

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



August 10, 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 **August 10, 2026**. Notice of this meeting is given pursuant to Arizona Revised Statutes, Section 38-431.02.

1. CALL TO ORDER

2. ROLL CALL

3. MEMBER RECOGNITION

A. Recognition of Newly Appointed Committee Member Jacob Robinson.

4. OPEN CALL TO PUBLIC

5. DISCUSSION & ACTION ITEMS

A. Approval of the June 8, 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 Mount Vernon Road Safety Assessment (RSA) Findings and Recommendations.

Recommended Action: This item is for discussion only. No formal action will be taken.

6. UPDATES FROM STAFF

A. Presentation & Discussion Regarding Grant & Project Updates.

Recommended Action: This item is for discussion only. No formal action will be taken.

7. 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 8/6/26 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: August 10 Pedestrian Bicycle and Traffic Advisory Committee
DATE: August 10, 2026
DEPT: Public Works
ITEM #: 5.A
SUBJECT: Approval of the June 8, 2026 Pedestrian, Bicycle & Traffic Advisory Committee Meeting Minutes.

ITEM SUMMARY

This item is for the approval of the June 8, 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. June 8, 2026 PBTAC Minutes



City of Prescott

Pedestrian, Bicycle, & Traffic Advisory Committee

June 8, 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
John Stryker, Member
(Vacant Seat)

3. OPEN CALL TO THE PUBLIC

None.

4. DISCUSSION & ACTION ITEMS

- A. Approval of the April 13, 2026 Pedestrian Bicycle & Traffic Advisory Committee Meeting Minutes.

MEMBER BROWN MOVED TO APPROVE THE APRIL 13, 2026 MEETING MINUTES; SECONDED BY VICE CHAIR FERO: PASSED (6-0)

- B. Presentation & Discussion Regarding Review of Committee Mission & Community Engagement Opportunities.

Transportation Manager Ian Mattingly reviewed the Committee's purpose and responsibilities following the February 2026 update to the Committee Resolution. He explained that the Committee serves as an advisory body to City Council by providing recommendations related to pedestrian, bicycle, and transportation issues, reviewing transportation plans and projects, encouraging public participation, promoting transportation safety, and providing a forum for community input. Mr. Mattingly noted that the updated resolution simplified the Committee's responsibilities while maintaining its overall advisory role.

Mr. Mattingly discussed opportunities for expanding the Committee's involvement beyond reviewing individual transportation requests and described three primary areas where the Committee could provide additional value:

- Assisting with long-range pedestrian and bicycle planning efforts
- Reviewing transportation policies and planning documents such as the General Plan, Circulation Element, and Traffic Calming Policy
- Supporting staff through grant opportunities and public education initiatives

Mr. Mattingly noted that the Committee has historically provided important input supporting staff recommendations. While many transportation requests are resolved administratively through established policies and engineering standards, he explained the Committee continues to provide community perspective on future planning efforts and transportation-related issues.

Vice Chair Fero commented that one of the Committee's greatest strengths is providing residents with an opportunity to voice concerns while helping develop practical solutions through discussion.

Member Brown expressed appreciation for the opportunity to review the Committee's role and emphasized the importance of strategic planning, community engagement, and helping the public better understand how transportation projects are prioritized and funded.

Mr. Mattingly encouraged members to share their knowledge and expertise with staff, noting they may have opportunities to contribute to transportation initiatives outside of regularly scheduled meetings.

Member Stryker discussed the importance of bicycle education, particularly as electric bicycle use continues to increase. He shared his experience conducting bicycle rodeos and expressed interest in educational opportunities for both youth and adults and greater public awareness of the Committee.

Vice Chair Fero expressed interest in assisting staff with identifying grant opportunities and offered his previous grant experience as a resource to the Committee.

Mr. Mattingly further discussed opportunities to review and update existing transportation policies as engineering practices evolve. He noted that some policies may require revisions to address newer design practices and transportation improvements before being considered for City Council adoption.

Public Works Director Gwen Rowitsch discussed how Committee input could help identify transportation priorities, support neighborhood engagement, and strengthen future grant applications. She suggested developing a list of transportation needs and priorities, noting that grant opportunities may help fund transportation needs that extend beyond available budget resources.

Mr. Mattingly agreed and discussed the importance of establishing an appropriate timeline for Committee review of upcoming transportation projects and budget planning efforts. He noted that earlier communication would provide additional opportunities for Committee input and future involvement.

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

C. Presentation & Discussion Regarding Basic Traffic Engineering Principles.

Transportation Manager Ian Mattingly presented an overview of basic traffic engineering principles to provide the Committee with background information for future transportation discussions and recommendations. He reviewed roadway operations, traffic calming, traffic studies, and engineering considerations related to pedestrian, bicycle, and vehicle safety.

Mr. Mattingly described Prescott's existing traffic signal system, noting that the City operates 60 signals, some functioning independently and favoring mainline traffic flow, with two interconnected signal systems currently in service. He explained that while tools such as permissive and protected left turns, right-turn overlaps, and time-of-day signal timing improve operations, the City's roadway network presents challenges due to the lack of a traditional street grid, uneven side-street demand, and limited communication infrastructure although improvements in the area are underway.

