

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



June 8, 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 **June 8, 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 PUBLIC**
4. **DISCUSSION & ACTION ITEMS**
  - A. Approval of the April 13, 2026 Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.  
**Recommended Action: MOVE to approve the minutes as presented**
  - B. Presentation & Discussion Regarding Review of Committee Mission & Community Engagement Opportunities.
  - C. Presentation & Discussion Regarding Basic Traffic Engineering Principles.
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 Development & Traffic Infrastructure Updates.  
**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 6/4/26 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: June 8 Pedestrian Bicycle and Traffic Advisory Committee  
DATE: June 8, 2026  
DEPT: Public Works  
ITEM #: 4.A  
SUBJECT: Approval of the April 13, 2026 Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.

## ITEM SUMMARY

This item is for the approval of the April 13, 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. April 13, 2026 PBTAC Minutes



# City of Prescott

## Pedestrian, Bicycle, & Traffic Advisory Committee

---

April 13, 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 9:01 a.m.

#### 2. ROLL CALL

Lou Koven, Chair  
David Fero, Vice Chair  
Stacey Brown, Member  
Ken Godbold, Member  
George Hotchkiss, Member  
John Stryker, Member  
(Vacant Seat)

#### 3. OPEN CALL TO THE PUBLIC

Resident McErvin expressed concern regarding traffic safety along Sierry Peaks Drive. She stated that although the posted speed limit is 25 MPH, vehicles frequently travel at much higher speeds. She also stated that there is a lack of sidewalks between her driveway and Shannon Drive and requested consideration of an ADA compliant crosswalk near the corner of Shannon Drive and Sierry Peaks due to limited visibility created by the roadway grade.

Resident Stein shared additional concerns regarding traffic conditions in the Sierry Peaks area. She noted increased traffic volumes due to continued neighborhood growth and stated that the roadway is often used as a shortcut between Iron Springs Road and Gail Gardner Way. Concerns included speeding, limited visibility caused by roadway curves and vegetation, sidewalk placement, restricted ingress and egress due to gated roadway connections, and emergency access in the event of a fire. She requested traffic awareness improvements similar to those implemented along Westridge Drive.

Resident Kline, a business owner on Montezuma Street, "Whiskey Row", expressed concerns regarding drivers failing to yield to pedestrians in the crosswalk near Montezuma Street, between Gurley Street and Goodwin Street. She noted recent incidents involving pedestrians and bicyclists and stated that traffic speeds remain concerning despite recent roadway re-striping. She suggested additional safety measures, such as bollards or flashing lights, be considered to help slow traffic and improve pedestrian safety.

#### 4. DISCUSSION & ACTION ITEMS

- A. Approval of the February 9, 2026 Pedestrian Bicycle & Traffic Advisory Committee Meeting Minutes.

**VICE CHAIR FERRO MOVED TO APPROVE THE FEBRUARY 9, 2026 MEETING MINUTES; SECONDED BY MEMBER BROWN: PASSED (6-0)**

- B. Presentation & Discussion Regarding an Update From Yavapai Plan (YPlan). YPlan Planning Manager Bryn Stotler provided updates regarding several regional transportation and trail planning efforts.

Ms. Stotler shared that a Transportation Alternatives Grant application had been submitted for design and construction associated with the SR89 Deep Well Ranch Roundabout Multi-Use Path connection.

Ongoing Regional Conservation stakeholder discussions related to wildlife corridors and transportation planning have taken place, as well as continued development of the Regional Trails Plan, currently about eight months into the two-year planning process.

Additional updates included upcoming outreach efforts at the Earth Day event and a Transportation Alternatives Grant application submitted by YPlan for additional scoping and design work related to a multi-use path connection along SR69 between Frontier Village and the mall area.

Ms. Stotler also discussed coordination efforts with ADOT regarding pedestrian and bicycle facilities along state route corridors within municipal areas.

Prior to concluding, Ms. Stotler announced her upcoming retirement and thanked the Committee for its continued work and collaboration over the years.

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

- C. Presentation & Discussion Regarding Leroux/Granite Street Parking Area and Traffic Control.

Transportation Manager Ian Mattingly presented proposed parking and traffic control improvements for the Leroux Street and Granite Street area.

Mr. Mattingly explained that the item stemmed from ongoing concerns raised by residents, businesses, and area users related to increased activity, parking demand, pedestrian conflicts, and roadway operations. He added that Leroux Street functions as a collector roadway, carrying approximately 1,500 to 2,000 vehicles per day through the area.

Mr. Mattingly reviewed existing conditions within the area, including:

- 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
- The 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

Mr. Mattingly reviewed proposed improvements intended to:

- 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 vehicle 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

Mr. Mattingly also discussed proposed roadway narrowing using striping and centerline improvements, red curb installation near intersections and hydrants, thermoplastic chevrons and edge line striping, potential future pedestrian refuge enhancements and bollards, and optional crosswalk enhancements, pedestrian signage, and lighting.

Minimum improvements presented included:

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

Member Hotchkiss commented on his appreciation for the proposed improvements and asked about elderly or disabled pedestrian crossing safety.

Mr. Mattingly explained the purpose of the refuge areas, proposed crossing locations, and potential future improvements should additional funding become available.

Member Brown asked how the City became aware of the concerns, whether vegetation impacted visibility in the area, and whether timed parking had been considered.

Mr. Mattingly stated that multiple concerns have been received over the past several years from both residents and business owners.

He added that vegetation was not currently a visibility issue but would continue to require maintenance. Timed parking had not previously been considered but could be evaluated in the future if warranted.

Mr. Mattingly also noted that Lazy G had acquired additional property intended to help supplement parking demand within the area.

Public comment was received from resident Knapp regarding pedestrian and bicycle activity due to nearby schools, apartments, shelters, and commercial uses. He stated that the area is frequently used as an alternative route to Montezuma Street and that safety and connectivity improvements would be beneficial.

