

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



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

MINUTES

1. CALL TO ORDER

Chairman Coven called the meeting to order at 9:00 a.m.

2. ROLL CALL

Lou Koven, Chair
David Fero, Vice Chair (Arrived at 9:11 a.m.)
Ken Godbold, Member
Kent Hart, Member (Excused)
George Hotchkiss, Member
Jim Knaup, Member
Joe Scott, Member (Excused)

3. OPEN CALL TO THE PUBLIC

None.

4. DISCUSSION & ACTION ITEMS

A. Approval of the April 14, 2025, Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.

MOTION BY MEMBER GODBOLD TO APPROVE THE MINUTES AS PRESENTED; SECONDED BY MEMBER KNAUP: PASSED (4-0)

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

CYMPO Planning Manager Bryn Stotler provided updates from the CYMPO newsletter and mentioned that the ACT UP project is wrapping up. The MOVE 2025 plan, which was adopted at the previous CYMPO meeting, was highlighted, with a suggestion to visit the website for further details. Ms. Stotler also discussed the SR69 Master Plan, expected to be completed this summer, with a presentation scheduled for August or September.

Additionally, a new regional transit program, with intent of assisting the elderly in traveling to and from the Farmers Market, is available on the CYMPO website.

CYMPO Grants Manager Jesse Sorteberg provided updates on two Transportation Alternative Grant applications, one for the Whetstine Avenue

Sidewalk Improvement Project, which will provide new sidewalk from Willow Creek Road (WCR) to Ruth Street, and the Prescott Sidewalk Gap Project, which will provide new sidewalk between Bradshaw Drive and Rush Street, and a 300 foot stretch along Nathan Lane.

CYMPO Planner Amanda Hardt provided information about a stakeholder meeting related to the Regional Trails Plan. She noted that the Chino Valley Collaborative is partnering with the Circle Trail, with a process timeline of 18-24 months.

Ms. Stotler concluded by announcing that staff will be transitioning out of their current Commerce Center Circle location and moving into a new office near downtown Prescott. Transit staff will remain in the new transit center near the intersection of Cortez and Willis.

This item was for discussion only; no formal action was taken.

C. Presentation & Discussion Regarding Grants & Project Updates.

Transportation Manager Ian Mattingly presented updates for the following grants and project updates.

Grants:

- Staff provided an update on the SS4A Dexter/North Business District Pedestrian Safety Study. Improvements are planned for the area along Grove Avenue and WCR, between Gurley Street and Gail Gardner Way. A consultant has been selected for the study, and the contract has been finalized. Staff and the consultant are currently in the data collection stage. Traffic signal staff are providing information on signal timing and operation, and all sidewalks in the area have been inventoried. Updates on the project, along with opportunities for public input, will be available soon.
- The Multi-Use Path grant on SR89 (Deep Well Road shoulder coming in from Chino Valley) is wrapping up. The final meeting with the Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) project liaison has taken place, and the final plans for the project should be arriving soon.

Projects:

- The Downtown Bollard Project is kicking off with phase two and includes five more bollard installation locations downtown Prescott. These include two bollard installations at Goodwin Street & Cortez Street, two at Goodwin Street & Montezuma Street, and one at Sheldon Street & Montezuma Street. The goal is to have bollards available for closing roadways instead of using city vehicles to improve safety, with a total of 70-80 new bollards expected to be installed.
- On Schemmer Drive, installation of traffic calming measures are underway, including the addition of speed humps, signage and striping. The final elements of the project are nearing completion.
- Sarafina Drive traffic calming measures, between Smoke Tree Lane and the south subdivision boundary, are underway with the four-way stop

installed. Signage and striping will be completed late summer.

