



## 1. CALL TO ORDER

### 1.1 Roll Call:

Chairman Ellsworth called the meeting to order at 1:30 p.m. Roll call was taken via ZOOM teleconference. A quorum was established.

### 1.2 Introduction of Members and Guests:

Committee members and guests introduced themselves and their affiliations, and provided information on their interest in this committee, and the desired outcome of its efforts.

## 2. PUBLIC FORUM:

There were no public comments or members of the public present.

## 3. REVIEW SITE SELECTION ANALYSIS FOR THE SEDONA MAINTENANCE & OPERATIONS FACILITY:

### 3.1 Site Selection Study Presentation (Andrew Baird, PE with Kimley-Horn)

Andrew Baird with Kimley Horn & Associates provided a detailed presentation (attached) discussing:

- A brief review of the Sedona Area Transit Implementation Plan
- The purpose & need for a transit maintenance & operations facility
- Project History
- Site Selection Process
- An analysis of all site locations for the facility that were evaluated during the study
- The justification for the preferred site located at 7420 W. SR 89A – Site #1
- Next Steps

## 4. COMMITTEE COMMENTS:

4.1 Chairmen Ellsworth requested that the Committee members provide comments on Site #1, (Located at 7420 W SR 89A) which is identified as the preferred site location of the Sedona Transit Maintenance & Operations facility within the site selection analysis. The following summarizes the comments made by each STAC Committee member specifically concerning Site #1.

COMMITTEE MEMBER	COMMENTS
Berlly	I support Site #1 for many of the reasons already mentioned, but its probably the only site that won't bring up community outrage.
Casebier	I think Site #1 because of the lack of environmental justice impact, its proximity to Forest Service land, and the fact that it is a city owned parcel. It's a huge piece that NEPA has already been completed and Kimley Horn is going to work on the

	<p>categorical exclusion for us. That part about property value helping us with the FHWA match on the construction grant is also a huge factor in my thinking. There is an issue with the deadhead, but when we get that MicroTransit in place that will reduce some of that deadhead because we will have the Microtransit service ending closer to that site. The accessibility to SR 89A also makes it the most ideal site as well as the lack of neighborhood disturbance.</p>
<p>Ellsworth</p>	<p>My favorite site is Site #1. I have seen all the sites, and I really don't want this transit maintenance facility to be in a neighborhood. The most successful transit maintenance sites I've seen have been apart and have plenty of area where they wouldn't disturb neighborhood peacefulness. I like the fact that it is there on 89 A. But there is another aspect that I see. Getting the right maintenance services has been a major challenge for all of us, to include the Verde Valley Care Givers (VVCG) and Cottonwood Area Transit. We are always looking for a way to collaborate and collaborating with this great site really makes sense. Its on the way to Cottonwood we go there probably thirty times a day with our vehicles, and we are always passing this site. Compared to all the other options, I think this is where we should be with a maintenance facility. Getting across those lanes of traffic has been challenging at some points during the day. Other than that, it far surpasses any of the other options we have. I think we are lucky to have this site. Its already owned by the city and we have already gotten over several hurtles with this site.</p>
<p>Huthwaite</p>	<p>I don't think any of the other sites are even options. Site # 5 is already sold, Sites 3 &amp; 7 are pretty much in the same area, Site 4 no, and then Site #2 I would say no because it would be an absolute disaster. Most of the traffic issues we are having is because of Tlaquepaque I believe. Site #1 makes the most sense. It meets the check marks we need for ADOT. It's a "slam dunk" for us to move forward with Site #1.</p>
<p>O'Donnell</p>	<p>I like the site. One thing I didn't know. I didn't know about the solar panels and that we might be able to add onto them. I think that is absolutely awesome. I have been involved in this transportation talk for probably over five</p>

	<p>years, but I think the only pitfall is that we will have to tow the buses a little bit farther. I would love to see an agreement with Cottonwood to help them maintain their buses. I know that would help Cottonwood because I was very involved with their buses. So, I'm all for Site #1 I think its great, I didn't even know we had an opportunity to acquire land there, so I am 100% for Site #1.</p>
Romig	<p>Site #1 has way more positives than any other site considered, only con is that it is a little bit removed from the community, adding time for transit to travel to and from the site vs. some other sites that have been considered. But it (Site #1) balances out with all of the other considerations to include the potential money savings toward the third phase (Construction) of the project.</p>
Segner	<p>Obviously, Site #1 is the only place to go and makes the most sense. One thing I like about it that has not been brought up is that it's right across the street from 200 acres that the city also owns, and it will be developed someday. If we have a community out there it will have to have bus service to town. To me this is a good way to get bus service out to that area if it is ever developed, which will save traffic, so I think it's the only spot that makes sense.</p>
TenBroek	<p>I have driven all the different sites and considered future developments for many of the proposed sites. Taking into account many of the residential areas of the area, clearly Site # 1 has the topography, the access, &amp; placing it next to another industrial facility makes sense. There was no discussion of sites by Shelby or Sunset to the south near that industrial area, but I am in complete support of Site #1 for the selected site.</p>

