2011 GENERAL PLAN COMMITTEE

Community Development Department

Agenda

2011 General Plan Committee	**Downstairs Conference Room, City Hall**
Regular Meeting	**201 S. Cortez Street**
Wednesday, May 9, 2012	**Prescott, Arizona**
4:00 PM to 6:00 PM	**928-777-1207**

The following agenda will be considered by the Prescott General Plan Committee at its regular meeting on Wednesday, May 9, 2012 in the downstairs conference room, City Hall, 201 S. Cortez Street, Prescott, AZ. Notice of this meeting is given pursuant to *Arizona Revised Statutes*, Section 38-431.02.

I. Call to Order

II. Attendance

MEMBERS	
Miriam Haubrich, Co-Chair	Elisabeth Ruffner
Terry Marshall, Co-Chair	George Sheats
Brad Devries	Gary Worob
Dave Fisher	
Glenn Gooding	***EX OFFICIO***
Zena Mitchell	Steve Blair, Councilman
Roxane Nielsen	Chris Kuknyo, Councilman
David Quinn	

III. Announcements

IV. Regular Items

1. Consider approval of the minutes of the April 11, 2012 and April 25, 2012 meetings. *Approval of minutes will be deferred to the following meeting.*
2. Transit presentation given by David Quinn.
3. Discussion of goals and strategies from the 2003 General Plan.
4. Discussion of updates to the Circulation Element.

V. Adjournment

THE CITY OF PRESCOTT ENDEAVORS TO MAKE ALL PUBLIC MEETINGS ACCESSIBLE TO PERSONS WITH DISABILITIES. WITH 48 HOURS ADVANCE NOTICE, SPECIAL ASSISTANCE CAN BE PROVIDED FOR SIGHT AND/OR HEARING IMPAIRED PERSONS AT PUBLIC MEETINGS. PLEASE CALL 777-1272 OR 777-1100 (TDD) TO REQUEST AN ACCOMMODATION TO PARTICIPATE IN THIS MEETING.

CERTIFICATION OF POSTING OF NOTICE

The undersigned hereby certifies that a copy of the foregoing notice was duly posted at Prescott City Hall and on the City's website on May 4, 2012 at 1:00 PM in accordance with the statement filed with the City Clerk's Office.

Suzanne Derryberry

Suzanne Derryberry, Administrative Specialist

Item # 3

2011 General Plan Committee

Community Development

Date: Wednesday, May 9, 2012

To: Councilman Steve Blair, Brad Devries, Dave Fisher, Glenn Gooding, Miriam Haubrich, Councilman Chris Kuknyo, Terry Marshall, Zena Mitchell, Roxanne Nielsen, David Quinn, Elisabeth Ruffner, George Sheats and Gary Worob

From: Tom Guice, Community Development Director
George Worley, Planning Manager
Ryan Smith, Community Planner

Staff Memo
Status of 2003 Circulation Element Goals

PURPOSE:
The Committee has requested staff to provide a brief evaluation and available data regarding the goals and strategies from the 2003 General Plan. The data is provided to assist the Committee in its task to update the goals of the General Plan Growth Management and Cost of Development Element.

7.0 CIRCULATION ELEMENT

7.5.1.1 Arterials Goals and Strategies

Goal 1. Establish and maintain a system of arterial streets which, when functioning properly, provide a satisfactory level of service during the morning and evening peak hours, support alternative transportation (walking and bicycling), and are compatible with land use, grading, slope stabilization, drainage and environmental goals including aesthetics.

Strategy 1.1 Coordinate with ADOT and regional counterparts to complete the update of the Central Yavapai County Regional Transportation Study to guide future planning of the Central Yavapai Metropolitan Planning Organization.

Staff Comment: An update was completed in 2004 with the completion of the CYMPO 2030 Transportation Study/Plan.

Strategy 1.2 Implement goals and strategies adopted in the City of Prescott Transportation Plan.

Staff Comment: The City has not established a Transportation Improvement Plan (TIP) to date but continues to hold this as a goal.

Strategy 1.3 Support the planned improvement of arterial streets through the City's five-year Capital Improvement Program (CIP).

Staff Comment: Arterial street improvement has continued to be a top priority and placement of many roadways in the City's five year (CIP) has ensured they are constructed. Examples include Iron Springs Road, Miller Valley road, Willow Creek Road and Prescott Lakes Parkway.

Strategy 1.4 Apply every method available to extend the life of roadway networks through the use of innovative design practices, efficient signal timing and attention to changes in levels of service.

Staff Comment: The Transportation Services Section has actively pursued traffic signal interconnection, signal timing improvements, overlap arrows to improve roadway capacity and will continue to do so into the future.

Strategy 1.5 Plan for a balance of pedestrian, bicycle and transit vehicle movements when expanding intersections to include additional turning and through lanes.

Staff Comment: These strategies have been used selectively by staff at the direction of council on the Iron Springs Road Widening and Williamson Valley Widening projects.

Strategy 1.6 Provide sidewalks and bicycle lanes in accordance with adopted Bicycle and Pedestrian Master plan.

Staff Comment: Bike lanes and sidewalks have been added to the following roadway projects; Iron Springs Road, Willow Creek Road phase IV and Williamson Valley Road. All new arterial streets include bike lanes and sidewalks included in their design. (this strategy should be deleted as this plan has been adopted by Council)

Strategy 1.7 Provide handicap ramps at all intersections with a curb face.

Staff Comment: This has been completed for all arterial widening projects.

Strategy 1.8 Limit parking on arterial and collector streets where appropriate for safety and access management.

Staff Comment: This is an ongoing project with only limited pockets of parking still allowed on arterial roadways, mainly focused in the Central Business District which may be appropriate in that context.

Strategy 1.9 Enhance the aesthetics within street corridors.

Staff Comment: No know projects specific to this strategy have been implemented.

Strategy 1.10 Promote interconnectivity of transportation networks to improve circulation efficiency, disperse traffic and reduce impacts on individual streets.

Staff Comment: Rosser Street extension which connected Willow Creek Road to SR89 has been completed. The Tribal Connector between SR69 and SR89 is completed and will open shortly.

7.5.1.2 Collectors Goals and Strategies

Goal 1. Design or retrofit residential collector streets as feasible to facilitate travel from local streets to parks, schools and arterial streets while maintaining a safe and attractive neighborhood environment.

Strategy 1.1 Locate the intersections of collector streets with arterial streets at one-half or one-quarter mile points where feasible to facilitate safe stacking distances and traffic movement on arterials.

Staff Comment: No new collector streets have been constructed on new alignments since this strategy was implemented.

Strategy 1.2 Implement strategies to prevent local streets from becoming de-facto collectors where pursuit of a connectivity goal may negatively impact the quality of life

for the residents on the local street, and increase demands for police enforcement and traffic calming.

Staff Comment: No specific strategy has been implemented.

Strategy 1.3 Limit direct access to collectors for new residential lots.