**MEMBER BROWN MOVED TO RECOMMEND STAFF PROCEED WITH THE PROPOSED MINIMUM IMPROVEMENTS, CONTINUE MONITORING CONDITIONS THEREAFTER, AND INVESTIGATE OPTIONS TO INCLUDE THE GREENWAY TRAIL; SECONDED BY VICE CHAIR FERRO: PASSED (6-0)**

D. Presentation & Discussion Regarding 2025 Collision Data Review.

Mr. Mattingly presented the City's 2025 collision data review, including overall crash trends, contributing factors, crash locations, and incidents involving pedestrians and bicyclists. Collision statistics were also reviewed, including injuries, fatalities, seasonal trends, age groups associated with at-fault drivers, and collision heat maps identifying high-frequency crash locations.

Mr. Mattingly explained that distracted driving, driver error, and speeding represented significant contributing factors in reported crashes. He also discussed trends involving bicyclists riding against traffic or on sidewalks. While some bicyclists were determined to be at fault in collisions, infrastructure limitations may have contributed to rider behavior.

Prescott Police Department Officer Denmark discussed collision enforcement efforts and use of Flock Safety cameras in assisting with hit-and-run investigations, and improved ability to identify and investigate vehicles involved in collisions.

Committee discussion included roadway striping visibility, protected bicycle facilities, ongoing traffic enforcement efforts, and future opportunities for education and infrastructure improvements.

Public comment was received from resident Knapp regarding bicycle education efforts and the importance of bicyclist behavior within traffic environments. He suggested future public education opportunities related to safe riding practices.

***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 and project updates:

- Prescott Dexter/Near North Business District Vulnerable Road Users Safety Plan Safe

Existing conditions analysis and public outreach portions of the study have been completed. Consultant work has also begun related to identifying priority pedestrian and bicycle corridors and proposed project recommendations. Additional public outreach and presentation of findings are anticipated later in the process.

- Transportation Alternatives (TA) Grant Awards

Updates were provided regarding the Prescott Sidewalk Gap Project and Whetstine Road improvements. Future steps include Council consideration of intergovernmental agreements and consultant selection for project design and implementation.

- SR89 / Deep Well Ranch Area Improvements and Grant Updates

Updates were provided regarding ongoing roadway, signal, and multi-use path improvements associated with the Deep Well Ranch area, including a TA Grant application, roadway widening and signal improvements, and future on-ramp funding discussions through regional priority project coordination.

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

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

Mr. Mattingly discussed upcoming Earth Day and National Bike Month activities, including the Committee's participation in the City's Earth Day event scheduled for April 18, 2026, and the annual Bike to Work event planned in conjunction with National Bike Month activities in May.

Public comment was received from resident Knapp regarding the Bike to Work event, as well as the upcoming Granite Creek Park restoration celebration.

***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 11:00 a.m.

---

LOU KOVEN, Chairman

ATTEST:

---

MARIKAY ANDERSON, Administrative Coordinator

---

Date



TO: MAYOR AND CITY COUNCIL  
AGENDA: June 8 Pedestrian Bicycle and Traffic Advisory Committee  
DATE: June 8, 2026  
DEPT: Public Works  
ITEM #: 4.B  
SUBJECT: Presentation & Discussion Regarding Review of Committee Mission & Community Engagement Opportunities.

## ITEM SUMMARY

This item is for discussion regarding the mission, responsibilities, and advisory role of the Pedestrian, Bicycle & Traffic Advisory Committee, including opportunities for community engagement related to pedestrian, bicycle, and traffic safety topics.

## BACKGROUND

Resolution No. 4407-1616 established the Pedestrian, Bicycle & Traffic Advisory Committee as a standing advisory committee of the City of Prescott. The Resolution was rescinded in February 2026 and replaced with Resolution No. 2026-1970 which outlines the Committee's purpose to provide input and recommendations related to pedestrian, bicycle, and traffic issues affecting the community. Committee members will review the Committee's mission, roles, responsibilities, and opportunities to support community engagement and public participation on transportation-related topics.

## 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. Resolution No. 2026-1970
2. Committee Mission Presentation

**RESOLUTION NO. 2026-1970**

**A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF PRESCOTT, YAVAPAI COUNTY, ARIZONA, RESCINDING RESOLUTION NO. 4407-1616 IN ITS ENTIRETY AND RE-ESTABLISHING A SEVEN (7) MEMBER PEDESTRIAN, BICYCLE & TRAFFIC ADVISORY COMMITTEE AS A STANDING COMMITTEE OF THE CITY OF PRESCOTT**

**RECITALS:**

WHEREAS, Chapter 1-13 of the Prescott City Code authorizes the Mayor and Council to form Standing Committees of the City to act in an advisory role to the Mayor and Council; and,

WHEREAS, the Mayor and Council wish to create a Pedestrian, Bicycle & Traffic Advisory Committee that will convene at least six times yearly to discuss and provide regular input on city plans and projects that will impact pedestrian and bicycle use and to discuss traffic issues in the city; and,

WHEREAS, the establishment of a Pedestrian, Bicycle & Traffic Advisory Committee is in the best interest and promotes the welfare of the citizens of Prescott.

**ENACTMENTS:**

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF PRESCOTT AS FOLLOWS:

Section 1. THAT, City of Prescott Resolution No. 4407-1616 is hereby rescinded in its entirety.

Section 2. THAT, there is hereby formed the Pedestrian, Bicycle & Traffic Advisory Committee (the "PBTAC"), which shall be comprised of seven (7) members that are Prescott residents only. The PBTAC shall function as a standing committee pursuant to Prescott City Code Chapter 1-13.

Section 3. THAT, the role of the PBTAC is to advise the Public Works staff on plans and projects that may impact pedestrian, bicycle and traffic issues by reviewing the list of transportation projects provided to the PBTAC on an annual basis.

Section 4. THAT, the PBTAC may also develop its own proposals for improving safety, accessibility, and connectivity and may identify new funding sources and submit these proposals to the Public Works staff for review and comment.

Section 5. THAT, The PBTAC shall meet a minimum of six (6) times per year.

Section 6. THAT, the PBTAC shall operate in conformance with the policies and procedures for all other City advisory committees.

Section 7. THAT, the City Council shall appoint PBTAC members for three (3) year staggered terms that begin on the first day of April the year of appointment and continue to the last day of March at term completion.

Section 8. THAT, a quorum of four (4) PBTAC voting members shall be required to conduct business before the PBTAC.

