

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



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

MINUTES

1. CALL TO ORDER

Chair Koven called the meeting to order at 9:00 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 (Absent)

3. OPEN CALL TO THE PUBLIC

Jim Knaup, speaking as a member of the public, spoke about past cycling committees in Prescott and some of the things they accomplished including creating and adopting the Pedestrian and Bicycle plan in 2015.

Member Knaup spoke about 14 year old Gabriel Grande who was hit and killed while riding his bicycle in his neighborhood in Prescott Valley. He stated that there have been many tragedies involving cyclists in Prescott. He would like to refocus the Committee to make the streets safer for cyclists and pedestrians.

Greg Pierce, member of the public, stated that Rosser has had significant improvements including a bicycle lane that stops at Piping Rock Road and continues again 300 feet later on the other side of the intersection at Rosser and Laurel Lane/Eagle Ridge Drive. He stated that as a pedestrian if he would like to walk on the sidewalk, he has to cross Rosser Street which is very busy and unsafe. He would like to get four stencils on each side of the road to continue the bike lane so that pedestrians have a safe area to walk. He requested that it be placed on a future agenda.

4. DISCUSSION & ACTION ITEMS

- A. Approval of the October 14, 2024 Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.

**MOTION BY MEMBER FERRO TO APPROVE OCTOBER 14, 2024 MINUTES;
SECONDED BY MEMBER KNAUP: (5 - 0)**

B. Presentation & Discussion Regarding Sarafina Drive Speeding and Traffic Calming Concerns.

Ian Mattingly, Transportation Manager, stated that at a previous Committee meeting, several residents of Sarafina Drive presented a petition and requested that discussion of traffic calming measures for Sarafina Drive be placed on a future agenda.

Mr. Mattingly stated that Sarafina Drive goes north off of Smoketree Lane in Prescott Lakes. There are thirteen homes that front the street. The residents have concerns regarding speeds and safety when collecting mail at the cluster mailboxes and pulling in and out of driveways. Staff collected initial data and did an inventory of signing on the road.

Sue Slusser, resident of Sarafina Drive, stated that traffic has increased substantially in the last couple of years. She believes that a lot of drivers use Sarafina Drive to avoid Prescott Lakes Parkway. She stated that there are excessive speeders on the road and there are concerns about pedestrians and residents trying to pull out of their driveways. She has witnessed people struggling to get out of their cars at the cluster mailboxes because of speeding traffic. She believes the issue will get worse with the new Prescott Lakes Development.

Member Kent Hart asked if the Committee had approved improvements for the corridor.

Mr. Mattingly responded that those improvements did not include Sarafina Drive although curve warning signs were placed near the cluster mailboxes.

Chair Koven asked if staff has done speed data collection on Sarafina Drive.

Mr. Mattingly said that staff has taken an inventory of signing and also collected initial two day data. They placed counters near the cluster mailboxes. He stated that staff recorded 32 mph 85th percentile speeds in the northbound direction. It was 26 mph in the southbound direction. At another location there was a southbound speed of 28 mph and a northbound speed of 31 mph. In the Traffic Calming Policy there is a threshold of 7 mph over the speed limit to do traffic calming measures.

Mr. Mattingly stated that the roadway is very lightly signed and that there are some built in traffic calming features including choke points. He stated that the cluster mailboxes are in a curve which is not an ideal location but he believes some of the issues can be mitigated.

Mr. Mattingly stated that the Traffic Calming Policy sets forth rules about where certain kinds of measures can be used. Speed humps are for local streets and Sarafina is a minor collector. Mr. Mattingly stated that staff recorded a 24-hour traffic volume of 408 and 298 vehicles on different days in October. He believes the average is approximately 400 vehicles per day which does not suggest a large amount of cut-through traffic. One house can generate 9-10 trips per day

and the amount of homes in the area can support that volume of traffic. The Traffic Calming Policy looks at volumes of 700 vehicles per day as the threshold for mitigating cut-through traffic. Staff will have to get fire and police input on some traffic calming measures as emergency services will use the roadway.

Tom Collins, resident of Sarafina Drive, stated that he spoke in the last Committee meeting regarding speed humps. He stated that traffic and speeds have increased since he moved to the area 18 years ago. He believes a lot of the traffic is cut-through. He spoke with the Police chief who stated that they are doing a traffic study on Sarafina but not in their area. He noted that there is a hill before the cluster mailboxes that causes drivers to pick up even more speed as they approach the mailboxes. Mr. Collins is worried about safety and believes that speed humps should be installed.

