

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



February 12, 2024 | 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 **February 12, 2024**. 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 January 8, 2024 Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.  
**Recommended Action: MOVE to approve the minutes as presented**
  - B. Introduction of New Committee Council Liaison Ted Gambogi.  
**Recommended Action: This item is for discussion only. No formal action will be taken.**
  - C. Presentation & Discussion Regarding an Update on Rosser Street Traffic Calming.  
**Recommended Action: Discussion and possible action on recommendations related to updates provided by staff**
  - D. Presentation & Discussion Regarding an Update From Central Yavapai Metropolitan Planning Organization (CYMPO).  
**Recommended Action: This item is for discussion only. No formal action will be taken.**
  - E. Presentation & Discussion Regarding Ongoing Project Updates.  
**Recommended Action: This item is for discussion only. No formal action will be taken.**
  - F. Presentation & Discussion Regarding the General Plan Transportation Element.  
**Recommended Action: Discussion and possible action regarding recommendations related to updates provided by staff**
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 2/8/24 at 11:00 a.m. in accordance with the statement filed by the Prescott City Council with the City Clerk.



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Sarah M. Siep, City Clerk





TO: MAYOR AND CITY COUNCIL  
AGENDA: February 12 Pedestrian, Bicycle & Traffic  
Advisory Committee  
DATE: February 12, 2024  
DEPT: City Clerk  
ITEM #: 4.A  
SUBJECT: Approval of the January 8, 2024 Pedestrian,  
Bicycle & Traffic Advisory Committee Meeting  
Minutes.

## ITEM SUMMARY

This item is for the approval of the January 8, 2024 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. 010824 Bicycle Committee Minutes

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

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January 8, 2024 | 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, Chair  
Michelle Schaefer, Vice Chair  
Troy Cook, Member  
David Fero, Member  
Kent Hart, Member  
Jim Knaup, Member

**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 December 11, 2023, Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.

**MOTION BY VICE CHAIRWOMAN SCHAEFER TO APPROVE THE  
DECEMBER 11, 2023 MEETING MINUTES; MOTION SECONDED BY  
MEMBER COOK: PASSED (6-0)**

- B. Introduction of New Committee Council Liaison Ted Gambogi.

Chairman Fanelli expressed appreciation on behalf of the committee for Councilmember Rusing and her past participation.

Councilmember Gambogi was not present at the meeting. The introduction will take place during a future meeting.

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

CYMPO representatives were not present at the meeting. The presentation and update will take place during the following committee meeting.

D. Presentation & Discussion Regarding Traffic Calming in The Crossings.

Following the October 9, 2023, PBTAC meeting, staff collected additional speed and volume data and developed a traffic-calming plan for consideration. The plan, which provides two new multi-way stop locations, roadway narrowing and delineation through centerline striping, edge-lines, and improved signing and striping, was discussed with the committee and two neighborhood representatives present at the meeting.

Public Works Transportation Manager, Ian Mattingly, shared a traffic data chart for Robin Drive. He explained that the chart was not specifically for recommendations to be discussed, but for historical purposes related to proposed additions to the current traffic calming measures in place. Speeds are relatively good for the residential area and are within the typical range compared with similar roadways. Traffic volume for the area is not very high, and Mr. Mattingly explained that development and/or driving habits could account for some of the data that was collected.

Mr. Mattingly also shared a map with notes outlining the recommended traffic-calming improvements. He explained that the blue signs shown were existing and the red signs were new.

Traveling from the direction of the low water crossing, a multiway stop is not present, according to Mr. Mattingly. A stop sign would be installed, to create a new all-way stop. Other traffic-calming measures for the length of the area included narrowing the roadway, additional speed hump vertical signs, pavement markings including a double yellow center line, white edge-lines, and three marked crosswalks with advanced pedestrian crossing signs. Pavement legends consisting of "25" and "SLOW" symbols will also be installed. Advanced school bus stop signs in both directions would also be added.

Continuing further down the roadway, Mr. Mattingly referenced the map and reviewed additional measures, explaining that the basic design carries throughout for consistency. In the medical area, a new all-way stop would be added at the intersection of Crossings Drive and Clearwater Drive with double yellow centerline added on each approach. While white edgeline narrowing would be provided in the residential areas it will not continue in the medical area. Upon completion of the project, signing notifying drivers of the traffic control changes will be installed.

Member Jim Knaup inquired about stop bars being used in advance of the crosswalks. Per Mr. Mattingly, Arizona is a yield law state so stop bars are not used. Typically, on higher volume roadways, "sharks-teeth" yield markings are placed on the roadway. He referenced the recent improvements on Senator Highway at Haisley Road. In this case, however, the yield markings are not recommended.

In closing, Mr. Mattingly explained that the general intent of the traffic-calming plan for the area is to address speeding and passing concerns. The estimated cost would be approximately \$12,000 to \$15,000, from the operational budgets.

**MOTION BY MEMBER FERRO FOR COMMITTEE SUPPORT OF THE  
RECOMMENDED TRAFFIC-CALMING PLAN FOR THE CROSSINGS AREA;  
MOTION SECONDED BY MEMBER COOK: PASSED (6-0)**

The neighborhood representatives thanked the committee for their time. Mr. Mattingly provided an estimated start time in spring to early summer.

E. Presentation & Discussion Regarding Speed and Travel Time Study Recommendations.

Staff provided an update regarding the results and recommendations of the recently completed Citywide Speed and Travel Time Study during the December 2023 committee meeting. Mr. Mattingly recapped the purpose of the Speed and Travel Time Study, and explained the three sections of project recommendations, including Travel Time and Congestion Mitigation, Traffic Calming and Speed Mitigation, and Traffic Management related to speed limit implementation.

The following recommendations for City Council consideration were discussed and reviewed:

Travel Time – Congestion Mitigation Project Recommendations

- The study recommends providing traffic signal timing reviews and consideration of coordinated timing where appropriate.
- Individual (stand-alone) intersections will have timing reviewed and GPS time clocks added to allow time-of-day operations.
- Three corridors have been identified for adding signal coordination.
  - Sheldon Street – Gurley to Montezuma
  - Whipple Street – Montezuma to 4-Points
  - Iron Springs Road – 4-Points to Williamson Valley Road
- All intersections will receive needed detection, communication (radio, GPS time clocks), and controller upgrades.
- A Traffic Consultant with expertise in traffic signal timing and coordination will be hired to review the timings and develop plans for implementation.
- Project Cost
  - Approximately \$634,000
- This is a proposed Streets IIP Project

Traffic Calming – Speed Mitigation Project Recommendations

- The study recommends installing active speed signs and other identified mitigation measures like raised medians and speed tables where appropriate. Locations identified but under the current 7mph traffic calming threshold are not included in the recommendations.

- Project Cost
  - Project costs will be determined during the budget process as project details are developed. Active Speed signs will be packaged into a single equipment project purchase to reduce costs.
- Active Speed Signs
  - Installed at quarter to half mile intervals along the corridor. Solar powered with red and blue strobe feature available.
- TWLTL/Raised Median
  - Used on higher volume roadways, with any speeds and near downtown.
  - Roadway width needed to accommodate.
- Speed Tables
  - Used on lower volume collector roadways with lower speeds as approved by Fire/Police.
  - Roadway grades and drainage must be compatible.
- Arterial Corridors with higher speeds
  - Granite Dells Parkway, Gurley Street (Increased speed limit resolves this), Senator Highway, Williamson Valley Road, Willow Creek Road
- Collector Corridors with higher speeds
  - Copper Basin Road, Hassayampa Village Lane, Haisley Road, Phippen Trail, Solstice Drive, Thumb Butte Road
- Locations recommended for traffic calming measures
  - Copper Basin Road at Linden Road (+10 mph)
  - Granite Dells Parkway & Centerpointe East Drive (+13 mph)
  - Larry Caldwell Drive at Assurance Way (+7 mph)
  - Montezuma Street at Aubrey Street (+7 mph)
  - Oregon Avenue at Lindbergh Drive (+9 mph)
  - Park Avenue at Moreland Circle (+10 mph)
  - Prescott Lakes Parkway north of Walmart Driveway (+13 mph)
  - Senator Highway at Church Driveway (+13 mph)
  - Senator Highway at Haisley Drive (+11 mph)
  - Smoketree Lane at Birchwood Cove (+8 mph)
  - Sunrise Blvd at Dragonfly Drive (+8 mph)
  - Willow Creek Road at Geneva Drive (+8 mph)
  - Willow Creek Road at Honda Driveway (+14 mph)
- Locations with traffic calming implementations added (Field check prior to additional mitigation)
  - Solstice Drive at South Lakeview Drive (+12 mph)
- Location recommended for traffic calming measures (already have striping and signing treatment)
  - Thumb Butte Road at Ponderosa Lane (+9 mph)
  - Thumb Butte Road at Apollo Heights Drive (+11 mph)
  - Thumb Butte Road at Plaza Drive (+9 mph)

- Locations confirmed with speeds under the calming threshold
  - Bradshaw Drive at Goodwin Street (+5 mph)
  - Gateway Blvd at Palmer Lane (+4 mph)
  - Haisley Road at Northwoods Loop (+6 mph)
  - Highland Avenue at Juanita Terrace (+5 mph)
  - Highland Avenue at Middlebrook Road (+6 mph)
  - Hornet Drive at Commanche Trail (+5 mph)
  - Hornet Drive at Hummingbird Way (+4 mph)
  - Phippen Trail at Raindrop Road (+1 mph)
  - N. Mt. Vernon at Willis Street (+5 mph)
  - S. Mt. Vernon at Gurley Street (+4 mph)
  - N. Pleasant Street at Willis Street (+4 mph)
  - Solstice Drive at Trail Walk (+2 mph)
  - Sunrise Blvd at Sunami Court (+6 mph)
  - S. Willow Street at Beach Street (+6 mph)
  - Yavapai Hills Drive at Twisted Trail (+4 mph)
  - Yavapai Hills Drive at Miracle Rider Road (+5 mph)

#### Traffic Calming – Speed Increase Project Recommendations

- Locations recommended for a 5 MPH speed limit increase.
  - Williamson Valley Road at Shadow Valley Ranch Road (+14mph)
  - Miller Valley Road north of Hillside Avenue (+10mph)
  - Gurley Street at S. Summit Avenue (+10mph)
  - Hassayampa Village Lane at Golf Club Lane (+9mph)
  - Hassayampa Village Lane at Paradise Valley Road (+11mph)

Mr. Mattingly answered member questions about the various items discussed and provided clarification. Upon PBTAC's approval of the three project recommendations, those would become part of a package to be considered within the Public Works budget five-year capital. Speed changes will go before City Council for final approval. The goal for today's meeting is to collect member input as staff moves into the budget preparation and develops the project details.

Chairman Fanelli inquired about other traffic techniques available.

Mr. Mattingly explained that seven local streets that have a history of traffic complaints were also studied but the results did not warrant speed mitigation measures. The intent of this study was not to study the hundreds of local streets but attempts to provide solutions for arterials and collectors.

Member Kent Hart inquired about the Rosser Street Traffic Calming item discussed during the September 2023 meeting. Rosser was not identified in the study as a roadway that demonstrated a speeding or congestion issue, according to Mr. Mattingly. It may be reviewed further at a future meeting.

A Hassayampa Village Lane neighborhood representative was present at the meeting and inquired on travel similarities as compared to the Crossings area as well as treatment options.

Per Mr. Mattingly, Hassayampa Village Lane (HVL) is not in the same class of roadway, and does not have direct fronting residential like in the Crossings. There are also grade issues present on HVL. Mr. Mattingly agreed that the area is experiencing speeding and could be brought forward to a future PBTAC meeting for additional discussion. It was last studied ten to fifteen years ago, so the present concerns are not new. However, adding pedestrian crossings at specific locations would need to be reviewed. A raised median or other improvement could be considered if conditions warrant.

