

# City of Prescott

## Pedestrian, Bicycle & Traffic Advisory Committee



July 8, 2024 | 9:00 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 **July 8, 2024**. Notice of this meeting is given pursuant to Arizona Revised Statutes, Section 38-431.02.

**1. CALL TO ORDER**

**2. ROLL CALL**

**3. DISCUSSION & ACTION ITEMS**

A. Approval of the June 10, 2024 Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.

**Recommended Action: MOVE to approve the minutes as presented**

B. Presentation & Discussion Regarding Westridge Drive Traffic Concerns.

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

C. Presentation & Discussion Regarding Sign Request for Lee Boulevard.

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

D. Presentation & Discussion Regarding Ongoing Project Updates.

**Recommended Action: This item is for discussion only. No formal action will be taken.**

E. Presentation & Discussion Regarding Radar Feedback Sign Policy.

**Recommended Action: Provide recommendations to staff regarding the proposed Radar Feedback Sign Policy**

**4. UPDATES**

**5. ADJOURNMENT**

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

- (1) Discussion or consideration of personnel matters (A.R.S. §38-431.03(A)(1));
- (2) Discussion or consideration of records exempt by law (A.R.S. §38-431.03(A)(2));
- (3) Discussion or consultation for legal advice with the city's attorneys (A.R.S. §38-

431.03(A)(3));

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

### **CERTIFICATION OF POSTING OF NOTICE**

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Prescott City Hall on 7/3/24 at 3:00 p.m. in accordance with the statement filed by the Prescott City Council with the City Clerk.

*Sarah M. Siep*

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Sarah M. Siep, City Clerk



TO: MAYOR AND CITY COUNCIL  
AGENDA: July 8 Pedestrian, Bicycle & Traffic Advisory Committee  
DATE: July 8, 2024  
DEPT: Community Development  
ITEM #: 3.A  
SUBJECT: Approval of the June 10, 2024 Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.

## ITEM SUMMARY

This item is for the approval of the June 10, 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. June 10, 2024 PBTAC Minutes



# City of Prescott

## Pedestrian, Bicycle & Traffic Advisory Committee

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June 10, 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 9:29 A.M.

**2. ROLL CALL**

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

**3. OPEN CALL TO THE PUBLIC**

The Pedestrian, Bicycle & Traffic Advisory Committee (PBTAC) welcomes public engagement and residents may comment and address the Committee on matters NOT included on the agenda during the Open Call to the Public. No public comments.

Lois Fruhwirth, Member of the Prescott City Council, read a statement from Patti Scibona, a resident of The Ranch subdivision stating that she has noticed an increase in traffic. The letter read that Lee Blvd is strictly for The Ranch and there is no exit point leading anywhere else. There are loud vehicles including motorcycles frequently on the road. She noticed wildlife getting hit and spoke with the HOA to try and get warning signs but Lee Blvd is a City street. She would like signs warning of wildlife.

**4. DISCUSSION & ACTION ITEMS**

- A. Approval of the May 13, 2024 Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.

**MOTION BY MEMBER KOVEN TO APPROVE MAY 13, 2024, MINUTES; SECONDED BY MEMBER KNAUP: (6 - 0)**

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

Bryn Stotler with Central Yavapai Metropolitan Planning Organization (CYMPO) introduced Amanda Hardt, a new planner with CYMPO.

- ACT-UP Survey Update

Ms. Stotler gave an overview of the ACT-UP survey and stated that the total responses

to the survey are 226. There will be a public meeting in August or September 2024. She stated that at the meeting they will present technical analysis that has been done on the current network of pedestrian & bicycle improvements throughout the region as well as showing gaps they have found in order to complete connections of bicycle and pedestrian facilities.

- SR-69 Corridor Master Plan Survey Recap

Ms. Stotler stated that one of the main things they heard through their Sundog Planning process was to fix SR-69. She stated that they are currently studying 17.4 miles from Dewey/Humboldt to Prescott divided into nine segments to identify optimized improvements for each segment. The Prescott Valley segment will optimize traffic signal timing and traffic. The survey has received over 1400 responses. During Phase 2 they will be conducting direct outreach to Hwy 69 facing businesses and they will work with those businesses to ensure they are confident in business access.

Ms. Stotler gave an overview of the Mobility Hub which is a central location that is utilized to access transit systems, a location to possibly house bike or scooter sharing and charging infrastructure. It is also a clearing house where people can get information on transit. A possible location for the facility is at the Old Wells Fargo building across from Murphys restaurant in Prescott. CYMPO is currently finalizing a lease with owners of the property.

**THIS ITEM WAS FOR DISCUSSION ONLY; NO FORMAL ACTION WAS TAKEN.**

C. Presentation & Discussion Regarding Westridge Drive Traffic Concerns.

Chair Scott moved this item up to to item C from item D.

