

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



June 10, 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 **June 10, 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 May 13, 2024 Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.

Recommended Action: MOVE to approve the minutes as presented

- B. 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.

- C. Presentation & Discussion Regarding 2023 Collision Data Review.

Recommended Action: Possible action regarding recommendations related to the review of 2023 Collision Data

- D. Presentation & Discussion Regarding Westridge Drive Traffic Concerns.

Recommended Action: Possible action regarding recommendations related to information provided by staff

- E. Presentation & Discussion Regarding Radar Feedback Sign Policy,

Recommended Action: Recommendations to staff regarding the Radar Feedback Sign Policy

5. **GENERAL ANNOUNCEMENTS**
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 6/6/24 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: June 10 Pedestrian, Bicycle & Traffic Advisory Committee
DATE: June 10, 2024
DEPT: Public Works
ITEM #: 4.A
SUBJECT: Approval of the May 13, 2024 Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.

ITEM SUMMARY

This item is for the approval of the May 13, 2024 PBTAC meeting minutes. Staff recommends approval of minutes as presented.

BACKGROUND

None.

FINANCIAL IMPACT

There is no fiscal impact at this time.

RECOMMENDED ACTION

MOVE to approve the minutes as presented

ATTACHMENTS

1. May 13, 2024 PBTAC Minutes



City of Prescott

Pedestrian, Bicycle & Traffic Advisory Committee

May 13, 2024 | 9:30 AM
Public Works Conference Room
433 N. Virginia Street
Prescott, AZ 86301

MINUTES

1. CALL TO ORDER

Chair Joe Scott called the meeting to order at 9:29

2. ROLL CALL

Joe Scott, Chair
Lou Koven, Vice Chair
David Fero, Member
James Fields, Member
Kent Hart, Member
George Hotchkiss, Member
Jim Knaup, Member

3. OPEN CALL TO PUBLIC

The Pedestrian, Bicycle & Traffic Advisory Committee (PBTAC) welcomes public engagement and residents may comment and address the Committee on matters NOT included on the agenda during the Open Call to the Public.

Barry Weintraub stated that his friend was killed in the crosswalk at Goodwin Street and Pleasant Street. He stated that he has written to City Council and the Mayor about the issue. He stated that he would like safety measures in place at this intersection and at other locations in the city to improve bicycle and pedestrian safety. He mentioned the city purchasing a system from Aria which is a light that goes on the rear seat post of bicycle. The system could be checked out by citizens from the library.

Ian Mattingly, Transportation Manager, stated that an item to discuss Mr. Weintraub's concerns can be placed on a future agenda.

4. DISCUSSION AND ACTION ITEMS

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

**MOTION BY MEMBER FERO TO APPROVE THE APRIL 8, 2024 MINUTES;
SECONDED BY MEMBER KOVEN: (7 - 0)**

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

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

- ACT-UP public engagement calendar and stakeholder subcommittee (ACAC) CYMPO is actively seeking public participation for ACT-UP.

Bryn Stotler with Central Yavapai Metropolitan Planning Organization (CYMPO) gave an update on the project and asked people in attendance to fill out the Central Yavapai Active Community Transportation–Unified Plan (ACT-UP) survey. She stated that they are looking for gaps where they can improve. Ms. Stotler stated that they would like to create something meaningful in Dewey as they do not have a need for bicycle lanes.

Member Jim Knaup asked if the survey can be taken more than once.

Ms. Stotler answered that it can be.

- SR69 CMP public engagement and technical analysis

Ms. Stotler spoke about the SR-69 Corridor plan. She stated that CYMPO has been planning for improvements to SR-69 along a 17 mile segment to help with congestion and light timing. She stated that there is a survey that they would like everyone to fill out at cympo.org/sr69.

- RTP Kickoff

Ms. Stotler stated that the Regional Transportation Plan must be updated every 5 years. This is the General Plan for transportation for the Yavapai County region. It addresses SR-89 regional needs. She stated that they are working with Kimley-Horne for the project. She has been at the Farmers market over the last month handing out information on the project.

- Dignity Health Congressionally Directed Spending Request

Ms. Stotler stated that CYMPO sent a request to Senator Mark Kelly's office for a \$400,000 grant that will look at Dignity Health Campuses for traffic improvements.

Ms. Stotler stated that they are working on an expanded environmental process. She has been in discussions with City and Town managers. Chris Hoskin with the City of Prescott Recreation Services Department has also been involved. She stated that funding will be through the Federal Transit Administration.

Bryn stated that Senator Mark Kelley opens the opportunity every year and that they asked for \$400,000 to see how traffic is operating around the main campus as there are employees walking through the intersection daily. She stated that they will also be looking at the Prescott Valley campus and the smaller campuses as well.

Member Fields asked if the study will mostly involve the employee routes or if it will involve public access and surrounding streets.

Ms. Stotler stated that it will analyze the public roadways surrounding Dignity Health. They will also be looking at optimizing access points for emergency vehicles.

Member Lou Koven asked who would do the study.

Ms. Stotler shared that CYMPO has submitted a request for \$400K to undertake a feasibility study evaluating the various Dignity Health Hospitals and offsite medical offices within the CYMPO boundary to improve pedestrian and vehicle safety. She stated that if the request is successful then they will send out Request for Proposals (RFP) and choose from the submittals.

Mr. Mattingly stated that a consultant once hired will look at larger safety issues, however, the city has made improvements using striping and signage to make things better in the immediate term.

Gwen Rowitsch stated that CYMPO is looking regionally and the City of Prescott is only looking at options within City limits.

Member Koven asked if there have been any resolutions passed on this issue.

Mr. Mattingly indicated that the application did not require a resolution of the council as it is being done by CYMPO with Dignity Health.

Member Koven stated that there will be a big difference between the larger hospital and the other offsite locations in what they identify.

- Regional Trails Plan

Ms. Stotler shared that CYMPO and Trail Coordinator Chris Hoskin have had initial discussions about developing a Regional Trails Plan. A future meeting will be scheduled.

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

C. Presentation & Discussion Regarding Ongoing Project Updates.

- Safe Streets for All (SS4A) Prescott Dexter/Near North Business District Vulnerable Road Users Safety Plan Grant Update

Mr. Mattingly stated there are several grants available. Safe Streets for All (SS4A) being one of them. He stated that they will do a more focused study with consulting engineers around the Dexter neighborhood which includes Grove Street/Miller Valley/Willow Creek from Park Avenue to Gail Gardner Road. They will be looking at what facilities vulnerable users have in the area and what opportunities there are for improvement. He stated that they will need another

grant in the future to get the money to take action. The grant is currently in the agreement phase. The safety study has \$150K and there is \$100K to analyze left turn movements. The demonstration portion of the study will look into the existing left-turn phasing to see what changes can be implemented to improve safety.

Member Knaup stated that he is happy that the City is applying for SS4A grants. He asked if there is a way to facilitate coordination between the two grants with CYMPO.

Mr. Mattingly stated that they will be collaborating with CYMPO on the grants.

- ADOT Transportation Alternatives Program (TA) Highway 89/Deep Well Ranch Road Multi-Use Path Planning & Scoping Study

Mr. Mattingly spoke about the Transportation Alternative Program. The grant focuses on the construction of a multi-use path along SR89 north of the Deep Well Ranch Road roundabout by the airport. This grant will provide a 15% Design Concept Report (DCR). The DCR will allow staff to seek grant funding for the construction of the pathway.

- Highway Safety Improvement Program (HSIP) FY24 Grant Application(s) Update

Mr. Mattingly provided a summary of the two HSIP grants recently submitted by CYMPO. One focused on the purchase of programmatic Radar Speed Feedback signs for \$3.25 million and one on programmatic Intersection Safety Improvements for \$2.75 million dollars. If awarded by ADOT later in the year, both projects will be designed, and the specific improvement locations will be identified. The intersection safety enhancements will be focused on arterial roadways at intersections with other arterials or collectors. Things that may be used are signing, striping, legends, backplates, enhanced crosswalks, medians, and rumble strips, etc..

- Willow Creek Road Micro Seal Paving Project/Striping Update

Mr. Mattingly stated that the Willow Creek micro seal paving project and striping is almost done. He stated that the bike lanes are being widening within the project limits as much as possible. The bike lanes were very narrow between Black Drive and Gail Gardner Way and adding width to meet current standards is the goal.

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

D. Presentation & Discussion Regarding Hassayampa Village Lane Pedestrian Crossings and Signing.

Mr. Mattingly spoke about Hassayampa Village Lane (HVL) and how it has been an issue for a while. He stated that there was a recommendation for the speed limit to increase from 25mph to 30mph which was approved. It was taken to the board and the HOA is supportive of the increase as well as traffic calming efforts

for HVL. Mr. Mattingly pointed out that people are already driving at 30mph. Once the new speed limit is in place higher speeds will need to be controlled. City staff has reviewed signing and crosswalks along HVL. He stated that they must look at each location carefully.

Mr. Mattingly then presented a map of HVL showing current and proposed signage and stated that the road has been cleaned up by adding more signage. To the north there is a sign with weight restriction. He stated that approximately every quarter mile there are 25mph speed limit signs as well as no parking signs. There are also "Watch for Ice" signs. There are bike route signs in both directions. There is signage for hidden intersections. He stated that there are currently no wildlife signs but it would be appropriate to add them to each end of HVL. He stated that adding additional bike route signs is also recommended. There is one area where there is a gap in the speed limit signs and one could be added to provide continuity. He stated that the speed limit increase will be going to City Council in late June.

Renee Raskin, Hassayampa resident, stated that she is happy with the extra signage. She stated that they are most concerned with high speed drivers.

Bill Blake, HOA Board president, stated that they would be appreciative of the wildlife signs. He also asked about radar feedback signs .

Mr. Mattingly stated that the city has applied for a HSIP grant for radar feedback signs. He stated that they should know within the next few months about the grant. He stated that there is no funding in the budget to pay for these signs which is why they applied for the grant, which would fund 100 - 150 signs. He stated that the city would monitor speeds before and after the signs are installed.

Ms. Raskin asked how they monitor speeds.

Mr. Mattingly stated that they will do speed surveys and that they can get the information without residents knowing. After the first study, they will wait several months and then collect data again. He stated that they shouldn't see a huge jump in speed, maybe 1 to 3 mph.

Greg Raskin, Hassayampa resident, asked about having an officer out there regularly.

Mr. Mattingly stated that there are issues with staffing as there is a lot of area to cover. The highest priority for officers is arterial streets and HVL is a collector street. He stated that public works partners with Citizens on Patrol to use portable speed signs which can help discourage speeding.

Tim Johnson, Police Officer stated that the traffic safety crew is made up of four officers plus a sergeant. He stated that they are complaint driven and will go out if called. He stated that police officers priority is calls that come in. On busy call days, there may not be as much enforcement. He stated that citizens are encouraged to call the sergeant and let him know about concerns. He stated that continued officer presence is based off of the number of violations they see. He

stated that they get calls from citizens who complain about speeding in their neighborhood but sometimes the cars are not going as fast as it seems.

Mr. Blake stated they have called and expressed concerns in the past and asked how often they should call.

Mr. Johnson stated that things usually calm down after officer presence and then pick back up after a while so call as often as needed.

Mr. Mattingly presented a map of HVL showing available crosswalk locations. He stated that they looked at all areas where crosswalks may be needed with some being suitable and others not. Gentle Way has insufficient sight visibility and no trail or sidewalk on the west side. Stable Rock has good sight visibility but would need an ADA ramp and lighting. Rustic Timbers has insufficient sight visibility. Alpine Meadows has good sight visibility but would need ADA ramps and lighting. Forest Creek Ln, Woodland Pine Ln, Hassayampa Village Ln, Rustling Oaks Ln, Golf Club Ln, Alpine Trail, Carefree Way, and Los Pinos all have insufficient sight visibility. 691 HVL, at the UCYC Drive has good sight visibility but would need two ADA ramps and lighting. Mr. Mattingly stated that crosswalks should only be considered where they will be used and recommended collecting crossing data to find out where residents cross. He also questioned if pedestrians currently crossing at multiple locations would walk to specific areas where a crosswalk would be installed.

Chair Joe Scott asked what kind of study would be required.

Mr. Mattingly stated that it would be hard to get enough staff to watch the road to see where residents cross.

Member Kent Hart asked Mr. Mattingly to define lighting.

Mr. Mattingly replied that a street light would be \$5,000 each and ADA curbs are \$4,000 each.

Member Knaup asked if utilities are all underground there.

Mr. Mattingly indicated that utilities are underground and added that overhead solar street lights have been used and could be considered on HVL if power is not available.

Mr. Blake asked if they could put up flashing lights to let drivers know that there are pedestrians.

Mr. Mattingly stated that the roadway could be modified and that in street yield signs are approximately \$1,500-2,000 each.

Ms. Raskin asked what next steps would be. She also asked about traffic calming measures.

Isaac Rodriguez, Traffic Engineering Technician, stated that staff may be able to

get in touch with the HOA to get resident information to send out a survey on the crossing locations.

Mr. Mattingly asked the Committee if they would support a study. He stated that there are some he has identified and that they would get input from community members on where they cross HVL to see how they align with any proposed locations.

Chair Scott asked about signs.

Mr. Mattingly stated that signage can be handled separately. He stated that he would like to put a wildlife sign close to Thumb Butte Road and one closer to Copper Basin Road near the first animal crossing area.

Chair Scott asked if signage has to be approved by council.

Mr. Mattingly replied that it does not.

Member Hotchkiss stated that Aspen Creek is a natural crossing point for animals as they follow the water. He stated that people will cross anywhere even when there are crosswalks. He stated that he drove on HVL and had to stop twice for animals.

Member Hart asked why the City is against an unmarked car in the area.

Mr. Johnson stated that having a car parked is not very effective. It has a short term effect on traffic behavior.

MOTION BY MEMBER KNAUP TO APPROVE HASSAYAMPA VILLAGE LANE SIGN PACKAGE; SECONDED BY MEMBER KOVEN: (7 - 0).

Mr. Blake stated that there is a master association and sub associations for condo communities of which there are four or five. He stated that they would reach out to everyone in the Hassayampa community. He stated that the homes off of Gentle Way are not part of the community and that the HOA would not be able to get their information.

Member Hart stated he would like to get something on the agenda about the Senator Highway condos that are going to be built at the old drive-in. He stated that they would like to have an exit through Tenney Ranch subdivision. He mentioned that the road out of the old drive-in is not great. He also spoke about Yavapai College purchasing Friendly Pines Camp which will add more traffic to Senator Highway. He stated that the college will be allowing fifth wheel trailers to park at the camp.

5. GENERAL ANNOUNCEMENTS

A. National Bike to Work Day

Member Knaup stated that Bike to Work Day has been going on since 1956. Prescott City Council will be riding with the community. He stated that the public should let Council know safe biking is important. The ride will start at Casa Sanchez off of Gurley Street and end at City Hall. The ride will be done early before commuter traffic is on the road.

6. ADJOURNMENT

There being no further items to discuss, the meeting was adjourned at 10:40

JOE SCOTT, Chairman

ATTEST:

SARAH HILTON, Recording Secretary



TO: MAYOR AND CITY COUNCIL
AGENDA: June 10 Pedestrian, Bicycle & Traffic Advisory Committee
DATE: June 10, 2024
DEPT: Public Works
ITEM #: 4.B
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 survey recap
- SR69 CMP survey recap
- Mobility Hub

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

There is no fiscal impact at this time.

RECOMMENDED ACTION

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

ATTACHMENTS

None



TO: MAYOR AND CITY COUNCIL
AGENDA: June 10 Pedestrian, Bicycle & Traffic Advisory Committee
DATE: June 10, 2024
DEPT: Public Works
ITEM #: 4.C
SUBJECT: Presentation & Discussion Regarding 2023 Collision Data Review.

ITEM SUMMARY

Staff will provide a presentation regarding the calendar year 2023 Citywide Collision Data.

BACKGROUND

Calendar year 2023 citywide collision data will be presented and reviewed. This includes detailed information on pedestrian and bicycle crashes and summarized information on vehicle crashes.

FINANCIAL IMPACT

None

RECOMMENDED ACTION

Possible action regarding recommendations related to the review of 2023 Collision Data

ATTACHMENTS

1. 2023 High Traffic Collision Locations - PBTAC
2. 2023 Bike_Ped Crash Data (PBTAC Presentation Version) All Collisions - PBTAC
3. PedBikeCollisions_ROG_2023
4. 2023 Citywide Collision Trend Data Final

2023 High Traffic Collision Intersections

Rank	Location	Total collisions	Vehicles* (Millions)	Total Collision Rate** intersection related
1	SR89 @ Deep Well Ranch Rd. (Roundabout)	28		
	Intersection related:	26	8.33	3.12
	Non intersection related:	2		
2	Willow Creek Rd & Willow Lake Rd.	22		
	Intersection related:	19	10.99	1.73
	Non intersection related:	3		
3	4-Points	22		
	Intersection related:	20	13.38	1.49
	Non intersection related:	2		
4	SR89 @ Willow Lake Rd. (Roundabout)	13		
	Intersection related:	13	8.16	1.59
	Non intersection related:	0		
5	Iron Springs Rd & Gail Gardner Wy.	17		
	Intersection related:	13	10.42	1.28
	Non intersection related:	4		
6	Willow Creek Rr. & Sandretto Dr.	11		
	Intersection related:	9	10.27	0.88
	Non intersection related:	2		
7	Montezuma St. & Sheldon St.	10		
	Intersection related:	8	9.06	0.88
	Non intersection related:	2		
8	Whipple St. & Ruth St.	8		
	Intersection related:	8	9.09	0.88
	Non intersection related:	0		
9	Gurley St. & Sheldon St.	9		
	Intersection related:	8	12.22	0.65
	Non intersection related:	1		
10	SR89 & James Ln.	7		
	Intersection related:	5	7.77	0.64
	Non intersection related:	2		

* The vehicles (in millions) is the total traffic entering the intersection from all legs in the calendar year

** The total collision rate is the number of intersection related collisions per one million vehicles entering the intersection.

BIKE/PED CRASH REPORT #	23-715
-------------------------	--------

STREET	S Mt. Vernon
X-STREET	E Goodwin

DATE	1/27/2023
TIME	6:19pm
WEATHER	Clear/Dry

CITATION ISSUED	None
-----------------	------

CITATION DEFINITION

No citation was issued however the driver failed to yield the right-of-way to the pedestrian.

