

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



April 8, 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 **April 8, 2024**. Notice of this meeting is given pursuant to Arizona Revised Statutes, Section 38-431.02.

1. **CALL TO ORDER**
2. **INTRODUCTIONS**
 - A. Appreciation of Outgoing Committee Members.
 - B. Introduction of New Committee Members.
3. **ROLL CALL**
4. **OPEN CALL TO PUBLIC**
5. **DISCUSSION AND ACTION ITEMS**
 - A. Approval of the February 12, 2024 Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.
Recommended Action: MOVE to approve the minutes as presented
 - B. Presentation & Discussion Regarding Hassayampa Village Lane Traffic Calming.
Recommended Action: Discussion and possible action regarding recommendations related to updates provided by staff
 - C. 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.
 - D. Presentation & Discussion Regarding Ongoing Project Updates.
Recommended Action: This item is for discussion only. No formal action will be taken.
6. **ADJOURNMENT**

Upon a public majority vote of a quorum of the Board, the Board may hold an executive session, which will not be open to the public, regarding any item listed on the agenda but only for the following purposes:

- (1) Discussion or consideration of personnel matters (A.R.S. §38-431.03(A)(1));

- (2) Discussion or consideration of records exempt by law (A.R.S. §38-431.03(A)(2));
- (3) Discussion or consultation for legal advice with the city's attorneys (A.R.S. §38-431.03(A)(3));
- (4) Discussion or consultation with the city's attorneys regarding the city's position regarding contracts that are the subject of negotiations, in pending or contemplated litigation, or in settlement discussions conducted in order to avoid litigation (A.R.S. § 38-431.03(A)(4));
- (5) Discussion or consultation with designated representatives of the city to consider its position and instruct its representatives regarding negotiations with employee organizations (A.R.S. §38-431.03(A)(5));
- (6) Discussion, consultation or consideration for negotiations by the city or its designated representatives with members of a tribal council, or its designated representatives, of an Indian reservation located within or adjacent to the city (A.R.S. §38-431.03(A)(6));
- (7) Discussion or consultation with designated representatives of the city to consider its position and instruct its representatives regarding negotiations for the purchase, sale or lease of real property (A.R.S. §38-431.03(A)(7)).

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Prescott City Hall on 4/4/24 at 11:00 a.m. in accordance with the statement filed by the Prescott City Council with the City Clerk.



Sarah M. Siep, City Clerk



TO: MAYOR AND CITY COUNCIL
AGENDA: April 8 Pedestrian, Bicycle & Traffic Advisory Committee
DATE: April 8, 2024
DEPT: City Clerk
ITEM #: 5.A
SUBJECT: Approval of the February 12, 2024 Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.

ITEM SUMMARY

This item is for the approval of the February 12, 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. February 12, 2024 PBTAC Minutes

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

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
Jim Knaup, Member
Joe Scott, Member

3. OPEN CALL TO THE PUBLIC

None

4. DISCUSSION & ACTION ITEMS

- A. Approval of the January 8, 2024, Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.

Minutes amended to correct a motion under item 4.E, Presentation & Discussion Regarding Speed and Travel Time Study Recommendations.

MOTION BY VICE CHAIRWOMAN SCHAEFER TO APPROVE THE AMENDED JANUARY 8, 2024, MEETING MINUTES; MOTION SECONDED BY MEMBER FERO: PASSED (6-0)

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

Chairman Bill Fanelli welcomed Councilmember Gambogi and introduced him to the committee. Councilmember Gambogi has served as Vice-Chair of Prescott's Planning and Zoning commission, as Chair of the 2025 General Plan Committee, and as a member of the Mayor's Committee to update the Prescott City Charter. Councilmember Gambogi thanked Chairman Fanelli and expressed that he is looking forward to collaborating with the PBTAC.

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

- C. Presentation & Discussion Regarding an Update on Rosser Street Traffic Calming.

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. Public Works staff have 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.

Public Works Transportation Manager, Ian Mattingly, shared a concept map of the area, and discussed the details of the proposed traffic calming plan. Starting from Campbell Avenue, the general idea is to provide either sharrows, marked bike lanes, and/or a wider parking isle. A similar concept was used on Smoketree Lane, stemming from a past recommended item from the PBTAC.

