

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



February 9, 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 **February 9, 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 January 12, 2026 Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.
Recommended Action: MOVE to approve the minutes as presented
 - B. Presentation & Discussion Regarding an Update From Yavapai Plan (YPlan).
Recommended Action: This item is for discussion only. No formal action will be taken.
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 Earth Day and National Bike Month.
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 2/5/26 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: February 9 Pedestrian Bicycle and Traffic Advisory Committee
DATE: February 9, 2026
DEPT: Public Works
ITEM #: 4.A
SUBJECT: Approval of the January 12, 2026 Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.

ITEM SUMMARY

This item is for the approval of the January 12, 2026 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. January 12, 2026 PBTAC Minutes



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

January 12, 2026 | 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
Stacey Brown, Member
Ken Godbold, Member (Excused)
George Hotchkiss, Member
Joe Scott, Member
John Stryker, Member

3. OPEN CALL TO THE PUBLIC

Resident Kent Hart expressed multiple traffic concerns, including potential unsafe conditions on Nathan Lane, Senator Highway, and the Devourox area due to drivers being unfamiliar with the roadway, resulting in near misses at intersections. He requested removing stop control for cross traffic at Autumn Breeze intersections and installing a speed limit sign on Nathan Lane approaching Senator Highway.

Mr. Hart also requested a turnout lane onto Senator Highway at the former drive-in entrance.

Additional concerns involved traffic signals at North Rush Street and Bradshaw Drive, where protected left-turn signals were reported as malfunctioning. He requested coordination with the nearby Circle K signal due to excessive delays for through traffic and suggested removing cross-traffic sensors to improve timing. Signal timing concerns were also noted on Willow Creek Road between Fry's and the hospital, as well as on Gurley Street and State Route 69 toward the casino area.

4. DISCUSSION & ACTION ITEMS

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

**MEMBER BROWN MOVED TO APPROVE THE MINUTES AS
PRESENTED; SECONDED BY MEMBER HOTCHKISS: PASSED (6-0)**

B. Presentation & Discussion Regarding Park Avenue Traffic Corridor Review

Mr. Mattingly provided an overview of the item previously discussed at the September Committee meeting, noting that Park Avenue is a historic corridor serving residential neighborhoods and functioning as a primary route downtown from White Spar and Copper Basin Roads. He explained that the corridor was evaluated holistically, considering its classification as a collector roadway and a primary emergency response route. Traffic speeds, volumes, and crash data were reviewed, along with thresholds related to potential mitigation strategies.

Speed data were collected on June 6, June 11, July 31, 2025, and between September 25 and October 2, 2025, at locations near Leroux Street/Sierra Prieta and near Country Club Drive. The 85th percentile speeds ranged from 28 to 32 miles per hour, average speeds ranged from 26 to 29 miles per hour, and maximum observed speeds ranged from 34 to 37 miles per hour. Traffic volumes were reported at 7,489 vehicles per day (Spring 2023), with 3,687 northbound and 3,802 southbound.

Crash data for the most recent five-year period did not indicate a significant crash problem. No pedestrian crashes were reported between 2022 and 2025. Three bicycle crashes occurred between 2022 and 2025, and sixteen vehicle crashes were reported between 2023 and 2025. A crash map was presented, and Mr. Mattingly explained that crashes near the school were primarily side-swipe incidents related to school drop-off and pedestrian activities. The Sierra Prieta area included a single-vehicle crash related to weather conditions, along with rear-end and side-swipe incidents. One mid-corridor crash involved an electric scooter struck by a vehicle. At Coronado, there was a right-hook collision involving a vehicle passing and striking a bicycle, and another bicycle crash involved a rear-end collision. No consistent crash patterns were recognized in the area.

Mr. Mattingly reviewed the City's traffic-calming policy, noting that speed humps and speed tables are limited due to the corridor's classification and emergency response function. Available traffic calming options included the use of radar feedback signs at select locations to promote reduced speeds. A map was shared with recommended locations, including the middle section near Sierra Prieta southbound and between North and South Hassayampa Drive northbound, where roadway geometry limits visibility. North placements were recommended at both ends of the corridor, and future placement in the south section was discussed due to hillside slopes and driveway access limitations.

