



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)

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

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

2/9/06

Date