

City of Prescott
**Pedestrian, Bicycle & Traffic Advisory
Committee**



July 10, 2023 | 9:30 AM
Public Works Conference Room
433 N. Virginia Street
Prescott, AZ 86301

AGENDA

The following Agenda will be considered by the **Pedestrian, Bicycle & Traffic Advisory Committee** to be held **July 10, 2023**. Notice of this meeting is given pursuant to Arizona Revised Statutes, Sec-tion 38-431.02.

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **OPEN CALL TO THE PUBLIC**
4. **DISCUSSION & ACTION ITEMS**
 - A. Approval of June 12, 2023 Meeting Minutes.
Recommended Action: MOVE to approve minutes as presented
 - B. Presentation and Discussion Regarding Pedestrian Safety on Ruth Street & Gail Gardner.
Recommended Action: Discussion and possible recommendations related to updates provided by staff
 - C. Presentation and Update From Central Yavapai Metropolitan Planning Organization (CYMPO).
Recommended Action: This item is for discussion only. No formal action will be taken.
 - D. Presentation and Discussion Regarding Federal Grant Opportunities for Bicycle and Pedestrian Improvements.
Recommended Action: Discussion and possible recommendations related to updates provided by staff
 - E. Presentation and Discussion Regarding the General Plan Circulation Element.
Recommended Action: Discussion and possible recommendations related to updates provided by staff
 - F. Presentation & Discussion Regarding Ongoing Project Updates.
Recommended Action: Discussion and possible recommendations related to updates provided by staff
5. **GENERAL ANNOUNCEMENTS**
6. **ADJOURNMENT**

Upon a public majority vote of a quorum of the Board, the Board may hold an executive session, which will not be open to the public, regarding any item listed on the agenda but only for the following purposes:

- (1) Discussion or consideration of personnel matters (A.R.S. §38-431.03(A)(1));
- (2) Discussion or consideration of records exempt by law (A.R.S. §38-431.03(A)(2));
- (3) Discussion or consultation for legal advice with the city's attorneys (A.R.S. §38-431.03(A)(3));
- (4) Discussion or consultation with the city's attorneys regarding the city's position regarding contracts that are the subject of negotiations, in pending or contemplated litigation, or in settlement discussions conducted in order to avoid litigation (A.R.S. § 38-431.03(A)(4));
- (5) Discussion or consultation with designated representatives of the city to consider its position and instruct its representatives regarding negotiations with employee organizations (A.R.S. §38-431.03(A)(5));
- (6) Discussion, consultation or consideration for negotiations by the city or its designated representatives with members of a tribal council, or its designated representatives, of an Indian reservation located within or adjacent to the city (A.R.S. §38-431.03(A)(6));
- (7) Discussion or consultation with designated representatives of the city to consider its position and instruct its representatives regarding negotiations for the purchase, sale or lease of real property (A.R.S. §38-431.03(A)(7)).

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Prescott City Hall on 7/6/23 at 11:00 a.m. in accordance with the statement filed by the Prescott City Council with the City Clerk.

Sarah M. Siep

Sarah M. Siep, City Clerk



TO: MAYOR AND CITY COUNCIL
AGENDA: July 10 Pedestrian, Bicycle & Traffic Advisory Committee
DATE: July 10, 2023
DEPT: Public Works
ITEM #: 4.A
SUBJECT: Approval of June 12, 2023 Meeting Minutes.

ITEM SUMMARY

Attached for approval are the Pedestrian, Bicycle & Traffic Advisory Committee minutes for the June 12, 2023 meeting.

BACKGROUND

None

FINANCIAL IMPACT

None

RECOMMENDED ACTION

MOVE to approve minutes as presented

ATTACHMENTS

1. 061223_Bicycle Committee Minutes

City of Prescott
**Pedestrian, Bicycle & Traffic Advisory
Committee**



June 12, 2023 | 9:30 AM
Public Works Conference Room
433 N. Virginia Street
Prescott, AZ 86301

MINUTES

1. CALL TO ORDER

Chairman Bill Fanelli called the meeting to order at 9:30 a.m.

2. ROLL CALL

Bill Fanelli	Chairman	Present
Michelle Schaefer	Vice Chair	Present
Troy Cook	Member	Present
David Fero	Member	Present
Kent Hart	Member	Present
Jim Knaup	Member	Present
Joe Scott	Member	Present
Councilmember Rusing	Council Liaison	Present

3. OPEN CALL TO PUBLIC

The Pedestrian, Bicycle & Traffic Advisory Committee welcomes public engagement and residents may comment and address the Committee on matters NOT included on the agenda during the Open Call to the Public.

No public engagement.

4. DISCUSSION & ACTION ITEMS

A. Approval of May 8, 2023 Meeting Minutes.

MOTION BY MEMBER KNAUP TO APPROVE THE MAY 8, 2023 MEETING MINUTES; MOTION SECONDED BY MEMBER HART: PASSED (7-0)

B. Discussion Regarding Concerns Related to the Mount Vernon & Carleton Street Intersection.

Public Works Transportation Manager, Ian Mattingly, introduced the item and provided a brief background. Mount Vernon Avenue provides a vital north-south link between Prescott and areas to the south. It is classified as a major collector and is designated part of the truck route for the city. It does all this while being a historic neighborhood with direct-fronting residential properties.

Over the past twenty years, Mount Vernon has seen many improvements to balance these dual roles. Two new flashing red beacons have been ordered, to mount above the existing stop signs on Mount Vernon and Carleton Avenue, to further enhance visibility and encourage vehicles to obey the controls. Other improvements include:

- Residential area notification signs
- Northbound Senator Highway advanced flashing beacon
- Additional 25 MPH speed limit signs
- Installation of marked bike lanes and parking aisles
- Four-way stop control at Mount Vernon & Goodwin Street with crosswalk markings and stop sign center island medians
- Three-way stop control at Mount Vernon & Carleton Street with stop sign side island medians
- Relocation of the double yellow centerline on Carleton Street west of Mount Vernon
- Reconfiguration of striping at northbound Mount Vernon to provide separate left, thru and right turn pockets
- ADA curb ramp installation at Mount Vernon & Oak Street crosswalk
- Striped crosswalk and Rectangular Rapid Flash Beacon (RRFB) pushbuttons at Mount Vernon & Oak Street

Three residents of Mount Vernon Street, Mr. Johnson, Mr. Yancy, and Ms. Davis attended the meeting. Mr. Johnson introduced himself, as part of a committee formed by the Mount Vernon Avenue residents. He commented that growth is inevitable, and their committee would like to look at ways to reduce speeding. Their committee would like to make a collaborative effort in working with the City to reach solutions.

Mr. Johnson continued, and commented that residents have observed drivers speeding or coasting through the Carleton Street and Goodwin Street intersection stop signs. He added that there is also excessive commercial traffic with increased development further down Senator Highway, as well as gravel trucks creating issues for cyclists. Mr. Johnson recommended including a flashing sign with “your speed” under the actual speed limit signs.

Mr. Yancy commented that he agreed with Mr. Johnson, and referred to the signage used for Halloween as an example to urge drivers to slow down.

Ms. Davis added that near the 300 block of Mount Vernon, drivers begin to slow down. She also inquired about how the midblock crossing location near Oak Street was chosen. Per Mr. Mattingly, Carleton Street has issues with grade that affect sidewalk improvements. That along with elevation and geometric conditions, the selected location proved to be the best location for a new crossing.

Per Mr. Johnson and Mr. Yancy, other recommendations of their committee include additional flashing beacons, increased awareness of improvements for residents, and additional traffic control enforcement.

They also inquired about illuminating sidewalks, and the possibility of a push button installation to alert drivers ahead of time that a pedestrian is preparing to cross. The Goodwin Street intersection was noted as a priority, per Mr. Johnson in response to an inquiry from Chairman Fanelli.

