

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



August 14, 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** at their meeting to be held **August 14, 2023**. Notice of this meeting is given pursuant to Arizona Revised Statutes, Section 38-431.02.

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **OPEN CALL TO THE PUBLIC**
4. **DISCUSSION & ACTION ITEMS**
  - A. Approval of the July 10, 2023 Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.  
**Recommended Action: MOVE to approve minutes as presented**
  - B. Presentation & Update From Central Yavapai Metropolitan Planning Organization (CYMPO).  
**Recommended Action: This item is for discussion only. No formal action will be taken.**
  - C. Presentation & Discussion Regarding an Update on Pedestrian Safety from Ruth Street to Gail Gardner.  
**Recommended Action: Staff recommends the Committee receive a presentation and provide possible direction to staff regarding intersection improvements in the area**
  - D. Presentation & Discussion Regarding the General Plan Circulation Element.  
**Recommended Action: Staff recommends the Committee receive a presentation and provide feedback regarding the drafting of a Circulation Element for the 2025 General Plan**
  - E. Presentation & Discussion Regarding Ongoing Project Updates.  
**Recommended Action: This item is for discussion only. No formal action will be taken.**
5. **GENERAL ANNOUNCEMENTS FROM STAFF**
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 8/9/23 at 4:00 p.m. in accordance with the statement filed by the Prescott City Council with the City Clerk.



---

Sarah M. Siep, City Clerk



TO: MAYOR AND CITY COUNCIL  
AGENDA: August 14 Pedestrian, Bicycle & Traffic Advisory Committee  
DATE: August 14, 2023  
DEPT: City Clerk  
ITEM #: 4.A  
SUBJECT: Approval of the July 10, 2023 Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.  
**Recommended Action: MOVE to approve minutes as presented**

## ITEM SUMMARY

Attached for approval are the Pedestrian, Bicycle & Traffic Advisory Committee minutes for the July 10, 2023 meeting.

## BACKGROUND

None

## FINANCIAL IMPACT

None

## RECOMMENDED ACTION

MOVE to approve minutes as presented

## ATTACHMENTS

1. July 10, 2023 PBTAC Minutes

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

**MINUTES**

**1. CALL TO ORDER**

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

**2. ROLL CALL**

Bill Fanelli, Chairman  
Michelle Schaefer, Vice Chair  
Troy Cook, Member  
David Fero, Member  
Kent Hart, Member  
Jim Knaup, Member  
Joe Scott, Member

**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 June 12, 2023 Meeting Minutes.

**MOTION BY VICE CHAIRWOMAN SCHAEFER TO APPROVE THE JUNE 12, 2023 MEETING MINUTES; MOTION SECONDED BY MEMBER COOK: PASSED (7-0)**

B. Presentation and Discussion Regarding Pedestrian Safety on Ruth Street & Gail Gardner

Councilmember Moore opened discussion regarding pedestrians traveling to and from the shopping centers on Gail Gardner Way, from the area of Ruth Street and Whetstine. He was contacted by a constituent from Samaritan Village, who voiced concerns about no traffic controls, no marked crosswalks, and no sidewalks on either side of Whetstine for pedestrians. Black Drive and Gail Gardner Way also do not have sidewalks present.

Public Works Transportation Manager, Ian Mattingly, discussed the area of concern. In the opposite direction, towards Willow Creek Road, Whetstine continues to Gail Gardner and into the entrance of the Walmart shopping center. He stated that the City's sidewalk program is focused on trip hazard elimination and repairs, and there is not enough funding within the program for major sidewalk installation projects. He continued by explaining that sometimes there are special projects that fund sidewalks, but they are rare.

Chairman Fanelli inquired about the approximate cost to fund a project like this. Deputy Public Works Director, Gwen Rowitsch replied that staff could investigate a cost estimate. She commented that the American Legion & Prescott Library Sidewalk project, for example, totaled about \$800,000. Deputy Director Rowitsch explained that staff comprehensively looks at projects to determine whether or not potential future projects could result in having to tear up the recent work, and how soon that may occur.

Councilmember Moore commented that if a sidewalk project moves forward, the north side is preferred, since the foliage on the south side causes ice from shadows in the winter.