Mr. Mattingly reviewed the guidance documents used to support transportation decisions, including the Manual on Uniform Traffic Control Devices (MUTCD), Arizona Revised Statutes, the City's Traffic Calming Policy, Roadway Classification Map, and General Engineering Standards. He also discussed traffic engineering concepts including roadway classifications, traffic circulation, travel demand, roadway capacity and level of service, speed studies, access management, traffic calming strategies, and the use of average daily traffic and peak-hour volumes to evaluate roadway performance. Additional discussion included roadway network planning, roadway cross-sections, intersection control, signal coordination, bicycle and pedestrian facilities, and sight distance considerations.

Mr. Mattingly concluded the presentation by reviewing Prescott's 2025 crash statistics and discussing how crash data, engineering improvements, targeted enforcement, and public education are used to improve transportation safety. He also explained how roadway capacity and projected traffic demand influence transportation planning and project prioritization.

Member Brown asked about arterial roadway ratings and when roadway improvements should be planned.

Mr. Mattingly explained that transportation needs are identified as early as practical; however, implementation depends on project-specific circumstances, available funding, and long-range planning efforts. He also noted that the City's Bicycle and Pedestrian Master Plan will likely require future updates.

Member Hotchkiss asked whether electric bicycles have contributed to an increase in collisions.

Mr. Mattingly explained that electric bicycle and electric scooter crashes are tracked separately and that approximately four to five incidents were reported during the previous year. He noted that higher operating speeds and rider experience may contribute to some of those crashes.

Member Godbold commented that some jurisdictions have implemented measures to hold parents accountable when minors operate electric bicycles unsafely.

Mr. Mattingly responded that while reported incidents have recently declined, continued evaluation of electric bicycle safety remains important.

At the request of Chair Koven, Officer Doty discussed bicycle safety and enforcement efforts. He explained that many bicycle-related collisions involve rider behavior, including sidewalk riding, traveling against traffic, and visibility challenges at driveways and intersections. He noted that education differs for children and adults, as younger riders are often encouraged to use sidewalks while adults using bicycles or e-bikes for transportation should generally operate within the roadway where appropriate.

Officer Doty emphasized the importance of continued education for both cyclists and motorists, noting that while enforcement remains an important tool, improving rider behavior and public awareness are equally important components of transportation safety.

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

Existing conditions analysis had been completed, and the project had entered its second phase of public outreach. The consultant team continues to evaluate public input and develop recommendations for future pedestrian and bicycle improvements.

- Streetlight LED Upgrade Project - EECBG Grant

Installation of approximately 210 LED streetlights is anticipated to begin in August.

- Willow Creek Road Middle Section Widening

Design of the Willow Creek Road widening project associated with the Deep Well Ranch development has progressed to approximately 15 percent completion.

- SR89 Left Turn Extension

Design of the southbound left-turn lane extension project had also reached approximately 15 percent completion.

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

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

Mr. Mattingly provided an update regarding the Whispering Rock development located near Willow Creek Road and Haas Boulevard. He reported that the property has changed ownership and that no new development applications have been submitted. Staff will continue to monitor the project and provide updates as additional information becomes available.

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 11:02 a.m.

LOU KOVEN, Chairman

ATTEST:

MARIKAY ANDERSON, Administrative Coordinator

Date



TO: MAYOR AND CITY COUNCIL
AGENDA: August 10 Pedestrian Bicycle and Traffic Advisory Committee
DATE: August 10, 2026
DEPT: Public Works
ITEM #: 5.B
SUBJECT: Presentation & Discussion Regarding an Update From Yavapai Plan (YPlan).

ITEM SUMMARY

This item is for YPlan staff to provide the Committee with an update regarding the Regional Trails Plan.

The Regional Trails Plan is a regional planning effort intended to identify and evaluate opportunities related to trail connectivity, access, and coordination throughout the YPlan Planning Boundary. The plan is being developed in collaboration with regional partners and stakeholders to inform future planning efforts and identify potential funding opportunities.

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 Update - 8/10/26



Greater *Yavapai* Regional Trails Plan

Connect ♦ Protect ♦ Explore

Presented by ♦ **Amanda Hardt**



Regional
Planning
Organization



What is a Trails *Plan?*

A Regional Trails Plan is a long-range planning document that guides the development, management, and conservation of a connected network of trails across multiple communities or jurisdictions.

Its purpose is to strengthen connections between natural areas, neighborhoods, transportation systems, and destinations, while protecting environmental resources and supporting recreation, mobility, and regional identity.