Staff Comment: This as been accomplished with the section of Rosser Street between the Eagle Ridge and Cliff road subdivisions, with no direct fronting lots allowed in that area. Additionally the General Engineering Requirements (GERs) contains a section on access management.

Strategy 1.4 Design residential collectors to facilitate efficient circulation within the neighborhood while discouraging through or speeding traffic, especially from arterial to arterial.

Staff Comment: A review to ensure this efficient circulation is accomplished during development. This will be implemented upon development of a new residential collector.

Strategy 1.5 Design collector streets and adjacent sidewalks to facilitate use by low-speed vehicles, bicycles and pedestrians, to include soft trails as shown in adopted plans.

Staff Comment: No specific strategy has been implemented to address this however sidewalks are included in all approved street standard plans. Bike accommodation can be facilitated as deemed appropriate by Council on higher classified roadways through the use of approved standard roadway typical sections.

Strategy 1.6 Require traffic mitigation plans for proposed development and/or connection of new streets, to include the involvement of those persons both residing on and using the street.

Staff Comment: Traffic mitigation can be required as needed by Public Works staff during the pre application conference (PAC) and early development stages of a project, traffic impact analysis (TIA), and civil plan review. Involvement of the public is typically included through planning and zoning, Council meetings and public meetings as needed.

7.5.1.3 Locals Goals and Strategies

Goal 1. Local street designs should provide access for resident and emergency vehicles while maintaining safety for residents, pedestrians and bicyclists and enhancing the neighborhood environment.

Strategy 1.1 Develop a Traffic Calming Design Guide to be applied to new residential street construction.

Staff Comment: A guide specific to new street construction has not been completed. Instead staff has used the traffic calming policies toolbox to recommend devices for Council t consider for inclusion.

Strategy 1.2 Continue to utilize the adopted policy for traffic calming to retrofit residential streets.

Staff Comment: The Policy was updated and re-adopted in September 2010 and has been used to install speed humps on Schemmer Drive, Crossing Drive, Robin Drive and Pleasant Valley Drive. It has also been a reference document that led to the traffic calming on Rosser Street in the Eagle Ridge area.

Strategy 1.3 Appoint a committee with representatives from the Fire, Police, Public Works and Transportation Coordinating Committee to study and resolve where speed humps and other similar traffic calming devices should be permitted on local streets, especially where a local street is now being used as a minor collector.

Staff Comment: A Transportation Coordinating Committee (TCC) was formed but the members felt the Committee should be dissolved. Rosser Street calming was attempted and has been removed. Direction to complete a future traffic calming study will come from the Transportation Services Section of the Public Works Department. (this strategy should be deleted as it was attempted and was found to be ineffective)

Strategy 1.4 Require sidewalks on at least one side of local streets and enforce maintenance requirements.

Staff Comment: With the adoption of the new standard plans in 2008, local residential and commercial streets require sidewalk on at least one side. (this strategy should be modified as it is now partially implemented)

Strategy 1.5 Install bicycle lanes, routes or multi-use pathways in new developments in accordance with Land Development Code requirements and adopted master plans, such as the 2003 Bicycle and Pedestrian Master Plan.

Staff Comment: Generally the recommendations of these planning documents have been adhered to. This can be seen in improvements constructed on Iron Springs Road and Williamson Valley widening project. (this strategy should be deleted as these documents have been adopted by Council)

Strategy 1.6 Study methods to ensure high-quality emergency fire and refuse collection service on local streets having traffic calming features to reduce speed.

Staff Comment: Public Works staff works with all City Departments to ensure that these services are not negatively impacted through the installation of traffic calming. Specifically the adopted policy requires a review early in the process by the Fire, police and Field Operations Departments.

Strategy 1.7 Create and allow the use of a variety of appropriate local street cross sections to provide flexibility during design in order to promote diversity of design and neighborhood character.

Staff Comment: The City has adopted limited street cross sections for local residential and commercial streets. There have however been variations allowed through Council approval for alternative street sections. One example is a rural cross section approved in the Granite Dells area south of SR 89A.

Strategy 1.8 Design the geometry and cross sections of new local streets, and encourage the retrofit of existing local streets to enhance the appearance and reflect the character of neighborhoods, reduce four-way intersections, and reduce the potential severity and frequency of collisions.

Staff Comment: The City Engineer performs these functions.

7.5.2.1 Pedestrian and Bicycle Goals and Strategies

Goal 1. Ensure that connecting pedestrian and bicycle circulation facilities are developed and designed with the objective to increase the incidence of shorter transportation and recreational trips taken by riders and pedestrians.

Strategy 1.1 Implement the 2003 Bicycle and Pedestrian Master Plan for the City of Prescott through inclusion of projects in the Capital Improvements Plan with emphasis on development and design which increase the number of short trips connecting residential areas with schools and business areas.

Staff Comment:

Strategy 1.2 Continue, and further strengthen, the current City/School District partnership directed toward enhancing pedestrian and bicycle access to local schools.

Staff Comment:

Strategy 1.3 Develop programs which educate bicyclists, pedestrians, and motorists about sharing roadways, and promote walking and bicycling.

Staff Comment: The Police Department has bicycle safety education programs for students. No other programs exist at this time. (this strategy should be deleted as this is outside the purview of the General Plan)

Strategy 1.4 Continue acquisition and development consistent with the 2003 Bicycle and Pedestrian Plan of separate and multi-use pathways for pedestrians and bicyclists designed to connect origins and destinations.

Staff Comment:

Strategy 1.5 Promote placement of schools, employment centers and retail in close proximity to residential areas to encourage walking, bicycling and transit use.

Staff Comment: City staff will make recommendations when appropriate, however, PUSD and private developers place these uses according market pressures and land availability. (this strategy should be deleted as it is outside the purview of the General Plan)

Strategy 1.6 Assure that bicycle and pedestrian facilities are maintained regularly.

Staff Comment: This function is performed by the Parks and Recreation Department and the Public Works Department.

Goal 2. Integrate multi-modal options in new development by providing for bicycle, pedestrian and public transit infrastructure in addition to that required for automobile travel.

Strategy 2.1 Design pedestrian facilities to provide safe access for children, the elderly and handicapped. Investigate the feasibility of using and implementing a roadside pedestrian conditions model for designing sidewalks.

Staff Comment: This function is performed by the Parks and Recreation Department and the Public Works Department. The Safe Routes to Schools program is administered by the Prescott Alternative Transportation Committee.

Strategy 2.2 Require pedestrian and bicycle circulation plans to be submitted along with any Traffic Impact Analysis required for new development. Assure that adequate bicycle parking facilities are included in designs for new development.

Staff Comment: This function is performed by the Public Works Department.

Strategy 2.3 Include bikeways and sidewalks in the design of all new roadways where feasible and consistent with the 2003 Bicycle and Pedestrian Master Plan.

