



City of Prescott

Public Works Department

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TRANSPORTATION COORDINATING COMMITTEE MINUTES OF SEPTEMBER 1, 2011, REGULAR MEETING

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

MEMBERS ABSENT: None

OTHERS PRESENT: Ian Mattingly, Doug Kraemer, Teresa Ogle, Sgt. Corey Kasun, Joel Berman, Kristen Menger, Tom Collins, George Sheats, Jeri Smith-Fornara, Judy Strickler, Daniel Mattson, William Bonewitz, Jan Van Leeuwen, Liz Wilson

1. The meeting was called to order at 9:30 a.m.
2. Dennis Stringer made a motion to approve the July 7, 2011 minutes as written. Motion passed 4-0.
3. Public Input
Bill Bonewitz asked about the striping plans for Rosser Street. Ian Mattingly indicated that he has redlined the plans and sent them back to the designer. The only changes, which were suggested by Council in lieu of traffic calming removal, were that bike lane width is being increased by 2 feet (8 feet total). The line width was increased from 6" to 8" white solid. The intent is to move the traffic away from the curb. Additional bicycle legends will be added in the bike lane to discourage parking. Mr. Bonewitz also asked if radar signs were still going to be installed on Rosser Street. Staff indicated that plans do include installation of radar signs.

Resident Tom Collins inquired about the justification for increasing the speed limit on Smoketree Lane, from Prescott Lakes Parkway to Golden Bear. Ian Mattingly explained that a resident attended TCC and requested the increase. The resident felt that people were traveling faster than the speed limit, and the speed limit was artificially low. Staff conducted a traffic study, which included volumes, speeds, and a review of collision data. The data was brought back to the committee. The 85th percentile speeds were 44.0 mph and 35.7 mph eastbound, and 37 mph and 35.5 mph westbound, with the higher speeds recorded near Northridge. A large percentage of drivers could be ticketed at the lower speed limit. That usually indicates that the posting is low. There are no direct fronting driveways. Mr. Collins stated that the speed limit continues into the undivided area for 300ft. He feels it should end at the divided section. He also stated concerns about the golf cart crossing. He asked about the process for submitting a petition to get the speed reduced. Al Williams explained that changing the speed limit does not necessarily change the speed at which drivers travel. You'll still have 5 – 10% of drivers going above the speed limit. If a speed study was conducted after the speed limit was raised, you would not find a change in terms of what is happening on the street. Mr. Collins indicated that at the very least he would like to have the speed limit increase to end at the divided section. Ian Mattingly asked that Mr. Collins put his request in writing and explain his rationale for ending the 35 mph speed limit where the road becomes divided and then opens up to 50-60 feet wide with no direct access. Ian explained that past Stoney Creek the road narrows,

and there are tighter horizontal curves, and vertical curves when you drop down to the Lutheran Church. Council was notified and given 60 days to raise concerns about the increased speed limit. Ian Mattingly agreed to contact Mr. Collins and send him information on how to submit a petition.

4. Thumb Butte Speed Limit Reduction Request (Elwood Lane)

- a. Discussion – Resident Casey Stern called and requested that the speed limit be reduced to 25 mph to increase safety when pulling out at Elwood Lane onto Thumb Butte Road. Mr. Stern cited a number of accidents, which staff was not able to corroborate – most were single vehicle accidents. Mr. Stern was not in attendance. There is minimum stopping sight distance for 25 and 30 mph, but there is a tree in the right-of-way that could be trimmed to improve sight distance. The committee felt that there was no data to support a reduction in speed limit at this point.
- b. Committee Action/Recommendation – Ian will contact Mr. Stern and also investigate sight distance, and look into an advisory sign. Mr. Stern will be invited back should he wish to pursue his request.

