

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



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February 10, 2025 | 9:00 AM  
201 N Montezuma Street  
City Council Chambers, 3rd Floor  
Prescott, AZ 86301

**MINUTES**

**1. CALL TO ORDER**

Chair Lou Koven called the meeting to order at 9:00 A.M.

**2. ROLL CALL**

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

Open call to the public:

Sue Manuel requested that the city consider adding a traffic signal at the back access drive to Granite Mountain School/Community Nature Center off Williamson Valley Road. She says that the intersection is difficult to pull out from during school drop off and pick up times.

Rebecca Burt stated that she lives at 1610 Iron Springs Road and the noise and speed on the roadway is excessive. She is requesting the city install the radar speed feedback signs to help slow traffic in the area. She requested these be placed on WVR between Gail Gardner Way and Williamson Valley Road.

**3. DISCUSSION & ACTION ITEMS**

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

**MOTION BY MEMBER KNAUP TO APPROVE THE MINUTES AS PRESENTED; SECONDED BY MEMBER SCOTT: PASSED (6 - 0)**

B. Presentation & Discussion Regarding Schemmer Drive Traffic Calming Implementation Plan.

Transportation Manager Ian Mattingly presented a plan for traffic calming on Schemmer Drive. Changes that will be made include:

- Four-inch white edge lines will be installed along the roadway creating eleven-foot-wide travel lanes.
- Some of the existing signage will be relocated.

- 25 mph pavement markings and share the road signs will be added.
- Three new speed humps will be installed approximately 300-400 feet apart and be marked with "Speed Hump" and next "1,000 feet" signs.
- 20 mph signs will be replaced with 25 mph signs.
- Advisory speed signs will be installed to reduce speeds near curves.
- 'Residential Area Drive with Care signs will be retained.

Mr. Mattingly stated that he received a comment from Sue Knaup that residents would like to make sure parking is consistent along the roadway. Mr. Mattingly said that staff will be cleaning up the existing section by removing and relocating certain signs to improve visibility and reduce confusion for drivers. He noted that the two trail access points along Schemmer Drive are already properly posted. Additionally, there is no parking posted through the street both sides of the street. The Fairgrounds area will have a 15-mph advisory speed placard added to the curve warning sign.

Chair Lou Koven asked if the markings will be repainted along Schemmer Drive.

Mr. Mattingly responded that everything will be refreshed with new paint.

Lou Koven asked if speed hump signs next to the speed humps will be utilized.

Mr. Mattingly responded that they will be included to keep drivers from placing a tire off the shoulder to avoid the speed hump.

Member George Hotchkiss stated that there is not a lot of room for pedestrians and cyclists along the roadway and there are some curves that make it dangerous.

Mr. Mattingly responded that the "Share the Road Signs" are to warn drivers of possible pedestrians & cyclists.

Jim Knaup speaking as a member of the public stated that the area gets a lot of traffic from the post office, and he would like to see the existing pedestrian sign near Rodeo Drive retained. He stated that his wife Sue would like to note that there is a lack of trail head parking guidance signing indicating where people should park off Rodeo Drive. They would like to have some added.

Mr. Mattingly pointed out the parking area on the map and stated that signing could be added to the work order.

**MOTION BY MEMBER FERRO TO APPROVE SCHEMMER DRIVE TRAFFIC CALMING; SECONDED BY MEMBER HOTCHKISS: PASSED (6 - 0)**

- C. Presentation & Discussion Regarding Sarafina Drive Traffic Concerns.  
 Mr. Mattingly reminded the Committee that prior to the December PBTAC meeting staff had done some limited traffic data collection and recorded speeds of 32 and 31 mph in the southbound direction. Additional data collection has since been completed, and the results showed slower speeds under the threshold of the traffic calming policy. The original request was for speed humps

