

**Transportation Coordinating Committee  
Public Meeting  
July 3, 2008  
PRESCOTT, ARIZONA**

MINUTES OF THE **PUBLIC MEETING OF THE TRANSPORTATION COORDINATING COMMITTEE** held on **JULY 3, 2008** in the **UTILITIES CONFERENCE ROOM** located at **433 N. VIRGINIA**, Prescott, Arizona.

**Present:** Chairman Al Williams, Traffic Engineer Ian Mattingly, Committee Members Robert Meyer, Dennis Stringer, John Tarro, Administrative Assistant Cheryl Hanks

**Members Absent:** None

**Others Present:** Celeste Roberts, Brenda Dozier, S. Parker, M. Mendoza, Lisa Barnes, Lauren Millette, Dawn Heller

**MINUTES**

1. Call to order – 9:35 a.m.  
Chairman Al Williams gave introduction and background of members of committee to guests.
2. Approval of Minutes  
  
Minutes approved unanimous with corrections
3. Public Input  
No public input
4. Clearwater Drive Traffic Calming Update
  - a. Discussion

Mattingly acknowledged Celeste Roberts and Brenda Dozier. Ms. Roberts was standing in for Mr. Gisi who brought the request to the City's attention. Al Williams gave a history of the design for the subdivision and stated that the committee had voiced objections in the beginning phases of the subdivision design. Specifically the committee suggested there would be many problems with thru traffic if the subdivision went forward with no design changes. Traffic calming measures were requested at that time; however at the time of the construction the suggested measures were not done. As a result, the street has experienced higher than normal speeds. Reference was made to the volume and speed counts done previously. At that time the 85% speeds were in the mid to high 30's. Mr. Gisi approached TCC at that time and requested 4 speed humps on Clearwater Drive which were subsequently installed by the City. After new complaints that the speed humps were no longer effective, another study was performed in June 2008. Staff indicated the volume

and speed studies showed the 85% percentile speeds had dropped 10-11 mph, proving that the speed humps were effective. Additionally it was noted that speed humps are the most aggressive traffic-calming device available and the committee questioned what the homeowners were seeking beyond that measure. The possibility of closing the low water crossing as a solution to the traffic issues was made by the homeowners. The committee indicated that this item had been discussed before and that it was a City Council issue and not appropriate for discussion at TCC.

Traffic volume on Clearwater Drive was also discussed and determined to be typical of a local street with approximately 400-600 cars per day. The residents still insisted that there is a health and safety issue in the area because of the cut-through traffic interacting with children, pedestrians and bicyclists. Furthermore they felt that the speed and volume data was inaccurate because it was taken over the summer when school was out and traffic is lightest. It was determined that staff should restudy the location in September and return in October with updated numbers for the committee to consider.

b. Committee Action/Recommendation

Perform another study in September and report exact times of the study for further review.

5. Gurley Street @ Summit Avenue Crosswalk Improvement

a. Discussion

The study was given to visitors and Al Williams asked for input on recommendations. The preferred alternative suggests that the crosswalk be relocated from the west side to the east side of the intersection. This design would increase the approach distance for eastbound vehicles and move the current crossing away from the heavily used eastbound to southbound movement at the southwest corner of the intersection. The crosswalk would also feature large overhead signs mounted on surplus traffic signal poles and mast arms, advanced stop bars, and a railing at the old crossing location to prohibit crossings there and direct users to the new location. One additional benefit of the east side crosswalk is its minimal impact to on street parking on Gurley Street. Al Williams suggested additional median and textured and painted surfaces to further enhance the crosswalk, however it was decided that these improvements could be implemented as needed, in a second phase after the initial installation was completed and evaluated.

The residents, TCC and staff all felt the design would provide the desired effect. Staff indicated that they would go back to City Council on July 22 to request approval of the project and direction to move forward.

b. Committee Action/Recommendation

On July 22, Mattingly will go back to council with corrected minutes, background information, and a draft agenda memo, to request approval of the project and direction to move forward.

6. Chairman's Report

None

The meeting was adjourned at 11:05 a.m.

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**NAME OF CHAIRMAN, Chairman**

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**NAME OF MINUTE PREPARER**