Section 9. THAT, the officers of the PBTAC shall include a chair and vice-chair, each of whom shall serve for one (1) year and until his or her successor is elected and qualified. The PBTAC will elect officers annually at their first regularly scheduled meeting after April 1<sup>st</sup>. A majority of the quorum present is sufficient to elect the officers. Upon vacancy in the position of chair, the vice-chair shall succeed as chair until the next annual election for the position. Vacancies for any other position, created by any cause, shall be filled for the unexpired term by a new election.

Section 10. THAT, all meetings of the PBTAC shall be open to the public and members shall comply with Arizona Open Meetings Law.

Section 11. THAT, the PBTAC may establish its own rules of procedure that are not inconsistent with this Resolution or applicable laws.

PASSED AND ADOPTED by the Mayor and Council of the City of Prescott this 10<sup>th</sup> day of February, 2026.

*Cathey Rusing*  
\_\_\_\_\_  
CATHEY RUSING, Mayor

ATTEST:

APPROVED AS TO FORM:

*Sarah M. Thornhill*  
\_\_\_\_\_  
SARAH M. THORNHILL  
City Clerk

*Joseph D. Young*  
\_\_\_\_\_  
JOSEPH D. YOUNG  
City Attorney

CERTIFICATION OF RECORDING OFFICER

STATE OF ARIZONA )  
County of Yavapai ) ss.

I, the undersigned Sarah M. Thornhill, being the duly appointed, qualified City Clerk of the City of Prescott, Yavapai County, Arizona, certify that the foregoing Resolution No. 2026-1970 is a true, correct and accurate copy of Resolution No. 2026-1970 passed and adopted at a Voting Meeting of the Council of the City of Prescott, Yavapai County, Arizona, held on the 10<sup>th</sup> day of February 2026, at which a quorum was present and, by a 6-0 vote, six voted in favor of said resolution.

Given under my hand and sealed this 18<sup>th</sup> day of February, 2026.



Sarah M. Thornhill  
City Clerk

# Pedestrian, Bicycle & Traffic Advisory Committee

*Committee Mission, Roles & Community Engagement Discussion*



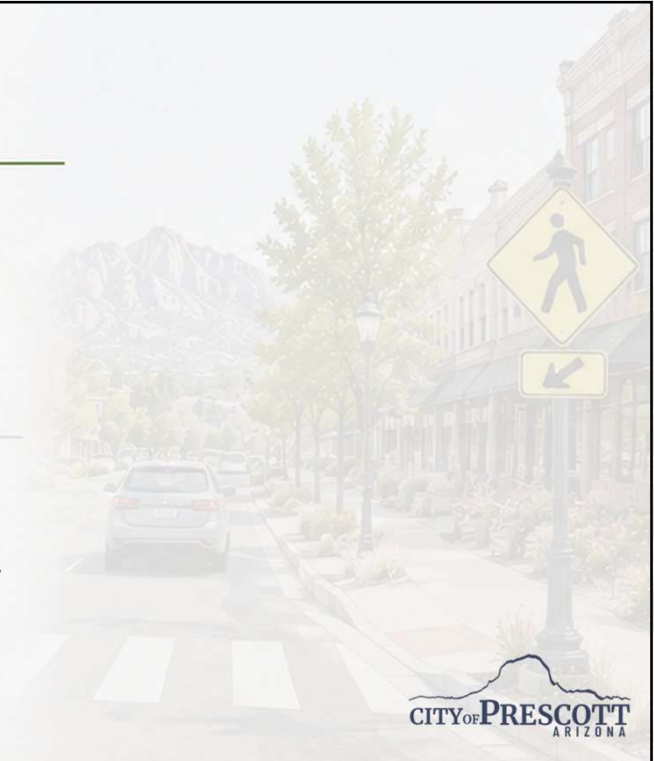
## OUR MISSION



Provide input and recommendations on pedestrian, bicycle, and transportation issues.



Support a safe, accessible, and connected community for all.



# OUR ROLE



Review plans and projects that may impact road users.



Help develop ideas and recommendations to improve safety, access, and connectivity.



Consider community concerns and transportation-related issues.



Provide recommendations to Public Works and City Council.



Report annually on committee activities.



# COMMUNITY ENGAGEMENT



Gather public input and ideas.



Listen to neighborhood and community concerns.



Share information and seek feedback on projects and issues.



Promote education and awareness.



Encourage participation in transportation conversations.



# DISCUSSION

---



What topics are most important to our community?

---



How can we best engage and communicate with citizens?

---



What opportunities should we explore moving forward?





TO: MAYOR AND CITY COUNCIL  
AGENDA: June 8 Pedestrian Bicycle and Traffic Advisory Committee  
DATE: June 8, 2026  
DEPT: Public Works  
ITEM #: 4.C  
SUBJECT: Presentation & Discussion Regarding Basic Traffic Engineering Principles.

## ITEM SUMMARY

This item is for presentation and discussion regarding basic traffic engineering principles and processes used to evaluate roadway operations and traffic safety throughout the City.

## BACKGROUND

Staff will provide an overview of basic traffic engineering concepts, including traffic-calming, roadway operations, traffic studies, and considerations related to pedestrian, bicycle, and vehicle safety. The presentation is intended to provide background and context for future transportation-related topics and recommendations.

## 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. Basic Traffic Engineering Principles Presentation

# Basic Traffic Engineering Principles

PBTAC

June 8<sup>th</sup>, 2026



# Basic Traffic Engineering Principles

Overview of basic traffic engineering concepts including traffic calming, roadway operations, traffic studies, and considerations related to pedestrian, bicycle and vehicle safety. It is intended to provide background and context for future transportation topics and recommendations.



