

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



January 12, 2026 | 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 **January 12, 2026**. 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 December 8, 2025 Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.
Recommended Action: MOVE to approve the minutes as presented
 - B. Presentation & Discussion Regarding Park Avenue Traffic Corridor Review.
Recommended Action: This item is for discussion. Possible action may be taken pending Committee recommendation(s).
5. **UPDATES FROM STAFF**
 - A. Presentation & Discussion Regarding Grant & Project Updates.
Recommended Action: This item is for discussion only. No formal action will be taken.
 - B. Presentation & Discussion Regarding Development & Traffic Infrastructure Updates.
Recommended Action: This item is for discussion only. No formal action will be taken.
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 1/8/26 at 11:00 a.m. in accordance with the statement filed by the Prescott City Council with the City Clerk.

Sarah M. Thornhill

Sarah M. Thornhill City Clerk



TO: MAYOR AND CITY COUNCIL
AGENDA: January 12 Pedestrian Bicycle and Traffic Advisory Committee
DATE: January 12, 2026
DEPT: Public Works
ITEM #: 4.A
SUBJECT: Approval of the December 8, 2025 Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.

ITEM SUMMARY

This item is for the approval of the December 8, 2025 PBTAC meeting minutes. Staff recommend 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. December 8, 2025 PBTAC Minutes



City of Prescott

Pedestrian, Bicycle, & Traffic Advisory Committee

December 8, 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 (Excused)
Stacey Brown, Member
Ken Godbold, Member
George Hotchkiss, Member
Joe Scott, Member
John Stryker, Member

3. MEMBER RECOGNITION

A. Recognition of Outgoing Pedestrian, Bicycle, & Traffic Advisory Committee Members Kent Hart, and Jim Knaup.

Public Works Director Gwen Rowitsch recognized outgoing members Kent Hart and Jim Knaup, highlighting their experience and contributions to the committee.

B. Recognition of Incoming and Reappointed Pedestrian, Bicycle, & Traffic Advisory Committee Members:

1. David Fero, Vice Chair
2. Stacey Brown, Member
3. John Stryker, Member

Director Rowitsch welcomed new members Brown and Stryker and reappointed Vice Chair Fero and thanked them for their willingness to serve.

4. OPEN CALL TO THE PUBLIC

Mr. Joe Zarnoch, who rides with Bike Prescott and PMBA, commented on the ADOT SR69 widening project, noting that no bicycle lane is incorporated and discussing how this may affect the City. He stated there is no detour on the stretch between Prescott Lakes Parkway and Frontier Village and expressed concern about the level of soil compaction.

5. DISCUSSION & ACTION ITEMS

- A. Approval of the October 13, 2025, Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.

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

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

Executive Director, Vinny Gallegos, welcomed the new Committee members, and provided an update on the organization's recent activities. He noted that CYMPO has officially rebranded as Yavapai Plan (YPlan) and shared that the new planning boundary area now encompasses more than 6,000 square miles, representing a significant expansion from the previous planning area.

Mr. Gallegos provided background on YPlan's role as a Metropolitan Planning Organization (MPO). He explained that MPOs were established under the Federal-Aid Highway Act in the mid-1960s for urbanized areas with populations over 50,000, ensuring coordinated transportation planning. He noted that CYMPO was formed in 2003 to bring together regional partners, towns, cities, and the county, to collaboratively plan for the movement of goods, people, and services. YPlan includes representation from the City of Prescott, Town of Prescott Valley, Town of Chino Valley, Town of Dewey-Humboldt, and Yavapai County. Mr. Gallegos added that the executive board includes the region's mayors.

- Mount Vernon Roadway Safety Assessment (RSA)

Planner Tyler Brewster provided an update on the Mount Vernon Road Safety Assessment, which focuses on the corridor along Mount Vernon/Senator Highway between Sheldon Street and Haisley Road. He explained that the ongoing study aims to evaluate current safety conditions, identify high-risk areas, and propose potential roadway improvements. The assessment considers factors such as traffic volume, collision history, pedestrian and cyclist safety, and potential enhancements to signage, crosswalks, and lighting. The study is currently in a continuous review phase.

- Transportation Alternatives Program FY26/27
Pending Applications/Projects (Whetstine / Nathan Lane)

Mr. Brewster shared that the Whetstine Avenue Sidewalk and Roadway Improvement Project, scheduled for Fiscal Year 2027, will include enhancements to pedestrian access, fill gaps in the existing sidewalk network, and improve roadway conditions for both drivers and pedestrians. He explained that the project's primary goal is to increase safety along the corridor while promoting active transportation options for community members. Mr. Brewster discussed the Prescott Sidewalk Gap Project/Nathan Lane, scheduled for Fiscal Year 2026. Mr. Brewster noted that the project focuses on addressing missing sidewalk segments along Nathan Lane, and on Rush Street and Bradshaw Drive, with the objective of creating a continuous and safe pedestrian pathway.

