



City of Goodyear

Meeting Minutes

City Council Work Session

Meeting Location:
Goodyear Justice Center
14455 W. Van Buren St.,
Suite B101
Goodyear, AZ 85338

Mayor Georgia Lord
Vice Mayor Sheri Lauritano
Councilmember Joanne Osborne
Councilmember Joe Pizzillo
Councilmember Wally Campbell
Councilmember Bill Stipp
Councilmember Sharolyn Hohman

Monday, August 29, 2016

5:00 PM

Goodyear Justice Center

1 CALL TO ORDER

Mayor Lord called the Work Session to order at 5:00 p.m.

2. ROLL CALL

Present 7 - Mayor Lord, Vice Mayor Lauritano, Councilmember Osborne, Councilmember Pizzillo, Councilmember Campbell, Councilmember Stipp, and Councilmember Hohman

Staff Present: City Manager Brian Dalke, City Attorney Roric Massey, and City Clerk Maureen Scott

3. AGENDA ITEMS FOR DISCUSSION:

- 3.1 [16-5832ws](#) Provide Mayor and Council with an update on the city's existing traffic signal pole standard, and discuss a recommendation for a revised standard to be used in the city.

Engineering Director Rebecca Zook and City Traffic Engineer Luke Albert presented. Zook indicated this discussion was started on December 14, 2015 during an update on the Traffic Signal Program. This will be a continuation of that conversation, it will include additional detail on the existing standards, benefits and challenges of the standards, and a proposed alternative standard, and recommendations for Council to consider.

Zook indicated the city standard for traffic signal poles type is called Modular. The alternative pole is the Arizona Department Of Transportation (ADOT) style pole.

The Goodyear Modular Traffic Signal poles are painted brown, have a uniform rectangular appearance, and provide very large illuminated street name signs. The signal faces are visible but most of the signal head (compartment holding the green-yellow-red bulbs) is hidden by brown panels to provide a finished look. Modular Traffic Signal poles are very sturdy structures that almost always remain operational when struck by vehicles.

Modular Traffic Signal poles present frequent challenges during construction:

- A very large footprint is necessary for the cap of the concrete foundation. A rectangular concrete cap is 6 feet 4 inches by 4 feet. The larger size often causes adjacent utility conflicts. Often either dry or wet utilities need to be moved to accommodate the foundation, increasing the overall cost by \$10,000, \$20,000, or even up to \$50,000.
- Due to the size and weight of Modular Traffic Signal poles, the process of connecting the pole and mast arm (the portion of the pole that hangs over the travel lanes) is very complex. This may result in additional time that a road is closed during construction, and by extension, cost for the services of the contractor and city staff. The complexity is compounded by the fact that the mast arm and pole connection is fabricated off-site and conflicts are not known until construction is attempted in the field.
- Due to the weight of the structures, the longest available signal pole mast arms are only 50 feet in length.

Maintenance of Modular Traffic Signal structures is similar to the maintenance of other types of signal structures, with regular preventative maintenance and pole painting required approximately every ten years. Construction of a traffic signal at a typical four-legged intersection, utilizing Modular Signal Pole structures, generally costs between \$450,000 and \$525,000.

The ADOT style traffic signals also have easily visible (2 ½ foot by 8 foot) illuminated street name signs with the Goodyear logo. There are also options to enhance the look of the ADOT style traffic signal poles by adding decorative lighting fixtures to the street light on top of the pole and powder coating the poles in different colors for different areas of the city; similar to what Scottsdale does for their 9 districts. The largest ADOT style signal pole foundation is 3 feet in diameter, which makes it much easier to locate than a Modular Traffic Signal pole, as they take up a quarter to half of the footprint required for the Goodyear standard.