- Crews are installing new angled parking stalls on South Pleasant Street, near the American Legion and over the hill to Carleton. These stalls are increasing the number of vehicles that can be parked, which is used by both homeowners and American Legion guests.
- Traffic signal coordination work on the Iron Springs Road/Whipple Street corridor continues. The equipment updates have been completed, and signal cabinet timing adjustments have been made. Crews will be monitoring the corridor, with special attention given to the intersection of Whipple Street and Ruth Street, near the high school, to ensure the new timing is working and does not create backups. This work is intended to improve traffic on heavily used roadways and supports the Council goal identified in their Strategic Goals.

Member Hotchkiss asked about the purpose of the bollards and their relationship with Yavapai County.

Mr. Mattingly explained that the bollards are part of safety improvements, particularly for pedestrians. They are a better solution than using city vehicles as barricades and offer cost savings with reduced overtime. Other gaps in safety measures are being considered, and the current round of bollards is a good opportunity to discuss further coordination with the County.

Chairman Koven asked whether the bollards were temporary.

Mr. Mattingly clarified that both these and previous installations add in-ground sleeves that allow the bollards to be easily inserted and removed from the roadway, meaning they are not permanent. Storage solutions are being explored, including potentially creating structures to hold the bollards near their installation sites. This could help with sidewalk protection as well, as storing the bollards nearby may create barriers to vehicles entering the sidewalk areas.

This item was for discussion only; no formal action was taken.

D. Presentation & Discussion Regarding the Goodwin Street & McCormick Street All-Way-Stop Warrant Evaluation.

Mr. Mattingly provided a summary of the recent traffic study conducted at the intersection of Goodwin Street and McCormick Street in response to ongoing concerns regarding traffic safety and flow, particularly from school bus drivers. The on-call engineering contractor was tasked with evaluating whether a multi-way (four-way) stop was warranted, following MUTCD standards. The study included crash history, traffic counts, field observations, and an assessment of pedestrian, bicycle, and roadway conditions in the surrounding area.

Mr. Mattingly shared that the study recommended installation of a four-way stop with additional design modifications to improve intersection safety and operations. A high-visibility crosswalk would not be required at this time. The intersection includes emphasis on the upcoming school year and the importance of completing the installation as soon as possible. Staff are cognizant of the sensitivity of the downtown location and plan to communicate

the changes to the public through press releases and updates to the City's website.

The recommended traffic control and operational improvements would be funded from the operating budget of the Transportation Services Division.

Member Knaup expressed concern about the width of Goodwin Street, and it leading to long pedestrian crossings. He suggested using hashed areas as bulb-outs to shorten and square the crosswalk.

Mr. Mattingly agreed this could be a long-term improvement, however, stressed the need for an interim solution including striping, direct crossings, and ramps. He added that curb extensions could be considered in the future as opportunities allow.

Member Knaup asked about adding paint in advance to help drivers acclimate to the updated intersection layout.

Member Godbold raised a concern about the northeast stop sign appearing too far back from the corner.

Mr. Mattingly responded that sign placement is adjusted by staff as needed to maintain appropriate visibility and safety.

Chair Koven expressed support for the plan, particularly with angled traffic patterns in the area, and said that the proposed changes would be beneficial. He asked whether the traffic pattern changes would be temporary or permanent.

Mr. Mattingly responded that the current plan is for a temporary installation using paint and signage, with permanent solutions to follow.

Member Hotchkis asked whether staff had considered using median islands for stop sign placement, similar to what was done on Mount Vernon Avenue, and asked whether thermoplastic striping would be used.

Mr. Mattingly explained that while those elements had been considered, the Goodwin & McCormick Streets intersection presented more complexity due to factors like school bus and delivery vehicle turn movements, which are not as prevalent at the Mount Vernon Avenue location. He added, however, that staff would continue to explore design enhancements, including potential median features. He confirmed that thermoplastic striping would be used as it is standard for durable pavement markings.

Mr. Mattingly reiterated the intention to coordinate with the Prescott Unified School District and other downtown stakeholders, and to proceed with public communication in advance of implementation. The Committee was informed that the project would move forward promptly to ensure safety improvements were in place in a timely manner for the school year.

This item was for discussion only; no formal action was taken.