Pavement markings were also discussed, including the use of "SLOW," "25 MPH," and "Share the Road" markings and signage to reinforce the posted speed limit and encourage slower driving. Proposed locations included areas near the school, south of Country Club Drive, and near Leroux Street.

Mr. Mattingly referenced design guidelines indicating that selected locations provide adequate safe stopping distance for the posted speed. He explained that new mid-block crossings should include high-visibility markings, lighting, and crossing warning signs, and that rectangular rapid flashing beacons were not required.

ADA curb ramps, sidewalk connections, and lighting modifications would be required at future crossing locations.

Member Brown requested clarification on RRFB locations with site visibility issues.

Mr. Mattingly responded that minimum visibility requirements must still be met.

A photograph illustrating limited visibility at southbound Park Avenue near Country Club Drive was reviewed, along with a map of existing and proposed pedestrian crossings. Country Club Drive and North and South Hassayampa Drive were identified as unsuitable locations for crossings.

Recommended improvements were presented for the following locations:

- Park Avenue and Canyon Springs: High-visibility crosswalk, crossing warning signs, in-street pedestrian signs, ADA curb ramps on both sides, and confirmation that existing street lighting may be sufficient.
- Park Avenue and Bertrand/Sierra Prieta: High-visibility crosswalk, crossing warning signs, in-street pedestrian signs, ADA curb ramps on both sides, a sidewalk or pathway on the east side to connect to Leroux Street, and an additional streetlight.
- Park Avenue and Glenwood Avenue: High-visibility crosswalk, crossing warning signs, in-street pedestrian signs, ADA curb ramps on the west side, and a new streetlight.

Mr. Mattingly shared near-term recommendations, which included purchasing and installing radar feedback signs in the north and middle sections in FY26, installing “SLOW” and “25 MPH” pavement markings between Copper Basin Road and Gurley Street in FY26, budgeting for two additional radar feedback signs for the south section in FY27, and adding edge line striping to shift northbound traffic west between Sierra Prieta and North Hassayampa Drive. The striping would improve sight visibility for side streets and provide a buffer for pedestrians walking along the east side of the roadway. Chevron pavement markings were also discussed as a short-term measure to discourage vehicles from encroaching into the buffer area.

Long-term recommendations included studying and prioritizing mid-block crossing locations, budgeting and constructing crossings, designing ADA and sidewalk connections, and implementing streetlight improvements. Proposed sidewalk extensions on the east side of Park Avenue south of Country Club Drive to the northeast corner of North Hassayampa Drive were discussed, along with directional curb ramps. Additional sidewalk and ADA improvements were proposed between South Hassayampa Drive and Leroux Street, including a crossing at Bertrand/Sierra Prieta.

Member Hotchkiss asked about the absence of a sidewalk on the east side between North and South Hassayampa Drive.

Mr. Mattingly explained that the looped roadway configuration, limited benefits to adjacent homes, higher cost, construction intensity, and drainage impacts made the improvement less feasible.

Member Hotchkiss also asked about signage warning of blind roadway

conditions near the hill apex between Bertrand and Country Club Drive.

Mr. Mattingly responded that adequate signage is already in place.

Resident John Lutes thanked staff and the Committee for addressing the issue and emphasized ongoing concerns regarding limited sight-distance near Country Club Drive. He noted that speed data may vary by time of day and expressed appreciation for proposed pedestrian signage and pavement markings. He acknowledged site constraints while supporting the pedestrian loop concept.

Councilmember Ted Gambogi shared observations regarding speeding behavior in similar corridors and expressed support for the recommended use of radar feedback signs.

Member Brown commented on the balance of short- and long-term solutions, suggesting additional speed limit signage for vehicles turning onto Park Avenue from Gurley Street and near Copper Basin Road.

Concerns regarding street sign visibility due to tree coverage were also raised, and Mr. Mattingly indicated that tree trimming would be reviewed.

VICE CHAIR FERRO MOVED TO RECOMMEND ENDORSEMENT OF THE PROPOSED TRAFFIC AND PEDESTRIAN IMPROVEMENTS FOR THE PARK AVENUE CORRIDOR; SECONDED BY MEMBER HOTCHKISS: PASSED (6-0)

5. UPDATES FROM STAFF

A. Presentation & Discussion Regarding Grants & Project Updates.

Mr. Mattingly presented the following grant updates:

- Whetstine Roadway and Sidewalk Improvement Project
TA Grant Award (FY27)

The project will include roadway and sidewalk improvements intended to enhance pedestrian connectivity and safety along the corridor. Additional design and implementation details will be developed as the project advances.

