

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



July 14, 2025 | 9:00 AM
City Council Chambers
201 N. Montezuma Street
Prescott, AZ 86301

AGENDA

The following Agenda will be considered by the **Pedestrian, Bicycle & Traffic Advisory Committee** at their meeting to be held **July 14, 2025**. Notice of this meeting is given pursuant to Arizona Revised Statutes, Section 38-431.02.

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **OPEN CALL TO THE PUBLIC**
4. **DISCUSSION & ACTION ITEMS**
 - A. Approval of the April 14, 2025 Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.
Recommended Action: MOVE to approve the minutes as presented
 - B. Presentation & Discussion Regarding an Update From Central Yavapai Metropolitan Planning Organization (CYMPO).
Recommended Action: This item is for discussion only. No formal action will be taken.
 - C. Presentation & Discussion Regarding Grants & Project Updates.
Recommended Action: This item is for discussion only. No formal action will be taken.
 - D. Presentation & Discussion Regarding the Goodwin Street & McCormick Street All-Way Stop Warrant Evaluation.
Recommended Action: This item is for discussion only. No formal action will be taken.
 - E. Presentation & Discussion Regarding the Willis Street Traffic and Warrant Study.
Recommended Action: This item is for discussion only. No formal action will be taken.
5. **UPDATES FROM STAFF**
6. **ADJOURNMENT**

Upon a public majority vote of a quorum of the Board, the Board may hold an executive session, which will not be open to the public, regarding any item listed on the agenda but only for the following purposes:

- (1) Discussion or consideration of personnel matters (A.R.S. §38-431.03(A)(1));
- (2) Discussion or consideration of records exempt by law (A.R.S. §38-431.03(A)(2));
- (3) Discussion or consultation for legal advice with the city's attorneys (A.R.S. §38-431.03(A)(3));
- (4) Discussion or consultation with the city's attorneys regarding the city's position regarding contracts that are the subject of negotiations, in pending or contemplated litigation, or in settlement discussions conducted in order to avoid litigation (A.R.S. § 38-431.03(A)(4));
- (5) Discussion or consultation with designated representatives of the city to consider its position and instruct its representatives regarding negotiations with employee organizations (A.R.S. §38-431.03(A)(5));
- (6) Discussion, consultation or consideration for negotiations by the city or its designated representatives with members of a tribal council, or its designated representatives, of an Indian reservation located within or adjacent to the city (A.R.S. §38-431.03(A)(6));
- (7) Discussion or consultation with designated representatives of the city to consider its position and instruct its representatives regarding negotiations for the purchase, sale or lease of real property (A.R.S. §38-431.03(A)(7)).

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Prescott City Hall on 7/9/25 at 11:30 a.m. in accordance with the statement filed by the Prescott City Council with the City Clerk.



Sarah M. Siep, City Clerk



TO: MAYOR AND CITY COUNCIL
AGENDA: July 14 Pedestrian, Bicycle and Traffic Advisory Committee
DATE: July 14, 2025
DEPT: Public Works
ITEM #: 4.A
SUBJECT: Approval of the April 14, 2025 Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.

ITEM SUMMARY

This item is for the approval of the April 14, 2025 PBTAC meeting minutes. Staff recommends approval of minutes as presented.

BACKGROUND

None.

FINANCIAL IMPACT

There is no fiscal impact associated with this item.

RECOMMENDED ACTION

MOVE to approve the minutes as presented

ATTACHMENTS

1. April 14, 2025 PBTAC Minutes

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



April 14, 2025 | 9:00 AM
Prescott Public Library
Founder's Suite
215 E Goodwin St
Prescott, AZ 86303

MINUTES

1. CALL TO ORDER

Vice Chair Fero called the meeting to order at 9:05 A.M.

2. INTRODUCTION OF NEW MEMBER KENNETH GODBOLD

3. ROLL CALL

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

4. OPEN CALL TO THE PUBLIC

5. DISCUSSION & ACTION ITEMS

A. Approval of the March 10, 2025 Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.

**MOTION BY MEMBER KNAUP TO APPROVE MINUTES AS PRESENTED;
SECONDED BY MEMBER SCOTT: PASSED (5 - 0)**

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

CYMPO Regional Grants Manager Jessi Sorteberg gave an update on current projects they are working on.

- Regional Trails Update
 - o The RFP was posted. By June the consultant will be selected and the planning process will begin.
- ACT-UP
 - o Online open house is live.

Michael Sahimi Consultant with Kittelson gave an overview of the bicycle design toolkit in ACT-UP. The plan includes crossing and intersection projects, multi-use paths, new sidewalk construction and gap infill, and various types of bike facilities.

Member Jim Knaup stated that he did not see anything about temporary demonstration projects in the plan.

Mr. Sahimi responded that the plan does include guidance on demonstration projects but they can include more guidance in terms of design and how to implement them.

Member Knaup asked if the City Council will adopt the plan to use in the engineering department.

Ian Mattingly, Transportation Manager stated that he does not believe there will be any adoption by Council. It is a document that provides guidance that each agency can use in the way they want to.

Ms. Sorteberg said that there are two grant opportunities that are open right now:

- Transportation Alternatives Program – funding for small scale transportation projects.
- Safe Streets and Roads for All notice of funding opportunity was released and is due June 24th. The goal of the program is to encourage roadway safety and prevent deaths and serious injuries on roadways.

CYMPO is hosting the Strategic Planning Retreat on April 23rd. CYMPO staff, the Executive Board and TAC will engage in a day of planning and prioritization for upcoming projects.

C. Presentation & Discussion Regarding 2024 Collision Data Review.

Mr. Mattingly stated that the Police Department collects data on crashes in Prescott and then provides the data to staff who then create summaries. He presented summaries of the data:

- Total of 849 crashes in calendar year 2024
- There was an increase of 10 crashes from previous year
- Rear end crashes were the top collision type
- Approximately 26% of all crashes resulted in injury
- 2 fatal crashes
- Most crashes occur from 8:00 am to 5:00 pm
- 59% of crashes were cited

Mr. Mattingly then presented data on intersection specific crashes. The top ten intersections for collisions are:

- SR89 at Deep Well Ranch Road (Roundabout) – 29 total collisions
- Gurley Street at Granite Street – 10 total collisions
- SR89 at Willow Lake Road (Roundabout) – 19 total collisions
- Willow Creek Road and Willow Lake Road – 26 total collisions
- 4-Points – 22 total collisions

- Willow Creek Road and Sandretto Drive – 14 total collisions
- SR69 and Prescott Lakes Parkway – 29 total collisions
- SR69 and Lee Blvd – 14 total collisions
- Montezuma Street and Sheldon Street – 9 total collisions
- Iron Springs Road and Gail Gardner Way – 11 total collisions

Mr. Mattingly presented a summary map of pedestrian and bicycle crashes: There were 25 total crashes in 2024 which is up seven from the previous year:

- Nine bicycle crashes of which seven were bicycle error and two were driver error
- Fourteen pedestrian crashes of which eleven were driver error and three were pedestrian error
- Two e-bike crashes of which one was bike error and the other is unknown.