Mr. Yancy noted that the stop sign heading North on Mount Vernon at Goodwin Street was located behind the crosswalk. He requested that the stop sign be relocated to be in front of crosswalk like the other intersections.

Mr. Johnson commented about downtown events, and traffic being diverted down Mount Vernon, and inquired about a possible rotation of these detour routes to other streets. He also mentioned evacuation routes and questioned how they are defined. Per Deputy Public Works Director, Gwen Rowitsch, evacuation routes are developed by the fire department and relate to the emergency response process. However, Public Works staff can reach out to the fire chief for information on behalf of the resident committee.

Member Jim Knaup commented that the General Plan Committee is currently accepting feedback, and certain areas of concern may be able to be elevated. Mr. Yancy responded that their committee does not wish to inhibit growth within the City or diminish commercial traffic, but rather focus on safety while recognizing the unique nature of the street.

Chairman Fanelli thanked the residents, and commented that it is very helpful that they have a committee working together as a whole for the area.

Mr. Mattingly requested confirmation from the three residents, that the following were the main topics of concern:

1. Speeding
2. Adherence for stop control
3. Alleviating traffic volumes

Following confirmation, Mr. Mattingly inquired about minutes from their committee meetings. The information will be sent to Mr. Mattingly by Mr. Johnson.

Mr. Mattingly added that the Citywide Speed and Traffic Control Study is currently being completed. As we wait for the results of the study, staff can review the request and come back to discuss it at a future PBTAC meeting. However, in order to provide useful information, staff is aiming for August or September to revisit this topic on a future agenda. It was also noted that depending on what is recommended for the street, that Council involvement may be advisable.

This item was for discussion only; no formal action was taken.

C. Presentation and Update From Central Yavapai Metropolitan Planning Organization (CYMPO).

- Active Transportation Plan Status Update

Planner Bryn Stotler with Central Yavapai Metropolitan Planning Organization (CYMPO) introduced herself, and provided an update. The consultant has been selected and initial study activities are proceeding. The stakeholder list continues to grow and initial consultations which each member agency will be occurring to help guide the study and its scope.

- Safe Driving Campaign Commercial

Ms. Stotler also provided insight into the Sparklight contract with CYMPO which addresses a multitude of driving behaviors road users encounter. A new commercial is available on social media, with participation from City Councilmember Montoya, which addresses vulnerable road users and driver awareness.

This item was for discussion only; no formal action was taken.

D. Presentation and Discussion Regarding Federal Grant Opportunities for Bicycle and Pedestrian Improvements.

- Safe Streets for All (SS4A)

Mr. Mattingly provided information to the committee regarding the Safe Streets and Roads for All (SS4A) Grant Program, a competitively bid one billion dollar grant program meant to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users. The deadline for grant submittal this year is July 10, 2023.

Counties, cities, towns, transit agencies, and other special districts that are political subdivisions of the state, metropolitan planning organizations (MPOs), and federally recognized tribal governments are eligible for the grant program.

In order to apply for the infrastructure portion of the grant program the City of Prescott would need to have an approved Action Plan identifying projects in place. Currently, however, the City does not have this, removing our ability to pursue infrastructure grants. The ACT UP, when complete, will provide this for the City but will not be ready for at least 18 months.

Chairman Fanelli inquired about the possibility of submitting an Action Plan Grant application for a study focusing on a specific corridor and the estimated timeframe to prepare such an application. Per Mr. Mattingly, it likely will not take too long, so long as it remains confined to a small area. However, a scope of work will still be required.

Member David Fero commented that a potential corridor could include Willow Creek Road. Member Knaup added that it should continue through Miller Valley Road as well.

Mr. Mattingly commented that Willow Creek Road in its entirety with Miller Valley Road may prove to be difficult as a whole, but could be narrowed down.

Vice Chairwoman Michelle Schaefer inquired about narrowing the area down to Gail Gardner, between Gurley Street and Iron Springs Road. Ms. Stotler added that the area includes the Fair Street traffic signal, as well as the rodeo grounds improvements.

Councilmember Moore was present at the meeting, and commented about a recent constituent approaching him regarding Samaritan Village. There is concern for residents from Ruth Street on Whetstine safely crossing Willow Creek Road and walking to Walmart. There are currently no sidewalks on either side of the roadway for pedestrians, be that students or elderly. Additionally, he noted that on Black Drive and Gail Gardner Way, there are no crosswalks present. Councilmember Moore requested this item be added to the next PBTAC agenda for further discussion.

A map of the areas discussed was displayed, with focus points on Miller Valley Road, from Gurley Street to the four points intersection (comprised of Willow Creek Road/Miller Valley Road/Iron Springs Road/Whipple Street), as well as Black Drive to encompass Councilmember Moore's concern.

Mr. Mattingly pointed out the area past the shopping center with Whole Foods location and explained that it is where the commercial corridor ends and becomes more residential creating a natural end point at Prescott Heights Drive.

Chairman Fanelli added a section of Iron Springs Road to create a triangular study area. Ms. Stotler commented that CYMPO conducted some analysis of that area, and will set some time to meet with Chairman Fanelli to discuss further. Per Chairman Fanelli, he will begin researching the additional information pertaining to the SS4A grant requirements.

- Fair Street & Gail Gardner Way Highway Safety Improvement Program (HSIP) Grant

Mr. Mattingly shared the history and reasoning behind the Fair Street & Gail Gardner Way Highway Safety Improvement Program (HSIP) Grant. The traffic signal at Fair Street and Gail Gardner Way was identified by a traffic safety study conducted by the Central Yavapai Metropolitan Planning Organization (CYMPO) and developed as a federal grant project application under the Highway Safety Improvement Program (HSIP).

This location was identified as one that will improve pedestrian safety, as the four-way stop does not provide pedestrian users the same level of protection when crossing that a traffic signal can.

The intersection also must meet the vehicle warrant conditions for a traffic signal. While the multi-way stop works effectively for most of the day, the study and staff observations of the intersection operation indicate that Gail Gardner Way delays are getting longer and longer during peak travel periods. The awarded grant funding for the signal will cover 100% of the project costs and funding will not be diverted from any other city program to pay for the signal installation. City Council heard the item in 2022 and approved staff to apply for the grant.

The Arizona Department of Transportation (ADOT), who administers the federal grant, selected the project and will provide funding for design, right-of-way acquisition, and construction. The next step will be for City Council to review and approve a Joint Project Agreement (JPA) between the City and ADOT, which will effectively accept the grant award and set forth the conditions of the project.

Mr. Mattingly observed the area, and noted traffic back up during peak hours. There have been some resident concerns received by staff, and Mr. Mattingly explained the safety and traffic calming benefits that come with a traffic signal. With the current situation, traffic has the right of way to determine pedestrian crossing. However, with a traffic signal, pedestrians would be given the priority to safely cross. Other resident concerns received have been related to recent press coverage for the Rodeo Grounds improvements, however, the timing of the traffic signal improvement is coincidental and separate.

A resident from the area, Ms. Manuel, attended the meeting. Ms. Manuel introduced herself, and inquired about property owners being required to give up land to accommodate the new traffic signal. She expressed concern regarding the Rodeo's Master Plan and how bike lanes and the traffic signal poles were going to have enough space.

Mr. Mattingly responded and explained that the poles will be mounted within the sidewalks. All traffic infrastructure is contained within the City's right of way, typically within sidewalks, and no additional acquisition is expected to be necessary.

Ms. Manuel also inquired about the upcoming Rodeo Grounds plans; however, Mr. Mattingly was not able to comment on that specifically as information has not been shared by the Rodeo.

