

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



December 11, 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 **December 11, 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 November 13, 2023 Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.
Recommended Action: MOVE to approve the 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 the Citywide Speed and Travel Time Study Update.
Recommended Action: This item is for discussion only. No formal action will be taken.
 - D. Presentation & Discussion Regarding Garden & Western Traffic Calming.
Recommended Action: Discussion and possible recommendations related to the installation of a series of two speed humps on Garden Street between Gurley Street and Western Avenue
 - E. Presentation & Discussion Regarding Ongoing Project Updates.
Recommended Action: Discussion and possible recommendations related to updates provided by staff
 - F. Approval of the 2024 Pedestrian, Bicycle, & Traffic Advisory Committee Meeting Schedule.
5. **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 12/8/23 at 3:45 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: December 11 Pedestrian, Bicycle & Traffic Advisory Committee
DATE: December 11, 2023
DEPT: City Clerk
ITEM #: 4.A
SUBJECT: Approval of the November 13, 2023 Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.

ITEM SUMMARY

This item is for the approval of the November 13, 2023 PBTAC Meeting Minutes. Staff recommends approval of minutes as presented.

BACKGROUND

None.

FINANCIAL IMPACT

None.

RECOMMENDED ACTION

MOVE to approve the minutes as presented

ATTACHMENTS

1. 111323_Bicycle Committee Minutes

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



November 13, 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 9:31 a.m.

2. ROLL CALL

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 (PBTAC) 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 comments.

4. DISCUSSION & ACTION ITEMS

A. Approval of October 9, 2023 Meeting Minutes.

**MOTION BY MEMBER JIM KNAUP TO APPROVE THE OCTOBER 9, 2023
MEETING MINUTES; MOTION SECONDED BY MEMBER FERO:
PASSED (6-0)**

B. Presentation and Discussion Regarding a Request for a Sidewalk
Installation on East Nathan Lane.

Public Works Transportation Manager, Ian Mattingly, introduced the item and provided background information regarding a citizen request for a sidewalk installation on East Nathan Lane. The request was recently brought forward by resident Elaine Garley, who was present for the meeting. Nathan Lane and City Lights has a sidewalk along the north side of the roadway with the exception of a 330 foot section extending east from Senator Highway. The reason why this section was excluded when Nathan Lane was constructed is not known, as the plat records for that area were not able to be found.

Mr. Mattingly explained that the City currently budgets \$200,000 to \$250,000 per year for the Miscellaneous Concrete Repairs Project, which is used to repair (grind) lifted panels, replace broken panels and occasionally add small sections of sidewalk to promote connectivity. Each year the project is only able to fund a portion of the top prioritized concrete repairs. City staff receives many citizen requests for new sidewalks on streets without facilities, and to fill sidewalk gaps. Careful consideration of where funds should be spent is important in utilizing them in the most beneficial way.

Councilmember Rusing inquired about the cost per linear foot of sidewalk. Public Works Director, Gwen Rowitsch, provided a project example involving the American Legion sidewalk, with a project cost upwards of \$825,000.

Vice Chairwoman Schaefer inquired about left over funding from a prior fiscal year being able to be utilized to fill in the gaps. Per Director Rowitsch, there generally is not a carry over from a prior fiscal year as there are typically more needs than funding available. The \$200,000 to \$250,000 referenced by Mr. Mattingly tends to be allocated fairly quickly.

Member Troy Cook commented that a possible temporary fix could include grading and/or gravel in lieu of a sidewalk installation. Mr. Mattingly explained that some improvements are made within a project already taking place, as long as various criteria is met. For East Nathan Lane, the hillside is falling away so there may be grade issues present.

Ms. Garley commented that the in the area where the sidewalk is missing is relatively flat, so maybe a portion of the area could be utilized. Mr. Mattingly explained that the area could be reviewed then added to a list of requests. Ms. Garley inquired about going through Council to request attention to the matter sooner. Councilmember Rusing commented that Open Call to Public may be an option for such matters.

Member Jim Knaup inquired about increasing the budget for sidewalk repairs. Director Rowitsch explained that although the budget is completed by Public Works, City Council ultimately makes the decision.

Planner Bryn Stotler with Central Yavapai Metropolitan Planning Organization (CYMPO) introduced herself. CYMPO could provide funding opportunities for these types of projects, according to Ms. Stotler. ACT-UP focuses on improvements aligned with safety concerns, and funding is available. Director Rowitsch thanked Ms. Stotler for the valuable information.

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

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

- ACT-Up Kickoff Meeting

Ms. Stotler provided an update regarding ACT-UP and discussed current goals. The plan focuses on where people are traveling to, where they are traveling from, and whether they are driving, on foot, or biking. That focus can then be expanded, taking a look at regional connections between communities. Each member agency will be providing information for pedestrians and cyclists, and a list of opportunities can be produced. That will provide a good set up point to request funding.

The ACT-UP public kickoff meeting recently took place and Ms. Stotler thanked members who were in attendance. CYMPO is working with a consultant team very versed with the plan. The organization is taking a closer look at school campuses including charter campuses. More public events are to come, along with virtual options. Ms. Stotler will continue to forward periodic updates as they become available.

- Transportation Alternatives Program Updates

Three applications have been received, per Ms. Stotler. The City's submittal involves a multi-use component for the Deep Well area. The Town of Chino Valley submitted an extension request for the Peavine Trail. A 26 mile Lasso Loop multi-use trail submittal was received by the Town of Prescott Valley. All three applications were well received. Although there are no formal announcements currently, it is likely that all three should be funded. Funding is anticipated to go live the first quarter once funding is official. There will be a second round of applications opportunity in April 2024.

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

D. Presentation and Discussion Regarding the General Plan Circulation Element

Mr. Mattingly provided an update from the recent General Plan Committee (GPC) workshop meeting, which included a presentation of the proposed draft Circulation Element.

The A.R.S and key objectives were reviewed. The 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).

Key objectives included enabling efficient movement of people, goods and services, as well as the Prescott transportation network providing connectivity to the immediate region.

Per Mr. Mattingly, existing sections were discussed with the GPC, which included CYMPO Regional Transportation Plan (RTP)/Transportation Planning, Traffic/System Management, Transportation Modes and Limits, Traffic Impacts, Safety and Management Issues, Transportation Network (Roadways, Bicycle, and Pedestrian), Transit Facilities, the Airport Section, and Traffic Safety.

Mr. Mattingly outlined the Review Process and Schedule/Details from the meeting, where he explained to the GPC that Public Works staff and PBTAC reviewed the Circulation Element at monthly meetings. The purpose for the review included determining Goals and Strategies (G&S) that have been accomplished and removed, updating and keeping the G&S that are still relevant, adding new G&S, expanding and adding new sections as needed, and ensuring the document includes elements that are useful to guide the City as it develops in the future.

Specific G&S were discussed. Strategy 1.1, Complete 2012 CYMPO Regional Transportation Plan (RTP), was met however the value of adding the 2025 RTP is being considered. Strategy 1.2, Develop a City of Prescott transportation plan by 2016, has not been met, but is being kept. Strategy 1.3, Support improvements through pavement maintenance, was met and is being kept.

Expanded Sections were reviewed by Mr. Mattingly for the following:

- CYMPO RTP – Traffic Management
- Transportation Planning – Developments/Maps
- Public Transit – Expanded to include CYMPO transit planning efforts and recommendations. Implementation Plan for joint Prescott/Prescott Valley section
- Planned Regional Roadways – Sundog Connector & Great Western Corridor
- Planned Developments – Deep Well Master Plan, Arizona Eco Development (AED), Granite Dells Estates

New Sections were also reviewed:

- Street System Evaluation – 2018 Roadway Level of Service (LOS) and map provided, roadway capacity and LOS by facility and lane number table provided
- Future Transportation System Improvements – Streets IIP projects added
- Truck Routes – Map provided, helps set expectations for commercial vehicles on a roadway and near subdivisions

Councilmember Rusing commented on Glassford Hill, and referenced the second phase involving the remainder of the state land where the proposed Sundog Connector would connect through. She inquired about why the Sundog Connector was still an included element. Per Director Rowitsch, it is being included as the City is part of CYMPO. Whether the City chooses to participate is a decision to be made by Council in the future. The Transportation Element being discussed is a planning document and needs to be included in the GP as it is being contemplated. Currently it is within the document, and a lot can take place between then and now. However, it is ultimately up to Council to choose for it to be included or removed.

Mr. Mattingly concluded and explained the next steps involved. A final version will be reviewed by this committee, then be provided to the GPC for review in Spring of 2024.

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

5. GENERAL ANNOUNCEMENTS

The Public Works Citywide Travel Time and Speed Study was being discussed during the Council Study Session on Tuesday, November 14th at 1:00 p.m.

The Fair Street and Gail Gardner Traffic Signal grant item was being discussed during the November 14th Council Voting Meeting at 3:00 p.m.

The next meeting is scheduled for December 11th, 2023.

6. ADJOURNMENT

There being no further business to discuss, the meeting was adjourned at 10:15 a.m.

MICHELLE SCHAEFER, Vice Chairwoman

ATTEST:

MARIKAY WHISENAND, Administrative Specialist

Date



TO: MAYOR AND CITY COUNCIL
AGENDA: December 11 Pedestrian, Bicycle & Traffic Advisory Committee
DATE: December 11, 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 updates regarding the following:

- ACT-UP Update
- Northern Arizona Regional Transportation Safety Plan Conclusion
- CYMPO Long Range Transportation Plan

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: December 11 Pedestrian, Bicycle & Traffic Advisory Committee
DATE: December 11, 2023
DEPT: Public Works
ITEM #: 4.C
SUBJECT: Presentation & Discussion Regarding the Citywide Speed and Travel Time Study Update.

ITEM SUMMARY

Staff will provide an update regarding the results and recommendations of the recently completed Citywide Speed and Travel Time Study.

BACKGROUND

Public Works staff and the city's on-call traffic engineering consultant, Strand Associates, presented the results of the recently completed Citywide Speed and Travel Time Traffic Study to City Council on November 14, 2023. Staff will review the presentation provided to the Council and information on the next steps for PBTAC involvement.

FINANCIAL IMPACT

N/A

RECOMMENDED ACTION

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

ATTACHMENTS

1. Prescott City Wide Traffic Study_City Council_11.14.2023 (FINAL)

Public Works Citywide Travel Time and Speed Study

**Council Study Session
November 14, 2023**

Presented by:

Ian Mattingly – Transportation Manager

Kyle Henderson – Strand Associates Inc.



Agenda

Citywide Travel Time and Speed
Study



1. Study Background
2. Study Purpose and Goals
3. Strand Presentation
4. Next Steps

Study Background

- Mayor Goode recommends the city undertake a citywide traffic study to evaluate City's roadways and provide future recommendations
- Council Study session held on September 22nd, 2022 to discuss study scope options and provide input
- Study session includes reference reports and documents
- Recommended scope focuses on evaluation of existing conditions
- Strand Associates engaged from the On-Call Traffic Engineering List to conduct the study

Study Purpose and Goals

- Collect speed and travel time data on the City's roadways to understand the actual traffic conditions on City roadways.
- Provide an objective comparison of Prescott's traffic conditions with known standards (Level-of-Service).
- Identify roadways with higher speeds and provide recommendations.
- Identify areas that demonstrate higher congestion (travel time) and provide recommendations.
- Provide study results that can be used to address resident complaints on speeding and congestion through planned improvements or data sharing.



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Citywide Traffic Study

City of Prescott, Arizona

November 14, 2023



Key Topics for the Citywide Traffic Study

- Introduction and Project Background
- Streetlight Data, Inc. (Streetlight Data) Data Analysis Screening
 - Roadway Speeds
 - Corridor Travel Time and Congestion
- Field Speed Study Data Collection
- Recommendations



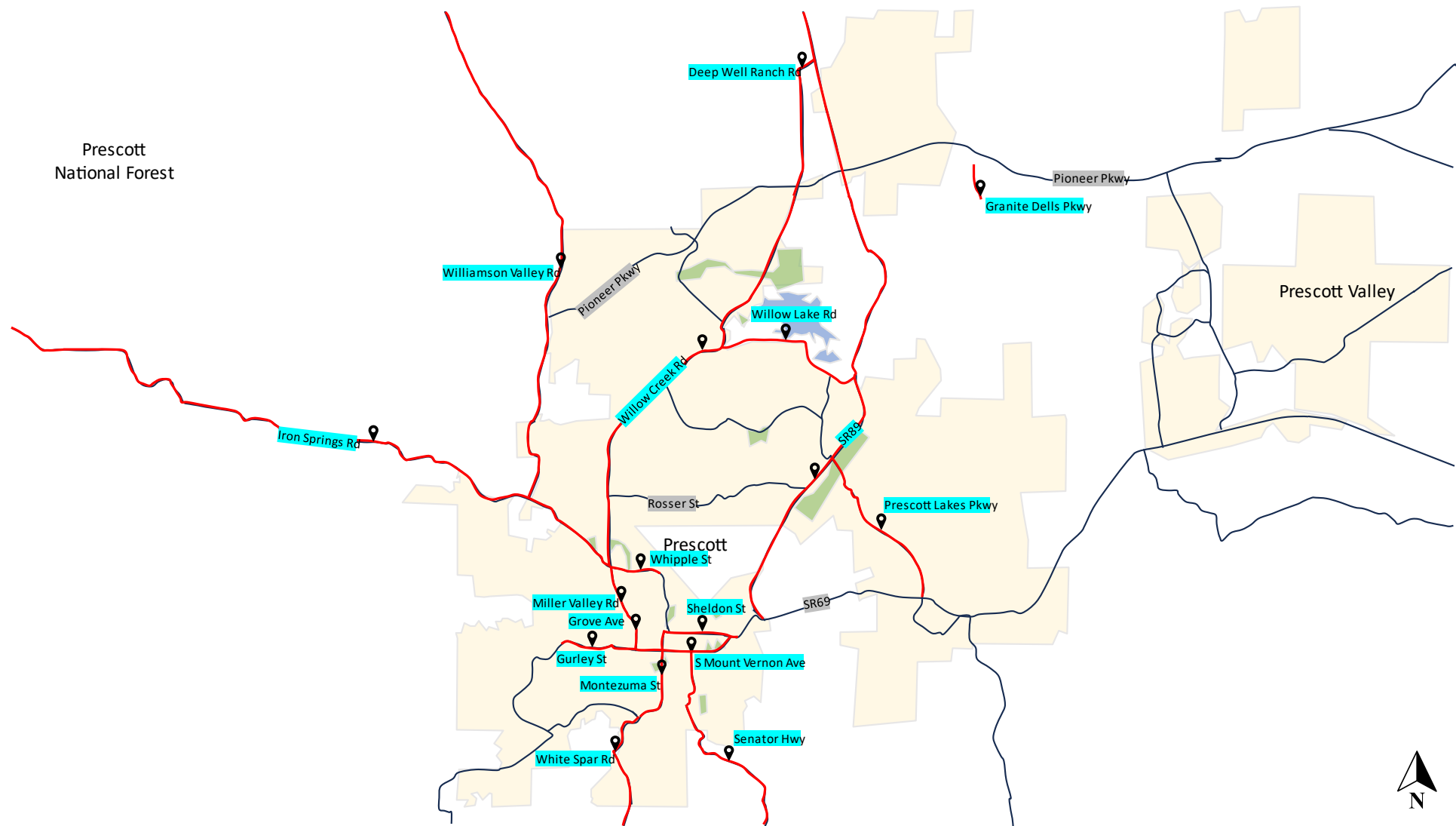
City-Identified Corridors Were Evaluated to Identify Problem Areas

