

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



April 13, 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 **April 13, 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 February 9, 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.**
  - C. Presentation & Discussion Regarding Leroux/Granite Street Area Parking and Traffic Control.  
**Recommended Action: This item is for discussion. Possible action may be taken pending Committee recommendation(s).**
  - D. Presentation & Discussion Regarding 2025 Collision Data Review.  
**Recommended Action: This item is for discussion, and following discussion, possible action regarding recommendations related to the review of 2025 Collision Data**
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 4/9/26 at 11:00 a.m. in accordance with the statement filed by the Prescott City Council with the City Clerk.

*Sarah M. Thornhill*

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Sarah M. Thornhill City Clerk



TO: MAYOR AND CITY COUNCIL  
AGENDA: April 13 Pedestrian Bicycle and Traffic Advisory Committee  
DATE: April 13, 2026  
DEPT: Public Works  
ITEM #: 4.A  
SUBJECT: Approval of the February 9, 2026 Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.

## ITEM SUMMARY

This item is for the approval of the February 9, 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. February 9, 2026 PBTAC Minutes



# City of Prescott

## Pedestrian, Bicycle, & Traffic Advisory Committee

February 9, 2026 | 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  
Stacey Brown, Member  
Ken Godbold, Member  
George Hotchkiss, Member  
Joe Scott, Member  
John Stryker, Member (Excused)

#### 3. OPEN CALL TO THE PUBLIC

None.

#### 4. DISCUSSION & ACTION ITEMS

- A. Approval of the January 12, 2026 Pedestrian Bicycle & Traffic Advisory Committee Meeting Minutes.

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

- B. Presentation & Discussion Regarding an Update From Yavapai Plan (YPlan).

Planner Tyler Brewster provided updates on several Yavapai Plan initiatives. He reported that the Downtown Prescott Safe and Smart Streets Initiative (DPSSSI) project scope has been completed and is currently awaiting ADOT processing for AZ Smart funding, which will serve as the local match for the SS4A grant. Project kickoff is anticipated in early 2026.

Mr. Brewster also reported that a consultant has been selected to conduct the Mount Vernon Road Safety Assessment, with work expected to begin shortly and results anticipated within the next few months.

Additional updates were provided by Mr. Brewster regarding Regional Conservation Planning efforts, including progress on the Regional Trails Plan and ongoing coordination with stakeholders on open space and land conservation initiatives, as well as future efforts to include wildlife conservation.

Planning Manager Bryn Stotler provided an overview of the State Route 69 Corridor Master Plan, which evaluated approximately 18 miles between Dewey-Humboldt and Prescott. The study received over 1,500 public comments, significantly higher than typical planning efforts. Key community concerns included congestion, safety, and driver behavior. The corridor was identified as a priority freight route and regional connection. Potential improvements discussed included intersection upgrades, safety enhancements, and multimodal considerations for pedestrians and bicyclists. High-priority improvements were estimated at approximately \$150 million, with implementation anticipated to occur in phases requiring coordination among multiple jurisdictions.

Member Hotchkiss asked about balancing current needs with future growth.

Ms. Stotler responded that transportation planning includes both short-term and long-term strategies and noted that infrastructure development often lags behind growth.

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

## **5. UPDATES FROM STAFF**

### **A. Presentation & Discussion Regarding Grants & Project Updates.**

Mr. Mattingly presented the following grant updates:

- Prescott Dexter/Near North Business District Vulnerable Road Users Safety Plan Safe Streets for All (SS4A)

The initial public input phase has concluded, and the consultant has completed evaluation of existing conditions, including field reviews and data collection. The steering committee reviewed the findings and provided feedback. The consultant is currently preparing the Initial Conditions Report, after which a second round of public input will occur. The project remains on track for completion in summer, with minor schedule adjustments.

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

The project has been awarded funding for Fiscal Year 2026. Staff received official notification from ADOT following a delay in the award process. The City will begin entering into an intergovernmental agreement (IGA), developing a scope of work, and selecting a consultant from a preapproved list. The project primarily includes improvements along Nathan Lane, Rush Street, and Bradshaw Drive.

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

The project has been awarded funding for Fiscal Year 2027. Staff will begin on scoping and coordination work, in advance of implementation.

- Streetlight LED Upgrade Project - EECEBG Grant

The project includes installation of approximately 210 LED streetlights to improve safety and reduce energy consumption.

A potential delay of one to two months is anticipated pending City Council approval.

Member Hotchkiss asked about the benefits of LED lighting upgrades.

Mr. Mattingly explained that LED lights provide brighter, whiter illumination compared to older high-pressure sodium lighting, improving visibility and safety. He noted that the project also supports energy efficiency goals and that high-pressure sodium fixtures are being phased out.

- Traffic Signalization Coordination

An overview of the City's signal coordination efforts was provided, noting that the City is in the mid to late stages of implementing interconnected signal systems. Initial studies determined that the best course of action was timing plans developed by a consultant.

The first coordinated system along Willow Creek Road was completed in 2023, with equipment upgrades installed in August with activation in September. Travel time studies demonstrated improved traffic flow during peak hours. While some side street delays increased, the overall results have been positive. Additional coordinated systems include the Whipple Street, Iron Springs Road, and Montezuma Street corridor, as well as a smaller system along SR89. These systems have improved overall traffic flow, though challenges remain in high-traffic areas such as 4-Points and near the high school.

Ongoing work includes equipment upgrades such as controllers, radio communication systems, and video detection. The Sheldon Street corridor is currently being upgraded. Signal coordination is not currently planned for the downtown area due to roadway constraints, including inconsistent turn pockets and pedestrian signal timing.

Standalone signals, such as those at Gurley Street and Gail Gardner Way and at White Spar Road and Copper Basin Road, will receive GPS time clocks to maintain accurate timing and allow for time-of-day programming.

Member Brown asked about evaluation of signal timing improvements after installation.

Mr. Mattingly responded that follow-up assessments are typically conducted within six months to one year after installation, including travel time studies and ongoing adjustments based on observed conditions and public feedback.

Mr. Mattingly added that committee members are encouraged to report any issues, as their input supports ongoing monitoring and helps guide necessary signal system adjustments.

Mr. Mattingly presented the following project updates:

- Downtown Bollards Phase II

Phase II punch-list repairs are underway, involving minor concrete work with temporary closures expected. Phase III is planned for the next fiscal year.

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

B. Presentation & Discussion Regarding Earth Day and National Bike Month.

Mr. Mattingly announced upcoming community events, including the annual Earth Day event scheduled for the second Saturday in April. Committee members were invited to volunteer at an information booth to share transportation and safety materials with the public.

Additionally, Mr. Mattingly encouraged Committee Members to participate in or assist with outreach efforts for National Bike Month, occurring in May. A Bike to Work Week event is also anticipated for May 11–17, with information available through local organizations and City resources.

***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 9:47 a.m.

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LOU KOVEN, Chairman

ATTEST:

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MARIKAY ANDERSON, Administrative Coordinator

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Date



TO: MAYOR AND CITY COUNCIL  
AGENDA: April 13 Pedestrian Bicycle and Traffic Advisory Committee  
DATE: April 13, 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 DPSSSI
- 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

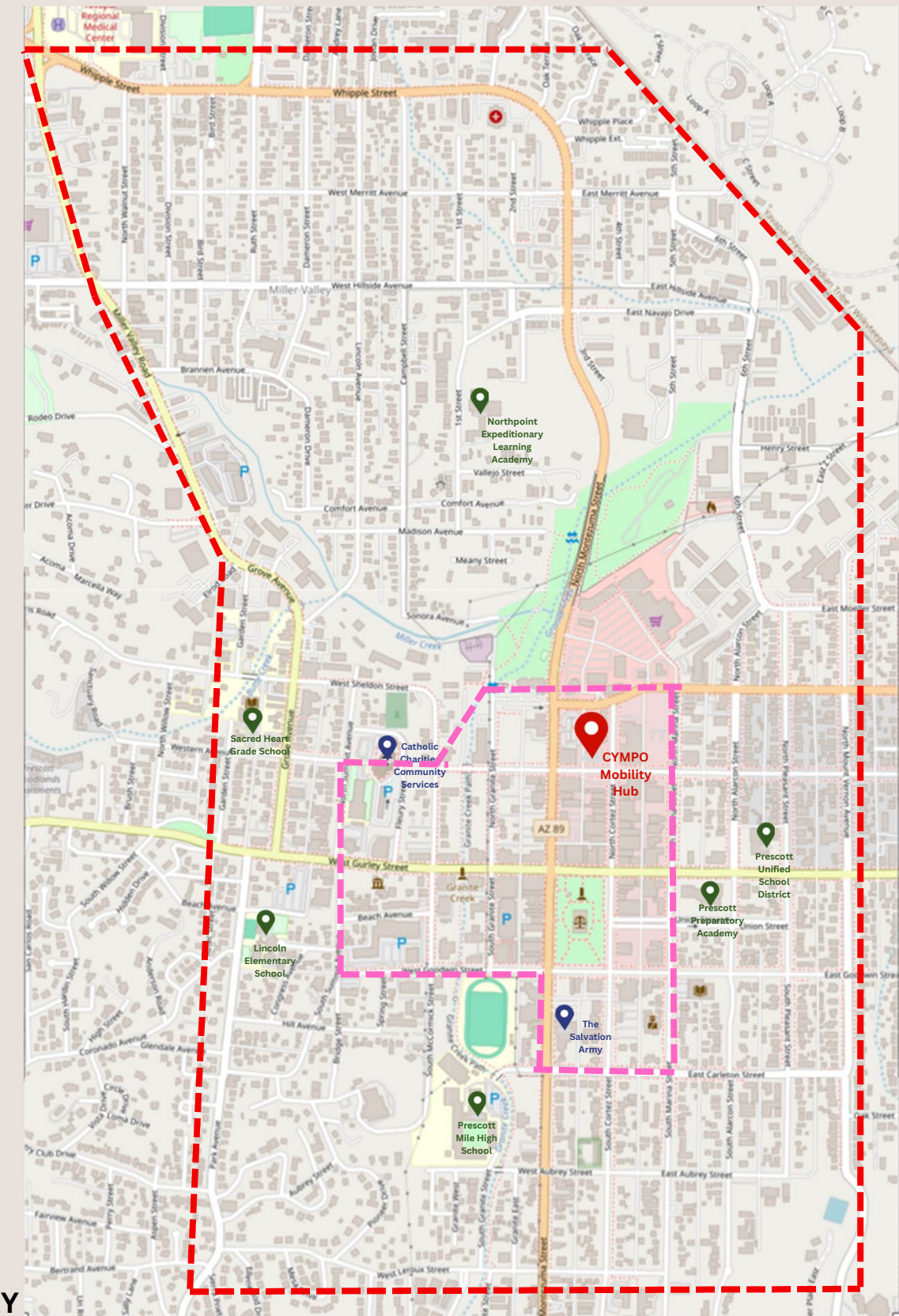


# PBTAC Update

# DPSSSI

## DOWNTOWN PRESCOTT SAFE AND SMART STREETS INITIATIVE

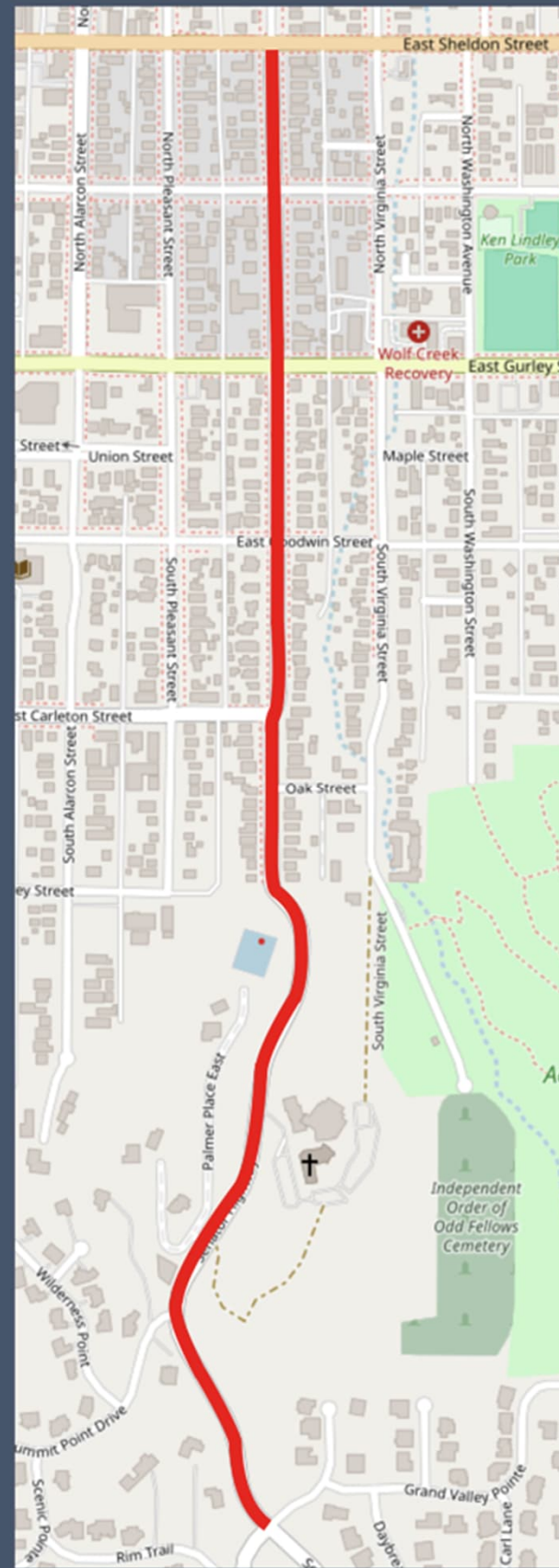
- Scope is complete.
- SS4A grant award has been approved. Waiting for AZ-SMART processing via ADOT.
- Study kicking off Q1 of 2026!!!



