



# TOWN OF JEROME

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Incorporated 1899

## Minutes General Plan Steering Committee Wednesday, April 22, 2015 6:00 p.m. Jerome Fire Station, 101 Clark Street

### ITEM 1: Call to Order/Roll Call

Doug Freund called the meeting to order at 6:10

Roll call was taken by Al Sengstock, Zoning Administrator: Members present Doug Freund, Suzy Mound, Mimi Currier, Henry Melody and Margie Hardie.

Jane Moore and Denise Guth were excused. Anne Gayle was not present.

Staff present: Al Sengstock, Zoning Administrator and Joni Savage, Deputy Clerk

Discussion ensued about moving the meeting to 600 Clark Street. Everyone agreed to move the meeting place and Mr. Sengstock said he would confirm the availability.

### ITEM 2: Approve meeting minutes of March 25, 2015

Suzy Mound made a motion to accept the minutes as amended and it was seconded by Mimi Currier. The minutes were approved unanimously.

### ITEM 3: Public Comment

There was no public comment.

### ITEM 4: Review and approve changes from last session.

Mr. Sengstock interjected that he would make the change that Mr. Freund recommended.

Referring to the purpose of the Circulation Element Statement: Mr. Freund asked Mr. Sengstock if he could change the statement to follow what had been in the minutes. He stated he wanted to make a point that transportation within the Town is pedestrian reflecting the statement in the Minutes of March 25, 2015 page 2.

Although the primary mode of transportation to and from Jerome destinations is vehicular, pedestrian paths and corridors are the primary mode of circulation within the Town. Bicycle and equestrian paths shall be considered part of a complete circulation system.

The committee agreed that Mr. Freund's statement would be used in the new Plan.

Mr. Freund asked about **Policy #6**. He believes that there is a goal and a policy in that statement. It might want to be added to a Circulation Goal.

Mr. Sengstock stated **Policy #6** would be changed to **(Goal 5)**: Enforce all fire lane, double parking and roadway obstruction ordinances. The committee agreed.

Ms. Hardie directed Mr. Sengstock to some typographical errors. Change to: Develop and improve directional/safety sign and street striping; which assures signage that is clearly visible to all pedestrians and drivers.

Mr. Freund wanted to start the sentence for page 3 Item 8 to read: For any major commercial or residential development.

Ms. Mound opined that major should be removed from the statement.

Mr. Sengstock mentioned that one building would not be considered major. The builder must protect our street... for any new construction, rather than for any commercial or residential.

Ms. Hardie doesn't see where they are responsible.

Mr. Sengstock said whomever signs the permit is the one responsible.

Mr. Sengstock reiterated For any new construction the actual installation (page3 of AI's changes) upgrading of roads and intersections based on traffic studies performed by a certified traffic engineer. It was decided to use owner/builder. He went on to say that whomever signed for the permit is responsible for any damage done to streets or sidewalks during construction.

Ms. Currier doesn't want us to use major in Policy #8. She believes one house can have a major impact on streets.

Determine the impact of any proposed development on our streets and sidewalks and require needed upgrades or repair are accomplished prior to the final inspection. And must protect our streets and be responsible for any damage caused.

Mr. Sengstock said that a traffic study would not be practical for the construction of one new building. This would only be necessary for a development including several buildings.

Mr. Freund thought that perhaps major should stay in the policy.

It was decided Mr. Sengstock will work on the statement for Policy #8.

Mr. Freund brought up Policy #9, and again it was decided to delete this policy.

#10 To encourage off-street parking in all areas of the Town. All new construction and expanded uses must require the necessary parking to permit the use.

Mr. Sengstock said a 6<sup>th</sup> goal could be to consider ways to maximize use of existing parking throughout town.

Mr. Freund said to encourage merchants/business owners to use off street parking.

Ms. Currier mentioned re-stripping parking places can add additional parking spaces.

Mr. Sengstock noted the Goal #6 is to maximize use of existing parking. And the policy is to encourage off-street parking and require all new construction and expanded uses

## **ITEM 5: Continue review of Circulation Element Including Changes**

Mr. Sengstock is now referring to the Railroad section. He has shortened it to read Current Transportation Routes Serving Jerome.