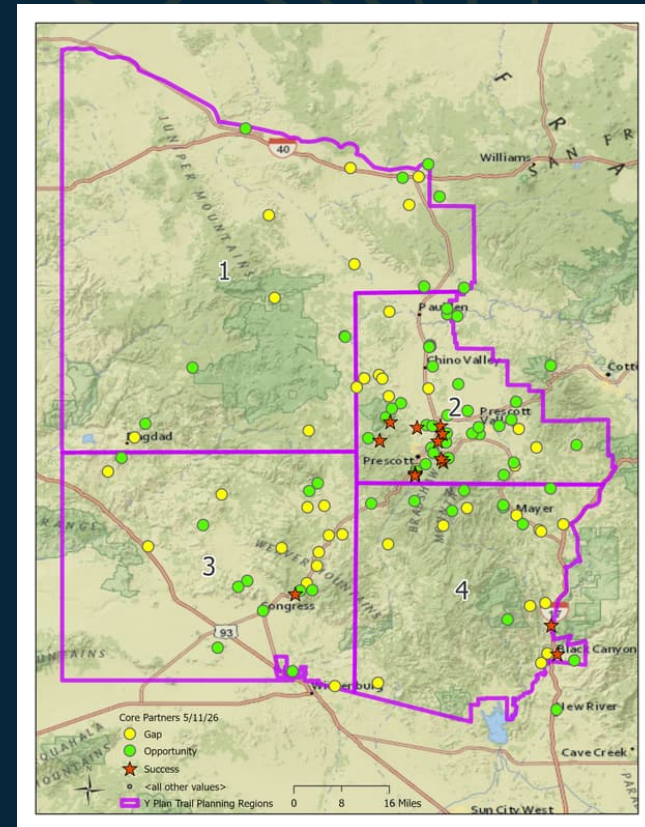
— Mapping —

Co-Conveners:

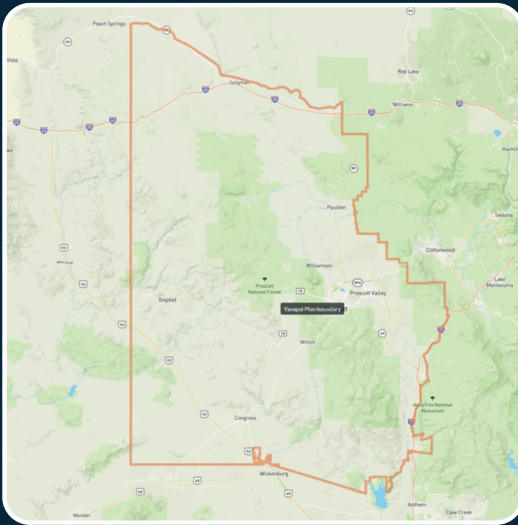
City of Prescott
Yavapai County
Town of Chino Valley
Town of Prescott Valley
Town of Dewy-Humboldt
U.S Forest Service
Arizona State Parks & Trails

Partners:

Central Arizona Wildlife Alliance
Greater Prescott Outdoors Fund
Highlands Center for Natural History
Prescott College
Prescott Mountain Biking Association
Prescott Trail Riders
Prescott Valley Citizen's Alliance
The Wilderness Society
Sun Corridor Trail Alliance
Yavapai Trails Association



Survey — update!





Next up — Community Meetings





Website:



YTRAILS.NET

THANK YOU!



Connect ♦ Protect ♦ Explore



TO: MAYOR AND CITY COUNCIL
AGENDA: August 10 Pedestrian Bicycle and Traffic Advisory Committee
DATE: August 10, 2026
DEPT: Public Works
ITEM #: 5.C
SUBJECT: Presentation & Discussion Regarding Mount Vernon Road Safety Assessment (RSA) Findings and Recommendations.

ITEM SUMMARY

This item is for discussion regarding the findings and recommendations of the S. Mt. Vernon Avenue/Senator Highway Road Safety Assessment (RSA), including the City's proposed implementation strategy for advancing the recommended safety improvements.

BACKGROUND

Yavapai Plan (YPlan) has completed the Road Safety Assessment (RSA) of the South Mount Vernon Avenue/Senator Highway corridor to evaluate existing roadway conditions and identify opportunities to improve safety for all roadway users. The project included collection and review of existing roadway data, field evaluations by the RSA team, stakeholder coordination, and development of safety recommendations. Following completion of the RSA, YPlan and the consultant team, Burgess & Niple, held a public meeting on June 11, 2026, in the Prescott City Council Chambers to present the study findings and recommendations to neighborhood residents and other interested stakeholders. The purpose of this agenda item is to provide the Committee with an overview of the RSA's site observations and safety features, and to discuss the proposed approach and implementation strategy for advancing the recommended safety improvements.

Site Observations Summary

The RSA identified several corridor characteristics that contribute to safety concerns for all roadway users. South Mount Vernon Avenue/Senator Highway serves as an important north-south connection and functions as an unintended collector route, carrying higher traffic volumes than may have originally been intended, with congestion and queuing occurring during peak travel periods. The corridor accommodates a mix of motorists, pedestrians, bicyclists, and commercial vehicles within a historic neighborhood, creating competing operational and safety needs. The assessment also identified opportunities to improve pedestrian crossings, bicycle accommodations, lane delineation, signage, pavement markings, roadway geometry, and roadside safety features. Several locations exhibited operating speeds above the posted limit, driver compliance issues at stop-controlled intersections, and aging infrastructure that no longer meets current design standards. Overall, the RSA concluded that a combination of operational, geometric, and multimodal improvements could significantly enhance safety while preserving the character of the corridor.