### 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

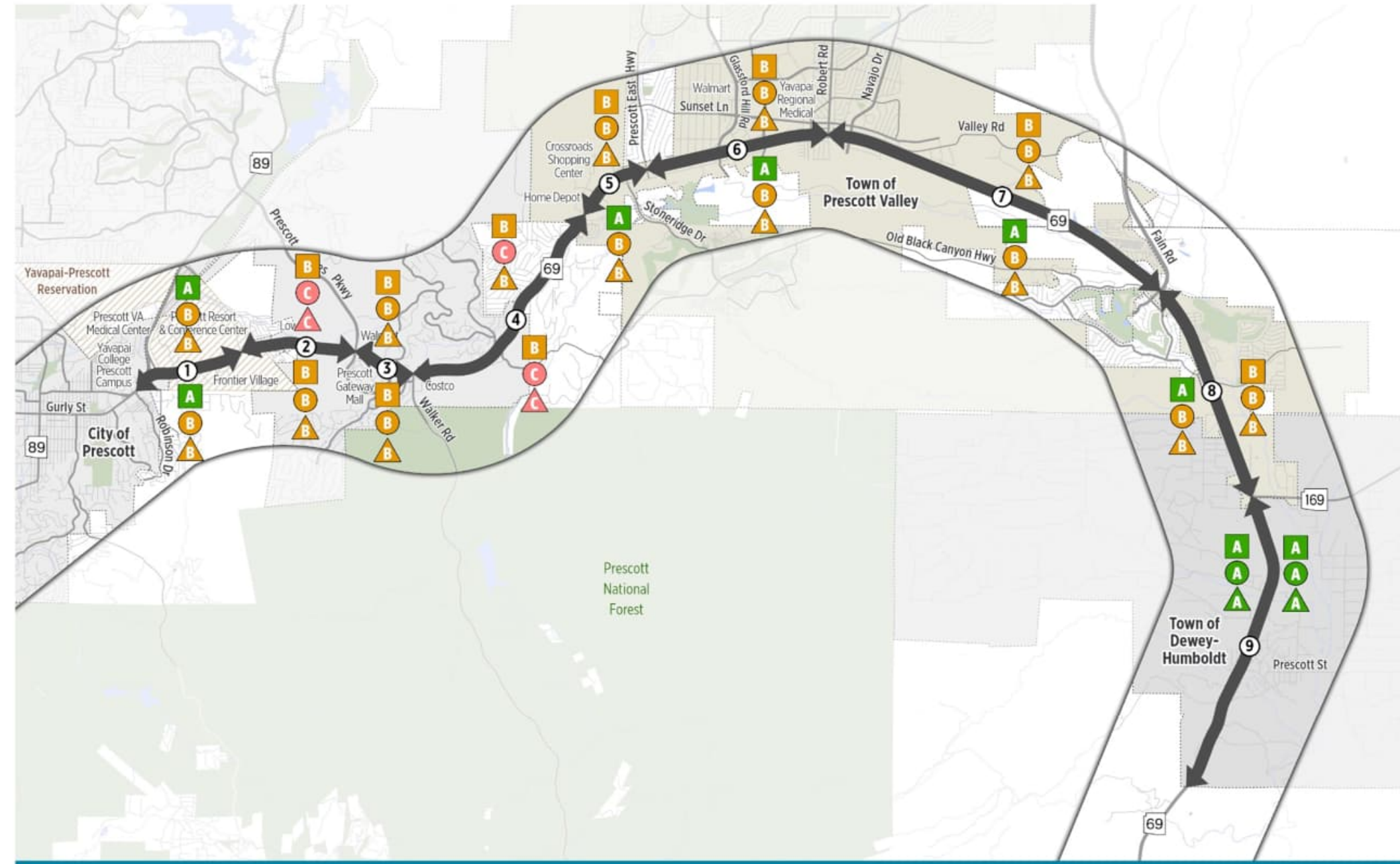
- 1,645 crashes in 5 years - concentrated west of Prescott Valley
- 57% rear-end collisions; speed involved in 48%
- Congestion heaviest between Prescott and Prescott Valley

## 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: April 13 Pedestrian Bicycle and Traffic Advisory Committee  
DATE: April 13, 2026  
DEPT: Public Works  
ITEM #: 4.C  
SUBJECT: Presentation & Discussion Regarding Leroux/Granite Street Area Parking and Traffic Control.

## ITEM SUMMARY

This item is for review and discussion regarding parking and traffic control in the Leroux/Granite Street area.

## BACKGROUND

This agenda item is presented for review and discussion regarding parking and traffic control improvements in the Leroux/Granite Street area. The city has received several complaints regarding parking and safety concerns, particularly with pedestrians walking in the street. These issues are most pronounced near the Lazy G Brewhouse and Restaurant, which generates high demand during evenings and weekends. The corridor exhibits a mixture of rural and urban roadway characteristics, including varying widths, inconsistent curbs, and limited sidewalks. Land uses are primarily commercial and mixed residential to the east and south, with residential neighborhoods to the west and north. Traffic operations are complicated by the Low Water Bridge and offset intersections, which also contribute to areas of illegal parking.

This effort aims to mitigate these conditions and improve safety by:

- Establishing clear parking areas through signing and curb markings.
- Delineating intersections and the bridge deck to clarify vehicle positioning.
- Improving sight visibility for vehicles, bicyclists, and pedestrians.
- Creating shoulder areas to provide safe pedestrian pathways between parked vehicles, sidewalks, and destinations.
- Providing a crosswalk connection from the west-side sidewalk terminus on Granite Street to the east side.

PBTAC feedback is requested on the proposed measures to ensure they effectively address traffic flow, parking demand, and pedestrian safety while maintaining the character of the corridor.

## 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. Leroux and Granite Presentation

# Leroux/Granite Street Parking and Traffic Control



**City of Prescott - PW Department**

# Leroux/Granite Parking and Traffic Control

## Existing Conditions:

- ❑ Mixture of rural and urban roadway sections with varying widths, inconsistent curbs and sidewalks.
- ❑ Primary commercial and mixed residential uses east and south and residential west and north.
- ❑ Low Water Bridge and offset intersections create complexity and areas for illegal parking.
- ❑ High parking demand area creates congestion.
- ❑ Lack of pedestrian facilities leads to walking in street and crossing between parked vehicles.
- ❑ Leroux serves as a collector roadway connection Montezuma Street to Park Avenue.

## Purpose of Improvements:

- Ensure parking occurs in appropriate areas through signing and curb markings.
- Delineate intersections and bridge deck to provide clear traffic control and vehicle positioning in lanes.
- Improve sight visibility for vehicular and bike/ped movements.
- Create shoulder areas where pedestrians can walk between parking, sidewalks and destinations.
- Provide crosswalk between sidewalk terminus on the west side of Granite Street and area on the east.

# Leroux/Granite Parking and Traffic Control



Leroux Street looking west near Granite Street

Granite Street looking north to Leroux intersection



# Leroux/Granite Parking and Traffic Control



Granite Street looking north from Leroux Street

Granite Street looking southeast from Leroux Street



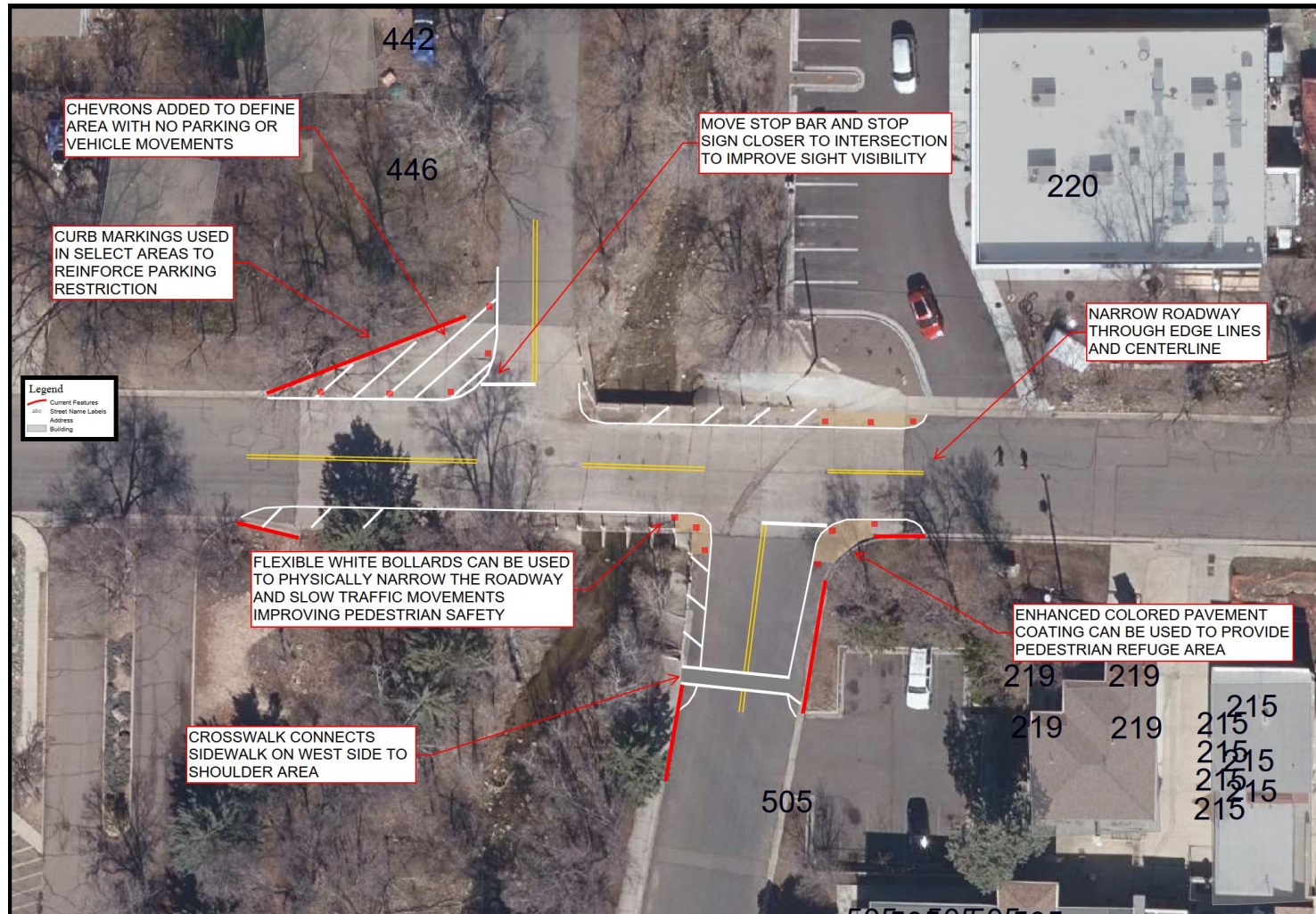
# Leroux/Granite Parking and Traffic Control



## Parking Conditions/Changes

- Areas of parking restriction are limited and leave gaps leading to congestion.
- Expanded areas remove vehicles near bridge and decision areas.
- Signing and curb markings will be used to expand zones as needed.
- New areas will allow pedestrian areas for walking.

# Leroux/Granite Parking and Traffic Control



## Striping & Traffic Control

- Roadway is proposed to be narrowed using edge lines and centerline to better control traffic through the area.
- Curb marking and chevrons help keep vehicles from parking or driving in shoulder areas.
- Crosswalk provides sidewalk connection.
- Enhancements can be added as needed in the future.

# Leroux/Granite Parking and Traffic Control

## Minimum Improvements:

- Parking Signs and curb markings
- 4" White Edgelines
- 4" Double Yellow Centerline
- Relocated R1-1 Stop sign at S. Granite Street
- Thermoplastic Chevrons

## Crosswalk Improvements:

- Thermoplastic crosswalk markings
- Pedestrian crossing signage
- Streetlight

## Optional Enhanced Treatments:

- In street pedestrian yield signing
- Flexible Bollards (White)
- Pavement coatings near pedestrian refuge areas





TO: MAYOR AND CITY COUNCIL  
AGENDA: April 13 Pedestrian Bicycle and Traffic Advisory Committee  
DATE: April 13, 2026  
DEPT: Public Works  
ITEM #: 4.D  
SUBJECT: Presentation & Discussion Regarding 2025 Collision Data Review.

## ITEM SUMMARY

This item is for staff to present an overview and analysis of citywide collision data for the 2025 calendar year.

## BACKGROUND

Calendar year 2025 citywide collision data will be presented and reviewed. This includes detailed information on pedestrian and bicycle crashes and summarized information on vehicle crashes.

## FINANCIAL IMPACT

There is no fiscal impact associated with this item.

## RECOMMENDED ACTION

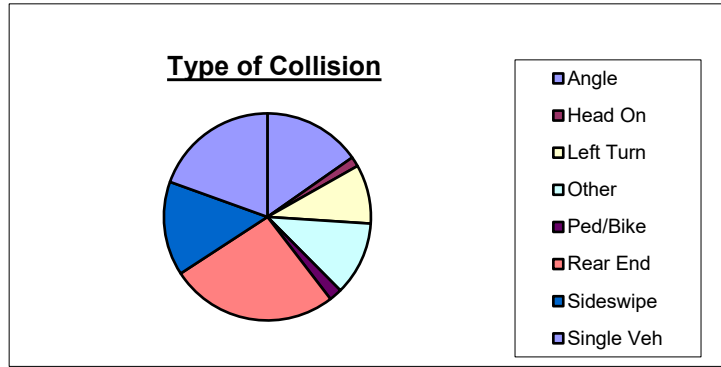
This item is for discussion, and following discussion, possible action regarding recommendations related to the review of 2025 Collision Data

## ATTACHMENTS

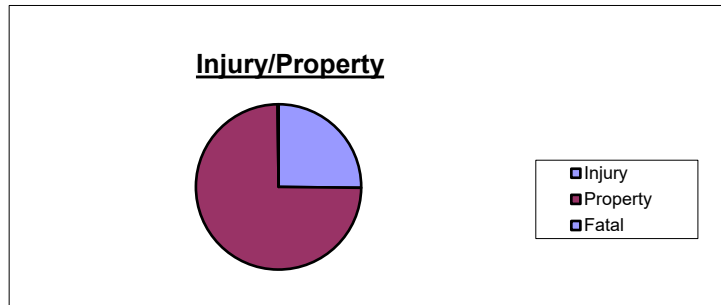
1. 2025 Citywide Collision Presentation Final

**2025 Prescott Citywide Collision Trend Data**

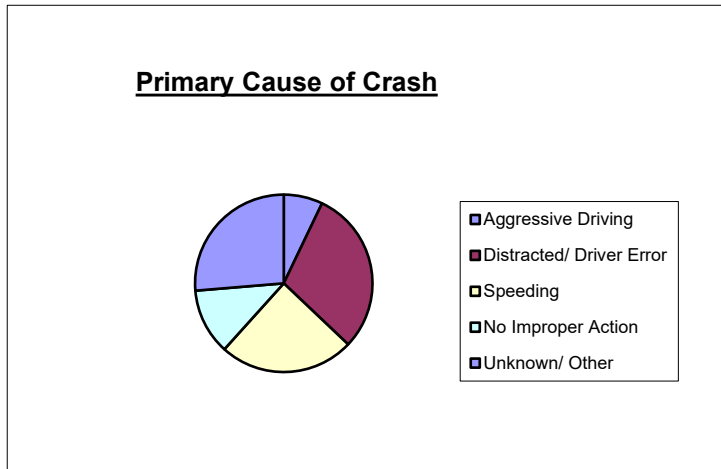
<b>Type of Collision:</b>		
Angle	159	15.3%
Head On	16	1.5%
Left Turn	96	9.2%
Other	120	11.5%
Ped/Bike	21	2.0%
Rear End	273	26.2%
Sideswipe	153	14.7%
Single Veh	203	19.5%
1041		



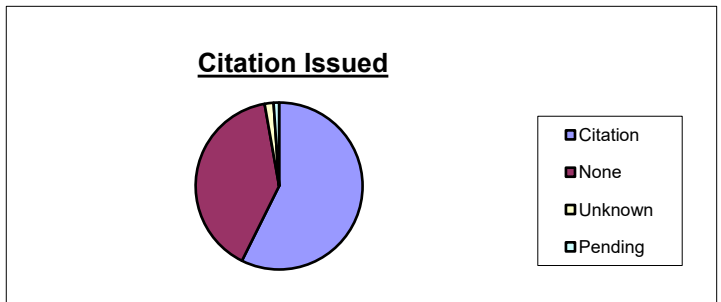
<b>Injury/Property:</b>		
Injury	262	25.2%
Property	777	74.6%
Fatal	2	0.2%
1041		



<b>Primary Cause of Crash</b>		
Aggressive Driving	74	7.1%
Distracted/ Driver Error	312	30.0%
Speeding	256	24.6%
No Improper Action	125	12.0%
Unknown/ Other	274	26.3%
1041		

