

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, 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.

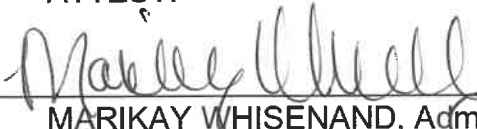
6. ADJOURNMENT

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



BILL FANELLI, Chairman

ATTEST:



MARIKAY WHISENAND, Administrative Specialist

7-10-2023

Date