BIKE/PED CITED	No
----------------	----

CRASH SUMMARY

Pedestrian was crossing S. Mt. Vernon Ave on the south side of the interseciton of Goodwin St. Ped entered the crosswalk and Driver 1 made a right turn from eastbound E Goodwin onto Southbound S Mt. Vernon striking and injuring the Ped.

REASON FOR CRASH

Driver said he never saw the pedestrian. Said it was dark and he did not see anyone.

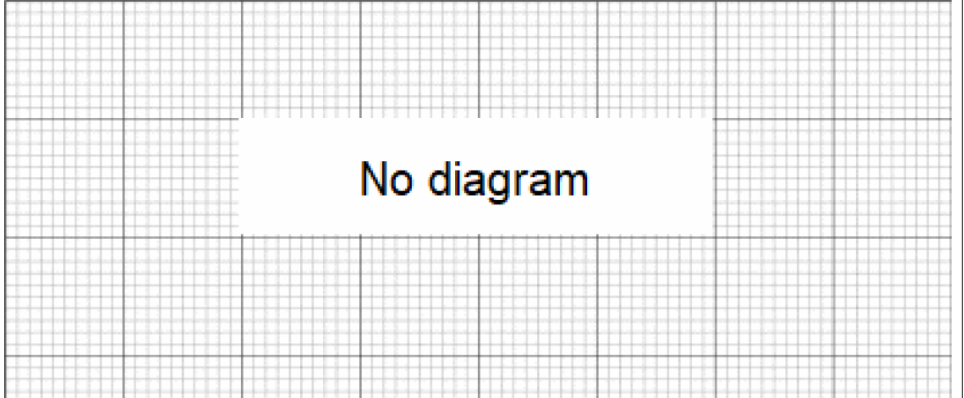
VEHICLE AT FAULT	Vehicle
------------------	---------

X	Enforcement
	Engineering/Infrastructure
X	Education

REPORT LINK:	..\2021 Reports (catalogued)\21-370.pdf
--------------	---

ACTION NEEDED OR TAKEN

The intersection has existing lighting with two decorative globe street lights (LED) at the SW corner (location of collision) and NE corner. The driver of vehicle 1 was at fault and should have been cited.



SYNOPSIS:

ON 01/27/2023 AT APPROXIMATELY 1819 HOURS, [REDACTED] (UNIT#2) WAS TRAVELING EAST IN A MARKED CROSSWALK, CROSSING S MOUNT VERNON AVE, ON THE SOUTH SIDE OF THE INTERSECTION OF GOODWIN ST. [REDACTED] HAD JUST ENTERED THE CROSSWALK, WHEN A 2007 GRAY CHEVY SILVERADO, BEING DRIVER BY [REDACTED], MADE A RIGHT TURN FROM EAST BOUND E GOODWIN ST ONTO SOUTH BOUND S MOUNT VERNON ST. VEHICLE #1 THEN COLLIDED WITH [REDACTED]. THIS COLLISION CAUSED [REDACTED] TO FALL TO THE ASPHALT ROADWAY CAUSING A LACERATION TO HER HEAD. [REDACTED] ALSO SUSTAINED A FRACTURE TO HER RIGHT FOOT, WHEN THE VEHICLE TRAVELED OVER HER FOOT. [REDACTED] WAS UNCONSCIOUSNESS AND UNRESPONSIVE ON SCENE. [REDACTED] IMMEDIATELY PULLED OVER TO THE WEST SHOULD OF S MOUNT VERNON AVE. DUE TO [REDACTED] INJURIES SHE WAS TRANSPORTED TO YAVAPAI REGIONAL MEDICAL CENTER BY LIFELINE AMBULANCE, AND THEN FLOWN TO HONOR HEALTH DEER VALLEY MEDICAL CENTER BY NATIVE AIR.

LOCATION:

THE INTERSECTION OF S MOUNT VERNON AVE AND GOODWIN ST IS A FOUR WAY INTERSECTION WHICH TRAFFIC FLOW IS CONTROLLED BY STOP SIGNS; STOP SIGNS FOR BOTH S MOUNT VERNON AVE AND E GOODWIN ST. S MOUNT VERNON AVE RUNS NORTH TO SOUTH AND E GOODWIN ST RUNS EAST TO WEST. BOTH MOUNT VERNON AND GOODWIN ST ARE ASPHALT ROADS AND ARE DEDICATED CITY STREETS, WITHIN THE CITY LIMITS OF PRESCOTT. BOTH MOUNT VERNON AND GOODWIN ARE BORDERED BY CONCRETE CURBING AND SIDEWALKS ON BOTH SIDES OF EACH STREET. THERE ARE MARKED CROSSWALKS ON BOTH ENDS OF MOUNT VERNON AVE AS WELL AS GOODWIN ST.

THE AMOUNT OF VEHICULAR TRAFFIC ON THE ROADWAY DURING THE TIME OF THIS COLLISION WAS CONSIDERED LIGHT TO MODERATE.

BIKE/PED CRASH REPORT # 23-880

STREET Whipple St
X-STREET Miller Valley Rd

DATE February 2, 2023
TIME 7:31am
WEATHER Clear

CRASH SUMMARY
Bicyclist stated they were traveling northbound on the sidewalk, pulled off the sidewalk to stop for V1. V1 made a right to and "over swung it" and hit the front of his bike, knocking him to the ground. Driver did not stop.

VEHICLE AT FAULT Vehicle

REPORT LINK:

ACTION NEEDED OR TAKEN
None

CITATION ISSUED None

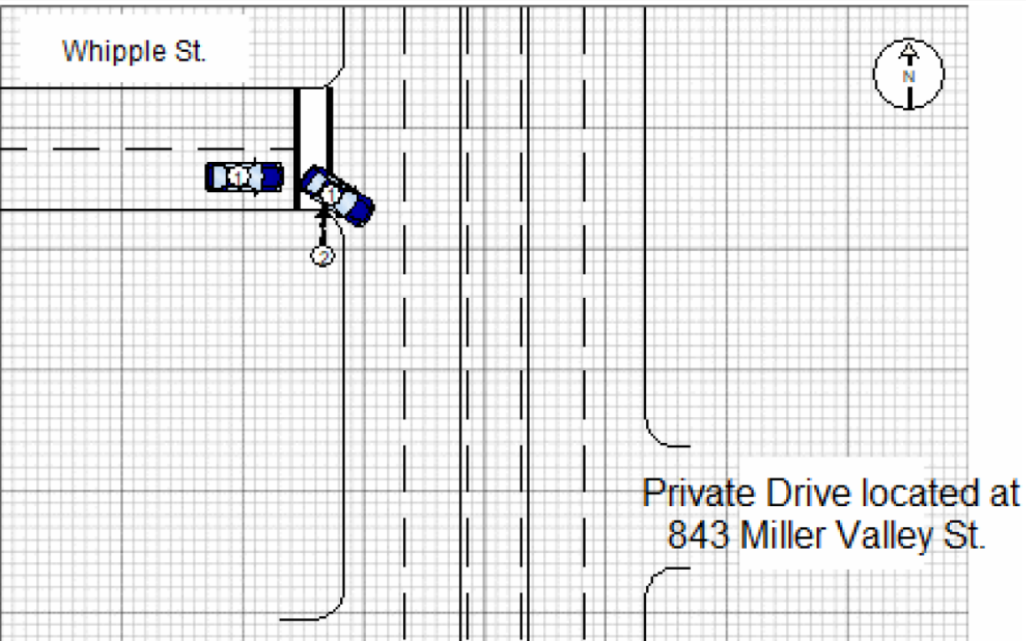
CITATION DEFINITION

BIKE/PED CITED No

REASON FOR CRASH
Bicyclist was unaware that they weren't supposed to ride on the sidewalk or walk their bike through a crosswalk.

	Enforcement
	Engineering/Infrastructure
X	Education

CRASH DIAGRAM OR NARRATIVE



ON 2-2-23 AT APPROXIMATELY 0731 HOURS WITNESS, ██████████ CONTACTED POLICE REFERENCE AN INJURY ACCIDENT BETWEEN A BICYCLE AND A VEHICLE AT WHIPPLE ST. AND MILLER VALLEY RD. OFFICER RESPONDED TO THE LOCATION AND FOUND THE BICYCLIST STANDING ON THE SOUTHWEST CORNER OF THE INTERSECTION.

OFFICERS THEN LEARNED THAT THE VEHICLE INVOLVED HAD FLED THE LOCATION SOUTHBOUND ON MILLER VALLEY RD. ██████████ AND THE BICYCLIST DESCRIBED THE RUN VEHICLE AS A BLUE TOYOTA SEDAN. NEITHER PARTY COULD DESCRIBE THE DRIVER OR HAD ANY ADDITIONAL INFORMATION AS TO THE RUN VEHICLE.

THE BICYCLIST STATED HE WAS TRAVELING NORTHBOUND ON THE SIDEWALK, WEST SIDE. HE STATED HE PULLED OFF THE SIDEWALK TO STOP FOR V1 WHICH WAS FACING EAST AT THE INTERSECTION. HE STATED WHEN V1 BEGAN TO MAKE A RIGHT TURN IT SWUNG OVER AND HIT THE FRONT OF HIS BIKE KNOCKING HIM TO THE GROUND.

THE RIDER STATED HE WAS ABLE TO GET OUT OF THE WAY FROM BEING RAN OVER BUT STATED THE VEHICLE JUST CONTINUED TO MAKE IT'S TURN AND LEFT THE LOCATION. THE WITNESS HAD A SIMILAR SET OF EVENTS AS THE BICYCLIST, ULTIMATELY STATING THAT V1 HIT THE BICYCLE KNOCKING DOWN THE RIDER, THEN FLEEING.

I COLLECTED THE INFORMATION I COULD AND PROVIDED A COLLISION REPORT TO THE CYCLIST. WE HAD A CONVERSATION ABOUT HIS OBLIGATIONS AS A BICYCLIST AND TOLD HIM HE COULD NOT RIDE A BIKE ON A SIDEWALK OR THROUGH A CROSSWALK. IT WAS EXPLAINED THAT HE WAS REQUIRED TO MOVE WITH TRAFFIC IN THE STREET AS CLOSE TO THE RIGHT HAND CURB AS POSSIBLE. THE DRIVER WAS UNAWARE OF THE RULES FOR THAT BUT DID UNDERSTAND THE NECESSITY FOR THE FUTURE.

THE CYCLIST WAS CHECKED BY PRESCOTT FIRE AND ULTIMATELY REFUSED MEDICAL TRANSPORT FOR A RIGHT SIDE SHOULDER INJURY. NO CITATIONS WERE ISSUED AND THE RIDER WAS GIVEN A COPY OF THE EXCHANGE FORM.

NFI.

BIKE/PED CRASH REPORT # 23-1352

STREET Willow Creek Rd
X-STREET Crossings Dr

DATE February 19, 2023
TIME 4:17PM
WEATHER Clear

CRASH SUMMARY

Vehicle 1 was traveling SW on Willow Creek Rd in the #2 lane, failed to stop for a red traffic signal at Crossings Dr and collided with a bicyclist who was in a marked crosswalk

VEHICLE AT FAULT Vehicle

REPORT LINK:

ACTION NEEDED OR TAKEN

None.

CITATION ISSUED 28-645A3A

CITATION DEFINITION

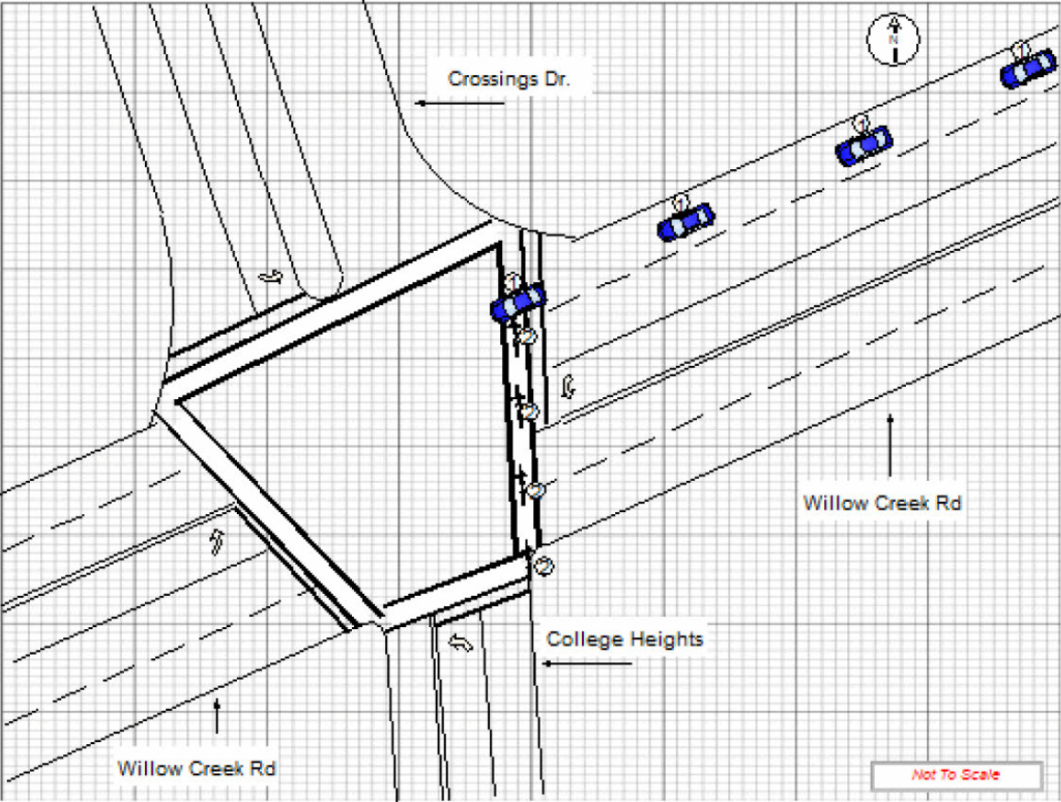
Failure to stop at a red light

BIKE/PED CITED No

REASON FOR CRASH

Driver indicated she as distrcted by a bug crawling on her leg and did not see thered light.

	Enforcement
	Engineering/Infrastructure
X	Education



CRASH DIAGRAM OR NARRATIVE

☐ MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE
☐ MEASUREMENTS ARE SCALED (SCALE =)

ON 02/19/2023 AT APPROXIMATELY 1617 HOURS, VEHICLE #1 WAS TRAVELING SOUTHWEST ON WILLOW CREEK RD IN THE #2 LANE, FAILED TO STOP FOR A RED TRAFFIC SIGNAL AT CROSSINGS DR, AND COLLIDED WITH A BICYCLIST WHO WAS IN THE MARKED CROSSWALK.

THE BICYCLIST SUSTAINED MINOR INJURIES TO HER RIGHT LEG AND RIGHT ELBOW, AND REFUSED MEDICAL ON SCENE OR MEDICAL TRANSPORT.

VEHICLE #1 SUSTAINED MINOR DAMAGE TO THE LEFT SIDE (SCUFF MARKS FROM THE BICYCLE), WAS NOT DISABLED, AND REMOVED FROM THE SCENE BY THE DRIVER.

THE BICYCLE SUSTAINED DAMAGE TO THE HANDLE BARS, WAS DISABLED, AND WAS REMOVED FROM THE SCENE BY THE UNIT #2.

THE DRIVER OF VEHICLE #1 SAID THAT SHE WAS TRAVELING SOUTH ON WILLOW CREEK RD, THOUGHT THAT A BUG WAS CRAWLING ON HER LEG, AND LOOKED DOWN. SHE SAID THAT WHEN SHE LOOKED UP SHE WAS UNABLE TO STOP FOR THE RED LIGHT. SHE SAID THAT SHE THOUGHT THE LIGHT WAS YELLOW WHEN SHE LOOKED DOWN FOR THE BUG.

UNIT #2 SAID THAT SHE WAS RIDING ACROSS THE CROSSWALK WITH HER SON, WHO WAS ALSO ON A SEPARATE BIKE, ONCE THE CROSSWALK SIGNAL INDICATED IT WAS OK TO CROSS. SHE SAID THAT VEHICLE #1 FAILED TO STOP FOR THE SIGNAL AND STRUCK THE FRONT TIRE OF HER BIKE, CAUSING HER TO FALL TO THE ROADWAY. SHE SAID THAT HE SON WAS ABLE TO AVOID THE COLLISION.

THE DRIVER OF VEHICLE #1 WAS CITED FOR FAILURE TO STOP OF A RED LIGHT.

BIKE/PED CRASH REPORT # 23-1369

STREET Gurley St
X-STREET Sheldon St

DATE February 20, 2023
TIME 2:23pm
WEATHER Clear

CRASH SUMMARY

Pedestrian was running south in the west crosswalk crossing Gurley St attempting to get to the south side of the roadway. Crossing against the red signal. Pedestrian ran in front of V1 causing V1 to collide with Ped.

CITATION ISSUED 9-1--16F2

CITATION DEFINITION

Crossing against a red signal

BIKE/PED CITED X

REASON FOR CRASH

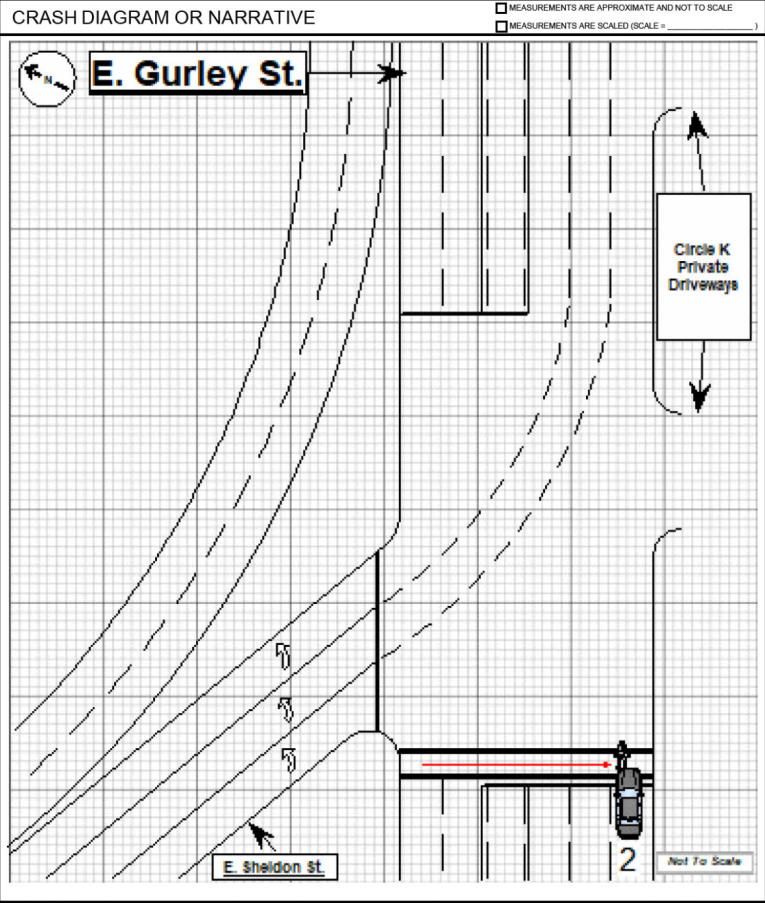
Pedestrian ran against a red signal and caused V1 to collide with him.