Adapted from photo by Lee Rodegerdts (used with permission)

# Outline:

- General Terminology
  - Guidance Documents
  - Traffic Circulation
  - Travel Demand
  - Capacity
  - Level of Service
  - Traffic volumes
  - Functional Street Classification
- Traffic Management
  - Traffic Calming
  - Speed Limits
  - Access Management
- Design Considerations
  - Roadway Network
  - Typical sections
  - Intersection Controls
  - Traffic Signals
  - Bike and pedestrian facilities
  - Sight Distance
- Traffic Safety
  - Crash Mitigation



# General Terminology

## - Guidance Provided by:

- Manual on Uniform Traffic Control Devices (MUTCD) (FHWA)
  - a. Striping and Signing guidelines
  - b. Traffic Signal Warrants
- A.R.S. Chapter 28 (Arizona)
- City Code Chapter 9 (Traffic)
- Traffic Calming Policy (Council)
- Prescott Street Classification Map/List (Council)
- General Engineering Standards (Council)
- PBTAC – Standing Committee (Council)

# General Terminology

## - Traffic Circulation

- Traffic Circulation refers to the movement of people ,goods and services within a community and throughout the immediate region using the roadway network. All ground transportation modes are included. (Bike, pedestrian, transit, etc.)
- The Circulation Element of the General Plan sets forth goals and strategies to ensure that traffic circulation is efficient within the community and throughout the immediate region.
- Prescott strives to have a well planned local and regional road network which can provide improved mobility opportunities for all residents, both within the City and throughout the region.
- To achieve this the plan should include regional and local road networks in coordination with neighboring jurisdictions, integrated land-use, transportation and capitol improvement planning.

# General Terminology

## - Travel Demand

- Travel demand is the demand required by roadway users to access the transportation network for the purpose of travelling between various origin and destination points.
- Travel demand is generated by activity – people going places for work, shopping, recreation, and other purposes.
- The process of estimating and assigning demand is the subject of transportation planning.
- This is either done through basic assumption methods used in most Traffic Impact Analysis (TIAs) or computerized traffic models used in most long-range transportation plans (TransCAD).
- Travel demand is influenced by how planners strategically place trip generation centers in relationship to each other and what roadway network is available.

# General Terminology

## - Capacity

- Capacity is the maximum rate of flow which a facility can accommodate.
- It is typically used to define the rate of flow per peak hour or other short peak period (15 min.) per lane.
- Typically, a maximum capacity of 1900 vehicles per lane per hour is used.

# General Terminology

## - Capacity

- The capacity of a roadway facility is important but operating conditions at capacity are usually poor because this is the maximum number of cars that can travel the road per hour.
- This is at speeds and spacing that are not desirable :low speed and close spacing = congested condition.
- Capacity can also be used in terms of the total capacity of a roadway.
- This leads to a concept called Level of Service (LOS).







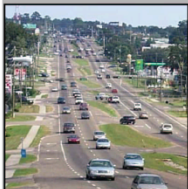





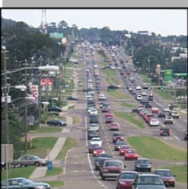



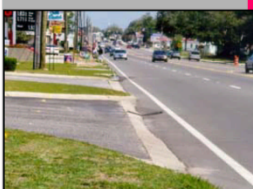
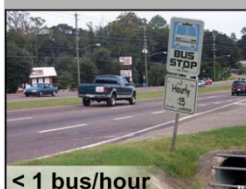




# General Terminology

## - Level of Service (LOS)

- Is a letter designation that describes (ranks) a range of operating conditions on a particular type of facility.
- Six levels of service are defined for capacity analysis using an A to F scale:
  - A = Free flow
  - B = Reasonably free flow
  - C = Stable flow
  - D = Approaching unstable flow
  - E = Unstable flow
  - F = Forced or breakdown flow
- LOS is typically used to describe roadway capacity and intersection operation.

# General Terminology

## - Level of Service (LOS)

Level of Service	Automobile	Bicycle	Pedestrian	Bus
A/B	  			 <p>&gt;4 buses/hour</p>
C/D	  			 <p>2 to 4 buses/hour</p>
E/F	  			 <p>≤ 1 bus/hour</p>
				

# General Terminology

## - Traffic Volumes

- Traffic volume is defined as the number of vehicles that pass a point on a highway, or a given lane or direction of a highway, during a specified time interval.
- A common time interval is a day (24 Hour) and is used as the basis for roadway planning and general observation of trends.
- Average Daily Traffic (ADT) is the term used to describe the amount of daily traffic, averaged over some period less than a year, at a given location.
- 24 Hour Volumes (ADT) are typically collected during the middle of a weekday (Tuesday through Thursday) to best represent normal traffic patterns and avoid variations caused by the weekend.
- Peak hour volumes are also very useful and represent the one-hour period in the morning (AM) and afternoon (PM) in which traffic is heaviest. (The hour can be split across any four (4) fifteen (15) minute periods.)
- Peak hour volume is often used as the basis for LOS ratings.

# General Terminology

## - Functional Roadway Classification

- Functional classification is a method of classifying roads by the service they provide as part of the overall highway system.
- Functional classification defines the nature of travel within a network in a logical and efficient manner by defining the part that any particular road or street should play in serving the flow of trips through the entire highway network.
- Prescott uses six functional classifications for its roadway network.

# General Terminology

## - Functional Roadway Classification

- Major Arterial (7-lane) – facilitate relatively long trip lengths at high (45 MPH) operating speeds with limited access to adjacent properties. Major arterials serve major centers of activity in urban areas and have the highest traffic volume corridors. These streets are often major gateways to the community. *Ex. Include State Route 69.*
- Minor Arterial (5-lane) – provide somewhat shorter trip lengths than major arterials, interconnected with and augment major arterial routes at moderate (35-40 MPH) operating speeds, and allow somewhat greater access to adjacent properties than major arterials. *Ex. Include Montezuma Street and Willow Creek Road.*
- Commercial/Industrial Collector – collect, distribute, and provide direct access to commercial and industrial properties. Provide direct access to commercial properties. The commercial/industrial collector street usually has lower volumes, moderate speeds (30-35 MPH), trip lengths and minimal through traffic, but may experience a proportionally high percentage of truck traffic. *Ex. Corsair Avenue and Centerpoint East Drive.*

# General Terminology

## - Functional Roadway Classification

- Residential Collector – collect and distribute moderate amounts of traffic between arterials and local streets at relatively low (25-30 MPH) operating speeds with greater accessibility than major collectors. *Ex. Include Haisley Road and Bradshaw Drive.*
- Local Residential – provide direct access to abutting properties. Local residential streets possess relatively low volumes, operating speeds (25 MPH), trip lengths and minimal through traffic movements. Local streets shall be arranged as to discourage their use by traffic originating outside the immediate area.
- Rural Local Residential – provide direct access to rural abutting properties. Shares many of the properties of local residential streets, but allows a rural option without curb and gutter and sidewalk.

