AGENDA 2:00 P.M.

CITY COUNCIL MEETING — REVISED — WEDNESDAY, MAY 28, 2025

NOTES:

- Meeting room is wheelchair accessible. American Disabilities Act (ADA) accommodations are available upon request. Please phone 928-282-3113 at least two (2) business days in advance.
- City Council Meeting Agenda Packets are available on the City's website at:

www.SedonaAZ.gov

THE MEETING CAN BE VIEWED LIVE ON THE CITY'S WEBSITE AT WWW.SEDONAAZ.GOV OR ON CABLE CHANNEL 4.

GUIDELINES FOR PUBLIC COMMENT

PURPOSE:

- To allow the public to provide input to the City Council on a particular subject scheduled on the agenda.
- This is not a question/answer session.
- The decision to receive Public Comment during Work Sessions/Special City Council meetings is at the discretion of the Mayor.

PROCEDURES:

- Fill out a "Comment Card" and deliver it to the City Clerk.
- When recognized, use the podium/microphone.
- State your:
  1. Name and
  2. City of Residence
- Limit comments to **3 MINUTES.**
- Submit written comments to the City Clerk.

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE/MOMENT OF SILENCE

2. ROLL CALL

3. SPECIAL BUSINESS

LINK TO DOCUMENT =

a. AB 3153 **Discussion/possible direction** regarding Sedona In Motion (SIM) projects overview with updates on Transit and Uptown Parking.
b. Recognition of Sedona Police Sergeant Christopher Stevens.
c. **Discussion/possible action** regarding ideas for future meetings/agenda items.

4. EXECUTIVE SESSION

Upon a public majority vote of the members constituting a quorum, the Council may hold an Executive Session that is not open to the public for the following purposes:

a. To consult with legal counsel for advice regarding matters listed on this agenda per A.R.S. § 38-431.03(A)(3).
b. Return to open session. Discussion/possible action regarding executive session items.

5. ADJOURNMENT

Posted: 5/22/2025

By: MG

JoAnne Cook, CMC, City Clerk

Note: Pursuant to A.R.S. § 38-431.02(B) notice is hereby given to the members of the City Council and to the general public that the Council will hold the above open meeting. Members of the City Council will attend either in person or by telephone, video, or internet communications. The Council may vote to go into executive session on any agenda item, pursuant to A.R.S. § 38-431.03(A)(3) and (4) for discussion and consultation for legal advice with the City Attorney. Because various other commissions, committees and/or boards may speak at Council meetings, notice is also given that four or more members of these other City commissions, boards, or committees may be in attendance.

A copy of the packet with material relating to the agenda items is typically available for review by the public in the Clerk's office after 1:00 p.m. the Thursday prior to the Council meeting and on the City's website at www.SedonaAZ.gov. The Council Chambers is accessible to people with disabilities, in compliance with the Federal 504 and ADA laws. Those with needs for special typeface print, may request these at the Clerk's Office. All requests should be made **forty-eight hours** prior to the meeting.

NOTICE TO PARENTS AND LEGAL GUARDIANS: Parents and legal guardians have the right to consent before the City of Sedona makes a video or voice recording of a minor child, pursuant to A.R.S. § 1-602(A)(9). The Sedona City Council meetings are recorded and may be viewed on the City of Sedona website. If you permit your child to attend/participate in a televised City Council meeting, a recording will be made. You may exercise your right not to consent by not allowing your child to attend/participate in the meeting.

CITY COUNCIL CHAMBERS
102 ROADRUNNER DRIVE, SEDONA, AZ

The mission of the City of Sedona government is to provide exemplary municipal services that are consistent with our values, history, culture and unique beauty.

CITY COUNCIL AGENDA BILL

AB 3153
May 28, 2025
Special Business

Agenda Item: 3a
Proposed Action & Subject: Discussion/possible direction regarding Sedona In Motion (SIM) projects overview with updates on Transit and Uptown Parking.

Department	Public Works / Kurt Harris
Time to Present	180 min
Total Time for Item	200 min
Other Council Meetings	March 27, June 13, August 15, December 11, 2018; March 27, May 29, July 23, October 22, 2019; February 11, June 24, October 14, 2020; February 24, June 9, October 12, 2021; January 25, May 11, October 12, 2022; April 11, August 9, December 13, 2023; April 24, July 10, November 13, 2024, February 26, 2025
Exhibits	A. Presentation to be sent to council prior to council meeting.

Finance Approval	Reviewed 5/12/2025 BGW
City Attorney Approval	Reviewed 5/14/25 KWC
City Manager's Recommendation	Reviewed ABS 5/15/25

Expenditure Required	
$	NA
Amount Budgeted	
$	NA
Account No. (Description)	

SUMMARY STATEMENT

Background:
The January 2018 City of Sedona Transportation Master Plan (TMP) evaluated Citywide transportation needs and concluded with recommended strategies to address the congestion and mobility needs of residents, visitors, and commuters. These strategies have been developed into a system of capital improvement projects that collectively have been identified and promoted as the Sedona In Motion (SIM) program. The SIM program is a multi-modal transportation initiative embracing Sedona's community values for improved traffic flow, community connections, business and tourism connections, economic vitality and diversity, environmental stewardship, walkability, and a sense of place.