- SR69 Corridor Master Plan

Mr. Brewster presented an overview of the short-term projects included in the State Route 69 (SR 69) Corridor Master Plan, covering the segment from Dewey-Humboldt to Prescott. He presented several proposed projects, including approximately \$14.25 million in SR 69 corridor improvements. The improvements include adding turn lanes, implementing green-T intersections at Ramada Drive and Diamond Drive, extending left-turn storage, installing new traffic signals, and implementing thru-cuts and median U-turns at key locations.

Additional projects include widening and roadway improvements on SR69 from Prescott Lakes Parkway to Walker Road at an estimated cost of \$5 million, which would add an additional lane, introduce a median, and implement continuous green-T intersections. Mr. Brewster also noted plans to add shared-use paths between Sundog Ranch Road and Stoneridge Drive on both the north and south sides of the roadway at a cost of \$1.25 million, as well as a \$750,000 project to add a shared-use path on the north side from One Hope Christian Church Driveway to Main Street in Dewey-Humboldt.

Mr. Brewster explained that the projects focus on addressing safety concerns and intersection bottlenecks, delivering low-cost, high-benefit improvements, and enhancing multimodal connectivity, providing immediate benefits while longer-term corridor planning continues.

Member Brown asked whether the new corridor plan would be included in the DPSSSI.

Mr. Gallegos confirmed that planning between the City and the Town of Dewey-Humboldt covers approximately 18 miles, with projects focusing on safety and efficiency. He noted that a recent ribbon-cutting event was the result of 11 years of work on these efforts.

- Downtown Prescott Safe and Smart Streets Initiative (DPSSSI)

Mr. Brewster provided an overview of the DPSSSI project, noting that the study area includes schools, food banks, churches, and the downtown business district. The scoping document is still in development, with planning efforts considering integration with the Mobility Hub and the Granite Creek Greenway Trail. Public engagement will be included in the project.

Mr. Brewster explained that the DPSSSI study area is extensive, referencing a map with the larger area outlined in red and the downtown core study area in pink. The project's total budget is \$625,000 with \$500,000 in federal grant funds and the local match of \$125,000 coming from a separate ADOT grant.

Mr. Gallegos noted that the study will provide strong opportunities for pursuing grant funding, with priority projects positioned well for securing financial support.

- Human Services Coordinated Mobility Plan "Your Y, Your Way"

Planner Amanda Hart provided an update on the plan, and the focus on identifying transportation gaps, improving coordination among transit providers and human service agencies, and supporting mobility for all residents.

She noted that a community survey has been launched to gather feedback, which will inform recommendations for streamlining services and enhancing access across the region.

- Regional Trails Plan

Ms. Hart provided an update on the plan, noting that it is the first regional plan developed through regional conservation planning efforts. The plan reflects a shift in recognizing that conservation, recreation, and connectivity are as essential as transportation infrastructure for the future. In partnership with AllTrails and Strava, a map is being created to serve both the community and planners. She explained that the plan outlines opportunities, challenges, and priority areas for regional conservation and trail development. Data analysis revealed that the Iron King Trail through Peavine experiences the highest usage. GIS specialists are assisting in mapping data to identify gaps and implementation opportunities.

Member Brown asked how the plan will enhance trail connectivity.

Ms. Hart noted contributions from the Towns of Prescott Valley, Chino Valley, and the Forest Service in supporting the efforts.

Mr. Mattingly referenced the City's participation and stakeholder engagement, particularly regarding transportation systems, parking lots, and trailheads, noting the dual focus on trails and transportation networks.

- Regional Conservation Planning

Ms. Hart provided an update on the regional conservation planning initiative, now in its second year. Meetings are held every other month with local stakeholders to ensure transportation improvements consider both recreational and practical needs while supporting broader open space goals. Participating agencies include Game and Fish, and the U.S. Forest Service.

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

C. Presentation & Discussion Regarding Dexter-Near North Business District Safety Study Grant

Mr. Mattingly presented an update on the study, a federally funded project launched by the City through the Safe Streets for All (SS4A) program. The project has a total budget of \$150,000, with an 80% federal and 20% City match. The study focuses on improving safety for pedestrians, cyclists, and other vulnerable road users in a high-activity area, including the Dexter Neighborhood and surrounding areas. The study area includes approximately 40% of Prescott's population, primarily low and moderate income neighborhoods, and major destinations such as employers, groceries, restaurants, schools, YRMC Hospital, YMCA, and Prescott College.

Heavy pedestrian and bicycle activity occurs throughout the day and into the evening.

Mr. Mattingly explained that public engagement is a key component of the study. Community members are encouraged to provide feedback online regarding safety concerns, traffic issues, and walking or biking conditions. A steering committee, with Vice Chair Fero representing PBTAC, helps guide input and provide ongoing oversight.