# Traffic Management

## - Traffic Calming

- Traffic Calming is a combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users (Source: Institute of transportation Engineers, and the adopted definition of the Council Traffic Calming Policy)
- Traditionally traffic calming has been done as a reactive improvement to correct a traffic issue (speeding, cut-through traffic, pedestrian and/or bike safety). Examples:
  - Rosser Street : Eagle Ridge subdivision medians
  - Schemmer Drive: speed humps
  - Aubrey Drive: half closure
- Move toward having traffic calming included in the design phase of roadway improvement projects. Examples:
  - Rosser Street – Cliff Rose speed signs, pavement treatments
  - Idyllwild: Speed humps

# Traffic Management

## - Traffic Calming

### Traffic Calming Policy & Procedures:

- Originally implemented in 2004 and updated in 2010 and 2019.
- Establishes City Council policy and uniform procedures for evaluating and implementing traffic calming measures.
- Provides a process for neighborhoods to request traffic calming measures intended to reduce speeds, discourage cut-through traffic, improve safety, and preserve neighborhood quality of life.
- Measures are applied selectively based on roadway function, emergency response considerations, field conditions, and the intended objective of the measure (speed or volume reduction).
- City staff administers the program, works with neighborhoods to develop reasonable solutions, complete petition forms, conduct studies and coordinates implementation efforts.

# Traffic Management

## - Traffic Calming

### Traffic Calming Policy & Procedures:

- City Council provides final approval for major traffic calming installations and related funding decisions.
- Traffic calming requests must meet minimum eligibility thresholds for speeding and/or cut-through traffic volumes before physical traffic calming measures are considered for installation under the policy.
  - Speed Measures : 85<sup>th</sup> % Speeds = or < 7 MPH over posted speed
  - Volume Measures: 700 vehicles per day and 25% cut-through traffic on a residential street.
- Recent trend to provide alternative measures using striping and signing on roadways not able to implement more aggressive vertical measures (speed humps, etc.).

# Traffic Management

## - Speed Limits

- Speed limits in Prescott are set based on one or more of the following methods:
  - Prima Facie speeds as defined in Arizona Revised Statutes
  - Design Speed of the roadway
  - 85<sup>th</sup> percentile speed
  
- Speed zone limits should be set to ensure that to the extent possible the highest percentage of motorists possible are driving within a ten mile per hour pace to avoid large speed differentials.
  
- Prima Facie speeds
  - 15 MPH in alleyways and school zones and 25 MPH in residential areas
  - Basic speed limit used in most areas

# Traffic Management

## - Speed Limits

- Design speed
  - Maximum safe speed that can be maintained over a specified section of highway when conditions are so favorable that the design features (geometric elements) of the highway govern.
  - Used as the maximum possible speed posting on roadways when engineering study or prima facie speeds do not regulate
  - Collector roadways and greater street classification
- 85<sup>th</sup> percentile speed
  - Speed at below which 85% of the motorists travel.
  - Used as a basis for posting when design speed and prima facie does not limit



# Traffic Management

## - Speed Limits

### Arterial Speed Zoning Policy

- Adopted to ensure that posted speed zones on the Arterial street system are the result of proper traffic engineering analyses.
- Establishes uniform guidelines for conducting the traffic analyses and posting the speed zone limits.
- City Traffic Engineer is authorized to modify speed limits on City streets.
- City Council is notified of all proposed speed changes and can place the item on a Council meeting agenda if further discussion is desired.
- Fundamental Speed Zone Concepts
  - Speed limits should be posted no lower than five MPH of the 85<sup>th</sup> percentile speed
  - Artificially low speed limits are generally ignored by a majority of motorists
  - Special conditions shall not be the basis for an entire speed zone posting.

# Traffic Management

## - Access Management

- Access management, when used in traffic engineering, generally refers to the regulation of interchanges, intersections, driveways and median openings to a roadway.
- Particularly important for major roadways intended to provide efficient service to through-traffic movements.
- Objectives:
  - Enables, maintains and improves access to land uses (business, commercial and residential).
  - Maintain Roadway Safety.
  - Maintain (preserve and protect) mobility for the economic and social well being of the community.
  - Discourages congested development that diminishes property values and degrades quality of life.
  - Compatible with Public health and safety (emergency access).
  - Prolong the service life of roadway facilities thereby reducing public costs.

# Traffic Management

## - Access Management

- Accomplished by:
  - Location of intersections, driveways and median openings
  - Spacing of intersections and driveways
  - Design of new facilities, through implementation of spacing requirements, median installations and limiting direct access.
  
- Failure to effectively manage access can lead to:
  - Crashes
  - Reduced operating speed
  - Reduced traffic capacity
  - Unsightly commercial strip development
  - Proliferation of poorly located, inadequately designed, and closely spaced driveways, intersections, and traffic signals
  - Degradation of scenic landscapes
  - Increased cut-through traffic in residential areas
  - Increased vehicle fuel consumption and emissions

# Traffic Management

## - Access Management

- Prescott currently uses curb cut separation distances by street classification to control access on its roadway network as defined in the Land Development Code.
- Arterials and higher-level controlled access facilities are primarily addressed with other roadways left to engineering judgment.
- An attempt to provide increased direction to Engineers and Designers has been provided in the General Engineering Standards (GES)
- Key changes include a defined number of driveways allowed by classification and frontage length

# Design Considerations

## - Roadway Network

- Roadway Network: is the system of interconnecting streets and highways either publicly or privately owned that is open to the public for the purpose of travel.
- Typically paved, however many streets within Prescott are still unpaved.
- Planning process for creating an effective and efficient roadway network:
  - Adopting a realistic land use plan which considers centers of employment, residential and commercial development.
  - Understanding the travel demand created by these decisions
  - Determining the trip generation of the uses and the resultant traffic volumes
  - Determining the capacity needs of the system and how many lanes are needed.