At the November 13, 2024, City Council meeting, staff provided a SIM update which included the opening of Pedestrian Crossing at Oak Creek (SIM 4C) in time for Labor Day, Transit update by Robert Weber (former Transit Administrator), introduction to Lance Lunsway,

Parking Manager and associated priorities. On February 26, 2025, staff provided an introduction of Amber Wagner, the new Transit Administrator, and an update of the Traction Dashboard on traffic volume concerning travel time improvements. This subject presentation on May 28th will continue with a SIM overview of strategies, successes, and setbacks focusing on transit, Uptown parking, and other high-priority projects. Amber Wagner, Transit Administrator, will provide an update of metrics from the November 13, 2024, meeting. This will be followed by Lance Lunsway presenting Parking Garage and Uptown parking updates. Next will be a dashboard overview of current findings showing traffic modeling of current travel time and future project benefits. Then staff will provide an update on other key projects.

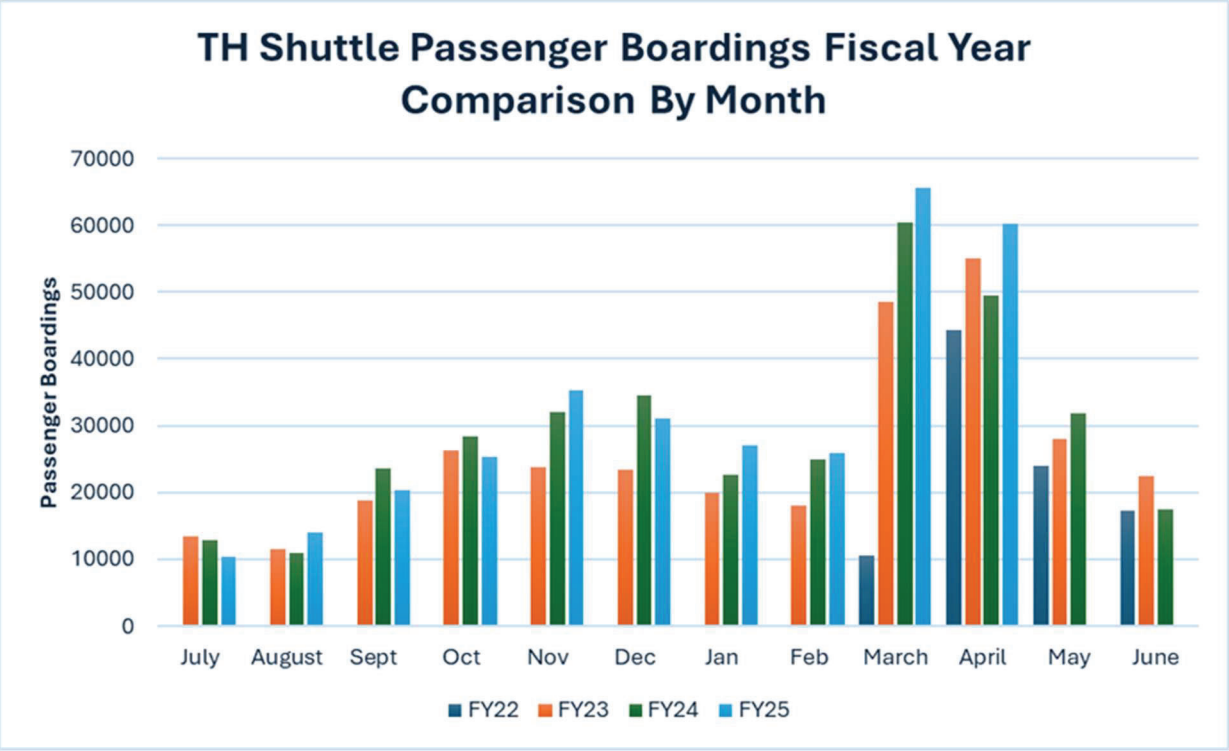
Please note this update follows the Public Works' understanding of the council's level of interest with the next SIM Update currently scheduled for August 27, 2025.

Transit Update: SIM-7/8 Enhanced Transit Service

Sedona Shuttle Trailhead Routes

As of April 30, 2025, the Sedona Shuttle system has recorded **1,069,712** passenger boardings since its launch on March 24, 2022.