Member Jim Knaup noted that education is needed for cyclists and pedestrians to help prevent crashes.

Member Hotchkiss asked if bicycles with gas engines were considered motorcycles.

Member Knaup responded that if the motor is under 50 cc it is considered a bicycle and over 50 cc it becomes a motorized vehicle.

D. Presentation & Discussion Regarding GES Street Section Updates.

Mr. Mattingly stated that the General Engineering Standards (GES) provide guidance for the design and construction of City projects and private developments. The GES was adopted in 2016 and is now under review. Mr. Mattingly presented changes to the GES that have been discussed in PBTAC meetings.

- Local residential street – 14 foot lanes, 2 foot curb and gutter either rolled or vertical and sidewalks on both sides.
- Residential collectors – 28 feet for the lanes plus width for additional parking and sidewalks on both sides.
- There are no bike lane markings required on the local residential or residential collector streets.
- Four lane minor arterial – Right of way increased from 100 ft to 110 ft with bike lanes being 5 feet wide or it can be used as a multi-use path. There are multiple options for raised median.
- Six lane arterial – 3 through lanes with five foot bike lanes and ten foot multi-use paths on both sides.

Mr. Knaup stated that bike lanes are needed on residential collector streets.

Mr. Mattingly noted that there is width available on this street, type that can be used as a bike lane, but it can also be used for parking.

Member Knaup asked if there was pushback from any of the other jurisdictions as they worked on the standards.

Randy Perham, City Engineer replied that they collaborated with Prescott Valley on the standards and that they are on board. He stated that they require greater right of way widths and during the 90-day public comment period there has been no pushback.

Member Hotchkiss stated that the standard went from rolled curb to vertical curb and asked if vertical curb was required.

Mr. Perham stated that the developer has the option to use either type. He believes most will go with the rolled curb. He would like to see more vertical curbs as it helps with drainage.

Mr. Mattingly stated that the comment period is still open and there will be an open house on April 23rd from 4:00 – 6:00 pm.

Mr. Mattingly stated that the changes discussed are a small subset of what is being changed.

E. Presentation & Discussion Regarding Project Updates.

Mr. Mattingly gave updates regarding current projects:

- Downtown Traffic Bollard project is on hold. Installation was completed at Cortez and Union and also Montezuma and Gurley. The third phase of the project will be at Montezuma and Willis after they take some time off to wait for the arrival of the bollards. More intersections will be included in phase 2 which will begin next fiscal year after July 1st 2025.
- Montezuma Street sidewalk near Colt's Grill by Goodwin Street – A fire hydrant and streetlight were relocated, and an ADA curb ramp was created to improve pedestrian access near the corner.
- Grants – Staff met with consultant Kimley Horn regarding the design of a new multi-use path on both sides of SR89 near the Deep Well Ranch Road roundabout. They are a couple weeks away from having 50% plans done for the project and the DCR should be finalized in July.
- Safe Streets for All (SS4A) Grant near Dexter Neighborhood – staff have been developing the scope. CYMPO has reviewed for compatibility with their future Downtown SS4A study. Information has been given to a consultant and staff is waiting for a cost proposal.
- ADOT Transportation Alternatives Program is open, and staff have identified the extension of the Nathan Lane sidewalk as a potential project.
- Staff is also considering a TA Grant application for a Whetstine Road sidewalk project near the Highschool between Ruth Street and Willow Creek Road.

6. UPDATES FROM STAFF

7. ADJOURNMENT

With no further business to discuss it, Vice Chair Fero adjourned the meeting at 10:22 A.M.

DAVID FERRO, Vice Chair

ATTEST:

Staff Liaison



TO: MAYOR AND CITY COUNCIL
AGENDA: July 14 Pedestrian, Bicycle and Traffic Advisory Committee
DATE: July 14, 2025
DEPT: Public Works
ITEM #: 4.B
SUBJECT: Presentation & Discussion Regarding an Update From Central Yavapai Metropolitan Planning Organization (CYMPO).

ITEM SUMMARY

This item is for CYMPO staff to provide the Committee with updates regarding the following:

- Regional Trails Plan – Kickoff and Plan Update
- ACT-UP – Final Plan Activities
- Adoption of Move 2050 Regional Transportation Plan
- Regional Grants Update

BACKGROUND

CYMPO is the designated Metropolitan Planning Organization (MPO) for the City of Prescott, Town of Prescott Valley, Town of Chino Valley, Town of Dewey-Humboldt, Yavapai County and the Arizona Department of Transportation. As the regional MPO, CYMPO provides the forum for local elected officials and transportation experts to plan multimodal infrastructure within the CYMPO Planning Boundary area.

FINANCIAL IMPACT

There is no fiscal impact associated with this item.

RECOMMENDED ACTION

This item is for discussion only. No formal action will be taken.

ATTACHMENTS

None



TO: MAYOR AND CITY COUNCIL
AGENDA: July 14 Pedestrian, Bicycle and Traffic Advisory Committee
DATE: July 14, 2025
DEPT: Public Works
ITEM #: 4.C
SUBJECT: Presentation & Discussion Regarding Grants & Project Updates.

ITEM SUMMARY

This item will provide an opportunity for staff to update the Committee on ongoing and upcoming projects throughout the city.

BACKGROUND

Grants

- SS4A Dexter/Near North Business District Pedestrian Safety Study
- TA SR89/Deep Well Ranch Road MUP
- TA Grant Submittals
 - Prescott Sidewalk Gap Project (DCR)
 - Whetstine Drive Roadway and Sidewalk Project (DCR)

Projects

- Downtown Bollards
- Schemmer Drive TC – Implementation
- Sarafina Drive TC – Implementation
- S. Pleasant Street Parking
- ISR/Whipple Coordination Project Update

FINANCIAL IMPACT

There is no fiscal impact associated with this item.

RECOMMENDED ACTION

This item is for discussion only. No formal action will be taken.

ATTACHMENTS

None



TO: MAYOR AND CITY COUNCIL
AGENDA: July 14 Pedestrian, Bicycle and Traffic Advisory Committee
DATE: July 14, 2025
DEPT: Public Works
ITEM #: 4.D
SUBJECT: Presentation & Discussion Regarding the Goodwin Street & McCormick Street All-Way Stop Warrant Evaluation.

ITEM SUMMARY

This item is for staff to provide an update regarding the results and recommendations of the recently completed Goodwin Street & McCormick Street All-Way Stop Warrant Evaluation.