Positive Safety Features Identified

The Road Safety Assessment (RSA) team found that South Mount Vernon Avenue/Senator Highway incorporates numerous existing features that support safe travel for all users. These include center stop signs with refuge islands, bike lanes, buffered sidewalks, enhanced mid-block pedestrian crossings with rectangular rapid flashing beacons (RRFBs), advance warning signage, pavement markings, and supplemental lighting. The corridor also benefits from enhanced stop sign visibility with flashing beacons, generally good roadway lighting, retroreflective safety treatments, curve warning signage, pedestrian and bicycle way finding signs, pavement markings, parking and truck restriction signage, neighborhood gateway treatments, transverse rumble strips, pedestrian

countdown signals, and permissive-protected left-turn signal phasing. Collectively, these features provide a strong foundation for roadway safety and multimodal travel along the corridor.

Implementation Strategy and Recommendations

The assessment identified several engineering improvements to enhance safety for all roadway users. Transportation Services staff have prioritized the recommendations based on implementation complexity, available resources, and funding.

High Priority:

Implementation by City crews over the next several months.

Recommendation	Purpose
Install "Do Not Block Intersection" signs/markings at Sheldon Street	Reduce intersection blocking.
Upgrade crosswalks with high-visibility markings	Improve pedestrian visibility.
Install center-mounted pedestrian yield signs	Increase driver yielding at crossings.
Install striping on Willis Street	Improve lane guidance.
Install additional curve chevrons	Enhance curve warning.
Install larger curve arrow sign (W1-6)	Improve driver guidance.
Relocate southbound RRFB advance sign	Improve sign visibility.
Add retroreflective tape to stop sign posts	Improve nighttime visibility.
Adjust stop sign heights	Meet MUTCD standards.
Evaluate parking-protected bike lanes	Assess feasibility and operational impacts.

Medium Priority:

To be implemented as staffing and resources allow following completion of the high-priority improvements.

Recommendation	Purpose
Add bike lanes and parking striping on north Mount Vernon Avenue	Provide a consistent roadway configuration.
Install transverse rumble strips	Encourage lower vehicle speeds.
Construct pedestrian refuge medians	Improve pedestrian safety.
Install centerline flexible delineators	Improve curve delineation.
Narrow travel lanes and widen bike lanes	Enhance bicycle accommodations.
Install northbound speed feedback sign	Encourage speed compliance.
Create neighborhood gateway features	Improve corridor identity.
Install retroreflective pavement markings	Improve nighttime visibility.

Low Priority:

To be considered for future Capital Improvement Program (CIP) funding.

Recommendation	Purpose
Replace existing guardrail	Upgrade to current safety standards.

Reconstruct curb ramps and
tighten curb radii

Improve pedestrian
accessibility and safety.

Next Steps

- High Priority: Implementation by City Transportation Services crews over the next several months.
- Medium Priority: Scheduled following completion of the high-priority improvements as resources allow.
- Low Priority: Evaluated for inclusion in the City's Five-Year Capital Improvement Program (CIP).

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. Mount Vernon RSA Presentation

Mt. Vernon Avenue / Senator Hwy Road Safety Assessment (RSA)

PBTAC

August 10th, 2026

Overview & Implementation Strategy

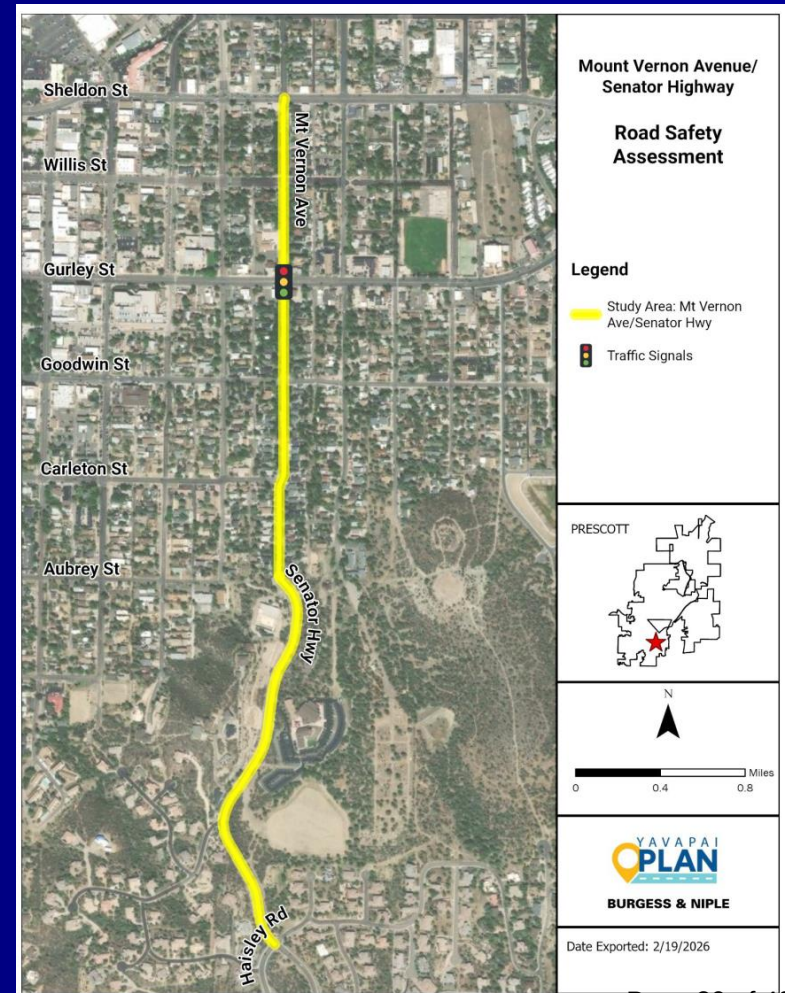
Prepared for:

Prescott Bicycle & Pedestrian
Advisory Committee

Prepared by: City of Prescott
Transportation Services

Partners

- Yavapai Plan (YPlan)
- Burgess & Niple



Mt. Vernon Avenue / Senator Hwy

Road Safety Assessment (RSA) – Study Overview

Purpose: Evaluate roadway conditions and identify opportunities to improve safety for all roadway users.

RSA Included

- ☐ Existing roadway data review
- ☐ Field evaluations
- ☐ Stakeholder coordination
- ☐ Safety recommendations
- ☐ Public meeting (June 11, 2026)

Corridor Characteristics

- ☐ Historic neighborhood
- ☐ Important north-south connection
- ☐ Carries higher traffic volumes than intended
- ☐ Mix of motorists, pedestrians, bicyclists, and trucks
- ☐ Congestion during peak travel periods



Mt. Vernon Avenue / Senator Hwy

Road Safety Assessment (RSA) – Key Findings

Safety Challenges

- ☐ Higher operating speeds
- ☐ Stop sign compliance issues
- ☐ Aging roadway infrastructure
- ☐ Limited pedestrian crossing opportunities
- ☐ Bicycle connectivity gaps
- ☐ Roadway geometry and roadside safety improvements needed

Existing Features Supporting Safety

- ✓ Bike Lanes and Buffered Sidewalks
- ✓ RRFB Pedestrian Crossings
- ✓ Good Roadway Lighting
- ✓ Curve Warning Signs
- ✓ Pedestrian countdown Signals
- ✓ Wayfinding signage
- ✓ Neighborhood Gateway Treatments



Mt. Vernon Avenue / Senator Hwy

Road Safety Assessment (RSA) – Finding Photos



Mt. Vernon Avenue / Senator Hwy

Road Safety Assessment (RSA) – Recommendations

High Priority (next several months)

- ☐ High-visibility crosswalks
- ☐ Do Not Block Intersection markings
- ☐ Center-mounted pedestrian yield signs
- ☐ Willis Street striping
- ☐ Additional curve chevrons
- ☐ Larger curve arrow signs
- ☐ RRFB sign relocation
- ☐ Retroreflective stop sign treatments
- ☐ Adjust stop sign heights
- ☐ Evaluate protected bike lanes

Medium Priority

- ✓ Bike Lanes and Buffered Sidewalks
- ✓ RRFB Pedestrian Crossings
- ✓ Good Roadway Lighting
- ✓ Curve Warning Signs

Mt. Vernon Avenue / Senator Hwy

Road Safety Assessment (RSA) – Recommendations

Medium Priority

- ☐ Additional bike lanes
- ☐ Pedestrian refuge medians
- ☐ Speed feedback sign
- ☐ Flexible centerline delineators
- ☐ Narrow travel lanes / wider bike lanes
- ☐ Neighborhood gateway features
- ☐ Retroreflective pavement markings

Low Priority

- ☐ Guardrail replacement
- ☐ ADA curb ramp reconstruction
- ☐ Tightened curb radii

Mt. Vernon Avenue / Senator Hwy

Road Safety Assessment (RSA)

– Implementation Strategy

High Priority

- Implement over the next several month using City crews.

Medium Priority

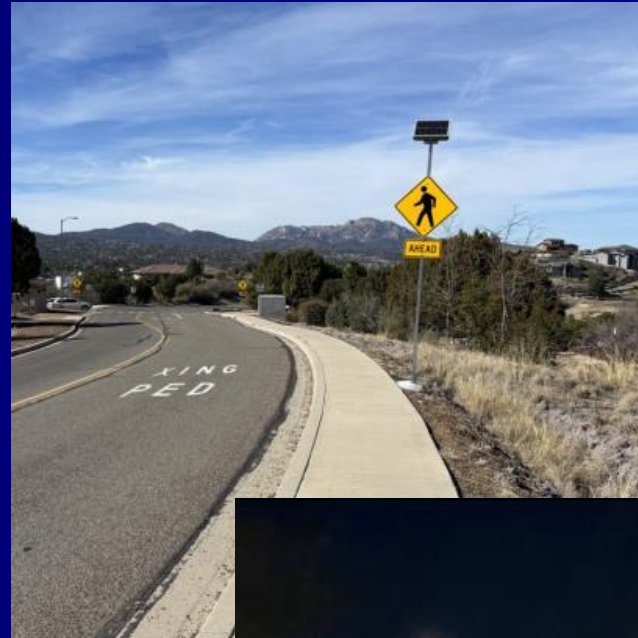
- Complete as staffing and funding allows.