Public input will directly guide the recommendations developed later this year. Public engagement has been slightly extended to allow additional input, with an 11-month project schedule resulting in a final report. The study aims to identify where and why pedestrian and bicycle crashes occur, determine origin-destination patterns for users, and engage residents, businesses, and commuters to set safety priorities. It will also identify priority routes for improvements and recommend low-cost, high-impact measures such as sidewalk connections, enhanced crosswalks, improved lighting, traffic signal updates, and protected bike lanes. Coordination with YPlan ensures alignment with local and regional safety goals.

Mr. Mattingly shared that the expected outcome is a vulnerable road user safety plan for the Dexter/Near North Business District, including maps of high-risk areas and missing pedestrian and bicycle connections, prioritized safety improvement projects, a phased implementation plan emphasizing low-cost, high-benefit fixes, recommendations to guide future funding and construction, and qualification for the City to pursue federal construction grants for multimodal projects.

Member Hotchkiss asked whether the study addresses walkways near Dignity/Yavapai Regional Medical Center.

Mr. Mattingly confirmed that the study includes that area. He noted that hospital-related design improvements primarily focus on a pedestrian overpass are also being included in the analysis.

Director Rowitsch added that several meetings with hospital staff have been held and that YPlan previously applied for a grant to study the overpass but was unsuccessful.

Mr. Mattingly added that the intersection is included in overlapping studies, and improvements being considered by the hospital will be incorporated.

Member Brown asked if there is a goal to get 200 survey responses and whether that would be sufficient, referencing NextDoor as a potential outreach tool.

Mr. Mattingly explained that social media and radio campaigns aim to expand engagement beyond the initial 50 responses, but that no specific number is targeted. Public input is essential for understanding pedestrian travel patterns, destinations, and barriers. The consultant will compile and analyze this input to inform the study.

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

D. Presentation & Discussion Regarding Grants & Project Updates.

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

Grants:

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

New 120-watt LED streetlights have been ordered to improve lighting and safety, particularly in commercial areas. The upgrades will change out existing HPS lighting to LED to accomplish this.

Chair Koven mentioned that some streetlights along Iron Springs Road remain on continuously.

Mr. Mattingly explained that those are managed in coordination with a contract with APS and that staff will look into it.

- Traffic Alternatives (TA) Grant - Whetstine Sidewalk Improvement Project

The project proposes full-width roadway improvement and sidewalks, providing connectivity for students and pedestrians. The project was not selected in FY25 and has been moved to FY26.

- Prescott Sidewalk Gap Project

The project would address sidewalk gaps to improve pedestrian connectivity. Key areas include Ruth Street/Bradshaw, connecting Yavapai College with Gurley Street and surrounding areas, and Nathan Lane, which fills a 300-foot gap near a curve with limited sight visibility. The project was also not selected in FY25 and is being moved to FY27.

Projects:

- Bollard Project Phase II

Bollards continue to be installed in the downtown area to enhance safety and are prioritized by special event impact. Recent installations have provided significant benefits.

- Hassayampa Village Lane (HVL) Radar Feedback Sign(s) Installation

A study indicated the 85th percentile speeds along HVL. Recommendations included increasing the speed limit to 30 mph to reduce reliance on enforcement, which the neighborhood agreed to and which was installed. New solar-powered radar feedback signs have been ordered and will be installed in the near future to monitor traffic speeds and discourage speeding. Signs will be installed at select locations chosen to provide the most benefit and greatest line of sight.

Chair Koven asked about the radar signs in the downhill area.

Mr. Mattingly responded that signs are being installed north of the downhill slope which will impact vehicles in that area.

Member Brown asked about the potential to add enforcement.

Mr. Mattingly explained that the radar signs collect data to inform staff and law enforcement as needed, with allowing the signs to be moved in the future within the corridor offers flexibility.

Member Hotchkiss noted he has not seen a noticeable difference in the speeds on the roadway following the increase in speed limit and addition of more signage but recognizes that the route naturally encourages traffic calming, which aligns with the project's intent.

Mr. Mattingly explained that while the signs are intended for traffic calming, significant driver shifts were not expected; the focus is on addressing outlier speeds.

- Goodwin Street & McCormick Street 4-Way Stop Intersection Improvements

Near the bus drop-off route at Mile High Middle School, conditions met the study requirements for a four-way stop. Installations will include a four-way stop and for the addition of raised curb bulb outs, improving westbound stop sign visibility. The school district and bus drivers have expressed appreciation for these changes.

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

6. UPDATES FROM STAFF

- A. Presentation & Discussion Regarding Recurring Development & Traffic Infrastructure Updates.

Mr. Mattingly explained that this item provides an opportunity for the Committee to discuss whether Development & Traffic Infrastructure Updates should be considered a regular monthly item. The purpose of the ongoing update would be to keep the Committee informed of current development activity, planned projects, transportation improvements, and related impacts on pedestrian, bicycle, and traffic operations.

Director Rowitsch added that the updates are intended to be informational and primarily focused on traffic-related infrastructure that has already been approved, rather than to generate recommendations from the Committee.

