



City of Prescott

Pedestrian, Bicycle & Traffic Advisory Committee

October 14, 2024 | 9:30 AM
Council Chambers
201 N. Montezuma Street, 3rd Floor
Prescott, AZ 86301

MINUTES

1. CALL TO ORDER

Chair Lou Koven called the meeting to order at 9:34 A.M.

2. ROLL CALL

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

3. OPEN CALL TO THE PUBLIC

Tom Collins thanked the committee for their response to another matter they helped with the Prescott Lakes HOA, but stated that he was there to discuss the traffic and speeds on Sarafina Drive, a collector street that goes from Smoketree to Willow Lake Road. He stated that when people are traveling southbound near the common mailboxes they are going downhill and picking up speed. He believes that the postal workers are scared to park their trucks in the area as it is dangerous. He believes that speed humps should be placed to slow traffic down. Mr. Collins stated that the 15mph speed limit in other areas has helped with slowing traffic down. He brought a petition signed by approximately 50 people.

Elaine Garley thanked Staff for getting the crosswalk RRFB at Senator Highway and Haisley working properly. She spoke about a previous meeting she attended where she noted that there is 330 feet of missing sidewalk on Nathan Lane. She stated that there is 10 feet of sidewalk and 330 feet of dirt. Ms. Garley stated that there is a hill and blind turn where the sidewalk is missing and walking can be dangerous because pedestrians are forced into the street. She stated that Foothills HOA gave money to Public Works over five years ago to finish the sidewalk.

Danny DeAngelis is a resident of Prescott Lakes who is affected by a downhill blind curve on Sarafina Drive. He stated that he has almost been struck several times

backing out of his driveway. He has spoken with City staff including the Fire Department about the issue. He stated that Sarafina is a thoroughfare for people, both residents who live on Sarafina as well as residents of the nearby neighborhoods. He stated that he has seen people go 50-60 mph around the blind curve. He noted that speed bumps are not able to accommodate fire trucks but speed humps should work. He would like staff to do a traffic study.

4. DISCUSSION & ACTION ITEMS

- A. Approval of the September 9, 2024 Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.

MOTION BY MEMBER FERRO TO APPROVE THE SEPTEMBER 9, 2024 MINUTES; SECONDED BY MEMBER HART: (6 - 0)

- B. Presentation & Discussion Regarding Schemmer Drive Traffic Calming.

Board member Jim Knaup recused himself as his wife submitted the petition for the item and he is a co-owner of the property.

Transportation Manager Ian Mattingly stated that Schemmer Drive connects Miller Valley Road and Gail Gardner Way and is a narrow roadway without curbs and gutter and sidewalk. It serves as a collector in its function as it allows people to connect between Gail Gardner Way and Miller Valley Road. It also serves as a feeder for the Rodeo Grounds when there are events.

Mr. Mattingly stated that in approximately 2010 the City did an improvement project on Schemmer Drive where 2 speed humps were installed on the east end of the roadway. He stated that before this was done residents were concerned about traffic and speed. It was done on the east end because that is where most of the direct fronting homes are and there were none on the west end. Since then, the Knaups have started developing a property on the west end of the roadway. There is also trailhead parking on the west end. Sue Knaup brought a petition to the City with support of all of the residences in the area asking for additional speed humps be installed on the west end.

Member Knaup speaking as a private citizen, stated that his wife filed the petition as they are building on their property that is located on Schemmer Drive. Member Knaup and his wife have both spent time at the property and walking on Schemmer Drive. Ms. Knaup's main goal is to seek relief from the excessive speeds on the road and the danger to pedestrians and cyclists.

A petition was signed by Schemmer Drive and Fairgrounds Avenue residents asking for two to three speed humps as well as 20MPH speed limit signs. Member Knaup stated that the road is narrow and there is not a lot of room to walk in many areas along the roadway because of rocks, natural trees and bushes, as well as a blind curve. He also spoke about the sun making it hard to see when reaching the top of the hill in the mornings and evenings.