VEHICLE AT FAULT

REPORT LINK:

ACTION NEEDED OR TAKEN

	Enforcement
	Engineering/Infrastructure
X	Education



CRASH DIAGRAM OR NARRATIVE

MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE
MEASUREMENTS ARE SCALED (SCALE =)

ON 02/20/2023 AT APPROXIMATELY 1443 HOURS, VEHICLE TWO WAS DRIVING EASTBOUND ON E. GURLEY STREET IN THE NUMBER 3 LANE, APPROACHING THE INTERSECTION OF E. SHELDON STREET. PEDESTRIAN [REDACTED] WAS RUNNING SOUTH IN THE WEST CROSSWALK CROSSING GURLEY STREET ATTEMPTING TO GET TO THE SOUTH SIDE OF THE ROADWAY. [REDACTED] WAS CROSSING THE ROADWAY AGAINST THE RED SIGNAL WITH EAST AND WESTBOUND TRAFFIC HAVING THE RIGHT OF WAY.

AS VEHICLE ONE CONTINUED IN THE NUMBER THREE EASTBOUND LANE IN HER LOW PROFILE VEHICLE, [REDACTED] RAN IN FRONT OF HER VEHICLE CAUSING HER TO COLLIDE WITH HIM. POST COLLISION, [REDACTED] FELL TO THE GROUND AND THEN GOT UP. EVERYONE WENT INTO THE PARKING LOT OF 1245 E GURLEY STREET AND WAITED FOR POLICE.

THERE WAS MINOR DAMAGE TO VEHICLE TWO, AND DRIVER TWO WAS NOT HARMED. [REDACTED] SUSTAINED MINOR SCRAPES AND BRUISING, AND REFUSED MEDICAL ATTENTION AT THE SCENE.

[REDACTED] WAS ISSUED A CITATION FOR VIOLATING PRESCOTT CITY CODE 9-1-16F2, CROSSING AGAINST A RED SIGNAL.

NFI

BIKE/PED CRASH REPORT # 23-2327

STREET Schemmer Dr
X-STREET Miller Valley Rd

DATE March 27, 2023
TIME 1:15Pm
WEATHER Clear

CRASH SUMMARY
Vehicle2 was stopped at Schemmer Dr at Miller Valley Rd in the right turn only lane. V2 started pulling forward to make the right and bicyclist collided with front right corner of V2. Bike was an Ebike going northbound on sidewalk opposite flow of traffic.

VEHICLE AT FAULT

REPORT LINK:

ACTION NEEDED OR TAKEN

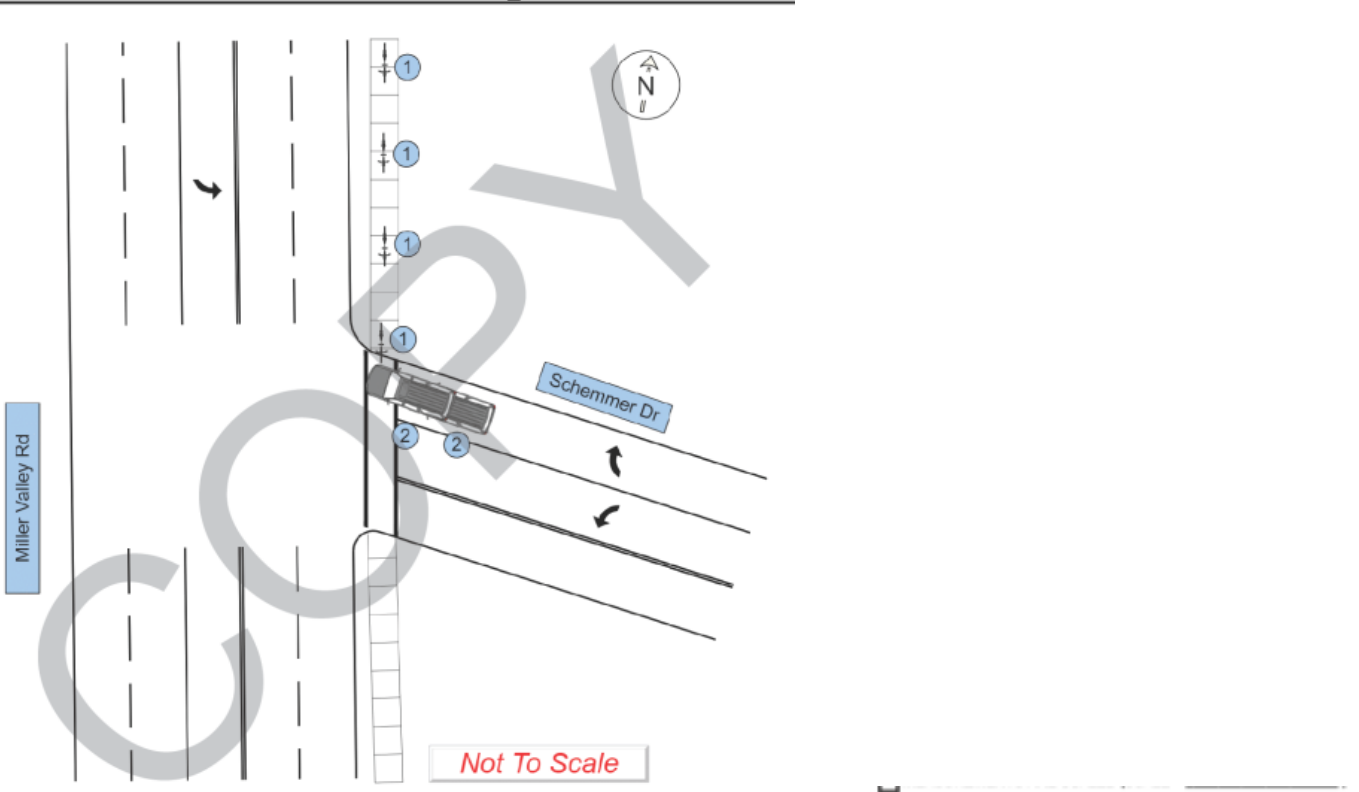
CITATION ISSUED

CITATION DEFINITION

BIKE/PED CITED

REASON FOR CRASH
The Ebike was going opposite the flow of traffic on the sidewalk.

	Enforcement
	Engineering/Infrastructure
X	Education



ON 03/27/2023 AT APPROXIMATELY 1315 HOURS, VEHICLE #2 WAS STOPPED ON SCHEMMER DR AT MILLER VALLEY RD IN THE RIGHT TURN ONLY LANE. VEHICLE #2 JUST STARTED TO PULLED FORWARD TO MAKE A RIGHT ON RED, AND A BICYCLIST (UNIT #1) COLLIDED WITH THE FRONT RIGHT CORNER OF VEHICLE #2. UNIT #1 HAD BEEN RIDING A ELECTRIC BIKE NORTH BOUND ON THE SIDEWALK, OPPOSITE OF THE FLOW OF TRAFFIC.

UNIT #1 WAS TRANSPORTED TO YAVAPAI REGIONAL MEDICAL CENTER FOR A COMPLAINT OF AN INJURY TO HIS RIGHT KNEE.

THE BICYCLE THAT UNIT #1 WAS RIDING SUSTAINED MINOR SCRATCHES AND DID NOT APPEAR TO BE DISABLED. THE BIKE WAS PLACED INTO PRESCOTT PD PROPERTY FOR SAFEKEEPING.

VEHICLE #2 SUSTAINED MINOR DAMAGE AND WAS NOT DISABLED. VEHICLE #2 WAS IMPOUNDED BY CUSTOM TOWING DUE TO DISPLAYING A FICTICIOUS PLATE, NO MANDATORY INSURANCE, AND NOT CURRENT REGISTRATION.

THE DRIVER OF VEHICLE #2 SAID THAT HE HAD STOPPED FOR THE RED LIGHT AT SCHEMMER DR AND MILLER VALLEY RD, AFTER EXITING THE POST OFFICE. HE SAID THAT TRAFFIC HAD CLEARED AND HE WAS LOOKING TO THE LEFT. HE SAID THAT HE STARTED TO PULL FORWARD SLIGHTLY TO PREPARE FOR A RIGHT ON A RED LIGHT, AND THE BICYCLIST COLLIDED WITH THE RIGHT FRONT CORNER OF HIS VEHICLE. HE SAID THAT THE BICYCLIST HAD BEEN RIDING NORTH ON MILLER VALLEY RD ON THE WEST SIDE OF THE ROADWAY.

WITNESS #1 SAID THAT HE WAS STOPPED DIRECTLY BEHIND VEHICLE #2. HE SAID THAT VEHICLE #2 HAD STOPPED FOR THE RED LIGHT, AND STARTED INCHING FORWARD. HE SAID THAT VEHICLE #2 STARTED TO GO FORWARD VERY SLOW AND HE SAW A BICYCLIST COLLIDE WITH VEHICLE #2. HE SAID THAT HE DID NOT SEE THE BIKE COMING.

WITNESS #2 SAID THAT HE WAS ON MILLER VALLEY RD, JUST ON THE NORTH SIDE OF THE INTERSECTION, AND HE WAS IN THE NUMBER #2 LANE. HE SAID THAT HE SAW VEHICLE #2 STOPPED AT THE LIGHT, JUST START FORWARD, AND THE BICYCLIST COLLIDED WITH VEHICLE #2. HE SAID THAT THE BICYCLIST WAS RIDING ON THE SIDEWALK.

THE DRIVER OF VEHICLE #2 WAS CITED FOR KNOWINGLY DISPLAYING A FICTICIOUS PLATE, NO MANDATORY INSURANCE, AND NO CURRENT REGISTRATION.

BIKE/PED CRASH REPORT #	23-2856
-------------------------	---------

STREET	E Gurley St
X-STREET	E Sheldon St

DATE	April 13, 2023
TIME	8:16pm
WEATHER	Clear

CRASH SUMMARY
Pedestrian was struck but because of intoxication, cannot remember where it happened or which vehicle it was. The vehicle was a hit and run. It is unsure who is at fault.

VEHICLE AT FAULT	
------------------	--

REPORT LINK:

ACTION NEEDED OR TAKEN

CITATION ISSUED	
-----------------	--

CITATION DEFINITION

BIKE/PED CITED	
----------------	--

REASON FOR CRASH
Unsure because of it being a hit and run and the pedestrian being intoxicated.

	Enforcement
	Engineering/Infrastructure
X	Education

ON 04/13/2023 AT APPROXIMATELY 2016 HOURS, I RESPONDED TO CIRCLE K LOCATED AT 1245 E GURLEY IN REFERENCE TO A HIT-AND-RUN COLLISION. DISPATCH ADVISED ME A PEDESTRIAN WAS RUN OVER BY VEHICLE 1 AND MADE IT INSIDE CIRCLE K. DISPATCH ADVISED ME THE PEDESTRIAN REPORTED HE SUSTAINED INJURIES ON HIT FOOT AND STATED VEHICLE 1 WAS EITHER A GRAY SEDAN OR A GRAY PICKUP.

I RESPONDED TO THE SCENE AND CONTACTED THE PEDESTRIAN OUTSIDE CIRCLE K. I ASKED THE PEDESTRIAN WHAT HAPPENED, AND HE STATED VEHICLE 1 RAN HIM OVER. I ASKED THE PEDESTRIAN WHERE HE WAS RUN OVER. THE PEDESTRIAN STATED HE COULD NOT REMEMBER ANY DETAILS BECAUSE HE WAS INTOXICATED. I ASKED THE PEDESTRIAN IF IT OCCURRED INSIDE OR OUTSIDE THE CIRCLE K PARKING LOT. THE PEDESTRIAN STATED HE DID NOT REMEMBER. I ASKED THE PEDESTRIAN WHAT THE VEHICLE LOOKED LIKE. THE PEDESTRIAN STATED THE VEHICLE WAS EITHER A GRAY SEDAN OR A GRAY PICKUP. I ASKED THE PEDESTRIAN IF THE VEHICLE HAD ANY OTHER DISTINGUISHING FEATURES. THE PEDESTRIAN AGAIN STATED HE DID NOT REMEMBER.

PRESCOTT FIRE DEPARTMENT ENGINE 72, C SHIFT PERSONNEL RESPONDED TO THE SCENE AND SPOKE WITH THE PEDESTRIAN. THE PEDESTRIAN SHOWED US HIS INJURIES UPON REQUEST, AND I OBSERVED A LARGE ABRASION ON HIS RIGHT SHIN ABOVE HIS ANKLE. I OBSERVED THE PATTERN OF THE ABRASION APPEARED SIMILAR TO A TIRE TREAD. I TOOK PHOTOGRAPHS OF THE INJURY WITH MY PATROL PHONE AND LATER UPLOADED THE PHOTOGRAPHS THROUGH AXON. THE PEDESTRIAN DECLINED MEDICAL AID, AND FIRE DEPARTMENT PERSONNEL DEPARTED THE SCENE. THE PEDESTRIAN WAS THEN PICKED UP AND LEFT THE SCENE WITH A THIRD PARTY.

THE NEXT DAY, 04/14/2023, I WATCHED VIDEO SURVEILLANCE FOOTAGE AT CIRCLE K. I OBSERVED THE PEDESTRIAN APPROACHED THE CIRCLE K PARKING LOT FROM THE EAST AND APPEARED TO BE LIMPING. I OBSERVED THE PEDESTRIAN THEN ENTERED CIRCLE K. THE CIRCLE K CLERK INFORMED ME THE PEDESTRIAN TOLD HER HE WAS STRUCK IN THE AREA OF KOKO GRILL, 1297 E GURLEY ST. THE CIRCLE K CLERK ALSO INFORMED ME THE PEDESTRIAN TOLD HER HE WAS STAYING AT THE BEST WESTERN PRESCOTTONIAN HOTEL, 1317 E GURLEY ST.

I WALKED TO KOKO GRILL AND ASKED THE STAFF IF THEY HAD ANY VIDEO FOOTAGE AVAILABLE. THE KOKO GRILL STAFF INFORMED ME THEY DID NOT HAVE ANY CAMERAS WHICH WERE DIRECTED TOWARD THE STREET OR

SIDEWALK. I THEN DROVE TO THE BEST WESTERN PRESCOTTONIAN AND WATCHED THEIR VIDEO SURVEILLANCE FOOTAGE. THE QUALITY OF THE FOOTAGE WAS POOR, AND THE FOOTAGE SKIPPED OVER SEVERAL MINUTES DURING THE TIME PERIOD OF THE INCIDENT. I DID NOT OBSERVE ANYTHING SIGNIFICANT IN THE HOTEL SURVEILLANCE FOOTAGE.

I ATTEMPTED TO CONTACT THE PEDESTRIAN SEVERAL MORE TIMES USING MY PATROL PHONE FOR FOLLOW-UP, BUT HE DID NOT ANSWER MY CALLS. I ASKED THE BEST WESTERN PRESCOTTONIAN MANAGER IF THEY HAD ANY RECORD OF THE PEDESTRIAN IN THEIR GUEST LOG. THE MANAGER INFORMED ME NOBODY WITH THE PEDESTRIAN'S NAME WAS STAYING AT THE HOTEL.

AT THIS TIME, NO INFORMATION IS AVAILABLE TO CLEARLY INDICATE WHERE, WHEN, AND HOW THIS INCIDENT OCCURRED. THE HIT-AND-RUN DRIVER AND VEHICLE HAVE NOT BEEN IDENTIFIED.

NOTHING FURTHER TO REPORT.

BIKE/PED CRASH REPORT # 23-4170

STREET W Aubrey St
X-STREET S Montezuma St

DATE May 26, 2023
TIME 11:01am
WEATHER Clear

CRASH SUMMARY
Bicyclist was travelling downhill on the sidewalk on west side of Montezuma. He was going NB approaching Aubrey. He tried to apply his brakes as he was coming to an interesection. They failed and he collided with the driver door of V2.

VEHICLE AT FAULT

REPORT LINK:

ACTION NEEDED OR TAKEN

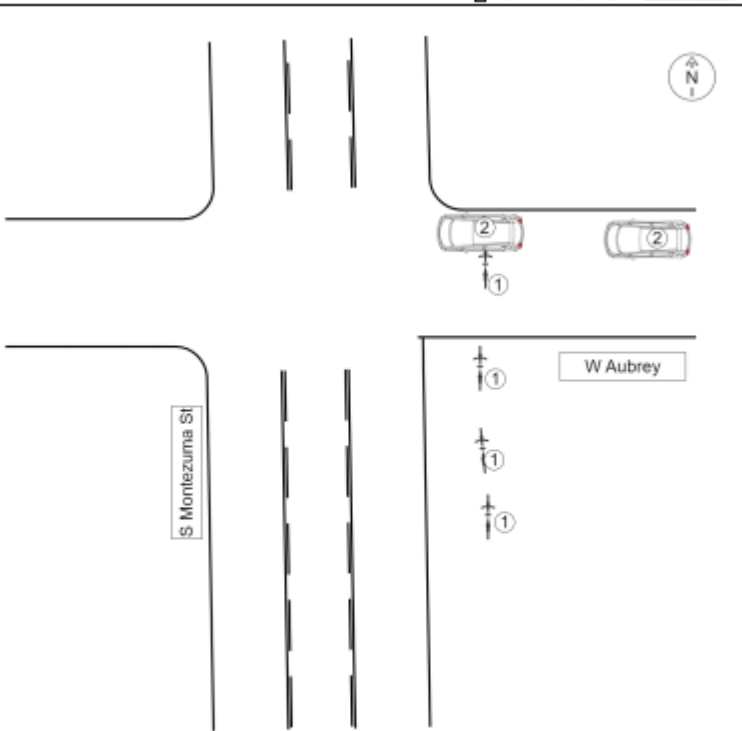
CITATION ISSUED

CITATION DEFINITION

BIKE/PED CITED

REASON FOR CRASH
Bicyclist collided with a vehicle coming up to a stop at an interesection.