BACKGROUND

In response to ongoing concerns about safety and traffic flow at the intersection of Goodwin Street and McCormick Street, the City initiated a traffic study to evaluate whether a multi-way stop is warranted. Using our on-call engineering contract, Lokahi Engineering was tasked with analyzing the intersection based on current MUTCD standards. The study included crash history, traffic counts, field observations, and an assessment of pedestrian, bicycle, and roadway conditions in the surrounding area. The report recommended that a multi-way stop with other design modifications be installed to enhance safety and traffic operations at the intersection. Staff will present the intersection layout and share information on the next steps.

FINANCIAL IMPACT

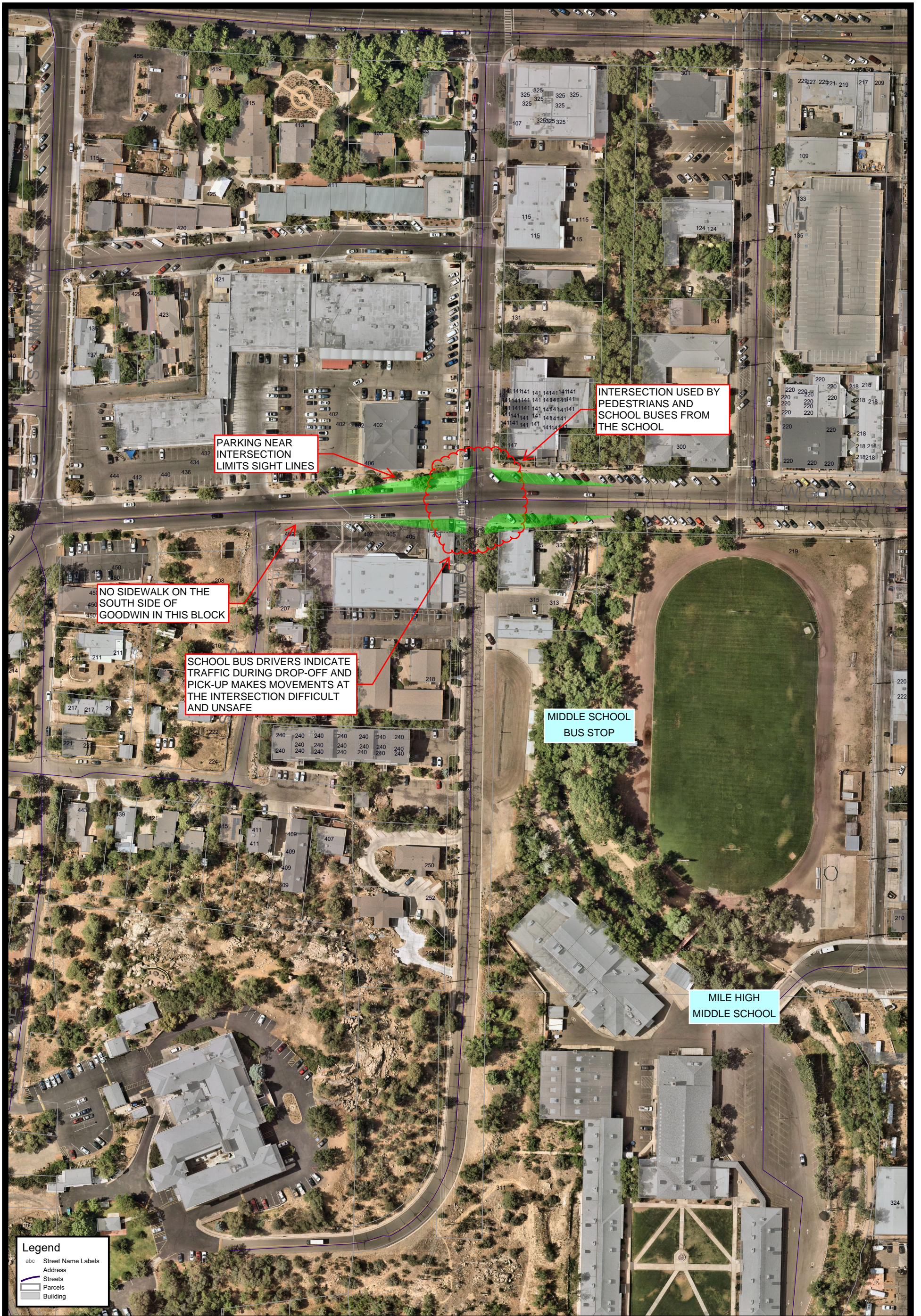
The recommended traffic control and operational improvements will be paid for from the operating budget of the Transportation Services Division.

RECOMMENDED ACTION

This item is for discussion only. No formal action will be taken.