Transportation Manager Ian Mattingly stated that staff has heard 3 primary concerns in the Westridge/Gail Gardner area which are traffic control, Sight visibility issues, and traffic speed and volume down Westridge.

Mr. Mattingly stated that they have been monitoring the intersection for a while which is stop controlled on the side leg and uncontrolled on Gail Gardner. He stated that the last traffic signal warrant study was in February 2023 and they plan to have it updated in the fall once school is back in session. The information will go to a consultant where they will look at collisions, delay, and total volume to determine whether it meets predetermined warrants which are federal guidelines for when a signal should be placed.

Mr. Mattingly stated that they will also look at 3-way stop control which can be put in place if they are close to meeting requirements for signalization.

Mr. Mattingly stated that staff worked with the mobile home park to move large trash cans that were causing site visibility issues.

Mr. Mattingly stated that staff did a preliminary evaluation to get background for the committee and inventory signs on the roadway. He stated that the signs consist mainly of no parking as well as three 25 mph speed limit signs. Staff also collected initial speed data using a radar gun in an unmarked vehicle. On the hill they had an 85th percentile speed in

the eastbound direction of 30 mph and in the westbound direction of 32mph. In the section just past Ivy Glen the 85th percentile speed going eastbound was 29mph and going westbound was 27mph.

Mr. Mattingly stated that they do not have current traffic counts but there is a contractor collecting counts on Westridge Drive and Downer Trail. He stated that they should have the numbers available in approximately one month.

Residents of Westridge spoke about the volume of traffic and asked if they are close to meeting standards for a 3-way stop or traffic signal.

Mr. Mattingly stated that they did not meet any of the eight warrants of which four apply. Those are; four-hour volume, eight-hour volume, delay, and collision. He stated that the area has been studied for a long time and there are projections for volume and the numbers are high for a collector street. They will continue to update the numbers and if they meet warrants they will move forward with a 3-way stop.

Residents spoke of problems coming out on to Gail Gardner Road and cars trying to turn left onto Westridge Drive blocking traffic. They stated that cars cannot pass on the right due to cars being parked in the bike lane.

Mr. Mattingly stated that they installed new striping to encourage slowing and it does not have bike lanes. It is legal parking. He stated that they have a plan for adding red curbing and no parking zones near some of the intersections including the Westridge intersection.

Residents stated that they are concerned with the safety of backing out of their homes onto Westridge Drive. They asked about the criteria for speed bumps.

Mr. Mattingly stated that City Council has an adopted traffic calming policy of which speed humps are a part of. They must meet specific criteria. He stated that 85th percentile speed needs to be 7 mph or more above the posted speed.

Residents expressed concern with where the data would be collected.

Mr. Mattingly stated that if residents know of areas where there are higher speeds, staff will use that information to collect data. He stated that they use a radar gun to collect the data but can also use tubes to allow data collection at night and on weekends.

Councilwoman Fruhwirth stated that she is concerned for residents and hikers in an area of the road where there is a curve and drivers speed up after going around the curve. She would like to see traffic calming measures in that section of the road.

Mr. Mattingly stated that speed humps are not permitted on collector roads and Westridge Drive, Downer Trail, and Sierry Peaks Drive are all collector roads. He stated that it is mainly to ensure emergency response is maintained. He also stated that there are issues with grades.

Mr. Mattingly stated that he would like to put out more counters for a week or two to gather more data. He stated that they need to see if thresholds are met to add traffic calming. He stated that some of the other traffic calming measures include signing, rumble strips, and edge lines.

Mr. Mattingly spoke about another road where speed humps were not suitable but other traffic calming methods were used. In that instance, signing to pre-warn traffic that they should share the road and slow down was used, pavement markings and added edge lines to narrow the road were also used. He stated that in these installations speed limit signs are installed at each end with pavement markings used on the ground. He stated that they may be able to add rumble strips made of thermoplastic to get the attention of drivers.

Mr. Mattingly stated that there may be other options but they will have to be budgeted and will take longer to approve and implement. He stated that they will be back no sooner than one month with additional data.

Member Knaup asked what the average width is on the road.

Mr. Mattingly stated that it is 28 feet wide plus eighteen inch gutters.

Councilwoman Fruhwirth stated she would like to see a speed sign in the curve right after the Centennial Trail parking area as well as at the top of the hill to help slow people coming down the hill. She asked if the radar feedback signs collect data.

Mr. Mattingly stated that they do.

Councilwoman Fruhwirth stated that she believes there are high speeds in the 15th percentile which is a concern for the residents.

Residents stated that blind driveway signs may be helpful to alert drivers that residents are backing out onto the road.

