

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

March 10, 2025 | 9:00 AM
City Council Chambers
201 N. Montezuma Street
Prescott, AZ 86301

MINUTES

1. CALL TO ORDER

Chair Lou Koven called the meeting to order at 9:00 A.M.

2. ROLL CALL

Lou Koven, Chair
David Fero, Vice Chair
Kent Hart, Member
George Hotchkiss, Member, Absent
Jim Knaup, Member
Joe Scott, Member

3. OPEN CALL TO THE PUBLIC

Tom Collins, member of the Prescott Lakes Land Management Committee, stated that an erosion study was recently completed on Trail Walk from Lakeview Drive down to Mogollon Road. During the study, the Committee noticed that the sidewalk stops short of Lakeview Drive at the Northwest corner of Trail Walk and Lakeview Drive. Mr. Collins presented the Committee with photos that showed broken curbing as well as gravel where the sidewalk ends. Mr. Collins requested that staff extend the sidewalk and repair the broken curbs.

Member Knaup asked Mr. Collins to elaborate.

Mr. Collins replied that the sidewalk stops before you arrive at the street and is just gravel.

Member Hart asked to clarify if the Committee handles sidewalk requests.

Ian Mattingly, Transportation Manager, replied that staff will take the request but it may not return to PBTAC for a future agenda item.

Jim Orr with the Prescott Lakes Community Association Board of Directors discussed recent traffic collisions noting that there has been 8 within the last 16 months on Prescott Lakes Parkway and Smoke Tree Lane collectively. Mr. Orr noted that some have hit the medians or roundabouts in the area. Mr. Orr noted that three of the reported accidents were speed impairment. The efforts made to help mitigate this include removing over 400 plantings and trimmed plants along multiple roads within the neighborhood. Mr. Orr states it was suggested about 4 years ago for the use of reflectors at the roundabouts. Mr. Orr requests we consider reflectors there and if there

is a monetary issue that the City and his organization enter into a public-private partnership and they are willing to purchase all the equipment. Mr. Orr thanked City staff for the crosswalks and signage along Smoke Tree Lane from the West end of Stoney Creek to Prescott Lakes Parkway. Another request Mr. Orr has is to reduce the speed limit from 30 miles per hour to 25 miles per hour between Durbin and Thoroughbred Dr. a one-half mile stretch.

4. DISCUSSION & ACTION ITEMS

- A. Approval of the February 10th, 2025 Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.

**MOTION BY MEMBER KOVEN TO APPROVE OCTOBER 14, 2024 MINUTES;
SECONDED BY MEMBER SCOTT: (5 - 0)**

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

Vincent Gallegos, Executive Director at CYMPO gave updates on ACT-UP. CYMPO will present a draft tool kit for bicycle projects in the area. The document is 170 pages and consists of 15 Federal and State recommendations to improve bicycle movements. The emphasis will be on mobility around schools.

The second update Mr. Gallegos discussed was regarding the \$500,000 grant CYMPO has received to aid in the Downtown Transportation Plan to study the mobility of vehicles, bicycles and pedestrians in the downtown area. Mr. Gallegos noted that this grant has federal regulations that they must meet in order to use the grant funding and he will update the Committee at a later date.

Member Jim Knaup asked if the NACTO guidelines are incorporated into the tool kit document Mr. Gallegos mentioned.

Mr. Gallegos confirmed that the NACTO was referenced, along with other recognized guidance sources that influenced the document.

Amanda Hardt, Planner at CYMPO, discussed that CYMPO has been hosting regional conservation planning meetings with local governments regarding strategic trail development and how it can benefit our communities. Ms. Hart states that the plan is to support recreation, assist emergency response teams, improve safety and mobility along with prioritizing sustainable development. Ms. Hart expects that within the next month or so the plan will go out to procurement.

Member Knaup asked a question regarding the forest service performing some controlled burns and if there is any coordination with Firewise and local fire departments to have the trails protected.

Ms. Hardt responded that that they will work with the Fire Department along with Arizona Game and Fish and the Forest Service, specifically regarding emergency response teams.

Mr. Gallegos stated that the study will take about 1 year and they plan to take quality of life and recreation into consideration along with first responders being able to use them effectively.

Member Kent Hart asked if this plan includes any plans for paved trails.

Mr. Gallegos responded that the plan will look into paving but will first focus on what trails are currently in place, what surrounding communities have in place and then will evaluate and get community input.