Staff Comment: This function is performed by the Parks and Recreation Department and the Public Works Department.

Strategy 2.4 Pursue the acquisition and development of off-street multi-use routes along creeks, drainages, utility easements, and through parks and open spaces.

Staff Comment: This function is performed by the Parks and Recreation Department and the Public Works Department.

Strategy 2.5 Where feasible, retrofit existing roadways to provide for bicycle, pedestrian and transit options and to bridge gaps in the existing sidewalk network, especially in the downtown area.

Staff Comment: This function is performed by the Parks and Recreation Department and the Public Works Department.

7.5.3.1 Transit Goals and Strategies

Goal 1. Achieve a viable and reliable public transit system which accommodates local residents and visitors, including those with special needs.

Strategy 1.1 Assume a leadership role in assuring that the CYMPO conducts a transit feasibility study for the tri-city region to include a park-and-ride element.

Staff Comment: This was completed with the completion of the Regional Transit Needs Study by the CYMPO. (this strategy should be deleted - it has been completed)

Strategy 1.2 Assure that the CYMPO develops an implementation strategy for transit, carpool and park-and-ride programs based on the feasibility study results.

Staff Comment: This was completed with the completion of the Transit Implementation Pan by CYMPO. (this strategy should be deleted - it has been completed)

Strategy 1.3 Utilize outside funding sources, public and private grants, ridership fees, and other means to support a public transit program.

Staff Comment: CYMPO has pursued and received grant funds for projects. Examples include the contributions for SR89 Widening and HSIP safety funds for signing improvements.

Strategy 1.4 Assess secure automobile and bicycle parking availability, rider cost options and park and ride facilities to encourage transit use where practical.

Staff Comment: Study of this was included in the Transit studies but has not yet been implemented.

Strategy 1.5 Encourage, where practical, strategies such as preferential parking, creative rider cost options (e.g. multi-trip discounts) and that buses are equipped with bike racks to encourage transit use.

Staff Comment: No transit system has been implemented. Until such time these improvements cannot be implemented.

7.6.1 Airport Goals and Strategies

Goal 1. Enhance the regional transportation role of the airport.

Strategy 1.1 Continue implementation of the Airport Master Plan and Airport Business Plan to maintain and expand the functional and operational capability of the airport.

Staff Comment: The Airport Master Plan was updated in 2009 and is being implemented. The Airport Business Plan is in need of updating. (this strategy should be modified to ask for an update of the Airport Business Plan)

Strategy 1.2 Enhance access to the airport via a circumference road as outlined in ASAP. Realign the rails-to-trails route to circumvent the extended main runway.

Staff Comment: Coordination of the SR89 Widening has a portion of this loop road included, named "Deep Well Ranch Road" and is planned for construction during the construction project in FY16.

Strategy 1.3 Support marketing and research of the airport as a regional transportation hub.

Staff Comment: This work continues by Airport Management working with regional partners. Ongoing.

Strategy 1.4 Implement improvements to the airport terminal as recommended by adopted plans and the demand feasibility study to be published in the spring of 2004.

Staff Comment: Not complete. Terminal improvements continue to be of a high priority and funding sources are being pursued.

Strategy 1.5 Create safe alternative transportation connections, including bicycle and pedestrian routes, on and off city roadways to the airport and within the airport grounds.

Staff Comment: Alternative transportation connections on City roadways are not currently available. However, the Peavine Trail extends through Airport property.

7.7.1 Safety Programs Goals and Strategies

Goal 1. Establish a traffic safety program to incorporate the three basic elements of engineering, education and enforcement.

Strategy 1.1 Continue to maintain a comprehensive collision database and use it to develop annual reports to show number, analysis of type, cause/violation, and time of day for the crashes and injuries occurring on city streets, along with year-to-year comparisons of trends.

Staff Comment: This has been done and is ongoing by the Transportation Services Section.

Strategy 1.2 Continue the existing program of monitoring, and adjusting where necessary, speed limits on arterials and collectors to assure limits are imposed in a uniform and reasonable manner using nationally accepted speed zoning guidelines.

Staff Comment: This has been done and is ongoing. A program to review the speed limits on arterials and certain collectors is undertaken every five years by the Transportation Services Section.

Strategy 1.3 Identify a set of objectives for sight distance and other safety recommendations, including improvements and programs to allow evaluation of their effectiveness.

Staff Comment: Proposed standards have been drafted and included in the transportation section of the General Engineering Requirements (GERs) for possible future adoption by Council.

Strategy 1.4 Encourage educational programs directed to motorists, bicyclists and pedestrians to raise public awareness of their joint responsibilities when using City transportation facilities. Promote drivers education in schools.

Staff Comment: This function is performed by the Police Department.

Strategy 1.5 Establish an enforcement program to employ selective enforcement targeting high collision locations and violations known to cause accidents.

Staff Comment: The Police Department monitors crash statistics and target high collision locations with enforcement. They also receive grants from the Governor's Office of Highway Safety which is utilized to target speeding and aggressive drivers

Strategy 1.6 Improve communications between engineering, enforcement and the courts in an effort to emphasize to

the public the importance of traffic safety and compliance with traffic regulations.

Staff Comment: This has been done and is ongoing. The Police Department and Transportation Services Section work closely together in these efforts and relay information to the Courts as needed.

Strategy 1.7 Use alternative designs such as roundabouts to improve the safety of existing high collision intersections and for planned high volume intersections.

Staff Comment: Consideration of roundabouts to improve safety and address high volume intersections has been added to the General Engineering Requirements (GERs) for possible future adoption by Council. Examples of where they have already been built are Prescott Lakes Parkway at Sundog Connector and Granite Dells Parkway at State Route 89A Traffic Interchange.

7.8.1 Transportation System Management Goals and Strategies

Goal 1. Improve arterial vehicle movements by increasing capacity and safety.

Strategy 1.1 Minimize direct access to arterial streets for high traffic volume generators such as new school sites; provide bicycle/pedestrian routes to minimize conflict unduly with through traffic on collector or arterial streets.

Staff Comment: Proposed standards have been drafted and included in the transportation section of the General Engineering Requirements (GERs) for possible future adoption by Council.

Strategy 1.2 Establish and periodically review a program to analyze and report on changes in traffic volumes and levels of service for major intersections as well as the links between major intersections.

Staff Comment: No project specific to this strategy has been implemented. However traffic volumes and level of service at intersections are targeted annually. A report to highlight these changes remains a goal.

Strategy 1.3 Prepare an informational report for public policy use which documents the advantages and disadvantages of increasing capacity and safety at intersections by the use of roundabouts.

Staff Comment: Several presentations and reports have been provided to City Council documenting the advantages and disadvantages of roundabouts. Revisiting of this subject on an as needed basis will continue. Traditionally this would happen as roundabouts are being considered. Additionally a section on roundabout and traffic signal selection criteria has been drafted and included in the transportation section of the General Engineering Requirements (GERs) for possible future adoption by Council.