- Study included arterial, collector, and local roadways
 - Arterial
 - High capacity, connects to the freeway
 - Collector
 - Low to moderate capacity, connects to local roads and arterial roads
 - Local
 - Low capacity, connects to residences, businesses, etc.
- Initial roadway evaluation completed with Streetlight Data, Inc. output
 - Streetlight Data, Inc. uses connected 'smart' vehicle data to provide trip and travel information on a regional level
 - Strand provided a review of roadway congestion and travel times
 - Strand evaluated roadway speeds for in-depth analysis of field data
- Spot speed studies performed at locations flagged by screening analysis provided basis for roadway speed recommendations

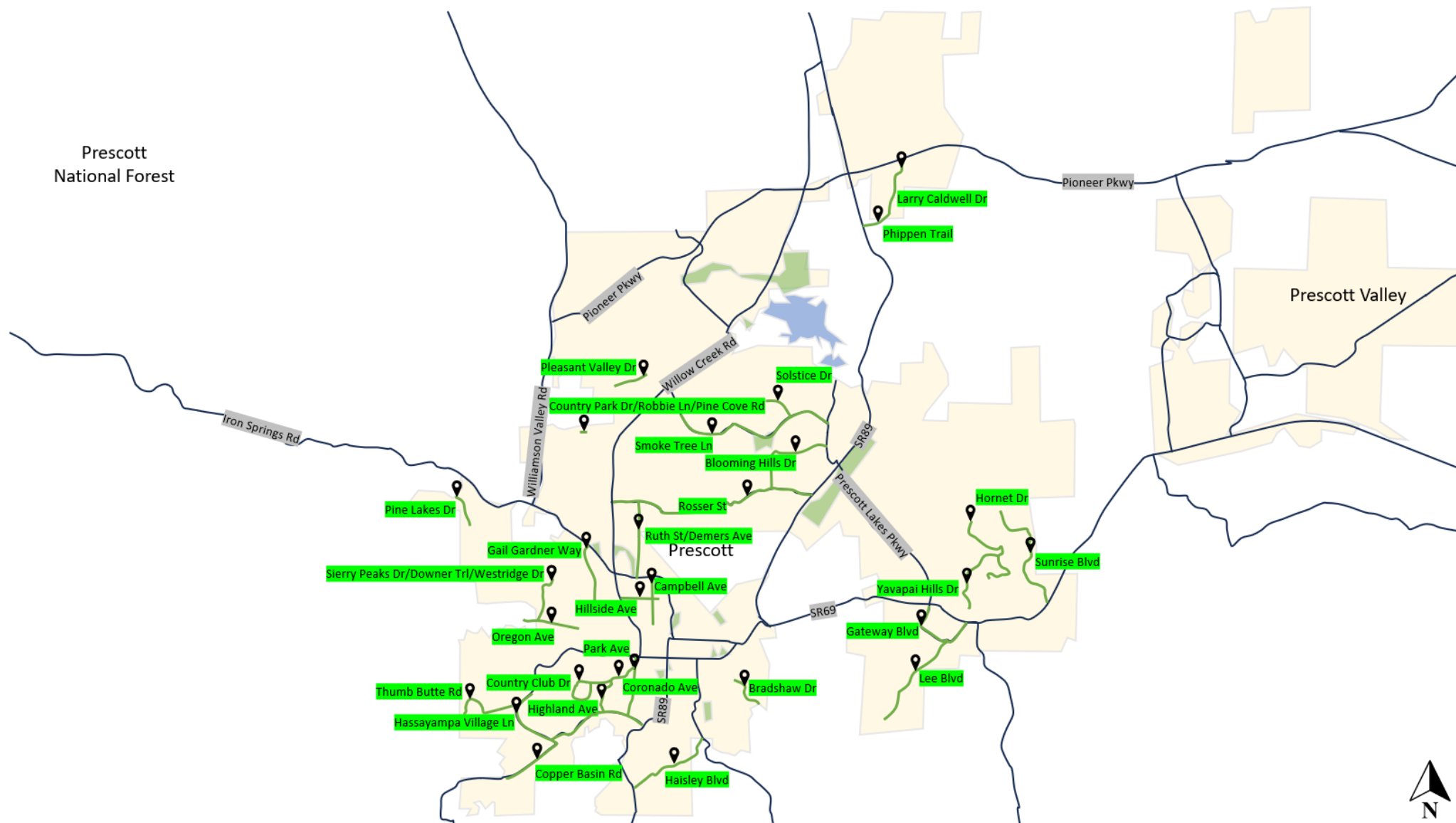


Source: Streetlight Data

17 Arterial Roadways Evaluated Within the City



29 Collector Roadways Evaluated Within the City

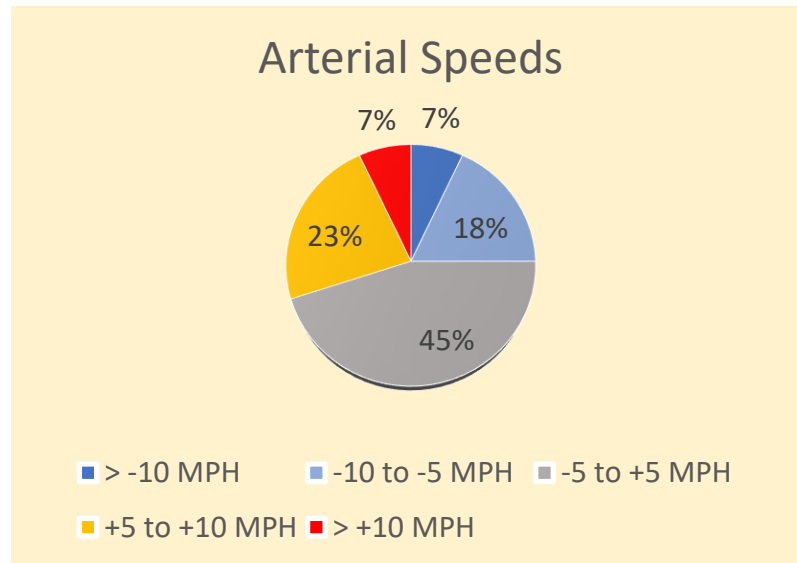


Streetlight Data Provided the Basis for Further Analysis

- Streetlight Data used to evaluate select corridors over a wide variety of days and conditions
 - Date range: May 1, 2022, through February 28, 2023
 - November 21 through January 3 were excluded because holiday traffic does not reflect ‘average’ conditions
 - Days of the week: Tuesdays, Wednesdays, and Thursdays
 - Other days of the week were excluded to focus on “typical” weekday conditions
 - Time of day: AM and PM peak periods
 - 7am through 9am and 4pm through 7pm
- Corridors were broken into segments with traffic signals or key intersections and the end points of the corridors
- Key output data evaluated included:
 - Segment travel time
 - Segment roadway speeds

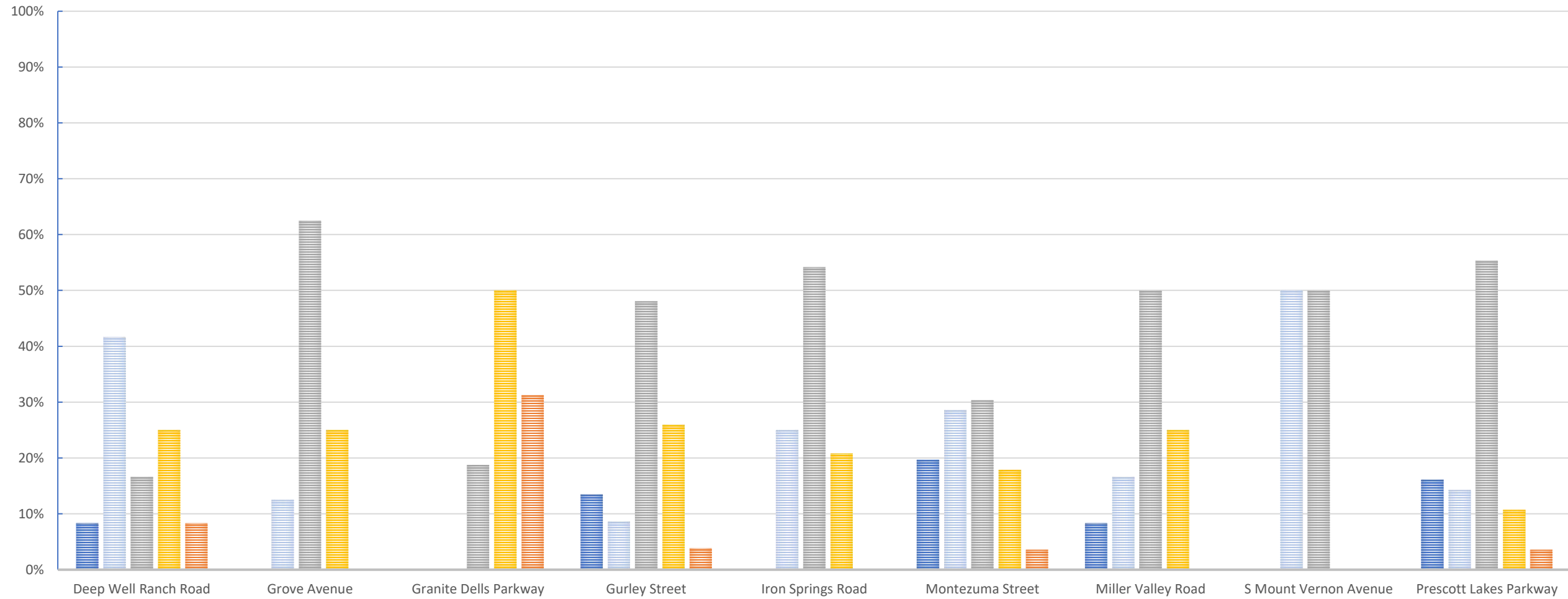
Segment Speed Analysis Used to Evaluate Overall Corridor Conditions

- Arterial roads
 - 50th or 85th percentile speed
 - 5 mph more than or less than posted speed limit
 - 10 mph more than or less than posted speed limit



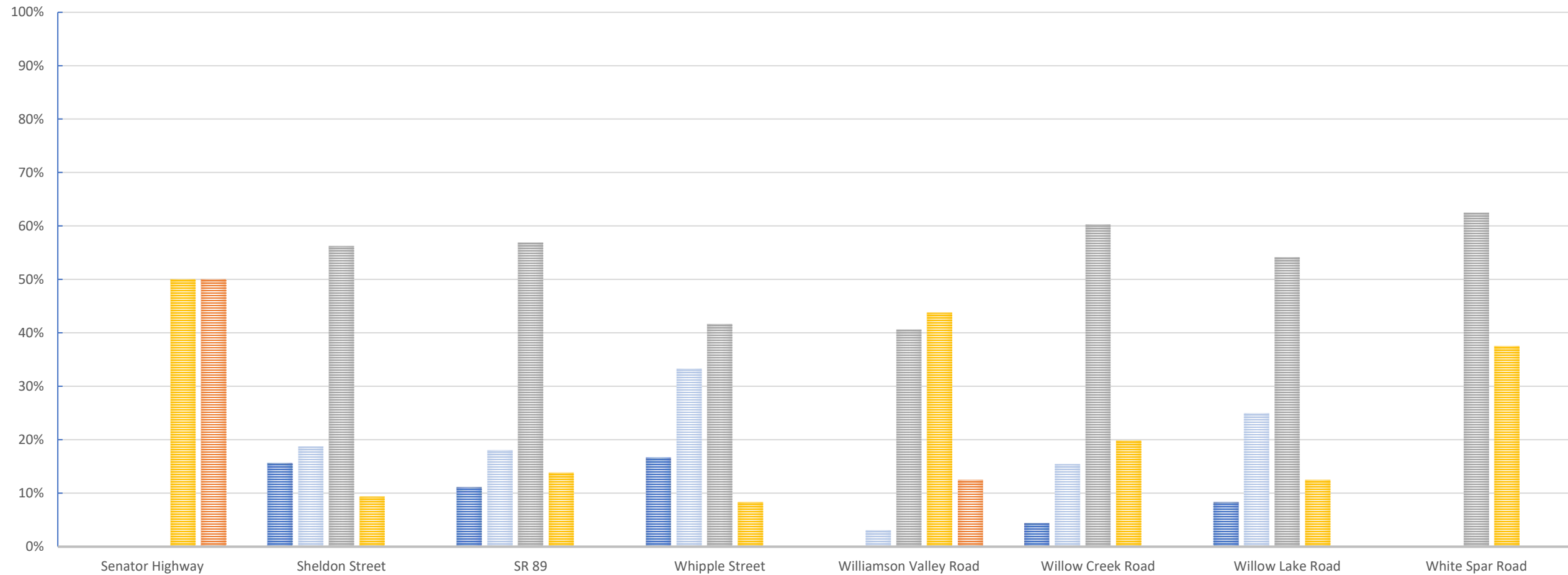
ARTERIAL ROADS—SPEED DATA SUMMARY (DEEP WELL RANCH ROAD THROUGH PRESCOTT LAKES PARKWAY)

>-10MPH -5MPH TO -10MPH -5MPH TO +5MPH +5MPH TO +10MPH >+10MPH



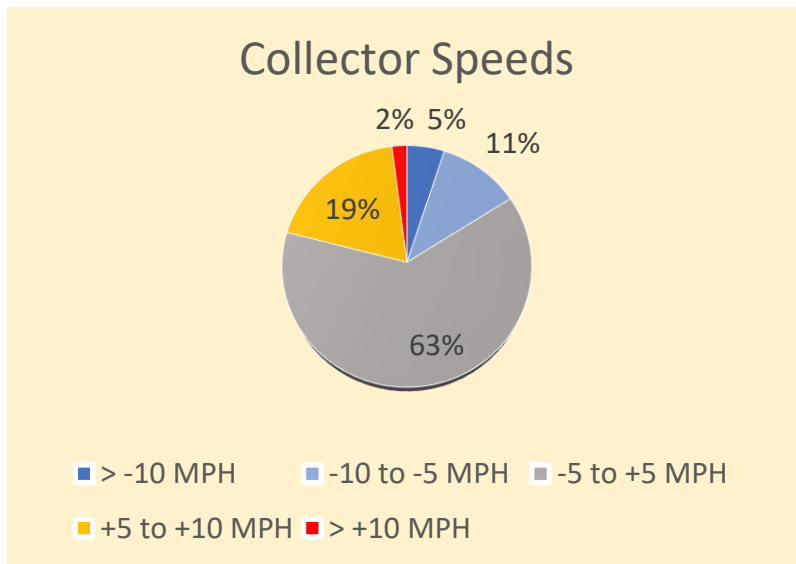
ARTERIAL ROADS—SPEED DATA SUMMARY (SENATOR HIGHWAY THROUGH WHITE SPAR ROAD)