Offset double yellow centerline striping will be used to introduce a six- to seven-foot-wide parking isle/cycling lane with other areas marked with bike lanes and shared lanes. Generally, bike lanes are provided when roadway grades require climbing and shared lanes are used for downhills. This concept results in transitions between bike lanes and sharrows in both directions on the roadway. To discourage drivers from traveling in the cycling and parking lanes, the addition of hash markings are used at select intersections. The installation of 30" tall bollards will also be used near the hashing areas and at some T-intersections to channelize vehicles and delineate the bike lanes from vehicle traffic.

Councilmember Gambogi inquired about the potential bollard installation and if they will be similar to those used on Rosser Street in the Cliff Rose subdivision placed near the s-curve to keep vehicles from cutting corners. Mr. Mattingly indicated that the bollards proposed will be similar and are flexible.

Mr. Mattingly continued sharing the concept maps, explaining the treatment continues throughout the corridor ending at the east end in the Meadows subdivision.

Member David Fero inquired about vehicles parking near the four-way stop at Eagle Ridge and the ability for the plan to address this. Mr. Mattingly explained that the proposal includes a parking aisle in that area as the goal is to retain a balance between property owners' parking needs and the proposed recommendations. The proposal uses a robust striping and signing plan to address many of the items of concern for Rosser Street.

Public Works Director, Gwen Rowitsch addressed the timing of the improvement, explaining that issues with project timing are often related to contractor availability rather than budget. However, the striping portion would occur under the striping contract scheduled for the spring/summer striping period.

MOTION BY MEMBER FERO TO APPROVE THE RECOMMENDED TRAFFIC CALMING PLAN FOR ROSSER STREET; MOTION SECONDED BY CHAIRMAN FANELLI: PASSED (6-0)

D. Presentation & Discussion Regarding an Update From Central Yavapai Metropolitan Planning Organization (CYMPO).

CYMPO Planner Bryn Stotler provided updates and information to the committee.

- Current HSIP Application Cycle
- Draft Final RTSP – Regional Safety Plan

The Highway Safety Improvement Program (HSIP) is managed by the Arizona Department of Transportation (ADOT), and every year there is an open round of funding. This past December, \$70 million was available. CYMPO members are meeting to discuss which projects will be applied for within this program, as the five-year safety program included some eligible projects. The mapping tool and data gathered from members and public input have been included. Projects are then created to mitigate concerns and issues.

- ACT UP Mapping Tool (Nathan Lane) Additions
- ACT UP Update

CYMPO is planning to be present at upcoming events and increase public awareness, with those efforts promoting ACT-UP. Members and the public are encouraged to review the survey on the CYMPO website. Data is still being gathered with public engagement to increase in the spring. Nathan Lane was discussed, as a resident connected with CYMPO regarding that area specifically.

- SR69 Corridor Master Plan Engagement

Two public meetings are taking place this month, including the Executive Board meeting. These meetings will receive a first look at the technical download for SR69, which will be broken into nine segments. Roll out for the public section is anticipated to follow in the spring; agendas will be available on the CYMPO website.

Chairman Fanelli inquired about the widening portion of SR69 corridor. Per Ms. Stotler, that is just about to break ground with construction to occur in late spring/early summer.

- CYMPO's Regional Transportation Plan 2050 Update

CYMPO is about to select a consultant. The Plan is similar to the City's General Plan. A notice to proceed should be available by the end of March.

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

E. Presentation & Discussion Regarding Ongoing Project Updates.

Mr. Mattingly provided updates and information to the committee.

- SR89 Multi-Use Pathway Transportation Alternatives Grant

The SR89 Transportation Alternatives Grant feasibility study, 15% Design Concept Report, had its project initiation packet submitted in early February by staff. The concept plan includes a multi-use path for pedestrians and cyclists, connecting into existing facilities. Staff are developing an Intergovernmental Agreement (IGA) to take to City Council for review and approval.

Currently staff is moving through the process, with a goal of June for Council to approve acceptance of the award.

