



City of Prescott

Public Works Department

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TRANSPORTATION COORDINATING COMMITTEE MINUTES OF JANUARY 6, 2011, REGULAR MEETING

MEMBERS PRESENT: Lisa Barnes, Bob Meyer, Dennis Stringer, John Tarro, Al Williams

MEMBERS ABSENT: None

OTHERS PRESENT: Doug Kraemer, Teresa Ogle, Sgt. Tim Fletcher, Ryan Smith, Clara Lutz, Dick & Judy Besser, Mike Opean, Bill Bonewitz, Tony Hollins, George Sheats, Chris DeLong, Ian Mattingly

1. The meeting was called to order at 9:30 a.m.
2. Dennis Stringer made a motion to approve the November 4, 2010 minutes as written. Motion passed 4-0.
3. Public Input
Bill Bonewitz discussed his letter to the editor and Councilman Blair's request to include a bid to remove the existing traffic calming islands during the Rosser Street Reconstruction Project. Mr. Bonewitz expressed his frustration about the fact that a few years ago Council approved these traffic calming measures and now the current Council is requesting that it be removed because a few people have hit the medians. He questioned why there was a Traffic Calming Policy if it isn't being followed.
4. Traffic Calming Discussion
Ian Mattingly updated the committee on the Rosser Street Reconstruction Project. The project will be bid in 3 different configurations, all will include repaving from SR89 to Tatum Place: 1) both center islands and side islands; 2) center islands only; 3) no traffic calming or center islands. The project will advertise later this month, and go to Council in March or April. Dennis Stringer asked about plans for street lights. Ian is not aware of any plans, but will look into this. Ian mentioned that an addendum may be added to include permanent speed radar poles at each end of the project. Council has requested that an addendum also cover removal of the existing traffic calming islands. Council is preparing for a public meeting with residents to discuss the possible removal. Al Williams stated that \$20,000-\$30,000 was spent on consulting services by a previous Council to analyze the entire stretch of Rosser Street. Several public meetings were held where members of the committee participated in a traffic calming decision. The current Council and residents then voted overwhelmingly for the traffic calming project. The current Council is now focused on removing the traffic calming. Lisa Barnes asked if the committee could participate in a presentation about traffic calming when the bids are taken before Council. Dennis Stringer voiced concerns that finances may affect how the Council votes. The least expensive plan which does not include traffic calming may appeal to the Council. Residents may be in attendance at this Council meeting to bring up their concerns. Ian added that striping will have to be modified depending on which option is chosen. His hope is that he will be able to add either bike lanes or something to keep cars away from the curb. The purpose of the traffic calming islands in the Meadows was not to slow traffic, but to move traffic off the curb so that residents could exit their driveways safely. Numbers show that 85th percentile

speeds did not change much in that section. There was discussion about preparing a white paper or “Talk of the Town” article to help educate the public about traffic calming.

5. Prescott Lakes Parkway @ Blooming Hills Drive Intersection

- a. Discussion – Jack & Clara Lutz and Tony Hollins came before the committee to discuss the intersection of Prescott Lakes Parkway and Blooming Hills Drive. They requested some type of traffic control be considered due to a perceived safety issue when travelling eastbound on Blooming Hills Drive and attempting a left or right turn onto Prescott Lakes Parkway due to sight distance issues caused by the steep crest of the hill. The residents are asking the committee to consider a warning beacon and/or a 4-way stop. Ian Mattingly indicated that traffic studies were conducted in 2004 and 2006. At that time a 4-way stop was not warranted, and he anticipates that it still will not meet volume or collision based warrants for some time. In the past eight years there was only one crash (in 2008) that was susceptible to correction with a 4-way stop - an angle turn where someone failed to yield. Site distance is meeting safe stopping minimums but does not meet decision turning – recommended distances that would give the driver a feeling of comfort that they can see traffic and make the turn safely – 400-500 ft. required. Current site distance is 320 ft. looking to the north and 305 ft. looking to the south. Falcon Point is on the east side of the intersection. Vacant lots exist now, but they could be developed in the future.

Mrs. Lutz discussed the difficulties with attempting a left turn off of Blooming Hills Drive and her concerns about being “t-boned”. Ian explained that if a signal or 4-way stop is put in at an intersection that doesn’t meet warrants, the City may be opened up to liability. Al Williams reminded the group that 4-way stops are inherently dangerous and could create potential conflicts/crashes. Mr. Hollins stated that residents driving low-profile vehicles have limited site distance, plus there are issues with landscaping when bushes fill out. Mr. Hollins stated that there have been many near-misses.

- b. Committee Action/Recommendation – Staff was directed to complete traffic studies and present at a future meeting. Residents will be notified. Dennis Stringer asked Ian to find out what the design speed is for Prescott Lakes Parkway, and also check nationally for any advanced warning systems.

6. Bike/Ped Master Plan Update

Meetings with the Mayor were postponed due to his absence. Al Williams drafted a letter for the committee’s review. After review, a copy will be given to the Chairman so he can deliver to the Mayor and meet to discuss.

7. Traffic Engineer Discussion Items:

- a. Traffic Signal Construction – at the next Council meeting, Ian will request approval to procure equipment for 2 traffic signals at Commerce Drive and 1,700 feet north at the future Prescott Honda site. Commerce Drive meets warrants, but the other location does not. The design work and installation will be completed in-house. An additional master controller is included to tie the two new lights plus the light at Willow Lake Road together.

- b. ADOT PARA grant update – Grant was received for \$150,000 to study realignment of Willow Creek Road. A study will begin January 17, 2011. The Sundog connector is also a PARA grant, and will begin January 17, 2011.
 - c. SR89 Widening project – ADOT has hired Stanley Consultants, Inc. to design the widening project, from 89A to where 4 lanes begin in Chino Valley. The City is refining a scope of work and inter governmental agreement with ADOT for future Council approval to pay Stanley Consultants an additional \$50,000 to study Ruger Road realignment.
 - d. Traffic Control Update – The 4-way stop medians at Goodwin and Pleasant installed by Council decision has been hit 10-15 times. There is now talk about removing the islands and pulling back parking. Ian may add a “Stop” pavement legend at the stop bar if the medians are removed.
8. Traffic Sergeant Enforcement Issues – Sergeant Fletcher mentioned that driving in on SR89 early this morning (still dark) he witnessed children crossing against the light to get into a school bus stopped at the corner of Rosser Street. Sergeant Fletcher asked that staff contact Prescott Unified School District to bring this safety issue to their attention. Perhaps the bus stop could be moved to the other side of SR89 until the cross walk is activated.
9. Chairman's Report – Chairman Meyer discussed an article from ITE Journal, November, 2010 regarding a flashing yellow light on left turns being tied to fewer wrecks.

Meeting adjourned at 11:13 a.m.

Robert E. Meyer, Chairman

Teresa Ogle, Minute Preparer