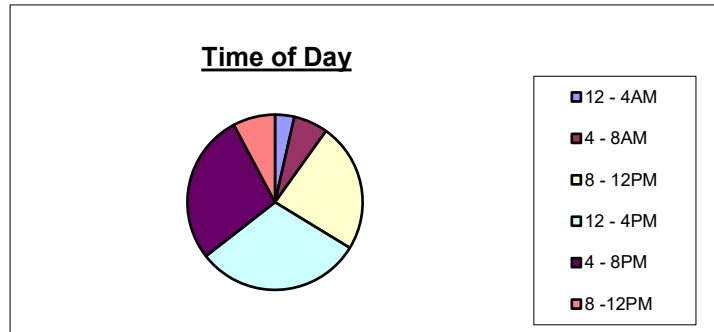


<b>Citation Issued:</b>		
Citation	597	57.3%
None	415	39.9%
Unknown	18	1.7%
Pending	11	1.1%
1041		



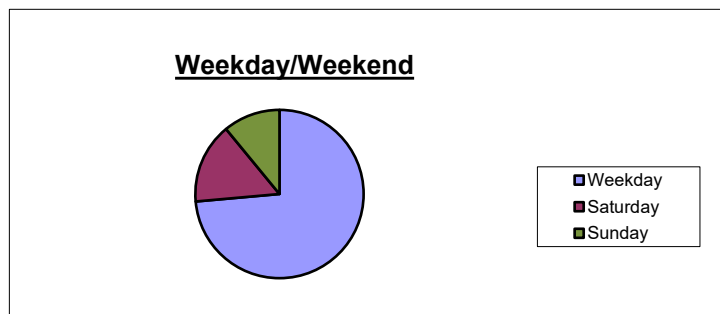
Time of Day:		
12 - 4AM	37	3.6%
4 - 8AM	66	6.3%
8 - 12PM	248	23.8%
12 - 4PM	320	30.7%
4 - 8PM	289	27.8%
8 -12PM	81	7.8%

1041



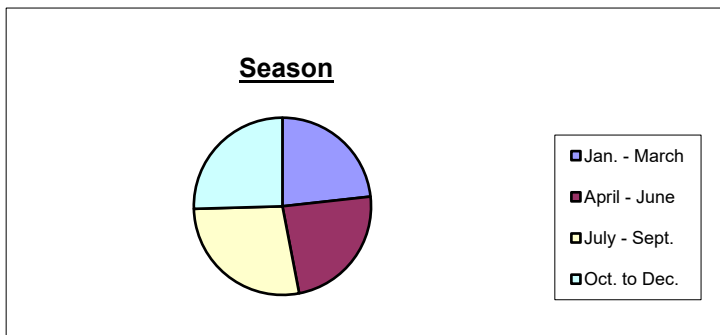
Day of the Week:		
Weekday	766	73.6%
Saturday	161	15.5%
Sunday	114	11.0%

1041



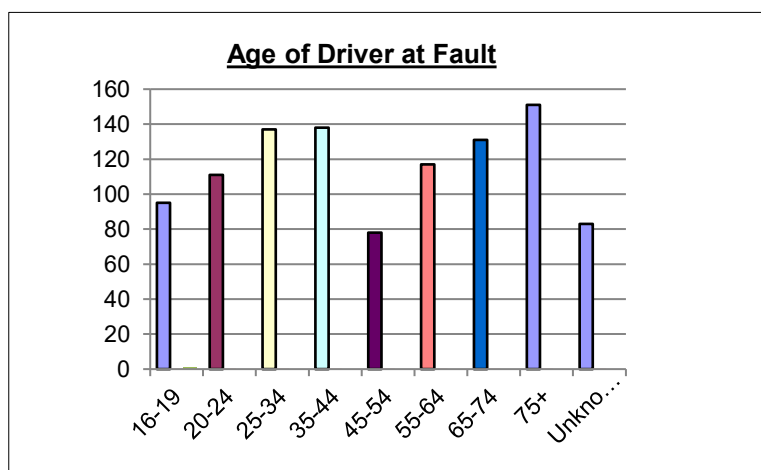
Season:		
Jan. - March	242	23.2%
April - June	247	23.7%
July - Sept.	287	27.6%
Oct. to Dec.	265	25.5%

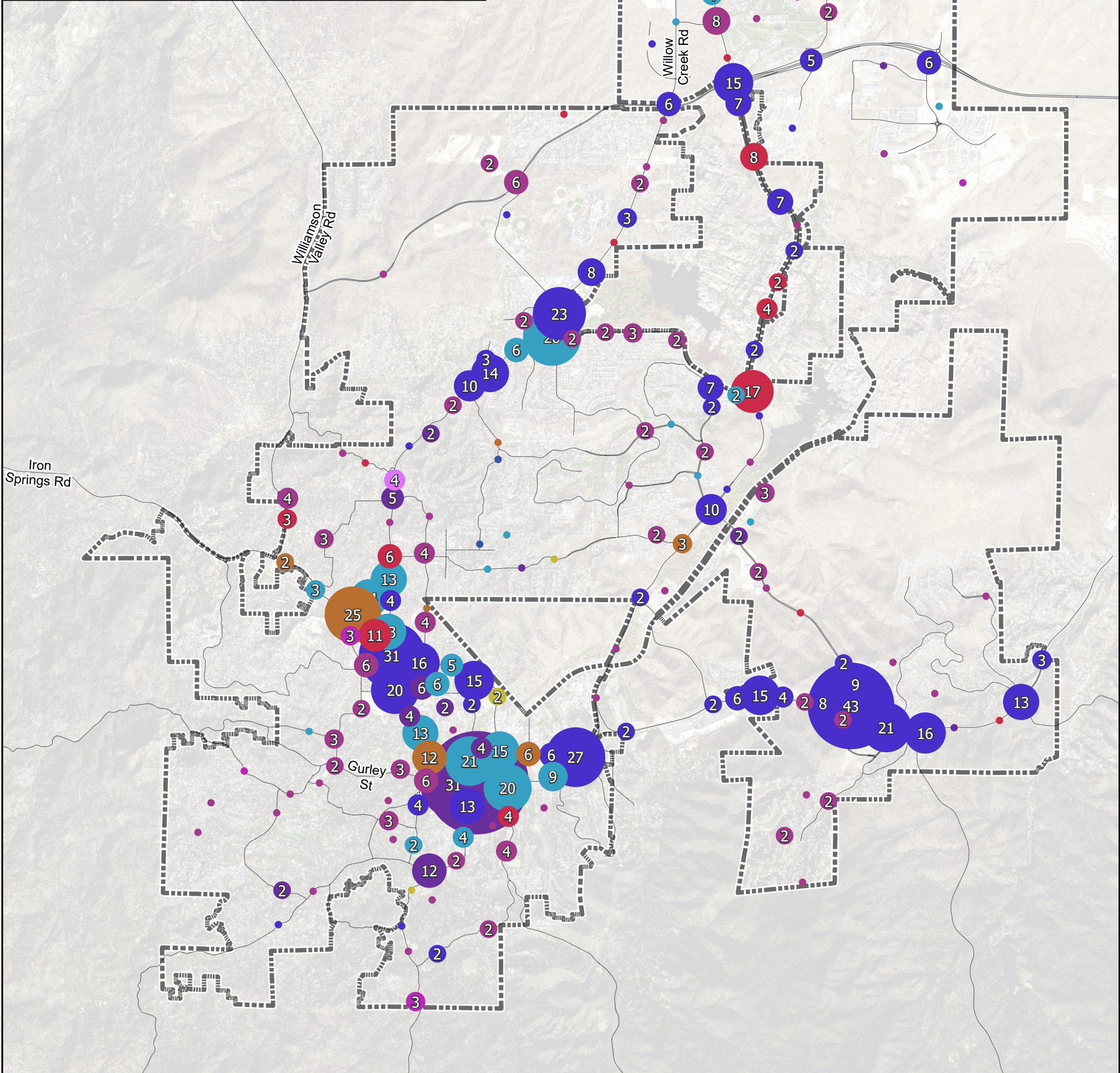
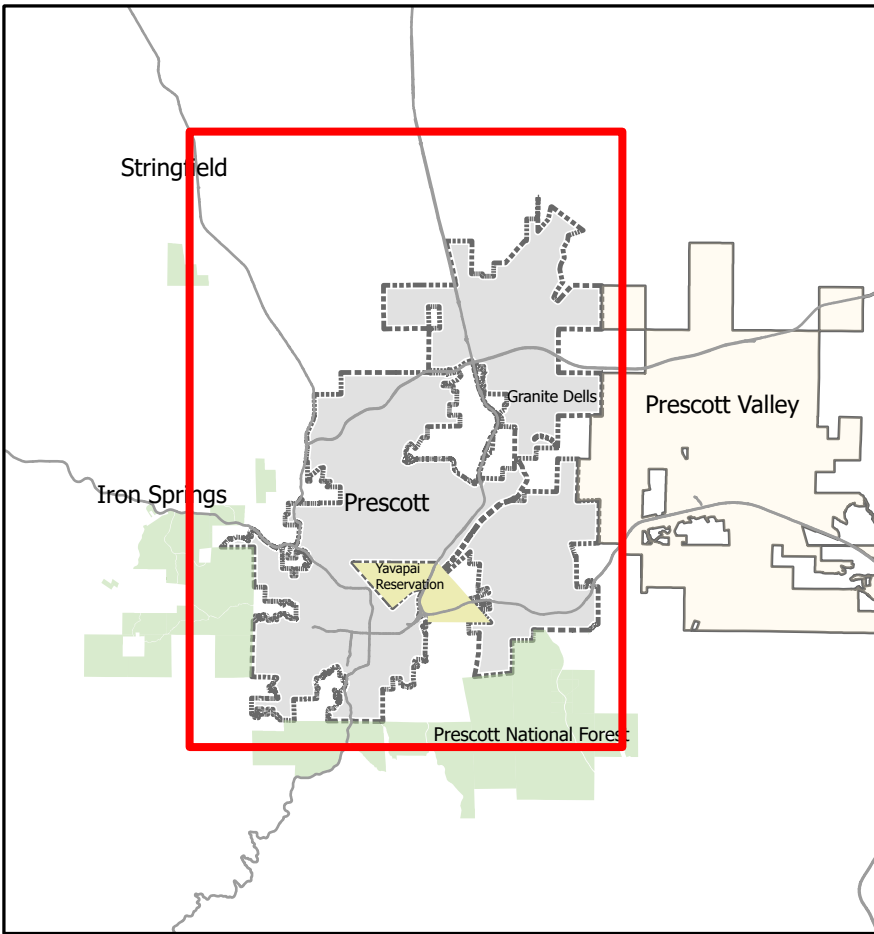
1041



Age:		
16-19	95	9.1%
20-24	111	10.7%
25-34	137	13.2%
35-44	138	13.3%
45-54	78	7.5%
55-64	117	11.2%
65-74	131	12.6%
75+	151	14.5%
Unknown Age	83	8.0%

1041





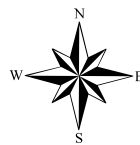
**Crash Impact Manner**

- 1 - SINGLE VEHICLE
- 2 - ANGLE (front to side) (other than left turn)
- 3 - LEFT TURN
- 4 - REAR END (front-to-rear)
- 5 - HEAD-ON (front-to-front) (other than left turn)
- 6 - SIDESWIPE, SAME DIRECTION
- 7 - SIDESWIPE, OPPOSITE DIRECTION
- 10 - U-TURN
- 50 - OTHER
- 51 - UNKNOWN
- Streets
- City Limits

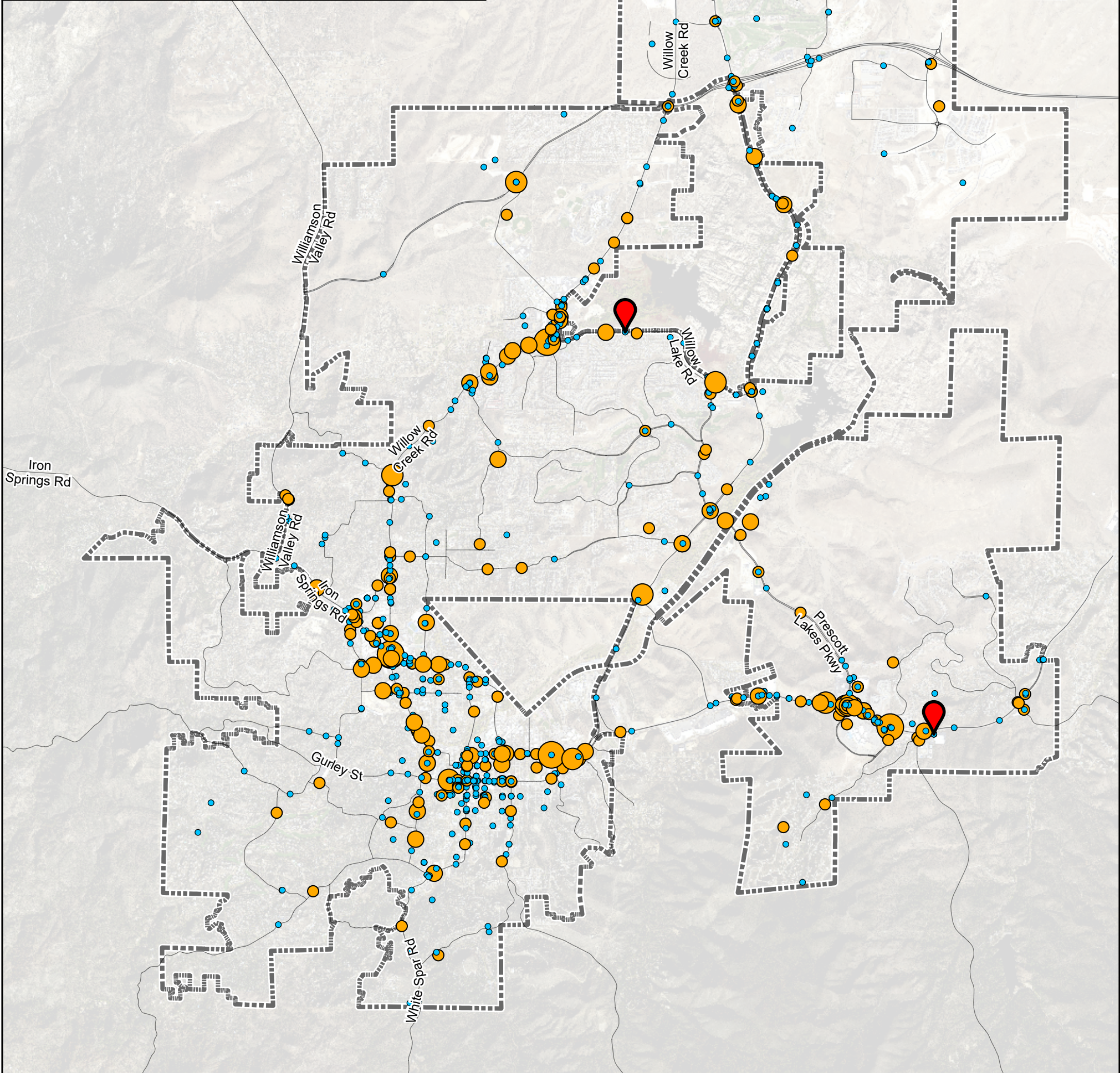
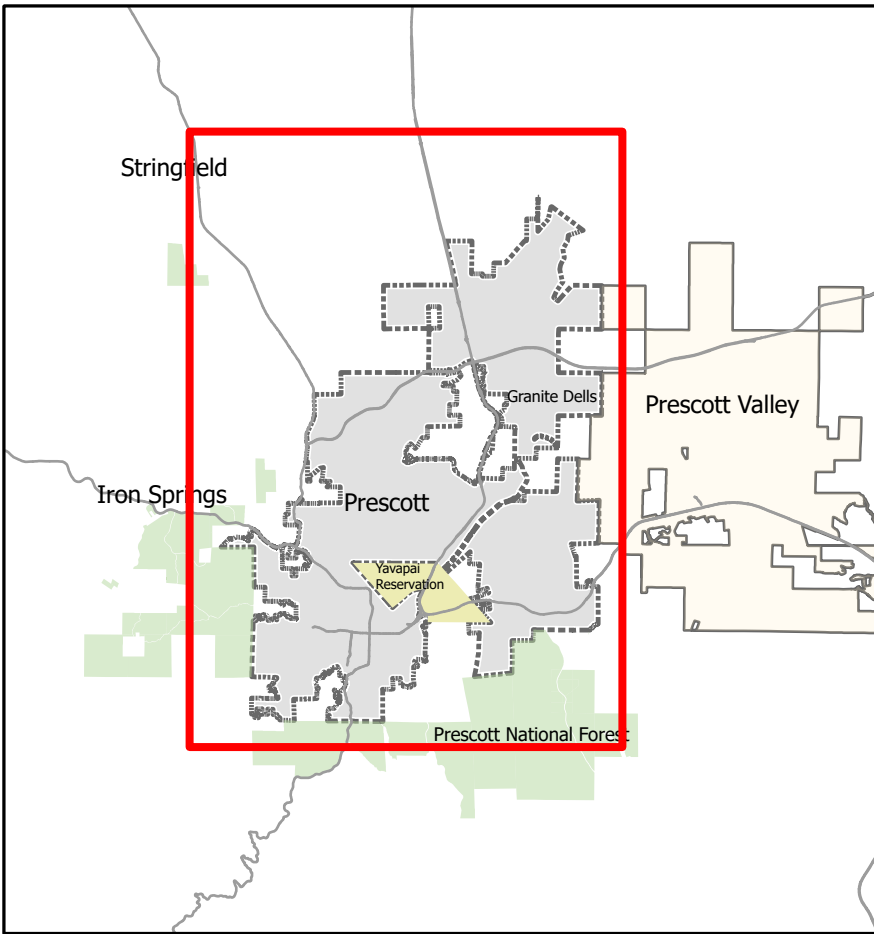
**Prescott Vehicle Collisions Incidents by Manner, 2025**