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

The study area including Grove Avenue, Miller Valley Road and Willow Creek Road and the area surrounding and leading into the four points intersection and up to Walmart is the focus point for the SS4A grant. It involves a study of activities for pedestrians, cyclists, and vulnerable road users. The Federal Highway Administration (FHWA) grant kickoff took place a couple weeks ago. A project manager has been assigned, with the initiation packet to follow in order to start the IGA process. This grant process takes a little longer than the Multi-Use Pathway Transportation Alternatives Grant.

- Fair Street & Gail Gardner Way Traffic Signal HSIP Grant

Staff provided a summary of the recent council activity on this item which included a brief history of the grant acceptance process along with a request to get additional direction on data collection and study needs. At that meeting the Council indicated, based on citizen comments, that they did not support additional study and questioned the need for the signal and the HSIP grant to fund it.

Councilmember Gambogi inquired about the issue with this traffic signal. Per Mr. Mattingly, a large portion is public acceptance and citizens have expressed a desire to reject the grant and not construct the signal. Chairman Fanelli added that the focus of this committee is on safety and improvements, and public response generally falls under that of City staff.

Member Jim Knaup commented that it would be wise to accept the funding, install the traffic signal, and leave it on a flashing red until it is needed. However, he acknowledged it is a Council decision.

Per Ms. Stotler, the application was submitted two winters ago, stemming from a safety incident. It was through HSIP and submitted independent of any other activity in the area. Mr. Mattingly added that the signal would be installed to provide safety for pedestrian crossing. Although it was not a top priority intersection, a signal warrant was met. Speaking to the Rodeo Grounds study and if there was a connection between the grant and the Master Plan currently underway, Mr. Mattingly responded that they are adjacent projects but not connected. That study was reviewed with and without a signal and it operates adequately under both traffic control scenarios.

Continuing, Mr. Mattingly explained that staff are coordinating with ADOT, and indicated to Council that the project and grant funding are on hold until a decision is made. ADOT will have the final approval to fund the project.

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

- F. Presentation & Discussion Regarding the General Plan Transportation Element.

Mr. Mattingly provided a recap for this item, which was last discussed by this committee in November 2023. 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 (Circulation) Element, will be reviewed, and modified.

As the City's standing committee on pedestrian, bicycle, and traffic issues, the PBTAC's input is important in forming the draft circulation element for the GPC to consider. Since the November committee meeting, the GPC has adjusted the draft Transportation Element. Mr. Mattingly shared the draft document, and explained the sections included.

Following the Introduction and Transportation Planning section, a section for CYMPO's Regional Transportation Plan has been added. The section includes several large developments, current and future, as reference for the current Council and going forward. The overview will outline the description, general purpose, and expected accomplishments. Commentary for each set forth planning for the various areas.

The Arizona Eco Development (AED) section 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.

The Existing Vehicular Transportation System outlines in general, major roadways and how they function. Overall, the City performs well with some challenges. The Level of Service (LOS) is defined via a table, and Roadway Capacity is defined. These items are still being refined, according to Mr. Mattingly, related to how they align with other City documents.

The Truck Route System section follows and is included as it sets an expectation for Council and the public.

The section for Transportation System Improvement is a useful tool for planning. Revenues are being collected to fund projects which tie into the information within the Infrastructure Improvement Plan (IIP). Identified projects are outlined, with a projected project completion map.

Mr. Mattingly continued with the section on Goals and Strategies, which was included in the last General Plan. There is an emphasis on bike and pedestrian activities related to arterials and collectors, with the information combined into the goals.

Trail maps and goals were updated from PBTAC recommendations, in the last section, Pedestrian and Bicycle Circulation.

Chairman Fanelli inquired about how long updates may take. Community Development Planner, Tammy DeWitt, explained that the document is a draft until Council approves it. The goal is to have the draft complete by July of this year. A 60-day comment period follows, any revisions are reviewed and discussed, and the final document would then go before Council for approval by January 2025.

In conclusion, Mr. Mattingly, and Ms. DeWitt shared information about the creation of goals and themes, which are incorporated into the General Plan. These include Resilience and Sustainability, Community Connected, Great Places and Neighborhoods, Eco Competitive and Community. Draft chapters are currently being reviewed by staff.