4.2 A general discussion among the members and staff was conducted about the proposed, capabilities, amenities, and potential construction costs of the facility. The committee took no action as a result of this discussion.

4.3 Based upon the comments above, Chairman Ellsworth asked the members if the committee was in unanimous agreement that they did not support Sites 2-7. By a show of hands, all committee members indicated that they did not support Sites 2-7 for the Sedona Transit Maintenance and Operations facility.

4.4 Chairman Ellsworth instructed city staff to conduct a roll call vote to reaffirm the Committee's support of Site #1 as the future location of the Sedona Transit Maintenance and Operations facility. A roll call vote was conducted with the following results:

COMMITTEE MEMBER	VOTE
Berlly	Yea
Casebier	Yea
Ellsworth	Yea
Huthwaite	Yea
O'Donnell	Yea
Romig	Yea
Segner	Yea
TenBroek	Yea

The roll call vote was unanimous for the support of Site #1 located at 7420 W SR 89A as the preferred site for the Sedona Transit Maintenance and Operations facility.

**7. ADJOURN:**

With no further business to discuss, Chair Ellsworth adjourned the meeting at 2:36 p.m.

PREPARED BY:   
 Transit Administrator  
 City of Sedona

**Enclosures:** Kimley Horn PowerPoint Presentation: *Sedona Transit Maintenance & Operations Facility – Site Selection*

**NEXT REGULAR MEETING DATE: MONDAY OCTOBER 24, 2022**  
**NEXT MEETING TIME: 1:30 A.M.**  
**VENUE: ZOOM**

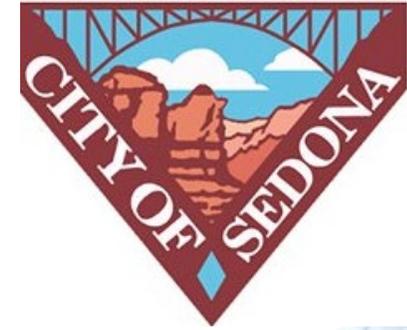
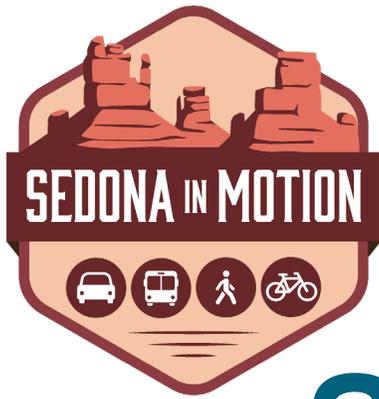
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If information is needed in another language, contact (928) 203-5199. \*Para información en Español llame: Victor Estrada, Right-of-Way Specialist, (928) 204-7800.

Public comments may be submitted for any item on the agenda by contacting the city of Sedona: Mail: Attn: Transit Administrator, 102 Roadrunner Dr., Sedona AZ, 86336 Website: [https://SedonaShuttle.com/ FAQ & More/ Contact-Us/](https://SedonaShuttle.com/FAQ%20%26%20More/Contact-Us/) • Email: [sedonashuttle@sedonashuttle.gov](mailto:sedonashuttle@sedonashuttle.gov) • Phone: (928) 203-5086