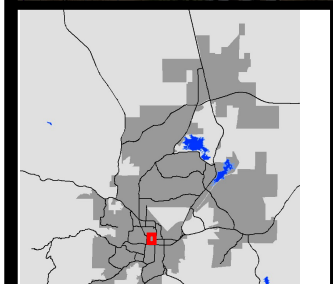
ATTACHMENTS

1. Goodwin @ McCormick Intersection Location Map
2. Goodwin @ McCormick Intersection Signing and Striping Diagram





Legend

- abc Street Name Labels
- Address
- Streets
- Parcels
- Building

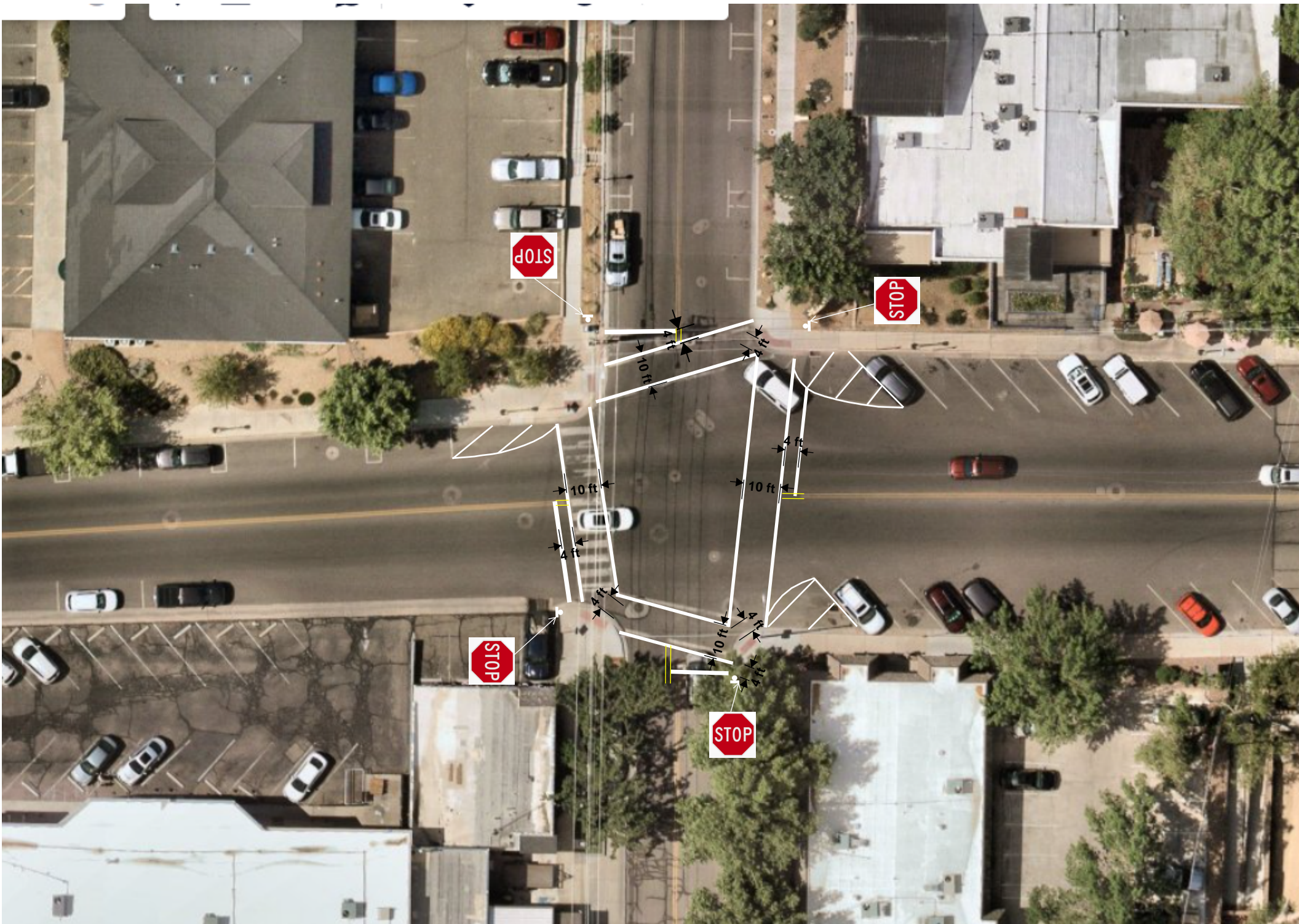


GOODWIN @ McCORMICK INTERSECTION

This map is a product of
The City of Prescott

0' 137'





TO: MAYOR AND CITY COUNCIL
AGENDA: July 14 Pedestrian, Bicycle and Traffic Advisory Committee
DATE: July 14, 2025
DEPT: Public Works
ITEM #: 4.E
SUBJECT: Presentation & Discussion Regarding the Willis Street Traffic and Warrant Study.

ITEM SUMMARY

This item is for staff to provide an update regarding the results and recommendations of the recently completed Willis Street Traffic and Warrant Study.

BACKGROUND

Public Works staff and the city's on-call traffic engineering consultant, Burgess & Niple, presented the results of the recently completed Willis Street Traffic and Warrant Study to City Council on June 24th, 2025. Staff will review the presentation provided to the Council and share key information and the next steps.

FINANCIAL IMPACT

The recommended traffic control and operational improvements will be paid for from the operating budget of the Transportation Services Division.

RECOMMENDED ACTION

This item is for discussion only. No formal action will be taken.

ATTACHMENTS

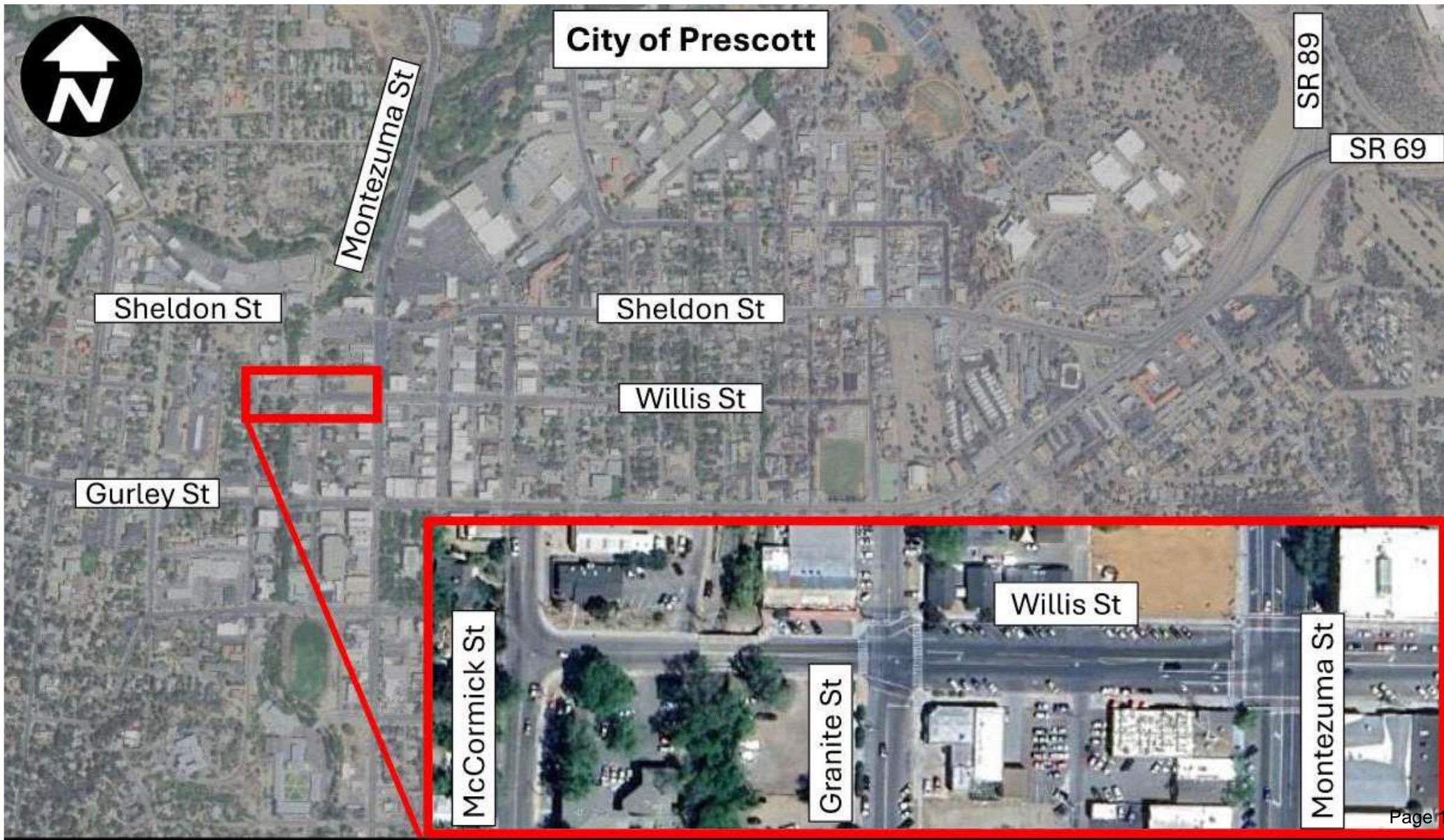
1. Willis Street Traffic and Warrant Study Final Presentation
2. Willis Street @ Granite Street Striping Layout 6-24-2025