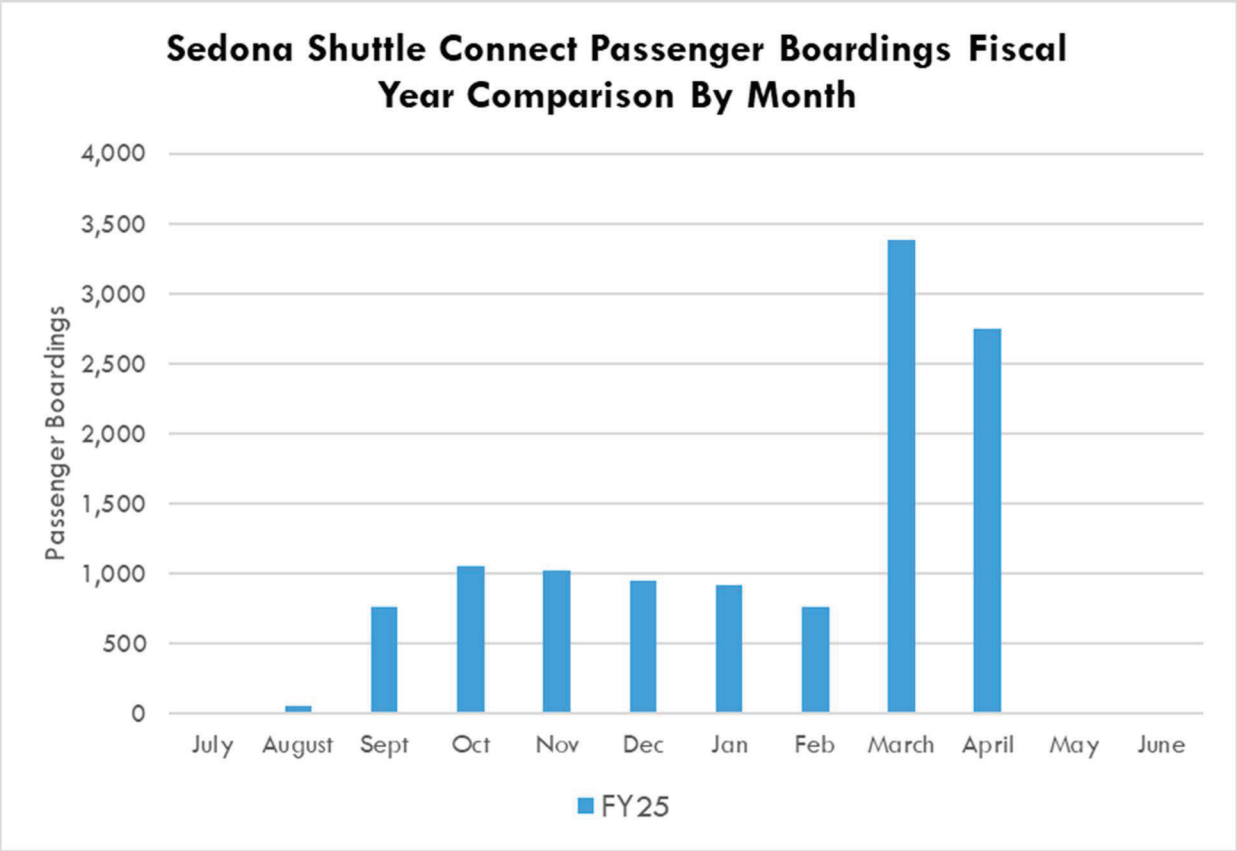
Notably, on March 27, 2025, the Trailhead Routes service welcomed its one-millionth rider—a major milestone that highlights the City's ongoing commitment to providing effective transportation alternatives. The shuttle plays a vital role in Sedona's traffic management strategy by helping to reduce the number of vehicles on city arterials and in neighborhood streets.



Sedona Shuttle Connect – On-Demand Service

As of Sunday, April 27, 2025, the Sedona Shuttle Connect on-demand service has been successfully operating for 174 days since its launch on August 22, 2024. During that time, the service completed 6,330 trips and transported a total of 11,673 passengers.

Sedona Shuttle Connect continues to fill a critical transportation gap in the community, particularly for residents who do not own a vehicle or choose not to drive. The service also supports the Sedona Community Plan Circulation Goal to reduce dependency on single-occupancy vehicles, especially during the peak visitor season. By offering a flexible, convenient, and affordable mobility option, the service reduces traffic congestion, improves access to local destinations, and enhances the quality of life for both residents and visitors.



Sedona Shuttle Connect Performance Summary (through April 27, 2025):

Indicator	Measure
Total Completed Trips	6,330
Total Passengers	11,673
Average Wait Time	4–12 minutes*
On-Time Performance[1]	85%
Percentage of Shared Rides[2]	50–60%

** Wait times vary depending on traffic conditions and peak demand periods.*
[1] Trips picked up within the scheduled service window.
[2] Trips with two or more passengers grouped together.

To promote the Sedona Shuttle Connect on-demand service this summer, the City is implementing a comprehensive marketing strategy. Efforts include distributing updated printed materials at hotels and businesses, providing promotional items at events, and utilizing City and tourism channels—such as regular newsletters, press releases, social media, and potential digital advertising. A major focus is raising awareness of extended evening service through June, with targeted outreach to residents, short-term rental owners, local businesses, and concierges. Additional exposure comes from shuttle display screens and in-room hotel videos. In partnership with the STAC chair and volunteers, a free ride coupon campaign is also being launched with the concierges to encourage Connect on-demand service use through the end of June. It's staff's hope that the free tickets make it easy for people to first think of using the Shuttle to get around Sedona, rather than their car.

Staff will continue to track performance, adjust as needed, and provide regular updates as the service evolves.

Uptown Circulator Study

To support the City's parking efforts in Uptown, this study will evaluate the feasibility of a future fixed-route circulator shuttle connecting the new parking garage with key visitor destinations, including Uptown, Tlaquepaque, and the Hillside shopping center.

In addition to exploring new service options, the study will review existing transit services to identify opportunities for improved connectivity and system integration. The overall goal is to promote a seamless "park once" experience—enabling visitors and residents to easily access major activity centers without the need to drive between them. This supports the City's broader goals of reducing traffic congestion, supporting local businesses, and enhancing mobility and the overall experience in Sedona.

The study will be funded through Section 5311 Federal Transit Administration (FTA) planning grant, which will cover 80% of the total cost. A 20% local match is required. Completion of the study will significantly strengthen the City's ability to pursue additional federal operating assistance and capital funding to support future transit implementation.

Project Summary

- Total Budget: $45,650 (including $36,520 in ADOT federal funding and $9,130 in local funds)
- Status: Active solicitation – Proposal evaluation complete
- Next Steps: Negotiation with preferred vendor and contract execution
- Tentative Project Kick-Off: June 2025

Staff will continue to provide updates as the project progresses.

Transit Maintenance & Operations Facility

The city is currently in the design phase for a proposed Transit Operations and Maintenance Facility. Construction of the facility has been expected to mainly come from grant funding. This facility is an important component of the City's long-term transit strategy and essential to supporting a safe, efficient, and sustainable low to zero-emission transit fleet.

A $1.8 million design contract was awarded to Kimley-Horn in January 2025, with the project officially kicking off in March. The design project is expected to take approximately 16 months to complete. It is currently in the space programming and concept design stage.