# Sedona Transit

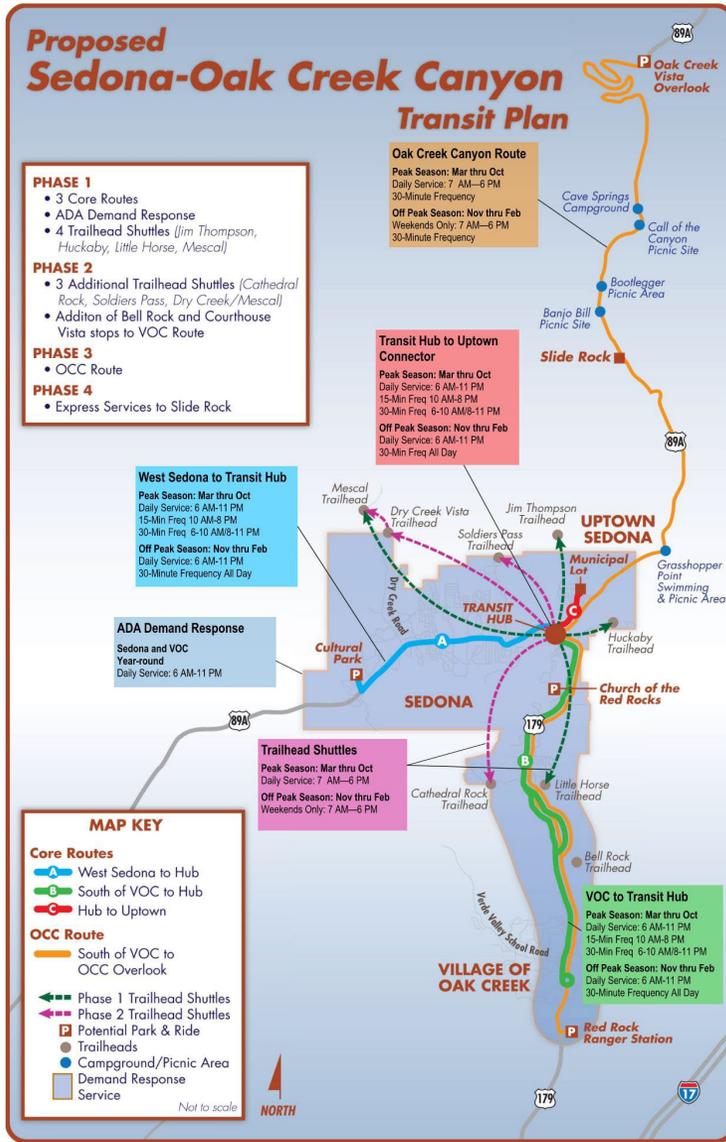
## Maintenance and Operations Facility

Site Selection



Kimley»»Horn

# Proposed Routes from Transit Plan



### What are the benefits of this proposed transit plan?

- Increased Mobility Options**
  - The proposed transit routes will increase mobility options for local residents, visitors and employees of area businesses.
  - Local residents will have easier access to local destinations, including uptown and popular trailheads.
  - The visitor experience will be enhanced for all, and those preferring a car-free vacation will have that option.
  - Employees who live in Sedona and Cottonwood will have improved transportation to businesses throughout the area.
  - Residents and visitors will enjoy improved safety as transit will allow everyone to avoid drinking and driving.
  - Persons with disabilities will have a new mobility option with the ADA demand-response service.
- Connectivity between VOC, Sedona and OCC**
  - The proposed system will provide a frequent and convenient connection between destinations within Sedona, the Village of Oak Creek and Oak Creek Canyon. Services will run year-round with frequencies of every 15-30 minutes.
- Reduced Parking Impacts**
  - A key benefit of the transit services will be the mitigation of parking requirements at key destinations including Uptown Sedona, popular trailheads and within Oak Creek Canyon. Combining the proposed transit service with well enforced parking controls will reduce the negative impacts of uncontrolled parking on the canyon environment and Sedona neighborhoods.
- Reduced Traffic Congestion in Uptown and at the "Y"**
  - While transit alone cannot address Sedona's growing traffic congestion, this plan will reduce traffic levels at key locations during peak time periods. Traffic volume at the Y could be reduced by 800 to 1,800 cars on peak days. Traffic on SR 179 could be reduced by up to 1,300 cars on peak days.