	Enforcement
	Engineering/Infrastructure
X	Education



I WAS DISPATCHED TO ASSIST THE FIRE DEPT. UPON ARRIVING I FOUND V-2 STOPPED IN THE STREET, ON AUBREY JUST WEST OF MONTIZUMA ST. P-1 AND OTHERS WERE ON THE SIDEWALK AREA ON THE N/W CORNER OF THE INTERSECTION. D-2 WAS IDENTIFIED BY HER ARIZONA DRIVERS LICENSE. P-1 VERBALLY IDENTIFIED HIMSELF TO ME.

██████████ TOLD ME HE WAS RIDING HIS BICYCLE ON THE SIDEWALK ON THE WEST SIDE OF MONTIEZUMA ST. HE WAS NORTHBOUND AND APPROACHING AUBREY ST. HE WASN'T SURE HOW FAST HE WAS TRAVELING, BUT THE STREET IS SLIGHTLY DOWNHILL AT THAT POINT. HE WAS GOING TO CONTINUE NORTH ON THE SIDEWALK AND BEGAN TO CROSS AUBREY ST. HE SAW V-2 W/B ON AUBREY APPROACHING MONTEZUMA ST. HE TRIED TO BRAKE, BUT HIS BRAKES DIDN'T WORK. HE STRUCK THE LEFT REAR PASSENGER DOOR OF V-2. UPON IMPACT HE WAS THROWN FORWARD, STRIKING HIS HEAD ON THE PASSENGER DOOR WINDOW. HE WAS WEARING HIS HELMET.

D-2 ██████████ SAID THAT SHE WAS W/B ON AUBREY ST APPROACHING THE STOP SIGN AT MONTEZUMA ST. SHE WAS DRIVING LESS THEN 10 MPH, AS SHE WAS SLOWING IN ORDER TO STOP AT THE STOP SIGN. SHE SAW P-1 N/B ON THE SIDEWALK AT A FAIR RATE OF SPEED. P-1 ENTERED THE I/S AND STRUCK THE DRIVER'S SIDE OF HER VEHICLE. SHE IMMEDIATELY GOT OUT AND RENDERED AID TO P-1.

WIT 1 ██████████ SAID THAT HE WAS ALSO RIDING HIS BICYCLE NORTH ON THE SIDEWALK. HE WAS SLIGHTLY BEHIND P-1. AS THEY APPROACHED AUBREY HE SAW V-1 COMING TO A STOP AT MONTEZUMA ST. P-1 WAS UNABLE TO AVOID STRIKING THE DRIVER'S SIDE REAR DOOR. W-1 WAS ABLE TO SLOW ENOUGH TO AVOID COLLIDING WITH V-2.

P-1 COMPLAINED OF PAIN TO HIS RIGHT EAR AND HEAD. HE WAS TREATED AT THE SCENE BY PFD PERSONNEL. P-1 GUARDIAN (JULIA ██████████ AN 7-10-72 PH: ██████████) ARRIVED AT THE SCENE AND SPOKE TO FIRE PERSONNEL. P-1 DID NOT NEED TO BE TRANSPORTED VIA AMBULANCE. WILDMAN SAID THAT HE WOULD TAKE P-1 TO THE HOSPITAL TO BE CHECKED OUT.

V-2 SUSTAINED MINOR DAMAGE TO THE DRIVER'S SIDE REAR PASSENGER DOOR AND THE WINDOW WAS SHATTERED.

BIKE/PED CRASH REPORT #	23-4422
-------------------------	---------

STREET	Willow Creek Rd
X-STREET	Pinon Oak Dr

DATE	June 3, 2023
TIME	10:01am
WEATHER	Clear

CRASH SUMMARY
Electric Bike and Motorcycle were both traveling in the same direction. The bicycle attempted to cross Willow Creek/make a U-turn. The bike got in front of the motorcycle and caused the collision.

VEHICLE AT FAULT	
------------------	--

REPORT LINK:

ACTION NEEDED OR TAKEN

CITATION ISSUED	
-----------------	--

CITATION DEFINITION

BIKE/PED CITED	
----------------	--

REASON FOR CRASH

	Enforcement
	Engineering/Infrastructure
X	Education

SYNOPSIS:

ON 06/03/2023 AT APPROXIMATELY 1001 HOURS, A BICYCLIST, [REDACTED], WHO HAD BEEN TRAVELING NORTH BOUND ON WILLOW CREEK RD ON THE SHOULDER, MADE A U-TURN JUST SOUTH OF PINION OAKS DR, AND COLLIDED WITH MOTORCYCLE. THE MOTORCYCLE, WHICH WAS BEING OPERATED BY [REDACTED], WAS NORTH BOUND ON WILLOW CREEK RD, JUST CHANGED LANES FROM THE #1 LANE TO THE LEFT TURN LANE FOR PINION OAKS WHEN THE BICYCLIST TURNED IN FRONT OF THE MOTORCYCLE. [REDACTED] WAS TRANSPORTED TO YAVAPAI REGIONAL MEDICAL CENTER BY LIFELINE AMBULANCE, AND THEN AIR LIFTED TO ST JOSEPH HOSPITAL BY NATIVE AIR. DON RICKERSON WAS FLOWN FROM THE SCENE BY NATIVE AIR TO DEER VALLEY HONOR HEALTH.

LOCATION:

WILLOW CREEK RD AT PINION OAKS DR IS A 5 LANE ASPHALT ROADWAY. WILLOW CREEK ROAD TRAVELS SOUTH TO NORTH AND PINION OAKS "T" INTERSECTS WITH WILLOW CREEK RD, AND RUNS EAST TO WEST. WILLOW CREEK ROAD HAS TWO LANES RUNNING IN EACH DIRECTION WITH A LEFT TURN ONLY LANE TO TURN WEST ONTO PINION OAKS DR. PINION OAKS IS A ONE LANE IN EACH DIRECTION, AND IS CONTROLLED WITH A STOP SIGN TO ENTER ONTO WILLOW CREEK RD. THE ROADWAY IS FAIRLY LEVEL AT THIS INTERSECTION.

WEATHER:

THE WEATHER INFORMATION AT THE TIME OF THE INCIDENT WAS OBTAINED FROM INTERNET WEATHER HISTORY DATA. THE TEMPERATURE WAS 79 DEGREES, WIND FROM THE SSE AT 12MPH, FAIR WEATHER CONDITION, NO PRECIPITATION, AND MOSTLY SUNNY.

INJURIES: [REDACTED] SUSTAINED SERIOUS INJURIES AS A RESULT OF THE COLLISION. HE WAS NOT WEARING A HELMET AND SUSTAINED SERIOUS HEAD TRAUMA AND WELL AS MULTIPLE ABRASIONS TO HIS BODY. HE WAS GROUND TRANSPORTED TO YAVAPAI REGIONAL MEDICAL CENTER BY LIFELINE AMBULANCE AND THEN AIR LIFTED TO DEER VALLEY HONOR HEALTH, WHERE HE WAS ADMITTED INTO THE INTENSIVE CARE UNIT IN CRITICAL CONDITION.

[REDACTED] ON SUSTAINED SERIOUS INJURIES AS A RESULT OF THIS COLLISION. HE WAS NOT WEARING A HELMET AND SUSTAINED SERIOUS HEAD TRAUMA AS WELL AS MULTIPLE ABRASIONS. HE WAS FLOWN FROM THE SCENE TO ST JOSEPH'S HOSPITAL, WHERE HE WAS ADMITTED INTO THE INTENSIVE CARE UNIT IN CRITICAL CONDITION.

WITNESSES:

WITNESS #1 SAID THAT HE WAS SOUTH OF THE COLLISION WHEN IT TOOK PLACE. HE SAID THAT HE WAS TRAVELING NORTH BOUND AND OBSERVED THE MOTORCYCLE (UNIT #1) IN FRONT OF HIM, SLOW AND SWITCH LANES FROM THE LEFT LANE INTO THE LEFT TURN ONLY LANE. HE SAID THAT HE OBSERVED THE BICYCLIST TURN LEFT FROM THE RIGHT LANE DIRECTLY IN FRONT OF THE MOTORCYCLE. HE SAID THAT HE ESTIMATED THE MOTORCYCLE'S SPEED AT AROUND 35 TO 40MPH,

AND THAT THE MOTORCYCLE HAD JUST STARTED TO SLOW DOWN. HE SAID THAT WHEN THE BICYCLIST AND THE MOTORCYCLE COLLIDED THE BICYCLIST WENT OVER THE HANDLE BARS AND HIT THE GROUND.

WITNESS #2 HAD THE SAME ACCOUNT OF EVENTS AS WITNESS #1. WITNESS #1 AND WITNESS #2 HAD SPOKEN WITH S. OWENS #511, AND THIS INFORMATION WAS RELAYED TO ME.

I CALLED AND SPOKE WITH WITNESS #3. WITNESS #3 SAID THAT HE WAS TRAVELING NORTH BOUND AND HAD JUST PASSED THE BICYCLIST, WHO WAS ON THE NORTH BOUND SHOULDER. HE SAID THAT WHEN HE PASSED THE BICYCLIST, THE BICYCLIST WAS STOPPED, AND APPEARED TO BE WAITING FOR SOMETHING. HE SAID THAT JUST AFTER HE PASSED THE BICYCLIST, HER LOOKED IN HIS MIRROR, AND SAW THE BICYCLIST TURN CROSSING WILLOW CREEK. HE SAID THAT HE LOOKED IN HIS OTHER MIRROR AND SAW A MOTORCYCLIST ATTEMPT TO AVOID THE BICYCLIST BY TURNING INTO THE MEDIAN, AND WAS UNABLE TO AVOID THE COLLISION. HE SAID THAT WHEN THE BICYCLIST TURNED IN FRONT OF THE MOTORCYCLE, THE MOTORCYCLIST HAD NO TIME TO AVOID THE COLLISION. HE STATED THAT THE MOTORCYCLE WAS NOT SPEEDING, AND THAT THE MOTORCYCLE HAD BEEN BEHIND HIM FOR SOME TIME.

VEHICLE INFORMATION:

[REDACTED] WAS RIDING AN ELECTRIC MOUNTAIN BIKE. THE BIKE SUSTAINED HEAVY DAMAGE. BOTH WHEELS WERE BENT, THE HANDLE BARS WERE BENT, AND THE FRAME WAS BROKEN. THE BIKE WAS STORED AT THE PRESCOTT POLICE DEPARTMENT OFF SITE STORAGE.

[REDACTED] WAS OPERATING A BLACK 2013 HARLEY DAVIDSON 1200XL. THE MOTORCYCLE SUSTAINED MODERATE DAMAGE TO THE LEFT SIDE. THE MOTORCYCLE WAS TOWED FROM THE SCENE BY TRI CITY TOWING AND STORED AT TRI CITY TOW YARD.

NOTIFICATION:

OFFICER DOTY MADE CONTACT WITH A FAMILY MEMBER OF [REDACTED] AND THE FAMILY MEMBER WAS ADVISED OF THE INCIDENT; SEE OFFICER DOTY'S SUPPLEMENT FOR FURTHER INFORMATION.

ON 06/03/2023 AT APPROXIMATELY 1535 HOURS, I SPOKE WITH TORI BLEHER, THE DAUGHTER OF [REDACTED]. SHE WAS ADVISED THAT HER FATHER WAS AT DEER VALLEY HONOR HEALTH, AND THE CIRCUMSTANCES OF THE COLLISION. SHE SAID THAT SHE WOULD CONTACT ME WITH ANY CHANGES TO HER FATHERS CONDITION.

SPEED ESTIMATES:

OFFICER DOTY MEASURED THE SKID LEFT BY THE MOTORCYCLE, AND FROM THE BEGINNING TO THE PLACE OF REST WAS 120 FEET. THE DRAG FACTOR OF A MOTORCYCLE ON IT'S SIDE IS .45. USING THE CALCULATION OF THE SQUARE ROOT OF (30X120X.45) = 40.24MPH. THE POSTED SPEED ON THIS

BIKE/PED CRASH REPORT #	23-4878
-------------------------	---------

STREET	N Montezuma St
X-STREET	E Merritt St

DATE	June 17, 2023
TIME	2:40am
WEATHER	Clear

CRASH SUMMARY
Hit and Run collision of a pedestrian in the crosswalk with the right of way crosswalk indicator light on. Driver of vehicle has not been found to be contacted

VEHICLE AT FAULT	X
------------------	---

REPORT LINK:

ACTION NEEDED OR TAKEN
Police need to find the driver of vehicle 1.

CITATION ISSUED	
-----------------	--

CITATION DEFINITION

BIKE/PED CITED	
----------------	--

REASON FOR CRASH
Driver failed to yield to right of way of pedestrian that was in a marked crosswalk with the indicator light on.

X	Enforcement
	Engineering/Infrastructure
	Education

ON 06/17/2023 AT APPROXIMATELY 0258 HOURS, I WAS DISPATCHED TO YAVAPAI REGIONAL MEDICAL CENTER LOCATED AT 1003 WILLOW CREEK RD FOR A REPORT OF A MALE SUBJECT WHO WAS IN THE EMERGENCY ROOM WHO STATED HE SUSTAINED INJURY AFTER HE WAS STRUCK BY A VEHICLE AS HE WAS ATTEMPTING TO CROSS A CROSSWALK NEAR N MONTEZUMA ST/ E MERRITT ST. I RESPONDED TO YRMC WEST AND SPOKE WITH THE VICTIM.

I IDENTIFIED THE VICTIM AS [REDACTED] WITH HIS AZ DRVIER'S LICENSE. UPON SPEAKING WITH [REDACTED] HE STATED AT APPROXIMATELY 0240 HOURS, HE WAS ON THE WEST SIDE OF THE SIDEWALK ON N MONTEZUMA ST NEAR E MERRITT ST. [REDACTED] STATED AS HE WAS WALKING NORTHBOUND ON THE SIDEWALK NEAR THE INTERSECTION, THE CROSSWALK INDICATOR WAS INDICATING THAT IT WAS SAFE FOR HIM TO USE THE CROSSWALK. [REDACTED] STATED HE TOOK TWO-THREE STEPS OFF OF THE SIDEWALK INTO THE MARKED CROSSWALK SECTION OF THE INTERSECTION AND HE WAS STRUCK BY A SILVER-COLORED FOUR DOOR SEDAN. [REDACTED] STATED HE WAS STRUCK BY THE VEHICLE AS THE VEHICLE FAILED TO YEILD AND TURNS SOUTHBOUND ONTO N MONTEZUMA ST FROM MERRITT ST. [REDACTED] STATED HE WAS STRUCK BY THE VEHICLE NEAR HIS RIGHT HIP, RIGHT KNEE AND HE ALSO FELL BACK ONTO HIS RIGHT SHOULDER AND BACK AS A RESULT OF BEING STRUCK BY THE VEHICLE. [REDACTED] STATED HE WAS LYING ON THE GROUND FOR APPROXIMATELY THIRTY SECONDS- ONE MINUTE AND THE VEHICLE DID NOT STOP OR PULL OVER. BUT THAT IT KEPT TRAVELING SOUTHBOUND ON NORTH MONTEZUMA ST. [REDACTED] STATED HE WAS UNABLE TO DESCRIBE THE MAKE, MODEL, OR LICENSE PLATE NUMBER ASSOCIATED TO THE VEHICLE. [REDACTED] ALSO STATED HE WAS UNABLE TO SEE HOW MANY OCCUPANTS WERE IN THE VEHICLE AND IF IT WAS A MALE OR FEMALE OPERATING THE VEHICLE. [REDACTED] STATED AFTER THIRTY SECONDS- ONE MINUTE PASSED, HE STOOD UP AND WALKED TO YRMC WEST IN ORDER TO SEEK MEDICAL TREATMENT AS HE BELIEVED HE DISLOCATED HIS RIGHT SHOULDER AND HAD PAIN IN HIS HIP AND KNEE.

WHILE I WAS SPEAKING WITH [REDACTED] AT YRMC WEST, HE STATED HE WAS INFORMED BY A SECURITY GUARD FROM YRMC THAT HE SAW A SUSPICIOUS PERSON IN A SIMILAR VEHICLE PARKED OUTSIDE JUST AFTER ZACHARY STATED HE WAS HIT. I IDENTIFIED THE SECURITY GUARD AS [REDACTED] WITH THE INFORMATION HE PROVIDED. [REDACTED] STATED HE WAS A SECURITY GUARD ON SHIFT FOR THE NIGHT AND AT APPROXIMATELY 0244 HOURS, A SILVER-COLORED FOUR DOOR SEDAN PULLED INTO A SECTION OF THE YRMC WEST PARKING LOT OFF OF WILLOW CREEK RD. [REDACTED] STATED HE OBSERVED THE VEHICLE PARK ON THE SECURITY CAMERA THAT WAS POINTING AT THE VEHICLE.

[REDACTED] STATED HE SAW A MALE SUBJECT GET OUT OF THE DRIVER SEAT AND WALK AROUND AS HE APPEARED TO BE INSPECTING HIS VEHICLE. [REDACTED] STATED HE EXITED THE BUILDING HE WAS IN AND WALKED TOWARD THE MALE SUBJECT AS HE WAS INSPECTING THE VEHICLE. [REDACTED] STATED AS HE APPROACHED THE VEHICLE AND WAS APPROXIMATELY FIFTY FEET AWAY, THE MALE SUBJECT GOT BACK INTO THE DRIVER SEAT OF THE VEHICLE AND DROVE AWAY IN A FAST MANNER. [REDACTED] STATED THE VEHICLE WAS LAST SEEN HEADING SOUTHBOUND ON WILLOW CREEK RD TOWARD MILLER VALLEY RD AT APPROXIMATELY 0246 HOURS. [REDACTED] SHOWED ME THE RECORDED SECURITY CAMERA FOOTAGE AND I OBSERVED WHAT NICHOLAS STATED. I VISUALLY OBSERVED A SILVER-COLORED FOUR DOOR SEDAN THAT WAS PARKED IN A PARKING LOT SECTION OF YRMC WEST OFF OF WILLOW CREEK RD. I VISUALLY OBSERVED WHAT APPEARED TO BE A WHITE MALE WHO WAS WEARING A RED-COLORED JACKET AND BLACK-COLORED PANTS. I VISUALLY OBSERVED THE MALE EXIT THE VEHICLE AND WALK AROUND AS HE APPEARED TO HAVE BEEN INSPECTING THE VEHICLE.