Strategy 1.4 Support and encourage development of a regional Demand Management program oriented toward reducing total vehicle trips through ride-sharing programs; carpools and vanpools; bicycle and pedestrian facilities; public transit; staggered or flexible working hours and telecommuting.

Staff Comment: No project specific to this strategy has been implemented.

Strategy 1.5 Coordinate with Yavapai County, the Central Yavapai Metropolitan Planning Organization and the Arizona Department of Transportation in access management decisions on regional arterials.

Staff Comment: No project specific to this strategy has been implemented, however, an ongoing dialog with these organizations exists regarding access, maintenance, expansion and other issues.

Goal 2. Establish a program to ensure that the public investment in the existing transportation system is protected.

Strategy 1.1 Implement a pavement management system to provide data relative to the projected useful life of the pavement, alternatives for maintenance, maintenance schedules, a five-year priority program for maintenance, and the associated costs.

Staff Comment: A pavement management system has been created which includes these parameters. It is actively updated and used as the basis for the five-year capital improvement program (CIP) and long range maintenance planning.

Strategy 1.2 Prepare and periodically update a study to identify the anticipated 20-year costs for pavement maintenance/replacement and recommended funding sources.

Staff Comment: No project specific to this strategy has been implemented. The City Engineer can comment on desire to implement such a program.

Strategy 1.3 Prepare an inventory of the unpaved streets and alleys, a priority program for paving, and recommended funding strategies.

Staff Comment: City Engineer can comment on desire to implement such a program.

Goal 1. Promote a safe, efficient, multi-modal and interconnecting regional transportation system based on coordinated regional planning and inclusion of bicycle, transit and pedestrian improvements.

Strategy 1.1 Coordinate future arterial and major collector roadway alignments and region-wide bicycle, transit and pedestrian routes and facilities with surrounding jurisdictions to assure appropriate connectivity.

Staff Comment: This has been done by using the regional CYMPO 2030 Transportation plan as a planning tool and can be seen in transportation improvements like SR69/89 interchange, the Prescott Lakes Parkway @ future Sundog Connector roundabout, and the Granite Dells Interchange. It remains an ongoing strategy.

Strategy 1.2 Construct identified transportation network priorities as public and private funding becomes available.

Staff Comment: This has been done and is ongoing. A few examples include the construction of the Granite Dells Traffic Interchange and the current Willow Creek road Realignment Study and planned construction to follow.

Strategy 1.3 Continue to take an active role in regional planning forums, such as the Central Yavapai Metropolitan Planning Organization, to ensure that the concerns of Prescott are given due consideration and that land use planning is an integral part of the process.

Staff Comment: The City of Prescott has been and continues to be an active member of CYMPO.

Strategy 1.4 Adhere to the circulation plans incorporated in Specific Area Plans in order to ensure their timely implementation.

Staff Comment: The City has adhered to these plans and many of the improvements which are included and recommended for construction have been completed.

Goal 2. Achieve a regional, accessible transit system to provide easy access for commuters, students, shoppers, and a transportation option for all citizens who choose not to, or are unable to drive.

Strategy 1.1 Work within the framework of the Central Yavapai Metropolitan Planning Organization to implement the strategies outlined in the Transit section of this Circulation Element.

Staff Comment: The City has been as active participant in many of the transit strategies included in the Circulation Element. This has included completion of the transit study and transit implementation plan. However some strategies have

not been accomplished due to fiscal constraints and direction of the Council and as the Circulation Element is a planning document this will likely continue.

Goal 3. Develop trip information data for the city and surrounding area within the planning boundary of the CYMPO.

Strategy 1.1 Encourage the CYMPO to develop a database for current and future circulation planning to include trip information relative to trips per dwelling unit; modes used for these trips; trip lengths and vehicle occupancy rates. This database should provide information separately for each jurisdiction within the planning area, as well as for the whole planning area.

Staff Comment: This information is provided in the CYMPO 2030 Transportation Plan through the main report and appendixes and is being updated in the 2012 update currently underway. Exact layout of the data may need to be refined.

Strategy 1.2 Develop a separate data base for Prescott, including trip statistics, trip lengths, travel modes used, vehicle occupancy numbers, etc.

Staff Comment: This information is available but has not been compiled into a form as outlined here. This project continues to be a goal.

Item # 4

2011 General Plan Committee

Community Development

Date: Wednesday, May 9, 2012

To: Councilman Steve Blair, Brad Devries, Dave Fisher, Glenn Gooding, Miriam Haubrich, Councilman Chris Kuknyo, Terry Marshall, Zena Mitchell, Roxanne Nielsen, David Quinn, Elisabeth Ruffner, George Sheats and Gary Worob

From: Tom Guice, Community Development Director
George Worley, Planning Manager
Ryan Smith, Community Planner

Staff Memo
Draft Circulation Element - Suggested Changes

PURPOSE:
To discuss updates to the Circulation Element and address suggested changes by staff. After reading the draft individually prior to the meeting, be prepared to discuss any requested changes to the text, goals and strategies regarding the content and character of the element. Grammatical corrections or simple word substitutions that do not change the character of the element may be submitted to staff prior to the meeting.

CHANGES MADE:
The Public Works/Engineering Services Department has reviewed the Element. Suggested edits have been made the text, goals and strategies to create a more useable and implementable document. Numerical and historical information has been updated to the present. Information covered in previous elements has been minimized with references made to the appropriate element. Text has been reworded and updated for clarification and consistency of information. Text, goals and strategies were modified or deleted to reflect City activities and directives that are currently mandated by other documents or agencies. Additional information provided by the public has been incorporated into the text and strategies.

7.0 CIRCULATION ELEMENT

A.R.S. 9-461.05.

2. A circulation element consisting of the general location and extent of existing and proposed freeways, arterial and collector streets, bicycle routes and any other modes of transportation as may be appropriate, all correlated with the land use element of the plan.

7.1 INTRODUCTION

The Circulation Element of the General Plan is oriented toward enabling the efficient movement of people, goods and services. The Prescott transportation network also provides connectivity to the immediate region.

The 2006 Central Yavapai Regional Transportation Plan and other studies show that the widening of roads alone cannot address long term transportation and traffic management issues. Prescott seeks to effectively manage traffic and circulation in a manner consistent with its community character and historic values. The future challenge to Prescott is to safely incorporate bikeways, transit, pedestrian amenities and schools into a well functioning integrated transportation network.

If employment and service centers are to locate in reasonable proximity to residential areas, roadway demands and traffic congestion are decreased. Higher density development supports efficient alternative transportation options including transit, bikeways and pedestrian amenities - extending the longevity of existing infrastructure, while expanding transportation choices.

Prescott strives to pursue a comprehensive, integrated, multi-modal approach to transportation planning by integrating land-use and capital improvement planning, and recognizing the long term benefits of alternative transportation means. This includes planning regional and local road networks in coordination with neighboring jurisdictions.