Jessi Sorteberg, Regional Grants Manager at CYMPO, discussed a variety of grant opportunities for bicycle and pedestrian facilities with an upcoming due date of March 18th, 2025.

Michael Lamar, Transit Manager at CYMPO, stated that on July 1st, 2025, 202 North Cortez will become the hub for regional transit. The service will be considered a Micro-Transit door to door service which will cost \$2.00 for the public, \$1.00 for Seniors, Veterans or children.

CYMPO has also partnered with US Vets to offer transit services for residents at their facility on Whipple Street that provides transit to the VA Hospital two times per day. Effective July 1st, there may be a new service provider for Intra-Prescott and Intra-Prescott Valley. Currently, the provider is New Horizons. The goal is to have 3-4 commuter routes per day bringing citizens to and from Prescott and Prescott Valley.

Member Knaup asked what size of vehicle will be used for the transportation of people to and from the communities.

Mr. Lamar confirmed that they will be larger than a minivan and will carry 12-14 passengers.

Mr. Gallegos invited their consultant, Vamshi Yellisetty with Kittelson & Associates to present. Mr. Gallegos explained the consultant has been looking at the Highway 69 corridor between Dewey-Humbolt which is approximately 18 miles. Mr. Gallegos explained that the Sundog Connector opposition has moved their focus to Highway 69.

Chair Lou Koven asked about the completion date of the widening project on Highway 69.

Mr. Gallegos responded that ADOT expects it to be done in May, 2025 with some additional striping to be finished.

Member Kent Hart asked if the roundabout at Hwy 69 and Hwy 169 is still what is being planned.

Mr. Gallegos confirmed that the roundabout is still being planned for that intersection and has been recommended by their 25 year Regional Transportation Plan and will likely be out for bid in April 2025.

Member Knaup asked if there is a plan to have a multi-use pathway within the corridor

between Prescott and Prescott Valley.

Mr. Gallegos responded that it will be included in the Active Transportation Plan but may not be the top of the list for their recommendation.

Mr. Gallegos invited their consultant, Vamshi Yellisetty with Kittelson & Associates to present.

Vamshi Yellisetty stated that he will be speaking about the status of the State Route 69 Corridor Master Plan. Mr. Yellisetty stated that they are currently on Phase one of four. The study starts at the west end of Highway 69 and ends at Dewey-Humbolt. The First Improvement Scenario is "No Build", meaning no intersection improvements, six lane widening from Holiday Drive to Prescott Lakes Parkway. The Second Improvement Scenario would include widening SR 69 to six lanes, raised medians, continuous sidewalk and multi-use path including 3 intersection improvements. The Third Improvement Scenario includes widening SR 69 to six lanes, raised medians, continuous sidewalk and multi-use path along with 9 intersection improvements.

The intersection improvements would be either Green-T, Thru-Cut, or Median U-Turns. Mr. Yellisetty showed demonstration videos on how the Green-T intersection would function.

Member Knaup asked how bicyclists can cross the Green-T intersection safely.

Mr. Yellisetty responded that the bicyclists would be accommodated only on one side of the intersection but it would not provide safe travel across both sides of the street.

Mr. Mattingly explained how this model works at the Gateway Mall intersection and how bicyclists would have to cross at the adjacent signalized intersections.

Mr. Yellisetty then presented the Thru-Cut demonstration which is evaluated for the Black Canyon Highway intersection. The Median U-Turn was then presented which is evaluated for the Prescott East Hwy, Windsong Drive and Navajo Drive.

Mr. Yellisetty discussed Regional Travel Trends and that the amount of trips between Prescott and Prescott Valley have not changed within the last few decades. The amount of trips from Dewey-Humbolt and Mayer to Prescott and Prescott valley has increased.

Mr. Yellisetty provided information on the Regional Traffic Volumes for the scenarios and how this would impact other routes including Fain Road, SR 89A and SR 89.

Member Hart asked if the cross sensor traffic lights been studied.

Mr. Mattingly elaborated on the question, asking if the optimization of traffic signals has been considered.

Mr. Gallegos responded that yes, ADOT is moving forward on the optimization on the traffic signals that would be affected.

Mr. Yellisetty confirmed that they are considering signal optimization within this study with the help of ADOT.

Mr. Yellisetty then discussed the alternatives being considered on Hwy 69 between Yavapai Hills drive and Prescott Lakes Parkway and concluded the presentation.