[REDACTED] STATED HE WAS NOT ABLE TO CONTACT THE DRIVER OF THE VEHICLE AS HE DROVE AWAY BEFORE HE COULD GET CLOSE ENOUGH TO SPEAK TO HIM. NICHOLAS WAS UNABLE TO SEE THE MAKE, MODEL OR LICENSE PLATE ASSOCIATED TO THE VEHICLE AND THE SECURITY CAMERA WAS UNABLE TO CATCH THE SAME INFORMATION.

AT THE TIME OF THIS REPORT, THE SUSPECT IS UNKNOWN. IT IS UNKNOWN IF THE SUSPECT AND THE MALE SUBJECT WHO PARKED AT YRMC WEST ARE THE SAME PERSON OR RELATED. THERE IS NO FURTHER INFORMATION AT THIS TIME IN REGARDS TO THE SUSPECT.

[REDACTED] SUSTAINED INJURIES AS A RESULT OF THE HIT AND RUN COLLISION AND HE WAS STILL IN THE PROCESS OF RECEIVING MEDICAL EVALUATION WHEN I CONTACTED HIM.

NO FURTHER INFORMATION.

BIKE/PED CRASH REPORT #	23-5655
-------------------------	---------

STREET	Willow Creek Rd
X-STREET	Flora St

DATE	July 10, 2023
TIME	7:01pm
WEATHER	Clear

CRASH SUMMARY
Pedestrian was attempting to cross Rosser at the Flora intersection. V1 was not speeding, distracted, or impaired.

VEHICLE AT FAULT	
------------------	--

REPORT LINK:

ACTION NEEDED OR TAKEN
We might want to look into whether that privacy fence can be an issue with limited sight visibility.

CITATION ISSUED	None
-----------------	------

CITATION DEFINITION

BIKE/PED CITED	
----------------	--

REASON FOR CRASH
Pedestrian crossed Rosser in front of a car and might have not seen it possibly due to limited sight visibility due to a privacy fence on the south side

	Enforcement
X	Engineering/Infrastructure
	Education



ON 07/10/23 AT 1901 HOURS OFFICER RESPONDED TO THE AREA OF WILLOW CREEK RD. AND FLORA ST. REFERENCE A PEDESTRIAN VS. VEHICLE COLLISION. THE INTERSECTION OF WILLOW CREEK RD. AND FLORA ST. IS A NON CONTROLLED INTERSECTION. THERE ARE NO CROSSWALKS TO CROSS WILLOW CREEK RD. AND THERE IS NO LIGHTED SIGNALS FOR PEDESTRIANS TO USE TO CROSS WILLOW CREEK. APPROXIMATELY 300 FEET NORTH OF THIS INTERSECTION IS ROSSER ST. WHICH IS A LIGHTED INTERSECTION WITH CROSSWALKS FOR PEDESTRIAN USE.

WHILE EN ROUTE TO THE LOCATION OFFICERS WERE ADVISED THAT A YOUNGER MALE WAS LYING IN WILLOW CREEK RD. AND A GRAY HYUNDAI ACCENT WAS ON SCENE WITH A FEMALE DRIVER. THEY STATED THE MALE WAS BLEEDING FROM A HEAD INJURY.

WHEN OFFICERS ARRIVED TO THE LOCATION THEY OBSERVED A YOUNGER MALE, LATER IDENTIFIED AS ██████████ FROM PAST ENCOUNTERS WITH THE MALE. THE MALE WAS UNCONSCIOUS AT THE TIME BUT BREATHING. THE MALE WAS LATER TAKEN BY AMBULANCE TO THE PAD AT YRMC WEST. THE MALE WAS THEN FLOWN TO ST. JOSEPH'S IN PHOENIX BY NATIVE AIR.

WHEN I ARRIVED ON SCENE, THE ROADWAY WAS SHUT DOWN COMPLETELY BY PATROL OFFICERS. I WAS ADVISED THAT THE FEMALE DRIVER INVOLVED IN THE INCIDENT WAS SEATED IN THE BACK SEAT OF A MARKED PATROL VEHICLE. I WENT TO THE VEHICLE AND SPOKE TO THE FEMALE INVOLVED.

THE FEMALE WAS IDENTIFIED BY HER AZ DRIVERS LICENSE AS ██████████. WHEN QUESTIONED AS TO WHAT HAD OCCURRED SHE STATED SHE HAD JUST WENT AND PICKED UP PIZZA AT PAPA JOHNS PIZZA LOCATED AT 1090 IRON SPRINGS RD. ██████████ THEN STATED SHE WENT OUT TO WILLOW CREEK RD. WHERE SHE TURNED NORTHBOUND. SHE STATED SHE WAS THEN STOPPED BY THE RED LIGHT AT GAIL GARDNER WAY.

██████████ STATED SHE WAS IN THE #2 NORTHBOUND LANE WAITING ON THE LIGHT TO CYCLE TO GREEN. WHEN THE LIGHT CHANGED TO GREEN ██████████ CONTINUED NORTHBOUND GETTING UP TO SPEED. ██████████ STATED SHE WAS ALMOST TO THE INTERSECTION OF FLORA ST. HEADED TOWARDS ROSSER ST. ON A GREEN LIGHT AT ROSSER ST. ██████████ DIDN'T REMEMBER ANY TRAFFIC AHEAD OF HER AT THE TIME. SHE STATED ALL OF SUDDEN THERE WAS SOMETHING THAT HIT HER VEHICLE'S WINDSHIELD BREAKING IT. SHE STATED SHE THEN REALIZED IT WAS A PERSON ON HER WINDSHIELD. THE DRIVER

STATED SHE SLAMMED ON HER BRAKES COMING TO A STOP. SHE STATED THE MALE ON THE WINDSHIELD WENT DOWN THE HOOD AND OFF ONTO THE ROADWAY ON THE DRIVER'S SIDE OF HER VEHICLE.

I ASKED ██████████ IF SHE HAD SEEN WHERE ██████████ HAD COME FROM. SHE STATED SHE DID NOT. SHE STATED HE WAS ALL OF SUDDEN ON HER VEHICLE. THROUGH THE COURSE OF THE INVESTIGATION IT APPEARS AS IF ██████████ WAS ATTEMPTING TO CROSS FROM EAST TO WEST ACROSS THE INTERSECTION OF WILLOW CREEK RD. AND FLORA ST. WHILE STANDING ON FLORA ST. NEAR THE INTERSECTION ON THE SOUTHEAST CORNER, THE VISIBILITY IS VERY LIMITED TO THE SOUTH DUE TO PRIVACY FENCE ON THE SOUTH SIDE, EAST OF WILLOW CREEK RD. WHILE ON SCENE SOMEONE MADE THE STATEMENT THAT THE MALE HAD RAN INTO THE ROADWAY, BUT NONE OF THAT WAS ABLE TO BE CONFIRMED WHETHER HE WALKED OR RAN INTO THE ROADWAY.

OFFICER BRAY HAD PAST DEALINGS WITH A MALE WHO LIVES ON THE NORTHEAST CORNER OF THE INTERSECTION AND WAS ABLE TO CONTACT HIM REFERENCE A VIDEO CAMERA IN HIS FRONT YARD. THE MALE ██████████ WAS ABLE TO WATCH VIDEO AND DID LOCATE THE CLEVERLY'S FEET IN THE VIDEO BY THE CAMERA POSITIONING. TRAVELING FROM EAST TO WEST TOWARDS WILLOW CREEK RD. HE STATED THE VIDEO WAS HARD TO SEE BUT HE COULD SEE THE VEHICLE WATTS WAS DRING, THEN ██████████ LYING ON THE GROUND ONCE ██████████ VEHICLE HAD STOPPED. HE PROVIDED A HARD DRIVE TO US THAT WILL LATER BE DOWN LOADED, VIEWED, AND THE VIDEO PLACED INTO EVIDENCE. THE HARD DRIVE IS CURRENTLY WITH DETECTIVE BRAZELL.

FROM THE POINT OF IMPACT TO THE POINT OF FINAL REST WAS APPROXIMATELY 39 FEET. ██████████ STATED SHE WAS TRAVELING AT 30 TO 35 MPH WHEN THE COLLISION OCCURRED. POSTED SPEED LIMIT IN THAT AREA IS 35 MPH. JUDGING BY THE DISTANCE SHE TRAVELED POST IMPACT SHE WAS NOT EXCEEDING THE POSTED SPEED LIMIT IF ANYTHING SHE WAS MUCH SLOWER THAN HER ESTIMATED SPEED OF 30 MPH TO 35 MPH. OFFICERS SEARCHED THE AREA BUT WERE UNABLE TO LOCATE ANY SKID MARKS OR TIRE IMPRESSIONS UP TO THE APPROXIMATE POINT OF IMPACT.

ALL OF ██████████ INFORMATION WAS COLLECTED AND I BEGAN TO FILL OUT AN ARIZONA CRASH REPORT. WHILE FILLING OUT THE INFORMATION FOR THE PARTIES INVOLVED I LEARNED THAT PATROL FIGURED OUT THE NAME FOR ██████████ FROM THAT POINT ALL OF HIS INFORMATION WAS LISTED TO THE CRASH REPORT AS WELL.

BIKE/PED CRASH REPORT #	23-6627
-------------------------	---------

STREET	E Gurley St
X-STREET	N Cortez St

DATE	August 9, 2023
TIME	5:57pm
WEATHER	Clear

CRASH SUMMARY
Pedestrian was crossing Gurley St. V1 was making a right hand turn from Gurley onto Cortez and did not see pedestrian in the crosswalk.

VEHICLE AT FAULT	x
------------------	---

REPORT LINK:

ACTION NEEDED OR TAKEN

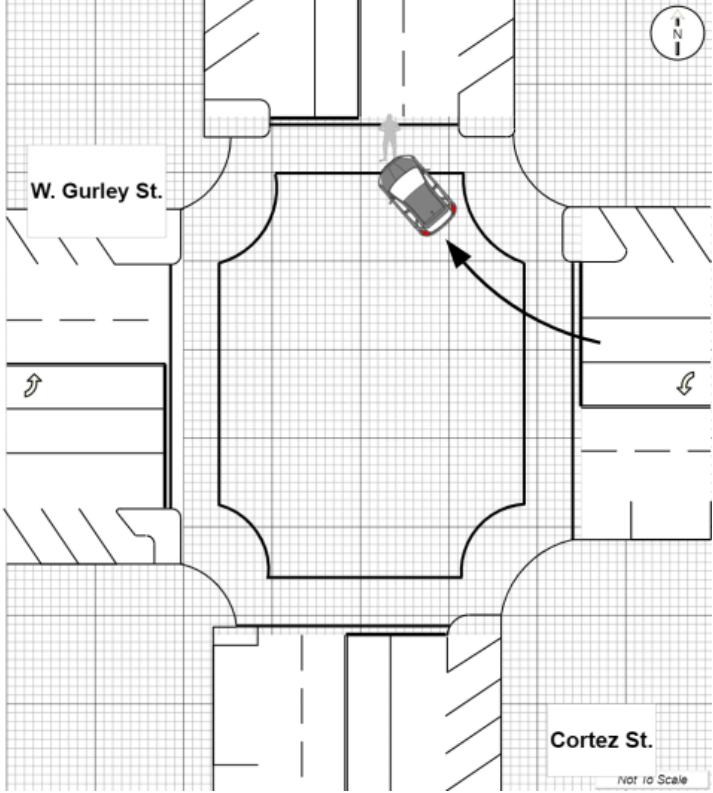
CITATION ISSUED	28-792A
-----------------	---------

CITATION DEFINITION
Not yielding to a pedestrian in a crosswalk

BIKE/PED CITED	
----------------	--

REASON FOR CRASH
Vehicle failed to yield to right of way of pedestrian in a marked crosswalk.

	Enforcement
	Engineering/Infrastructure
X	Education



ON 08/09/2023 AT APPROXIMATELY 1757 HRS V1 WAS MADE A RIGHT TURN FROM GURLEY STREET ONTO N CORTEZ STREET, FAILING TO YIELD TO A PEDESTRIAN THAT WAS WALKING FROM WEST TO EAST ACROSS THE INTERSECTION IN A MARKED CROSS WALK. V1 STRUCK THE PEDESTRIAN CAUSING INJURIES TO THE PEDESTRIAN.

V1 OPERATOR, [REDACTED], STATED THAT SHE DID NOT SEE THE PEDESTRIAN. I NOTED A LARGE PLACARD HANGING FROM HER REAR VIEW MIRROR WHICH COULD HAVE OBSTRUCTED HER VIEW. ADDITIONALLY. THE IMPACT POINT WAS LOCATED AT THE CENTER OF THE VEHICLES FRONT HOOD AS INDICATED BY A DENT AND WIPED AWAY DUST.

PEDESTRIAN [REDACTED] STATED THAT HE WAS WALKING ACROSS THE CROSSWALK WHEN HE WAS SUDDENLY STRUCK. HE SUFFERED MINOR INJURIES, TO INCLUDE A HEAD INJURY THAT HE WAS TAKEN TO THE HOSPITAL FOR.

WITNESS [REDACTED] WAS STOPPED ON NB CORTEZ ST. AT A RED LIGHT, EAST AND WEST GURLEY HAD THE GREEN LIGHT. HE WATCHED AS THE PEDESTRIAN WALKED ACROSS THE CROSSWALK AND V1 TURNED INTO HIM.

V1 OPERATOR WAS CITED FOR NOT YIELDING TO A PEDESTRIAN IN THE CROSSWALK.

NFI

BIKE/PED CRASH REPORT #	23-7110
-------------------------	---------

STREET	Plaza Dr
X-STREET	Plaza Ct

DATE	August 24, 2023
TIME	7:02pm
WEATHER	Clear

CITATION ISSUED	28-774
-----------------	--------

CITATION DEFINITION
Failing to yield to the right of way to the bicyclist

BIKE/PED CITED	
----------------	--

CRASH SUMMARY
Bicycle rider was traveling northwest on Plaza Dr approaching the intersection. V1 was pulling out of the private drive and pulled in front of the bicycle causing it to collide with V1

REASON FOR CRASH
Driver of V1 failed to yield to the right of way of the bicycle that was already established in the roadway.

VEHICLE AT FAULT	X
------------------	---

	Enforcement
	Engineering/Infrastructure
	Education

REPORT LINK:

ACTION NEEDED OR TAKEN



ON 08/24/2023 AT APPROXIMATELY 0902 HOURS, VEHICLE ONE WAS PULLING OUT OF THE PRIVATE DRIVE OF 303 PLAZA DRIVE AT APPROXIMATELY 3 MILES PER HOUR. VEHICLE TWO WAS TRAVELING NORTH WEST ON PLAZA DRIVE APPROACHING THE ADDRESS AT APPROXIMATELY 29 MILES PER HOUR.

AS VEHICLE ONE ENTERED THE ROADWAY, VEHICLE TWO, WHICH WAS ALREADY ESTABLISHED IN THE ROADWAY, COLLIDED WITH THE LEFT FRONT CORNER OF VEHICLE ONE CAUSING OPERATOR TWO TO BE EJECTED FROM THE BICYCLE. THE POINT OF IMPACT WAS SAID TO BE APPROXIMATELY TWO FEET FROM THE CENTER DOUBLE YELLOW LINES.

OPERATOR ONE DID NOT COMPLAIN OF INJURIES DURING THE INVESTIGATION. OPERATOR TWO WAS SAID TO HAVE MINOR INJURIES AND HE REFUSED MEDICAL TREATMENT AT THE SCENE.

VEHICLE ONE HAD SCRATCHES TO THE LEFT FRONT CORNER OF THE VEHICLE. VEHICLE TWO WAS SAID TO BE A CARBON FIBER BICYCLE AND IT WAS SAID THAT THE BICYCLE WAS A TOTAL LOSS.

OPERATOR ONE WAS ISSUED A CITATION FOR FAILING TO YIELD THE RIGHT OF WAY FROM THE PRIVATE DRIVE.

NFI

BIKE/PED CRASH REPORT # 23-7149

STREET S Montezuma St
X-STREET W Aubrey St

DATE August 25, 2023
TIME 4:31pm
WEATHER Clear

CRASH SUMMARY
Bicycle was N/B on the east sidewalk of Montezuma St. He was approaching Aubrey and went to cross the intersection. At that point, V2 was in the intersection. Bicycle collided with V2.

VEHICLE AT FAULT

REPORT LINK:

ACTION NEEDED OR TAKEN

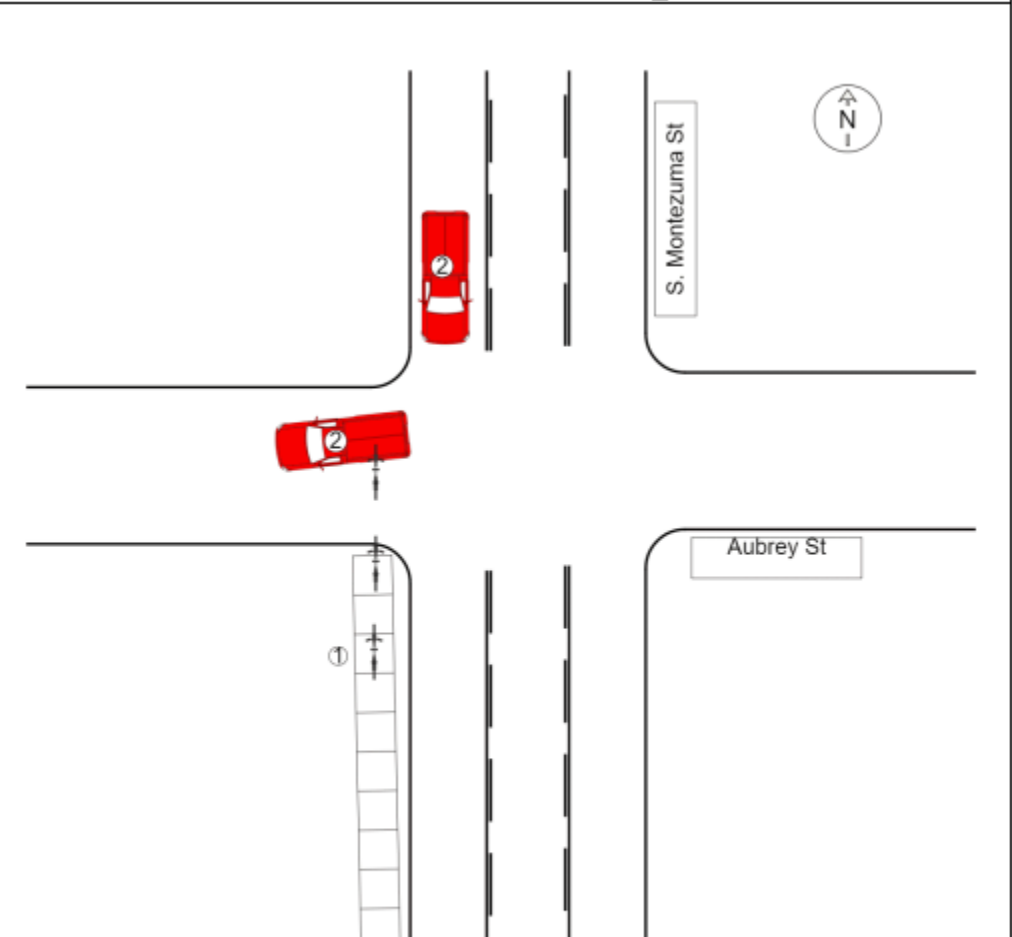
CITATION ISSUED

CITATION DEFINITION

BIKE/PED CITED

REASON FOR CRASH

	Enforcement
	Engineering/Infrastructure
X	Education



I WAS DISPATCHED TO AN INJURY COLLISION VEHICLE VS BICYCLE. I WAS ASSISTED BY OFC L.MILLION #503 AND OFC Z SUGAHARA #470. UPON ARRIVING I FOUND V-2 PARKED ON AUBREY W/O MONTEZUMA. P-1 WAS STANDING ON THE N/W CORNER OF THE INTERSECTON. BOTH PARTIES WERE IDENTIFIED BY THEIR ARIZONA DRIVERS LICENSE.