5. Park Avenue Traffic Calming

- a. Discussion – Jeri Smith-Fornara asked if the committee had received a copy of the letter from her attorney. Ian Mattingly indicated that he has not seen a letter, but the project manager, Joel Berman may have the letter. Ms. Smith-Fornara indicated that she did not bring a copy, but sent 25 copies to the City. Ian stated that after the public meeting, resident concerns were brought to his attention. He addressed many of these concerns. He also spoke with Jack Wilson and other residents who asked if traffic calming was part of the project. Ian stated that the intent is not to add traffic calming. Ian gave residents an outline on how they would request traffic calming and how petition process works. To date, Ian has not received a petition from any of the residents. The Public Works Director would like to address resident concerns before the project goes forward. The project includes removal and replacement of existing asphalt, replacement of curbs and gutters, replacement of utilities, but no widening. The plan also includes small improvements near Lincoln School. The Coronado Avenue intersection will be straightened to meet Park Avenue. The diagonal crosswalk will be straightened out. At the south end of Park Avenue near Bertrand and Sierra Prietta, islands will be added. There will be slight drainage improvements. Ian provided a brief summary of Park Avenue. It is a major collector street. Staff has taken traffic counts throughout the years, with traffic updated traffic counts taken recently. Traffic count is 4,800 cars per day, with increases to about 5,500 near Glenwood. The posted speed limit is 25 mph, with 15 mph school zone with roll outs when school is in session. At Hill Avenue, 85th percentile speeds are 30.8 mph in the southbound direction, and 29.1 in the northbound direction. Near Bertrand, speeds are 28.7 southbound, 27.7 northbound.

Staff collected information about commercial vehicles. Delivery trucks and larger commercial trucks were 1% of traffic volume. Trucks are allowed into the neighborhood for local deliveries when needed. Ian reviewed a matrix of traffic calming measures on different types of roadways.

Jeri Smith-Fornara stated that she has lived on Park Avenue since 1943. She has started a petition and is circulating it. Ms. Smith-Fornara stated that her house was hit by a car travelling over 100 mph, and reports that there have been 5 deaths recorded on the street since she moved there. She also reported that three years ago a man was struck while crossing Park Avenue. Ms. Smith-Fornara stated that instead of islands, she would like speed humps all along the street, but small ones like on Schemmer Drive. She is also requesting a cross walk at the top of Park Avenue near Country Club Drive. She would like to return to the committee next month with completed petitions. Al Williams stated that the residents' biggest hurdle with speed humps will be the Fire Department. The current traffic calming policy does not allow speed humps on collector streets. Al suggested they speak with the Fire Chief. Ian will provide a copy of the Council Traffic Calming Policy. Al recommended that they take their request directly to Council and ask that they direct staff to investigate and report on the options available for possible traffic calming on the street. (Ian stated that 85th percentile speeds are not 7 miles per hour over the speed limit, and that he would not support traffic calming based on these numbers.) Al stated that residents would have to request a variance to the Traffic Calming Policy. Judy Strickler stated that she understands that reducing speed limits or putting in traffic calming measures may not be the solution. She also found it interesting to hear that crosswalks actually cause more accidents. Residents will discuss options and return next month.

- b. Committee Action/Recommendation – none.
6. Fry's driveway at 3180 Willow Creek Road – traffic concern
 - a. Discussion – Al Williams discussed the non-signalized main entrance into Fry's, which is an entrance between the two signals. He feels the northbound left turn pocket is backing traffic into the thru lanes, because there isn't enough storage capacity. Additionally, vehicles turning left out of the Fry's parking lot, and Affinity RV are causing near misses. For people trying to turn left out of driveway, sight distance is impeded by cars parked in the left turn pocket. Al would like staff to consider installing a divider of some kind to eliminate the left turns. As volume increases, this will be an issue. Ian stated issues about cost.
 - b. Committee Action/Recommendation – Al Williams moved that TCC recommend to Staff that they make this entrance a left turn in, right turn in/right turn out. Motion passed unanimously.
 7. Willow Lake Road frontage road traffic control configuration
 - a. Discussion – A citizen brought a concern to Al Williams concerning the frontage road on Willow Lake Road not being uniform as far as stopping the side streets coming out onto the frontage road. Doug Kraemer provided a diagram of each intersection along Willow Lake Road. The committee discussed each intersection and the lack of consistent stopping controls. Ian stated that to be consistent, additional stop signs would need to be installed. Volumes are so low coming off some of the smaller streets that residents may already be used to yielding. Stop signs could be added, but may not be strictly enforced. The resident's concerns were for the main intersections. The Samaritan Way configuration is good. Pine Drive should be treated the same way, adding 2 side stop signs. Olive is offset

