

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



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

MINUTES

1. CALL TO ORDER

Chairman Joe Scott called the meeting to order at 9:30 a.m.

2. INTRODUCTIONS

A. Appreciation of Outgoing Committee Members

Public Works Director, Gwen Rowitsch, expressed appreciation on behalf of the committee to Former Chairman, Bill Fanelli (not present), and Former Vice Chairwoman, Michelle Schaefer. She thanked them for all of their hard work and dedication, and certificates were shared.

B. Introduction of New Committee Members

Director Rowitsch welcomed the new committee members, and introductions took place among the new and current committee members and staff liaisons.

3. ROLL CALL

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

4. OPEN CALL TO THE PUBLIC

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

No public comments.

5. DISCUSSION & ACTION ITEMS

A. Approval of the February 12, 2024, Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.

MOTION BY MEMBER KNAUP TO APPROVE THE FEBRUARY 12, 2024 MEETING MINUTES; MOTION SECONDED BY MEMBER FERO: PASSED (7-0)

B. Presentation & Discussion Regarding Hassayampa Village Lane Traffic Calming

Hassayampa Village Lane (HVL) has been discussed informally during previous committee meetings, related to the Traffic Calming and the Citywide Traffic Speed and Travel Time Study. After the street was analyzed in the Study and recommended for a speed limit increase, resident Ms. Raskin requested an item be placed on the agenda to discuss HVL specifically.

Ms. Raskin and the neighborhood Homeowners Associate (HOA) members were present at the meeting. Public Works Transportation Manager, Ian Mattingly, provided an overview of the HVL roadway. HVL is a major collector roadway. Similar collectors are designed to collect and distribute significant amounts of traffic between arterials, minor collectors, and local streets at moderate to low operating speeds. Typically, these types of roadways have posted speeds that are higher than 25-mph, and in the past speed studies on HVL showed that most drivers travel more consistently with a 30-mph posted speed. While results like this would often result in the city increasing the speed limit, previous Transportation Committees decided to leave the artificially low 25-mph speed limit to encourage slower speeds. Unfortunately, because of this under posting, it appears that many drivers are speeding when most are travelling at a speed that the roadway geometrics and adjacent development (no direct fronting properties supports) support.

Mr. Mattingly continued and explained that the city has a traffic calming policy for use by residents when speeds are such that they need to be mitigated, however, this is normally used on residential streets where direct fronting homes and driveway access is needed. It does not provide an option for speed humps or other physical speed control devices to be used on collectors and arterials because these are primary emergency response routes, can negatively impact response time, and can, if commonly used, prematurely wear emergency vehicles (fire trucks).

He shared with the HOA and committee that one way to mitigate speed issues is to purchase radar feedback signs, and staff are currently looking at a grant to do this on HVL and other areas of the city. He invited members of the HOA to speak on the topic.

The HOA members expressed difficulties crossing at Rustling Oak Lane, as well as difficulty making a turn left out of Forest Creek Lane. They commented on the positive improvements seen on Rosser Street and shared their understanding on raising the speed limit on HVL. However, they would like to discuss options for speed mitigation.

Member Jim Knaup inquired about the utilization of vertical traffic calming. Per Mr. Mattingly, the road does not qualify for speed humps, tables, etc., due to the road not being designed to handle high volume of traffic and accommodate emergency response vehicles. He shared that there are other measures that can be utilized, such as edgeline striping to narrow the roadway, and pavement markings.

Councilmember Gambogi commented on the area of Sierry Peaks Drive and referred to the type of radar signs that display the speed one is traveling at, as well as options for photo radar enforcement.

Those types of signs are managed by the Prescott Police Department, according to Mr. Mattingly. In general, permanent mounted feedback signs can have a 12% reduction on speeds on a roadway, however that impact can reduce over time. The signs utilized by the police department are temporary and move locations to respond to citizen requests. Regarding photo radar enforcement, the City has not reviewed that option.

The HOA members stated there have been radar speed signs present in the past, usually a week at a time. They added they are willing to take the speed increase topic to the HOA board and inquire about HOA approval on the matter. Per Mr. Mattingly, the HOA's position is welcome. Sidewalks were discussed, and future locations of any crossing would be based on safety parameters. Proposed locations would require advanced warning and other enhancements depending on various factors.

Councilmember Gambogi inquired about typical driving habits. Mr. Mattingly explained that typically driving behavior tends to be based on roadway types, adjacent development, and geometric elements, like curves. Drivers will usually travel at speeds according to these variables.

Member George Hotchkiss commented on deer and wildlife, with hills and curves, and the need to look carefully at safety aspects. Mr. Mattingly agreed it was a good point and would be beneficial to have knowledge of specific animal crossings that are highly traveled.

Member James Fields inquired about current signage for wildlife, as there are no signs currently. Mr. Mattingly commented that all input is welcome, and these are good comments.

The HOA stated they would develop a resolution and send the information to Public Works staff. In the meantime, Mr. Mattingly would review the roadway for possible crosswalk locations and other warning signs.