Moving to the third Project Recommendation, Mr. Mattingly explained the details of the speed limit increases. A discussion about the impact of raising speed limits occurred, but statistics indicate that properly posted speeds do not typically result in increased speeds on a roadway. Its more about changing the expectation. Roadway conditions support a certain speed limit, and these roadways are under posted. By increasing the posted speed to the correct speed police and traffic calming resources will be available where they are justified.

**MOTION BY VICE CHAIRWOMAN SCHAEFER FOR COMMITTEE SUPPORT OF THE TRAVEL TIME – CONGESTION MITIGATION PROJECT RECOMMENDATIONS; MOTION SECONDED BY MEMBER FERO: PASSED (6-0)**

**MOTION BY MEMBER KNAUP FOR COMMITTEE SUPPORT OF THE TRAFFIC CALMING – SPEED MITIGATION PROJECT RECOMMENDATIONS; MOTION SECONDED BY MEMBER FERO: PASSED (6-0)**

**MOTION BY VICE CHAIRWOMAN SCHAEFER FOR COMMITTEE SUPPORT OF THE TRAFFIC CALMING – SPEED INCREASE PROJECT RECOMMENDATIONS; MOTION SECONDED BY MEMBER FERO: PASSED (6-0)**

F. Presentation & Discussion Regarding Willow Creek Road Striping - Green/Pulliam to 4-Points.

Willow Creek Road, between Green Lane & Pulliam Drive, and the 4-Points intersection (Willow Creek Road, Iron Springs Road, Miller Valley Road, and Sheldon) are scheduled to be repaved in the spring of 2024, per Mr. Mattingly.

As part of this type of pavement maintenance, the existing striping will be removed and replaced in kind. Whenever possible, staff reviews the striping to identify opportunities for vehicle, bike and pedestrian operation and safety improvements. In this corridor, improvements to the bike lanes (increased width) through small lane shifts, replacement of existing bike lane symbols and placement of additional new symbols, and other small changes are available which will improve conditions. Total striping changes are anticipated to cost between \$5,000 and \$7,000.

Staff are looking at optimizing lane width in an attempt to provide a four-foot bike lane width, while improving intersection interaction zones. Mr. Mattingly shared a map of the area, with proposed bike lane symbols shown.

Member Hart inquired about the previously requested signing and handrail that was to be installed directing pedestrians to the signalized intersection. Mr. Mattingly made a note to check on its progress.

Vice Chairwoman Schaefer inquired about hashing for bike lanes in a different color. Per Mr. Mattingly, green underlays could be a potential option and staff will review the cost and feasibility.

Completed drawings and designs will be brought before the committee during a future meeting.

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

G. Presentation & Discussion Regarding Ongoing Project Updates.

- SR89 Multi-Use Pathway – Transportation Alternatives Grant

The grant was awarded, and staff are in the process of completing the project initiation with ADOT, as well as requesting a project manager.

- Prescott Dexter/Near North Business District Vulnerable Road Users SS4A Grant

The Safe Streets for All (SS4A) grant project initiation process will begin following a kick-off webinar to take place later this month.

- Fair Street & Gail Gardner Traffic Signal HSIP Grant

The Highway Safety Improvement Program (HSIP) grant is on hold as further discussion is to take place with City Council.

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

**5. ADJOURNMENT – 11:05**

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

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BILL FANELLI, Chairman

ATTEST:

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MARIKAY WHISENAND, Administrative Specialist

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Date





TO: MAYOR AND CITY COUNCIL  
AGENDA: February 12 Pedestrian, Bicycle & Traffic Advisory Committee  
DATE: February 12, 2024  
DEPT: Public Works  
ITEM #: 4.B  
SUBJECT: Introduction of New Committee Council Liaison Ted Gambogi.

### ITEM SUMMARY

Staff will introduce new Council Liaison, Ted Gambogi to the Committee.

### BACKGROUND

None.

### FINANCIAL IMPACT

None.

### RECOMMENDED ACTION

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

### ATTACHMENTS

None



TO: MAYOR AND CITY COUNCIL  
AGENDA: February 12 Pedestrian, Bicycle & Traffic Advisory Committee  
DATE: February 12, 2024  
DEPT: Public Works  
ITEM #: 4.C  
SUBJECT: Presentation & Discussion Regarding an Update on Rosser Street Traffic Calming.

## ITEM SUMMARY

Staff will provide an update regarding traffic calming on Rosser Street, between Campbell Avenue and the Eagle Ridge Subdivision.

## BACKGROUND

Traffic-calming for a section of Rosser Street was discussed during the September 2023 Committee meeting. The initial concern was brought forward by an area resident regarding vehicular traffic speeding on the major collector roadway, with a request that the City take steps to address the issue. The staff has developed a traffic-calming plan using striping, pavement legends and signing to visually narrow the roadway, channelize traffic and improve bicycle operations. The treatment will encourage slower speeds in the area. The Committee will discuss the proposal and provide input and/or recommend the concept for future installation. If recommended, the striping and other changes may occur later in the spring and early summer.

## FINANCIAL IMPACT

The identified traffic-calming measures consist of striping, pavement legends and some signing. These improvements, if recommended, will be installed as part of existing striping contracts and other monies annually budgeted in the operations budget of Transportation Services.

## RECOMMENDED ACTION

Discussion and possible action on recommendations related to updates provided by staff

## ATTACHMENTS

1. Rosser Street Striping Concept Sht. 1 - Feb. 2024
2. Rosser Street Striping Concept Sht. 2 - Feb. 2024
3. Rosser Street Striping Concept Sht. 3 - Feb. 2024
4. Rosser Street Striping Concept Sht. 4 - Feb. 2024
5. Rosser Street Striping Concept Sht. 5 - Feb. 2024
6. Rosser Street Striping Concept Sht. 6 - Feb. 2024
7. Rosser Street Striping Concept Sht. 7 - Feb. 2024





**Legend**

- Current Features
- Street Name Labels
- Address
- Parcels
- Building

**CITY OF PRESCOTT**  
ARIZONA  
*Everybody's Hometown*

ROSSER STREET STRIPING CONCEPT  
FEB. 2024 - SHEET 1

This map is a product of  
The City of Prescott

0' 1" = 49'





**Legend**

- Current Features
- abc Street Name Labels
- Address
- Parcels
- Building

**CITY OF PRESCOTT**  
ARIZONA  
*Everybody's Hometown*

ROSSER STREET STRIPING CONCEPT  
FEB. 2024 - SHEET 2

This map is a product of  
The City of Prescott

0' 1" = 49'