Willis Street Traffic and Warrant Study

June 24, 2025



Background

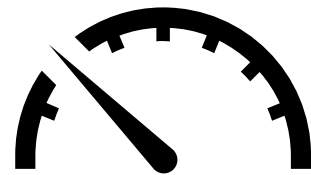


Data Collection

Tuesday, December 17th, 2024



ADT = 7,136



85% = 25mph

1% > 35mph

2019-2023 (5 Years)

- 28 total crashes
 - 80% no injury / 0 Fatal Crashes
 - 57% angle or left-turn



All-Way Stop Control Warrant Analysis

Warrant	Applicable to Study Intersections?	Warrant Met?	
		Willis St & Granite St	Willis St & McCormick St
Warrant A: Crash Experience	Yes	No	No
Warrant B: Sight Distance	Yes	Yes	No
Warrant C: Transition to Signal or Yield Control	Yes	No	No
Warrant D: 8-Hour Volume	Yes	No	No
Warrant E: Other Factors	Yes	Yes	No

- AWSC warranted at Willis St & Granite St
- AWSC not warranted at Willis St & McCormick St

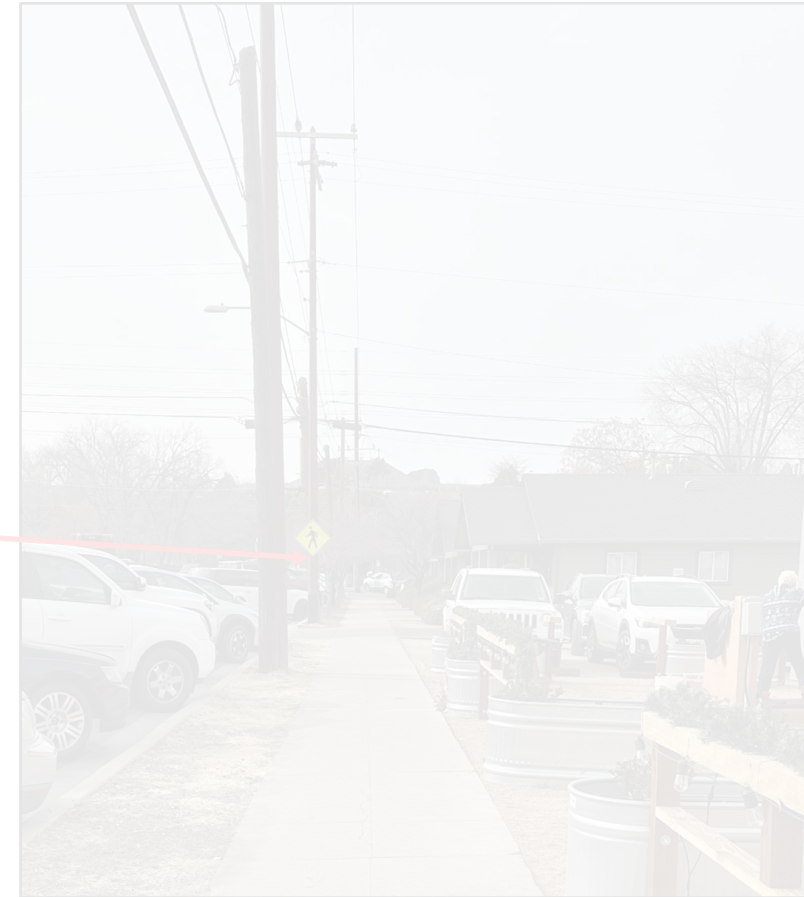
Traffic Signal Warrant Analysis

Warrant	Applicable to Study Intersection?	Warrant Met? (Willis St & Granite St)
Warrant 1, Eight-Hour Vehicular Volume	Yes	No
Warrant 2, Four-Hour Vehicular Volume	Yes	No
Warrant 3, Peak Hour	No	-
Warrant 4, Pedestrian Volume	Yes	No
Warrant 5, School Crossing	No	-
Warrant 6, Coordinated Signal System	No	-
Warrant 7: Crash Experience	Yes	No
Warrant 8: Roadway Network	No	-
Warrant 9: Intersection Near a Grade Crossing	No	-

Traffic signal not warranted at Willis St & Granite St

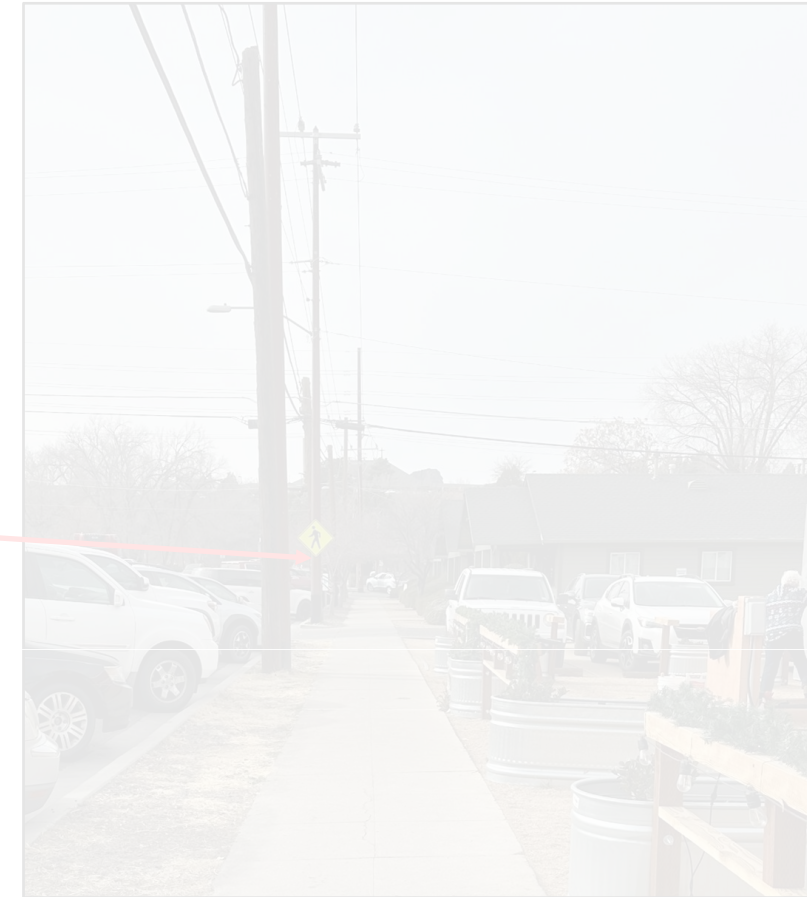
Corridor Observations & Recommendations

- Refresh pavement markings
- Maintain vegetation
- Signage
 - Speed limit
 - Bike route
 - Pedestrian “Ahead” plaque



