



City of Prescott

Pedestrian, Bicycle, & Traffic Advisory Committee

October 13, 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 9:03 a.m.

2. ROLL CALL

Lou Koven, Chair
David Fero, Vice Chair
Ken Godbold, Member
George Hotchkiss, Member
Jim Knaup, Member
Joe Scott, Member
(Vacant Seat)

3. OPEN CALL TO THE PUBLIC

Mr. and Mrs. Trengrove addressed the Committee regarding concerns about the City parking structure. During an event at their property, they had to escort an attendee to the structure due to youths racing motorcycles inside. They noted that the noise and activity create safety issues, occurring more frequently on weekends but also regularly after school.

4. DISCUSSION & ACTION ITEMS

A. Approval of the September 8, 2025, Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.

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

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

- Final Draft of the Active Community Transportation – Unified Plan (ACT-UP)

Planning Manager, Bryn Stotler, reported that work is progressing toward implementation of the final draft.

- Regional Trails Planning Update

Planner, Amanda Hart, reported that Town, City, and County managers are collaborating and have launched the first unified plan. Over the past two months, the consulting firm met with stakeholders, including the State Land Department, Game & Fish, and local municipalities. Community stakeholders were notified last week to provide input on their experiences with the trail system. CYMPO also recently received access to STRAVA and AllTrails data to support trail usage analysis.

- Conservation Planning Update

Ms. Stotler provided an update on regional conservation planning and distributed a handout to the Committee. She explained that the planning process focuses on being proactive rather than reactive, integrating environmental priorities into all stages of development.

- Downtown Prescott Safe and Smart Streets Initiative (DPSSSI) Update

Ms. Stotler shared that work continues on the project scoping document. Approximately \$500,000 has been received, and the project is currently under review with the AZ Smart Program. If approved, the program would cover the required \$125,000 local match that would otherwise come from the General Fund. She noted they are looking forward to the upcoming public engagement phase.

Chair Koven asked about the budget and approval of the \$125,000 match.

Ms. Stotler explained that the project first undergoes a committee review before moving to the State Transportation Board for approval. She added that she is confident that the funding will be awarded.

Member Knaup asked whether CYMPO is changing its name.

Ms. Stotler confirmed that the organization will transition to “YPLAN”, short for “Yavapai Plan”. The process is in its early stages, and updates will follow.

Member Fero asked whether the planning area will be expanded.

Ms. Stotler responded yes, noting that a feasibility study determined the expansion is appropriate, particularly in coordination with NACOG for the Verde region. She also noted that CYMPO has added the Northwest Sector as well.

Member Godbold asked for an update on GIS.

Amanda reported that data collection is still underway and that a full update should be provided next month.

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, and noted that this meeting had the largest attendance for PBTAC to date.

Grants:

- Safe Streets & Roads for All (SS4A) Grant & Dexter Neighborhood

The project focuses on multimodal use of the area for both transportation and leisure. It is currently in the public input phase through November 7th and is featured on the City's website, including an interactive map for public comments. Staff are developing the project framework to assess existing conditions, identify needs, and determine the facilities required for future grant applications.

- Energy Efficiency and Conservation Block Grant (EECBG) for Streetlights

The City received this federal grant last year to replace 200 overhead safety lights, primarily in the hospital area. The project will convert existing high-pressure sodium fixtures to LED. Implementation is underway, with staff coordinating the ordering and installation process.

Projects:

- Bollard Project Phase II

Installation is occurring in front of City Hall and at four additional locations along Goodwin Street. Priority locations were selected based on the impact of parades and special events. The goal is to complete the work before the Veterans Day Parade.

- Goodwin & McCormick Streets

Staff are coordinating with Mile High Middle School to install bollards and curb extensions to enhance pedestrian safety in the area.

- Sarafina Drive Traffic Calming

Mr. Mattingly shared project photos and noted that striping and signage were added to narrow travel lanes. The roadway did not previously meet the warrant for vertical traffic-calming measures but now qualifies. Improvements include a new four-way stop, with crosswalk upgrades being coordinated with the SR89 pavement preservation project striping work.