He believes that striping to visually narrow the road as well as adding advisory signs would help reduce speed for near the blind curves and in areas of limited visibility. He stated that the center line striping needs refreshing. The road is signed no parking but does still gets parked on regularly. He believes that it would help to identify the parking area for trails near the top of the hill so that people do not park in the street. He stated that the intersection at Fair Street has 15 MPH advisory signs for a sharp right turn. A neighbor has reported that the power pole across Fairgrounds Avenue was taken out by a driver and replaced with a steel pole. He believes better signing could help. He stated that people treat the road as a shortcut. He would appreciate some traffic calming measures added on the road.

Mr. Mattingly stated that staff collected speed data. He continued that the Adopted Traffic Calming Policy is written to provide flexibility for PBTAC and staff to implement measures. He stated that the roadway serves more than local residents as it is a shortcut between a major collector and arterial. Typically when considering new speed hump installations, staff and the PBTAC use the 85th percentile speeds to see if they meet the threshold. Per the policy this requires 85th percentile speeds of 7 MPH over the posted speed limit, which in this case is 32 MPH or (7 MPH + 25 MPH). On Schemmer speeds do not meet this criteria (Staff saw 27 MPH and 24 MPH eastbound and 28 MPH and 26 MPH westbound, both on the west end), however with speed humps already present and installed due to other conditions the threshold does not have to be met.

Mr. Mattingly, responding to a request to add additional 20MPH signs, stated that the existing 20MPH signs have been there for 25 years. However Mr. Mattingly stated that the legal speed limit on the roadway is 25 MPH and the new section would not get posted at 20 miles per hour just to match the other section as it is unenforceable. He stated that he recommends reposting the street to 25MPH, and adding other advisory signing as appropriate for speed humps, curves and other conditions using advisory placards at speeds in the 15-20MPH range.

The City has an adopted classification map that shows roadway types. Schemmer Drive is not included in the current version but staff is correcting it. He stated that Schemmer Drive acts as a minor collector. There are 300 to 500 cars per day which is equivalent to a residential street.

Member George Hotchkiss asked where the speed humps would be located.

Mr. Mattingly presented a map showing speed humps that are 475 feet apart. He stated that a minimum of two but optimally three are needed. If three are used they would be placed; one west of the intersection, one placed 350 to 400 feet west of that near the crest, and one near the bottom of the hill close to the utility yards. He stated that the 90 degree turn at Fairgrounds Avenue controls speeds fairly well. He stated that with the three proposed speed humps there would be five across the roadway in total.

Member David Fero asked if people are accessing the trails from the roadway and if there would be a consideration for traffic calming near the trail.

Mr. Mattingly stated that there is trail access off of Schemmer Drive as well as Rodeo Drive. He stated that there have been cars parking on the roadway. Staff could do some signing to identify the trailhead or possibly add no parking signs.

Mr. Mattingly stated that there are issues with drainage at the current speed humps. The proposed speed humps may have a modified design to keep from having drainage issues.

Chair Koven stated that the paint has worn off of the existing speed humps and there is a lot of shade on them so they are not very visible to drivers.

Mr. Mattingly stated that he does not know what the timeline would be but they could change the markings on the existing speed humps to make them more visible.

Member of the public Sue Manuel stated that there is a blind hill and people turning from Fairgrounds Avenue to Schemmer Drive cut the corner and speed. She stated that traffic is cutting through to get to the post office. She stated that people have hit the gas line in front of her grandmother's house because they missed the turn as a result of going too fast.

Member Knaup stated that his wife requested pedestrian signs to alert people that there are pedestrians. He stated that the designated parking for the trail is under the Schemmer Drive sign and there is trail access near that location. There are also two more areas that have trail access where there is no designated parking.

MOTION BY MEMBER HOTCHKISS TO APPROVE SCHEMMER DRIVE TRAFFIC CALMING MEASURES; SECONDED BY MEMBER FERRO: (5 – 0)

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

Arizona Rural Transportation Summit

Welcomed over 400 transportation enthusiasts and champions for the Arizona Rural Transportation Summit. It was the 25th anniversary of the event. It focuses on all things transportation in rural Arizona which is anything outside of the Pima County and Maricopa County areas. They speak about the important and difficult transportation topics such as funding sources and gas tax. The conference ties into PROP 479 in Maricopa County. If it does not pass transportation funding around the state will be diluted which will be a huge impact to rural Arizona.