Member Hart asked if the Post Office can move the cluster mailboxes to a safer location.

Mr. Collins responded that the mailboxes would be difficult to move as they would have to take it apart and build a new one which is cost prohibitive. The cost would fall to the residents.

Member George Hotchkiss asked what the lip to lip width of Sarafina Drive is.

Mr. Mattingly responded that it is 28 feet.

Member Hotchkiss asked what the parking situation is.

Mr. Mattingly stated that there is open parking on both sides of the road except in the choke points, although it is not a highly parked street.

Member Hotchkiss asked what the policy is for traffic calming on a road like Sarafina Drive.

Mr. Mattingly stated that traffic calming would not typically be designed with the road.

Member Hotchkiss asked when Sarafina Road was built if they knew it was going to be a connector.

Mr. Mattingly responded that the roadway is built like any other street but they could have constructed it wider than it is to better handle the expected traffic. This wasn't done however and it is the standard 28' width of a local street.

Member Hotchkiss asked if the City can be more proactive in requirements going forward to avoid higher speeds.

Mr. Mattingly said that staff now watches new development to catch roadways that need additional measures or calming features, but most people come in requesting traffic calming on roads that were designed years ago.

Member Hotchkiss asked if the cluster mailboxes now require a pull out.

Mr. Mattingly stated that there are guidelines for cluster mailboxes in the General Engineering Standards and the site on Sarafina Drive would not be recommended. He stated that there are more rigid standards now.

Member David Fero commented that there is a concern about the north end of Sarafina Drive as the road is more narrow, the hill is steeper, and speeds are higher. He believes people would have a hard time backing out. He uses the road on his bicycle and says the speeds are higher on the north end.

Mr. Mattingly stated that this is a different section of the road than is being discussed today and residents from that area (subdivision) would need to come forward with their needs.

Mr. Mattingly added that there has been a request for speed humps. If there is a request for vertical measures there has to be 75% support from residents fronting the road they will be installed on. He stated that the current policy says that speed humps and other vertical measures are for local streets. He stated there are other measures he has looked into for Sarafina Drive such as signing, striping, and possibly a side median near the cluster mailboxes.

Member Hotchkiss asked if Sarafina Drive qualifies for speed humps.

Mr. Mattingly responded that it appears to meet the speed threshold based on the limited data they collected so far, including 32 mph in one direction.

Member Knaup stated that there are other treatments and asked if there are other traffic calming measures that do not involve speed humps.

Mr. Mattingly commented that they could consider other treatments but they need to do something near the cluster mailboxes.

Member Knaup asked if there were requests for other improvements such as stop signs and crosswalks.

Mr. Mattingly responded that he is not aware of any but he knows the golf cart crossing needs more treatment. He stated that the 20 mph sign is advisory not enforceable so they used 32 mph as their 7 mph over speed limit.

Member Fero commented that there is a trail area near Sarafina Drive and it would be safer for cyclists and pedestrians if they use the trail to get around.

Member Hotchkiss asked about the width of the parking area on Rosser Street.

Mr. Mattingly responded that it is a minimum of six feet.

Mr. Collins stated that he spoke with the fire dept and they said speed humps would be fine on Sarafina Drive.

Member Knaup stated that he would like to see more study and some traffic calming options from staff.

Chair Koven stated that the Committee would like additional investigation on Sarafina Drive and the traffic calming measures available.

C. Presentation & Discussion Regarding an Update From Central Yavapai Metropolitan Planning Organization (CYMPO).
MOVE 2050

Bryn Stotler, Planner for Central Yavapai Metropolitan Planning Organization stated that they are in the planning process for the Long Range Transportation Plan which has been branded MOVE 2050. They are currently completing the first phase of public engagement. This process happens every five years with a twenty year planning horizon. All of the development data from all jurisdictions in the area along with existing volumes on regional roadways are fed into a traffic model to find out what needs to be focused on.

Safe Streets for All (SS4A)

Ms. Stotler stated that SS4A is a grant that was applied for on behalf of the City of Prescott for a downtown Prescott transportation study. CYMPO studied the downtown area to look at safety mitigations and recreational amenities. They were awarded \$500,000 to pursue the study. They will be presenting the plan to Council soon.