■ >-10MPH ■ -5MPH TO -10MPH ■ -5MPH TO +5MPH ■ +5MPH TO +10MPH ■ >+10MPH

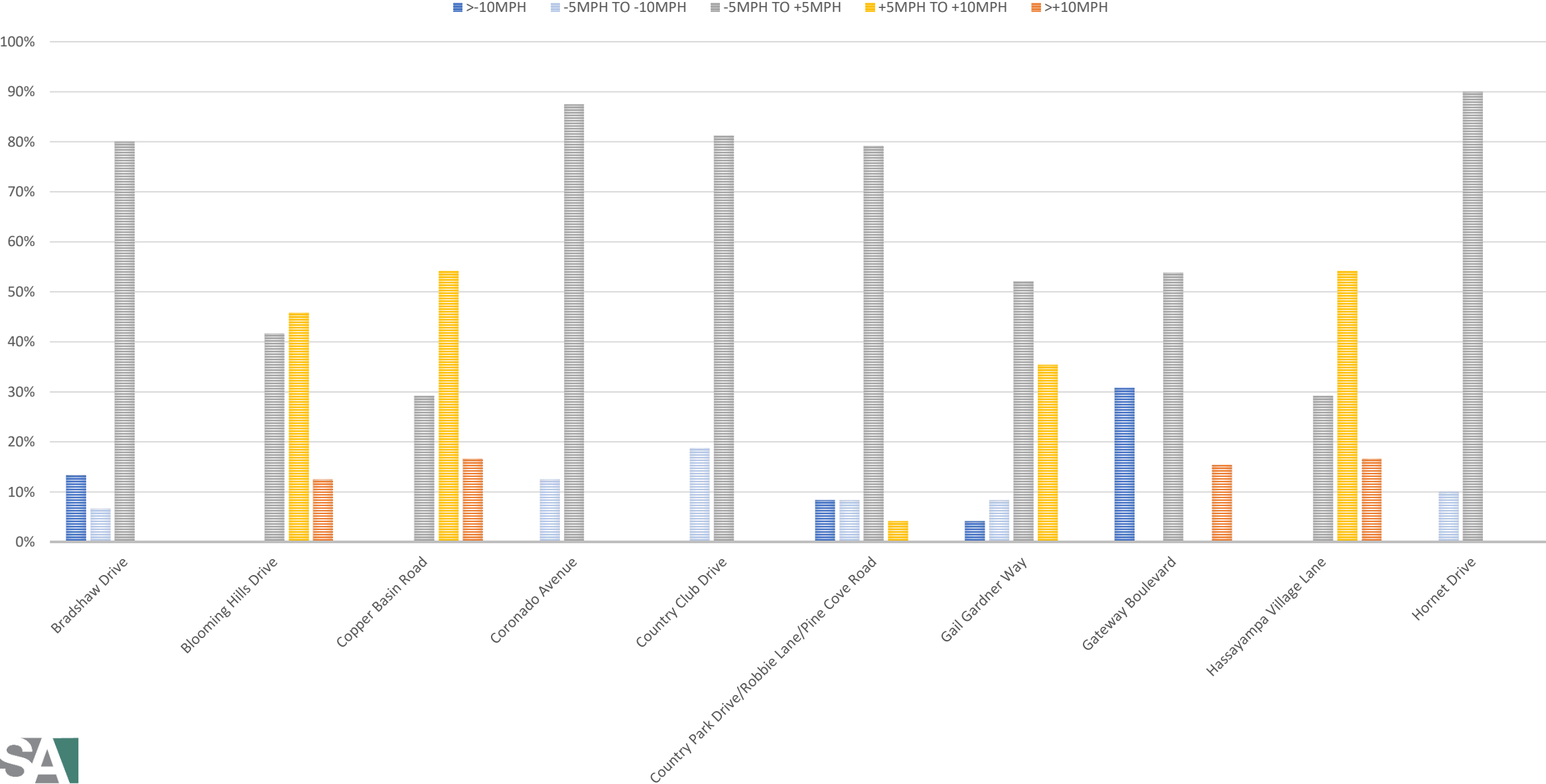


Segment Speed Analysis Used to Evaluate Overall Corridor Conditions

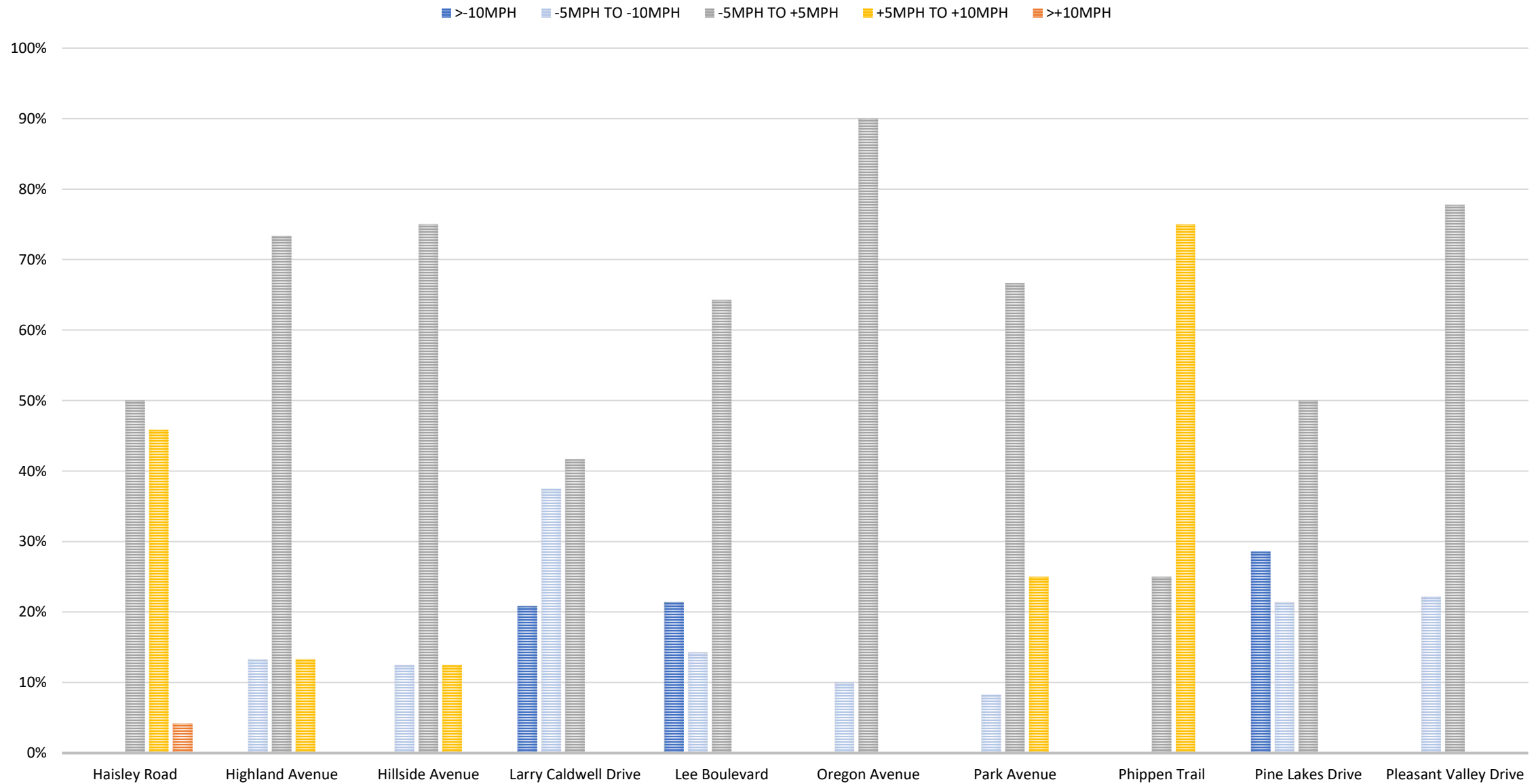
- Collector Roads
 - 50th or 85th percentile speed
 - 5 mph greater or less than posted speed limit
 - 10 mph greater or less than posted speed limit



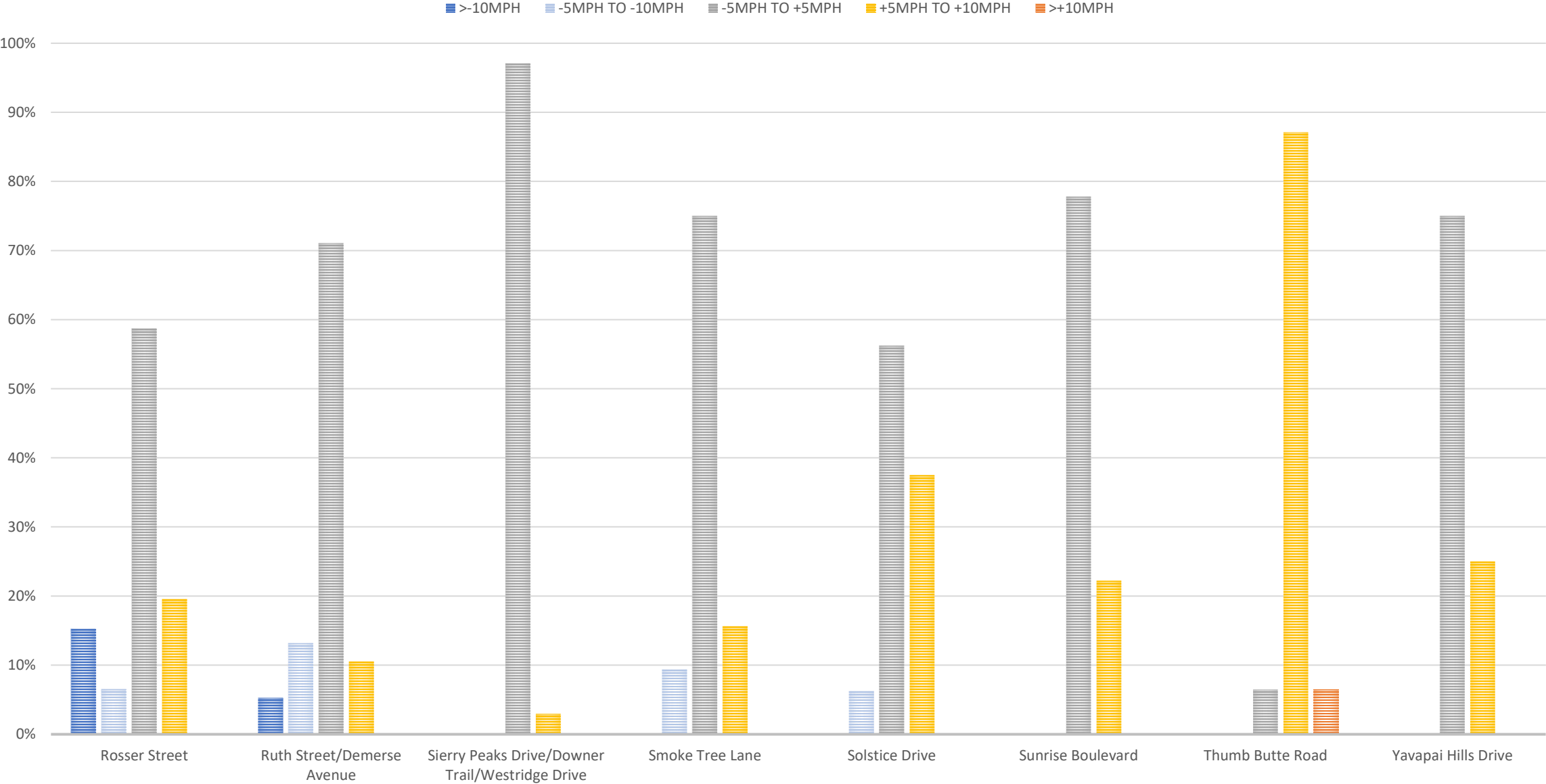
COLLECTOR ROADS—SPEED DATA SUMMARY
(BRADSHAW DRIVE THROUGH HORNET DRIVE)



COLLECTOR ROADS—SPEED DATA SUMMARY (HAISLEY ROAD THROUGH PLEASANT VALLEY DRIVE)



COLLECTOR ROADS—SPEED DATA SUMMARY
(ROSSER STREET THROUGH YAVAPAI HILLS DRIVE)



Corridor Travel Time Data Shows Locations with Roadway Delays and Congestion

- Measured travel time from Streetlight Data was compared against the free flow travel time
 - Locations where travel time was 120% to 170% or higher than free flow were flagged
- Streetlight Data congestion metric was also reviewed to provide evaluation for percentage of traffic not able to travel at free flow speed (on average)