He indicated that signalization has usually been a positive improvement for residents, however in this case there has been some pushback. There are still steps that need to take place, and whether Council chooses to approve or not approve the project, there would be adequate time for residents to express concerns either in favor or against the signal improvement.

This item was for discussion only; no formal action was taken.

E. Presentation & Discussion Regarding Ongoing Project Updates

- Citywide Speed and Travel Time Study

Mr. Mattingly provided information on the upcoming Citywide Speed and Travel Time Study. Public Works has engaged Strand & Associates, one of the traffic engineering on call firms, to conduct the study. The study includes analysis of all arterial and major collector streets and select minor collector and local streets. The study will provide an analysis of the current conditions, identify any problem areas, provide information on recommended mitigation measures, and determine future traffic improvements that may be needed.

Travel time data collection is from the following arterial and select collector roadways (by segment between major intersections) within the City:

- Arterials
Deep Well Ranch Road, Grove Avenue, Granite Dells Parkway, Gurley Street, Iron Springs Road, Montezuma Street, Miller Valley Road, Mount Vernon Avenue (Gurley Street to Senator Highway), Prescott Lakes Parkway, Sheldon Street (SR69 to Montezuma), SR89 (Yavpe to Deep Well Ranch Road), Whipple Street, Williamson Valley Road, Willow Creek Road, Willow Lake Road, and White Spar Road.
- Collectors
Copper Basin Road, Gail Gardner Way, Hassayampa Village Lane, Hornet Drive, Rosser Street, Senator Highway, Smoketree Lane, Sunrise Boulevard, Thumb Butte Road, and Yavapai Hills Drive.

Speed data is from the following arterial and select collector & local roadways (by segment between major intersections) within the City:

- Arterials
Deep Well Ranch Road, Grove Avenue, Granite Dells Parkway, Gurley Street, Iron Springs Road, Montezuma Street, Miller Valley Road, Mount Vernon Street (Gurley Street to Senator Highway), Prescott Lakes Parkway, Senator Highway, Sheldon Street (SR69 to Montezuma), SR89 (Yavpe to Deep Well Ranch Road), Whipple Street, Williamson Valley Road, Willow Creek Road, Willow Lake Road, and White Spar Road.
- Collectors
Bradshaw Drive, Blooming Hills Drive, Campbell Avenue, Copper Basin Road, Coronado Avenue, Country Club Drive, Country Park Drive/Robbie Lane/Pine Cove, Gail Gardner Way, Gateway Boulevard, Haisley Drive, Hassayampa Village Lane, Hornet Drive, Highland Avenue, Hillside Drive, Larry Caldwell Drive, Lee Boulevard (south of SR69), Oregon Avenue, Park Avenue, Phippen Trail, Pine Lakes Drive, Pleasant Valley Drive, Rosser Street, Ruth Street/Demerse/Sierry Peaks/Downer Trail/Westridge Drive, Smoketree Lane, Solstice Drive, Sunrise Boulevard, Thumb Butte Road, and Yavapai Hills Drive.

This is an important study, according to Mr. Mattingly, as many citizens have expressed concerns about traffic within the City as a whole. The study will expand the collection of data to give the City an evaluation of how it is doing. The study began in April 2023, with data collection following in May. The anticipated completion date is June 30th, and once the data is gathered into a report, a presentation to City Council will follow.

- FY23 Traffic Count Contract

The FY23 Citywide Traffic Count Contract project will be taking place during the same time as the Citywide Speed and Travel Time Study, per Mr. Mattingly.

Public Works has contracted with United Civil Group to conduct the FY23 citywide traffic count project. The project provides for traffic count data collection on most arterials, and on many collector roads and major intersections in the city. The data is used to update the traffic count map and is useful to the City in transportation planning and understanding of traffic growth and patterns in the city. It is also commonly requested and used by developers and realtors to understand traffic exposure, commercial viability, and other traffic related scenarios.

Mr. Mattingly explained the process, which involves twenty-four hour two-way traffic volume roadway segment counts collected at eighty-nine locations. Intersection approach and turning movement counts will be conducted at twenty-three intersections. Once the final report is received, staff will update the citywide traffic count map and summary sheets which will be available to the public on the City website.

Member Kent Hart inquired about which section of SR89 will have count data collected when a map of the area was displayed. Mr. Mattingly explained that all of SR89, by section, throughout the City ownership, will be reviewed. The data for the City will be provided by roadway segment, and will highlight areas of focus for possible improvements.

Prescott Police Officer Johnson commented that often times the perception of residents as to how fast vehicles are traveling versus their actual speed is sometimes uncovered when traffic speeds and counts are collection. Mr. Mattingly added that there often is an impression that the City has less than desirable speeding and congestion, which is typically deduced through anecdotal evidence. Staff does recognize however, that the City has unique and multiple peak travel times, travel behaviors, and low left-turn on yield usage, to name a few examples. This project will reveal a lot, as far as perception and actual data.

This item was for discussion only; no formal action was taken.

5. GENERAL ANNOUNCEMENTS

Mr. Mattingly shared a brief update on the City's bike friendly designation renewal. An application was resubmitted, and the City again received the Bronze status. The detailed report has not yet been received; however, when it comes it will include a detailed report card on our status and provide the steps needed to move up to the next level. There are about nineteen cities in Arizona designated as bike friendly, so Prescott's Bronze recognition is still something to be proud of.

The next meeting is scheduled for July 10, 2023.

6. ADJOURNMENT

There being no further business to discuss, the meeting was adjourned at 11:05 am.

BILL FANELLI, Chairman

ATTEST:

MARIKAY WHISENAND, Administrative Specialist

Date



TO: MAYOR AND CITY COUNCIL
AGENDA: July 10 Pedestrian, Bicycle & Traffic Advisory Committee
DATE: July 10, 2023
DEPT: Public Works
ITEM #: 4.B
SUBJECT: Presentation and Discussion Regarding Pedestrian Safety on Ruth Street & Gail Gardner.

ITEM SUMMARY

Staff will provide updates and information related to pedestrian safety within the Ruth Street and Gail Gardner Way traffic corridor.

BACKGROUND

Councilmember Moore was contacted by a constituent from Samaritan Village who had concerns regarding pedestrians traveling to and from the shopping centers on Gail Gardner Way from the Ruth Street and Whetstine area. The crossing of Willow Creek Road at Whetstine was mentioned as an area of concern since there are no traffic controls or marked crosswalks. There are currently no sidewalks on either side of Whetstine for pedestrians, and many students and elderly use the area. Additionally, he noted that on Black Drive and Gail Gardner Way, there are no crosswalks present. Councilmember Moore requested this item be added to the next PBTAC agenda for further discussion.

FINANCIAL IMPACT

N/A

RECOMMENDED ACTION

Discussion and possible recommendations related to updates provided by staff

ATTACHMENTS

None



TO: MAYOR AND CITY COUNCIL
AGENDA: July 10 Pedestrian, Bicycle & Traffic Advisory Committee
DATE: July 10, 2023
DEPT: Public Works
ITEM #: 4.C
SUBJECT: Presentation and Update From Central Yavapai Metropolitan Planning Organization (CYMPO).

ITEM SUMMARY

Central Yavapai Metropolitan Planning Organization (CYMPO) staff will provide an update on the following item:
ACT-UP Kickoff

BACKGROUND

The Central Yavapai Metropolitan Planning Organization (CYMPO) is the designated Metropolitan Planning Organization (MPO) for the City of Prescott, Town of Prescott Valley, Town of Chino Valley, Town of Dewey-Humboldt, Yavapai County and the Arizona Department of Transportation. As the regional MPO, CYMPO provides the forum for local elected officials and transportation experts to plan multimodal infrastructure within the CYMPO Planning Boundary area.

FINANCIAL IMPACT

N/A

RECOMMENDED ACTION

This item is for discussion only. No formal action will be taken.