Low Priority

- Guardrail replacement
- ADA curb ramp reconstruction
- Tightened curb radii

Goal: Incrementally improve safety for pedestrians, bicyclists, motorists, and the surrounding neighborhood while preserving the historic character of the corridor.

Mt. Vernon Avenue / Senator Hwy Road Safety Assessment (RSA) – Finding Photos



Mt. Vernon Avenue / Senator Hwy Road Safety Assessment (RSA) – Finding Photos



Mt. Vernon Avenue / Senator Hwy Road Safety Assessment (RSA) – Safety Challenges



Conceptual schematic of striping and curb for bulb out



Conceptual schematic of striping at transition curve

Mt. Vernon Avenue / Senator Hwy Road Safety Assessment (RSA) – Crash Data

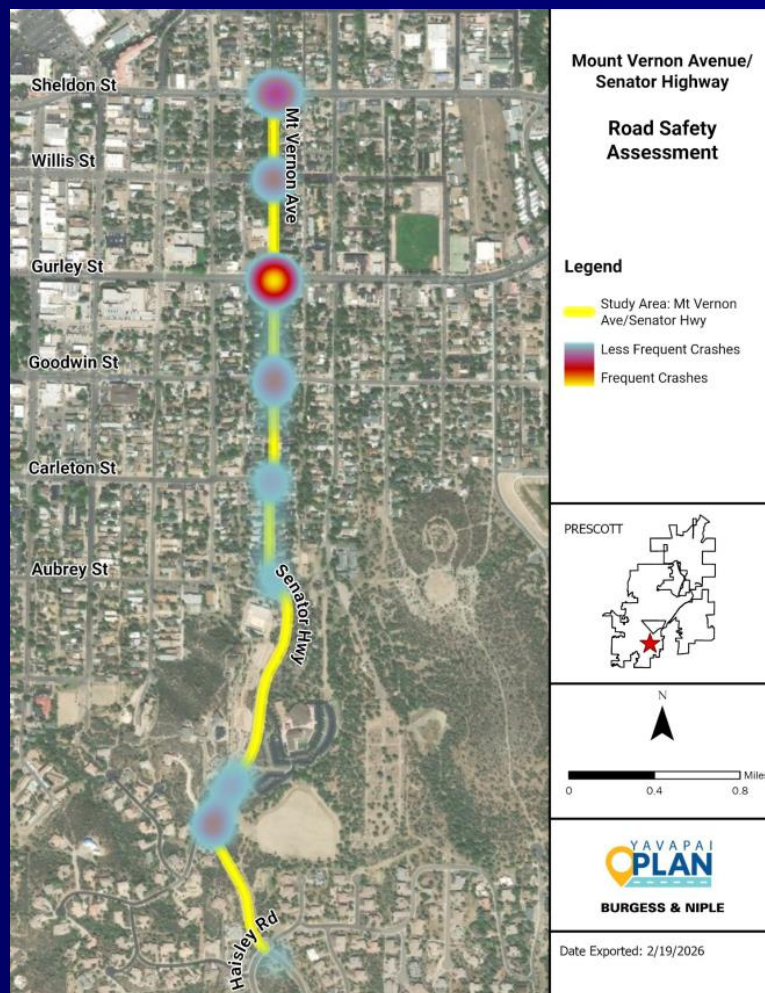


Table 3 – Manner of Collision in Multi-Vehicle Crashes

Crash Type	Total	% Total*	2024 Statewide Percentage
Angle (Front to Side)	12	30.0%	17.6%
Left Turn	10	25.0%	16.4%
Rear End	6	15.0%	37.5%
Head On	4	10.0%	2.0%
Sideswipe (Same Direction)	4	10.0%	18.6%
Sideswipe (Opposite Direction)	2	5.0%	1.6%
Other ¹	2	5.0%	6.3%
Total	40	100.0%	100.0%

*Bold, italicized red text denotes values equal to or greater than statewide percentage.

¹Crashes categorized as other include U-Turns and unknown movements.

Table 4 – Crashes by Lighting Condition

Light Condition	Total	% Total*	2024 Statewide Percentage
Daylight	49	80.3%	69.5%
Dusk	2	3.3%	2.8%
Dawn	0	0.0%	1.8%
Dark (Lighted)	7	11.5%	19.5%
Dark (Not Lighted)	3	4.9%	5.6%
Total	61	100.0%	99.3%¹

*Bold, italicized red text denotes values equal to or greater than statewide percentage.

¹Total statewide percentages sum to less than 100% due to exclusion of lighting condition categories not present within the study area.