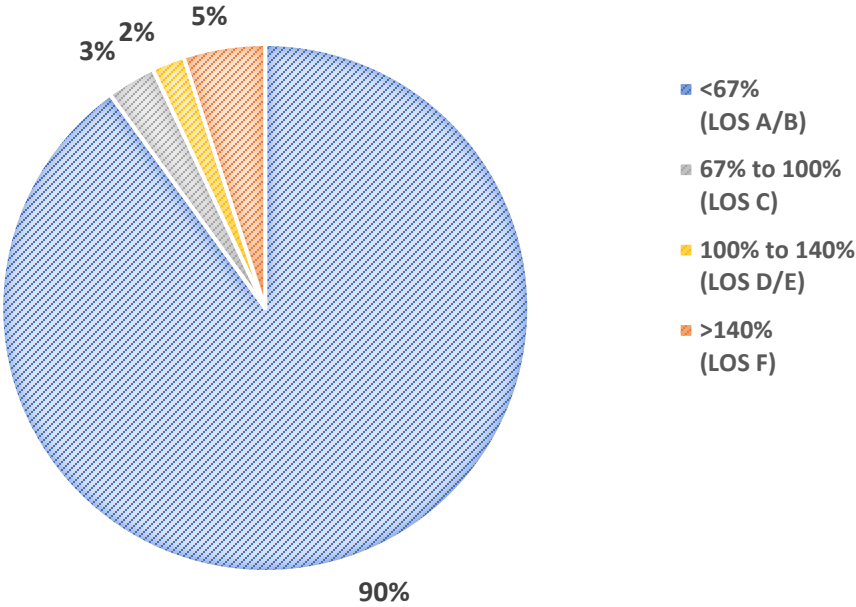


Segment Travel Time Analysis Shows Corridors with Peak Travel Time Delays

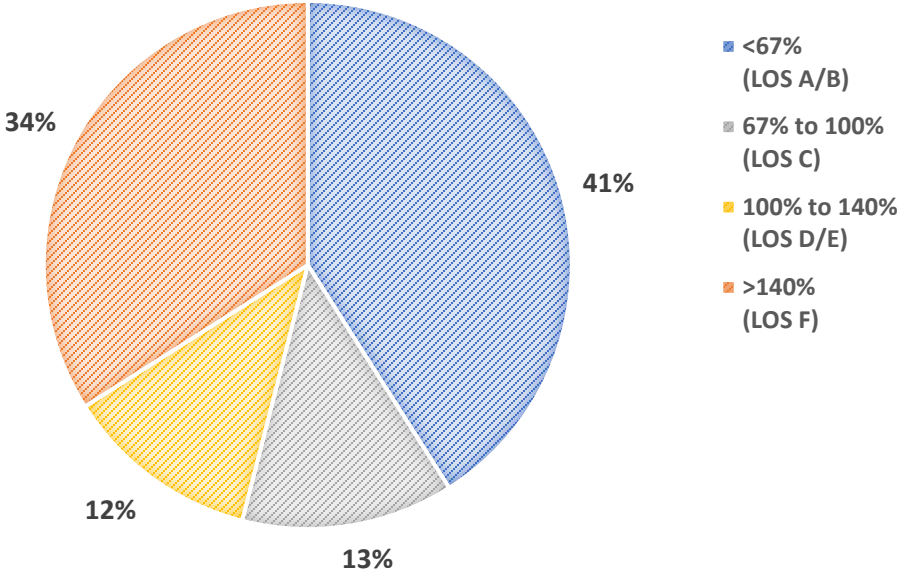
- Arterial roads
 - 50th or 95th percentile travel time
 - Each segment was compared to the free flow travel time
 - Within 50% of free flow travel time
 - From +50% to +120% of free flow travel time
 - From +120% to +170% of free flow travel time
 - Greater than +170% of free flow travel time



ARTERIAL ROADS-TRAVEL TIME-50TH PERCENTILE



ARTERIAL ROADS-TRAVEL TIME-95TH PERCENTILE

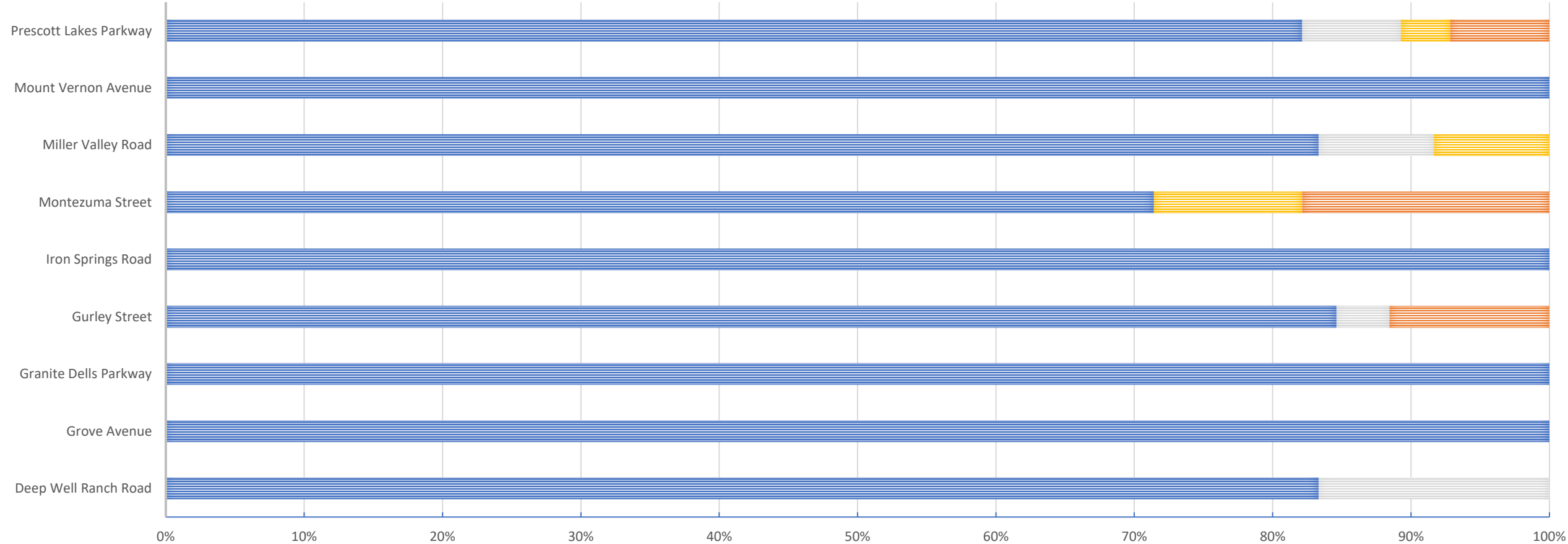


ARTERIAL ROADS-TRAVEL TIME SUMMARY - 50TH PERCENTILE

AVERAGE DAY - PEAK TRAVEL TIME

(DEEP WELL RANCH ROAD THROUGH PRESCOTT LAKES PARKWAY)

■ <67% (LOS A/B) ■ 67% to 100% (LOS C) ■ 100% to 140% (LOS D/E) ■ > 140% (LOS F)

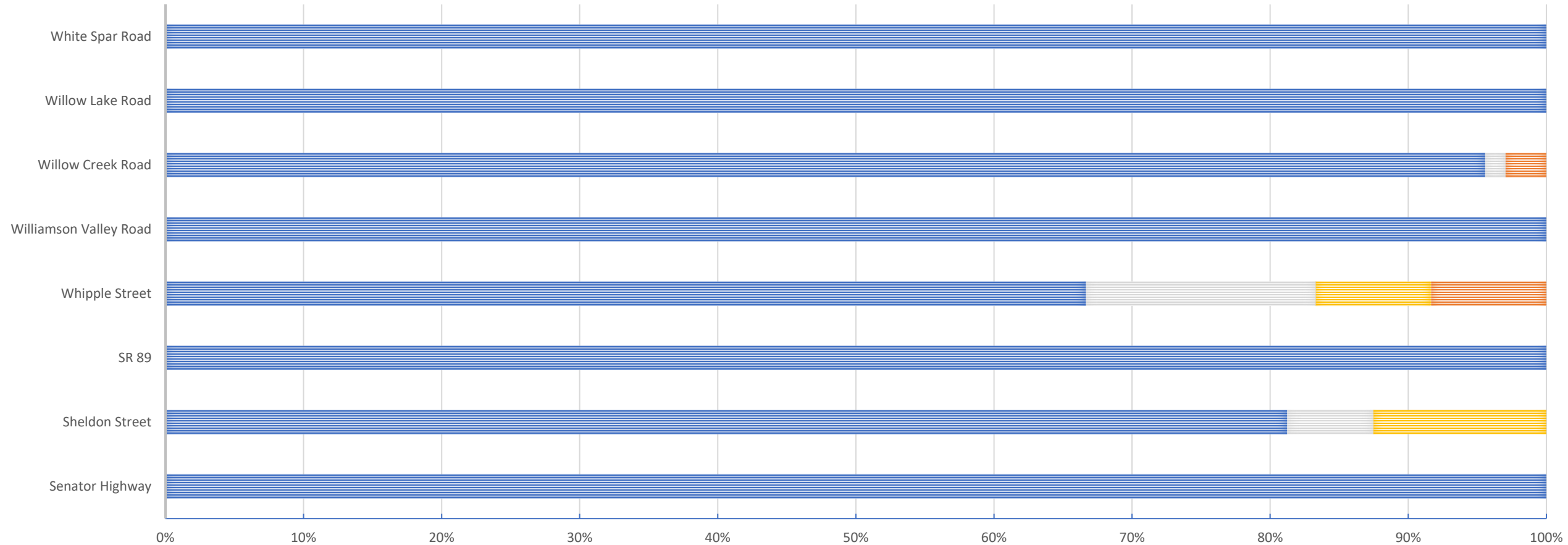


ARTERIAL ROADS—TRAVEL TIME SUMMARY - 50TH PERCENTILE

AVERAGE PEAK TRAVEL TIME

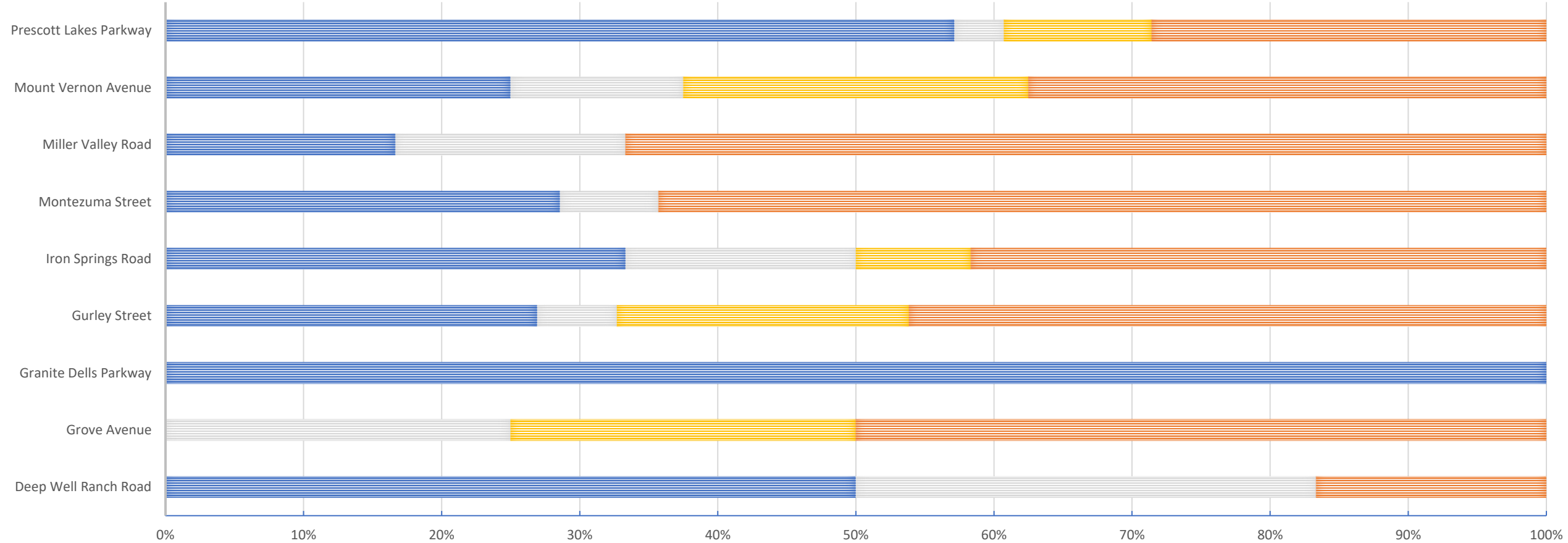
(SENATOR HIGHWAY THROUGH WHITE SPAR ROAD)

■ <67% (LOS A/B) ■ 67% to 100% (LOS C) ■ 100% to 140% (LOS D/E) ■ > 140% (LOS F)



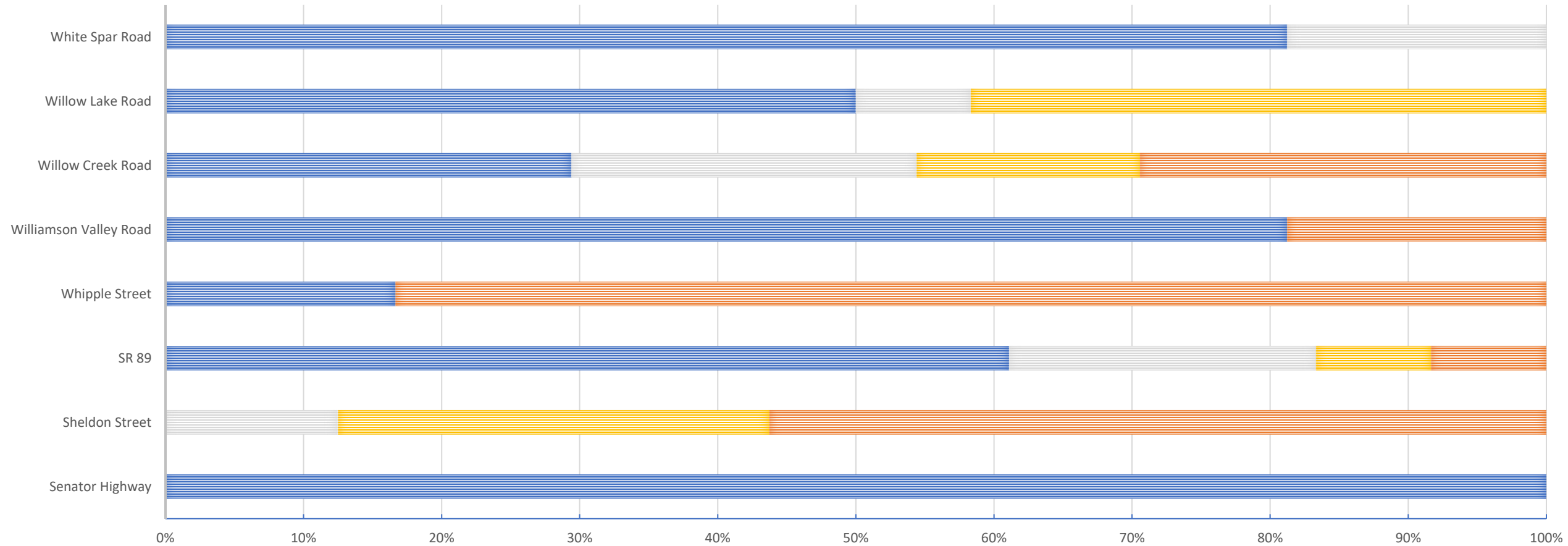
ARTERIAL ROADS-TRAVEL TIME SUMMARY - 95TH PERCENTILE
HEAVIEST TRAVEL DAY - PEAK TRAVEL TIME
 (DEEP WELL RANCH ROAD THROUGH PRESCOTT LAKES PARKWAY)

■ <67% (LOS A/B) ■ 67% to 100% (LOS C) ■ 100% to 140% (LOS D/E) ■ > 140% (LOS F)



ARTERIAL ROADS—TRAVEL TIME SUMMARY - 95TH PERCENTILE
HEAVIEST TRAVEL DAY – PEAK TRAVEL TIME
 (SENATOR HIGHWAY THROUGH WHITE SPAR ROAD)

■ <67% (LOS A/B)
 ■ 67% to 100% (LOS C)
 ■ 100% to 140% (LOS D/E)
 ■ > 140% (LOS F)