### Facts and Figures

**Annual Operating Costs & Ridership**

2.58 Million Annual Passenger Trips

**\$6.7 Million Annual Operating Budget At Full Implementation**

Proposed Transit Service	Annual Ridership	Annual Operating Cost	Passengers per Hour	Cost per Passenger
<b>PHASE 1</b>				
<b>FIXED ROUTE SERVICE from West Sedona to Transit Hub</b>				
Peak Season	616,000	\$727,000	52.4	\$1.41
Off-Peak Season	84,000	\$156,000	40.6	\$1.88
<b>FIXED ROUTE SERVICE between VOC (in-town) and Transit Hub</b>				
Peak Season	218,000	\$980,000	16.6	\$4.50
Off-Peak Season	73,000	\$309,000	17.6	\$4.23
<b>FIXED ROUTE SERVICE between Uptown Sedona and Transit Hub</b>				
Peak Season	442,000	\$700,000	46.9	\$1.52
Off-Peak Season	102,000	\$147,000	49.3	\$1.44
<b>ADA DEMAND RESPONSE SERVICE in Sedona and VOC</b>				
Year Round	15,000	\$512,000	1.9	\$34.13
<b>TRAILHEAD SHUTTLES - Hub to Jim Thompson, Little Horse, Huckaby, Mescal</b>				
Peak Season	166,440	\$558,000	21.3	\$3.35
Off-Peak Season	23,256	\$76,000	21.3	\$3.35
<b>PHASE 1 TOTAL:</b>	<b>1,732,000</b>	<b>\$4,404,000</b>	<b>28.4</b>	<b>\$2.54</b>
<b>PHASE 2</b>				
<b>TRAILHEAD SHUTTLES - Hub to Cathedral Rock, Soldiers Pass, Dry Creek/Mescal</b>				
Peak Season	230,000	\$796,000	22	\$3.33
Off-Peak Season	32,000	\$107,000	22	\$3.34
<b>PHASE 2 TOTAL:</b>	<b>364,000</b>	<b>\$725,000</b>	<b>38.0</b>	<b>\$1.99</b>
<b>PHASE 3</b>				
<b>OCC SERVICE - Intercept Parking on 179 to Oak Creek Vista</b>				
Peak Season	170,000	\$1,070,000	12.2	\$6.29
Off-Peak Season	17,000	\$122,000	10.9	\$7.18
<b>PHASE 3 TOTAL:</b>	<b>187,000</b>	<b>\$1,192,000</b>	<b>12.0</b>	<b>\$6.37</b>
<b>PHASE 4</b>				
<b>EXPRESS SHUTTLE to Slide Rock - from Intercept Parking on 179</b>				
Peak Season Only	368,000	\$640,000	44.1	\$1.74
<b>PHASE 4 TOTAL:</b>	<b>368,000</b>	<b>\$640,000</b>	<b>44.1</b>	<b>\$1.74</b>

**Vehicle Requirements and Capital Costs**

Capital Item	Quantity	Est. Cost
<b>Phase 1</b>		
Electric buses for core routes	15	\$15,000,000
Vehicles for paratransit	3	\$270,000
Vehicles for trailhead routes	5	\$450,000
Operations & maintenance facility		\$15,000,000
Transit hub		\$250,000
<b>PHASE 1 TOTAL:</b>		<b>\$30,970,000</b>
<b>Phase 2</b>		
Vehicles for trailhead routes	3	\$270,000
<b>PHASE 2 TOTAL:</b>		<b>\$270,000</b>
<b>Phase 3</b>		
Vehicles for OCC route	6	\$2,500,000
VOC intercept parking lot		\$3,750,000
Oak Creek Vista parking lot		\$750,000
<b>PHASE 3 TOTAL:</b>		<b>\$7,000,000</b>
<b>Phase 4</b>		
Vehicles for Slide Rock route	12	\$9,000,000
VOC intercept parking lot		\$4,500,000
<b>PHASE 4 TOTAL:</b>		<b>\$13,500,000</b>

**Other Actions and Costs Required to Support Transit Service**

- Remove parking in OCC as planned. Implement strict parking controls with enforcement
- Forest Service approval for bus stops at trailheads
- Prohibit parking at Soldier's Pass trailhead during peak season
- Increase area of paid on-street parking in Uptown
- Limit parking capacity increases in Uptown
- Roadway improvements at Brewer Road and at Ranger Road for access to transit hub
- Complete roundabout improvements at "Y" and on 179 to increase capacity
- Add shoulder bus bypass lane on 89A from Airport Road to Ranger Road
- Increase motorist/visitor information using variable message signs (VMS), Chamber/visitor information, lodging, etc.
- State Park reservation system and remote intercept parking