# Design Considerations

## - Roadway Network

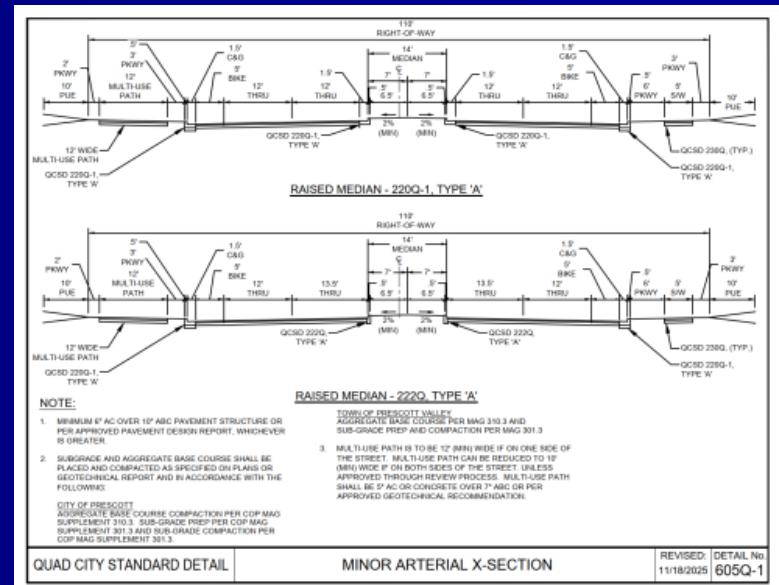
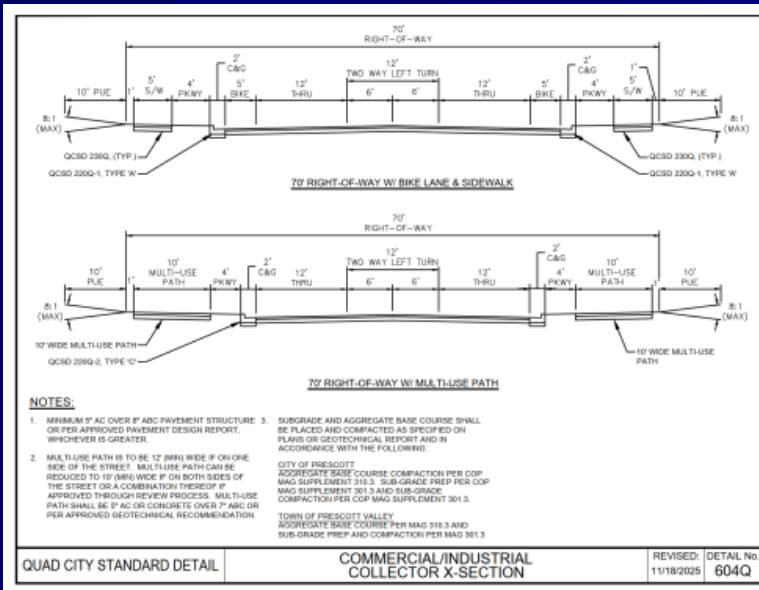
- Typically done through long range planning studies and local area plans and studies that recommend new infrastructure and/or improvements.
  - CYMPO 2050 Transportation Plan
  - Sundog Connector Study
- Implications of building the system:
  - Can the improvements be funded? Public or Development Driven
  - Timeframe for implementation
- Widening project examples:
  - Willow Creek Road – Deep Well area
  - Williamson Valley Road -
  - SR89 in the Dells (Not desired at this time)
- New and relocated facilities examples:
  - Phippen Trail connection to Granite Dells Parkway
  - Dells Ranch Road connection to P.V.
  - Sundog Connector (Not desired at this time)

# Design Considerations

## - Typical Sections

- Eleven (11) roadway typical sections are used in Prescott.
- Each Roadway Classification has a one or more typical sections with variations due to bike lanes, parking and medians.
- Roadways vary in width and right of way from 28' (50') to 92' (120').
- Applicable to new development.
- Improvement projects on existing roadways typically cannot accommodate the new sections due to:
  - Limited right-of-way
  - Topography
  - Limited funding

# Design Considerations - Typical Sections



# Design Considerations

## - Intersection Controls

- Intersection Controls and the decision of when and where they should be used are critical to the successful operation of the transportation network.
- Designed to assign right-of-way at intersecting roads and not for other purposes.
- Several options exist for controlling traffic at intersections:
  - No control and Yield Signs
  - Stop Signs
  - Traffic Signals
  - Roundabouts
- Installation Warrants and engineering judgment determine when each type of device should be used and is specified in the Manual of Uniform Traffic Control Devices (MUTCD).
- A decision to install intersection controls apart from meeting these warrants is not recommended and can lead to negative effects.

# Design Considerations

## - Intersection Controls

- Two highest levels of control are traffic signals and roundabouts.
- They are interchangeable and the use of one over the other is not always clearly evident.
- Guidance is provided in the General Engineering Standards (GESs) on choosing one over the other when a location meets the warrants for a traffic signal installation.
- Roundabouts shall be considered the most appropriate form of control at any intersection if three general questions can be answered positively.
  - Will a roundabout be expected to perform better than other alternative control modes by:
    - Reducing delay, or
    - Increasing capacity, or
    - Reducing queue lengths, or
    - Solve some other operational problem?
  - Will a roundabout provide improved safety over other alternative control devices?
  - Will a roundabout be expected to provide improved operational characteristics over other alternative control devices?
- Once it is determined a roundabout is the most appropriate form of control based on the operational criteria; the final stage is to compare the construction cost, life-cycle cost, right-of-way considerations, “reserve capacity” (the ability to accommodate traffic growth), and constructability. If no clear disadvantage is evident with the roundabout then it shall be moved forward as the preferred traffic control device.