Mr. Mattingly stated that they need to collect additional data to see if they meet criteria. He stated that they have inventoried the signage and can come up with a plan for improvements in placement of the existing and additional speed limit signs. They can possibly look into advanced curve warning signs with yellow advisory speed for the curves.

Residents asked about connectivity between Downer Trail and also Vine Street.

Mr. Mattingly stated that there is a resolution that Council passed not to open the gate. He stated that it was closed because they did not want traffic diverting down southern Downer Trail and Oregon Avenue.

Mr. Mattingly stated that staff is looking at the northern gate later in the week. He stated that the gate may be considered an emergency access.

Councilwoman Fruhwirth stated that there is not much traffic that uses Sierry Peaks to get to Iron Springs.

Residents stated that most people are turning left onto Gail Gardner from Westridge and if the Kyle connection were open it may be safer as they could turn right.

All members agreed to bring the item back in one month.

D. Presentation & Discussion Regarding 2023 Collision Data Review.

Mr. Mattingly stated that in the past the committee used to look at bicycle and pedestrian crashes every month. They decided it would be better to review the data at the end of the year. He stated that there were twenty bicycle and pedestrian crashes across the city in 2023 with all having an injury or fatality.

Mr. Mattingly presented the crash reports & a map to show where crashes happened in 2023. The map was divided by motorized bike, bicycle, and pedestrian. He stated that most of the collisions are happening at intersections off of the arterial or major collector roads.

He stated that he noticed that many of the collisions happened when the bike was riding on the sidewalk which is illegal. However the facilities are lacking in some areas and there may not be space for them to ride on the road. He stated that the bike is usually not cited.

Councilman Gambogi stated that he has done a lot of bicycling and he feels that cycling in Prescott is unsafe.

Mr. Mattingly stated that there are initiatives by Council to reduce injury and fatal collisions. Staff has developed strategies for implementation, including a major focus on education.

A member of the public stated that if we can get youth to use public transit, cycling, and walking they will continue to do it through adulthood which helps with development of the system. He stated that education with the youth is needed.

Member Koven stated that he spend time with Sergeant Parker where they spoke about engineering, enforcement, and education. He thinks the City needs to do more of all 3. He stated that an E-bike safety course could be something that the committee sponsors. He would like to provide traffic safety to students before they are driving. He stated that he would like to find funding for drivers education.

Mr. Mattingly presented a map of collisions by type showing where accidents in 2023 happened. He stated that for the most part accidents happen on main streets.

Officer Rich Doty stated currently there are 3 motors and a sergeant. He stated that years ago there were 7 or 8 motors and a sergeant. He stated that because of their small numbers, they do not reach much of the population. He stated that he has spent many hours on roads where there were speed complaints without seeing many speeders. He stated that it is hard for them to go out to the smaller roads because there is not a high volume of collisions or speeding.

Mr. Mattingly stated that Council has identified strategy to reduce injuries and fatalities. He stated that the primary focus of police resources should not be smaller local streets because the data shows that collisions are not occurring there in high numbers.

Councilman Gambogi expressed interest in educating the public on what the police officers already do as well as showing them some of the collision maps that Mr. Mattingly presented.

Mr. Mattingly stated that the people in neighborhoods are concerned because it impacts them where they live. He said they start with the busier residential roads. He wants to ensure they are making impacts when traffic calming measures are installed. He stated that they would like to use resources where they will have the most impact.

Mr. Doty stated that they cannot always rely on injury data, as drivers self-report an injury without seeking medical care.

Mr. Mattingly stated that he could subcategorize injuries so that they can see where the more severe injuries are happening in order to make the most impact with traffic calming measures.

A member of the public stated that it would be great for the public to see the maps so they can see where things have improved.

Mr. Mattingly presented trend data which showed that there were 839 vehicle crashes in 2023.

Mr. Mattingly stated that anytime there is a pedestrian or bike crash there is an injury or death.

Mr. Doty said that the majority of collisions with bicycles happen when people are turning right and a bicycle is riding along the road.

Knaup stated that education is important to do in the schools and with general public. He stated that ADOT used to put out pamphlets on Share-the-Road and also how to ride effectively as a cyclist. He stated that motorists need to be aware of cyclist rights. He stated that speed limits need to be reduced in busy areas.

Councilman Gambogi stated that even when cyclists are wearing bright colors, it is hard to see them.

Mr. Doty stated that one person driving differently than the other cars is what causes the majority of collisions.

A member of the public stated that dedicated bike lanes with protection and flexi sticks are helpful in protecting cyclists and pedestrians.

Mr. Mattingly provided the 2023 High Collision Intersections. He stated that there are two roundabouts in the top four but the collisions are less severe because of lower speeds. SR89 & Deep Well had the highest rate by far. Willow Creek & Willow Lake was also near the highest. Mr. Mattingly stated that there is less chance of an accident in 4-point intersections than the other two mentioned. Willow Creek & Sandretto showed up in the top 10. He stated that they are seeing a lot of left turn crashes there. He stated that approximately 25 percent of all crashes citywide were injury collisions.

