



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

MINUTES

1. CALL TO ORDER

Vice Chairwoman Michelle Schaefer called the meeting to order at 9:34 a.m.

2. ROLL CALL

Michelle Schaefer, Vice Chair
Troy Cook, Member
Kent Hart, Member
Bill Fanelli, Chairman*

**Chairman Fanelli attended via phone call to meet quorum*

3. OPEN CALL TO THE 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 the November 13, 2023 Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.

MOTION BY VICE CHAIRWOMEN SCHAEFER TO APPROVE THE NOVEMBER 13, 2023 MEETING MINUTES; MOTION SECONDED BY MEMBER HART: PASSED (4-0)

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

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

CYMPO Executive Director, Vinny Gallegos, thanked Public Works Director, Gwen Rowitsch, for her participation with the CYMPO Technical Advisory Committee. He added that CYMPO would like to push forward more grant applications on behalf of the City of Prescott, as well as the region.

Approximately two years ago, there were four projects funded as a result of submitted grant applications, totaling at or above four million in funding. He stated it's a matter of identifying projects and how they tie into the Active Community Transportation-Unified Plan (ACT-UP) Safety Plan.

CYMPO Planner Bryn Stotler shared with the committee that all Transportation Alternatives Grant Applications were awarded. The City of Prescott was awarded the State Route 89/Deep Well Ranch Road Multi-Use Path request. The Town of Prescott Valley was awarded preliminary scoping and design for the 26-mile Lasso Loop Trail, and the Town of Chino Valley was awarded a two-mile extension of the Peavine Trail. Another round of funding will be available soon and staff will keep the committee updated.

Mr. Gallegos shared that CYMPO is working closely with the Town of Prescott Valley on developing partnerships with public transit. The Town celebrated one year of public transit, with approximately 19,000 rides; 40% of which were related to employment purposes. The Town is currently implementing Phase 1 of the CYMPO public transit plan. The City of Prescott would be part of Phase 2, and CYMPO is hopeful to expand to that soon. Per Mr. Gallegos, CYMPO hired Prescott's former City Manager, Michael Lamar, to join the CYMPO team. Mr. Lamar will be helping to develop partnerships, and is currently working with colleges and the hospital. All voices are needed, and work is progressing on this item that has been a long time coming.

Vice Chairwoman Schaefer inquired about habitat management statewide, and wildlife overpasses in the Prescott area. Per Ms. Gallegos, those types of projects generally fall under Highway Safety Improvement Program (HSIP) funding, but they must consider the cost versus benefit. As far as safety related concerns such as this or others, that is where CYMPO's Technical Advisory Committee is able to review and discuss presented safety data during upcoming meetings. Projects can stem from potential improvements discussed or recommended.

Public Works Transportation Manager, Ian Mattingly, inquired about CYMPO planning to bring in a consultant again to assist with grant applications. Per Mr. Gallegos, CYMPO will be doing this again this year, to help with the application process and the needed data analysis.

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

C. Citywide Speed and Travel Time Study Update.

Mr. Mattingly presented an abbreviated version of the Citywide Travel Time and Speed Study Presentation, given by staff and the City's on call traffic engineering consultant, Strand Associates, during the November 14, 2023, Council Study Session.

The study included an objective comparison of the City's traffic conditions with known standards (Level of Service) and collected speed and travel time data on the City's roadways. Roadways with higher speeds were identified and recommendations were provided.

Areas of higher congestion and travel time were also identified, and recommendations were provided.

The study results are able to be used to address resident concerns related to speeding and congestion through planned improvements and data sharing.

Per Mr. Mattingly, the report is approximately 350 pages, and includes valuable information that is separated by roadway type and segment. The following key elements of the Study were discussed:

- Streetlight Data and Data Analysis Screening
 - Roadway speeds
 - Specifics for roadway types Arterial, Collector, and Local
 - Spot speed studies performed at locations flagged by screening analysis; basis provided for roadway speed recommendations
 - Corridor Travel Time and Congestion
 - Evaluation over a wide variety of days and conditions
 - Corridors broken into segments with traffic signals or key intersections, and the end points of the corridors
 - Measured travel time from Streetlight Data was compared against the free flow travel time
 - Streetlight Data congestion metric was also reviewed to provide evaluation for percentage of traffic not able to travel at free flow speed (on average)
- Field Speed Study Data Collection
 - Indication of areas needing additional data
 - Selected locations where speeds were higher or lower than posted
- Recommendations
 - Travel time analysis identified intersections and corridors to evaluate for signal improvements
 - Spot speed analysis identified areas where changes may be desired
 - Potential traffic calming treatments

Per Mr. Mattingly, the Collector roads had speeds more in line with the preferred range. He noted that collector roads do not typically have the same number of signals and intersection friction of Arterial roadways. Speed limits are posted well, and averages are very good. He discussed and explained the bar charts within the presentation, and noted that some of the longer delays seen likely were related to the busier Arterial roadway intersections. Also noted were that some roadways, such as Haisley Road and Solstice, showed speeds that may be lower since traffic calming measures have been completed since the study data was collected.

Free flow was explained as being the average amount of time to travel from one point to another under ideal conditions. The various impacts on free flow were discussed and explained by Mr. Mattingly. The average day peak travel times were reviewed as well, and overall, on average the City is doing well.

