



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

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

MINUTES

1. CALL TO ORDER

Chair Lou Koven called the meeting to order at 10:00 A.M.

2. ROLL CALL

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

3. OPEN CALL TO THE PUBLIC

Kent Hart spoke about extending the sidewalk in the Foothills Subdivision where he lives. He stated that the Penn/Eastwood Project included new sidewalk in an area which only serves 2 homes on the street. He would like the City to finish the sidewalk.

Elaine Garley stated that she lives near Senator Hwy and Haisley and is requesting that the City finish the 850 feet of sidewalk that is missing. She is also concerned about the flashing crossing signs that are at Senator Highway and Haisley Road. She stated that they were great but they stopped working. She would like information on who to contact to get the signs fixed. She stated that she has spoken to City Staff and the signs are still not working properly.

4. DISCUSSION & ACTION ITEMS

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

**MOTION BY MEMBER KNAUP TO APPROVE THE JULY 8, 2024 MINUTES;
SECONDED BY MEMBER HOTCHKISS: (6 - 0)**

- B. Discussion & Selection of Chair and Possibly Vice Chair for the Pedestrian, Bicycle and Traffic Advisory Committee.

MOTION BY MEMBER HOTCHKISS TO APPROVE SELECTION OF MEMBER KOVEN AS CHAIR; SECONDED BY MEMBER FIELDS: (6 - 0)

MOTION BY KNAUP TO APPROVE SELECTION OF MEMBER FERRO AS VICE CHAIR; SECONDED BY HOTCHKISS: (6 - 0)

C. Presentation & Discussion Regarding Westridge Drive Traffic Concerns.

Transportation Manager, Ian Mattingly stated that the original request was for vertical traffic calming measures but Westridge Drive is a collector road and the City's adopted traffic calming policy does not allow for speed humps on roadways that are primary emergency routes. He then presented a signing and striping package that includes visually narrowing the road, additional signing, pavement markings, and other features to encourage people to slow down. Mr. Mattingly asked for feedback on whether a curve ahead sign or a hidden driveway sign would be better on one portion of the road near a shared driveway access with limited visibility.

Member David Fero stated that he believes a hidden driveway sign would slow people down more than a curve ahead sign.

Member Jim Knaup asked if Westridge Drive is scheduled for pavement preservation.

Public Works Director Gwen Rowitsch replied that it is not.

Member Knaup stated that the narrowing through striping would benefit the safety of pedestrians.

Chair Lou Koven stated that he believes the hidden driveway sign would be of more benefit than the curve ahead sign.

Member James Fields agreed that the hidden drive sign would provide more awareness for drivers.

Member of the public, Robert Gates stated that there is a 20 mph sign going up the hill and he would like a 20mph sign going downhill as well. He stated that cars go very rapidly both up and down the hill.

Mr. Mattingly replied that there was a spacing issue with the signs but he will look into it to see if they can fit another speed limit sign in that area. He stated that the legal speed limit is 25 mph however and the 20 mph yellow signs referenced by Mr. gates are advisory and not enforceable.

Mr. Gates stated that he would like signs placed in between homes instead of right in front of them.

Mr. Mattingly replied that crews try and place signs on property lines instead of in front of homes. He stated that they are also sensitive to sign locations that might be visible from homes and try to place them in areas that create the least

disturbance to views. He noted that the final location of the signs must consider underground utilities as well.

Mr. Gates asked if staff is doing a study on Gail Gardner.

Mr. Mattingly replied that in previous meetings there was concern expressed about the existing traffic control at Westridge Drive and Gail Gardner. The City is currently under contract with a consultant to update the Traffic Signal Warrant. This is needed because in order to place a signal, certain conditions have to be met.

Mr. Gates stated that the residents would appreciate stop signs.

Mr. Mattingly replied that stop signs will be evaluated with the signal warrant study.