however Sarafina Drive is a minor collector road and does not qualify for these types of measures. Staff have reviewed the roadway and presented a signing and striping layout concept. This included a new double yellow centerline and white edge lines along the length of the road. This new centerline will be centered along the roadway from Smoketree Lane where there are no homes and extend to the choke point where it then shifts to the south to allow a parking aisle on the north side. They will carry this through to Sabatina Drive where a new multi-way stop will be added. There are low traffic volumes on Sarafina Drive and Sabatina Drive but due to sight visibility issues the multi-way stop is recommended to improve operations and safety. Crosswalks will be marked at the intersection. Staff encouraged the homeowner's association to do some landscaping modification to provide a pathway from the new crosswalks at Sarafina Drive and Sabatina Drive to the gang mailbox. This should encourage people to use the sidewalk and crosswalks to get across the street and down to the gang mailboxes. As you move north there will be parking on the east side and parking will continue to be restricted on the west side. The new centerline and edgeline striping will transition back to the centerline of the roadway at the choke point near the golf cart crossing. Some other modifications that will be made are:

- The crosswalks at the golf cart crossing and new multi-way stop will be modified to ladder style markings.
- There will be enhanced signing for the golf cart crossing.
- Share the road signs will be installed at both ends.
- "25" and "SLOW" pavement markings will be added.
- A marked parking aisle on the north and east side of the roadway will be created.

Member Hotchkiss asked about the travel lane width.

Mr. Mattingly responded the lanes will be eleven feet.

Koven asked why the mailboxes were put in that spot to begin with.

Mr. Mattingly responded that the developer put it in.

Chair Koven stated that there is a lot of vacant area.

Mr. Mattingly responded that it is open space.

Member Knaup said he noticed the trails that intersect in the area. Some are hiking trails, and some are golf cart crossing. He asked if there is a push to put stop signs for golf cart crossing.

Mr. Mattingly said golf carts must yield to traffic on the street, and the use of stop signs on the golf cart path approaching the street is common.

Tom Collins, resident of Sarafina Drive, responding to comments about the mailbox locations stated that the neighborhood would have to pay to move them and it would be cost prohibitive. He said there are only 38 homes that use them

and the cost would fall to them. The mailboxes would have to be torn out and rebuilt in another area. He believes the plan staff presented avoids this and is a great step in the right direction. He asked if there could be speed limit markings on the road.

Mr. Mattingly responded that they could add some speed limit markings.

Mr. Collins asked for clarification on the landscaping for the crosswalks.

Mr. Mattingly said that there will be a three-way stop put in with a crosswalk that will keep pedestrians safe as they travel to the mailboxes but a pathway from that point to the mailboxes would help direct them.

Mr. Collins said they already put in a 10 ft gravel path. He then asked if it would help to ask for additional speed counters. He stated that they met criteria but have not met the traffic counts. He believes it is because of the holidays and a lot of the residents being out of town.

Mr. Mattingly responded that staff got a good sample during the time they were there.

Mr. Collins said they moved the counter down the road because of vandalism.

Mr. Mattingly stated that the data showed slower speeds than the first limited study in both directions. Speeds came in under the thresholds for vertical measures (speed humps). He said speed humps should not be placed on a collector street. Staff can put another counter to see if it is effective.

Mr. Collins stated that there may have been a resident that does not want the change who vandalized the counter.

Mr. Mattingly stated that high speeds were recorded in traffic traveling north.

Mr. Collins said he would like to request painted 25 mph signs on either side of Sabatina.

Member Knaup stated that he does not like it when there is sidewalk only on one side of the road but he understands that the subdivision was constructed this way. He believes that the marked parking aisle will help walkers feel more comfortable walking on the north and east side of the roadway when needed. He also believes the "Share the Road" signs will help.

**MOTION BY MEMBER SCOTT TO APPROVE SARAFINA DRIVE SIGNING AND STRIPING PACKAGE; SECONDED BY MEMBER FERRO: PASSED (6 - 0)**

- D. Presentation & Discussion Regarding Request for Rosser Street Bike Lane.

Mr. Mattingly stated that member of the public Greg Pierce spoke at Open call to the public at a previous meeting where he asked for a review of a Rosser Street bike lane.