Background and Funding

In July 2022, the city applied for Federal Transit Administration (FTA) 5339 Bus and Bus Facilities grant funding to support the design and engineering of the facility. On February 8, 2023, ADOT issued a Preliminary Award for the project, pending final FTA funding. The final grant award was issued by ADOT on November 1, 2023, following FTA approval.

The project is funded with $720,000 in FTA 5339 grant funds, requiring a minimum of $180,000 local match. The proposed facility would be constructed on City-owned land adjacent to the wastewater treatment plant.

Further discussion of transit grant funding, the Sedona Transit Implementation Plan, and capital planning efforts including the proposed Transit Operations and Maintenance Facility will be held with Council in late June.

Parking Management: SIM-3

Athena Partners Strategy Group will discuss the appropriate slides in the presentation. The following is a summary of the status of projects with future action items:

1. Parking and Management System (including garage): Athena Partners Strategy Group (Athena) has been hired to provide expert input in the development of the parking management system. Some considerations under evaluation include:
    - Detection: currently Athena believes the license plate recognition (LPR) camera system will best fit the needs for the Sedona Parking Program. The LPR would also be a guidance, payment, and enforcement system. Athena can report further on the benefits of this technology. The selection of a vendor for LPR will begin shortly.
    - Mobile Phone Application: Payment options will include both a mobile phone application and a physical kiosk. The application also guides the user in how to efficiently navigate through wayfinding to available spaces. Our goal is to develop a streamlined system utilizing one app for parking, transit, and multi-modal travel for convenience.
    - Implementation: This project will be in conjunction with the construction of the garage, with installation in the garage occurring prior to completion. Also, the technology will initially be installed in one of the Uptown surface parking lots as a trial.
    - Timeframe: The consultant recommendations will be based on the study is to be completed by the Summer of 2025. Implementation in Fall/Winter 2025.

2. Resident Permit Parking: Develop and incorporate permit-parking-only zones for residential streets in Uptown. Including considering possible street improvements that would create a physical delineation between residential and commercial parking zones.
    - Timeframe: The study is to be complete by the Summer of 2025 and start implementation in Fall/Winter 2025.
3. Employee Parking: Work with Uptown businesses to develop and coordinate designated employee parking.
    - Timeframe: The consultant engaged with over 30 businesses in April, and is currently surveying business owners and employees. Compile findings and develop a strategy by Summer 2025 and start implementing in Fall/Winter 2025.
4. Parking Fee Structure: Develop a fee structure program for parking fees, in Uptown and then other areas of the city. The program will look to develop incentives/disincentives, which support wayfinding, traffic efficiency, and transit.
    - Timeframe: The consultant will make recommendations. The study is to be completed by Summer/Fall 2025 and start implementation in Winter 2025-6.

Parking Planning Projects:

1. Parking Consolidation: Develop a plan for the consolidation of the existing public parking lots in Uptown to encourage the use of the Uptown Parking Garage and make circulation more efficient.
    - Timeframe: The study is to be completed by Summer/Fall 2025 and start implementation in Winter 2025-6.

Additional Parking Manager tasks include:

- Uptown Parking Study and possible Community Focus Area (CFA): The Community Development and Public Works Departments will collaborate in completing a specific parking study and/or a Uptown Community Focus Area (CFA) based on schedule, applicability, and workloads.
    - Timeframe: The new City Senior Planner is in the process of being hired and will assist in determining the next steps for contracting a consultant based on council priorities, timelines, and associated scope.
- Multi-Modal: Overseeing the Sedona Trails & Paths System (ST&PS) capital improvement, maintenance, and operation. Considering future improvement priorities.
    - Timeframe: Currently working on programming, maintenance, and operations. Also, discussions are ongoing concerning future improvement priorities to facilitate council discussions.

Traffic Data Dashboard Update:

Public Works will present an overview of Sedona In Motion (SIM) past, current, and future travel time improvements focusing on the Y-Roundabout. The data dashboard will be used to demonstrate the ability to observe traffic improvements when comparing the past to current traffic conditions as SIM projects come online.

Below is an overview of the Y-Roundabout (all three legs of SR89a & SR179 of traffic direction towards the Y) to demonstrate the known contrasting variability of data sets between the first third of the calendar 2024 and 2025 years on Saturdays for the entire month showing the total travel times and traffic volumes. This allows a comparison between low visitation (January/February) and high visitation months of Spring Break (March/April). Saturday traffic data for each month is used as the typical peak traffic.

Y RAB Travel Time Saturday Traffic Comparisons - 2024 vs 2025				
Month	Total Avg Daily Vol 2024	Total Avg Daily Vol. 2025	Total Peak Travel Time 2024 (min)	Total Peak Travel Time 2025 (min)
January	25,400	26,700	47.2	33.9
February	27,200	30,200	66.1	40.7
March	29,800	31,400	69.4	56.0
April	30,900	33,000	70.3	47.6

Footnotes:

- Total volume and travel times include a summation of the incoming legs of the intersection (SR 89A NB + SR 89A SB + SR 179 NB).

Some key findings from the data include:

- Traffic volume increases between January and April, as expected.
- Travel times increased with increased traffic volume, as expected.
- Traffic volumes increase between 2024 and 2025 while travel times decreased.
- The key changes between the two years are the SIM completed projects; Uptown northbound Improvements – SIM1B (Amara RHT Lane and Forest Road Traffic Signal Road/Zipper Lane), Pedestrian Crossing at Oak Creek – SIM 4C.

