of Moonlight and give a little more of a buffer. Bill Cunningham of 171 N. Dealers Choice Rd. stated he has never seen anyone being cited for a traffic situation in Star Valley and that he likes the idea of a 35mph speed limit and the "Road Diet" for any changes on the roadway. Mr. Cunningham asked about law enforcement and why we don't see them out here.

Bob Monnich of 521 N. Pinon Rd. responded the Sheriff does not have the manpower to put on traffic. Mr. Monnich suggests the Town purchase a police vehicle and pay the salary plus benefits of one officer. Dedicate that officer to this stretch of highway for forty hours a week and within six months the Town will get its money back. Tim Deegan of 93 N. Sky Run asked if there would be a possibility of restricting traffic speed coming down the canyon in anticipation of the 45mph speed limit. Mr. Wilcoxon responded changing the speed limit further up the road isn't going to change the behavior. Garah Monnich of 521 N. Pinon Rd. questioned if more signage and warning leading up to the speed limit sign would help. Mr. Wilcoxon answered it is a possibility but questioned if additional signage can make a difference. Dennis Elliott of 3933 E. Highway 260 commented that no matter what the Town does it is not going to slow the people down. He would like to keep it the same and leave it alone. Roy Haught of 345 Garrels Dr. stated Mr. Wilcoxon made some key points – east of Town there is basically already a diet lane, which gets crowded; and bringing things in and crowding people together will make them go slower. Mr. Haught stated it seems like when you crowd cars together things go wrong. The sign can say whatever, but we are always going to deal with speeders, and it has to get enforced but there are only so many law enforcement officers. Mr. Haught pointed out that Mr. Wilcoxon said the road is fairly safe compared to other roads. Mr. Haught asked the council and ADOT to concentrate on putting Lion

Springs back on the agenda. If you put people in one lane on a Friday afternoon on a busy weekend it would be next to impossible to make a left turn to head to Payson. In his observation, stated Mr. Haught, he does not think it will work.

Ann Scribner of the Lamplighter asked why Paradise Valley still has photo enforcement. Mr. Wilcoxon answered their photo enforcement is on city streets and it can't be done on a state highway. Mr. Wilcoxon stated he is personally a big advocate of photo enforcement. He knows it works and that it is a tool in the toolbox that can't be used. Mark Terry of 115 Springdale Dr. stated that he always sees traffic enforcement up through Heber on his way to Show Low. The highway patrol always has people pulled over up there, reported Mr. Terry. Mr. Wilcoxon responded the law enforcement on this road is the county and his impression was, at the time, their main concern is not in Town but on Lion Springs and further to the east. Sheriff Offices generally track the amount of time they patrol certain roads and that should be available. They are short staffed and have a big area to cover, stated Mr. Wilcoxon. Richard Likens of 83 S. Hillside Dr. asked for the actual numbers of the traffic and if a traffic survey has been done. Mr. Wilcoxon responded the speed signs count traffic for ADOT. Mr. Likens responded that is very rudimentary because they are not getting directional. Mr. Wilcoxon responded they are not getting directional but are getting counts for eastbound and westbound. Mr. Likens countered the numbers are not true. ADOT is only counting the traffic coming at the cameras, reported Mr. Wilcoxon. Mr. Likens asked what the capacity of the road is because if at capacity the state would have to do a bypass. Mr. Wilcoxon corrected Mr. Likens and said the state would have to consider a bypass. ADOT is getting directional traffic counts. They are not official traffic counts, but that is something ADOT could gather. Mr. Wilcoxon reported the traffic counts from the speed signs are about 12,000 to 14,000 on a normal day and on a high weekend it goes above 20,000.

Toni German of Garrels Dr. asked Chief Wisner if he's had instances where the fire trucks couldn't get through on busy weekends because traffic has all lanes blocked. Chief Wisner with Hellsgate answered yes and where they really run into a problem is Lion Springs. If their one staffed engine runs out past the Lion Springs segment on one of those weekends where it's bumper to bumper it is out of its best strategic location and stuck in that traffic. By law, explained Chief Wisner, they can't go around the traffic. If they could they would have to go suicide against traffic, which is not right for them to do. Chief Wisner stated he does not know how the "Lane Diet" will work with his engines and is very skeptical. Sandee Cunningham of 171 N. Dealers Choice Rd stated she thinks the Town should hire a policeman and a car because she has never seen anyone stopped here and asked if there is any future for four lanes up that way. Mr. Wilcoxon answered that segment of the 260 keeps coming off the five-year plan. Larry Ralston commented to leave the highway the way it is. It's a state highway and the Highway Patrol should enforce the speed limits. Nannette Shelledy of 215 S. Houston Creek Circle commented she likes the idea of hiring a police officer and questioned if the fines get paid to the state or the Town. Ms. Shelledy commented the road should stay as is and the Town should hire a police officer. Karen Benjamin of 95 Sky Run Lane commented where the road narrows from four lanes to two is an extreme bottleneck. It will be really hard to get traffic through Star Valley on the weekends if lanes are reduced from four to two. Mayor Coon closed the public hearing portion and asked if council had any additional comments. Council Member Binney stated in defense of the Sheriff he has seen them in Town working tag team on giving out tickets. The Town already spends close to half a million dollars a year for additional Sheriff protection. They have a real hiring problem, stated Council Member Binney. Throwing in another hundred or two hundred thousand dollars will gain the Town nothing.

A motion to not recommend ADOT to restripe the Highway 260 corridor in accordance with the "road diet" was made by Council Member Davis and was seconded by Council Member Armington.