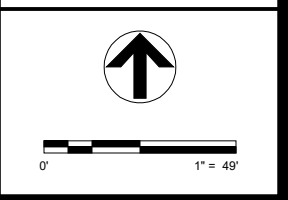




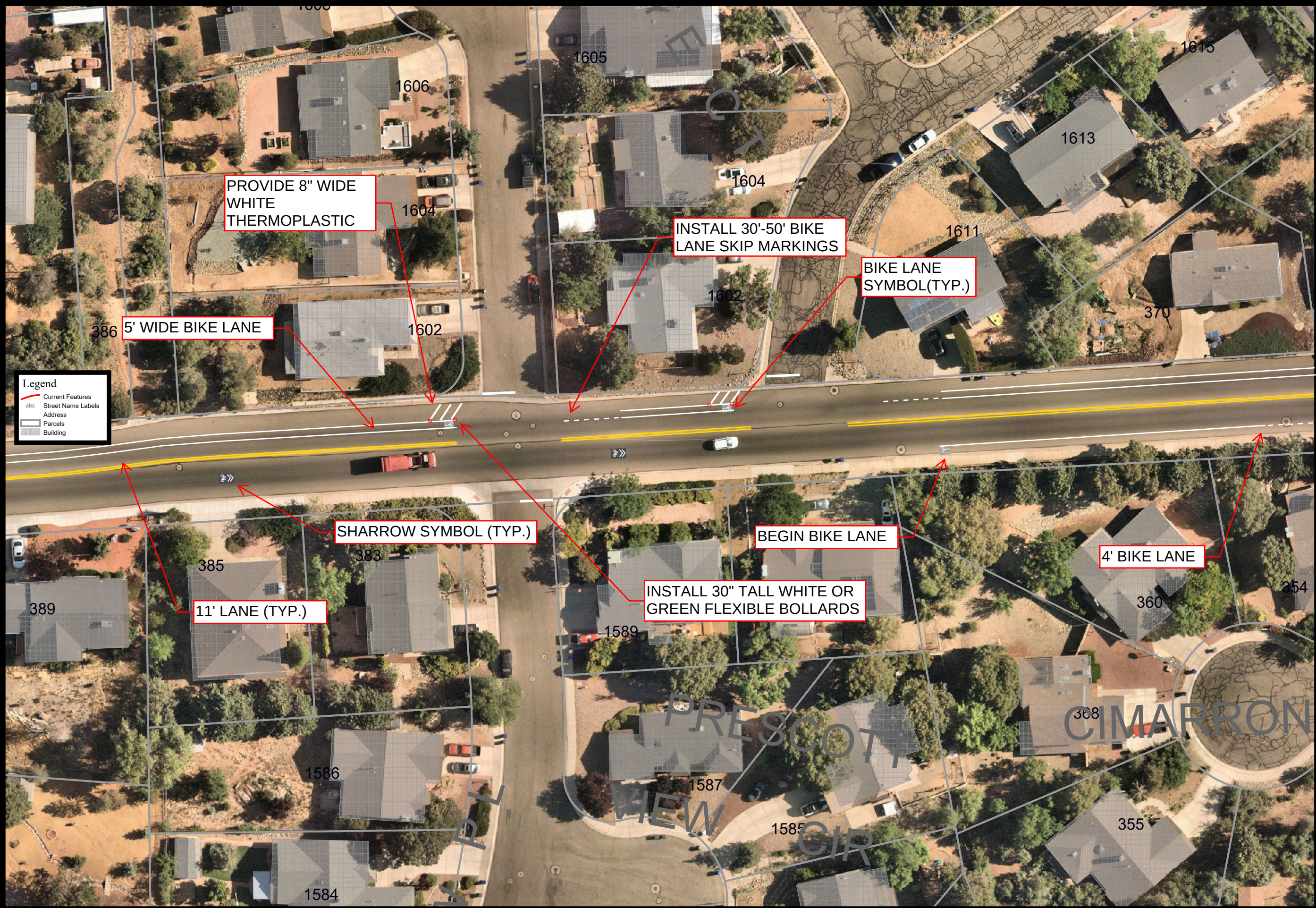


ROSSER STREET STRIPING CONCEPT  
FEB. 2024 - SHEET 3

This map is a product of  
The City of Prescott







ROSSER STREET STRIPING CONCEPT  
FEB. 2024 - SHEET 4

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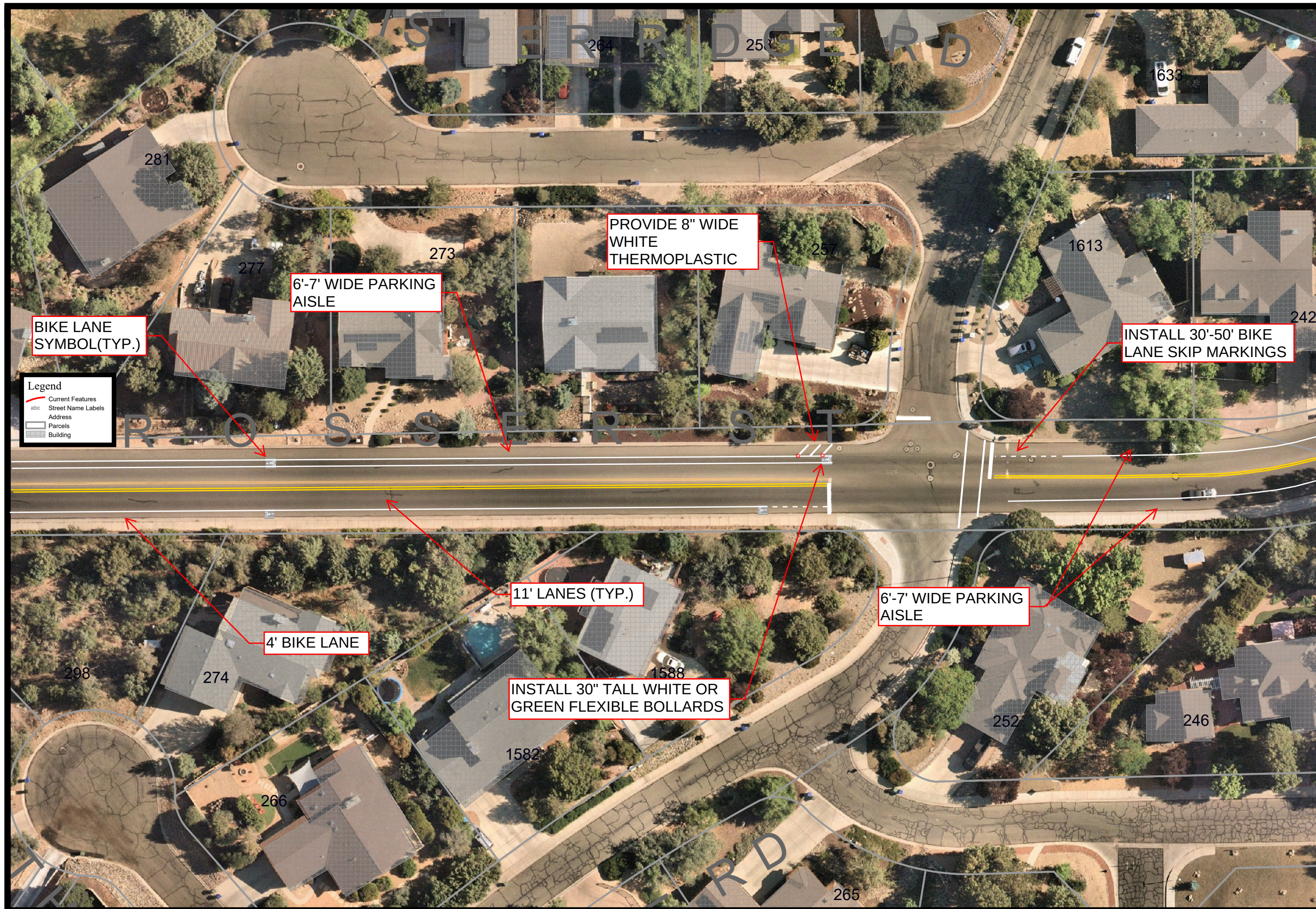




ROSSER STREET STRIPING CONCEPT  
FEB. 2024 - SHEET 5

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CITY OF PRESCOTT  
ARIZONA  
*Everybody's Hometown*

ROSSER STREET STRIPING CONCEPT  
FEB. 2024 - SHEET 6

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The City of Prescott





ROSSER STREET STRIPING CONCEPT  
FEB. 2024 - SHEET 7

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The City of Prescott





TO: MAYOR AND CITY COUNCIL  
AGENDA: February 12 Pedestrian, Bicycle & Traffic Advisory Committee  
DATE: February 12, 2024  
DEPT: Public Works  
ITEM #: 4.D  
SUBJECT: Presentation & Discussion Regarding an Update From Central Yavapai Metropolitan Planning Organization (CYMPO).

## ITEM SUMMARY

CYMPO staff will provide the Committee with updates regarding the following:

- Current HSIP Application Cycle
- Draft Final RTSP – Regional safety plan
- ACT-UP mapping tool (Nathan Lane) - Additions
- ACT-UP Update
- SR69 Corridor Master Plan Public Engagement
- CYMPO's Regional Transportation Plan 2050 Update

## 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: February 12 Pedestrian, Bicycle & Traffic Advisory Committee  
DATE: February 12, 2024  
DEPT: Public Works  
ITEM #: 4.E  
SUBJECT: Presentation & Discussion Regarding Ongoing Project Updates.

## ITEM SUMMARY

Staff will provide updates and discussion for the following:

- SR89 Multi-Use Pathway Transportation Alternatives Grant
- Prescott Dexter/Near North Business District Vulnerable Road Users SS4A Grant
- Fair Street @ Gail Gardner Way Traffic Signal HSIP Grant

## BACKGROUND

None.

## FINANCIAL IMPACT

None.

## RECOMMENDED ACTION

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

## ATTACHMENTS

None





TO: MAYOR AND CITY COUNCIL  
AGENDA: February 12 Pedestrian, Bicycle & Traffic  
Advisory Committee  
DATE: February 12, 2024  
DEPT: Public Works  
ITEM #: 4.F  
SUBJECT: Presentation & Discussion Regarding the  
General Plan Transportation Element.

## ITEM SUMMARY

General Plan Transportation Element Discussion.

## BACKGROUND

City Planning staff and the General Plan Committee (GPC) are in the process of updating the City's 2015 General Plan, with an anticipated completion date in 2025. As part of this effort, each section of the Plan, including the Transportation 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.

## FINANCIAL IMPACT

None

## RECOMMENDED ACTION

Discussion and possible action regarding recommendations related to updates provided by staff

## ATTACHMENTS

1. Circulation Element 2024 - PBTAC Final Draft 2-06-24



## 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.

#### 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.

**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.

### 7.2. TRANSPORTATION PLANNING

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. Large future development plans are also reviewed to ensure the roadway network and proposed connections are considered in the Regional Transportation Plan (RTP) and other planning studies. The RTP and other development plans are included in this section.

In addition to these ongoing efforts, 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. A detailed description of the purpose and mission of CYMPO is provided in section 7.2.1.

#### 7.2.1 Central Yavapai Metropolitan Planning Organization (CYMPO)

The Central Yavapai Metropolitan Planning Organization (CYMPO) is the designated Metropolitan Planning Organization (MPO) for the City of Prescott, Town of Prescott Valley, Town of Chino Valley, Town of Dewey-Humboldt, Yavapai County, and Arizona Department of Transportation. The Prescott urbanized area was designated as the regional MPO by the Governor of Arizona in 2003, after reaching a population of 50,000.

The mission of CYMPO is to provide leadership in planning and promoting a comprehensive multimodal transportation system that will provide for regional mobility and connectivity that encourages a positive investment climate and fosters development sensitive to the environment.

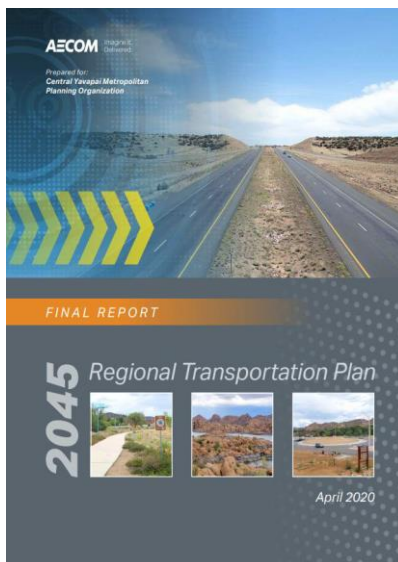


CYMPO provides the forum for local elected officials and transportation experts to plan multimodal infrastructure within the CYMPO Planning Boundary area and to make use of federal funding opportunities to deliver valuable transportation-related projects to the region. Without the formation of an MPO, the region would be ineligible to obtain and use any federal funding within the urbanized boundary.

### 7.2.2 CYMPO Regional Transportation Plan (RTP)

CYMPO regularly conducts studies and develops comprehensive regional multi-modal transportation plans which include and affect the City of Prescott. In April 2020 CYMPO adopted the 2045 Regional Transportation Plan, which contains the most recent traffic analysis and management planning information for the major roads in the City of Prescott and the surrounding Central Yavapai County area. A copy of this plan, as well as additional information regarding transportation planning in the Prescott area, can be found on the CYMPO website at <https://www.cympo.org>.

The 2045 Regional Transportation Plan, as well as any future CYMPO RTP updates will be considered a part of Prescott's transportation planning efforts. Much of the information in this Element has been drawn from the 2045 Regional Transportation Plan, as well as the Great Western Corridor Feasibility Study.



The Regional Transportation Plan 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. Many of the study's regional improvement recommendation over the last 20 years have been achieved include the widening of State Route 89 for 14.5 of the 17 miles between north Chino Valley and Prescott, Side Road improvements, Williamson Valley Road widening, Yavpe Connector, Fain Road widening and State Route 89 interchanges. Additional recommended roadway improvements include an extension of Glassford Hill Road and a Side Road Connector, both of which may relieve traffic on Highway 89. The 2020 study recommends new regional transportation corridors such as Great Western Blvd, 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.

### 7.2.3 Sundog Connector Corridor Study

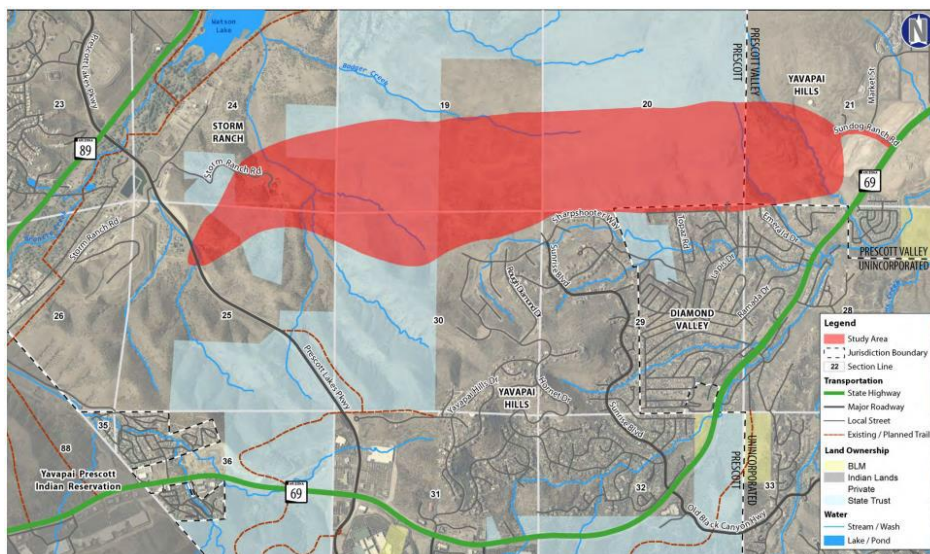
In 2013 the Sundog Connector Corridor Study was completed, which initiated the evaluation of potential options to connect Prescott Lakes Parkway in the City of Prescott to Sundog Ranch Road in the Town of Prescott Valley.



Four potential alignments were discussed, but additional analysis is needed to select a preferred alignment. CYMPO has initiated a more detailed design study in anticipation of future construction. An initial construction cost estimate of \$30 million was developed in 2013, but the actual cost will depend on the construction date and final alignment selected.

Based on the traffic capacity analysis, the development of the Sundog Connector Corridor will relieve current and future congestion on State Route 69 between Prescott and Prescott Valley. For transportation planning purposes, traffic projections and the timing of the need for additional facilities are often based on overall population growth, rather than year.

Figure 7.1 – Sundog Connector Corridor Study Area



Currently, State Route 69 is the primary route between the business and tourism centers of the City of Prescott and the Town of Prescott Valley. The limited number of east-west routes in the area has resulted in State Route 69 becoming increasingly congested due to the region's rising population and retail development. Over the years, several improvement projects to expand State Route 69 have been completed, but the corridor is reaching a point of limited expansion. The excessive congestion along the corridor has the potential to limit the future development opportunities in the area. The Sundog Connector Corridor will help to address future congestion, provide access and circulation opportunities for future land uses in the area, and provide additional access for existing residential areas north of State Route 69 as the region continues to grow.