ATTACHMENTS

None



TO: MAYOR AND CITY COUNCIL
AGENDA: July 10 Pedestrian, Bicycle & Traffic Advisory Committee
DATE: July 10, 2023
DEPT: Public Works
ITEM #: 4.D
SUBJECT: Presentation and Discussion Regarding Federal Grant Opportunities for Bicycle and Pedestrian Improvements.

ITEM SUMMARY

Discussion on federal grant funding opportunities for bicycle and pedestrian improvements. Staff will provide updates and discussion for the following:

- Safe Streets for All Grant Application Status
- USDOT Rural and Tribal Assistance Pilot Program

BACKGROUND

Update on the Safe Streets for All grant application status for a small area Action Plan to analyze multimodal travel on Grove Avenue/Miller Valley Road/Willow Creek Road/Gail Garidner Way/Iron Springs Road.

Recently, USDOT issued a notice of funding opportunity (NOFO) for the Rural and Tribal Assistance Pilot Program, which provides states, local governments, and tribal governments with grants to support project development, leading to future applications for USDOT credit or grant programs. The NOFO combines two years of funding (Fiscal Years 2022 and 2023), \$3.4 million in total, to eligible applicants on a first-come, first-served basis. Individual awards will range in value up to the statutory limit of \$360,000. There is no local funding match required to participate in this program. The grants may be used to hire staff or advisors to assist with early development-phase activities including, but not limited to, feasibility studies; preliminary engineering and design; environmental review; revenue forecasting; financial feasibility analysis; statutory and regulatory analysis and drafting and negotiation of agreements.

CYMPO staff reviewed the grant requirements and determined that only rural or tribal applicants situated outside of an Urbanized Area (UZA) with a population of 150k or greater are eligible to apply. The City's region does not meet rural population requirements in the urbanized Census track. The CYMPO region population (within the City's planning boundary) does not meet the requirements for an MPO either. It also appears that the majority of the tribal nations in greater Arizona are not qualified, as most of the larger tribes are not situated close to a UZA of 150k or greater (likely limits this to Maricopa and Pima counties).

FINANCIAL IMPACT

N/A

RECOMMENDED ACTION

Discussion and possible recommendations related to updates provided by staff

ATTACHMENTS

None



TO: MAYOR AND CITY COUNCIL
AGENDA: July 10 Pedestrian, Bicycle & Traffic Advisory Committee
DATE: July 10, 2023
DEPT: Public Works
ITEM #: 4.E
SUBJECT: Presentation and Discussion Regarding the General Plan Circulation Element.

ITEM SUMMARY

Discussion regarding the Circulation Element of the General Plan.

BACKGROUND

City Planning staff and the General Plan Committee (GPC) have begun a process to update the City's 2015 General Plan by 2025. As part of this effort, each section of the Plan, including the Circulation Element, will be reviewed and modified. As the City's standing committee on pedestrian, bicycle and traffic issues, the PBTAC's input is important in forming the draft circulation element for the GPC to consider. The goal of the GPC and planning staff is to have Public Works staff present a workshop to the committee in October, with the proposed draft Circulation Element. Based on this schedule, the PBTAC has until their September meeting to refine and provide a recommended version.

FINANCIAL IMPACT

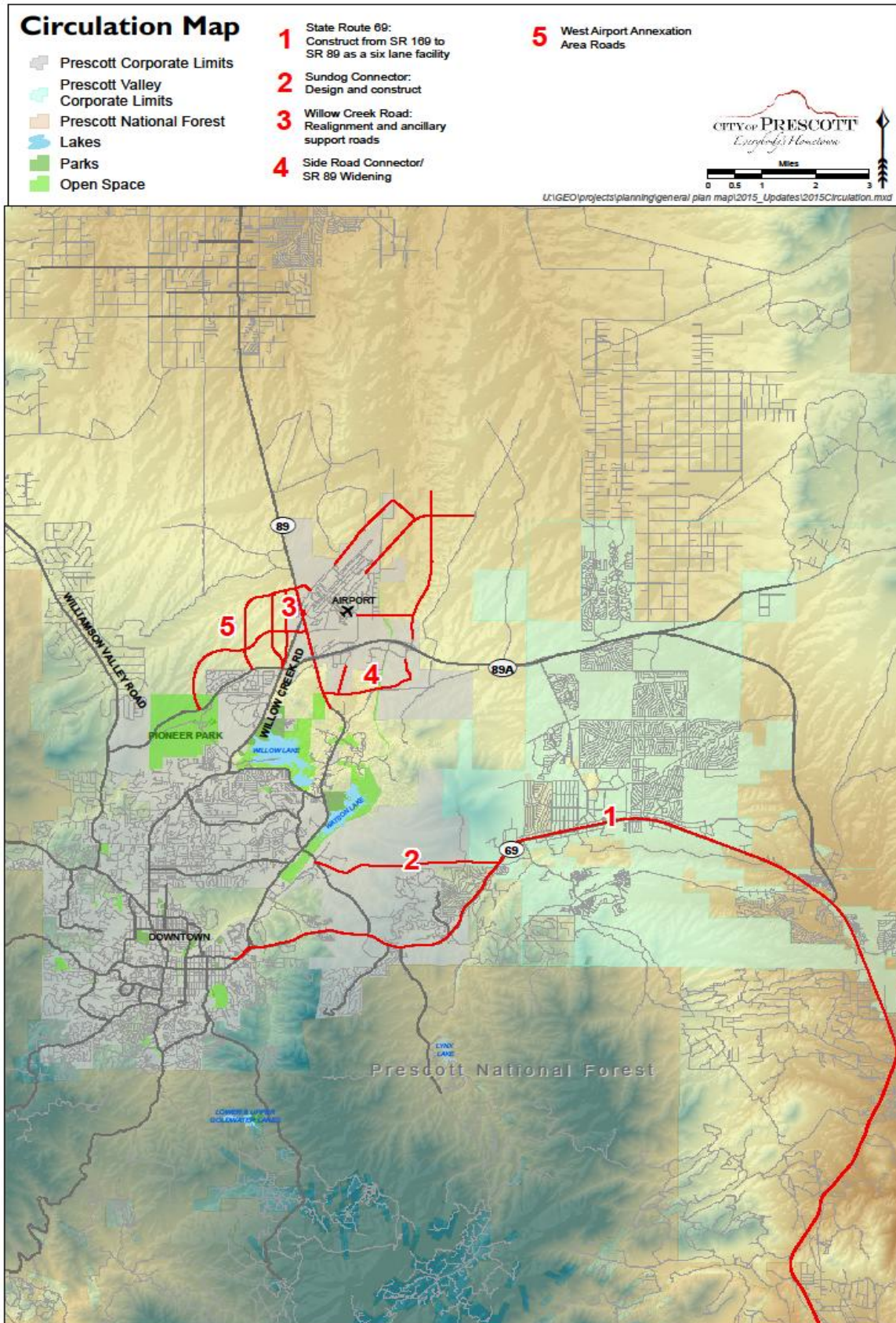
N/A

RECOMMENDED ACTION

Discussion and possible recommendations related to updates provided by staff

ATTACHMENTS

1. Circulation Map
2. CIRCULATION ELEMENT



CIRCULATION ELEMENT

7.1 INTRODUCTION

The Circulation Element of the General Plan is oriented toward enabling the efficient movement of people, goods and services. The Prescott transportation network also provides connectivity to the immediate region.

A.R.S. 9-461.05.

2. A circulation element
consisting of the general location and extent of existing and proposed freeways, arterial and collector streets, bicycle routes and any other modes of transportation as may be appropriate, all correlated with the land use element of the plan.