Interconnectivity of streets and alternative transportation options enhances public safety, shortens travel times and reduces congestion during peak hours. Effective traffic management occurs with good overall interconnectivity and traffic dispersion - balancing the overall circulation needs of the community with impacts on neighborhoods.

Traffic management tools include creation of new roads providing alternate routes as well as integrating access points, traffic calming and other circulation features into roadway designs. To reduce traffic and increase the number of passengers per vehicle, pedestrian amenities, bikeways and convenient parking for commuters are basic. These can be retrofitted into existing street systems and can have ancillary effectiveness in reducing speed and cut-through traffic.

An increasing fraction of the population is unable to drive due to cost, age or ability. With rising automobile costs, drivers may choose alternate transportation modes if they are safe, efficient and affordable. The Prescott Bicycle and Pedestrian Plan was adopted in 2003, with a goal of enhancing transportation choices and improving safety with the addition of bicycle routes/lanes and the extension of sidewalks. Some Neighborhood Plans include traffic calming techniques to enhance street safety while maintaining connectivity with other neighborhoods. Prescott's Downtown was enhanced with the addition of traffic calming planters in intersections, which also improve the aesthetics of the streetscape and encourage pedestrian use.

7.2 TRANSPORTATION MODES AND LIMITS

Autos and alternate forms of transportation each have merit. All require different time expenditures, taxpayer funded infrastructure and physical abilities of the user. Each vehicular trip begins and ends with one or more pedestrian trips. Walking is the most commonly used form of non-motorized transportation. Research shows that the average person will walk 5 to 10 minutes to reach shopping or other destinations, excluding recreational trips. The downtown Prescott area is well suited to this parameter. Walking to work, school, shopping, parks or other recreational sites is limited within some areas of Prescott due to the lack of a satisfactory sidewalk network. The second most common means of non-motorized travel is bicycling, which enables a greater distance range and better access to some locations than walking. Prescott encourages bicycle trips with a combination of wider pavement, striped bike lanes and signed bike routes. Auto travel allows for longer trips in most weather conditions and is also the most expensive means of travel. The public has traditionally accepted these costs, however, some individuals do not have access to an automobile.

7.3 TRAFFIC IMPACTS, TRAFFIC SAFETY AND TRAFFIC MANANAGEMENT ISSUES

The 2006 Central Yavapai Metropolitan Planning Organization (CYMPO) Regional Transportation Study establishes that growth within Prescott and throughout the region will create long term traffic management problems. The study, updated approximately every five years, is the blueprint for long term regional transportation planning and improvements. It includes vehicle traffic count projections for high use intersections and major arterials with an assumed regional population of 118,000 in 2004 and growth to 439,000 by the year 2030.

Table 7.1 Traffic projections along major arterials

Projected cars per day (listed in thousands)	Actual as of 2004	2030 projections without additional roadway improvements	2030 projections with implementation of road network recommendations
Highway 69 east of Highway 89	45	55.2	89.1
Willow Creek Rd., north of Four Points	26.8	42.1	41.1
Williamson Valley north of Iron Springs	12.9	53.2	47.3

The study suggests a three phased approach to regional transportation planning with improvements grouped by years; 2006 to 2011, 2012 to 2020 and 2021 to 2030. Most first phase regional improvements have been achieved or are near completion including the widening of State Route 89 in Chino Valley, Side Road improvements, Williamson Valley Road widening, Tribal road connector, Fain Road widening and State Route 89 interchanges. Later phases will include an extension of Glassford Hill Road and a Side Road Connector, both of which may relieve traffic on Highway 89. The 2006 study recommends new regional transportation corridors such as Great Western Blvd (formerly the Tri-City Parkway), Chino Valley Bypass, Santa Fe Loop, Sundog Connector between Prescott Lakes Parkway and State Route 69, and the Airport Loop Road.

The study also recommends alternative transportation components (mass transit, carpooling, bikeways, trails, etc.) and forecasts that an investment in these systems could reduce projected traffic counts throughout the CYMPO planning area. Subsequent study updates will continue to support alternative transportation. A 2012 CYMPO update to the study is currently underway.

7.4 TRANSPORTATION PLANNING

On a voluntary basis, Prescott, Yavapai County, Chino Valley, Prescott Valley, Yavapai-Prescott Tribe and the Arizona Department of Transportation have cooperated on regional transportation planning for nearly two decades prior to 2000. The combined population of Prescott and Prescott Valley reached 50,000 in the 2000 census, that threshold triggered the establishment of the Central Yavapai Metropolitan Planning Organization (CYMPO) to coordinate regional transportation planning and administer federal/state transportation funding. The above jurisdictions are partners in CYMPO, which is the designated regional transportation planning entity, whose purpose is to conduct studies, coordinate transportation planning, secure state and federal transportation funds, and prioritize transportation projects funded.

Transportation planning within the City is integrated into the City's capital improvement budget and is coordinated with both land use planning and development review. Transportation needs are a required component in specific area plans where Transportation Services and the Police Department examine traffic calming approaches to provide neighborhood safety and emphasize traffic enforcement. Retrofitting existing roadways with improvements is an important part of transportation planning requiring careful consideration of the potential impacts on neighborhoods.

7.5 TRANSPORTATION NETWORK: ROADWAYS, BICYCLE AND PEDESTRIAN, TRANSIT FACILITIES

7.5.1 Roadway Network

Roads are classified as arterials, collectors or local roads into six functional categories:

- **Major Arterials** - facilitate relatively long trip lengths at moderate to high operating speeds with somewhat limited access to adjacent properties. They serve major centers of activity in urban areas and have the highest traffic volume corridors. These streets are the gateways to the community. *Examples include State Highways 69 and 89.*
- **Minor Arterials** - provide shorter trip lengths than major arterials. They generally interconnect with major arterial routes at moderate operating speeds allowing greater access to adjacent properties. *Examples include Montezuma and Willow Creek Road.*
- **Major Collectors** - collect and distribute significant amounts of traffic between arterials, minor collectors, and local roads at moderate to low operating speeds. They provide for more accessibility to adjacent properties. *Examples include Gail Gardner Way and Rosser Street.*
- **Minor Collectors** - collect and distribute moderate amounts of traffic between arterials, major collectors and local streets at relatively low operating speeds with greater accessibility. *Examples include Haisley Road and Bradshaw Drive.*
- **Local Commercial** – generally provide direct access to commercial properties usually at low volumes, speeds, trip length and minimal through traffic. *Examples include Corsair Avenue and Dollar Mark Way.*
- **Local Streets** - provide direct access to abutting properties with very low traffic volumes, operating speeds, trip lengths, and minimal through traffic. *Examples include Norris Road and Boardwalk Avenue.*

There are few arterials which provide access to Prescott. They include State Routes 89, 69 and 89A, Williamson Valley Road, Iron Springs Road and Willow Creek Road. Significant amounts of traffic on Williamson Valley Road/Iron Springs Road, Willow Creek Road and Sheldon/Gurley Street are due to trips made outside of the City. Land use decisions by Yavapai County, Prescott Valley, and Chino Valley will impact the arterial roads within Prescott.