- Prescott Sidewalk Gap Project – TA Grant Award (FY26)

The project focuses on addressing missing sidewalk segments to improve pedestrian access and connectivity citywide. Staff will continue coordination and design efforts to prioritize gap locations and prepare for construction.

- Streetlight LED Upgrade Project – EECBG Grant

The project will convert existing streetlights to energy-efficient LED fixtures, improving lighting quality while reducing energy consumption and long-term maintenance costs.

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

B. Presentation & Discussion Regarding Recurring Development & Traffic Infrastructure Updates.

Mr. Mattingly presented the following development and traffic infrastructure updates:

- Extension of Jenna Lane (Deep Well)

Jenna Lane will be extended between Willow Creek Road and State Route 89 as a four-lane roadway with two new traffic signals. Maps were presented showing the existing intersection and the planned signalized extension. One of the three new traffic signals currently under design will be part of the extension.

- Extension of James Lane (Deep Well)

James Lane will be extended between Willow Creek Road and Jenna Lane, initially as a two-lane roadway with a three-lane ultimate configuration and one new traffic signal. Willow Creek Road between James Lane and Jenna Lane will be designed for future four-lane widening. Maps showing the existing intersection and planned signalized extensions were presented, noting that three new traffic signals are currently under design to support new development.

- Stetson/Overstreet intersection improvements

A map illustrating the Stetson Drive paving and drainage improvement project was reviewed. Before-and-after images were presented, highlighting traffic-calming elements such as pavement marking hash lines and the conversion to two-way traffic at a three-way intersection.

Member Hotchkiss asked whether new roads are being designed to address traffic issues experienced in other neighborhoods.

Mr. Mattingly responded that traffic calming is generally not feasible on newly constructed roads due to their arterial function, narrower widths, and lack of long, uninterrupted roadway segments suitable for such measures.

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

6. ADJOURNMENT

There being no further items to discuss, the meeting was adjourned at 10:12 a.m.

LOU KOVEN, Chairman

ATTEST:

MARIKAY ANDERSON, Administrative Coordinator

Date



TO: MAYOR AND CITY COUNCIL
AGENDA: February 9 Pedestrian Bicycle and Traffic Advisory Committee
DATE: February 9, 2026
DEPT: Public Works
ITEM #: 4.B
SUBJECT: Presentation & Discussion Regarding an Update From Yavapai Plan (YPlan).

ITEM SUMMARY

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

- Update for SS4A Downtown
- SR69 Corridor Study Wrap Up
- Mount Vernon RSA
- Regional Conservation Planning

BACKGROUND

YPlan 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, YPlan provides the forum for local elected officials and transportation experts to plan multimodal infrastructure within the YPlan 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