Corridor Observations & Recommendations

- Refresh pavement markings
- Maintain vegetation
- Signage
 - Speed limit
 - Bike route
 - Pedestrian “Ahead” plaque



Corridor Observations & Recommendations

- Refresh pavement markings
- Maintain vegetation
- Signage
 - Speed limit
 - Bike route
 - Pedestrian “Ahead” plaque



McCormick Street Intersection Observations and Recommendations



Recommendation:
Install truncated domes



Recommendation:
Relocate sign

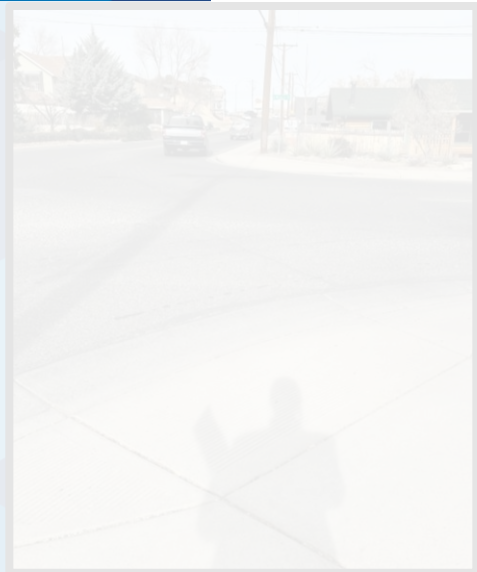


Recommendation:
Relocate sign

McCormick Street Intersection Observations and Recommendations



Recommendation:
Relocate sign

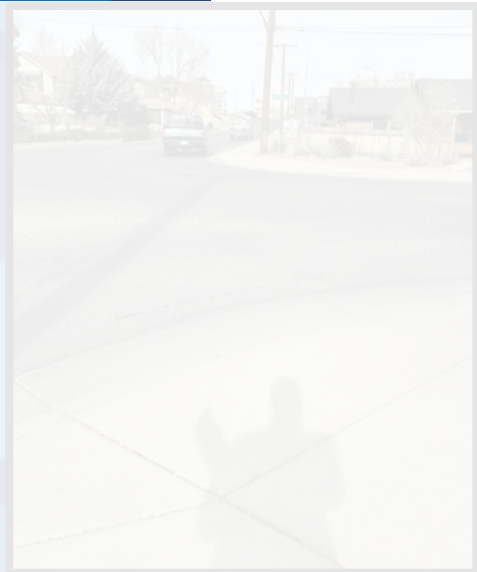


Recommendation:
Install truncated domes



Recommendation:
Relocate sign

McCormick Street Intersection Observations and Recommendations



Recommendation:
Install truncated domes

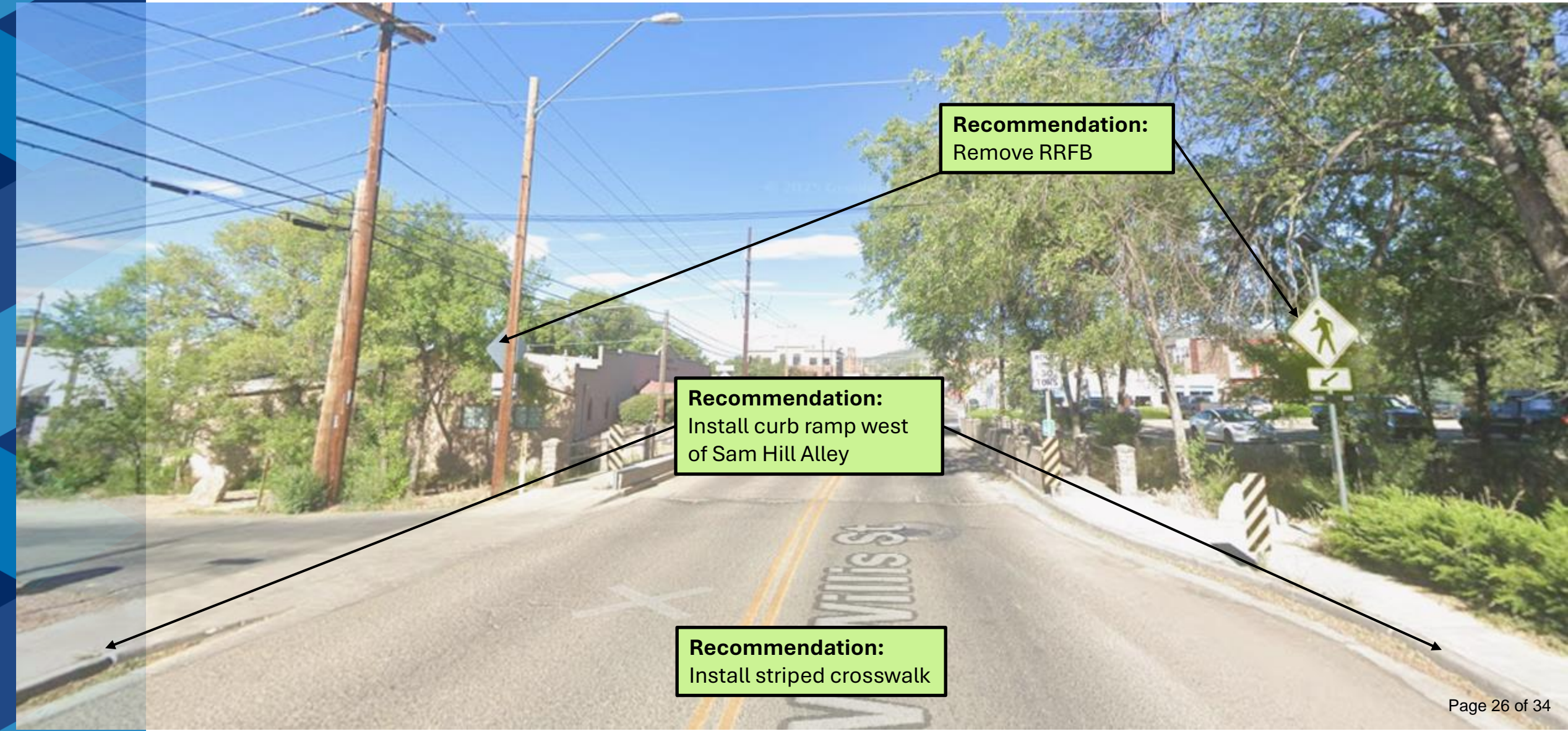


Recommendation:
Relocate sign



Recommendation:
Relocate sign and stop sign

Granite Creek Trail Crossing Observations and Recommendations



Recommendation:
Remove RRFB

Recommendation:
Install curb ramp west
of Sam Hill Alley

Recommendation:
Install striped crosswalk

Granite Creek Trail Crossing Observations and Recommendations

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	1 2 4 5 6	1	1	1	1	1	1	1	1
3 lanes with raised median (1 lane in each direction)	1 2 3 4 5	1 3 5 6	1 3 5 6	1 3 5 6	1 3 5 6	1 3 5 6	1 3 5 6	1 3 5 6	1 3 5 6