Chair Koven commented that having these updates regularly would be appreciated.

Member Stryker expressed that he is very impressed with how far the Committee has progressed over the years and appreciates the input.

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

- B. Presentation & Discussion Regarding the Pedestrian, Bicycle & Traffic Advisory Committee 2026 Meeting Schedule.

Staff Liaison, Marikay Anderson, presented the 2026 meeting schedule.

The 2026 Council Calendar has been approved and adopted, and the PBTAC meeting dates have been aligned with the Council's scheduled recess periods. Meetings are held on the second Monday of each month at 9:00 a.m. in Council Chambers, unless otherwise noted.

January 12, 2026
February 9, 2026
No March meeting
April 13, 2026
May 11, 2026
June 8, 2026

No July meeting
August 10, 2026
September 14, 2026
October 12, 2026
November 9, 2026
No December meeting

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

7. ADJOURNMENT

There being no further items to discuss, the meeting was adjourned at 10:39 a.m.

LOU KOVEN, Chairman

ATTEST:

MARIKAY ANDERSON, Administrative Coordinator

Date



TO: MAYOR AND CITY COUNCIL
AGENDA: January 12 Pedestrian Bicycle and Traffic Advisory Committee
DATE: January 12, 2026
DEPT: Public Works
ITEM #: 4.B
SUBJECT: Presentation & Discussion Regarding Park Avenue Traffic Corridor Review.

ITEM SUMMARY

This item is for review and discussion regarding traffic conditions along the Park Avenue corridor and to outline potential next steps.

BACKGROUND

During the September 2025 PBTAC meeting, staff presented an overview of traffic conditions along Park Avenue, a historic corridor serving residential neighborhoods and a primary route into downtown from White Spar and Copper Basin Roads. A local resident shared concerns regarding roadway operations and safety.

Discussion focused on vehicle speeds, pedestrian safety and crossings, enforcement challenges, sight distance limitations at select intersections, and balancing safety improvements with the corridor's historic character. Staff also reviewed the City's adopted traffic-calming policy and its potential applicability to Park Avenue. Committee members emphasized the need for additional data to inform any future recommendations. This meeting will be for further discussion and to outline potential next steps.

FINANCIAL IMPACT

There is no fiscal impact associated with this item.

RECOMMENDED ACTION

This item is for discussion. Possible action may be taken pending Committee recommendation(s).

ATTACHMENTS

1. Park Avenue Traffic Corridor Presentation

Park Avenue Traffic Concerns



City of Prescott - Public Works Department

PBTAC Jan. 12th, 2026

Park Avenue Traffic Concerns

September Meeting Recap:

- ❑ Reviewed Classification and Existing Conditions
- ❑ Discussed Collector Road status and roadway serves as a Primary Emergency Response Route
- ❑ Traffic Calming Policy limits use of vertical measures like speed humps and speed tables
- ❑ Residents mentioned increasing traffic and speeds and emphasized desire for vehicles to travel at speeds near the posted speed limit
- ❑ Horizontal and Vertical curves limit sight visibility, limiting pedestrian crossing options

Purpose of this Meeting:

- Review Additional Traffic Data
- Discuss options for Traffic Calming (slowing)
- Understand limitations to Pedestrian Crossing Improvements
- Discuss options for improving pedestrian crossings and connectivity in the short term and,
- Highlight future long-term recommended improvements

Park Avenue Traffic Concerns

Speeds:

- ❑ Field Data Collected on 6/6/24, 6/11/24, and 7/31/24, 9/25/25 to 10/02/25
- ❑ Park Avenue near Leroux/Seirra Prieta and near Country Club Drive
- ❑ 85th % Speeds ranged between 28-32 MPH.
- ❑ Average Speeds: 26-29 MPH
- ❑ Max speeds observed: 34-37 MPH