Table 5 – Crashes by Month

Month	Total	% Total
January	5	8.2%
February	1	1.6%
March	2	3.3%
April	7	11.5%
May	7	11.5%
June	4	6.6%
July	3	4.9%
August	5	8.2%
September	10	16.4%
October	4	6.6%
November	8	13.1%
December	5	8.2%
Total	61	100.0%

Mt. Vernon Avenue / Senator Hwy

Road Safety Assessment (RSA) – Safety Challenges

Table 7 – High-Priority Improvements for Consideration		
Location	Potential Safety Issue Description	Countermeasures for Consideration
Intersection of Sheldon Street & Mount Vernon Avenue	Cycle failure resulting in vehicle queuing in the intersection, creating congestion and other potential safety conflicts	Install “Do Not Block Intersection” signs or a block box at the intersection of Sheldon Street and Mt. Vernon Avenue.
Along Willis Street	Wide roadway (66-ft) with no existing lane markings	Install striping.
At intersections along Mount Vernon Avenue	Vehicles queuing in the crosswalk. If the driver stops at the stop bar, other drivers do not think they want to proceed	Install painted curb extensions (bulb-outs) and relocate stop lines to visually reduce intersection size, shorten pedestrian crossing distances, and allow queuing for one vehicle ahead of the crosswalk.
RSA Area	Safety concerns relating to pedestrian crossing due to the setback location of existing crosswalks	Install high-visibility crosswalk markings.
RSA Area	High pedestrian activity; requires additional driver awareness	Provide center-mounted flexible “SLOW / YIELD TO PEDESTRIANS” signs.
Transition curve between Senator Highway and Mount Vernon Avenue	~20-ft curved lane that transitions to a narrower 12.5-ft lane	Stripe the shoulder and add hatched pavement markings behind it to visually reduce size of the curve.
Senator Highway	Curved roadway section with limited sight distance for drivers	Install additional curve chevron signs.
Transition curve between Senator Highway and Mount Vernon Avenue	Curved roadway section with limited sight distance for drivers	Install a large arrow sign (W1-6).
Senator Highway	Current advance RRFB sign placement limits driver reaction time approaching the crossing due to the adjacent retaining wall	Relocate the southbound advance RRFB sign.
RSA Area	Limited visibility of stop signs in nighttime conditions, reducing driver awareness of intersection control	Add retroreflective tape to all stop sign posts.
RSA Area	Stop signs are not installed at heights/offsets compliant with MUTCD	Adjust stop sign mounting heights to meet MUTCD standards.
Mount Vernon Avenue	Current on-street parking configuration increases risk of dooring and puts cyclists near vehicular traffic (vehicle-bicycle conflicts)	Evaluate parking-protected bike lanes.

Mt. Vernon Avenue / Senator Hwy

Road Safety Assessment (RSA) – Safety Challenges

Table 8 – Medium-Priority Improvements for Consideration		
Location	Potential Safety Issue Description	Countermeasures for Consideration
RSA Area	Increased risk of vehicle-pedestrian conflicts; decreased awareness of crossing pedestrians	Add concrete medians in front of and behind crosswalks.
Along north Mount. Vernon Avenue	Driver uncertainty, instances of speeding, no side friction	Provide striping for on-street parking along north Mount Vernon Avenue to be consistent with the existing configuration on south Mount Vernon Avenue.
Mount Vernon Avenue	Higher speeds/ lack of driver awareness of neighborhood context	Restripe to narrow travel lanes to 11 feet and increase bike lane width to 5 feet.
Senator Highway	Worn transverse rumble strips may reduce their effectiveness in alerting drivers to upcoming neighborhood or speed-control measures	Grind in transverse rumble strips.
Transition curve between Senator Highway and Mount. Vernon Avenue	Instances of drivers crossing the centerline at the curve, potentially due to limited side friction	Install centerline flex posts.
Before the final curve on Senator Highway	Instances of increased speeds traveling downhill along Senator Highway	Install a northbound speed feedback sign.
Transition curve between Senator Highway and Mount. Vernon Avenue	Reduced driver awareness when entering the neighborhood's corridor	Create a gateway feel, including features such as a welcome sign, bench facing view, and neighborhood artwork.
Senator Highway	Limited lane visibility in nighttime conditions	Implement retroreflective pavement striping.

Mt. Vernon Avenue / Senator Hwy

Road Safety Assessment (RSA) – Safety Challenges

Table 9 – Low-Priority Improvements for Consideration		
Location	Potential Safety Issue Description	Countermeasures for Consideration
Along Senator Highway	Existing guardrail height may not meet current safety standards, limiting its effectiveness in roadside visibility and mitigating the risk of run-off-road vehicle crashes.	Reconstruct the guardrail to meet current height and safety standards. Add retroreflective tape to the web.
Intersections throughout RSA Area	Existing curb ramps and wide curb radii increases pedestrian crossing distance, may reduce pedestrian visibility, and requires the stop bar to be set back further from the intersection	Consider reconstructing curb ramps and tightening curb radii in the future.