7.5.1.1 Arterials Goals and Strategies

Arterials: *principally for longer distance travel between two points with direct access to property a subordinate function. Capacity constraints usually occur at signalized intersections. Therefore, in order to maximize the duration of a satisfactory operating level of service for a corridor without requiring additional lanes between signalized intersections traffic management has to concentrate on these intersections.*

Goal 1. Establish and maintain a system of arterial streets, which provide a satisfactory level of service during morning and evening peak hours, support alternative transportation (walking and bicycling), and are compatible with land use, grading, slope stabilization, drainage and environmental goals including aesthetics.

Strategy 1.1 Complete the 2012 update of the Central Yavapai County Regional Transportation Study, by coordinating with ADOT and regional stakeholders, to guide the future planning efforts of the Central Yavapai Metropolitan Planning Organization.

Strategy 1.2 Develop a City of Prescott Transportation Plan for adoption and implementation of recommended goals and strategies to improve arterial traffic movement and safety.

Strategy 1.3 Support improvement of arterial streets by maintaining pavement quality and surface markings.

Strategy 1.4 Apply traditional and emerging technologies to extend the life of roadway networks through the use of innovative design and maintenance practices, efficient signal timing and attention to changes in levels of service.

Strategy 1.5 Balance pedestrian, bicycle and future mass transit vehicle movements as appropriate when expanding intersections to include additional turning and through lanes.

Strategy 1.6 Provide handicap ramps at all intersections with a curb face.

Strategy 1.7 Continue to limit parking on arterial and collector streets where appropriate for safety and access management.

Strategy 1.8 Enhance the aesthetics within street corridors.

Strategy 1.9 Promote interconnectivity of transportation networks to improve circulation efficiency, disperse traffic and reduce impacts on individual streets.

Strategy 1.10 Minimize and reduce, where feasible, direct driveway access to arterials.

7.5.1.2 Collectors Goals and Strategies

Collectors: *are generally divided in purpose to move persons from place to place and to access fronting property. Commercial collector streets facilitate travel between high traffic generators. Access locations are often controlled or shared.*

Goal 1. Design or retrofit residential collector streets as feasible to facilitate travel from local streets to parks, schools and arterial streets while maintaining a safe and attractive neighborhood environment.

Strategy 1.1 Locate new intersections serving collector streets with arterial streets at one-half or one-quarter mile points, where feasible, to facilitate safe stacking distances and traffic movement on arterials.

Strategy 1.2 Implement strategies to prevent local streets from becoming de-facto collectors where pursuit of a connectivity goal may negatively impact the quality of life for the residents on the local street, and increase demands for police enforcement and traffic calming.

Strategy 1.3 Minimize direct access to collectors for new residential lots.

Strategy 1.4 Design residential collectors to facilitate efficient circulation within the neighborhood while discouraging through or speeding traffic, especially from arterial to arterial.

Strategy 1.5 Design collector streets and adjacent sidewalks to facilitate use by low-speed vehicles, bicycles, pedestrians and to include trails as shown in adopted plans.

7.5.1.3 Locals Goals and Strategies

Locals: *local streets in aggregate comprise the highest total mileage of city streets and have the primary purpose of providing direct access to adjoining properties. These streets range from short cul-de-sacs to the traditional grid system in the downtown. Most adjacent dwelling lots will have at least one entrance onto the local street.*

Goal 1. Local street designs should provide access for resident, commercial properties as appropriate and emergency vehicles while maintaining safety for residents, pedestrians and bicyclists and enhancing the neighborhood environment.

Strategy 1.1	Develop a Traffic Calming Design Guide to be applied to new residential street construction.
Strategy 1.2	Continue to utilize the adopted policy for traffic calming to retrofit residential streets.
Strategy 1.3	Create and allow the use of a variety of appropriate local street cross sections to provide flexibility during design in order to promote diversity of design and neighborhood character.
Strategy 1.4	Design the geometry and cross sections of new local streets to meet AASHTO standards.
Strategy 1.5	Encourage the retrofit of existing local streets to enhance safety with attention to appearance reflecting the character of neighborhoods and to reduce four-way intersections where feasible.

7.5.2 PEDESTRIAN AND BICYCLE CIRCULATION

Prescott residents and visitors currently enjoy a network of sidewalks, bicycle routes, bicycle lanes, and multi-use paths. This network may be enhanced with the support of advocacy groups who encourage pedestrian, bicycle and mass transit transportation alternatives.

The on-street system is comprised mainly of striped bike lanes, signed bike routes and sidewalks. The striped bike lanes are primarily located on existing arterials and Major Collectors. Sidewalks are typically provided on new local, collector and arterial streets, however, a cohesive pedestrian movement network from neighborhoods, business areas, schools and other destinations, remains to be developed. Some progress has been made through the Safe Route to Schools program and the 2003 Bicycle and Pedestrian Master Plan includes specific policies and locations for recommended projects, while addressing related on-going maintenance needs.

The mountain biking community embraces Prescott due to the high quality of its off-street trail network. This is reflected in the annual Whiskey Off-Road race, which had 1750 registrants in 2012. Many visitors come to Prescott specifically to experience our mountain bike trail system. Biking tourists stay in downtown hotels and ride, not drive, to Prescott's world class mountain biking trails. Safety measures are encouraged while cyclists are traveling to the trails that exist to our west off of Copper Basin Road and West Gurley Street/Thumb Butte Road, and south off White Spar Road.

West Gurley Street and Thumb Butte Road may be made safer with paint applications to the road and bicycle route signage until such time when the planned Butte Creek trail is completed. Due to budget considerations, the recent Copper Basin Road project did not include a bike lane. However, other enhancements, such as bicycle route signage, may be used to provide greater safety to the cycling community. The trails to south are accessed via State Route 89, which is an ADOT right-of-way.

There is a designated bicycle route between the Mike Fann Community Skate Park and the newly built Granite Creek Park Pump Track with a resulting increase in bicycle traffic between these two parks. As an example of safety improvements that may be made to this designated bike route, additional signage to notify motorists of bicycles on the roadway may be added, along with the addition of shared lane markings on Pleasant Street & Willis Street and upgrading the traffic light at the intersection of Sheldon Street & Pleasant Street to detect bicycles.

A "Complete Street" is defined as a street that accommodates all users including autos, pedestrians and bicyclists. A committee may be formed to advance this concept and help Prescott attain a League of American Bicyclists Bicycle Friendly Community status. The Bicycle Friendly Community status has been awarded to both Flagstaff and Sedona, and may be a contributing factor to tourism in those areas. Much of the groundwork for this coveted designation has been included in the Bicycle and Pedestrian Master Plan adopted in 2003.