0 2,500 5,000 7,500 10,000 Feet

Scale: 1:60,000  
1 Inch = 5,000 Feet



The City of Prescott cannot guarantee the accuracy of the information contained in this map. Each user of this map is responsible for determining its suitability for his or her intended use or purpose.



Total Fatalities



1 (2)

Total Injuries

- 0 (797)
- 1 (192)
- 2 (53)
- 3 (9)
- 4 (8)

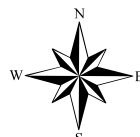
Streets

City Limits

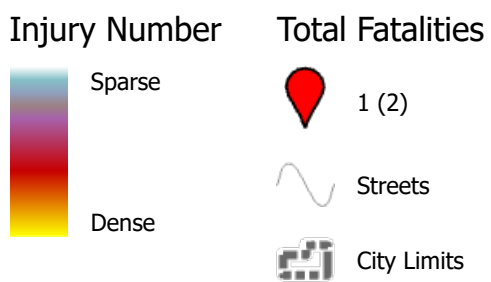
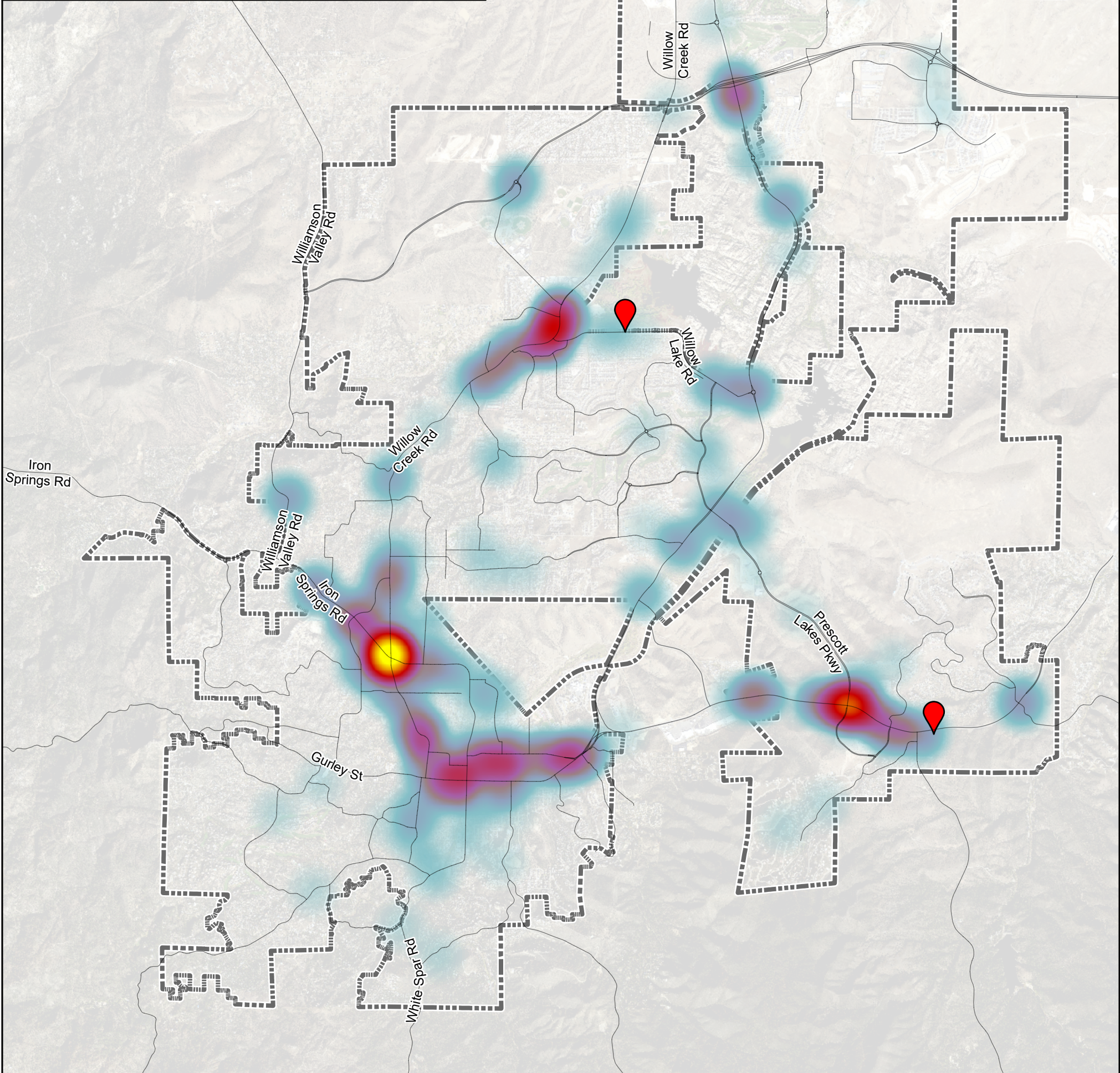
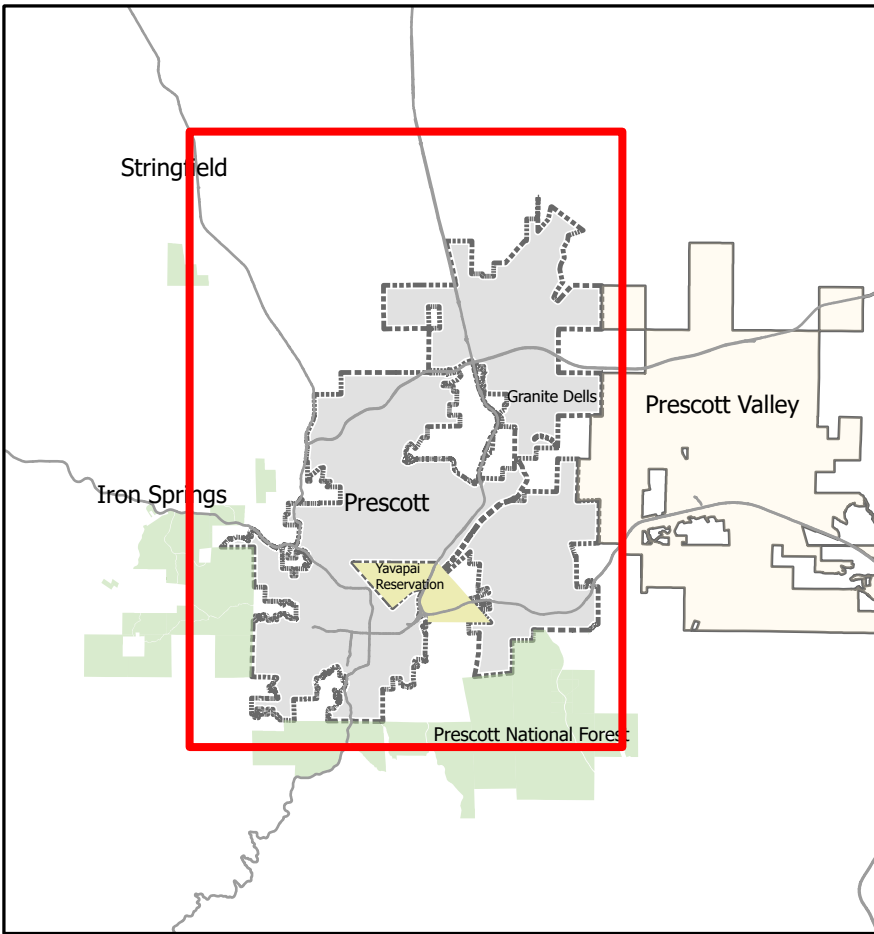
### Prescott Vehicle Collisions Incidents by Type, 2025

0 2,500 5,000 7,500 10,000  
Feet

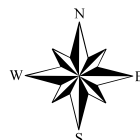
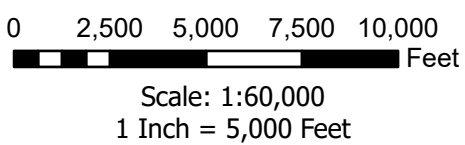
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1 Inch = 5,000 Feet



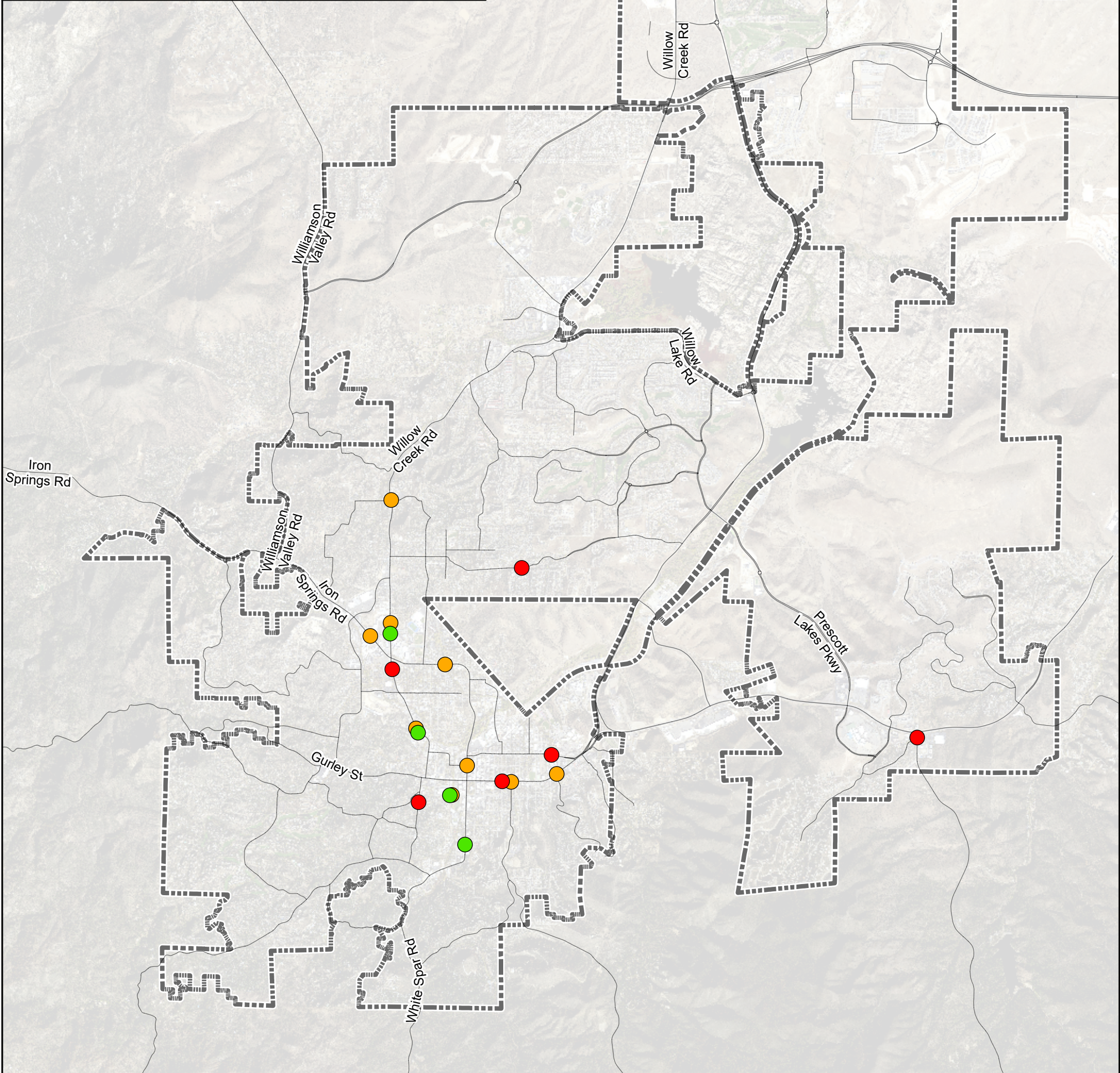
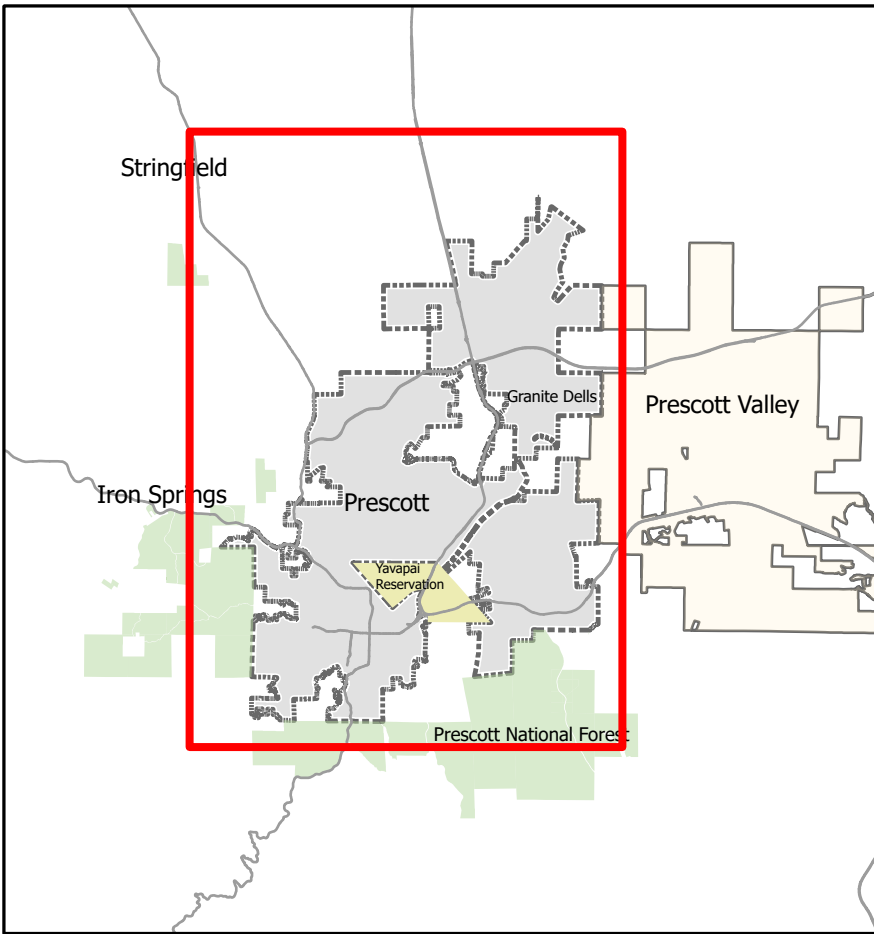
The City of Prescott cannot guarantee the accuracy of the information contained in this map. Each user of this map is responsible for determining its suitability for his or her intended use or purpose.