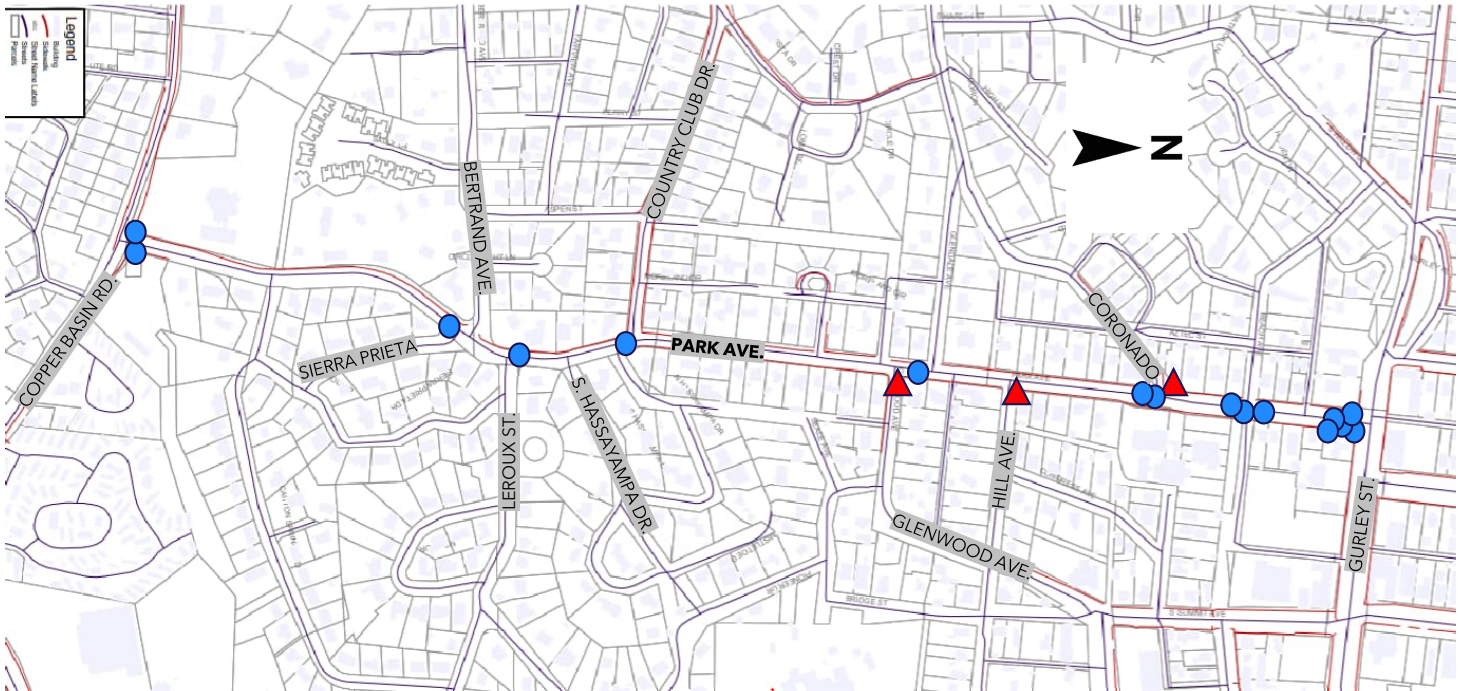
Volumes:

- 7,489 24 Hour Volume (Spring 2023)
- 3,687 NB - 3,802 SB

Crashes:

- 5-year crash statistics do not indicate a crash problem.
 - 0 Ped Crashes 2022-2025 (4-Years)
 - 3 Bike Crashes 2022-2025 (4 Years)
 - 16 Vehicles Crashes 2023-2025 (3 Years)