- Schemmer Drive Traffic Calming

Mr. Mattingly shared project photos for three additional speed humps installed to supplement two existing ones near the rodeo grounds. Edge lines were added, though the roadway is not wide enough to include marked parking. This project serves as a continuation of prior traffic-calming efforts. He also noted that sign aiming adjustments and removal of leftover posts, discussed during the previous meeting, have been completed.

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

D. Presentation & Discussion Regarding Senator Highway and South Mount Vernon Avenue Traffic Concerns.

Mr. Mattingly provided a presentation in response to requests from Mayor Pro Tem Cantelme and Councilmember Fruhwirth regarding traffic concerns along Senator Highway and South Mount Vernon Avenue.

He noted that this historic corridor connects residential neighborhoods in south Prescott and serves as the primary route to county areas and the National Forest. The request highlighted issues raised by a Summit Pointe resident, including traffic volumes, vehicle speeds, noise, pedestrian crossings, enforcement challenges, and overall safety concerns, including collisions. Mr. Mattingly shared the following roadway conditions and safety features:

Roadway Conditions:

- North/South major collector roadway serves as the primary route to south Prescott
- Two-lane roadway with a double-yellow centerline throughout the corridor; on-street parking is marked with bike lanes on south Mount Vernon
- Senator Highway includes no directly fronting residential properties
- All-way stops at Carleton, Goodwin, and Willis Streets
- Posted speed limit of 25 MPH throughout the corridor
- Designated truck route from Gurley Street south
- Serves as a downtown bypass route during special events

Safety Features:

- Antique street lighting and overhead safety lighting installed on select segments of the historic district and at intersections
- Urban roadway section along the entire corridor, with vertical curbs, gutters, and sidewalks on one or both sides, including ADA curb ramps
- “Slow” warning signs and residential area signage at select locations
- Flashing beacon installations, two RRFB crossings (Haisley and Oak Streets), STOP pavement markings, two all-way stops, and stop beacons at the Carleton Street three-way intersection

Mr. Mattingly focused on the segment from Haisley Road north to Sheldon Street. He explained that the purpose of today’s discussion was to review the concerns, examine current conditions, evaluate options under the City’s adopted traffic-calming policy, determine what additional data or evaluation may be required, and explore strategies to improve safety along the corridor. He shared photos of key concern areas and presented traffic speed, volume, and crash data from the 2023 Citywide Speed & Travel Time Study, noting that while the study may not have extended down to North Mount Vernon, the original request focused specifically on Senator Highway.

Speeds:

- Data collected on Senator Highway near Haisley Road, and the Church driveway showed 85th percentile speeds of 36–38 MPH
- Study options include evaluating whether raising speed limits is appropriate (must evaluate geometrics), installing radar feedback signs, or installing vertical measures (not permitted on this roadway type)
- Additional data collected on North Mount Vernon near Willis Street and South Mount Vernon near Gurley Street showed 85th percentile speeds of 29–30 MPH
- Study recommended no mitigation for these segments

Volumes:

- 8,297 24-hour volume on Mount Vernon (June 2025)
 - 4,572 northbound / 3,725 southbound
- 3,618 24-hour volume on Senator Highway (June 2025)
 - 1,819 northbound / 1,799 southbound

Crashes:

- Initial three-year crash statistics:
 - 2022: 5 (Senator Highway.), 5 (Mount Vernon)
 - 2023: 4 (Senator Highway.), 2 (Mount Vernon)
 - 2024: 4 (Senator Highway.), 7 (Mount Vernon)

Mr. Mattingly also reviewed the traffic-calming policy considerations:

- Many mitigation efforts have already been implemented along the corridor
- Vertical traffic-calming measures are not permitted on collector or arterial roadways
- Senator Highway/South Mount Vernon serves as a primary emergency response route, and response times must be maintained
- The corridor may also function as a future evacuation route for south Prescott
- Policy thresholds must be met before additional traffic-calming measures can be pursued

Mr. Mattingly outlined the next steps and explained the follow-up processes. These include conducting a CYMPO Roadway Safety Assessment, performing multi-way stop warrant studies either in-house or with an on-call consultant, and determining the need for additional data collection, including the specific types of data required. He also noted that it will be assessed whether a traffic-calming petition is necessary.

