# City of Prescott Unpaved Streets Project
# Community Meeting Summary

*April 11, 2008*

On March 27, 2008, the City of Prescott held a meeting for residents of the Unpaved Streets FY 2009 project area. Teaming with PBS&J, the design consultant, and ESMpr, public outreach specialists, the City made outreach efforts to area residents and property owners to address project-related questions and concerns. Approximately 40 people attended the meeting. 50 percent of the attendees submitted comments and 18 questions were asked during the short question and answer session with City of Prescott and PBS&J staff. This document summarizes the questions and responses. Used in conjunction with the complete record of public comments currently being developed, this document will aid in design and give the City of Prescott an understanding of public sentiment surrounding the Unpaved Streets FY 2009 project.

The question and answer session followed a brief presentation which explained the needs and objectives of the project. Questions asked by the public were answered by representatives from PBS&J and the City of Prescott. These questions were recorded, along with the person responding to the questions. The initials used correspond to the following people:

SR – Suresh Raghavendra, Designer, PBS&J
GH – George Henderson, Program Director, City of Prescott
ST – Scott Tkach, City Engineer, City of Prescott

**1. Are there plans for sidewalks?**
SR: No.

**2. Will the power lines be above or below ground?**
SR: This is yet to be determined and the utility companies that own those lines make those decisions. They will likely remain above ground.

**3. Is the road wide enough for bike lanes or a bike path?**
SR: Please add this as a comment for consideration during design.
ST: I would like to clarify this answer. We have three main types of roads – arterial, collectors, and local. Local roads have lower speed limits and less traffic. The standard across the city is to provide bike lanes on higher volume roads, to separate bike and vehicle traffic. That is why bike lanes are generally not included on local streets.

**4. How do you get Pear Drive added to the project?**
ST: The city currently has several programs which guide improvement. One of these programs is unpaved streets. The city has identified and prioritized unpaved streets based on various criteria, including safety, service, politics, and the needs of other programs, such as utility upgrades. We would have to look and see where Pear Drive fits into that prioritization.
GH: Please make that a written comment so the city can respond.

**5. Will Park get paved?**
GH: I would need to check on that.

ST: This is tough times for road improvement. Sunset is coming for the 1% sales tax which funds road improvement. There is a finite amount of money to fund all the projects city-wide. If this tax goes away, we will be competing for funds from the general fund. We would like to perform all the necessary projects, but this is the scenario we are currently looking at regarding where the money is coming from.

**6. Is it true that this project is budgeted to be done this year?**
ST: Yes. Because the city is not allowed to turn a profit on the 1% sales tax revenue generated, the tax must be spent in a certain way. We have currently allocated funds to cover this project; it is a "done deal."

**7. Will there be a raised curb or will the pavement end in dirt?**
SR: The pavement will end in dirt.
GH: Certain parts of the roadway will have curb, but only to direct the flow of water.
SR: This is exactly correct. For example, the existing curb on Idylwild Road towards Gurley Street will be extended.

**8. I am a Pear Drive resident, and the dust is terrible. Any chance for dust abatement?**
GH: Please submit a comment in writing and I will refer your comment to the Operations Department.

**9. Do the anticipated August utility relocations mean the streets will be dug up at that time, and if so, why not do it all at once, instead of twice?**
GH: Private utilities need to relocate their services to allow for roadway improvement. The water lines and sewer lines are city utilities and will be improved with the roadwork. Prior to the roadwork, you will see digging in the roadway to locate and move existing gas and other utility lines.
ST: When the project is awarded to the contractor, outreach efforts will answer these questions.

**10. I am concerned with pedestrian safety and feel like pavement will mean faster traffic. Can we include speed bumps in the design?**
SR: Please put "speed control" on your comment form and submit your comments before you leave.

**11. Does "drainage improvement" mean storm drain installation?**
SR: Yes. It also refers to improvement of the current situation where water overtops the road.

**12. I am concerned about safety. On every paved street, they fly. When this is no longer a "country lane" they will do the same thing. I would like something more specific which points to a safer roadway.**
SR: We are not doing these improvements to encourage motorists to speed. Motorists do this now and will continue to do this regardless of whether the street is paved or not. We are looking at safety concerning water topping the road, snow plow and other maintenance access, emergency vehicle access, and 24 feet of paved roadway width.
GH: I could have this discussion with any neighborhood in the city and they would all say the same thing, speeders are an issue. Please put these comments on the comment forms and submit them for consideration.