Although we no longer have railroad passenger service to our area, the tourist train rides provided from Clarkdale do bring tourists into our community. Connecting Jerome to this tourist attraction via shuttle services as well as investigating the possible use of railroad right-of-ways for hiking and biking opportunities should be investigated.

Mr. Sengstock discussed further the hiking trails and railroad right-of-ways that could be connected through to Clarkdale.

Mr. Freund read historical information about the railroad. During its mining hey day Jerome relied heavily upon the railroad. The United Verde and Pacific Railroad completed in 1895 connected the Town to the outside world via Jerome Junction and Chino Valley. When open pit mining began and the smelting operation was moved to Clarkdale, new rail lines brought the ore down the mountain to the smelter. The Verde Valley Rail Road was built in 1911 connecting Douglas to Drake through the Verde Canyon. This rail line has remained in use long after the mines and smelter closed. In 1990 the Verde Canyon Railroad began operation as a scenic excursion line. An

average of 90,000 people per year ride the rails into the Verde Canyon. Like Jerome, the Verde Canyon Railroad is a destination, which attracts history minded tourists. He is not sure if that much detail needs to be incorporated. The members seemed to like the statement Mr. Freund had read.

Mr. Sengstock said he would blend that in with the other information.

Mr. Sengstock moved on to the Airport Portion. He drew conclusions based on what has actually occurred. There is now shuttle service that travels to Cottonwood from Sky Harbor Airport. He would like to get Jerome included in that shuttle service. He will get more specific information about this service.

Mr. Freund transitioned into surrounding Highway Systems (page 4 of 12 on AI's handout). He has an ADOT publication that gives the history of the highway systems in Arizona, what roads were built and at what point. It might be interesting to work that history in. He volunteered to work something up on this section.

### **Existing Circulation:**

The committee discussed Mr. Sengstock's circulations interpretation of, Jerome's internal road system is in need of repair and maintenance. Many residential streets are unpaved or are partially paved and are barely navigable by today's vehicles. Although 89A, our main street, is generally well maintained traffic flow would be improved by paving on street parking areas and clearly striping and marking streets with on pavement directional arrows, signs and striping. Identifying funding streams to support street improvements as well as developing creative alternative parking options must be a primary objective of our community as we move into the future.

Mr. Freund agrees with Ms. Currier and is hesitant to promote paving. He believes the parking across from the Mile High could possibly be paved.

Mr. Sengstock is merely describing how paving is an example of clearly striping for parking spaces. Diagonal parking creates a wider travel path and more parking spaces.

Mr. Sengstock will work on the Existing circulation.

### **New Goals and Objectives:**

**Item 1:** They discussed possibly doing a street and parking survey. They discussed a citizen's roads and transportation committee.

Mr. Sengstock read: Implement a new parking survey and questionnaire throughout the community which will be used to work with staff and the planning and zoning commission to develop possible funding streams for future improvement.

Ms. Mound discussed a possible survey every five years.

Ms. Hardie said regularly do a parking survey or change implement to periodically collect data through a parking survey and questionnaire.

The goal was changed to: Regularly review parking and transportation issues to develop a street improvement plan and to work with Town staff to develop possible funding streams for future improvements.

Mr. Freund isn't sure if we need to include possible funding streams.

Mr. Sengstock said it is very important to have funds prior to our great ideas.

Ms. Hardie believes it should be kept in there.

Mr. Sengstock said rather than the word develop use the word consider.

Mr. Freund said the survey could generate questions and ideas to consider funding streams.

There were no other comments or ideas on the objective.

**Item 2:** Mr. Sengstock read: Create an updated circulation map, which prioritizes needed street improvements based on drainage, parking sign locations, pedestrian walkways, street types, traffic counts and accident incidents.

Ms. Hardie said Create sounds to me like it is a one-time deal. The change made was Maintain a current circulation map to replace Create an updated circulation map. She also asked if historical significance needed to be added.

It was decided to delete Item 2 altogether.

### **Item 3: Circulation Maps**

Mr. Sengstock said there are two separate exhibits.