7.1.1 Arizona Revised Statutes

Arizona Revised Statutes (ARS) identifies the rights of bicyclists (§28-812) and pedestrians as traffic (§28-792), and establishes legislative intent that people of all ages using all types of mobility devices are able to travel the highways and local streets. Bicyclists, pedestrians, and non-motorized traffic are expected to be on all highways and streets, unless specifically prohibited (§28-733). The Arizona Department of Transportation and local agencies have the responsibility to provide for the safety and accessibility needs of all who have legal access to the transportation system.

7.1.2 Central Yavapai Regional Transportation Plan

The 2006 Central Yavapai Regional Transportation Plan and other studies show that the widening of roads alone cannot address long term transportation and traffic management issues. Prescott seeks to effectively manage traffic and circulation in a manner consistent with community character and historic values. The future challenge to Prescott is to safely incorporate vehicular traffic, bikeways, and pedestrian amenities into a well functioning integrated transportation network.

If employment and service centers locate in reasonable proximity to residential areas, roadway demands and traffic congestion are decreased. Higher density development supports efficient alternative mobility options including public transportation, bikeways and pedestrian amenities - extending the longevity of existing infrastructure, while expanding transportation choices.

Prescott strives to pursue a comprehensive, integrated, multi-modal approach to transportation planning by integrating land-use and capital improvement planning, and recognizing the long term benefits of alternative transportation means. This includes planning regional and local road networks in coordination with ADOT and neighboring jurisdictions.

Connectivity of streets and alternative transportation options enhances public safety, shortens travel times and reduces congestion during peak hours. Effective traffic management occurs with good overall connectivity and traffic dispersion - balancing the overall circulation needs of the community with impacts on neighborhoods.

7.1.3 Traffic Management

Traffic management tools include creation of new roads providing alternate routes as well as integrating access points, traffic calming and other circulation features into roadway designs. To reduce traffic and increase the number of passengers per vehicle, pedestrian amenities, bikeways and convenient parking for commuters should be provided. These can be retrofitted into existing street systems and can have ancillary effectiveness in reducing speed and cut-through traffic.

The Prescott Bicycle and Pedestrian Plan, adopted in 2003, is being updated by a committee of volunteers from the bicycling community and City staff. The goal of the plan is to enhance transportation choices and improving driver and cyclist safety on the roadway. The plan will recommend improvements to existing routes and development of new routes to provide better connectivity for non motorized transportation throughout town.

An increasing percentage of the population is unable to drive due to cost, age or ability. With rising automobile costs and increased awareness of greenhouse gases, drivers may choose to use alternate transportation modes if they are available, safe, efficient and affordable. The Prescott Bicycle and Pedestrian Plan was adopted in 2003, with a goal of enhancing transportation choices and improving safety with the addition of bicycle routes/lanes and the extension of sidewalks. Some neighborhoods include traffic calming to enhance street safety while maintaining connectivity with other neighborhoods. Prescott's Downtown is enhanced with the addition of planters in intersections to improve safety and the aesthetics of the streetscape which encourage pedestrian use.

7.2 TRANSPORTATION MODES AND LIMITS

Autos and alternate modes of transportation each have merit. All require different time expenditures, taxpayer funded infrastructure and physical abilities of the user. Each vehicular trip begins and ends with one or more pedestrian trips. Walking is the most commonly used form of non-motorized transportation. Research shows that the average person will walk 5 to 10 minutes to reach shopping or other destinations, excluding walking and hiking for recreation. Downtown Prescott is well suited to this parameter.

Walking to work, school, shopping, parks or other recreational sites is limited within some areas of Prescott due to the lack of a satisfactory sidewalk network. The second most common means of non-motorized travel is bicycling, which enables a greater distance range and better access to some locations than walking. Prescott presently encourages bicycle trips with a combination of wider pavement, striped bike lanes and signed bike routes. Auto travel allows for longer trips in most weather conditions but is also the more costly means of travel. The public has traditionally accepted these costs. However, some individuals do not have access to an automobile.

Prescott's greenways and off-road trails offer pedestrian and bicycle commuters a transportation system separate from the roadway network. This reduces the need for new road infrastructure by separating autos from other modes. Fewer conflicts occur on greenway and off-road trails. There are also benefits to public health and the environment.

Prescott has become a destination for mountain and roadway bicyclists, adding to the economic vitality of the community. Consideration of access to off-road trails via city streets is important to Prescott's economy.

7.3 TRAFFIC IMPACTS, TRAFFIC SAFETY AND TRAFFIC MANAGEMENT ISSUES

The 2006 Central Yavapai Metropolitan Planning Organization (CYMPO) Regional Transportation Study establishes that growth within Prescott and throughout the region will create long term traffic management problems. The study, updated approximately every five years, is the blueprint for long term regional transportation planning and improvements.

The study suggests a three phased approach to regional transportation planning with improvements grouped by years; 2006 to 2011, 2012 to 2020 and 2021 to 2030. Most first phase regional improvements have been achieved or are near completion including the widening of State Route 89 in Chino Valley, Side Road improvements, Williamson Valley Road widening, Tribal road connector, Fain Road widening and State Route 89 interchanges. Later phases will include an extension of Glassford Hill Road and a Side Road Connector, both of which may relieve traffic on Highway 89. The 2006 study recommends new regional transportation corridors such as Great Western Blvd (formerly the Tri-City Parkway), Chino Valley Bypass, Santa Fe Loop, Sundog Connector between Prescott Lakes Parkway and State Route 69, and the Airport Loop Road.

The study also recommends alternative transportation components (public transit, carpooling, bikeways, trails, etc.) and forecasts that an investment in these systems could reduce projected traffic counts throughout the CYMPO planning area. Subsequent study updates will continue to support alternative transportation. However, the absence of an adequate assured funding source for public transit is a significant challenge to implementation.

7.4 TRANSPORTATION PLANNING

On a voluntary basis, Prescott, Yavapai County, Chino Valley, Prescott Valley, Yavapai-Prescott Indian Tribe, Dewey-Humboldt and the Arizona Department of Transportation are partners in the Central Yavapai Metropolitan Planning Organization (CYMPO), which is the designated regional transportation planning authority. CYMPO's purpose is to conduct studies, secure state and federal transportation funds, coordinate transportation planning, and prioritize funded transportation projects.

Transportation planning within the City is integrated into the City's capital improvement budget and is coordinated with both land use planning and development review. Transportation needs are a required component in specific area plans where Transportation Services and the Police Department examine traffic calming approaches to provide neighborhood safety and emphasize traffic enforcement. Retrofitting existing roadways with improvements is an important part of transportation planning requiring careful consideration of the potential impacts on neighborhoods.

7.5 TRANSPORTATION NETWORK: ROADWAYS, BICYCLE AND PEDESTRIAN, TRANSIT FACILITIES

7.5.1 Roadway Network

Roads are classified into five functional categories: major arterials, minor arterials, major collectors, minor collectors, and local streets. The Highway Capacity Manual and American Association of State Highway and Transportation Officials (AASHTO) Geometric Design of Highways and Streets ("Green Book") list the following levels of service to describe traffic flow:

A= Free flow

B= reasonably free flow

C= stable flow

D= approaching unstable flow

E= unstable flow

F = forced or breakdown flow

7.5.1.1 Arterials Goals and Strategies

Arterials: principally for longer distance travel between two points. Direct access to property is a subordinate function. In order to maximize a satisfactory operating level of service without requiring additional lanes, traffic management must concentrate on moving traffic quickly through controlled intersections.

Goal 1 Establish and maintain a system of arterial streets to provide a satisfactory level of service at level “C” or better according to AASHTO. During morning and evening peak hours, support alternative transportation such as walking and bicycling, which are compatible with land use, grading, slope stabilization, drainage and environmental goals including aesthetics.

Strategy 1.1 Complete the 2012 update of the Central Yavapai County Regional Transportation Study, by coordinating with ADOT and regional stakeholders, to guide the future planning efforts of the Central Yavapai Metropolitan Planning Organization.