MOTION BY MEMBER KNAUPP FOR COMMITTEE SUPPORT FOR THE DRAFT TRANSPORTATION ELEMENT TO THE GENERAL PLAN; MOTION SECONDED BY CHAIRMAN FANELLI: PASSED (6-0)

5. ADJOURNMENT

There being no further items to discuss, the meeting was adjourned at 10:58 a.m.

JOE SCOTT, Chairman
For BILL FANELLI, Former Chairman

ATTEST:

MARIKAY WHISENAND, Administrative Coordinator

Date



TO: MAYOR AND CITY COUNCIL
AGENDA: April 8 Pedestrian, Bicycle & Traffic Advisory Committee
DATE: April 8, 2024
DEPT: Public Works
ITEM #: 5.B
SUBJECT: Presentation & Discussion Regarding Hassayampa Village Lane Traffic Calming.

ITEM SUMMARY

Discussion by local resident Renee Raskin and HOA representatives on Hassayampa Village Lane speeding and traffic concerns and options for Traffic Calming.

BACKGROUND

Hassayampa Village Lane (HVL) has been discussed several times informally at PBTAC during general discussions about Traffic Calming and the Citywide Traffic Speed and Travel Time Study (Citywide Study). Local resident Renee Raskin has requested an item be placed on the agenda to discuss HVL specifically as it has been analyzed in the Citywide Study and recommended for a speed limit increase and no traffic-calming measures. A summary document has been attached which provides background information on the request, roadway conditions and planned improvements.

FINANCIAL IMPACT

None at this time

RECOMMENDED ACTION

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

ATTACHMENTS

1. Hassayampa Village Lane PBTAC 4-8-24 Memo

Hassayampa Village Lane Traffic Calming 4-08-24 PBTAC Meeting

Background

Hassayampa Village Lane (HVL) is a major collector roadway that carries around 1,900 vehicles per day on the south end and 3,700 vehicles per day on the north end over a 24HR period. Major collectors like Hassayampa are designed to collect and distribute significant amounts of traffic between arterials, minor collectors, and local streets at moderate to low operating speeds. Typically, these types of roadways have posted speeds that are higher than 25 mph and in the past speed studies on HVL showed that most drivers travel more consistently with a 30mph posted speed. While results like this would often result in the city increasing the speed limit from 25 mph to 30 mph or higher, previous Transportation Committee's decided to leave the artificially low 25 mph speed limit to encourage slower speeds. Unfortunately, because of this under posting, it appears that many drivers are speeding when most are travelling at a speed that the roadway, geometrics and adjacent development (no direct fronting properties supports) support.

The city has a traffic calming policy for use by residents when speeds are such that they need to be mitigated, but this is normally used on residential streets where direct fronting homes and driveway access is needed. It does not provide an option for speed humps or other physical speed control devices to be used on collectors and arterials because these are primary emergency response routes and they negatively impact response time and can, if commonly used, prematurely wear emergency vehicles (fire trucks). I understand that walking along collectors and arterials is not always comfortable as the amount and speed of traffic is higher. Fortunately, we live in a community with numerous trails and off-street paths, including quiet subdivision streets. While not a perfect solution, it is nice to have the options when we cannot easily change the conditions on HVL.

Roadway Characteristics

HVL is a two-lane roadway with a double yellow centerline. The roadway traverses a hilly section of the city with numerous vertical and horizontal curves throughout. Auxiliary turn pockets are provided at the termination point of the roadway at both Copper Basin Road and Thumb Butte Road. The roadway has a paved width of 26' and a total width with concrete gutter pans of 29'. The roadway has vertical curbs and gutters with sidewalk on one side and an unpaved trail/pathway on the other on some sections. The street has a posted speed limit of 25mph. The design speed can accommodate a posted speed of 30 mph. The