With the Forest Road Connection project opening on May 12th the travel time improvement predictions are more complicated as Traction models include both the extension and the garage. The table 2 below, from the Uptown Study, completed three years ago, modeled a 47% improvement in travel time for the entire system.

Table 2. Travel Time Results Comparison – Alt 0

Travel Time Route	Distance (miles)	Existing		Alt 0		Difference	
		Avg	Max	Avg	Max	Avg	Max
SR 89A NB - Airport Rd to Canyon Dr	2.0	12.4	21.1	5.6	9.5	-6.8	-11.6
SR 89A NB - Airport Rd to "Y"	1.2	8.2	16.0	2.6	4.9	-5.6	-11.1
SR 89A NB - "Y" to Rainbow Trout Farm	3.6	10.9	12.1	9.8	12.6	-1.1	0.5
SR 179 NB - Canyon Dr to "Y"	1.1	11.9	18.3	7.9	12.0	-4.0	-6.3
SR 179 NB - Schnebly Hill Rd to Brewer Rd	0.5	3.3	4.9	2.3	3.3	-1.0	-1.6
SR 179 NB - Schnebly Hill Rd to Forest Rd	0.6	7.5	10.7	4.3	7.9	-3.2	-2.7
SR 179 SB - "Y" to Canyon Dr	1.1	3.7	3.8	3.6	3.8	-0.1	-0.1

Figure 3 below shows the total network delay for all vehicles that entered and exited the network during the simulation. The overall network delay is reduced by 47% as a result of the Forest Rd connection and the parking garage. The parking garage and the Forest Rd connection provide congestion relief by offering an alternate route to bypass the "Y" or park near uptown. Drivers do not have circulate in uptown to look for parking. They can directly go to the garage and park there and walk over to uptown.

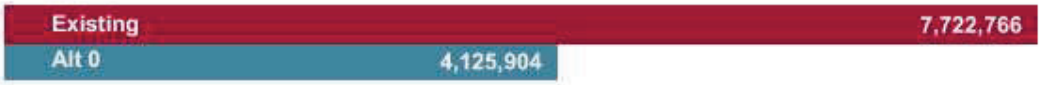


Figure 3. Total Network Delay for All Vehicles – Alt 0

SIM-4F 'Y' Roundabout Adaptive Signals

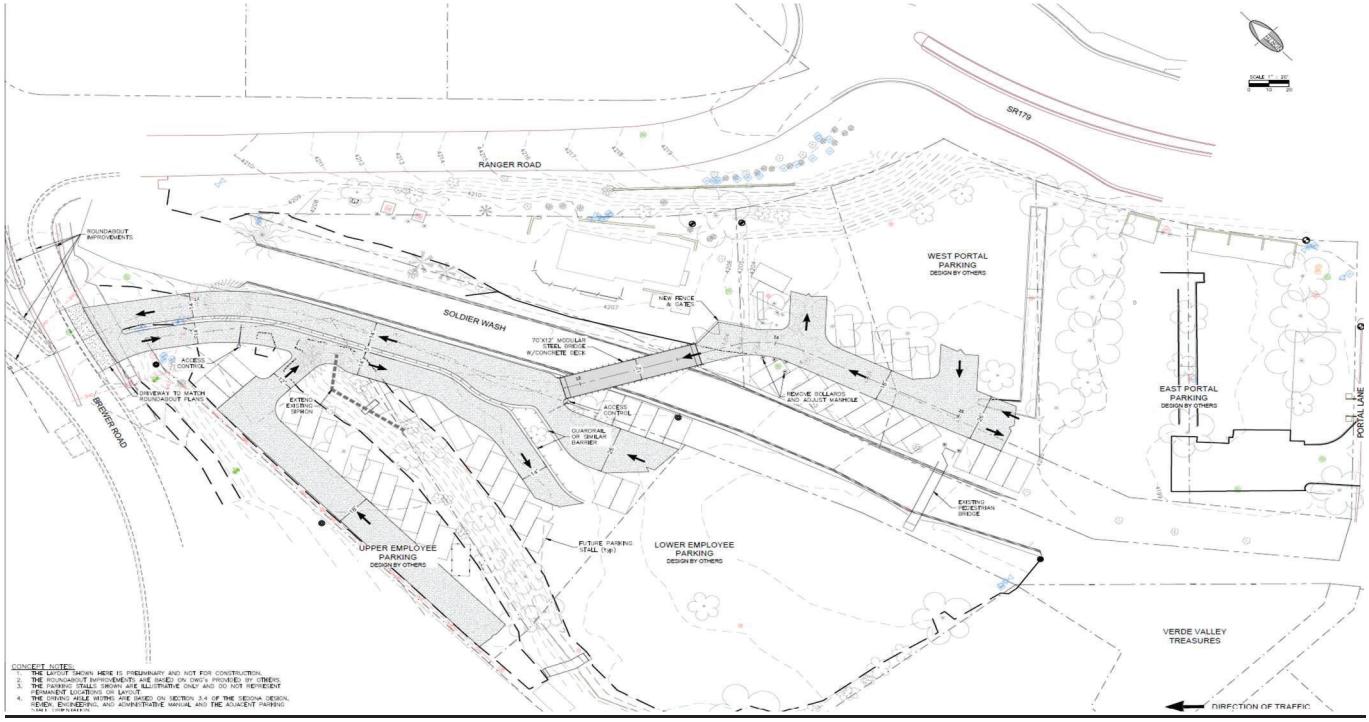
This is an imperative or must-do project that is relatively low cost with high impact to relieve congestion in keeping the roundabout in a free flow condition by creating gaps and preventing vehicles stopping. The final report memo is complete summarizing the five metering test results during holiday peak visitation keeping traffic flowing and demonstrating measurable travel time improvements. An encroachment permit is submitted to ADOT that includes this report memo for approval to proceed to design and construction in FY26. An important finding is that metering traffic must occur before traffic saturation of the roundabout is to be effective and efficient.