Mr. Mattingly then presented graphs showing injury collisions by time-of-day and by season. He stated that there is a spike during summer but weather doesn't seem to impact it too much.

E. Presentation & Discussion Regarding Radar Feedback Sign Policy,

**The committee decided to defer this item to the next meeting.**

**5. GENERAL ANNOUNCEMENTS**

**6. ADJOURNMENT**

There being no further business to discuss, Chairman Scott adjourned the meeting at 11:08 A.M.

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JOE SCOTT, Chairman

ATTEST:

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SARAH HILTON, Recording Secretary



TO: MAYOR AND CITY COUNCIL  
AGENDA: July 8 Pedestrian, Bicycle & Traffic Advisory Committee  
DATE: July 8, 2024  
DEPT: Public Works  
ITEM #: 3.B  
SUBJECT: Presentation & Discussion Regarding Westridge Drive Traffic Concerns.

## ITEM SUMMARY

Committee members will continue discussion with neighborhood representatives and staff regarding speeding and traffic concerns on Westridge Drive.

## BACKGROUND

During its June 10, 2024 meeting, the PBTAC heard from local resident Ron Phillips and others about their concerns over the amount and speed of traffic along Westridge Drive and the existing traffic control at its intersection with Gail Gardner Way. At the meeting, an update on the intersection traffic control signal warrant was provided, indicating it would be updated in the fall to determine if any changes are warranted. Based on the conversations about the existing conditions and signing, and sharing of the initial traffic data, staff has developed a signing and striping plan for the committee and neighborhood to review and consider. The purpose of the plan is to better delineate and channelize traffic to encourage slower speeds and improve signing to advise drivers of the speed limit and other conditions which they should be aware of.

## FINANCIAL IMPACT

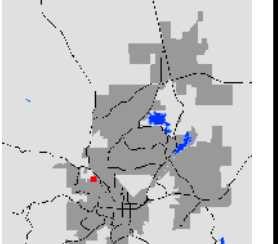
None at this time.

## RECOMMENDED ACTION

Possible action regarding recommendations related to information provided by staff

## ATTACHMENTS

1. Westridge Drive Signing and Striping Package\_Optimized



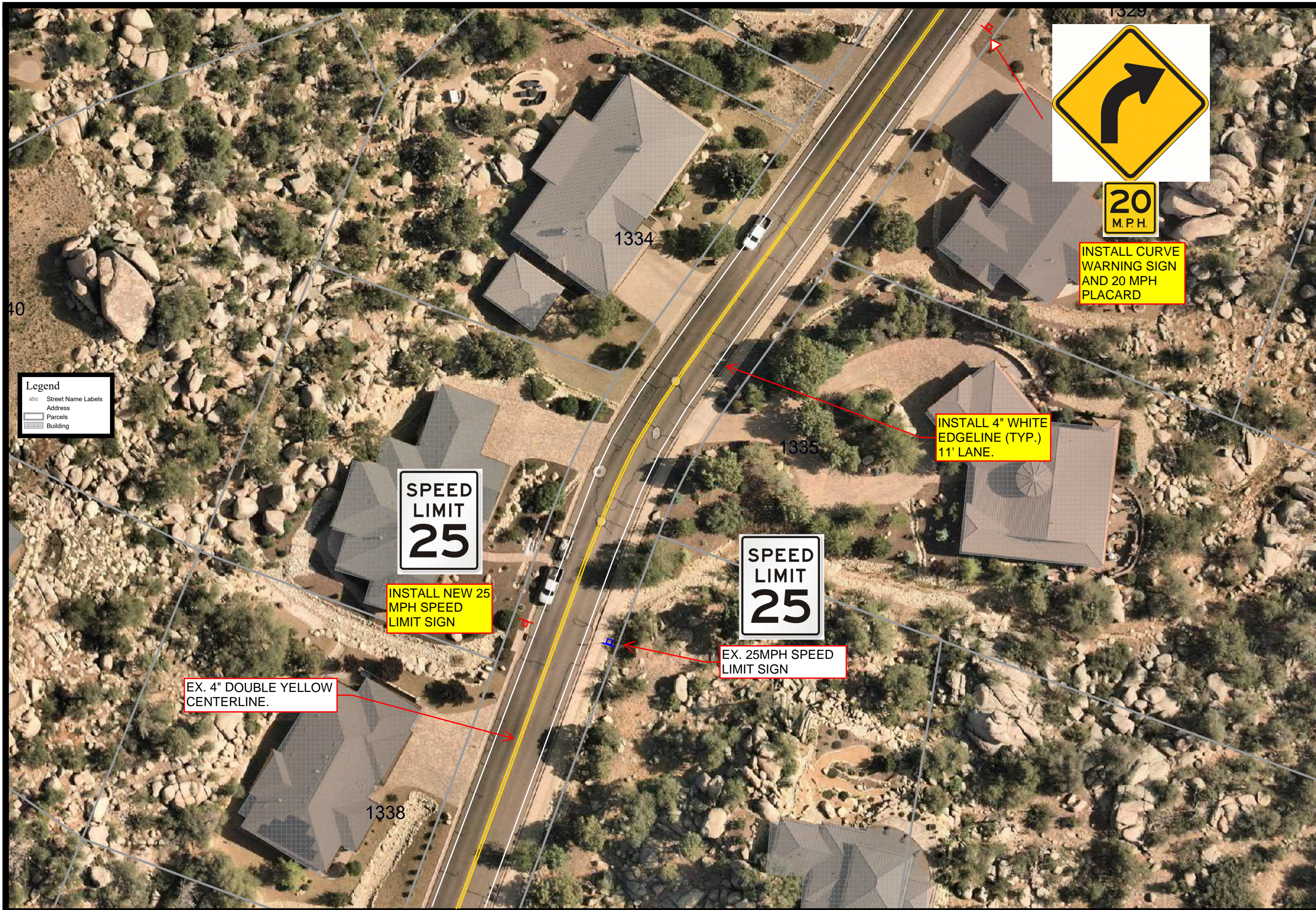
Westridge Drive Signing & Striping Sht. 1  
City of Prescott - July 2024