Raskin Request

Renee Raskin has been in contact with the city to seek direction on how to proceed with her concerns regarding HVL. Specifically, she has stated that she is concerned with the speed of the vehicles on the roadway and the possibility of a distracted driver jumping the curb. She lives on Forest Creek Lane near the bottom of the hill. She indicated that "We live on Forest Creek Lane and walk down HVL to the trails with our dog at least twice daily. I do think we notice it more because we live at the bottom of the hill where Forest Creek and HVL meet. My concern of course is a distracted driver jumping the curb. It really can be, at times, scary walking down the street. We moved here from living off Rosser. We also walked in that area and really appreciated all the traffic calming measures the city put in for

the residents there. Basically, my concern is the speed of the drivers. Most people want to blame construction workers. I do not find that to be the case. It is all ages, none in particular. When you come down a hill people tend to speed. Any assistance at all would be very appreciated. Whatever I can do to assist.”

She also stated that, “I understand the logic behind increasing the speed to 35 mph. But I do not understand the process to include more speed mitigation measures in the city's budget for FY25. I would appreciate your experience and advice on how to deal with this issue.”

HOA's Role

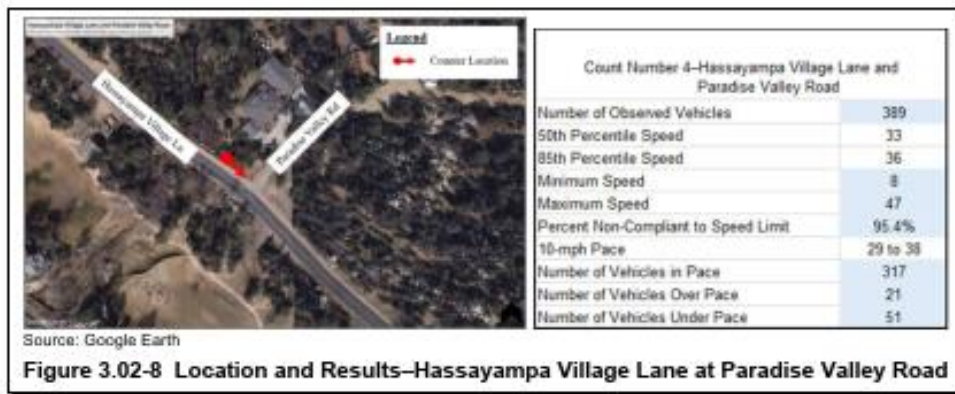
Mr. Raskin has stated that “Understanding the overall community support through the HOA would be helpful as mitigation measures, including a speed limit changes, are considered on HVL.”. Staff responded that it is unknown what role the HOA will play or what actions are needed specifically on HVL related to speed mitigation, etc., however the HOA is certainly able to participate in discussions as understanding the resident's and by association, the HOA's position about HVL is important.

Citywide Speed and Travel Time Study

Recently the city completed a Citywide Traffic Speed and Travel Time Study (Citywide Study) that evaluated speeds and travel times on arterials and collectors including HVL. This study provides new data on actual traffic patterns and in the case of speeds, made speed limit recommendations, identified problem areas and roadways, and recommended mitigation techniques where needed. HVL was identified as a collector corridor with higher speeds, and two detailed spot speed studies were conducted. These are shown below and indicated that the roadway has an 85th percentile speed at 9 MPH and 11 MPH over the posted 25 MPH speed limit depending on the location.

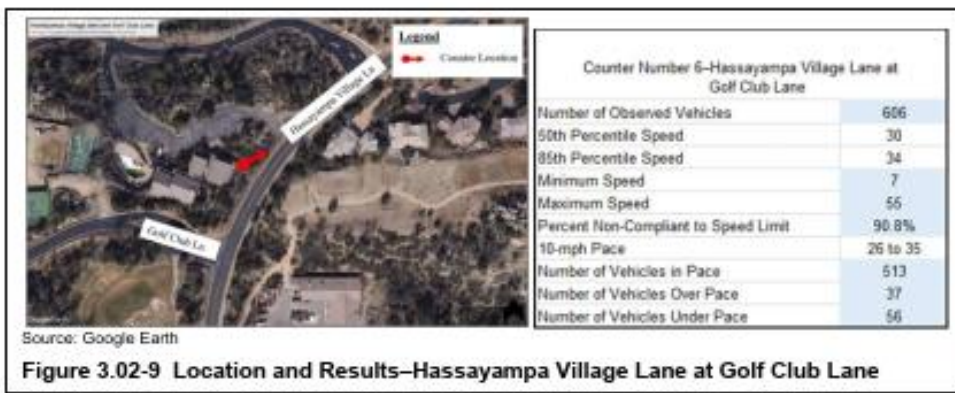
H. Hassayampa Village Lane at Paradise Valley Road