P-1 () TOLD ME HE WAS RIDING HIS BICYCLE N/B ON THE EAST SIDEWALK OF MONTEZUMA ST. HE WAS APPROACHING AUBREY AND WENT TO CROSS THE INTERSECTION, EXITING THE SIDEWALK USING THE HANDICAP RAMP. AS HE WAS ABOUT TO ENTER THE STREET, V-2 MADE A RIGHT TURN FROM S/B MONTEZUMA TO W/B AUBREY ST. HE WAS UNABLE TO AVOID COLLIDING WITH THE L/R PORTION OF V-1 BED.

HIS GIRLFRIEND, () WAS ALSO ON A BICYCLE FOLLOWING P-1. SHE WAS ALSO ON THE SIDEWALK. SHE SAID AS P-1 WAS ABOUT TO CROSS THE STREET, V-2 MADE A RIGHT HAND TURN OFF OF MONTEZUMA. P-1 WAS NOT ABLE TO AVOID HITTING V-2. SHE WAS ABLE TO STOP IN ORDER TO AVOID HITTING V-2.

D-2 (MENDIBLES) SAID HE WAS S/B ON MONTEZUMA AND HAD SLOWED TO APPROX 10 MPH TO TURN RIGHT TO W/B AUBREY. HE DID NOT SEE EITHER OF THE BICYCLES ON THE SIDEWALK APPROACHING THE I/S. JUST AS HE WAS COMPLETING HIS TURN, HE HEARD SOMETHING HIT HIS TRUCK, SO HE STOPPED.

WIT 1 () AND WIT 2 () WERE STANDING IN THE FRONT YARD OF A RESIDENCE, ON THE N/SIDE OF AUBREY THE 2ND PROPERTY W/O MONTEZUMA. THEY BOTH SAW V-2 MAKING A RIGHT TURN FROM S/B MONTEZUMA TO W/B AUBREY. THEY SAW THE 2 BICYCLIST COMING DOWN THE WEST SIDEWALK. P-1 ENTERED THE STREET AND STUCK THE L/R BED ON THE RED PICK UP (V-2).

P-1 () SUFFERED MINOR ROAD RASH ON HIS LEFT LOWER LEG. HE REFUSED TREATMENT FROM PPF PERSONNEL.

V-2 SUSTAINED A MINOR DENT AND SCRATCH ON TEH L/R PORTION OF THE BED OF HIS TRUCK.

BIKE/PED CRASH REPORT #	23-8470
-------------------------	---------

STREET	6th St
X-STREET	Henry St

DATE	October 5, 2023
TIME	3:53 AM
WEATHER	Clear

CRASH SUMMARY
V2 was on 6th St traveling north. A bicycle with a gas powered helper motor was coming to the intersection from Granite Creek park. It failed to stop at the stop sign and collided with V2

VEHICLE AT FAULT	
------------------	--

REPORT LINK:

ACTION NEEDED OR TAKEN

CITATION ISSUED	28-773B
-----------------	---------

CITATION DEFINITION
Failure to stop at a Stop sign

BIKE/PED CITED	X
----------------	---

REASON FOR CRASH
Bicycle failed to stop at the stop sign.

	Enforcement
	Engineering/Infrastructure
X	Education



ON 10/05/2023 AT APPROXIMATELY 1553 HOURS, VEHICLE TWO WAS DRIVING NORTH ON 6TH STREET AT THE ENTRANCE TO GRANITE CREEK PARK LOCATED AT 554 6TH STREET. VEHICLE ONE, A BICYCLE WITH A GAS POWERED HELPER MOTOR WAS COMING OUT OF GRANITE CREEK PARK HEADING EASTBOUND.

AS VEHICLE TWO WAS PASSING THE ENTRANCE TO THE PARK, VEHICLE ONE CAME OUT OF THE PARK AT A HIGH RATE OF SPEED FAILING TO STOP FOR THE STOP SIGN. VEHICLE ONE CROSSED ALL LANES OF TRAVEL AND STRUCK THE LEFT FRONT FENDER OF VEHICLE TWO. OPERATOR ONE WAS EJECTED FROM THE BICYCLE, SLID ACROSS THE HOOD OF VEHICLE TWO AND LANDED IN THE ROADWAY.

AFTER THE COLLISION, OPERATOR ONE PICKED HIS BICYCLE UP AND LEFT THE SCENE ASKING THE OPERATOR OF VEHICLE TWO AS WELL AS THE WITNESSES NOT TO CALL POLICE.

OPERATOR ONE WAS FOUND A SHORT TIME LATER IN A PARKING LOT JUST NORTH OF THE INCIDENT.

VEHICLE ONE SUSTAINED MAJOR DAMAGE AND WAS DISABLED. VEHICLE TWO SUSTAINED A DENT TO THE LEFT FRONT FENDER.

WHEN OPERATOR ONE WAS LOCATED, HE COMPLAINED OF A BROKEN SHOULDER AND HAD ABRASIONS AND LACERATIONS TO HIS ARMS AND LEGS. OPERATOR ONE WAS TRANSPORTED TO YRMC WEST CAMPUS TO BE TREATED FOR HIS INJURIES. OPERATOR TWO WAS IN INJURED DURING THE COLLISION.

OPERATOR ONE WAS ISSUED A CITATION FOR FAILURE TO STOP AT A STOP SIGN.

BIKE/PED CRASH REPORT #	23-8635
-------------------------	---------

STREET	Glenwood Ave
X-STREET	Park Ave

DATE	October 11, 2023
TIME	3:45Pm
WEATHER	Clear

CRASH SUMMARY
Bicyclist was stopped at the stop sign. V1 approached and hit the rear tire, knocking the bicyclist off the bike. There was no damage to either parties. Cop was called after the fact with cyclist having neck pain. V1 was contacted and denies this happening

VEHICLE AT FAULT	X
------------------	---

REPORT LINK:

ACTION NEEDED OR TAKEN

CITATION ISSUED	None
-----------------	------

CITATION DEFINITION

BIKE/PED CITED	
----------------	--

REASON FOR CRASH
V1 failed to control vehicle and stop in time to avoid a collision.

	Enforcement
	Engineering/Infrastructure
	Education

ON 101123 AT APPROXIMATELY 1637 HOURS, I WAS DISPATCHED TO MAKE A PHONE CALL REFERENCE A DELAYED INJURY ACCIDENT.

I SPOKE TO BICYCLIST [REDACTED]H, HE TOLD ME THAT AT APPROXIMATELY 1545 HOURS, HE WAS RIDING HIS BICYCLE AND HAD STOPPED ON GLENWOOD DR. AT PARK AVE. AT THE STOP SIGN. HE SAID THAT AFTER STOPPING A CAR PULLED UP BEHIND HIM AND THEN RAN INTO THE REAR TIRE OF HIS BICYCLE, HE SAID THAT IT KNOCKED HIM OFF THE BICYCLE ONTO THE GROUND. HE SAID THAT HE CONTACTED THE DRIVER AND THEN CHECKED HIS BICYCLE AND THERE WAS NO DAMAGE TO HIS BIKE. HE TOOK A PICTURE OF THE BIKE AND THE CAR AND BOTH WENT THEIR SEPARATE WAYS. LATER HE STARTED HAVING PAINS IN HIS NECK AND BACK ALONG WITH HIS HEAD. [REDACTED]H DID NOT GO TO THE HOSPITAL BUT SAID HE WOULD GO IF IT GOT WORSE.

ON 101723 I SPOKE WITH [REDACTED]WHO LIVES IN THE PIONEERS HOME, I EXPLAINED TO HER ABOUT THE BICYCLIST REPORTING THAT SHE RAN INTO HIM AND EXPLAINED TO HER ABOUT THE PHOTOS HE SENT ME. SHE TOLD ME THAT SHE HAD NO IDEA WHAT I WAS TALKING ABOUT AND THAT SHE DIDN'T RUN INTO ANYONE. I TOOK HER INFORMATION FOR THE REPORT.

I TOOK MY PHONE TO THE AREA IN QUESTION, AND MATCHED UP THE PHOTO ON MY PHONE WITH THE AREA. THE PHOTO WAS OF THE REAR OF HER CAR AND LICENSE PLATE AND YOU CAN SEE A PART OF A HOUSE AND TREE IN THE PHOTO THAT ALSO MATCH UP.

PHOTO ON AXON

BIKE/PED CRASH REPORT #	23-8668
-------------------------	---------

STREET	Willow Creek Rd
X-STREET	W Rosser St

DATE	October 12, 2023
TIME	4:04pm
WEATHER	Clear

CRASH SUMMARY
Motorized bike was crossing Willow Creek Rd. V2 was making a left turn from Rosser onto Willow Creek Rd. Motorized bike collided into the turning car.

VEHICLE AT FAULT	
------------------	--

REPORT LINK:

ACTION NEEDED OR TAKEN

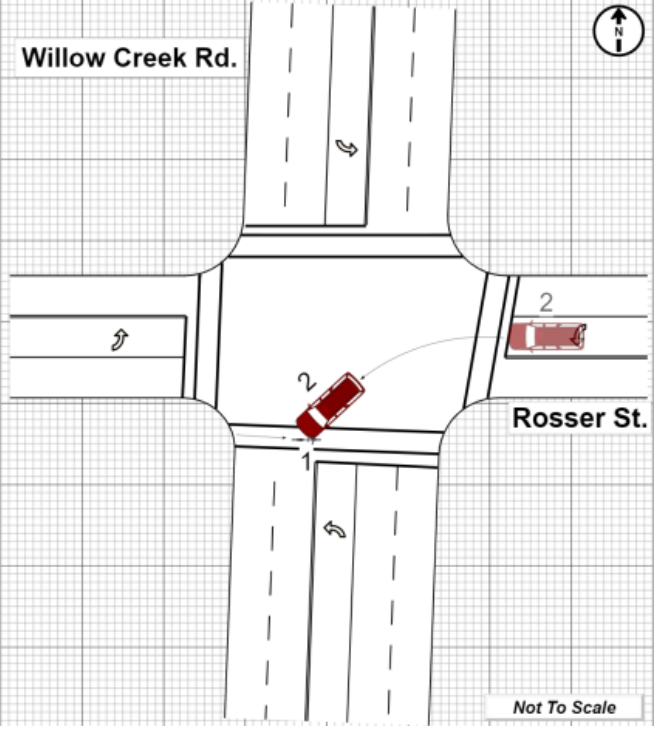
CITATION ISSUED	None
-----------------	------

CITATION DEFINITION

BIKE/PED CITED	
----------------	--

REASON FOR CRASH
Bicycle was not seeing and V2 did not yield to bike. Unsure who's at fault. No citations.

	Enforcement
	Engineering/Infrastructure
X	Education



ON 10/12/2023 AT APPROXIMATELY 1604 HOURS, VEHICLE ONE, A MOTORIZED BICYCLE, WAS TRAVELING EASTBOUND IN THE SOUTH CROSS WALK OF WILLOW CREEK ROAD AND W. ROSSER STREET. VEHICLE TWO WAS ON W. ROSSER STREET ATTEMPTING TO MAKE A LEFT TURN.

AS VEHICLE TWO BEGAN MAKING THE LEFT TURN FROM W. ROSSER STREET TO SOUTHBOUND WILLOW CREEK ROAD, VEHICLE ONE WAS RIDING ACROSS THE STREET IN THE MARKED CROSSWALK FROM WEST TO EAST AND THE TWO VEHICLES COLLIDED.

AFTER THE COLLISION OCCURRED, OPERATOR ONE WAS EJECTED FROM THE MOTORIZED BICYCLE AND FELL IN THE NORTHBOUND LEFT TURN LANE. OPERATOR ONE WAS WEARING A HELMET AT THE TIME OF THE COLLISION.

OPERATOR ONE SUSTAINED A BROKEN LEFT LEG AS A RESULT OF THE COLLISION AS WELL AS SCRAPES AND BRUISING. OPERATOR ONE WAS TRANSPORTED TO THE YAVAPAI REGIONAL MEDICAL CENTER WEST CAMPUS FOR TREATMENT OF WHAT WAS SAID TO BE NON-LIFE THREATENING INJURIES. OPERATOR TWO WAS NOT INJURED.

NEITHER VEHICLE INVOLVED WAS DISABLED.

NFI

BIKE/PED CRASH REPORT #	23-8939
-------------------------	---------

STREET	Willow Lake Rd
X-STREET	Lakeside Village

DATE	October 21, 2023
TIME	9:30pm
WEATHER	Clear

CRASH SUMMARY
Hit and run. Motorized bike traveling on WCR was sideswiped by a black sedan, causing him to lose control and fall. V1 did not stop and has not been located.

VEHICLE AT FAULT	X
------------------	---

REPORT LINK:

ACTION NEEDED OR TAKEN

CITATION ISSUED	None
-----------------	------

CITATION DEFINITION

BIKE/PED CITED	
----------------	--

REASON FOR CRASH
V1 was unable to control their V1 in a safe fashion that wouldn't collide with others

	Enforcement
	Engineering/Infrastructure
	Education

ON 10/22/23 AT APPROXIMATELY 2328HRS, POLICE RESPONDED TO YRMC WEST 1003 WILLOW CREEK RD. FOR A DELAYED INJURY COLLISION. ON SCENE THE REPORTING PARTY ██████████ WAS CONTACTED. ██████████ EXPLAINED THAT HE WAS RIDING HIS MOTORIZED BICYCLE WESTBOUND ON WILLOW LAKE RD. AT APPROXIMATELY 2130HRS. ██████████ STATED THAT DID NOT REMEMBER EXACTLY WHERE HE WAS AT ON WILLOW LAKE RD. BUT HE BELIEVED THAT HE WAS NEAR THE INTERSECTION OF LAKESIDE VILLAGE RD. AND WILLOW LAKE RD. ██████████ STATED THAT A BLACK SEDAN TRAVELING WEST SIDE SWIPED HIM WHICH CAUSED HIM TO LOSE CONTROL OF HIS BICYCLE CAUSING HIM TO CRASH. ██████████ STATED THAT THE VEHICLE CONTINUED TO DRIVE WEST ON WILLOW LAKE RD. AND NEVER STOPPED.

██████████ STATED THAT WHEN THE VEHICLE WAS PASSING HIM THE PASSENGER SIDE MIRROR HIT THAT BACK OF HIS BICYCLE. ██████████ STATED THAT HIS BICYCLE SUSTAINED MINOR DAMAGE AS THE REAR LIGHT ON THE BICYCLE WAS DAMAGED. ██████████ STATED THAT WHEN HE WAS RIDING HIS BIKE HE HAD A LIGHT ON THE FRONT AND LIGHT ON THE BACK OF THE BICYCLE. ██████████ STATED HE WAS ON THE RIGHT MOST PORTION OF THE ROADWAY WHEN HE WAS RIDING HIS BICYCLE. ██████████ DESCRIBED HIS BICYCLE AS A CUSTOM BUILT 60CC. ██████████ STATED THAT HE DID NOT HAVE THE VIN FOR THE BICYCLE OR ANY PHOTOS OF THE BICYCLE. ██████████ STATED THAT HE WOULD GET THE PHOTOS AT A LATER TIME. ██████████ WAS UNABLE TO PROVIDE ANY ADDITIONAL INFORMATION ON VEHICLE 1. ██████████ ADVISED THAT HE DID NOT CALL AT THE TIME OF THE INCIDENT AS HE DID NOT HAVE HIS PHONE.

██████████ HAD INJURIES TO BOTH HIS LEFT AND RIGHT LEGS, ARMS, AND HANDS AS A RESULT OF THE COLLISION. ██████████ ALSO ADVISED THAT HOSPITAL STAFF INFORMED HIM THAT HE MAY ALSO HAVE A BROKEN RIB ON HIS LEFT SIDE.

WHEN I RESPONDED TO THE AREA IN WHICH ██████████ DESCRIBED THE COLLISION OCCURRING, NO ROADWAY EVIDENCE COULD BE LOCATED.

VEHICLE 1 IS STILL OUTSTANDING.

NOTHING FURTHER TO REPORT.