1. YPlan Presentation_PBTAC

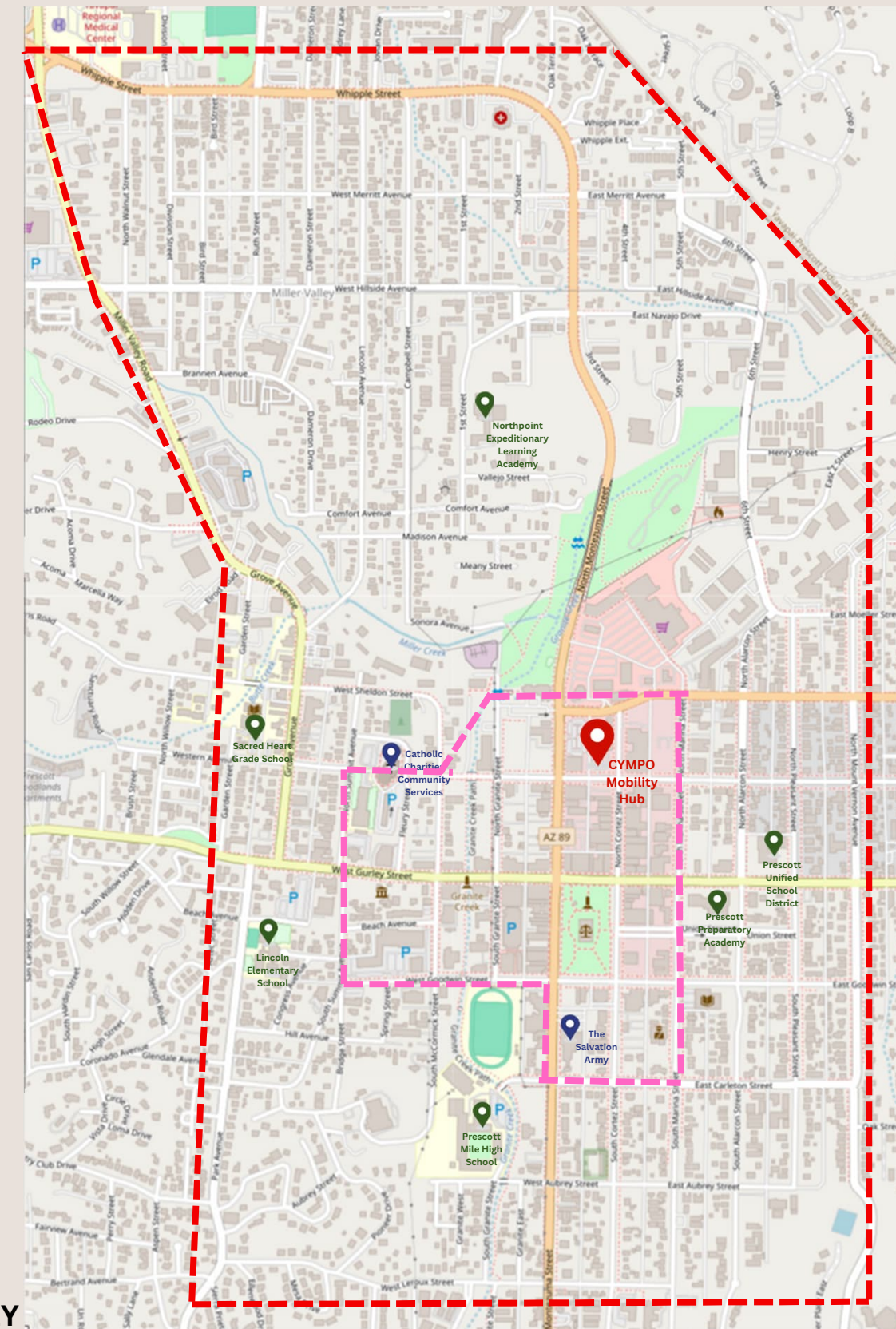


PBTAC Update

DPSSSI

DOWNTOWN PRESCOTT SAFE AND SMART STREETS INITIATIVE

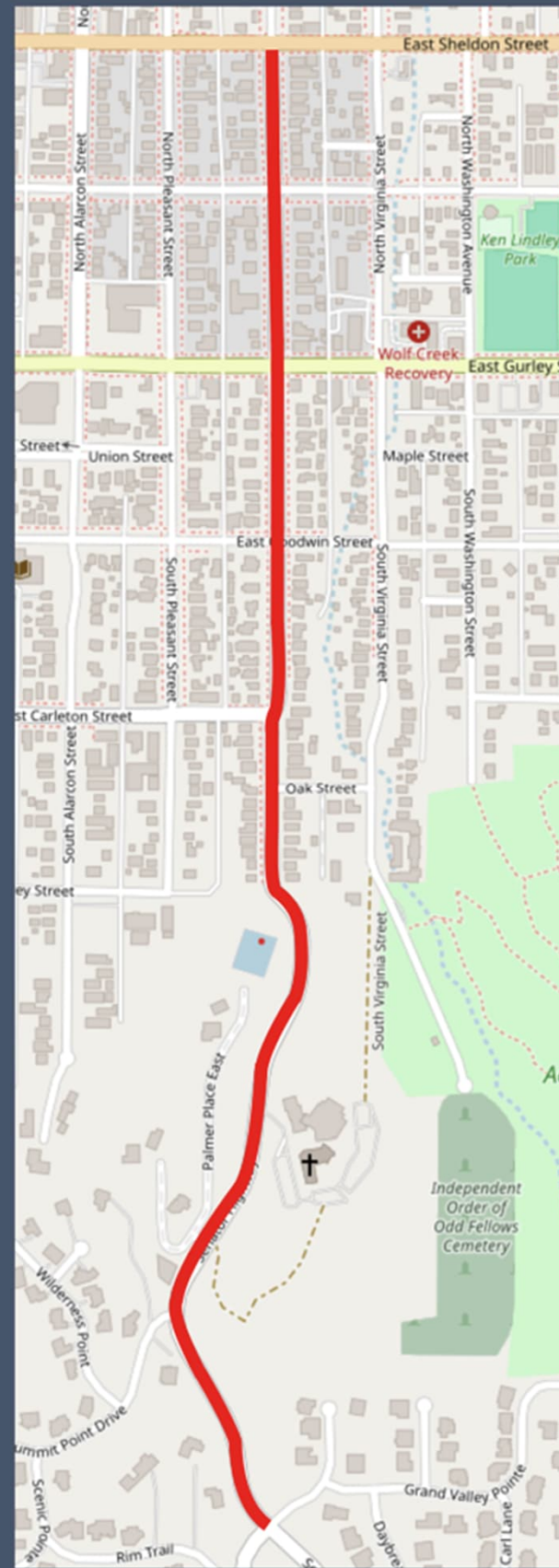
- Scope is complete.
- SS4A grant award has been approved. Waiting for AZ-SMART processing via ADOT.
- Study kicking off Q1 of 2026!!!