Strategy 1.2 Develop a City of Prescott Transportation Plan by 2016 for adoption and implementation of recommended goals and strategies to improve arterial traffic movement and safety.

Strategy 1.3 Support improvements of arterial streets by maintaining pavement quality.

Strategy 1.4 Apply traditional and emerging technologies to extend physical and operational service to the life of roadway networks through the use of innovative design, maintenance practices, efficient signal timing and planning for improvement in levels of service.

Strategy 1.5 Balance the needs of pedestrian, bicycle and future public transit modes when expanding intersections.

Strategy 1.6 Enhance the aesthetics of street corridors.

Strategy 1.7 Promote interconnectivity of transportation networks to improve circulation efficiency, disperse traffic and reduce impacts on individual streets.

Strategy 1.8 Minimize and reduce, where feasible, direct driveway access to arterials.

7.5.1.2 Collectors Goals and Strategies

Collectors: generally serve a dual purpose of moving vehicles and individuals from place to place and to accessing fronting property. Commercial collector streets facilitate travel between high traffic generators. Access locations are often controlled or shared.

Goal 1 Adapt, design or retrofit residential collector streets as feasible to facilitate travel from local streets to parks, schools and arterial streets while maintaining a safe and attractive neighborhood environment.

Strategy 1.1 Implement strategies to prevent local streets from becoming de-facto collectors where pursuit of a connectivity goal may

negatively impact the quality of life for the residents on the local street, and increase demands for police enforcement and traffic calming.

Strategy 1.2 Minimize direct access to collectors for new residential lots.

Strategy 1.3 Design residential collectors to facilitate efficient circulation within the neighborhood while discouraging through or speeding traffic, especially from arterial to arterial.

Strategy 1.4 Design collector streets and adjacent sidewalks to facilitate use by low-speed traffic, bicycles, pedestrians, and to include trails as shown in adopted plans.

Goal 2 Require adequate vehicular and pedestrian access and connectivity within and between residential neighborhoods and adjoining commercial areas by promoting street interconnectivity and identifying minor collector streets.

Strategy 2.1 Design streets to meet the needs of emergency vehicles in a neighborhood friendly way while allowing safe on-street parking and safe pedestrian access.

Strategy 2.2 Locate new connector road alignments to facilitate access for business and commercial purposes in a cost-effective manner.

7.5.1.3 Locals Goals and Strategies

Locals: *local streets in aggregate comprise the highest total mileage of city streets and have the primary purpose of providing direct access to adjoining properties. These streets range from short cul-de-sacs to the traditional grid system in the downtown. Most residential lots will have at least one entrance onto the local street.*

Goal 1 Local street designs should provide access for residential, commercial properties and emergency vehicles. Safety should be maintained for residents, pedestrians and bicyclists while enhancing of the neighborhood environment.

Strategy 1.1 Develop a Traffic Calming Design Guide to be applied to new residential street construction.

Strategy 1.2 Continue to utilize the adopted policy for traffic calming to retrofit residential streets.

Strategy 1.3 Create and allow the use of a variety of appropriate local street cross sections to provide flexibility during design in order to promote diversity of design and neighborhood character.

Strategy 1.4 Encourage the retrofit of existing local streets to enhance safety with attention to appearance reflecting the character of neighborhoods and to reduce four-way intersections where feasible.

7.5.2 PEDESTRIAN AND BICYCLE CIRCULATION

Prescott residents and visitors enjoy a growing network of sidewalks, bicycle routes, bicycle lanes, and multi-use paths.

The on-street system is comprised mainly of striped bike lanes, signed bike routes and sidewalks. The striped bike lanes are primarily located on existing arterials and Major Collectors. Sidewalks are typically provided on new local, collector and arterial streets; however, a cohesive pedestrian movement network from neighborhoods, business areas, schools and other destinations remains to be developed. Some progress has been made through the Safe Route to Schools program and the Bicycle and Pedestrian Master Plan, which includes specific policies and locations for recommended projects while addressing related on-going maintenance needs.

The mountain biking community embraces Prescott due to the high quality of its off-street trail network. This is reflected in the annual Whiskey Off-Road race, which had 1750 registrants in 2012. Many visitors come to Prescott specifically to experience our mountain bike trail system. Biking tourists stay in downtown hotels and ride, not drive, to Prescott's world class mountain biking trails. Safety measures are encouraged while cyclists are traveling to the existing trails to the west off of Copper Basin Road, off West Gurley Street/Thumb Butte Road, and south off White Spar Road (State Route 89).

West Gurley Street and Thumb Butte Road may be made safer with paint applications to the road and bicycle route signage until such time as the planned Butte Creek trail is completed. Due to budget considerations, the recent Copper Basin Road project did not include a bike lane. However, other enhancements, such as bicycle route signage, may be used to provide greater safety to the cycling community.

There is a designated bicycle route between the Mike Fann Community Skate Park and the newly built Granite Creek Park Pump Track due to an increase in bicycle traffic between these two parks. As an example of safety improvements which may be made to this designated bike route, additional signage to notify motorists of bicycles on the roadway may be added, along with the addition of shared lane markings on Pleasant Street & Willis Street and upgrading the traffic light at the intersection of Sheldon Street & Pleasant Street to detect bicycles.

7.5.2.1 Complete Streets

Complete Streets is a nationally recognized term referencing the design and operation of highways and streets to enable all users, including bicyclists, pedestrians, transit riders and motorists, to safely move along and across the roadway. Complete Streets is an approach to interdependent, multimodal transportation facilities planned, designed, operated, and maintained to provide safe mobility. Designing streets to the function and context of the neighborhood, whether residential or commercial, and the surrounding environ is appropriate. Each highway or street is unique and dependent upon the context of the street design and neighborhood.

A "Complete Street" is defined as a street which safely accommodates all users including vehicles, pedestrians, and bicyclists. Basic elements of complete streets include sidewalks, bike lanes (or wide paved shoulders), pedestrian crossing opportunities, median islands, and accessible pedestrian signals. Careful planning and development of Complete Streets infrastructure offers long-term cost savings for local and state government by reducing automotive travel. Additional information may be found in the Circulation Element.

Basic elements of Complete Streets include sidewalks, bike lanes (or wide paved shoulders), pedestrian crossing opportunities, median islands, bus pullouts and accessible pedestrian signals. A Complete Street in a rural area will look quite different from a Complete Street in a highly urbanized area, but both are designed to balance safety and convenience for everyone using the street.

Careful planning and development of Complete Streets infrastructure offers long-term cost savings for local and state government by reducing automotive travel. By designing for the safety of all users, fewer collisions occur between autos and other forms of transit, reducing the need for emergency services. There are also benefits to public health, the environment and financial benefits to property owners and businesses through increased foot traffic.

A committee may be formed to advance this concept and help Prescott attain a League of American Bicyclists' Bicycle Friendly Community status. Bicycle Friendly Community status has been awarded to both Flagstaff and Sedona, and may be a contributing factor to tourism in those areas. Much of the groundwork for this coveted designation has been included in the Bicycle and Pedestrian Master Plan.

Additional information regarding the off-street trail system may be found in the Open Space Element.

7.5.2.2 Pedestrian and Bicycle Goals and Strategies

Goal 1 Ensure that new pedestrian and bicycle circulation facilities are designed and constructed to encourage bicyclists to use them by creating logical connections between residential neighborhoods and destinations such as commercial centers, employment centers, medical facilities, etc.

Strategy 1.1 Update the 2003 Bicycle and Pedestrian Master Plan to reflect current conditions.

Strategy 1.2 Implement the Bicycle and Pedestrian Master Plan for the City of Prescott through inclusion of projects in the Capital Improvements Plan with emphasis on design and development which increase the number of short trips connecting residential areas with schools and business areas.

