

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



January 8, 2024 | 9:30 AM
Public Works Conference Room
433 N. Virginia Street
Prescott, AZ 86301

AMENDED 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 FERO 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 FERRO: PASSED (6-0)

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

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

AMENDED:

MOTION BY VICE CHAIRWOMAN SCHAEFER FOR COMMITTEE SUPPORT OF THE TRAFFIC CLAMING – SPEED INCREASE PROJECT RECOMMENDATIONS FOR WILLIAMSON VALLEY ROAD AT SHADOW VALLEY RANCH ROAD (+14 mph), HASSAYAMPA VILLAGE LANE AT GOLF CLUB LANE (+9mph), AND HASSAYAMPA VILLAGE LANE AT PARADISE VALLEY ROAD (+11mph); MOTION SECONDED BY MEMBER FERRO: 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

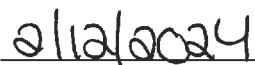
There being no further business to discuss, the meeting was adjourned at 11:05 a.m.



BILL FANELLI, Chairman

ATTEST:


MARIKAY WHISENAND, Administrative Specialist



Date