#### 7.2.4 Great Western Corridor Feasibility Study - March 2010

Previous CYMPO studies have recommended a future roadway network comprised of local and regional roads to meet the 2045 travel demands, which included "Glassford Hill Road Extension from State Route 89A to Outer Loop Road or other alignment to be determined." Based on future traffic projections, an ultimate six-lane facility was recommended. In addition, the study states that "the Glassford Hill Road Extension from State Route 89A to State Route 89 to Williamson



Valley Road provides the opportunity for a controlled access facility to offer some relief to SR 89 in the area;" thus, the plan reiterates the roadway will be an access-controlled facility. The existing major highways in the study area include State Route 69, State Route 89, and State Route 89A. Statewide and interstate travel to and from the area is served by Interstate 17, which is roughly 32 miles east of the study area. These routes connect Central Yavapai County to the rest of Arizona, and the state highways serve as main thoroughfares for the local communities. The regional state routes are currently congested, causing significant travel delays.

The City of Prescott has completed a transportation plan for the area surrounding the Prescott Regional Airport that includes the recommended Glassford Hill Extension roadway corridor. Updated traffic volume projections were developed based on potential build-out scenarios within the study area. The results of that analysis show that State Route 89A and State Route 89 will operate at level of service (LOS) E or F and the majority of the section line arterials within the study area will operate at LOS F. These studies all have identified the need for a new access-controlled facility based on projected future travel demands.

In order to evaluate all potential locations on State Route 89A for the starting point of the new access-controlled facility, the area for this Feasibility Study has been broadened to include what is referred to as the Great Western Road intersection with State Route 89A. This study evaluated the Great Western Corridor and developed alternative alignments, traffic interchange locations and configurations, typical roadway cross sections, and ultimate right-of-way needs.

### **Preferred Corridor Alignment**

Based on the results of the evaluation criteria, consensus from the project stakeholders, and input received from the public at the alternatives presentation public meeting, a preferred corridor alignment was identified for further development. The recommended mainline corridor alignment, referred to as Alternative 1, begins at State Route 89A at Great Western Road and follows the section line north, turning west at the Road 5 South section line and terminating at State Route 89. This alignment is 9.2 miles in length and essentially parallels Granite Creek north to south. The proximity to Granite Creek maintains large open spaces for pronghorn antelope and other wildlife and maximizes the distance of the new roadway facility from the existing residential land uses near Viewpoint Drive. This is one of the shortest alignment alternatives, which results in comparatively less land disturbance, right-of-way requirements, and construction costs. The preferred corridor alignment is shown on the map below.

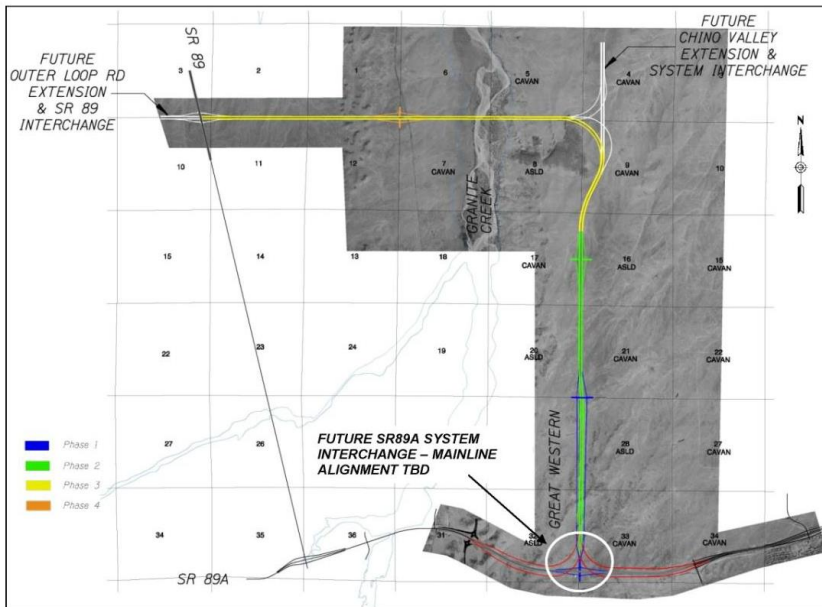
The Great Western Corridor is proposed to transition to Jasper Parkway in Prescott Valley south of State 89A via ramps and frontage roads. This provides a physical exit and entrance from the high-speed facility to the local roadway facility that requires drivers to consciously reduce their driving speed.

### **Great Western Corridor Implementation**

The recommended mainline corridor alignment will be implemented in phases as warranted by future development and traffic demands. The first phase includes construction of the local State Route 89A/Great Western Road traffic interchange as recommended in the State Route 89A Design Concept Report. As development occurs north of SR 89A and warrants local access, it is recommended the frontage roads be constructed up to the nearest traffic interchange. The remaining phases include constructing the mainline in segments beginning and ending at adjacent interchanges. Future phases will include construction of the system interchange ramps at SR 89A and SR 89, for which final configurations will need to be developed with a future study. The interchange at Chino Valley Extension will be constructed with the Chino Valley Extension mainline project and is not included in the phasing for this project.



Figure 7.2 – Great Western Corridor



### 7.2.5 Deep Well Ranch Master Plan - November 2017

In 2017 the Deep Well Ranch Master Plan was adopted to create a Specially Planned Community (SPC) of 1,620 acres in the vicinity of the Prescott Regional Airport, north and west of State Route 89 and 89A in Prescott. A circulation plan was included and provides the general alignment of several arterial and collector roadways that are planned to connect SR89 with Pioneer Parkway and Willow Creek Road. These roadways will be constructed by the Deep Well Ranch as development in the area occurs. In addition to the roadway system, intersection spacing, and access has been planned at specific locations in the southeast portion of the development.



Figure 7.3 – Deep Well Master Plan – Roadway Hierarchy

DEEP WELL RANCH MASTER PLAN  
11/15/2017

Exhibit 8.2 – Roadway Hierarchy

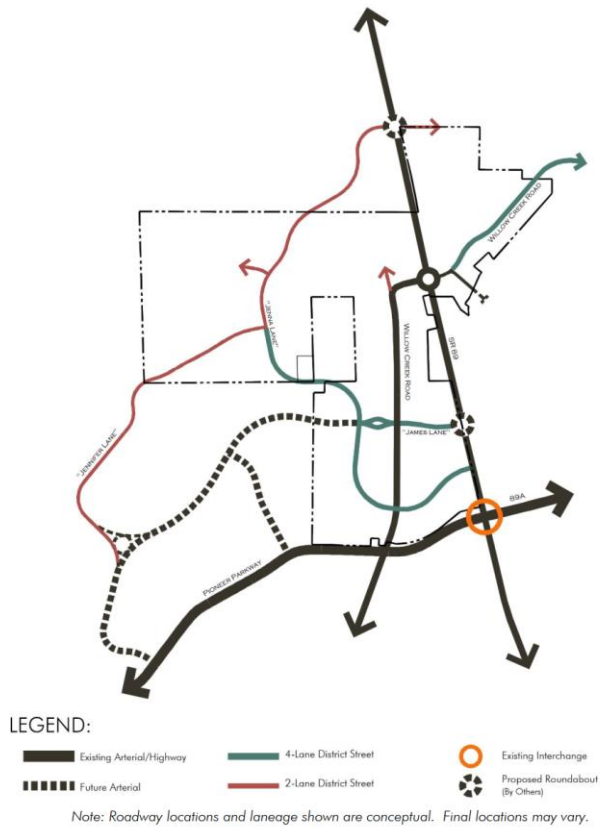
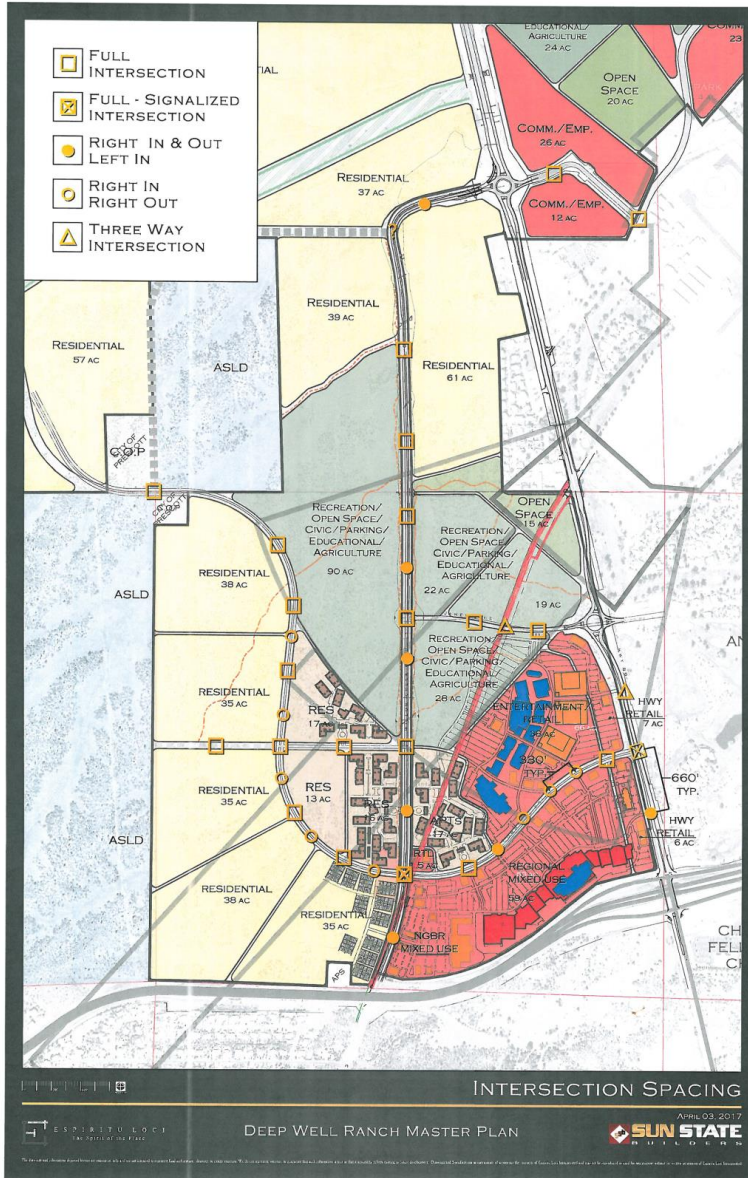




Figure 7.4 - Deep Well Master Plan Planned Intersection Spacing

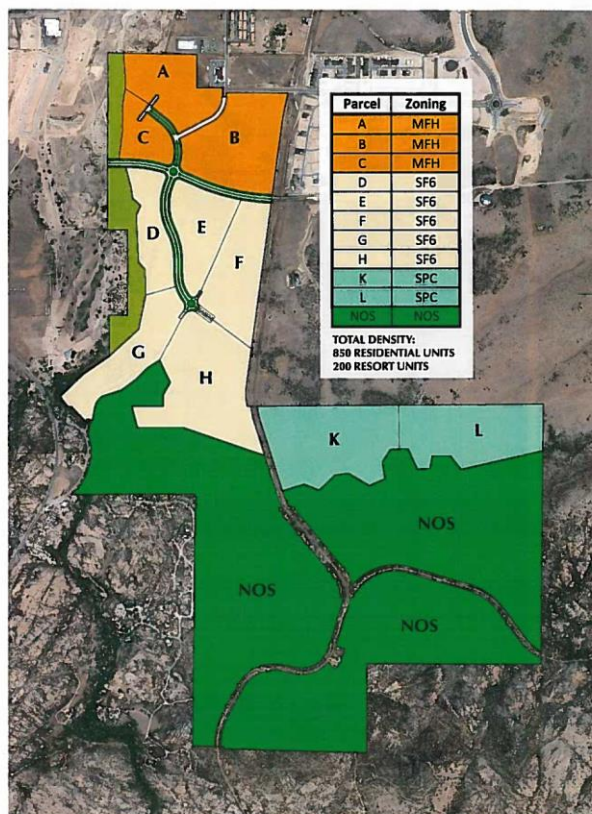




### 7.2.6 Arizona Eco Development (AED)

The City of Prescott has reached a potential agreement with Arizona Eco Development (AED) to create a proposed Development Agreement (DA) that lays out the specific terms and conditions for the annexation and development of residential and commercial properties along Highway 89, in areas north and south of Highway 89A in the area north and within the Granite Dells. Only the preliminary layout of the roadway system has been provided, however the DA does include obligations that provide for the extension of Phippen Trail across Granite Creek between SR89 and Granite Dells Parkway. The other arterial and collector roadways will be constructed by AED as development in the area occurs.