MAP KEY

- Project Area
- Downtown Business District
- 📍 Schools
- 📍 Food Banks
- 📍 Mobility Hub

Mt. Vernon RSA



The skilled consulting firm Burgess & Niple is the awardee for the Road Safety Assessment on Mt. Vernon.

Regional Conservation

What is the group currently working on?

- Regional Trails Plan
- Addressing and securing Open Space
- Wildlife Conservation Efforts

What is the goal?

Activating around common environmental priorities while continuing to facilitate a conversation that moves the region toward a more sustainable future.

Next meeting in Mid-February!!!



Key Findings: Existing Conditions

Safety & Operations

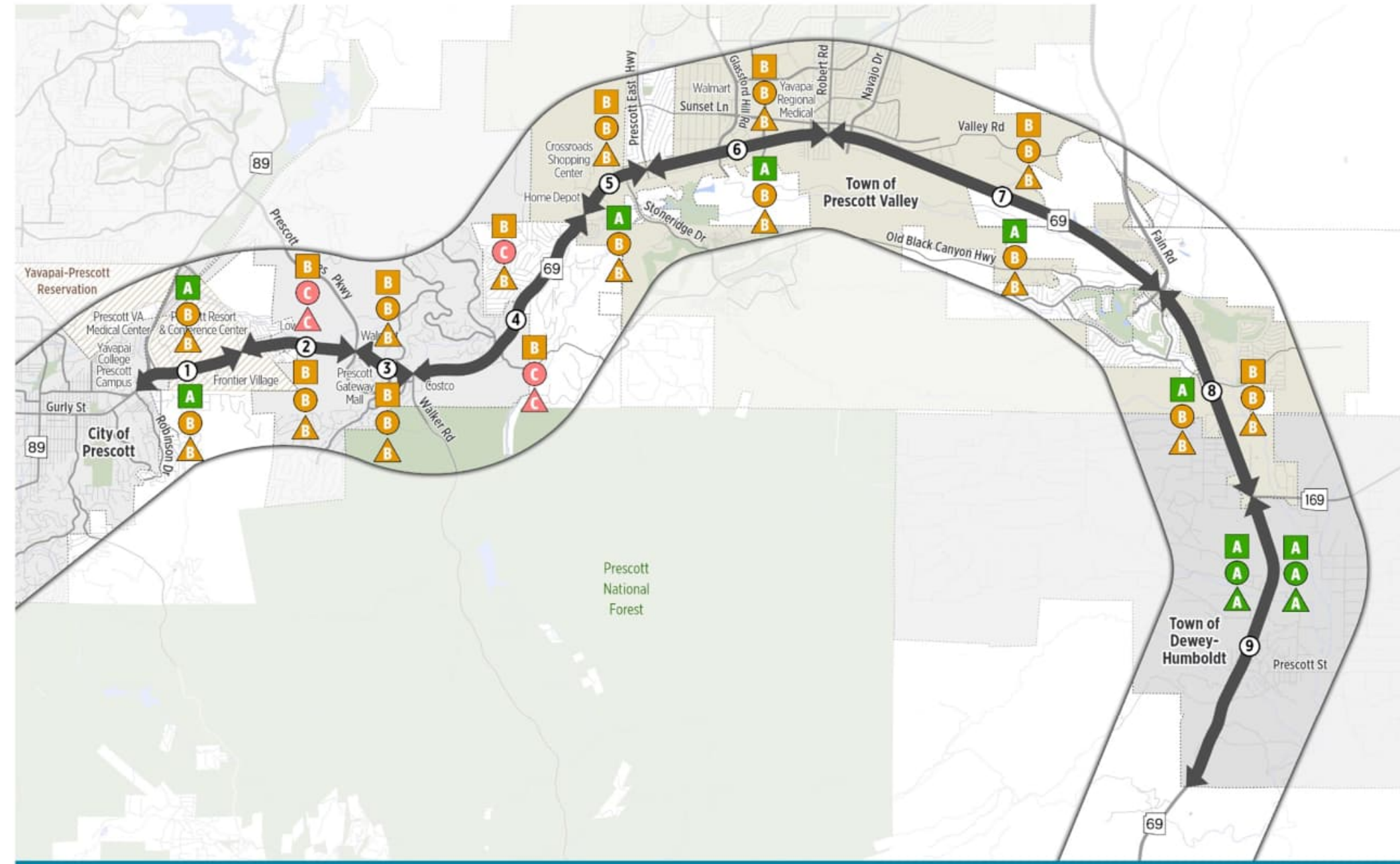
- 1,645 crashes in 5 years - concentrated west of Prescott Valley
- 57% rear-end collisions; speed involved in 48%
- Congestion heaviest between Prescott and Prescott Valley