Additional information regarding the off-street trail system may be found in the Open Space Element.

7.5.2.1 Pedestrian and Bicycle Goals and Strategies

Goal 1. Ensure that connecting pedestrian and bicycle circulation facilities are developed and designed with the objective to increase the incidence of shorter transportation and recreational trips taken by riders and pedestrians.

Strategy 1.1 Update the 2003 Bicycle and Pedestrian Master Plan to reflect current conditions.

Strategy 1.2 Implement the Bicycle and Pedestrian Master Plan for the City of Prescott through inclusion of projects in the Capital Improvements Plan with emphasis on development and design which increase the number of short trips connecting residential areas with schools and business areas.

Strategy 1.3 Strengthen partnerships directed toward enhancing pedestrian and bicycle access to local schools.

Strategy 1.4 Develop programs which educate bicyclists, pedestrians, and motorists about sharing roadways, and promote walking and bicycling.

Strategy 1.5 Continue acquisition and development consistent with the 2003 Bicycle and Pedestrian Plan of separate and multi-use pathways, where feasible, for pedestrians and bicyclists designed to connect popular origins and destinations.

Strategy 1.6 Promote placement of schools, employment centers and retail in proximity to residential areas to encourage walking, bicycling and transit use.

Strategy 1.7 Assure adequate maintenance of bicycle and pedestrian facilities.

Strategy 1.8 Encourage bicycle safety through the application of road surface paint, bicycle route signage and other means as appropriate on a case by case basis.

Strategy 1.9 Pursue League of American Bicyclists Bicycle Friendly Community status.

Goal 2. Accommodate multi-modal options in new development for bicycle, pedestrian and public transit infrastructure.

Strategy 2.1 Design pedestrian facilities to provide safe access for children, the elderly and handicapped.

Strategy 2.2 Require the submittal of pedestrian and bicycle circulation plans as elements of Traffic Impact Analysis required for new development. Assure that adequate bicycle parking facilities are included in designs for new development.

Strategy 2.3 Include bikeways and sidewalks in the design of all new roadways where feasible and consistent with the Bicycle and Pedestrian Master Plan.

Strategy 2.4 Encourage the acquisition and development of off-street multi-use routes along creeks, drainages, utility easements, and through parks and open spaces.

Strategy 2.5 Where feasible, retrofit existing roadways to provide for bicycle, pedestrian and transit options and to bridge gaps in the existing sidewalk network, especially in the downtown area.

7.5.3 MASS TRANSIT

Public transit could provide a viable mode of transportation for area residents who cannot or choose not to drive. The Central Yavapai Metropolitan Planning Organization (CYMPO) has completed evaluations regarding the feasibility of a regional public transit system. The Regional Transit Needs Study and the Transit Implementation Plan recommend a combination of basic fixed and flexible route transit service with a park-and-ride component.

CYMPO pursues available state and federal funding for implementing a public transit system. The County has provided limited funding for transit in other jurisdictions. Services may be contracted out to private providers, however, providers must be able to meet state and federal guidelines for publically funded transit. A Limited private bus service is provided within the City and is not currently subsidized with public funds. Other funding sources may be available for public entities or non-profit organizations who

provide transit services. However, finding a capable provider and providing long term taxpayer funding in an uncertain economy are important issues.

Efficient transit systems depend on cluster development where higher densities create a population base. The Growth and Cost of Development Element of this plan addresses the need for more opportunities for compact development.

7.5.3.1 Transit Goals and Strategies

Goal 1. Plan for and when economically feasible, implement a public transportation system accommodating residents and visitors, including those with special needs.

Strategy 1.1 Pursue outside funding sources, public and private grants, ridership fees, and other means to support a public transportation program.

Strategy 1.2 Develop secure automobile and bicycle parking, and park and ride facilities to encourage public transportation.

7.6 AIRPORT

Ernest A. Love Airport is operated solely by the City, however, there are regional benefits from economic growth enhanced by air transportation. The 2009 Airport Master Plan provides for facilities and services to accommodate the needs of aviation toward this end. The airport transportation hub attracts relocating and expanding businesses by its ability to deliver people and goods.

In 2001 the City of Prescott, Prescott Valley and Chino Valley entered into annexation boundary agreements to set each municipality's future boundary limits. This is especially important near the airport where all three communities will share boundaries. Prescott adopted the Airport Specific Area Plan (ASAP) in 2001 to protect the airport from residential development of nearby vacant land.

Airport operations relies heavily on federal and state-grant funding for major capital improvements and runway maintenance. Future sharing of funding, operations, oversight and benefits of the airport with neighboring jurisdictions may achieve greater expansion and economic vitality.

7.6.1 Airport Goals and Strategies

Goal 1. Enhance the regional transportation role of the airport.

Strategy 1.1 Update the Airport Business Plan to guide the operation and development of the airport.

Strategy 1.2 Enhance access to the airport referencing the ASAP, Airport Master Plan, and the Airport Area Transportation Study.

Strategy 1.3 Actively pursue research, marketing and development of the airport as a regional transportation hub.

Strategy 1.4 Implement improvements to the Airport including, but not limited to, development of a new terminal, redevelopment of on-airport land uses, evaluation/ modification/ improvement of the main airport road entrance and circulation as may most beneficially serve the airport community needs in accordance with current industry standards and practices.

Strategy 1.5 Create safe multimodal and alternative transportation connections, including bicycle and pedestrian routes, on and off city roadways to the airport and within the airport area.

7.7 TRAFFIC SAFETY

Traffic safety is a shared responsibility among drivers, cyclists, pedestrians and other travelers. There are over 800 auto collisions each year in Prescott. The majority of collisions occur on arterial and collector streets, primarily as rear end, angle and left turn collisions where driver error is involved.

The Public Works and Police Departments partner to improve traffic safety through engineering, education and enforcement. The Prescott Police Department utilizes the latest technologies and innovative techniques to fairly and uniformly enforce traffic laws, ordinance, and regulations.

7.7.1 Safety Programs Goals and Strategies

Goal 1. Enhance traffic safety through engineering, education and enforcement.

Strategy 1.1 Continue to maintain a comprehensive collision database and use it to develop annual reports to show number, analysis of type, cause/violation, and time of day for the crashes and injuries occurring on city streets, along with year-to-year comparisons of trends.

Strategy 1.2 Continue the existing program of monitoring, and adjusting where necessary, speed limits on arterials and collectors to assure limits are imposed in a uniform and reasonable manner using nationally accepted engineering standards.

Strategy 1.3 Identify a set of objectives for sight distance and other safety recommendations, including improvements and programs to allow evaluation of their effectiveness.

Strategy 1.4 Encourage educational programs directed to motorists, bicyclists and pedestrians to raise public awareness of their joint responsibilities when using City transportation facilities. Promote drivers education in schools.