Mr. Pierce stated that there are ten homes on Rosser Street and six on Piping Rock Road that are affected by the bike lane ending. The bike lane ends at Piping Rock Road and continues after the four-way stop at Laurel Lane. He got a petition signed by more than 75% of the residents affected. He would like the bike lane painted as well as safety signage and blind drive signs. He is concerned that the ingress and egress out of Piping Rock is on a dangerous curve and drivers are speeding around the corner. Recently a car drove off the road and into someone's yard. He would like the plastic bollards or pavement markers that are reflective at night installed like other areas along Rosser.

Mr. Pierce stated that there is a lot of vegetation that causes visibility issues and it is hard to see that Piping Rock is even there. Three of the nine lots that signed the petition would like a flashing sign at the crosswalk. He stated that they can walk in the bike lane up to the crosswalk so it should not be necessary. He asked if any of the people who live there park along the road or let any visitors park there, and they indicated that no one parks on Rosser Street. He said bicycle lanes are his number one concern. He stated his concerns in order of importance:

1. Bike lane stencils
2. Plastic bollards
3. Raised reflective pavement markers and flashing hidden drive sign

Mr. Mattingly stated that the roadway is very wide and has a double yellow center line but no other improvements. The homes on the north side have historic parking use in the street. Pierce has spoken to neighbors and is using the petition to request that the bike lane continue from Piping Rock Road to Laurel Lane. Mr. Mattingly stated that Mr. Pierce does not have 100% approval on the petition from the people parking there. He believes they should leave it as a parking aisle but if the committee votes to convert it to a bike lane those residents could park in other areas. If they continued the bike lane, the signs and marking would be added.

Member Hart asked what the volume of traffic on Rosser Street is.

Mr. Mattingly responded that there are approximately 4000-5000 cars per day.

Member Hart said he doesn't know if it is necessary to make changes when there was one accident out of the 5000 cars that travel there per day.

Mr. Pierce showed where there is available parking off of Rosser Street and said it is the same distance from the parking there to the house that uses street parking as it is from the parking area that they would like to change to a bike lane.

Member David Fero said he was biking in the area recently and noticed that there is a separate entrance at the rear of the home that uses street parking and he believes there could be multiple separate residences in the home. He believes that could be why people are parking on the road. He would prefer parking to be on Laurel Lane for the sake of cyclists and pedestrians. There is plenty of parking on Laurel Lane for the people who want to street park.

Mr. Mattingly stated that there is nothing additional to look at. He would like support from the Committee in making a decision.

Mr. Mattingly stated that signing has gone in on Rosser Street since the last meeting. But if we change the bike lane, signs are part of the total package.

Member Knaup stated that there needs to be a better identifier for what section of Rosser Street they are talking about. There are only a few houses that have driveways fronting the street and some do not have enough parking.

Mr. Mattingly responded that the southside homes are elevated quite a bit. He said there is likely one property that uses street parking.

Member Knaup stated that as you head toward SR89 and get to the section that has center medians, there are 3 houses that have street frontage and traffic calming in front of them.

Mr. Mattingly responded that the Cliff Rose area has a lot of parking that was lost. It was decided to do traffic calming and remove traffic. While this decision was made in that area, typically the city try's to accommodate parking wherever possible.

Mr. Mattingly believes that it would be optimal to provide the continued bike lane but he would like the Committee's support if they agree.

Member Knaup stated that there is a good case for community safety if the bike lane is completed.

Member Scott asked if there would be additional signage or markings to show where the bike lane is.

Mr. Mattingly responded that there are markings and signs that are placed in bike lanes and signs to show where the bike lane ends.

Member Scott asked if there is data to show how much the bike lane is used.

Mr. Mattingly stated that we do not have specific information on the number of cyclists who use the bike lane.

Chair Koven asked if it would be limited to that area.

Mr. Mattingly responded that they would add symbols and signage but that is it. Rosser Street cannot accommodate parking and a bike lane as there is not enough room.

Member Knaup said he believes there is only one or possibly two houses that are affected by losing parking. He thinks the bike lane is the safest and best course.