Park Avenue Traffic Concerns



Crash Data - ● Vehicle ▲ Bike

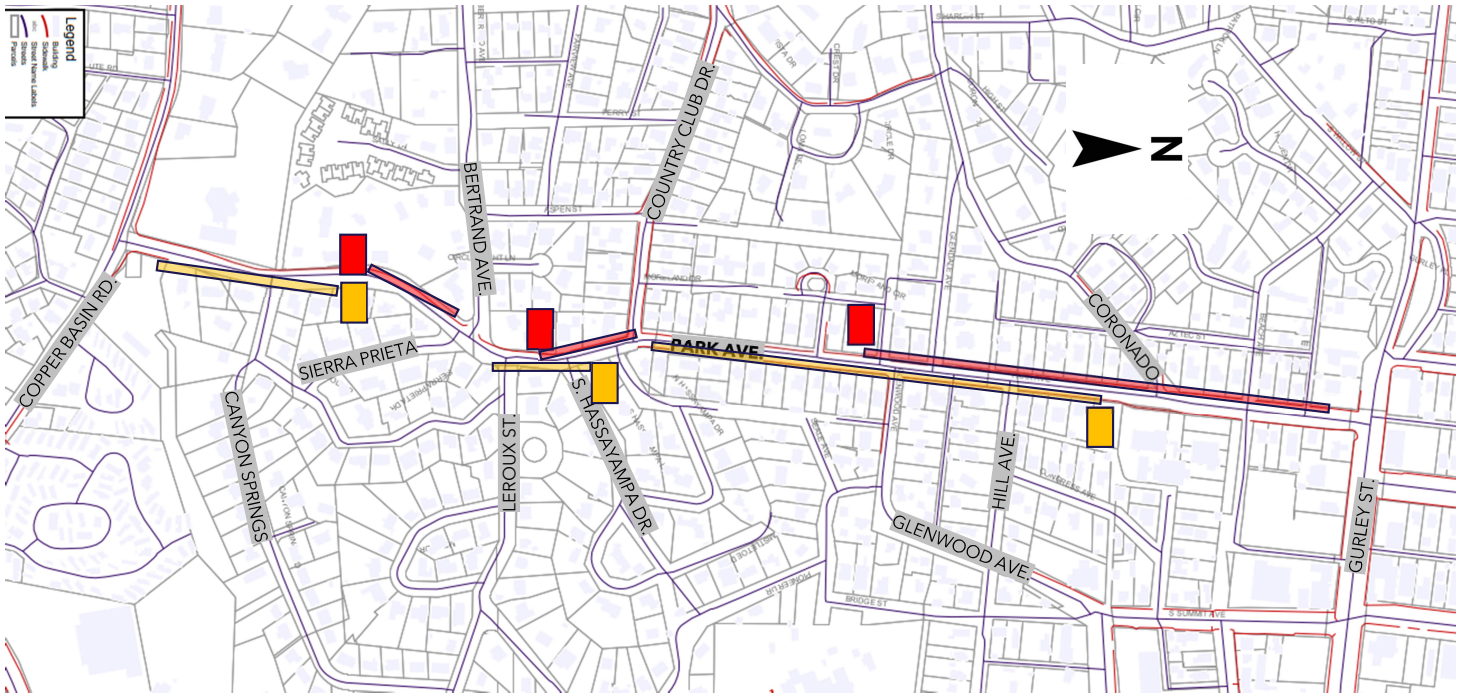
Park Avenue Traffic Concerns

Traffic Calming Options:

- ❑ Use Radar feedback Signs at select locations to promote slower speeds
 - Middle section near Sierra Prieta (SB) and between N. and S. Hassayampa Drive (NB) were geometrics limit visibility
 - North section at both ends to optimize effect where sight visibility is optimal
 - South section (in the future) where hillside slopes and geometry make driveway access and visibility lower for homeowners



Park Avenue Traffic Concerns



Radar Feedback Sign Locations: ■ SB ■ NB

Park Avenue Traffic Concerns

Traffic Calming Options:

- ❑ Use "SLOW" and "25" pavement markings through the corridor to reinforce signing and enhance speed limit and areas where slowing is advisable
- ❑ Use of "Share the Road" signs and Placards adjacent to symbols



Park Avenue Traffic Concerns

Table 1. Application of pedestrian crash countermeasures by roadway feature.

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	1	1	1	1	1	1	1	1
	4 5 6	5 6	5 6	4 5 6	5 6	5 6 4 5 6	4 5 6	5 6	5 6
3 lanes with raised median (1 lane in each direction)	1 2 3	1 3	1 3	1 3	1 3	1 3	1 3	1 3	1 3
	4 5	5	5	4 5	5	5 4 5	4 5	5	5
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	1 2 3	1 3	1 3	1 3	1 3	1 3	1 3	1 3	1 3
	4 5 6	5 6	5 6	4 5 6	5 6	5 6 4 5 6	4 5 6	5 6	5 6
4+ lanes with raised median (2 or more lanes in each direction)	1 3	1 3	1 3	1 3	1 3	1 3	1 3	1 3	1 3
	5 6	5 6	5 6	5 6	5 6	5 6	5 6	5 6	5 6
4+ lanes w/o raised median (2 or more lanes in each direction)	1 3	1 3	1 3	1 3	1 3	1 3	1 3	1 3	1 3
	5 6	5 6	5 6	5 6	5 6	5 6	5 6	5 6	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 Advanced 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)**

*Refer to Chapter 4, 'Using Table 1 and Table 2 to Select Countermeasures,' for more information about using multiple countermeasures.
 **It should be noted that the PHB and RRFB are not both installed at the same crossing location.
 This table was developed using information from: Zegeer, C.V., J.R. Stewart, H.H. Huang, P.A. Logenwey, J. Feaganes, and B.J. Campbell, (2005). Safety effects of marked versus unmarked crosswalks of uncontrolled locations. Final report and recommended guidelines. FHWA, No. FHWA-HRT-04-100, Washington, D.C.; FHWA Manual on Uniform Traffic Control Devices, 2009 Edition, (revised 2012), Chapter 4F, Pedestrian Hybrid Beacons. FHWA, Washington, D.C.; FHWA, Crash Modification Factors (CMF) Clearinghouse, <http://www.cmfclearinghouse.org/>; FHWA, Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE), <http://www.pedbikeinfo.org/PEDSAFE/>; Zegeer, C., R. Simonsen, B. Lon, D. Carter, S. Smith, C. Sundstrom, N.J. Thirk, J. Zegeer, C. Lyon, E. Ferguson, and R. Van Houten, (2017). NCHRP Report 841, Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments. Transportation Research Board, Washington, D.C.; Thomas, Thirk, and Zegeer, (2016). NCHRP Synthesis 498: Application of Pedestrian Crossing Treatments for Streets and Highways. Transportation Research Board, Washington, D.C.; and personal interviews with selected pedestrian safety practitioners.

Crosswalk Recommendations:

- Locations selected provide adequate Safe Stopping Distance for posted speed
- New Midblock Crossings should use high Visibility Markings, Lighting, and Crossing Warning Signs
- Rectangular Rapid Flash Beacons (RRFB) and other enhancements are not required
- ADA curb ramps, sidewalk connections and lighting modifications are required in all future locations.