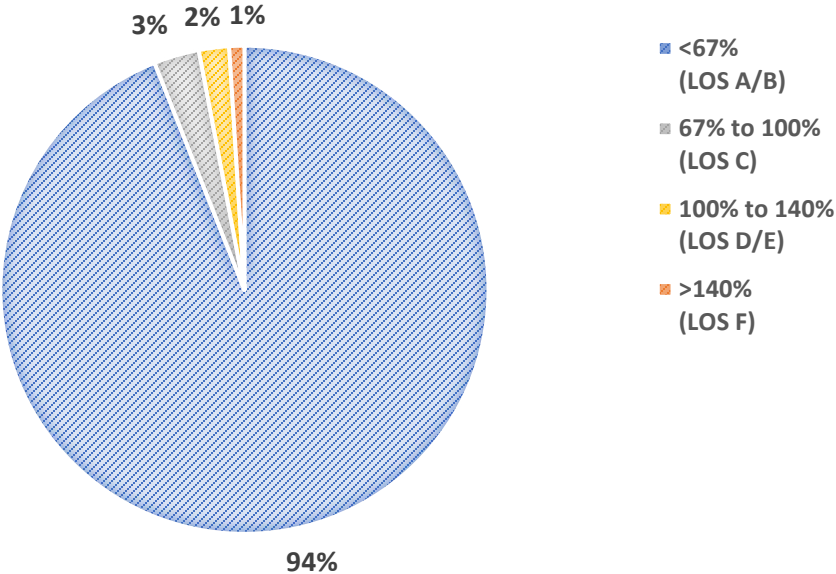


Segment Travel Time Analysis Shows Corridors with Peak Travel Time Delays

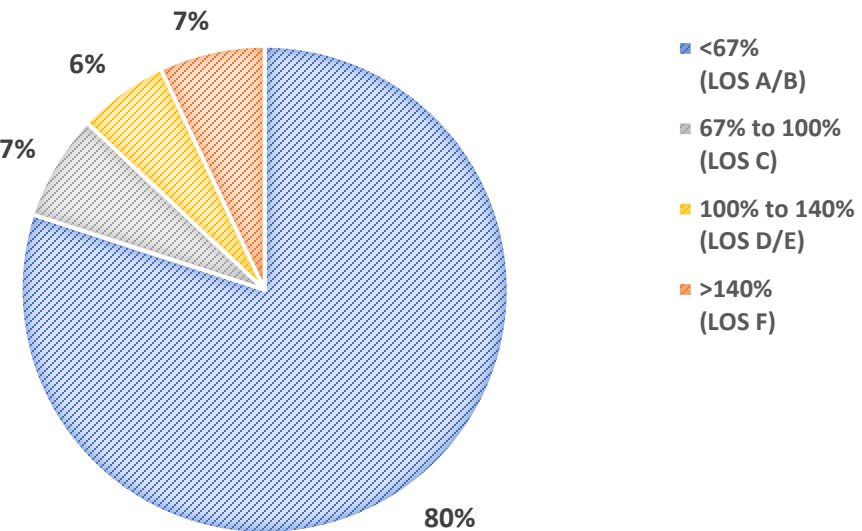
- Collector roads
 - 50th or 95th percentile travel time
 - Each segment was compared to the free flow travel time
 - Within 50% of free flow travel time
 - From +50% to +120% of free flow travel time
 - From +120% to +170% of free flow travel time
 - Greater than +170% of free flow travel time



COLLECTOR ROADS-TRAVEL TIME-50TH PERCENTILE

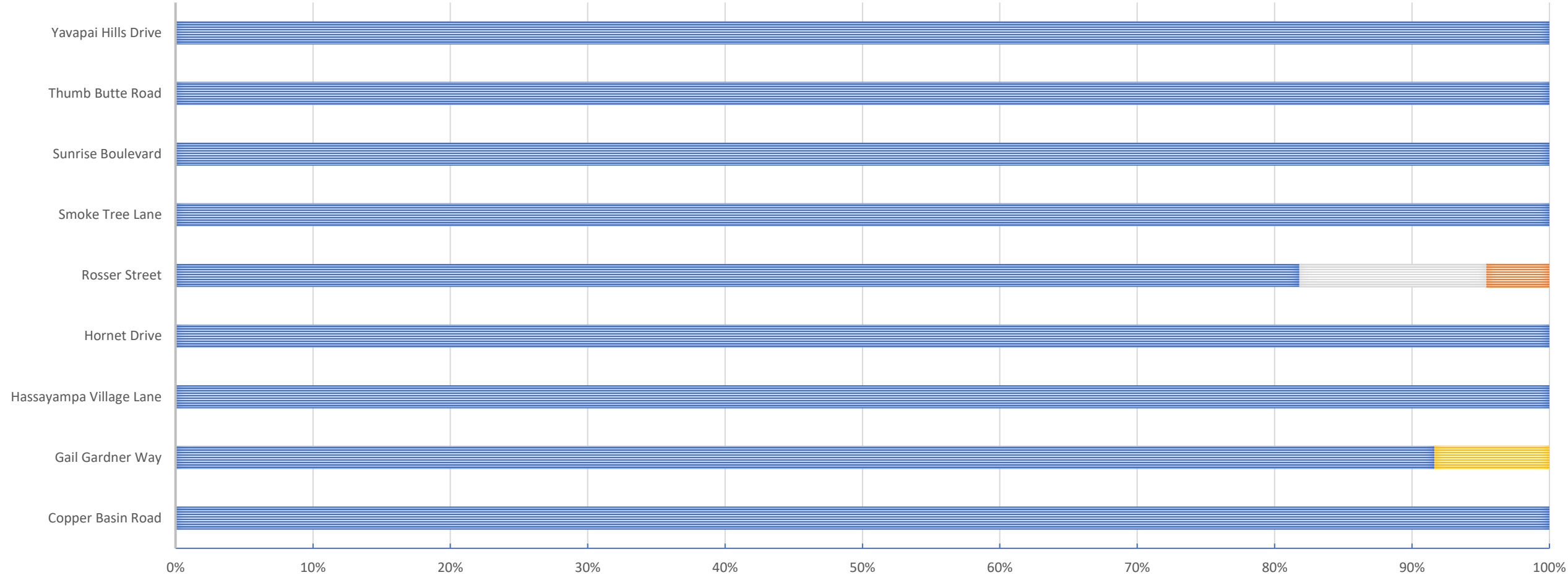


COLLECTOR ROADS-TRAVEL TIME-95TH PERCENTILE



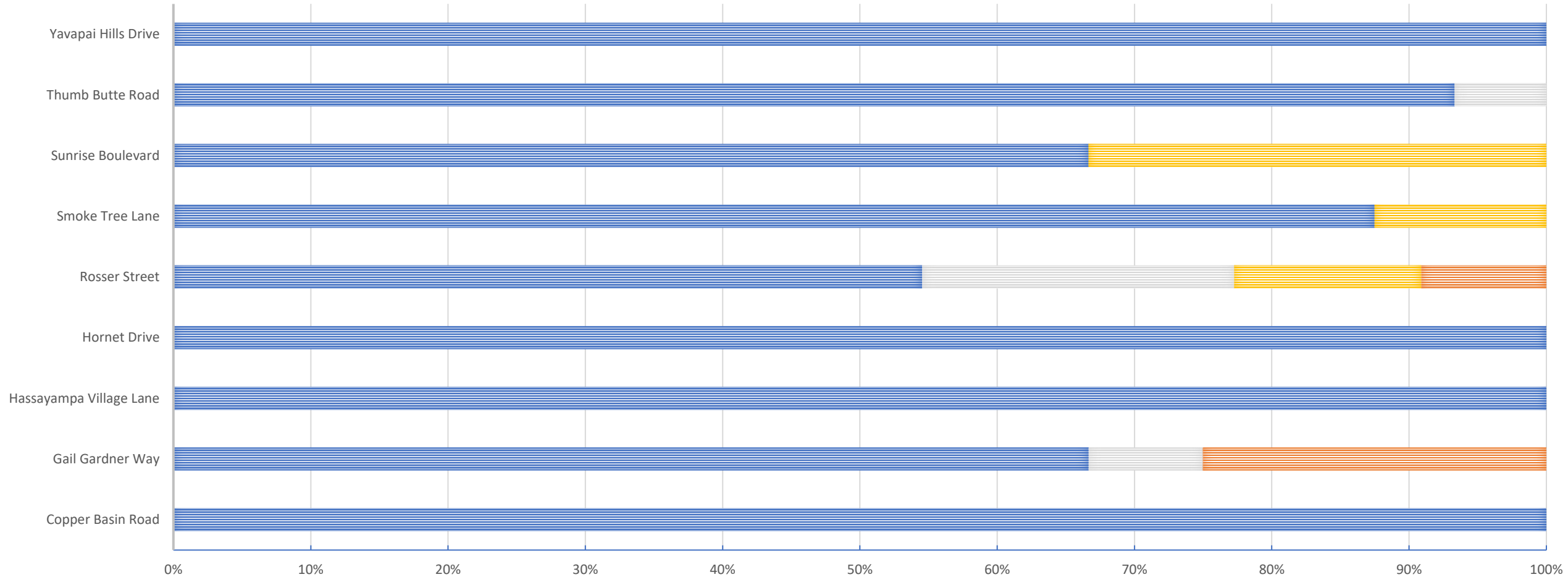
COLLECTOR ROADS—TRAVEL TIME SUMMARY - 50TH PERCENTILE
(COPPER BASIN ROAD THROUGH YAVAPAI HILLS DRIVE)

■ <67% (LOS A/B) ■ 67% to 100% (LOS C) ■ 100% to 140% (LOS D/E) ■ > 140% (LOS F)



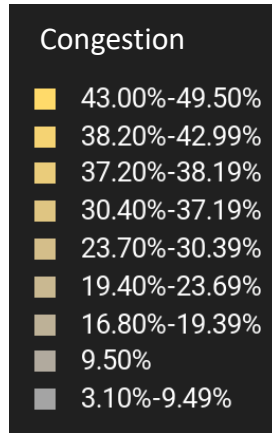
COLLECTOR ROADS—TRAVEL TIME SUMMARY - 95TH PERCENTILE (COPPER BASIN ROAD THROUGH YAVAPAI HILLS DRIVE)

<67% (LOS A/B)
67% to 100% (LOS C)
100% to 140% (LOS D/E)
> 140% (LOS F)



Gurley Street Evaluation Shows Two Congested Areas

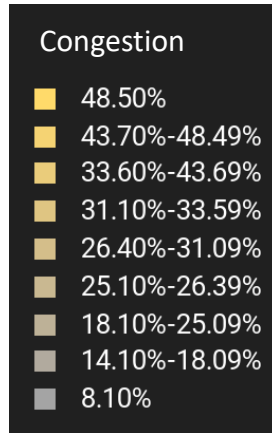
- PM peak congestion
 - Comparison of average trip speed to free flow trip speed
 - Example:
 - If congestion is 50%, normal 1 minute trip, would take 1.5 minutes



Source: Streetlight Data

Montezuma Street Evaluation Shows Downtown Congestion

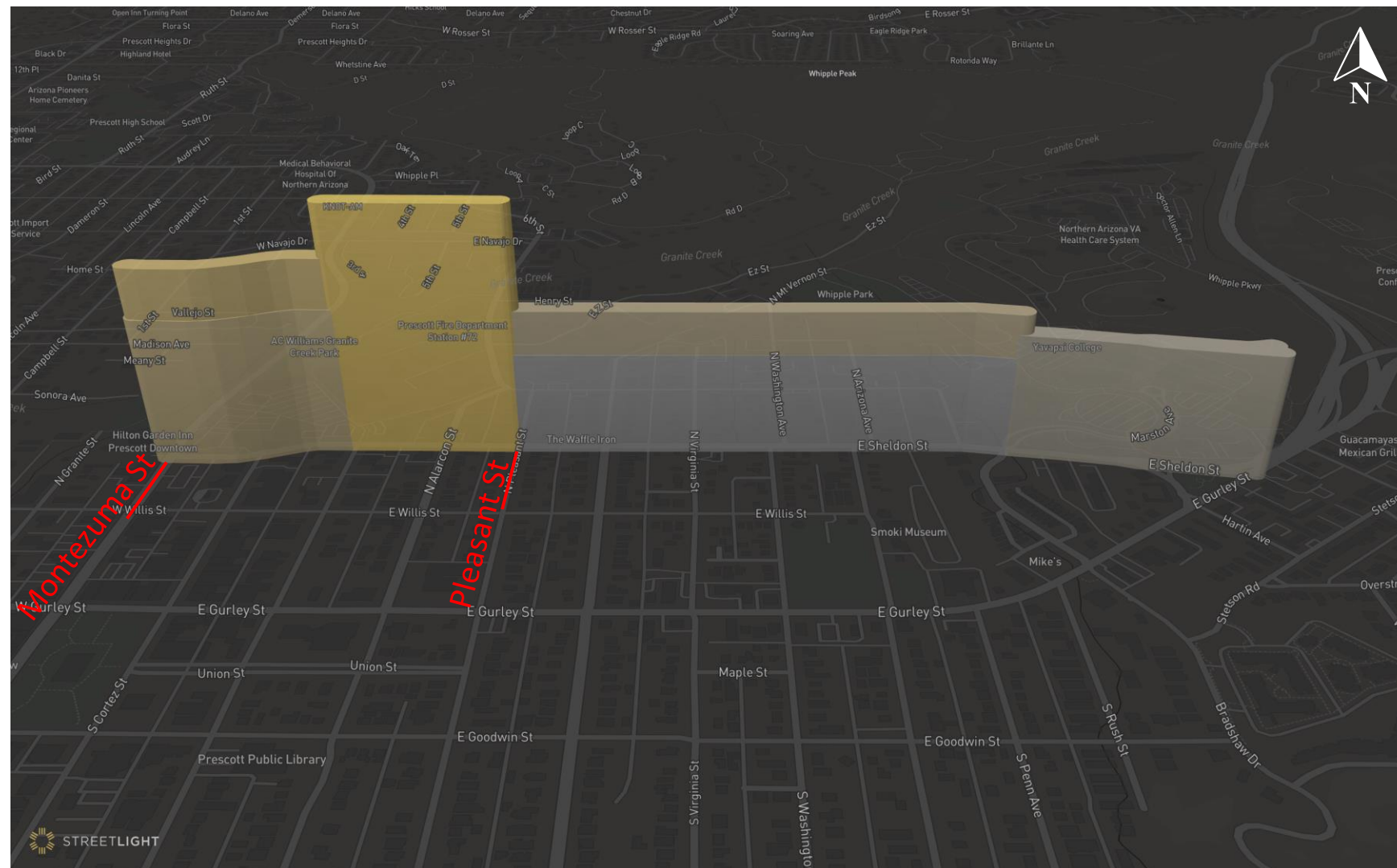
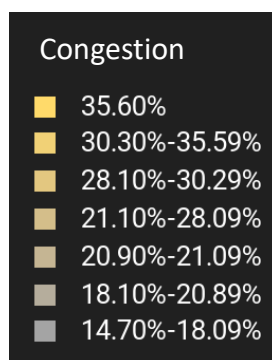
- PM peak congestion
 - Comparison of average trip speed to free flow trip speed
 - Example:
 - If congestion is 50%, normal 1 minute trip, would take 1.5 minutes