Multimodal Gaps

- Limited sidewalks and bike facilities
- Transit coverage inconsistent

Freight

- Designated Critical Urban Freight Corridor
- Reliability concerns



What the Community Told Us

Biggest Concerns with SR 69 Today



89%
Congestion



64%
Safety



38%
Excessive
Vehicle Speeds

Desired DRIVING Improvements



Intersection Delay Reduction

80% rated "intersection delay reduction" as "important" or "very important."



Alternative Routes

80% rated "providing alternative routes" as "important" or "very important."

Desired SAFETY Improvements



Reduce Distracted Driving

82% rated as "important" or "very important."



Intersection Safety

77% rated as "important" or "very important."

Desired WALKING and BIKING Improvements



Enhanced Crosswalks and Crossing Times

60% rated as "important" or "very important."



Sidewalks and Separated Bike Facilities

50% rated as "important" or "very important."

Improvement Scenarios Evaluated

NO BUILD (Y2050)

Corridor Improvements

- Existing corridor configuration plus six lane widening from Holiday Drive to Prescott Lakes Parkway

Intersection Improvements

- No intersection improvements

BUILD ALTERNATIVE 1 (Y2050)

Corridor Improvements

- Widen SR 69 to six lanes from SR 89 to Fain Road
- Raised medians
- Continuous sidewalk/multiuse path

Minor Intersection Improvements

- Stoneridge Drive (Dual EBL)
- Prescott East Highway (Dual WBL)
- Lake Valley (Dual EBL)

BUILD ALTERNATIVE 2 (Y2050)

Corridor Improvements

- Widen SR 69 to six lanes from SR 89 to Fain Road
- Raised medians
- Continuous sidewalk/multiuse path

Intersection Improvements

- **Green-T:**
 - Gateway Drive
 - Ramada Drive
 - Diamond Drive
 - Enterprise Parkway
- **Thru-Cut**
 - Old Black Canyon Highway
- **Median U-Turns in Prescott Valley Area**
 - Prescott East Highway to Navajo Drive

Implementation Considerations

PHASED DELIVERY

Build public confidence and demonstrate progress while buying time to secure funding for larger, higher-cost projects.

- ▶ **Action:** Sequence projects to deliver **early wins** (safety, multimodal, intersection upgrades) while preparing design and ROW for future widening projects.