Act Up Plan

Michael Sahimi with Kittelson & Associates presented detailed information on the technical aspects of the Act Up planning process and next steps.

Michael Sahimi stated that Act-Up is starting on stage 4. The next step is more public engagement and an online open house that will be open into January.

Member Hotchkiss asked how facilities for pedestrians with disabilities are included in the study.

Ms. Stotler responded that all facilities are being reviewed with an ADA lens.

Member Hotchkiss asked if during the study on Miller Valley all ADA deficiencies will be noted on that.

Ms. Stotler stated that the SS4A study will provide detailed information that will launch mitigation of that area. The ACT-UP study will look at it much more broadly.

Mr. Sahimi stated that through the ACT-UP study they are looking at sidewalks to see if they need improvement such as widening for people in scooters or wheelchairs. He also stated that they will look at crossings to see if they are ADA accessible.

D. Presentation & Discussion Regarding Project Updates.

Mr. Mattingly stated that there is a miscellaneous traffic signal multi-way stop warrant study going. The consultant has been released to start the study.

Contracts are being signed for the Goodwin Street and McCormick Street multi-way stop warrant and intersection visibility study. They are looking at stop and signal warrant on Willis Street which is the corridor between Montezuma Street and McCormick Street including Granite Street. They have a consultant on board and have done a kickoff meeting for the Greenways Trail interaction at the bridge deck on McCormick. The field study is starting tomorrow and will be a three to four month study on whether they can control these intersections more and what safety improvements can be made.

Mr. Mattingly stated that the City will be installing traffic bollards. Currently they are at select locations but expansion is planned. They will be installed at four additional intersections in the spring and then installations will continue until they have been placed at all planned locations.

The Miller Valley Sidewalk Project is ongoing and includes spot repairs and small sections of improvements.

The Whetstine Sidewalk Project between Willow Creek Road and Gail Gardner will include sidewalk addition on Whetstine Road. In a previous meeting, Councilman Moore spoke about installing a rectangular rapid flash beacon at Black Drive and Gail Gardner. Mr. Mattingly stated that staff has discussed completing this with the Whetstine Project and relocating it to the Gail Gardner and Whetstine intersection.

ADOT Alternative Transportation multi-use path at SR89 coming in from Chino Valley had a kickoff meeting last week. Kimley Horn will be doing the design. They will be providing 15-30% plans that will include multi-use paths on both sides of the road and looking at multi-use path connection through the Willow Creek curve. Mr. Mattingly stated that it will be a six to eight month project.

Mr. Mattingly commented that staff applied for an Energy Efficiency Conservation block grant. It is a street light improvement grant where the City can get reimbursed money for LED upgrades from high pressure sodium. The grant will help replace up to 205 lights on Iron Springs and Willow Creek.

Mr. Mattingly stated that staff was told by ADOT that they needed to modify the applications for the Spot Intersection Improvement Grant and Radar Speed Feedback Sign Grant. They have not heard back on the Spot Intersection Improvement Grant but the Radar Speed Feedback Sign will not be awarded. The City does not meet rural characteristics or speed limit requirements. They are looking at 50 mph posted speeds or more and City roads are all 45 mph.

Member Hart commented that flashing lights were installed on the Granite Creek Trail crossing and he wants to know why people are not using them.

Mr. Mattingly stated that he does not know why but it will be looked at in the Willis Corridor study.

E. Presentation & Discussion Regarding Completed 2024 Traffic Projects.

Mr. Mattingly provided a presentation regarding projects completed in the past year that PBTAC was involved in with Public Works. He stated that there have been four traffic calming treatment projects completed. The goal is to reduce speed by increased signing, speed humps, visually narrowing the roadway, and other measures. He stated that they prioritize retaining parking and update or improve pedestrian crossings when completing the projects. Rosser Street traffic calming was recently completed. Robin Drive and Clearwater was another that was done. Country Park Drive and Garden Street were also completed.

Mr. Mattingly stated that there have been several traffic control measures completed such as signals at multi-way stops with the goal to enhance safety.

Chair Koven complimented staff on the Clearwater and Crossings stop sign as there is a visibility challenge there.