### Prescott Vehicle Collisions 2025 Heatmap of Incidents Weighted by Injuries



The City of Prescott cannot guarantee the accuracy of the information contained in this map. Each user of this map is responsible for determining its suitability for his or her intended use or purpose.



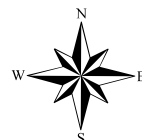
- BIKE
- MOTORIZED BIKE
- PED

- Streets
- City Limits

### City of Prescott Pedestrian and Bike Collisions, 2025

0 2,500 5,000 7,500 10,000 Feet

Scale: 1:60,000  
1 Inch = 5,000 Feet



The City of Prescott cannot guarantee the accuracy of the information contained in this map. Each user of this map is responsible for determining its suitability for his or her intended use or purpose.

BIKE/PED CRASH REPORT # 25-0184

STREET 1120 E. Gurley St  
X-STREET Bradshaw Dr

DATE January 7, 2025  
TIME 1:57 PM  
WEATHER Clear

CITATION ISSUED 28-815A

CITATION DEFINITION  
A. A person riding a bicycle on a roadway at less than the normal speed of traffic at the time and place and under the conditions then existing shall ride as close as practicable to the right-hand curb or edge of the roadway

BIKE/PED CITED X

CRASH SUMMARY  
V2 was traveling on east gurley in the number 2 lane. As V2 was traveling eastbound, V1(cyclist) was attempting to cross the street from the sidewalk. In this attempt, they collided with each other.

REASON FOR CRASH  
Cyclist failed to ride bicycle on the right side of the roadway

VEHICLE AT FAULT

X Enforcement  
Engineering/Infrastructure  
Education

REPORT LINK ["O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-0184 BIKE AT FAULT.pdf"](O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-0184 BIKE AT FAULT.pdf)



BIKE/PED CRASH REPORT # 25-0619

STREET Willow Creek Rd  
X-STREET Lone Elk Trl

DATE January 23, 2025  
TIME 3:38 PM  
WEATHER Clear

CITATION ISSUED 28-792A

CITATION DEFINITION  
Vehicle failed to yield to pedestrian

BIKE/PED CITED

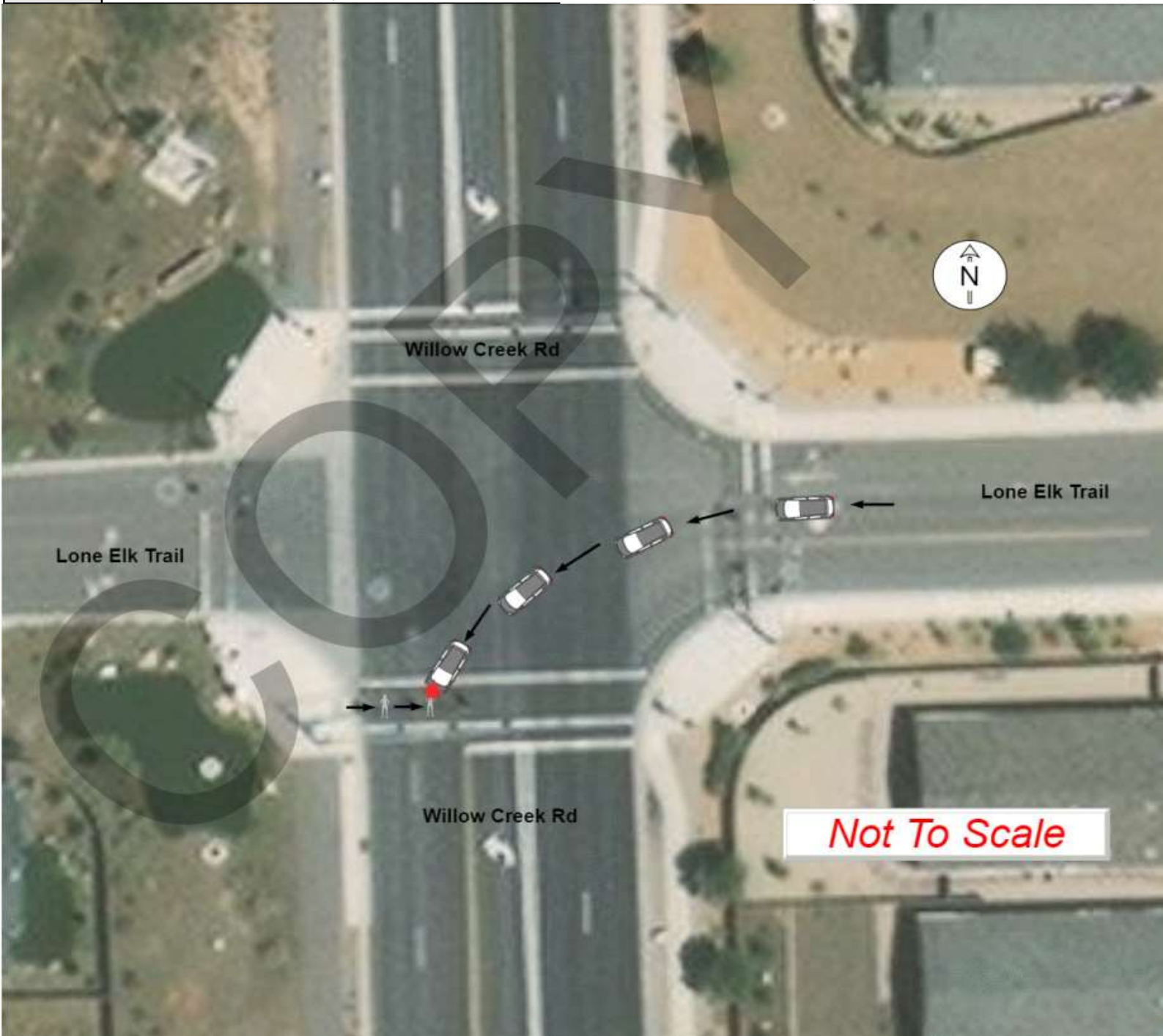
CRASH SUMMARY  
Driver of V1 was at a red light on Lone Elk Trl, waited for green and proceeded to make a left turn onto WCR. Driver stated the sun was in her eyes and didn't see the pedestrian in the crosswalk. It was noted that the pedestrian was jogging across and looking down at her phone while crossing when V1 struck her on her left side.

REASON FOR CRASH  
V1 did not see ped in crosswalk and failed to yield.

VEHICLE AT FAULT X

Enforcement  
Engineering/Infrastructure  
X Education

REPORT LINK ["O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-0619 PEDESTRIAN.pdf"](O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-0619 PEDESTRIAN.pdf)



BIKE/PED CRASH REPORT # 25-0827

STREET Whipple St  
X-STREET Campbell St

DATE January 31, 2025  
TIME 11:37 AM  
WEATHER Clear

CITATION ISSUED 28-815

CITATION DEFINITION  
D1 was issued citation for driving on the wrong side of the roadway

BIKE/PED CITED X

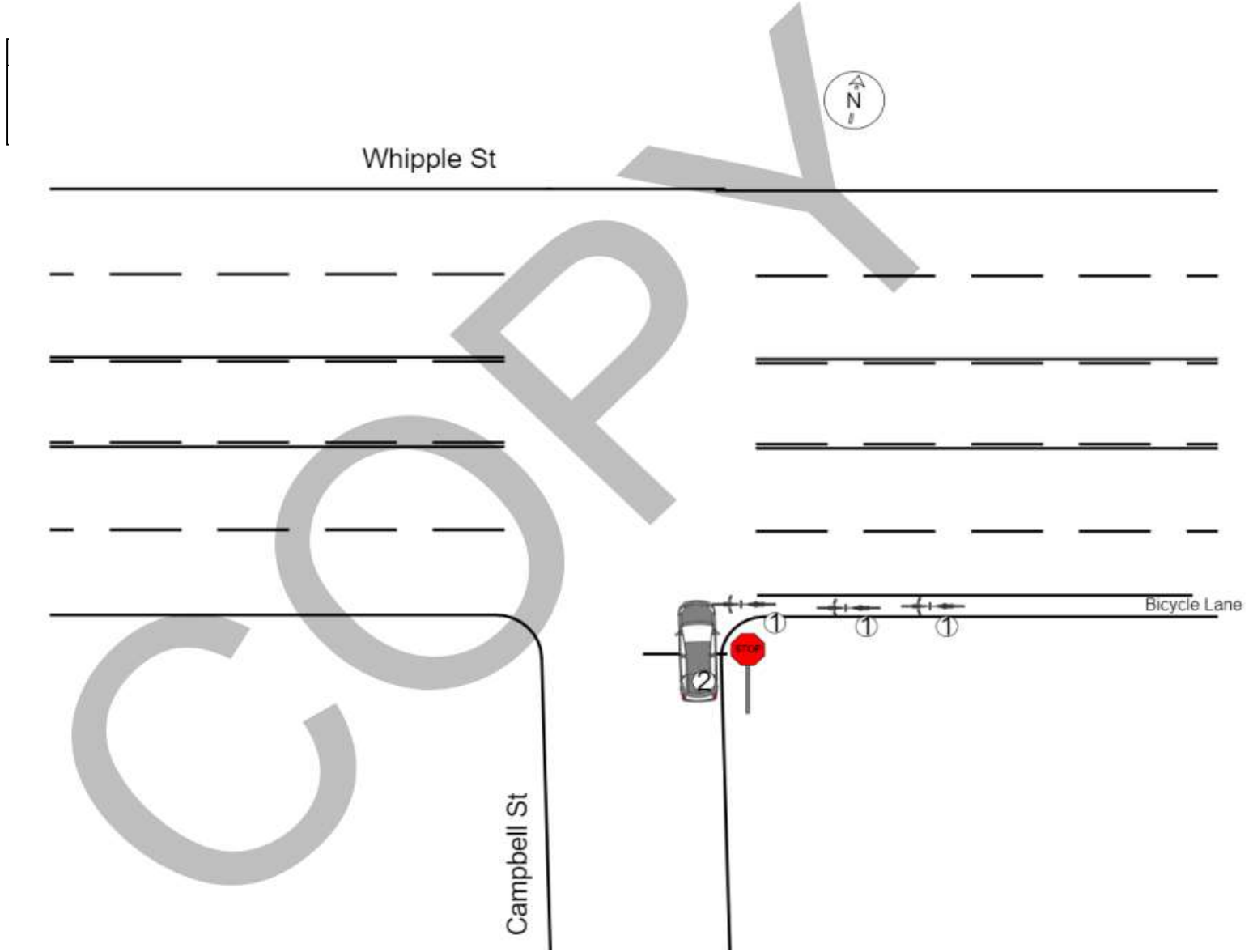
CRASH SUMMARY  
V1(cyclist) was riding westbound on Whipple on the sidewalk. V2 was at the stop sign, saw it was clear and began turning. At this point, V1 struck V2 on the side and cyclist just tipped over.

REASON FOR CRASH  
V1 was riding on the sidewalk and on the wrong side of the street.

VEHICLE AT FAULT

Enforcement  
Engineering/Infrastructure  
Education

REPORT LINK "O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-0827 BIKE.pdf"



BIKE/PED CRASH REPORT # 25-1703

STREET N Walker Rd  
X-STREET Liese Dr

DATE March 4, 2025  
TIME 12:07 PM  
WEATHER Clear

CITATION ISSUED 28-793B

CITATION DEFINITION  
A pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right-of-way to all vehicles on the roadway.

BIKE/PED CITED X

CRASH SUMMARY  
Pedestrian decided to cross outside of crosswalk, westbound. Ped walked between stopped cars at the signal light, then began to cross the south bound lanes when he was struck by a truck

REASON FOR CRASH  
The pedestrian did not cross at the marked crosswalk location and jaywalked.