As a reminder, the signal metering will incorporate preemption for transit and emergency service, thereby providing priority access. Typically, roundabout metering signals are installed on selected approaches and used on a part-time basis since they are required only when heavy demand conditions occur during peak periods. This is a relatively new approach to solving roundabout capacity deficiencies. There are about half a dozen metered roundabouts operating in the United States in 2020. This will be the first in Arizona. The Y roundabout is rated as having a low level of service at specific hours of the day. Metering also allows for safety benefits to pedestrians/bicyclists in crossings while controlling traffic at those peak hours of the day. The metered signals can be used to improve the flow of traffic on each leg of the roundabout where long vehicle queues tend to form.

SIM-5A Portal Lane to Brewer Road Exit

This is ranked an imperative or must-do project to reduce traffic congestion along SR179 by directing vehicles from the Tlaquepaque parking lot to exit out to Brewer Road for West Sedona or Uptown destinations. A concept exhibit of a one-way single-lane bridge over Soldiers Wash is the best alternative illustrated below with concurrence from the Tlaquepaque partners to increase parking and traffic flow efficiencies. The property owners are in the concept phase of improving their parking lots to incorporate control access features. The city's project will be completed independently and before the property owner's parking lot improvements are implemented. These are separate efforts that are currently being coordinated between both parties. Once the concept design is mutually agreed to, a development agreement for property exchange will begin. As a reminder, the employee-only driveway from Brewer Road is being relocated away from the pending Brewer Road / Ranger Road Roundabout project (SIM5D) and is within the project boundaries and footprint.



SIM-6, Neighborhood Street Connections:

In February 2025, residents were invited to take an online budget survey. The survey asked residents to indicate their level of support for general neighborhood street connections. The result was 56% did not support funding for this effort. From past discussions with individual neighbors, this general lack of support for this strategy is likely an indication of some residents not wanting a connection adjacent to their homes and not wanting increased traffic in their neighborhoods. Staff will only consider potential future projects under this strategy on an individual basis where neighborhood support is gained.

SIM-3A Uptown Parking Garage

McCarthy Building Company is now in full control of the site and has ramped up efforts to complete underground structure features. The underground final wall grouting is being constructed along with shear walls, column footings, and subgrade features (elevator shaft, stormwater sump, etc).

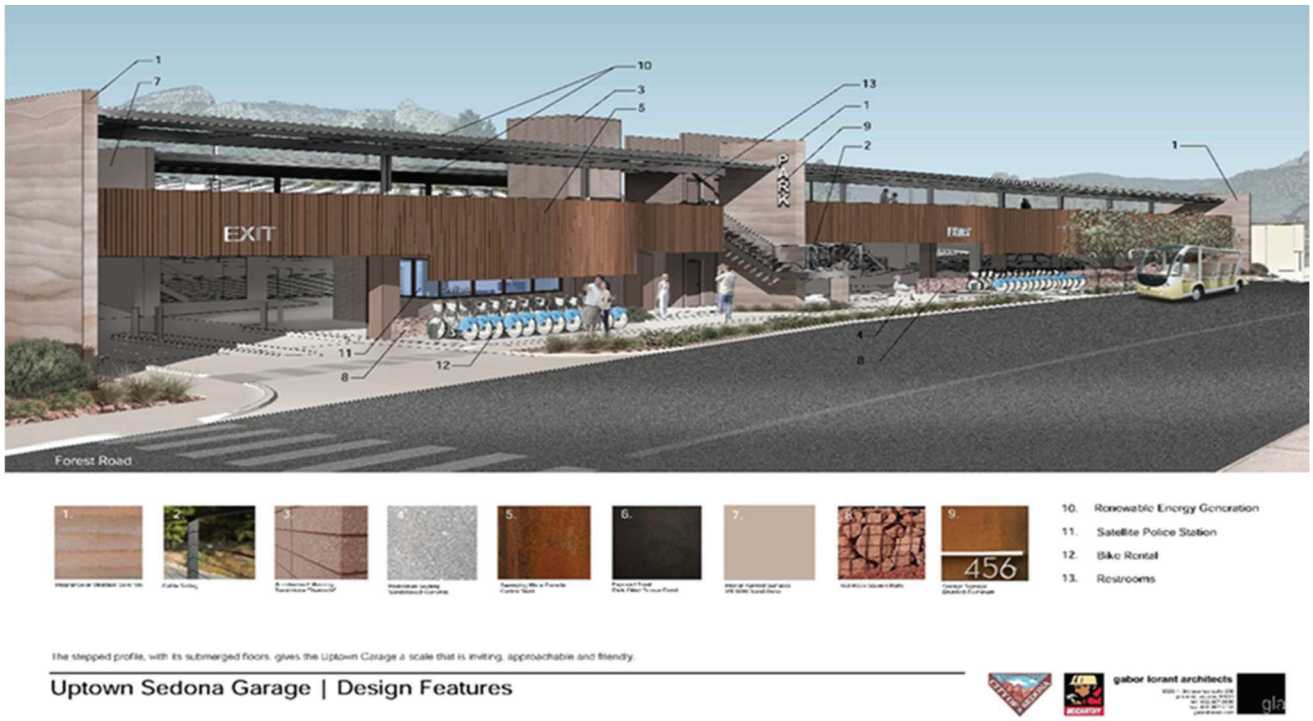
Schedule:
The project schedule is now simplified with only one contractor working in a confined area. The latest project schedule indicates an April 2026 substantial completion and garage opening in May 2026. The access ramp will be removed soon which allows additional space for multiple activities to proceed simultaneously.