**13. On Oregon Street, the Fire Department will not let the community install speed bumps.**
ST: This is not true. There is speed control on several streets and the Fire Department utilizes those streets. There is a lot your neighborhood can do to petition the city for speed control along Oregon.

**14. According to the plans, the 1700 Block will be unpaved. Why leave the one block unpaved?**
GH: Folks past the intersection of Idylwild and Lindbergh have not been willing to cede right-of-way for the project. The 1700 block of Idylwild Road is a designated roadway, not a dedicated roadway. As such, the city will not improve this section of roadway. If the landowners cede the roadway to the city, we would include it in the project; however, as the project advances it becomes increasingly difficult to incorporate new sections.

**15. How do you reconcile property rights for utilities with these designated roadways?**
GH: Utility easements allow for city water and sewer to run along these roadways. However, as designated roadways, not dedicated roadways, the city rarely maintains these roads.

**16. Does everyone want this project?**
GH: Well, there is one person who doesn't…
(At this point the audience begins a dialogue amongst themselves. One person says "There is more than one!" and another person begins recounting a history of the project when people were asked to vote. As this history was being told, a dispute broke out regarding whether the citizens wanted this project historically or not. Suresh Raghavendra stepped in and asked the crowd to move forward with the Q&A.)

**17. I would like clarification – is Idylwild a "residential" street? And why is there no posted speed limit?**
GH: Idylwild is technically a "local" which is the same as a "residential."
ST: We can post the speed limit. This is an easy step we can do to make the road safer.

**18. For those interested in walking and/or riding, can we get an additional four feet of road?**
GH: Please let me play devil's advocate for a moment. Four additional feet of roadway would change the cross-section of the road, change drainage issues significantly, and remove more trees than residents usually find acceptable. Also, residential streets throughout the city do not have bike lanes, and putting them on your street would open the door for other neighborhoods to request them.
ST: Correct. The cost of acquiring the additional four feet of roadway would make the project too expensive to be performed. Unless the residents would like to give the city the additional four feet of roadway, I see no way to acquire it using the current budgeted funds. Also, if the city grants one exemption to the standards, then where is the fairness? How do we answer that question when it is asked by another neighborhood which did not receive the same sort of "Cadillac roadway?"

**19. You mention 2 12-foot lanes with drainage "ditches" on either side. Will there be on-street parking?**
ST: We will look at it, but in general, we discourage parking along residential streets. Desire of the community would dictate whether or not we put No Parking signs up.

**20. About the new pavement - people let their dogs poop on the roads and do not clean it up. We are all breathing that dried fecal matter. Most people do not know they can be fined for not picking up their dog poop. Is there any way the city will be able to post the ordinance which requires people to clean up their dog poop?**
ST: Please submit a comment and we will consider that.

# City of Prescott Unpaved Streets Project
# Summary of Comments Received

*May 5, 2008*

The City of Prescott is currently designing roadway and city utility improvements to parts of Idylwild Road, Lindbergh Drive, and Ring Drive as part of the Prescott Unpaved Streets Fiscal Year 2009 project. Project team representatives have made outreach to the neighborhood. The residents have provided comments which the project team will review for consideration in design and follow up as needed with individual residents regarding their issues. Requests for designers to make property visits will be considered to ensure residents have an understanding of how the roadway design interfaces with their property. The following is a summary of the comments received by April 11, 2008. Any future comments received will be forwarded to the project team immediately.

The following is a summation of the comments received:

13 people identified high speed in the project area as an issue. Posting a speed limit sign and speed calming devices (such as speed bumps) were suggested mitigation techniques.

5 people identified dust control as a positive outcome of the project.

4 people identified specific drainage issues within the project corridor.

4 people requested keeping Lindbergh Drive narrow, to preserve the "country lane" feel and save as many trees as possible.

3 people requested to have utility lines buried, instead of their current overhead configuration.

3 people requested bike lanes.

2 people requested Buttermilk Lane be paved.

2 people requested paving Paar Drive.

The following were requested by only one individual:
- Paving of Linwood and Whitney.
- Paving of Lindbergh Lane (off Lindbergh Road).
- Posting of ordinance requiring pet owners to clean up after their dog.
- Paving of the 1700 block of Idylwild.
- Paving of Streba Road.
- Installation of sidewalks.

6 people requested site visits from the project team. ESMpr staff will work with the project team to respond to each resident on an individual basis.