VEHICLE AT FAULT

Enforcement  
Engineering/Infrastructure  
X Education

REPORT LINK ["O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-1703 PED AT FAULT WALKER RD.pdf"](O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-1703 PED AT FAULT WALKER RD.pdf)



BIKE/PED CRASH REPORT # 25-3081

STREET Miller Valley Rd  
X-STREET Schemmer Dr

DATE April 19, 2025  
TIME 11:40 AM  
WEATHER Clear

CITATION ISSUED 0

CITATION DEFINITION  
N/A HIT & RUN

BIKE/PED CITED

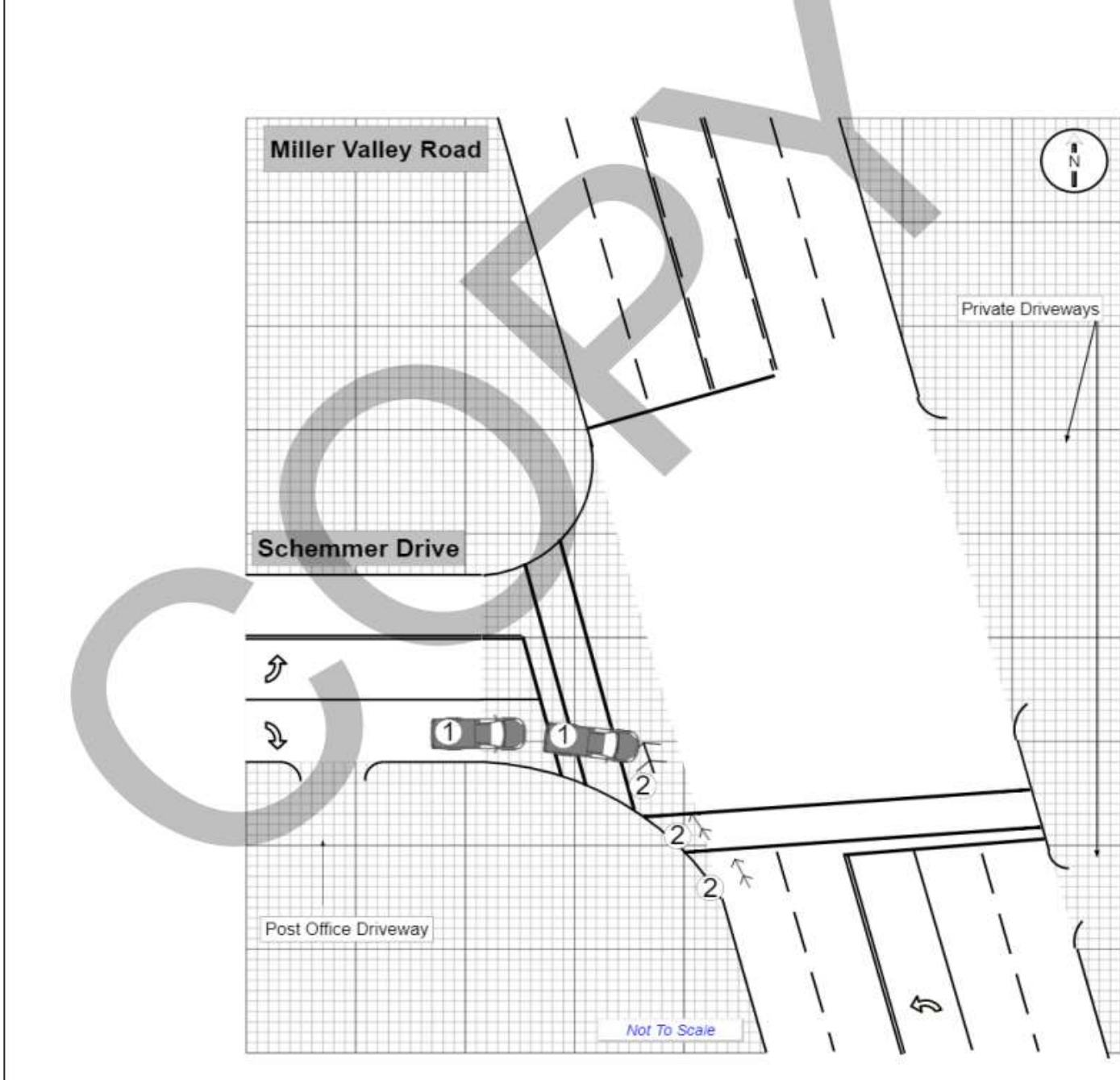
**CRASH SUMMARY**  
Cyclist was heading northbound along the southbound lane and came up to the interesection. The signal was green for NB & SB traffic. The car was going eastbound on Schemmer, turning right onto MVR. They were stopped, partially in the crosswalk. As the cyclist past by, the vehicle began its right turn, clipping the cyclist, catching him on the left foot between the bike and the bumper of the car

**REASON FOR CRASH**  
V1 did not yield to a cyclist in the crosswalk with the right of way

VEHICLE AT FAULT X

X	Enforcement
	Engineering/Infrastructure
	Education

REPORT LINK ["O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-3081 BIKE HIT AND RUN.pdf"](O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-3081 BIKE HIT AND RUN.pdf)



BIKE/PED CRASH REPORT # 25-4599

STREET Iron Springs Rd  
X-STREET Haining St

DATE June 11, 2025  
TIME 4:12PM  
WEATHER Clear

CITATION ISSUED 28-721A, 9-1-14

CITATION DEFINITION

A. On all roadways of sufficient width, a person shall drive a vehicle on the right half of the roadway.(A)  
Parking/Riding On Sidewalks: No person shall ride a bicycle upon a sidewalk, and no person shall park a bicycle upon a street other than upon the roadway against

BIKE/PED CITED X

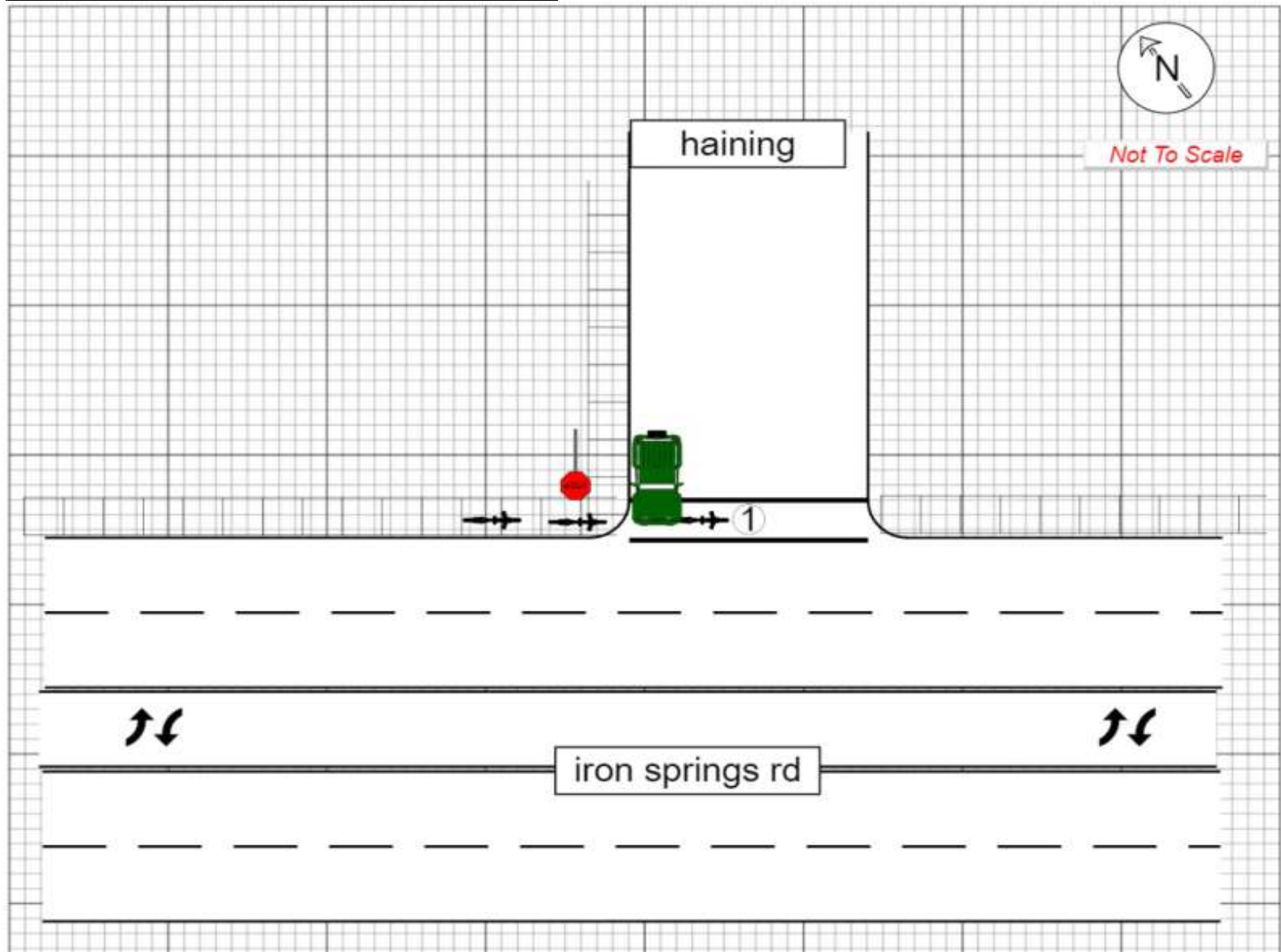
CRASH SUMMARY  
Cyclist was riding down the sidewalk of ISR, stopped for a black truck, then proceeded. Cyclist ended up colliding into a vehicle that was pulling up from Haining, making a right onto ISR.

REASON FOR CRASH  
Cyclist rode on the sidewalk and did not control speed to avoid colliding with the vehicle

VEHICLE AT FAULT

X Enforcement  
Engineering/Infrastructure  
Education

REPORT LINK "O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-4599 BIKE AT FAULT.pdf"



BIKE/PED CRASH REPORT # 25-4707

STREET E Sheldon St  
X-STREET Marston Ave

DATE June 16, 2025  
TIME 6:46 AM  
WEATHER Clear

CITATION ISSUED 28-772 , 28-701A

CITATION DEFINITION

The driver of a vehicle within an intersection intending to turn to the left shall yield the right-of-way to a vehicle that is approaching from the opposite direction and that is within the intersection or so close to the intersection as to constitute an immediate hazard. //A person shall not drive a vehicle on a highway at a speed greater than is reasonable and prudent under the circumstances, conditions and actual and potential hazards then existing. A person shall control the speed of a vehicle as necessary to avoid colliding with any object, person, vehicle or other conveyance on, entering or adjacent to the highway in

BIKE/PED CITED

CRASH SUMMARY

Pedestrian crossing south on N Rush St in the crosswalk on Sheldon St with a walking sign displayed. V1 was traveling north on N Rush and turning left onto Sheldon with a green light. V1 did not yield to P1 crossing street and struck P1 with the driver side mirror.

REASON FOR CRASH

V1 did not yield to a pedestrian in the crosswalk with the right of way

VEHICLE AT FAULT X

X Enforcement  
Engineering/Infrastructure  
Education

REPORT LINK "O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-4707 PED Rush & Sheldon.pdf"



BIKE/PED CRASH REPORT # 25-5397

STREET S. Mt. Vernon Ave  
X-STREET E Gurley

DATE July 6, 2025  
TIME 1:59 PM  
WEATHER Clear

CITATION ISSUED 0

CITATION DEFINITION

BIKE/PED CITED

**CRASH SUMMARY**  
Electric scooter rider reported riding on the eastbound sidewalk of E Gurley St, traveling westbound. He observed V2 stopped at the red light and tried to ride in front of V2 as it began it's right hand turn, causing the rider to collide with it, falling to the ground.

**REASON FOR CRASH**  
V2 did not see the scooter rider as they rode in front of the vehicle and collided as they were turning right.

VEHICLE AT FAULT

Enforcement  
Engineering/Infrastructure  
X Education

REPORT LINK ["O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-5397 ELECTRIC SCOOTER AT FAULT.pdf"](O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-5397 ELECTRIC SCOOTER AT FAULT.pdf)



BIKE/PED CRASH REPORT # 25-5708

STREET Willow Creek Rd  
X-STREET Green Ln

DATE July 16, 2025  
TIME 9:46 AM  
WEATHER Clear

CITATION ISSUED 0

CITATION DEFINITION

BIKE/PED CITED

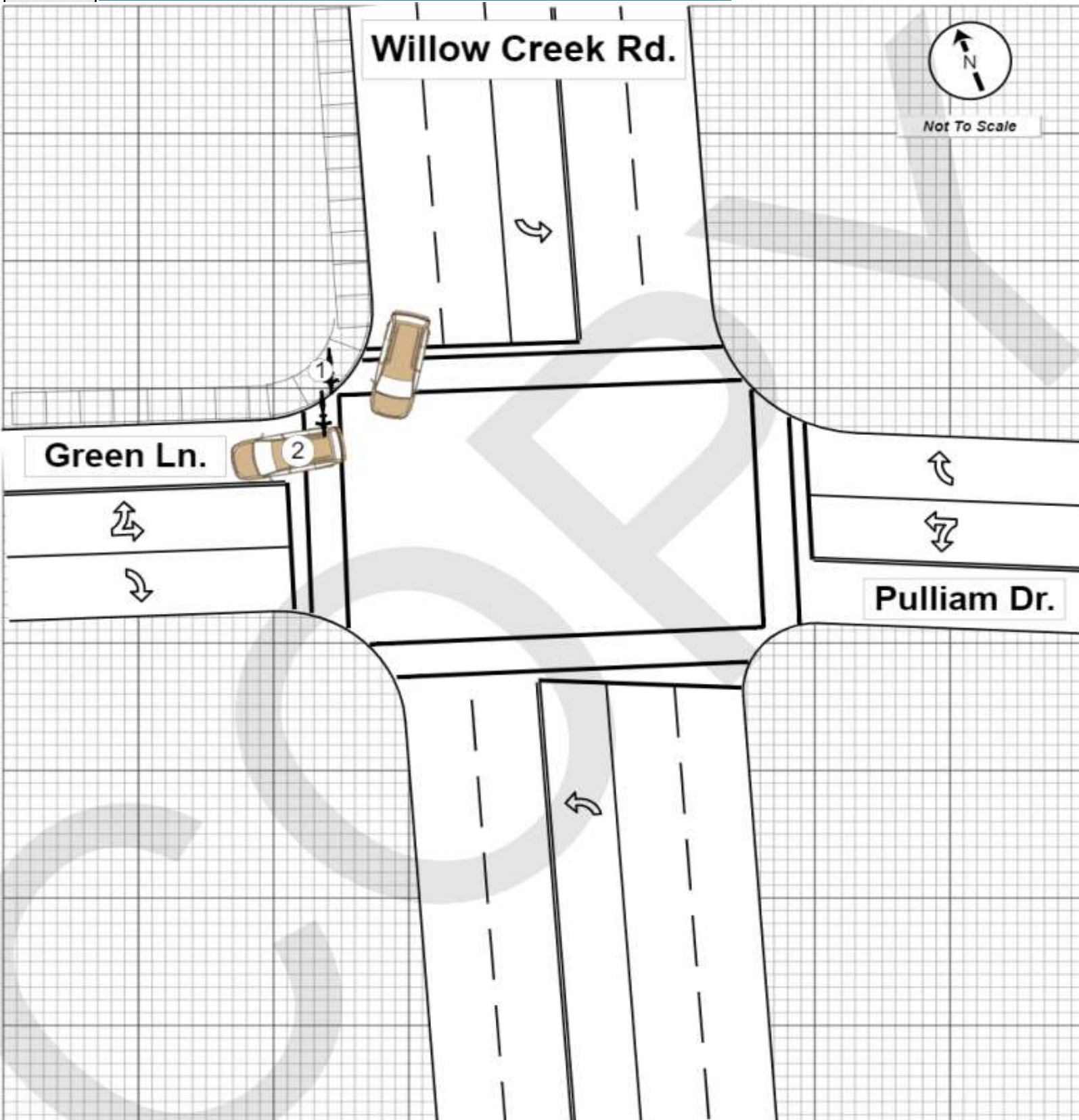
**CRASH SUMMARY**  
Conflicting statements. Cyclist heading southbound on WCR, said they were stopped at on the sidewalk waiting for the WALK sign. Said the light turned green to they began to ride into the sidewalk. As they did, a car turned right in front of them and cyclist collided with the car. Driver said they saw that the red hand was flashing for don't walk sign.