The data collector was placed northwest of the intersection on a street sign facing southeast. The data was collected on May 17, 2023, from 8:45 A.M. to 11:05 A.M. The posted speed limit was 25 mph. The results showed the 50th percentile speed was 33 mph, the 85th percentile speed was 36 mph, and the 10-mph pace was 28 to 37 mph. Based on these results, the 85th percentile speed was greater than the posted speed limit by 11 mph. Figure 3.02-8 shows the counter location and results of Hassayampa Village Lane at Paradise Valley Road spot speed count.



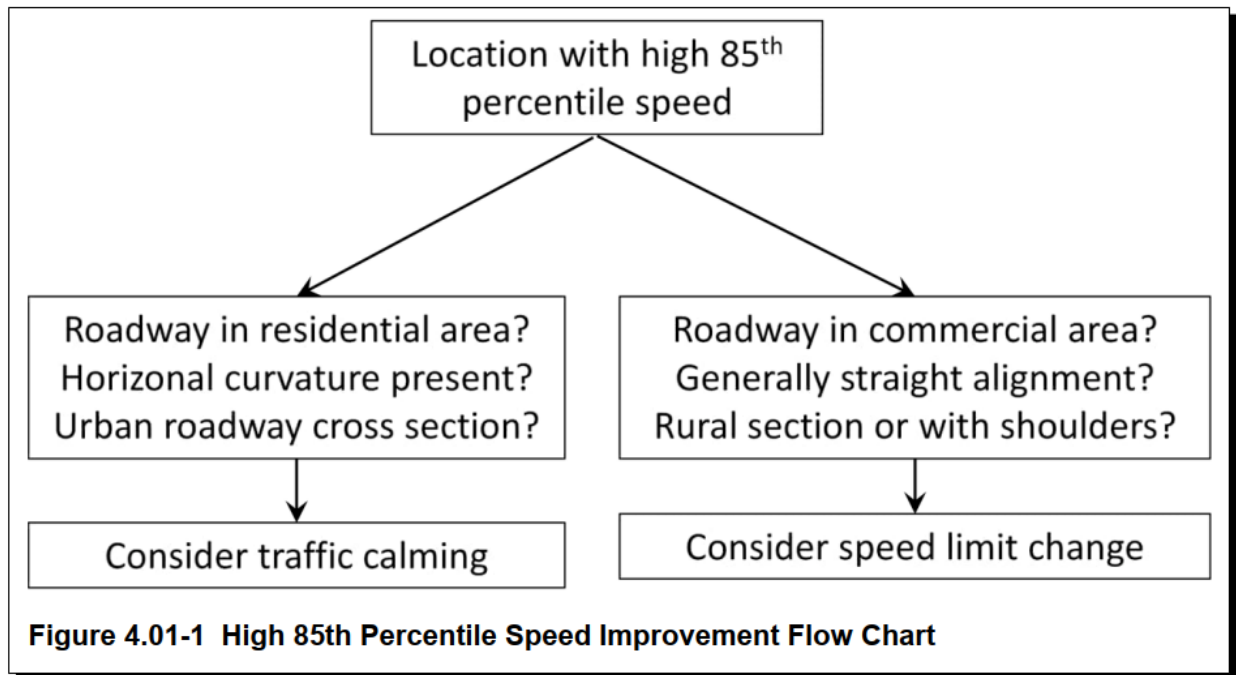
I. Hassayampa Village Lane at Golf Club Lane

The data collector was placed northwest of the intersection on a speed limit pole facing north. The data was collected on May 17, 2023, from 9:05 A.M. to 11:20 A.M. The posted speed limit was 25 mph. The results showed the 50th percentile speed was 30 mph, the 85th percentile speed was 34 mph, and the 10-mph pace was 26 to 35 mph. Based on these results, the 85th percentile speed was greater than the posted speed limit by 9 mph. Figure 3.02-9 shows the counter location and results of Hassayampa Village Lane at Golf Club Lane spot speed count.