Closing the presentation, Mr. Mattingly outlined the next steps. Staff will review and bring recommendations from the study back to the Pedestrian, Bicycle and Traffic Committee (PBTAC) for input. Following committee input, the following steps are to follow:

City Council will be presented with:

- 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.
- 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.

Mr. Mattingly invited City resident, Ms. Raskin, who was present at the meeting to speak. Per Ms. Raskin, she attended today's meeting specifically for this item, and expressed appreciation for traffic calming completed for Rosser Street. She explained that she has since moved, and is seeing a lot of speeding within her neighborhood off of Hassayampa Village Lane (HVL). While she agrees with raising the speed limit of 30mph, she is concerned with vehicles travelling 40-50mph on HVL and inquired about what may be done to mitigate these types of speeding issues.

Police enforcement is an option, per Mr. Mattingly. He added that if the City can collectively agree on a package of options for similar situations, that may help as well. For example, speed humps, bumps, or tables would give staff the option to treat those instances. Currently, there aren't a lot of options other than signing and striping. Measures are taking place to balance the residential needs with those of the travelling public. However, there are limits based on visibility and geometry. For example, speed tables cannot be placed in certain areas. Ms. Raskin inquired about signs that show "your speed". Per Mattingly, studies show they can affect speeding for some time, however, eventually they will become less effective. Currently the most aggressive measure to address speeding is the use of speed humps (vertical measures).

Member Troy Cook recommended contacting the Police Department regarding speed tables. He added that the speed feedback signs that affect him the most personally are the type that have red and blue flashing lights around them.

Member Kent Hart commented that full time Police enforcement is currently limited. Mr. Mattingly agreed, however, Citizens on Patrol are linked with the Police traffic group and can place portable radar signs in the meantime.

Mr. Gallegos commented that if some of the concerns are tied to safety, there may be an option for federal funding.

Councilmember Ted Gambogi commented that he was favorably impressed with the presentation.

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

D. Garden & Western Traffic Calming.

The City of Prescott is considering adding two speed humps on Garden Street between Gurley Street and Western Avenue, per Mr. Mattingly. 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 Avenue and Grove Avenue & Western Avenue. 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.

Mr. Mattingly added that a survey letter was 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 was Thursday, December 7th so the data could be available for today's meeting. So far 12 responses of the 20 have been received, and all were in support. Although it is not required, staff gathered the survey data in an effort to include neighborhood feedback.

MOTION BY MEMBER TROY COOK FOR COMMITTEE SUPPORT OF THE SPEED HUMP INSTALLATION; MOTION SECONDED BY VICE CHAIRWOMAN SCHAEFER: PASSED (4-0)

E. Presentation & Discussion Regarding Ongoing Project Updates.

- HSIP Grant - Fair Street & Gail Gardner Way

Additional time has been allowed to collect more data and hold a study session in March 2024 or later. 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.

Councilmember Gambogi inquired about a letter he received, regarding warrants suggesting a signal implementation and if that puts the City in a liability situation by not installing one.

Per Mr. Mattingly, the location did not meet an intersection signalization warrant based on safety, but rather was identified through a consultant hired for the warrant study. The signal implementation suggestion was based on volume of traffic rather than safety.

Chairman Bill Fanelli inquired about any correlation with this project to the Rodeo Grounds project. Mr. Mattingly explained that projects are independent of each other, however, they may affect each other.

- Ongoing/Upcoming Traffic studies and Analysis
 - Rodeo Grounds Master Plan Traffic Study

A traffic study will be conducted, then be shared with the City and the public. The traffic study will then inform the staff on how to best handle the traffic in and out of the rodeo grounds utilizing all four ingress and egress points.

This study will be beneficial in parking needs and impacts and may highlight a desire by the Rodeo Association to provide shuttle service during high attendance events.

- Willis Street Intersection/Corridor Analysis

A consultant will be hired to analyze Willis Street between Montezuma and McCormick Street and look at various intersection control options.

- Prescott Lakes Parkway/Sundog Ranch Road Signal Update

The project will be going before City Council in January for award of the construction contract. The goal is to construct a new traffic signal at the intersection and provide new and extended auxiliary turn pockets to improve traffic flow and safety into the Transfer Station and park trailhead. There will be a deceleration lane for trucks coming off Prescott Lakes Parkway, along with dedicated left turn lanes, crosswalks, and new sidewalk sections.

Vice Chairwoman Schaefer inquired about a possible cycling lane. Staff can review the option or modify as the project progresses per Mr. Mattingly.

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

F. Approval of the 2024 Pedestrian, Bicycle & Traffic Advisory Committee Meeting Schedule

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

MOTION BY MEMBER COOK TO APPROVE THE 2024 MEETING SCHEDULE AS PRESENTED; MOTION SECONDED BY VICE CHAIRWOMEN SCHAEFER: PASSED (4-0)

5. ADJOURNMENT

There being no further business to discuss, the meeting was adjourned at 11:14 a.m.


MICHELLE SCHAEFER, Vice Chairwoman

ATTEST:


MARIKAY WHISENAND, Administrative Specialist

1-8-2024
Date