Per Mr. Mattingly, Gail Gardner Way at Black Drive has volumes and speeds low enough to consider the installation of a marked crosswalk at that intersection. He stated, however, that a marked crossing at Willow Creek Road and Whetstine is not recommended, based on volume and speeds combined with multiple lanes of traffic to cross in each direction. An enhanced pedestrian signal is also not recommended for Whetstine and Willow Creek Road as the number of pedestrians crossing the roadway will not meet the warrant conditions; there is also a signal in close proximity at Black Drive. Councilmember Moore inquired about having a sidewalk added on Black Drive between Willow Creek Road and Gail Gardner Way, knowing a potential sidewalk on Whetstine would take time. Member Jim Knaup cautioned about the difficulty crossing Gail Gardner Way, east to west, with nonstop traffic. Mr. Mattingly agreed, and added that the shopping center has difficulties in general, related to traffic, including that intersection.

It was agreed that staff will bring a marked crosswalk layout concept for Gail Gardner Way and Black Drive to share at next month's meeting. If approved during the August meeting, the crosswalk would likely be installed in the fall.

Chairman Fanelli concluded by adding that the Safe Routes to School program may be helpful with this situation as well.

***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

Ms. Stotler was not available in person to provide an update; however, Mr. Mattingly relayed the following from her:

CYMPO is hoping to confirm a new date for the Active Transportation Plan kick off meeting, to fall within the last week of July. CYMPO plans to communicate with the whole stakeholder network this week on the confirmed date.

***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) Grant Application Status

The SS4A grant application request was submitted, per Chairman Fanelli for a combination supplemental safety action plan. The first part of the plan includes a study analyzing vulnerable road users (pedestrians and bicyclists). The second part is an MUTCD study, analyzing permissive or permitted left turns. Mr. Mattingly displayed a map of area discussed in last month's meeting.

Member Knaup requested additional information about the grant. Chairman Fanelli explained that last year's opportunity included planning only. This year includes both planning & demonstration grants, which are typically lower amounts, and implementation, which is typically more expensive but more competitive. Mr. Mattingly added that an approved action plan is part of the implementation grant requirements, therefore the City does qualify at this time to pursue an implementation grant.

The grant application request submitted by Chairman Fanelli includes a sub-study, which would capture part of the area being covered in the Active Community Transportation - Unified Plan (ACT-UP) CYMPO Study, per Mr. Mattingly. That data could then be used next year as part of an SS4A implementation grant application to help fund the project cost for sidewalks in that area. Chairman Fanelli will continue to monitor the application status, and keep the committee apprised.

- USDOT Rural and Tribal Assistance Pilot Program

Recently, the U.S. Department of Transportation (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.

Per Mr. Mattingly, 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 150,000 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 most of the tribal nations in greater Arizona are not qualified, as most of the larger tribes are not situated close to a UZA of 150,000 or greater (likely limits this to Maricopa and Pima counties).

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

E. Presentation and Discussion Regarding the General Plan Circulation Element

Mr. Mattingly explained the background for today's agenda item. The City's 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. Deputy Director Rowitsch added that recommendations would then be on a ballot for any changes to implement.

Chairman Fanelli requested clarification regarding the road classifications, for example, major and minor collectors in relation to the General Plan Circulation Element. Mr. Mattingly explained the slight changes, and how those relate to the General Engineering Standards (GES). He explained to the committee that the General Plan has good information, and inquired of the members if any major or minor changes should be recommended.

Member Knaup commented that he likes the format, as it is conversational and easy to read and understand. He added that it is interesting to see a ten-year old version with goals and strategies that have not yet been met, so those need to be updated. The document also has some opportunities for this group to consider.

Mr. Mattingly agreed that the document needs to be brought up to date. Some of the maps would change, depending on the input and recommendations received. The list of projects within the General Plan cover a lot of turn pocket layouts and other changes based on studies.

Councilmember Rusing referenced areas on the displayed map, and commented on benefits and concerns with changes that have occurred over the past 10 years, and how that may affect the General Plan update.

Chairman Fanelli inquired of Mr. Mattingly and Deputy Director Rowitsch what the best method would be for gathering feedback for possible recommendations.

Per Deputy Director Rowitsch, a good method would be to analyze the Circulation Element of the General Plan in sections and gather comments prior to the next PBTAC meeting. During the next meeting, staff can then engage with the members of the committee and have a dialogue.

Members inquired about trails, greenways, open space, environmental and ecological elements. Although those are not part of the Circulation Element, those may be reviewed later per Deputy Director Rowitsch.

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

F. Presentation and Discussion Regarding Ongoing Project Updates

- Cortez & Union Rectangular Rapid Flashing Beacon (RRFB)

Installation is scheduled for July through mid-August, for the Cortez & Union Rectangular Rapid Flashing Beacon (RRFB). Crews are finishing up the pole installation.

- Sheldon & Cortez Turn Pocket

The conflicting two-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.