Mr. Gates stated that a lot of the residents are seniors and it is hard to get out onto Gail Gardner because there is a steady flow of traffic coming from both directions.

Mr. Mattingly replied that there are eight signal warrants that are analyzed. The conditions of the roadway are looked at and gaps in traffic are timed to see if they meet criteria.

Chair Koven asked Mr. Mattingly to expand on what the City has done to improve visibility.

Mr. Mattingly replied that there is a trailer park that had large trash bins that blocked visibility at the intersection. He stated that Solid Waste worked with the homeowners to get them moved.

Member of the public, Ron Samborsky thanked staff for their efforts so far. He stated that the majority of homeowner and people visiting follow the speed limit but there is a growing minority of drivers that are speeding. He stated that bicyclists have also come down the road going 40 to 50 mph. He stated that because of the increased traffic on Westridge Drive, the intersection at Gail Gardner is unsafe and residents sometimes have to wait several minutes to get out onto Gail Gardner Drive. He believes that stop signs at the Gail Gardner intersection could solve the issue. He stated that in his neighborhood three mailboxes have been taken out by cars driving by.

Member of the public, Beth Wisinsky stated that if stop signs are placed on Gail Gardner at the Westridge Drive intersection, people on Whipple Drive will be unable to get out. She suggested that Whipple Drive be a dead end at Gail Gardner. Another suggestion is to make Westridge Drive go into Whipple where there are four stop signs. She stated that more homes are being built and more people are using the Gail Gardner/Westridge Drive intersection to get out. She suggested that Sierry Peaks and Downer Trail could be opened so that they can get out on Iron Springs Road. She stated that if that happens then Kyle Street also needs to be opened.

Member of the public, Yvonne Gibbs stated that first responders have to go at least 2.5 miles to get into the neighborhood. She stated that if the road to Iron Springs (Kyle Street) were open, they would only have to go one mile. There are many elderly drivers with blind driveways. There are also a lot of people walking and wildlife on the road. She suggested mirrors on poles to help with visibility. She believes opening the road to Iron Springs would solve some of the issues especially since a lot of the people using Westridge Drive do not live on Westridge Drive.

Member Knaup asked when the stop sign at Whipple and Gail Gardner was removed.

Mr. Mattingly replied that he does not recall there being a 4-way stop at that intersection.

Chair Koven asked if staff has done studies to see how many cars pass through the area.

Mr. Mattingly replied that regional transportation studies have been done to evaluate what traffic will be like in the future. He stated that staff has been looking at the intersection for a long time to see when something needs to be changed. He stated that multi-way stops can cause traffic to back up during the busy times of the day.

Member Knaup stated that when Lamb Chevrolet was near the intersection there was a three-way stop and if it was still there it would allow for easier ingress and egress.

Member of the public, Lois Vogen stated that on Downer Trail going south she has to stop to turn left onto Westridge Drive because the cars going north on Downer Trail are going very fast. She stated that they cannot see around the curve if a car is coming. She asked if a stop sign could be put up for northbound Downer Trail traffic or possibly a mirror for visibility.

Mr. Mattingly replied that staff has heard this complaint in the past and they have done some things to try and address the issue but he will contact her directly to see if there is anything else they can do.

Councilwoman Lois Fruhwirth thanked staff for a great plan. She asked if a hidden driveway sign could be placed before the curve by the trailhead on Westridge Drive. She stated that it is a wildlife corridor and people are reaching high speeds before the hill. She would like another speed limit sign to slow people down before going up the hill.

Meeting paused at 10:09 A.M. due to a fire alarm and resumed at 10:19 A.M.

Member Hart stated that there is not enough traffic enforcement in the City. He stated that there are only four officers on duty at any given time.

