



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 Koven 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.

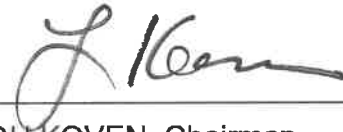
The 2026 Council Calendar has been approved and adopted, and the PBTAC meeting dates have been aligned with the Council's scheduled recess periods. Meetings are held on the second Monday of each month at 9:00 a.m. in Council Chambers, unless otherwise noted.

January 12, 2026	No July meeting
February 9, 2026	August 10, 2026
No March meeting	September 14, 2026
April 13, 2026	October 12, 2026
May 11, 2026	November 9, 2026
June 8, 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

1/12/26

Date