Mt. Vernon Avenue / Senator Hwy

Road Safety Assessment (RSA) – CRF/Costs

Table 10 – Countermeasures, Crash Reduction Factors, and Potential Cost		
Countermeasure for Consideration	CRF	Additional Considerations
Install “Do Not Block Intersection” signs or a block box at the Sheldon Street & Mt. Vernon Avenue	N/A	Estimate of probable cost: Less than \$5,000 per intersection
Install double yellow centerline striping with edge lines (CMF 101)	24	- Accounts for striping along Willis Street and at the transition curve between Mt. Vernon Avenue and Senator Highway - Estimate of probable cost: \$20,000
Install bicycle lane striping (CMF 10737)	56.5	- Cost estimate includes portions of Willis Street and along north Mt. Vernon Avenue - Estimate of probable cost: Less than \$30,000
Install painted curb extensions (bulb-outs) to visibly reduce intersection size and shorten pedestrian crossing distances	N/A	- Assumes cost for quick-build alternative - Estimate of probable cost: \$15,000
Relocate stop lines at intersection to allow for queuing of one vehicle ahead of the crosswalk	N/A	- Includes supplemental signing - Estimate of probable cost: Less than \$7,000
Install high-visibility crosswalk markings at stop-controlled intersections (CMF 4123*)	40	- Assumes 3 stop-controlled crossing locations - Estimate of probable cost: Less than \$20,000
Add hatched pavement markings for visible lane reduction at the transition curve	N/A	Estimate of probable cost: Less than \$5,000
Install additional curve chevron signs (CMF 2439)	25	- Dependent on quantity - Estimate of probable cost: Less than \$10,000
Install a large arrow sign (W1-6) at the back of the existing post at the transition curve	N/A	Estimate of probable cost: Less than \$5,000
Relocate the southbound advance RRFB sign	N/A	- This assumes relocating the existing sign - Estimate of probable cost: Less than \$5,000
Add retroreflective tape to all stop sign posts for improved visibility of signs during nighttime conditions (CMF 8870)	14.7	Estimate of probable cost: Less than \$5,000
Provide striping for on-street parking along north Mt. Vernon Avenue (CMF 9253)	52	Estimate of probable cost: Less than \$10,000
Implement concrete medians in front of and behind crosswalks (CMF 2219)	70.8	- Applicable at all stop-controlled intersections - Estimate of probable cost: Less than \$250,000
Adjust stop sign mounting heights to meet MUTCD standards	N/A	- Assumes the adjustment for stop signs that are currently taller than MUTCD standard (7-ft) - Estimate of probable cost: Less than \$5,000

Mt. Vernon Avenue / Senator Hwy

Road Safety Assessment (RSA) – CRF/Costs

Table 10 – Countermeasures, Crash Reduction Factors, and Potential Cost		
Countermeasure for Consideration	CRF	Additional Considerations
Consider installing centerline flex posts at the transition curve between Senator Highway and Mt. Vernon Avenue (CMF 9727*)	15	- Cost is dependent on quantity - Estimate of probable cost: Less than \$10,000
Install a northbound speed feedback sign before the final curve on Senator Highway (CMF 6886)	7	Estimate of probable cost: Less than \$15,000
Reconstruct guardrail along Senator Highway to meet current height and safety standards	32	- Cost is dependent on LF and terminal/cushion count - Estimate of probable cost: \$230,000 - \$350,000
Implement retroreflective pavement striping	N/A	Estimate of probable cost: less than \$10,000 per mile
Install transverse rumble strips along Senator Highway, near the Mt. Vernon Avenue approach (CMF 138)	34	Estimate of probable cost: Less than \$15,000
Consider reconstructing curb ramps and tightening curb radii in the future	N/A	- Dependent on drainage needs/limitations - Estimate of probable cost: \$20,000 per corner
Narrow lanes from 12.5-ft to 11-ft (CMF 8153)	28	- Includes increasing bike lane width to 5-ft - Assumes completed with pavement maintenance - Estimate of probable cost: Less than \$20,000
Implement parking-protected bike lanes along Mt. Vernon Avenue (CMF 11552)	44.8	- Coordination required with property owners - Cost is dependent on design and included treatments - Estimate of probable cost: <\$10,000
Implement gateway treatments at the transition curve between Senator Highway and Mt. Vernon Avenue (CMF 2430)	32	- Includes a neighborhood welcome sign, benches, and donated neighborhood art - Cost is dependent on design and included treatments - Estimate of probable cost: less than \$10,000

Mt. Vernon Avenue / Senator Hwy Road Safety Assessment (RSA) – Safety Challenges



Conceptual schematic of striping and curb for bulb out



Conceptual schematic of striping at transition curve



TO: MAYOR AND CITY COUNCIL
AGENDA: August 10 Pedestrian Bicycle and Traffic Advisory Committee
DATE: August 10, 2026
DEPT: Public Works
ITEM #: 6.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
- Willis Street and Granite Street Intersection Improvements
- Goodwin Street and McCormick Street Intersection Improvements

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. Grant & Project Update Presentation

Presentation & Discussion Regarding Grants & Project Updates

Goodwin Street and McCormick Street Intersection Improvements



Presentation & Discussion Regarding Grants & Project Updates

Goodwin Street and McCormick Street Intersection Improvements



Presentation & Discussion Regarding Grants & Project Updates

Goodwin Street and McCormick Street Intersection Improvements