Strategy 1.3 Strengthen partnerships directed toward enhancing pedestrian and bicycle access to local schools.

Strategy 1.4 Develop programs which educate bicyclists, pedestrians, and motorists about sharing roadways, and promote walking and bicycling.

Strategy 1.5 Continue acquisitions and development, consistent with the Bicycle and Pedestrian Plan, of separate and multi-use pathways, where feasible, for pedestrians and bicyclists designed to connect popular origins and destinations.

Strategy 1.6	Support placement of schools, employment centers and retail in proximity to residential areas to encourage walking, bicycling and transit use.
Strategy 1.7	Assure adequate maintenance of bicycle and pedestrian facilities.
Strategy 1.8	Encourage bicycle safety through the application of road surface paint, bicycle route signage, and other means.
Strategy 1.9	Pursue League of American Bicyclists Bicycle Friendly Community status.
Strategy 1.10	Give higher priority to street reconstruction and repaving projects on existing or designated bicycle routes.
Goal 2	Accommodate multi-modal transportation options in new development.
Strategy 2.1	Design pedestrian facilities to provide safe access for children, the elderly and handicapped.
Strategy 2.2	Require the submittal of pedestrian and bicycle circulation plans as elements of Traffic Impact Analysis required for new development. Assure that adequate bicycle parking facilities are included in designs for new development.
Strategy 2.3	Include bikeways and sidewalks in the design of all new roadways where feasible and are consistent with the Pedestrian and Bicycle Master Plan.
Strategy 2.4	Encourage the acquisition and development of off-street multi-use routes along creeks, drainages, utility easements, and through parks and open spaces.
Strategy 2.5	Where feasible, retrofit existing roadways to provide multi-modal facilities,
Strategy 2.6	Design new and reconstructed roadways using Complete Streets concepts where feasible.

7.5.3 PUBLIC TRANSIT

The Central Yavapai Metropolitan Planning Organization (CYMPO) is charged with the development and implementation of a regional transit system. The mission of CYMPO is to provide leadership in planning and promoting a comprehensive multi-modal transportation system for regional mobility and connectivity which encourages a positive investment climate and fosters development sensitive to the environment.

CYMPO is the designated Metropolitan Planning Organization (MPO) for the City of Prescott, Town of Prescott Valley, Town of Chino Valley, Town of Dewey-Humboldt, Yavapai County and Arizona Department of Transportation. As the regional MPO, CYMPO provides the forum for local elected officials and transportation experts to plan multimodal infrastructure within the CYMPO Planning Boundary area. CYMPO has completed studies regarding the feasibility of a

regional public transit system. The Regional Transit Needs Study and the Transit Implementation Plan recommend a combination of basic fixed and flexible route transit service with a park-and-ride component. Yavapai Regional Transit Authority, a local nonprofit organization, is providing limited transit service between Prescott and Chino Valley. Should the Authority succeed in expanding its services, a portion of the regional transit needs could be met by this entity.

CYMPO pursues available state and federal funding for implementing a public transit system. The County has also provided limited funding for transit in other jurisdictions. Services may be contracted out to private providers; however, providers must be able to meet state and federal guidelines for publically funded transit. A limited private bus service operates within the City and is not currently subsidized with public funds, but the service is limited and does not fully meet the needs of the community. Other funding sources may be available for public entities or non-profit organizations that provide transit services. However, finding a capable provider and assured funding in an uncertain economy are important issues.

Efficient transit systems depend in part on cluster development where higher densities create a population base. The Growth and Cost of Development Element of this plan addresses the need for more opportunities for compact development. Prescott's aging population and the recent trend to develop higher density senior housing will only reinforce the need for transit to serve the population that no longer drives.

7.5.3.1 Transit Goals and Strategies

Goal 1. Support and participate in regional public transportation when such a system is financially feasible.

Strategy 1.1 Identify and seek fair share funding.

Strategy 1.2 Develop ancillary facilities such as park and ride lots and bus turn-outs, where feasible.

7.6 AIRPORT

Ernest A. Love Airport is operated solely by the City. However, there are regional benefits from economic activity enhanced by air transportation. The 2009 Airport Master Plan provides for facilities and services to accommodate the needs of aviation toward this end. The airport transportation hub attracts relocating and expanding businesses by the provisions to deliver people and goods.

In 2001 the City of Prescott, Prescott Valley and Chino Valley entered into annexation boundary agreements to set each municipality's future boundary limits. This is especially important near the airport where all three communities share boundaries. Prescott adopted the Airport Specific Area Plan (ASAP) in 2001 to protect the airport as a transportation hub from residential development of nearby vacant land.

Airport operations rely heavily on federal and state-grant funding for major capital improvements and runway maintenance. Future sharing of funding, operations, oversight and benefits of the airport with neighboring jurisdictions may achieve greater expansion and economic vitality.

7.6.1 Airport Goals and Strategies

Goal 1 Enhance the regional transportation role of the airport.

Strategy 1.1 Create a new Airport Business Plan to guide the operation and development of the airport.

Strategy 1.2 Enhance access to the airport referencing the Airport Specific Area Plan, Airport Master Plan, and the Airport Area Transportation Study.

Strategy 1.3 Actively pursue research, marketing and development of the airport as a regional transportation hub.

Strategy 1.4 Implement improvements to the Airport including, but not limited to, development of a new terminal, redevelopment of on-airport land uses, evaluation/ modification/ improvement of the main airport road entrance and circulation as may most beneficially serve the airport community needs in accordance with current industry standards and practices.

Strategy 1.5 Create safe multimodal and alternative transportation connections.

7.7 TRAFFIC SAFETY

Traffic safety is a shared responsibility among drivers, motorcyclists, bicyclists, pedestrians, public transit and other users such as skateboarders and wheelchairs. The majority of collisions in Prescott occur on arterial and collector streets, primarily as rear end, angle and left turn collisions where driver error is involved.

The Public Works and Police Departments partner to improve traffic safety through engineering, education and enforcement. The Prescott Police Department utilizes the latest technologies and innovative techniques to fairly and uniformly enforce traffic laws, ordinances, and regulations.

7.7.1 Traffic Safety Programs Goals and Strategies

Goal 1 Enhance traffic safety through engineering, education and enforcement.

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| Strategy 1.1 | Continue to maintain a comprehensive collision database and use it to develop annual reports to show number, analysis of type, cause/violation, and time of day for the crashes and injuries occurring on city streets, along with year-to-year comparisons of trends. |
| Strategy 1.2 | Continue the existing program of monitoring, and adjusting where necessary, speed limits on arterials and collectors to assure limits are imposed in a uniform and reasonable manner using nationally accepted engineering standards. |
| Strategy 1.3 | Identify a set of objectives for sight distance and other safety recommendations, including improvements and programs to allow evaluation of their effectiveness. |
| Strategy 1.4 | Encourage educational programs directed to motorists, motorcyclists, bicyclists and pedestrians to raise public awareness of their joint responsibilities when using City transportation facilities. Encourage drivers' education in schools. |
| Strategy 1.5 | Continue using the enforcement program employing selective enforcement of high collision locations and violations known to cause collisions. |
| Strategy 1.6 | Improve communications among Public Works, Law Enforcement, and the courts in an effort to emphasize to the public the importance of traffic safety and compliance with traffic regulations. |
| Strategy 1.7 | Continue the application of alternative designs such as roundabouts to improve the safety of existing high collision intersections and for planned high volume intersections. |

7.8 TRANSPORTATION SYSTEM MANAGEMENT

Transportation System Management (TSM) is a means of reducing congestion, promoting traffic safety, and protecting the public investment in the existing street system. Techniques include:

- Traffic Management – improving vehicle movements and increasing the capacity and safety of existing streets by use of turn lanes, medians, bikeways, signal timing, synchronization, etc
- Demand Management – reducing trips and/or the number of vehicles on the roadway, includes ride-sharing programs; expanded bicycle, pedestrian and transit options; High Occupancy Vehicle (HOV) lanes; preferential carpool parking; telecommuting and staggered or flexible working hours
- Maintenance Management – managing maintenance necessary to protect the public investment in City streets, bikeways and sidewalks

7.8.1 Transportation System Management Goals and Strategies

Goal 1 Improve arterial vehicle efficiency by maximizing capacity and safety.