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	1 2 3 4 5 6	1 3 5 6	1 3 5 6	1 3 5 6	1 3 5 6	1 3 5 6	1 3 5 6	1 3 5 6	1 3 5 6
4+ lanes with raised median (2 or more lanes in each direction)	1 3 5	1 3 5	1 3 5	1 3 5	1 3 5	1 3 5	1 3 5	1 3 5	1 3 5
4+ lanes w/o raised median (2 or more lanes in each direction)	1 3 5 6	1 3 5 6	1 3 5 6	1 3 5 6	1 3 5 6	1 3 5 6	1 3 5 6	1 3 5 6	1 3 5 6

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs

2 Raised crosswalk

3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line

4 In-Street Pedestrian Crossing sign

5 Curb extension

6 Pedestrian refuge island

7 Rectangular Rapid-Flashing Beacon (RRFB)**

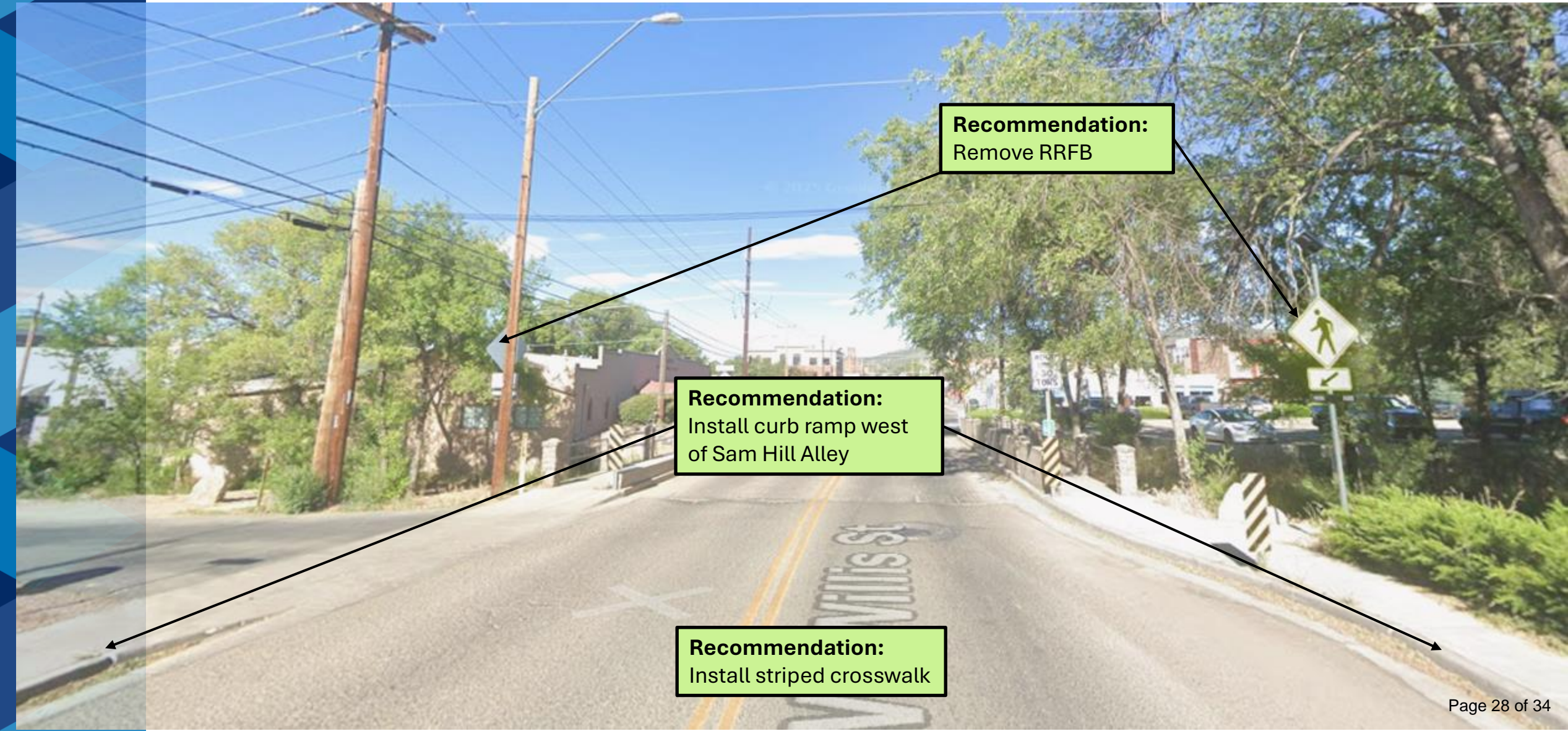
8 Road Diet

9 Pedestrian Hybrid Beacon (PHB)**



Recommendation:
Remove RRFB

Granite Creek Trail Crossing Observations and Recommendations



Recommendation:
Remove RRFB

Recommendation:
Install curb ramp west
of Sam Hill Alley

Recommendation:
Install striped crosswalk

Granite Creek Intersection Observations and Recommendations



**Recommendation:
Reconstruct ramp**



Willis St

Granite St



**Recommendation:
Reconstruct ramp**



**Recommendation:
Install stop signs**



**Recommendation:
Install truncated domes
(all corners)**



**Recommendation:
Install hi-vis crosswalk (all legs)**

Granite Creek Intersection Observations and Recommendations



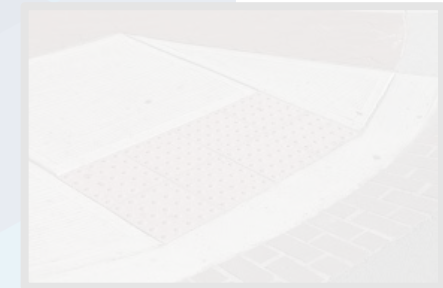
Recommendation:
Reconstruct ramp



Recommendation:
Reconstruct ramp



Recommendation:
Install stop signs



Recommendation:
Install truncated domes
(all corners)