DESIGN CONSISTENCY

Ensure a cohesive user experience, simplifies maintenance, and reduces design rework across multiple phases.

- ▶ **Action:** Establish corridor-wide standards for lane widths, median treatments, MUPs, signal design, and intersection geometry.

PARTNERSHIP DEVELOPMENT

Leverage for funding, avoid siloed projects, and coordinate construction schedules to minimize disruption.

- ▶ **Action:** Formalize partnerships with ADOT, Prescott Valley, Prescott, Yavapai County, and developers. Use **IGAs or cost-sharing agreements** where appropriate.

RISK MANAGEMENT

Improve predictability, keep projects on schedule, and provide transparency to decision-makers.

- ▶ **Action:** Maintain a live **risk register** identifying ROW challenges, cost escalation risks, utility conflicts, and schedule constraints. Update regularly through design.

RIGHT-OF-WAY & UTILITY COORDINATION

Avoid costly delays and change orders once construction is underway.

- ▶ **Action:** Begin ROW acquisition and utility coordination during preliminary design. Identify relocations, easements, and conflicts early.

STAKEHOLDER & PUBLIC ENGAGEMENT

Minimize surprises, builds buy-in, and allows agencies to adjust project scope/phasing to reflect community feedback.

- ▶ **Action:** Build a phased engagement plan with touchpoints at design milestones. Include targeted outreach to emergency services, businesses, and property owners.

TECHNOLOGY & ITS INTEGRATION

Improve traffic flow, reduce crashes, and future-proof the corridor.

- ▶ **Action:** Plan for adaptive signal control, real-time traveler info, and infrastructure to support connected/autonomous vehicles.

PERFORMANCE MONITORING

Demonstrates return of investment of improvements, builds trust with funders, and informs adjustments for future phases.

- ▶ **Action:** Establish a baseline of corridor travel times, safety data, and mode share before implementation. Collect post-construction data to measure outcomes.



TO: MAYOR AND CITY COUNCIL
AGENDA: February 9 Pedestrian Bicycle and Traffic Advisory Committee
DATE: February 9, 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

- Prescott Dexter/Near North Business District Vulnerable Road Users Safety Plan Safe Streets for All (SS4A)
- Prescott Sidewalk Gap Project - TA Grant Award (FY26)
- Whetstone Roadway and Sidewalk Improvement Project - TA Grant Award (FY27)
- Streetlight LED Upgrade Project - EECBG Grant
- Traffic Signalization Coordination

Projects

- Downtown Bollards Phase II

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: February 9 Pedestrian Bicycle and Traffic Advisory Committee
DATE: February 9, 2026
DEPT: Public Works
ITEM #: 5.B
SUBJECT: Presentation & Discussion Regarding Earth Day and National Bike Month.

ITEM SUMMARY

This item will provide an opportunity for staff to update the Committee on upcoming events and activities related to Earth Day and National Bike Month.

BACKGROUND

PBTAC members typically participate in the Earth Day Event by staffing a City of Prescott Water Smart booth, distributing bicycle and pedestrian materials, and representing the Committee. Bike Month event details have not yet been released, but traditionally include bike rodeos at local schools hosted by the Prescott Police Department or Prescott Alternative Transportation (PAT), as well as a Bike to Work event with the Mayor.

May is National Bike Month, an annual event promoted by the League of American Bicyclists and observed nationwide since 1956. The month highlights the benefits of bicycling and encourages broader participation in cycling. National Bike Month aligns closely with environmental awareness efforts such as Earth Day, first celebrated on April 22, 1970. By promoting sustainable transportation and reducing reliance on motor vehicles, bicycling supports shared goals of environmental stewardship, public health, and community engagement. In 2026, celebrations will highlight the many ways people ride bikes, from commuting during Bike to Work Day to short trips for errands or recreation, emphasizing bicycling as a healthy, sustainable, and accessible way to connect with the community.

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. PBTAC_Earth Day Bike Month

Earth Day & Bike Month

PBTAC participates annually in Prescott's Earth Day celebration by staffing a Water Smart booth, sharing bicycle and pedestrian resources, and representing the Committee. These efforts align with National Bike Month in May, which traditionally includes bike rodeos, school events, and a Bike to Work event with the Mayor, promoting bicycling as a healthy and sustainable transportation option.



City of Prescott
Water
Conservation