Source: Streetlight Data

Sheldon Street Shows Downtown Congestion

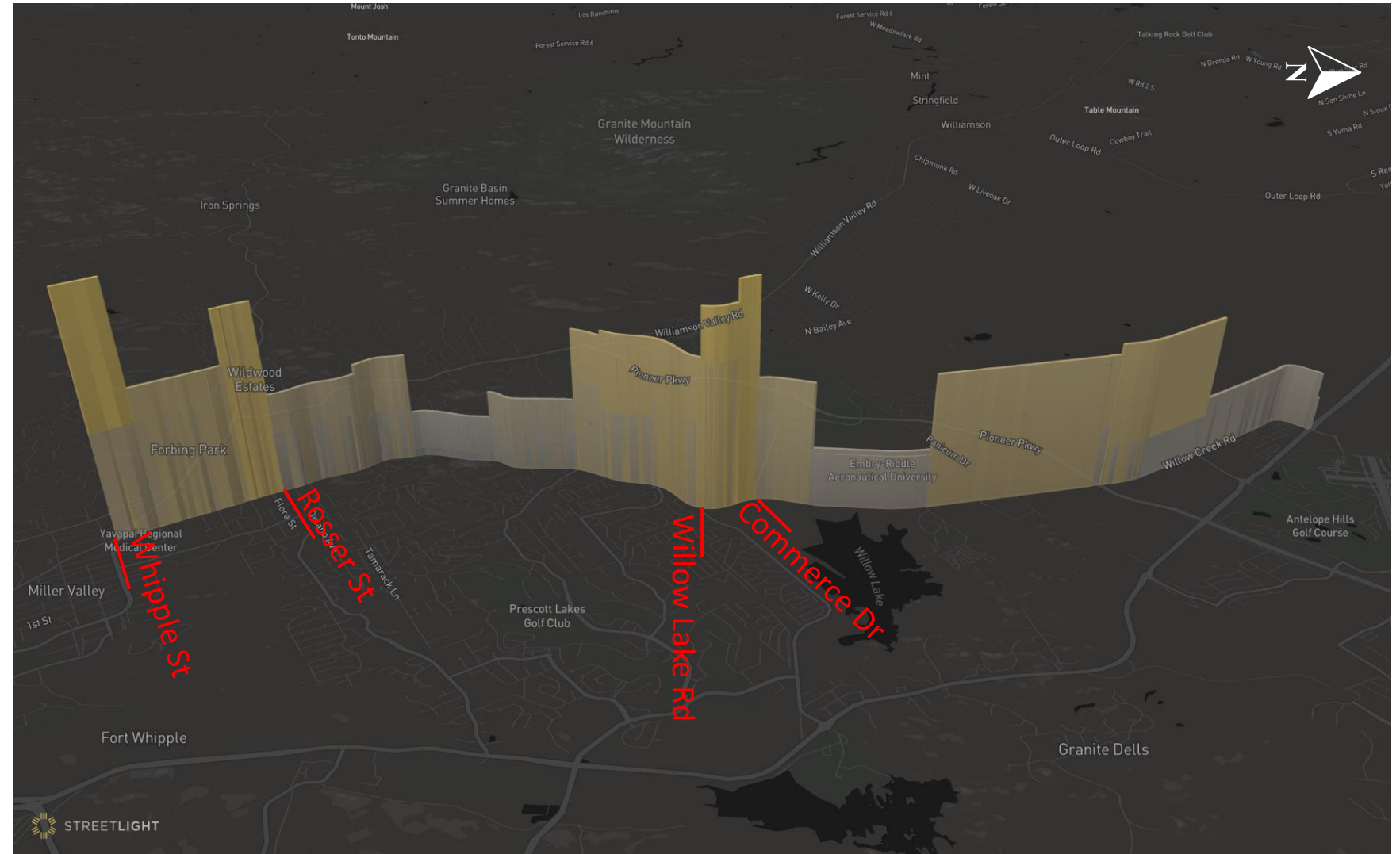
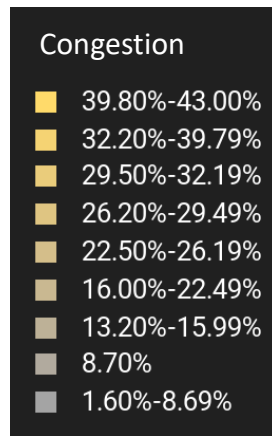
- PM peak congestion
 - Comparison of average trip speed to free flow trip speed
 - Example:
 - If congestion is 50%, normal 1 minute trip, would take 1.5 minutes



Source: Streetlight Data

Willow Creek Road has Two Primary Congestion Areas

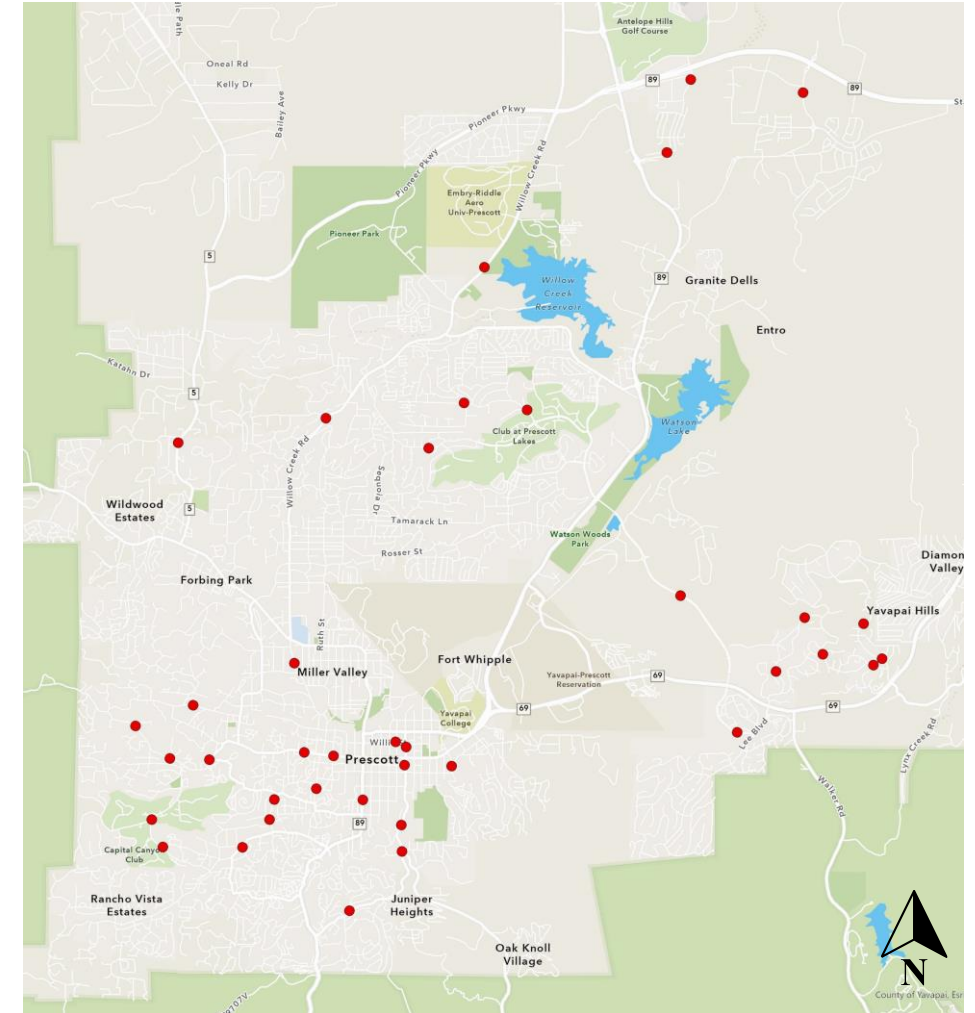
- PM peak congestion
 - Comparison of average trip speed to free flow trip speed
 - Example:
 - If congestion is 50%, normal 1 minute trip, would take 1.5 minutes



Source: Streetlight Data

Speed Data Evaluation Indicated Areas Where Additional Data was Needed

- Locations selected where several 50th or 85th percentile speeds were more than 7mph away from posted speed limit
- Also selected if one or two movements were more than 12mph from the posted speed limit
- Included locations where speeds were higher or lower than posted
- 38 locations identified
 - Data collected: May 16, 2023 – May 25, 2023 (excluding weekends)



Spot data collection locations

Spot Speed Analysis Provides Detailed Field Data

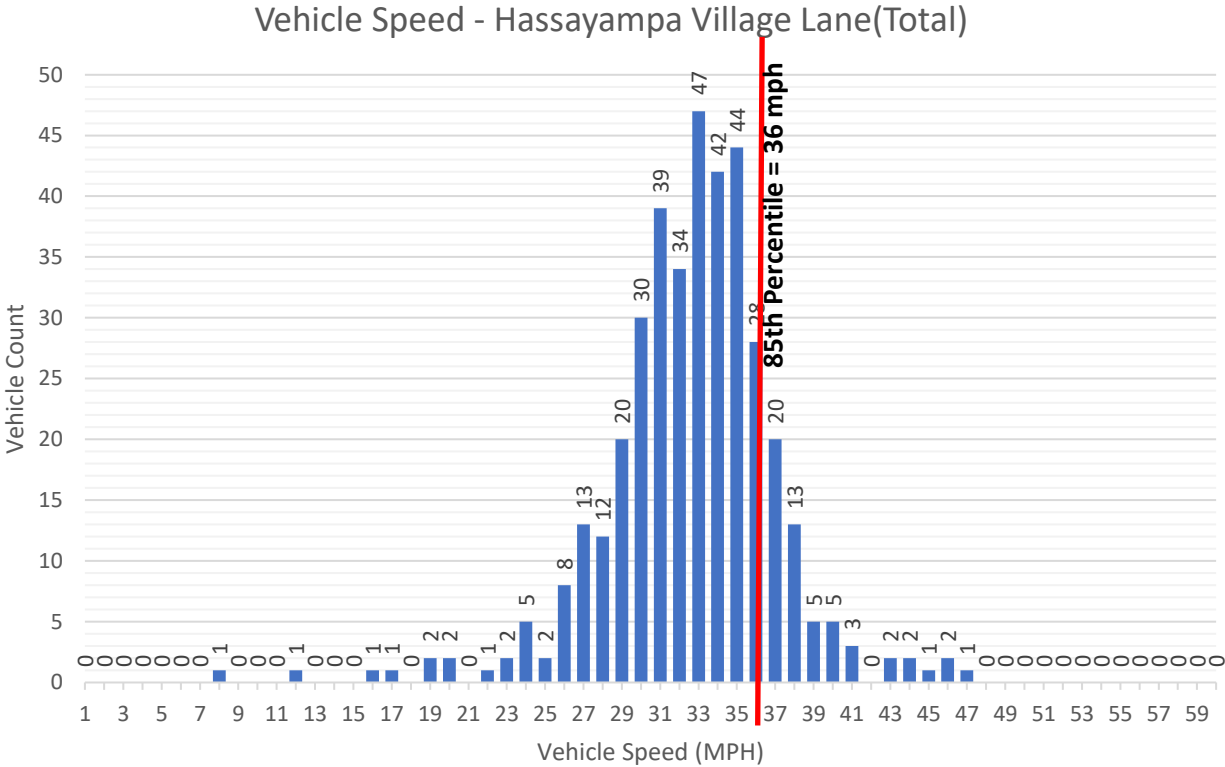
- Houston Radar Armadillo Tracker
 - Uses radar to measure individual vehicle speed and size
 - Mounted 6 feet above the ground
 - 100 feet unobstructed road in either direction
 - Signpost or electrical post



Hassayampa Village Lane Spot Speed Data

- Posted speed limit is 25 mph
- Counted for 2 hours (9am to 11am)
- Recommend increase in posted speed
 - 50th, 85th percentile speeds and 10 mph pace

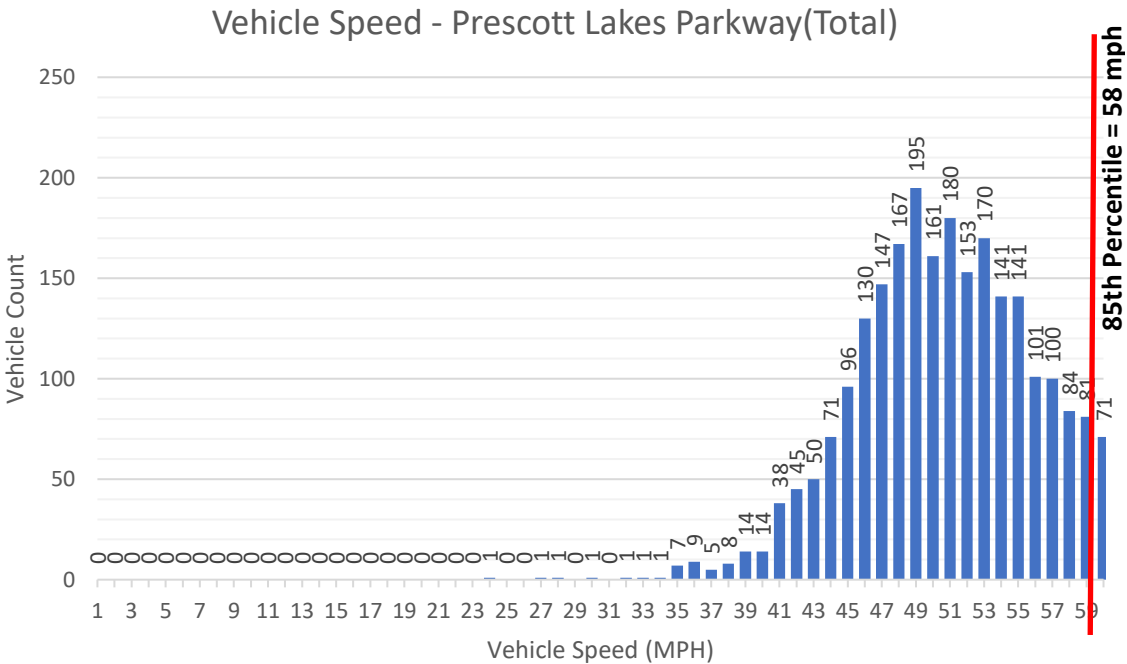
Count Number 4: Hassayampa Village Lane & Paradise Valley Road	
Number of Observed Vehicles	389
50th Percentile Speed	33
85th Percentile Speed	36
Minimum Speed	8
Maximum Speed	47
Percent Non-Compliant to Speed Limit	95.4%
10 mph Pace	29 - 38
Percent of Vehicles in Pace	317
Percent of Vehicles over Pace	21
Percent of Vehicles under Pace	51