For locations like HVL that had higher spot speeds identified, the Citywide Study identified several strategies that can be implemented. These included, increase the posted speed limit, implement

traffic calming measures, increase enforcement of the existing speed limit, or conduct public awareness efforts. Each location identified with higher 85th percentile speeds was first evaluated looking at factors such as the roadway setting, whether it is rural or urban, the presence of curvature that could limit the design speed, whether the roadway is a residential street, whether it is in commercial area, and the roadway cross section. The general decision path for this filtering is shown in the figure below.



Based on this decision tree HVL met the conditions for having its speed limit increased from 25 MPH to 30 MPH to better align driver behavior with the geometrics and roadside development that exists, and this was the recommendation of the Citywide Study.

Corridor	Side Street or Location	Existing Posted Speed Limit (mph)	New posted speed limit (mph)
Hassayampa Village Lane	Paradise Valley Road	25	30
Hassayampa Village Lane	Golf Club Lane	25	30
Gurley Street	South Summit Avenue	25	30
Miller Valley Road	North of Hillside Avenue	30	35
Williamson Valley Road	Shadow Valley Ranch Road	35	40

Table 4.01-2 Recommended Posted Speed Limit Changes

This change will lead to smoother flow with more traffic travelling near the speed limit, eliminating unnecessary requests for enforcement by Prescott Police or other traffic calming mitigation on a roadway with no or just a few, direct fronting residential properties. The Prescott Pedestrian, Bicycle, Traffic advisory Committee (PBTAC) reviewed the Citywide Study results and approved HVL for this

speed limit change at its January 08, 2024 meeting. The item will now be placed on a future (TBD) Council meeting for final approval with the change to follow.

Radar Feedback Sign Program and Grant Request

Apart from these efforts the city is also pursuing a Highway Safety Improvement Plan (HSIP) Federal Grant for a Citywide Programmatic Radar Feedback Sign Project. This project will fund the purchase and installation of Radar Feedback Sign assemblies for installation on various Arterials and Collector Roadways including HVL. The application will be submitted in May 2024 with the award decision to be made in the summer.

Enforcement

The speed limit increase will better align posted speeds with roadway conditions and bring the majority of drivers into a speed range that does not require enforcement. As with all streets, however, certain drivers will continue to travel at speeds which are not appropriate. These cannot be controlled through signing, striping and traffic calming and enforcement will still be needed.



TO: MAYOR AND CITY COUNCIL
AGENDA: April 8 Pedestrian, Bicycle & Traffic Advisory Committee
DATE: April 8, 2024
DEPT: Public Works
ITEM #: 5.C
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:

- ACT-UP public engagement calendar and stakeholder subcommittee (ACAC);
- SR69 Corridor Master Plan Public Engagement;
- CYMPO's Regional Transportation Plan 2050 kickoff;
- SS4A Notice of Funding Opportunity deadlines;
- Pedestrian Safety Improvements at Whipple/Miller Valley/Willow Creek/Iron Springs

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: April 8 Pedestrian, Bicycle & Traffic Advisory Committee
DATE: April 8, 2024
DEPT: Public Works
ITEM #: 5.D
SUBJECT: Presentation & Discussion Regarding Ongoing Project Updates.

ITEM SUMMARY

Staff will provide updates and discussion for the following:

- Safe Streets for All (SS4A) Prescott Dexter/Near North Business District Vulnerable Road Users Safety Plan Grant Update
- ADOT Transportation Alternatives Program (TA) Highway 89/Deep Well Ranch Road Multi-Use Path Planning & Scoping Study
- Highway Safety Improvement Program (HSIP) FY24 Grant Application Update
- Willow Creek Road Micro Seal Paving Project/Striping Update

BACKGROUND

None.

FINANCIAL IMPACT

None.

RECOMMENDED ACTION

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

ATTACHMENTS

None