CYMPO Executive Director, Vinny Gallegos, provided an update on a meeting with Mayor Pro Tem Cantelme and neighborhood representatives, noting that the goal is to work through the process and identify a solution. While it is uncommon for CYMPO to focus on a specific neighborhood, the effort aligns with CYMPO's overall goals. He explained that a roadway safety assessment, as outlined in the next steps, is recommended not only for South Mount Vernon but for many roads throughout the region. CYMPO has sponsored similar studies in the past and has offered to assist with the current concern to support the City's analysis. This assistance would allow for additional recommendations and provide a plan illustrating opportunity for a blueprint solution, taking limited resources into account and exploring potential grant funding. CYMPO's offer will be presented to the Executive Board for review. The estimated cost for the analysis is approximately \$20,000–\$25,000, with work expected to begin in January or February. The consultant engagement is expected to last two to three months and will include a detailed interview process to inform the recommendations.

Member Knaup thanked Mr. Gallegos for CYMPO's involvement and noted the connection from Mount Vernon to Senator Highway, recommending the analysis extend to the Goldwater Lake area.

Mr. Gallegos acknowledged the recommendation and explained the inclusion would come down to resources.

Mr. Mattingly provided clarification on traffic-calming measures, explaining the difference between a speed hump and a speed cushion. He noted that speed cushions have cutouts, offering more flexibility, while speed tables are extended humps with a flat top. He also explained raised intersections, emphasizing that these measures are restricted to minor and local collectors.

Chair Koven opened the floor to public comments.

Ms. Elaine Garley commented that traffic has increased over the past five years, particularly in the downhill section. She noted that while some drivers maintain the speed limit, others travel at 45–50 mph. She asked that traffic noise be considered, as the area is already quite loud, and recommended the installation of a four-way stop.

Mr. Rob Johnson commented that he serves as a commissioner of the Prescott Historic Preservation Commission. He stated that South Mount Vernon is both a primary route to multiple attractions and a historic roadway. He noted that neighbors first met in April 2023 to discuss growing concerns about traffic and safety, with additional discussion occurring at the June 2023 PBTAC meeting. At that time, residents were advised to participate in the City Master Plan process. Mr. Johnson explained that the neighborhood committee has continued meeting with representatives from multiple areas. He expressed concern that the issues are worsening and stated that although laws exist to address the problems, residents have been told there is not enough manpower for enforcement. He added that he hopes that improvements can be made.

Ms. Sue Tatar noted discussions with Mayor Pro Tem Cantelme and Councilmember Fruhwirth. She commented that she lives in the Haisley area and is affected by the camping sites near Yavapai College, noting increasing traffic and concern that the planned Groom Creek and Senator Highway drive-in site will add to traffic impacts and aggressive driving. She stated she would like to see a traffic signal installed at Haisley Road and Senator Highway.

Ms. Crissy Jones commented on traffic and safety concerns in the Summit Point Estates area, noting issues similar to those raised by other residents regarding increasing traffic volumes and aggressive driving. She asked for the City to address these concerns and consider appropriate safety improvements.

Mr. Ralph Rodarte stated that he has lived on South Mount Vernon for sixty years and expressed concern that the 300 block lacks an alley, leaving residents no safe time to back out onto Mount Vernon, which creates traffic congestion. He asked that the Prescott Police Department observe the area, noting that drivers often go around a stopped school bus as children are being picked up. He urged that more attention be given to the situation.

Mr. Don Swetlik, a resident of the Summit Point area, commented that Senator Highway experiences consistently high traffic speeds. He stated that a four-way stop would provide better timing than a four-way signal.

He asked whether a temporary four-way stop could be installed at Haisley Road and Senator Highway until the traffic study is completed. He also requested consideration of Prescott Police Department presence at the intersection until a temporary solution is in place.

Mr. Mattingly responded that four-way stops are used to control traffic, not as traffic-calming measures. He added that while trial installations can be done, certain warrants must be met. He referenced a similar situation at Copper Basin Road and Highland Avenue where a temporary installation was ultimately removed. He stated that the request will be taken into consideration.