Prescott Lakes Parkway Spot Speed Data

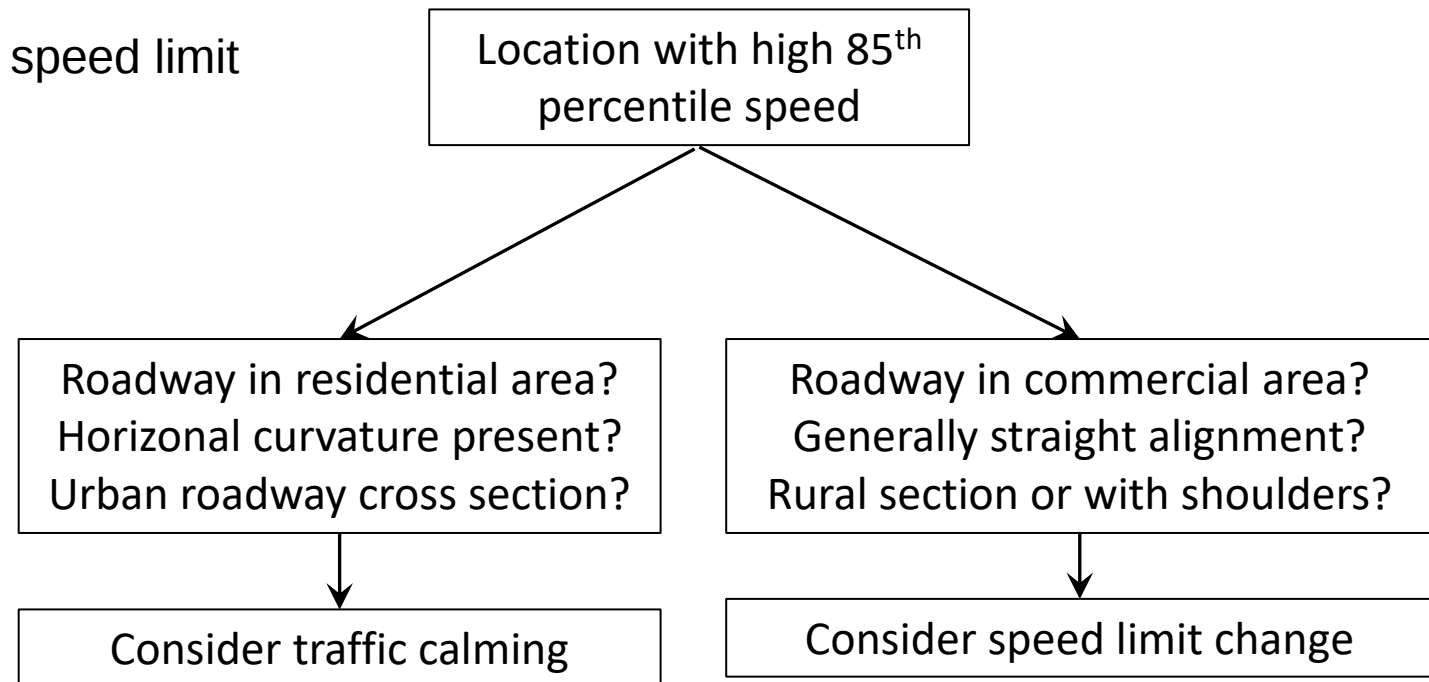
- Posted speed limit is 45 mph
- Counted for 2 hours (9:30am to 11:30am)
- Recommend to install active speed sign

Count Number 33: Prescott Lakes Parkway at N of Walmart Driveway	
Number of Observed Vehicles	2638
50th Percentile Speed	51
85th Percentile Speed	58
Minimum Speed	24
Maximum Speed	81
Percent Non-Compliant to Speed Limit	86.2%
10 mph Pace	46 - 55
Percent of Vehicles in Pace	1597
Percent of Vehicles over Pace	677
Percent of Vehicles under Pace	364



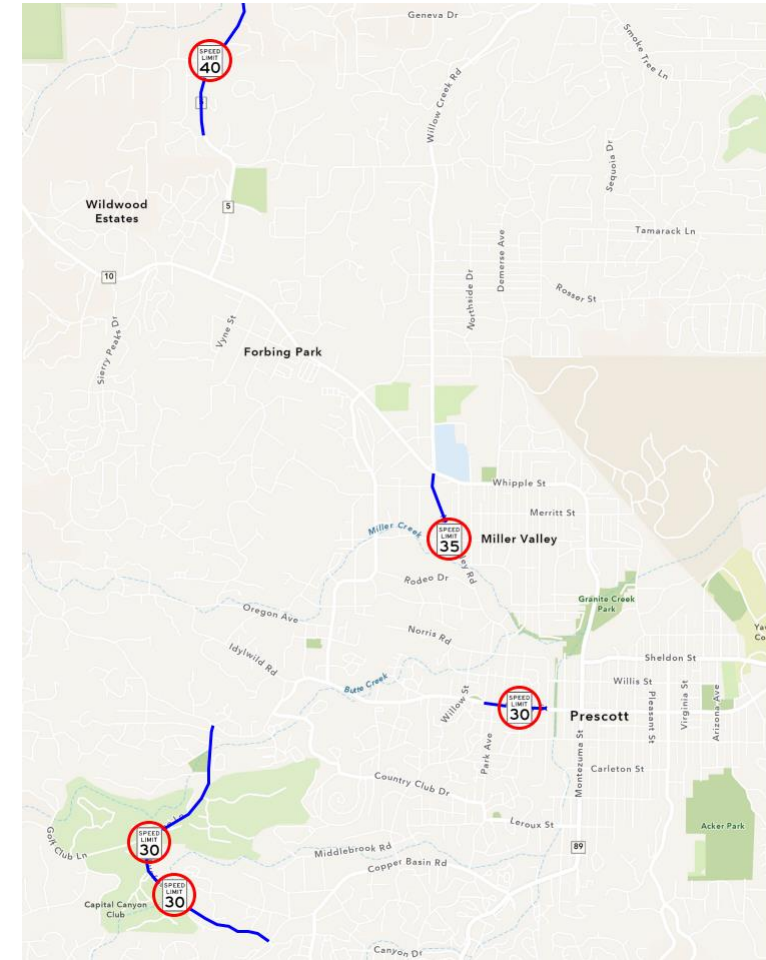
Evaluation Suggest Several Areas to Consider for Recommendations

- Travel time analysis identified intersections and corridors to evaluate for signal improvements
- Spot speed analysis identified areas where changes may be desired
 - Increase the posted speed limit
 - Increase enforcement of the existing speed limit
 - Implement traffic calming measures
 - Conduct public awareness efforts



Select Areas Show Potential For Speed Limit Increase

- Five locations show potential for a speed limit increase
 - Hassayampa Village Lane (Copper Basin Road to Thumb Butte)
 - Gurley Street (McCormick Street to Park Avenue)
 - Miller Valley Road (Hillside Avenue to 4-Points)
 - Williamson Valley Road (North Forty to 45 zone in County)
- Proposed increase is by 5 mph in each area
- Should lead to a smoother flow of traffic with more traffic traveling near the speed limit

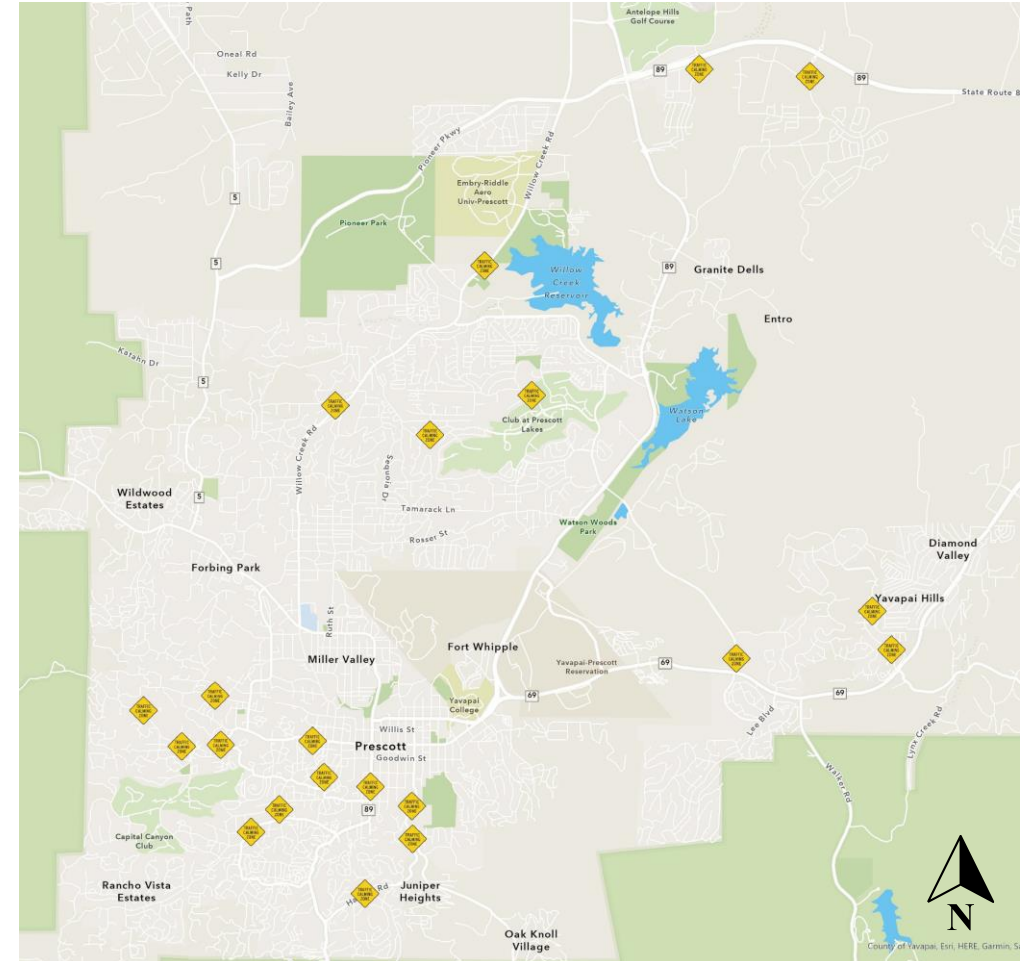


Locations to consider speed limit increase

Traffic Calming Measures Should be Considered at Several Locations

- Potential traffic calming treatments include:

- Active speed signs
- Speed tables
- Raised islands



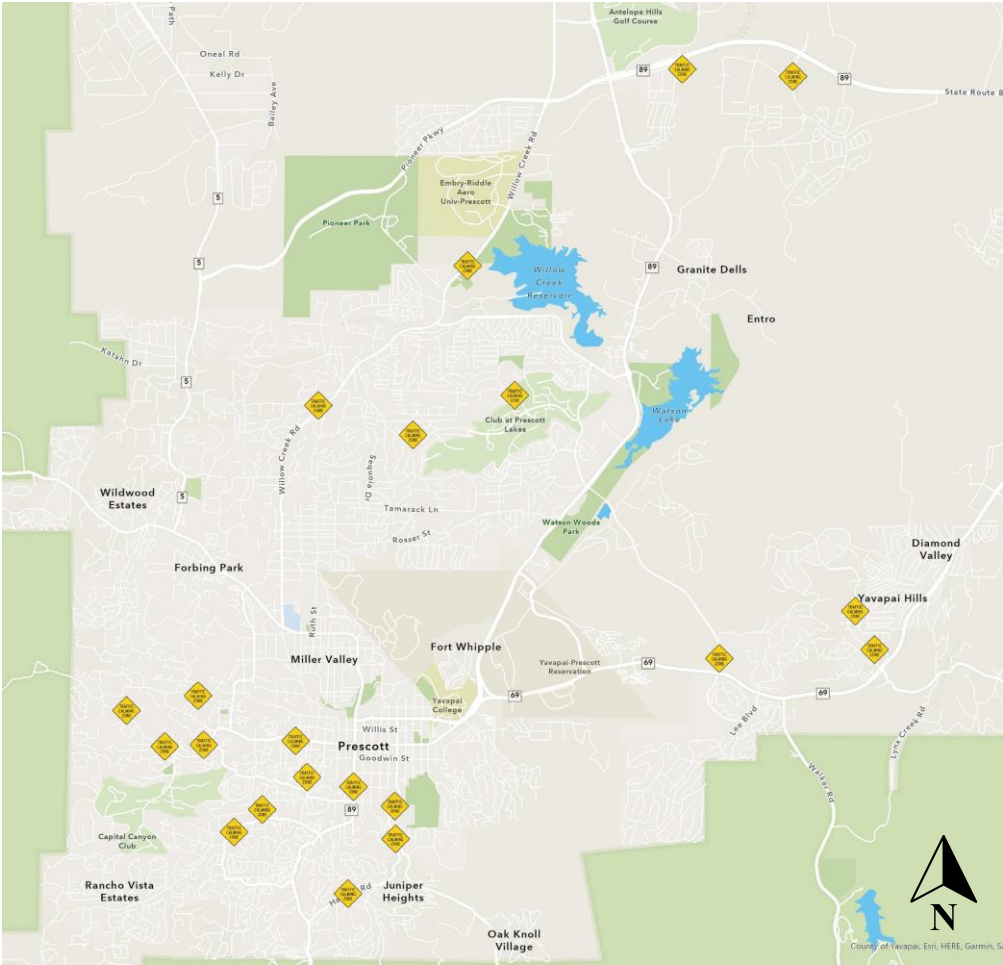
Locations for traffic calming measures

Traffic Calming Measures Should be Considered at Several Locations

Corridor	Sidestreet/Location	Potential Recommendations
Granite Dells Parkway	Centerpointe East Drive	Install Active Speed Signs
Larry Caldwell Drive	Assurance Way	Install Active Speed Signs
Willow Creek Road	Honda Driveway	Install Active Speed Signs
Willow Creek Road	Geneva Drive	Install Active Speed Signs
Senator Highway	Haisley Road	Install Active Speed Signs Install Speed Tables
Senator Highway	Church Driveway	Install Active Speed Signs Install Speed Tables
Montezuma Street	Aubrey Street	Install Raised Islands in TWLTL
Sunrise Boulevard	Dragonfly Drive	Install Speed Tables
Sunrise Boulevard	Sunami Court	Install Speed Tables
Prescott Lakes Parkway	North of Walmart Driveway	Install Active Speed Signs
Highland Avenue	Middlebrook Road	Install Active Speed Signs Install Speed Tables
Thumb Butte Road	Ponderosa Lane	Install Active Speed Signs Install Speed Tables
Thumb Butte Road	Apollo Heights Drive	Install Active Speed Signs Install Speed Tables
Thumb Butte Road	Plaza Drive	Install Active Speed Signs Install Speed Tables
Park Avenue	Moreland Circle	Install Active Speed Signs Install Speed Tables
Smoke Tree Lane	Birchwood Cove	Install Active Speed Signs
Solstice Drive	South Lakeview Drive	Install Active Speed Signs Install Speed Tables
Haisley Road	Northwoods Loop	Install Active Speed Signs Install Speed Tables
Oregon Avenue	Lindbergh Drive	Install Active Speed Signs Install Speed Tables
South Willow Street	Beach Avenue	Install Active Speed Signs Install Speed Tables
Copper Basin Road	Linden Road	Install Active Speed Signs Install Speed Tables