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| Strategy 1.1 | Monitor and analyze traffic volumes and levels of service for major intersections as well as the links between major intersections. |
| Strategy 1.2 | Continue to coordinate with Yavapai County, the Central Yavapai Metropolitan Planning Organization and the Arizona Department of Transportation in access management decisions on regional arterials. |
| Strategy 1.3 | Perform a data analysis on the current travel habits of Prescott residents including the frequency, range, mode and duration of daily trips by dwelling unit types. Use the data to address pedestrian and bicycle infrastructure need. |
| Strategy 1.4 | Synchronize traffic signals to accommodate and enhance traffic flow. |

Goal 2. Establish a program to ensure that the public investment in the existing transportation system is protected.

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| Strategy 2.1 | Continue the existing pavement management system to provide data relative to the projected useful life of the pavement, alternatives for maintenance, maintenance schedules, a five-year priority program for maintenance, and the associated costs. |
| Strategy 2.2 | Use the previously completed inventory and priority program for pavement of the unpaved streets and alleys, to recommend funding strategies. |
| Strategy 2.3 | Continue using the comprehensive Maintenance Management System for traffic signing, striping and sweeping on city streets to meet identified levels of service. |



TO: MAYOR AND CITY COUNCIL
AGENDA: July 10 Pedestrian, Bicycle & Traffic Advisory Committee
DATE: July 10, 2023
DEPT: Public Works
ITEM #: 4.F
SUBJECT: Presentation & Discussion Regarding Ongoing Project Updates.

ITEM SUMMARY

Staff will provide updates and discussion for the following:

- Cortez & Union Rectangular Rapid Flashing Beacon (RRFB)
- Sheldon & Cortez Turn Pocket
- SR89 Roundabout Yield Flasher

BACKGROUND

Installation is scheduled for July through mid August, for the Cortez & Union Rectangular Rapid Flashing Beacon (RRFB). The conflicting 2-way left turn lane striping has been removed and a dedicated left-turn layout is in place for the Sheldon & Cortez turn pocket. Striping is to occur in late July. New flashers are installed and working for northbound and southbound SR89 at Willow Lake Road (SR89 Roundabout). 24HR operation is being used.

FINANCIAL IMPACT

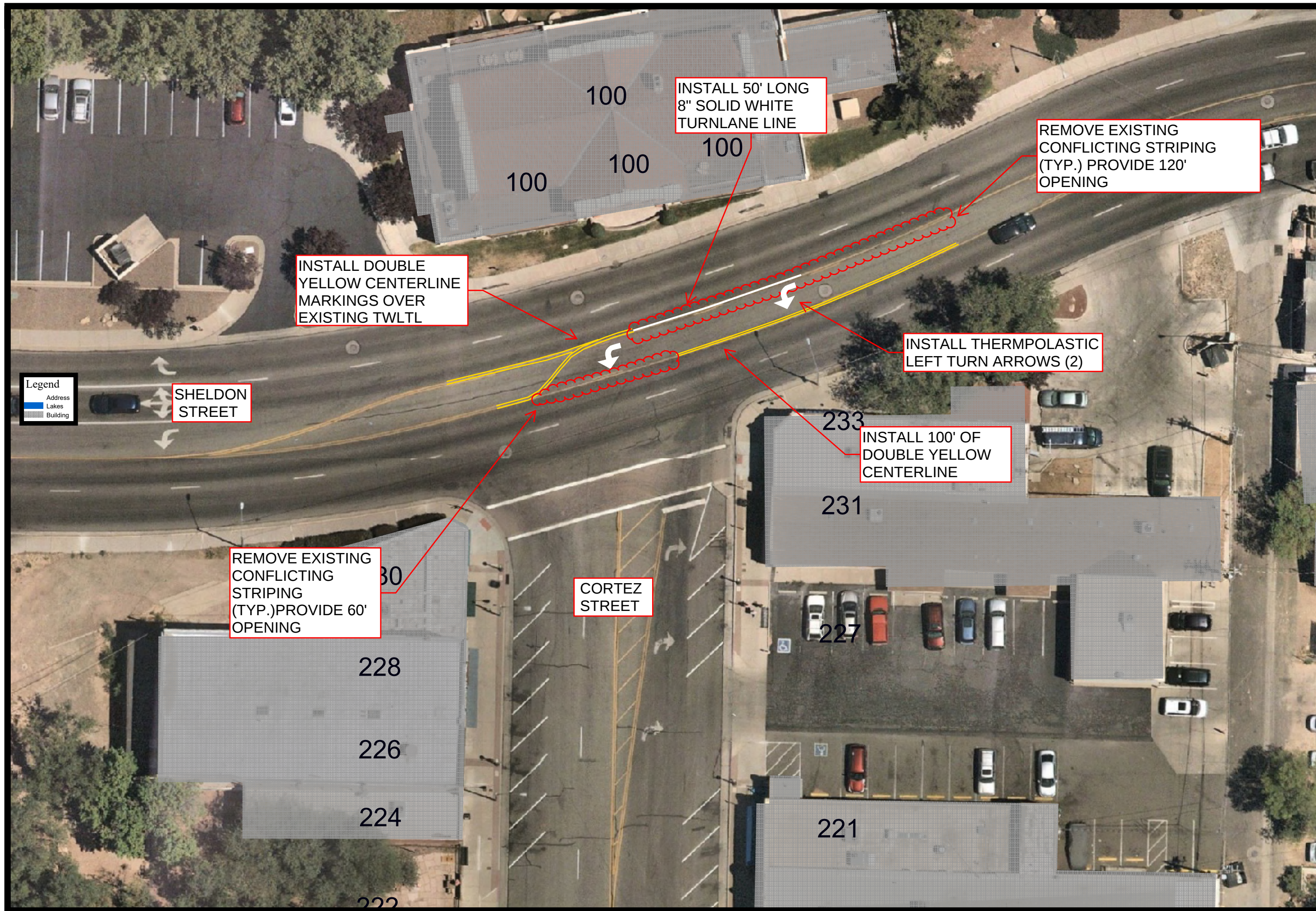
N/A

RECOMMENDED ACTION

Discussion and possible recommendations related to updates provided by staff

ATTACHMENTS

1. Sheldon & Cortez LT Pocket Striping Modification - Oct. 2022



INSTALL 50' LONG
8" SOLID WHITE
TURNLANE LINE

REMOVE EXISTING
CONFLICTING STRIPING
(TYP.) PROVIDE 120'
OPENING

INSTALL DOUBLE
YELLOW CENTERLINE
MARKINGS OVER
EXISTING TWLTL

INSTALL THERMPOLASTIC
LEFT TURN ARROWS (2)

INSTALL 100' OF
DOUBLE YELLOW
CENTERLINE

REMOVE EXISTING
CONFLICTING
STRIPING
(TYP.) PROVIDE 60'
OPENING

CORTEZ
STREET

SHELDON
STREET

Legend

- Address
- Lakes
- Building

CITY OF PRESCOTT
ARIZONA
Everybody's Hometown

SHELDON @ CORTEZ LT POCKET STRIPING MODIFICATION
CITY OF PRESCOTT - OCT. 2022

This map is a product of
The City of Prescott



0' 1" = 30'