Safe Streets 4 All (SS4A)

CYMPO submitted a grant application for the Downtown Prescott Smart and Safe Streets Initiative in August. Taking a safety plan that CYMPO adopted last winter which looked at data from the last five years in the Downtown Prescott area and abuts the Dexter North Business District SS4A. If awarded, it will take a deeper look at downtown circulation, parking, wayfinding, lighting, transit related

amenities, and more. CYMPO will partner with City staff. The request was for \$500,000 and they hope to hear in the next 30 to 60 days whether they will be awarded or not.

Long Range Transportation Plan

Public will start seeing Move 2050 in targeted advertising for participation in outreach. People can go to Cympo.org/2050 to complete a survey. First public engagement event will likely happen in the fourth quarter.

Act-Up

The subcommittee level activities of the bike/ped plan have begun. The Active Community Advisory Committee (ACAC) is a focused group around bike and pedestrian activities. They have met one time to review the existing facilities in the region and an introduction to proposed improvements. She believes they will have a draft plan in first quarter of 2025.

Mobility Hub

The old Wells Fargo building across from Murphys is being leased by CYMPO for the new Mobility Hub which is now open. They are working on mobility supporting activities and infrastructure. There is a pending request for charging stations on the parcel. There will be various transit systems connecting with each other on the parcel. There will be an opportunity for downtown parking on the parcel. There will be a Grand Opening later in the Fall.

Member Knaup asked when the Act-Up committee meets.

Ms. Stotler stated that it will be a series of three meetings so they are not routinely scheduled. They have had one information session so far.

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

D. Presentation & Discussion Regarding the 2024 Strategic Plan, Review of Staff Implementation Plan.

Mr. Mattingly stated that Council has adopted the 2024 Strategic Plan. Public Works is looking at how to implement strategic goals that have been set related to transportation. There are four major areas of transportation that were identified:

- Reduction in traffic injuries and fatalities
- Reduction in traffic congestion
- Reduction in pedestrian injuries and fatalities
- Regional transportation

Staff came up with strategies that would help reach the goals. A document was created to track what actions staff will take to accomplish these things. Each item

has a date when it will be implemented.

Mr. Mattingly stated that one of the strategies is to utilize traffic and crash data to focus enforcement and resources that impact and reduce crashes the most. Staff already works with the Police Department who shares accident reports with staff. Staff is working on creating quarterly maps that focus on serious injuries and fatalities. The Police Department would use that data to direct their enforcement to the areas that are experiencing higher levels of injury and fatal crashes. Chair Koven stated his concern that there are not enough traffic officers.

Mr. Mattingly stated that what he showed is an excerpt of what Public Works can do. He stated that the full document may have sections that talk about additional traffic officers.

Councilman Gambogi stated that more officers are part of the General Plan. He received an email from a resident saying the City needs less officers as crime is going down.

Councilman Gambogi stated that Mr. Mattingly spoke about open space and asked if the Sundog Connector is in the General Plan.

Public Works Director Gwen Rowitsch stated that the Sundog Connector is not directly in the General Plan but it speaks to the Regional Transportation Plan and the Sundog Connector is still in the Regional Transportation Plan. Any specific project were removed from the General Plan.

Member Hotchkiss asked if the 478 initiative has been taken into account with the numbers.

Mr. Mattingly stated that the infrastructure portions do not affect staffing of Fire and Police as they are items under the purview of Public Works.

Member Hotchkiss asked if the nine officers listed in traffic enforcement are funded without the new tax initiative.

Ms. Rowitsch stated that she cannot speak to the question as Public Works looks at traffic from an engineering and safety perspective and not an enforcement perspective.

Member Hotchkiss stated that he is trying to understand the document and Ms. Rowitsch stated that Council identified the goal to reduce fatalities and injuries and the Police Department came up with the strategy to get more officers. Public Works came up with strategies from an engineering and safety to try and help meet the goal.