C. Presentation & Discussion Regarding Spring 2025 Paving Project Striping Changes.

Mr. Mattingly discussed the plan for the Spring 2025 Paving and Striping changes. First, the recommendation for Hassayampa Village Lane to add 30 miles per hour speed limit legends at 8 locations.

Member Knaup asked if there has been any consideration for Share the Road signs on Hassayampa Village Lane.

Mr. Mattingly responded that he would not recommend them due to the grades and low visibility for a bicyclist.

Mr. Mattingly presented the plan for Fair Street from Miller Valley Road to Gail Gardner Way. The recommendation is to add a marked five foot bike lane and yield markings. Next, was Gail Gardner Way, from Gurley St to Iron Springs Road. The recommendation is no changes from the current. Gurley Street, from Bradshaw Drive to Arizona Street is recommended to have an additional 2 way left-turn lane arrow along with striping refreshment. This specific area is not on the official bike route.

Member Knaup made a comment that there is no bike route alternative there.

Mr. Mattingly noted that you could turn on Rush street to get to Goodwin Street or Arizona Street which offer better routes for bikes.

Member Knaup asked if staff could look at creating a lane for bicyclists.

Mr. Mattingly responded that staff can review, likely looking at only 1 foot of available space.

Mr. Mattingly continued with 4 points on Iron Springs Road and Williamson Valley with the recommendation to add dual skip hashing Bike Lane markings at turn pocket conflict points. Then, at Whipple/Montezuma Street from 4 points to Sheldon Street the recommendation is to increase Bike Lane width, add dual skip hashing Bike Lane markings and additional 2-way left-turn lane arrows. Next, Williamson Valley Road and Iron Springs Road, to be restriped with no changes. The recommendation is no changes from current striping but re-stripe including the DO NOT BLOCK area. At Willow Lake Road from Willow Creek Road to SR 89 the recommendation is no change from current striping post pavement restoration.

D. Presentation & Discussion Regarding Radar Feedback Sign Location Priority List for FY25/26.

Mr. Mattingly stated that the City of Prescott did not qualify for the grant from ADOT so staff has created a priority list of locations to place signs as funding allows. The priority list includes: Hassayampa Village Lane, Copper Basin Road, Senator Highway, Willow Creek Road (Green/Pulliam to Geneva), Prescott Lakes Parkway (SR69 to Prescott Lakes Parkway), Willow Lake Road and State Route 89 (Willow Lake Road to Yavpe Connector).

Member Knaup asked if neighborhood requests for radar feedback signs is something the Public Works Department handles. He also asked who owns the temporary signs and if it would be worth trying to add a line item in the budget for Public Works if a neighborhood requests it.

Mr. Mattingly responded that the Prescott Police Department owns the temporary speed signs. Citizens on Patrol manages the signs and collects speed and volume data from them. They keep this information and provide it to Public Works staff as needed. The signs that are being discussed for permanent placement are owned by the City.

Chair Koven asked how much each Radar Feedback Sign costs.

Mr. Mattingly responded that they are approximately \$4,000-\$5,000 per sign.

MOTION BY MEMBER KNAUP TO APPROVE RADAR FEEDBACK SIGN LOCATION PRIORITY LIST FOR FY25/26; SECONDED BY MEMBER HART: PASSED (5-0)

E. Presentation & Discussion Regarding Project Updates.

Mr. Mattingly stated that the Downtown Traffic Bollard Project is starting this week and there may be some delays and road closures. The Miller Valley Sidewalk project is also in design which would affect 88 facilities from 4-points all the way down to Gurley Street.

Member Knaup asked if this is a different project than the previous repair project.

Gwen Rowitsch, Public Works Director, responded that this is the next phase of that project. The goal is to improve the ADA accessibility and pedestrian walking route. There have been a few complaints around the Northern end of the corridor and after evaluating the area, the sidewalk from this area showed more need for repair. We are currently within the design concept of this project and have quite a few areas of review including multiple bridges and drainage areas.

Member Knaup asked if there is a Consultant that will be hired for this project.

Mrs. Rowitsch confirmed that a Consultant will be hired. The Scope is still in the process of being developed with an On Call Design Firm.

Mr. Mattingly stated regarding the grant with ADOT alternatives for 89 and Deep Well multi use path, Kimley-Horn is on board and working on the 15% design and survey work.