- SR89 Roundabout Yield Flasher

New flashers are installed and working for northbound and southbound SR89 at Willow Lake Road (SR89 Roundabout). A 24-hour operation is being used. Signage for roundabouts has changed, and sizes increased to 48" (from 36").

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

5. GENERAL ANNOUNCEMENTS

Member Knaup inquired about signage for the bike corral, located next to Colt Grill in downtown Prescott. He commented that he has noticed motorcycles parking within the spaces for bicycles. Per Mr. Mattingly, bike parking signs have not yet been installed so that may improve the situation. Staff is looking at late August for installation. Staff liaison Marikay Whisenand commented that green paint, the type used for bicycle lanes, may aid in recognizing bicycle parking areas.

The City's Effluent Tank and Pipeline and SR89 Widening Project has a virtual meeting room with opportunities to watch informational videos and provide feedback through a survey. The survey link will be emailed to members post-meeting.

The next meeting is scheduled for August 14, 2023.

**6. ADJOURNMENT**

There being no further business to discuss, the meeting was adjourned at 10:41 am.

---

BILL FANELLI, Chairman

ATTEST:

---

MARIKAY WHISENAND, Administrative Specialist

---

Date



TO: MAYOR AND CITY COUNCIL  
AGENDA: August 14 Pedestrian, Bicycle & Traffic Advisory Committee  
DATE: August 14, 2023  
DEPT: Public Works  
ITEM #: 4.B  
SUBJECT: Presentation & Update From Central Yavapai Metropolitan Planning Organization (CYMPO).

## ITEM SUMMARY

CYMPO staff will provide the Committee with an update regarding the ACT-Up Kickoff Meeting.

## BACKGROUND

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: August 14 Pedestrian, Bicycle & Traffic Advisory Committee  
DATE: August 14, 2023  
DEPT: Public Works  
ITEM #: 4.C  
SUBJECT: Presentation & Discussion Regarding an Update on Pedestrian Safety from Ruth Street to Gail Gardner.

## ITEM SUMMARY

Staff will provide updates and information regarding pedestrian safety along Ruth Street, specifically in the Gail Gardner Way and Black Drive traffic corridor.

## BACKGROUND

Following direction from the July PBTAC meeting, staff reviewed the intersection of Gail Gardner Way & Black Drive for pedestrian safety. Based on the attached crosswalk layout, the intersection geometries and roadway speeds are such that an enhanced crossing is recommended.

## FINANCIAL IMPACT

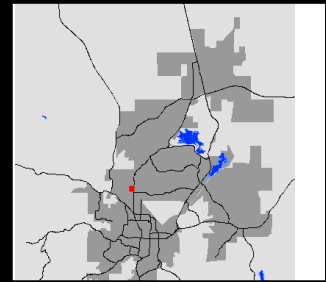
The proposed intersection improvements, including a Rectangular Rapid Flash Beacon (RRFB), are estimated to cost \$8,000 - 10,000.

## RECOMMENDED ACTION

Staff recommends the Committee receive a presentation and provide possible direction to staff regarding intersection improvements in the area

## ATTACHMENTS

1. GGW @ Black Drive Crosswalk Layout - Aug 14 PBTAC 2023-08-06 19\_08\_02



AUGUST 14TH, 2023 PBTAC MEETING

GAIL GARDNER WAY @ BLACK DRIVE PEDESTRIAN CROSSING ENHANCEMENTS

This map is a product of  
The City of Prescott

0' 1" = 29'



TO: MAYOR AND CITY COUNCIL  
AGENDA: August 14 Pedestrian, Bicycle & Traffic Advisory Committee  
DATE: August 14, 2023  
DEPT: Public Works  
ITEM #: 4.D  
SUBJECT: Presentation & Discussion Regarding the General Plan Circulation Element.

## ITEM SUMMARY

Staff will provide a presentation to the Committee regarding the Circulation Element of the General Plan:

- Sections 7.1 - 7.5.1.3

## 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

None

## RECOMMENDED ACTION

Staff recommends the Committee receive a presentation and provide feedback regarding the drafting of a Circulation Element for the 2025 General Plan