**Roadway Improvements**

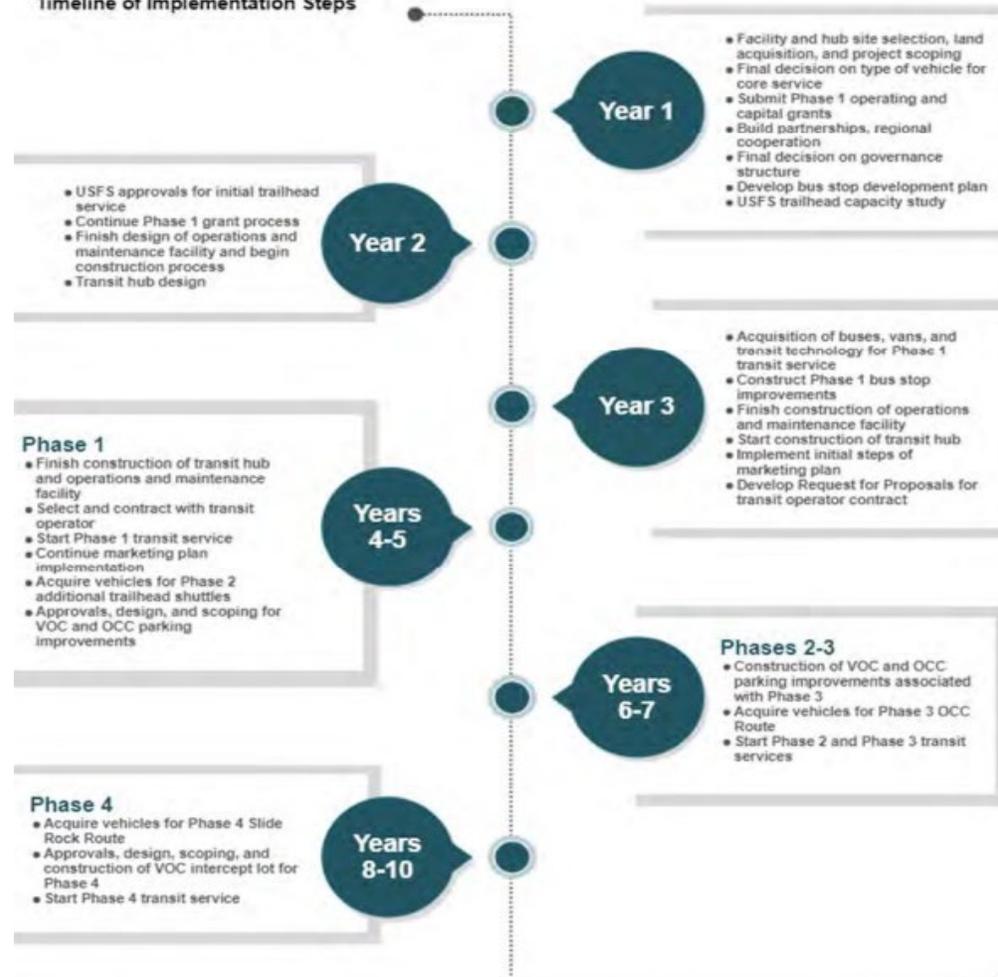
required to support the transit plan will involve additional costs which have not been estimated here:

- Roadway improvements (bus bypass lane) on 89A
- Roadway improvements at Ranger Road and Brewer Road to access transit hub
- Bus stop improvements
- Property acquisition

# Transit Plan Phasing

Figure M-9

Timeline of Implementation Steps



# Project History

- January 2018 – Transportation Master Plan
  - Recommends Implementation of a Transit System to *“reduce both road volumes and the demand to park along the highways and trailheads”*
- January 2020 – Sedona Area Transit Implementation Plan
  - Three Core Fixed Route Bus Lines with Trailhead Shuttles
  - 65% of Residents in Favor of Public Transit
- August 2021 – Preliminary Award/Non Award Letter from ADOT
  - Awarded – Micro Transit Bus Procurement (2 of 5 requested)
  - Not Awarded – Final Design for M&O Facility
- March 2022 – Trailhead Shuttle Routes Commence
- March 2022 thru Present
  - Site Selection
  - Environmental Justice
  - NEPA