Uptown Parking Garage Site on October 10, 2023



Uptown Parking Garage Site on May 19, 2025





Southwest Corner of Garage - Soil Nail Wall



Northwest Corner of Garage - Soil Nail Wall

SIM-5B Forest Road Connection

The new Forest Road Connection is open. The ribbon-cutting ceremony, shown below, was held on Monday, May 12. Final minor work items are being completed requiring temporary traffic control. These final items include landscaping, and replacement of work such as concrete curbs and gutters, sidewalks, and driveways that are not acceptable (cracking, settling, or not to design tolerances).



The Completed Forest Road Connection



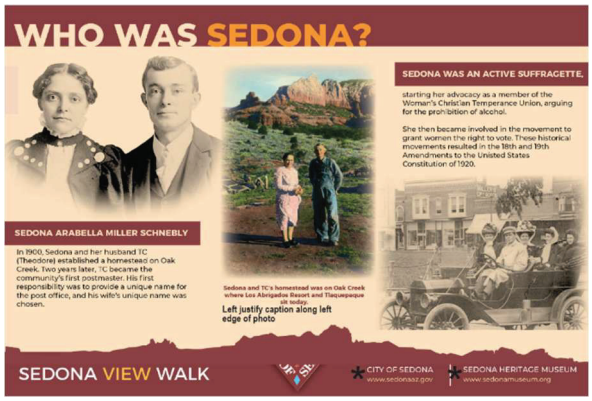
Forest Road Connection Ribbon Cutting on May 12, 2025

SIM 1B Uptown Northbound Improvements to SR89A

The project is substantially complete. On March 22, the Council approved a change order to fund additional pavement rehabilitation that was discovered to be necessary after extensive geotechnical investigation. Combs Construction schedule starts prework on June 5th and paving to start on June 9th as night work. The replacement of the cracked Shared Use Path was completed on May 7th including the animal footprint imprints. Traction traffic data continues to confirm that the zipper merge has maximized vehicle storage capacity removing conflicts at the Y roundabout.

Pending improvements include the following:

- Pavement prework June 5th.
- Mill and fill pavement commencing June 9th.
- Replace concrete seat wall cap - concurrently.
- Install new interpretative panels. This was completed in collaboration with the Historical Preservation Commission, Heritage Museum, Public Works, Planning, Arts and Culture, and City Manager's Office staff. This meets City planning and ADA standards. It also includes installing the Call of the Canyon Sculpture at the north end of the walkway.



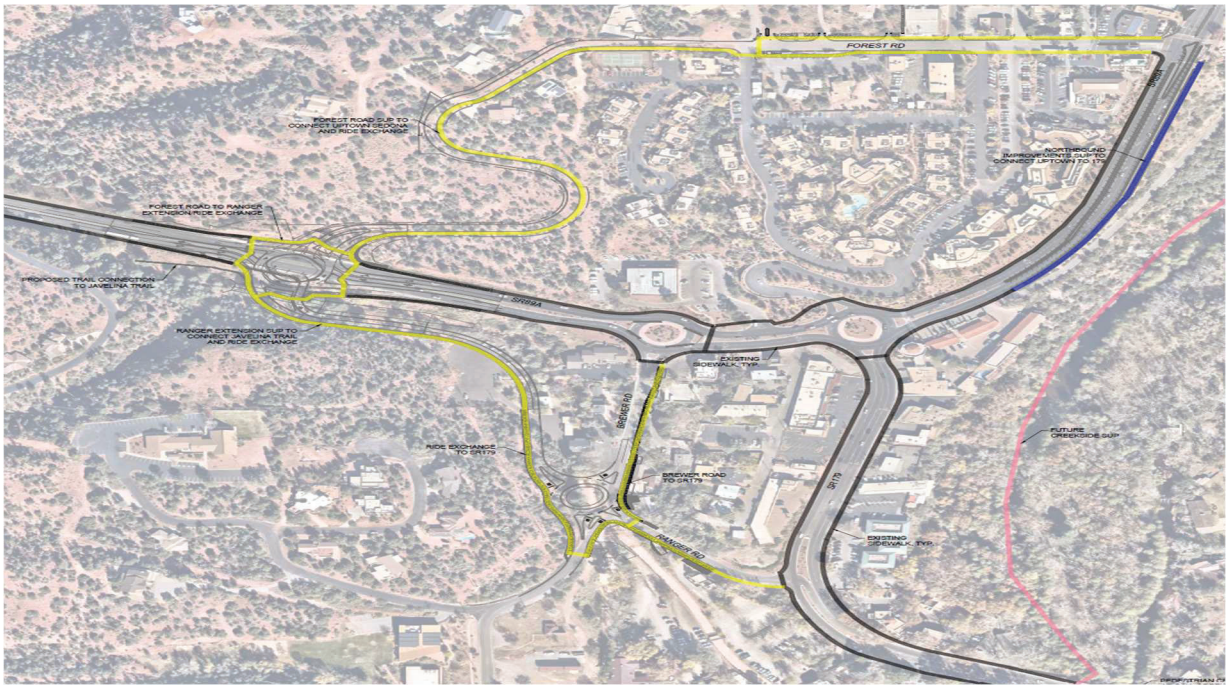
Example of Interpretive Panels



Call of the Canyon Sculpture

SIM-5D Ranger/Brewer & SIM-5E Forest/Ranger/SR89a Intersections with Ranger Extension