***Member Hotchkiss left the meeting at 10:15 A.M.***

**MOTION BY MEMBER HART TO APPROVE ROSSER STREET BIKE LANE REQUEST WITH APPROPRIATE SIGNAGE; SECONDED BY MEMBER KNAUP; PASSED (4 - 0) MEMBER FERRO ABSTAINING**

E. Presentation & Discussion Regarding an Update from Central Yavapai Metropolitan Planning Organization (CYMPO).

Executive Director Vinny Gallegos gave updates about the projects that CYMPO has been working on.

Act-Up continues to move forward and will serve regional and local connectivity. CYMPO would like to come back to the Committee with a final draft in the spring. They will continue to work with City staff as they move forward. This will set the City up to apply for grant funding. The study will look at data and bring forward recommended projects for the Committee.

CYMPO hired a regional grants manager, Jessi Sorteberg. She will help to bring additional funding for priority projects and bring in more resources for bike and pedestrian projects. She will be highlighting active transportation projects.

CYMPO is in the final stretch of the SR-69 Corridor Master Plan. They are studying an eighteen-mile corridor that sees 45,000 vehicles per day. The plan looks at safety, capacity and recommend projects.

Move 2050 is a 25-year transportation plan that looks at all modes of mobility. It looks at the movement of goods, people and services. The plan guides future transportation planning efforts and monitors growth for future transportation needs.

CYMPO has published a bike safety comic book that will be used for outreach with children.

CYMPO worked closely with the Community Health Center to look at health across Yavapai County. They were awarded \$500,000 to work with the City of Prescott on the City's transportation plan. The study will look at downtown Prescott and how to improve safety for all modes of transportation.

Member Fero asked how the materials will be disbursed.

Mr. Gallegos responded that they would like ideas from City staff and the Committee on ways to get the comic books out to the community.

Member Fero recommended taking them to the schools.

F. Presentation & Discussion Regarding Project Updates.

Mr. Mattingly stated that staff will be working on a study to check for warrants on traffic signals and stop signs around town.

Two weeks ago, City staff went to Council to approve the purchase and installation of traffic bollards for the downtown area. There are 4 locations set for installation in March. A benefit to having more bollards downtown is that it will eliminate staff from having to use trucks to block streets during special events and parades.

City staff received a block grant for the replacement of existing high-pressure sodium streetlights to LED. 200 lights were identified that could be replaced by city crews. Staff would purchase the new lights and then request reimbursement. The lights will be replaced on the arterial roadways around YRMC.

Mr. Mattingly stated that the City did not receive the grant for radar feedback signs due to not meeting the criteria.

Mr. Mattingly stated that staff is continuing the ADOT multi-use path planning and scoping study for SR89 at the Deep Well roundabout. The project is moving forward with data collection and a survey happening soon.

Member Knaup stated that maybe the Public Works department could put together a flyer in case someone would want to pay the money to get the radar feedback signs.

Chair Koven asked why we didn't get the grant.

Mr. Mattingly responded that we did not meet requirements for rural higher speed roadways.

Member Knaup stated that he had a radar feedback sign flashing even though he thought he was going at the right speed and recommended that all locations have a speed limit sign affixed to tell the driver the posted speed.

Mr. Mattingly stated that most have the speed limit sign, but staff can review the locations and add them as necessary.

Chair Koven asked if after what happened in New Orleans, the bollards would stop people if they tried to get through.

Mr. Mattingly responded that the bollards the City will be purchasing could stop a medium to heavy duty truck. He said there was a grant for the bollards through the Police Department and the Public Works staff has been partnering with them.

Officer Timothy Johnson stated that the Police Department is working with the City and appreciates the work that is being done.

Public Works Director, Gwen Rowitsch stated that the bollard installation is a phased project. The first phase will occur in March and April and the next phase will occur in August and September. Staff will continue to work with the Police Department annually so they can get grant funding. Mr. Rowitsch said the project will extend into FY26 & possibly FY27. Staff will be placing bollards permanently at or near intersections, so they don't have to be moved for every event.

**4. UPDATES**

With no further business to discuss, Chair Koven adjourned the meeting at 10:36 A.M.

**5. ADJOURNMENT**



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LOU KOVEN, Chair

ATTEST:



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SARAH HILTON, Recording Secretary