Park Avenue Traffic Concerns



Example of Limited Sight Visibility at SB Park Ave. near Country Club Drive

Park Avenue Traffic Concerns



Pedestrian Crossing Locations – ● Existing ● Future (SSD Met)

Park Avenue Traffic Concerns



- High Visibility Crosswalk
- Crossing Warning Signs
- In street Pedestrian signs
- ADA curb ramps (East and West Side) Needed
- Existing Streetlight may provide adequate lighting levels

Midblock Crossing Notes – Park @ Canyon Springs

Park Avenue Traffic Concerns



Midblock Crossing Notes – Park @ Bertrand/Sierra Prieta

- High Visibility Crosswalk
- Crossing Warning Signs
- In street Pedestrian signs
- ADA curb ramps (East and West Side) Needed
- SW or pathway needed on east side of Park to allow Leroux Street pedestrian connection
- Additional Streetlight needed

Park Avenue Traffic Concerns



- High Visibility Crosswalk
- Crossing Warning Signs
- In street Pedestrian signs
- ADA curb ramps (West Side) Needed
- Streetlight needed

Midblock Crossing Notes – Park @ Glenwood Avenue

Park Avenue Traffic Concerns

Near Term Recommendations:

- Purchase and install Radar Feedback Signs on North and Middle section (FY26)
- Install "SLOW" and "25" Pavement Markings between Copper Basin Road and Gurley Street (FY26)
- Budget Additional funding for 2 additional Radar Feedback signs for the South section for FY27
- Add edge lines to move northbound Park Avenue traffic to the west between Sierra Prieta and N. Hassayamapa Drive, improving sight visibility for side street traffic and providing a buffer for pedestrian walking on the east side of the roadway (FY26)

Park Avenue Traffic Concerns



NB Park Avenue Edgeline Layout – Sierra Prieta to S. Hassayampa Drive

Park Avenue Traffic Concerns

Long Term Recommendations:

- Study Proposed Midblock Locations and prioritize Implementation, Design ADA, SW connections and Streetlight Improvements.
- Budget and implement construction of crossings
- Extend the east side Park Avenue Sidewalk south of Country Club Drive to the NE corner of N. Hassayamapa Drive and construct directional curb ramp to provide pedestrian access.
- Construct ADA curb ramps and add sidewalk to provide a pedestrian connection between S. Hassayamapa Drive to Leroux Street and crossing at Betrand/Sierra Prieta.

Park Avenue Traffic Concerns



Park Avenue (East Side) Sidewalk Improvements – Sierra Prieta to Country Club Drive





TO: MAYOR AND CITY COUNCIL
AGENDA: January 12 Pedestrian Bicycle and Traffic Advisory Committee
DATE: January 12, 2026
DEPT: Public Works
ITEM #: 5.A
SUBJECT: Presentation & Discussion Regarding Grant & Project Updates.

ITEM SUMMARY

This item will provide an opportunity for staff to update the Committee on current and anticipated grant opportunities, as well as active and upcoming citywide projects.

BACKGROUND

Grants

- Whetstine Roadway and Sidewalk Improvement Project - TA Grant Award (FY27)
- Prescott Sidewalk Gap Project - TA Grant Award (FY26)
- Streetlight LED Upgrade Project - EECBG Grant

Projects

- N/A

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: January 12 Pedestrian Bicycle and Traffic Advisory Committee
DATE: January 12, 2026
DEPT: Public Works
ITEM #: 5.B
SUBJECT: Presentation & Discussion Regarding Development & Traffic Infrastructure Updates.

ITEM SUMMARY

This item will provide an opportunity for staff to update the Committee on current development activity, planned projects, transportation improvements, and/or related impacts on pedestrian, bicycle, and traffic operations.

BACKGROUND

Development & Traffic Infrastructure Updates:

- Extension of Jenna Lane (Deepwell)
- Extension of James Lane (Deepwell)
- Stetson/Overstreet intersection improvements