Figure 7.5 - AED South Development Roadway Layout



AED South  
Proposed Zoning Map for Annexation  
(For Discussion Purposes Only)

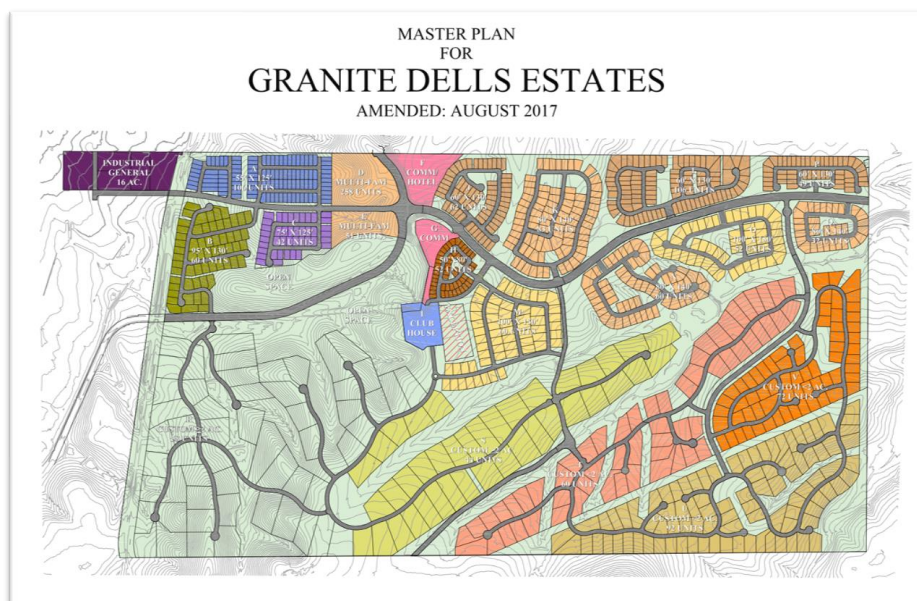




### 7.2.7 Granite Dells Estates (GDE)

Granite Dells Estates, a developing master planned community comprised of residential dwelling units, general business parcels, open space, and a large unsubdivided tract is located about one-half mile south of State Route 89A near the Granite Dells Parkway and Dells Ranch Road roundabout in Prescott Arizona. Primary access is provided from the north at the interchange of SR89A at Granite Dells Parkway. Granite Dells Parkway is a planned ultimate 6-lane arterial roadway that will extend north into section 33, and southwest across Granite Creek connecting to Phippen Trail and SR89. Dells Ranch Road is a 4-lane arterial planned to connect east to Prescott Valley. This connection will be made once the Jasper Development in Prescott Valley completes its connection north to SR89A at the future Great Western Corridor.

Figure 7.6 – Granite Dells Estates Master Plan



### 7.3 EXISTING VEHICULAR TRANSPORTATION SYSTEM

The roadway network in and through the City of Prescott consists of highways and arterials carrying regional traffic, as well as arterial, collector and local streets carrying local traffic. State Route 69 is a four-to-six lane arterial highway and provides regional access to the city. Traffic is controlled through signalized intersections. State Route 89A, located to the north of the city, provides access to the city at the State Route 89 and Willow Creek Road intersections. State Route 89, travels through Prescott and continues north providing access to communities such as Chino Valley, Williams, and Flagstaff. The local and arterial street system has been established as development occurred and is primarily aligned based on existing topography throughout the city. The designation of a truck route system using this system also set forth the expectation for residents related to commercial vehicle travel patterns.

Place the City's existing and proposed collector and arterial street system is shown on the fold out Roadway System Map. Exhibit CIR-1.

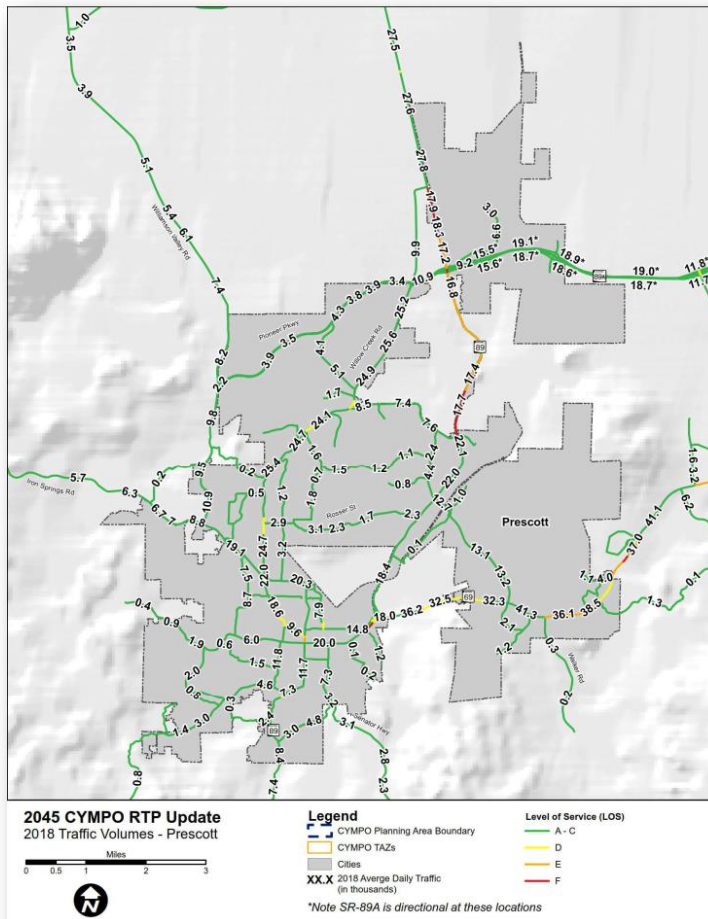


### 7.3.1 Street System Evaluation

In 2018 CYMPO completed a traffic volume analysis of the City of Prescott street system, which is shown on the map below. The highest traffic volumes were noted on State Route 69, which exceeded 40,000 vehicles per day, and Willow Creek Road between Willow Lake Road and Whipple Street where traffic reached almost 25,000 vehicles per day. The section of State Route 89 between SR89A and Willow Lake Road was operating at a Level of Service (LOS) of E/F. It was also noted that the majority of the street system is rated as between A and C for LOS.

Figure 7.6 – 2018 Prescott Traffic Volumes & Level of Service

Figure 22 – 2018 Traffic Volumes & LOS – City of Prescott



Level of Service is a rating system of how smoothly traffic travels over a street. Levels of Service A



to C are regarded as optimal. Level of Service D may also be acceptable in certain limited circumstances (such as peak rush-hour traffic and special events). Level E and F, however, require attention to determine how traffic flow can be improved. A description of the Level of Service Classification is shown on the following page.

Table 7.1 – Level of Service Classification

**Level of Service Standard Descriptions**

| Level of Service     | Description                                                                                                                                                                                                                                                                                                                                                                                                                        |
|----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Level of Service "A" | The volume/capacity ratio ranges from 0.0 to 0.59. At this LOS, traffic volumes are low and speed is not restricted by other vehicles. All signal cycles clear with no vehicles waiting through more than one original cycle. For roadway link, this LOS indicates no physical restriction on operation speeds.                                                                                                                    |
| Level of Service "B" | The volume/capacity ratio ranges from 0.60 to 0.69. At this LOS, traffic volumes begin to be affected by other traffic. Between 1 and 10 percent of the signal cycles have one or more vehicles which wait through more than one signal/cycle during peak traffic periods. For roadway links, this LOS indicates flow with few restrictions on operating speeds.                                                                   |
| Level of Service "C" | The volume/capacity ratio ranges from 0.70 to 0.79. At this LOS, operating speeds and maneuverability are closely controlled by other traffic. Between 11 and 30 percent of the signal cycles have one or more vehicles, which wait through more than one signal cycle during traffic peak periods. For roadway links, this LOS indicates stable flow, higher volume, and more restrictions on speed and lane changing.            |
| Level of Service "D" | The volume/capacity ratio changes from 0.80 to 0.89. At this LOS, traffic will operate at tolerable operating speeds, although with restricted maneuverability. More than 30 percent of the signal cycles have one or more vehicles that wait through more than one signal cycle during peak traffic hours. For roadway links, this LOS indicates tolerable conditions, approaching unstable flow, and little freedom to maneuver. |
| Level of Service "E" | The volume/capacity ratio ranges from 0.90 to 0.99. Traffic will experience restricted speeds, vehicles will frequently have to wait through two or more cycles at signalized intersections, and any additional traffic will result in breakdown of the traffic carrying ability of the system. For roadway links, this LOS indicates unstable flow, lower operating speeds than LOS D and some momentary stoppages.               |
| Level of Service "F" | Long queues of traffic, unstable flow, stoppages of long duration where traffic volumes and traffic speed can drop to zero. Traffic volumes will be less than the volume that occurs at Level of Service E. For roadway links, this LOS indicates forced flow operation at low speeds where the roadway acts as a storage area and there are many stoppages.                                                                       |

One key factor when evaluating the Level of Service is the design of the street and the amount of traffic that can be accommodated given that design. As the traffic volume increases on a street, the design capacity may need to also be increased to address the projected demand, or another street may need to be constructed or improved further to help accommodate the projected traffic growth. The table below shows the relationship between design capacity, traffic volume and Level of Service.