# Site Selection Process

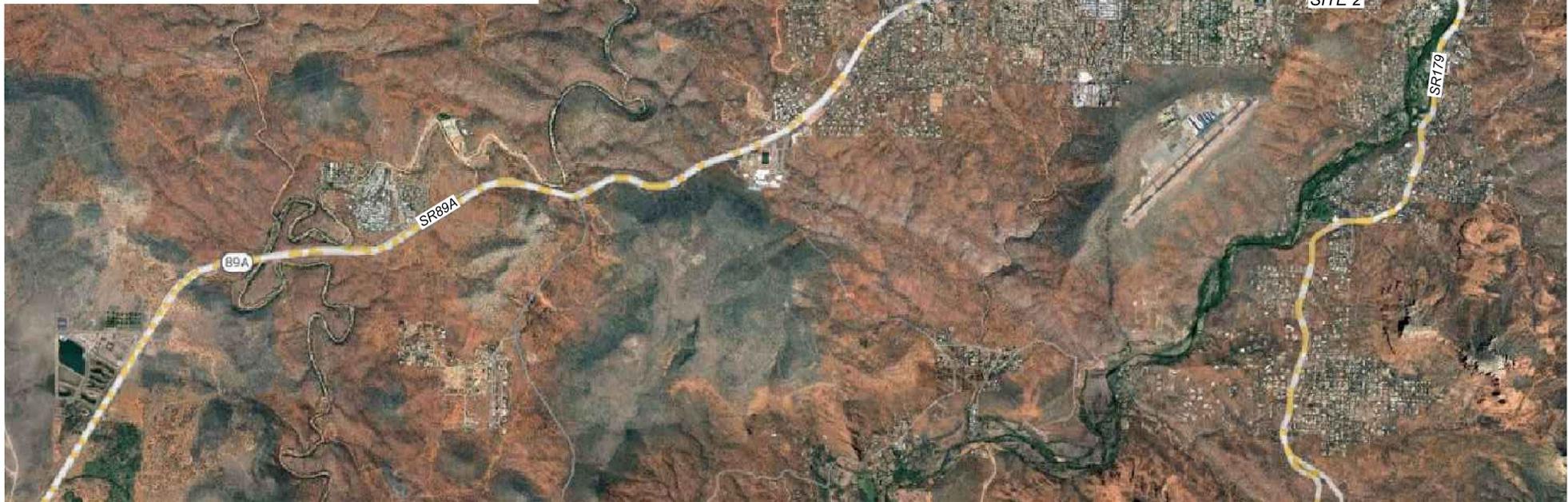
Table 1. Site Evaluation Summary

SITE	Earth-Work Extent	Lot Size (Acres)	Single Property (Y/N)	City Owned Land (Y/N)	Ease of Access	Compatible Land Use (Y/N)	EJ Community* (Y/N)
1	Minimal	40	Y	Y	High	Y	Yes**
2	Heavy	14	Y	N	Low	N	No
3	Heavy	25	Y	Y	Moderate	N	No
4	Moderate	9	Y	N	High	N	No
5	Minimal	6	N	N	High	N	Yes
6	Moderate	28	N	N	High	Y	No
7	Moderate	10	Y	Y	Moderate	N	No

\* Refers to Census block groups containing each site where the percent of Environmental Justice (EJ) communities (low-income and minority) exceeds the percent within the City of Sedona. Potential for disproportionately high and adverse impacts on EJ communities is summarized below. Additional data is in the Title VI analysis included in the Appendix.

\*\* The block group containing Site 1 is reported to have a minority population above the City's minority population (52.2% vs 20.0%). However, based on an aerial review and site visit, no residences were found to be located within this block. This is not unusual, since the Census Bureau provides a margin of error of 10% and the block group is only reported to have 23 people.





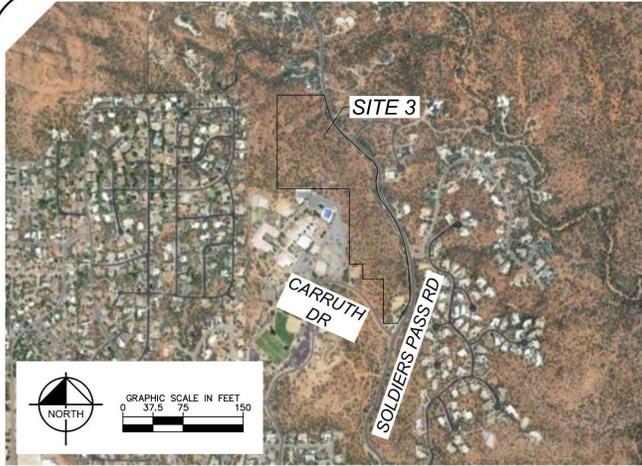
**SEDONA MAINTENANCE AND OPERATIONS - SITE 2**




 GRAPHIC SCALE IN FEET  
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 September 27, 2022

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# Questions

**1** Pedestrian

**2** Bicycle

**3** Transit

**4** Auto