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

- E. Presentation & Discussion Regarding Multi-Way Stop & Traffic Signal Warrant Studies Updates.

Mr. Mattingly stated that the City monitors intersections for future signalization. There are three packages of studies which are:

- Miscellaneous traffic signal multi-way stop warrant study which is being packaged with a scope and having traffic engineers update or do new warrant studies to see if traffic signals and/or multi-way stops are justified at the locations. It includes Gail Gardner Way at Westridge, Willow Creek Road at Pleasant Valley Drive, Prescott Lakes Parkway at Smoketree, and Sheldon Street and Virginia Street.
- Goodwin Street at McCormick Street is a standalone study for a multi-way stop. To the south of McCormick there is a bus stop and middle school pedestrian traffic.
- Willis Street and Granite is a study to evaluate the roadway segment of Willis Street between Montezuma and McCormick to see if it needs to be controlled with a multi-way stop. Willis Street at Granite Creek greenways trail crossing at the bridge.

Mr. Mattingly stated that if CYMPO gets the SS4A grant for downtown they can work with staff on it.

Member Hotchkiss asked if they would do both the potential stop at Pleasant and at McCormick.

Mr. Mattingly stated that they may need both but they are looking at each intersection and the corridor in general to see what is needed.

Member Knaup asked if the consultants have been hired.

Mr. Mattingly stated that documents are being signed with the first consultant, the third item is out for a proposal, and the second item will be sent soon. There is a pre-qualified list of consultants that can be used.

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

F. Presentation & Discussion Regarding Project Updates.

Mr. Mattingly stated that the SS4A grant was awarded and staff is waiting for final authorization to hire a consultant. They should be getting the call around October 15th. They will use a consultant from the approved list. They will the area from Gail Gardner on Willow Creek Road to Grove and Gurley Street. They will identify existing bike and pedestrian facilities and users. They will also identify what needs to be improved.

Energy Efficiency and Conservation block grant is being finalized. It will pay for equipment to upgrade roadway lighting. Staff is looking at the hospital intersection at Iron Springs Road and Willow Creek Road along with the Willow Creek Road, Miller Valley Road and Iron Springs Road corridors. They are identifying existing high pressure sodium lights to upgrade to LED lights. Staff

can ask for \$75,000 to purchase the lamps. They will be able to replace 200 lights. Paperwork needs to be submitted by the end of October. It will be a reimbursement.

Downtown bollard traffic project. The City uses slip in bollards to protect people during events. They do not have them in a lot of locations. Currently staff uses street and trash trucks as barricades in the areas without bollards. There is money in this year and next year's budget to install them. There is also some grant money to purchase more bollards. They are being ordered and will be placed in the spring. Staff will prioritize locations that would have the most impact on removing trucks and personnel. The goal is to get them in most of downtown and at the parade routes.

Four-Points intersection pedestrian flag program. There have been concerns about pedestrian safety at hospital intersection. The City purchased pedestrian flags. There is a cannister by the push buttons where people can take a flag as they cross the intersection so that they are more visible.

Chair Koven asked if there is an update on the radar feedback signs.

Mr. Mattingly replied that staff heard back last week about the grant and they are looking for additional information. They initially said the City does not qualify because we are urban area and primarily the method is for locations on rural highways. They gave the city two weeks for resubmittal. There is a consultant looking into it. Mr. Mattingly stated that they also put in for 2.2 million dollars for intersection improvements for around 20 intersections. The consultant is looking into that as well.

Member Joe Scott asked on City has a dark sky policy

Mr. Mattingly replied that there is not a dark sky policy for the City. There is some verbiage in the Land Development Code for private property and light trespassing. He stated that staff is choosing locations that are not near residences as the lights tend to be bright.

Member Hart would like to have a future agenda item regarding ebikes and electric scooters speeding near the post office on Miller Valley Road.

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

5. UPDATES

6. ADJOURNMENT

With no further business to discuss, Chair Koven adjourned the meeting at 10:55 A.M.



LOU KOVEN, Chair

ATTEST:



SARAH HILTON, Recording Secretary