Table 7.2 – Roadway Capacity and Level of Service by Facility

**Roadway Capacity and Level of Service Grades by Facility**

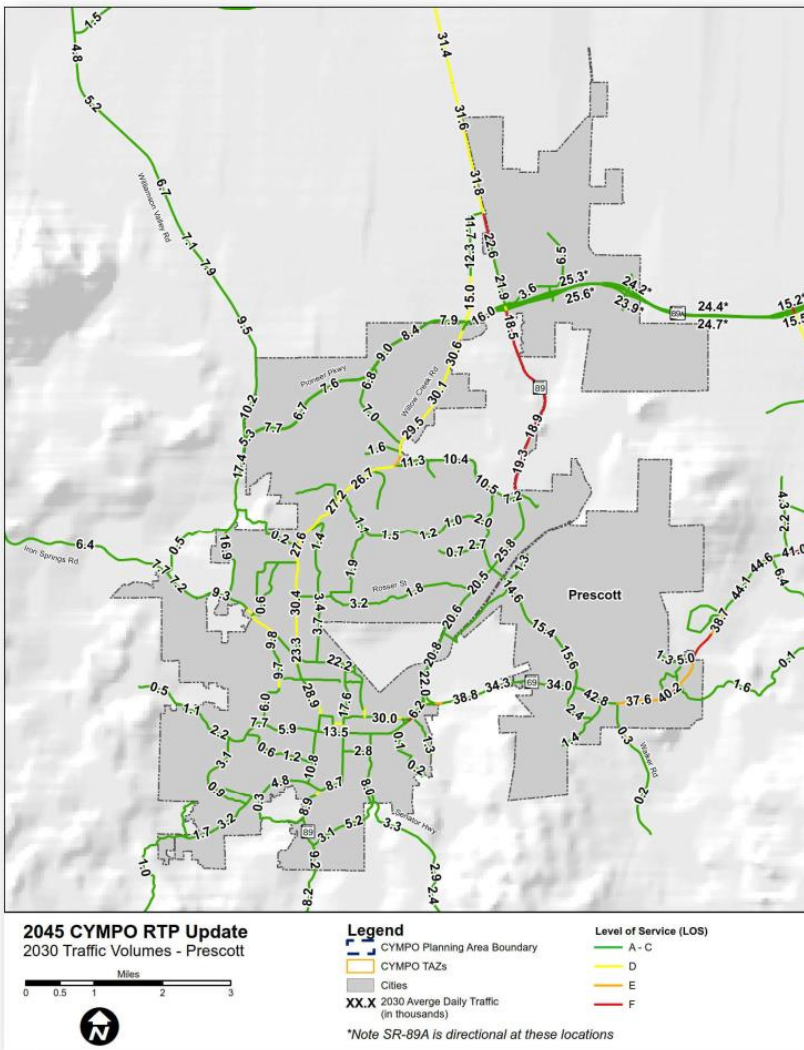
|                    | Design Attributes | Traffic Volumes Threshold by LOS |        |        |        |        |
|--------------------|-------------------|----------------------------------|--------|--------|--------|--------|
|                    |                   | A                                | B      | C      | D      | E      |
| Principal Arterial | 6-lane divided    | 37,800                           | 44,100 | 50,400 | 56,700 | 63,000 |
|                    | 4-lane divided    | 25,200                           | 29,400 | 33,600 | 37,800 | 42,000 |
| Minor Arterial     | 6-lane divided    | 19,800                           | 23,100 | 26,400 | 29,700 | 33,000 |
|                    | 4-lane divided    | 15,840                           | 18,480 | 21,120 | 23,760 | 26,400 |
|                    | 4-lane            | 13,200                           | 15,400 | 17,600 | 19,800 | 22,000 |
| Major Collector    | 4-lane divided    | 11,520                           | 13,440 | 15,360 | 17,280 | 19,200 |
|                    | 4-lane            | 9,600                            | 11,200 | 12,800 | 14,400 | 16,000 |
|                    | 2-lane divided    | 5,520                            | 6,440  | 7,360  | 8,280  | 9,200  |
|                    | 2-lane            | 4,800                            | 5,600  | 6,400  | 7,200  | 8,000  |
| Minor Collector    | 4-lane            | 7,200                            | 8,400  | 9,600  | 10,800 | 12,000 |
|                    | 2-lane            | 3,600                            | 4,200  | 4,800  | 5,400  | 6,000  |
| Local              | 2-lane            | --                               | --     | 1,200  | --     | --     |

At year 2030 conditions, most of the arterial and collector roadway system is anticipated to operate at Level of Service C or better, except for segments of Willow Creek Road, and portions of SR89 as shown in the graphic below.



Figure 7.7 – 2030 Prescott Traffic Volumes & Level of Service

Figure 43 – 2030 Traffic Volumes & LOS – City of Prescott

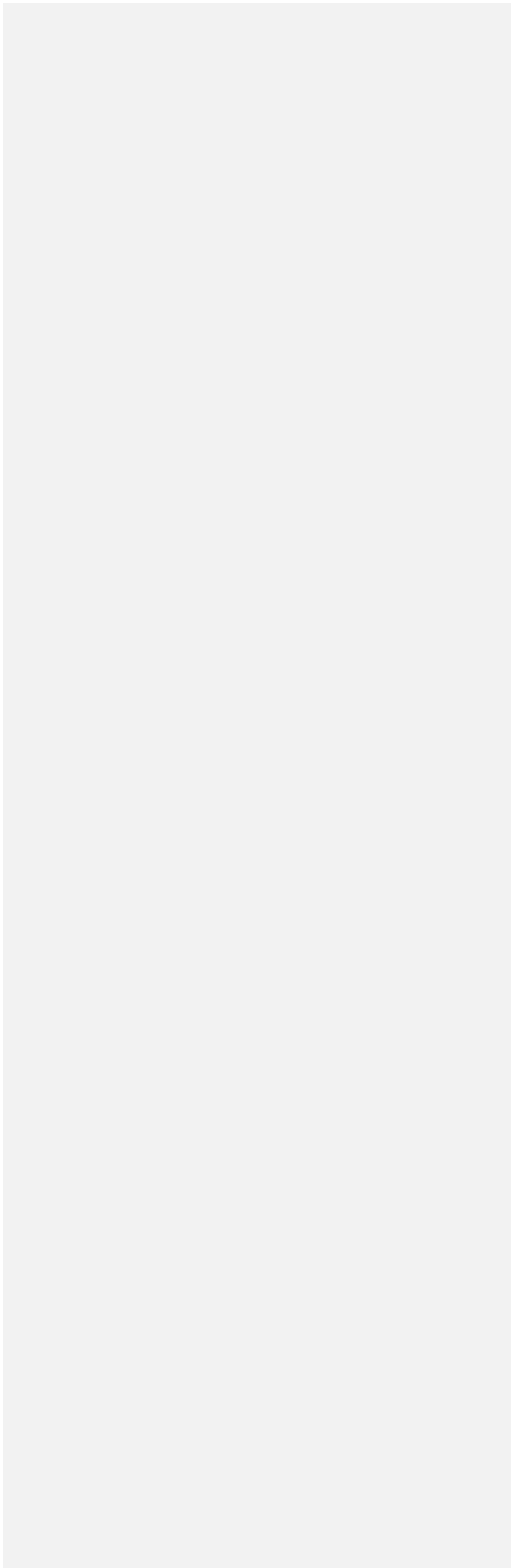




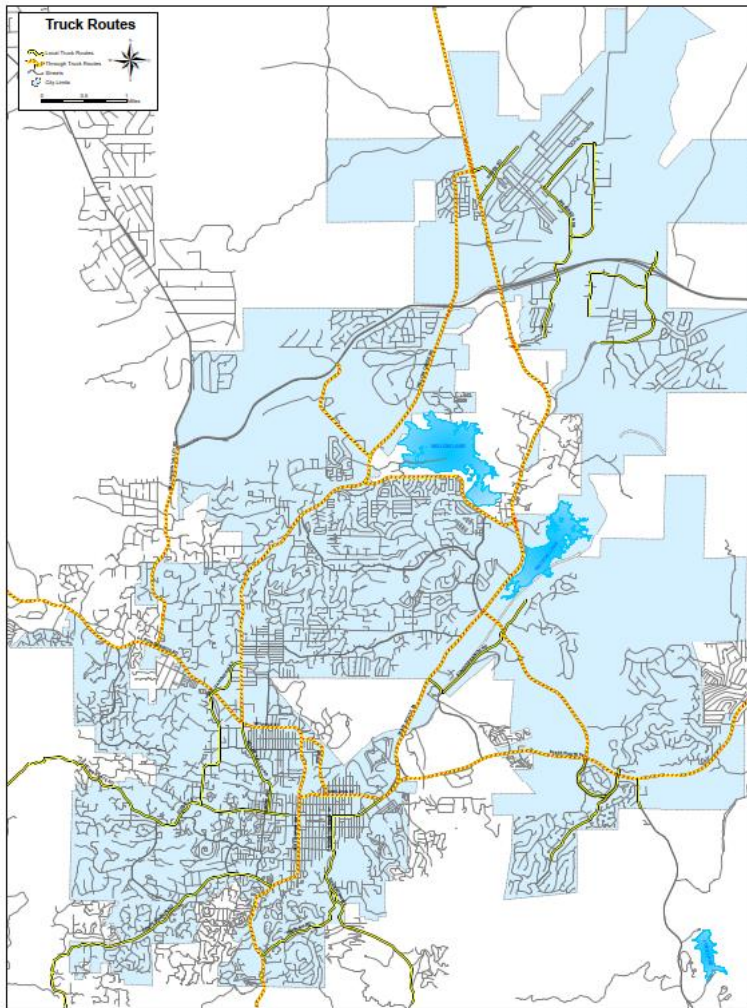
### **7.3.2 Truck Route System**

The designation of truck routes is intended to route truck traffic to those streets where they would cause the least amount of neighborhood intrusion and where noise and other impacts would not be considered nuisances. Roadways providing access to freeways are the most likely candidates for truck route designation. The designation of truck routes is not intended to prevent trucks from using other roads or streets to make deliveries. The designated truck routes, both through and local are shown on the map below.

Figure 7.8 – Prescott Truck Route System Map







## 7.4 TRANSPORTATION SYSTEM IMPROVEMENTS

### 7.4.1 Arterial Capacity Augmentations

The roadways identified in Figure 7.7 as having LOS D and below could be further improved to acceptable levels of service with the application of roadway capacity augmentation. The augmentation includes improvements to signal timing or coordination, additional intersection through or turn lanes, and auxiliary lanes. The table below shows the percentage of capacity which may be achieved with the implementation of specific augmentation improvements.

Table 7.3 – Arterial Capacity Augmentations



#### Arterial Capacity Augmentations

| Improvement                              | Capacity Augmentations |
|------------------------------------------|------------------------|
| Signal Timing/Coordination               | Up to 10%              |
| Additional Right- or Left-Turn Lanes     | 10% to 33%             |
| Additional Through Lanes at Intersection | 20% to 35%             |
| Auxiliary Lanes                          | 20% to 35%             |
| Eight-Lane Major                         | 33%                    |
| Intersection Grade Separation            | 100%                   |

These improvements are the basis for many of the non-widening projects identified in the Streets Infrastructure Improvement Plan funded by development impact fees.

#### 7.4.2 Streets Infrastructure Improvement Plan (IIP)

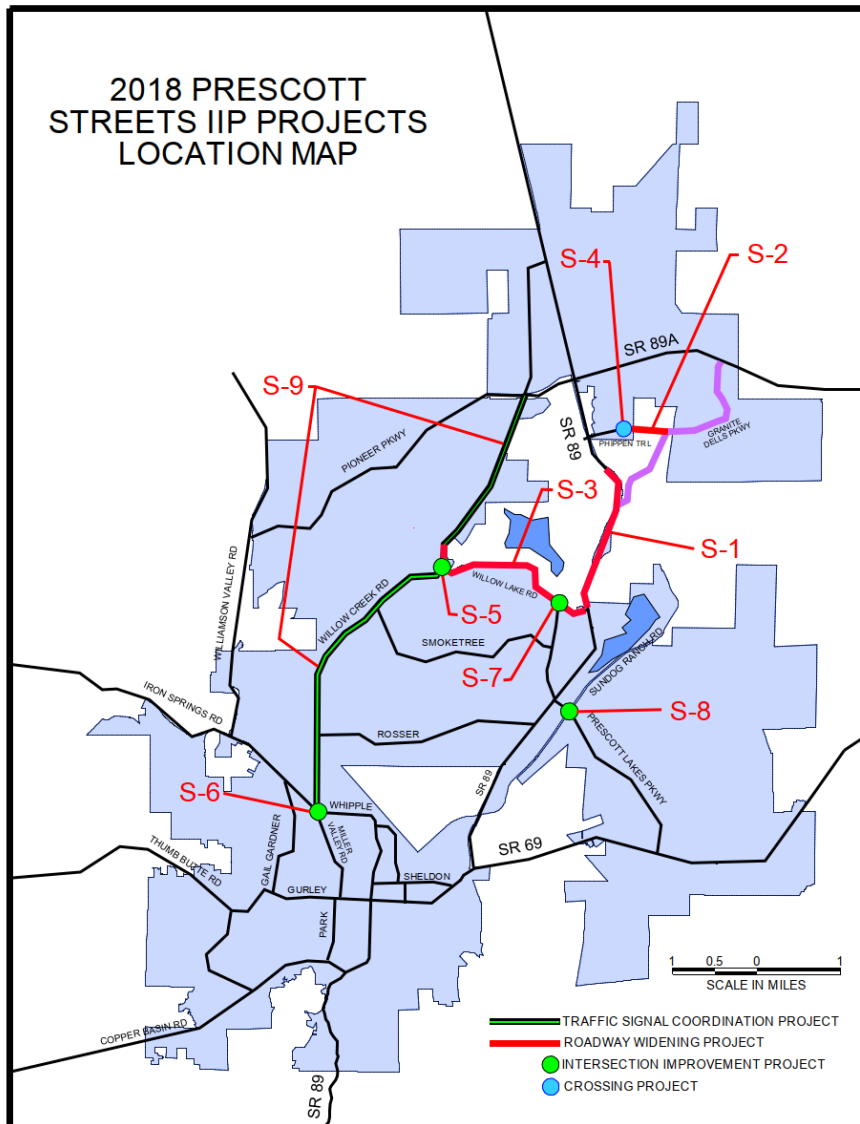
To meet the future demands generated by City and regional growth, the City of Prescott has developed a Streets Infrastructure Improvement Plan to identify needed capacity improvements on select roadways and intersections. These are funded through development impact fees dedicated for these improvements and placed in the city's Capital Improvement Program during the annual budget process. These projects are highlighted below and in Figure 7.9.