This map is a product of  
The City of Prescott



0' 1" = 42'





**Legend**

- abc Street Name Labels
- Address
- Parcels
- Building



INSTALL CURVE WARNING SIGN AND 20 MPH PLACARD



INSTALL NEW 25 MPH SPEED LIMIT SIGN



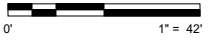
EX. 25MPH SPEED LIMIT SIGN

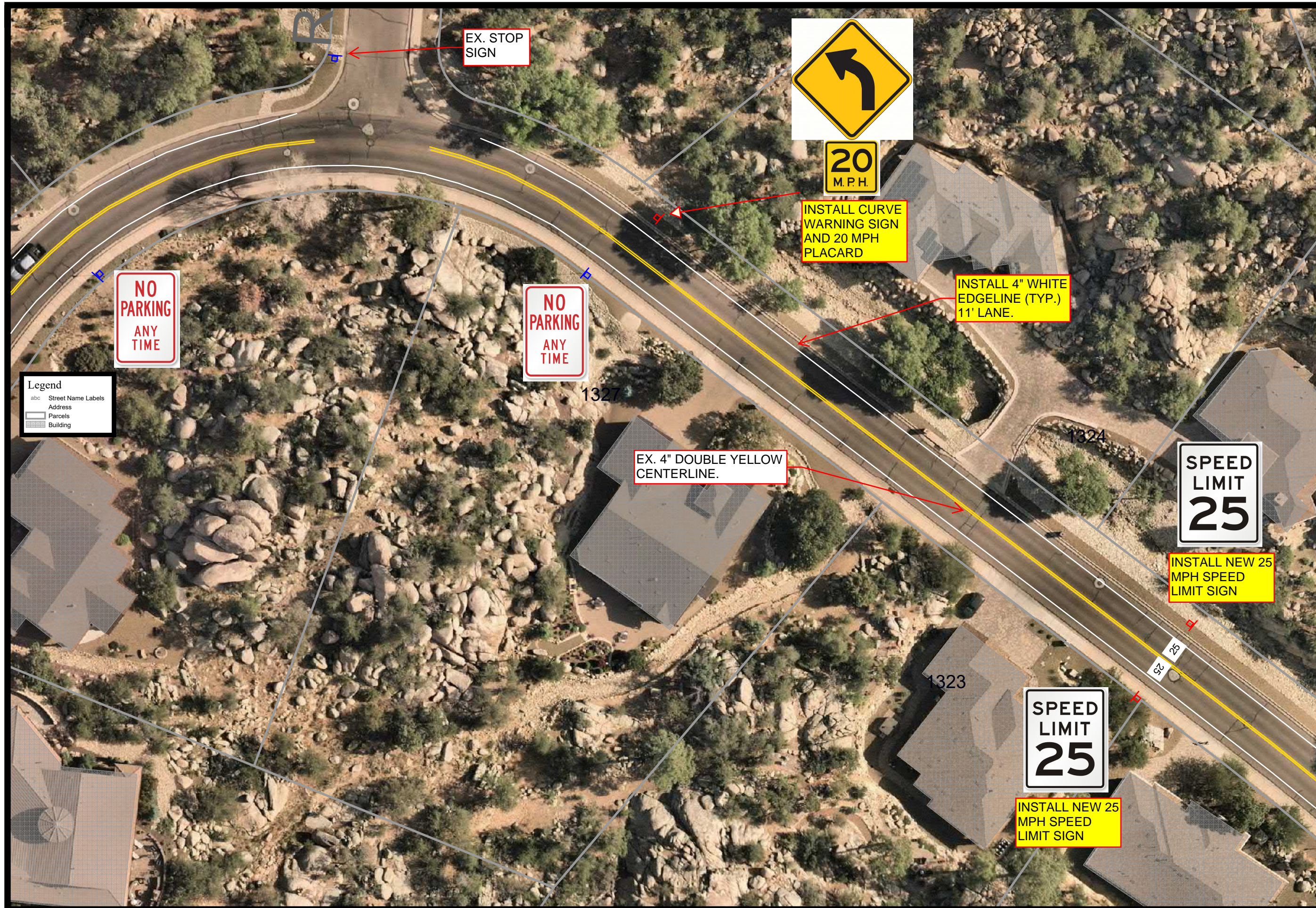
INSTALL 4" WHITE EDGELINE (TYP.) 11' LANE.