**REASON FOR CRASH**  
Vehicle didn't yield to the cyclist going into the crosswalk.

VEHICLE AT FAULT

Enforcement  
Engineering/Infrastructure  
X Education

REPORT LINK ["O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-5708 BIKE.pdf"](O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-5708 BIKE.pdf)



BIKE/PED CRASH REPORT # 25-5994

STREET Miller Valley Rd  
X-STREET Whipple St

DATE July 25, 2025  
TIME 2:58 PM  
WEATHER Clear

CITATION ISSUED 0

CITATION DEFINITION  
NONE

BIKE/PED CITED

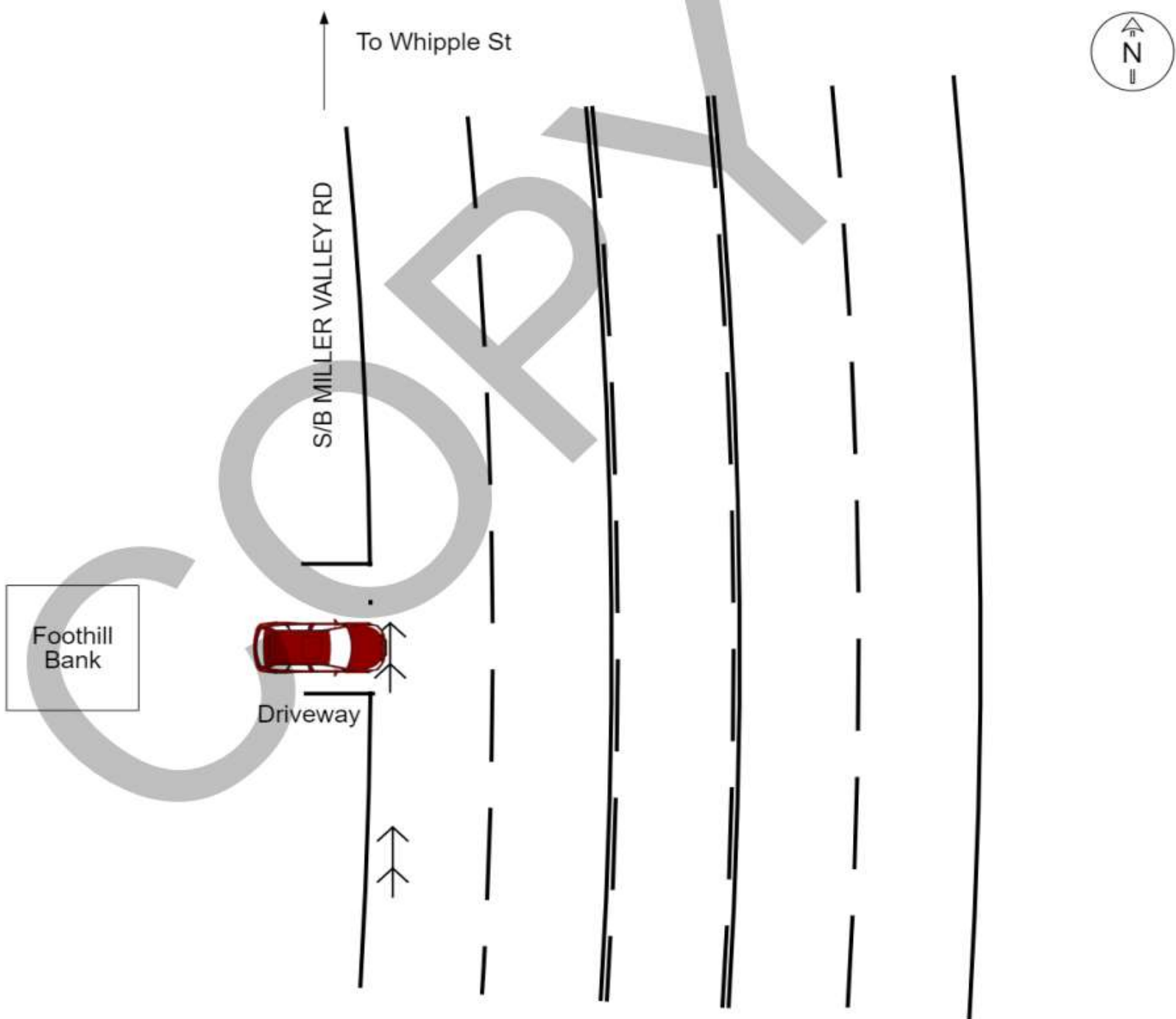
**CRASH SUMMARY**  
Mobility scooter (V1) said they were riding northbound on the west sidewalk of MVR. As he approached a driveway, he saw V2 preparing to exit the driveway. As the V2 exited, they collided with V1. Witness statement said V1 was riding on the street, not the sidewalk. V2 said they did not see V1

**REASON FOR CRASH**  
V1 possibly rode in the road instead of the sidewalk and was not seen by V2.

VEHICLE AT FAULT

Enforcement  
Engineering/Infrastructure  
X Education

REPORT LINK ["O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-5994 PED SCOOTER.pdf"](O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-5994 PED SCOOTER.pdf)



BIKE/PED CRASH REPORT # 25-6609

STREET W. Goodwin St  
X-STREET S McCormick St

DATE August 13, 2025  
TIME 6:08 PM  
WEATHER Clear

CITATION ISSUED 0

CITATION DEFINITION

BIKE/PED CITED

**CRASH SUMMARY**  
Cyclist was riding westbound on W Goodwin. Indicated that shortly after passing S Granite, V1 turned into her will trying ot enter a vacant parking stall. Cyclist indicated that V1 didn't not signal. The cyclist was able to brace themselves on V1 and prevent falling over.

**REASON FOR CRASH**  
V1 turned in front of the cyclist without seeing them on their passenger's side.

VEHICLE AT FAULT X

Enforcement  
Engineering/Infrastructure  
X Education

REPORT LINK ["O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-6609 BIKE.pdf"](O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-6609 BIKE.pdf)



BIKE/PED CRASH REPORT # 25-6825

STREET Willow Creek Rd.  
X-STREET Ainsworth Dr

DATE August 19 2025  
TIME 4:27 PM  
WEATHER Clear

CITATION ISSUED 28-735

CITATION DEFINITION  
When passing a bicycle going in the same direction, a driver must leave a safe distance of at least three feet between the motor vehicle and the bicycle until safely past.

BIKE/PED CITED

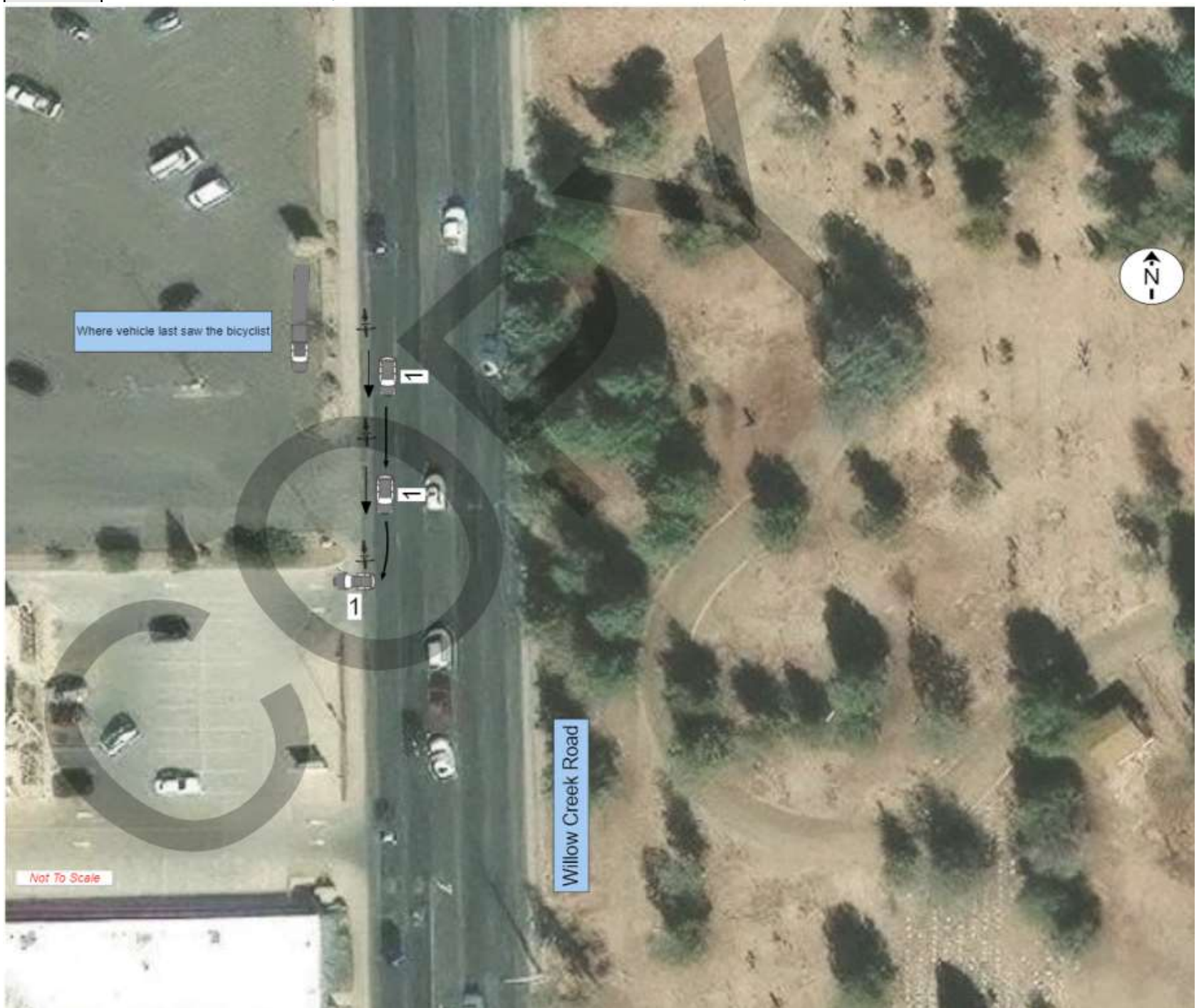
CRASH SUMMARY  
V1 was traveling southbound on Willow Creek Rd. and was turning right into the parking lot of Bank of America. V1 saw the bicyclist in the bike lane and passed it. They began maneuvering their right turn and as they were making their turn V2 collided with the right side of the vehicle. V1 did not allow enough space to maneuver this turn safely.

REASON FOR CRASH  
The driver of V1 did not allow enough space for the maneuver of a safe right turn in front of the bicyclist.

VEHICLE AT FAULT X

Enforcement  
Engineering/Infrastructure  
X Education

REPORT LINK "O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-6825 BIKE.pdf"



#NAME?

BIKE/PED CRASH REPORT # 25-7593

STREET E Gurley St  
X-STREET N Pleasant St.

DATE September 11 2025  
TIME 9:41 AM  
WEATHER Clear

CITATION ISSUED 28-792A

CITATION DEFINITION  
When there are no working traffic signals, a driver must yield the right-of-way (slow or stop) for a pedestrian in a crosswalk on the driver's half of the road or close enough from the opposite half to be in danger

BIKE/PED CITED

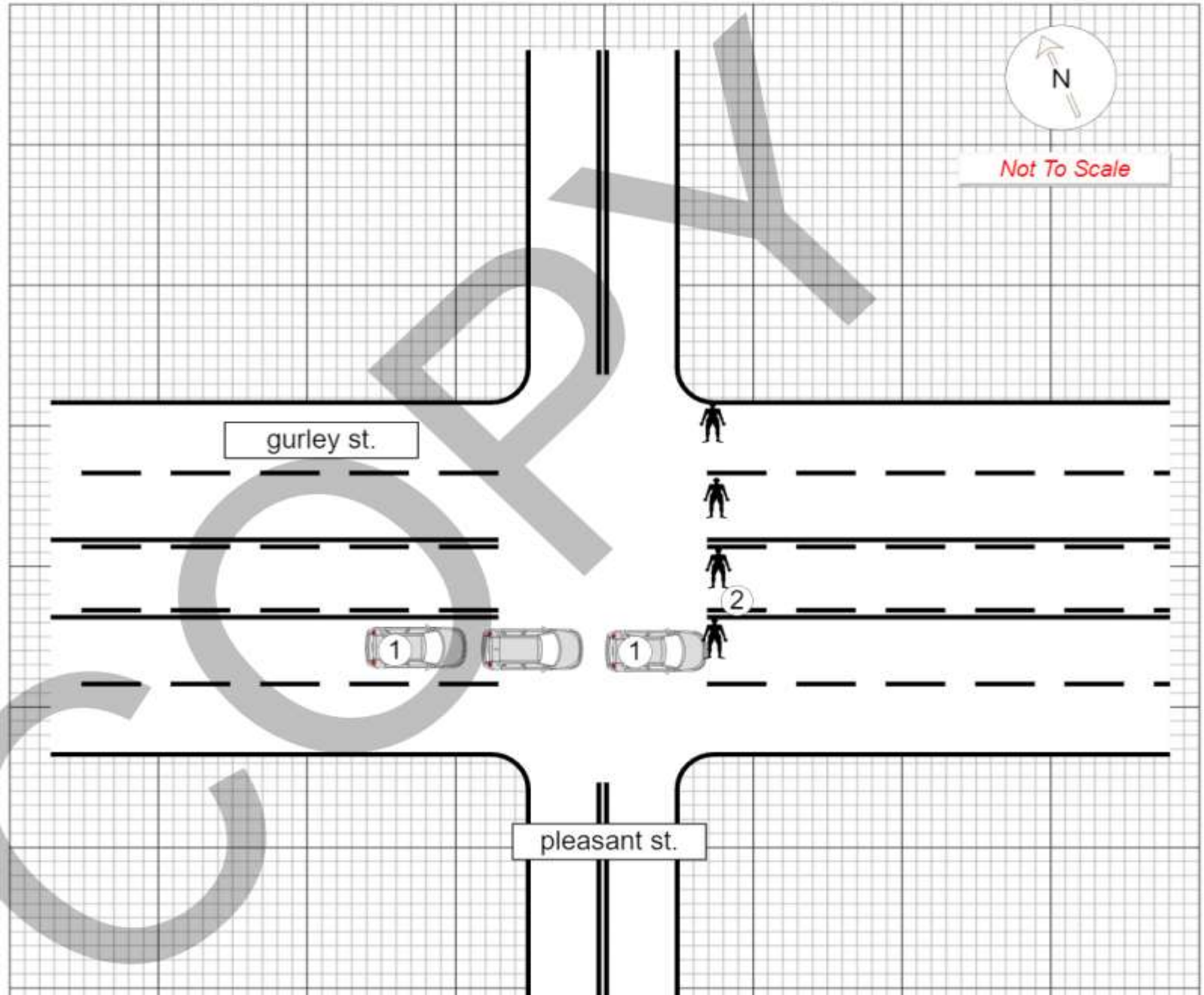
CRASH SUMMARY  
Driver one said she was going east on Gurley St. They were in the inside lane and did not see the pedestrian until she ran into the front fender of her car. The pedestrian said they were crossing the road from the north side to the South side with her husband . The car did not see her and she ran into the side of it as it went by

REASON FOR CRASH  
Driver didn't see the bicyclist and turned in front of them. This was caused by the cyclist riding on the sidewalk and against traffic.

VEHICLE AT FAULT X

Enforcement  
Engineering/Infrastructure  
X Education

REPORT LINK "O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-7593 PED.pdf"



BIKE/PED CRASH REPORT # 25-7640

STREET Miller valley Rd.  
X-STREET Schemmer Dr

DATE August 12 2025  
TIME 3:32 PM  
WEATHER Clear

CITATION ISSUED 28-815A

CITATION DEFINITION  
When you are riding a bicycle on a roadway slower than normal traffic, you must ride "as close as practicable to the right-hand curb or edge of the roadway."