Ms. Mary Walsh commented that she was speaking on behalf of the Hidden Valley Ranch area, and that northbound traffic from Goldwater has greatly increased. She requested a four-way stop at Haisley Road and Senator Highway, as there may be enough new traffic to support the use of a four way stop. She also shared concerns about visibility when turning north onto Senator Highway, as well as traffic issues near Quad City Church and when exiting onto Senator Highway. She commented that while a rumble strip at the transition from Senator Highway to Mount Vernon helps, northbound drivers toward Goldwater receive no indication to slow down or stay within their lane.

Mr. Gary Freed stated he is on the Board of Hidden Valley and noted that Haisley Homestead is located nearby and expressed concern that Haisley Road is being used as a cut-through. He also shared he is concerned about safely making turns, particularly with drivers approaching from behind at high speeds.

Mayor Pro Tem Cantelme thanked Mr. Gallegos for attending on behalf of CYMPO. She commented on the grade of the street descending from Senator Highway into Mount Vernon and referenced an empty Police Department vehicle placed on the corner resulting in drivers attempting to slow down at the last minute. She asked about the possibility of a variance for vertical traffic-calming measures and asked whether noise concerns could be addressed by diverting trucks or motorcycles or rerouting traffic. She recommended elevating these issues to the Council level.

Mr. Mattingly explained that the traffic-calming policy is adopted by Council and can be modified; if an appropriate measure is identified and supported by Council, implementation decisions would be made at that level.

Mayor Pro Tem Cantelme responded and asked for support from staff on modifications and clarified her comments.

Mr. Mattingly noted that speed cushions could serve as a reasonable compromise.

Mayor Pro Tem Cantelme stated she would review the policy and consult with the City Attorney for additional guidance.

Mr. Mattingly inquired with Mr. Gallegos about the timeline for the Regional Safety Assessment (RSA).

Mr. Gallegos explained that while the RSA focuses on the immediate area, it also considers surrounding areas and should be integrated into the broader downtown transportation plan to provide more comprehensive solutions.

He noted that for CYMPO, the timing depends on procedural steps, including procurement, with a target of presenting results to Council and PBTAC in the spring.

Mr. Mattingly asked if a date has been set for authorization of funds for the RSA.

Mr. Gallegos responded that the November Executive Board meeting is scheduled to review the request, after which the procurement process would begin.

Mr. Mattingly asked whether the scope would be set before or after the meeting.

Mr. Gallegos stated that the scope will go before the TAC meeting in November.

Mr. Mattingly suggested sharing the scope with PBTAC informationally to keep members informed.

Mr. Gallegos said a draft scope is available and can be shared, though it is basic and intended for the consultant to finalize. He noted that an informal RSA already exists, and the consultant's role will formalize it and potentially open grant funding opportunities.

Mr. Mattingly asked whether the RSA incorporates feedback from relevant groups.

Mr. Gallegos confirmed that the process includes interviews with citizens, Police Department staff, and other City staff, along with on-site observation of traffic activity.

Mr. Mattingly noted that updates will be forthcoming in the next month or two and emphasized that consultant input will be beneficial.

Mr. Knaup thanked citizens for sharing their concerns and noted that this is the purpose of PBTAC. Regarding evacuation routes, he commented that Groom Creek through the City is more of a regional issue than a local one. He added that a similar plan in the past was shelved due to funding constraints.

Mr. Mattingly confirmed that a study for a bypass route from SR89 to Gurley Street was conducted; however, it was very expensive and required extensive property acquisition.

Mr. Gallegos noted that CYMPO intends to review a regional plan for safety and evacuation next year, with a target completion of Summer 2026.

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

5. UPDATES FROM STAFF

Staff Liaison, Marikay Anderson, reminded the Committee that there will be no meeting in November.

6. ADJOURNMENT

There being no further items to discuss, the meeting was adjourned at 10:56 a.m.



LOU KOVEN, Chairman

ATTEST:



MARIKAY ANDERSON, Administrative Coordinator



Date