EX. 4" DOUBLE YELLOW CENTERLINE.

Westridge Drive Signing & Striping Sht. 2  
 City of Prescott - July 2024

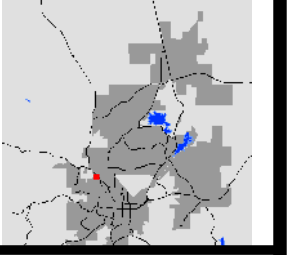
This map is a product of  
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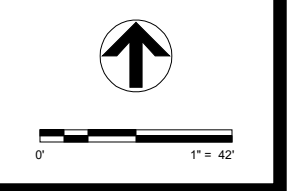
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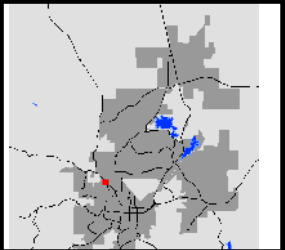
- abc Street Name Labels
- Address
- Parcels
- Building



Westridge Drive Signing & Striping Sht. 3  
 City of Prescott - July 2024

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The City of Prescott



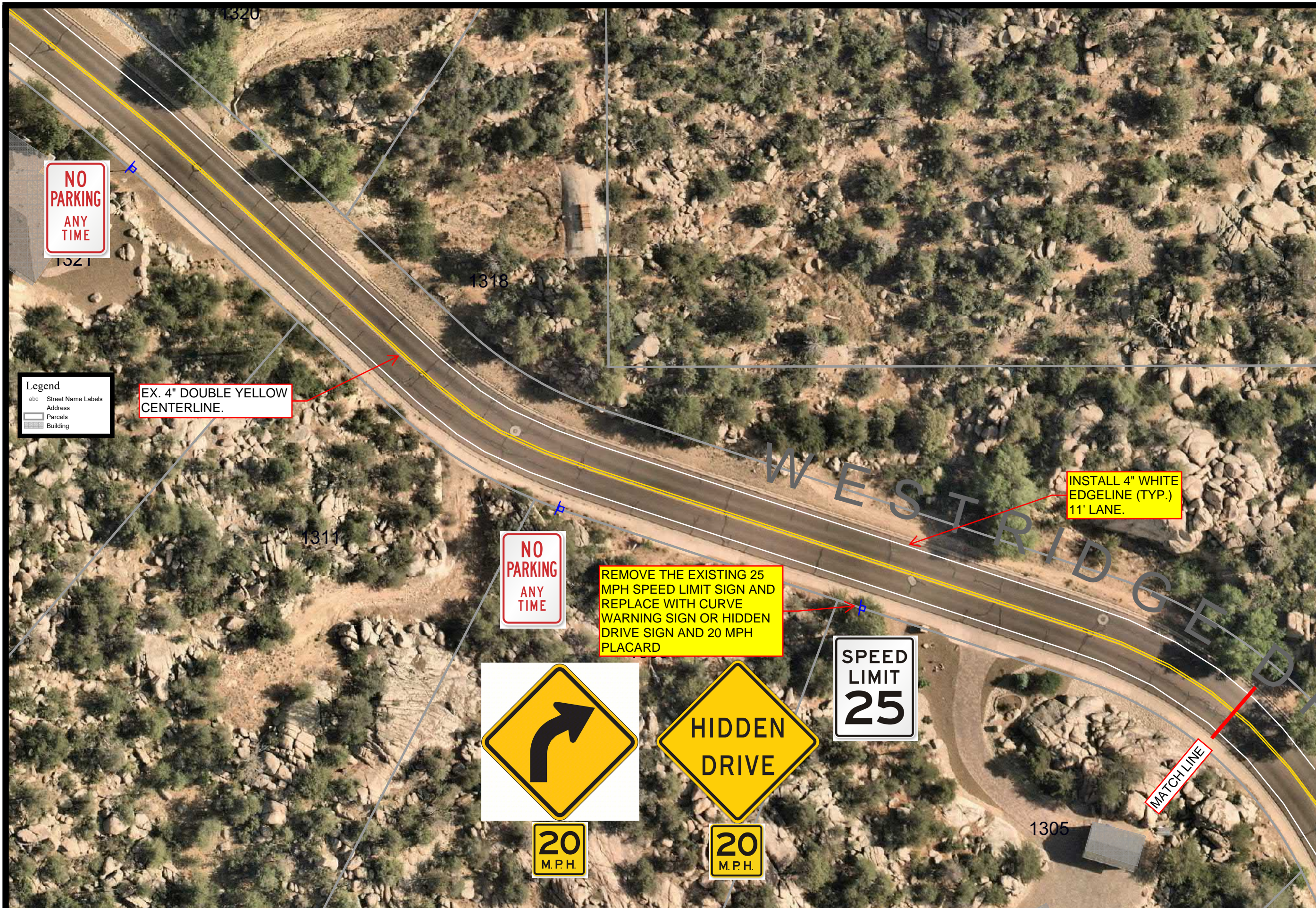


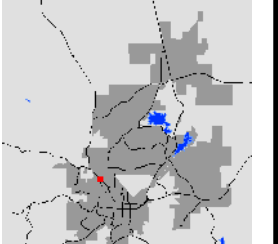
Westridge Drive Signing & Striping Sht. 4  
City of Prescott - July 2024

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The City of Prescott



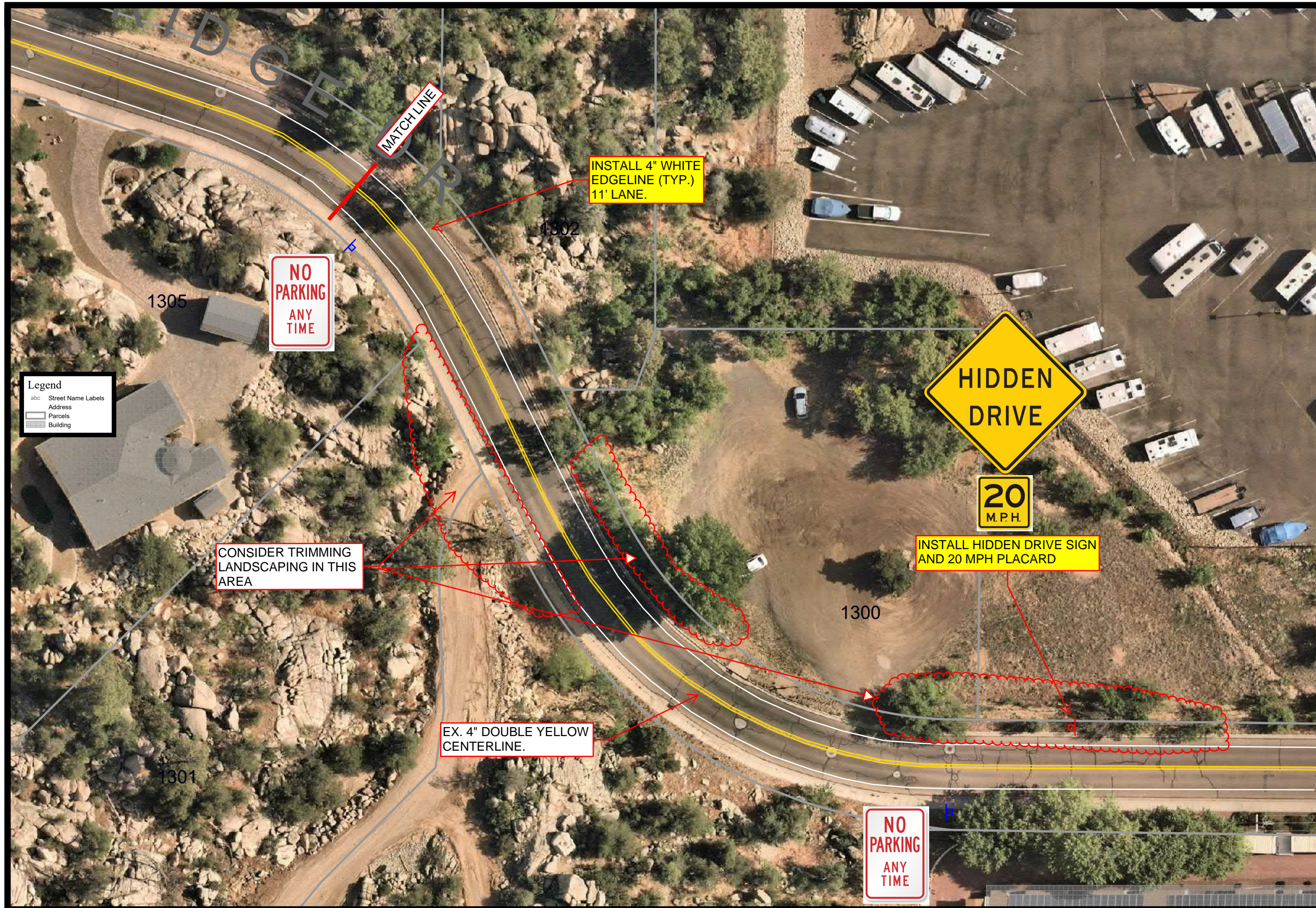
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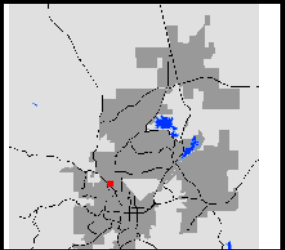
Westridge Drive Signing & Striping Sht. 4B  
City of Prescott - July 2024