A roll call vote was taken:

Vice Mayor McKinney Yes, Council Member Davis Yes, Council Member Armington Yes, Council Member Binney Yes, Council Member Rappaport Yes, Council Member McDaniel Yes, Mayor Coon Yes.

The motion was voted on and passed 7 – 0.

Council Member Binney pointed out the motion did not mention the “Lane Diet”. Town Manager Grier explained council can make another motion, so that it is clear, and move to make no changes on Highway 260.

A second motion to not make any changes to the way the road is currently was made by Council Member Davis and was seconded by Council Member Armington.

A roll call vote was taken:

Vice Mayor McKinney Yes, Council Member Davis Yes, Council Member Armington Yes, Council Member Binney Yes, Council Member Rappaport Yes, Council Member McDaniel Yes, Mayor Coon Yes.

The motion was voted on and passed 7 – 0.

2. Discussion, public hearing and possible action regarding selection of a Community Development Block Grant (“CDBG”) project for FY2019. Presentation by Finance Administrator Nutt.

Finance Administrator Nutt stated this is the second public hearing to allocate Community Development Block Grant funds to infrastructure projects in low to moderate income areas within Star Valley. In the first public hearing held on June 4th three projects were identified as viable options for the approximately \$270,000.00 in funds. Ms. Nutt explained Community Development Block Grant funds are provided by Housing and Urban Development on the federal level and are monitored by the Arizona Department of Housing on the local level. The grant funds are then executed within the Town. Notice of this meeting and the three optional projects to be discussed was made available to the public through publication in the local newspaper and the Town’s designated posting sites. Ms. Nutt described the three options that were covered at the previous meeting. Option 1 is the replacement of aging and undersized mainline water pipe along parts of Moonlight Dr., Sunbeam, Garrels, and Emmett’s Way. The project will lay a mix of 8”, 6”, and 4” C900 pipe throughout this project area to remove aged and undersized lines, reroute lines away from private property, and to ensure reliable service of potable water and adequate fire suppression to this subdivision. Option 2 is the installation of two 25,000-gallon water tanks and a booster pump at the Circle K well site. Water tanks increase water storage capacity by 50,000-gallons, increasing potable water supply and fire suppression in the Milky Way subdivision. Option 3 is development and connection of the Valley Road well. Development of this well, along with new piping, will connect citizens in the Valley Road area currently without access to the Town’s water system. Ms. Nutt explained this item is open to deliberation by council as well as open to public comment. If the council is of a majority mind to approve one of the three listed projects, they are welcome to instruct staff to apply for that project. If a new project is considered by council or mentioned and would like to be further researched, council will not be able to vote that project in this evening and additional public hearings will have to be scheduled to consider that new option.

The Mayor opened the meeting up for public comments. Chief Wisner with Hellsgate Fire District commented on the project to increase the pipe sizing and stated he thinks the wording is wrong – it shouldn’t be “adequate” fire supply because he doesn’t believe that those pipe sizes will be adequate fire protection supplies. The water is no use to us if it’s underground. It has to have a fire hydrant and there are no fire hydrants in some of the areas listed. It doesn’t increase fire protection for that area,

reported Chief Wisner. Chief Wisner recommended the project be re-worded from “adequate” to “it could be helpful and improve the fire protection for that area.” Chief Wisner commented on the project for the 25,000-gallon water tanks and explained a residential area requires a 1000 gallon per minute required fire flow and storage for two hours which is 120,000 gallons of storage. He recommended looking at the price of a single 120,000-gallon tank at that facility if the goal is to provide the Milky Way subdivision with adequate storage. There were no further public comments and Mayor Coon closed that portion. Town Manager Grier responded he respects Chief Wisner’s view toward fire protection. The Town’s first responsibility is potable water and there are some real infrastructure needs to improve and provide potable water. He understands the needs for fire protection, but those needs would take away from the cost of the priority need of potable water. Mr. Grier stated it is something the Town can look to in future projects. The project as presented is well designed to improve aging infrastructure and provide potable water to the community. Mayor Coon commented it would be worth looking into Chief Wisner’s suggestion at some point. Council Member Armington stated it is very important to get the pipelines off private property before something happens and agrees with the Town Manager that the Option 1 project needs to go ahead.

A motion to approve the use of FY2019 CDBG funds for infrastructure improvements, aging pipeline replacement and rerouting water lines away from private property around the Moonlight, Garrels and Sunbeam area was made by Council Member Davis and was seconded by Council Member Armington.

A roll call vote was taken:

Vice Mayor McKinney Yes, Council Member Davis Yes, Council Member Armington Yes, Council Member Binney Yes, Council Member Rappaport Yes, Council Member McDaniel Yes, Mayor Coon Yes.

The motion was voted on and passed 7 – 0.

- **COMMENTS FROM THE PUBLIC**

During this portion of the meeting, members of the public may address the Town Council on items that are not on the printed agenda. Any remarks shall be addressed to the Council as a whole and not to any individual member. Speakers are limited to three (3) minutes per person unless additional time is granted by the Mayor. The Council may not discuss or act upon matters raised during public comments.

The Mayor opened this portion of the meeting up for public comments.

There were no further comments and the Mayor closed this portion of the meeting.

- **ADJOURNMENT**

A motion to adjourn the meeting was made by Council Member Davis and was seconded by Council Member Rappaport.

The motion was voted on and passed 7 – 0.

APPROVED:

Gary Coon, Mayor

Date: _____

ATTEST:

Edie Chapin, Town Clerk

CERTIFICATION:

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the regular meeting of the Town Council of the Town of Star Valley held on the 16th day of July 2019. I further certify that the meeting was duly called and held, and that a quorum was present.

Dated this 17th day of July 2019.

Edie Chapin, Town Clerk