



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

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 (PBTA) 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 cycling and safety is the responsibility of the motorist and the cyclist. More can be done for cyclists to make it safer to cycle in Prescott.

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.

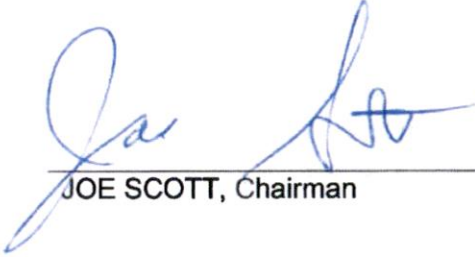
E. Presentation & Discussion Regarding Radar Feedback Sign Policy,

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

5. GENERAL ANNOUNCEMENTS

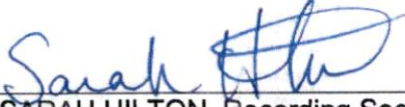
6. ADJOURNMENT

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



JOE SCOTT, Chairman

ATTEST:



SARAH HILTON, Recording Secretary