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**Legend**

- abc Street Name Labels
- Address
- Parcels
- Building



Westridge Drive Signing & Striping Sht. 6  
City of Prescott - July 2024

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0' 1" = 42'





TO: MAYOR AND CITY COUNCIL  
AGENDA: July 8 Pedestrian, Bicycle & Traffic Advisory Committee  
DATE: July 8, 2024  
DEPT: Public Works  
ITEM #: 3.C  
SUBJECT: Presentation & Discussion Regarding Sign Request for Lee Boulevard.

## ITEM SUMMARY

Local resident Patti Scibona will be present to discuss a request for signing on Lee Boulevard.

## BACKGROUND

At the June 10, 2024, PBTAC meeting Councilwoman Lois Fruhwirth, read a statement from Patti Scibona, a resident of The Ranch subdivision stating that she has noticed an increase in traffic on the roadway. The letter read that Lee Blvd is strictly for The Ranch and there is no exit point leading anywhere else. There are loud vehicles, including motorcycles, frequently on the road. She noticed wildlife getting hit and spoke with the HOA to try and get warning signs but was informed that Lee Blvd is a City street. She would like signs warning of wildlife. Following the meeting staff reached out to Ms. Scibona in an attempt to coordinate and better understand the specifics of her request. As of the writing of the memo we have not received any response. Ms. Scibona has been invited to this meeting to provide more information on her request.

## FINANCIAL IMPACT

None at this time.

## RECOMMENDED ACTION

Possible action regarding recommendations related to information provided by staff

## ATTACHMENTS

None



TO: MAYOR AND CITY COUNCIL  
AGENDA: July 8 Pedestrian, Bicycle & Traffic Advisory Committee  
DATE: July 8, 2024  
DEPT: Public Works  
ITEM #: 3.D  
SUBJECT: Presentation & Discussion Regarding Ongoing Project Updates.

## ITEM SUMMARY

Staff will provide updates and discussion for the following:

- Safe Streets for All (SS4A) Prescott Dexter/Near North Business District Vulnerable Road Users Safety Plan Grant Update
- ADOT Transportation Alternatives Program (TA) Highway 89/Deep Well Ranch Road Multi-Use Path Planning & Scoping Study
- Lee Blvd (north side) Paving Project/Striping Update
- Speed Limit Increase Update
- SR69 Widening Project (ADOT) Update

## BACKGROUND

None

## FINANCIAL IMPACT

None

## RECOMMENDED ACTION

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

## ATTACHMENTS

None



TO: MAYOR AND CITY COUNCIL  
AGENDA: July 8 Pedestrian, Bicycle & Traffic Advisory Committee  
DATE: July 8, 2024  
DEPT: Public Works  
ITEM #: 3.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 recommendations.

## FINANCIAL IMPACT

None

## RECOMMENDED ACTION

Provide recommendations to staff regarding the proposed Radar Feedback Sign Policy

## ATTACHMENTS

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

**CITY OF PRESCOTT**

**RADAR SPEED FEEDBACK SIGN**

**POLICY**

**(DRAFT)**

**ADOPTED BY  
PRESCOTT CITY COUNCIL**

**(August 2024)**

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  - Statement of City Council Policy on Traffic Calming
  - Program Goals and Objectives
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  - Reference
3. **RADAR SPEED FEEDBACK SIGN CRITERIA**
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  - Criteria for Installation
4. **RADAR SPEED FEEDBACK SIGN OPERATION, SPACING AND LOCATION REQUIREMENTS**
  - Sign Type and Operation
  - 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](mailto: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.

## **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 10<sup>th</sup>, 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.

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