- S-1 State Route 89 Widening
- S-2 Phippen Trail Connection to Granite Dells Parkway
- S-3 Willow Lake Road Intersection Widening and Turn Pocket Project
- S-4 Granite Creek Crossing
- S-5 Willow Creek Road @ Willow Lake Road Intersection Improvements
- S-6 4-Points Intersection Improvements
- S-7 Prescott Lakes Parkway @ Willow Lake Road Intersection Improvements (TS)
- S-8 Prescott Lakes Parkway @ Sundog Ranch Road Intersection Improvements (TS)
- S-9 Willow Creek Road Traffic Signal Coordination

Figure 7.9 – 2018 Prescott Streets IIP Projects Location Map



# 2018 PRESCOTT STREETS IIP PROJECTS LOCATION MAP





## 7.5 TRANSPORTATION GOALS AND STRATEGIES

### 7.5.1 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.

- |                     |                                                                                                                                                                                                                                                                |
|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Strategy 1.1</b> | Complete the 2024 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.                     |
| <b>Strategy 1.2</b> | Develop a City of Prescott Transportation Plan by 2030 for adoption and implementation of recommended goals and strategies to improve arterial traffic movement and safety.                                                                                    |
| <b>Strategy 1.3</b> | Support improvements of arterial streets by maintaining pavement quality.                                                                                                                                                                                      |
| <b>Strategy 1.4</b> | 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. |
| <b>Strategy 1.5</b> | Balance the needs of pedestrian, bicycle and future public transit modes when expanding intersections.                                                                                                                                                         |
| <b>Strategy 1.6</b> | Enhance the aesthetics of street corridors.                                                                                                                                                                                                                    |
| <b>Strategy 1.7</b> | Promote interconnectivity of transportation networks to improve circulation efficiency, disperse traffic and reduce impacts on individual streets.                                                                                                             |
| <b>Strategy 1.8</b> | Minimize and reduce, where feasible, direct driveway access to arterials.                                                                                                                                                                                      |

### 7.5.2 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.

### 7.5.3 Locals Goals and Strategies

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

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

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

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

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

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

## 7.6 PEDESTRIAN AND BICYCLE CIRCULATION

Many Prescott residents and visitors find our temperate climate ideal for outdoor pursuits, including walking and bicycling. The number of recreational trails in and surrounding Prescott have increased substantially since the turn of the century, yet challenges to “shoe-horning” bicycle and pedestrian facilities into existing infrastructure constrained by historic and geographic confines remains a challenge. While considerable progress has been made connecting and improving bicycle and pedestrian facilities, many still find walking or biking to specific destinations in Prescott too difficult or dangerous to contemplate.

The on-street system consists mainly of striped bike lanes, signed bike routes and sidewalks. The striped bike lanes are primarily located on existing arterials and major collectors. Sidewalks are typically provided on new local, collector and arterial streets; however, a cohesive pedestrian movement network from neighborhoods, business areas, schools and other destinations remains to be developed. Some progress has been made through the Safe Route to Schools program and the Bicycle and Pedestrian Master Plan, which includes specific policies and locations for recommended projects while addressing related on-going maintenance needs. Off street multi-use paths, like our downtown greenways trail, should be considered as an integral part of the transportation system, as they can supplement our on-street provisions.

The mountain biking community embraces Prescott due to the high quality of its recreational trail network. This is a reflection of the considerable volunteer efforts of groups like Yavapai Trails Association, Prescott Mountain Bike Alliance and The Over the Hill Gang. Evidence of this enthusiasm is the annual Whiskey Off-Road race, which has been run for close to twenty years, and had 2000 participants in 2023. The Prescott Circle trail is a 54-mile non-motorized trail that circumnavigates a good part of the city, and popular trailheads are located at almost any compass point from the downtown plaza. Some of the more popular trail areas are: Pioneer Park, Granite Dells and the Peavine Trail (including plans for a possible regional park), Lynx Lake and Badger Mountain, Senator Highway and Groom Creek, White Spar area (including the planned Bean Peaks trail system), Copper Basin and Mount Francis, Thumb Butte road and the White Rock trail access, Spence Basin, and Granite Mountain.

Better on street bicycle accommodations may encourage biking tourists, who stay in downtown hotels, to ride their bikes to trailhead destinations, rather than drive. Those same improvements may also encourage Prescott's residents to ride their bikes downtown for events like concerts on the plaza. The recent re-striping of Thumb Butte Road to shift the center line over to allow for a bike lane for slower uphill riders is one example of using paint to provide a better sense of safety for bicyclists. Shared lane signs were placed for the faster downhill traffic. While these improvements are appreciated (by pedestrians too), they stop at the city limit. Communication and cooperation with Yavapai County would be needed to continue the improvements to Thumb Butte Park.

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

Some years ago, the public works department added a budget line item for sidewalk maintenance. The effort started repairing, replacing and grinding sidewalk panels in the downtown area, as well



as connecting and improving pedestrian ramps and access. While this program has been appreciated and popular, it could be expanded to complete missing sections of sidewalk to improve pedestrian connectivity.

#### **7.6.1 Complete Streets, Vision Zero, and Transportation Safety Planning.**

Over 1700 jurisdictions in the USA, including 37 states and several cities in Arizona, have adopted complete streets policies. Similarly, over 50 jurisdictions have adopted Vision Zero plans. Vision Zero is the core of the approach to traffic safety for many cities and counties. The core principles of Vision Zero are that human life and health should be the highest priority within all aspects of transportation systems. Establishing policies that require the consideration of safety for all users of the transportation system is the best way to ensure provisions for the most vulnerable of system users are not overlooked.

The Central Yavapai Metropolitan Planning organization, CYMPO is responsible for conducting a comprehensive Transportation Safety Plan: A system-wide, multimodal, proactive process that better integrates safety into surface transportation decision-making. Federal law requires that the State and Metropolitan transportation planning processes be consistent with Strategic Highway Safety Plans. It is important for the processes to consider projects and strategies to increase the safety of the transportation system for motorized and non-motorized users. The city of Prescott should explore every opportunity to apply any proposed solutions generated by the plan to their own Transportation Planning efforts.

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

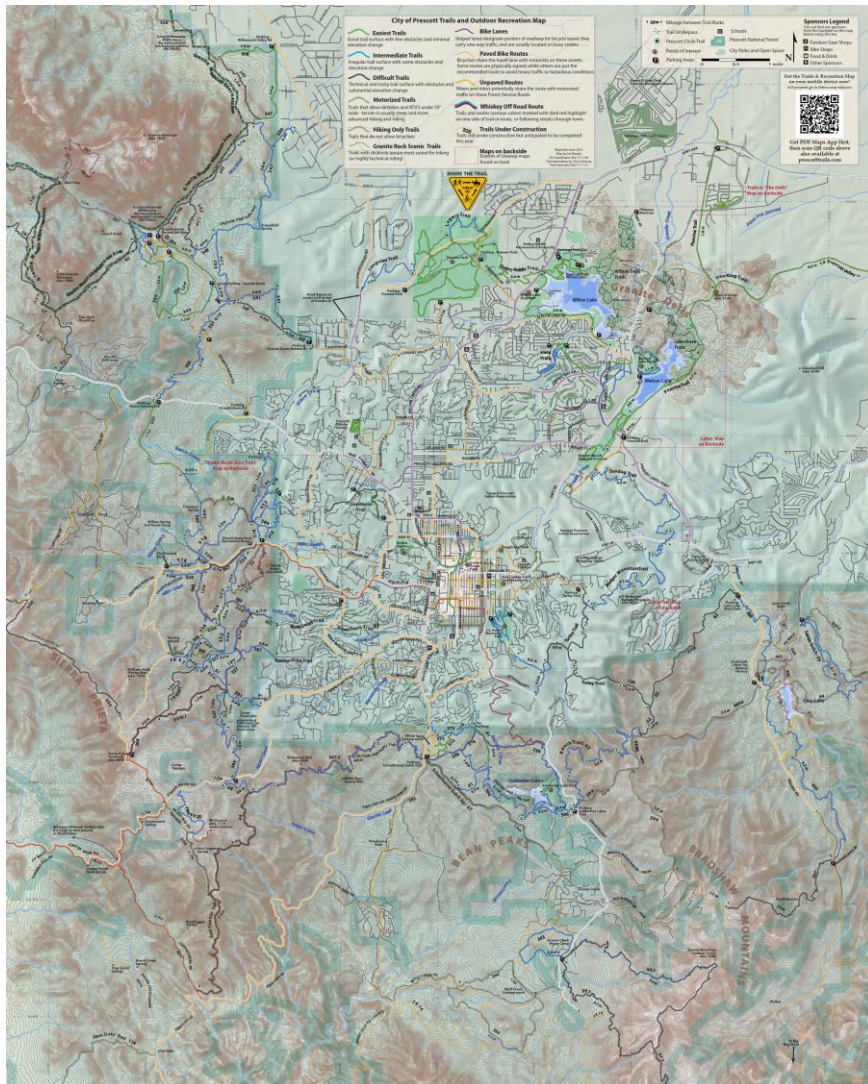
A "Complete Street" is defined as a street which safely accommodates all users including vehicles, pedestrians, and bicyclists. Basic elements of complete streets include sidewalks, bike lanes (or wide paved shoulders), pedestrian crossing opportunities, median islands, and accessible pedestrian signals.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

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

By designing for the safety of all users, fewer collisions occur between autos and other forms of transit, reducing the need for emergency services. There are also benefits to public health, the environment and financial benefits to property owners and businesses through increased foot traffic. A committee may be formed to explore and promote appropriate Complete Streets or Vision Zero policies for adoption by city council. Other civic groups may be able to provide assistance to improve our ranking as a Bicycle Friendly Community with the League of American Bicyclists.

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

Figure 7.10 – City of Prescott Trails and Outdoor Recreation Map



## 7.6.2 Pedestrian and Bicycle Goals and Strategies

- Goal 1** Ensure that new pedestrian and bicycle circulation facilities are designed and constructed to improve pedestrian and bicycle visibility and user comfort and create logical connections between residential neighborhoods and destinations



such as commercial centers, employment centers, medical facilities, etc.