Maintenance on ADOT style signal poles is similar to Modular Traffic Signal poles. Construction of a traffic signal at a typical four-legged intersection, utilizing an ADOT style signal pole, costs approximately \$300,000 - less than two-thirds the cost of our current Modular Traffic Signal poles. In addition, steel is a commodity that fluctuates in price, which can significantly impact the cost of a modular traffic signal. A modular 50' traffic signal pole and mast arm weighs over 11,000 pounds, while an ADOT style traffic 50' traffic signal pole and mast arm weighs less than 3,000 pounds. The 65' ADOT style pole and mast arm is the longest signal pole available, and weighs approximately 3,300 pounds. By utilizing ADOT style poles, approximately 70% of the steel in the traffic signal structures can be eliminated at an intersection. These poles are more susceptible to damage, have smaller street name sign, and they give a perception of less finished look.

City Traffic Engineer Luke Albert reviewed the summary comparison of the Modular and ADOT style poles. The Modular poles are sturdier, have larger street name signs and has a more finished look than the ADOT style poles. The cost of the ADOT style poles is less, there is less construction challenges, the maximum arm length is 65", and requires less lead time when ordering. The ADOT style poles are more predominantly used in the Phoenix-Metropolitan area.

Recommendation:

North and Central Goodyear - Engineering staff recommends to continue utilizing the Modular Traffic Signal poles for infill signals that are between Indian School Road and the Gila River, east of the Cotton Lane/Loop 303 to Dysart Road. Staff does not recommend utilizing an alternate traffic signal standard in this area due to the limited number of traffic signals that are planned in this area and the potential for an alternate traffic signal standard to look out of place.

Camelback Corridor and West of Loop 303 - Only one signal exists along the Camelback Road corridor and it is built to ADOT standards. Since the Loop 303 currently utilizes an ADOT style signal pole and acts as a natural transition point, Engineering staff recommends that areas west of the Loop 303 utilize ADOT style traffic signals that are powder coated brown and explore options for decorative lighting fixtures to provide an enhanced look where ADOT style traffic signals are installed. Utilizing a less expensive alternate traffic signal standard that is currently in use by the city provides the benefit of a significant cost savings without requiring an additional type of traffic signal to stock and maintain parts and equipment.

Estrella - There are four traffic signals in Estrella Mountain Ranch that are constructed using Modular Signal Style poles, so incorporating an alternate traffic signal standard is not recommended in the Mountain Ranch village of the Estrella development.

South of Mountain Ranch, in the Montecito and CantaMia villages of Estrella, no traffic signals exist. The Lum Wash and entrance into these newer villages provides for a natural transition to utilizing an ADOT style pole as well as for future developments south of this area. Engineering staff recommends that in areas south of Mountain Ranch the city utilize ADOT traffic signals that are powder coated brown and explore options for decorative lighting fixtures to provide an enhanced look where ADOT style traffic signals are installed.

Council Discussion:

- **While driving around the city, noticed a pole that did not fit the description of the Modular or ADOT style pole. What type of pole is it?** Albert indicated the pole is called a Trombone style pole which is used in Avondale and Buckeye, and are also very expensive.
- **Does not like the current traffic poles because they look very industrial. Does not convey a community feel. Likes the plan to switch the poles with the options as described. Thinks this is a better looking project and is less expensive.**
- **What is the difference in the maintenance for the two pole styles? Noticed the pole near Walgreens is faded.** Albert indicated the maintenance is similar, and will need to be repainted approximately every ten years. He said that the pole near Walgreens has premature paint failure, and he will look into the situation.
- **Feels there is a lot that can be done with the ADOT style poles such as painting different colors for different areas.**
- **Feels if we use a less expensive pole, more poles can be added to intersections. Does not like the Modular poles in Estrella. Likes the idea of doing different colors to designate different areas. Does not feel it will diminish the beauty of the city, but will show we are interested in developing different areas.**