MOTION BY MEMBER FERRO TO IMPLEMENT THE TRAFFIC CALMING PLAN AS RECOMMENDED BY STAFF WITH MINOR MODIFICATION OF LOCATION OF SOME SIGNS AS APPROVED BY STAFF; SECONDED BY MEMBER KNAUP: (6 - 0)

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

Act-Up Plan

CYMPO is looking at existing facilities and making recommendations for future projects. Meetings have been set up with nearby communities to go over the initial findings and they will be meeting with City staff to go over those findings.

2050 RTP (Regional Transportation Plan) Five Year Update

This plan is used to identify major roadway projects. CYMPO has hired a consultant for the update. It will take at least a year to finish the study. City staff will be involved. Staff will be bringing updates to the Committee as progress continues.

Regional Conservation Plan

CYMPO is moving forward with the plan which will get communities together to plan for regional growth that would impact corridors that need to be preserved for wildlife or other purposes. Staff will then be able to help guide new developments to preserve these corridors. The City Manager of Prescott Valley initiated the plan based on a similar model completed in southern Arizona.

- E. Presentation & Discussion Regarding Sign Request for Lee Boulevard.

Mr. Mattingly stated that Councilwoman Fruwirth read a letter from member of the public Patti Scibona at the July meeting asking for added signs on Lee Boulevard. Ms. Scibona has been invited to two meetings and has not been to either one. This item will be put on hold.

- F. Presentation & Discussion Regarding Updates for Ongoing Projects.

The Safe Streets for All (SS4A) grant which will allow development of the Prescott Dexter near North Business District Road Safety User Plan has had its Phase I IGA approved and signed. This is a Federal grant through the FHWA with a total of \$250,000. The study will look at the area surrounding Grove Avenue and Miller Valley Road between Gurley Street and Gail Gardner. The City will be hiring a consultant directly to evaluate the bike and pedestrian facilities and make recommendations for where improvements need to be made. The goal is to do the planning portion which allows for the city to pursue future construction projects that are identified. The second part of the grant is \$100,000 to hire a consultant to analyze and implement left-turn signal changes on the signals within the corridor to see if they can improve pedestrian and traffic safety

using these techniques.

The City also received a \$200,000 grant through ADOT for a multi-use pathway on State Route 89 as you come in from Chino Valley. The IGA was approved. The grant is handled by ADOT. Kimley Horn has been hired to design the project. When the City first got the grant there was wording limiting the scope to only look at the southbound side of the road. It has now been modified to add the northbound shared use path as well. ADOT is currently finalizing the contract with Kimley Horn.

Rosser Street Middle section striping & signage. This section of Rosser is the only section between Campbell and Eagle Ridge that does not have any traffic calming. A plan for its improvement was approved early this year by the PBTAC and it is now ready for striping and will be completed in October.

Member Knaup stated that during the call to the public at the September meeting, James Stein asked about the gap in the connection in Idylwild.

Ms. Rowitsch stated that staff investigated and it is private property so it is not being maintained by the City.

Member Knaup asked if the speed limit increase passed at City Council.

Ms. Rowitsch replied that the speed limit changes on Hassayampa Lane and Williamson Valley Road were both approved by City Council.

Member Knaup stated that there was a deadline of June 25th for the Bicycle Friendly Community and asked where we are in the process.

Mr. Mattingly stated that it was an extension deadline. He stated that the City met the original deadline and was once again awarded Bronze status.

Member Knaup asked when they need to start looking at it again.

Mr. Mattingly answered that the current award goes from 2023 to 2026 so they should start looking at it again in late 2025.

Member Fields asked what Bronze status is.

Mr. Mattingly stated that there are levels of award including Bronze, Silver, and Gold. The City has to meet certain criteria and they are awarded based on how bicycle friendly the City is. One goal of the General Plan is to move up in status. In order to move the bicycle friendly status the City has from Bronze to Silver, the city would need to create and hire a dedicated bicycle position.

5. ADJOURNMENT

With nothing further to discuss, Chair Koven adjourned the meeting at 10:53 A.M.



LOU KOVEN, Chair

ATTEST:



SARAH HILTON, Recording Secretary