Mr. Mattingly stated that there is a new stop sign at Mount Vernon and Moeller. Some of the other projects completed include:

- A new traffic signal was installed at Prescott Lakes Parkway and Sundog Ranch Road
- Four-way stop installed at Trailwalk and Brookside because of site visibility issues.
- Multi-way stop at Clearwater Drive and Robin
- Four-way stop at Crossings Drive and Clearwater

Bike facility improvements:

- Rosser Street
- Widened the bike lanes on Willow Creek from Four Points to Green/Pulliam
- Transitioned from marked bike lanes with parking aisles to shared use areas where bike users can use the full lane and areas where there are parking aisles

Mr. Mattingly stated that there were some speed limit changes. Williamson Valley Road got a speed limit increase and the speed limit zones were defined better. By Abia Judd school, the 25 mph speed limit is now closer to the intersection. Cars can go to 35 mph north of the signal towards the curve. Once through the curve, the speed increases to 40 mph. Hassayampa Village Lane speed limit was increased from 25 mph to 30 mph. Mr. Mattingly stated that they have done some data collection and speeds have only increased by one mph following the increase on Hasasayampa Village Lane which shows that the road was under posted.

Intersection Safety Projects:

- At 89 and Willow Lake Road there is a flashing LED to help drivers yield
- Flashing LED at Prescott Lakes Parkway and the jail at the roundabout
- At the 4-Points intersection staff worked with the hospital to implement the pedestrian flag program.
- Mount Vernon and Carleton saw flashing red beacons installed.
- Tried the flashing left arrow at 89 and Rosser.
- Will be adding flashing left arrow at Embry Riddle.

Striping and Parking Projects:

- On Lee Boulevard there was a redo of markings by the fire station and more channelization of the roadway by Touchmark. The modified parking areas provides a marked walking area.
- Worked with former Councilman Tenney and the school district to shift the centerline along Campbell to create a loading zone at Taylor Hicks school.
- Added angled parking on various streets surrounding the downtown district.

Member Knaup stated that there have been a lot of sharks tooth markings added around mid-block crosswalks which he thinks that is great for improving safety.

Member Hotchkiss spoke about the tax increase and asked what the process is for getting more traffic officers.

Gwen Rowitsch, Public Works Director, stated that prop 478 passed and staff is working with police and fire from a Public Works perspective for some of the new facilities they will need. Part of the proposition was to hire new firemen and police officers. She believes that 15 police officers were approved for hiring and they will be recruiting soon. She stated that police department can be invited to a meeting to give an overview of how they see proposition 478 being implemented in the community.

F. Presentation & Discussion Regarding Approval of the 2025 Pedestrian, Bicycle, & Traffic Advisory Committee Meeting Schedule.

Member Knaup stated that the 9:30 meeting time was arrived at to accommodate a member years ago. He asked if the meeting time should change.

Ms. Rowitsch stated that they could change the time to 9:00 am if that is better for committee members.

Member Hotchkiss wondered why the meetings do not happen in the evenings for public comment.

Member Knaup stated that the other side of that is staff who would then have to stay late to accommodate a night time meeting.

Ms. Rowitsch replied that she has seen better participation during the day.

**MOTION BY MEMBER KNAUP TO CHANGE MEETING TIME TO 9:00 AM;
SECONDED BY MEMBER HART: (4 - 0) WITH MEMBER FERRO ABSTAINING**

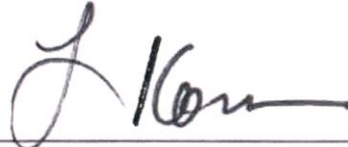
**MOTION BY MEMBER KNAUP TO APPROVE THE 2025 MEETING
SCHEDULE; SECONDED BY MEMBER HART: (5 - 0)**

Chair Koven stated that he wanted to dedicate the meeting to the memory of Gabriel Grande who lost his life while biking in his neighborhood as well as Rich Swenson who lost his life in a DUI accident. He also thanked staff for all of the work they do for the community as well as the committee.

5. UPDATES

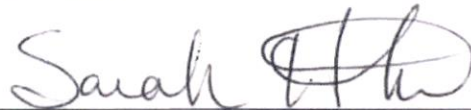
6. ADJOURNMENT

With no further business to discuss Chair Koven adjourned the meeting at 11:21 AM.



LOU KOVEN, Chair

ATTEST:



SARAH HILTON, Recording Secretary