BIKE/PED CRASH REPORT #	23-9715
-------------------------	---------

STREET	E Sheldon St
X-STREET	N Arizona Ave

DATE	November 15, 2023
TIME	5:37pm
WEATHER	Clear

CRASH SUMMARY
Pedestrian was J walking and wearing dark clothing crossing the street

VEHICLE AT FAULT	
------------------	--

REPORT LINK:

ACTION NEEDED OR TAKEN

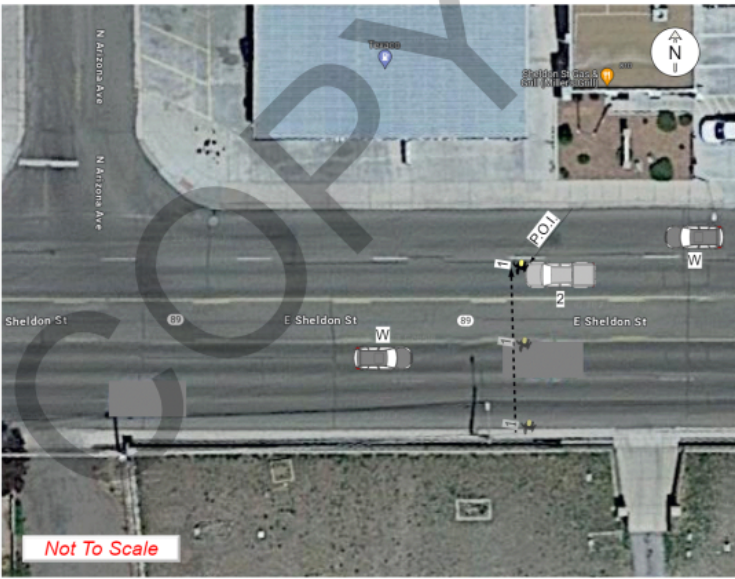
CITATION ISSUED	28-793C
-----------------	---------

CITATION DEFINITION
Jay Walking

BIKE/PED CITED	X
----------------	---

REASON FOR CRASH
Jay Walking at night not using a crosswalk

	Enforcement
	Engineering/Infrastructure
	Education



ON 11/15/2023 AT APPROXIMATELY 1737 HOURS, VEHICLE TWO WAS DRIVING WESTBOUND ON E. SHELDON STREET APPROACHING ARIZONA AVENUE. THIS AREA OF THE ROADWAY IS TWO LANES EAST AND WESTBOUND WITH A CONTINUOUS LEFT TURN LANE WITH NO WORKING STREET LIGHTS AND NO MARKED CROSSWALK.

AS VEHICLE TWO GOT CLOSER TO THE INTERSECTION, THE PEDESTRIAN, WHO WAS IDENTIFIED AS [REDACTED] AS BEGAN CROSSING THE ROADWAY FROM SOUTH TO NORTH. WHEN [REDACTED] GOT INTO THE NUMBER ONE WESTBOUND LANE OF TRAVEL, VEHICLE TWO STRUCK HIM CAUSING HIM TO FLY INTO THE AIR AND LAND IN THE NUMBER TWO LANE OF WESTBOUND TRAFFIC ACCORDING TO WITNESSES.

WITNESSES TO THE COLLISION STATED THAT THE AREA WAS DARK AND [REDACTED] WAS WEARING BLACK CLOTHING MAKING IT EVEN HARDER TO SEE HIM AS HE CROSSED THE ROADWAY BETWEEN INTERSECTIONS.

OPERATOR TWO, WHO WAS IDENTIFIED AS [REDACTED] BY HIS ARIZONA LICENSE STATED THAT AS HE DROVE ON EAST SHELDON STREET WESTBOUND, HE DID NOT SEE [REDACTED] UNTIL HE CROSSED IN FRONT OF HIS VEHICLE AT WHICH TIME IT WAS TOO LANE TO REACT.

[REDACTED] SUSTAINED WHAT WAS SAID TO BE NON LIFE THREATENING INJURIES AND WAS LATER FLOWN TO A PHOENIX AREA HOSPITAL. AFTER THE INVESTIGATION WAS COMPLETED, [REDACTED] WAS ISSUED A CITATION FOR JAY WALKING. NO OTHER INJURIES WERE REPORTED DURING THIS INVESTIGATION.

PHOTOS WERE TAKEN OF THE INCIDENT AND HAVE BEEN UPLOADED INTO THE AXON EVIDENCE SYSTEM.

NFI

BIKE/PED CRASH REPORT #	23-10408
-------------------------	----------

STREET	E Gurley St
X-STREET	S Rush St

DATE	December 10, 2023
TIME	1:25am
WEATHER	Clear

CRASH SUMMARY
Jay walker ran out into the street causing a collision with V2. Pedestrian is believed to be intoxicated by smell of alcohol.

VEHICLE AT FAULT	
------------------	--

REPORT LINK:

ACTION NEEDED OR TAKEN

CITATION ISSUED	28-4135A
-----------------	----------

CITATION DEFINITION
No insurance for vehicle

BIKE/PED CITED	
----------------	--

REASON FOR CRASH
Intoxicated Jay Walker running out to cross street.

	Enforcement
	Engineering/Infrastructure
	Education



ON 12/10/23 AT APPROXIMATELY 0125HRS, VEHICLE 2 DRIVEN BY [REDACTED] WAS TRAVELING WEST IN THE #1 LANE OF TRAFFIC ON GURLEY ST. APPROACHING THE INTERSECTION OF GURLEY ST. AND S. RUSH ST. A PEDESTRIAN IDENTIFIED AS [REDACTED] RAN FROM THE SOUTH SIDE OF ROADWAY OF GURLEY ST. INTO TRAFFIC ATTEMPTING TO REACH THE NORTHSIDE OF GURLEY ST. VEHICLE 2 STRUCK THE PEDESTRIAN.

[REDACTED] ADVISED THAT HE WAS TRAVELING APPROXIMATELY 30-35MPH IN THE #1 LANE OF GURLEY ST. AT THE TIME. [REDACTED] ADVISED THAT HE HAD LOOKED DOWN AT THIS SPEEDOMETER AND WHEN LOOKING BACK UP TO THE ROADWAY HE OBSERVED [REDACTED] RUNNING ACROSS THE ROADWAY. [REDACTED] ADVISED THAT HE HAD NO TIME TO REACT TO GRETH AND STRUCK HIM.

UPON ARRIVING ON SCENE [REDACTED] WAS NOT RESPONSIVE. [REDACTED] WAS BLEEDING FROM THE FRONT AND BACK OF HIS HEAD, ADDITIONALLY IT WAS OBSERVED THAT [REDACTED] ABDOMEN WAS DISTENDED. [REDACTED] BECAME RESPONSIVE DURING THE INVESTIGATION AND WAS NOT ABLE TO PROVIDE ANY DETAILS ABOUT THE COLLISION. IT SHOULD BE NOTED THAT [REDACTED] HAD A STRONG ODOR OF AN INTOXICATING BEVERAGE COMING FROM THE PERSON.

VEHICLE 2 SUSTAINED MODERATE DAMAGE TO THE DRIVER SIDE FRONT BUMPER.

PRESCOTT FIRE ENGINE 71 AND 72 "C" SHIFTS RESPONDED TO THE SCENE TO PREFORM LIFE SAVING MEASURES ON [REDACTED]. [REDACTED] WAS TRANSPORTED TO YRMC WEST AT WHICH TIME HE WAS TRANSPORTED BY NATIVE AIR TO ST. JOSEPH'S HOSPITAL IN PHOENIX.

THE ROADWAY WAS MARKED AND THEN CLEARED. [REDACTED] WAS CHECKED FOR SIGNS OF IMPAIRMENT AND NONE WERE OBSERVED. [REDACTED] CONSENTED TO BLOOD AND URINE TESTING. BLOOD AND URINE WERE COLLECTED AND PLACED INTO EVIDENCE.

VIDEO WAS COLLECTED FROM MIKE'S MINI MART 924 E. GURLEY ST. TO SEE IF THE COLLISION WAS CAPTURED ON VIDEO. IN REVIEWING THE VIDEO THE COLLISION WAS NOT CAPTURED ON VIDEO AS THE LIGHTS FROM THE PARKING LOT FLOODED OUT THE VIEW OF THE STREET. THE VIDEO WAS PLACED INTO EVIDENCE.

AT THE TIME OF THIS REPORT, [REDACTED] IS STILL IN CRITICAL CONDITION IS. [REDACTED] IS REPORTED TO HAVE SEVERAL BACK AND NECK FRACTURES, A

CRUSHED RIB CAGE, IS UNRESPONSIVE, AND IS INTUBATED.

AT THE TIME OF THE COLLISION [REDACTED] DID NOT HAVE INSURANCE FOR HIS VEHICLE. [REDACTED] WAS CITED FOR THE VIOLATION.

PHOTOS OF THE SCENE AND VEHICLE WERE TAKEN AND PLACED INTO EVIDENCE.

NOTHING FURTHER TO REPORT.

BIKE/PED CRASH REPORT #	23-10413
-------------------------	----------

STREET	Canterbury Ln
X-STREET	Whipple St

DATE	December 10, 2023
TIME	10:33am
WEATHER	Clear

CRASH SUMMARY
Pedestrian crossing street. V1 turned right at this intersection and didn't see the ped had crossed into their path.

VEHICLE AT FAULT	X
------------------	---

REPORT LINK:

ACTION NEEDED OR TAKEN

CITATION ISSUED	28-792A
-----------------	---------

CITATION DEFINITION

BIKE/PED CITED	
----------------	--

REASON FOR CRASH
Vehicle 1 failed to yield to right of way

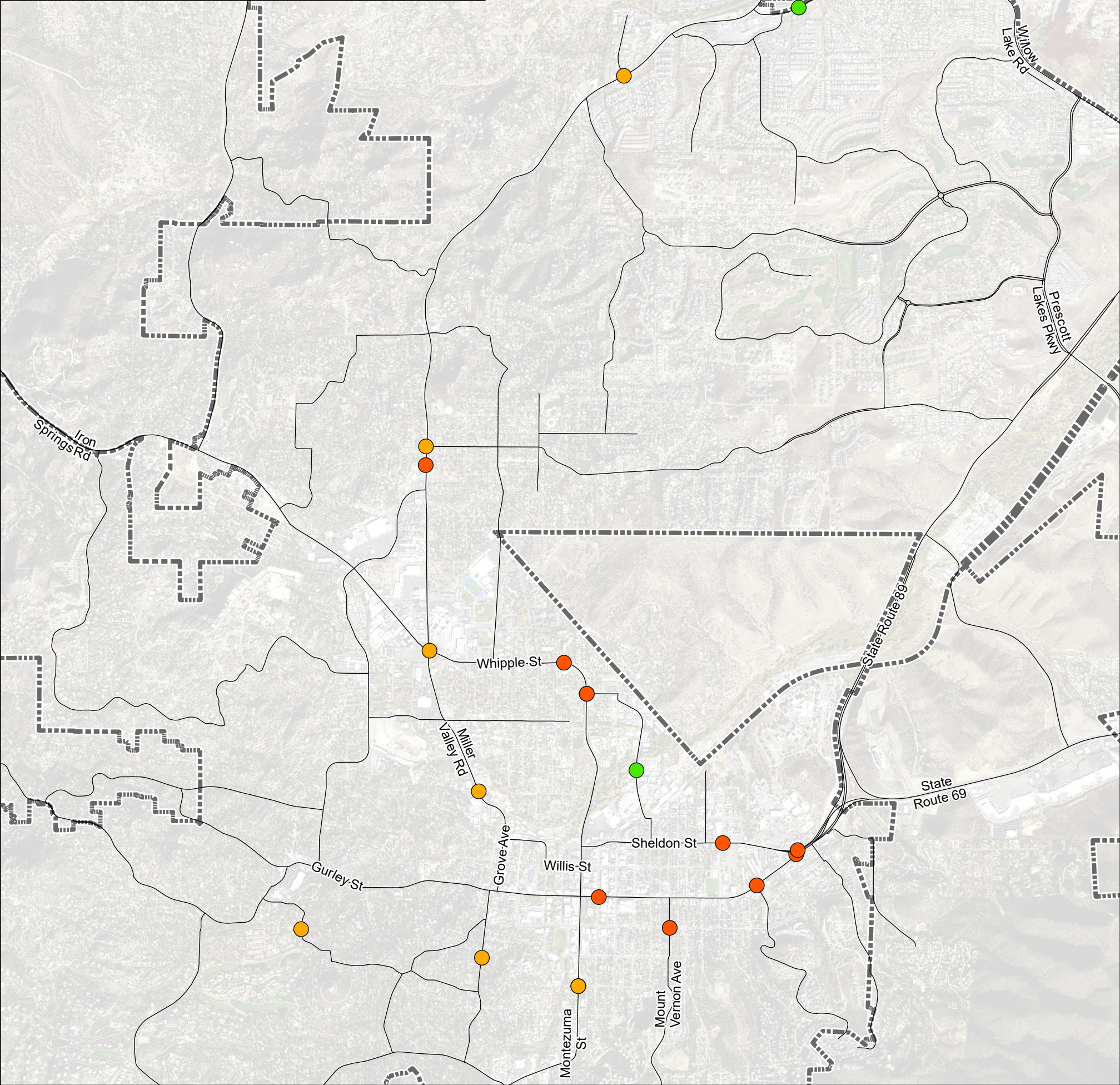
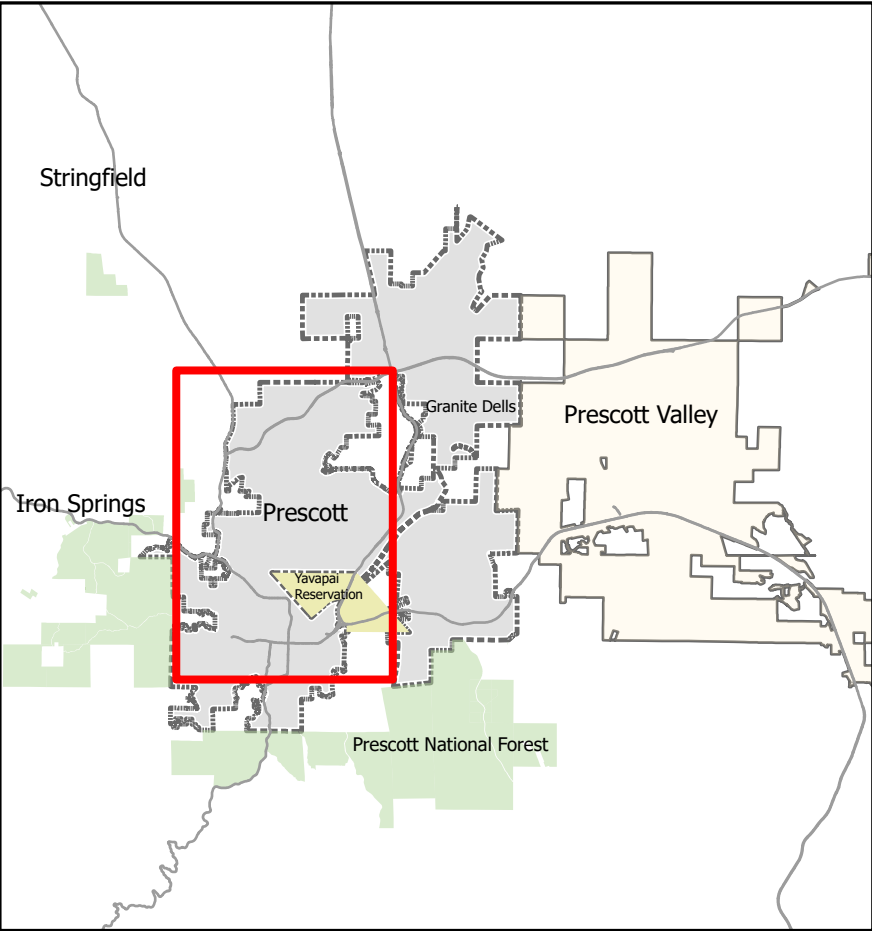
	Enforcement
	Engineering/Infrastructure
	Education



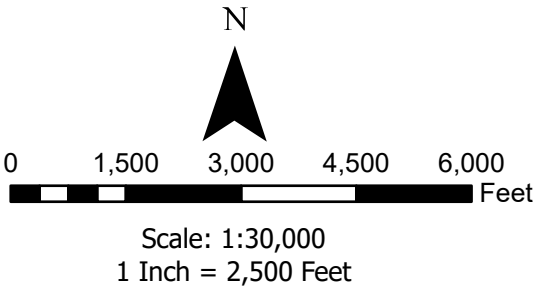
VEH [REDACTED] 1 WAS TRAVELING SOUTHBOUND ON CANTERBURY LN AND WAITING TO MAKE A RIGHT HAND TURN (WEST) ONTO WHIPPLE STREET AT THE STOP SIGN LOCATED AT THE CANTERBURY LN & WHIPPLE ST INTERSECTION. VEH 1 STATED SHE STOPPED AT THE STOP SIGN, LOOKED BOTH DIRECTIONS, AND PROCEEDED TO MAKE THE RIGHT HAND TURN WHEN SHE STRUCK A PEDESTRIAN [REDACTED] WHO SHE DID NOT SEE WALKED IN FRONT OF HER VEHICLE TO GET TO THE OTHER SIDE OF THE STREET.

PEDESTRIAN WAS WALKING ON THE NORTH SIDEWALK OF WHIPPLE ST AND CROSSING CANTERBURY LN TO GET TO THE OTHER SIDE OF THE STREET. PEDESTRIAN STATED HE WAIVED TO VEH 1 BEFORE STEPPING ONTO THE STREET TO CROSS AND THOUGHT THE DRIVER SAW HIM. PEDESTRIAN STATED HE WAS STUCK BY VEH 1 TRAVELING AT APPROXIMATELY 5 MPH, LANDED ON THE HOOD OF VEH 1, AND THEN FELL ON THE GROUND. PEDESTRIAN WAS CHECKED BY FIRE/MEDICAL PERSONNEL AND DENIED TRANSPORTATION TO YRMC.

NO APPARENT INJURIES WERE SUSTAINED TO EITHER THE PEDESTRIAN OR DRIVER/PASSENGER OF VEH 1. PEDESTRIAN REPORTED BACK SORENESS AS THE ONLY INJURY.