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

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

CYMPO Transit Manager, Pedro Rodriguez 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. Please be sure to take the survey available on the website, at www.cympo.org/ACTUP. There will also be a ribbon cutting to celebrate the new Yavapai Regional Transit System Expansion into Prescott. The event is April 22, 2024, at 10:00am, at the north side of the Courthouse building in downtown Prescott.

- SR69 Corridor Master Plan Public Engagement

Segments continue to be developed for the SR69 Corridor Master Plan, to proactively plan for future safety, access, and mobility. A public meeting is scheduled for the second quarter of 2024; date to be announced.

- CYMPO's Regional Transportation Plan 2050 kickoff

A kickoff meeting occurred this month for the federally mandated plan. The plan is a 25-year forward look at regional transportation planning and is required to be updated every five years. The plan establishes strategic priorities, goals and objectives that guide transportation investments based on anticipated funding levels.

- SS4A Notice of Funding Opportunity deadlines
 - May 16, 2024, 5 p.m. (EDT): Sole deadline for Implementation Grants. Deadline #2 for Planning and Demonstration Grants.
 - August 29, 2024, 5 p.m. (EDT): Deadline #3 for Planning and Demonstration Grants. Notice of Funding Opportunity (NOFO) closes.
- Pedestrian Safety Improvements at Whipple/Miller Valley/Willow Creek/Iron Springs

CYMPO facilitated discussions with YRMC Dignity Health for the 4-Points intersection at (Whipple/Miller Valley/Willow Creek/Iron Springs).

Mr. Mattingly explained to the committee that a state legislative funding request for a planning study of a pedestrian overpass (made by CYMPO) was not brought before PBTAC, as it is being led by YRMC as a solution for pedestrian safety for hospital employees. This is primarily a private improvement project for the hospital which may have public benefit depending on the configuration of any future project. YRMC is looking at future grants with CYMPO facilitating, and the city acting as a public stakeholder (the city sees this as hospital improvement in the public right-of-way). The city has been working with YRMC for several years to assist with pedestrian safety at the 4-Points intersection. Currently no funding has been secured for the proposed pedestrian overpass.

Director Rowitsch commented on the funding request and explained that it is for a design concept report, to explore feasibility and cost effectiveness. The design concept would provide multiple opportunities for solutions to pedestrian safety. The focus is not on a pedestrian bridge specifically, but rather on pedestrian safety. This study would be the first step in the process.

Member Lou Koven inquired about pedestrian related collisions in that area. Per Mr. Mattingly, there has been one fatality, in addition to a large volume of concerns from YRMC shift workers. Bollards have been installed, pavement markings added, and adjustments have been made to the traffic signals, to name a few of the improvements that have taken place. Through this process several complimentary safety improvements have been implemented; however, the city is only able to address some of the issues with these improvements, which is why YRMC is looking into other options like the pedestrian overpass.

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

D. Presentation & Discussion Regarding Ongoing Project Updates.

Mr. Mattingly provided updates and information to the committee.

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

Currently staff are putting together an IGA for the grant. The grant would provide funding for a multi-modal study for the area of Grove Avenue, Miller Valley, and Willow Creek Road from Gurley Street to Gail Gardner Way, encompassing businesses and the Dexter neighborhood, below Whipple Street.

The study will provide opportunities to review pedestrian, bicycle, and vulnerable road user improvements. The grant also includes a demonstration portion that will include a technical analysis of the traffic signals along the corridor to determine if other protected left turn indications should be used. Overall, the results should provide some valuable information. While ACT-UP is beneficial region-wide, this grant will aid in helping to obtain funding for more specific areas of the city.

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

The ADOT TA study is for planning a new multi-use path on SR89 north of and connecting to the Deep Well Ranch Road Roundabout near the airport. The project will evaluate the feasibility and cost for the multiuse path to connect the rural highway section to the existing path and sidewalks south.

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

Staff are working on applications and are currently in the stage of requesting permission to apply. One application would be for radar feedback signs citywide. The other application would be for twenty intersection improvements.

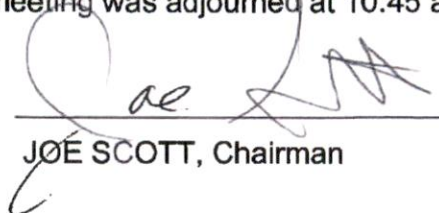
- Willow Creek Road Micro Seal Paving Project/Striping Update

The project generally consists of roadway improvements on Willow Creek Road, from Green Lane to Iron Springs Road. The scope of work includes lowering utilities, profile milling, cleaning out and sealing wide cracks, and applying a double (Type III) micro seal over the roadway to help preserve and extend the useful life of the existing asphalt pavement. Other improvements include wider bike lanes, additional skip hashings, and new striping. The project is anticipated to take approximately another three weeks.

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

6. ADJOURNMENT

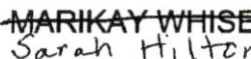
There being no further items to discuss, the meeting was adjourned at 10:45 a.m.


JOE SCOTT, Chairman

ATTEST:



MARIKAY WHISENAND, Administrative Specialist


Sarah Hilten