# Design Considerations

## - Traffic Signals

- 57 City owned Traffic Signals
  - Majority now coordinated
  - Favor mainline operation
  - Video detection replacing all in ground loops
- Three (3) existing interconnect systems – radio communication, timing plans for AM, PM and off-peak times, favor mainline operation/flow
  - WCR/MVR/Grove Ave.
  - ISR/Whipple/Montezuma
  - SR89/PLP



# Design Considerations

## Traffic Signals

### Efficiency measures in use

- Right turn overlaps
- Permissive and protected/perm. lefts
- Favor main line movements
- Time of Day (TOD) timing patterns

### Challenges to overcome

- No grid system, uneven blocks & close intersection spacing
- Uneven volumes and demand from side streets
- Side street and Left turn green time impacts
- Communication between signals



# Design Considerations

## - Bike & Pedestrian Facilities

- Bike & Pedestrian Facilities are provided on new roadways to promote and enhance multi-modal transportation.
- Facilities consist mainly of:
  - Striped Bike Lanes
  - Signed Bike routes
  - Sidewalks
  - Multi-use paths
- Pedestrian use is very high in the downtown district, lower in outlying areas
- Bicycling is becoming increasingly popular with a large recreational trail network and several high-profile special events.
- Prescott's adopted street typical sections include sidewalk(s) and many include striped bike lanes and multi-use paths.
- Consistent with adopted plans
  - 2014 Bicycle and pedestrian Master Plan Update (Needs update)
  - General Plan – Circulation element (existing)

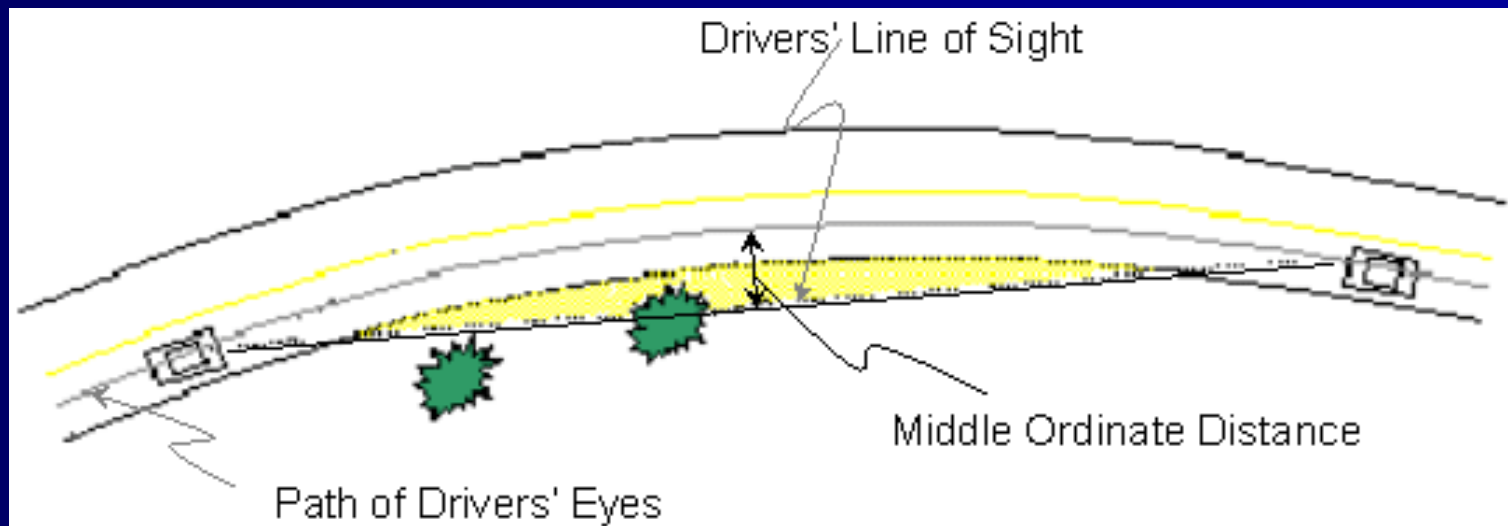
# Design Considerations

## - Sight Distance

- Sight Distance is how far a road user (usually a vehicle driver) can see before the line of sight is blocked by an obstacle or the vertical curvature (crest) of the roadway.
- Sight Distance is an important design consideration to ensure that new facilities are safe.
- Roadway Design shall consider sight distance for both the roadway and its intersections by using proper horizontal and vertical curvature and eliminating roadside obstructions.
- The distances required are based primarily on vehicle speed, with longer distances required with higher speeds.
- Insufficient sight distance can have implications for the safety and operation of a roadway or intersection.

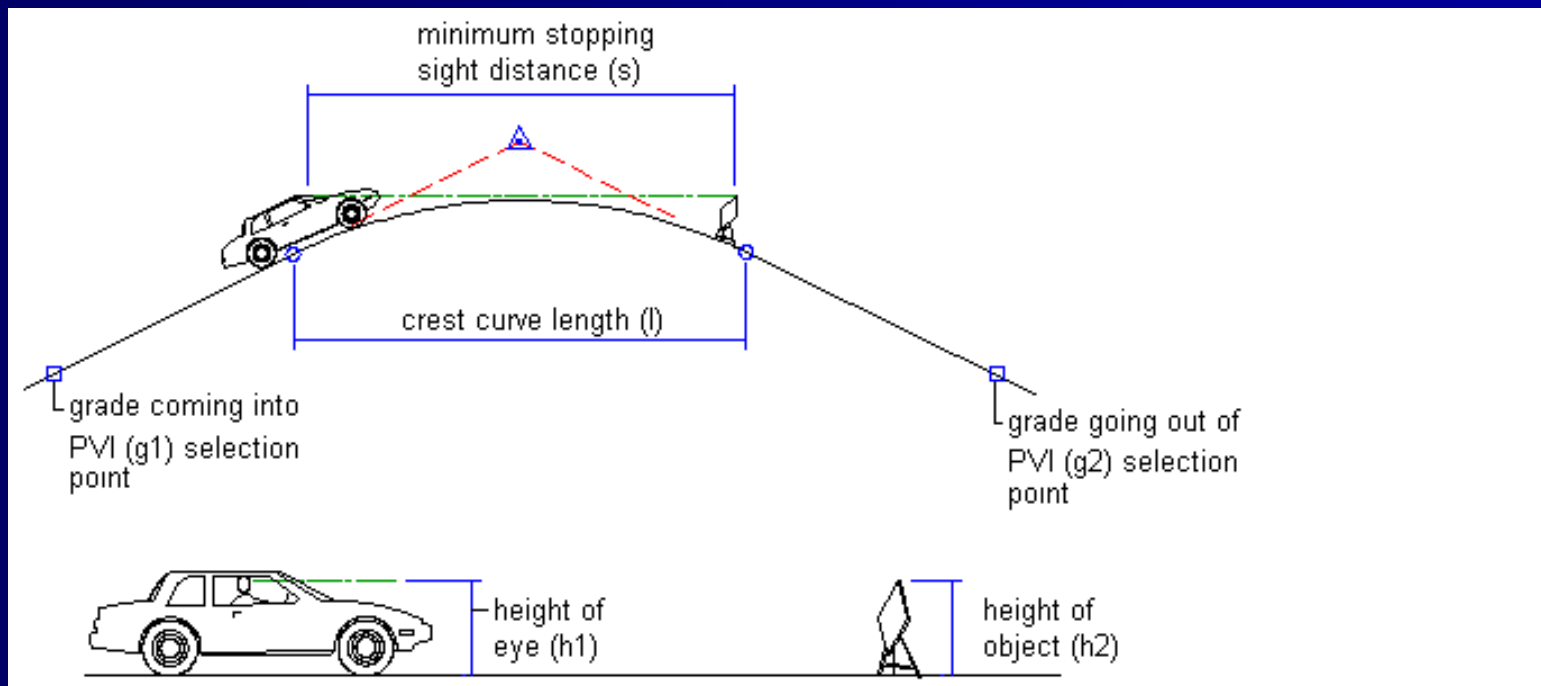
# Design Considerations - Sight Distance