TWLTL = Two-Way Left-Turn Lane

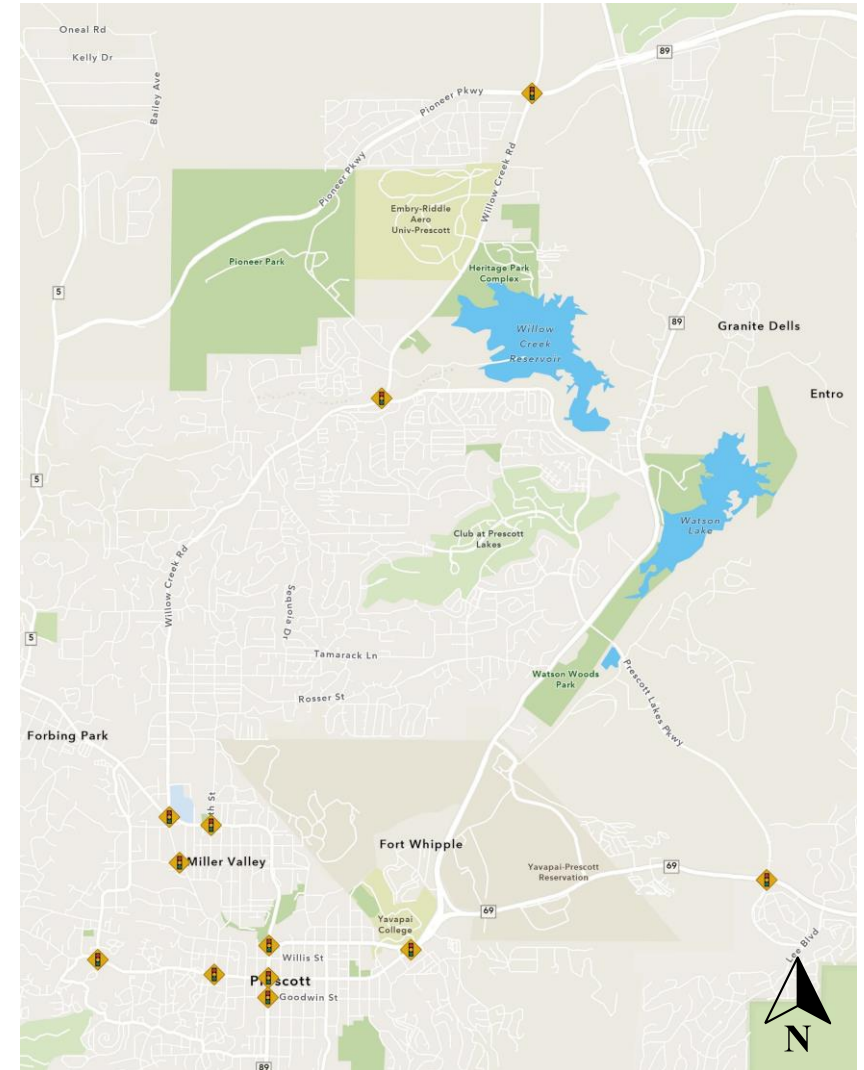
Table 4.01-4 Recommended Enforcement and Traffic Calming Locations



Locations for traffic calming measures

Travel Time Analysis Identified Signals That May Need Additional Evaluation

- Poor travel times and congestion occurred at several signals and signalized corridors
- Individual traffic signal timing reviews:
 - Various stand-alone traffic signals identified
 - Gurley Street @ Gail Gardner Way
 - Willow Creek Road @ Pioneer Parkway
 - Prescott Lakes Parkway @ 69 (ADOT)
- Corridors to evaluate traffic signal coordination:
 - Sheldon Street – Montezuma Street to Gurley Street
 - Whipple Street – Willow Creek Road to Ruth Street
 - Willow Creek Road – Willow Lake Drive to Commerce Drive
 - Downtown congestion identified – Goal to slow traffic and create balance for tourism/pedestrians/traffic



Traffic Signals to Evaluate



*Excellence in Engineering*SM
Since 1946

Next Steps

- Staff will review and bring recommendations from the study back to Pedestrian, Bicycle and Traffic Committee (PBTAC) for input
- City Council will be presented:
 - ❖ A prioritized project list for speed mitigation implementation.
 - ❖ A prioritized project list for travel time mitigation implementation.
 - ❖ A list of speed limit changes for implementation.

Next Steps

- Speed and travel time mitigation projects will be combined as appropriate to aid in implementation and programming improvements into future budget years.
- Staff will develop project details and cost estimates for each project for use in the budget process for City Council consideration.
- Approved projects will be added to the 5-year CIP, budgeted, advertised and implemented.
- Approved speed limit changes will be implemented.



TO: MAYOR AND CITY COUNCIL
AGENDA: December 11 Pedestrian, Bicycle & Traffic Advisory Committee
DATE: December 11, 2023
DEPT: Public Works
ITEM #: 4.D
SUBJECT: Presentation & Discussion Regarding Garden & Western Traffic Calming.

ITEM SUMMARY

Discussion of a speed hump installation on Garden Street.

BACKGROUND

The City of Prescott is considering adding two (2) speed humps on Garden Street between Gurley Street and Western Avenue. The speed humps are being considered based on a neighborhood request to discourage cut-through traffic and speeding on the block as vehicles use the residential street to avoid the signalized intersection at Gurley Street @ Park/Grove. The ongoing City Utility upgrade project has provided an opportunity for the city to add these speed humps (if approved) to the paving work included in the project.

A survey letter has been sent to direct fronting property owners/residents letting them know of this proposal and requesting they provide feedback supporting or opposing the speed hump installation. The survey deadline is Thursday, December 7th so the data is available for the PBTAC meeting. The survey letter and speed hump location map are attached for your information.

FINANCIAL IMPACT

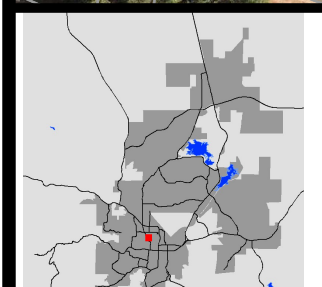
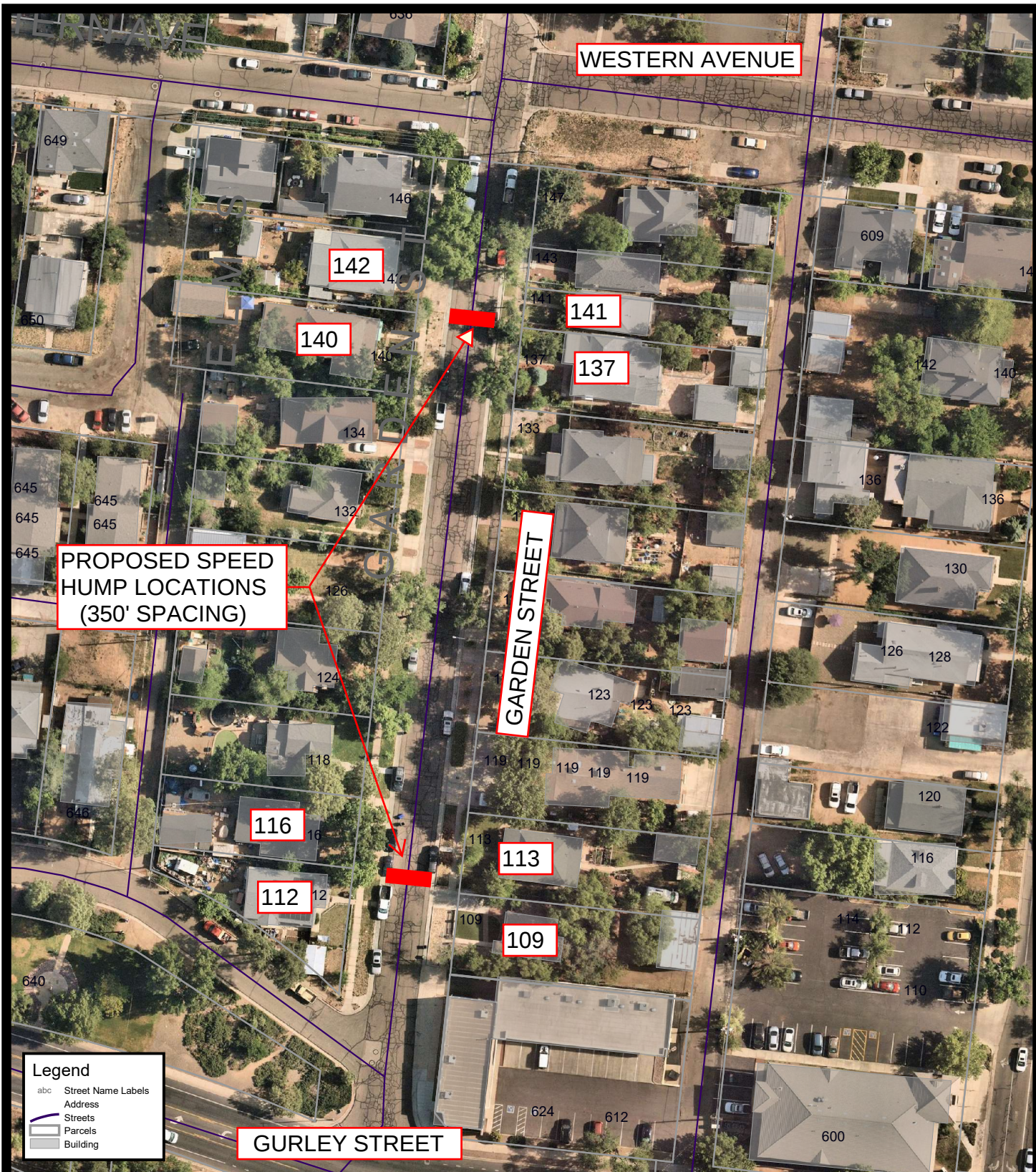
If approved the speed humps would be installed as part of the Utility Project currently underway on Garden Street. The contract has sufficient funds to cover this work change order.

RECOMMENDED ACTION

Discussion and possible recommendations related to the installation of a series of two speed humps on Garden Street between Gurley Street and Western Avenue

ATTACHMENTS

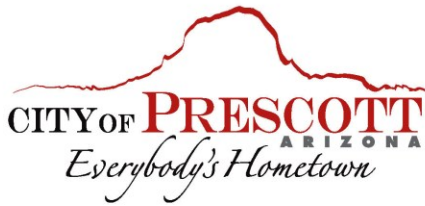
1. Garden Street Speed Hump Location Map - Nov. 2023
2. Garden Street Speed Hump Survey Letter



**GARDEN STREET
SPEED HUMP SURVEY
LOCATION MAP**

NOVEMBER 2023

This map is a product of
The City of Prescott



Public Works

433 N. Virginia Street
Prescott AZ 86301
928-777-1130

November 21, 2023

Property Owners/Residents
100 Block of Garden Street
Prescott, AZ 86305

Re: Speed Hump Installation Survey

The City of Prescott is considering adding two (2) speed humps on Garden Street between Gurley Street and Western Avenue near your property. The speed humps are being considered based on a neighborhood request to discourage cut through traffic and speeding on the block as vehicles use the residential street to avoid the signalized intersection at Gurley Street @ Park/Grove. The ongoing utility upgrades have provided an opportunity for the city to add these speed humps (if approved) to the paving work included in the project.

While speed humps can impact neighborhood traffic in a positive way, they also can increase noise near the installations and require residents to drive them daily. To ensure these improvements are desired by most of the neighborhood we have included a location map showing the proposed locations and ask that you provide input back providing your support or opposition to this proposal and any other input you may have. This will help staff and the Prescott Pedestrian, Bicycle and Traffic Advisory Committee (PBTAC) as the traffic calming is considered for installation. All property owners will receive a copy of this letter and map soliciting their input. Please respond back by email to traffic@prescott-az.gov or by phone to the Public Works office at (928)777-1130 asking for traffic. Please provide all comments by December 7th, 2023.

Sincerely,

--

Ian Mattingly, P.E.
Transportation Manager



Public Works Department
433 N. Virginia Street, Prescott, AZ 86303
Phone: 928.777.1130
ian.mattingly@prescott-az.gov



TO: MAYOR AND CITY COUNCIL
AGENDA: December 11 Pedestrian, Bicycle & Traffic Advisory Committee
DATE: December 11, 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:

- HSIP Grant - Fair Street & Gail Gardner Way
- Ongoing/Upcoming Traffic Studies and Analysis
- Prescott Lakes Parkway/Sundog Ranch Road Signal Update

BACKGROUND

- HSIP Grant - Fair Street & Gail Gardner Way - Additional time has been allowed to collect more data and hold a study session in March 2024. Staff is developing a plan for this work and what will be provided in the study session presentation. An update on the grant timeline from ADOT will also be provided.
- Ongoing/Upcoming Traffic studies and Analysis - Staff will provide an update on several studies
 - Rodeo Grounds Master Plan Traffic Study
 - Willis Street intersection/corridor analysis
- Prescott Lakes Parkway/Sundog Ranch Road Signal Update - The project award and Council schedule will be discussed along with the extent of the intersection improvements.

FINANCIAL IMPACT

N/A

RECOMMENDED ACTION

Discussion and possible recommendations related to updates provided by staff

ATTACHMENTS

None



TO: MAYOR AND CITY COUNCIL
AGENDA: December 11 Pedestrian, Bicycle & Traffic Advisory Committee
DATE: December 11, 2023
DEPT: Public Works
ITEM #: 4.F
SUBJECT: Approval of the 2024 Pedestrian, Bicycle, & Traffic Advisory Committee Meeting Schedule.

ITEM SUMMARY

Review and discussion of 2024 meeting schedule.

BACKGROUND

Annually, staff reviews the list of Pedestrian, Bicycle, & Traffic Advisory Committee meetings dates for the upcoming calendar year. The adoption of a schedule similar to that of other boards, commissions, and committees is being considered.

The proposed 2024 meeting schedule is as follows:

January 8, 2024
February 12, 2024
March 11, 2024
April 8, 2024
May 13, 2024
June 10, 2024
July 8, 2024
August - No Meeting
September 9, 2024
October 14, 2024
November - No Meeting
December 9, 2024

FINANCIAL IMPACT

None.

RECOMMENDED ACTION

MOVE to approve the 2024 Pedestrian, Bicycle, & Traffic Advisory Committee schedule

ATTACHMENTS

None