Strategy 1.5 Continue using the enforcement program employing selective enforcement of high collision locations and violations known to cause accidents.

Strategy 1.6 Improve communications among Engineering Services, Law Enforcement, and the courts in an effort to emphasize to the public the importance of traffic safety and compliance with traffic regulations.

Strategy 1.7 Continue the application of alternative designs such as roundabouts to improve the safety of existing high collision intersections and for planned high volume intersections.

7.8 TRANSPORTATION SYSTEM MANAGEMENT

Transportation System Management (TSM) is a means of reducing congestion, promoting traffic safety, and protecting the public investment in the existing street system. Techniques include:

- Traffic Management – improving vehicle movements and increasing the capacity and safety of existing streets by use of turn lanes, medians, bikeways, signal timing, synchronization, etc.
- Demand Management – reducing trips and/or the number of vehicles on the roadway, includes ride-sharing programs; expanded bicycle, pedestrian and transit options; High Occupancy Vehicle (HOV) lanes; preferential carpool parking; telecommuting and staggered or flexible working hours.
- Maintenance Management – managing maintenance necessary to protect the public investment in City streets, bikeways and sidewalks.

The primary objective of TSM is to "balance the overall circulation needs of the community with any resulting impacts on neighborhoods".

7.8.1 Transportation System Management Goals and Strategies

Goal 1. Improve arterial vehicle efficiency by maximizing capacity and safety.

Strategy 1.1 Minimize direct access to arterial streets for high traffic volume generators such as new school sites; provide bicycle/pedestrian routes to minimize conflict unduly with through traffic on collector or arterial streets.

Strategy 1.2 Monitor and analyze traffic volumes and levels of service for major intersections as well as the links between major intersections.

Strategy 1.3 Continue to coordinate with Yavapai County, the Central Yavapai Metropolitan Planning Organization and the Arizona Department of Transportation in access management decisions on regional arterials.

Goal 2. Establish a program to ensure that the public investment in the existing transportation system is protected.

Strategy 1.1 Continue the existing pavement management system to provide data relative to the projected useful life of the pavement, alternatives for maintenance, maintenance schedules, a five-year priority program for maintenance, and the associated costs.

Strategy 1.2 Use the previously completed inventory and priority program for pavement of the unpaved streets and alleys, to recommend funding strategies.

Strategy 1.3 Continue using the comprehensive Maintenance Management System for traffic signing, striping and sweeping on city streets to meet identified levels of service.

7.9 LOCAL LEVEL TRANSPORTATION PLANNING

The Public Works Department - Transportation Services Group is charged with review and recommendation on transportation planning and traffic safety matters, a function that was previously performed by the Transportation Coordinating Committee (TCC).

City voters approved an extension of a ¾ percent sales tax to continue the Assured Street Program originally scheduled to end in 2015. The extended program will begin January 1, 2016 and run for 20 years to provide resources for construction, operation and maintenance of streets throughout much of Prescott.

Long range transportation planning for Prescott includes the five-year Capital Improvement Program (CIP), Transportation Elements within Specific Area Plans and the Circulation Element of the General Plan. The CIP is reviewed annually by the Public Works Department and approved by the City Council as a part of the annual City budget. The General Plan, Specific Area Plans and the Public Works Pavement Management Program guide the priorities of the CIP.

Long-range transportation planning within Prescott is improved by a detailed Transportation Plan that focuses on the City and is also developed in coordination with the Central Yavapai Regional Transportation Plan. The 2045 CYMPO Prescott Transportation Plan uses future City annexations and probable land uses to determine local and regional transportation needs. The proposed transportation system, scheduled to begin implementation in 2014, will be executed in terms of environmental, topographical and financial constraints.

When future land use and transportation systems are balanced and affordable, the goals, objectives, and Capital Improvement Plans to implement them can be formulated to include financing, prescribed levels of service, and transit/non-motorized circulation dimensions. To this end, a better understanding is needed about the travel habits of Prescott residents, as well as Chino Valley, Prescott Valley and the unincorporated Yavapai County area. Below are National averages for private vehicle trips. Due to the

prevailing development pattern in Prescott of low density residential, topography and the generally older retired population, actual Prescott trip lengths will likely vary:

- 63% of all trips less than 5 miles
- 49% less than 3 miles
- 40% less than 2 miles, and
- 28% less than 1 mile.

The current transportation mode for Prescott residents commuting to work is summarized in the 2010 Census. A total of 13,321 respondents for the census show that:

- 74.8 % of the commuters were the sole vehicle occupant,
- 10.1 % were in a carpool,
- 6.5 % work at home,
- 5.9% were pedestrians,
- 2.1 % were other (includes bicycle), and
- 0.6 % were on public transit (includes taxi).

It should be noted that commuter trips represent only a portion of all trips. The current trips per dwelling unit, modes used for these trips, and vehicle occupancy rates for Chino Valley, Prescott Valley, and the unincorporated Yavapai County land uses are unknown. These factors are very important when forecasting travel demands and could be researched for City circulation planning.

7.9.1 Local Level Transportation Planning Goals and Strategies

Goal 1. Develop and periodically update a Prescott Transportation Plan with a focus specifically on the City of Prescott.

Strategy 1.1 Perform a data analysis on the current travel habits of Prescott residents including the frequency, range, mode and duration of daily trips by dwelling unit types. Use the data to create a Prescott Transportation Plan to address pedestrian and bicycle infrastructure, and to analyze potential impacts/benefits to the transportation network.

Strategy 1.2 Include in the 2045 CYMPO Transportation Plan a capital improvement program for roads, sidewalks and bicycle routes which is prioritized within financial constraints.

7.10 REGIONAL TRANSPORTATION PLANNING

The City of Prescott participates in regional transportation planning through a partnership with other local agency members comprising the Central Yavapai Metropolitan Planning Organization (CYMPO).

7.10.1 Regional Transportation Planning Goals and Strategies

Goal 1. Promote a safe, efficient, multi-modal and interconnecting regional transportation system based on coordinated regional planning and inclusion of bicycle, transit and pedestrian improvements.

Strategy 1.1 Coordinate future arterial and major collector roadway alignments and region-wide bicycle, transit and pedestrian routes and facilities with surrounding jurisdictions to assure appropriate connectivity.

Strategy 1.2 Construct identified transportation network priorities as public and private funding becomes available.

Strategy 1.3 Continue to take an active role in regional planning forums, such as the Central Yavapai Metropolitan Planning Organization, to ensure that the concerns of Prescott are given due consideration and that land use planning is integral to the process.

Strategy 1.4 Adhere to the circulation plans incorporated in Specific Area Plans in order to ensure consistent implementation.

Goal 2. Achieve a cost effective regional, public transportation transit system for commuters, students, shoppers, and others who choose not to, or are unable to drive.

Strategy 2.1 Work within the framework of the Central Yavapai Metropolitan Planning Organization to implement the strategies outlined in the Transit section of this Circulation Element.