BIKE/PED CITED

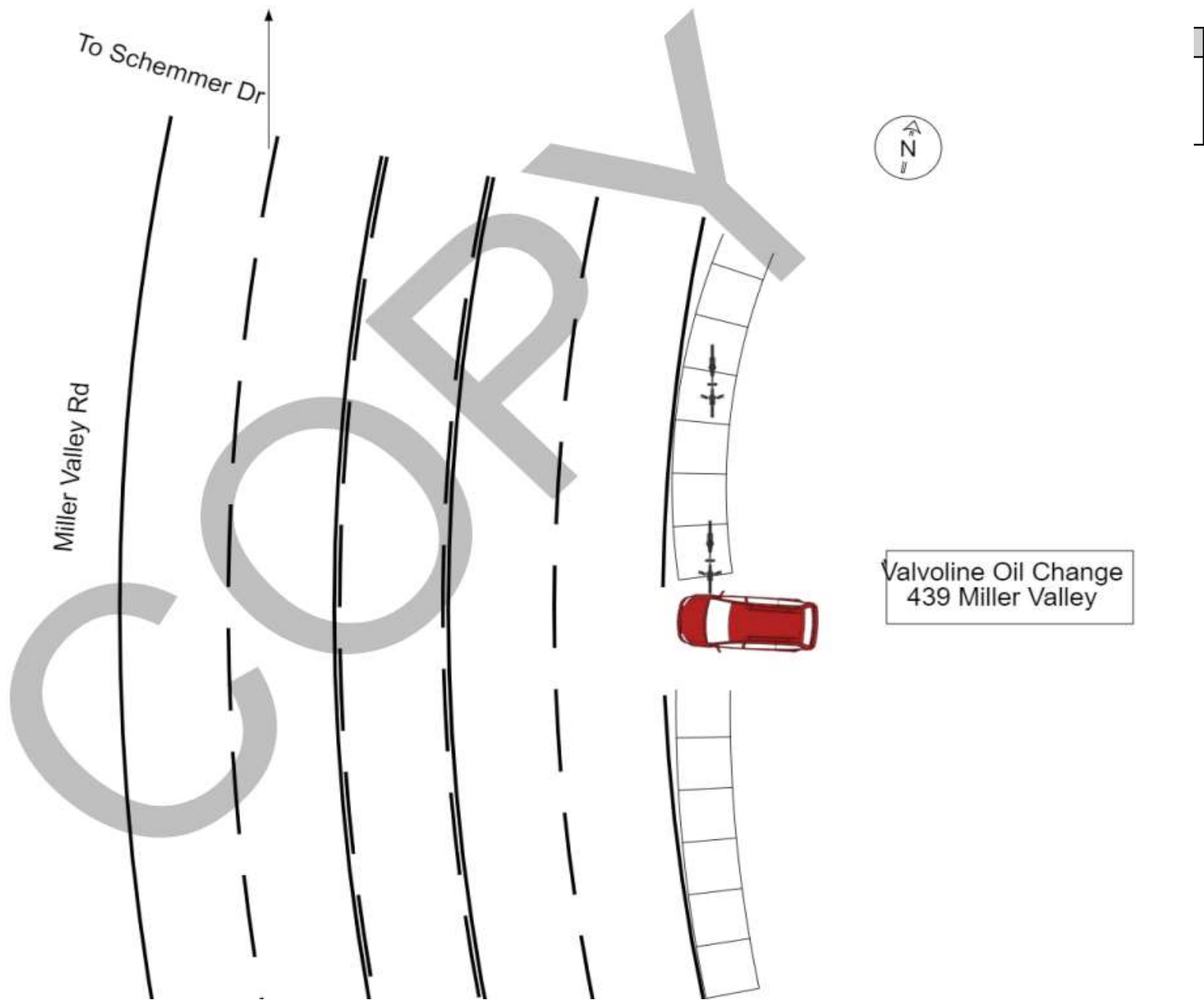
CRASH SUMMARY  
D1, was riding a electric bike was driving South on the east sidewalk of Miller valley Rd. Ryder said that they saw V2 in the parking lot as they approached the driveway and assumed they were going to stop. As they approached V2 began inching out of the driveway. D1 was unable to stop before colliding with the right front fender of V2

REASON FOR CRASH  
D1 was riding along the sidewalk and couldn't stop before colliding with V2

VEHICLE AT FAULT

Enforcement  
Engineering/Infrastructure  
X Education

REPORT LINK ["O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-7640 ELECTRIC BIKE AT FAULT.pdf"](O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-7640 ELECTRIC BIKE AT FAULT.pdf)



BIKE/PED CRASH REPORT # 25-8447

STREET Park Ave.  
X-STREET Hill Ave.

DATE October 6 2025  
TIME 11:38 AM  
WEATHER Clear

CITATION ISSUED 9-1-16E

CITATION DEFINITION  
Use of a scooter. No person upon roller skates or riding in or by means of a coaster shall go upon any roadway except a wall crossing a street on a sidewalk and when so crossing such person shall be walking and be granted all of the rights and shall be subject all of the duties

BIKE/PED CITED X

CRASH SUMMARY  
V1, Electric scooter was writing on the sidewalk traveling northbound on the east side of Park Ave. V2 was making a left turn onto hill Ave. from Park Ave. During the turn V1 collided with the passenger front side of V2

REASON FOR CRASH  
V1, electric scooter rider, did not dismount and walk scooter across intersection.

VEHICLE AT FAULT

Enforcement  
Engineering/Infrastructure  
X Education

REPORT LINK "O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-8447 PED ELECTRIC SCOOTER.pdf"



BIKE/PED CRASH REPORT #	25-9440
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STREET	Willow Creek Rd
X-STREET	Ainsworth Dr

DATE	November 6th 2025
TIME	11:36 AM
WEATHER	Clear

CITATION ISSUED	None
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CITATION DEFINITION

BIKE/PED CITED	
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<b>CRASH SUMMARY</b>
V2 , an electric bike, was traveling South on Willow Creek Rd. in the dedicated bicycle lane. As V2 crossed the driveway to Bank of America, V1 turned left in front of V2. V2 collided with the rear end of V1 causing the bicyclist to fall down. V1 stated that they were waiting to turn left, There was a break in the number one lane traffic and vehicles stopped in the number 2 lane so she could turn as she turned she did not have a clearview of the bicycle lane turning in front of the bicycle

<b>REASON FOR CRASH</b>
V1 was unable to see the bicycle lane and completed their turn without seeing the bicycle in the lane.

VEHICLE AT FAULT	
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	Enforcement
	Engineering/Infrastructure
X	Education

REPORT LINK	<a href="O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-9440 E BIKE.pdf">"O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-9440 E BIKE.pdf"</a>
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# NO DIAGRAM

BIKE/PED CRASH REPORT # 25-2419

STREET N Montezuma St  
X-STREET W Willis St

DATE November 5, 2025  
TIME 5:14 PM  
WEATHER Clear

CITATION ISSUED 0

CITATION DEFINITION

BIKE/PED CITED

CRASH SUMMARY  
Bicyclist admitted he was intoxicated and ran the northbound red light at the intersection of Willis and Montezuma and crashed into the side of V2

REASON FOR CRASH  
Bicyclist ran a red light while intoxicated

VEHICLE AT FAULT

Enforcement  
Engineering/Infrastructure  
X Education

REPORT LINK ["O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-2419 BIKE RAN REDLIGHT & DRINKING.pdf"](O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-2419 BIKE RAN REDLIGHT & DRINKING.pdf)

# NO DIAGRAM

BIKE/PED CRASH REPORT # 25-9949

STREET S Montezuma St.  
X-STREET W Leroux St.

DATE November 21 2025  
TIME 5:46 PM  
WEATHER Clear

CITATION ISSUED NONE

CITATION DEFINITION

BIKE/PED CITED

**CRASH SUMMARY**  
A bicyclist D1 advised that they were riding southbound on the sidewalk that ran parallel with S Montezuma St. As he neared the driveway vehicle 2 pulled out from the parking area. Due to the buildings at the location D1 was unable to see D2 as it began to exit the driveway.

**REASON FOR CRASH**  
The bicyclist was unable to see the vehicle pulling out of the driveway due to buildings obstructing their view

VEHICLE AT FAULT

Enforcement  
Engineering/Infrastructure  
X Education

REPORT LINK ["O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-9949 BIKE.pdf"](O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-9949 BIKE.pdf)



BIKE/PED CRASH REPORT # 25-9950

STREET W Goodwin St.  
X-STREET S McCormick St.

DATE November 21 2025  
TIME 5:40 PM  
WEATHER Clear

CITATION ISSUED 28-754-A

CITATION DEFINITION  
Turn at an intersection, turn into a private road/driveway, leave your direct course, or move right or left on the roadway without first making sure it can be done with reasonable safety

BIKE/PED CITED

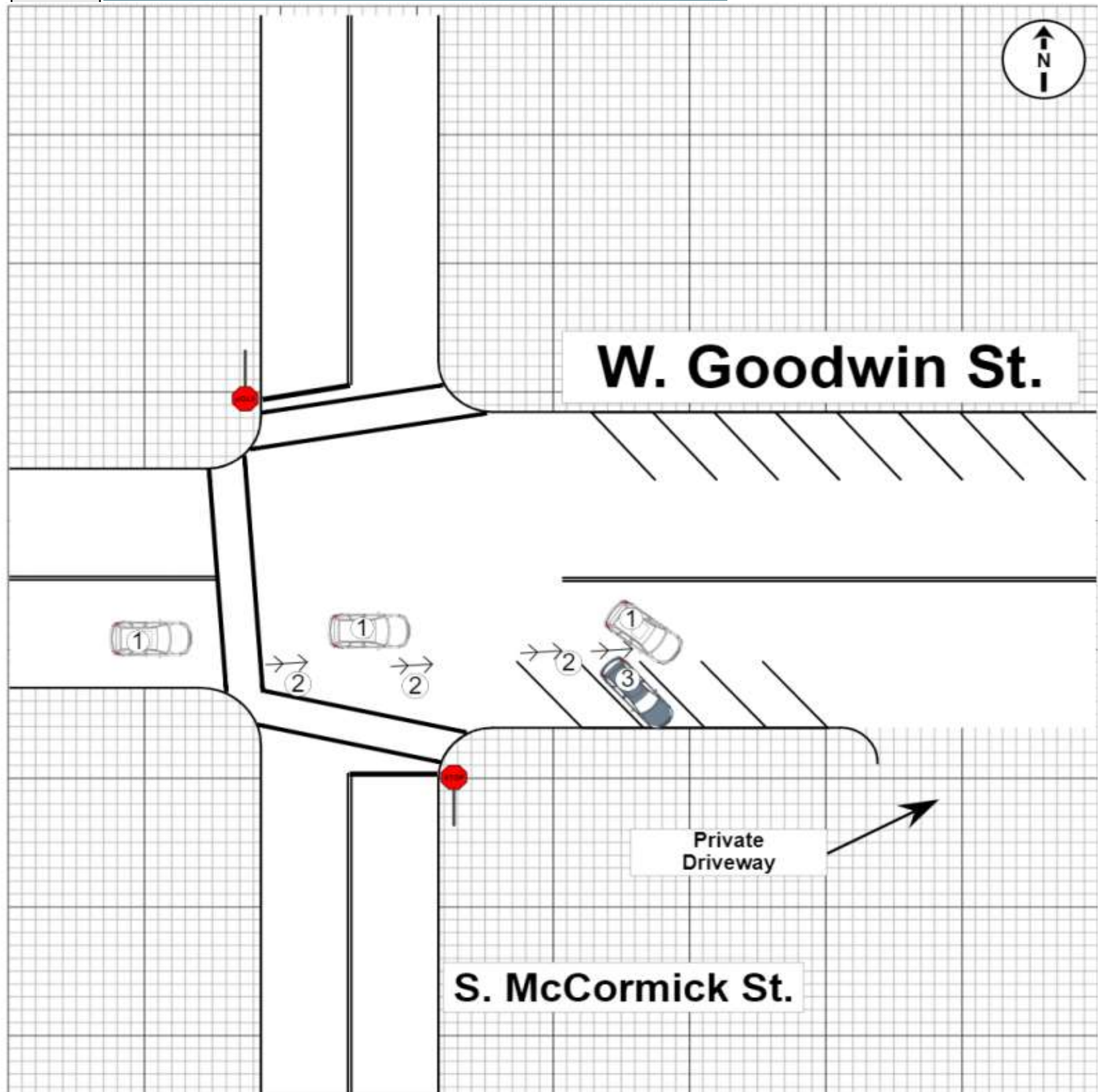
CRASH SUMMARY  
Vehicle #1 indicated they were driving E on Goodwin approaching McCormick. They saw an available parking space and began to pull into the parking space. They were suddenly hit by vehicle two in the passenger side door

REASON FOR CRASH  
Vehicle #1 did not allow enough space for safe turning movement in front of vehicle #2, an electric bike

VEHICLE AT FAULT x

Enforcement  
Engineering/Infrastructure  
X Education

REPORT LINK ["O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-9950 E-BIKE.pdf"](O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-9950 E-BIKE.pdf)



#NAME?

BIKE/PED CRASH REPORT # 25-10008

STREET W Rosser Ln  
X-STREET Laurel Ln

DATE November 24, 2025  
TIME 10:10 AM  
WEATHER Clear

CITATION ISSUED A.R.S. 28-672(A)

CITATION DEFINITION  
Causing serious physical injury or death by a moving violation

BIKE/PED CITED

CRASH SUMMARY  
Vehicle #1 indicated that they were stopped at a stop sign intending to make a left turn onto W Rosser to go east. As they made the movement and turn they struck the pedestrian in the market crosswalk. The pedestrian sustained a broken femur as a result.

REASON FOR CRASH  
Vehicle #1 did not see the pedestrian crossing in a marked crosswalk and struck them.

VEHICLE AT FAULT X

Enforcement  
Engineering/Infrastructure  
X Education

REPORT LINK "O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-10008 PED.pdf"



BIKE/PED CRASH REPORT # 25-10503

STREET Miller Valley Rd  
X-STREET Osburn St

DATE December 9th 2025  
TIME 4:25 PM  
WEATHER Clear

CITATION ISSUED A.R.S. 28-729.1

CITATION DEFINITION  
Unsafe lane change

BIKE/PED CITED

CRASH SUMMARY  
Vehicle one an electric bicycle was traveling northbound on Miller valley Rd. in the number one lane. An uninvolved vehicle in front of them was slowing down. Vehicle number one quickly changed into the number 2 lane without making sure it was clear. Vehicle #1 struck vehicle #2 that was in the number 2 lane

REASON FOR CRASH  
Vehicle #1 Failed to merge safely into the number 2 lane

VEHICLE AT FAULT

Enforcement  
Engineering/Infrastructure  
X Education

REPORT LINK "O:\Collision Files\2025 Reports\Ped And Bike Collision 2025\25-10503 BIKE.pdf"





TO: MAYOR AND CITY COUNCIL  
AGENDA: April 13 Pedestrian Bicycle and Traffic Advisory Committee  
DATE: April 13, 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 (FY26)
- Streetlight LED Upgrade Project – EECBG Grant
- New TA Grant Period Open – SR89 Multi-Use Plan
- NACOG 2027 Regional Priority Project List (RPPL)

### Projects

- Willow Creek Road Middle Section Widening
- SR89 Left Turn Extension

## 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: April 13 Pedestrian Bicycle and Traffic Advisory Committee  
DATE: April 13, 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

This item was discussed during the February meeting. As a reminder, Committee Members typically participate in the City of Prescott's Earth Day event by staffing a Water Smart booth, distributing bicycle and pedestrian materials, and representing the Committee. The Earth Day event is scheduled for Saturday, April 18, 2026, from 9:00 am to 2:00pm.

Additionally, 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 and Bike Month

# Earth Day & Bike Month

Committee reminder...

PBTAC members typically participate 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 a Bike to Work event with the Mayor, promoting bicycling as a healthy and sustainable transportation option.



City of Prescott  
Water  
Conservation



The Earth Day event is scheduled for Saturday, April 18, 2026.

9:00 am - 2:00 pm