- Strategy 1.1** Update the 2015 Bicycle and Pedestrian Master Plan to reflect current conditions and serve as a guide for future bicycle and pedestrian needs.
- Strategy 1.2** Implement the Bicycle and Pedestrian Master Plan for the City of Prescott through inclusion of projects in the Capital Improvements Plan with emphasis on design and development which increase the number of short trips connecting residential areas with recreation areas, schools and business areas.
- Strategy 1.3** Establish a committee to further the adoption of a complete streets policy, or Vision Zero plan as most appropriate for the City of Prescott.
- Strategy 1.4** Strengthen partnerships directed toward enhancing pedestrian and bicycle access to local schools.
- Strategy 1.5** Develop programs which educate bicyclists, pedestrians, and motorists about sharing roadways, and promote walking and bicycling. Strengthen partnerships directed toward enhancing pedestrian and bicycle access to local schools.
- Strategy 1.6** Pursue acquisitions and development, consistent with the Bicycle and Pedestrian Plan, of separate and multi-use pathways, where feasible, for pedestrians and bicyclists designed to connect popular origins and destinations.

**Commented [IM1]:** IM - Would this be a parks and recreation decision/task? If so I can discuss this with Chris Hoskins.

- Strategy 1.7** Support placement of schools, employment centers and retail in proximity to residential areas to encourage walking, bicycling and transit use.
- Strategy 1.8** Assure adequate maintenance of bicycle and pedestrian facilities.
- Strategy 1.9** Encourage bicycle safety through the application of road surface paint, bicycle route signage, and other means.
- Strategy 1.9** Maintain current League of American Bicyclists Bicycle Friendly Community status while pursuing a higher ranking.
- Strategy 1.10** Give higher priority to street reconstruction and repaving projects on existing or designated bicycle routes.
- Strategy 1.11** Retrofit existing roadways to provide multi-modal facilities,

**Goal 2** Accommodate multi-modal transportation options in new development.

- Strategy 2.1** Design pedestrian facilities to provide safe access for children, the elderly and handicapped.
- Strategy 2.2** Require the submittal of pedestrian and bicycle circulation plans as elements of Traffic Impact Analysis required for new development. Assure that adequate bicycle parking facilities are included in designs for new development.
- Strategy 2.3** Include bikeways, sidewalks and on-street bicycle facilities/lanes in the design of all new roadways where feasible and are consistent with the Pedestrian and Bicycle Master Plan.
- Strategy 2.4** Encourage the acquisition and development of off-street multi-use routes along creeks, drainages, utility easements, and through parks and open spaces.
- Strategy 2.5** Design new and reconstructed roadways to provide multi-modal facilities using Complete Streets concepts.

## 7.7 PUBLIC TRANSIT

Effective transit systems rely, in part, on clustered development, where higher densities contribute to a larger population base. Within the Growth and Cost of Development Element of this plan, there is a focus on creating more opportunities for compact development. The aging population in Prescott, coupled with the increasing trend in developing higher density senior housing, emphasizes the need for transit to serve the population that no longer drives.

The City of Prescott has actively engaged in various public transit planning efforts over the years, including the Regional Transit Needs Study of 2007, the Transit Implementation Plan of 2009, and the Yavapai County Regional Mobility Management Implementation Plan of 2017. In 2019,



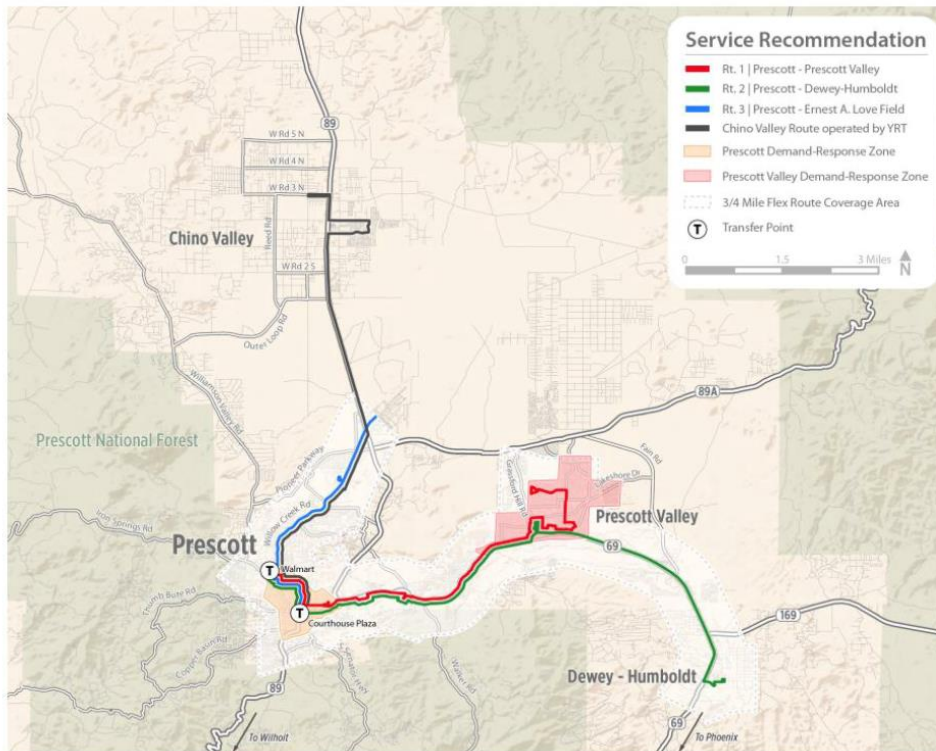
the city participated in the development of the Central Yavapai Transit Implementation Plan Update (TriP Study) as a member of the Central Yavapai Metropolitan Planning Organization (CYMPO). The study recommended the initiation of a public transportation demonstration program for the Central Yavapai region. This program would incorporate demand-response (Micro-transit), fixed-route (fixed schedule), and deviated fixed-route (hybrid) transportation modes for a three-year period, as illustrated in *Figure 7.11, 'TriP Study Service Recommendation*.

The Central Yavapai Metropolitan Planning Organization (CYMPO) is responsible for developing and implementing a regional transit system. CYMPO's mission is to provide leadership in planning and promoting a comprehensive multi-modal transportation system for regional mobility and connectivity, fostering development sensitive to the environment and encouraging a positive investment climate.

As 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, CYMPO serves as the forum for local elected officials and transportation experts to plan multimodal infrastructure within the CYMPO Planning Boundary area. CYMPO has conducted studies on the feasibility of a regional public transit system. The Regional Transit Needs Study and the Transit Implementation Plan suggest a combination of basic fixed and flexible route transit services, including a park-and-ride component. The Yavapai Regional Transit Authority, a local nonprofit organization, currently provides limited transit service between Prescott and Chino Valley. If the Authority expands its services, it could potentially address a portion of the regional transit needs.

CYMPO actively seeks state and federal funding to implement a public transit system. Limited funding from the county for transit in other jurisdictions has been provided. While services may be contracted out to private providers, adherence to state and federal guidelines for publicly funded transit is essential. Currently, a private bus service operates within the City but is not subsidized with public funds and does not fully meet the community's needs. Exploring additional funding sources for public entities or nonprofit organizations providing transit services becomes crucial, especially in an uncertain economy where finding a capable provider and securing assured funding are significant challenges.

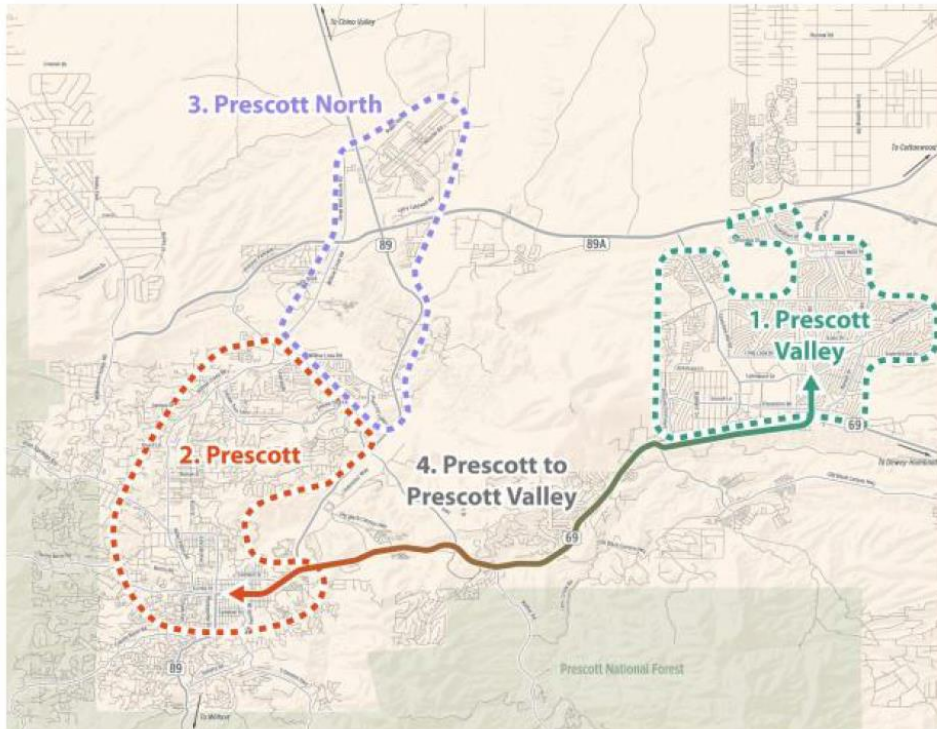
Figure 7.11 – TriP Study Service Recommendation



Shortly after completion of the TriP Study, using CARES Act federal funding, CYMPO completed an update to the TriP Study in the spring of 2020 to assist the City of Prescott or Town of Prescott Valley to lead a transit effort, the Central Yavapai Phased Transit Plan. Based on a desire by Prescott Valley to fill this role the City of Prescott did not implement a system at that time. The Phased Transit Plan may be implemented as shown below in *Figure 7.12 'Phased Transit Plan Services Recommendation'* as Prescott determines the community desires this expanded service and funding is available.



Figure 7.12 – Phased Transit Plan Service Recommendation



1. Implement a Shared-Ride Public Transportation Network in Prescott Valley Only via an on-demand (Micro-transit) system.
2. Implement a Shared-Ride Public Transportation Network in Prescott via Micro-transit.
3. Monitor and Manage Existing Service and/or make small expansions in the region.
4. Add a connecting service, potentially a fixed route, for trips between Prescott Valley and Prescott.

### 7.5.1 Transit Goals and Strategies

**Goal 1.** Support and participate in regional public transportation.

**Strategy 1.1** Identify and seek fair share funding.

**Strategy 1.2** Develop ancillary facilities such as Park and Ride lots and bus turnouts.

### 7.8.1 AIRPORT

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

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

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

### 7.8.2 Airport Goals and Strategies

- |                     |                                                                                                                                                                                                                                        |
|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Goal 1</b>       | Enhance the regional transportation role of the airport.                                                                                                                                                                               |
| <b>Strategy 1.1</b> | Create a new Airport Business Plan to guide the operation and development of the airport.                                                                                                                                              |
| <b>Strategy 1.2</b> | Enhance access to the airport referencing the Airport Specific Area Plan, Airport Master Plan, and the Airport Area Transportation Study.                                                                                              |
| <b>Strategy 1.3</b> | Actively pursue research, marketing and development of the airport as a regional transportation hub.                                                                                                                                   |
| <b>Strategy 1.4</b> | Implement improvements to the Airport including, but not limited to, development of a new terminal, redevelopment of on-airport land uses, evaluation/modification/improvement of the main Transit Goals and Strategies                |
| <b>Goal 2.</b>      | Support and participate in regional public transportation when such a system is financially feasible.                                                                                                                                  |
| <b>Strategy 1.1</b> | Identify and seek fair share funding.                                                                                                                                                                                                  |
| <b>Strategy 1.2</b> | Develop ancillary facilities such as park-and-ride lots and bus turn- outs. airport road entrance and circulation may most beneficially serve the airport community needs in accordance with current industry standards and practices. |



**Strategy 1.3** Create safe multimodal and alternative transportation connections.

HOLD for proper place in the document

Place the City's existing and proposed collector and arterial street system is shown on the fold out Roadway System Map. Exhibit CIR-1.

Circulation Map



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