- Sight Distance and horizontal curves



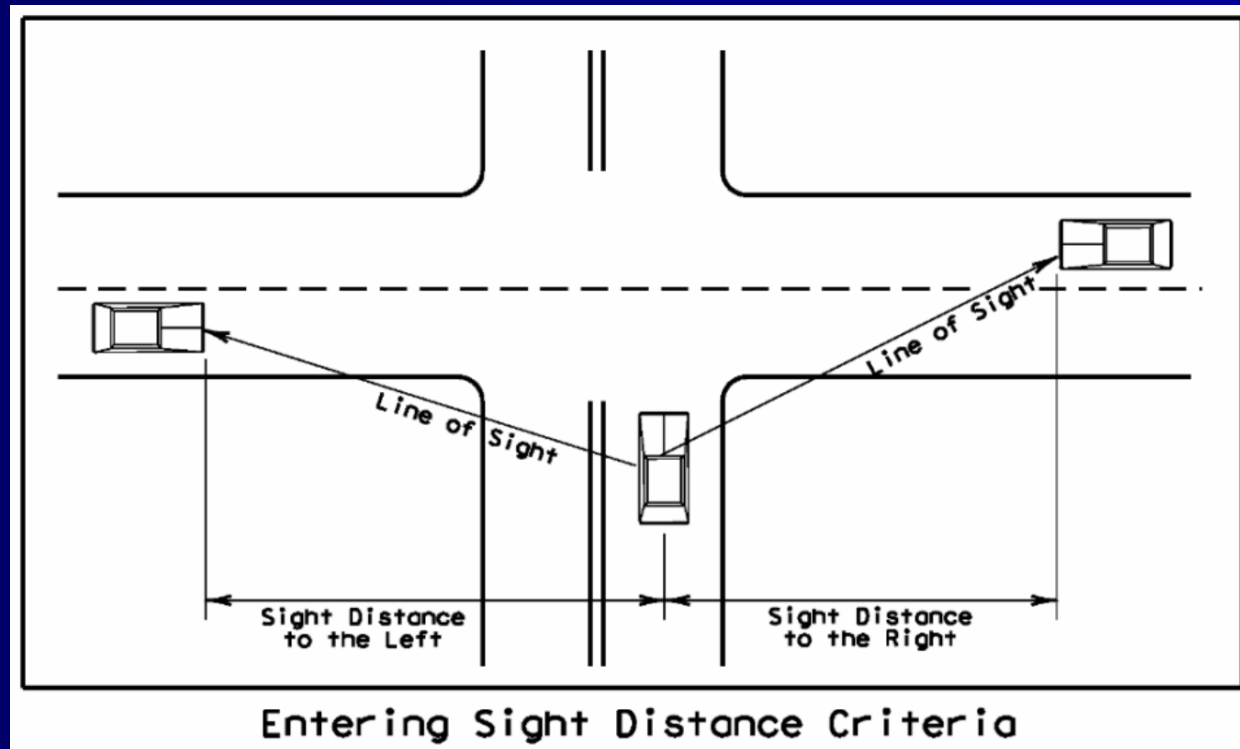
# Design Considerations - Sight Distance

- Sight Distance and vertical curves



# Design Considerations - Sight Distance

- Sight Distance and intersection and driveways



# Traffic Safety

## - Crash Mitigation

- Prescott experienced approximately 1041 crashes in 2025 Citywide.
- Crash Mitigation is a primary goal of the City to improve roadway safety.
- Accomplished through:
  - Monitoring crash statistics by Police and Engineering to identify problem areas and trends.
  - Maintain a comprehensive crash data base.
  - Conducting an Annual report including the top ten collision intersections with statistics on type of crash, day of the week, time of day, cause, etc.
  - Directing focused enforcement toward problem areas (heat maps).
  - Implementing engineering solutions when possible.
  - Educating the public on safe driving.

# Basic Traffic Engineering Principles

PBTAC

June 8<sup>th</sup> , 2026





TO: MAYOR AND CITY COUNCIL  
AGENDA: June 8 Pedestrian Bicycle and Traffic Advisory Committee  
DATE: June 8, 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)
- Streetlight LED Upgrade Project - EECBG Grant

### 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: June 8 Pedestrian Bicycle and Traffic Advisory Committee  
DATE: June 8, 2026  
DEPT: Public Works  
ITEM #: 5.B  
SUBJECT: Presentation & Discussion Regarding Development & Traffic Infrastructure Updates.

## ITEM SUMMARY

This item will provide an opportunity for staff to update the Committee on current development activity, planned projects, transportation improvements, and/or related impacts on pedestrian, bicycle, and traffic operations.

## BACKGROUND

Development & Traffic Infrastructure Updates:

- Whispering Rock Development

## 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