Recommendation:
Install hi-vis crosswalk (all legs)

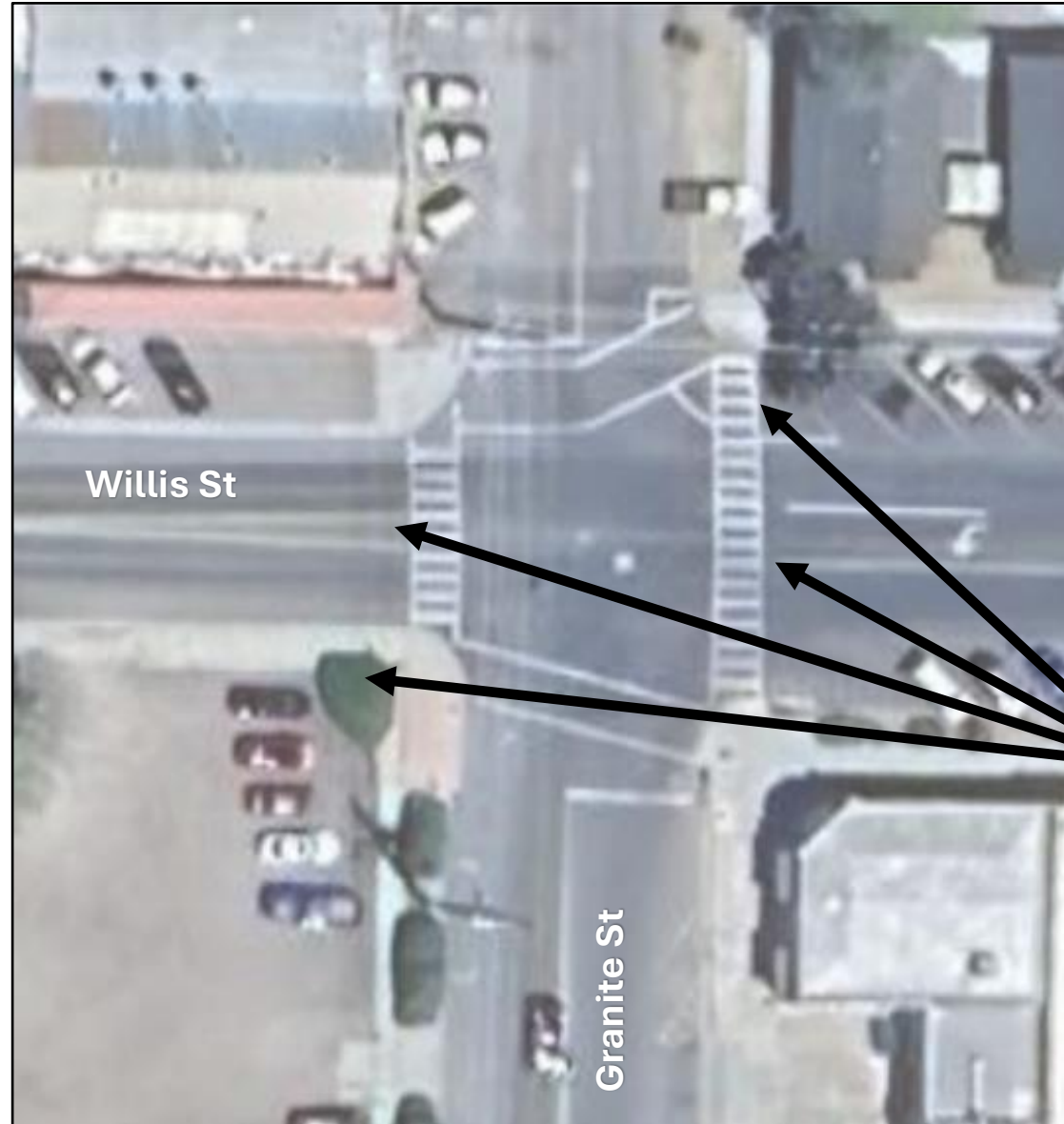
Granite Creek Intersection Observations and Recommendations



Recommendation:
Reconstruct ramp

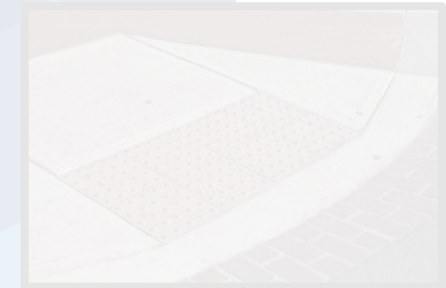


Recommendation:
Reconstruct ramp

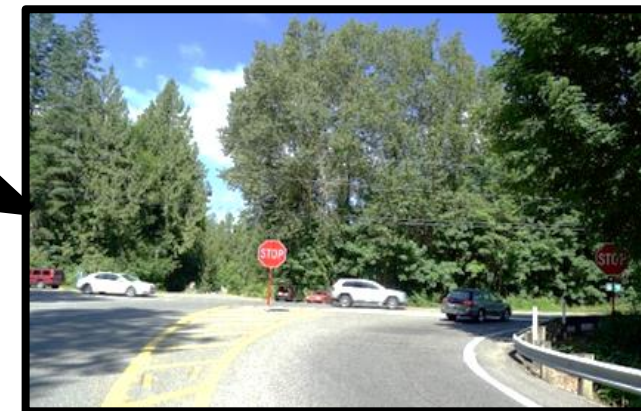


Willis St

Granite St



Recommendation:
Install truncated domes
(all corners)



Recommendation:
Install stop signs



Recommendation:
Install hi-vis crosswalk (all legs)

Granite Creek Intersection Observations and Recommendations



Recommendation:
Reconstruct ramp



Recommendation:
Reconstruct ramp



Recommendation:
Install stop signs



Recommendation:
Install truncated domes
(all corners)



Recommendation:
Install hi-vis crosswalk (all legs)

Willis Street Study - Next Steps

- **Short Term Implementation (Timeframe 2-3 months)**

- Install 4-Way stop at Granite St.
- Modify Striping
- Signing changes
- Landscape Trimming, etc.

- **Longer Term Items (1-2 years)**

- ADA Curb ramp construction
- Truncated domes added
- Median Bulb-Out Construction