These are imperative or must-do projects that are all integrated with improving connectivity in the proximity of the Y Roundabout. The exhibit below demonstrates this interconnectivity between projects with Forest Road Connection (SIM-5B) completion and the Parking Garage (SIM-3A) showing how the Shared Use Paths (yellow) will enhance multimodal (peds/bikes) throughout the business areas. It also highlights the ideal location for the Transit Hub location. Both designs are 100% complete, which increases construction grant award opportunities (shovel-ready) that have been submitted for both projects. This status enables value engineering for alternative analysis and potential economics-to-scale benefits to interchange the construction footprint, construction sequencing, or phasing to leverage grant funding; most importantly maximizing connectivity opportunities if only one project is funded. The schedule of remaining items includes value engineering for cost reduction and constructability with right-of-way and temporary construction easement (TCE) land acquisition agreements for positive outcomes realized by the city and adjacent land owners.





SIM-11 Bicycle and Pedestrian Improvements These projects focus on improvements that can make walking and bicycling safer, more convenient, and more comfortable. The improvements we are currently pursuing begin the path toward a more bike-friendly and walkable Sedona. The GO (Get Outside) Sedona master-planning effort has also been completed. This plan is a blueprint for making Sedona a more walkable and bikeable community over the next 10 years, detailing what improvements the community wants to see and identifying the priority projects to complete. Collectively, the vision for these paths is to brand them as the Sedona Trails & Pathways System or ST&PS. Shared-use pathways are abbreviated as SUP.

Completed Projects:



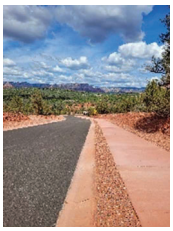
Bicycle Green Lanes



Dry Creek Ph1 SUP



Chapel Road SUP



Hillside Vista Est. SUP



Posse Ground/Soldiers Pass SUP



Sunset Drive SUP



Shelby Drive SUP



Thunder Mtn/Sanborn SUP



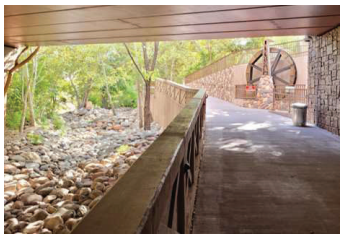
Ranger Station Park SUP's



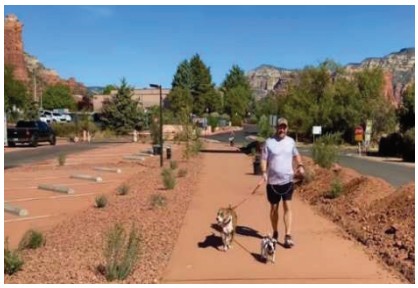
Navoti to Dry Creek SUP



Uptown SUP



Ped Crossing at Oak Creek



Posse Ground/ Pickleball SUP



SR179 SUP Signing & Striping



Dry Creek Rd SUP PhII



Forest Rd SUP

There are now nearly 10 miles of new STℰPS complete. Visit www.sedonaaz.gov/stps for more information on the STℰPS.

Projects Under Design:

- Brewer Road SUP (Grant received for design, construction grant application submitted)
- Navoti Ph 2 SUP (AZ Land Dept Easement received)
- Shelby II SUP (Grant received for construction, in process)
- Coffee Pot Road SUP (RAISE Grant application submitted)

Projects Under Construction:

- Andante SUP
- Dry Creek Road SUP Ph 3 – Gringo Rd SUP to White Bear Road SUP
- Little Horse SUP

SIM-12a, Traveler Information

This is an important or could-do priority project that ADOT is solely funding. The State Transportation Board approved a construction contract on May 16th. The construction is to begin in late summer or early fall. The city has partnered to support the installation of a Dynamic Message Sign (DMS), located on northbound I17, milepost 285.1, just north of the General Crook Trail interchange on-ramp. This DMS is one of five other locations, from Sunset Point to Flagstaff. The DMS will display travel times from south of the Camp Verde exit to Sedona allowing travelers to choose their route between SR 89A via SR 260 versus SR 179. It will also include a Wrong Way Driver Infrared Camera Detection System (WWDICDS). The goal is to reduce congestion by actively informing and allowing motorists to decide what route to travel with current travel time estimations. This DMS installation is made possible by the State's rural broadband initiative (Digital Highways to the Digital Deserts).



SIM-12b, Traveler Information

Traffic cameras are used by staff to monitor traffic, weather, and TCAs and soon Oak Creek flooding. Cameras are mounted on the Pedestrian Bridge to observe Oak Creek during flood stages that are painted on the bridge pier or column. The power and data cable will be connected soon. At the city's Y Building camera poles have been installed to monitor traffic on all legs of the Y Roundabout. The City Information Technology Department is working on how to make the camera photos publicly viewable. Staff will continue to pursue other locations for cameras as well. Staff will evaluate collocating with Police FLOCK Safety License Plate Reader locations. The city is continuing to monitor ongoing travel time information to gauge congestion frequency/duration, and gauge benefits of completed projects. In the meantime, all motorists are encouraged to use AZ511.gov for traffic and travel time information. "Plan your trip, so you don't trip up your plan!"

Climate Action Plan/Sustainability Consistent: ☒**Yes -** ☐**No -** ☐**Not Applicable**

Strategies implemented under this program aim to reduce congestion and improve travel times, which results in reduced vehicle emissions.

Board/Commission Recommendation: ☐**Applicable -** ☒**Not Applicable**

Alternative(s): Not Applicable

I move to: For discussion and possible direction only.