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

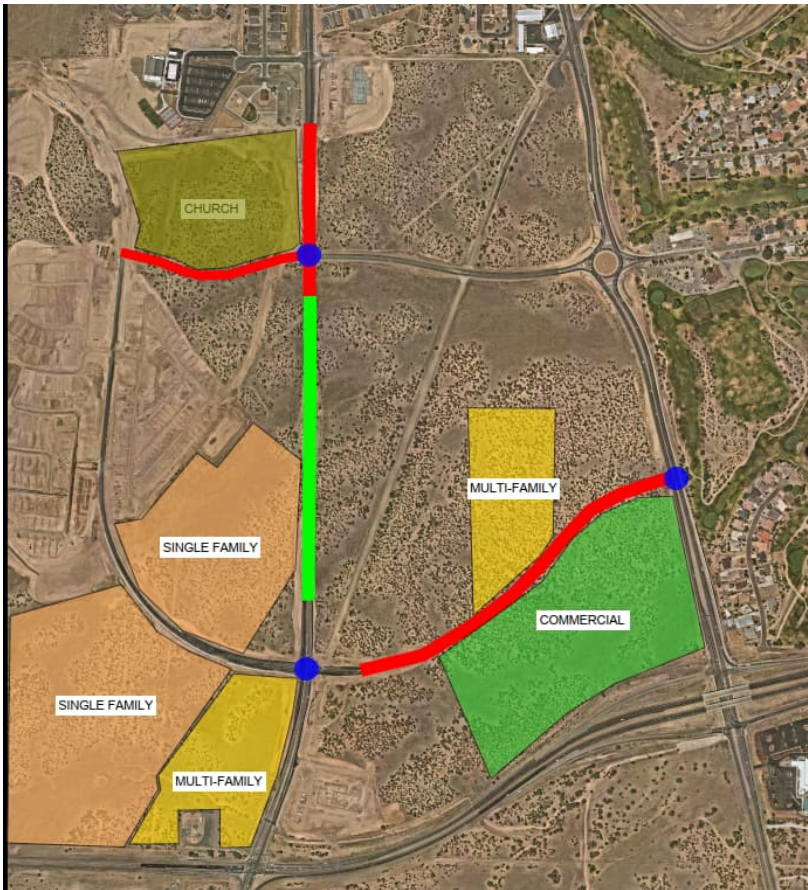
1. Development and Infrastructure Updates Presentation

Presentation & Discussion Regarding Development & Traffic Infrastructure Updates

City of Prescott - Public Works Department

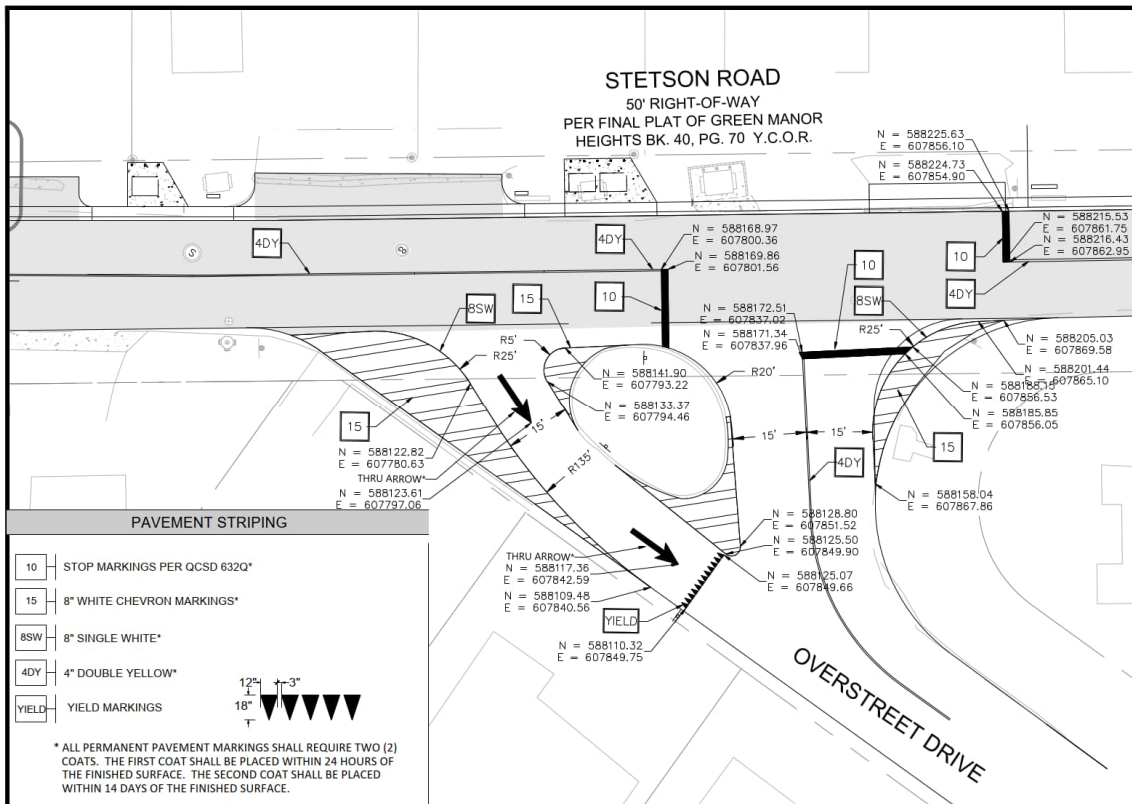
PBTAC Jan 12th , 2026

Development Update - Deep Well Ranch



- Jenna Lane extended between WCR and SR89 (4-Lanes, 2 new signals)
- James Lane extended between WCR and Jenna Lane (2 Lanes initial, 3-lane ultimate, 1 new signal)
- Willow Creek Road between James Lane and Jenna (GAP) will have design and future 4-lane widening by City

Traffic Infrastructure - Stetson @ Overstreet Intersection



Location Map