Arterials – He expanded this statement: Although such streets normally move high volumes of traffic with limited direct access from private properties, 89A is our only arterial which carries high traffic volumes through our Town. However, due to the historic location of homes and businesses there is a high volume of access onto the street from individual properties.

Local Streets – He read the statement. Primarily provide access to residential private property, such streets generally carry a low traffic volume and low design speeds.

Ms. Hardie said on the arterial statement she would like to make a point that 89A is our main street.

Mr. Sengstock said it was described earlier. It was decided no expansion was required.

Mr. Sengstock suggested changing it to Circulation Planning. He read the new statement starting with: Topography is the primary reason why road configuration options are limited. We will need some pictures for examples. Many of our existing streets are affected by retaining walls, many of which are in need of repair. The cost of maintaining and improving many of our streets is beyond the current financial capacity of the Town. So our challenge is to develop funding mechanisms which will allow us to both keep our historic streetscape while keeping our streets safe.

Mr. Freund suggested change it to Jerome's unique topography.

Many of our existing streets are supported by retaining walls. We are limited by historical structures and topography which constrain street development. The committee discussed the phrase affected by retaining walls. They tried to come up with a word to replace affected. Mr. Sengstock eliminated the sentence from the phrase. No one agreed or disagreed.

He read the changes into this statement. Jerome's unique topography is the primary reason why road configuration options are limited. The cost of maintaining and improving our streets is an ongoing financial challenge.

Ms. Currier said to add historic status are the primary after topography...

Mr. Freund said to add where practical after improving.

Ms. Hardie questioned what is practical and who would decide?

Mr. Sengstock adjusted the statement further...Are the primary reasons why road configuration options are limited. The cost of maintain streets is an ongoing financial challenge. Our primary objective is to keep our historic streetscape, while keeping our streets safe.

As we move forward we will complete an inventory of the location and condition of all signs, guard rails, sidewalks and railings needing replacement or repair. It is our objective to reduce sign clutter as efforts to provide safe and clear direction to our driving citizens and visitors, as well as provide safe and navigable sidewalks and pedestrian and bike paths. We will pursue possible grants and any other funding sources as an effort to make such improvements.

Ms. Hardie asked about excessive signs in the commercial district.

Discussion ensued about sign clutter.

Mr. Freund asked about the drainage study and was wondering when it would be completed.

Mr. Sengstock said that a drainage study had been done in the past, however we would need pictures to demonstrate.

Talked about a drainage study. We would need pictures to demonstrate. Many improvements have been made from past drainage studies. Clark and Main has been negatively impacted by drainage issues. This is more of a current statement.

Ms. Hardie went back to the previous statement. She believes that driving citizens might sound better if changed to drivers and pedestrians.

Mr. Freund said we should remove our whenever possible.

Ms. Hardie moved on to the next paragraph about a survey. She asked what information is being gathered by this questionnaire. She agrees that this section should be removed or re-written.

Mr. Sengstock will redo the drainage paragraph on page 7 of 12 after discussing with Ms. Gallagher and Mr. Dement.

**Safety Improvements:**

Mr. Sengstock read from the 1981 plan. Repaving of 89A through Town would increase speed...

Ms. Hardie asked if this was even our responsibility.

Mr. Sengstock said, although consideration was given....rather it was decided to continue with an ongoing maintenance plan.

Mr. Freund believes it was cobblestone in 1981.

Many committee members said it was paved in 1981.

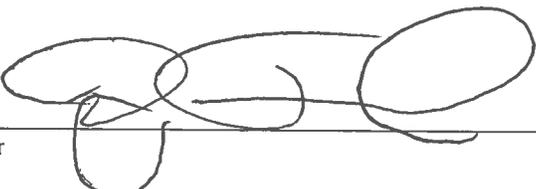
**ITEM 6: Future Agenda Items**

***Continued work on safety improvements.***

**ITEM 7: Adjournment**

Henry Melody made a motion to adjourn it was seconded by Suzy Mound. The meeting adjourned at 8:00 p.m.

*Respectfully submitted by Joni Savage on May 27, 2015.*

Approved:  Date: 5/27/15  
 Chair

Attest: \_\_\_\_\_ Date: \_\_\_\_\_  
 Vice Chair