- Motorized Bike
- Bike
- Pedestrian
- Streets
- City Limits



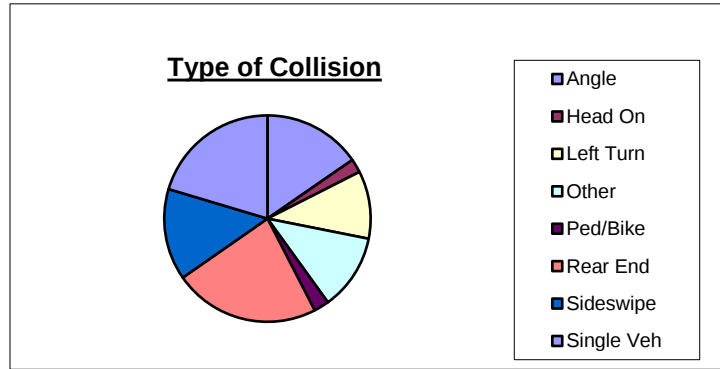
City Of Prescott
Pedestrian and Bike Collisions 2023



2023 Citywide Collision Trend Data

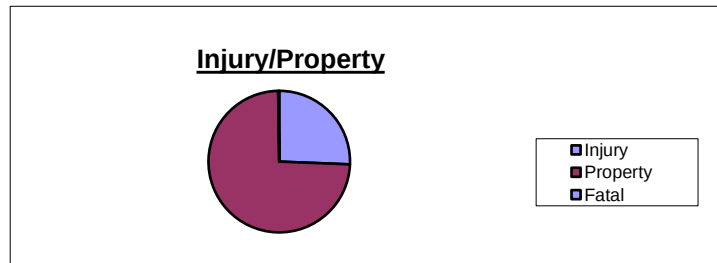
Type of Collision:		
Angle	129	15.4%
Head On	18	2.1%
Left Turn	89	10.6%
Other	100	11.9%
Ped/Bike	20	2.4%
Rear End	192	22.9%
Sideswipe	120	14.3%
Single Veh	171	20.4%

839



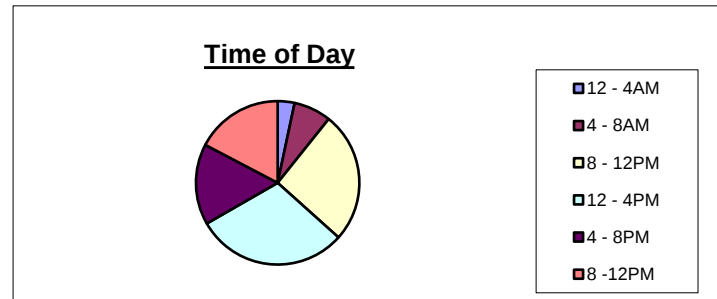
Injury/Property:		
Injury	215	25.6%
Property	622	74.1%
Fatal	2	0.2%

839



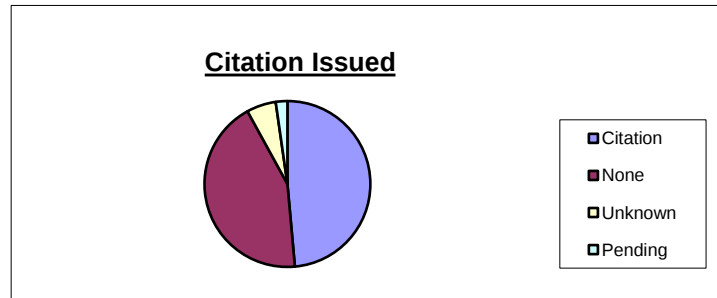
Time of Day:		
12 - 4AM	28	3.3%
4 - 8AM	62	7.4%
8 - 12PM	217	25.9%
12 - 4PM	252	30.1%
4 - 8PM	134	16.0%
8 - 12PM	145	17.3%

838



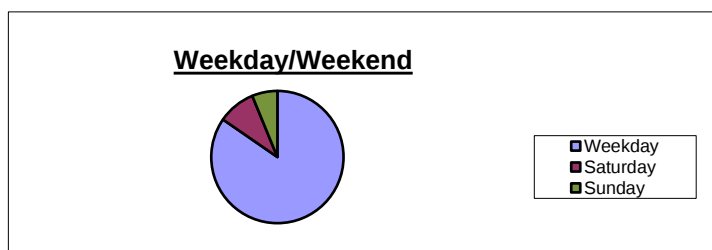
Citation Issued:		
Citation	407	48.6%
None	364	43.4%
Unknown	48	5.7%
Pending	19	2.3%

838



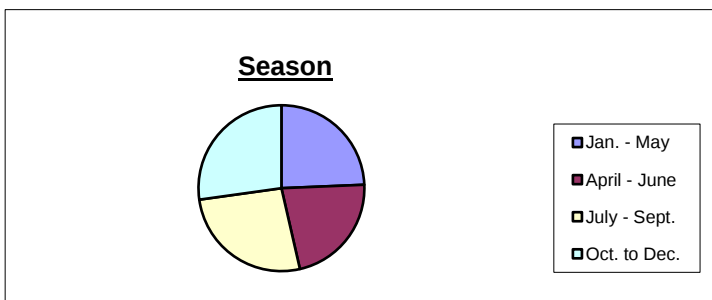
Day of the Week:		
Weekday	709	84.6%
Saturday	77	9.2%
Sunday	52	6.2%

838



Season:		
Jan. - May	204	24.3%
April - June	185	22.1%
July - Sept.	221	26.4%
Oct. to Dec.	228	27.2%

838





TO: MAYOR AND CITY COUNCIL
AGENDA: June 10 Pedestrian, Bicycle & Traffic Advisory Committee
DATE: June 10, 2024
DEPT: Public Works
ITEM #: 4.D
SUBJECT: Presentation & Discussion Regarding Westridge Drive Traffic Concerns.

ITEM SUMMARY

Committee members will receive a presentation from local resident Ron Phillips regarding speeding and traffic concerns on Westridge Drive.

BACKGROUND

Recently several residents have contacted the city (through Council and staff) with concerns over the amount and speed of traffic along Westridge Drive and with concerns over the existing traffic control at its intersection with Gail Gardner Way. Local resident Ron Phillips has requested an item be placed on the agenda to discuss Westridge Drive and these concerns. Some initial traffic data has been collected and attached which provides background information on current signing and the speeds on the roadway.

FINANCIAL IMPACT

None at this time.

RECOMMENDED ACTION

Possible action regarding recommendations related to information provided by staff

ATTACHMENTS

1. Westridge Dr Sign Inventory With 85th Percentile Speeds



85th Percentile
Speeds
Eastbound <=
30 MPH
Westbound =>
32 MPH
5/21/2024

85th Percentile
Speeds
Eastbound <=
29 MPH
Westbound =>
27 MPH
5/30/2024



TO: MAYOR AND CITY COUNCIL
AGENDA: June 10 Pedestrian, Bicycle & Traffic Advisory Committee
DATE: June 10, 2024
DEPT: Public Works
ITEM #: 4.E
SUBJECT: Presentation & Discussion Regarding Radar Feedback Sign Policy,

ITEM SUMMARY

Staff will provide an overview and discussion regarding a proposed Radar Feedback Sign Policy.

BACKGROUND

As part of the recommendations of the Citywide Speed and Travel Time Study, Radar Feedback signs have been identified as a mitigation tool to address speeding on arterial and collector roadways within the city and work is underway to identify funding for their use. Staff, as part of the work to implement the signs in a manner that is both effective and responsible and in locations where they will have the most impact, desire that a policy be established setting forth criteria for their use. This draft policy is being provided to PBTAC to receive input and recommendation.

FINANCIAL IMPACT

None

RECOMMENDED ACTION

Recommendations to staff regarding the Radar Feedback Sign Policy

ATTACHMENTS

1. Radar Speed Feedback Sign Policy - June 2024 PBTAC
2. RSFS Policy Draft - June 2024

Radar Speed Feedback Sign Policy Development

Staff desires to develop and adopt a Radar Speed Feedback Sign Policy that meets the needs of the city to promote reduced speeding on its arterial and collector roadways without leading to over saturation or installations that will not result in reductions in speeding. This is timely as the city, working with CYMPO, has submitted a Highway Safety Improvement Program (HSIP) Grant application requesting \$3.25 million dollars for a Programmatic Radar Speed Feedback Sign Project. This grant project, if approved, will fund the design, purchase, and installation of 100-150 speed feedback signs throughout the city over the next few years. Specifically the policy should provide guidance on:

- Criteria for installation (warrants)
- Sign type and operation
- Suitable roadway classifications
- Spacing and Location considerations

The following information is provided to give background on Radar Speed Feedback Signs and their use. A proposed policy is provided at the end of this document which will be the focus of our discussion on this item at the June 10th, 2024, PBTAC meeting.

Radar Speed Feedback Sign - Definition

A Radar Speed Feedback Sign (also called a driver feedback sign, or variable message sign) (RSFS) is an interactive sign, generally constructed of a series of light emitting diodes (LEDs), that displays actual vehicle speed to drivers as they approach the sign (see Figure 1). The purpose of this sign is to reduce vehicle speeds by making drivers aware of their speed relative to the posted speed limit. Studies have found that a RSFS can be effective in reducing mean and 85th percentile speeds in a variety of situations.



Figure 1. Speed Feedback Sign. (FHWA)

Criteria for installation (warrants)

The MUTCD does not provide any criteria for the installation of a RSFS, however numerous studies and agencies have developed recommendations and policies. These typically include.

Speed Criteria

- A RSFS may be considered when the observed 85th percentile speeds at a site exceed the posted speed limit by 5 mph or more.

Collisions

- A RSFS may be considered on streets that have a documented history of “speed related” collisions significantly higher than that of similar streets. Within a recent time-period (ex. 1-3 years).

Identified by a Study

- Roadway is identified in an adopted study which includes a recommendation for a RSFS installation. (Ex. Citywide Speed and Travel time Study)

Other Conditions

- If the street has a speed limit of 30 MPH or higher and is adjacent to uses such as churches, senior centers, day cares, schools, parks or other high pedestrian generators.
- Experience at least 2,500 vehicles per day if it is a two or three lane road or at least 5,000 vehicles per day if it is four lane or wider road.
- Council approved projects which include their use.
- If the street has had other City installed speed reduction measures that did not yield the desired speed reduction goals.
- If there are more eligible locations than available funding, priority will be given based on the degree of speeding and collision history.

Sign type and operation

Speed Feedback signs typically operate as follows:

- A blank display is shown when no vehicles are approaching the sign.
- An approaching vehicle's speed is displayed as a solid numeral (non-flashing numeral) if the approach speed is at or below the posted speed limit.
- The approach speed is shown as a flashing numeral if the approach speed exceeds the posted speed limit by 3 mph (5 km/h) or more.
- Installation shall be in conjunction with a Speed Limit sign (standard or school zone).
- To discourage racing, the sign must be programmed to not display speeds that are well in excess of the posted speed limit. In these instances, the sign is most often blank. The maximum speed that a Driver Feedback sign may display is outlined in the table below. In no case shall the speed be greater than 15 mph above the posted speed limit.

Posted Speed Limit, mph	Maximum Speed Display Threshold, mph
25	35
30	40

35	50
45	60
50	65

Table 1. Maximum Speeds to Trigger a Speed Feedback Sign

MUTCD Guidance on Allowable Messages

- The changeable display shall be programmed to go black/no display when the vehicle speed exceeds 15 MPH over the posted speed.
- When activated, the RSFS display shall give drivers immediate feedback on their individual driving speed when the posted speed is exceeded without animation, rapid flashing, or other dynamic elements.
- All elements of the RSFS shall conform to the guidelines and standards as outlined in the latest edition of the MUTCD.

Suitable roadway classifications

- All roadways considered for installation of a RSFS, apart from those with a school present, shall be classified as a collector or higher.

Spacing and Location considerations

- Spacing of RSFS along a corridor shall require a minimum spacing of ½ mile between signs in a single direction.
- To install a RSFS a roadway must have an uninterrupted (no signals or stop signs) street segment of at least ¼ mile long.
- When installed in association with school speed zones, the RSFS shall operate only when the school speed zone is in effect. Use of RSFS in conjunction with school speed zones “when children are present” is not permitted.

Proposed Radar Speed Feedback Policy – City of Prescott July 2024

Electronic Speed Feedback Signs

City policy on speed feedback signs requires several conditions be met in order for a speed feedback sign to be considered for installation. City policy requires at the minimum that the street:

- Be classified as a collector or higher,
- Experience at least 2,500 vehicles per day if it is a two to three lane road or at least 5,000 vehicles per day if it is a four lane or wider road,
- and measured to experience an 85th percentile speed of at least 7 MPH above the posted speed limit.



In addition to the three conditions above, the street has to meet two of the following four conditions:

- Uninterrupted (no signals or stop signs) street segment of at least ¼ mile long and have a documented history of “speed related” collisions significantly higher than similar streets.
- If the street has a speed limit of 30 MPH or higher and is adjacent to uses such as churches, senior centers, day cares, residential districts, schools, and parks. Generally, wherever there is a high number of pedestrians or if it is along a bike facility.
- If the street has a continuous downhill grade of 3% or more for at least a quarter mile in a residential or business district.
- If the street has had other City implemented speed reduction measures that did not yield the desired speed reduction goals.

If there are more eligible locations than available funding, priority will be given based on _____ the degree of speeding and collision history.

CITY OF PRESCOTT

**RADAR SPEED FEEDBACK SIGN
POLICY
(DRAFT)**

**ADOPTED BY
PRESCOTT CITY COUNCIL
(August 2024)**

TABLE OF CONTENTS

PAGE

1. INTRODUCTION

Contact Information

Purpose

Radar Feedback Sign Definition

Statement of City Council Policy on Traffic Calming

Program Goals and Objectives

2. FUNCTIONAL STREET CLASSIFICATION LIST

Reference

3. RADAR SPEED FEEDBACK SIGN CRITERIA

Suitable Roadway Classifications

Criteria for Installation

4. RADAR SPEED FEEDBACK SIGN OPERATION, SPACING AND LOCATION REQUIREMENTS

Sign Type and Operation

Review for Consistency with Policy

Spacing and Location

1. INTRODUCTION

CONTACT INFORMATION

For additional information regarding this policy or any traffic calming related question please contact Transportation Services at traffic@prescott-az.gov or (928)777-1130.

PURPOSE

The purposes of this document are to promulgate policy of the City Council regarding the deployment of Radar Speed Feedback Signs (RSFS) on those streets for which the City of Prescott has operational jurisdiction and set forth uniform installation and operation guidelines.

RADAR SPEED FEEDBACK SIGN DEFINITION

A Radar Speed Feedback Sign (also called a driver feedback sign, or variable message sign) (RSFS) is an interactive sign, generally constructed of a series of light emitting diodes (LEDs), that displays actual vehicle speed to drivers as they approach the sign (see Figure 1). The purpose of this sign is to reduce vehicle speeds by making drivers aware of their speed relative to the posted speed limit. Studies have found that a RSFS can be effective in reducing mean and 85th percentile speeds in a variety of situations.



Figure 1. Speed Feedback Sign. (FHWA)

STATEMENT OF CITY COUNCIL POLICY ON TRAFFIC CALMING

It is the policy of the City Council to preserve and enhance, where practicable, mobility within the community for all modes of transportation, while achieving an appropriate balance among traffic circulation, traffic safety, public safety response, and quality of life, particularly within residential areas, through measures deployed to affect travel routes, traffic volumes, and speeds. In the event of substantial conflict between public safety response and such measures, observed or projected, preserving public safety response shall be given priority.

PROGRAM GOALS AND OBJECTIVES

Traffic calming goals of the City of Prescott include:

- creating safer streets for the benefit of affected residents, pedestrians and bicyclists
- reducing the adverse effects of cut through motor vehicle traffic on residents
- encouraging motorists to use the arterial and collector roadway network as the primary through routes, reserving residential and other local streets for use by local residents and businesses
- preserving the quality of life

Traffic calming policy objectives related to the use of RSFS include:

- maintaining response times for emergency vehicles,
- reducing demand for traffic enforcement by the Police Department,
- improving safety and the perception of safety for pedestrians and bicyclists who use City streets.

2. FUNCTIONAL STREET CLASSIFICATION LIST

As a part of the adopted Traffic Calming Policy the City Council acknowledges and approves the Functional Street Classification List (2019) for the city street system. This list, which is available on the city's website, shall be consulted in determining the suitability for RSFS installations.

3. RADAR SPEED FEEDBACK SIGN CRITERIA

This section describes those conditions which must be met to consider installation of a RSFS.

SUITABLE ROADWAY CLASSIFICATIONS

All roadways considered for installation of a RSFS, apart from those with a school present, shall be classified as a collector or higher.

CRITERIA FOR INSTALLATION

The following criteria are provided for guidance in determining if a location meets the minimum conditions to consider installation of a RSFS. Satisfaction of a criteria does not necessarily mean that the location is suitable, as other factors must be evaluated to make the final determination.

Speed Criteria

- The observed 85th percentile speeds at a site exceed the posted speed limit by 7 mph or more.

Collisions

- The street has a documented history of “speed related” collisions significantly higher than that of similar streets within a recent time-period (ex. 1-3 years).

Identified by a Study

- The roadway is identified in an adopted study which includes a recommendation for a RSFS installation. (Ex. Citywide Speed and Travel time Study)

Other Conditions

- If the street has a speed limit of 30 MPH or higher and is adjacent to uses such as churches, senior centers, day cares, schools, parks or other high pedestrian generators.
- Council approved projects recommend their use.
- The street has had other City installed speed reduction measures that did not yield the desired speed reduction goals.

4. RADAR SPEED FEEDBACK SIGN OPERATION, SPACING AND LOCATION REQUIREMENTS

This section describes the guidelines for the operation, spacing and location of a RSFS.

SIGN TYPE AND OPERATION

Operation of a RSFS shall meet the following conditions:

- A blank display shall be shown when no vehicles are approaching the sign.
- An approaching vehicle's speed shall be displayed as a solid numeral (non-flashing numeral) if the approach speed is at or below the posted speed limit.
- The approach speed shall be shown as a flashing numeral if the approach speed exceeds the posted speed limit by 3 mph (5 km/h) or more.
- Installation shall be in conjunction with a Speed Limit sign (standard or school zone).
- To discourage racing, the sign shall be programmed to not display speeds that are well in excess of the posted speed limit. In these instances, the sign shall be displayed blank. The maximum speed that a RSFS sign shall display is outlined in the table below. In no case shall the speed be greater than 15 mph above the posted speed limit.

Posted Speed Limit, mph	Maximum Speed Display Threshold, mph
25	35
30	40
35	50
45	60
50	65

SPACING AND LOCATION

- Spacing of a RSFS along a corridor shall require a minimum spacing of $\frac{1}{2}$ mile between signs in a single direction.
- To install a RSFS a roadway must have an uninterrupted (no signals or stop signs) street segment of at least $\frac{1}{4}$ mile long.
- When installed in association with school speed zones, the RSFS shall operate only when the school speed zone is in effect. Use of RSFS in conjunction with school speed zones "when children are present" is not permitted.