## ATTACHMENTS

1. Circulation Element\_Sections 7.1 - 7.5.1.3

# 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.

# Circulation Map

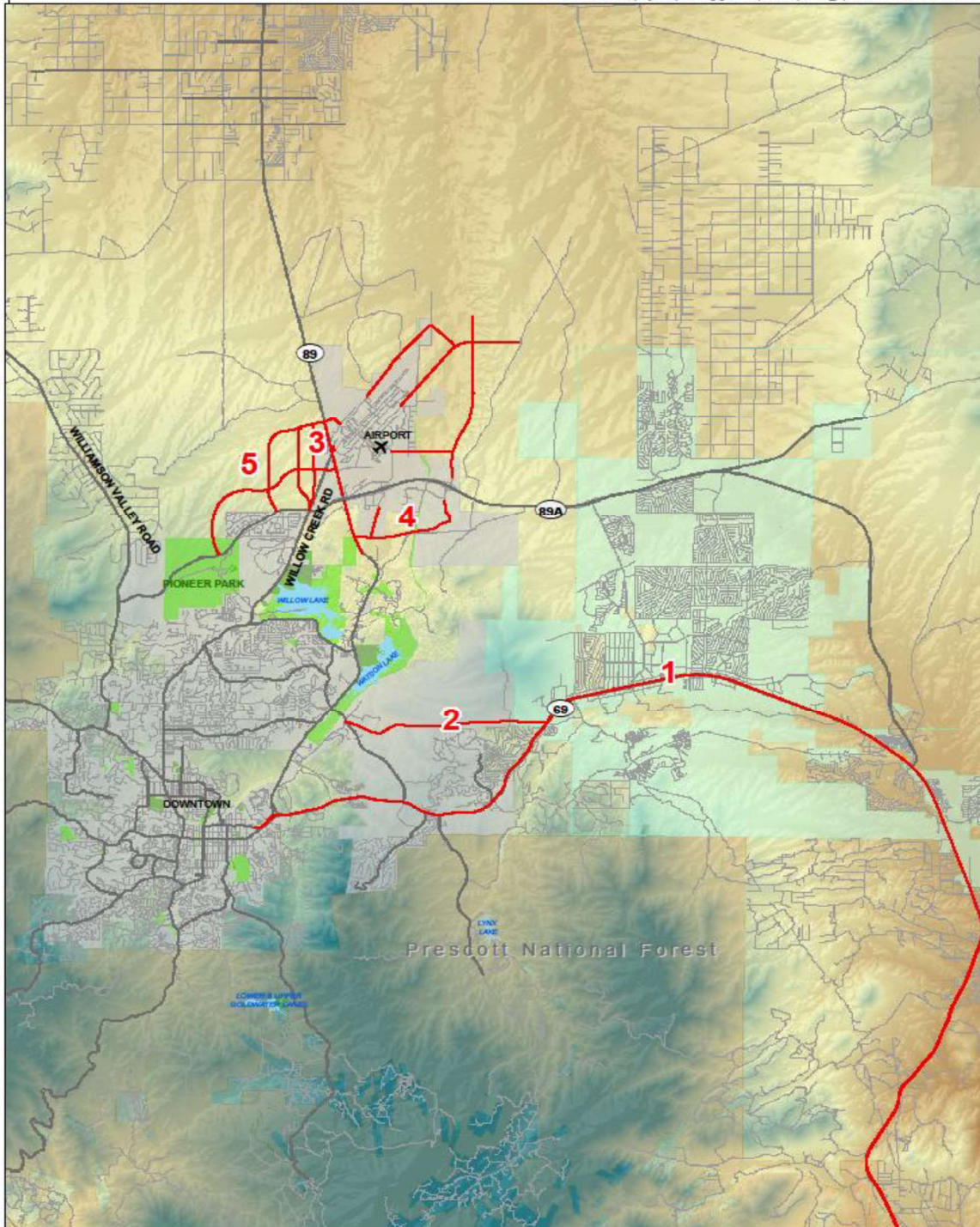
-  Prescott Corporate Limits
-  Prescott Valley Corporate Limits
-  Prescott National Forest
-  Lakes
-  Parks
-  Open Space

- 1** State Route 69:  
Construct from SR 109 to  
SR 89 as a six lane facility
- 2** Sundog Connector:  
Design and construct
- 3** Willow Creek Road:  
Realignment and ancillary  
support roads
- 4** Side Road Connector/  
SR 89 Widening

- 5** West Airport Annexation  
Area Roads



U:\GEO\projects\planning\general plan map\2015\_Updates\2015Circulation.mxd





TO: MAYOR AND CITY COUNCIL  
AGENDA: August 14 Pedestrian, Bicycle & Traffic Advisory Committee  
DATE: August 14, 2023  
DEPT: Public Works  
ITEM #: 4.E  
SUBJECT: Presentation & Discussion Regarding Ongoing Project Updates.

## ITEM SUMMARY

Staff will provide updates and discussion for the following ongoing projects:

- SR89A On-Ramp
- SR69 Widening

## BACKGROUND

An update on the ADOT projects will be provided during the meeting.

## FINANCIAL IMPACT

None

## RECOMMENDED ACTION

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

## ATTACHMENTS

None