- Likes the reduced time of installation of poles. Would we stock additional units in case there is a replacement need?
- Likes the look of the ADOT style poles. Doesn't think we should mix the two style poles in the same area. On board with the areas that have been recommended.
- Does the cost of the ADOT style pole include the cost of the decorative lamp? Zook said the cost of the pole is based on the average and includes the powder coating and a decorative lighting. These are options being presented tonight, and if we were to move forward with considering this, we would not want to add in anything that would change the cost.
- Do we have a frequency of replacement needs, and is the replacement covered under insurance? Zook indicated she does not have the figures on how often the signals get hit and will gather the information for Council. She also indicated there is a supply of poles in stock to use for replacement purposes. Albert said when the I-10 project started, there were a few poles that were taken down and returned to city inventory.
- When the Modular poles were being installed in the city, felt it was new and different, and set us apart from other cities. Agrees that in the neighborhoods the poles don't need to be obtrusive, but the borders of Goodyear should have the Modular style pole. Likes the color option and larger sized lettering.
- Can the 4' by 10' size sign be framed so that the ADOT pole can hold a larger sign?
- Why is this being discussed? Zook said while discussing the Traffic Signal Program in December, the idea of potentially using a different signal was brought up, and Council recommended that they do a study on proposed locations. She said every December, Engineering will bring the Traffic Signal Program before Council with updates and funding considerations for the next budget year.
- Does the current Codes, Ordinance or Design Standards allow for variances in light poles and traffic signals? Development Services Director Christopher Baker indicated the Design Guidelines are intended to be flexible to allow for consideration of a change if a developer proposes one. If an alternative fixture was proposed, the Planning and Zoning Commission would consider the request and make a recommendation to Council. Zook said if a developer proposed a different standard it would not be considered due to the Ordinance and Code.
- Has Planning and Zoning Commission provided feedback? Zook indicated we are only considering the policy question of whether we would be open to using something other than the Modular pole. If the change was allowed, then we would look at the design consideration and involve Development Services and Planning and Zoning Commission.
- Wants to hear an opinion from Planning and Zoning before voting on a change.
- Thinking about the area south of Willis, is there a way to keep the Modular style pole on Estrella Parkway and use the ADOT style poles on the roads branching off of Estrella Parkway? Zook indicated that could be something to consider, but staff thought the proposed area for the standards change was a good transition because there are other changes entering into the area.
- Fears the change in design will fuel the competition that currently exists in the city. Baker indicated there has been discussion with Planning and Zoning Commission, and indicated that different streetscape was discussed, and the Commission was very engaged in that discussion.
- No problem with the recommendation and looking for areas in which to save money.

- What will it take to coordinate McDowell Road and Yuma Road regarding fiber optics?

Albert indicated the map provided is to illustrate only the existing location of traffic signals.

- Who pays for the traffic lights on the shared borders? Albert indicated it is paid by the agency that owns the corridor; however, if there is a development in that area, the developer might participate in the cost of the traffic signal. Typically, it is the agency on the east and on the north that controls the corridor.

- Finds intersections where the traffic signal does not cross all of the lanes confusing, and likes that there is a solution of using a longer arm mast.

- What is the wind velocity statistics? Albert said the agency, American Association of State Highway and Transportation Officials (AASHTO), has these standards. He will forward the information to Council.

- Clarified that Council is the decision maker, and that the Planning and Zoning Commission is the investigator and makes recommendations to Council. Likes the structure of the current poles in dense retail areas, and the ADOT style poles are perfect in the communities. Doesn't feel all the poles need to be the same throughout the city, and we need to be more flexible in development.

- Is the Ballpark Village area an area that would be considered for both options depending on what type of development goes in? Zook indicated that is correct. The arterial roads would be considered to stay modular; but embedded in the areas of the ballpark where there is residential, we would consider using something different.

- Are we going to update the standards? Zook indicated that staff will look at updating the Engineering Standards and Development Services Guidelines if Council approves changes.

City Manager Brian Dalke summarized by saying there is consensus to look at the ADOT style poles; however, the question still remains if there is support for this or not. There is support for the ADOT lights in some of the new areas, but does not preclude the Modular style from going into the blue areas as shown on the map. Council remarked that change is good.

4. INFORMATION ITEMS

None.

5. ADJOURNMENT

There being no further business to discuss, Mayor Lord adjourned the Work Session at 5:58 p.m.

Maureen Scott, City Clerk

Georgia Lord, Mayor

Date: _____