E. Presentation & Discussion Regarding the Willis Street Traffic and Warrant Study.

Mr. Mattingly provided an update regarding the results and recommendations of the recently completed Willis Street Traffic and Warrant Study, presented to City Council in June 2025.

The study, completed by an on-call engineering consultant, was initiated due to increasing traffic volumes and safety concerns in the area.

Mr. Mattingly noted that the study's findings were informational for the Committee and outlined both short and long-term recommendations. He added that the recommended traffic control and operational improvements would be funded from the operating budget of the Transportation Services Division.

Mr. Mattingly explained that the study reviewed a five-year crash history, showing that 57% of crashes involved left-turn movements at Willis and Granite, supporting the need for a change in traffic control. The analysis determined that an all-way stop is warranted at the Willis and Granite Streets Intersection, but not at Willis and McCormick Streets. Signal warrant analysis showed only partial compliance, with four of nine criteria met. The study also assessed corridor conditions including signage, vegetation maintenance, pavement markings, and Americans with Disabilities Act (ADA) compliance. Recommendations included improving ADA curb ramps, currently lacking truncated domes, relocating the Granite Creek trail crossing to the west side of the alleyway due to ADA and bridge structural limitations, and adding high-visibility crosswalks with improved lighting. The removal of the existing Rectangular Rapid Flashing Beacon (RRFB) at the current trail crossing location was also recommended.

Mr. Mattingly shared that in the short term, staff plan to implement a four-way stop at Granite, modify striping and signage, and complete basic landscape trimming. Long-term improvements include ADA curb ramp construction, installation of truncated domes, and potential construction of median bulb-outs. Interim measures will focus on striping and signage, with ADA elements installed as budget allows, as well as lighting adequate for the location. Council has expressed the desire to keep in place some aspects.

Member Knaup commented on the southwest corner, noting that improved visibility could be realized if a large bush was removed and expressed concerns about the lack of sidewalk along the northwest segment of Willis Street and drainage issues. He also suggested that crosswalk distances could be shortened and commented that traffic issues near McCormick could be mitigated by reevaluating the current no-left-turn restriction.

Mr. Mattingly responded that while some site issues were beyond the scope of the study, which was focused on stop and signal warrants, additional concerns may be addressed through future planning and design work.

Member Hotchkiss raised concerns about driver visibility and stopping distances for those coming downhill and turning near the bridge, especially for out-of-town drivers.

Mr. Mattingly responded that traffic complexity, pedestrian activity, and trail use justified the four-way stop. He also noted that the Willis Street and Montezuma Street intersection traffic signal is not part of a signal network, allowing for flexibility in operational adjustments if needed. Staff would have the capability to monitor and adjust accordingly.

In response to additional planning questions, Mr. Mattingly referenced the CYMPO Regional Transportation Plan, which identifies needed roadway improvements and is updated every five years. Willis Street is not currently planned for expansion.

Ms. Stotler added that broader planning efforts, including the Safe Streets and Roads for All (SS4A) initiative and the Safe and Smart Streets study, will inform future design and safety projects in the area. The plan is expected to be completed within 18–24 months.

Mr. Mattingly concluded by affirming that CYMPO's planning work directly supports the City's ongoing transportation decisions.

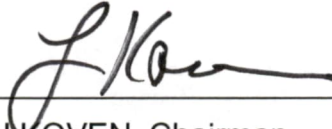
This item was for discussion only; no formal action was taken.

5. UPDATES FROM STAFF

There were no new updates from staff.

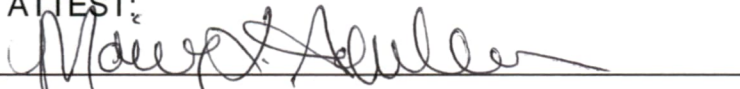
6. ADJOURNMENT

There being no further items to discuss, the meeting was adjourned at 10:25 a.m.



LOUKOVEN, Chairman

ATTEST:



MARIKAY ANDERSON, Administrative Coordinator

9/8/25

Date