and would need a stop or yield on Olive Drive. Dennis talked about possible barricades to define the intersection.

- b. Committee Action/Recommendation – Ian agreed to look into this and report back to the committee.
8. Traffic Engineer Discussion Items – several items were discussed:
- a. The stop sign at Copper Basin Road and Highland has been in for 60-days. There was discussion about when to remove the flags. Consensus was that it was time to remove the flags. Dennis reported that he has been informed that this item is going to be brought back to Council. The neighborhood has circulated another petition.
 - b. Willow Creek Road at Smoketree – An issue was discussed previously about a school bus stopping on Willow Creek Road near Smoketree Lane. Al Williams was under the impression that Sgt. Fletcher had spoken with the school district, and they would not stop on Willow Creek Road anymore. Al stated that when he was traveling in the right lane going westbound, he couldn't see the bus because of a high profile vehicle on his left. Once he could see the bus, he was already opposite the bus. Rear-end conflicts could occur due to the bus stopping on this high volume road. Sgt. Kasun said it is a regular stop. The problem is that there is not a place for the bus to pull off the road, or turn around. Sgt. Kasun agreed to speak to the school district and bus barn to see if there may be a solution.
 - c. The fast lane heading north on Gateway Boulevard coming down from the mall approaching SR69 is a trap lane into the left turn pocket. Ian reported that he plans to make changes to make it clear through striping that a car will be trapped in the left lane. Al suggested that the right lane be made a dedicated right turn pocket, with one lane going straight across the intersection. This will help to align the lanes and reduce confusion. Ian will bring back mark-ups for committee review and comments.
 - d. Committee update – Ian was not able to speak with Mark regarding the committee's future. Ian asked about a letter the committee was going to draft for the Chairman's signature. This needs to be completed as soon as possible for a possible resolution change in October.
9. Traffic Sergeant Enforcement Issues – Sgt. Kasun stated that driver's are paying attention to the Copper Basin Road stop sign. There are not a huge amount of violations. Sgt. Kasun reported that some drivers are blowing their horns at the intersection to "protest" the stop sign. They have received noise complaints. The PD sent out a decibel reader, and it appears that noise is less than that of normal flowing traffic. Dennis asked if Doug plans to go back and conduct speed studies to see if speeds are going up away from the intersection. Doug indicated that there would be additional studies.
10. Chairman's Report – Al Williams stated that when there is a traffic signal outage, the City is not sending out staff to put stop signs out or direct traffic at intersections. Sgt. Kasun indicated that some intersections have back-up generators and the Streets department goes out and starts the generators. Sgt. Kasun stated that the Police Department does not have the manpower to take over multiple intersections, and then continue to answer calls for service. Ian stated that they have a dark signal policy, which mandates that they set 4-way stops after 2-4 hours. Sgt. Kasun agreed that if it is going to be an extended period of time, they would send someone out. When lights come back on, stop signs need to be

removed quickly. Al Williams also mentioned that he noticed 35 mph signs still out on Pioneer Parkway on the weekend. Chairman Meyer stated there are concerns in the community about putting in an unwarranted stop sign on Copper Basin. Chairman also felt that bicycles are not observing stop signs.

Meeting adjourned at 11:20 a.m.

Robert E. Meyer, Chairman

Teresa Ogle, Minute Preparer

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